

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
603-223-4289, FAX 603-223-4294

Table with 4 columns: Selden Hannah (Chairman), Mark Petrozzi (Member), Robert Hoyt (Member), Stanley Judge (Member)

NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES 6/14/2017 Final

Attendees:

Board Members: Selden Hannah, Chairman. Bob Hoyt Stanley Judge Mark Petrozzi

NH DOS: Briggs Lockwood Scot Woolfenden

Industry: Corey Smith Shawn Pelchat Rich Combs Campton Mtn Campton Mtn SkyTrans Mfg

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The meeting was called to order by Chairman Hannah at 9:10 am.

Agenda item #1:

The board reviewed the minutes of the previous meeting dated 4-14-2017

Motion was made by Stan Judge to accept the minutes

Seconded by Mark Petrozzi.

There was no discussion

Motion passed. Vote was unanimous.

Agenda item #2:

Campton Mountain ski area presented an application for replacement of two tower foundations on tower #4 & #5 of TRM 115. The towers failed a pull test that was conducted to satisfy the requirement of the NH Tramway board directive to have all tower foundation anchoring methods verified.

The application prepared by Stevens Engineering was reviewed by the board. The discussion centered on the wording in the Design Certification letter that states "have been designed in substantial conformance with the applicable performance requirements of ANSI B77.1-2011". The board felt the design should be in conformance of these requirements and that the design certification letter should state that.

The board discussed whether this constituted a major modification or an in kind replacement. It was felt that the nature of the work to be performed would need to be tied to the original as-built specifications and that this would be accomplished through the major modification process.

Motion made by Mark Petrozzi to allow construction of tower foundations #4 & #5 on TRM 115 but not approve the application as presented because of the qualifying word 'substantial' in the design certificate.

Second by Bob Hoyt.

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Discussion ensued concerning the wording of the Design Certification letter. The board felt that if the Engineer were to change the letter by removing the word substantial, that would be sufficient.

Motion passed, vote was unanimous.

Mark Petrozzi asked the board if it would be better to give a conditional approval based on the receipt of the amended letter. Discussion was that this may be a more expeditious way to proceed.

Motion made by Mark Petrozzi, second by Bob Hoyt: to vacate the previous vote to allow construction of tower foundations #4 & #5 on TRM 115 but not approve the application as presented.

No discussion

Vote passed unanimous.

Motion made by Mark Petrozzi, seconded by Bob Hoyt: To Approve the application for the replacement of tower foundations on towers#4 & #5 on TRM 115, subject to receipt of an amended design certification letter from Stevens Engineering (original letter dated June 4, 2017), removing the word "substantial" from the last paragraph.

Motion passed, vote was unanimous.

Agenda Item #3

Rich Combs presented an application on behalf of Whaleback ski area for construction of a T-Bar. The application was for concrete foundations only. Rich explained that a previous application had been approved for construction of concrete only for towers and terminals (Tramway meeting

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dated 9/15/17). Due to changes since that meeting SkyTrans felt a new application submittal was warranted.

Rich Combs further explained that since this application was produced the bottom terminal has been moved 27 feet uphill. This change is not reflected in this application.

Chairman Hannah and Stan Judge both felt that the submitted application does not represent the project in its new form. Information such as wind loading and soil conditions are not represented in the data.

Rich Combs agreed that the new changes are not reflected in the application and felt that he could have a complete application prepared for the board by the July meeting.

The board took no action on the application.

The board set the July meeting date for 7/21/17 @ 9:00 AM. To be held at the IPOC building 110 Smokey Bear lane, Concord.

Agenda Item #4

Briggs Lockwood gave the board an update on tower foundation anchoring information. To date Tramway inspector Nancy Ettelson is continuing to collect information from ski areas concerning tower foundation anchoring methods.

Briggs Lockwood brought to the board's attention a letter from an engineer representing Black Mtn Ski area concerning the tower foundations on their 1966 Mueller lift, towers #14 & #15. These towers are pinned, Briggs Lockwood does not think the letter addresses the concerns of the board as stated in the Tramway board meeting dated 8/17/16.

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The board reviewed the letter and felt that Briggs Lockwood's concerns were valid.

Motion was made by Bob Hoyt, Seconded by Stan Judge: To not accept the engineer's letter on behalf of Black Mtn Ski Area dated August 29, 2016. The letter does not verify the integrity of the pinned tower foundations (towers #14 & #15 of the 1966 Mueller lift), as set forth in the Tramway Board Meeting dated August 17, 2016. The engineer must provide verification with supporting evidence that the grout has been identified or is demonstrated to be effective.

Motion passed, vote was unanimous.

Chairman Hannah brought up the issue of rollback devices being bypassed during APU operation. This issue was presented to the ANSI B77 committee for guidance. Since no response has been received from that committee, Chairman Hannah felt it was The NH Tramway boards duty to act on this issue. All board members agreed that the board should provide some direction for inspectors.

Motion was made by Stan Judge, Seconded by Bob Hoyt: That automatic application of rollback devices need to remain effective in all drive modes.

Motion passed, Vote was unanimous.

Stan Judge asked Briggs Lockwood if he could modify the tower foundation listings to include only the pinned foundations and not all foundations. He felt this may make it easier for the board members to interpret the information.

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Stan also was concerned about other factors affecting tower foundation stability. Should the board be looking at identifying these other factors.

Agenda Item #5

Briggs Lockwood shared with the board the results of a survey done by the Division of Fire Safety. There were several responses concerning the Tramway and amusement ride department. Some of the responses were:

- There should be an at-large member on the board.
- Board members should have term limits.
- Inspectors should get continuing education on amusement ride safety.
- Tramway and amusement ride department should develop a relationship with OSHA.

Stan Judge presented a copy of the first Tramway board meeting minutes dated October 28, 1957. Briggs Lockwood will add them to the archives.

Motion was made by Mark Petrozzi, seconded by Bob Hoyt: To adjourn
Motion passed, vote was unanimous.

Respectfully submitted,

Scot Woolfenden