

# BALDOR'S DODGE<sup>®</sup> MAGNAGEAR<sup>™</sup> IN-STOCK PROGRAM





Gets Barge  
Conveyor  
Back Up  
and Running







The Louisiana Mid-Stream One (LMO) is a unique barge-mounted conveying system with quality control features not found in other midstream loading operations, including a magnet, mechanical sampling system, belt scale and water drainage. The LMO can simultaneously feed and combine product from multiple barges to meet quality specifications, enhancing the quality of export coal.

In August 2011, Baldor launched the Dodge MagnaGear in-stock program, designed to help customers quickly replace failed competitor units. By Baldor stocking the most common sizes and ratios of this power-dense, heavy-duty large gearbox, customers would no longer have to wait weeks and weeks to get a replacement unit.

The timing of the program could not have been better for the owners of the Louisiana Mid-Stream One (LMO), a unique barge-mounted conveying system located on the Mississippi River near New Orleans. Working in tandem with a separate barge-mounted crane, coal from a barge is directly fed into

the receiving hoppers of the LMO. After the coal is combined, it travels up a series of conveyors to a retractable loading boom that feeds an ocean-going export vessel.

The LMO, a brand new rig, was scheduled to start loading vessels in early September 2011. But, during the final test prior to the first load out, a catastrophic failure of one of the three gearboxes on the conveyor system shut the rig down. Company representative Andy Matherne said they already had vessels booked in anticipation of the LMO start-up, and every day they couldn't load coal was going to cost his company a great deal of money.

“We are allowed a certain amount of time to load a vessel, but once we go beyond that, we have to pay a penalty,” explains Matherne. “Typically it’s about twenty thousand dollars per day, but in this particular circumstance, with so many vessels on anchor waiting to come in, we were sitting on fifty thousand dollars a day. Obviously the longer it took for us to get running, the more money it was going to cost us.”

The situation was frustrating to the LMO team because, according to Matherne, they couldn't get the kind of help they needed from the gearbox manufacturer. With a fifty thousand dollar a day penalty hanging over their

*“This experience has shown me the capability of the company and the ‘can do’ attitude of the people behind the products.”*

Jim McLain,  
co-owner,  
Allied Bearing & Supply

head, they could not afford to wait eight to 10 weeks for a replacement. Matherne says that’s when they decided to call Jim McLain, co-owner of Allied Bearing & Supply.

“I have had a long relationship with Jim, and he has provided equipment and expertise for us on many other projects,” says Matherne. “When it comes to conveying equipment and gearboxes, Jim knows more about this kind of equipment than anyone else I know. We were confident that if anyone could help us out, it was Jim.”

McLain says he received an email with a photo of the failed gearbox asking if he could help late on Sunday, August 28, 2011. After getting more details on Monday, he believed he could find a gearbox by taking advantage of the new MagnaGear quick-ship program. Not only did he find the right size MagnaGear to replace the failed gearbox, but he also found two more units in case his customer wanted to change out the other units on the rig. On Tuesday, he presented the solution to the LMO team.

“By Wednesday, we got the order for all three MagnaGear reducers, because the customer didn’t want to take any more chances with gearboxes,” says McLain. “I know that the team jumped through



Not only did the customer get the MagnaGear reducers in three days, but Jim McLain, with Allied Bearing & Supply, says the customer got a product much better suited for this application. He says the MagnaGear reducers provide twice the output torque than the boxes they replaced, plus the right-angle configuration of the reducer is a perfect fit for this conveyor design.

hoops at the Dodge gear plant to get couplings rebored and get additional shaft fans, but everything showed up at the LMO site on Saturday. With a lot of work behind the scenes, we were able to help a customer get out of a very bad situation.”

Not only did the customer get the reducers in just a couple of days,

but McLain says they actually got a superior product that’s much better suited for this conveyor application. He says Dodge gearing is known for reliability, and because of its power-dense design, the MagnaGear offers more power in a smaller package.

“The MagnaGear reducers provide the output torque twice of the boxes



they replaced,” says McLain. “Plus, because it’s available in a right-angle configuration, it was a perfect fit for this conveyor design. These reducers are built for tough environments, and they are going to last for a very long time.”

Matherne gives McLain the credit for quickly finding the solution that ended up saving the company a great deal of money. For his part, McLain says it’s this kind of experience that really makes him proud to be a Dodge distributor.

“You look across the Dodge product line, and you see the quality and a company that tries to do more with products, not less,” says McLain. “This experience has also shown me the capability of the company and the ‘can do’ attitude of the people behind the products. There were a lot of hoops to jump through and a lot of extra work to get these gearboxes delivered to the customer this quickly, and it speaks very highly of all of the people who were involved.”

Based on the success of the MagnaGears running on the LMO, when a gearbox failed on one of the four feeders on the rig, McLain recommended the Dodge Motorized Torque-Arm™ (MTA) as a replacement. “The customer wanted to get away from the parallel shaft overhung design of the failed gearbox,” says McLain. “The MTA is the ideal choice because it eliminates the overhung load and all of the issues they had with couplings and alignment. The MTA will be easier for them to maintain, plus it gives the employees more room to work.



Because the Dodge MagnaGear in-stock program includes the most common sizes and ratios of this heavy-duty gearbox, customers now have an option of quickly replacing failed competitor units. Instead of waiting up to 10 weeks for a replacement from the original manufacturer, the LMO team was able to get three right-angle Dodge units, like this one, in only three days after the order was placed.