Selectmen Present: Peter Moore, Carol Smith and Michael
                     Oldershaw.

Others present were: Philip Dwight, Brian Brown, Glenn Cook,
                     Debra Thornblad and Lloyd Henderson.

The meeting opened at 6:00 P.M.

Brian Brown presented his 1997 police budget which was reviewed.
The budget showed an increase of 6.4% from 151,000 to 161,000.
The budget included both merit and cost of living adjustments.
Brian also explained that he would like to create the position of
Sergeant. The latter was approved unanimously and Brian was
requested to make a recommendation as to whom he would nominate
for the position.

After some questions the budget was accepted for further review.

The Board then reviewed the water drainage situation on
Contoocook Valley Avenue. After the many meetings and site
visits the Board voted to require that the land, both on Mr.
Fosters property and that of abutters be returned to its former
contours, and that the drainage ditch and PVC pipe be removed.
Mr. Foster is asked to complete the work voluntarily in the next
two weeks. If not done, the Town will seek the necessary legal
steps to require that it be done. Glenn Cook asked that
correction be done as soon as possible as he is worried that if
not corrected, spring runoff will cause serious problems on his
land. Mr. Foster and others involved are to be notified tomorrow
by certified mail of this action.

The minutes of both the November 18th and 20th meetings were
approved.

The Selectmen approved and signed the 1996 Sales-Assessment
Information Certificate and a Blind Exemption request from G.
Mulhall.

Phil reported that Bart Mayer will send a draft of a possible
answer to the letter from Mr. Forster.

The Selectmen read the letter from Pat Maynard tendering her
resignation as Gym Coordinator. It was accepted with regret.
Ads will be placed seeking a replacement and Pat and Mae Lizotte
will be asked to review applications.

The Board indicated they will review abatement requests as they
are received.

Peter reported on the Aiken Committee Meeting on November 20th. He reported on the discussion of a possible CDBG grant. The meeting on December 6th will be about that.

The Regional Selectmen's meeting on December 7th was noted and Carol indicated she would follow up with Pam Andrande on the letter about the Road Agent's meeting.

Bob Varnum's report on the calibration of salt spreaders was noted and Mike asked that it be placed in the minutes.

Possible repair strategies on the Elm Street bridge will be discussed with Bob Varnum on December 9th.

Carol asked that final action on the Wood removal ordinance be postponed until after the first of the year.

The meeting adjourned at 8:30 P.M.

Respectfully submitted by Philip T. Dwight.

Different materials will spread at different rates at the same setting, so spreaders must be calibrated with the material that will be used.

Spreader Calibration Procedure

Calibration of spreaders is simply calculating the pounds per mile discharged at various spreader control settings and truck speeds by first counting the number of auger or conveyor shaft revolutions per minute, measuring the salt discharged in one revolution, then multiplying the two and finally multiplying the discharge rate by the minutes it takes to travel one mile.

With hopper-type spreaders, specific gate openings must be calibrated. Measure from floor of conveyor to bottom edge of gate.

Each spreader must be calibrated individually; even the same models can vary widely at the same setting.

Equipment needed:
1. Scale for weighing.
2. Canvas or bucket/collection device.
3. Chalk, crayon or other marker.
4. Watch with second hand.

Calibration steps:

1. Warm truck's hydraulic oil to normal operating temperature with spreader system running.
2. Put partial load of salt on truck.
3. Mark shaft end of auger or conveyor.
4. Dump salt on auger or conveyor.
5. Rev truck engine to operating RPM (at least 2000 RPM).
6. Count number of shaft revolutions per minute at each spreader control setting, and record.
7. Collect salt for one revolution & weigh, deducting weight of container. (For greater accuracy, collect salt for several revolutions and divide by this number of turns to get the weight for one revolution.) This can be accomplished at idle or very low engine RPM.
8. Multiply shaft RPM (Column A) by discharge per revolution (Column B) to get discharge rate in pounds per minute (Column C), then multiply discharge rate by minutes to travel one mile at various truck speeds to get pounds discharged per mile.*

*For example, at 20 MPH with 30 Shaft RPM and 7 lbs. discharge— 30 x 7 = 210 x 3.00 = 630 lbs. per mile.

Calibrating Automatic Controls

Automatic controls come with factory calibration cards that indicate the proper rate of spread for each setting. However, when there is a need to calibrate, use the following steps:
1. Remove or turn off spinner.
2. Set auger on given number, such as No. 2.
3. Tie sack or heavy canvas under discharge chute.
4. Mark specific distance, such as 100 or 1,000 feet.
5. Drive that distance with spreader operating.
6. Weigh salt collected in sack or canvas.
7. Multiply weight of salt by 5.2 (in case of 1,000 feet) or 52.8 (in case of 100 feet).

This will be the amount of salt discharged per mile, which remains constant regardless of speed, but calibration must be done for each control setting.

Agency: _____

Location: _____

Truck No.: _807 803 805_   Spreader No.: _____

Date: _11/22/97_   By: _____

GATE OPENING (HOPPER TYPE SPREADERS)				POUNDS DISCHARGED PER MILE								
	A	B	C	MINUTES TO TRAVEL ONE MILE								
Control Setting	Shaft RPM (Loaded)	Discharge Per Revolution (Pounds)	Discharge Rate (Lbs/Min)	5 mph x 12.00	10 mph x 6.00	15 mph x 4.00	20 mph x 3.00	25 mph x 2.40	30 mph x 2.00	35 mph x 1.71	40 mph x 1.50	45 mph x 1.33
805 1	20	5	100			400	CAL	SALT ONLY				
807	20	5	100			400						
805	21	6	126			504						
4												
5												
6	GATE OPENING 3/4"											
7												
8												
9												
10												