

STATE OF NEW HAMPSHIRE



Passenger Tramway Safety Board



Office: c/o N.H. State Fire Marshal's Office
110 Smokey Bear Blvd., Concord, NH
Mailing Address: 33 Hazen Drive, Concord, NH 03305
603-223-4289, FAX 603-223-4294

Table with 4 columns: Mark Petrozzi (Chairman, Term exp. 6/20/24), Stanley Judge (Member, Term exp. 6/20/27), Kris Blomback (Member, Term exp. 6/20/26), Steve Howell (Member, Term exp. 6/20/25)

NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES March 5, 2024

Gunstock Ski Area, Gilford

DRAFT

Attendees:

Board Members: Mark Petrozzi, Chair
Kris Blomback
Steve Howell
Stanley Judge

NH DOS: Briggs Lockwood, Nancy Ettelson, Scot Woolfenden, Roxie Beall
Chief Inspector, Inspector, Inspector, Administrative Support, SFMO

Industry: J. Scott Davis, Alan Wickstrom, Brian Norton
Guest: Loon Mountain, Loon Mountain

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### **I. Call to Order:**

Chair Petrozzi called the meeting to order at 10:02 am. Quorum present.

### **II. Reading and Approval of Minutes:**

Chair Petrozzi called for the reading and approval of the minutes from the last meeting January 8, 2024.

Motion made by Steve Howell to read and accept the minutes.  
Seconded by Kris Blomback

Discussion: Scot Woolfenden - Pg 2 bottom, Mike Manly of P.O.M.A., should be Poma.

Chair Petrozzi points out that bullwheel should be one word, not two (eg. bull wheel).

Chair Petrozzi p. 3, some discussion about bullwheel retention versus tension sheaves, one line "Briggs Lockwood advised there is room for discussion". Was there further discussion or thought on this one that should have been documented in the minutes?

Briggs Lockwood explained that the engineer was describing those sheaves as counterweight sheaves. Definition from B77 2017 standard explains that if sheave turns when haul rope turns, it is not a tension sheave, it's a bullwheel.

Scot Woolfenden said that was in reference to bullwheel retention. There's no retention for the way they were designed but that will have to be done.

Ross's take was they did not need retention because they were not being replaced and not considered bullwheels.

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Briggs Lockwood agrees that if not modifying that lift, they don't need to do it.

Stan Judge read the definition of a bullwheel in B77 2022 standard is the same as 2017: a large grooved wheel at a terminal that rotates continuously when the haul rope is moving, which differentiates it from the counterweight sheave system which does not continuously rotate when the haul rope is moving.

Briggs Lockwood explained that in the case of that particular tram, the sheaves, by definition, are bullwheels but they are actually doing the same job as counterweight sheaves.

Chair Petrozzi explained that his intention for the comment was to make the minutes clear as to the discussion that was had at the last meeting. He asked if we should add a line clarifying that there's no requirement for retention since they are not replacing them?

Briggs Lockwood suggested that it was left unclear in the meeting so the clarification should not be reflected in the minutes from the last meeting.

Chair Petrozzi suggested not to adjust last month's minutes but make a notation for this meeting that the discussion was resolved as a result of the fact that there's no plan to replace either bullwheel or tension sheaves.

Nancy Ettelson pointed out that it was in the contract to replace them.

Briggs Lockwood has reviewed old minutes from meetings and found no issues with bullwheels. Some older lifts have had bullwheel retention added to them. Some discussion in the industry pointed to lifts with the biggest risk to add them, but there was never a requirement created. Scot Woolfenden added the comment that it was pushed more by insurance companies than anything else.

All in favor of approving minutes as discussed. Unanimous.

### **III. New Business:**

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### A. Loon Mountain Pulse Gondola Informational

Steve Howell, Alan Wickstrom and Brian Norton presenting.

Brian Norton introduced this project by saying it has been 30 years in the making. Purpose of presenting today is to give a heads up before it becomes public knowledge. Complicated project that starts on Dennis' Riverwalk land, ends on Mark's South Peak land, and Loon operates it. There's some top sharing and a few parties involved. They want to get an accurate understanding of what needs to be done to accomplish this, and make sure they are addressing any questions or concerns that arise from it.

Pulse Gondola meant to be used for public transport from Riverwalk Resort to South Peak base area or Timber Town base area. There are plans for future development there to further justify the need for the transport. When Dennis built Phase 2 of hotel, he had a plan for it to fit in over there then he changed the pool so plans are needing to be adjusted a little bit. Plans are available that show it in closer to final alignment.

Chair Petrozzi asked for confirmation that Loon is going to be exclusively operating it. Not like Telluride, quasi-municipal.

Brian Norton responded that it will be similar to how River's Edge real estate lift is. It is not owned by Loon, but Loon operates it. Haven't worked out who would have access and who wouldn't. We want as many people to ride as possible but we want to protect the P & C parking lots of the local businesses, so people aren't parking there to ride the lift.

Dennis and Mark own all the red roofs in the photo. Plenty of hotels within walking distance so some ongoing conversation about how to manage access and who actually gets access but they won't know the solution to that right away.

Steve Howell handed out photos of a similar lift at ski jump near White Faxe, New York. Last page is a recovery concept article out of Doppelmayer magazine. Not sure if the lift in the proposal is going to meet all the criteria of the literature.

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The idea was to come up with a lift that a scenario that would need a rope evacuation is unlikely. Still working with Doppelmayr on that so cannot make that claim at this point. Drawings on larger table to review.

Chair Petrozzi asked how many cabins there would be.

Steven Howell responded 12 cabins. Brian Norton clarified it is a 4/3/8 and initial buildout would be 2/3/8, meaning 4 pods, 3 cabins in a pod, 8 person capacity in each cabin.

Chair Petrozzi asked for potential number of people over the river simultaneously if needed to evacuate. If all loaded in initial capacity, there isn't much chance of being over the river because of the cabins on the end, but in the 4/3/8 capacity, there is a higher chance of being over the river.

Briggs Lockwood said he talked to Steve Howell and consulted the B77. With this project, the bullwheels are redundant. They have a plan for deropement. Each tower could be equipped with rated equipment to do the rigging, even if people are on the lift. However, the B77, under "Provisions for Evacuation", the first sentence in 411.10 says "aerial lifts shall be provided with means to evacuate passengers from stranded carriers. So B77 is assuming you may have stranded passengers who you need to get off the carrier. Have to get over this hurdle by having a written plan or may need to ask for an exception to get around this.

Steve Howell says that Doppelmayr claims cabins have never been stranded.

Chair Petrozzi agrees there needs to be a consideration for this as all cabins are suspended over the river.

Brian Norton responds that the river is not normally as wide as it shows in the photo, and claimed there is a small window of opportunity for a cabin to be stranded over the river. It would be potentially maybe 3 cabins at most involved.

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Briggs Lockwood stated that it is arguably narrow enough to unload the people at an angle. Chair Petrozzi agreed a second belay line would work.

Brian Norton explained that they have the cable riding equipment and skillset, but currently no way to cableride guests. Chair Petrozzi explained how the second belay line would be used.

Steve Howell explains that the span going over river is quite high, towers are probably 70 / 80 feet. No towers in the river.

Kris Blomback asked how long it is. It was determined it was around 1400 ft.

Chair Petrozzi asked about timeline. Steve Howell responded the plan was to start and finish in 2025.

Briggs Lockwood asked how long is the span. Brian Norton said the river spans largest one to avoid the flood plain. Profile showed old terminal location which won't get clearance over the pool there. New alignment has 6 towers, with maybe a span of 400-500 ft river span, with about 120 ft of actual river channel, except at flood stage.

Discussion of potentially 100 people on it if it is full.

Elevation change not much, around 30 ft.

Brian Norton said if you walk to drive terminal is almost 30 ft higher where the unload would be. Tall concrete mast there to handle future construction.

Nancy Ettelson suggested using a fire truck man lift.

Chair Petrozzi asked what will happen with parking lot. Will it become the base area?

Brian Norton responded that in the short term, a river channel that was diverted years ago is becoming a challenge at the bottom of Timber Town. Once rediverted back into original channel, it will run almost to the bridge. Long term

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plans include the owner's tweaking designs to add a couple of buildings for ski school, NH Disabled sports and some retail, plus.

Questions about the walking distance to the quad. It is about 150 yards. From unload to Timber Town. Snow load pushes the boundary.

Brian Norton noted that it will eventually run 16 hours per day, most of the year.

Briggs Lockwood explained it will have a conventional fixed grip arrangement, and all rope spliced at a certain length and you move these just like any other fixed grip. Steve Howell stated they will probably migrate the grips seasonally. Not sure how to handle NDTs if only 6 carriers, would have to do 100 % every year to get your samples.

Briggs Lockwood agrees and said in the amusement world, they do them all every year, mostly.

Scot Woolfenden asked if Loon will be acting as a fiduciary for the owner. Who will deal with applications, paperwork for the board?

Brian Norton stated that he does not know how that will be handled. Loon has an easement on Timber Town so that may be how this one will work, but he is unsure. Dennis may give Loon an easement for the footprint of the lift and the towers, that would give Loon permission to sign on behalf of the project.

Chair Petrozzi and Briggs Lockwood agreed that is a point that may need to be clarified through legal.

Nancy Ettelson commented they will be doing bullwheel bearings every 3 1/2 years.

Briggs Lockwood suggested making provisions when they design it. Cited the New Jersey variance where there is nothing to rig the lift to get it to the floor.

Chair Petrozzi reminds the Board this was for informational purposes only.

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### B. NH Dept of Safety Ethics Memorandum

Scot Woolfenden announced that Department of Safety issued this Ethics Memorandum a couple of weeks ago and should be passed to Board because it does apply to appointed Board members. It should be part of official meeting and minutes that Board members have been advised of it and have received copies of the memorandum.

Chair Petrozzi also mentioned email from Jan 11, 2024, regarding the required annual training. Chair reminds all Board members to complete the training. Roxie Beall reminds Board that the deadline is toward the end of April.

Nancy Ettelson asked Board members to review new website. Chair Petrozzi asked Nancy to send the link to Board members.

### IV. Old Business:

#### A. ANSI B.77.1-2022 Standard Review.

This topic had been tabled the last meeting due to time constraints. Chair Petrozzi explained he has been working with Marta Modigliani on examples of other state boards' procedures for waivers and variances. This was one of the last remaining things for the Board to discuss. While there is a mechanism for a variance, exception or exemption for ANSI B.77 but not for the Passenger Tramway Rules. He just received provisions from Marta Modigliani, but has not had time to review them yet. He would like to draft something for pertinent to Tramway Board using legal language from these other documents. He expects the draft will end up being two or three sentences that the Board can then vote to add to the Passenger Tramway Rules.



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Chair Petrozzi asked if there is anything else under this topic which needs to be discussed.

Briggs Lockwood brought up discussion about the 2022 change that says that hot work is not allowed to be done on a lift while it is carrying passengers. Hot work definition is anything that makes a spark. He brings up the point that though he does not wish to encourage hot work on a lift with passengers, unless it's the best way to get the lift empty. He states he has seen this situation arise in NH before. If standard gets passed as is, it will probably be fine, but he is asking the Board to consider the possibilities. Chair Petrozzi suggested framing the wording as an exception/exemptions for emergencies. Leave in 2022 but point to an exception for emergency situations.

Scot Woolfenden pointed out that hot work is included in Annex F1.2 (pg. 173) as a preventive measure. He suggested that maybe the Board doesn't need to do anything if not adopting Annex F.

Side discussion ensued about Annex F. Briggs Lockwood points out that new lifts built will still have to apply Annex F in the entirety because the Board discussions have only been talking about what is grandfathered and what is not. Chair Petrozzi thought the Board was just grandfathering Annex F1.5, machine rooms located within buildings and structures. Briggs Lockwood recalled that they were just going to pick a few things out to degrandfather fire extinguishers and LP installations. Everything would be subject to the grandfather clause except those few items.

Chair Petrozzi suggested making an emergency provision for hot work. Kris Blomback agreed to add an emergency clause. Scot Woolfenden suggested to add the few words 'only in emergency situations'. Stan Judge suggested adding the words "by a qualified individual". This would provide justification for the approval of the hot work in an emergency situation.

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Chair Petrozzi read F.1.2 "hot work activity shall not be performed on an aerial ropeways during public operation 'except in an emergency'.

Chair Petrozzi asked Nancy Ettelson to add it to the list of changes they are making to the language of the rules.

Briggs Lockwood got full copy of 2021 rules to start with to put a draft together. Nancy Ettelson will send Chair Petrozzi the electronic draft that Marta Modigliani provided to them for review. Chair Petrozzi to provide draft for language for the variance and circle back to Marta Modigliani for terms.

Final draft to be ready for final review for next meeting. Chair Petrozzi would like to have everything ready to vote on by the June meeting.

Briggs Lockwood to talk to Deputy Director Brian Allard about initiating the rulemaking process. That will get an attorney assigned to the process. Rulemaking will also include financial impact and fees. Briggs explained they wants to bump minimum fees, establishing a new baseline.

Chair Petrozzi asked Kris Blomback to work with Briggs Lockwood with feedback from SkiNH on the proposed fee changes/new baseline.

Scot Woolfenden asked for confirmation that the intention is to put the waiver clause in Chapter 300. Chair Petrozzi confirmed because Chapter 200 clause has nothing to do with safety issues so it would be a waiver clause for PSA 300 rules. Scot Woolfenden recalled the plan to move something out of the rules. Briggs Lockwood agreed the discussion had originally been to move the 7-year testing out of the rules and make an amendment so we would have an exception for it but decided to put the waiver clause into 300 instead, and feels this is better way to solve this.

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### **V. Other Business:**

Briggs Lockwood noted that Pat's Peak will be submitting applications soon, and also from Cranmore, to update brakes on South lift prior to summer season. Granite Gorge will probably be in to change the profile of their lift to take out midstation depressed tower and move it further up the mountain.

Briggs Lockwood reported several higher profile lift incidents in the last couple of weeks.

One at Gunstock didn't get media coverage. The Summit lift gagged up. Initiated rope evac process, sunny warm day so decided to try to work on it. Able to fix the problem and run the lift to get passengers off within an hour and a half. Congrats to the operators. Stan Judge questioned nature of the stop. One chair stopped rapidly, but anticollision picked it up and other chairs stopped normally.

Loon had a drive, Lincoln express, that went down on vacation week and ran on standby all week and things went well.

Tree fell on Tomcat lift at Wildcat a couple of nights ago. The tree got pushed into the tower, causing some superficial damage of tower, the brittle bar brackets broken and mangled. First chair grip slipped maybe 10 feet. They contacted wire rope guy who found no significant damage. They will straighten the deropement guard and discard one grip because the grip tongue is bent. They will put on spares. Lift was closed at the time.

Brian Head had a deropement. A detachable quad misloaded a toboggan, and deroped a portal tower at speed. They had to do a rope evacuation. The rope missed the catcher and went up against the beam. A fast acting lift technicians backed up their mountain cam and have a clip of what happened. Kris Blomback has a copy of the clip he will share with Board members.

Chair Petrozzi asked about Idaho kid who bounced out of the lift that was on the news.

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Guest Scott Davis mentioned a paraglider that almost hit the summit lift at Gunstock about a month ago.

NY fixed grip lift, chairs stacked up on downhill side of the lift. There are some photos on news online. Snow Ridge tower is out of alignment from tornado. Question arose as to why it ran if it was deroped. The General Manager had full page explanation and took responsibility for it. Robling/ Hopkins chairlift with haul chairs and grips on it. Some chairs fell to the ground. They stack up and keep pulling each other off.

### **VI. Next Meeting Date:**

- Tuesday, April 30 @ 10:00 am, Location: Gunstock

### **VII. Adjournment:**

Motion made by Kris Blomback to adjourn the meeting.

Seconded by Stan Judge.

All in favor. Meeting adjourned at 11:17 am.

Respectfully submitted by Roxie Beall, Date 3/19/24



**Department of Safety**  
*Office of the Commissioner*  
**POLICY and PROCEDURE**

**Policy No:** 15-003 (R1) **Issue Date:** August 2, 2015

**Distribution:** All Employees and Appointed Officials

**Subject:** Ethics

NOTE: This Policy is intended for the internal and disciplinary use of the Department of Safety and is not intended to establish any higher standard of care in any civil or criminal court proceeding or action than is otherwise provided by applicable State or Federal law. Violations of Department policies, procedures, regulations or rules only form the basis for disciplinary action by the Department or its Divisions (RSA 516:36).

**I. PURPOSE:**

To affirm the Department of Safety's commitment to exemplifying the highest principles of fairness, honesty and integrity in the conduct of its affairs.

**II. DISCUSSION:**

The Department is committed to upholding the highest standards of conduct in all aspects of our work and to maintain the public's trust and confidence in our organization. We recognize that as a governmental agency, we have a unique responsibility to act in a manner that is beyond reproach. This policy sets out the expectations that employees and appointed officials will act with integrity, professionalism, and respect at all times. Acknowledging that an ethics policy cannot cover every possible situation, this policy will establish the principles and standards that guide employees and appointed officials' conduct and decision-making. In reviewing this policy we should seek to understand not only the words, but the intent and purpose behind them.

**III. POLICY:**

Our employees and appointed officials shall adhere at all times to the tenets and procedures expressed in this policy. Every employee and official is responsible for understanding these procedures. Any questions or concerns regarding its interpretation should be directed to their immediate supervisor, Bureau Chief, Division Director, or an Assistant Commissioner.

**IV. PROCEDURES:**

**A. Adherence to Laws, Rules and Regulations.** All Department employees and officials must obey the laws, regulations and administrative rules of the State

of New Hampshire and the United States of America and refrain from illegal activity.

1. Any employee that has been arrested for violation of criminal law shall report such incident to their supervisor and the Department will make a determination as to whether the criminal investigation or pending charges conflict with the duties and responsibilities of the employee's position.
- B. Conflict of Interest.** Every official and employee must avoid activities or influences that conflict, compete, or interfere with the proper performance of their official duties or give the appearance of doing so:
1. Employees and officials are required to comply with all New Hampshire statutes governing conflict of interest requirements, including but not limited to: RSA 15-B relative to gifts, honoraria and expense reimbursements, RSA 21-G including but not limited to the requirements pertaining to conflicts of interest, misuse of official position, employment restrictions, nepotism, ethics, and state employee ethical codes. Employees and officials, to the extent applicable, shall also comply with RSA 15-A, which lays out the requirements for financial disclosures for individuals in appointed positions and RSA 21-I:52, relative to the prohibitions on discrimination and improper influence in classified positions.
  2. Employees and officials shall not participate in Department matters in which they have any specific or direct personal or pecuniary interest, and shall refrain from approving any process or transaction directly affecting themselves, members of their family, or in any other cases where the individual has a personal connection that would be likely to influence their judgment.
- C. Confidentiality and Privacy.** Employees and officials shall treat all privileged, non-public, or confidential information maintained by, available to, or handled by the Department as confidential. Accordingly, such information shall not be discussed or released except when specifically authorized by state or federal law, rule, regulation, or court order. Confidential information shall only be accessed by employees or officials when needed to perform their job duties.
- D. Financial Responsibility.** Employees and officials shall, to the best of their ability, attempt to uphold their personal financial responsibilities. They should maintain their personal financial obligations, especially those imposed by law, such as Federal, state, or local taxes, and make a good faith effort to settle accounts in a timely manner.

- E. Fairness and Impartiality. All employees and officials shall conduct Department business following the highest standards of fairness, impartiality, and professionalism.
- F. Duty to Report. Any employee or official who becomes aware of a possible violation of this policy, including a directive which in fact violates the law or rule, shall immediately report such information to their supervisor or in the absence of the supervisor, to their Division Director unless the Director would be the subject of the complaint, in which case it shall be reported to the highest supervisor in the chain of command. For employees in a unit not attached to a Division, the report shall be made to an Assistant Commissioner or the Commissioner.
- G. Fraternization and Nepotism. This policy is gender-neutral, meaning there is no presumption that fraternization is limited to or defined by interactions between members of different genders. These guidelines are strictly limited to addressing the *actual or reasonably perceived* adverse impact of familial or romantic relationships, not the actual relationships. Except for the prohibited actions in this section, nothing herein is intended to control or examine the relationships that may exist or develop between members of the Department.

This policy does not prohibit the Department from simultaneously employing individuals involved in romantic relationships or family relationships, so long as the employees or officials comply with the requirements of this policy and the relationship does not result in any actual or reasonably perceived adverse impacts on the Department's business, and the relationship does not create an actual or potential conflict of interest, or violate any other State or Department policies.

**1. Definitions of the terms used herein:**

- a. *Adverse effect* means an effect which appreciably or significantly compromises work performance, objectivity, judgment, professionalism, agency or unit reputation, or the manner in which an employee or official of the Department may conduct themselves or causes the Department to suffer public disdain or a loss of public esteem.
- b. *Family Relationship* means a relative of an employee or official, including the spouse, domestic partner, and, whether by blood, adoption, marriage or domestic partnership, the child, parent, grandparent, sibling, grandchild, aunt or uncle, niece or nephew, stepparent or stepchild, or other relation established by law or court order of an employee or official.

- c. *Fraternization* means a romantic relationship between employees or officials of the Department that results in an actual or reasonably perceived adverse impact the Department's business, including, but not limited to, the authority or objectivity of a supervisor, impartial participation in and application of Departmental policies, activities, scheduling and assignments, or the good order and morale of the unit or the Department.
- d. *Nepotism* means patronage bestowed or favoritism shown on the basis of a family relationship, as in appointment to a job, promotion, discipline, or job scheduling or assignment, or other behavior which results in an actual or reasonably perceived adverse impact on the Department's business, including, but not limited to, the authority or objectivity of a supervisor, impartial participation in and application of Departmental policies, activities, scheduling and assignments, or the good order and morale of the unit or the Department.
- e. *Romantic relationship* means a personal relationship between employees or officials of the Department characterized by a level of personal affection and familiarity not typically shared by coworkers in the work environment, including, but not limited to, dating, engaging in a romantic and/or sexual relationship, or cohabitating. For the purposes of this policy, romantic relationships are presumed to be consensual.
- f. *Subordinate* means an employee or official of the Department who reports to or is managed by the Supervisor.
- g. *Supervisor* means an employee or official of the Department who has delegated authority to hire, promote, evaluate, schedule, assign or direct another employee or official.

2. Nepotism and Fraternization prohibited:

- a. Romantic relationships or family relationships between two or more employees or officials that result in actual or reasonably perceived adverse impacts on the Department's business are prohibited by this policy.
- b. Employees or officials shall not use a family relationship or romantic relationship to seek special treatment or consideration for oneself or another member.
- c. An employee or official shall not oversee or evaluate a contractor or contractor's employee where the employee or official has a romantic



relationship or family relationship with the contractor or the contractor's employees.

**3. Hiring, Promotion, and Special Assignments:**

a. Employees or officials who are involved in a romantic relationship or a family relationship, with a candidate for hiring, selection, promotion, or special assignments shall not be involved in or have influence over the selection process.

b. An employee or official may provide a recommendation for the relative or romantic partner who is being considered for employment, promotion, or special assignment, which shall be accorded such weight as determined in the sole discretion of the appointing authority.

**4. Supervision:** A supervisor shall not engage in, be involved in, or maintain a romantic relationship or family relationship with a subordinate employee. Supervisors who become engaged in a romantic relationship or family relationship with subordinate employees must communicate this fact to the Director of the appropriate Division. Such disclosure must be made promptly upon the events giving rise to the relationship.

a. If the relationship involves the Director of a Division, the relationship shall be reported to the Assistant Commissioner with oversight over the Division or Unit.

b. In any relationship with a higher-ranking employee or official, the higher-ranking individual bears the primary responsibility to ensure that appropriate standards of mutual conduct and respect are observed, and shall avoid the perception that fraternization or nepotism is occurring. Whenever possible, the ranking individual shall not allow or arrange for a subordinate to whom they are in a romantic or family Relationship to become their direct report.

**5. Duty to Report:**

a. Any employee or official who is involved in a romantic relationship or a family relationship with a subordinate employee, supervising employee, or a job candidate must report such relationship to their supervisor. Such disclosure must be made promptly upon the events giving rise to the relationship.

If the relationship involves the supervisor, the relationship shall be reported to the next higher supervisor or the Assistant Commissioner responsible for that Division or Unit.

- b. Employees involved in a romantic or family relationship will be reassigned in order to avoid any potential violation of policy.
6. Violation: When a supervisor becomes aware of an actual or suspected romantic relationship or family relationship between employees or officials, the supervisor shall promptly disclose this to the Director of their Division, who shall forward a written memorandum to the Human Resources Director and the Assistant Commissioner with oversight for that Division or Unit, articulating all relevant facts. The HR Director and Assistant Commissioner shall review the facts to determine whether further investigation is needed, whether the facts appear to violate this policy or other State or Department policies, and recommend to the Director or Assistant Commissioner an appropriate response, which may include reassignment of one or both parties, or disciplinary action. Any complaint brought to a supervisor's attention that this policy is being violated shall be documented and investigated in the same fashion as any other complaint of misconduct or wrongdoing.

**V. RETALIATION PROHIBITED**

Retaliation against employees or officials who, in good faith, report a violation of this policy is prohibited and subject to disciplinary action.

**APPROVED:**



\_\_\_\_\_  
Robert L. Quinn, Commissioner

**REVISED:**



\_\_\_\_\_  
Date

## Ettelson, Nancy

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**From:** Howell, Steve <showell@loonmtn.com>  
**Sent:** Friday, March 1, 2024 1:34 PM  
**To:** Mark Petrozzi (Mark@alpenrisk.com); Kris Blomback - Pats Peak Ski Area; Stan Judge  
**Cc:** Woolfenden, Leigh; Ettelson, Nancy; Lockwood, WBriggs; Wickstrom, Alan; Norton, Brian  
**Subject:** Riverwalk to Loon Pulse Gondola  
**Attachments:** SAA0001607r02 Loon Pulse 4x3x8MGFP.pdf; RiverwalkGooglemaps.pdf; recoveryconcept.pdf; LakePlacidPulse.jpg; LakeplacidPulse2.jpg; LakeplacidPulse3.jpg

**EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.**

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Hi Folks,

At next week's Tramway Board Meeting I would like to introduce a new ropeway that is being proposed to connect the **River Walk Hotel** in Lincoln, with the western most part of Loon Mountain Ski area, near the new Timber Town lift pod. I have attached a Google Earth PDF with the approximate terminal locations, We will not have any engineering submittals or an Application for Construction at this time. The proposed ropeway is a Pulsed Movement Fixed Grip Gondola with four groups of 3 cabins capable of caring 8 passengers. The lift slows while cabins are in the terminals and travels at up to 1000 feet per min. between carrier groups in the terminals.

The attached profile will likely to change to do clearance constraints with the outdoor swimming pool at the River Walk Hotel. The time frame for construction is during the Summer of 2025. Other attachments include an article from Doppelmayr's WIR magazine about *Recovery Concept Ropeways*. There are also 3 photos of the Pulse Gondola at the Mount Van Hoevenberg ski jumping facility near Lake Placid, NY.

Attachments:

Initial Profile

Google Earth Terminal Locations PDF

Doppelmayr Recovery Concept from WIR Magazine PDF

LakePlacidPulse.JPG Photo of similar Pulse Lift

LakePlacidPulse2.JPG Photo of similar Pulse Lift

LakePlacidPulse3.JPG Photo of similar Pulse Lift

Best Regards,

**STEVE HOWELL**

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**Lift Maintenance Manager**

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Horizontal Length l : 551.00 ft  
 Vertical Rise h : 1.60 ft  
 Inclined Length (s) : 551.00 ft  
 Average Grade n : 0.29 %

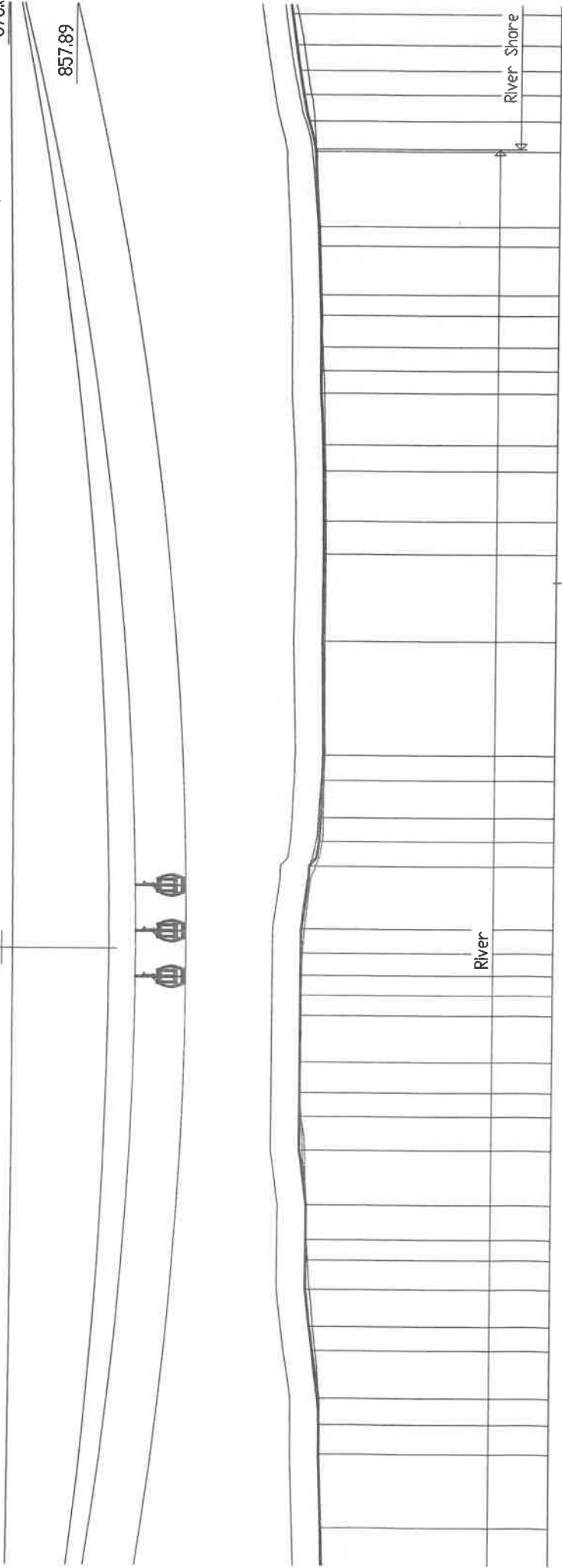
5

Sheaves Up 10T 401C  
 Sheaves Down 10T 401C  
 Tube length 73.00 f  
 Tube Angle 0°

3.01 ft min. Sag  
 29.23 ft max. Sag

876.6


857.89



# Riverwalk Pulse Location

Lincoln, NH

## Legend

 Lift Terminals



Google Earth



# Recovery concept: Subjectively and objectively safe

**Doppelmayr's new recovery concept ensures that ropeway passengers can always be carried to the nearest station without the need for a separate rescue system. As well as passing the test of objective safety, this concept wins the approval of passengers for perceived safety.**

Until recently, the recovery concept had been installed on the 3S lifts in Sölden and Koblenz. Now the same approach has been adopted on the new Grasjoch 8-passenger gondola lift in Montafon, Austria.

The philosophy at the heart of the recovery concept is to duplicate all function-related parts and equipment, and to make them independently operable – commonly referred to as redundant design. This applies, for example, to the bull wheel bearings and emergency drive. In addition, all the organizational measures are put in place to make sure that the technical means can be made ready without delay in a failure scenario.

In compliance with the appropriate regulations, this approach enables passengers to be brought to safety within a

reasonable time period in the event of operational malfunction of the lift. Evacuation by rescue ropeway, for example, is no longer necessary; passengers are not required to leave the gondolas if the lift fails.

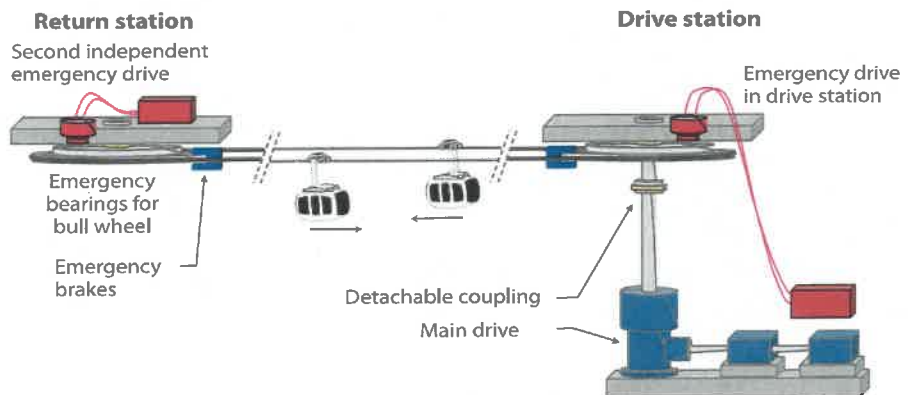
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**Maximum safety and top comfort are standard features of modern Doppelmayr ropeways**

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In general terms, Doppelmayr lifts always provide the assurance of a high safety level. Passenger comfort is a major feature of entering and leaving the gondolas; no-one is made to fear they might miss their turn to board, or that they could stumble and become jammed. The well-ventilated gondolas glide smoothly and softly at all times.

## Doppelmayr recovery concept Stress-free rescue



With the new Doppelmayr recovery concept, stranded passengers are returned to safety exclusively by emptying the line. This is done using either the main drive, the emergency drive in the drive station or a second, independent drive located in the return station. All bullwheels have emergency bearings, the carriers are always able to circulate through the stations, and spare parts as well as special tools are stored at the towers. In addition, the towers are accessible for personnel at all times. This system is approved by the Austrian supervisory authorities, TÜV Austria, TÜV SÜD/Germany.







