

Acme Coke
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Halcon Quench Car Correspondance
Dated: 1973

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August 15, 1973

J. W. Duncan

J. T. Seaman

R. C. Rankin

MEMO . . . Halcon Car

During the past week, the Halcon car was operated from 10:00 AM to 3:00 PM on August 7th, 8th, 9th and 10th. The cyclic operation of the car was reasonably stable.

The major problems outlined in Mr. R. A. Nagan's memo of July 19, 1973 still remain with the exception of item 6 . . . inadequate quenching. Since removing the strainer from the 8" water fill line, quenching has been good.

There were no modifications made to the car this week.

Three people from FMC inspected the car with John Handley.

R. C. Rankin
Asst. Supt., Coke Plant

rcr;lb

August 20, 1973

J. W. Duncan
R. A. Nagan

J. T. Seaman

R. C. Rankin

MEMO . . . Halcon Car

The Halcon car was put into operation at 10:00 A.M., Wednesday, August 15th. While pushing oven No. 94, the brakes failed on the quench car, resulting in hot coke being spilled over the south end of the car. Hot coke landed on conduit resulting in wiring for the "Exhaust Start" sequence being shorted out. Electrical repairs and repairs to the brakes were made on August 16th.

The car was again operated from 10:00 AM - 12:00 Noon on Friday, August 17th at the request of John Hanley. Mr. Walter Carbone, Wilputte, along with a Japanese Wilputte representative, observed the operation.

According to J. Stenland, Halcon, Mr. Carbone was impressed and commented, "It does a better job than the Koppers system at Ford."

R. C. Rankin

rcr/lb.

October 8, 1973

J. W. Duncan
R. A. Nagan

J. T. Seaman

R. C. Rankin

A.I.S.I. Visit to observe Halcon Quench Car

The A.I.S.I. coke committee arrived at the plant at 1:30 P.M., October 4th to observe the Halcon quench car. Unfortunately, they were not able to observe the car in operation due to failure of the regulator that controls the fuel injection to the generator. The generator had been operated earlier in the day, however, it failed to start at 12:00 noon. Patton Industries was contacted and they sent a serviceman; however, the Committee had left the plant by the time repairs were made.

On Friday, Jim Ludberg, Dofasco; Stan Anslow, Stelco; Dick Phelps, Inland; T. R. Greer, J&L, and G. M. Dunn, Kaiser, came to the plant at 1:00 PM to observe the car. The group watched two ovens from ground level, two ovens on the Halcon car, and two ovens from bench level. One oven was slightly green on the pusher side - the balance were well coked out. There was some hot coke at times after the ovens were quenched. The only comment was from Ludberg - "You have to get the coke under the hood. But then a longer quench car would do that."

The group left the plant at approximately 2:00 P.M.

R. C. Rankin

rcr;lb

October 8, 1973

J. W. Duncan
R. A. Nagan

J. T. Seaman

R. C. Rankin

MEMO . . Halcon Car

Zack Construction Company completed installation of the new accumulator on Tuesday, October 2nd; however, the accumulator has not been insulated.

The car was put in run at 10:00 AM, 10/3, after plant electricians jumped the starter for the diesel generator. The starter failed at 11:00 AM. A new starter was purchased and installed by 5:30 PM. The car was put into operation and three ovens were caught. The generator operated O.K., however, there was considerable hot coke after quenching due to plugged sprays.

On Thursday, 10/4, the sprays in the quench car hood were cleaned and the car was put into service at 12 noon in preparation for the A.I.S.I. coke committee visit. The diesel generator would not start. The car was kept in service from 12 noon until 2:00 PM., using the emergency quenching system while maintenance personnel tried to start the generator. The car was removed from service at 2:00 PM. The coke committee inspected the car. A serviceman from Patton Industries found the following problems:

1. The rack that controls the fuel to the injectors was stuck in the closed position.
2. The governor was out of adjustment.
3. The crankcase oil had been diluted with fuel oil.

The crankcase oil was drained and replaced with new oil. At this time, we do not know how the fuel oil got into the crankcase. The serviceman recommended we operate the car and measure the lub oil level daily to see if the level increases.

The car was put into operation at 10:00 AM on Friday, 10/5. Cyclic operation of the car was good. Five members of the A.I.S.I. coke committee observed six ovens caught with the Halcon car. The car was removed from service at 2:00 PM as we were behind on the ovens due to a 35 minute delay to repair brakes on the pusher. We had been unable to make up this time with the Halcon car.

MEMO . . Halcon Car
continued . . .

October 8, 1973

The seal installed on the coke guide hood and the quench car hood failed. The material was too light and warped from the heat with the first oven pushed.

R. C. Rankin

rcr/lb.

December 10, 1973

J. T. Seaman (2)

MEMO -

R. C. Rankin

Halcon Car Operation - November

On November 5th, the Halcon car was put into operation at 12 noon after spending the morning thawing frozen air lines and engineers from the Tech. Center making static tests. The car caught four ovens and then was removed from service as the plant was behind on oven pushing. Three men from Bethlehem, Burns Harbor, observed the operation of the car.

On November 6th, the car was operated from 9:30 AM to 12 Noon. Representatives of the Chicago Air Pollution Commission observed the operation. The Manson-Neilan valve for the jets was operated manually. Water overflowed from the sump onto the quench track due to back-wash water from the Kinney Strainer.

On November 7th, the car was operated from 9:30 AM to 1:00 PM. Mr. Al Biss and two associates from Illinois E.P.A. observed the operation with Mr. F. Krikau. John Handley accompanied three Japanese visitors who were supposedly potential investors. Same problems as on November 6th.

The hood was removed from the quench car on November 12th.

The car was painted the latter part of November.

As of today, there has not been any work done toward winterizing the car except for draining and blowing out all lines to protect against freezing.

R. C. Rankin

rcr/lb.