



—Photo by Pres

MEMBERS OF THE INVESTIGATING PERSONNEL are seen as they boarded a Cannon Mt. Snow-Cat for the half-mile ride up the mountain to the scene where a tram car was derailed and dropped some 90 feet to the ground.

Cannon Mt.

(Continued from One)

Valley Station, Donald Johnston of Littleton, the aerial lift mechanic, left the car, climbed to the top of the tower and inspected and greased the mechanism there.

After this inspection, he signalled the operator to proceed to the next or middle tower which is 3,500 feet from the Valley. Johnston was riding on top of the Lafayette car.

As the Lincoln car came down the mountain and approached Tower No. 26, a very strong gust of wind—perhaps 70 to 80 mph, struck the Lincoln car and in some manner or other not as yet exactly determined caused it to derail at this point and fall to the ground approximately 90 feet.

Damus E. Champagne of Franconia, a ski patrolman who was lowered from the Lafayette car by a ho'sn chair as were others in the car, was the first to reach the derailed car and found the young conductor conscious. The Cannon Mt. Ski Patrol arrived at the scene at about the same time and Broderick was placed aboard a litter and taken the half mile down the lift line to the Valley Station where the party arrived about 10 a.m. Dr. Ralph Parker of Franconia arrived at the scene and the youth was taken to the Littleton hospital by station wagon. Later in the day he was transferred to the Hanover hospital.

Aboard the up-bound car were Richard Burnham of Lisbon, conductor; Mr. Champagne; Mr. Johnston, and Donald Smith of Lisbon, a ski patrolman.

On the scene Tuesday afternoon during a preliminary investigation were Robert Sullivan, chief engineer and field inspector of the Recreation Division; Denzil M. Rowe, assistant

supervisor of the Safety Division of the N.H. Dept. of Safety Services; Malcolm Wilkins of Concord, official of the Dept. of Public Works and Highways; Harold Laraba of the Safety Board, and John Sirois of the employes' insurance agency.

William A. Norton, Franconia Notch manager, said the accident occurred during a routine daily inspection trip before the ride opened for skiers. He said the wind was blowing at 15 mph and gusting up to 30 mph, and it was snowing hard.

Suddenly the cable surged violently, a condition noticed immediately in the control room at the Base Station and by the four men riding up in the Lafayette. No one apparently witnessed the entire accident, but several either caught a glimpse of the derailed car as it plunged to the mountainside or saw it as it landed in the eight to 10 feet of snow.

Joining in the investigation is David Richards of New Haven, Conn., representative of the American Steel and Wire Co. which erected the tram.

As the tramway would have closed for the season about April 14, it was decided to conclude the ride's operation until summertime when it is expected repairs will have been completed. It is expected that not only the derailed car but the second one also will be replaced in the process. Meanwhile, Cannon Mt.'s splendid ski terrain will continue to be completely served by other ride facilities as long as skiing conditions continue.

The only other mishap to occur on the tram in its long and distinguished service involved a bearing difficulty that necessitated evacuating passengers. There were no injuries at that time.