

6-16-2016 NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES

Present:	Members:	Selden Hannah	
		Stanley Judge	
		Bob Hoyt	
		Mark Petrozzi	
	Industry:	Ryan Frost	Waterville Valley
		Wallace Weaver	Waterville Valley
		Tim Smith	Waterville Valley
		Rich Combs	Skytrans
		Kris Blomback	Pat's Peak
	NH DOS	Nancy Ettelson	
		Briggs Lockwood	

Selden called the meeting to order at 9:02.

The Board reviewed the minutes from the April 12, 2016 meeting. Selden pointed out that the written request from Pat's Peak for an exception should be included in the minutes.

Motion to accept the minutes: Mark Petrozzi.

Second: Stanley Judge.

Selden asked about the 'shake test' for Riblet hangers, as there is a test required every two weeks where the chair bail is shaken to inspect it and the clip. This could be confused with the discussion regarding the design testing requirements for new fixed grip carrier bails, and the 'fatigue testing' that is required. This fatigue testing is sometimes referred to as 'shake testing'. For the purpose of the minutes of the April 12 meeting, the design testing for the chair bails at Black Mt. should be referred to as 'fatigue testing'.

Approved unanimously.

Waterville Valley High Country Lift: Rich Combs from Skytrans was present to explain the design of the installation, which was a drive upgrade of the prime mover from diesel to DC electric, completed in 2011. Rich explained that the likelihood that the electric motor becomes disabled is low.

Selden explained that the 'integrity' of the motor means that the failure of the electric motor cannot disable the use of the diesel (evacuation) drive. Selden further stated that the Board's interpretation is that the lift should be able to be operated even if the electric motor is disabled. Stan agreed with this position. The Board suggested that in the B. 77.1, in section 1.2.3, an exception to a requirement can be granted, but an equal or better design element needs to be demonstrated in order for the authority to grant the exception.

The Board is in agreement that the lift is required to be compliant with the requirements of the B.77.1 2006, which is the version that was in place at the time of the upgrade.

The Board jumped ahead to the Application for Construction for Pat's Peak.

Kris Blomback passed out design packages to the members for a relocated C-TEC triple chairlift. Pat's Peak's intent is to replace a 53 year-old Mueller double chairlift with this lift, which was originally installed at Mount Ascutney in Vermont; it is 18 years old.

Kris explained that Pat's Peak's goal is to get some of the concrete foundations done this summer, and finish the project next year. Skytrack will be the designer.

Kris explained that the lift will have a loading carpet. Kris also explained that they focused on getting a profile that was low to the ground.

Selden asked about whether the engineer has considered partial loading. The submitted calculations on page 5 show the return sheave loads min/max to be the same, and there would likely change on partial loading.

Kris noticed that tower numbers nine and eleven (the two depress towers) are not listed on the chart for wind loading.

Selden clarified that Pat's Peak is requesting approval for the concrete foundations at this time. Selden suggested that the designer either stamp each drawing, or provide a stamped drawing list.

Motion by Stan: To approve the application for concrete work based on the design certificate in the submittal; conditional to receipt of stamped drawings or a stamped numbered drawing list, revision dates.

Second: Mark

Approved unanimously.

The Board reviewed the Application for Construction for a new T-Bar at Mittersill.

Selden had a question regarding the tower loadings. The loadings for tower one show both positive and negative loads, but the information submitted show six wheel assemblies, which will not work with loads that alternate from positive to negative. Selden stated that he is also concerned that the vertical clearances are adequately considered if there is a deropement.

There was some more discussion.

Motion by Bob to table the application based on the following points:

1. Submittals need to contain either stamped drawings of all equipment, or a stamped drawing list.
2. Confirmation that calculations meet required code.
3. Calculations need to be in pounds; measurements in inches and feet.
4. Review of tower loading and necessary equipment.
5. Make sure the design engineer knows that he is responsible for reviewing the drawings and has a full understanding of them.
6. Request representation at the next meeting to provide support for the application.

Second by Mark.

Approved unanimously.

The Board discussed a letter that was received from Maurice Demers of Goffstown, regarding a device that they encountered while riding a chairlift at Arapahoe Basin Ski Area in Colorado. The device is called a 'Kid Stop', and was installed on the restraint bar on a Leitner-Poma chairlift. Maurice suggested that requiring such a device might lead to fewer people falling from lifts.

There was some discussion; the Board expressed its appreciation to Maurice for forwarding these concerns. The Board noted that it is apparent that there is no standard equipment appropriate for general use, but the industry is making progress and manufacturers are developing a number of ideas/devices.

Mark agreed to reply to Maurice.

Regarding the High Country Lift at Waterville Valley, Tim Smith announced that they have made plans to correct the driveline design; also, Tim announced that Skytrans has been contracted to prepare the engineering for the relocation of the World Cup Triple chairlift for the Green Peaks expansion.

The Board set the date for the next meeting: Wednesday, July 13, at 9:00 AM, here at the Division of Fire Safety.

Motion to adjourn: Bob.

Second: Mark.

Approved unanimously.

Second by Mark.

Approved unanimously.