

At 92, Mr. Dal aflow with ideas

By ED BAS

"Mr. Dal" admits getting started in the morning is getting just a little tougher, but by noon his mind is racing as usual. Those late starts might be overlooked when you consider William P. Dalrymple is 92 years old.

We may all be riding bicycles in the future that bear a "Dal drive trans-

mission." They will replace our 10-speeds. If we do, Dalrymple thinks local companies should note that his inventor is a long-time Rochester resident whose ideas don't end with bicycles.

Dalrymple is genuinely concerned that a Japanese company is looking at his patent number 3,737,014. He doesn't like seeing his ideas being bought up

by foreign countries when they could be in use right here at home.

"I've still got the patents for the transmission as it would be applied to automobiles and motorcycles," he said. "I'm hoping that some American firm will wake up and come around to see me."

Dalrymple is no newcomer to the patent office. Though both his hearing and eyesight are failing, he is constantly busy in a home workshop, or dictating letters and patent descriptions into a tape recorder from his easy chair.

Dalrymple has had a hand in inventions from a new type air compressor to early television sets and intercontinental ballistic missile guiding systems. His latest is a rotary piston engine he hopes will replace the Wajcel.

"MY IDEA of an automobile is one totally different from what you see on the road today," he said. He has a new patent on the engine, a patent on the Dal drive transmission, and he's working on one for a new braking system that incorporates a car's shock absorbers.

In one year, Dalrymple applied for and received 25 patents. He lost track of how many he owns.

Detroit patent attorney Willis Bugbee, of Barthel and Bugbee, just finished work with Dalrymple on acquiring the patent for the new rotary engine. "Notification from the patent office just arrived," Bugbee said. "They couldn't find anything close to it, even with close to four million patents issued. It's a very novel and complex engine. Mr. Dalrymple has a mind that's still ingenious."

Dalrymple said his new transmission is frictionless, and has an infinite number of speeds rather than "step transmissions" that require shifting. A solid metal shaft with a cam displaces a flexible inner band as it rotates. The inner band is separated from another flexible outer band by roller bearings, and the movement and metal dis-

tion are transferred outwards. Just as a little pressure on a roller bearing in a vice makes it harder to turn, the resistance is transferred to a drive train.

BESIDES INVENTING, Dalrymple takes great pride in making his thoughts clear to others.

"If I can explain my ideas to you," he said, "maybe they'll be able to understand them down at the patent office."

Dalrymple said the Japanese firm has 10 days left to produce a bicycle with a working Dal transmission and to produce a contract for him to sign. "I can't really say what the figures are now," he said. "Several times I talked to their representatives over the phone, and they talked about a contract for 100,000 bikes."

Like his transmissions, which he said would cost only a quarter as much as present transmissions, his rotary engine should also be relatively inexpensive to produce. "It requires no special machinery to manufacture," he said, "and there's less pollution from it."

Dalrymple would rather talk about a new invention than an old one. Many of his inventions came while working for the American Brake Shoe Co. and Underwriters Laboratories. "But that's all just to show that I've got the background. I'm not just a quack inventor," he said.

Born in Nebraska in 1885, Dalrymple grew up in Colorado, where he can remember seeing buffalo bones on his way to school. He moved to Rochester 10 years ago from Rochester, N.Y., with his wife Elsie, Mrs. D.

The Dalrymples have five grandchildren, 13 great-grandchildren and one great-great-grandchild.

A housekeeper helps keep track of files and records. They're scattered but reachable under an assortment of blueprints, letters and back issues of Popular Science and Scientific American.



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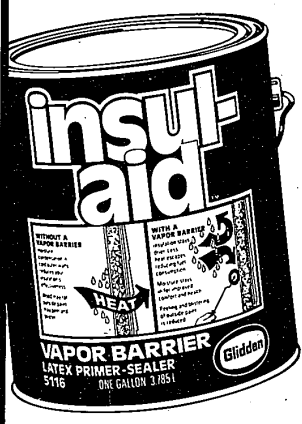
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