

Kimms, Inc.
"Persian Kamel"
Kiddie

PERSIAN KAMEL

MODEL # 6000

TRAILER SERIAL# 90L600001T
RIDE SERIAL # 90L600001R



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ASSEMBLY PROCEDURE

PULL THE TRAILER ON TO LOCATION. SET DRIVERS SIDE OF TRAILER 6' 4" FROM THE MIDWAY LINE. SET THE KING PIN END OF TRAILER 10' 9" FROM THE END LINE OF THE SPACE. OVERHEAD CLEARANCE SHOULD BE AT LEAST 30' 2". LEVEL TRAILER MAKING SURE THAT THE CENTER BEAMS UNDER THE KING PIN END OF THE RIDE ARE AT THE PROPER OPERATING HEIGHT OF 5". IN NO CASE SHOULD THE RIDE BE OPERATED IF THE CENTER BEAMS ARE CLOSER THAN 5" TO THE GROUND.

TAKE THE LEAD LINE FROM THE REAR OF TRAILER AND HOOK TO 230 VOLT, 3 PHASE POWER SUPPLY WITH A MINIMUM OF 90 AMPS PER LEG.

LOOKING AT RIDE FROM MIDWAY SIDE, UNBOLT THE WING PANELS ON BOTH ENDS AND SWING THEM CLEAR OF THE TRAILER.

IF YOU DO NOT HAVE POWER AT THIS TIME, YOU CAN USE AN AUXILIARY 110 VOLT POWER SUPPLY TO SET UP THE RIDE. IF THIS IS THE CASE, UNPLUG THE HYDRAULIC PUMP LOCATED ON THE UNDER SIDE OF THE TRAILER BEHIND THE KING PIN AND CONNECT IT TO THE AUXILIARY 110 VOLT POWER SUPPLY. THE PUMP WILL RUN CONTINUOUSLY IF THIS IS DONE.

GO TO THE SECOND DECK AND LIFT THE KING PIN END SECTION OF THE FRONT WALL. WITH ONE PERSON HOLDING THE FRONT WALL, LIFT THE BACK WALL PANEL DIRECTLY OPPOSITE THE FRONT PANEL. SWING THE END WALL OUT AND PIN IT TO THE FRONT WALL WITH 2 "L" SHAPED PINS. AFTER DOING THIS, INSTALL A RAFTER ACROSS THE REAR ENDS OF THESE PANELS TO HOLD THEM IN PLACE. NEXT, LIFT THE FRONT PANEL OVER THE BARREL AND HOLD IT IN PLACE. USING THE SAME PROCEDURE THAT WAS USED AT THE FRONT OF THE TRAILER, RAISE THE BACK WALL AND PIN IT IN PLACE. THE RAFTER TO HOLD THESE SECTIONS IN PLACE SHOULD BE

INSTALLED TOWARDS THE MIDDLE OF THE TRAILER. UNBOLT THE 2" X 2" SQUARE TUBING THAT IS LOCATED AT THE BACK OF THE TRAILER ABOVE THE BARREL. USING THE HYDRAULICS, SET THE BARREL FRAME DOWN ON THE GROUND. MAKE SURE THAT THE FOOT PADS FOR THE BARREL FRAME LEVELING SCREWS ARE IN THEIR CORRECT POSITIONS. USE LEVELING SCREWS TO MAKE THE BARREL FRAME LEVEL WITH THE TRAILER. REPLACE THE 2" X 2" TUBING AND MAKE SURE THAT IT IS BOLTED SECURELY. SWING BACK WALL OUT AND PIN IT IN PLACE WITH 2 "L" SHAPED PINS. LIFT THE FRONT WALL CENTER SECTIONS. WHILE HOLDING THEM UP, LIFT THE BACK WALL SECTIONS. INSTALL THE 2 WIND BRACES AT EACH END OF THE UPPER DECK AND MAKE SURE THAT THEY ARE BOLTED SECURELY. INSTALL ALL OF THE REMAINING RAFTERS. INSTALL THE TURNTABLE EXIT LANDING AND STAIRS.

NEXT, INSTALL ALL OF THE TURNTABLE SUPPORT TRUSSES. AFTER INSTALLING THE TRUSSES, LOWER THE TURNTABLE SO THAT IT RESTS ON THE TRUSS WHEELS. POSITION THE TURNTABLE DRIVE UNIT SO THAT THE DRIVE WHEEL IS RESTING ON THE TURNTABLE SURFACE. AT THIS TIME, REMOVE THE INSIDE TURNTABLE HANDRAILS FROM THEIR RACK POSITION ON THE SHUFFLE STAIRS AND INSTALL THEM AS NUMBERED. REMOVE THE TRANSPORT LOCK BOLTS LOCATED AT THE BOTTOM OF THE SHUFFLE STAIR FRAME AND LOWER THE FRAME USING THE HYDRAULICS. ONCE LOWERED INSTALL THE BOLTS IN THE TOP OF THE FRAME TO HOLD THE FRAME IN PLACE. NEXT, UNHOOK THE SNATCH BLOCKS FROM THE TRAILER WALL AND RETRACT THE CYLINDERS. TAKE THE FRONT TWO HANDRAILS IN THE FLOOR TRICK AREA OUT AND SET THEM CLEAR OF THE WORKING AREA. BEGIN TO REMOVE THE RACKED HANDRAILS FROM THEIR TRANSPORT POSITIONS AND INSTALL THEM IN THEIR OPERATING POSITIONS AS THEY

BECOME AVAILABLE. ALL OF THE BLACK IRON THAT IS RACKED IS USED ON THE MIDWAY SIDE OF THE RIDE AND ALL OF THE RED IRON IS USED ON THE BACK SIDE. ALL OF THE IRON BRACES ARE NUMBERED AND COLOR CODED TO HELP WITH THE INSTALLATION.

REMOVE THE HANDRAILS THAT ARE RACKED IN THE STORAGE AREA BEHIND THE SHUFFLE STAIRS AND INSTALL THEM ON THE SECOND DECK. INSTALL THE DROP IN FLOOR PANELS AT THE TOP OF THE SHUFFLE STAIRS AND HANG THE CARPET ON THE BACK WALL ABOVE THE SHUFFLE STAIRS. INSTALL ALL OF THE SPRINKLERS IN PLACE ON THE TOP FLOOR AND CLOSE AND LATCH THE 2 SMALL DOORS ON THE TOP DECK.

UNFOLD THE TOP AND BOTTOM SECTIONS ON THE WING PANELS LOCATED AT THE FRONT AND BACK OF THE RIDE. INSTALL THE 1" SQUARE TUBING BRACES BETWEEN THE TRAILER AND THE WING PANELS. ALL OF THE BRACES ARE COLOR CODED AND CARE SHOULD BE TAKEN THAT THE BRACES ARE INSTALLED IN THEIR CORRECT LOCATIONS.

NEXT, ASSEMBLE THE BARREL BUILDING. THE VERTICAL BRACES ARE MADE OF 2" SQUARE TUBING AND ARE NUMBERED STARTING AT THE ENTRANCE TO THE BARREL BUILDING TO THE BARREL EXIT. THERE ARE 3 HORIZONTAL BRACES BETWEEN EACH VERTICAL BRACE. THESE ARE ALSO MADE OF 2" SQUARE TUBING AND ARE IN THREE CATEGORIES. THE TOP BRACES HAVE ANGLE IRON BRACKETS FOR THE RAFTERS. THE MIDDLE BRACES HAVE "J" HOOKS ON THE SIDE. AND THE BOTTOM BRACES HAVE ANGLE IRON ATTACHED DOWN THE LENGTH OF THE BRACE. AGAIN, ALL OF THESE BRACES ARE COLOR CODED SO THAT THEY CAN BE INSTALLED IN THE CORRECT ORDER. WHEN INSTALLING THE VERTICAL BRACES, MAKE SURE THAT A FOOT PAD IS PLACED UNDER EACH ADJUSTING BOLT. STARTING AT THE BARREL BUILDING ENTRANCE, INSTALL ALL OF THE HORIZONTAL AND VERTICAL BRACES IN THE ORDER THAT THEY ARE NUMBER AND COLOR

CODED. AFTER THEY ARE INSTALLED, LEVEL THE BUILDING USING THE ADJUSTING BOLTS AT THE BOTTOM OF EACH VERTICAL BRACE. AFTER THE BUILDING IS LEVEL, INSTALL THE FLOOR SUPPORT BRACES IN THE BARREL BUILDING. BEGINNING AT THE BARREL BUILDING ENTRANCE THE FIRST 3 BRACES ARE "L" SHAPED. THESE BRACES SHOULD BE INSTALLED WITH THE VERTICAL PART OF THE "L" HANGING IN A BRACKET UNDER THE EDGE OF THE TRAILER AND THE HORIZONTAL PART CONNECTED TO THE BOTTOM BRACE OF THE OUTSIDE BARREL BUILDING WALL. THE NEXT THREE BRACES ARE STRAIGHT WITH ONE END BEING ATTACHED TO THE BARREL LIFT FRAME AND THE OTHER END ATTACHED TO THE OUTSIDE WALL OF THE BARREL BUILDING. SOME OF THE BRACES ARE TO BE SECURED WITH "R" PINS. IF THE BRACES HAVE HOLES IN THE PINS, THEY SHOULD BE SECURED IN PLACE WITH AN "R" PIN. INSTALL THE FLOOR PANELS IN THE BARREL BUILDING. THE PANELS ARE NUMBERED STARTING AT THE BARREL BUILDING ENTRANCE. PLUG THE BARREL OPERATOR'S SWITCH INTO THE TWIST LOCK PLUG LOCATED ON THE BACK OF THE TRAILER. THE COVER FOR THE ENTRANCE SIDE OF THE BARREL IS MADE OF PLYWOOD AND IS IN THREE SECTIONS. THE SECTIONS ARE CUT TO CONFORM TO THE SHAPE OF THE BARREL. LOOKING AT THE ENTRANCE SIDE OF THE BARREL, THE LEFT SIDE COVER PIECE SLIPS INTO A SLOT ON THE BARREL BUILDING BRACE. THE MIDDLE SECTION DROPS INTO THREE BRACKETS LOCATED ON THE BOTTOM OF THE BARREL LIFT FRAME. THE RIGHT SIDE PANEL SLIPS INTO A SLOT ON THE BACK OF THE TRAILER. ALL THREE PANELS PIN TOGETHER AND ARE ALSO SECURED BY BRACES TO THE TRAILER. AT THIS TIME REMOVE THE TRANSPORT STRAPS FROM THE BARREL. HANG THE FRONT BARREL COVER ON THE SCENERY PANEL. INSTALL THE 2 SCENERY DROP PANELS ON THE WING PANELS ON EACH SIDE OF THE BARREL. INSTALL THE

CORRUGATED FIBERGLAS PANELS INTO THE SLOTS AND "J" HOOKS ON THE OUTSIDE WALL OF THE BARREL BUILDING. INSTALL THE OPERATOR SWITCH ON THE RIGHT SIDE OF THE BARREL COVER ENTRANCE. HANG THE BARREL BUILDING LIGHT FROM THE COLOR CODED RAFTER. INSTALL THE SPRINKLERS IN THE HANGERS ON THE RAFTERS IN THE BARREL BUILDING.

NEXT, HANG THE SPADE MOLDS ALONG THE TOP OF THE FRONT WALL. THE SPADES ARE NUMBERED FROM 0 TO 6 BEGINNING AT THE FRONT OF THE TRAILER AND GOING TOWARDS THE REAR. MAKE SURE THAT THE SPADES ARE SECURED WITH "R" PINS. HANG THE LIGHT STANDS AND FLAG POLES FROM THE FRONT WALL. MAKE SURE THAT ALL LIGHTS ARE INSTALLED AND WORKING AT THIS TIME BECAUSE THEY CAN NOT BE REACHED ONCE THE TARP IS INSTALLED. HANG THE TWO "J" MOLDS ON THE TOP OF THE FRONT AND REAR WING PANELS AND CONNECT THE TWIST LOCK PLUGS. MAKE SURE THAT THE "J" MOLDS ARE SECURED WITH "R" PINS.

HANG THE FIBERGLAS BALL UNDER THE TURNTABLE AND HOOK THE RUBBER LOCK STRAPS TO SECURE IT IN PLACE. PIN BALL AT THE BOTTOM AND SCREW THE YELLOW BALL ONTO THE MOUNTING PLATE. AT THIS TIME, INSTALL THE SCALLOP LIGHT BARS TO THE RIGHT AND LEFT SIDE OF THE TURNTABLE. TAKE THE MIDDLE SCALLOP LIGHT BAR AND PLUG IT INTO THE RIGHT AND LEFT PIECES. AFTER DOING THIS, HANG THE MIDDLE BAR IN PLACE. INSTALL THE TWO OUTSIDE HANDRAILS ON THE TURNTABLE AND BOLT THEM TOGETHER AT THE BOTTOM. THE WALKWAY IN FRONT OF THE SHUFFLE STAIRS HAS THREE SUPPORT BRACES. THE BRACE ON THE LEFT SIDE OF THE SHUFFLE STAIR FRAME IS AN "L" SHAPED BRACE THAT PINS UNDERNEATH THE FRONT END OF THE TRAILER. THE SECOND SUPPORT BRACE IS WEDGE SHAPED AND PINS TO THE SIDE OF THE TRAILER ON THE RIGHT SIDE OF THE SHUFFLE STAIR FRAME. THE THIRD BRACE IS ALSO AN "L" SHAPED BRACE. IT PINS TO THE TRAILER FOUR FEET TO THE REAR OF

THE SECOND BRACE. A 2" X 4" PIECE OF RECTANGULAR TUBING TUBING PINS ACROSS THE OUTSIDE END OF ALL THREE BRACES. A 2" X 2" SQUARE BAR PINS ACROSS THE BRACES ALONG THE FRONT EDGE OF THE SHUFFLE STAIRS. A SMALLER 2" X 2" SQUARE BAR PINS BETWEEN THE TWO LONGER BARS.

NEXT INSTALL THE FLOOR SECTIONS IN FRONT OF THE SHUFFLE STAIRS. INSTALL THE PLYWOOD COVERS ON EACH SIDE OF THE SHUFFLE STAIRS. INSTALL THE HANDRAILS NEXT TO AND BETWEEN THE STAIRS. THESE HANDRAILS ARE NUMBERED FROM 1 TO 4 BEGINNING AT THE FRONT END OF THE TRAILER. INSTALL THE FIBERGLAS COLUMNS IN THEIR RESPECTIVE PLACES. THE COLUMNS ARE COLOR CODED.

INSTALL THE BARREL EXIT HANDRAILS THROUGH THE HOLES IN THE PLYWOOD BARREL COVER AND SECURE THEM IN PLACE WITH "D" PINS. PLACE BARREL EXIT STEP IN FRONT OF BARREL BETWEEN HANDRAILS. INSTALL HANDRAILS ON THE SHUFFLE FLOOR AND WAVE FLOOR AND PIN THEM IN PLACE.

TAKE THE LARGE TARP TO THE TOP OF THE SECOND DECK. THE GROMMETS IN THE TARP HOOK UNDERNEATH THE SPADE MOLDS. WHEN ALL OF THE GROMMETS HAVE BEEN HOOKED, DROP THE SIDES AND BACK OF TARP DOWN THE SIDES OF THE TRAILER. THE TARP SHOULD BE SECURED TO THE "D" RINGS ON THE SIDE OF THE TRAILER. THE SMALL TARP SHOULD BE INSTALLED ON TOP OF THE BARREL BUILDING. AGAIN, THE GROMMETS HOOK TO THE BACK SIDE OF THE WING PANEL. THE SIDES TIE DOWN TO HOOKS LOCATED AT THE BOTTOM OF THE BARREL BUILDING FRAMEWORK. LACE ALL CORNERS OF THE TARPS WITH ROPE. INSTALL THE STEREO SPEAKER IN THE FRAME ON THE BACK SIDE OF THE BOTTOM DECK AND PLUG IN THE CORD. INSTALL THE SPEAKER COVER TARP AND TIE IT DOWN WITH THE SIDE STRAPS.

INSTALL ALL HANDRAILS ON THE TURNTABLE EXIT STAIRS AND
INSTALL THE BLACK CROSS BRACES ON THE SECOND DECK. SECURE THESE
BRACES WITH PINS.

CHECK THE BARREL ROTATION AND MAKE SURE THAT IT ROTATES
COUNTER-CLOCKWISE WHEN VIEWED FROM THE MIDWAY SIDE OF THE RIDE.
IF THIS IS NOT THE CASE, SWITCH ANY TWO OF THE POWER LEADS TO
CORRECT THE ROTATION.

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INSPECTION MANUAL

THIS IS A RIDE THAT DOES NOT REQUIRE MUCH MAINTENANCE. HOWEVER, THERE ARE A FEW THINGS THAT SHOULD BE CHECKED AS FOLLOWS:

DAILY PRE-OPENING INSPECTION

BEFORE BEGINNING THE DAILY INSPECTION, BE SURE THAT THE MASTER SAFETY CONTACT BUTTON HAS BEEN PUSHED. THIS BUTTON IS LOCATED TO THE RIGHT SIDE OF THE MAIN BREAKER IN THE MAIN CONTROL BOX. YOU WILL NOT GET POWER TO THE MAIN BREAKER UNTIL THIS BUTTON HAS BEEN PUSHED. REMEMBER, THE MASTER SAFETY CONTACT WILL KICK OUT ANY TIME THAT THE SOURCE POWER IS INTERRUPTED OR THE FIRE SAFETY SYSTEM IS ACTIVATED OR TESTED. IF EITHER OF THESE THINGS HAPPEN, THE MASTER SAFETY CONTACT BUTTON MUST BE PUSHED TO RESTORE POWER TO THE MAIN BREAKER.

INSPECTION PROCEDURES

1. CHECK TO SEE THAT ALL RETAINING PINS ON ANY OF THE BRACES THAT REQUIRE PINS ARE STILL IN PLACE.
2. INSPECT THE GEARMOTORS AND DRIVES TO MAKE SURE THAT THEY ARE IN PROPER OPERATING CONDITION. CLOSE ATTENTION SHOULD BE PAID TO THE MANUFACTURER'S RECOMMENDATIONS ON THE SCHEDULED MAINTENANCE FOR THESE DRIVE UNITS. THESE RECOMMENDATIONS CAN BE FOUND IN THE MANUFACTURER'S MANUALS PROVIDED WITH THIS MANUAL.
3. INSPECT ALL HANDRAILS TO BE SURE THAT THEY ARE IN PLACE AND PINNED WHERE NEEDED.
4. RUN EACH ONE OF THE TRICKS INDIVIDUALLY AND LISTEN FOR ANY UNUSUAL NOISES. IF ANY UNUSUAL NOISES ARE HEARD, THIS COULD INDICATE AN UNSAFE OPERATING CONDITION. CORRECT ANY UNSAFE CONDITIONS BEFORE OPENING THE RIDE.
5. HAVE SOMEONE GO TO THE SECOND DECK. START THE TURNTABLE AND HAVE PERSON ON THE SECOND DECK PUSH ON THE SAFETY GATE. IF THE TURNTABLE DOES NOT STOP WHEN THE GATE IS PUSHED, THEN THE SAFETY SWITCH IS NOT OPERATING PROPERLY. IF THIS IS THE CASE, CORRECT THE PROBLEM BEFORE OPENING THE RIDE.
6. START ALL OF THE TRICKS. GO TO THE CLOSEST SMOKE DETECTOR AND PUSH THE TEST BUTTON. WHEN THIS IS DONE, ALL OF THE SYSTEMS ON THE RIDE SHOULD STOP OPERATING. IF THEY DO NOT, THERE IS A PROBLEM WITH THE SAFETY SYSTEM AND THE RIDE SHOULD NOT BE OPENED UNTIL THIS PROBLEM IS CORRECTED.
7. IF ON-BOARD WATER IS BEING USED FOR THE FIRE SUPPRESSION

SYSTEM, CHECK TO MAKE SURE THAT THE WATER PUMP IS PRESSURED UP TO AT LEAST 30 P.S.I. BEFORE OPENING RIDE. IF IT IS NOT AT THAT PRESSURE, THIS COULD INDICATE A PROBLEM WITH THE SYSTEM. CORRECT THE PROBLEM BEFORE OPENING THE RIDE.

8. IF A REMOTE WATER SOURCE IS USED ON THE FIRE SUPPRESSION SYSTEM, CHECK TO MAKE SURE THAT ADEQUATE SUPPLY AND PRESSURE ARE PRESENT BEFORE OPENING THE RIDE. IF THEY ARE NOT PRESENT, EITHER CORRECT THE PROBLEM OR USE THE ON BOARD WATER SUPPLY.

9. CHECK ALL OF THE ROPES ON THE TARP TO MAKE SURE THAT THE TARP IS TIED DOWN SECURELY. IF IT IS NOT SECURE IT PROPERLY.

10. INSPECT THE AREA AROUND THE RIDE FOR ANY CONDITIONS THAT MIGHT CAUSE A PROBLEM OR SITUATION THAT COULD CREATE AN UNSAFE ENVIRONMENT FOR YOU OR THE PUBLIC. IF ANY ARE FOUND, CORRECT THEM BEFORE OPENING.

END OF DAILY INSPECTION

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INSPECTION MANUAL

THIS IS A RIDE THAT DOES NOT REQUIRE MUCH MAINTENANCE. HOWEVER, THERE ARE A FEW THINGS THAT SHOULD BE CHECKED AS FOLLOWS:

DAILY PRE-OPENING INSPECTION

BEFORE BEGINNING THE DAILY INSPECTION, BE SURE THAT THE MASTER SAFETY CONTACT BUTTON HAS BEEN PUSHED. THIS BUTTON IS LOCATED TO THE RIGHT SIDE OF THE MAIN BREAKER IN THE MAIN CONTROL BOX. YOU WILL NOT GET POWER TO THE MAIN BREAKER UNTIL THIS BUTTON HAS BEEN PUSHED. REMEMBER, THE MASTER SAFETY CONTACT WILL KICK OUT ANY TIME THAT THE SOURCE POWER IS INTERRUPTED OR THE FIRE SAFETY SYSTEM IS ACTIVATED OR TESTED. IF EITHER OF THESE THINGS HAPPEN, THE MASTER SAFETY CONTACT BUTTON MUST BE PUSHED TO RESTORE POWER TO THE MAIN BREAKER.

INSPECTION PROCEDURES

1. CHECK TO SEE THAT ALL RETAINING PINS ON ANY OF THE BRACES THAT REQUIRE PINS ARE STILL IN PLACE.
2. INSPECT THE GEARMOTORS AND DRIVES TO MAKE SURE THAT THEY ARE IN PROPER OPERATING CONDITION. CLOSE ATTENTION SHOULD BE PAID TO THE MANUFACTURER'S RECOMMENDATIONS ON THE SCHEDULED MAINTENANCE FOR THESE DRIVE UNITS. THESE RECOMMENDATIONS CAN BE FOUND IN THE MANUFACTURER'S MANUALS PROVIDED WITH THIS MANUAL.
3. INSPECT ALL HANDRAILS TO BE SURE THAT THEY ARE IN PLACE AND PINNED WHERE NEEDED.
4. RUN EACH ONE OF THE TRICKS INDIVIDUALLY AND LISTEN FOR ANY UNUSUAL NOISES. IF ANY UNUSUAL NOISES ARE HEARD, THIS COULD INDICATE AN UNSAFE OPERATING CONDITION. CORRECT ANY UNSAFE CONDITIONS BEFORE OPENING THE RIDE.
5. HAVE SOMEONE GO TO THE SECOND DECK. START THE TURNTABLE AND HAVE PERSON ON THE SECOND DECK PUSH ON THE SAFETY GATE. IF THE TURNTABLE DOES NOT STOP WHEN THE GATE IS PUSHED, THEN THE SAFETY SWITCH IS NOT OPERATING PROPERLY. IF THIS IS THE CASE, CORRECT THE PROBLEM BEFORE OPENING THE RIDE.
6. START ALL OF THE TRICKS. GO TO THE CLOSEST SMOKE DETECTOR AND PUSH THE TEST BUTTON. WHEN THIS IS DONE, ALL OF THE SYSTEMS ON THE RIDE SHOULD STOP OPERATING. IF THEY DO NOT, THERE IS A PROBLEM WITH THE SAFETY SYSTEM AND THE RIDE SHOULD NOT BE OPENED UNTIL THIS PROBLEM IS CORRECTED.
7. IF ON-BOARD WATER IS BEING USED FOR THE FIRE SUPPRESSION

SYSTEM, CHECK TO MAKE SURE THAT THE WATER PUMP IS PRESSURED UP TO AT LEAST 30 P.S.I. BEFORE OPENING RIDE. IF IT IS NOT AT THAT PRESSURE, THIS COULD INDICATE A PROBLEM WITH THE SYSTEM. CORRECT THE PROBLEM BEFORE OPENING THE RIDE.

8. IF A REMOTE WATER SOURCE IS USED ON THE FIRE SUPPRESSION SYSTEM, CHECK TO MAKE SURE THAT ADEQUATE SUPPLY AND PRESSURE ARE PRESENT BEFORE OPENING THE RIDE. IF THEY ARE NOT PRESENT, EITHER CORRECT THE PROBLEM OR USE THE ON BOARD WATER SUPPLY.

9. CHECK ALL OF THE ROPES ON THE TARP TO MAKE SURE THAT THE TARP IS TIED DOWN SECURELY. IF IT IS NOT SECURE IT PROPERLY.

10. INSPECT THE AREA AROUND THE RIDE FOR ANY CONDITIONS THAT MIGHT CAUSE A PROBLEM OR SITUATION THAT COULD CREATE AN UNSAFE ENVIRONMENT FOR YOU OR THE PUBLIC. IF ANY ARE FOUND, CORRECT THEM BEFORE OPENING.

END OF DAILY INSPECTION

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WEEKLY SERVICE AND INSPECTION

THE ITEMS IN THIS SECTION NEED TO BE PERFORMED ON A WEEKLY BASIS IN ADDITION TO THE DAILY INSPECTION ITEMS.

1. ALL BEARINGS AND CAM FOLLOWERS SHOULD BE GREASED.
2. ALL CHAINS AND BELTS SHOULD BE CHECKED TO MAKE SURE THEY ARE IN PROPER OPERATING CONDITION. THIS INCLUDES CHECKING TO SEE IF THEY ARE WORN AND NEED TO BE REPLACED AND THAT THEY ARE OPERATING UNDER THE CORRECT TENSION.
3. INSPECT THE BARREL GUIDE WHEELS AND MAKE SURE THAT THEY ARE IN PROPER OPERATING CONDITION. ALSO CHECK TO MAKE SURE THAT THE BARREL IS TRACKING CORRECTLY.
4. INSPECT THE TURNTABLE DRIVE WHEEL TO MAKE SURE IT IS PROPERLY INFLATED. ALSO CHECK FOR UNUSUAL TREAD WEAR. UNUSUAL TREAD WEAR COULD INDICATE A PROBLEM WITH THE ALIGNMENT OF THE DRIVE UNIT.
5. INSPECT THE CONVEYOR BELT SPLICE TO MAKE SURE THAT IT IS IN GOOD CONDITION. ALSO CHECK THE TENSION ON THE CONVEYOR BELT. INCORRECT TENSION COULD CAUSE THE BELT TO TRACK POORLY OR WEAR QUICKLY.

END OF WEEKLY INSPECTION

PERSIAN KAMEL TEAR DOWN MANUAL

WHEN TEARING DOWN THE PERSIAN KAMEL, SOME OF THE THINGS TO DO ARE:

1. REMOVE THE CANVAS OFF THE TOP, THE BARREL BUILDING, AND THE SPEAKER. AFTER THEY HAVE BEEN REMOVED FOLD THEM SET THEM ASIDE, OUT OF THE WAY.
2. REMOVE THE SHUFFLE STAIR ENTRANCE FLOOR AND HANDRAILS.
3. REMOVE THE FLOOR ON THE EXIT END OF THE SHUFFLE STAIRS.
4. DISMANTLE SPRINKLER STANDPIPES AND PLUMBING AS NEEDED. REMOVE THEM FROM FUN HAUS BUILDING AND SET THEM OUT OF THE WAY TO AVOID DAMAGE TO SPRINKLER HEADS.
5. LEAN THE FLOOR FROM THE EXIT END OF THE SHUFFLE STAIRS AGAINST THE WALL DIRECTLY BEHIND THE SHUFFLE STAIRS.
6. REMOVE THE CHAIN GOING FROM THE REDUCER TO THE SHUFFLE STAIR CAM SHAFT. LEAVE THE CHAIN IN THE SHUFFLE STAIR STORAGE AREA DURING TRANSPORT.
7. TAKE OUT THE 1/2" X 2" BOLTS ON EACH SIDE OF THE SHUFFLE STAIR FRAME.
8. TAKE OUT THE TURNTABLE INNER HANDRAILS AND PLACE THEM IN THE SHUFFLE STAIR STORAGE AREA. NEXT REMOVE THE TURNTABLE OUTER HANDRAILS. PUT THESE IN THE SAME STORAGE AREA. BE SURE AND PAD THEM WITH PIECES OF CARPET TO AVOID BEING SCRATCHED.
9. TAKE OFF THE SHUFFLE STAIR HANDRAILS AND PUT THEM OUT OF THE WAY.
10. REMOVE THE CARPETED WOODEN PANELS ON EACH SIDE OF THE SHUFFLE STAIR FRAME. THE TWO PANELS IN THE CENTER WILL NOT BE REMOVED. SET THE PANELS ASIDE FOR STORAGE LATER.
11. REMOVE THE TRAILER SKIRTING AND PUT THEM OUT OF THE WAY.
12. TAKE DOWN THE PERSIAN RUG. ROLL IT UP AND PUT IT OUT OF THE WAY.

THE ORDER IN WHICH ABOVE JOBS ARE COMPLETED DOES NOT MATTER.

ONCE THE ABOVE JOBS HAVE BEEN COMPLETED YOU WILL NEED TO RAISE THE SHUFFLE STAIR FRAME INTO TRANSPORT POSITION. FIRST CHECK THAT ITEMS 6 & 7 HAVE BEEN DONE. NEXT CHECK THAT THERE ISN'T

ANYTHING ELSE IN THE PATHWAY OF THE FRAME. WHEN YOU ARE CONFIDENT EVERYTHING IS OUT OF THE WAY GO TO THE HYDRAULIC VALVE. THE SHUFFLE STAIR LEVER IS THE ONE CLOSEST TO IT. THE BARREL LIFT LEVER IS THE ONE CLOSEST TO THE BARREL.

NOTE: ALL PERSIAN KAMELS WILL HAVE THE SHUFFLE STAIRS AND THE BARREL LIFT LEVER CLOSEST TO THE BARREL EXCEPT PERSIAN KAMEL S/N 2 IS OPPOSITE.

PUSH THE SHUFFLE STAIR LEVER TO RAISE. GO UP SLOWLY IN CASE SOMETHING HAS BEEN OVERLOOKED. GO UP UNTIL CAM FOLLOWER TRANSPORT LOCKS CAN BE INSTALLED IN THE PROPER LOCATION. AFTER THE LOCKS ARE IN PLACE PULL ON THE SHUFFLE STAIR LEVER UNTIL YOU TAKE THE LOAD OFF OF THE HYDRAULIC CYLINDERS. BE SURE THAT THE TURNTABLE HANDRAILS ARE SECURED FOR TRANSPORT. GET THE CARPETED WOODEN PANELS AND PLACE THEM IN THE SHUFFLE STAIR STORAGE. AT THE SAME TIME YOU ARE LIFTING THE SHUFFLE STAIRS, YOU CAN PUT ANOTHER CREW REMOVING AND RACKING THE SPADES ON TOP OF THE RIDE. THE SPADE RACKS ARE LOCATED ON THE TOP-FRONT PANEL (BARREL END). STARTING WITH THE SPADE SECTION OVER THE SHUFFLE STAIRS, UNBOLT IT AND RACK IT IN THE TOP SPADE STORAGE RACK. UNBOLT THE NEXT ONE IN LINE AND RACK IT RIGHT BELOW THE FIRST SPADE SECTION. GO DOWN THE LINE UNBOLTING AND RACKING UNTIL THEY ARE ALL RACKED. AFTER ALL THE SPADE SECTIONS ARE RACKED REMOVE ALL THE FESTUNE LIGHT STANDS AND FIXTURES. BRING THEM DOWN CAREFULLY. **DO NOT BREAK THE BULBS!!** AFTER COMPLETEING EVERYTHING TO THIS POINT YOU WILL NEED TO TEAR DOWN THE SECOND FLOOR. STARTING AT THE SHUFFLE STAIR END, REMOVE THE BRACES FROM THE FRONT SCENERY PANELS TO THE TOP END PANEL. BE SURE THE FRONT SCENERY PANEL IS BEING HELD TO KEEP IT FROM FREE-FALLING. WHEN THE LAST BRACE IS REMOVED LET

THE FRONT SCENERY PANEL HINGE DOWN SLOWLY. NEXT, HAVE SOMEONE HOLD THE TOP END PANEL AND THE TOP BACK PANEL. REMOVE THE CROSSMEMBERS OVER THE BACK PANEL AND PIN IN PLACE. LET THE BACK PANEL DOWN SLOWLY TO KEEP FROM TEARING ANYTHING UP. AFTER THE BACK PANEL IS DOWN LET THE TOP FRONT PANEL OVER THE BACK PANEL. WHEN ALL OF THE ABOVE HAS BEEN COMPLETED, MOVE OVER TO THE TURNTABLE ROOM AND DO THE FOLLOWING:

1. REMOVE THE ARCHES FROM THE TURNTABLE ENTRANCE AND TURNTABLE EXIT. AT THE SAME TIME BE REMOVING THE TURNTABLE PERIMETER LIGHTING.
2. REMOVE THE REMOVABLE FRON PANEL AND LOWER IT.
3. REMOVE THE FIBERGLASS BALL UNDERNEATH THE TURNTABLE.
4. REMOVE AND LOWER ALL THE HANDRAILS THAT ARE ON THE SECOND FLOOR.
5. ROTATE THE TURNTABLE UNTIL THE HINGE ON THE TURNTABLE IS RUNNING LENGTHWISE WITH THE FRONT OF THE RIDE. ALSO THE SMALLER SECTION WILL BE OUTSIDE OF THE BUILDING AND THE LARGER SECTION WILL BE INSIDE OF THE BUILDING. NEXT HINGE THE SMALLER SECTION OF THE TURNTABLE FLOOR ONTO THE LARGER SECTION.
6. REMOVE THE IRON RING AND TRUSSES FROM THE TURNTABLE. LOWER THEM TO THE GROUND.
7. REMOVE THE BRACE OVER THE TURNTABLE AND LOWER IT.
8. ON THE TWO FRONT PANELS WITH A CUTOUT THAT ARE OVER THE TURNTABLE RUNS AN ELECTRICAL CORD. PULL THE CORD TO THE BARREL END OF THE RIDE.
9. REMOVE THE BOLT THAT IS KEEPING THE TWO FRONT PANELS TOGETHER OVER THE TURNTABLE.
10. HAVE SOMEONE HOLD THE BACK PANEL WHILE THE CROSSMEMBERS ARE BEING REMOVED FROM SHUFFLE STAIR END HALF. LEAVE THE CROSSMEMBER CLOSEST TO THE CENTER FOR SUPPORT.
11. REMOVE THE WINDBRACE THAT IS ON THE SHUFFLE STAIR END WHILE HOLDING THE FRONT PANEL AT THE SAME TIME. PUT THE WINDBRACE ON THE TURNTABLE FRAME.
12. REMOVE THE REMAINGING CROSSMEMBER AND LAY THE BACK PANEL

DOWN SLOWLY AND CAREFULLY.

13. LAY THE FRONT PANEL OVER THE BACK PANEL SLOWLY AND CAREFULLY. BEFORE CONTINUING WITH THE SECOND FLOOR PANELS, THE BARREL BUILDING NEEDS TO BE DISMANTLED. THAT IS ACCOMPLISHED BY DOING AS OUTLINED BELOW:

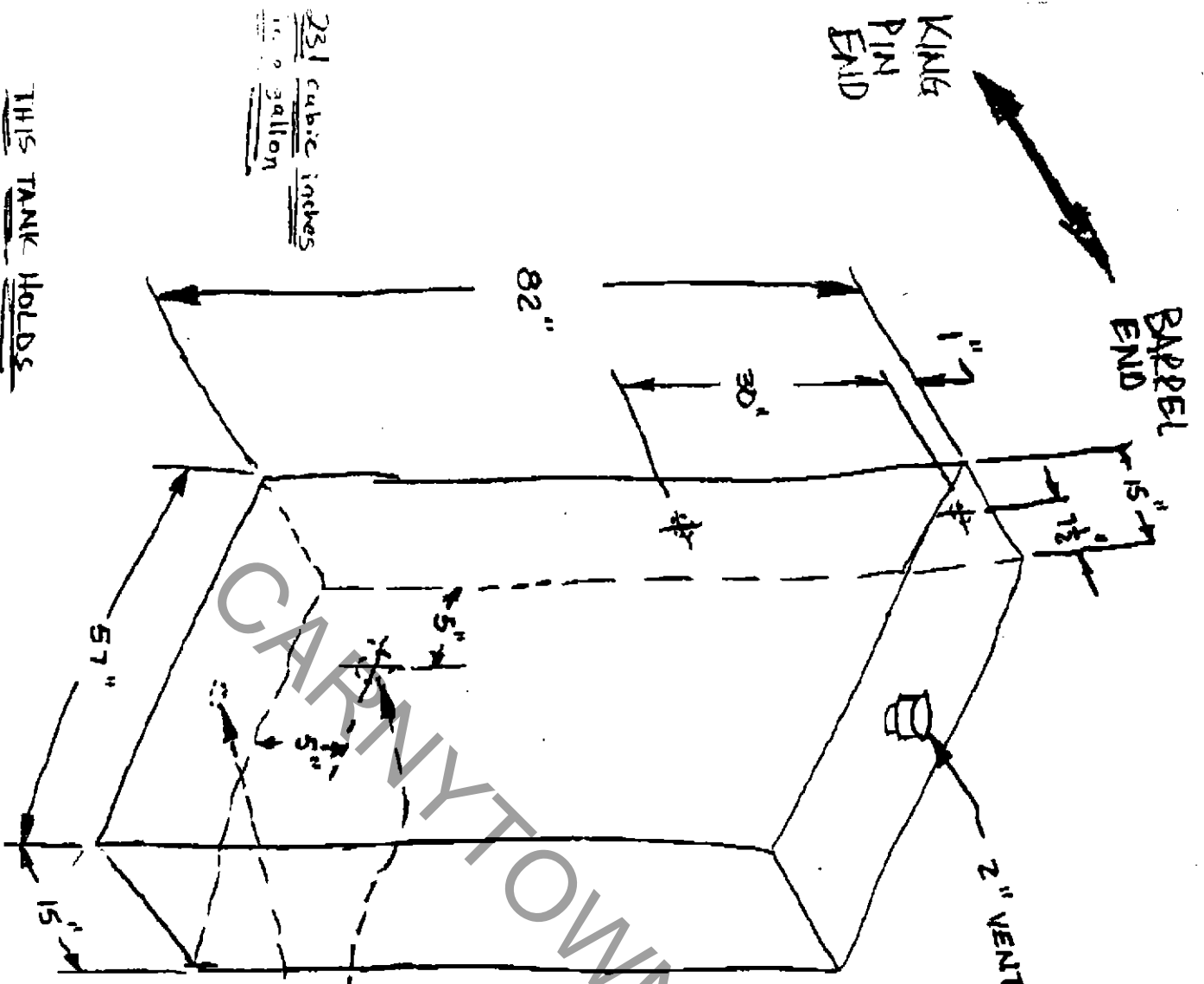
1. REMOVE THE TRAILER DECK HANDRAILS AND CAREFULLY REST THEM AGAINST THE MIRROR WALL. BE SURE YOU PUT PLENTY OF CARPET BETWEEN THE HANDRAILS AND MIRRORS, TO PREVENT OF THE MIRRORS FROM BEING SCRATCHED OR BROKEN. THE OUTSIDE HANDRAIL WILL BE PUT OFF TO THE SIDE, IT WILL BE USED AS A GUARD LATER.
2. WHILE SOMEONE IS REMOVING THE TRAILER DECK HANDRAILS HAVE SOMEONE ELSE BE DISMANTLING THE BARREL BUILDING. ALL. ALL THE WOODEN PANELS AROUND THE BARREL IN ADDITION TO THE BARREL BUILDING FLOOR WILL REST AGAINST THE TRAILER DECK HANDRAILS. BE CAREFUL NOT TO BREAK THE MIRRORS.
3. TAKE TWO RATCHET STRAPS AND STRAP DOWN THE BARREL AROUND BOTH ENDS. THERE IS A LOOP FOR EACH RATCHET STRAP END ON EACH CORNER OF THE BARREL LIFT FRAME.
4. REMOVE THE CROSSMEMBERS OVER THE BARREL EXCEPT FOR THE CROSSMEMBER CLOSEST TO THE TRAILER. YOU WILL NEED IT IN PLACE FOR SUPPORT.
5. REMOVE THE CROSSMEMBERS ON THE FLOOR.
6. REMOVE THE TOP CROSSMEMBER YOU HAD LEFT IN PLACE.
7. FINISH DISMANTLING THE IRON AROUND THE BARREL.
8. REMOVE THE REMOVABLE LOWER PANELS OF THE REAR SCENERY PANELS.
9. REMOVE THE BRACES FROM THE TOP-REAR SCENERY PANEL.
10. REMOVE THE BRACES FROM THE TOP-REAR SCENERY PANEL. AT THE SAME TIME THE TOP SCENERY PANEL IS BEING HINGED DOWN, BE WALKING THE REST OF THE PANEL AROUND TOWARDS THE TRAILER AND LOCK IN PLACE.
11. REMOVE THE HANDRAILS FROM THE STAIRS IN THE ROOM ABOVE THE REAR WHEEL.
12. REMOVE THE CROSSMEMBERS OVER THE REAR WHEEL ROOM LEAVING THE ONE CLOSER TO THE CENTER FOR SUPPORT. BE SURE THE

PANELS ARE BEING HELD UP.

13. REMOVE THE PINS HOLDING THE END PANEL AND HINGE AROUND TOWARD THE BACK PANEL AND PIN IN PLACE.
14. REMOVE THE REMOVABLE CROSSBRACE OVER THE END PANEL AND SET IT ASIDE. DO NOT LOWER IT, YOU WILL NEED IT LATER.
15. REMOVE THE STRAIRS AND ANYTHING ELSE FROM THE ROOM ABOVE THE REAR WHEELS.
16. HINGE THE LOWER END PANEL TOWARDS THE BACK PANEL AND PIN IN PLACE.
17. PUSH THE BARREL LIFT LEVER OF THE HYDRAULIC VALVE TO LIFT THE BARREL INTO THE NOW EMPTY ROOM. LIFT SLOWLY AND CAREFULLY. HAVE THE BARREL SADDLES READY TO SLIDE UNDER THE BARREL. THE BARREL WILL REST ON TOP OF THE SADDLES.
18. PUT THE REMOVABLE CROSSBRACE BACK IN PLACE.
19. REMOVE THE REMAINING CROSSMEMBER ABOVE THE REAR WHEEL. THEN LOWER THE BACK PANEL.
20. NEXT LOWER THE FRONT PANEL CHECKING TO SEE THAT NOTHING HITS.
21. REMOVE THE WINDBRACE AND CROSSMEMBERS IN THE REMAING BACK AND FRONT PANELS.
22. AFTER FIRST LOWERING THE BACK PANEL THEN LOWERING THE FRONT PANEL. YOU WILL THEN PLACE THE WINDBRACE ON TOP OF THE TURNTABLE.
23. AT THE VERY TOP WILL BE THE ARCHES FOR THE TURNTABLE. TIE THEM DOWN WITH NYLON ROPE.
24. NEXT LOAD THE RACKS FOR THE BIG AND LONG IRON ON THE TRAILER DECK. PLACE ABOUT 7 FEET APART FROM CENTER OF PIPE TO CENTER OF PIPE.
25. PLACE ALL THE CROSSMEMBERS, BRACES, SPRINKLER STAND PIPES, FESTUNE HANGER, AND ANYTHING ELSE THAT FITS IN THE BIG IRON RACKS.
26. PLACE THE LONG SET OF STAIRS, THAT CAME OUT OF THE ROOM WHERE THE BARREL IS AT NOW, NEXT TO THE BIG IRON RACK.
27. WHILE SOMEONE IS LOCKING THE SCENERY PANELS AND ANYTHING ELSE THAT HAS BEEN OVERLOOKED THE REST OF THE CREW COULD BE WRAPPING THE COLUMNS, J-MOLDS, AND FESTUNE LIGHTS IN CARPET.

28. INSTALL THE OUTSIDE HANDRAIL TO SERVE AS A GUARD.
29. PLACE ALL THE COLUMNS AND J-MOLDS ON THE TRAILER DECK AND TIE THEM DOWN.
30. RACK EVERYTHING ELSE THAT HAS BEEN LEFT OUT. DO NOT
LEAVE ANTHING BEHIND.

CARNYTOWN.COM



THIS TANK HOLDS
303 GAL.

231 cubic inches
16 gallon

NOTE : REQUIRES (3)
 INTERNAL FULL
 LENGTH BAFFLES

MATL : 14 GA.

1 1/2" WELD ON PIPE PLANGE
 CENTER DRAIN PLUG

WATER TANK FOR
 PERSIAN KAMEL

KMMS, INC.

2500 E. Dubuque
Route 3 Box 13L
Lubbock, Texas 79401
806-762-1166

FAX TRANSMITTAL

FROM FAX # 806 762-1253

DATE 4-10-92

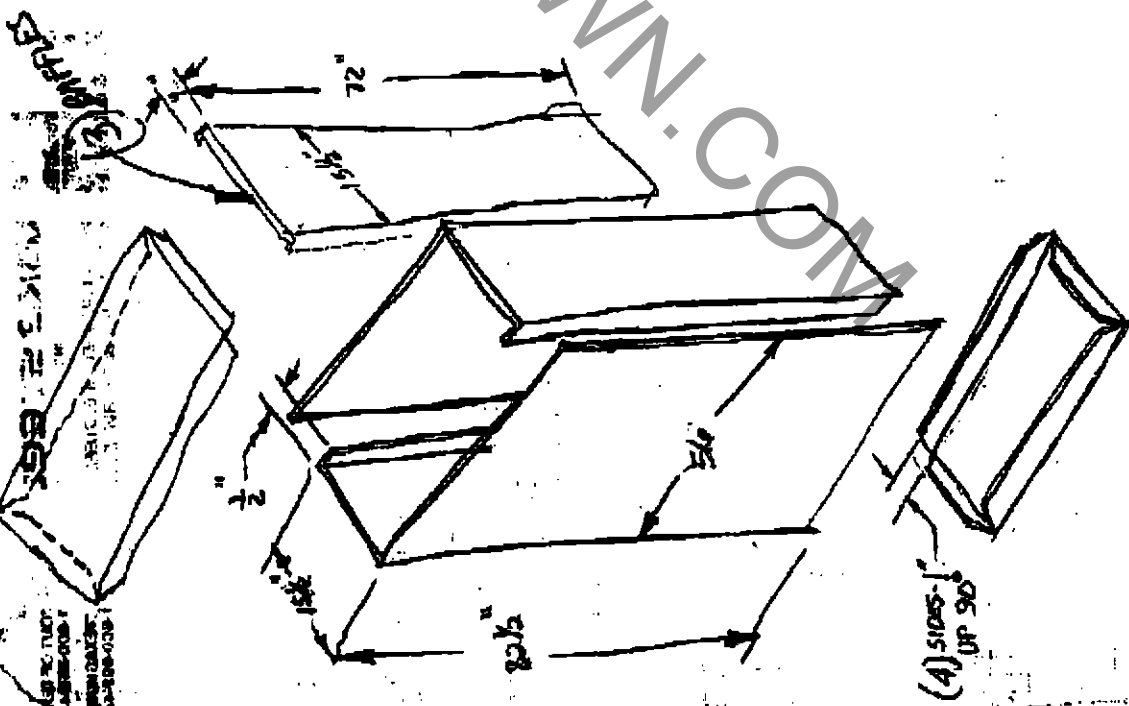
TO: FAX # 407 - 859 - 7750

NAME TIM AND - ON MIKE

NUMBER OF PAGES TO FOLLOW THIS PAGE 4

MEMO: CALL ME AND WE WILL
WORK OUT DETAILS

Jim
MILNER



600218

HARDWARE REQ'D

- (1) NIPPLE 6" x 1/2" CUT IN HALF (USE ONE HALF PER TANK)
- (1) PIPE CAP 2"
- (2) WELD ON TANK FLANGE 1/2"
- (2) 1/2" STREET ELL
- (2) 1/2" NPT x 3/8" BARB
- (2) 1/2" HOSE CLAMP
- (36") 3/8" CLEAR VINYL HOSE
- (1) 1/2" WELD ON TANK FLANGE TREADED ID
- (1) 3/8" WELD ON TANK FLANGE TREADED ID
- (1) 3/4" x 2" NIPPLE
- (1) 3/4" FF BRASS BALL COCK VALVE

INVENTORY PART NO.	DESCRIPTION	QTY
601027	1 HP PREMIUM CONCRETE-FLOOR JET PUMP	1
601028	CLAMP-ON CONCRETE FLOOR WHEEL	2
601029	1 1/2" NPT BRASS CHECK VALVE	1
R202012	1" O.D. NIPPLE TUBING	2
H802830	FITTING, 1" O.D. NIPPLE AND BRASS TO 1" NPT W/ FERRULE	1
R202070	TUBING CLAMP PLASTIC 1/2" I.D.	2
H180045	1" STREET EL 90° GALV PIPE	1
H180106	1" NPT x 2" BRASS	1
H122835	3/4" x 2" NIPPLE BRASS	1
601037	3/4" FF BRASS BALL COCK VALVE (BRASS)	1
H181001	1" MINI CONDUIT	2

~~UNITED STATES~~

INVENTORY CONTROL SHEET		DATA PROCESSING		INVENTORY CONTROL		INVENTORY CONTROL		INVENTORY CONTROL	
QTY	UNIT	DATE	DESCRIPTION	DATE	DATE	DATE	DATE	DATE	DATE
1			3P 686 Granger Co						
1			2P 486 Granger Co						
1			2X 613 S.D. WHEEL						
24			Myers Diet, Washburn # 148, 149, 4 Boulevard						
2			CHILDRESS						
34			CHILDRESS						
2			CHILDRESS						
2			CHILDRESS						
1			CHILDRESS						
1			CHILDRESS						
2			CHILDRESS						

Sign Glass for
Water Tank
Sign Glass
Cabinet
Sign Glass
Cabinet
Water Tank
Sign Glass
Cabinet

APR 20 1968

PERSIAN KAMEL
OPERATIONS

THIS OPERATIONS MANUAL WILL ASSUME THAT THE RIDE HAS BEEN PROPERLY ERECTED AND THAT THE DAILY INSPECTION HAS BEEN PERFORMED IN THE MANUAL PROVIDED.

1. A NORMAL OPERATING CREW FOR THIS RIDE WILL CONSIST OF THREE RESPONSIBLE PEOPLE.

- A. ONE AT THE RIDE ENTRANCE.
- B. ONE AT THE BOTTOM OF THE SHUFFLE STAIRS.
- C. ONE AT THE BARREL ENTRANCE.

A. THE PERSON AT THE RIDE ENTRANCE IS VERY IMPORTANT TO THE SAFE OPERATION OF THE RIDE. FIRST DETERMINE IF THE RIDER IS (?) TALL. THIS IS IMPORTANT BECAUSE THIS WILL DETERMINE WHETHER A RIDER WILL BE ABLE TO NEGOTIATE THE STAIRS. IF A PERSON IS TOO SMALL TO RIDE ALONE, EITHER REFUSE ENTRY OR REQUIRE A PARENT ONLY- NOT ANOTHER CHILD- TO TAKE THE CHILD AND BE RESPONSIBLE. USE THE WORDS, "YOU MAY TAKE THE CHILD, BUT YOU ARE TOTALLY RESPONSIBLE." IF THE CHILD IS TOO YOUNG TO WALK, DO NOT ALLOW IT TO ENTER. THIS PERSON SHOULD ALSO WATCH FOR UNUSUAL CIRCUMSTANCES THAT COULD CAUSE A PROBLEM. SOME EXAMPLES OF THIS WOULD INCLUDE CASTS, BANDAGES, SLINGS, PREGNANCY, OR ANY PHYSICAL DEFECTS THAT WOULD CAUSE DIFFICULTY IN NEGOTIATING THE RIDE. ALSO, ANY PERSON WHO APPEARS TO INTOXICATED DUE TO DRUG OR ALCOHOL USE SHOULD BE REFUSED ENTRY TO THE RIDE. THERE MAY BE OTHER CONDITIONS THAT COULD ALSO BE DANGEROUS AND THE OPERATOR IS RESPONSIBLE FOR IDENTIFYING AND CORRECTING THEM AS NEEDED. IT IS MUCH BETTER TO REFUSE ENTRY TO A PROBLEM THAN TO DEAL WITH IT AFTER IT IS ON THE RIDE.

B. THE PERSON AT THE BOTTOM OF THE SHUFFLE STAIRS IS RESPONSIBLE FOR THE SAFETY OF THE RIDERS ON THE SHUFFLE STAIRS. THIS INCLUDES PROPER SPACING AS RIDERS GO UP AND DETERMINING WHETHER A RIDER CAN SAFELY GO UP THE MOVING STAIRS OR SHOULD GO UP THE MIDDLE STATIONARY STAIRS.

C. THE OPERATOR AT THE BARREL ENTRANCE IS RESPONSIBLE FOR SPACING RIDERS AS THEY GO THROUGH THE BARREL. MAKE SURE THAT A RIDER IS CLEAR OF THE BARREL BEFORE ALLOWING THE NEXT RIDER TO GO THROUGH. ALSO, IF A RIDER FALLS AND CAN NOT GET UP, THIS OPERATOR SHOULD STOP THE BARREL AND HELP THE RIDER UP BEFORE ALLOWING ANOTHER RIDER TO GO THROUGH.

IF THE MIDWAY IS VERY SLOW, THE CREW CAN BE REDUCED TO TWO PEOPLE. ONE AT THE RIDE ENTRANCE AND ONE AT THE BARREL ENTRANCE. THE PERSON AT THE RIDE ENTRANCE WILL NOW BE RESPONSIBLE FOR WATCHING THE SHUFFLE STAIRS TO MAKE SURE THAT TRAFFIC IS NOT BACKING UP THERE. THIS RIDE SHOULD NEVER BE OPERATED WITH LESS THAN TWO CREWMEMBERS.

ON A HEAVY MIDWAY, YOU WILL NEED TO ADD MORE CREW TO KEEP

RIDERS MOVING THROUGH THE RIDE. IN ADDITION TO THE NORMAL CREW OF THREE:

A. ADD A FOURTH PERSON AT THE TURNTABLE EXIT ON THE SECOND DECK. THIS PERSON WILL BE RESPONSIBLE FOR DIRECTING RIDERS DOWN THE BACK STAIRS AND RESETTING THE SAFETY SWITCH ON THE TURNTABLE GATE IF IT IS TRIPPED.

B. ADD A FIFTH PERSON AT THE BARREL EXIT TO ASSIST THOSE RIDERS WHO MAY HAVE TROUBLE NEGOTIATING THE BARREL.

OPERATING CONDITIONS

A. WET CONDITIONS

DURING WET OR MUDDY CONDITIONS THE OPERATORS SHOULD PAY CLOSE ATTENTION TO THE WALKING SURFACES. THESE CONDITIONS COULD CAUSE THE SURFACES TO BECOME SLICK AND DANGEROUS. SLIPS, TRIPS, AND FALLS ARE THE NUMBER ONE CAUSE OF INJURY ON AMUSEMENT RIDES SO BE CAREFUL.

B. THUNDERSTORMS

IF A STORM CONTAINING LIGHTNING IS APPROACHING, CLEAR ALL RIDERS AND THEN CREW MEMBERS FROM THE RIDE AND CLOSE IT DOWN. REMEMBER, YOU DO NOT HEAR THE LIGHTNING THAT KILLED YOU.

OPERATIONS

1. MAKE SURE THAT ALL CONTROL SWITCHES ARE IN THE OFF POSITION.
2. TURN ON MAIN BREAKER.
3. CHECK EACH MOVING APPARATUS FOR PROPER OPERATION.
4. TURN LIGHTS ON TO CHECK FOR PROPER OPERATION.
5. SMOKING IS NOT ALLOWED ON THE PERSIAN KAMEL.
6. ALL RIDERS MUST WEAR SHOES WITH A COVERED TOE.
7. DO NOT ALLOW RIDERS TO LINGER ON ANY MACHINERY. (EX: GOING UP THE SHUFFLE STAIRS AND THEN DOWN AND BACK UP.
8. DO NOT ALLOW A RIDER TO SIT DOWN OR GET ON THEIR HANDS AND KNEES WHILE ON ANY MACHINERY.
9. UNDER NO CIRCUMSTANCES SHOULD THE RIDE BE LEFT UNATTENDED. IF THE OPERATOR HAS TO LEAVE THE RIDE, MAKE SURE THAT THE RIDE IS CLEAR AND THE MAIN POWER HAS BEEN TURNED OFF.
10. OPERATOR SHOULD BE PREPARED TO TURN OFF THE SHUFFLE STAIRS IF:
 - A. ANYONE IS GOING UP USING ONLY ONE HANDRAIL.
 - B. ANYONE IS GOING UP WITH WITH A VERY YOUNG CHILD.
 - C. THEY LOOK UNCOMFORTABLE
 - D. SMALL CHILDREN HAVE THEIR HANDS ON THE STEPS.
 - E. ANYONE IS MISUSING THE STEPS.
11. STRONGLY ENCOURAGE PARENTS WITH SMALL CHILDREN TO USE THE CENTER (NON-MOVING) STAIRS.
12. DO NOT LET PEOPLE RUN THROUGH THE RIDE.
13. IF, DURING PEAK HOURS, PEOPLE BACK UP FROM THE BARREL ENTRANCE TO THE CONVEYOR, THEN THE CONVEYOR SHOULD BE SHUT OFF.