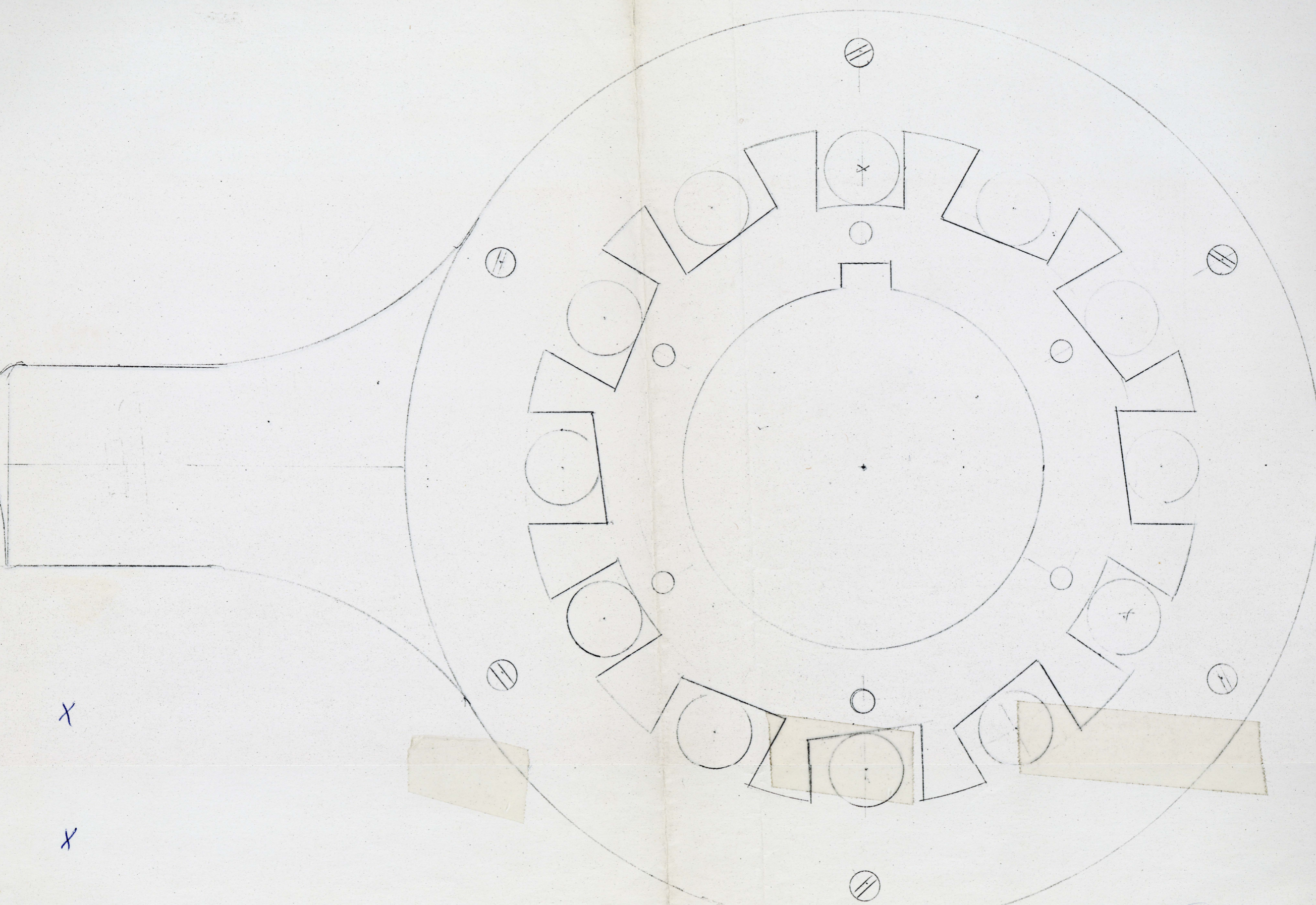


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Fig 1

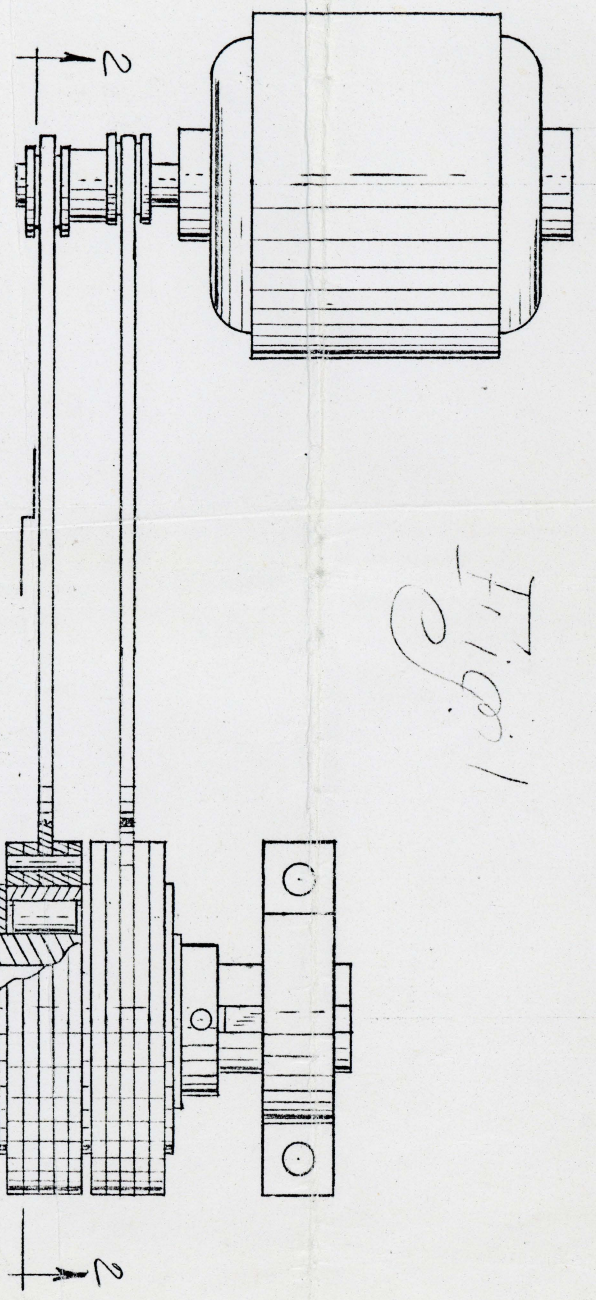


Fig 3

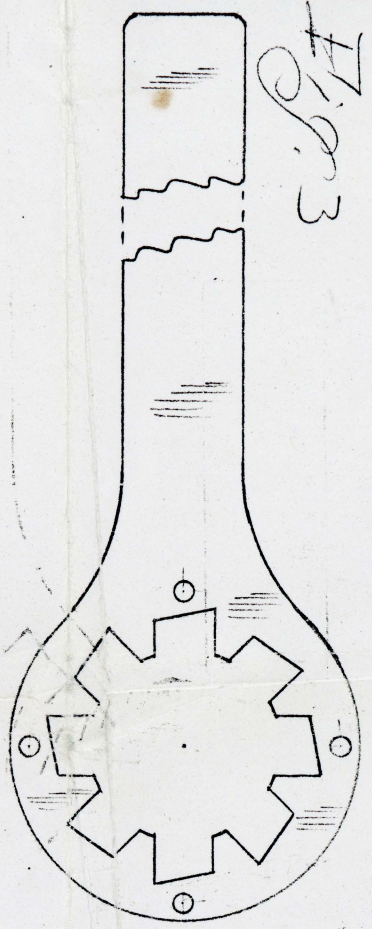


Fig 2

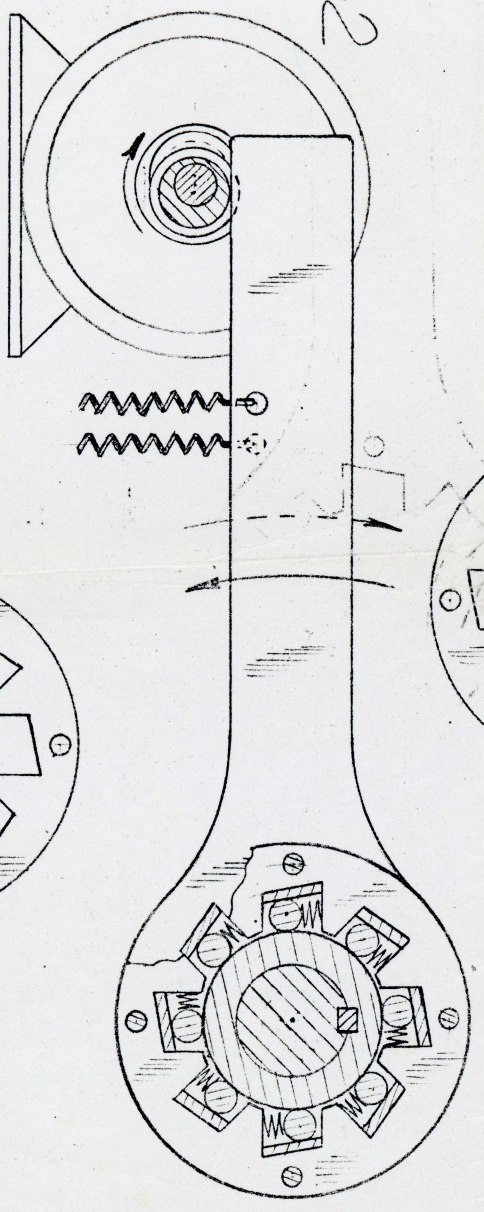


Fig 4

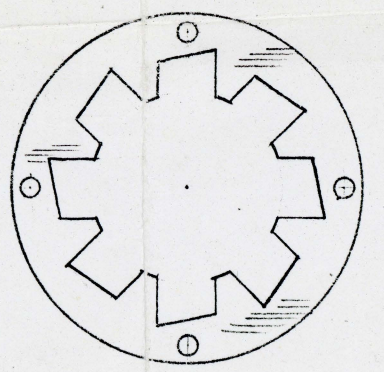


Fig 5

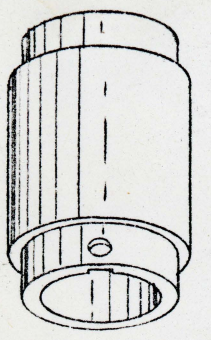
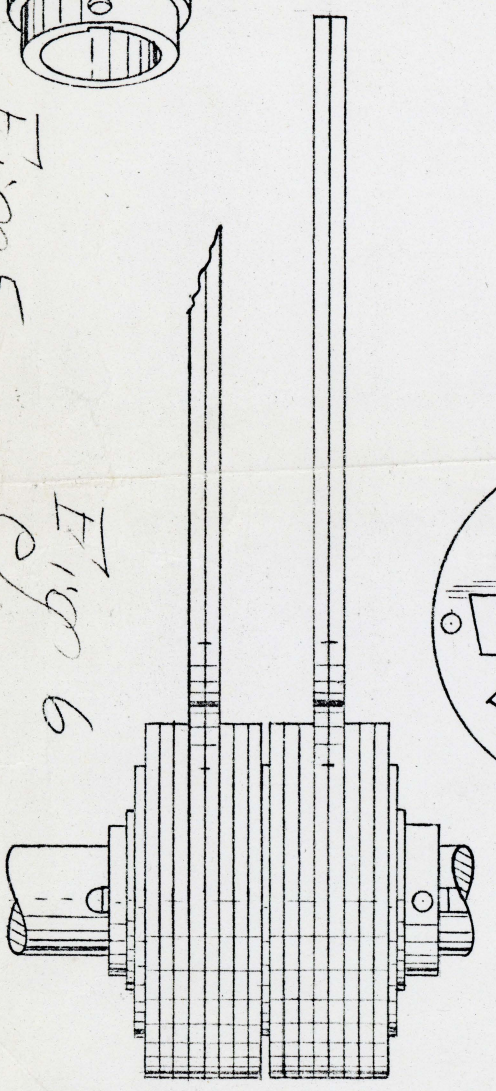
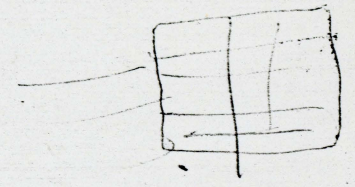
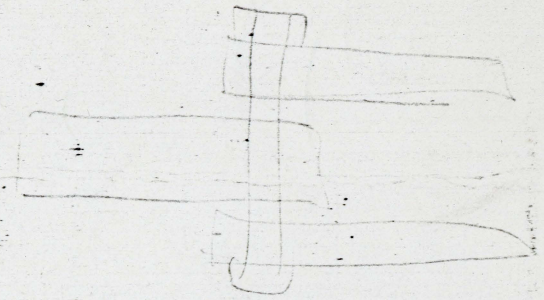
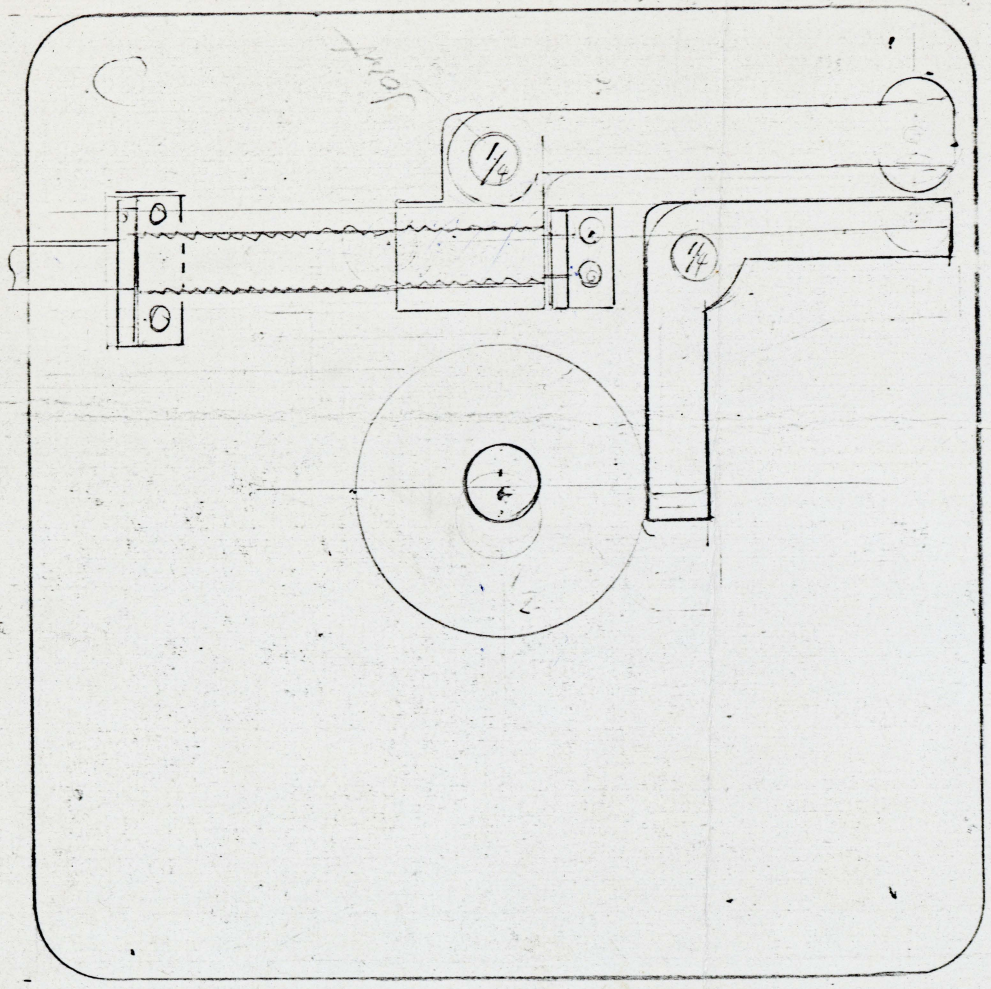


Fig 6



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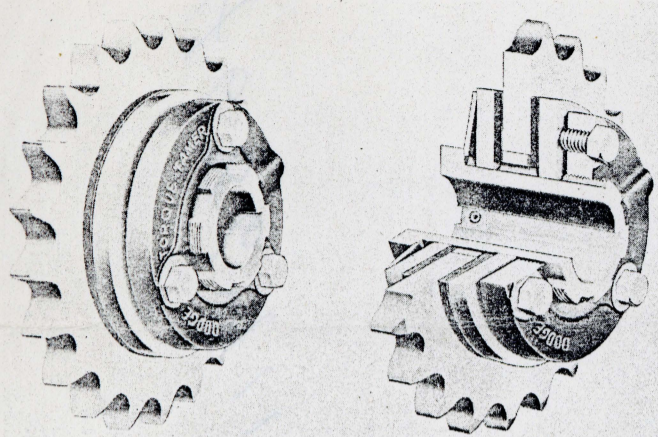


Fig. 29. Full view of new Dodge Torque-Tamer (left) and cutaway view (right).

The new device can be set to cushion starting shock from electric motors, a major cause of damage to driven equipment. By slipping when the preset torque limit is reached, it also protects against breakage due to sudden overloads.

Sprocket, sheave, or other drive member is clamped between two long-wearing, clutch-type friction discs by spring pressure and slips between them whenever shock or overload occurs. Slippage continues at about 90 per cent of torque setting until the overload condition has been corrected.

Four sizes are offered to accommodate torque heads from 200 to 9,000 pound-inches.

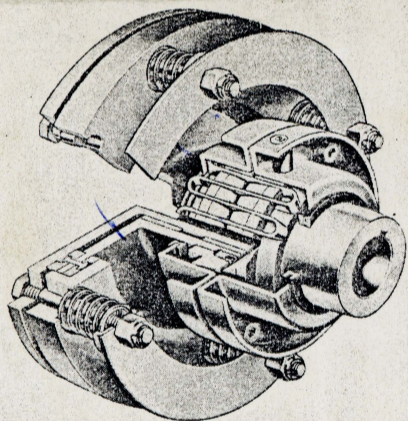


Fig. 30. Falk controlled torque coupling.

A controlled torque coupling (Falk, Fig. 30) is a useful overload protection. Set to slip at a predetermined overload, it can be equipped with a motor shut-off or audible signal. Power can be turned on as soon as the cause of the overload is removed, without having to reset or replace parts. This coupling is preferred by many operators who formerly used shear members.

Another protective device, the Falk Brakewheel coupling (Fig. 31) is used to provide a brake between the driving and driven shafts. One of the hubs has an integral flange to which the half cover and brakewheel is secured. This coupling embodies the grid-groove features of other Falk couplings of the Steelflex design. It has brake drums for most standard brakes.

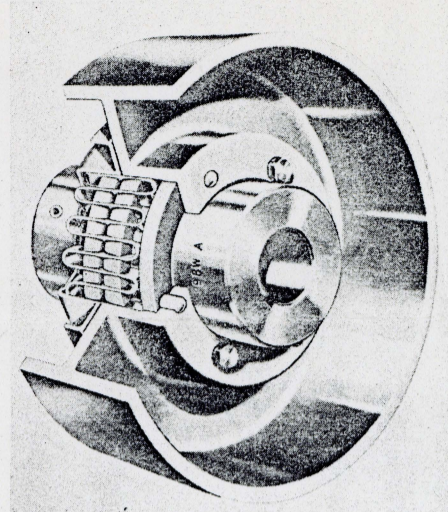


Fig. 31. Falk Brakewheel coupling.

Reverse rotation in some machinery operations may cause serious damage to the machinery and the material being handled, as well as costly production delays.

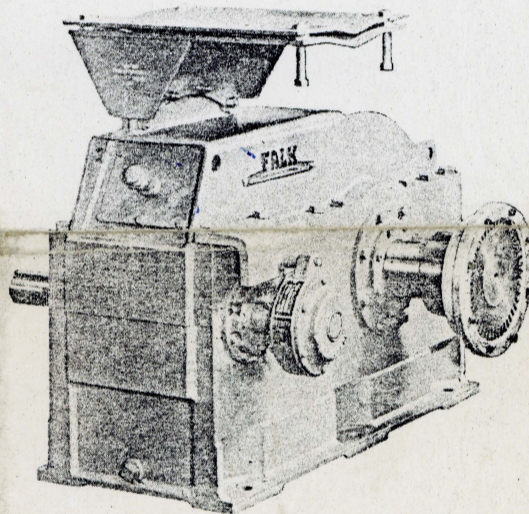


Fig. 32. Backstop installed on free end of speed reducer high-speed shaft (Falk).

Protection against this may be secured by the use of such devices as a backstop (Fig. 32). In operation, centrifugal force throws out the weighted part of the pawl thereby preventing contact with the housing bore. Upon deceleration the heavier mass of the pawl falls back when released from centrifugal force and when rotation has ceased, gravity will force one or two of the pawls to press against the housing bore. The remainder of the pawl unaffected by gravity, by reason of their relative position, are forced into engagement by springs so that all four pawls are brought to bear on the housing bore. The action of the backstop is not dependent on the springs alone, as those pawls which are brought to bear by gravity are sufficient to prevent backward rotation. The wedging action of the cylindrically machined pawls against the housing bore make it impossible for any reverse motion to take place. Since the gripping action takes place at the precise moment that forward rotation ceases, it reduces the possibility of shock and strain to a minimum.

GREENLEE TOOL CO.

JUNE 15, 1976

2136 12<sup>TH</sup> ST

ROCKFORD, ILL. 61101

LARRY ADLEMAN, PROJ. ENG.

RAMS ROCKFORD MADE A NEW ECCENTRIC FOR THEIR SEPERATE DRIVE STAND AND ALSO MODIFIED THE ARMS OF THE TA-150 TO GREENLEE'S DRAWINGS. THESE WERE RETURNED THIS PAST WEEK. THEY ARE PRESENTLY COMPLETING THE CABLE PULLER AS DESIGNED FOR THE TORK-AK DRIVE. THIS SHOULD BE TESTED ON THEIR OWN TEST STAND SOMETIME WITHIN THE NEXT WEEK BEFORE GOING OUT ON AN ACCUAL SITE, WHICH WILL MOST LIKELY BE AT THE CON-EDISON ATOMIC PLANT AT BYRON, ILL, JUST SOUTH OF HERE.

WE HAVE DISCUSSED THE PRODUCTION MODELS. THEY DO KNOW IT WILL BE CHANGED FROM THE UNIT THEY NOW HAVE. HE IS NOW TALKING THAT THEY MAY LIMIT IT TO 10,000 LBS CAP. (THE PRESENT UNIT HAS PULLED 50,000 LBS +). PRICE WILL BE NEGOTIATED WHEN REQUIRMENTS ARE FULLY KNOWN.

D.J.

ROCKFORD MACHINE TOOL CO.

6/1/76

2500 KISHWAUKEE ST.

ROCKFORD, ILL. 61108

GENE SWANSON - V.P. - CH. ENG.

BEING A DIVISION OF EXCELLO AND GREENLEE THEY ARE WATCHING THE TEST OF THE TORK-AK AT GREENLEE. THEY HAVE A NUMBER OF APPLICATIONS FOR A DRIVE OF THE SAME SIZE & POWER. THE LARGEST USER WOULD BE THEIR ROLL FORM MACHINES. ALL OF THEIR APPLICATIONS WOULD REQUIRE ACCESSORIES, VARIABLE SPEED, CLUTCH RELEASE, INTERMITTENT OPERATION, ETC.

THEIR STAMP LOCK MACHINE COULD BE DRIVEN WITH A TA-100-6-6. THIS MACHINE HAS VARIABLE SPEED AND EITHER CONTINUOUS OR SINGLE STROKE OPERATION. A WARNER ELECTRIC SPRING CLUTCH IS USED FOR THIS.

THEY ALSO HAVE A NUMBER OF LARGE VARIABLE SPEED UNITS - 30 TO 60 H.P.

D.J.

W. A. WHITNEY CO  
650 RACE ST.  
ROCKFORD, ILL. 61102

5/24/76

ROBERT MAUK - V.P.

BOB CALLED ME TO FIND OUT IF WE HAD A REVERSING VARIABLE SPEED UNIT AS YET, THEY WERE DOING SOME REDESIGNING OF THEIR MATERIAL HANDLING SYSTEMS FOR THE STEEL BEAM PUNCHING MACHINES AND THOUGHT THEY COULD TAKE A LOOK AT OUR DRIVE. I TOLD HIM WE WERE NOT READY AS YET. THIS REQUIRES 2" SHAFT 3000 IN LBS TORQUE WITH REVERSING. MAX. SPEED WOULD BE 25 RPM. IF HIGHER IS REQUIRED THEY WOULD PUT IN SIMPLE GEAR REDUCTION, QUANTITIES ON THIS WOULD BE 75-100.

D.J.

ROPER WHITNEY INC.  
2833 HUFFMAN BLVD.  
ROCKFORD, ILL. 61101

5/24/76

PETE HOCHSTATTER - CH. ENG.

THEY ARE WAITING FOR US TO COME UP WITH A WAY TO DRIVE THE TORK-AK FOR THEIR METAL SHEAR. THEY NEED 45 TO 60 RPM. THE TORQUE REQUIRED IS DIFFICULT TO DETERMINE. THE TA-100-6-6 HAS WORKED, BUT THE TA-100-8-8 WOULD PROBABLY BE BETTER. THEY WOULD LIKE TO GET THIS PORTABLE BENCH MODEL ON THE MARKET. THEY HAVE OTHER APPLICATIONS IF THIS IS SUCCESSFUL. ANTICIPATED REQUIREMENTS ON THE SHEAR WOULD BE 300 - 500 ANNUAL.

DJ.

CLYBOURN MACHINE DIV.

5/25/76

CHERRY-BURRELL CORP.

7515 N. LINDER AVE.

SKOKIE, ILL. 60076

SVEN LINDGREN, BILL YEAMAN-PRES.

QUOTATION # R-8032

I CHANGED THE PRICE ON THEIR QUOTATION FROM \$160.61 TO \$115.00 ea. DATED AND SIGNED. YEAMAN SAID TWO REASONS THEY HAD NOT ORDERED. FIRST WAS PRICE, WHEN THEY FIGURED WHAT THEY WERE PAYING FOR A WINSMITH REDUCOR. + BELT + PULLEY WE WERE HIGH. WE ARE NOW COMPETITIVE. SECOND WAS THE EXPERIENCE AT CLOROX WHERE THE CONVEYOR SLOWED, WE NOW BELIEVE THIS WAS DUE TO EITHER MOTOR SHAFT OR MOTOR MOUNTING FLEXING, CAUSING THE SLOW DOWN. WE DISCUSSED USING THE WOBBLE DRIVE. THEY WANT TO TRY ONE BEFORE ORDERING. I BELIEVE THE TA-100-8-8 WILL ALSO BE MORE SUCCESSFUL.

D.J.

BARBER COLMAN CO.

JUNE 15, 1986

1300 ROCK ST.

ROCKFORD, ILL. 61102

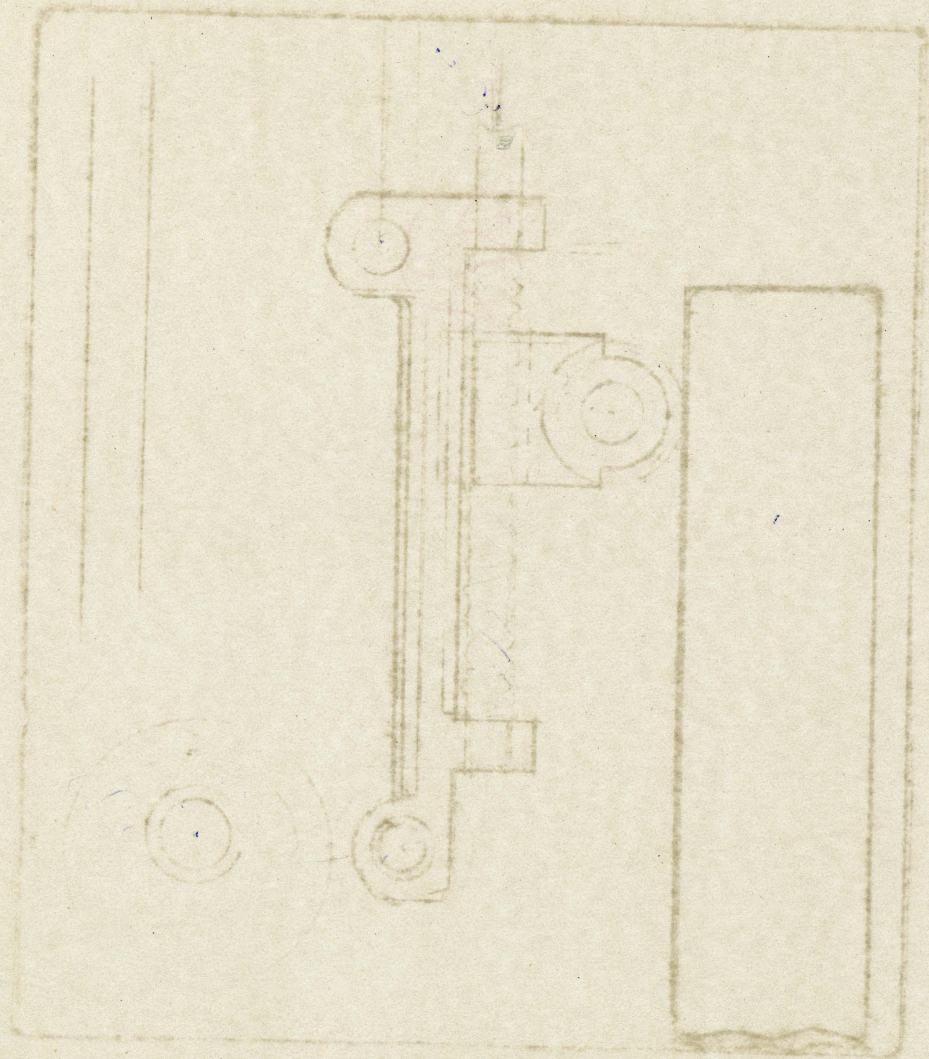
DICK SCHUEE, ANDY ROVELSTAD

QUOTATION # R-8033

THE DECISION HAS BEEN MADE AND THE PAPERWORK IS NOW ON IT'S WAY TO ORDER 12 - TA-65-4-4 WITH VARIABLE SPEED AND MOTOR AS PER OUR QUOTATION. THEY HAD PLANNED TO ORDER ONE (1) FOR TRIAL, BUT TIME RAN OUT SO THEY ARE ORDERING THE 12.

THERE WILL BE AN ORDER FOR 50 LATER THIS YEAR.

D.J.



Knob

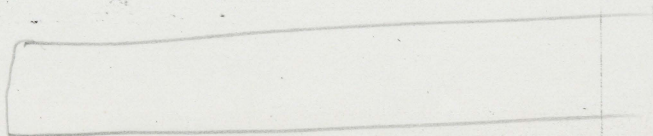
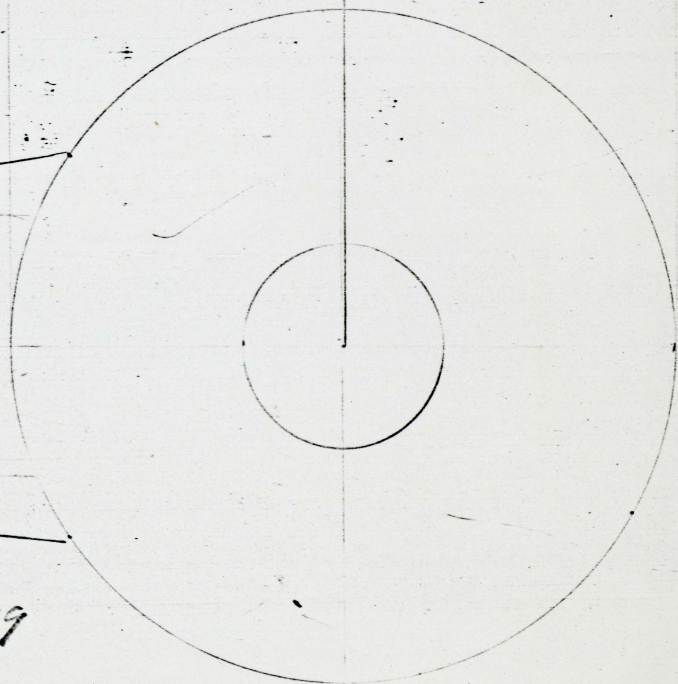
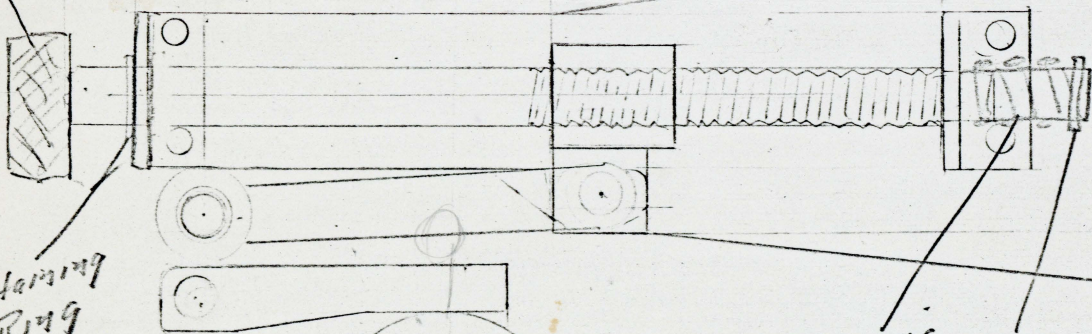
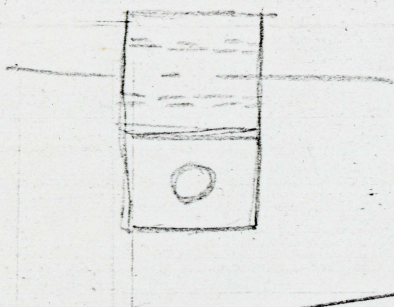
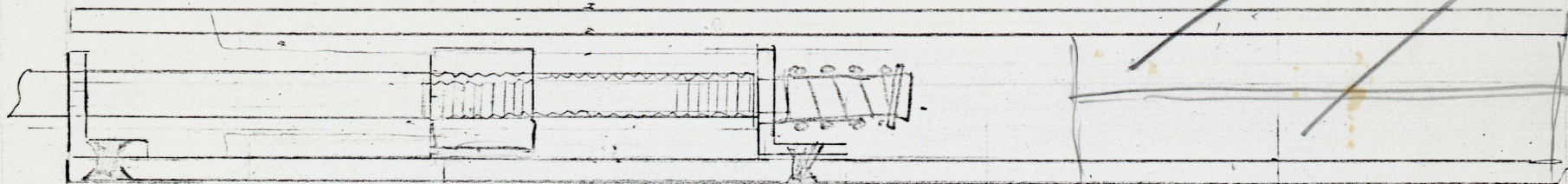
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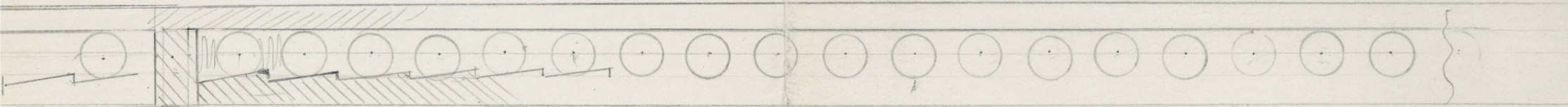
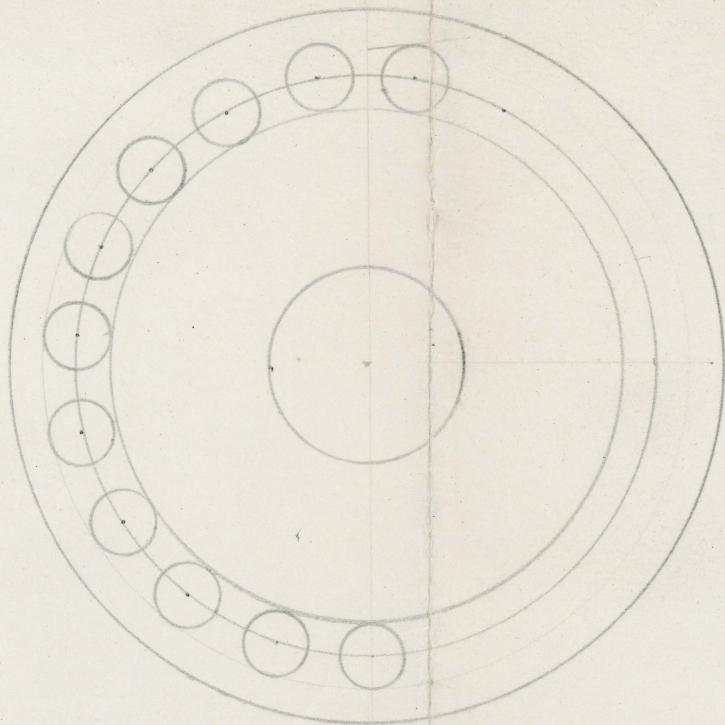
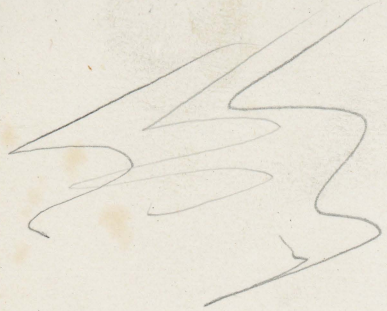
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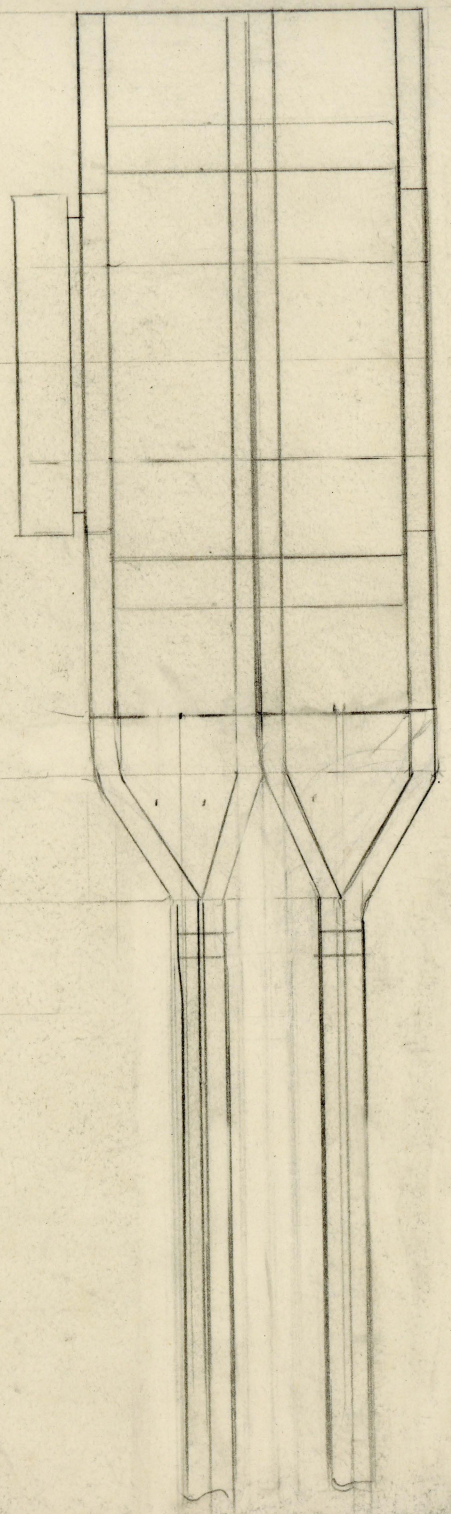
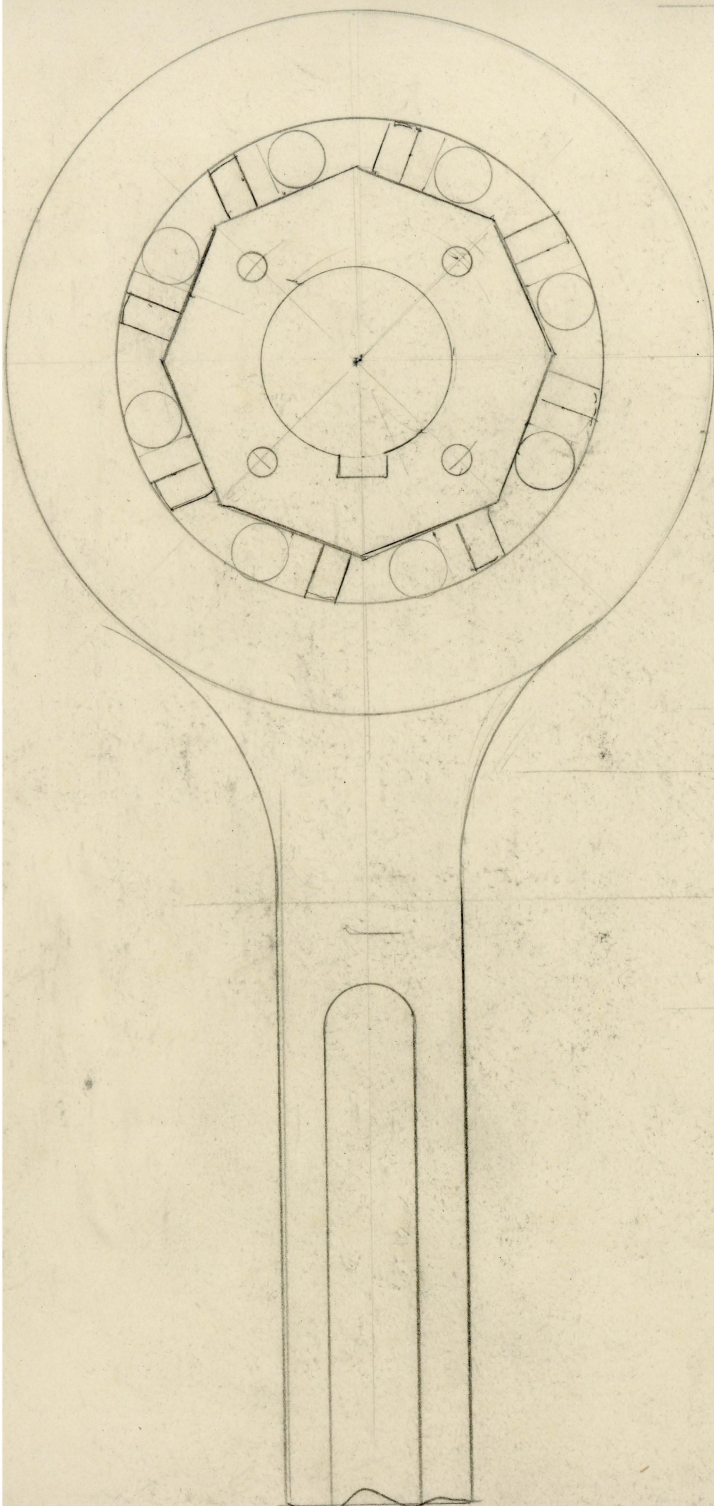
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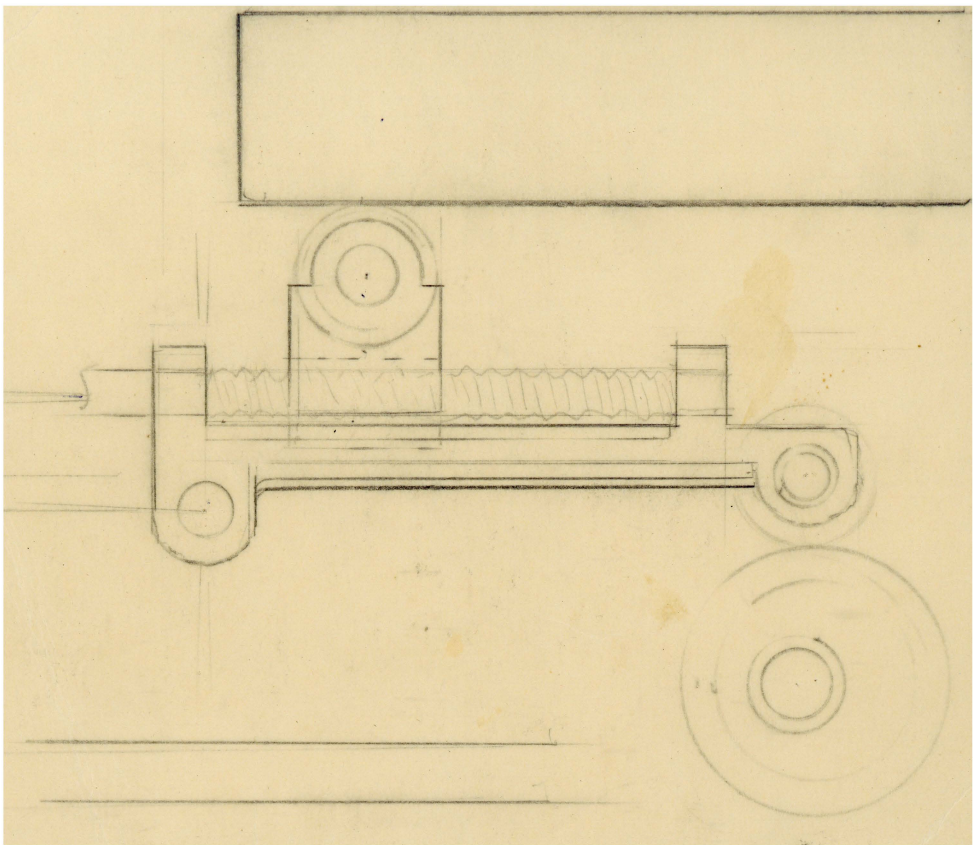
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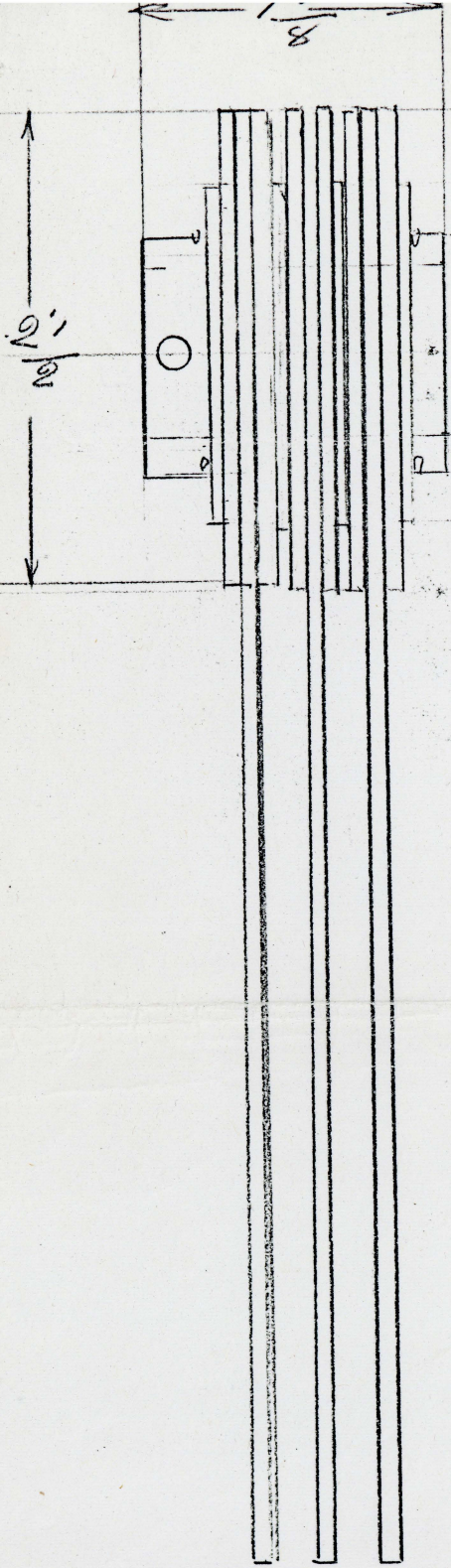
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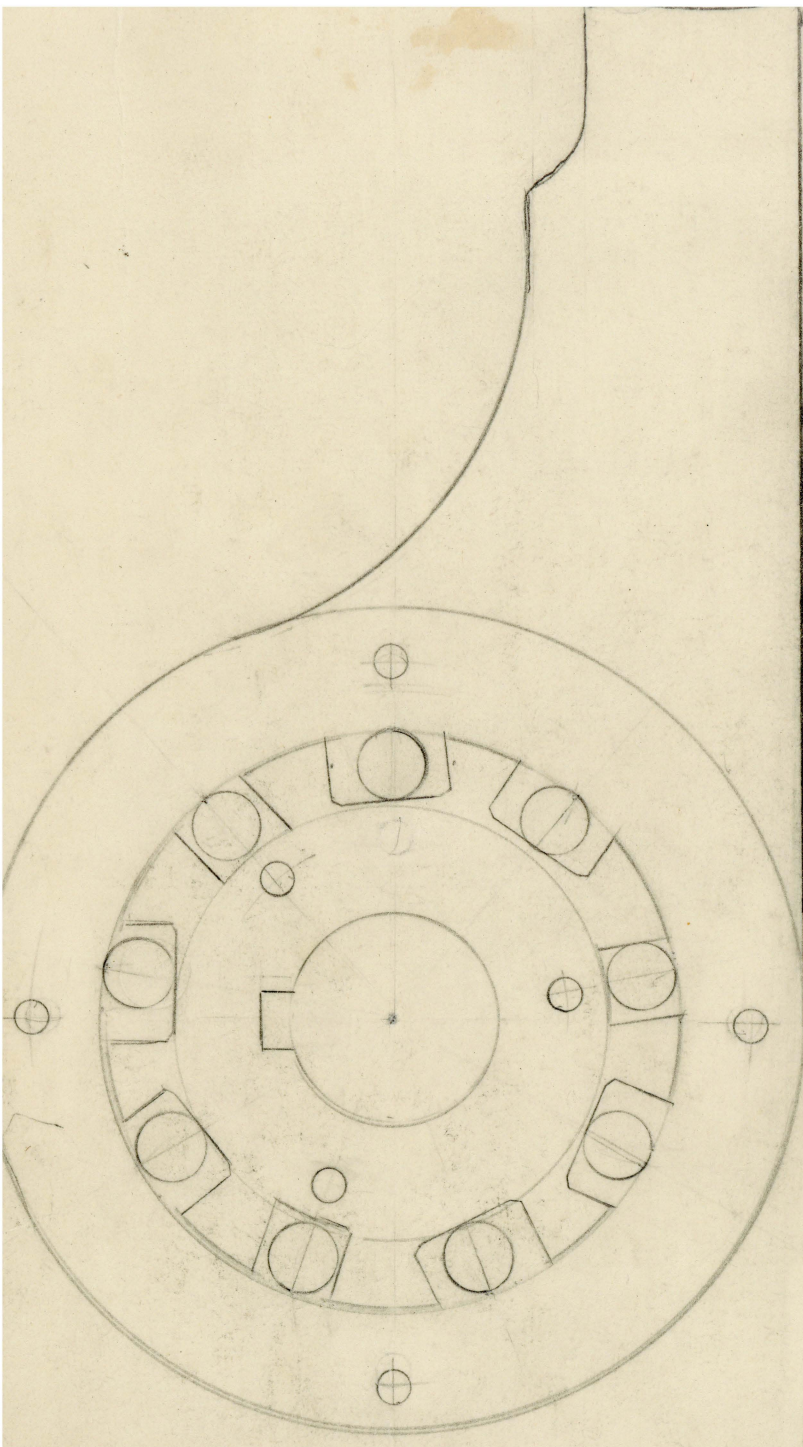


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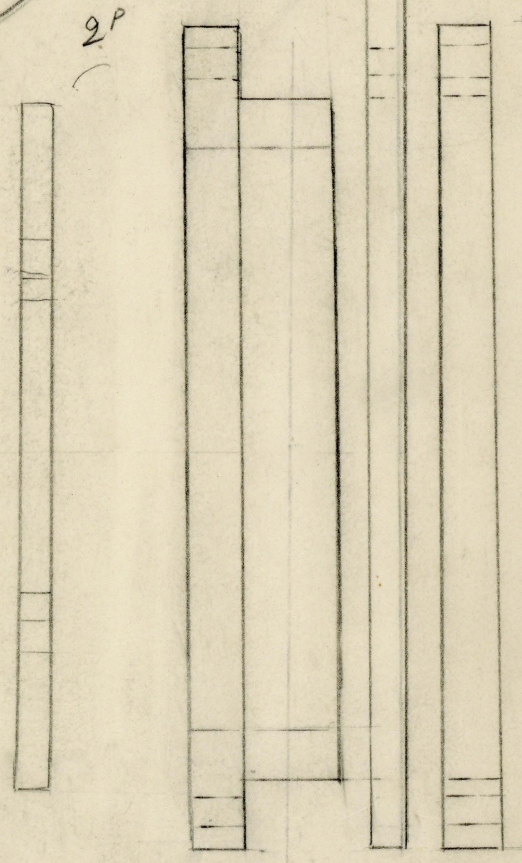
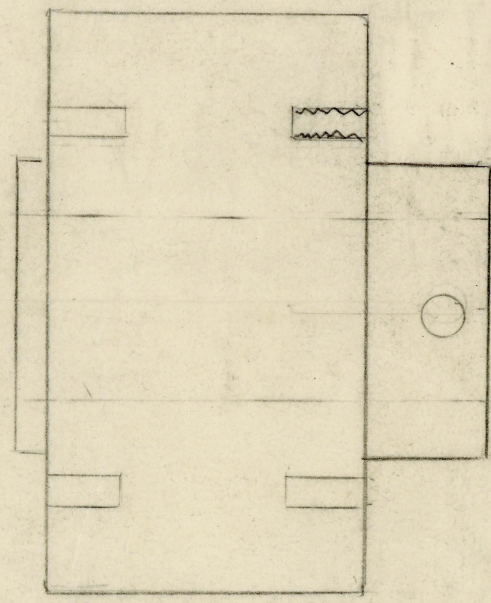
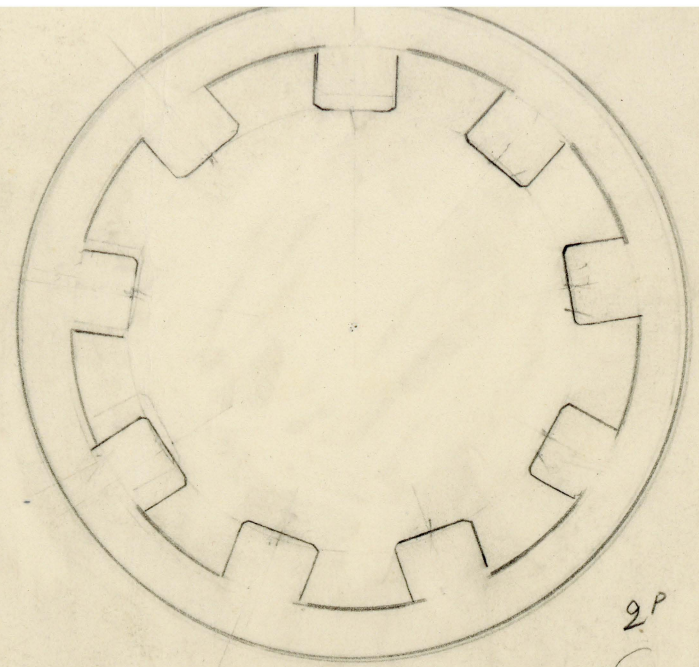
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by:

x for Erickson 6-25-1974

Witnessed &  
understood by:  
Edward D. Gilhooly  
9/2/74



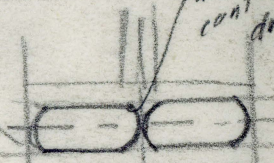
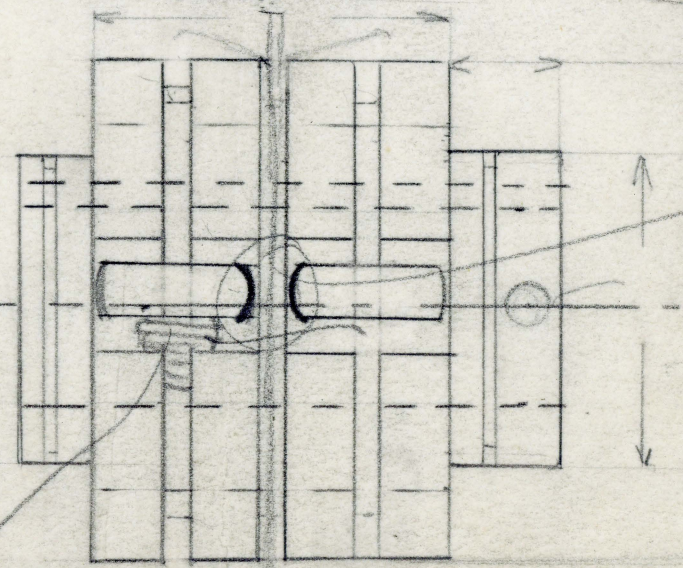
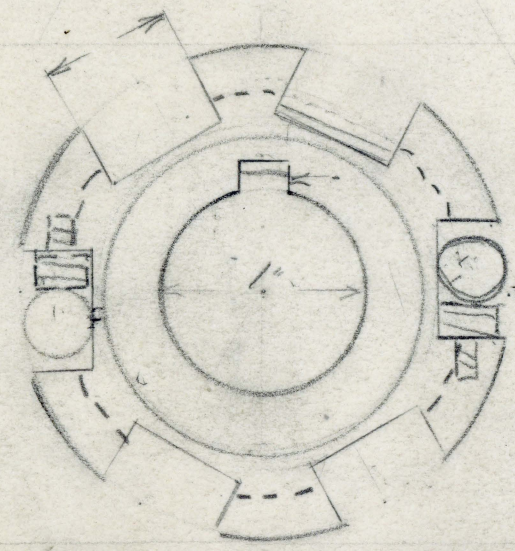
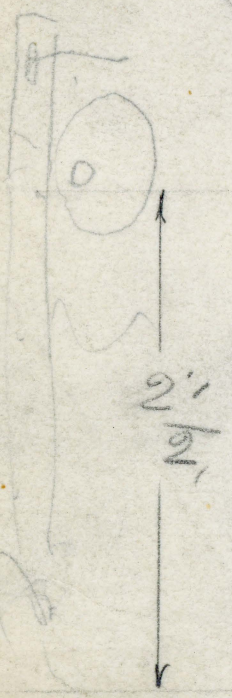
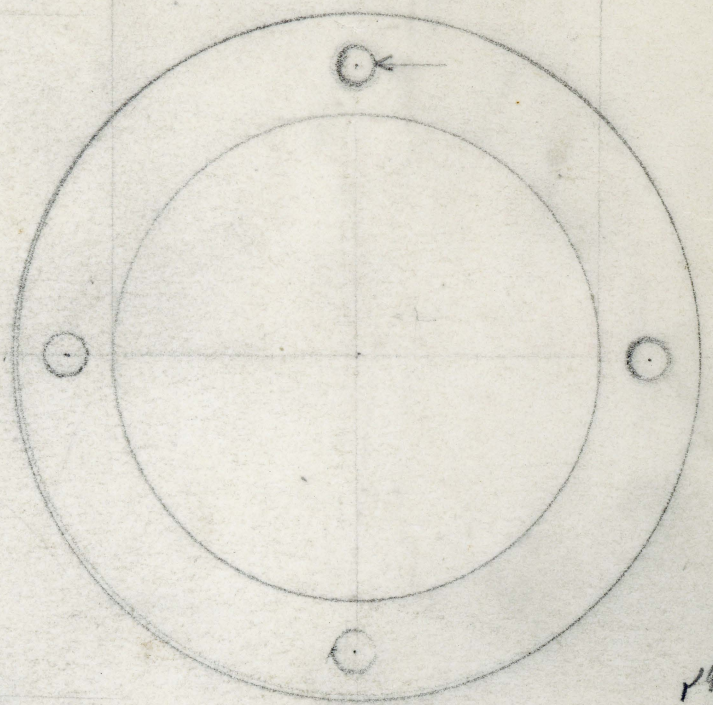
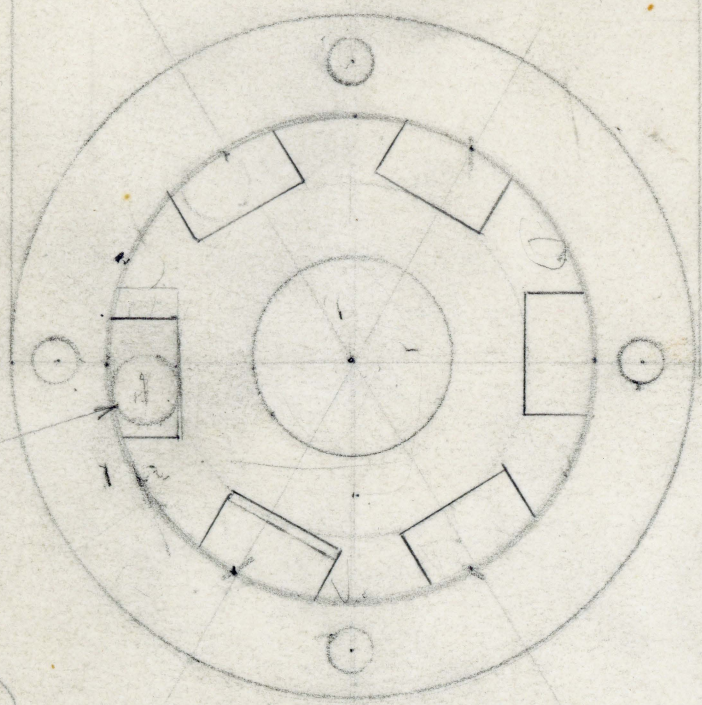
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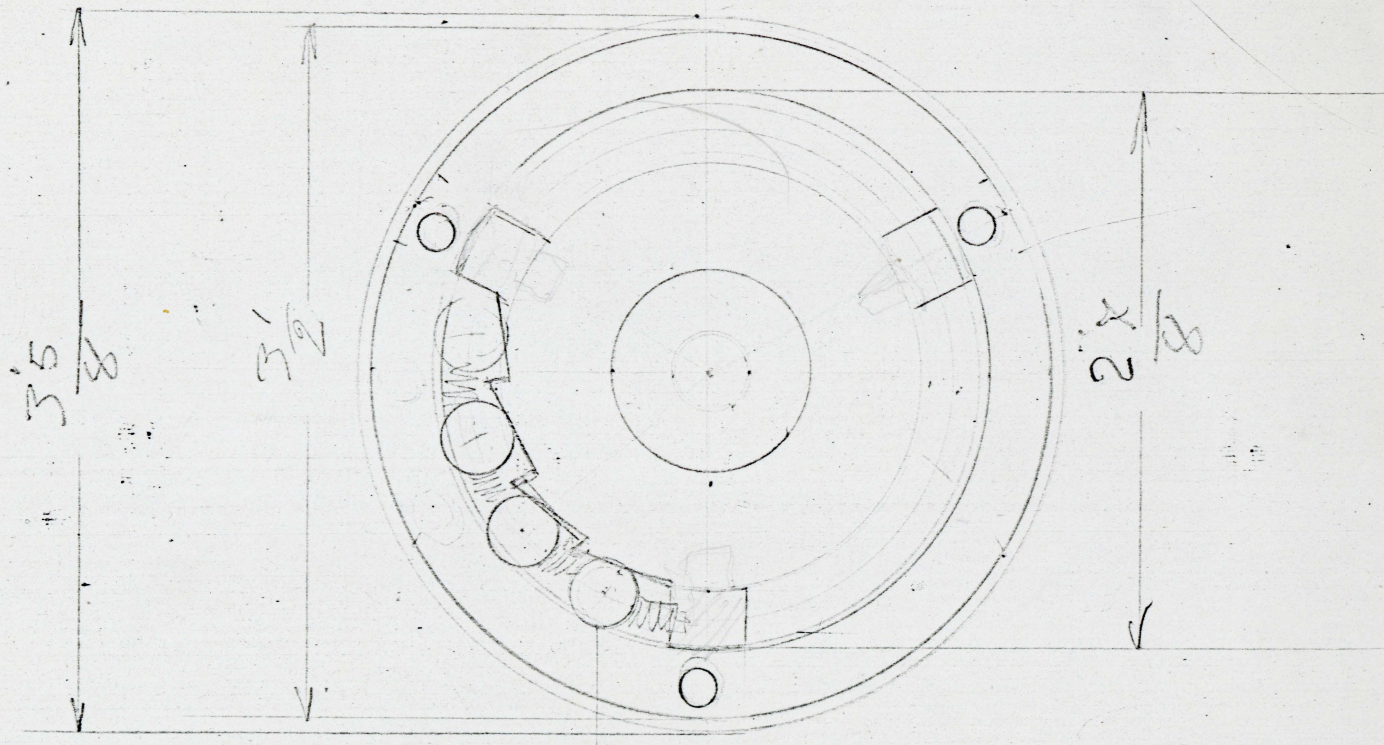
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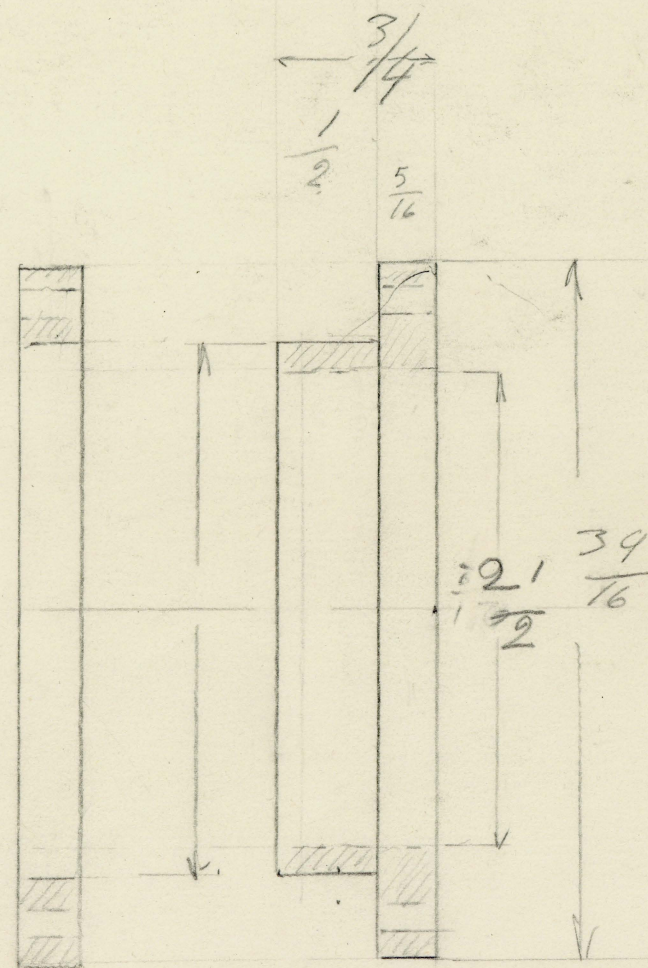
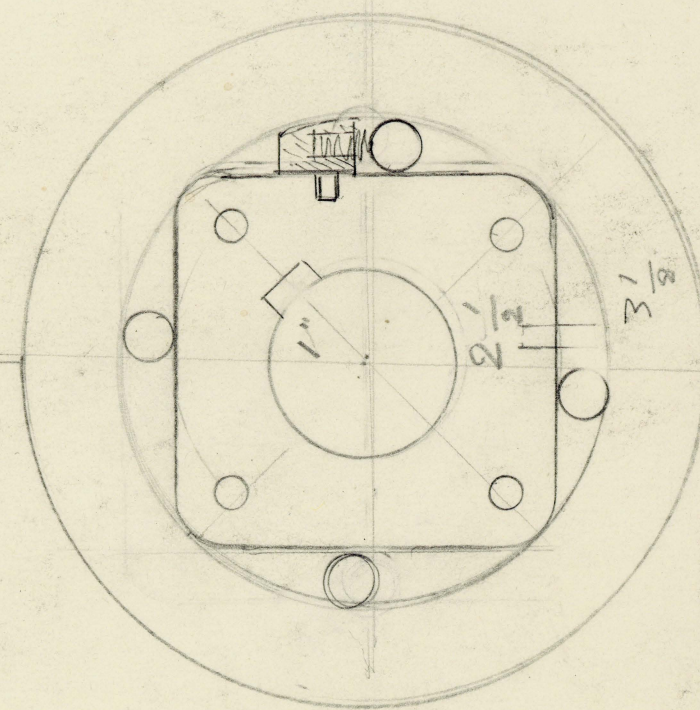
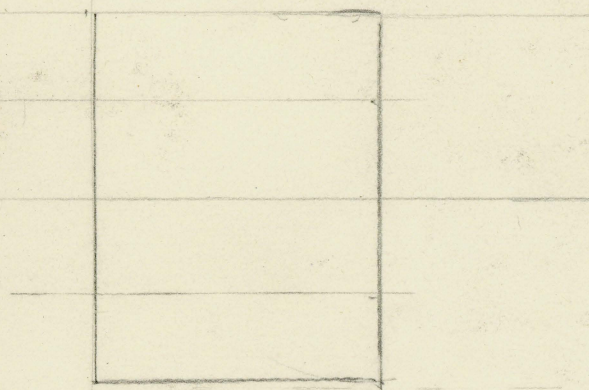
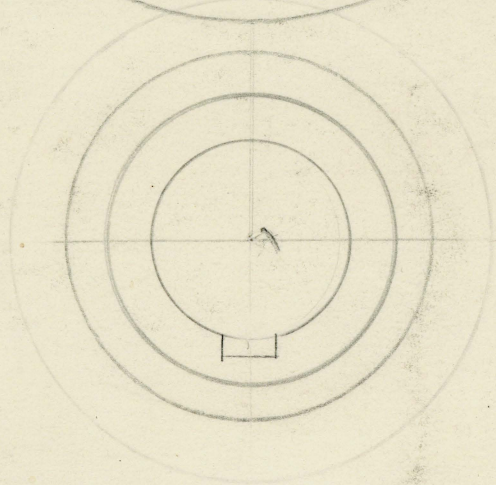
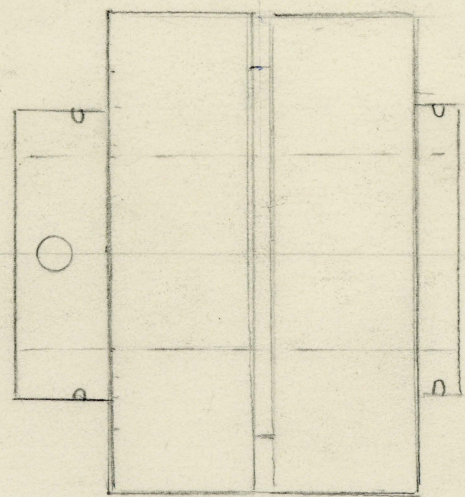
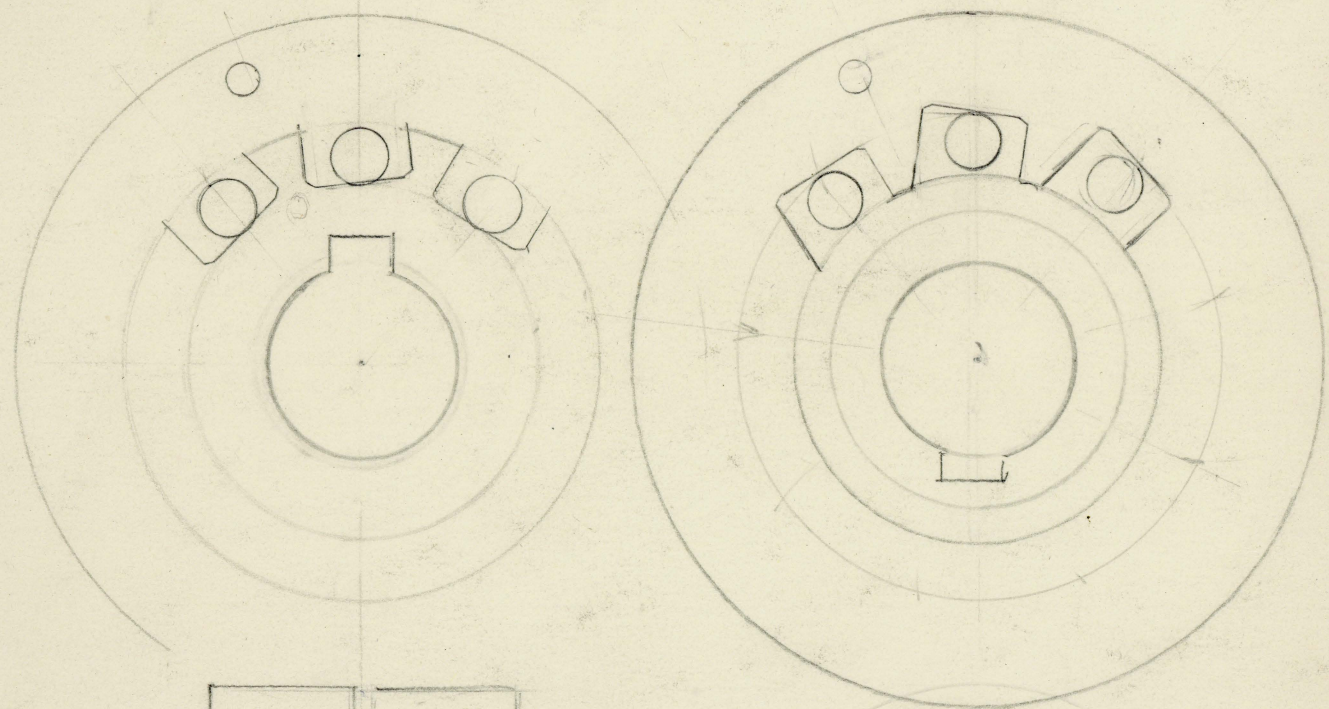


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SPRINGS

And Baker  
1969





LAW OFFICES

RICHARD C. LINDBERG

RICHARD C. LINDBERG

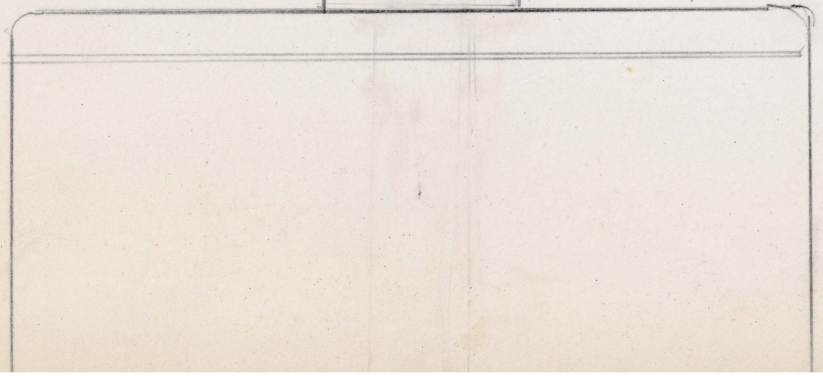
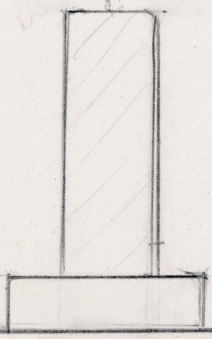
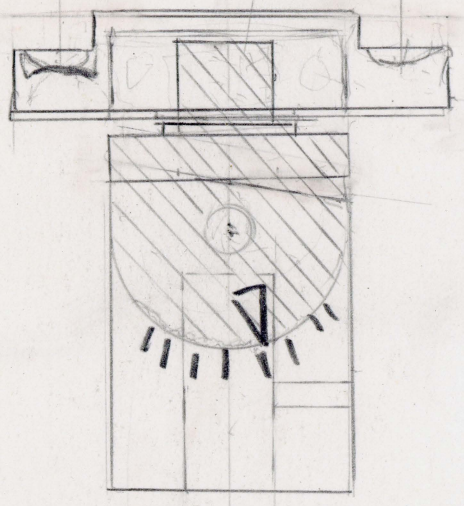
8348 LINCOLN AVENUE  
SKOKIE, ILLINOIS 60076

TELEPHONE 677-8430

6 August 68

Received of Mr. Arvid Dabelstrom the  
sum of Three Hundred \_\_\_\_\_<sup>00</sup>/<sub>100</sub> Dollars  
(\$300.00) as retainer for preparation of  
patent application on gearless speed  
reduction drive.

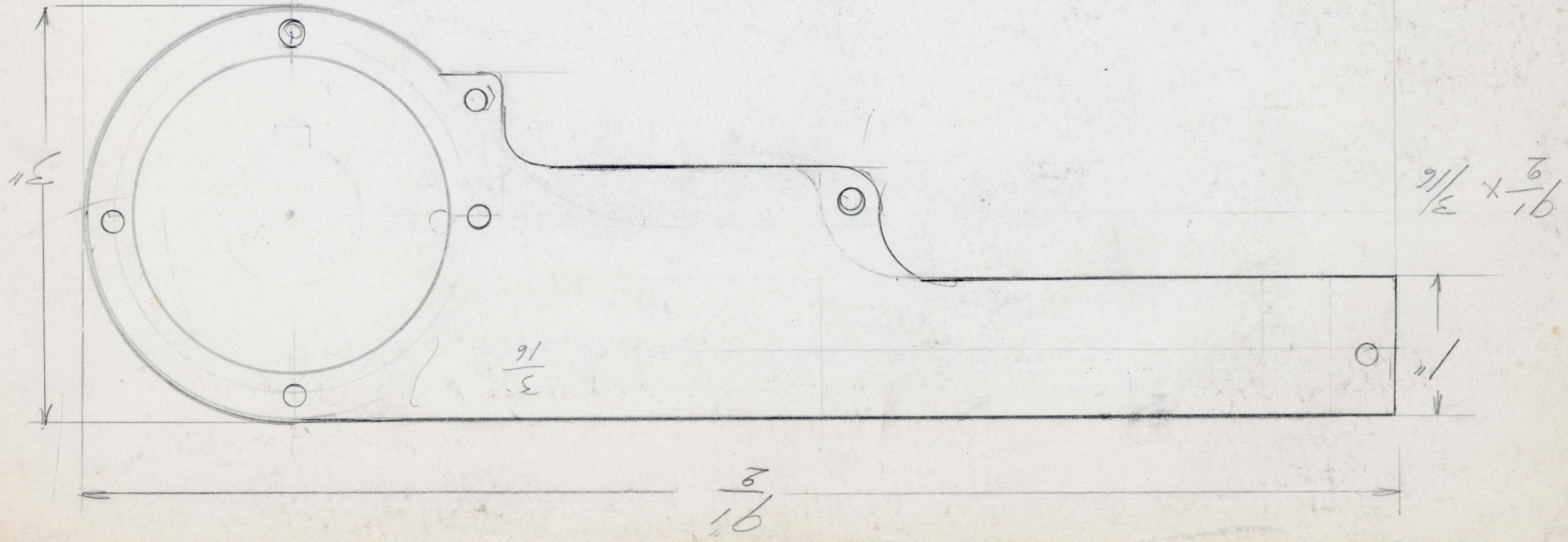
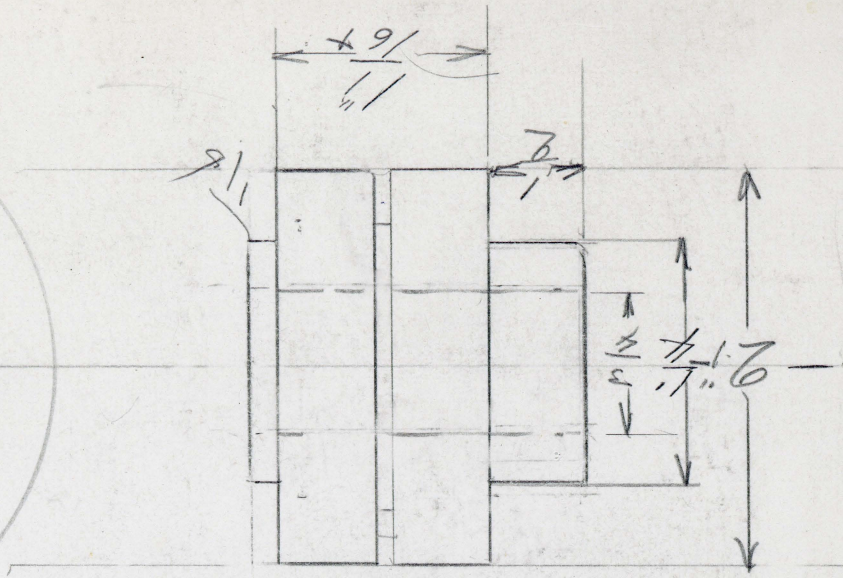
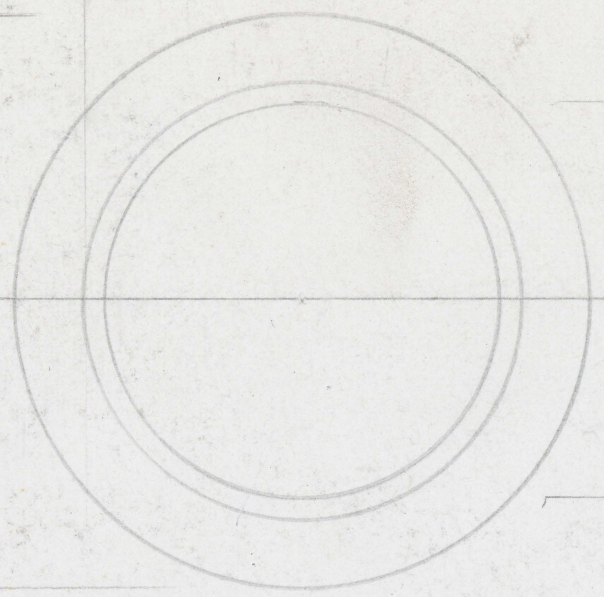
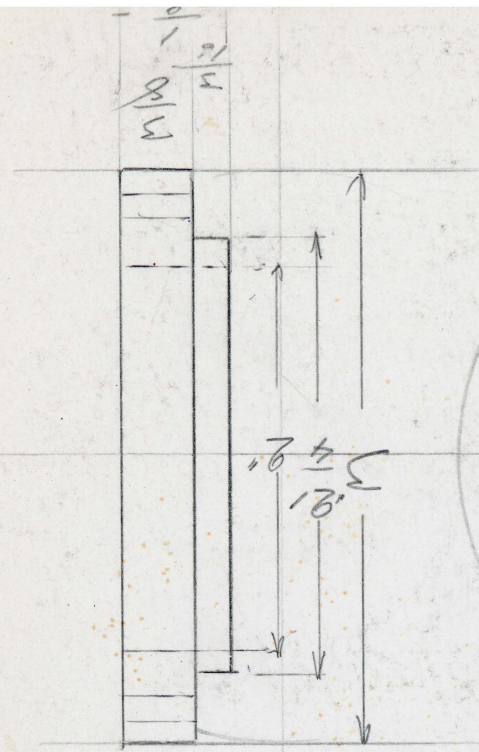
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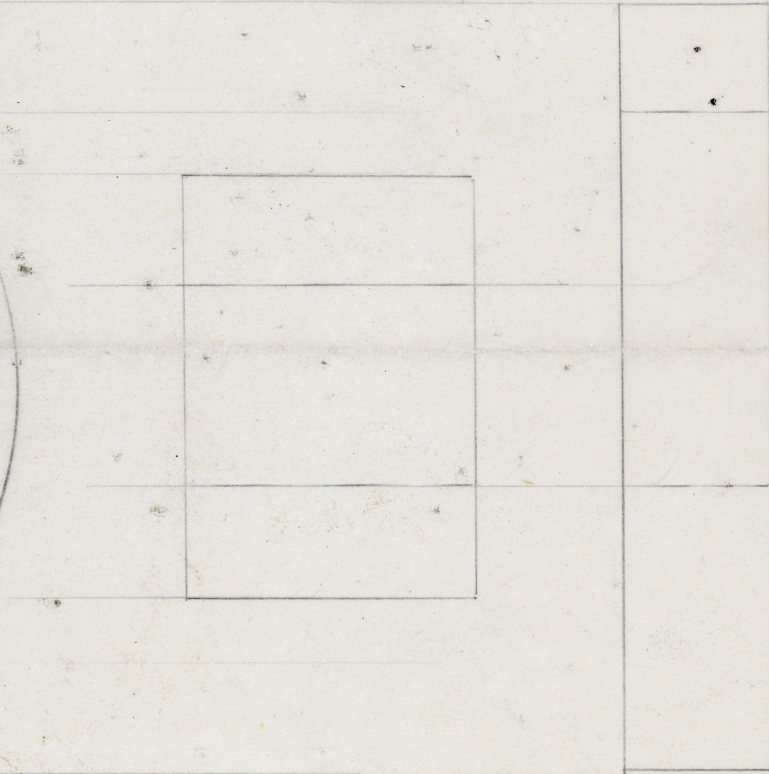
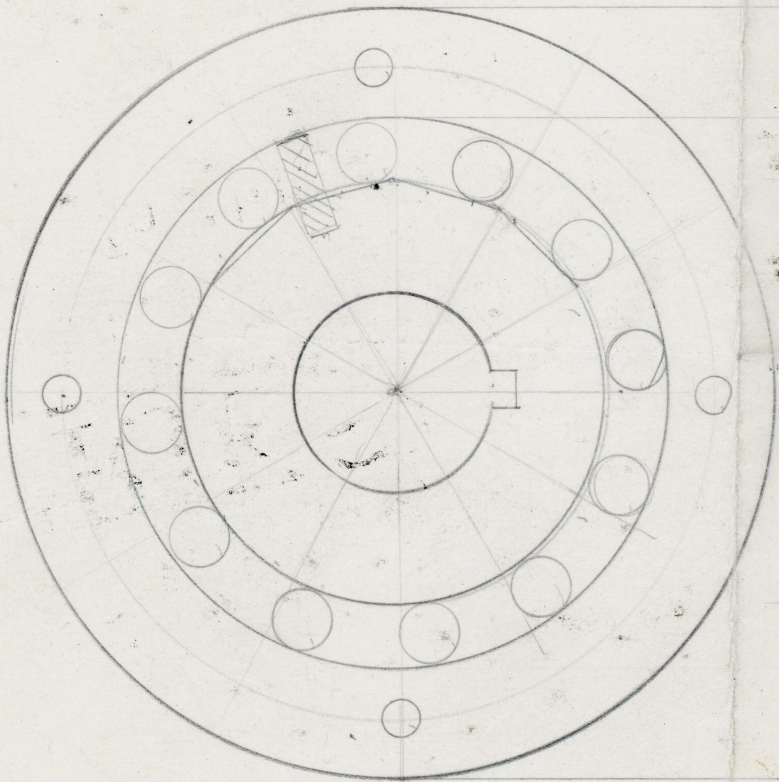
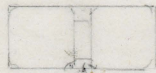
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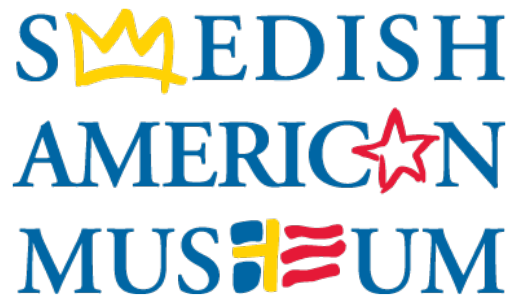
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