

10-23-2015 MEETING OF THE NEW HAMPSHIRE PASSENGER  
TRAMWAY SAFETY BOARD

MINUTES

PRESENT:

INDUSTRY

Barry St. Cyr	Waterville Valley
Tim Smith	Waterville Valley
Carl Beverly	Skytrans/ WV
Rich Combs	Skytrans/WV
Tim Pfister	PMS/Tenney Mt.
John Fichera	Black Mt.

Members

Selden Hannah  
Bob Hoyt  
Stan Judge

Selden called the meeting to order at 9:06.

The Board reviewed the minutes of the 9-8-2015 meeting.

Motion to accept: Bob Hoyt

Second: Stan Judge

Approved unanimously.

The Board reviewed applications from Tenney Mt. for modifications to TRM 104, Hornet Double, and TRM 105 Eclipse Triple.

Tim Pfister explained that the applications are for a new D.C. drive for the double chair and a new A.C drive and motor for the triple chair. This upgrade will include complete new low voltage systems. Brake controls will be new. Both lifts will have hockey puck activation of E. Brake – the Borvig triple will get the upgrade from Partek. The Stadeli double will be upgraded so that the bullwheel brake will actuate automatically upon reverse rotation. The application for the Stadeli Double, TRM 104, contains a request for an exception to the distance required for the bullwheel drop dog to engage on the bullwheel. The lift does not meet the 36” requirement currently. The maximum that the lift can roll back as it exists now is 45 ½”, based on an actual test conducted by both staff from Pfister Mountain Services and Nancy Ettelson.

Stan explained that 1.2.3 in the B. 77.1 Standard allows an exception to be granted, but there needs to be demonstrated something that provides equal protection in order to do this.

There was some discussion about whether load testing was conducted in the past to a worst case scenario.

Selden suggested that without specific certification that the system will work that he is uncomfortable accepting the application, as it is not in compliance with the requirements.

Bob indicated that it is pretty clear that the standard requires 36” maximum, without the aid of any other systems.

Selden pointed out that there is an absence of supporting information to allow the exception.

Motion: To approve the application for TRM 104, Hornet Double, but not the request for the exception; the lift will need to meet the required 36” rollback requirement for the bullwheel drop dog. Motion by Bob Hoyt

Second: Stan Judge

Approved unanimously.

Next the Board reviewed the application for TRM 105 Eclipse Triple. There was some discussion.

Motion to approve: Stan Judge

Second: Bob Hoyt

Approved unanimously.

The Board moved on to the replacement of chair bails at Black Mt.

John Fichera explained the process for replacing the Riblet carriers on TRM 18, a Mueller Double chairlift.

Stan Judge recognized that this issue created a conflict of interest, as the contractor who will be providing the chair bails employs his son, Frank Judge. Stan explained that he has not spoken with Frank, but will recuse himself from his position on the Tramway Board for this issue.

John explained that he will be purchasing 102 chair bails from Superior Tramways; they will be providing the bails for this winter, and will be designing terminal guidage that will be installed prior to next winter. Selden asked about the history of the new chair bail design. John indicated that these bails have been in use on other Riblet chairlifts for at least 10 years.

The Board members agreed that this is an acceptable approach. Briggs will follow up and verify that there are no significant changes to the lift system with the change to the new bails.

No official action was taken by the Board members, because a quorum of the Board was not present with Stan recusing himself.

The Board thanked John for the update.

The Board moved on to applications from Waterville Valley for upgrades to TRM 42, Snow's Mt., TRM 46, Sunnyside, and TRM 57, Northside. It was determined that it is possible for these Stadeli chairlifts to roll back more than 36" before their bullwheel dogs engage. The applications for modification include plans to install an additional bullwheel dog on each lift that will bring the lifts into compliance with this requirement.

The Board reviewed the applications and drawings submitted by Skytrans on behalf of Waterville Valley.

Selden asked about the factor of safety of the dogs. Carl Beverly explained that the 3.7 factor of safety exists with a misalignment of up to 5 degrees; the intention being that they will be constructed with less than that.

Stan Judge suggested that the application is complete except that the cover letter is not stamped by a qualified engineer.

Motion to accept all three applications, conditional upon receipt of a stamped cover letter: Stan Judge

Second: Bob Hoyt

Approved unanimously.

Selden asked about the progress on rulemaking. Briggs indicated that he would get together with Department of Safety council and make plans for the next step which should be a public hearing.

Stan pointed out that he would like to discuss top terminal loading areas on chairlifts at a future meeting. Briggs agreed to include that topic on the agenda for the next meeting.

The Board set the next meeting for Monday, November 16<sup>th</sup>, at 9:00 AM, at 110 Smokey Bear Boulevard.

Motion to adjourn: Bob Hoyt

Second: Stan Judge

Approved unanimously.

Respectfully Submitted,

Briggs Lockwood