

June 25, 1965

August 12, 1965

To: Mr. J. C. Millaly  
World's Fair Program Manager

Subject: Platen Failure on the Magic Skyway Vehicles  
New York World's Fair

Re: L. P. Columbus

The failure of the platens on the east track and one on the west track at the New York World's Fair is under review and a complete evaluation of the problem has not yet been made.

J. E. Battler  
H. G. Fischer

However, it appears from the information available at this time that there are several factors which contribute to the platen failure.

It has come to my attention that car wipers in the service area terminate their daily services in that area at 9:45 p.m. each day. The condition of the Skyway cars on the circuit after that time reflect this fact.

1. The failures are about 100% when these cars are about 10:00 p.m.

I have always had the feeling that the Fair visitor who enters the Fairgrounds in the evening and possibly enters our building at 10:00 p.m. has as much right to \$2.50 worth of high standards as the guest who enters in the morning hours.

2. The chassis design of the Skyway vehicles and Mercurys appears to be of a more rigid construction than the chassis of the previous year.

Please see to it that our high standards of cleanliness, etc., are maintained until the last gun is fired each night. If this means overtime for car wipers, we'll pay it so long as they do their jobs conscientiously.

3. Timber of the same specie varies widely in strength, depending on the location where it was grown and the process used in drying. It is possible that the Douglas Fir used in the platens is somewhat inferior in ultimate strength to that of the old platens.

William W. Horrey

4. It has come to our attention that the deflection of certain drive units was reinforced with additional rubber balls. This reinforcing or stiffening of the resilience of the drive units, when under load, may have applied undue pressure to the platens and caused the fractures.

5. According to the attendance reports, more visitors are taking the ride than in 1964. Therefore, the cars are carrying a greater load per day and possibly greater loads per car. This may be in excess of the total design load of 5,300 pounds per car (loaded).