July 30, 2014 - Hot Metal Type's Visit

Dave Seal from Hot Metal Services made a service call to the UT Letterpress Shop. This report was compiled by B.J. Alumbaugh.

Challenge Proof Press
After Dave’s inspection, we have a solution to fixing the broken Challenge Proof Press. It appears that the stopper tab at the end of the track was broken off by the moving press bed. While the chain on the track is free moving, the stopper tab keeps it from going off the track. We also learned that there used to be a chain on the middle track as well. To fix the issue, we would need to have new supports welded on where they were broken off. Dave mentioned that we could order a new #50 chain from WW Grainger Company to replace the missing one on the center track. These chains measure approximately 21 inches.

We would also need to check with Fritz and NA Graphics to see if he might have two stopping springs for the bed of the press. These help lower the force of impact when the bed comes to a stop. The back one is missing, which is one potential reason for the press breaking in the first place.

Upon inspection of the roller carriage, it seems that our rubber rollers have swollen on the ends, making it hard to get ink evenly distributed over the rollers. This swelling has occurred on the ends of the rubber rollers, which prohibit ink from distributing over the middle portion of the rollers. To fix the issue, Dave suggested first shaving a bit of each end of the rubber rollers. If we still encounter problems, he suggested having the rollers refinished by a group in LA called Advance Rollers. He mentioned that they were pretty reasonable on price. However, the issue is of low priority, as most students only make 5-10 prints for each project.

Dave also adjusted the roller height to correspond with type-high measurements.

He said that he thought the press was OK to use, but to make sure the stopper tabs were fully pushed down to prevent them from breaking off again.

Vandercook SP-15
Dave said the SP-15 looked to be in good condition. He did mention we should insert ny-liners into the roller connections, to prevent wear in these high-friction places. The ny-liners are also available from NA Graphics. He also pointed out wear on the end screws for the back rubber roller. The screws will need to be adjusted and tightened due to loosening during continuous use. He also suggested that we use Vaseline on the interior of the oscillation bars from now on.