

BELL SYSTEM PRACTICES
Teletypewriter and Data Stations

ADDENDUM P35.610
Issue 3, March, 1960
AT&TCo Standard

14-TYPE TYPING UNIT

REQUIREMENTS AND PROCEDURES

1. GENERAL

1.001 This addendum supplements Section P35.610, Issue 5.

1.002 This addendum is reissued to provide the requirements for the carriage-return spring used in a 14 typing unit when the unit is mounted on a sloping shelf, such as the No. 2 serviceboard.

The following changes apply to Part 1 of the section:

(a) 1.03 — added

1.03 **To Provide Unshift on LTRS Only:** Standard 14 typing units are equipped to unshift on either LTRS or Space. In order to provide for unshift on LTRS only, it is necessary to transfer the Space pullbar from its slot in the pullbar guide to the notch adjacent to the slot. (All units manufactured since 1930 are equipped with pullbar guides having the aforementioned notches.)

2. REQUIREMENTS AND PROCEDURES

The following changes apply to Part 2 of the section:

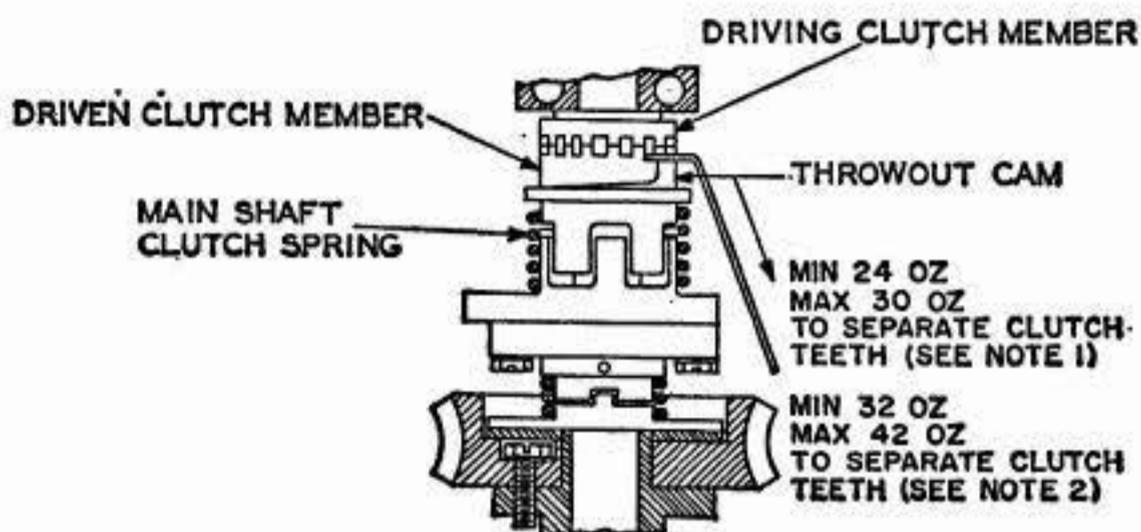
(a) 2.04 and Fig. 2 — revised

(b) 2.34 — added note

(c) 2.37, Fig. 30, and first sentence in 2.62 — revised

2.04 **Main-shaft-clutch spring** TP6993 on units for 60-speed operation should have a tension of Min 24 oz, Max 30 oz to separate the clutch teeth. Spring TP122059 (which has one full turn at one end painted yellow) on units for 75-speed operation should have a tension of Min 32 oz, Max 42 oz to separate the clutch teeth. With the teeth of the driven clutch member resting against the teeth of the driving clutch member but not engaged, hook the scale over the throwout cam on the driven clutch member and pull down as nearly in line with the shaft as possible.

Fig. 2

**NOTES:**

1. FOR UNITS USING CLUTCH SPRING TP6993 OPERATING AT 60 WPM.
2. FOR UNITS USING CLUTCH SPRING TPI22059 OPERATING AT 75 WPM. CLUTCH SPRING TPI22059 HAS ONE FULL TURN AT ONE END PAINTED YELLOW.

Fig. 2

2.34 (Add at the end of this paragraph) ↗

Note: Where a 14 typing unit is mounted on a sloping shelf, such as a No. 2 serviceboard, the unit should be equipped with a TP91096 carriage-return spring which is heavier than the standard TP80365 carriage return spring usually in the platen-shift mechanism. The tension of the heavier spring TP91096 should be Min 8 oz, Max 9 oz measured when the carriage is in the LTRS position. The tension of the standard TP80365 should be as specified in 2.34. ↙

2.37 **Exit-tape chute**, except swivel-tape chutes, should be in alignment with the left-hand tape-guide.

(a) Adjust by means of the chute mounting screws.

There should be from 0.015-inch to 0.040-inch clearance between the under surface of the left-hand tape-guide and the top surface of the exit chute channel when the platen assembly is in either the LTRS or FIGS position.

(b) Adjust by bending the chute mounting bracket.

2.62 **Main-shaft Friction-clutch Torque:** After the motor has been run at least 10 minutes, a pull of Min 10 oz, Max 24 oz applied to the mainbail cam, perpendicular to the radius, should move the cam in a direction opposite to normal rotation. The tension should be gauged with the motor running, the selector-magnet operated, and the mainbail roller held away from its cam.

Fig. 30

(Remainder of 2.62 unchanged)

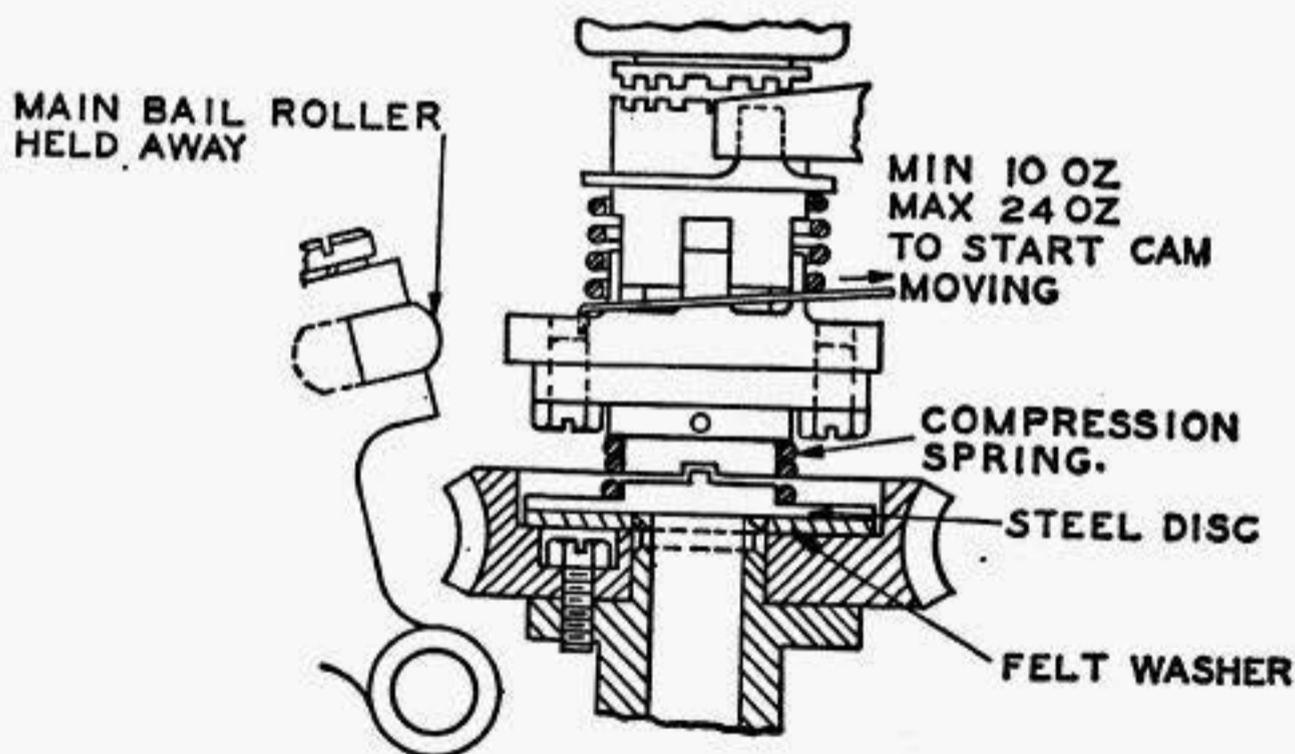


Fig. 30