

**Gallagher, Richard**

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**From:** PCastellano@zamperlausa.com  
**Sent:** Friday, September 22, 2006 5:05 PM  
**To:** Gallagher, Richard  
**Subject:** El Paso Train

There is no wear value for the wheels on this ride.

The wheels should be replaced when they are approaching contact between the guide bearing and the track hardware. The train should be moved where these components come close and inspected. if there is comfortable clearance, then no problem. if there appears to be contact or too small a gap, then replace.

Phil

----- Forwarded by Lucy Murphy/ZamperlaUsa on 09/21/2006 09:29 AM -----

"Gallagher, Richard" <Richard.Gallagher@dca.state.nj.us>

To <lmurphy@zamperlausa.com>

cc

Subject Question regarding El Paso train

09/18/2006 02:31 PM

One of our inspectors had a question regarding the maximum amount of wheel wear allowed on your El Paso Train. I looked through all of the manuals we had on file and I was not able to locate the answer. Could you please let me know how much wear is acceptable? If at all possible, a dimensioned drawing in the form of a service bulletin would be ideal for me to give to the inspectors. Thanks for your help.

Regards,

Richard Gallagher

9/25/2006

<p>ZAMPERLA INC.  49 Fanny Road  Parsippany, New Jersey 07054-6545  USA  Phone: 973 334 8133 Fax: 973 334 6880</p>	Bulletin No: 2006 EP01
	Release Date: November 9, 2006
	Effective Date: November 9, 2006
	Supersedes: N/A
	Completion Date: February 9, 2007
Page: 1 of 2	

# SERVICE BULLETIN

Ride Manufacturer: CALP srl	Affected Production Dates: All
Ride Name: El Paso Train	Affected Serial Nos.: All
Model Number: El Paso Train	

**Abstract Of Issue:**

Guarding to be added.

**Reason For Release:**

The possibility exists for a rider in the locomotive (front car only) to reach under the car and engage a pinch point between the wheel and the track.

**Action To Be Taken:**

Instruct operators to remain alert to immediately stop the ride if any passenger fails to remain properly seated. The operator must watch the passengers throughout the ride. These requirements remain unchanged. As soon as possible, but no later than February 9, 2007, install guards on the locomotive as indicated in page 2.

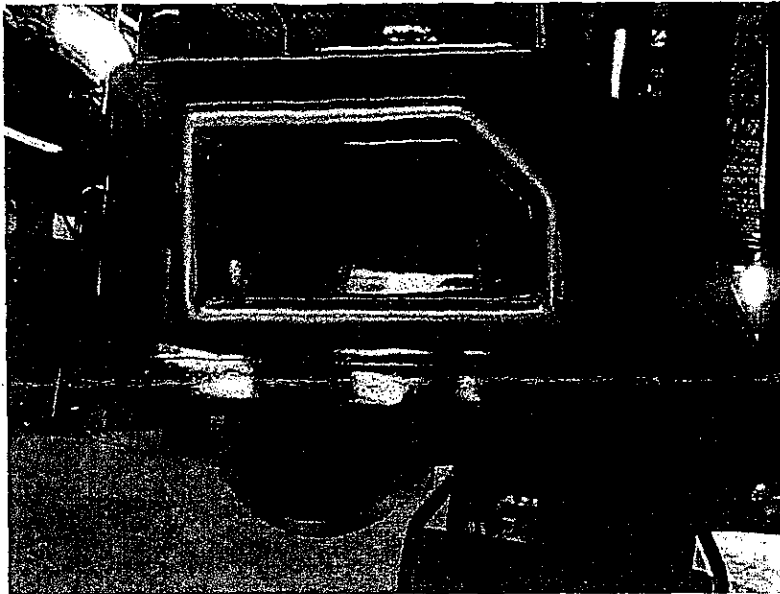
The guard is available for purchase. Please allow sufficient ordering time.

**Detail Of Issue:**

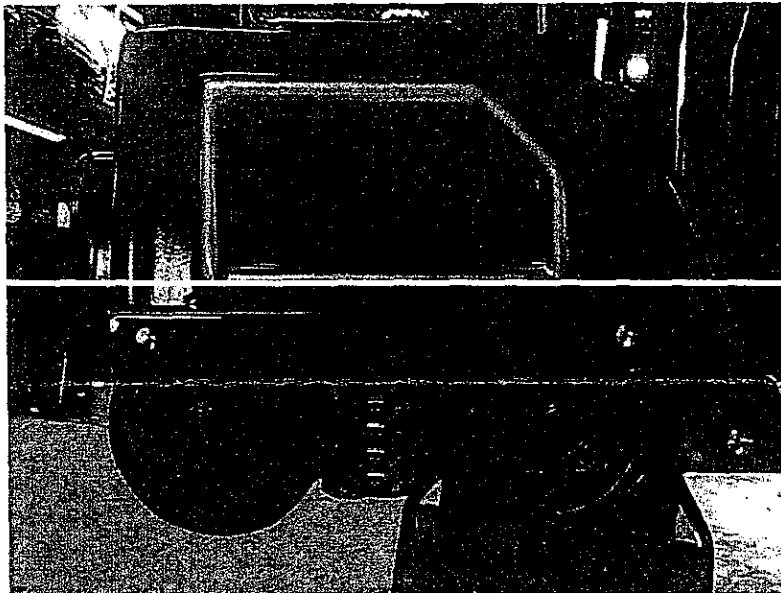
See page two, which shows the guard.

**Future Action To Be Taken:**

On a daily basis inspect the guard to verify that it is securely in place before operating the ride.  
Ensure operators are properly trained.  
Instruct all riders to remain properly seated, with hands, arms and legs in the car while ride is in motion.



Before (no guard)



After (with purchased guard)