



RIBLET

TRAMWAY COMPANY, INC.

P.O. Box 3523 • Spokane, Washington 99220-3523 USA • Phone (509) 483-8555 • Telefax (509) 483-1996

March 3, 1993

SERVICE BULLETIN # 1993 - 127

APPLICABILITY: Riblet chairlifts furnished 1984 thru 1987 using tension-drive terminal with #5599 strut. (see attached sketch "A")

SUBJECT: Inspection and replacement of #5599 strut

COMPLIANCE: Immediate Action Required.

Gentlemen:

The subject strut is used to support the "portal" line machinery cross arm at the uphill end of certain Riblet tension-drive terminals. The machinery load on this strut is normally upward, imposed by the traction rope as it departs the lower terminal area. One of these struts has failed, fortunately resulting in no injury.

We have determined that the cause of this failure was lateral rocking of the machinery cross arm, which imposed a bending moment at the upper end of the strut. In order to prevent any future failure of the subject strut, the following three-part program is mandatory:

INSPECTION:

Immediately (that means right now) conduct a visual inspection of the area circled on attached sketch "B". Use a magnifying glass and good lighting conditions, remove paint if necessary, and pay special attention to the plug weld in the center of the clevis. If any cracks are found, do not operate the lift. Contact Riblet Tramway Company for help. Repeat this inspection at two week intervals for the remainder of this ski season.

ADJUSTMENT:

Check the 1" bolt through the upper end of the strut. It should not be tight. If necessary, back the self-locking nut off a turn so that lateral rocking of the cross arm will not impose bending moment of the strut. We want some "slop" here.

REPLACEMENT:

At the end of the 1992-1993 ski season, the Riblet Tramway Company will ship to you, a modification kit to replace the single strut with the later "V" strut arrangement as used on more recent Riblet lifts. This "V" strut eliminates the rocking motion of the cross arm. We will furnish these parts at cost, and installation is relatively simple.

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Once again, this inspection, adjustment and replacement program is mandatory. This service bulletin is being sent to all affected Riblet lift operators by fax and by mail. Please call our office and confirm receipt, and identify your ski area.

If you have reason to believe that a Riblet lift of this vintage and type may have been sold or relocated from your area, please notify the Riblet Tramway Company and the current operator of that lift.

Thank you,

RIBLET TRAMWAY COMPANY

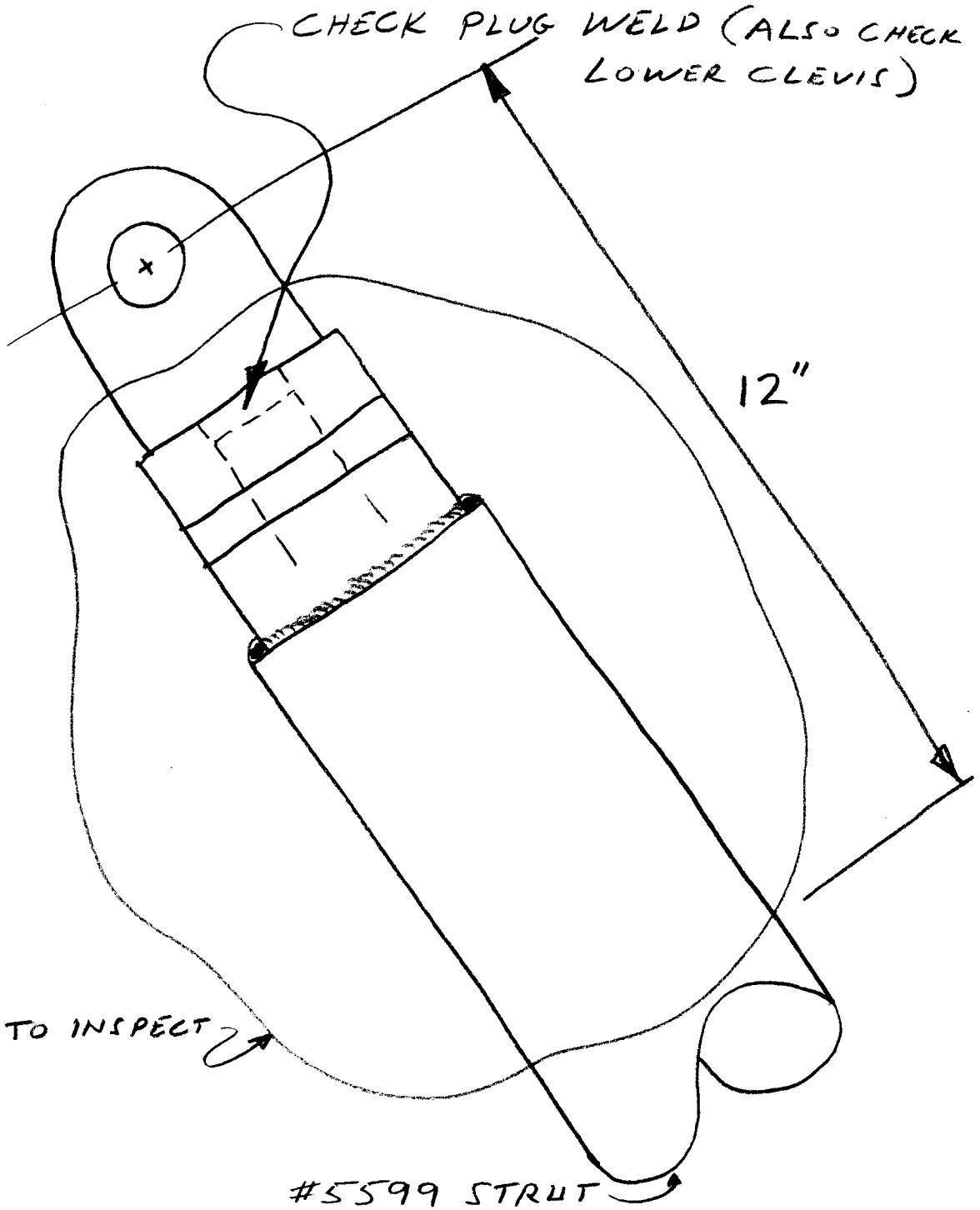
Encl: Sketch "A" and Sketch "B"

REV

DRAWING NUMBER

A

RIBLET



AREA TO INSPECT

#5599 STRUT

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TOLERANCE (EXCEPT AS NOTED)

TITLE SKETCH "B"

FRACTIONAL ± 1/16"

DECIMAL ± .005"

S.B. 1993-127

ANGULAR ± 1°

DESIGN
DRAWN
CHECK

SCALE
DATE

DRAWING NUMBER

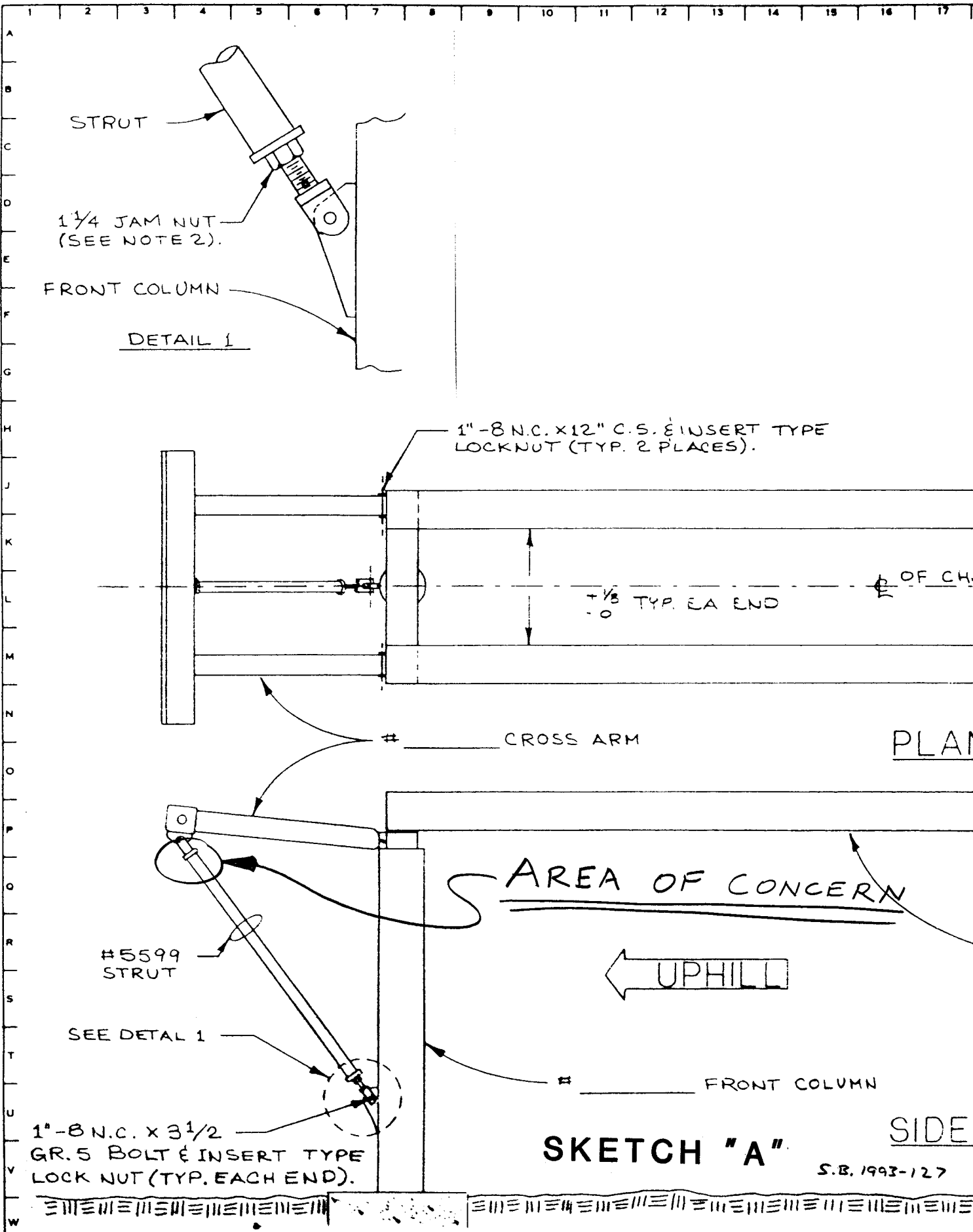
REV



RIBLET

TRAMWAY COMPANY
ENGINEERS · MANUFACTURERS ·
ERECTORS SINCE 1897

12-88 LMC



STRUT

1 1/4 JAM NUT
(SEE NOTE 2).

FRONT COLUMN

DETAIL 1

1"-8 N.C. X 12" C.S. INSERT TYPE
LOCKNUT (TYP. 2 PLACES).

+1/8 TYP. EA END
-0

E OF CH.

CROSS ARM

PLAN

AREA OF CONCERN

← UPHILL

#5599
STRUT

SEE DETAL 1

FRONT COLUMN

1"-8 N.C. X 3 1/2
GR. 5 BOLT & INSERT TYPE
LOCK NUT (TYP. EACH END).

SKETCH "A"

SIDE

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NO.	DATE	BY	NO.	REVISION	DATE	BY
1			1			
2			2			
3			3			
4			4			

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