

STATE OF NEW HAMPSHIRE



Passenger Tramway Safety Board



Office: c/o N.H. State Fire Marshal's Office
110 Smokey Bear Blvd., Concord, NH
Mailing Address: 33 Hazen Drive, Concord, NH 03305
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Table with 4 columns: Seldon Hannah (Chairman), Mark Petrozzi (Member), Robert Hoyt (Member), Stanley Judge (Member)

NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES

1/6/2017

(Draft)

Attendees:

Board Members: Seldon Hannah, Chairman.
Bob Hoyt
Stanley Judge

NH DOS: Briggs Lockwood
Nancy Ettelson
Scot Woolfenden

Industry: Rich Combs Skytrans Mfg
John Fichera Black Mtn Ski Area
Dan O'Conner Daniel O'Connor & Sons, Inc.

The meeting was called to order by Chairman Hannah at 9:06 am.

Agenda item #1:

The board reviewed the minutes of the previous meeting dated 12-21-2016.

Motion was made by Bob Hoyt, Second by Stan Judge to accept the minutes.

There was no discussion or changes.

Motion passed, Vote was unanimous.

Agenda item #2:

Rich Combs presented a waiver request, on behalf of Waterville Valley Ski Area, from ANSI B77.1, section A.3.1.1, haul ropes, which States "The minimum length of

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the splice shall be 1200 times the nominal rope diameter”.

The request is for a splice on the Green Peaks lift haul rope which is approximately 1120 times the nominal rope diameter.

A Letter from Daniel O'Connor in support of allowing the waiver was presented to the board which included monitoring suggestions.

Dan O'Connor explained that part of the reason for the length of the splice was to ensure tuck #3 and tuck #4 could not be on the bullwheel simultaneously. He states in his letter "In previous testing full breaking strength of a splice is accomplished in approximately 50 feet (900) times the diameter". Therefore, he felt the splice was safe and operable.

Briggs Lockwood provided the board with data from two other sources (India and the US Navy) indicating that splice lengths shorter than 1200 times the diameter are utilized.

Discussion moved to monitoring of the splice. Dan O'Connor felt that any movement in the splice would be evident within the first 100 hours of running. Dan O'Connor also clarified that it is slippage at the splice tucks that is the concern. He suggests daily inspections for a period of 2 weeks and weekly after that. Chairman Hannah questioned Dan O'Connor at length concerning the inspection procedure and criteria.

Bob Hoyt suggested monitoring of both new splices to get a better comparison as to movement in the short splice.

Stan Judge recommended running the lift for several days prior to public operation to observe the splice. All agreed this would be a good idea. Dan O'Connor stated that it would be best to run the rope without chairs as the chair grips can have an effect on movement. Bob Hoyt agreed.

Chairman Hannah reiterated the need for some type of inspection procedure and criteria for determining integrity of the short splice. Rich Combs agreed that Skytrans would develop a written procedure and criteria for monitoring of the short splice.

Motion was made by Bob Hoyt, second by Stan Judge, To allow the waiver of ANSI B77.1, section A.3.1.1, and allow the 140' splice, based on the written monitoring procedures and criteria provided by Skytrans.

Motion passed, vote was unanimous.

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Nancy Ettelson asked the board about the fall protection program and procedures for Waterville's Green Peak lift and whether they had any concerns. Rich Combs explained that he is working on the program and procedures and they would be part of the operations manual.

Agenda item #3:

John Fichera of Black Mountain Ski Area presented an application for modification of his triple lift. The modification is the replacement of a Fincor drive with an ABB drive.

John Fichera explained that the Fincor drive became unreliable and forced him to close the lift over the recent holiday until repairs could be completed. Dan Etman of Green Mountain Control Systems was contracted to facilitate the repairs.

The board reviewed the engineering documents presented on the new drive system.

Chairman Hannah questioned whether all tachometers and speed monitors were existing? John Fichera explained that they were and that the only change to the lift was the installation of the new drive.

Motion was made by Stan Judge, second by Bob Hoyt, to accept the application for modification of the drive.

Motion passed, vote was unanimous.

No future meeting date was set.

Motion was made by Bob Hoyt, second by Stan Judge, To adjourn the meeting.

Motion passed, vote was unanimous.

Meeting was adjourned at 10:28 am.

Respectfully submitted,

Scot Woolfenden