PLAINTIFF'S EXHIBIT

Y-148

Nov.2, 1959

Mr. John Thompson
Mech. Chief-Denver Plants

Dear Sir:

The following work was done during the month of October at the Arapahoe Station.

No.2 boiler was shut down Oct. 3 so that we could repair the motorized condensate make-up valve. The disc had unscrewed itself from the stem nut. The seat was damaged very little. It was lapped in with the seat-disc. Seat and disc were tack welded to valve assembly.

The west seat valve in the No.2 seal oil unit was checked for sticking. Valve was removed and nothing could be found wrong.

When the boiler was shut down, the master plug on the east front header leaked. This was removed. Plug and gasket replaced. Seat was O.K. Boiler was returned to operation that same evening.

No.4 boiler was turned over to us Oct.6th to check and repair the steam air heater tubes that were leaking. We tested the coils with 125 lbs. cold water. One tube leaked on top. This was repaired and again tested. No other leaks were found.

Insulation was removed from inlet on outlet pipes from each coil, and Eagle Pitcher Stalastic compound put in space between pipes and duct. This was done with the thought that cold air was coming inside from the duct , then getting between insulation and hot pipe and then condensing.

The boiler was started at noon Oct.6th. No leaks have been reported.

A trench was dug in the north ash pond from the inlet pipe to the northeast corner. In three weeks time the trench and that corner of the lake is full of ashes. It looks like they are putting more in than we are taking out.

An experiment was made on the center ash pond to see what was the best way to move the ashes. The boiler seal overflow line that ran to this lake was ran over to the pump pond. It was found we could dig better with a drag line. The ashes were piled up to let the water run out, then loaded in the trucks with a loader. We are moving from 150 to 175 yards a day with two trucks. Contractors were called and bids made on this job.

No.3 and 4 control air compressors were inspected and after coolers cleaned. No.2 compressors low pressure cylinder was repacked. All compressors are now in service.

No. 5 wing conveyor belt ran over and rubbed the frame. Wet coal stuck to one of the pulleys and forced the belt over. It cut the rubber off the north edge of the belt. This was trimmed and given repeated coats of Goodrich Plastikon 169 adhesive.

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The south reciprocating feeder was adjusted to its full stroke. This was done to speed the coal handling to No.4 unit. This does clear the hopper better. In running to units 1,2 and 3 one of the apron feeders will have to be run on low speed.

The locomotive air compressor shaft pulley was rebuilt in machine shop. Air brake controls were replaced with a rebuilt unit.

New rubber bushings were installed in couplings on 3A and 3D cooling tower cells. Motors and gear boxes were aligned. The back end of the motors are still going down and tower twisting to the north. Some thing is going to have to be done to these cells pretty soon. The motors or gear boxes cant be much more. 1B cell motor was removed again because of moisture, and baked. It is back and in service.

No.1C boiler feed pump motor burnt up, Oct.14th. The motor was removed and sent to Baker Electric. 1B feed pump motor was moved over to 1C. It is now in service. 1C motor was returned and ran Oct.21st. Checks out OK.

New Dodge Timken all steel pillow block bearing were installed. Motor and fan were aligned. The fan shaft has a sag in it. Fan was run with hot gases one night and then left running for us to check, at the time it was still running out. We will again try to run that fan when load permits so that we can see what it does when it is hot.

Oil was changed in the service water tower gearboxes.

No.4 power pop was again reseated. It held for about 10 days. Operations popped this valve and it would not reseat. This valve is out of service at this time. We are having a metal box made to cover this valve.

I believe this covers all jobs of any importance. All routine maintenance has been taken care of.

Respectfully Submitted

Henry B. Rogers
Working Foreman

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