



April 5, 2013

Town of Camden Select Board
To whom it may concern,

RE: Relocated Ski Lifts

Many ski lifts (chairlifts) are relocated when the operating characteristics of the ski lift do not meet the needs of a resort. A lift might be removed from service because the uphill capacity is not large enough or the location may not serve the terrain in an efficient manner. These removed lifts when relocated, can offer a viable uphill transportation system to another resort.

The requirements of the ANSI B77.1 Ropeway Standard, which is adopted in states as law or code, address the relocation of ski lifts. The relocated lift is considered a new installation and must be installed according to the current applicable standard. There are highly qualified engineers that can accomplish the relocation of a lift and there are suppliers of parts and service for the Riblet lift systems.

The relocation of a used ski lift is a common practice in the industry and can make strong economic sense. Riblet is a well know brand of a ski lift and there are over 300 in operation. The lift can offer a long service life if it is properly maintained, operated, and inspected.

Please contact me if you have additional questions.

Sincerely,

Sid Roslund, Jr.
Director of Technical Services
National Ski Areas Association
(720) 963-4210
sidr@nsaa.org

CC: Bob Gordon, Rick Knowlton

From: Ed Rock [<mailto:ed@shawneepeak.com>]
Sent: Friday, April 5, 2013 11:34 AM
To: 'Bill Fitzcharles'; 'Ross Stevens'
Subject: Camden Lift

Bill,

Recently it has come to my attention that discussions have taken place regarding the proposed lift expansion at the Camden Snow Bowl. As I understand discussions have centered on the merits of purchasing a new chairlift versus installing the existing used lift purchased from Shawnee Peak. As the General Manager of Shawnee Peak I am aware of both sides of the aisle, having purchased new chairlifts and installing used chairlifts as well.

As you are aware, in 2010 Shawnee Peak installed a used 1984 CTEC triple that had been purchased from Loon Mountain. Several components of the lift had to be modified (i.e. tower cross arms, differencing tower tube sizes, sheave assemblies, etc) in order to adapt to the variety of the parts assembled and required tramway codes. Additionally, refurbishing and non-destructive testing of certain parts had to be accomplished. Through the efforts of Ross Stevens with the design engineering/supervision and work performed by our staff and subcontractors, the project was completed successfully in time for the 2010/11 ski season. At the time we made the decision to install the used lift as opposed to purchasing new based on budget considerations. The total cost of a new triple was simply not possible. During the installation we were able to locate parts and added equipment to compliment the machinery of the used chair. The end result has been a triple chair that has operated on a daily basis, day and night, in a reliable and safe manner. Subsequent repair costs have been virtually non existent, with little if any down time. I can say with all honesty that from a safety point, our used lift is as safe as a new lift for public operation.

The Riblet Chair, in my opinion is a solid choice for Camden. Structurally it is sound and has been properly maintained in all aspects of preventive maintenance over the years. There is a rather large network of used chairlifts parts within the ski industry that should provide a resource for parts during and after the install period. The proposed expansion at Camden should be an exciting project that will benefit not only the Camden area, but the entire state of Maine. Please do not hesitate if I can assist in any manner.

Regards,

Ed Rock
General Manager
Shawnee Peak



PATS PEAK

P.O. Box 2448 Henniker, New Hampshire 03242

April 5, 2013

Mr. Ross Stevens
Stevens Engineering
PO Box 1945
New London, NH 03257

Dear Mr. Stevens:

Thank you for attending the meeting a few weeks ago as it relates to redesigning and installing our Von Roll Tramways Triple Chairlift at Pats Peak for summer 2013. It's a pleasure to work with you and others that appreciate the quality and service life that is still available in relocated lifts. Many, if not most, ski areas our size and smaller, are active participants in the used lift market as it's the only viable and economically feasible path for us to pursue. Pats Peak which has about 190,000 visits annually has been using reconditioned lifts for its last two major upgrades and has had NO issues whatsoever. As your aware we generally buy a larger used lift and then design it down to the size we need and end up with plenty of spare parts.

I took particular interest in your conversation describing the plans for what is in store for Camden Snow Bowl. As you know the Snowbowl is near and dear to our hearts and have been following its redevelopment from afar. My wife is from Hope, ME and her parents still live in the area along with our nephews who have season passes there. During the summer time we spend many a weeks in the Camden area. It's nice to see areas like the Snowbowl being renovated for future generations. I can appreciate, as local selectmen myself in Henniker NH, the decision process being undertaken by the local board as it relates to Ragged Mountain's redevelopment. The demands on a municipal budget are never an easy one to balance. I do believe though the installment of the used Riblet Triple Chair from Shawnee Peak is an excellent solution for the Snowbowl. Less impact on overall tax base, plenty of service life left and a higher capacity lift for the skiers. Riblet was a reputable company and had over the years built a very reliable product. If I could advocate one upgrade for used lift equipment I would upgrade the electrical "brains" (drive and low voltage controls) that monitor the motor and the lift line. Naturally, a thorough review, inspection, and rebuild of the gearbox and motor are very important. This is a small price to pay and I am confident that any additional parts, pieces, or required ANSI B77 upgrades, that maybe needed, could be provided for by Superior Tramway Inc.

If you have any other questions please don't hesitate to call.

Regards,



Kris Blomback
General Manager

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www.patspeak.com ■ info@patspeak.com

From: Ben Wilcox [<mailto:BWilcox@Cranmore.com>]
Sent: Saturday, April 6, 2013 4:16 PM
To: 'Ross Stevens'
Subject: RE: Camden Snow Bowl Lift Project

April 6, 2013

To whom it may concern:

Cranmore Mountain Resort, located in North Conway, NH, completed the installation of a used early 1980's Doppelmayr Triple Chairlift in December, 2012. The lift was purchased from Wachusett's Ski Area in Massachusetts.

Working with Ross Stevens, Cranmore was able to adapt the used lift for our needs. Ross and our team had the expertise to engineer the lift and identify parts and equipment needed to bring the used lift up to all current codes and standards. Prior to purchasing the lift, we were confident that upgrades and missing parts were available on the market to complete the installation. Upon completion, the used triple chair passed all State of NH Tramway Inspection standards.

To our guests, Cranmore has installed a new lift. Approximately 40% of the lift project involved finding used and new parts that were readily available in the market. From a budget stand point we were able to save between 40% and 50% by installing a used lift.

Please feel free to contact me at 603-356-1100 if I can answer any other questions about our successful used lift installation.

Sincerely,

Ben Wilcox
President & GM
Cranmore Mountain Resort
One Skimobile Road
North Conway, NH 03860
603-356-1100



SUPERIOR TRAMWAY CO.

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AERSUPTRM@AOL.COM

The Town of Camden and Select Board
c/o Ragged Mountain Recreational Area Foundation
20 Barnestown Road
Camden, ME 04843

April 8, 2013

Subject: Riblet Triple Lift Relocation and Area Revitalization

To Whom It May Concern:

Congratulations on the success of your fundraising efforts, the purchase of the Riblet triple lift from Shawnee Peak, and our best wishes for continued success of your ski area. The 1984 Riblet lift from Shawnee Peak will likely serve you very well for the next several decades with proper maintenance. Towards that end, we respectfully submit for consideration our products and services to assist you in economically maintaining your lift in the years to come.

Since 1981, Superior Tramway Co has operated as the manufacturing subsidiary of Aerial Engineering Inc. Aerial Engineering, Inc. (AEI) has specialized in the inspection, installation, design upgrades, and relocation of aerial tramways from the Alaskan Arctic to the Andes Mountains of South America having successfully relocated and refurbished many Riblet lifts over the years. Our president and chief engineer, Jim Ellis, has an extensive working knowledge of chairlifts, having once led Riblet's engineering department as part of his now 50+ years of experience in the aerial tramway industry.

The engineering staff at Superior Tramway / Aerial Engineering possess a combined 80+ years of tramway experience - primarily with Riblet lifts - producing a high level of expertise in the fabrication, supply, and design processes of components for chairlifts. We also have extensive experience in refurbishing terminals, gearboxes, bullwheels, tower line machinery, sheaves, chairs, etc., having worked with every vintage of Riblet lift over the years. Below are a few of components and services that we offer; all of which are ANSI B77.1-2011 compliant:

- **Mechanical, electrical, and drive components:** Variable-frequency AC drives/motors, drive system overhauls, safety/retention devices, state-of-the-art low voltage controls, monitoring systems, communications line, haul ropes, etc.
- **Line towers and related components:** Line machinery, tires, sheave bearings, swing dampeners, lifting frames, etc.
- **Hydraulic components:** Brake pump units for controlling up to 3 brakes, hydraulic tensioning control with integrated brake controls, new service brake and bullwheel brake assemblies, etc.
- **Carrier related:** Complete carrier assemblies, new and used insert chair clips, restraint bars, etc.
- **Services:** Engineering, inspections, NDT inspection, etc.

While we often find that utilizing an existing lift's major structural components makes sound economic sense, the accumulated wear and tear on some of the moving components favors their replacement with new or rebuilt components. For higher wear components, such as sheave bearings, tires, and bushings, we offer replacement parts that are either equivalent to or better than the OEM design.

We would ask that you consider Superior Tramway Co. as a component supplier for your chairlifts and Aerial Engineering for your engineering needs. We would welcome any questions or comments that you have and will endeavor to answer them quickly. Please feel free to contact us at any time. Also for your information, please find attached a few sales information sheets showing some applicable products that we offer. We also invite you to visit us online at www.superiortramway.com for a more detailed look at our product line and facility operation.

We look forward to working with you on this re-installation, and future projects.

Sincerely yours,

Russ Stone P.E.
Project Engineer
(General Manager)

Guthrie Boleneus
(Office Manager)

Enclosures: SB-02, SB-15, SB-44, SB-47, SB-54

QUALITY TRAMWAY EQUIPMENT