

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

Mark Petrozzi Chairman Term exp. 6/20/21	Stanley Judge Member Term exp. 6/20/19	Kris Blomback Member Term exp. 6/20/22
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6-25-2020 NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES (Final)

Present:

Tramway Board:

Mark Petrozzi, Chairman
Stan Judge
Kris Blomback

NH DOS

Nancy Ettelson
Briggs Lockwood

Industry

Ross Stevens, Stevens Engineering
Scott Crowell, Mt. Sunapee
Brian Norton, Loon Mt.
Steve Howell, Loon Mt.

Prior to the meeting being called to order, there was some discussion regarding the New Hampshire requirement that tramway plans be submitted in 'the English language and all measurements be in feet and inches'. There was some question about whether that requirement extended to engineering calculations, pressure measurements, or any other aspects of a lift. The Board agreed that actual measurements and dimensions submitted need to be in English and in Imperial units; engineering, calculations, and pressure measurements can be in other units.

Mark called the meeting to order at 10:13.

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1. Review draft minutes from the 5-27-2020 meeting.
The Board reviewed the draft. Mark pointed out that on page 2, the word *operators* in the second paragraph should be singular.
Motion to Accept with change: Stan Judge
Second: Kris Blomback.
Approved unanimously.

2. Loon Mountain: Application for Construction 8 Passenger Direct Drive Chairlift, Additional Submittals.
Steve Howell presented the additional information, and the Board reviewed the drawings. Steve explained that Doppelmayr's design engineer is in the process of obtaining a New Hampshire license, but there have been some delays due to the current pandemic situation. The Board clarified that the application needs to be signed by a qualified engineer (New Hampshire PE) before they can take any action on it.
Stan suggested that there is a process at the State of NH where hardships are being considered; there may be an avenue available to get this done.
Steve continued to describe the additional information. Regarding the issue of the service brake acting on the same surface(s) as the bullwheel brake, Steve presented a letter from Larry Smith from Colorado with an explanation of how Colorado approved direct drive installations there.
Ross Stevens commented that there was considerable discussion at the B.77.1 Committee meeting regarding this. He indicated that there was nothing settled at that level.
Stan pointed out that it is the duty of the New Hampshire Passenger Tramway Safety Board to approve an application based on the B.77.1 Standard. Stan indicated that Doppelmayr could do a little more to make a case based on section 1.2.3 of the B.77.1 Standard, *Exceptions*, or perhaps 1.2.2, *New materials and methods for passenger ropeways*. This would be to essentially provide an explanation that this proposed system provides comparable effectiveness to a system that is conformant.
No Action Taken: Waiting for:
 - Detail for Exception
 - NH PE for Application and Design Certificate

3. Mount Sunapee: Application for Construction, New Drive and Controls for TRM 84, North Peak Triple.

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Ross Stevens presented the application. The new equipment will be from Green Mountain Controls. The Board reviewed the submittals.

Motion to accept the Application for the TRM 84 New Drive and Controls, Kris Blomback.

Second: Stan Judge.

Approved unanimously.

4. Storrs Hill: Application not presented.
5. Tramway Board Membership: Mark explained that Steve Howell from Loon Mt. has applied to fill the vacant Tramway Board position. Ross asked about the possibility of having an additional member; Mark explained that it would take an amendment to RSA 225-A to add a member. The Board supports the appointment of Steve Howell. Mark will help Steve with the process of getting the application to the Governor's Office.
6. Briggs brought up a subject for discussion: Due to the current pandemic situation, Attitash Resort has inquired about using the Flying Yankee chairlift for scenic foot passenger rides. This lift is used normally for uphill transportation of foot passengers to access the Alpine Slide. The addition of scenic rides would mean that the top terminal would be used for regular loading of downhill passengers. The lift is designed for some downhill loading, and the dynamic testing is up-to-date, so that is not an issue. The potential issue is that terrain drops away abruptly from the loading deck, and within 100' or so, the chairs and passengers are at least 40' off the ground, with rough terrain under the lift. The concern is that there is literally no room for error in loading passengers here. Briggs has informed Attitash that a dedicated downhill load attendant will be required, who has no other duties. Briggs also suggested that a catch net would be appropriate. The Board shares Briggs's concerns and agrees that the dedicated attendant would be required in this case, and that a catch net is appropriate.

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The Board scheduled their next meeting for Wednesday, August 19, 2020, at 10:00

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AM, at the Lodge at Gunstock.

Motion to Adjourn: Kris Blomback

Second: Stan Judge

Approved unanimously.