

June 3, 1959

PLAINTIFF'S EXHIBIT

BAB-410

Mr. John Thompson
Mechanical Chief of Denver Plants

Dear Sir:

The following work was done at Arapahoe Plant during the month of May.

No. 4 Unit was still down for overhaul. The boiler was lit off on May 4. Superheater safety valve leaked. The boiler was brought down and this repaired. The turbine main steam stop would not close. The valve was taken apart and a coating of hard blue scale was found on the stem. This was removed and valve assembled. The boiler was again started up on May 11. The trips were checked on the turbine and then put back on the line.

No. 1 turbine was shut down May 12 to check, reason for vibration. The gib key was refitted and installed. This did not help the vibration. We also found on the front of the low pressure case a section of cement forms had not been removed, these were taken out.

No. 3 turbine was shut down May 13 to check No. 2 admission valve. The valve was removed and the stem was covered with a hard blue scale. This was removed and valve installed. Valves worked O.K.

Safety valves were set on No. 3 Boiler on May 22. Superheater safety valve has to be worked on. The unit was turned over to us on May 25. Drums were opened, checked and washed. All hand pole plugs removed. On the fire side the boiler was fairly clean, very little ash in the superheater section, dust collectors were blown off is needed. Top of the primary air heater section was blown off.

The high and low pressure case has been removed on No. 3 turbine, the rotor is ready to be left out. The deposit on the rotor blades and diaphragms does not seem to be hard, should clean easily. A sample of the deposit has been given to the chemist. Work is progressing as fast as possible on this machine.

The No. 3B I.D. fan bearings were opened. The outboard bearing was wiped, it has been scraped, and all shims removed. Our clearance on this bearing is .002 to .003 more than it should be, inboard bearing was not bad. Motor was blown out and coupling alignment checked. Fan was ran and bearing set.

The steam to feedwater heaters controlled start up line has been installed. This line has yet to be insulated. This will be done after the line has been checked out.

A stainless steel fitting has been welded in No. 3 H.P. heater drain flash tank. The stainless steel linen in the down stream side of the valve was repaired.

WAD00257

The motorized main steam stop valve on No. 3 stuck closed when the unit was shut down. The valve has been stripped down, seal and bonnet removed. The machine shop is making a large nut to screw on the stem so that we can make a puller for this valve.

Three A condensate pumps was pulled, impellers and case checked. Pump well cleaned and painted. Pump assembled and also painted with Dibe coat. Pump was reinstalled and motor aligned. This is ready for service.

The B&W coal mills were inspected on No. 1 Unit. One ball was added to each mill. The top ball ring is wearing on the outer edge. The ring does not resemble any of the drawings we have on this mill. Plows and wear plates are holding up well. Spring pressure was adjusted. These mills are back in service. A, B & C mills on No. 3 Unit was checked. One ball was found to be wearing out of round on A mill, this ball was removed and replaced with a ball from B mill. Two new balls were put in B mill. No balls were added to C mill. Upper rings were all found to be worn like No. 1. Plows and wear plates were O.K. Spring tension reset. Mills are back in service.

Oil and seal were changed on No. 4 J&K cells. Seal was also changed on No. 4 A-B-C cells. A new master cylinder and brake cylinder were installed on the broke 4A cell. A brake was installed on 2D cell. 3B motor and gear box were aligned.

Part of the air conditioning units were scraped and painted with Bitumastic No. 50, they are as follows: -S1-S3-S7-S9. A new pull installed on S9 fan motor. Bearings were replaced on E37 exhaust fan. The water piping to the new cooling coils on the A.C. units were installed.

No. 4 control air compressor gas engine valves were replaced with new rotating exhaust valves. Exhaust valve seats were also renewed. A sample of U.S. chemical Z4 ring and valve free was put in the top oiler. This engine has ran about 15 hours, spark plugs are still clean. We have been having trouble with this engine building up a lead deposit on the valves and in the compression chamber.

New Farway level gauges were installed on the 4th and 7th stage heaters on No. 1 Unit, the sight glasses were removed.

No. 4 A L.P. drip pump motor had to be sent to Baker Electric to be rewound. The motor picked up moisture from a blow off line on No. 3 Unit. Motor is back and in service.

Chlorea grass and weed killer was sprayed on the fence line around the plant, around the cooling towers and fire plugs. Weeds were disked in all of the open areas of the grounds.

No. 4 gas recirculating fan inboard bearing burned up. The bearing pad crushed in, probably from fan getting out of balance from ash. We are now awaiting word from Sturterent Fan Company about new bearings.

No. 4 dust collector and air heater hoppers plugged up with wet ash. It took a crew of 4 to 6 men, three days to get these open. Hammer plates have been welded on the dust collector hopper on 1, 2 and 3 units and on all the hoppers on No. 4.

The bottom five foot section of the northeast by of the coal car shake out A frame was replaced. This was damaged when the D8 cat brakes got wet and it rolled off the coal pile.

Small trouble orders have been taken care of as they came in.

Respectfully submitted,

Henry H. Rogers

HHR:fs