

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

Selden Hannah
Chairman

Mark Petrozzi
Member

Robert Hoyt
Member

Stanley Judge
Member

NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES 9/22/2017

Attendees:

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

NH DOS: Nancy Ettelson
Scot Woolfenden
Briggs Lockwood

Industry: Adam Askwith MND Group
Garrett Poole MND Group
Jay Collins MND Group
Tim Smith Waterville Valley Ski Area
Ross Stevens Stevens Engineering
Rich Combs SkyTrans Mfg
John Pendleton SkyTrans Mfg

AHJ Tom Paquette USDA-Forest Service

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The meeting was called to order by Chairman Hannah at 9:05 am.

Agenda item #1:

The board reviewed the minutes of the previous meeting dated 8-18-2017

Motion was made by Bob Hoyt to accept the minutes

Second by Mark Petrozzi.

No discussion

Motion passed unanimous.

Agenda item #2:

Waterville Valley presented the board with an application for construction of a new T-Bar on High Country. Tim Smith explained that Waterville is only presenting the line tower foundations for the board's consideration at this time.

The board reviewed the information presented.

Motion made by Mark Petrozzi to accept the application for construction of the line tower footings only subject to the information provided.

Second by Stan Judge

No further discussion

Motion passed, vote was unanimous.

Tim Smith explained to the board they were planning on flying concrete for the lift on the 15th of October. They hoped to have the terminal foundations set to go at that time. This would require the board to meet and approve the terminal foundations prior to this date.

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The board agreed to set the next meeting date for Wednesday October 11th at 9:00 am at 110 Smokey Bear Boulevard.

Garrett Poole from MND Group asked the board for a clarification on the electrical drawings for conveyors that are planned at Waterville Valley. He asked what format the board would require, either ladder diagram or the European format. The board was not so concerned with the format as much as the language must be in English.

Agenda Item #3:

Whaleback ski area presented the board with line drawings and calculations for their T-bar project. John Pendleton was presenting this information for consultation only. No action by the board was requested.

The board reviewed the information.

John Pendleton explained that all the tower footings and terminal foundations are poured. The top terminal was modified slightly to accommodate an outcrop of ledge. The change will not adversely affect the top terminal which will still maintain a safety factor over 3.

He informed the board the haul rope was changed from $\frac{3}{4}$ inch to $\frac{5}{8}$ inch. This change was to satisfy ANSI B77.1: 5.1.1.5.1 Vertical Clearances. With the larger cable the haul rope would not meet the minimum clearance of 24 inches. This change also affected sheave loading on the towers and will necessitate the use of combination sheaves to maintain proper loading.

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The board thanked John Pendleton and Rich Combs for bringing the board up to speed on the project.

Agenda Item #4:

Nancy Ettleson provided the board with an updated list of tower foundation anchoring by ski area.

Ross Stevens expressed reservations over the boards issue with line tower foundations and the seriousness of this problem.

Stan Judge explained that with the failure of the anchoring system for terminal foundations, the board felt that other applications using the same system should be addressed. This would include tower foundations.

Mark Petrozzi further explained the board needs to assure these systems, if still in use, are identified, evaluated for their viability and that corrective actions are implemented where needed.

Ross Stevens asked the board if they would consider practical solutions for verification of adequate tower foundation anchoring.

Mark Petrozzi stated the board needs to be assured that this issue is addressed by ski areas in a timely fashion. The board would look at practical solution for verification as long as they provide adequate information to make a logical determination on the viability of the system.

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Agenda Item #5:

Briggs Lockwood brought to the board for discussion the issue of rollback device operation in evacuation mode. It has come to his attention that some lifts, when switched into EVAC mode, have the rollback device bypassed. The 1992 ANSI B77.1: 3.1.2.5, Brakes and rollback devices, states that the rollback device must operate in all anticipated conditions. It is also referenced in B77.1: 3.1.2.1.1 (a), Auxillary power units, states all brakes and rollback devices as required in 3.1.2.5 shall be functional with the operating drive.

Mark Petrozzi asked if the board should require ski areas, with lifts that have this issue, to provide an operational plan to insure rollback device operation in evacuation mode.

Chairman Hannah felt that due to this oversight the affected ski areas should be given time to comply with the rules.

Motion made by Mark Petrozzi: All ski areas with lifts affected by this issue will be required to develop an operational plan to ensure rollback device operation in evacuation mode prior to the 17/18 winter season. Furthermore, affected ski areas will need to come into compliance with ANSI B77.1: 3.1.2.5 1992 edition prior to the 18/19 winter season.

Second by Bob Hoyt
No further discussion
Motion passed, vote was unanimous.

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Motion to adjourn made by Mark Petrozzi.
Second by Bob Hoyt.
Motion passed, vote was unanimous

Meeting adjourned at 10:35 am.

Respectfully submitted,

Scot Woolfenden