

## **Black Bear Information**

### **Black Bear Options**

#### **1. Repair Current Infrastructure**

- \$7500 Bearings
- \$83,000 Low Speed Coupling
- \$150 - \$200,000 New Shaft
- \$70,000 Shipping
- \$75,000 Labor/Equipment
- Rebuild current gear box at Cone Drive – Unknown Costs (The components will have to be custom made as the gear box is outdated and no longer supported)

**Estimate \$535,500**

#### **2. Used Bottom Terminal Upgrade (Turn Key)**

- \$285,000 + Shipping (Est. \$75,000)
- \$300,000 Labor/Equipment/Materials (15-ton crane, concrete/dirt work, 3<sup>rd</sup> party engineering, rigging)
- \$300,000 Deconstruction/Removal of old terminal
- \$100,000 New Haul Rope

**Estimate \$1,060,000**

#### **3. No Repair**

- Remove Haul Rope
- \$10,000 - \$15,000 Rigging/Equipment
- \$5,000 5 Days Labor

**Estimate \$20,000**



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Having the drive machinery and enclosure above the haul rope instead of below it has many benefits from both safety and practical aspects. Listed below is a general outline of these advantages.

- With the drive machinery above the haul rope, the height of the machinery enclosure is not restricted by the need for clearance with the chairs passing above it. This eliminates the confined space of the existing machinery enclosure and greatly facilitates performing maintenance on the drive machinery.
- With the drive enclosure above the drive sheave, a one piece roof with no penetrations can be used thus eliminating the issues with water intrusion into the machinery space from above.
- With the chairs passing under the enclosure, the requirement for snow removal from the enclosure's roof is greatly reduced and a railing along the edge can be installed for fall protection when access to the roof is required.
- The drive sheave is supported by the internal bearings of the Caterpillar planetary final drive which is bolted directly to the bottom of the machinery deck. The internal bearings eliminate the constant greasing and cleanup of the external bearings used by the current drive terminal. Environmental contamination by the constantly purging bearing grease is eliminated.
- With the bullwheel covered by the drive deck, the buildup of snow and ice on it is reduced.
- Since the chairs are located below the machinery enclosure, the clearance below the chairs is greatly increased. This eliminates the current hazard of a downhill passenger failing to unload and being injured by the limited clearance between the bottom of the chair and the top of the existing drive machinery enclosure.

Regards,

Frank Judge, PE  
Superior Tramway Co.

From Tom Scully, Loss Control Consultant, Safehold Special Risk

*"I also attached the two previous annual lift inspection reports which also had reoccurring items on there, including the recommendation to build a tension system platform. Building a new terminal with hydraulic tension is better but this item has been on the reports, nearly every year and I'm still not convinced its working or adjusted properly because nobody goes up there. The same is true for monthly brake testing, monthly EPU runs, monthly maintenance, gearbox inspections etc.-the preventative maintenance gets neglected due to the terminal space, lighting and the working conditions. The condition of the inside of the terminal may be one of the worst I have seen for cleanliness, headspace, airflow and working conditions. The terminal also presents a hazard to passengers who might be an accidental downloader. Currently there is no bottom stop gate on the downhill side which needs to be installed again which was pushed back on previously by management and lift mechanic. That terminal could hurt someone's legs if an accidental downloader was missed by the bottom operator and they made it to the terminal there is no room for their legs to go around the bullwheel. That item is a life safety concern for us."*

*Since the Black Bear lift cannot operate until extensive drive terminal repairs of the gearbox, bull wheel, brakes, tension system, and other items are fixed we hope you consider upgrading and modernizing the entire drive/tension terminal. This terminal has extensive damage from corrosion & water intrusion & lacks working headspace and ventilation for safe working conditions. Technicians must complete daily, weekly, monthly & annual maintenance Classified: RESTRICTED which has been deferred for some time due to the working conditions inside the terminal. Additionally, the tension system safeties and adjustment has been in question since access is not available to this important component. Safety checks of the tension system monitoring switches must be checked on a daily basis (4.3.2.4.2) which may have been ignored due to inaccessibility; a new terminal would help bring the lift into compliance. We feel that improvements to the current lift system should be prioritized and budgeted for prior to installation of additional lifts. Upgrading the Black Bear will not only provide safer uphill transportation but also improve guest satisfaction.*