



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. 6/20/24	Stanley Judge Member Term exp. 6/20/23	Kris Blomback Member Term exp. 6/20/22	Steve Howell Member Term exp. 6/20/25
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**NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY
 BOARD MEETING MINUTES
 August 3, 2022
 Attitash Ski Area, 775 US Route 302, Bartlett
 FINAL**

Attendees:

- | | | |
|-----------------------|---|--|
| Board Members: | Mark Petrozzi, Chairman
Kris Blomback
Steve Howell
Stanley Judge | Pats Peak
Loon Mountain |
| NH DOS: | Briggs Lockwood
Nancy Ettelson
Roxie Beall | Chief inspector
Inspector
Administrative Support |
| Industry: | Ross Boisvert
Deirdre Riley
Kyle Poirier
Chad Lewis
J.D. Crichton
Shawn Patterson
Theo Boulangeat
Ross Stevens | McIntyre Ski Area
Attitash Mountain Ops
Attitash Lift Ops
Attitash Lift Maintenance
Wildcat GM
Wildcat Mountain
MND
Stevens Engineering |



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I. Call to Order:

Chairman Petrozzi called the meeting to order at 9:11 am. Roxie Beall reminded all this meeting is being recorded.

II. Reading and Approval of Minutes:

Chairman Petrozzi called for the reading and approval of the minutes from the last meeting, June 24, 2022. Several corrections noted.

Motion made by Kris Blomback to accept minutes with noted corrections.

Seconded by Stanley Judge.

All in favor. Motion carries unanimously.

III. Old Business:

A. Rules Adoption

Rules as submitted have completed the final process. The objection that was previously brought up regarding accepting qualifications was addressed successfully.

Chair read into minutes the Final Proposal No. 2021-110 regarding Rule # Pas 209 and Pas 300. Dated August 2, 2022. "At its most recent meeting, the Joint Legislative Committee on Administrative Rules decided to accept your response to its preliminary or revised objection on the above referenced final proposal and to approve the rules. The Committee will not take further action to file a final objection under RSA 541-A:13, V(d), or to support the introduction of a joint resolution under RSA 541-A:13, VII, concerning this final proposal. You may now adopt and file the rules in the objection response. Thank you for your prompt response to the Committee's objection and your cooperation in addressing the Committee's concerns. Signed David J. Alukonis, Director, Office of Legislative Services."

Chairman Petrozzi asked for a motion to adopt the rules as discussed.



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Motion made by Stanley Judge.

Seconded by Steve Howell.

Discussion: Briggs Lockwood summarized the previous objection for the benefit of the meeting attendees. Chairman Petrozzi gave some background on how the Board compares changes in new codes to current rules and makes a determination of adopting them.

All in favor. Motion carries unanimously.

Final ADOPTION OF PAS 209 AND 300 PASSENGER TRAMWAY SAFETY RULES (2021-110) signed by Tramway Chairman, Mark Petrozzi and given to the clerk for submittal.

IV. New Business:

- A. Attitash application for construction: New drive and low voltage controls on Kachina lift TRM 123.

Deirdre Riley submitted the application to replace low voltage panel and drive. Emergency brake will now be hydraulic and there will be some rewiring. As this was an older relocated lift from the 90s, the focus will be on modification. She states the application is only missing Gunther's signature, but the application has his stamp and he will be on site for the entirety of the project.

Briggs Lockwood requested a copy of the application. Deirdre Riley distributed a copy to all board members.

Discussion: Kris Blomback asked who is doing the work. Deirdre Riley responded that All Ski Lifts, and Frankenstein, as listed on application will be performing the work.

Motion made by Kris Blomback to accept application for new drive and low voltage controls on Kachina lift TRM 123.

Seconded by Stanley Judge.

All in favor. Motion carries unanimously.



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B. Wildcat application for construction: New low voltage system on Bobcat lift TRM 37.

Ross Stevens submits a letter that gives chronology, and notes previously submitted application from November 2020. This application is subsequent to that for adding new low voltage control system on the same lift. Work to be done by Bob Paul of RPE Services. Electric drive has not been installed yet. Once done, load tests will be completed and final paperwork will be done. Ross Stevens also points out the use of tower switches on the electrical schematics sheet.

Chair Petrozzi asks what the timeline is for the project. J.D. Crichton responds 4-6 weeks for the entirety of the project.

It is also noted that they have decreased the size of the lower lift shack. New com line will also be tied in. Nancy Ettelson asks the age of the new power unit. Response was 2020.

Motion made by Steve Howell to accept the application for the modification of the drive for Bobcat lift TRM 37.
Seconded by Kris Blomback.

Further discussion: Is this considered normal maintenance? Response: original drive was 1982 so this has become a necessary improvement.

All in favor. Motion carries unanimously.

C. McIntyre application for construction: Upgrade for downhill loading.

Ross Stevens distributed the application packet. McIntyre wants to do downhill loading in West chairs. The engineering was done several years ago. In 2020, a dynamic test with 110% load uphill was performed. Re-engineered the line to be sure sheave assemblies would support 50% downloading by adding 4 unit support sheaves. Application included acceptance test procedures. Max foot passenger speed and tested 10% above that.



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Motion made by Kris Blomback to accept application to modify the West lift.
Seconded by Steve Howell.

Discussion: Briggs Lockwood asked if there is dynamic braking in the drive. Ross Stevens responded yes, it has full dynamic braking.

Ross Boisvert explains their request is to support summer chairlift rides. Nancy Ettelson asks if they will be doing up and downhill at the same time and asks what the minimum personnel is listed to be. Drive was replaced in 2011/2012. With a total of 46 chairs, they will only be loading 9 chairs at a time. Steve Howell asked if the lift rolled back with the gravity last load test? Ross Stevens responded that he didn't know for sure but guessed it might roll. With 50% download, it would coast to a stop.

Chair Petrozzi states that page 3 of the application should be completed for administrative purposes to include minimum personnel and that the lift will be used at night, even though Ross Stevens says that is probably included on previously submitted application.

All in favor. Motion carries unanimously.

D. Waterville Valley – late request to submit next phase for approval

Ross Stevens states that Phase 3 will consist of the top terminal structure, towers and machinery. It will not include any electrical.

Chair Petrozzi asked if Board should require separate application be submitted for each phase of work. Briggs Lockwood responds probably not. Remaining board members appear to agree.

Ross Stevens reviews bull wheel drawings with the Board and states the issue is the distance between the bull wheel liner and the outer edge of flanges beyond the liner. Dimensions are reflected in the sketches. Lift is designed to meet European standards which means the outboard of rubber liner must be 1 x diameter of the rope. This doesn't meet ANSI 77, which requires minimum



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distance be 1.5 x rope diameter to the outer edge of the bull wheel liner. Expected that rope diameter will be 53.6 mm on the spool, without tension. The proposal is to leave the equipment alone but shave out the bull wheel liner to meet ANSI compliance. Ross Stevens also states his intention to submit a variance request but the current wording excludes normal operating conditions and obstructions so he wants to get a formal interpretation from ANSI standard board to clear up the wording due to the seriousness of the issue.

Briggs Lockwood asked where the bull wheel goes if shaft fails, Theo Boulangeat responded that there is a bull wheel catcher.

Nancy Ettelston asked if this has a scraper for the liner. Theo Boulangeat responded in the affirmative. She also asked what the allowable maximum wear on liner before repair is recommended. Theo Boulangeat responded that he was not sure.

Chair Petrozzi asked why seeking a variance if shaving the bull wheel liner down will meet the requirements. Ross Stevens responds that the preference is not to mill the part so they prefer to have a variance as a secondary option.

Briggs Lockwood asked if there is a rope positioning device, such as a u-bolt that prevents variations of rope entry. Theo Boulangeat confirmed they do have a u-bolt type of device that serves that purpose. Detail can be provided on the bull wheel retention device.

Chair Petrozzi asks for a motion to proceed with Phase 3, which includes top terminal, towers and machinery, but excludes electrical work.

Motion made by Steve Howell.

Seconded by Kris Blomback.

Further discussion: Stanley Judge verifies that things discussed to be at their "own risk" were not included in the scope being approved today.

Nancy Ettelston states that there should be detailed drawings provided. Ross Stevens responds that assembly drawings are provided but not fabrication



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drawings because that level of detail is not usually provided. Chair Petrozzi asks if drawings can be provided if more specifics are needed (as in the case of the bull wheel design). Both Ross Stevens and Theo Boulangeat confirms.

Some confusion as to why we are approving if we don't know yet whether a variance will be granted. Ross Stevens states that the drawings are okay as submitted, indicating the milling of the bull wheel, but he is hoping for the variance. In either case, the plans will be fully compliant with ANSI B77 and NH Tramway Rules, and are signed and stamped.

Chair Petrozzi summarizes that what has been presented speaks to the scope of Phase 3, and will include the construction of the top terminal, mechanical and towers, excluding electrical.

All in favor. Motion carries unanimously.

Stanley Judge suggests a statement on the bull wheel drawings that says indicated alterations required to meet the standard. Ross Stevens feels the intent is clearly met within the drawing itself.

Further discussion included Phase 4 including the risk analysis with electrical submittal and adding some column in data table to indicate ANSI equivalent. This will likely be the last Phase and will include everything, and require drawings, grips and chairs.

Kris Blomback asked whether towers 2-9 were ever previously approved. Board confirms yes.

E. Request for approval of rope splicer, Roland Meisriemel

Briggs Lockwood explained that Ashvin Ghurburrun had mentioned in previous meeting that he knew a rope splicer. Briggs attempted to clarify whether the recommendation was also an inspector or EWRT inspector but did not get a solid answer.



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Stanley Judge comments that this person's qualifications meets the requirements and the recommendation was received. Further, Roland Meisriemel is currently employed by a rope manufacturer, has a certified statement, and 17 years of experience. No further discussion.

Chairman Petrozzi asks for a motion to approve Roland Meisriemel as a rope splicer.

Motion made by Kris Blomback to approve Roland Meisriemel to be a splicer of wire ropes in the state of NH.

Seconded by Steve Howell.

All in favor. Motion carries unanimously.

V. Next Meeting Date:

- Thursday, September 15, 2022 @ 10:00 am, Gunstock

VI. Adjournment:

Chairman Petrozzi called for a motion to adjourn.

Motion made by Stanley Judge.

Seconded by Steve Howell.

Meeting adjourned at 10:52 am.