

8-19-2020 NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES (FINAL)

Agenda

1. Review draft minutes from the 6-25-2020 meeting.
2. Loon Mountain: Additional submittals, application for 8-passenger direct drive chairlift.
3. Discussion: Proposed change to B.77.1 Standard 3.1.2.6.1.
4. Discussion: On applications for construction, modification, in cases where applicants wish to add lifting frames and walkways to existing lift towers, will the Tramway Board require that the tower ladder interface with walkways be OSHA compliant?

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Meeting started at 10:06 am.

Attendees:

Board Members present: Mark Petrozzi, Steve Howell, Stan Judge and Kris Blomback

Public: Rich Combs (Skytrans)

Review draft minutes from the 6-25-2020 meeting: Approval of minutes with no changes. Motion made by Steve Howell; seconded by Stan judge

Loon Mountain: Additional submittals, application for 8-passenger direct drive chairlift

Steve Howell recused himself and submitted additional information.

There were three unresolved issues from the last meeting:

1. Application needed to be signed by a qualified engineer
2. Discussion of service brake issues
3. Need for proof that proposed system meets the criteria of B77

Steve Howell furnished a letter from Ed DiRosa (PE engineer from Doppelmayr)

Also submitted a letter from Doppelmayr (dated August 18, 2020) to the NHTPB for the request of a variance. Letter was furnished to answer points 2 and 3 above.

Chairman Petrozzi seeks motion to accept as complete the application of Tram 27 (Kancamangus 8)

Motion made by: Stan judge seconded by Kris Blomback

Discussion of motion:

Stan Judge:

- Questions about braking situation and worst case scenario's. Agrees as a concept the design is logical and, he notes, that he is comfortable with the Austrian standards for lift safety and design, which, as reported, have previously approved the design.
- Need for Quality Assurance Program (QAP) from manufacturer and ski area. It should be noted to check surfaces periodically for contamination and any final approval of a motion should reflect this concern.
- Technical B77 committee has wrestled with this issue and sought guidance via an inter-office memo from Colorado Lift Inspectors. Concern Tram Board is moving faster than study group.

Chairman Petrozzi commented:

- There are 43 -- DDD type lifts in service and the concept is very similar to what Leitner-Poma uses.
- Would ask Doppelmayr to supply guidelines and maintenance schedule for inspection and maintenance of surfaces.
- Discussed scenario where a lubricant hose failure could contaminate surface(s).
- Chairman Petrozzi notes that Colorado Tram Board has approved the Leitner-Poma installations and the inter-office memo (Larry Smith Colorado Tram Board) that Stan judge referred to, should provide the board with a degree of confidence about the variance being requested.

Kris Blomback made a motion: "The board approves for construction at Loon Mountain TRAM 27 (Kancamangus 8) with the stipulation that the following sentence be added: "and requires the certifying statement from engineer to include the variance being applied for". Further, the ski area operator should, including a Qualified Assurance Program (QAP) maintenance plan to take into consideration the maintenance and inspection of the bullwheel flanges. "

Seconded by Stan Judge. Motion carried 3-0 (Howell abstained)

There was a reference to the 8-18 2020 letter from Ed DiRosa of Doppelmayr to the board.

Discussion: Proposed change to B.77.1 Standard 3.1.2.6.1.

Steve Howell re-joined the meeting

It will be helpful to the board to get further information on the discussions as it relates to proposed changes of B77 -- 3.1.2.6.1

Discussion: On applications for construction, modification, in cases where applicants wish to add lifting frames and walkways to existing lift towers, will the Tramway Board require that the tower ladder interface with walkways be OSHA compliant?

- Discussed Bolton on walkways for the East Basin chair which was a 1968 Hall at Loon Mountain
- Waterville Estates has also inquired about installing lifting frames and walkways.
- It was noted that ergonomically new lifts have ladders that go full length.
- B77 code is silent that ladder needs to go higher than a tube top.
- Stan indicates that OSHA should dictate ladder design standards via ANSI code 1.3

- With a further note that any modification should not affect the design, integrity, and engineering of the lift.

Next meeting is not yet set and the board would like to thank Gunstock for providing use of the facilities.

Motion to adjourn made by Kris Blomback and seconded by Steve Howell. Vote was 4-0 to adjourn.

Minutes by Kris Blomback