



CHANCE RIDES MANUFACTURING, INC.
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U.S.A.
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Bulletin No: P102CRM113-0
 Release Date: November 17, 2003
 Effective Date: N/A
 Supersedes: N/A
 Completion Date: N/A
 Page: 1 of 4

NOTIFICATION

Ride Manufacturer: CHANCE RIDES MANUFACTURING, INC. Affected Production Dates: All

Ride Name: C.P. HUNTINGTON Affected Serial Nos.: All Units

Model No.: 102

Abstract of Issue:
 Wheel Inspection

Reason For Release:
 Chance Rides Manufacturing, Inc. occasionally receives inquiries regarding the wheels on the C.P. Huntington train. The subject of these inquiries has included wheel identification, part numbers, installation details and inspection points. This notification provides detailed information on these subjects.

Action to be Taken:
 Periodic inspection of wheels is an important part of a preventive maintenance program. The actual inspection interval for any specific installation will depend on many factors, including, but not limited to:

- Frequency of train operation
- Overall track condition
- Track lubrication
- The number of curves in the track layout
- The radius of the curves
- The presence of dirt, sand or mud on the track

When necessary, order replacement wheels as shown on the following pages of this notification.

All work must be performed by qualified personnel, capable of understanding the function of the parts and their proper installation. Use only those components authorized, specified or provided by Chance Rides Manufacturing, Inc. All applicable OSHA safety standards and safe industry practices must be observed.

Observe all safety information contained in the manufacturer's manuals. Make available this notification and all related technical information to personnel using the equipment.

Chance Rides Manufacturing, Inc. issues notifications for the benefit of owners of amusement rides manufactured by Chance Rides Manufacturing, Inc. As a service to the industry, and in the interest of employee and public safety, Chance Rides Manufacturing, Inc. also issues notifications for the benefit of owners of amusement ride equipment for which the manufacturer no longer exists, such as the Allan Herschell Company, Chance Manufacturing Co., Inc., Chance Rides, Inc., etc. In doing so, Chance Rides Manufacturing, Inc. does not assume liability for losses associated with amusement ride equipment built by manufacturers other than Chance Rides Manufacturing, Inc.



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Affected Production Dates: All

Ride Name: C.P. HUNTINGTON

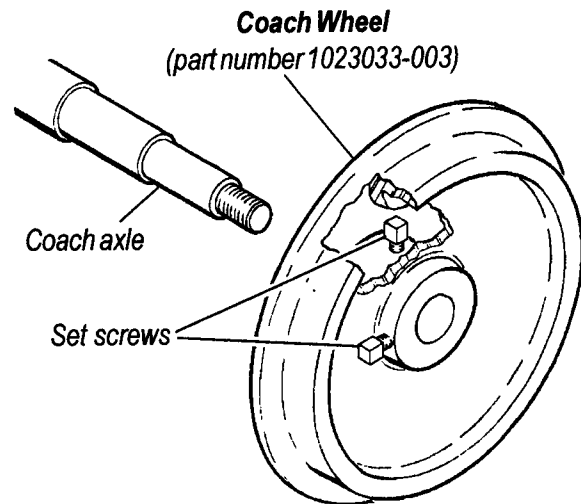
Affected Serial Nos.: All Units

Model No.: 102

Detail of Issue (continued):

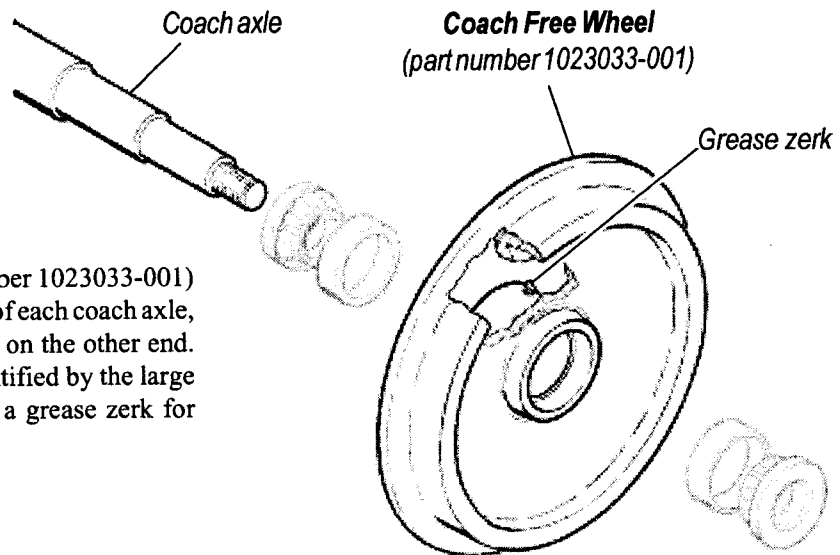
Coach Wheel (part number 1023033-003)

This wheel is used on one end of each coach axle, with a Coach Free Wheel installed on the other end. The Coach Wheel is the same as the Locomotive Wheel, except that it has no keyway. It is pressed onto the axle, then secured with two setscrews. The Locomotive Wheel can be used in place of the Coach Wheel.



Coach Free Wheel (part number 1023033-001)

This wheel is used on one end of each coach axle, with a Coach Wheel installed on the other end. The Coach Free Wheel is identified by the large bore for the bearings. It has a grease zerk for monthly lubrication.





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Model No.: 102

Detail of Issue

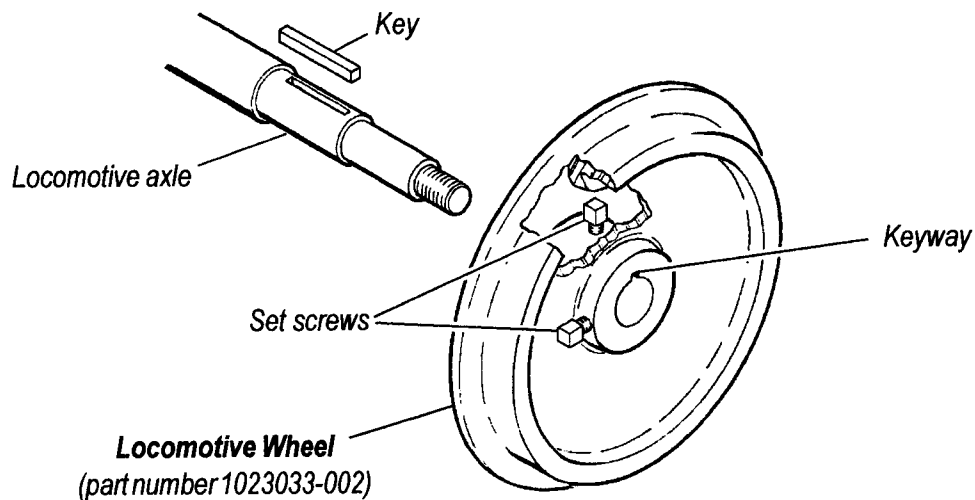
Wheel Identification

There are basically three different wheels used on the C.P. Huntington train - the *Locomotive Wheel*, the *Coach Wheel* and the *Coach Free Wheel*. The following illustrations show the differences between these three wheels, as well as information on their installation and use.

Locomotive Wheel (part number 1023033-002)

This wheel is used on all 8 locomotive wheels, and can be identified by the keyway machined in the bore. The locomotive wheel is pressed onto the axle with a key, then secured with two setscrews.

IMPORTANT: When replacing locomotive wheels, be careful to not mix new wheels with worn wheels which are a smaller diameter on the surface which rides on the track. All 8 wheels turn at the same speed, so they must all be the same diameter. Different diameter wheels will cause additional stress on driveline components and increased wear on the wheels. An economical solution is to replace all 8 wheels on the locomotive, then use those locomotive wheels which are still serviceable on the coaches.





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Detail of Issue (continued):

Refer to the following illustration when performing routine inspection and maintenance.

