

AMUSEMENT RIDE SAFETY ADVISORY BOARD MEETING

10:00 a.m., September 8, 2022

Room 309

PA DEPARTMENT OF AGRICULTURE

2301 North Cameron Street

Harrisburg, PA 17110

ADVISORY BOARD MEMBERS

Russell Redding, Chairman	PA Department of Agriculture Secretary
Bradley Nesland	B&N Consulting
Jim Houghton	PA State Showmen's Association
John D. Blaney, Jr	PA State Assoc of County Fairs
John D. Makrias	Special Advisor
John C. Pittman	Public Member
Kenneth Potter, Jr	Special Advisor
Robert A. Di Domizio, Jr. P.E.	RAD Engineering Corporation
Stephen Gorman	Waldameer Park
Stephen Swika, III	PA State Showmen's Association
Thomas Rebbie	Philadelphia Toboggan Coaster Inc
William B. Hall, III	Public Member

Bureau Director, Walter Remmert

AGENDA

- A. CALL TO ORDER – Bureau Director Walter Remmert, Chairman (on behalf of Secretary Redding)
- a. Sunshine Law Announcement
- B. APPROVAL OF MINUTES:
- a. Approval of the minutes – March 10, 2022
- C. CHAIRMAN'S REMARKS:
- D. DIRECTOR'S REPORT:
- a. Update on Hayride Attractions
 - b. Update of personnel
 - c. Advisory Board meeting dates
- E. OLD BUSINESS:
- a. None

F. NEW BUSINESS:

a. Amusement rides/attractions pending review by the Board:

42” Open Body Slide	Avalanche Waterslides Joseph Cragin, P.E.
Camelback Zipline	ZipFlyer LLC Troy Garland, P.E., S.E.
EGK Kart & Duo Kart	OTL Karts Richard Wand, P.E.
Kangaroo	Premier/ Major Mod Kennywood – Herbert Mudrow, P.E.
Steel Curtain Roller Coaster	S&S Worldwide/ Major Mod Kennywood – Todd Snyder, P.E.
Thunderbolt Roller Coaster	National Amusements/ Major Mod Kennywood – Bill Kelley, P.E.
Tourist Train “Lakeland Express”	Roba’s Tree Farm, Inc. Tim Horn, P.E.
VX4 VR Cinema Platform	Beijing Leke VR Technology Co. Ltd. Robert A. Di Domizio Jr., P.E.

b. Waldemeer- New water attraction

G. BOARD MEMBER COMMENTS:

H. PUBLIC COMMENTS:

I. ADJOURNMENT:

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF AGRICULTURE

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AMUSEMENT RIDE SAFETY ADVISORY BOARD MEETING

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BEFORE: Walter Remmert, Acting Chair
Bradley Nesland, Member
Stephen Gorman, Member
Thomas Rebbie, Member
William B. Hall, III, Member
Stephen Swika, III, Member
Kenneth Potter, Jr., Member
Jim Houghton, Member
Robert DiDomizio, Jr., Member (Via TEAMS)

HEARING: Thursday, September 8, 2022
10:08 a.m.

LOCATION: 2301 North Cameron Street
Room 309
Harrisburg, PA 17110

Reporter: Derek Richmond

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CHAIR: Good morning, everybody. I appreciate your patience and a little bit of your indulgence. It seems we never get these meetings quite exactly right but we get a lot of work done in a short amount of time. For those of you on the phone thank you all for your patience. We were double booked this morning. We got into the room a moment or two later than expected. And as per usual when we have these meetings something unexpected popped up that we're trying to address. We're going to charge on through.

As a matter of notice, and I'm going to take that as housekeeping, make sure you're on silent for your phones. If you do need to take a call please step out of the room. Because we have a stenographer here, those of you when you introduce yourselves please state your names clearly and spell your last name when you're speaking. So if you're asked to come to the microphone or you have a question, please start those conversations with your full name and spell your last name at least the first time that you speak.

We'd also be helpful to the

1 stenographer if you would let them know if you're
2 from the audience who you're representing. Those of
3 you on the phone we'll ask again if you could state
4 also who you're representing and it would be helpful
5 when we go through the meeting minutes afterward.

6 Before Board members speak please make
7 sure your microphone's on. That's the only way that
8 the people know that are on the phone will be able
9 to hear you. And then please turn it off when
10 you're done. They'd just interfere with each other
11 if you have microphones on at the same time.

12 So I am Walt Remmert. Today is the
13 day for the Amusement Ride Safety Advisory Board
14 posted for the 8th of September at 10:00 a.m. in
15 309. I would look to my staff and say is this
16 properly Sunshined?

17 MS. BROWN: Yes, it was.

18 CHAIR: Yes, it was. And we are here
19 at the appointed place at the appointed time. As I
20 look around the room six members in attendance here.
21 And I will ask for members and members only that are
22 on the phone please identify yourself so we can take
23 roll call. So members of the Advisory Board
24 participating on the phone or through TEAMS please
25 identify yourself?

1 MR. DIDOMIZIO: I'm Bob DiDomizio, RAD
2 Engineering, professional engineer.

3 CHAIR: Are there any other Board
4 members in attendance on the phone? I know that I
5 spoke to Mr. Pittman, he was unable to attend so he
6 has already predesignated his absence. And to
7 inform the Board, we have just received information
8 Mr. Blaney will be stepping down from his position
9 so we're working with the association to get other
10 names to present the Governor's office for
11 consideration.

12 Having taken roll call I will ask
13 those other individuals who are joining us on the
14 phone identify themselves, spell their last names
15 and who they're representing. It's going to be kind
16 of jumbled so please have patience with each other
17 as the first one to answer jumps off the phone.

18 MR. ROBA: I can go first. This is
19 Jeff Roba, last name R-O-B-A, B as in boy, and I'll
20 be representing Roba's Tree Farm, Inc.

21 MR. HENNINGER: Good morning, Board
22 members. Rob Henninger with Kennywood, H-E-N-N-I-N-
23 G-E-R.

24 MR. MILLER: Gary Miller with
25 Kennywood also, M-I-L-L-E-R.

1 MR. FRANTZ: Clinton Frantz with
2 Camelback Resort, F-R-A-N-T-Z.

3 MR. SWAN: Todd Swan, S-W-A-N, with
4 Suwannee River Railroad Company, representing Roba's
5 Farms as well.

6 MR. WAND: Richard Wand with OTL and
7 Kart One, W-A-N-D.

8 MR. HORN: Tim Horn, H-O-R-N,
9 professional engineer.

10 MR. ADAMS: Leonard Adams, A-D-A-M-S,
11 PA Department of Agriculture.

12 CHAIR: Thank you all for being in
13 attendance. Moving on to the second part of our
14 agenda item which is approval of the Minutes from
15 March 10th, 2022. I want to notify the Board that
16 we received anything you sent us in writing for the
17 correction. Is there any one Board member who has
18 information that was not provided to us that needs
19 correction in the March 10, 2022 Minutes?

20 Okay. Is there a motion to accept the
21 Minutes of March 10th, 2022 with revisions by Board
22 members?

23 MR. GORMAN: I will make a motion to
24 approve the Minutes.

25 CHAIR: Thank you, Mr. Gorman.

1 Second?

2 MR. REBBIE: Second.

3 CHAIR: Thank you, Mr. Rebbie. All
4 those in favor please answer by saying aye?

5 ALL RESPOND AYE

6 CHAIR: Are there any opposed? Thank
7 you.

8 I will be fulfilling both the
9 director's report and obviously I'm Acting Chair on
10 behalf of Secretary Redding. I have more than a few
11 things that I'm going to expedite. So I'm going to
12 offer a real quick brief overview of the items I
13 have listed before we get to review of the rides,
14 you know, the work that we do so well. And I'll
15 entertain additional questions after we get through
16 the approvals, if that's satisfactory to Board
17 members?

18 So update for me, Hayride Attractions.

19 That means we need to recognize a gentleman who
20 doesn't really need any introductions in the back of
21 the room, Mr. Randy Bates, who spends I can't
22 imagine how many hours, days or weeks on the
23 subcommittee of F-24 that helped and eventually
24 signed into standards, the standards for hayride
25 attractions in November of '19 that we tried to

1 ignore for a couple years but current events kind of
2 got in the way. And for that we have been very,
3 very grateful of his help, assistance,
4 understanding, expertise to help us roll out what we
5 believe is a common sense approach to adding a new
6 amusement attraction to our inventory which is
7 hayride attractions.

8 So what we have done is April 1st we
9 reached out a grassroots effort through the
10 Department of Agriculture to the industry as a whole
11 and said, guess what, we're finally getting around
12 to, although we did not word it that way, putting
13 hayride attractions into our inventory of rides that
14 we're overseeing. Which means if you have hayride
15 attractions that meets the definition of the
16 standard you're now considered an amusement ride
17 attraction.

18 And working with Randy, many of the
19 people on that committee are subject matter experts
20 here in-house and our own haunted hayride attraction
21 folks in Pennsylvania, on top of Mr. Bates' own
22 expertise. We came up with some ideas on how to
23 offer it out to a group that had been operating for
24 a very long time unregulated by us.

25 So it's spectacular, that's my words,

1 not Joe's, in that people would be almost always
2 receptive and willing to have conversation about -
3 oversite and what your expectations are for that
4 oversite.

5 So in a nutshell it looks like this.
6 The Secretary of Agriculture has approved a variance
7 that says hayride attractions do not need the
8 professional engineer's letter as part of their
9 submission packet for application. Saying that
10 since farm equipment is not designed or expected to
11 be used as an amusement ride attraction. There's no
12 value in seeking that professional engineer's review
13 of it since it doesn't meet any specifications.

14 I think the committee really took that
15 to heart when they designed the standard, and that
16 it was common sense and they understood that we're
17 using agricultural equipment part of the time in an
18 amusement function. So what they created was a no-
19 nonsense list of expectations to make that activity
20 as safe as possible with the understanding that you
21 are not just taking the vehicle, the tow vehicle or
22 the trailer into consideration, but also the
23 operation as a whole including where you are
24 traveling, right, and weather conditions and
25 everything else that goes into consideration when

1 you're approving these attractions.

2 So we distilled the ASTM standard,
3 took out all of this good stuff, rebranded it
4 because it is an ASTM standard so you can't just
5 copy and past the whole thing readily. We did ask
6 for approval or forgiveness to actually take some of
7 their checklist that they offered as additional
8 information and said there's no reason to recreate
9 the wheel and offered a checklist, a registration
10 form and formatted owner/operation manual. Kind of
11 assisting the hayride owner - the authority to fill
12 in the details of their own operation in a format
13 that we provide. There was a lot of confusion and
14 we definitely could have done a much better job as
15 Joe reminded me right after I released it to
16 business people and smart and common sense - don't -
17 big words, just what they need to do, and give to
18 them, make it as easy as possible.

19 So over a lot of conversations we
20 decided that the manual can also be a checklist so
21 we we're going to have that consideration - of
22 development. Compliance isn't until 2023 which
23 means we're not enforcing compliance until 2023.
24 2022 is designated as going out and educating all
25 the various people - these operations and assisting

1 them in getting them registered and licensed for
2 certification and inspection, amusement rider
3 attraction of the inspection requirement.

4 So I'm happy to tell you that I've
5 gone to no less than three large organizations in
6 agriculture, had some great conversations and for
7 the most part, except for maybe one percent, there
8 has been nothing but positive feedback in our
9 attempts and actions. They don't always agree with
10 it but they're always willing to have conversation
11 on. And where it is absolutely an amusement ride it
12 is a no-brainer - the ASTM standard - meets or
13 exceeds expectations of these operators. So we'll
14 let you know how many we have by next meeting and
15 how the efforts are going. We just thought we'd
16 catch you folks up on where we are with hayride
17 attractions. Did that lead to any questions from
18 the Board members right now or move on to the next
19 topic.

20 Quick personnel update, Joe is not
21 retiring, right, you're not retiring?

22 MR. FILOROMO: No.

23 CHAIR: In the back row I'd like to
24 introduce, though he probably doesn't need
25 introduction to some of you, Mr. Timothy Anthony

1 Catalano. He joined us a mere few months ago and
2 already feels like we had him forever. He has more
3 years than Joe in the industry.

4 So we hired - a month and a half ago,
5 two months maybe?

6 MR. CATALANO: Two months.

7 CHAIR: I think we - a hot second and
8 threw him to the wolves out there. So we now have
9 three quality assurance safety inspectors in the
10 field, Joe is the supervisor. And I'm happy to tell
11 you that we have one more that we're in the process
12 of hiring. So this gentleman should he work out -
13 I'm not putting the cart before the horse but we're
14 very hopeful is also from the industry and has a
15 background in amusement rides. And we're very
16 excited to get through the process and get this
17 person onboard.

18 As soon as we do a final offer and he
19 accepts, I'll let folks know who and what but that
20 should happen in the next four or five weeks. So
21 we're very excited. That brings our complement up to
22 four. We haven't had four quality assurance safety
23 inspectors in the field for more than a little
24 while, five, six, seven years. So we're very, very,
25 very excited to be moving forward.

1 I have advisory board dates I'm going
2 to put on the side, talk about at the end.

3 I'd like to move into New Business as
4 there is no Old Business - Board members, is there
5 any Old Business that needs to be addressed today?
6 Okay, I'll jump right into it.

7 I would like to move if I may
8 Waldemeer from B to A so I would like Waldemeer to
9 go first, if that's okay. Okay. The floor is
10 yours.

11 MR. GORMAN: This is just a preview
12 for our amusement park. We're planning to install a
13 pro-slide water coaster/waterslide for next year and
14 there is not one in Pennsylvania - has this
15 technology. Hershey has one similar to it. If I'm
16 right Hershey uses magnetic forces to push boats
17 uphill, ours will use water propulsion and they call
18 it rocket blasts. And it has basically just has
19 jets, a series of jets, water jets on the side of
20 the plume to shield - so you can extend up the
21 waterslide so this waterslide will be about 850 feet
22 long.

23 And that compares to our longest
24 gravity waterslide, is about 350 feet long so it
25 really extends the length of the ride. And it's a

1 four-person boat, inflated boat, which you sit four
2 in a line single file. And so the capacity would be
3 good. And we're still in the design phase, trying
4 to get the design to fit. So I'm just previewing it
5 now so that when I have all the information, then I
6 will present that to the Board for review.

7 CHAIR: Is that public knowledge?

8 MR. GORMAN: Yes, it is, we announced
9 it last week. They have one right now in Six Flags,
10 Texas, and Water Country USA Virginia is aware of
11 this.

12 CHAIR: Is there another water slide
13 similar to this?

14 MR. GORMAN: I think Great Lodge has
15 water propulsion. I'd have to look it up. It might
16 be WhiteWater West or something.

17 CHAIR: Thanks, Stephen. Housekeeping
18 for stenographer and Board members, we are adding a
19 C onto this, not because they deserve to be last,
20 just last minute. So we're going to preview haunted
21 attractions submission from Hershey and they will be
22 here today to discuss that after we go through the
23 new approvals that we provided information for.
24 Then I have one more administrative note for the
25 Board members. We are going to be discussing the

1 nebulous at this meeting. That's not on the agenda,
2 that was something that you provided tentative
3 approval for. We said we were going to address at
4 this meeting as a follow-up based on our review once
5 it was constructed and passed all its testing and we
6 have a report for that. And that was my fault for
7 leaving it off, not Joe's fault -.

8 I am looking at the list of items to
9 be considered. And is there anybody on the call for
10 the 42-inch Open Body Slide, Avalanche Waterslides?

11 MR. HORN: Walt, is that the Hampden
12 Township waterslide?

13 CHAIR: It is. I'm pretty sure you
14 were it but I wanted to make sure. This one - we
15 have Joseph Cragin listed as the P.E., are you part
16 of that?

17 MR. HORN: I think Mr. Cragin didn't
18 do the ASTM certification. He just supervised this
19 part, sir.

20 CHAIR: Okay. Can we open up the 42-
21 inch waterslide? All right. Yes. This is the
22 Hampden Township one. Do you have any information
23 you'd like the Board members to know? If not, we
24 can take it from there.

25 MR. HORN: No, I don't think so. I

1 think I put everything together that I was required.
2 I was told that the previous engineer would not
3 certify the ASTM standards, only to the structural
4 ability of the slide. And that's why they asked me
5 to do the ASTM standards.

6 CHAIR: Have we seen this slide in
7 operation -?

8 MR. FILOROMO: Yes.

9 CHAIR: Leonard, were you the one who
10 saw the slide?

11 MR. ADAMS: No, I was not.

12 MR. FILOROMO: Somebody - I know I did
13 virtually with them because I commented on the way
14 the water was -.

15 CHAIR: Board members, suffice it to
16 say this was one of the rides that had received
17 tentative approval from three Board meetings. Any
18 questions or concerns about this submission or the
19 information provided?

20 MR. NESLAND: Yeah, the picture that's
21 on the screen, if you could move that up a little,
22 that's good. So if we show - I show this as page
23 six in our document. It's a picture of the slide.
24 It shows the pool. It shows the piping for the
25 pumps. My only real question for this submission is

1 I can't tell from the pictures but is the intake for
2 the pumps directly from the pool and if so, does
3 that meet the Virginia Graeme Baker intake
4 requirements so that there's no danger of
5 entrapment?

6 MR. FILOROMO: I asked them that. I
7 did a virtual with them and I did ask that same
8 question. Because I had the idea 30 years ago
9 actually. And it has the grading that meets our
10 standard but it's not -.

11 MR. DIDOMIZIO: Mr. Chairman, can I
12 ask a question?

13 CHAIR: Mr. DiDomizio, yes, as long as
14 Brad doesn't have any additional questions?

15 MR. NESLAND: I'm done.

16 CHAIR: By all means, Mr. DiDomizio.

17 MR. DIDOMIZIO: Thank you. Several
18 questions, I guess. The engineer letter that was
19 included with the submission, from what I'm hearing,
20 that is for the structure that's supporting the
21 ride. What are we actually looking to approve, the
22 structure or the entire - whole thing as one ride?

23 CHAIR: Understood. So now, Joe would
24 ask that you move to page five of the PDF and it's
25 both the structure and the ride. So the whole

1 thing.

2 MR. DIDOMIZIO: So just to confirm
3 that, so what I'm looking at here on page five, some
4 of the - Mr. Cragin - it says steel - so he had to
5 certify that - code conformance. Is that correct?

6 CHAIR: Any other questions, concerns,
7 comments?

8 MR. DIDOMIZIO: I didn't hear an
9 answer. I'm sorry, Mr. Chairman.

10 CHAIR: I would simply say that the
11 consensus here is that we believe that's what it
12 says in the information. That's our interpretation
13 that that's what it says.

14 MR. DIDOMIZIO: Okay. I thought I
15 heard that Mr. Cragin was not certifying the ASTM.
16 Did that happen between the previous - I have no
17 problem with the fact that Mr. Cragin signed off, I
18 just want to make sure that that's covered.

19 CHAIR: Yeah. We're going by the
20 information in the packet, not Mr. Horn's comment
21 from earlier.

22 MR. DIDOMIZIO: Very good. Thank you.

23 CHAIR: Any other questions, comments
24 from the Board? And this has received tentative
25 approval, anyone in the audience who may not be

1 aware, we do housekeeping in between sessions. So
2 we find that there's no technical issue that causes
3 us to - safety issue. We do take latitude in
4 providing - to allow the business to operate since
5 there may be some time between actual completion
6 versus the opportunity - before the Board - it's
7 more housekeeping to keep things moving and allowing
8 operators to invest time and effort into the
9 industry and needing to get back some of their
10 investments while we do our housekeeping process
11 which is - Board getting information.

12 So is there any reason that this
13 should not be approved? So I have to ask the
14 opinion of the Board, in cases where we had
15 tentative approval already, is there a desire to
16 make your position known as board members or do I
17 just take your silence or affirmation as enough for
18 final ruling?

19 MR. DIDOMIZIO: This is Bob DiDomizio.

20 Since this is not looking at - it's looking like
21 it's an application for the entire ride. I am not
22 seeing anything in there that would back up, you
23 know, structurally, the ride itself, not the steel
24 structure but the - I'm not seeing any electric,
25 plumbing structural assuming this is a nonmetallic

1 tube of some sort. I'm not seeing anything like
2 that in the application and I understand it's only a
3 24-page application.

4 CHAIR: How about we offer this, to
5 answer your questions more completely, and to
6 continue on with the agenda, we'll table this
7 particular decision until I can go research the
8 submission that you're discussing and we'll move on
9 to the next item. Hopefully while we're discussing
10 other items on the agenda I can bring this item back
11 up again for consideration. We're going to move
12 forward.

13 MR. GORMAN: One comment is I don't
14 think that your requirements for submissions require
15 submission of electronic calculations or anything
16 like that. I don't believe that I have done that
17 for submission for any new attractions -. We have
18 that letter that says engineering did all that work
19 and am I right that that's what the rules are?

20 CHAIR: You are. I just want to go in
21 and double check the submission and entertain Mr.
22 DiDomizio's question to make sure I understand -.

23 You bring up an excellent point. So
24 Mr. DiDomizio, as housekeeping again on what
25 Pennsylvania Law requires, only at our request are

1 the underlying requirements, mechanics, electronics,
2 plumbing, engineering documents need to be submitted
3 to us for review if we have questions or concerns
4 that it doesn't meet standards. The professional
5 engineer letter to us saying that they have reviewed
6 those documents and they approve that it meets - or
7 conforms to ASTM standards and our law is enough.

8 MR. DIDOMIZIO: Understood, Mr.
9 Chairman. I'm just noticing that when we were given
10 this 24-page long, -.

11 CHAIR: Yeah, sure. I was just
12 clarifying what Mr. Gorman said, that's all.

13 MR. DIDOMIZIO: Very good.

14 CHAIR: I would - more research into
15 this to make sure there's more to the submission
16 provided. I would like to move on to Camelback
17 Zipline. Mr. Frantz, if you could give us a brief
18 overview of the submission?

19 MR. FRANTZ: Yes, absolutely. Thank
20 you for your time. So this is a submission for a
21 roughly 4,000-foot long zipline from our summit to
22 our base area at the resort. It is four rider lines
23 wide. It is uses a stop on the braking system and
24 any current braking trolley. It is very similar to
25 the previous zipline that was in the same location,

1 built by the same manufacturer. And has been
2 expanded to four lines from two lines now replacing
3 the entire structure.

4 CHAIR: This is - I'm going to prompt
5 you to talk really good about this. When you
6 replaced the previous ziplines and upgraded it to
7 the four lanes, you also upgraded some of the safety
8 equipment. Would you take a moment and explain for
9 the Board what you upgraded to?

10 MR. FRANTZ: Yes, absolutely. So with
11 the system we added computer-aided backups to the
12 system that connect the braking system at the bottom
13 with the releases and the rider releases - at the
14 top to aid in preventing two riders on one line at
15 the same time - the brake system in the proper
16 location to receive the rider. It also has an
17 anemometer installed to lock out the ride when wind
18 conditions are not correct or over wind speed.

19 Also there's various other sensors
20 both when the rider is received, when the brakes are
21 reset, the correct position - rider gate closure as
22 well as - so connection of the trolley to the rider
23 release system prior to the rider being open or the
24 rider releases being opened to the other rider to
25 embark on the zipline.

1 CHAIR: And with all of that came the
2 redundant safety of the person - so we've seen in
3 the past as completely acceptable in extreme sports
4 where the safety redundant is on the same line. But
5 the newer versions have a trolley that follows the
6 zip so you don't have both safeties on the primary
7 line of support. And we've seen a trend that newer
8 installations are now adopting, the safety line is
9 no longer tethered or attached to the primary line
10 which obviously provides a more secure secondary
11 system.

12 MR. POTTER: Is it okay to ask a
13 question?

14 CHAIR: By all means, go ahead.

15 MR. POTTER: This is Ken Potter. The
16 computer system that does this overriding
17 supervisory function, if something isn't - if that
18 computer system isn't operational, is the ride still
19 in business or is that considered an essential part
20 of the ride being up or down?

21 MR. FRANTZ: That is considered the
22 central part of the ride being up or down. If the
23 system loses communication for any reason or loses
24 connection to any of its sensors, it automatically
25 locks the ride until that condition is repaired and

1 the communication to all sensors is in place.

2 CHAIR: Any other questions? Go
3 ahead, Randall.

4 MR. ARNDT: I saw when they were
5 putting this up and during the installation phase
6 and I took some pictures and - it seems like -
7 interesting to see it's not just a half inch cable
8 line, they put up a pretty decent cable. And this
9 is the other picture of it too. This wasn't in the
10 submission, at least the ones I had and I noticed
11 that they weren't in so I wanted to share with the
12 Board so you can see what - you can actually see the
13 cable they're using instead of just looking in the
14 manual. It's wire rope, not cable.

15 CHAIR: Mr. Nesland?

16 MR. NESLAND: This is Brad Nesland.
17 On, what is it, page 12, page 12 of our document it
18 shows you have 52 appendices. Did the department
19 get copies of the appendices? Because I would
20 presume that's part of the manual.

21 CHAIR: That will take us a moment to
22 look.

23 MR. NESLAND: Then I will move on.
24 On page 16 of our document, under 1.4 ASTM - it
25 shows two different speeds, it says reaching speeds

1 of up to 50 miles per hour and then it says max
2 speed of 60 miles per hour. So I don't know if
3 that's a discrepancy or if it's just that one is
4 what is actually going to be used at and the other
5 is what it can do.

6 CHAIR: Mr. Frantz, anytime you want
7 to jump in with an answer.

8 MR. FRANTZ: Yes, absolutely. The max
9 weight rider based off of GPS testing we did at 275
10 pounds reaches 49 miles an hour so that would be,
11 the operating speed is roughly 50 miles an hour at
12 max. And then the maximum speed allowed for the
13 ride is 60.

14 MR. NESLAND: All right. On page 44 I
15 believe it's a carryover from 457.1, track/cable
16 inspections, you're calling for a third-party
17 certified inspector. What certification are you
18 looking for for that, sir?

19 MR. FRANTZ: That would - for the NPC
20 testing - I'm sorry, the manufacturer is supposed to
21 be coming on any second here as well. But for the
22 MRT testing on the cable yearly as well as the
23 diameter checks and everything on the cable, to
24 check for any broken strands or abnormalities.

25 MR. NESLAND: So you're looking for a

1 nondestructive service - nondestructive testing
2 certification?

3 MR. FRANTZ: That is correct.

4 MR. NESLAND: Those are all the
5 questions I had.

6 CHAIR: Mr. Nesland, I have your
7 answer. We do have the appendices. They were not
8 joined to the file that was provided to the Board
9 members. However, I'll gladly pass you the
10 appendices. Is there anything listed in the
11 appendices that you desire an answer for now at this
12 meeting or would you just like to peruse the
13 appendices? Let's just say that we received a
14 volume of documents and sometimes when I put stuff
15 together I don't always do the best job. But we
16 try.

17 Any other questions from the Board
18 members? Yes, Mr. Gorman.

19 MR. GORMAN: I'm impressed with all
20 the technology that they've added to the zipline
21 attraction and I'm not familiar with the braking
22 system that you say - current braking. So does that
23 require electricity?

24 MR. FRANTZ: It does not. They're
25 magnets.

1 MR GORMAN: Oh, okay, that makes
2 sense. I was going to ask you for a battery backup
3 of your control system so yeah, and then when you
4 use electricity you're still going to brake
5 properly. Do you use permanent magnets?

6 MR. FRANTZ: That's correct.

7 MR. GORMAN: Excellent. Thank you.

8 CHAIR: Steve, I only - let me ask a
9 similar question, it was any electricity for the
10 sensors to notify you that the ride is complete
11 versus - any electricity.

12 MR. FRANTZ: That's correct. The
13 sensors do require electricity and the loss of
14 electricity, that would create the state that I
15 spoke of before where all communication is not in
16 place so the rider gauge would be in a permanently
17 locked position until that is corrected.

18 CHAIR: Are there any other questions
19 from Board members?

20 Is there an interest to recommend
21 approval?

22 MR. NESLAND: I'll make a motion to
23 approve.

24 CHAIR: Is there a second? Thank you,
25 Mr. Rebbie. And is there any discussion? All those

1 in favor?

2 ALL RESPOND AYE

3 CHAIR: Any oppose?

4 MR FRANTZ: Thank you, gentlemen.

5 CHAIR: Thank you, Mr. Frantz. You'll
6 be receiving a final notification letter from us,
7 approval nontentative within the next few days.

8 MR. FRANTZ: If you need anything between
9 now and then let us know.

10 MR. FRANTZ: Thank you very much for
11 your time.

12 CHAIR: Absolutely. We are going to
13 move on to EGK Kart and I combined actually two
14 separate submissions to the one line item. The
15 difference is the two seat versus the one seat.
16 Obviously there is design difference in the carts
17 but the technology and everything else, kart
18 manufacturer, is the same. So that was housekeeping
19 to try to keep things - they are two separate
20 submissions requiring two separate considerations.
21 Again, the difference between the two is the design
22 to accommodate one passenger versus two. The rest
23 of the design of the karts are identical.

24 So Joe is reminding me that the reason
25 they're coming before the Board today is that it's

1 solely - the manufacturer made a change on how it
2 operates, meaning the charging units. We have
3 already approved the design of both single and two-
4 seater but because it's a different model it comes
5 before the Board.

6 So also for housekeeping purposes and
7 for people who may look at this, part of the
8 submission for go-karts is not solely the go-kart
9 itself any more. It is also consideration of the
10 track including the bends, barriers and surface
11 requirements that the manufacturer stipulates the
12 maximum speed allowed for it. Obviously design that
13 we've heard over the years, entrapment, and - bigger
14 pieces - operation. So everything can be - if it's
15 not operated properly. So we take all of these into
16 consideration when we review items like this. It's
17 not just simply the design of the go-kart.

18 With all of that being said, does the
19 Board have any questions? I'm sure Mr. Wand is
20 ready to answer them all.

21 MR. NESLAND: So even though we
22 changed the charging system we are allowed to ask
23 questions about the submission, is that correct,
24 other than charging?

25 CHAIR: Have at it.

1 MR. NESLAND: All right. On page 40
2 which is the maintenance check sheet, it's listed in
3 there there's static inspection, dynamic check, kart
4 cleaning. My question would be, especially the
5 static inspection and the dynamic check. Is there
6 any description what that is for the people that are
7 doing it? I did not find that.

8 MR. WAND: I will say that in general
9 it's a visual inspection but I will reach out to the
10 manufacturer and confirm that.

11 MR. NESLAND: I'd just like to see it
12 a little more specific as to what they're doing -
13 from my standpoint. The other question that I have
14 is I don't see where the - the test of a shutdown
15 system for the track which I believe would be an
16 important piece of the test, at least if not daily,
17 weekly, on some periodic schedule.

18 MR. WAND: Can you explain what you
19 mean by shutdown of the track?

20 MR. NESLAND: Yeah. From what I'm
21 seeing in your submission it says that you have a
22 system that can shut the cars down while they're
23 running. I presume it's something like a cart
24 commander?

25 MR. WAND: Sorry, yes. There's a kill

1 system on the cars that has to be remotely killed,
2 yes.

3 MR. NESLAND: Right. I don't see that
4 being tested anywhere. I don't see that as any test
5 requirement. And again, I would think that would be
6 something that you'd test daily or weekly.

7 MR. WAND: That's more of an
8 operational phase than it is a design phase. I will
9 certainly communicate that to the manufacturer.

10 MR. NESLAND: Understood. That's the
11 extent of my questions.

12 CHAIR: Thank you, Mr. Nesland. And
13 to clarify, Mr. Wand, we agree that as he asks and
14 prefaces his questions, if he could ask more of the
15 design because as I introduce this, we take
16 everything into consideration when it's operations.

17 Any other questions or comments from
18 Board members? Is there a motion based on the
19 information requested by Mr. Nesland that we get a
20 satisfactory result back from that -?

21 MR. REBBIE: I make a motion for
22 approval.

23 CHAIR: Thank you. Is there a second?

24 MR. GORMAN: Second.

25 CHAIR: All those in favor?

1 ALL RESPOND AYE

2 CHAIR: I heard about one and a half
3 ayes. Any opposed? Thank you, gentlemen. Thank
4 you, Mr. Wand. We'll have some conversation with
5 the submitter to update for making a couple of
6 changes or additions to the operations manual and
7 that will resolve that and get the -.

8 MR. WAND: I can get that coordinated
9 for you. Mr. Remmert, can I verify that that's the
10 only thing that you had me on the agenda for today?

11 CHAIR: As I look down our list
12 everything else is accounted for. So yes, that is
13 all we have you on the agenda for today. Thank you.
14 Last minute notification is always a pleasure.

15 MR. WAND: Thanks for your time.

16 CHAIR: Thank you. Kennywood. Are
17 you guys ready? Do you need to take a break? Do
18 you want to go in the order the agenda has, the
19 Kangaroo, Steel Curtain, Thunderbolt or do you want
20 to take it out of sequence?

21 MR. HENNINGER: No, however if that
22 works for you it's fine with us.

23 CHAIR: Well, let's take it as we have
24 it. Let's start with modifications to the Kangaroo,
25 then the Steel Curtain and then the Thunderbolt.

1 Board members, if you don't mind, we'll allow
2 Kennywood to just continue. This is an ongoing
3 notification to us. Some cases there's absolutely
4 major modification. We'll discuss that, too. So
5 feel free to stop, interject or ask questions along
6 the way. But if there are none we'll just let
7 Kennywood continue through their summary discussion.
8 The floor is yours, Kennywood.

9 MR. HENNINGER: Thank you. All three
10 submissions that you just mentioned were conditions
11 approved and put into service at the park.

12 CHAIR: Excuse me, just as a reminder,
13 for the stenographer, would you introduce yourself
14 please?

15 MR. HENNINGER: Sorry. It's Rob
16 Henninger, H-E-N-N-I-N-G-E-R.

17 CHAIR: Thank you. Go ahead.

18 MR. HENNINGER: As I mentioned, we did
19 receive conditional approval from the Board and all
20 three as you've mentioned have been put into service
21 this summer. And all of three ran very well as we
22 expected. And I don't have any substantial comments
23 aside from saying it they did perform well and we
24 would appreciate the Board's consideration for final
25 approval on this ride.

1 CHAIR: Joe, do you want any of our
2 folks to discuss interactions - you were out there
3 and worked pretty closely with them on all three of
4 these.

5 MR. FILOROMO: Leonard was there and
6 he looked the stuff all over in detail.

7 CHAIR: So Leonard, this is your time
8 to give us a two-minute elevator speech on what you
9 saw, what they were doing and your impressions. And
10 I suggest that you be good.

11 MR. ADAMS: I have a very good
12 conversation with Kennywood every time we did go
13 down there, they're very cooperative with us. With
14 the Kangaroo modifications that they did, they did a
15 full teardown of the whole entire ride, all the
16 parts were NPT'd and reassembled. They put a new
17 operation system in to allow more uniform operation
18 and more control over the ride to make sure that
19 there's more checkpoints being done regularly by a
20 computer eliminating human error.

21 Also they added a major foot platform
22 to the bottom of the car. We did have some
23 questions about the new weight and everything to
24 that foot platform but they did provide us with
25 explicit engineering drawings which point to every

1 single - that was in there. I personally have
2 ridden all three of these. The Kangaroo operates
3 just as it did previous to the modifications. It
4 was a comfortable ride. I'm six foot four, and 250
5 pounds and I fit - barely but I fit. So that's all
6 I have for the Kangaroo.

7 The Steel Curtain, the brakes
8 modification was -.

9 CHAIR: Hold on, Lenny. Don't beat
10 them to the punch. They get to go first.

11 MR. ADAMS: All right.

12 MR. HENNINGER: On the Steel Curtain,
13 the brake modification was even better than we
14 expected. The limited wear, good stopping power and
15 we've helped with our component changeovers for
16 parts and brakes, we're very pleased with the brake
17 changeover.

18 CHAIR: Okay. Lenny, all yours.

19 MR. ADAMS: As Rob said, the reason
20 for the brake modification actually was an
21 additional brake was added to the right side of the
22 car was to help minimize the wear of the aluminum
23 brake for the magnetic - from the opposite side to
24 the cart. That ride ran 100 times prior to - 100
25 plus prior to the paying customer getting on it. I

1 did ride the ride. You did not feel no transition
2 going into the brake. It was an excellent
3 transition going in. So that's all I have for that
4 one.

5 CHAIR: Last but certainly not least.

6 MR. HENNINGER: Finally, on the
7 Thunderbolt our modification on the brake there went
8 to magnetic brake versus the old skid style brakes.
9 It's a much safer system and again we were very
10 pleased with the performance. It did very well this
11 year.

12 MR. ADAMS: Once again, I was down
13 there. I saw the installation. I went back. I
14 rode the ride. A very smooth transition coming into
15 the brake. No sudden stops. They had 100-plus runs
16 per train on each one of the trains before they
17 opened it to the public to give tentative approval
18 for it. Overall it was a very nice ride.
19 Otherwise, a lot of roller coasters are going to
20 magnetic magnetic brakes - from skid brakes to
21 thin brakes because they're more dependable in a
22 rain situation and it is easier for the operator to
23 control. So this is a common modification that
24 we're seeing in the industry on wooden
25 rollercoasters. That's all I have. Thank you.

1 CHAIR: Board members, impressions,
2 questions? I know that was a lot of information.
3 As a reminder, all of the time, effort and expertise
4 put in by all people across the industry whether
5 it's hayride attractions, they certainly are -.
6 It's been 11 years which is a drop in the pan for
7 some of you. But I'm really in awe of the industry
8 as a whole. Pennsylvania specifically. Our
9 operators, our owners absolutely, in my opinion,
10 set the standard that others follow. There are big
11 companies out there that could take a few notes of
12 how Pennsylvania businesses in this industry
13 operate.

14 So I'm appreciative. It makes coming
15 to these meetings and reporting - nothing but good
16 news most of the time. It's just a pleasure to be
17 here. So that's just an example of people stepping
18 up and doing better than what's expected. And thank
19 you, Kennywood. Board members do you have any
20 questions on any of the three submissions that were
21 discussed?

22 This was a project that we were made
23 aware of late winter so that's why we're able to get
24 there at each stage and have somebody review the
25 process and they address a multitude of issues that

1 they log and recognize and make plans for it. We
2 received all the plans related to that and testing
3 requirements for those cases. In our opinion it is
4 better now than it was right after so they've made
5 better. And we appreciate that. Any questions or
6 concerns about the modifications that you want
7 answers to?

8 MR. DIDOMIZIO: Mr. Chairman?

9 CHAIR: Go ahead, sir.

10 MR. DIDOMIZIO: This is Bob DiDomizio.

11 I was - the only reason I bring this up is because
12 in the submission there are some photographs showing
13 electrical changes. So my question would be moot,
14 it depends on the answer here, but are we being
15 shown this because this is part of a major
16 modification that took place?

17 CHAIR: It's a great question. We're
18 going to give Kennywood a chance to answer it.

19 MR. HENNINGER: Yes, that was part of
20 the new control system to operate the ride, Mr.
21 DiDomizio.

22 MR. DIDOMIZIO: Okay. Like I said, I
23 do - because it's here. I'm not seeing anything in
24 the way of schematics. Let me tell you the reason
25 why I bring the question was when you do a lot of -

1 it's often customary to up the - certain safety
2 precautions and maybe over the years I just can't
3 determine that for myself, that's why I bring it up.
4 And the bonding issues which you'll hear me talk
5 about at least once where we try to segregate
6 equipment grounds so that we don't cause safety
7 issues at the controls rather than going back to the
8 source where we'd be grounded.

9 So I'm seeing at the bottom of the
10 drawing on page four, I guess the photograph on page
11 four of your submission for everybody's benefit and
12 probably the next page, you'll see at the bottom
13 it looks like there's copper grounding wire which is
14 fine which is fine. Now if I look at this, I'm
15 going to say it's not the - cabinet but a series of
16 cabinets that is being unified by a tower or a
17 ground to follow along. So is there a separation
18 here between, you know, the chassis ground and
19 equipment ground versus live ground?

20 And I'm speaking in terms of the most
21 recent changes that occurred in 2018 to the National
22 Entry Code section. I can't quote the chapter verse
23 but they told me if you separate those so that you
24 don't ground possible current conductors through any
25 part of the cabinet, there could be a conflict to

1 the operator. So was any of that upgraded at that
2 time, bonding issue taken care of?

3 MR. HENNINGER: Right off the top of
4 my head I cannot answer that question. What I can
5 say is it does comply with the AFTM 24 as well as
6 I'm not sure if you're aware but Kennywood and
7 Palace Entertainment bring in a third-party TV
8 review to begin compliance as well. They both were
9 reviewed and signed off on. If that doesn't answer
10 your question I can certainly dig into this and get
11 that information to you.

12 MR. DIDOMIZIO: I'd be - in your best
13 interest to show that type of modification only
14 because it's brought up and it's something I've
15 taken on, very near and dear to my heart because
16 it is safety to the operators, to the people. So
17 I appreciate that -.

18 CHAIR: Thank you, Mr. DiDomizio. I
19 want to ask a question if Board members are willing
20 to answer, I don't mean to put you on the spot. For
21 those of you having small or large construction
22 projects related to amusement rides or attractions,
23 other than the approval through the Bureau, are you
24 also required to seek local zoning building approval
25 when you install these larger rides or attractions?

1 So you're going through local zoning on top of our
2 specific approvals. So part of that should be
3 compliance with construction code, electrical code,
4 in those cases. I'm saying this in affirmation I
5 have head nods here in person, so I'll ask
6 Kennywood, is that similar to your work onsite that
7 you also had to conform with local zoning ordinances
8 and building codes when you made those
9 modifications?

10 MR. HENNINGER: Depending on the
11 project, yes, we always work with our local borough
12 and review all the changes.

13 CHAIR: That is my understanding. I
14 just wanted to bring that up for the group and Mr.
15 DiDomizio that though we do, and I appreciate the
16 diligence in reviewing these, the installation
17 requirement still has to pass installation,
18 construction, and building code requirements which
19 includes compliance with electrical and design.

20 MR. DIDOMIZIO: Just to follow up,
21 that is true - still require - this county to
22 whatever electrical standard. This is considered -
23 source and connection. They would certainly be
24 involved with the service entrances and the proper
25 grounding and the length of ground on the

1 conductor but from that point on it's simply on the
2 side of the installer or contractor or designer.
3 It's been my experience in the past if they want to
4 go past that point, at that point it's just
5 responsibility of the person - the person or persons
6 - the design. So yes, it is part of it and it
7 doesn't go past that point.

8 CHAIR: Thank you for the
9 clarification. Excellent point as always.

10 Board members, any further discussion
11 on Kennywood's submissions and modifications?
12 Since this is a major modification is there a desire
13 to put the Board's stamp of approval on recommending
14 approval contingent on Mr. DiDomizio getting his
15 answer concerning the grounding of bonding issues?

16 MR. DIDOMIZIO: I would make a motion
17 - with that provision I would approve it.

18 CHAIR: I appreciate that. Is there a
19 second?

20 MR. REBBIE: Second.

21 CHAIR: Thank you, sir. Any
22 discussion? All those in favor signify by saying
23 aye?

24 ALL RESPOND AYE

25 CHAIR: Thank you. Any opposed?

1 Kennywood, you heard - if you could
2 look into that that would be greatly appreciated.
3 And other than that, you're off the hook.

4 MR. HENNINGER: I will do that. Thank
5 you. Can I add two more quick comments?

6 CHAIR: Of course.

7 MR. HENNINGER: First, just to bring
8 it to the Board's attention our intentions for next
9 year are to add a new Zamperla Gryphon Ride to the
10 park. We are in the process of working with
11 Zamperla for all the proper documentation to present
12 to the Board to hopefully be on the agenda for the
13 next advisory board meeting.

14 CHAIR: That sounds exciting. We're
15 ready to work with you.

16 MR. HENNINGER: Thank you. And my
17 second comment is just to say and pass on a big
18 thank you to Mr. Filoromo, Mr. Arndt and especially
19 Mr. Adams who worked very very hard with us to help
20 us get these attractions approved in a timely manner
21 for the park. We're very appreciative and I wanted
22 to pass that on. So thank you. That's all I have.

23 CHAIR: We appreciate that. We'll be
24 in communication. Gentlemen, you can stay on or you
25 can drop off the phone as you see fit. Thank you

1 for your diligence.

2 MR. HENNINGER: Thank you.

3 CHAIR: So one of the most unique
4 submissions we've had, Roba's Tree Farm, Inc. And I
5 think it might be appropriate for one of us to give
6 a quick overview of the submission and then allow
7 Mr. Roba to elaborate for us.

8 MR. ADAMS: Do you want me to jump on
9 it with your indulgence, Mr. Chairman?

10 CHAIR: How about you take the first
11 half and Randall will take the second half and then
12 we'll let Mr. Roba speak. I'll switch it. Randall,
13 why don't you take the first half?

14 MR. ARNDT: It's awesome. It's a neat
15 train. The train installation they put in is a mile
16 long track. You see that picture up there. Me and
17 Leonard went up and looked at and we had a few
18 suggestions for them that they took care of. It's a
19 brand new track - and it goes all the way around.
20 There's hardly any grade, maybe a two percent grade
21 all the way around. We rode the train, the train
22 stops very simple, about six miles an hour. It does
23 take about 12 miles per hour, it doesn't operate at
24 that. It's run with hydraulics. Each axle on the
25 carriages have brakes so that is one of the things.

1 The pictures, they don't have all the - the pictures
2 they took - they put more up the other day.

3 MR. FILOROMO: Let me add, this is the
4 first railway we've installed in the state since the
5 new railroad standards were written. So this meets
6 from top to bottom the rolling stop requirements as
7 they exist to this point and the rail bed
8 requirements of the rail bed, the balance, the
9 packing, everything. So the submission that's
10 shown, this is done as a completed railroad, not
11 just the engine or the rolling stop but the complete
12 railroad that they built.

13 MR. FILOROMO: The picture that's up
14 there now, that is not the engine, that is another
15 one they're going to send to us at a later time.
16 They're running a second engine. That is not the
17 one for the submittal. So they put up a whole new
18 building and they put safety railway, I asked them
19 to put safety rails where it goes over the - next to
20 the lake and there's high drop-offs on both sides.
21 That's one of the last things, we asked them to put
22 safety rail in because we were not comfortable if it
23 was derailing into the lake to one side or come down
24 and go on the other. So there should be pictures of
25 it.

1 MR. ROBA: The submission you have was
2 not updated yet. We have an updated submission.

3 MR. ARNDT: So they have updated all
4 the safety rail that we required, we asked them to
5 do. They did it overnight for the most part. A
6 very nice train.

7 CHAIR: Leonard, do you want your
8 impressions of the train?

9 MR. ADAMS: Yeah. I walked the whole
10 entire track. It was very well put together. Every
11 crossover where a hay wagon will be crossing over is
12 concrete. I didn't find any ties that were
13 improperly installed. It was just an extremely
14 well-done train, extremely well-done train. That's
15 the only thing I can say about it. We did ask for a
16 little bit of safety rails like Randall said and
17 they were more than happy to comply with that for
18 us. And it's a hydraulic-driven train. It has
19 brakes on every wheel, not on every axle, on every
20 wheel. It is just - it's a very nice unit. That's
21 all.

22 CHAIR: Did we get it all right, Mr.
23 Roba?

24 MR. ROBA: Yes. That all sounds right
25 to me. I guess the first thing I'll say is thank

1 you for the kind words and working with us and
2 helping us get this approved. I do apologize for
3 some of the photos that are in there. They were
4 kind of placeholders and as our coaches were kind of
5 an updated design but we didn't have pictures of
6 those until they were onsite and completed. That
7 red engine is - right there, that locomotive, that
8 is exactly like ours. The station, the picture
9 that's up there, is partial construction. That is
10 now completed. We've gotten our occupancy permit
11 for that. Everything so far sounded correct.

12 CHAIR: So I'll just cover over all of
13 the sort of pieces. Pennsylvania is always
14 interested in working with the industry to get them
15 in compliance. This is yet another current example
16 of people who are working hard to do the right thing
17 and were willing to work together. When we asked
18 for safety rails, it was a day and a half before
19 they were hopeful of opening, and they poured, I
20 don't know how many metric tons of B2 gravel out
21 there and safety rail work crews probably 12 hours
22 at a pop so they could be meet the requirements and
23 be safe and still be open on time. So that didn't
24 come until the last minute and they pushed forward
25 and got it in. So I can't say enough about the

1 willingness to work with and ensure that they meet
2 all the requirements. In this case they have a
3 marvelous attraction that is hopefully well-worth
4 their time and investment. We're proud to have you
5 in Pennsylvania.

6 MR. ROBA: Thank you.

7 CHAIR: Board members do you have any
8 questions for this submission?

9 MR. NESLAND: Absolutely, Mr.
10 Chairman. This is Brad Nesland. This is not
11 necessarily a question for the manufacturer, it's
12 more for the Board. I know there was a serious
13 accident in New Jersey, a small child. One of my
14 questions is what's our take on fencing? I do not
15 believe the train is required to have fencing by
16 ASTM but being the nature that it's a train, but I'm
17 just curious what's our exposure to somebody being
18 run over?

19 MR. ROBA: We're looking for fencing -
20 we're looking for fencing in the station area and
21 possibly anywhere where there's public traffic.
22 Normally the trains go into more of a semi-
23 restricted area and don't require fencing, as per
24 the engineer's training to deal with that. But
25 crossings, we're looking - what it says about

1 crossings, the standard. But you know, just in the
2 station area where, you know, they group up and are
3 around there, we want some fence railing around
4 there.

5 MR. NESLAND: So it is under review
6 making judgment - or making judgment on what you
7 think is right.

8 MR. ROBA: Correct.

9 MR. NESLAND: My next question if you
10 go to page, it looks like 23 -.

11 MR. ROBA: Would I be able to have a
12 comment real quick while we're on the topic of
13 fencing? Fencing at crossing are proposed, kind of
14 like, I think it was - we do have fencing up for
15 around our station and where any of the public would
16 have access to the track. So before opening we got
17 our fencing up all around the station, all around
18 the parking lot, anywhere where a guest can approach
19 the track. So that's been taken care of. The rest
20 of our track is not fence but our site lines are - I
21 think the inspections can attest to this but we have
22 very long site lines.

23 So we feel comfortable with the amount
24 of fencing that we have right now. And as far as
25 crossings go, we have not had time at this point to

1 put in our crossing arms but at all of our concrete
2 crossings we did install conduit in the concrete so
3 that next year we'll be able to install crossing
4 arms. For this year what we're doing, we have two
5 spots where people actually walk across the track
6 and what we're doing this year is just staffing it
7 with a crossing guard who manually turns around like
8 a PennDOT that says stop on one side and slow on the
9 other. Those crossings with staff, they have
10 checkpoints where as the train crosses a certain
11 point they go up to the crossing and turn the signs
12 around and stand there and make sure that nobody
13 runs out in front of the train that is approaching.
14 And then once the train is clear, they switch the
15 signs back around. That's everything on the fencing
16 and crossings. Sorry to interrupt.

17 CHAIR: No, happy to have the insight.
18 We do have - submission on this one. So this gives
19 you an idea as part of the submission, the track is
20 designed and laid out across the property and that's
21 part of the submission. And this train is like go-
22 karts in that we take and address not just the
23 engine or cars as part of the submission, but also
24 the operation, and the tracks specifically, with
25 that in consideration to kind of elaborate on what

1 Mr. Filoromo brought up to your question. That was
2 part of the conversation is how do you address
3 public safety as it relates to, you know,
4 interaction with the training. So absolutely that's
5 part of the submission. Any other questions from
6 Board members?

7 MR. NESLAND: Can we go back to page
8 23. So that's an image of the operator controls.
9 One of the biggest contributing factors that I know
10 of for train incidents is speed. And one of the
11 things I don't see is any way for the operator to
12 see how fast they're going. Is there an alternative
13 or how are the operators being trained to control
14 their speed?

15 MR. ROBA: This photo, again a photo
16 of the older gauges, gauge layout, since then we
17 have asked the manufacturer to put GPS speedometer
18 in the controls so there's a digital display of
19 speed for the operator, the engineer, conductor,
20 whatever name you want to give them, to see how fast
21 they're going.

22 In addition to that, we're also as a
23 backup or secondary, I guess, we're using an iPad
24 that's been enabled with cellular data and a GPS
25 enabled app that displays the speed on the iPad as

1 well. So there's actually two ways for the operator
2 to see how fast they're going.

3 And this past weekend when we got it
4 open for the first time we've actually already
5 trained every single one of our operators and worked
6 with them to say okay, when you're coming out of the
7 station, until you get through the switch and then
8 the crossings you should be at two or three miles an
9 hour and then as you get out in the open you can run
10 it up to five, six. And that when you're coming
11 back in through the final crossing to the station
12 you want to slow back down to two or three in order
13 to eventually do a rolling stop into the station.
14 So I believe that answers your question.

15 MR. NESLAND: Yeah, absolutely. And I
16 appreciate you adding that for the engineers'
17 benefit and their training. The other question I
18 have is Roba's Tree Farm is listed as the
19 manufacturer. Are you truly the manufacturer?

20 MR. ROBA: Of the rail bed and station,
21 yes, we did all of that. The train itself is
22 Suwannee River Railroad, Todd Swan is the
23 manufacturer. If think that answers your question.
24 I believe there is a reason for us submitting it as
25 one, maybe -.

1 MR. FILOROMO: The train is a
2 component of the railroad and he's registering the
3 whole railroad.

4 MR. ROBA: In our hopes moving forward
5 we'll list it in our database as what it is, right,
6 there's a manufacturer and serial number for it and
7 the like. But the interaction so to speak is the
8 railroad itself as a component.

9 MR. NESLAND: Yeah. I only ask
10 because I mean I thought it was very well made and
11 if Roba Farms had done this, it's done a - tell you
12 what a really good job you did.

13 MR. ROBA: Thank you. I believe Todd
14 is here so I'm sure that he's getting there but I
15 agree. It is an excellent train, a beautiful train.
16 It runs incredibly well. He's done a phenomenal job
17 in building this things.

18 CHAIR: Any other discussion from
19 Board members?

20 MR. DIDOMIZIO: Mr. Chairman, if I
21 may, I wanted to follow up with a question.

22 CHAIR: Yes, Mr. DiDomizio, please go
23 ahead.

24 MR. DIDOMIZIO: So the locomotive is
25 built by Suwannee River Railroad Company obviously

1 as an amusement ride. How about the cars
2 themselves, who manufactures the cars?

3 MR. ROBA: The same Suwannee River
4 Railroad.

5 MR. DIDOMIZIO: So then what you folks
6 have done is you've purchased - purchased the
7 locomotive, using it as is, hooking up care to it
8 and then what you've done is made a track and
9 layout. Presumably everything is in compliance with
10 the whatever the manufacturer of the locomotive says
11 it is capable of doing.

12 MR. ROBA: That's correct.

13 MR. DIDOMIZIO: So I'm breaking it
14 down by locomotive, cars, the track, the building.
15 Now, the building design that's - Suwannee is the
16 manufacturer of the train and cars obviously so as
17 far as the submission, what I'm seeing is the
18 submission is really just limited to the track, the
19 layout of the track, and all the features and
20 requirements for that. I don't see any reason why
21 Suwannee wouldn't be listed separately on the
22 application merely from a liability standpoint if
23 anything happened, God forbid, anything happens with
24 the locomotive or the cars, I don't really think
25 that you need to carry that liability. What are

1 your thoughts to the conversation? I'm only
2 bringing that up if Mr. Filoromo wanted to comment
3 on that?

4 CHAIR: Thank you for your concerns,
5 Mr. DiDomizio. Please note that our documentation
6 as Mr. Filoromo had said was the submission of the
7 railroad as a whole and the train as a component.
8 It's not removing or adding liability to Roba Farm,
9 Inc. as if this is a civil matter which we don't get
10 involved in. It's apparent that it was manufactured
11 by Suwannee and they would have that piece of the
12 liability that would be discussed or determined by
13 insurance, insurance investigators or civil -. How
14 we list it in our database for our own operation is
15 not relevant to assigning liability. So it's kind
16 of housekeeping for us on how we identify it. It
17 doesn't change that it was manufactured by Suwannee.
18 We've determined that it's a submission as a whole
19 railroad that was provided to us by Roba Farms, Inc.
20 Does that make sense for you?

21 MR. DIDOMIZIO: Oh, yes, sir, as long
22 as there's been no modification to the locomotive or
23 to the cars, it simply come out of the wooden box
24 and ended up on the track. I don't think I'm
25 familiar with locomotives in general.

1 CHAIR: You bring up a great point for
2 clarification. But yes, that's why the manufacturer
3 is online with Mr. Roba in attesting that he stands
4 by his product that he's providing to Roba Farms and
5 Mr. Roba is using them in accordance with the
6 manufacturer requirements.

7 MR. DIDOMIZIO: Understood. Thank
8 you.

9 CHAIR: Any other questions or
10 concerns?

11 MR. REMMIE: Tom Remie. I see this
12 as very similar to things we've done in the past,
13 Knoebel's, they designed the twister roller coaster.
14 Waldemeer has a great coaster, designed that coaster
15 and constructed in-house. And again it's parallel
16 to what Robas are doing. My thought.

17 CHAIR: Thank you. Any other
18 comments? This is - for a motion?

19 MR. REMMIE: I make a motion to
20 approve.

21 CHAIR: Any discussion? Second?

22 MR. SWIKA: I second.

23 CHAIR: Thank you. Any discussion?
24 All those in favor?

25 ALL RESPOND AYE

1 CHAIR: Any opposed? Mr. Roba, you're
2 going to have one last letter from us.

3 MR. ROBA: Thank you very much
4 everybody. I appreciate it.

5 CHAIR: Awesome. Thank you so much.

6 MR. ROBA: If I could ask one question
7 real quick while we're still on our topic. We do
8 have the second train, locomotive and coaches from a
9 separate manufacturer that Randall has a picture of
10 there. I believe we recently discussed that when
11 everyone was out but as far as getting that approved
12 would that be a major modification submission?

13 CHAIR: It would. You're adding a new
14 component to it. But since you added the
15 manufacturer, and you already have all the rest of
16 the submission, it's just you're adding a new train
17 and it's potentially - actually there would be new
18 cars. So the submission would be identical except
19 for the specifications for the train.

20 MR. ROBA: Got it. Got it. Okay. I
21 think that covers it. So thanks everyone again. I
22 appreciate it.

23 CHAIR: Having almost completed our
24 agenda, we have one final item. And then I'll ask
25 Mr. DiDomizio if he's willing to comment on it?

1 MR. DIDOMIZIO: Thank you, Mr.
2 Chairman. Before I do, did we skip over the fifth
3 and sixth one, the Kangaroo, the Steel Curtain and
4 Thunderbolt. I know we voted on one.

5 CHAIR: We took that as a lump sum, as
6 they were all major mods. We did not do an
7 individual for three separate ones. Do you desire
8 us to do so?

9 MR. DIDOMIZIO: Provision only applies
10 to the Kangaroo. I don't interpret -.

11 CHAIR: We'll clarify for the minutes
12 that that's acceptable.

13 MR. DIDOMIZIO: Yeah. And just for
14 the sake of the minutes, they would apply to the
15 Thunderbolt as well, so similar kind of, type of
16 question, not exactly the same ride - type of
17 modification but since there were schematics that
18 were included that raised a question for me about,
19 it kind of covers it, I just want to make sure it
20 doesn't go into the Steel Curtain.

21 CHAIR: I understand. I'm making the
22 notes. We'll carry the handwritten notes over to
23 meeting minutes, I want to make sure it's clarified.

24 MR. DIDOMIZIO: Thank you.

25 CHAIR: Thank you. Are you ready to

1 put on your other hat?

2 MR. DIDOMIZIO: Yeah. I got it all
3 lined up. When I had - just to start off with, of
4 course this is a relatively new of this
5 particular application so just so the Board knows I
6 will help with this presentation but I will abstain
7 when it comes time, comes to that point. I was in
8 contact with Jarrod - as a motion. And what you're
9 seeing here is it's not unusual to have this type of
10 a virtual ride with a seat - sort of four seats on
11 top of a platform and are stationery. We are
12 inside of a single room. What they're doing is
13 preparing the - so the manufacturer of the base and
14 the chairs attached to it, they're coming from the
15 person who's putting in the submission - back on
16 that first page, Beijing Leke.

17 So the motion is - by a company in
18 England and then they tag up with Beijing Leke to
19 introduce this product. So really what we're seeing
20 here is just the inclusion of a virtual reality
21 electronic that can go for - what we show on here is
22 the application for a four-seat platform that they
23 can chain together. It's really a package - looked
24 over all the schematics, all the items, everything
25 that we worked on together, plenty of updates or

1 whatever.

2 The one thing that I have to say
3 according to information that was received, has this
4 been approved? Just for the record was this not
5 approved August 25th, 2022 according to a note that
6 I have here from the manufacturer. I didn't see
7 this note but I'm just questioning right now whether
8 this has already been approved.

9 CHAIR: Long dramatic pause. So as a
10 reminder, we allow approvals to go through,
11 tentative approvals in some rare instances in order
12 to allow the operator time and effort for testing -.
13 So yes, this was granted approval for operation,
14 approval to bring before the Board.

15 We don't often see many VR submissions
16 so typically we like to bring items that the
17 bureau's working on to the Board for their review,
18 consideration and thought because that's why we have
19 the Board. Irregardless of our approval status or
20 not, it's still appropriate to bring items to the
21 Board. So yes, in this particular case this item
22 was approved to allow the owner to operate.

23 MR. DIDOMIZIO: They asked me to
24 clarify that because - on the phone, you know,
25 virtual - so they asked me just to make note of

1 that. So I am available to answer any questions the
2 Board would have about this. What we're seeing is -
3 well, let me just throw it out to the Board. Is
4 there any questions here, anything you see that
5 would prevent it from being approved?

6 CHAIR: I see heads shaking, not
7 nodding. So it doesn't appear there's questions.
8 But I do have a comment if I may. And I will quote
9 Mr. Hall a little bit about this. Before the formal
10 session I had a conversation as a side bar just to
11 discuss where the Board may or may not see virtual
12 reality fitting into the amusement ride setting as a
13 whole. And obviously there's caveats. We've seen
14 it where it's a feature or an option of an existing
15 ride or attraction. Therefore, we absolutely have
16 to entertain it as in our purview.

17 Right now for the record we have a
18 submission from Kalahari. They worked in concert
19 with a company called Ballast Technologies, or
20 Ballast VR where they made no physical changes to
21 the dynamics of the pro slide but offered a virtual
22 reality option for a pro slide waterslide at
23 Kalahari. It's actually - so they are on a boat
24 rather than navigating it themselves. And it is the
25 position of the Bureau and through review of our

1 engineer that we denied that registration
2 application which is the approval process.

3 So understanding this technology is
4 new, that there is not an established ASTM standard
5 for this technology that specifies its use. This
6 way or this submission, let alone attaching it to
7 the dynamics of a waterslide or any park attraction,
8 we felt it was prudent for the standards that exist
9 for us to be able to approve it comparatively to a
10 standard. So we will be taking that to the next
11 step as they did appeal our denial. So we'll move
12 forward with how that goes.

13 It will be, moving forward, up to the
14 Board to help the department determine where we are
15 with this, what is or what isn't appropriate as far
16 as the ride or attraction. Joe obviously has some
17 opinions so I'm going to ask Randy to turn on his
18 microphone and turn the floor over to Mr. Filoromo.

19 MR. FILOROMO: We're not talking about
20 it because it's VR, we're talking about it because
21 it is a stimulator where the seat moves. If the
22 seat stayed still and you had VR, we would not be
23 talking about this. So I want to make that clear.
24 And it's not like - and as far as the other things
25 go, when you have an amusement ride where the

1 headset can become a problem or where you have
2 patron-directed rider attractions where you normally
3 have go-karts, waterslides, trampolines, if you have
4 a patron-directed piece of equipment and now you
5 disconnect them from their senses so the patron
6 cannot direct themselves you compromise the safety
7 of that equipment. That's my opinion about this VR
8 being added to patron-directed rides.

9 CHAIR: Thank you. That's why I
10 brought up motion questions, where are the lines and
11 limits how VR interacts and when it is or not
12 considered. So I - Mr. Hall, he said almost exactly
13 the same thing. He said, well, in this case it
14 wouldn't be because it's attached to the amusement
15 ride or attraction but on its own it may not be or
16 probably shouldn't be -. I hope I got that right.
17 If you have any further insight, Mr. Hall, I'd
18 appreciate it.

19 MR. HALL: This is Bill Hall speaking.
20 A few years ago didn't Comcast out of Philadelphia
21 come in here with some device that was circular and
22 people would sit and put on gear. It gave you the
23 experience I think but they wanted to have it ready
24 for Christmas. And I remember about four or five
25 people that came in here from Comcast and we had

1 considered it as an attraction or a ride device I
2 think because people were seated. I don't know
3 whether this has any similarity but that's what I
4 remember. I don't know how similar this is but just
5 what I recall. Thank you.

6 CHAIR: Any other comments from the
7 Board? I agree. The VR portion of this particular
8 submission was not substance to why we were
9 considering it. It's no different than the coin
10 operated - not to confuse or add any additional
11 elements - but those rides -. So this met that
12 requirement.

13 MR. GORMAN: This is Steve Gorman
14 I was just curious. Bob, have you seen this
15 installation? Did you go there?

16 MR. DIDOMIZIO: No, not personally.
17 This is going to be installed in the Pittsburgh Zoo
18 as I recall.

19 MR. GORMAN: I'm just curious why
20 there's a height requirement, minimum height of 39
21 inches, is it because of the seat design or is it
22 because what they're showing is not appropriate for
23 minors or how violent does it move? Why would they
24 have that requirement if they're not interested and
25 are there seatbelts?

1 MR. DIDOMIZIO: To the first question,
2 there are some limitations and accelerations that
3 are shown to the platform movement and I asked that
4 same question, Steve, about how much - is it going
5 to be limited - more than jerking from side to side.

6 And from what I've seen it basically falls into a
7 class zero so it never gets in a situation where it
8 tips forward or tips backwards. There are hard
9 stops that would prevent that from happening. They
10 do put seatbelts in them - I think it's - ASTM, the
11 state does not require it.

12 But the reason why I wanted seatbelts
13 because I wanted to prevent people from just
14 snapping - getting up out of their seat, those are
15 things - due diligence of the operator. The height
16 requirement is more towards the age, keeping it
17 under a certain height basically keeping a kid, you
18 know, off of it that would not have -. Now they
19 tell me that modifications that could be made - as a
20 child ride but this is designed as an adult ride.

21 CHAIR: Thank you.

22 MR. DIDOMIZIO: If you look at page
23 six - guide operations, I'm glad you pointed that
24 out, that there are 11 feet so the entire structure
25 itself is meant to sit on the floor. It has a blue

1 unit next to it - sit there and they're just showing
2 it in close proximity for the photograph. Let me
3 see if there's another picture that shows it better.
4 We have multiple ones. On page nine, again, it is
5 just showing - you can see from the view under 2.6,
6 that's the dimension, the platform itself is
7 stationary. That darker area, that is actually -
8 it's just covering what's inside of it. Page eleven
9 you'll see that there are two units that are working
10 in tandem. That first picture 3.1 is showing how
11 the two units are tied together. The operator
12 stands at the console during motion, it's an
13 approved program motion.

14 And I've been assured that it can be
15 programmed to not exceed those limits. I don't
16 know, it tells your senses how these things work but
17 I've seen - I've seen them at least - program at
18 least ten years, more than ten years I've seen these
19 type of rides able to move you around. They put it
20 in a darker area and that's the idea -. Just by
21 putting the personal headset on you create an
22 environment and things and that's where this is
23 headed. I'm just giving you a feel for it. Safer
24 than not having - the VR as part of it.

25 So here's a case where you have a

1 company that specializes in VR and they teamed up
2 with a company that specializes in -. So the entire
3 package is for the submission of the structural
4 analyses of the platform itself. And of course
5 there's some electrical items having to do with the
6 console. I spent time with both parts to make sure
7 everything was covered. And typically - approve any
8 moving, well this was stationary - static versus
9 dynamic ride, even though those dynamics - something
10 like a coaster where you might have a VR - moving
11 around. Movements are limited here.

12 CHAIR: Thank you. Any there
13 questions, comments from the Board members? As Mr.
14 DiDomizio did state, we have issued this, brought it
15 to the Board just to show the uniqueness of the
16 direction we're starting to get into and have that
17 larger conversation about virtual reality. So
18 unless there is a desire to - ask for the Board to
19 take a vote on it, unless there's somebody who has
20 an issue with approval.

21 Home stretch. We have a few things
22 added to our agenda as housekeeping. I'd like to
23 start with the nebulous submission. This was in
24 error left off so we gave this tentative approval in
25 March with the understanding that it was going to be

1 operated, we'd go out and see it in operation. They
2 have brought their subject matter and is prepared to
3 give us an update of the status. After questions
4 and comments from the Board we'll go ahead and issue
5 a final approval but that's the Board's decision.
6 So please state your name and give us an update on
7 this.

8 MR. ROSSI: Thank you, sir. Tony
9 Rossi with Hershey Park, R-O-S-S-I. As Mr. Rennie
10 said, Zamperla actually put in approval for this
11 ride for us and tentative - was issued. We did have
12 representatives of the Department of Agriculture
13 come out and meet with us to do a final inspection.
14 We keyed on our restraint system because of the past
15 issues in our industry.

16 I can say that after the approval we
17 did open successfully. The ride has performed I
18 would say exceptionally well. We have had as we all
19 do little hiccups here and there mostly because
20 people like myself - and sometimes we don't fit.
21 That is the issues we have had. It has been very
22 reliable. I can say I know there have been a lot of
23 changes to this second generation as compared to the
24 first generation.

25 So we learned from the beginning

1 models, and they've gotten much better. It is a
2 very popular and reliable ride. And we've no issues
3 with it at all. Any questions?

4 CHAIR: Is it still popular? People
5 have -?

6 MR. ROSSI: I'll be honest with you
7 sir, it draws a crowd. It's kind of a mesmerizing
8 ride, you've seen it. It's just the way it moves it
9 draws you in a lot. It does real well, we put it in
10 our different food areas so people stay around, hang
11 out, just watch. Some eat and drink while they're
12 there.

13 CHAIR: Leave it to Hershey. That's
14 good. That's what you're supposed to do. Board
15 members, comments, concerns? Any reason why we
16 should not issue this full and final approval? Do
17 you have a desire to take a vote on it? We voted on
18 it in March with the understanding it is our
19 requirement to move -. You still have the hot seat
20 so we'll bring up your - we have it. Okay. So
21 whatever one you pick we're ready. There's going to
22 be four items they're going to speak about, the
23 theme submission. And we'll bring them up one at a
24 time, let them kind of go through it and we'll go
25 from there.

1 MR. ROSSI: We want to thank you for
2 your time this morning. We have submitted for
3 tentative approval four of these attractions moving
4 forward. Hershey Park has decided to make our
5 Annual Hershey Park in the Dark as we put it a
6 little bit darker. However, I can guarantee you
7 there will be non killer claws from outer space. No
8 chainsaws, no blood, no guts, no glory. Our Treat
9 Mill which we had for years and decorations has been
10 very popular and we're taking it to the next level.

11 You can go to the next slide. What we
12 are doing as you can see in our park there will be
13 various experiences. We will have walkthrough scary
14 experiences, trick or treat experiences, character
15 dance parties, creatures of the night and classic
16 Hershey Park in the Dark experience. And when we
17 say classic that's our walk through the zoo at
18 night. When I say we have classics, we have our
19 Hershey Park Treat Mill which has been popular for
20 years which is just a walkthrough for children and
21 families to get some candy, believe that or not.
22 They can dress up. We have a lot of decorations.
23 Our dancing pumpkins have been popular.

24 We've taken and stepped it up a notch
25 and I'll let Chris go over that in a second. But

1 we're not only going to have walkthroughs, we're
2 going to add more on the outside. We're going to
3 have indoor walkthroughs. Three are indoor, the
4 fourth is not really an indoor walkthrough. We have
5 the amphitheater. So we walk past the stage of the
6 open air amphitheater and then along the creek. So
7 it's not really a haunted house but it's what we've
8 listed in here as one of our houses.

9 We have three scare areas. We're
10 calling them Midway Misery, Darkness Hollow and
11 Valley of Fear. And then our fourth haunts, Haunted
12 Coal Mine, The Descent, Twisted Darkness and then
13 Creature Chaos is the one I mentioned that would be
14 a walk along the creek.

15 CHAIR: I believe just for housekeeping
16 for the one or two folks who are on the phone. So
17 Hershey Darkness, Trick or Treat. The thumb drive
18 they gave us doesn't work on our system so some of
19 the features of the slideshow presentation are not
20 projecting. We'll be able to provide - they
21 provided us handouts here and we'll upload those for
22 those folks who are interested. So enjoy the
23 talking tour and we'll upload the graphics.

24 MR. ROSSI: Thank you. Again, four
25 design designated walkthrough zone. These we'll be

1 calling our haunts. They're all unique and
2 different, I'll let Chris talk about where they came
3 from. But we've taken this very very seriously. We
4 went and found the best in the business to do this
5 for us. The design, I'm going to give you a little
6 history.

7 I was a jurisdictional inspector for
8 the State of New Jersey for many years. I was
9 working when the Great Adventure fire happened. We
10 did not have any jurisdiction over anything that was
11 going through at that time which changed right after
12 that. But we've all learned. So I did things a
13 little different than some, I checked things a
14 little different. And we had keyed on the safety
15 for our walkthroughs and how they're built and what
16 they're made of as well as making sure it is a safe
17 effective and kind of spooky experience for our
18 guests.

19 We will have the four that are going
20 to be controlled. We're limiting the amount of
21 people that can go through there every day. So
22 every day we're open it will be smooth control. And
23 as I explained to Joe on the phone we have our
24 procedures in place for evac as well as how we're
25 going to operate each and every one on a daily basis

1 to ensure we're not over capacity which in all
2 honesty we can never get to full capacity. How we
3 can safely and efficiently run these attractions.

4 One thing I'm pretty proud of is where
5 they came from and for that I'm going to let Chris
6 actually tell you how we got this put together.

7 MR. BROWN: Thanks, Tony, and thanks
8 to this Board for allowing me to be here. This is a
9 true joy for me. I grew up in Warren, PA, so I cut
10 my teeth going to the waterpark. It's been fun
11 being here to listen to all this.

12 Yvonne has the PowerPoint back up,
13 hopefully I'll give a quick sense of what Tony was
14 talking about. Hershey Park in the Dark, literally
15 we turn the lights off. It started in '98 when
16 Creatures of the Night activity led folks across the
17 bridge - it has evolved off to just Hershey Park
18 Halloween. As Tony mentioned, we spent a lot of
19 time and effort and what I find fascinating about
20 this industry is we all share so much. The ability
21 to share resources and share experiences and best
22 practices. We spent all last fall visiting all of
23 our local inventory - Jason's Woods, haunted
24 hayrides. And we went to Knotts Berry Farms for the
25 granddaddy of them all. We went to Universal

1 Florida, Bush, and Tampa Bush and Williamsburg. We
2 did them all. I'm so tired of being scared.

3 What we learned was important, and as
4 Tony said, some of you were probably on this Board
5 in 2004 when we operated Haunted Harvest which was
6 financially successful and terribly off brand for
7 Hershey Park and our family friendly demographic.
8 We had a great opportunity to work with some really
9 really great retired imagineers from Walt Disney
10 like Joe Lanzisero. He led our story team on this
11 and gave us great content really pooled from
12 Pennsylvania. So Haunted Coal Mine. The Creature
13 Chaos is all about mythical creatures in
14 Pennsylvania, Pennsylvania Folklore. This is our
15 business - we have Midway America. And The Descent
16 is actually about tunnels underground and if you
17 guys have been to Hershey, Mr. Hershey was a big
18 proponent of connecting underground tunnels and
19 utility corridors. Long before Mr. Disney thought
20 about doing it, Mr. Hershey was doing it. We try to
21 really mind that content.

22 And then we really just got a lucky
23 break. When we built Chocolate town in 2019, we
24 invited Adirondack Studios from Upstate New York to
25 build scenic elements for the project, but they were

1 too busy building Galaxy Central - at the time. So
2 they politely declined. So we were just in awe that
3 they'd even considered coming to little old Hershey,
4 PA to work for us. Well this year they have a bit
5 of a gap in their schedule. So we're working with
6 Adirondack Studios in Upstate New York to build all
7 of the scenic elements of the four haunted houses.
8 And they're just doing a terrific job.

9 So in the PowerPoint, and in the
10 handout that we gave you is just some of the
11 creative content from those folks. You can see the
12 layouts themselves. As Tony mentioned we're doing
13 four spaces at Hershey Park - if you haven't been
14 there for a long time, guests really haven't seen in
15 the last several years, the Midway Tent is a space
16 that hasn't been actively used. Historic Hershey
17 Park Amphitheater, I saw Joan Jett and the
18 Blackhearts there on a Sunday in 2004. We just
19 don't bring those in any more, the amphitheater has
20 been sort of vacant for a while, wondering what to
21 do. So we've been able to repurpose some of those
22 great spaces with this new haunted experience.

23 So we're thrilled about the content,
24 we're thrilled about trying to stay true to our
25 brand and be complimentary of our partners in the

1 industry and folks that do the haunts in
2 Southcentral PA. We feel like it's another offering
3 of our region. They can put us on the map as a
4 great attraction with this industry. I'm just going
5 to go through a couple of the other sketches. I'd
6 be happy to take any questions.

7 So Twisted Darkness will actually
8 share space with the Midway Tent. So two houses and
9 one tent there. The fortune tellers tent. I can't
10 wait until you guys come out and see this. It's so
11 true to life -. The props that this team did is
12 truly remarkable. The next slide, is beautiful
13 underground rock work. And the skins and the
14 texture paintings - done two and half to three weeks
15 has just kind of blown me away. Haunted Coal Mine
16 uses - tunnels under it. A sign has been taken off
17 and turned into a sign shop and it's kind of an
18 inspiration to the town. We had a mine five, we had
19 a bunkhouse five, let's bring that back, let that be
20 part of the haunted experience. So here's some of
21 the art from that space.

22 And the Creature Chaos as Tony
23 mentioned is just walking in the amphitheater and
24 seeing that - the show has seemingly gone horribly
25 wrong and chaos has ensued. So this is really along

1 the line of one of the best midways at Hershey Park.
2 And I'm sure if you've been here in the summertime
3 and spent a little time in the shade along Spring
4 Creek - it's really scenic but it will be inhabited
5 by a menagerie of mythical creatures that Professor
6 Darkstone has released while traveling through
7 Pennsylvania. So everything from the Jersey Devil
8 all the way to - we have them all. We are excited
9 about it and happy to be here with you guys today.
10 Tony might have a few questions?

11 MR. ROSSI: Yeah. And that is our
12 plan. We wanted to get this to you as quick as we
13 could. Brad, our director of engineering, on the
14 package you have gentlemen and we'll make sure
15 everybody has, that would be his signature on there.
16 We are pushing to make sure we comply, not only ASTM
17 regulations but with all the - standards. We had
18 our inspectors ongoing through the entire process.

19 In fact Creature Chaos I'm not even
20 sure it qualifies as anything but we wanted to bring
21 it to you. It's all open air to let you know what
22 we're doing ahead of time and ask if there's any
23 questions. And as Joe knows I'm looking forward to
24 either him, Randy, both or all of you to come out
25 and walk through this, give us your input, give us

1 your ideas.

2 CHAIR: Thank you. I'm going to ask a
3 few housekeeping questions to help the Board focus
4 in on this. We have more than a little Board
5 expertise in this particular type of operation
6 around the room and on the phone. I think you're
7 going to get a lot of value out of this.

8 MR. ROSSI: Absolutely.

9 CHAIR: So when are you hoping to
10 start? When do you expect to open?

11 MR. ROSSI: We would like to open on
12 the 17th of September.

13 CHAIR: Of October?

14 MR. ROSSI: Of September.

15 CHAIR: Self or lead? Do you lead
16 people through these in groups or counting people
17 in, counting people out?

18 MR. ROSSI: Counting people in,
19 counting people out. That is part of our plan to
20 always know how many people we have inside.

21 CHAIR: Actors involved?

22 MR. KIRKHAM: Actors and attendants.
23 We'll have attendant stations throughout just to
24 keep you kind of moving as well as technicians, too.

25 MR. FILOROMO: Head count.

1 MR. KIRKHAM: Yes, head count is very
2 important. I'm glad you brought that up.

3 CHAIR: There was a conversation you
4 had mentioned we can never get to capacity. What
5 were you referring to? Is there not a capacity?

6 MR. KIRKLAND: We have a theoretical
7 capacity that we presented to Derry Township for
8 permitting purposes. That capacity is kind of,
9 let's say, tentatively based upon like a que line
10 situation as you kind of single file through these.
11 So that theoretical capacity is every occupant has a
12 - is two feet behind the person in front. So
13 operationally we don't feel comfortable jamming that
14 many people in the house at that amount of time. It
15 doesn't present very well.

16 MR. ROSSI: Leading to that - is a
17 question. So obviously based on the township code
18 since it's permitted. Because of the sequency of
19 the experience of the story unfolding is important
20 to us we do pause people through. Our attendants in
21 the front of the house and at six to eight different
22 locations through the house will manage that flow.
23 It is not the best to have too many people in
24 certain spaces so we'd be very intentional to work
25 through to keep the show at a high quality for us.

1 CHAIR: So you've created an occupancy
2 that works for the show you're providing?

3 MR. ROSSI: Absolutely.

4 CHAIR: So you're going to know who's
5 where and when or what size the group is so there's
6 really more to - they feel like they're walking
7 through -.

8 MR. ROSSI: We actually have four
9 houses. We'll have four radios so attendants can
10 communicate inside the house so they say, hey, slow
11 it down a little bit, this group got ahead. So it's
12 very intentional. Those attendants are actually
13 going through making sure that they're measuring
14 that pace to walk through. It's a bit of a risk and
15 that it's story driven, we realize that, but we
16 didn't feel like we could deliver just with sheer
17 scariness because of being Hershey Park family
18 friendly. So we're going to have to be intentional
19 about pacing people through -.

20 MR. KIRKLAND: Our lead will be more
21 like a conductor and knows exactly what's going on
22 and where he needs to go, step it up or slow it
23 down, keep the flow going.

24 CHAIR: Have you tried it yet?

25 MR. KIRKLAND: Next week.

1 CHAIR: And I'm going to hand it off
2 to the Board members. So some of these larger
3 operations - they have to move quite a few people in
4 and still provide them the experience. So our
5 personal interest is there a concern - who have gone
6 around and have seen a lot of things. Hershey is a
7 big draw and there will be some high expectations.

8 So you're going to get a lot of people
9 and you're not addressing that - deliberate design
10 of these features all over the place - most busy
11 here and they can still go and experience other
12 things. People are looking for stuff to do. And if
13 you get a capacity there's no way to tell the story
14 and still move people through.

15 MR. KIRKLAND: Yes. We are limiting
16 the amount of wristbands - entrances. We may have,
17 let's say, 10,000 people in the park, we don't have
18 10,000 wristbands.

19 CHARI: So you do give consideration
20 of how many people can truly get the experience and
21 still have a good experience?

22 MR. KIRKLAND: Yes.

23 CHAIR: I know there's a bunch of
24 questions so I'll turn it over to Mr. Nesland.

25 MR. NESLAND: So I don't have a bunch

1 of questions but I do have some questions. In your
2 drawings, and really I'm more concerned with the
3 walkthroughs, in those drawings I don't see any
4 emergency exits which I know in the past in things
5 that I've done it was a big challenge. Emergency
6 exits are a challenge. Emergency lighting. And
7 then also flame-retardant materials. Can you speak
8 to how you are addressing those?

9 MR. KIRKLAND: We do have emergency
10 exits built into the bases. There are doors put in
11 there. The egress plan that is in your packet
12 should have those identified.

13 CHAIR: We don't have -.

14 MR. KIRKLAND: When you get the
15 packet, you'll see the egress plan of each house
16 that identifies the emergency exits. Each one of
17 those emergency exits will have a code complaint
18 exit sign above it that in the case of an emergency
19 or any stop on the attraction, those emergency
20 lights will light up and all the house lights will
21 come on and all show lighting, sound, all shuts
22 down. And then can guide people out of the house
23 safely. We're monitoring heat detection in each
24 house. And we're fully sprinklered.

25 MR. NESLAND: And lastly, I laugh when

1 you bring up heat detection. We had trouble with
2 smoke detectors.

3 MR. ROSSI: And Brad, just so you
4 know, it is tied in to the fire system, as well as
5 the east side for the attendants. If they have a
6 problem, if we have a guest in distress, someone's
7 panicking, anything happens, they can shut the
8 show down so they can evac and take care of it.

9 MR. NESLAND: And the materials are
10 fire retardant?

11 MR. KIRKLAND: They are. All
12 materials are fire retardant so the construction of
13 the actual maze is metal studs and fire-treated
14 plywood. And then any of the show elements that
15 can't be fire treated we actually go through and
16 apply a fire-retardant application to everything
17 once it's set, that is kind of the last step as we
18 go through - so yes. We have - cigarette lighter
19 test done.

20 MR. NESLAND: Thank you.

21 MR. HALL: This is Bill Hall speaking.

22 I always appreciate what Hershey Park does when
23 they come in here to alert us usually well in
24 advance what they're proposing. However, I really
25 don't know whether this comes with our coverage area

1 in that it seems like it's more of a municipal
2 jurisdiction rather than amusement or entertainment
3 ride or device. Just my thinking.

4 CHAIR: I want to answer this. So by
5 definition of an amusement attraction versus a ride.
6 So ride is a set course where you'll be moved and an
7 attraction is a set course where somebody is
8 traversing. So where they have a structure
9 temporary or permit, it falls into the general
10 oversight and purview of amusement attraction. The
11 outdoor one where people walk freely without a set
12 course, a temporary or permanent structure, we have
13 nothing to do with but we appreciate the voluntary
14 compliance with all that. But when you set a
15 structure, even if it's temporary pavilion that you
16 transform into an event - we work in conjunction
17 with so our law meets right up against zoning and
18 building requirements and we do the additional
19 requirement as an amusement attraction.

20 MR. HALL: I don't want to argue the
21 point, but I'm just bringing it up. They told us
22 they already been in touch or had discussion with
23 Derry Township officials. And my thought, do we
24 approve lights on houses, last walkthrough, we do
25 that, right? Well maybe that's similar to what

1 they're doing here. So you've answered my question.
2 Thanks.

3 MR. REBBIE: Do you have any video
4 surveillance system throughout the place and command
5 center - several people watching?

6 MR. KIRKLAND: Yes. We'll have
7 cameras throughout all the houses. And they benefit
8 - we hear that from every operator. Cameras are in
9 place, we monitor the event. That's one of our
10 opportunities to catch guests all the time. We'll
11 have cameras onsite for sure.

12 CHAIR: Sell those pictures. I love -
13 have you ever seen - get scared. You've got that
14 snapshot moment. You're not doing that yet, you're
15 missing out. Go to the penitentiary. They've got
16 that down to a science, they catch you at the worst
17 possible moment.

18 MR. KIRKLAND: We're going through a
19 lot of that an awful lot. We also have a training
20 program which starts Saturday. Every attraction
21 attendant will have to be certified before they
22 work. And we're going to have practice, practice,
23 practice, because I for one have had - probably get
24 tired of hearing it but I want to know who's doing
25 what, and who's the last person sweeping that

1 building. There's always somebody that's got to
2 sweep. So that's very important -. And do they
3 know their job, is it getting done. We got to
4 practice.

5 CHAIR: I look like I am available
6 Thursday, maybe Wednesday evening.

7 MR. FILOROMO: The 17th, right?

8 CHAIR: 17th, Joe. We'll take a look
9 at it, not because you're Hershey but because we do
10 that for anyone. We'll let you know if we see
11 anything. Sounds like you've addressed everything
12 except for the photo -. Board members, any
13 questions to make their product better? Brad, I
14 know you have more than a lot of experience. We'll
15 let you know how it goes.

16 MR. KIRKLAND: You are all more than
17 welcome at any time. I'm sure you know that.

18 I'd like to get ahead of the game on
19 something with you, sir, if I could. One more
20 thing. I'm sure there's been word around and
21 nothing has been released, you will be getting a
22 submission for a major modification to one of our
23 attractions.

24 CHAIR: You can name it nameless. We
25 love rumors and innuendos. There's a lot of people

1 coming to your park for their very last ride that
2 will be really surprised next spring. We are duly
3 notified.

4 MR. KIRKLAND: Yes. Thanks.

5 CHAIR: Okay, Mr. Swika?

6 MR. SWIKA: Okay by me.

7 CHAIR: We're going to move to Board
8 Member Comments. Any questions? Let me look around
9 the room and on the phone. Mr. Hall, would you like
10 to start us off?

11 MR. HALL: My comment concerns the
12 travel expense voucher that we received today and we
13 did not receive one for our meeting in the spring,
14 or at least I didn't.

15 CHAIR: We can always provide you a
16 second copy for remission of those receipts. I had
17 made an error in that I did not let everyone know
18 that you can just submit receipts to me and I can
19 submit them with notations, even the ones from the
20 previous meeting, and I can submit them on your
21 behalf.

22 MR. HALL: I don't want to make this
23 personal but maybe it relates somewhat to other
24 people. For example, it says \$53.50 for this
25 particular one. I got a bill of \$42 for the

1 Turnpike when I was here in the spring. And I went
2 through - I didn't get a receipt but I know what you
3 have to do to get a receipt, you go to the Turnpike
4 Commission. So it's a big headache. And how do you
5 suggest we handle that?

6 CHAIR: I can handle that with you.

7 MR. HALL: That's what you told me
8 before.

9 CHAIR: Before you go I'll get a
10 signature on a piece of - there's a document for
11 a missing receipt so Commonwealth for travelers
12 doesn't allow - they need a document, even if it's a
13 standard form I lost my receipt. And they say you
14 have to make an exorbitant effort to get that
15 receipt.

16 MR. HALL: That's my Board comment for
17 today. Thank you.

18 CHAIR: Thank you, sir. Those on the
19 phone or those present, any additional comments from
20 Board members? I had one last question for the
21 Board members before we ask for a motion for an
22 adjournment. Another meeting this year or when is
23 the Board available the first part of next year?
24 That's two separate questions regarding the same
25 conversation. Should we have another one this year

1 and if we do, when? If not, we should have one
2 immediately into next year.

3 So I'm interested to hear conversation
4 so we can start looking at dates. What happened
5 over the summer - and that is not an excuse but just
6 information. This room, which is typically the only
7 one that functions for us as the other ones are too
8 small, was occupied as an operations center for the
9 highpath outbreak from early May through the
10 beginning of August this year so we could not
11 operate out of here. We could have done a
12 completely virtual meeting, meaning we set it up on
13 TEAMS. And after speaking to some of the members,
14 that's not something that everybody is interested in
15 as there's more benefit in seeing folks so that's
16 why we delayed having this meeting longer than we
17 typically would.

18 I apologize and appreciate the Board's
19 efforts. So any Board members with an opinion on
20 having another one this year or having it sometime
21 early next year, and if so, when?

22 MR. DIDOMIZIO: Mr. Chairman, if I
23 may?

24 CHAIR: Of course, Mr. DiDomizio.

25 MR. DIDOMIZIO: First of all, I think

1 you've made tremendous stride in the improvements in
2 the meeting room. It wasn't that long ago it was
3 hard to get a conference telephone call and now
4 we're seeing the meetings - and this is great. So
5 with that in mind, it also leads up to the
6 possibility of having meetings during months -
7 hazardous for traveling for those that come then.

8 So the question is when an application
9 comes in - the folks at Kennywood, it should be
10 ready fairly soon and, of course, the requisite 90-
11 day period, they'd like to get moving as
12 expeditiously as possible. Would it make sense to
13 set a time that a submission made today could
14 possibly be ready for approval at the next meeting.
15 I know you guys do what you can to try to get them
16 in as quickly as possible. But with available
17 technology we have the ability to do that. I would
18 like to tell my clients we do require 90 days but I
19 can't really tell you when it might get reviewed and
20 ready for approval. Of course, we want enough time
21 to review this, look over it. So any thoughts on
22 any regularity to the meeting is my question.

23 CHAIR: Very important, Board members,
24 any conversation on Mr. DiDomizio's -? I have an
25 opinion but that's just an opinion. Then I'll offer

1 my position.

2 We are willing and prepared to have
3 meetings based on availability of technology of
4 members with the understanding that we want to have
5 enough information on the agenda to make it worth
6 the Board member's time which is why the Bureau
7 issues tentative approval to gather information to
8 give to the Board. The Board has an advisory
9 committee that provides that extra layer of review
10 to make sure that we're seeing everything that that
11 individual subject matter expertise allows.

12 So it is not a requirement for
13 operation, right? We don't delay an approval. We
14 just ensure that approvals come before the Board
15 because that's what the Board is for, right, they
16 add that extra layer of expertise to make sure the
17 submissions are the best they can be. So I would
18 love to tell you that we should have it four times a
19 year but if we don't get anything in and submitted
20 to us that is worth the Board's attention, is one
21 ride enough to bring the Board together in person,
22 or do we offer virtual?

23 We can always upload new information
24 for review by Board members, but does that mean we
25 have to convene a Board to officially have this

1 discussion? No, it does not. So I would argue that
2 twice a year is the minimum and three times a year
3 or four times a year as necessary at the discretion
4 of the Board members. If you guys want to meet four
5 or five times a year, we'll figure that out. But we
6 should meet at least twice a year just for
7 housekeeping if nothing else. But we always will
8 provide Board members what has been submitted to us
9 to get your specific expertise and review as I would
10 argue Kalahari and some of those other ones that you
11 yourselves have reviewed. That's really at the
12 discretion of the Board. But I have to say Board
13 members have to agree and be available, then we have
14 to schedule all of this.

15 But there's nothing that says we can't
16 do this all virtually if that's something you're all
17 comfortable with which means you're provided the
18 material for review, have a conference call or a
19 video conference and then we still have to allow the
20 public to participate, right, so we still have to
21 Sunshine the meeting of the Board. So I can't just
22 do a conference call whenever I want if the Board is
23 conducting activity. I want to get your opinion
24 individually but we can get together and consult as
25 a Board. It has to be Sunshined. So that's my only

1 stipulation. So again, that's at the discretion of
2 the Board. I believe if you want my opinion that we
3 should look for the next Board meeting after the
4 first of the year and what you all believe your
5 availability is. And then you can decide whether
6 virtual is more appropriate based on circumstances.
7 That's my opinion. How say the board if you have
8 any comments?

9 I have a lot of nods of affirmation
10 here. So here's my suggestion, Joe, Yvonne and I
11 will search dates to circulate and I would say they
12 would be late January or February dates. If we can
13 get a consensus of Board members for some of those
14 dates and we'll leave all days of the week open. If
15 our Board members say they want to appear in person
16 that's their preference. We can look for a March or
17 April date if that's preferential because I would
18 hate to put anybody in a hazard of being on the road
19 if their preference is in person.

20 So let us circulate some dates for
21 early next year, and then we'll go from there. But
22 that's my intent, at least twice a year, three or
23 four times a year if we have a lot to go over and
24 the Board feels there is something to it.

25 MR. HALL: Before the pandemic

1 affected us and if I recall we used to have four
2 meetings a year, January, sometimes over at the
3 Hershey Exhibition Center when they had the
4 Association meeting. April, July and then October.
5 When I first joined this group back in 1992 we had
6 one meeting a year and we spent all day up here.
7 It's not doable in a sense as far as, you know, your
8 endurance and being sharp and wanting to listen.

9 Then they expanded to two meetings a
10 year, and that was not sufficient either. It was
11 just too much to approve or go over. And I think
12 four meetings a year has proven to be pretty
13 effective. But you know, if you don't have a number
14 of ride approvals, I think you have to play it by
15 ear and see where we go from there. But I would not
16 like to see us go back to two or one meeting a year.
17 My thoughts.

18 CHAIR: Understood and appreciated. I
19 agree, as long as there's items to review then we
20 should absolutely establish as Mr. DiDomizio was
21 saying a 90-day cycle if there's enough for the
22 Board to review. So again we'll circulate dates for
23 early next year and see if we can get a quorum of
24 members. Hopefully we'll get an update on some of
25 the members - the potential to add an additional

1 position on the Board to represent an emerging
2 market for us that we never contemplated before.
3 All good direction for the Board, and we appreciate
4 it. Any other comments before I ask for
5 adjournment. Is there a motion to adjourn?

6 MR. REBBIE: Motion.

7 CHAIR: Is there a seconded? All in
8 favor of adjournment?

9 ALL RESPOND AYE

10 CHAIR: We are adjourned. Thank you,
11 gentlemen.

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MEETING CONCLUDED AT 12:39 P.M.

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CERTIFICATE

I hereby certify that the foregoing proceedings, hearing held before Acting Chair Remmert, was reported by me on September 8, 2022 and that I, Derek Richmond, read this transcript, and that I attest that this transcript is a true and accurate record of the proceeding.

Date the 13 day of October, 2022



Derek Richmond,
Court Reporter