

MAY 27, 2015 MEETING OF THE NEW HAMPSHIRE PASSENGER
TRAMWAY SAFETY BOARD

MINUTES

Present:

Tramway Board

Selden Hannah

Mark Petrozzi

Bob Hoyt

Industry

Burt Mills, Dixville Capital LLC

Kris Blomback, Pat's Peak

Chris Hanrahan, USFS

NH DOS

Nancy Ettelson

Briggs Lockwood

Selden called the meeting to order at 9:08. The Board reviewed the minutes of the 2-2-2015 meeting.

Motion to accept the minutes: Mark Petrozzi

Second: Bob Hoyt

Approved unanimously.

Pat's Peak: Application for construction, new low voltage control system for the Valley Chair. Kris Blomback presented the application and explained that they will be replacing an original relay-logic panel with a new Green Mt. Electronics unit. Stage 1 will be to install this low voltage control system; Stage 2 will be to eventually replace the motor controller (drive) with a VFD that will become available at a later date.

Mark asked if any other aspects of the lift would need to be upgraded. Briggs explained that there is no requirement to upgrade other components; any new electrical components and work are required to meet the current standard.

Motion to accept stage one of the application: Bob Hoyt

Second: Mark Petrozzi

Approved unanimously.

Next, the Board discussed the Borvig backstop dog design/right angle drives. Briggs described how the underspeed switch functions. Selden explained that the deceleration and reverse acceleration is fast, and that the possibility exists that the dog could 'pick up' again before it engages on the bullwheel, as the underspeed switch closes at a given speed if it turns in either direction. Selden suggested that the Board consider emergency rulemaking to require that the dog stay down until, for example, it is manually reset. The lifts that are the highest concern are the bigger lifts, with higher capacity and vertical rise. There was more discussion.

Chris Hanrahan explained that Vermont has roughly three lifts that use this system. They are considering requiring the use of a hockey-puck style switch.

The Board recognizes that any rule change would have the objective of not re-engineering, or engineering the lifts, but would ensure that the existing equipment will work.

The Board discussed wording for emergency rule making.

It was pointed out that the B.77.1 Standard states that the rollback device shall prevent reverse rotation of the haul rope in excess of 36 inches. The Board recognizes that this provision is satisfactory, and that the focus should be on verifying that lifts meet this requirement. If this is done, then there is no need for a rules change.

The Board clarified its policy by requiring that the systems be tested during the scheduled 7-year dynamic testing. During this test, a loaded lift will be allowed to freely accelerate from zero speed in reverse and engage the backstop. For the period of time until the next scheduled test, the Board requires written verification from the manufacturer or a qualified engineer that, under the most adverse condition, the backstop device on each lift will stop and hold the lift before the haul rope travels 36 inches.

Regarding right-angle drives that use a planetary lower gearbox, the Board has instructed the inspectors to review the maintenance schedule for all types of lifts and verify that the maintenance/inspection of these components is being conducted accordingly.

The Board skipped to the Balsams Project. Burt Mills from Dixville Capital LLC explained the scope and layout of the resort. There was some discussion. Burt indicated that it is possible that they will be ready to pour some concrete later this year. The first phase of the project, which would include construction of a gondola from the hotel over Rt. 26, and several other lifts and re-activation of the existing lifts would be conducted in the summer of 2016 in hopes to open for the winter of 2016-2017.

The Board moved on to the topic of Riblet chairs, and NDT for orphan lifts. Briggs suggested that the required visual inspections of Riblet hangers might not be sufficient, and that magnetic particle inspection of 20% of the hangers each year might be a better approach. The Riblet hanger that failed led to the inspections of all chairs on that lift. 96 of the 100 chairs had indications that were found with mag particle, but they were not readily apparent, nor were they found

visually. There was some discussion. Selden pointed out that the person conducting the required visual inspection is required to be qualified in accordance with nationally recognized NDT personnel standards, such as ANSI/ASNT-CP 189, SNT-TC-1A, MIL STD 410, NAS-410, or equivalent, according to the B.77.1 Standard. There was more discussion about manufacturers and/or qualified engineers who would be responsible for creating the procedures.

Mark Petrozzi suggested that the Board put into effect a requirement that all 'orphan' carriers be NDT inspected using mag particle. There was general agreement. The following text was considered as a first draft, with the intention that that the Board would have a finished version before the end of the next meeting, and commence the appropriate rulemaking process. The Board was in agreement that this requirement should be in place for the 2015-2016 winter season.

“In addition to all current required NDT carrier inspections, for any lift where magnetic particle inspection is not a component of required chair hanger inspection, magnetic particle inspection of all welds of chair hangers shall be conducted on the 20% sample of chair hangers annually. Inspections shall be conducted by a level II technician, minimum. If a tested component reveals propagating discontinuities (i.e. cracks), the component shall be evaluated by the manufacturer or a qualified engineer. The owner/operator shall provide the report from the manufacturer/qualified engineer that shall specify repairs and/or further testing.”

This would be incorporated into the current rules through an amendment.

Next, the Board reviewed a request from Tenney Mt. to delay the three-year EWRT on the haul rope for the Hornet Double chairlift until next year. The explanation from Pfister Mountain Services suggests that since the last EWRT was conducted, the lift has not operated for passengers, only for annual maintenance. There was some discussion.

Motion: Conditional approval of the exception request, conditional upon receipt of a supporting letter from the wire rope inspector, and a copy of the current wire rope inspection report. Mark Petrozzi

Second: Bob Hoyt

Approved unanimously.

The Board set the date for the next meeting for Tuesday, June 30th, 2015, at 9:00 AM, here in Concord, location to be announced.

Respectfully Submitted,

W. Briggs Lockwood

Chief, Tramway and Amusement Ride Safety