

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

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 was called to order at 10:06 am.

Attendees:

Board Members present: Mark Petrozzi (Chairman), Steve Howell, Stan Judge and Kris Blomback (taking Minutes)

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 NH licensed qualified engineer
2. Discussion of service brake issues
3. Need for proof that proposed braking system meets the criteria of ANSI B77.1 to accept request for variance contained within the application

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 addressing the braking system 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 scenarios. Agrees as a concept the design is logical and he notes that he is comfortable and confident with the Austrian standards for lift safety and design which have previously approved the design.

- Need for Quality Assurance Program (QAP) from manufacturer and ski area. It should be noted to check braking surfaces periodically for contamination and any final approval of a motion should reflect this concern.
- Technical B77.1 committee have wrestled with this issue and reviewed input and analysis via an inter-office memo from Colorado Lift Inspector (Lawrence Smith).

Chairman Petrozzi commented:

- There are 43 – DDD-type lifts in service and the concept is very similar to one Leitner-Poma employs.
- Would ask Doppelmayr to supply guidelines and schedule for inspection and maintenance of braking 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 the application for construction of TRAM 27 (Kancamangus 8) at Loon Mountain, with the stipulation that the certifying statement of the design engineer be amended to include reference to the variance being applied for. Further, the ski area operator should include in their Quality Assurance Program (QAP) maintenance plan, the inspection and maintenance 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 being included in the packet.

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 ANSI B77.1 committee’s discussions as they relate to the proposed changes to section 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 bolt-on walkways and lifting frames for the East Basin chair which is a 1968 Hall at Loon Mountain
- Waterville Estates has also inquired about installing lifting frames and walkways.
- It was noted that new lifts have ladders that go full length, extending beyond the top of the tower to the height of the walkway railings.
- B77 code is silent that ladder needs to go higher than the top of the tower tube.
- Stan indicates that OSHA should dictate ladder design standards via ANSI code 1.3 and that this is not something that is under the authority of the Tramway Board and rests in the hands of the design engineer and the ski area operator.
- Stan further noted that any modification should not affect the design integrity or operation of the lift.

The date for the next meeting is not yet set and the board would like to thank Gunstock for providing use of their facilities.

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