

MFG: SHOWTOWN MFG.
RIDE: ROCK-N-ROLL

Rock N Roll

Wagers Test

Serial No. RNR-MR1

Model No. 95-001

Showtown Manufacturing Company
7029 Nundy Avenue
Gibsonton, FL 33534

CARNYTOWN.COM

Rock N Roll

Set up:

Space Required: 75' Long
 65' Deep
 28' Height

1. Always try to set on a level location.
2. After locating center, Put center trailer on first with the drivers side to the midway with the front of trailer about 4 feet from end of location. The front of trailer must be 28' from midway. The back must be 32' from midway.
3. After locating trailers, place blocking under landing gears on front of trailer so as front edges is not more than 4" in front of landing gear pads. Blocking should be as near a possible to bottom of landing gear. Extend landing gears to blocking so as to take the weight of the trailer off the back of the truck. Pull pin on truck and unhook air lines and trailer lighting. Remove truck from under trailer and then start to level ride.
4. Leveling Ride: After removing truck, starting at highest point and level the trailer to that point by raising the trailer with the (4) landing gears on the trailer. (2) on front and (2) on back.
5. After leveling ride, place blocking under back center of trailer so as to reduce the weight on the rear landing gears.
6. Remove base from center trailer and assemble by number, starting from drive side. Front #4 and #5 connect numbers around to back side of trailer.
7. After connecting the base, start leveling the base from #4 and #5 or #6 and #7.
8. After leveling base, place jack stands and spreaders in place.
9. Connect the power Source
220 Volt, 3 Phase
Green: Bonded Ground
White: Ground
Black: HOT
Red: Hot
Blue: HOT

Set Up (continued)

10. After Placing Track and Spreaders, Place platforms between jack stands.
11. Place back scenery on ride from #6 to back porch on ride.
12. Place bottom scenery and steps in place.
13. After placing steps, begin to assemble sweeps starting anywhere and moving in order #1 thru #24.
14. Cars: Place car frames on sweeps by numbers. Then assemble sides and seats. Pin in place and assemble footboards and backs.
15. Assemble scenery: Remove scenery from truck and place in order by numbers. Two men on top use rope and pull scenery into place. Two men on ground hook up scenery to rope.
16. After assembling scenery, use ladder to place lighting on front of scenery.
17. Check all steps. Make sure all pins and keys are in place. Check to be sure the sweeps are tracking on track.
18. Clean all grease and dirt off ride and get yourself ready to open.

Rock N Roll

Maintenance:

1. Maintenance is designed to insure long life and minimum down time on all rides.
2. Lubrication of the Rock n Roll is performed during set up and whenever needed.
3. Drive system is greased weekly by greasing the grease fitting on all bearings and drive shafts.
4. Gear box oils checked weekly. 90 weight gear oil Fill 1-1/2" over bottom of gear.
5. Sweep assembly pins (24) Lubricate the sweep pins with a coating of grease during assembly to prevent seizing in the sweep clevis. Add a thin coat to sweep clevis to prevent sweep pins from seizing in clevis.
6. Drive track assembly: Pins (48) for drive plates. Lubricate the drive plate pins with a thin coat of grease on pin before inserting in drive pin clevis. To prevent wear on drive plate flange, coat lightly with grease before assembly.
7. Lubrication of car assembly: Before assembling car frames on sweeps, lightly coat outside lip on sweep flange on top and middle flange with thin coat of grease. on bottom bushing, slide bushing up on sweep and apply light coat weekly to sweep shaft. Next slide bushing back into place and apply light coat of grease to bushing. Before assembling car frame apply light coat of grease to front assembly shaft, then apply grease thru week as necessary.
8. Drive Wheel Bearing: Pack yearly
9. General Maintenance: Each day before operating, always check to make sure track bolts are tight and that all pins and keys are in place.
10. Sweep wheels should be greased in fitting once each week with about 3 pumps from grease gun.

Maintenance (Continued)

11. Grease in wheel bearing on center trailer should be checked once a month to insure it will be o. k. to move over the road to the next spot.
12. Caution: Over greasing moving parts to ride will result in people getting grease on them and their clothing. It will also require extra time to clean the ride.
13. Caution: Never enter under side of ride while ride is in motion. Always advise operator when entering underside when not in motion. To prevent accidents, always tell other workers when you enter under side of ride for any reason. Never allow riders to enter underside to look for anything, hats, glasses, wallets, keys or anything.
14. If something breaks, be sure to fix it right before continuing to operate ride.
15. Center thrust bearing should be greased weekly by applying grease to the (4) grease fittings located around center. Always grease and turn ride about 1/8 turn and grease again.
16. Blocking: After the ride has been rung, always check blocking to be sure it is tight and does not settle into the ground and allow ride to bounce or shake. Never use concrete blocks on high speed amusement rides.

OWNER/OPERATOR'S RESPONSIBILITY - OPERATION PROCEDURES

- 4.1 Each owner/operator of an amusement ride or device shall read and become familiar with the contents of the manufacturer's recommended operating instructions and specifications, when received as provided in 3.1. Each owner/operator shall prepare an operating fact sheet. This fact sheet shall be made available to each ride or device operator and attendant of the amusement ride or device. The owner's/operator's fact sheet (on a ride-to-ride basis) shall include but not be limited to:
- 4.1.1 Specific ride or device operation policies and procedures with pertinent information from the manufacturer's instructions.
 - 4.1.1.1 Description of the ride or device operation.
 - 4.1.1.2 Duties of the specific assigned position of the ride or device operator or attendant.
 - 4.1.1.3 General safety procedures.
 - 4.1.1.4 Additional recommendations of the owner/operator.
 - 4.1.2 Specific emergency procedures in the event of an abnormal condition or an interruption of service.
 - 4.1.3 The owner/operator shall provide training for each ride or device operator and attendant of an amusement ride or device. This training shall include but not be limited to the following, where applicable:
 - 4.1.3.1 Instructions on ride or device operating procedures.
 - 4.1.3.2 Instructions on specific duties of the assigned position.
 - 4.1.3.3 Instructions on general safety procedures.
 - 4.1.3.4 Instructions on emergency procedures.
 - 4.1.3.5 Demonstration of the physical ride or device operation.
 - 4.1.3.6 Supervised observations of the ride or device operator's physical operation of the ride or device.

4.1.3.7 Additional instructions deemed necessary by the owner/operator.

4.1.4 The ride or device operator of each amusement ride or device shall conduct a daily pre-opening inspection of each ride or device prior to carrying passengers. This inspection shall include but not be limited to the following:

4.1.4.1 Visual check of all passenger-carrying devices, including restraint devices and latches.

4.1.4.2 Visual inspection of entrances, exits, stairways, and ramps.

4.1.4.3 Test of all communications equipment necessary for the operation of the ride or device.

4.1.4.4 Prior to carrying passengers, the ride or device shall be operated for a minimum of one complete operating cycle.

SPECIAL CAUTION

The most important safety requirement on this ride is a well trained, alert operator. You must always remember this ride is not a product designed for use by an untrained person. Failure to do so could result in a severe personal accident. Many hours of direct training on the operation of this ride are mandatory before any individual can be allowed to take full responsibility. It is mandatory for the operator to be intimately familiar with this manual.

It is our philosophy that accidents are not acceptable as they represent human suffering and property damage which are preventable through proper management.

CAUTIONS

1. Be intimately familiar with this manual and properly trained before attempting to operate this ride. Do not lose this manual. Its 1987 replacement cost is \$25.00.
2. This ride is electrically grounded. This helps prevent a person from being shocked should a short develop in the ride. This also produces a very dangerous condition. Should you touch a live wire and grounded ride, you may be killed even though it is only 110v and you are young and healthy. Therefore, ALWAYS, ALWAYS DISCONNECT the main power source before doing anything which might bring you in contact with anything electrical.
3. This ride is heavy moving machinery. Should you or anyone else be hit or become tangled in its machinery, the results will be worse than you expect.
4. Anything happening on or near this ride is your responsibility. Your not seeing anything is no excuse. Be extra alert at all times.
5. Always listen for any unusual noise from your ride. Should you hear or notice anything unusual, stop the ride and immediately contact your supervisor before attempting further operation.
6. Be polite and cautious even when customers are not. Your attitude has a major effect on safety on this ride.
7. Always allow plenty of time to complete all pre-opening and closing procedures. Keep your ride area clean and orderly.
8. In case of an accident, even a very small one:

- a. stop the ride
 - b. get help (office or supervisor)
 - c. aid the injured as best you can
 - d. stay calm
 - e. control crowds
 - f. when help arrives, assist them
 - g. remember the facts---don't gossip---you will have plenty of time to tell the real story at a later time
9. Always make absolutely certain everyone is properly seated and strapped in before starting the ride.
 10. Check carefully that everyone is clear of the ride and outside the fence before starting the ride.
 11. Do not let anyone climb on, play on, or lean over the fence.
 12. Keep the fence a safe distance from the ride.
 13. Use common sense.
 14. Understand that everything inside the fence is your personal responsibility.
 15. Should there be an accident and you even had beer on your breath, had been drinking, or were taking any type of illicit drugs, you could be charged with a felony and sentenced to prison.
 16. When erecting or dismantling a ride, most injuries occur because:
 - a. something falls on someone
 - b. someone slips and falls
 - c. something touches a high voltage line

Remember, the wires on the regular wooden poles often carry 7200 volts.

17. Preventing a child from being injured is by far your most important job.
18. Periodic factory safety bulletins---put these into effect immediately and add them to this book.
19. When you leave the ride turn power off.
20. Be cautious and ready for the unexpected when dealing with children.

NEVER ALLOW A CHILD TO GET IN FRONT OF A MOVING AMUSEMENT RIDE VEHICLE. IT COULD RESULT IN A SERIOUS INJURY OR DEATH.

CAUTION: Never ride anyone without the proper seat restraint.

CAUTION: Never let anyone lean over or sit on the fence while the ride is in motion.

CAUTION: Never operate the ride without watching the ride while in motion.

CAUTION: Never operate the ride while anyone not on the ride is inside the fence.

PERSONAL CONDUCT

The following should not be permitted while operating a ride:

1. Any use of alcohol or illicit drugs.
2. Eating, smoking, or drinking beverages at the ride.
3. Failure to follow the instructions of your supervisor.
4. Failure to follow standard operating procedures and safety rules.
5. Arguing or using profanity in front of customers.
6. Leaving the ride unattended.
7. Listening to radios or tape players.
8. Visiting or having long conversations with others.

AVOIDING LAW SUITS

In addition to providing a safe operation, a little PR can go a long way in preventing a minor injury from becoming a major law suit. We recommend you train your employees in the art of being courteous, helpful and considerate to anyone with even the slightest injury. Employees should immediately notify their supervisors so that they may show additional extraordinary consideration to make absolutely certain that the injured party and friends know that you are concerned and have done everything possible to keep the injury from spoiling a day of fun.

OWNER/OPERATOR'S RESPONSIBILITY - MAINTENANCE

- 4.1 Each owner/operator of an amusement ride or device shall read and become familiar with the contents of the manufacturer's maintenance instructions and specifications when received, as provided in 3.1. Based on the manufacturer's recommendations, each owner/operator shall implement a program of maintenance, testing, and inspections providing for the duties and responsibilities necessary in the care of each amusement ride or device. This program of maintenance shall include a checklist to be made available to each person performing the regularly scheduled maintenance on each ride or device. The owner/operator's checklist (on a ride-to-ride basis) shall include but not be limited to:
- 4.1.1 Description of preventive maintenance assignments to be performed.
 - 4.1.2 Description of inspections to be performed.
 - 4.1.3 Special safety instructions, where applicable.
 - 4.1.4 Any additional recommendations of the owner/operator.
- 4.2 The owner/operator of the amusement ride or device shall provide training for each person performing the regularly scheduled maintenance on the ride or device, pertaining to their duties. This training shall include, but not be limited to the following:
- 4.2.1 Instruction on inspection and preventive maintenance procedures.
 - 4.2.2 Instruction on the specific duties of the assigned position.
 - 4.2.3 Instruction on general safety procedures.
 - 4.2.4 Demonstration of the physical performance of the assigned regularly scheduled duties and inspections.
 - 4.2.5 Supervised observation of the maintenance person's physical performance of their assigned regularly scheduled duties and inspections.
 - 4.2.6 Additional instructions deemed necessary by the owner/operator.
- 4.3 Prior to carrying passengers, the owner/operator shall conduct or cause to be conducted a daily documented and signed pre-opening inspection, based on provided instructions, to insure the proper operation of the ride or device. The inspection program shall include, but not be limited to the following:

- 4.3.1 Inspection of all passenger-carrying devices, including restraint devices and latches.
 - 4.3.2 Visual inspection of entrances, exits, stairways, and ramps.
 - 4.3.3 Functional test of all communication equipment necessary for the operation of the ride.
 - 4.3.4 Inspection or test of all automatic and manual safety devices.
 - 4.3.5 Inspection or test of all brakes, including service brakes, emergency brakes, parking brakes, and back stops.
 - 4.3.6 Visual inspection of all fencing, guarding, and barricades.
 - 4.3.7 Visual inspection of the ride structure.
 - 4.3.8 The ride or device shall be operated for a minimum of one complete operating cycle.
- 4.4 Following an unscheduled cessation of operation, and the unloading of an amusement ride or device, necessitated by malfunction, adjustment, environmental conditions, mechanical, electrical, or operational modification, that affected the operation, the ride or device, or the specifically affected element, shall be appropriately inspected, and operated, without passengers, to determine that the cause for cessation of operation has been corrected and does not create an operational problem.

OWNER/OPERATOR'S RESPONSIBILITIES - INSPECTION

- 4.2.1 Owner/operators of amusement rides or devices shall have an inspection program consistent with the inspections outlined in Practices F770 and F853.
- 4.2.2 Inspection documents deemed appropriate by the owner/operator to be maintained in the ride file shall be filed according to the procedures outlined in Practices F770 and F853.
- 4.2.3 The owner/operator of an amusement ride or device shall promptly notify the manufacturer of an incident, failure or malfunction which, in his judgment, seriously affects the continued proper operation of the ride or device and is information of which the manufacturer should be aware.

SAMPLE GUIDE FOR OUTSIDE AMUSEMENT RIDE SAFETY OFFICERS
(INSPECTORS)

A. INVOLVE MANAGEMENT

1. Require the owner, manager or whoever is in the real position to control safety to accompany the inspector during the complete inspection at least once per season.
2. Require the ride foreman to be there during the inspection.
3. Make certain the ride foreman has access to the ride manual and understands everything in the manual.

B. THE INSPECTION

1. Check all passenger restraints for operation and mechanical condition.
2. Make certain the seat will stay on the ride. Check:
 - a. pins and safety pins
 - b. bolts and nuts
 - c. bearings and shafts
 - d. wheels
 - e. cracks in sweeps
 - f. anything repaired or homemade
3. Check guards, fence and other devices to protect the public and the operator from the machinery.
4. Go over your prepared list to see if there is anything that this particular ride needs checked.
5. Interview the foreman with three goals in mind:
 - a. to teach safety to the foreman
 - b. to learn more yourself
 - c. to improve safety attitude and knowledge in the management.

NOTE: The interview should be friendly, cooperative and informal. The following items should be covered

1. What could be done to make this ride safer mechanically?
2. Does he understand that all safety inside the fence is his personal responsibility?
3. What could be done to make this ride safer from an operational point of view?

4. Ask him how he knows if the ride has problems ... does he listen for sounds? What if it jerks or jumps? To whom would he report anything unusual?
5. What would he do if someone got hurt on his ride? What if he got a drunk customer? What if he had some customers get in a fight?
6. Is he aware that his ride is electrically grounded? This makes the ride less likely to shock him or his customers. Warn him that a grounded ride is much more dangerous if anyone touches a live wire and the ride at the same time. It is just like holding a bathroom faucet and touching a live wire. It really can kill you... Because the ride is grounded so well, 110 volts can be much more dangerous than much higher voltage under different circumstances.
7. Explain that should there be an accident and even if he had beer on his breath or taken any illicit (non-prescription) drugs, he could be charged with a felony. That is very serious.
8. Ask how often he inspects the ride. Suggest a couple of times a day. Teach him the first four points of your inspection.
9. For carnivals:
 - a. new DOT laws
 - b. sleeping under trucks
 - c. cranes and high voltage
 - d. falling while erecting or fixing rides

C. OWNER/MANAGER MEETING AFTER INSPECTIONS

Try to encourage them to become a couch-counselor, emphasizing the following:

1. Give your workers a chance to do their job with pride.
2. Make certain they know their job.
3. Make your workers feel important and contributing.
4. Take steps to reduce employee turnover.
5. Listen and learn from your workers.
6. Most accidents are the result of a chain of relatively unimportant situations.

D. As a safety inspector, your job is accident prevention in its broadest concept.

1. Apply your efforts to those areas most likely to prevent accidents.
2. Help, don't hinder, the profitability of the ride operation. A profitable ride operation is invariably a safer operation.

GENERAL GUIDELINES

OPERATOR SELECTION AND INSTRUCTION

1. Select competent, mature operators capable of understanding the function and use of amusement rides and their control.
2. Instruct each operator fully in the proper use and function of the ride he is to supervise, including:
 - A. Controls and procedures for normal and emergency operation.
 - B. Manufacturer's recommended maximum load.
 - C. Manufacturer's recommended length of ride time.
 - D. Any foreseeable misuse of the ride as determined by the manufacturer or owner, or by special conditions such as weather, location or crowds.
 - E. Each operator must have IMMEDIATE AVAILABILITY and a complete working knowledge of the manufacturer's operator's manual for the ride he supervises.
3. Require each operator to inspect the ride he supervises on each day of operation.
 - A. Determine that no portion of the ride is damaged, omitted or worn in such a manner that it is unsafe or that may develop into an unsafe condition.
 - B. Report any irregularities to superintendent or owner.
 - C. Do not operate the ride if any irregularities are found until such condition is corrected.
4. Instruct the operator to allow no passenger to ride who is visibly ill or under the influence of drugs or alcohol.
5. Instruct operators and attendants on the proper methods of securing passengers in the ride. Do not allow a passenger in the ride who cannot be properly secured due to passenger size or because of malfunction of the securing device.
 - A. Stop the ride immediately if any passenger is observed tampering with any restraining device or behaving dangerously, such as standing up.
6. Advise the operator against starting or operating the ride while any person (passenger, spectator, or employee) is in an endangered or unsafe position on the ride or within the ride area.

7. Insist that each operator remain in full control of the operating controls during operation of the ride, and give his full attention to the ride and its passengers.
8. Instruct operator to allow no other person, other than another trained operator, to operate the controls of the ride.
9. Instruct operator and attendants fully as to the proper method of assembly and disassembly of portable rides. Supply adequate personnel and equipment to do this safely.
10. Instruct operator to inspect and correct or replace damaged, lost or worn parts that are unsafe or that may develop into unsafe parts simultaneously with assembly or disassembly.
11. Advise operator of owner/supervisor procedure for assisting ill or injury passengers.
12. Advise operator that factory-installed safety devices are not to be tampered with or removed.
13. Instruct operators and attendants that patrons are required to secure all loose articles such as keys, change, eye glasses, etc.
14. We recommend that every operator take a first aid course after their first season.

OPERATIONAL LOAD TESTING

Any operational test including load testing performed on a ride shall be completely nondestructive in nature. Overload testing exceeding the rated limits listed on the information plate, operation manual, field inspection guide or specifications sheet shall be deemed inappropriate. Where maximum total passenger weight is not readily available passenger capacity multiplied by 170 pounds per adult and/or 90 pounds per child may be used.

Nondestructive testing with inert loads can be accomplished only with special care as to placement of the load so that it is centered both vertically and horizontally as would be the load of the passenger it replaces. Extra seat reinforcement must be used to offset any load concentration created. Such tests shall be documented and certified as nondestructive by the person making the test and the agency requiring it. Results of all load tests shall be communicated to the factory upon completion by the Certifying Agency.

Conducting a nondestructive operational load test assures the testing agency only that it will carry a given load in a given way at a given moment and in no way assures future safety of the ride.

Conducting a destructive load or overload test also assures the testing agency that it will carry a given load in a given way at a given moment and in no way assures future safety of the ride. However, it also introduces the probability of inflicting serious irreparable damage to the ride that may or may not be apparent at the time of the test.

We consider inert load testing of any nature appropriate only for situations requiring experimental development of stress-strain testing during prototype development. A certificate of load test on the prototype and certification that each production ride met the design criteria when it was manufactured is available from the factory upon request.

4.1.3.7 Additional instructions deemed necessary by the owner/operator.

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4.1.4.1 Visual check of all passenger-carrying devices, including restraint devices and latches.

4.1.4.2 Visual inspection of entrances, exits, stairways, and ramps.

4.1.4.3 Test of all communications equipment necessary for the operation of the ride or device.

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NEVER ALLOW A CHILD TO GET IN FRONT OF A MOVING AMUSEMENT RIDE VEHICLE. IT COULD RESULT IN A SERIOUS INJURY OR DEATH.

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CAUTION: Never let anyone lean over or sit on the fence while the ride is in motion.

CAUTION: Never operate the ride without watching the ride while in motion.

CAUTION: Never operate the ride while anyone not on the ride is inside the fence.

PERSONAL CONDUCT

The following should not be permitted while operating a ride:

1. Any use of alcohol or illicit drugs.
2. Eating, smoking, or drinking beverages at the ride.
3. Failure to follow the instructions of your supervisor.
4. Failure to follow standard operating procedures and safety rules.
5. Arguing or using profanity in front of customers.
6. Leaving the ride unattended.
7. Listening to radios or tape players.
8. Visiting or having long conversations with others.

AVOIDING LAW SUITS

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OWNER/OPERATOR'S RESPONSIBILITY - MAINTENANCE

- 4.1 Each owner/operator of an amusement ride or device shall read and become familiar with the contents of the manufacturer's maintenance instructions and specifications when received, as provided in 3.1. Based on the manufacturer's recommendations, each owner/operator shall implement a program of maintenance, testing, and inspections providing for the duties and responsibilities necessary in the care of each amusement ride or device. This program of maintenance shall include a checklist to be made available to each person performing the regularly scheduled maintenance on each ride or device. The owner/operator's checklist (on a ride-to-ride basis) shall include but not be limited to:
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 - 4.1.3 Special safety instructions, where applicable.
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 - 4.3.3 Functional test of all communication equipment necessary for the operation of the ride.
 - 4.3.4 Inspection or test of all automatic and manual safety devices.
 - 4.3.5 Inspection or test of all brakes, including service brakes, emergency brakes, parking brakes, and back stops.
 - 4.3.6 Visual inspection of all fencing, guarding, and barricades.
 - 4.3.7 Visual inspection of the ride structure.
 - 4.3.8 The ride or device shall be operated for a minimum of one complete operating cycle.
- 4.4 Following an unscheduled cessation of operation, and the unloading of an amusement ride or device, necessitated by malfunction, adjustment, environmental conditions, mechanical, electrical, or operational modification, that affected the operation, the ride or device, or the specifically affected element, shall be appropriately inspected, and operated, without passengers, to determine that the cause for cessation of operation has been corrected and does not create an operational problem.

OWNER/OPERATOR'S RESPONSIBILITIES - INSPECTION

- 4.2.1 Owner/operators of amusement rides or devices shall have an inspection program consistent with the inspections outlined in Practices F770 and F853.
- 4.2.2 Inspection documents deemed appropriate by the owner/operator to be maintained in the ride file shall be filed according to the procedures outlined in Practices F770 and F853.
- 4.2.3 The owner/operator of an amusement ride or device shall promptly notify the manufacturer of an incident, failure or malfunction which, in his judgment, seriously affects the continued proper operation of the ride or device and is information of which the manufacturer should be aware.

SAMPLE GUIDE FOR OUTSIDE AMUSEMENT RIDE SAFETY OFFICERS
(INSPECTORS)

A. INVOLVE MANAGEMENT

1. Require the owner, manager or whoever is in the real position to control safety to accompany the inspector during the complete inspection at least once per season.
2. Require the ride foreman to be there during the inspection.
3. Make certain the ride foreman has access to the ride manual and understands everything in the manual.

B. THE INSPECTION

1. Check all passenger restraints for operation and mechanical condition.
2. Make certain the seat will stay on the ride. Check:
 - a. pins and safety pins
 - b. bolts and nuts
 - c. bearings and shafts
 - d. wheels
 - e. cracks in sweeps
 - f. anything repaired or homemade
3. Check guards, fence and other devices to protect the public and the operator from the machinery.
4. Go over your prepared list to see if there is anything that this particular ride needs checked.
5. Interview the foreman with three goals in mind:
 - a. to teach safety to the foreman
 - b. to learn more yourself
 - c. to improve safety attitude and knowledge in the management.

NOTE: The interview should be friendly, cooperative and informal. The following items should be covered

1. What could be done to make this ride safer mechanically?
2. Does he understand that all safety inside the fence is his personal responsibility?
3. What could be done to make this ride safer from an operational point of view?

4. Ask him how he knows if the ride has problems ... does he listen for sounds? What if it jerks or jumps? To whom would he report anything unusual?
5. What would he do if someone got hurt on his ride? What if he got a drunk customer? What if he had some customers get in a fight?
6. Is he aware that his ride is electrically grounded? This makes the ride less likely to shock him or his customers. Warn him that a grounded ride is much more dangerous if anyone touches a live wire and the ride at the same time. It is just like holding a bathroom faucet and touching a live wire. It really can kill you... Because the ride is grounded so well, 110 volts can be much more dangerous than much higher voltage under different circumstances.
7. Explain that should there be an accident and even if he had beer on his breath or taken any illicit (non-prescription) drugs, he could be charged with a felony. That is very serious.
8. Ask how often he inspects the ride. Suggest a couple of times a day. Teach him the first four points of your inspection.
9. For carnivals:
 - a. new DOT laws
 - b. sleeping under trucks
 - c. cranes and high voltage
 - d. falling while erecting or fixing rides

C. OWNER/MANAGER MEETING AFTER INSPECTIONS

Try to encourage them to become a couch-counselor, emphasizing the following:

1. Give your workers a chance to do their job with pride.
2. Make certain they know their job.
3. Make your workers feel important and contributing.
4. Take steps to reduce employee turnover.
5. Listen and learn from your workers.
6. Most accidents are the result of a chain of relatively unimportant situations.

D. As a safety inspector, your job is accident prevention in its broadest concept.

1. Apply your efforts to those areas most likely to prevent accidents.
2. Help, don't hinder, the profitability of the ride operation. A profitable ride operation is invariably a safer operation.

GENERAL GUIDELINES

OPERATOR SELECTION AND INSTRUCTION

1. Select competent, mature operators capable of understanding the function and use of amusement rides and their control.
2. Instruct each operator fully in the proper use and function of the ride he is to supervise, including:
 - A. Controls and procedures for normal and emergency operation.
 - B. Manufacturer's recommended maximum load.
 - C. Manufacturer's recommended length of ride time.
 - D. Any foreseeable misuse of the ride as determined by the manufacturer or owner, or by special conditions such as weather, location or crowds.
 - E. Each operator must have IMMEDIATE AVAILABILITY and a complete working knowledge of the manufacturer's operator's manual for the ride he supervises.
3. Require each operator to inspect the ride he supervises on each day of operation.
 - A. Determine that no portion of the ride is damaged, omitted or worn in such a manner that it is unsafe or that may develop into an unsafe condition.
 - B. Report any irregularities to superintendent or owner.
 - C. Do not operate the ride if any irregularities are found until such condition is corrected.
4. Instruct the operator to allow no passenger to ride who is visibly ill or under the influence of drugs or alcohol.
5. Instruct operators and attendants on the proper methods of securing passengers in the ride. Do not allow a passenger in the ride who cannot be properly secured due to passenger size or because of malfunction of the securing device.
 - A. Stop the ride immediately if any passenger is observed tampering with any restraining device or behaving dangerously, such as standing up.
6. Advise the operator against starting or operating the ride while any person (passenger, spectator, or employee) is in an endangered or unsafe position on the ride or within the ride area.

7. Insist that each operator remain in full control of the operating controls during operation of the ride, and give his full attention to the ride and its passengers.
8. Instruct operator to allow no other person, other than another trained operator, to operate the controls of the ride.
9. Instruct operator and attendants fully as to the proper method of assembly and disassembly of portable rides. Supply adequate personnel and equipment to do this safely.
10. Instruct operator to inspect and correct or replace damaged, lost or worn parts that are unsafe or that may develop into unsafe parts simultaneously with assembly or disassembly.
11. Advise operator of owner/supervisor procedure for assisting ill or injury passengers.
12. Advise operator that factory-installed safety devices are not to be tampered with or removed.
13. Instruct operators and attendants that patrons are required to secure all loose articles such as keys, change, eye glasses, etc.
14. We recommend that every operator take a first aid course after their first season.

OPERATIONAL LOAD TESTING

Any operational test including load testing performed on a ride shall be completely nondestructive in nature. Overload testing exceeding the rated limits listed on the information plate, operation manual, field inspection guide or specifications sheet shall be deemed inappropriate. Where maximum total passenger weight is not readily available passenger capacity multiplied by 170 pounds per adult and/or 90 pounds per child may be used.

Nondestructive testing with inert loads can be accomplished only with special care as to placement of the load so that it is centered both vertically and horizontally as would be the load of the passenger it replaces. Extra seat reinforcement must be used to offset any load concentration created. Such tests shall be documented and certified as nondestructive by the person making the test and the agency requiring it. Results of all load tests shall be communicated to the factory upon completion by the Certifying Agency.

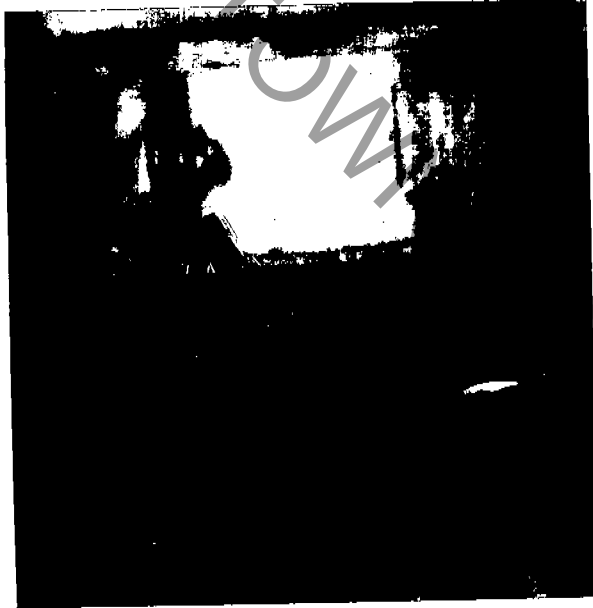
Conducting a nondestructive operational load test assures the testing agency only that it will carry a given load in a given way at a given moment and in no way assures future safety of the ride.

Conducting a destructive load or overload test also assures the testing agency that it will carry a given load in a given way at a given moment and in no way assures future safety of the ride. However, it also introduces the probability of inflicting serious irreparable damage to the ride that may or may not be apparent at the time of the test.

We consider inert load testing of any nature appropriate only for situations requiring experimental development of stress-strain testing during prototype development. A certificate of load test on the prototype and certification that each production ride met the design criteria when it was manufactured is available from the factory upon request.



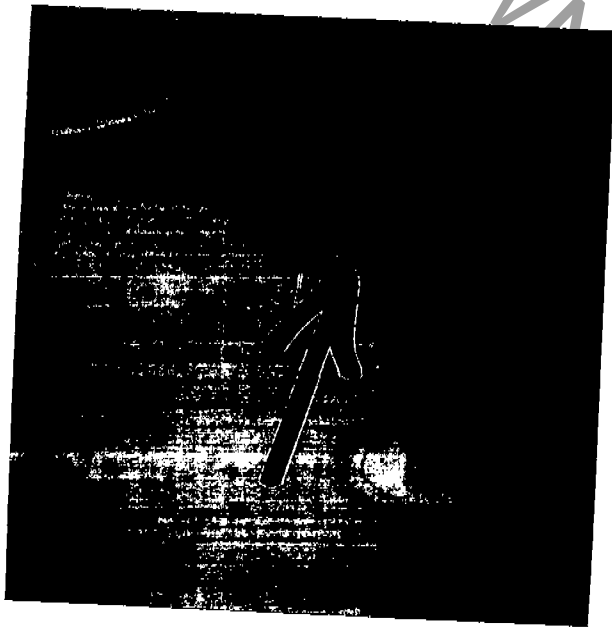
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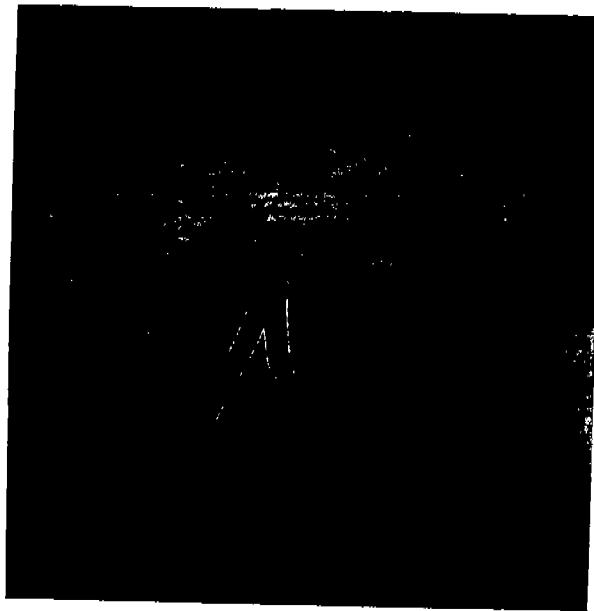
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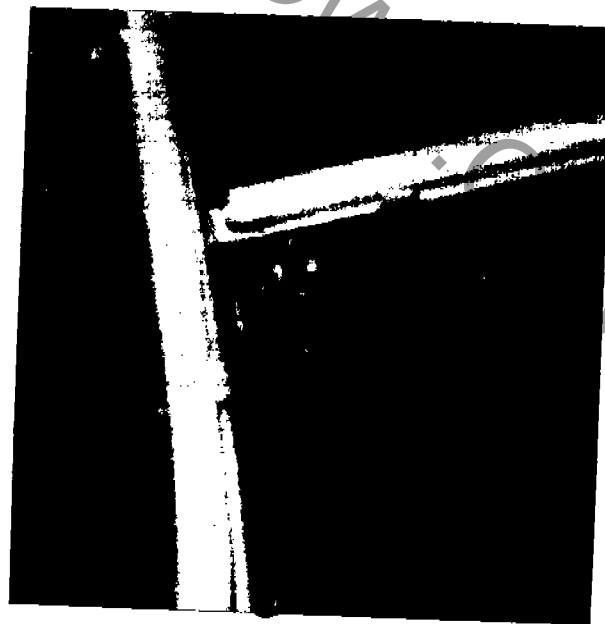
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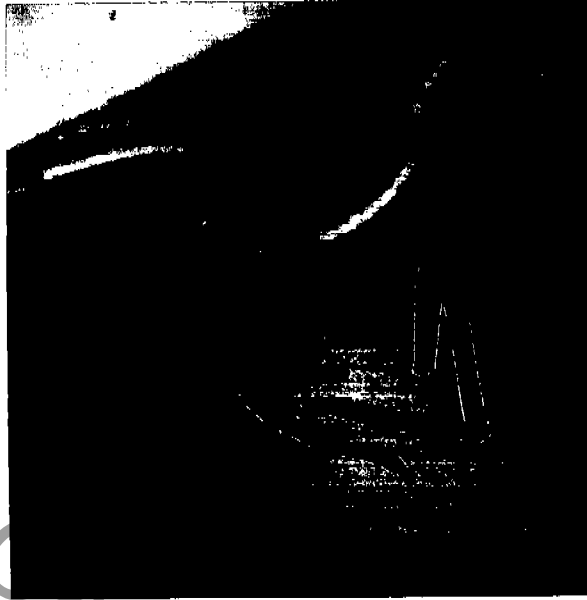
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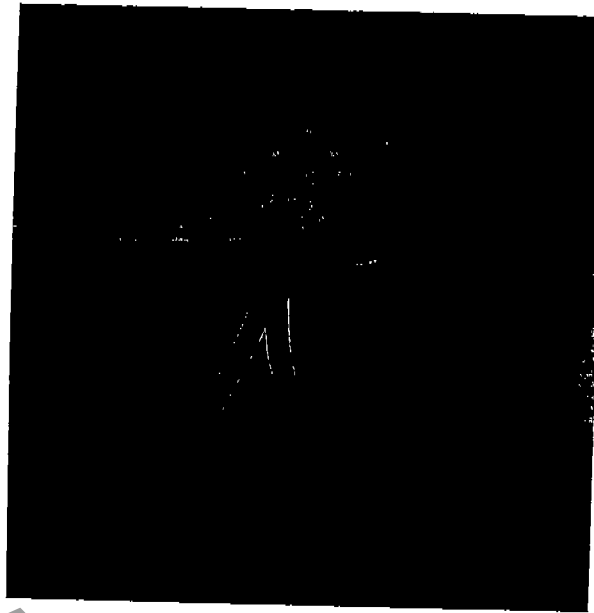


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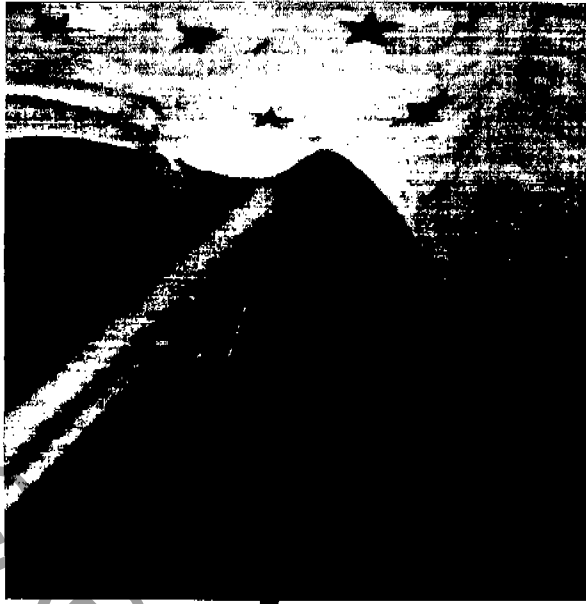




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