

# 4-12-2016 NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES

{Draft}

Present:

Members

Bob Hoyt

Mark Petrozzi

Stan Judge

NH DOS

Nancy Ettelson

Briggs Lockwood

Industry

Matt Harvey

Pat's Peak

Brian Heon

Attitash/Wildcat

In Selden's absence, Bob Hoyt served as Chairman.

Bob called the meeting to order at 9:12.

The Board reviewed the minutes from the 3-1-2016 meeting. Stan was the only member who was present for the entirety of that meeting.

Motion to approve: Stan Judge

Second: Mark Petrozzi

Approved unanimously.

Bob explained that the proposed NDT rule needs an approval vote to proceed.

Motion to approve rule (attached): Stan Judge

Second: Mark Petrozzi

Approved unanimously.

The Board moved to #4 on the agenda; Pat's Peak's request for a clarification on requirements for inspection on orphan lifts.

Matt Harvey explained how Pat's Peak has been conducting annual inspections on their Borvig equipment. Now that the State of New Hampshire requires additional NDT, the question is what to do if indications are found.

Stan suggested that if the manufacturer is not available, a qualified engineer need to be consulted.

Briggs pointed out that section 4.3.4.3 of the B. 77.1 standard still applies, and is in the operations and maintenance section so it is not subject to the grandfather clause. Even with the amendment in place, the section still requires that a procedure be established by a manufacturer/engineer and indications need to be addressed by the manufacturer/engineer.

Bob suggested that several areas could get together and hire an engineer to develop a procedure and share the cost, as was done years ago when another manufacturer went out of business.

No official action taken; discussion only.

The Board took up #3 on the agenda; Pat's Peak request for an exception to allow the loading of the residual passengers in the Cascade Basin area onto the Cascade Basin Triple chairlift while operating the lift on the evacuation drive. Matt Harvey submitted the request in writing: Please see attached.

The Board considered the request; there was some discussion. The Board consulted the B. 77.1 Standard, and inquired about the potential inconvenience to the would-be passengers.

Motion by Mark Petrozzi:

In response to Pat's Peak's request for an exception from ANSI B. 77.1 4.1.2.1, I make a motion to not grant the exception.

Second: Stan Judge.

Approved unanimously.

The Board went on to #5, clarification of the testing requirements for the new chair bails at Black Mt.

Briggs offered a clarification of the testing requirements for the new chair hangers that have been installed at Black Mt. Briggs pointed out that the "shake test" is not required; the B. 77.1 Standard section that applies is 4.1.4.5, not 4.1.4.4. The test that is required is that a chair is to be loaded with two times the live load and passed around a similar bullwheel at full speed and no yielding of the material is allowed.

No action taken, informational discussion only.

Matt Harvey had an unrelated question for the Board. Pat's Peak is considering using a fixed grip chairlift to carry passengers and bicycles for a bike race event. The passengers would load the triple chairs and carry the bikes up in their laps. The restraint bars would be able to be used.

There was some discussion. Briggs explained that it would be permissible as long as all requirements for foot passengers are met and it is possible to use the restraint bar.

Matt asked about the NDT schedule; would the NDT need to be complete prior to using the lift for the one event? Briggs indicated that NDT would be due annually, based on the manufacturer's requirements, and that if the lift was operated for 2000 hours, NDT would be required. It was estimated that the lift would not approach the 2000 hour mark, so the NDT schedule would remain unchanged.

The Board reviewed the articles that were published in the Keene Sentinel in March, concerning tramway operations in New Hampshire. There was some discussion. The Board agreed to review the articles and come to the next meeting prepared to make a list of responses to any criticism that the Board feels necessary.

The Board reviewed the Tramway Incident Summaries. Mark proposed that the ski area name should be included on each incident. The Board agreed that the areas should only send in the required Incident Report, and refrain from sending additional unrequested information.

The Board set the date for the next meeting for Wednesday, May 11, 2016, at 9:00 AM at the Division of Fire Safety.

Motion to adjourn by Mark Petrozzi.

Second by Stan Judge.

Approved unanimously.

Respectfully Submitted,

W. Briggs Lockwood