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CITY OF SPRINGFIELD

STATE OF ILLINOIS

ILLINOIS DEPARTMENT OF LABOR

AMUSEMENT RIDE & ATTRACTION SAFETY BOARD MEETING

BOARD MEETING

JANUARY 18, 2018

Ann Marie Hollo, CSR, RDR, CRR

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CITY OF SPRINGFIELD

STATE OF ILLINOIS

ILLINOIS DEPARTMENT OF LABOR

AMUSEMENT RIDE & ATTRACTION SAFETY BOARD MEETING

BOARD MEETING OF THE AMUSEMENT RIDE  
AND ATTRACTION SAFETY BOARD on JANUARY 18, 2018,  
between the hours of twenty-two minutes after four  
o'clock in the afternoon and twenty-three minutes  
after five o'clock in the afternoon of that day, at  
the Illinois Department of Transportation, Hanley  
Building Auditorium, 2300 Dirksen Parkway,  
Springfield, Illinois 62764, before Ann Marie Hollo,  
CSR, RDR, CRR.

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A P P E A R A N C E S

Amusement Ride and Attraction  
Safety Board Members:

Ms. Patty Sullivan, Chairperson  
of the Board Meeting

Mr. Bradley Brown

Mr. Marvin Perzee

Ms. Linda Givand Rhodes

Mr. Joseph Beyer

Mr. Joseph Redshaw

Mr. Weston Sparks

Mr. Daniel Kirschner (via  
telephone)

Mr. Dan Schwabe

Mr. Bill Sparks

ALSO PRESENT: Department of Labor Staff:  
Mr. Bill Szerletich,  
Division Manager

Mr. Brian Brown

Mr. Thomas Coe

Mr. Matt Rohman

Ms. Margaret Royer

Mr. Peter Tomczuk

Ms. Cheryl Watson

The Court Reporter:  
Ann Marie Hollo, CSR, RDR, CRR  
Alaris Litigation Services

1           IT IS HEREBY STIPULATED AND AGREED, that the  
2 meeting may be taken in shorthand by Ann Marie  
3 Hollo, RDR/CRR, a Certified Shorthand Reporter, and  
4 afterwards transcribed into typewriting.

5                                   \* \* \* \* \*

6           (Starting time of the meeting is: 4:22 p.m.)

7                           CHAIRMAN SULLIVAN: Good afternoon.  
8 Can you hear me?

9                           Welcome. And I think we'll call the  
10 meeting to order without any further adieu.

11                           Before we go through the order of the  
12 agenda, I'd like everybody up here to introduce  
13 themselves, please, and then I would like to have  
14 the inspectors stand up and introduce themselves.  
15 Here's the microphone.

16                           MR. PERZEE: I'm Marvin Perzee from  
17 the Iroquois County Fair.

18                           MS. RHODES: I'm Linda Rhodes, public  
19 member, from Chicago, Illinois.

20                           MR. SCHWABE: Dan Schwabe, Six Flags  
21 of America.

22                           CHAIRMAN SULLIVAN: Patty Sullivan,  
23 Eli Bridge Company.

24                           MR. SPARKS: Wes Sparks, North

1 America Midway Entertainment.

2 MR. REDSHAW: Joe Redshaw, insurance  
3 representative member, from Rushville.

4 MR. BEYER: Joe Beyer, Acting  
5 Director of the Illinois Department of Labor.

6 MR. BROWN: Brad Brown, professional  
7 engineering member.

8 MR. KIRSCHNER: Dan Kirschner, public  
9 member.

10 CHAIRMAN SULLIVAN: Thank you, Dan.

11 Now, if we could have the inspectors  
12 please stand up and introduce yourselves as well as  
13 staff.

14 MS. ROYER: Margaret Royer,  
15 Chicagoland area.

16 MR. ROHMAN: Matt Rohman.

17 MR. TOMCZUK: Pete Tomczuk,  
18 Chicagoland area.

19 MR. BROWN: Brian Brown.

20 MR. COE: Tom Coe, inspector.

21 MS. WATSON: Cheryl Watson, Illinois  
22 Department of Labor.

23 CHAIRMAN SULLIVAN: Do that again.

24 We couldn't hear you.

1 MS. WATSON: Cheryl Watson, Illinois  
2 Department of Labor, office associate. I've been on  
3 the phone with you.

4 MR. SZERLETICH: Bill Szerletich,  
5 acting division manager.

6 CHAIRMAN SULLIVAN: Thank you.

7 And as we go through, if you could  
8 say your name before you start talking. Most of the  
9 Board, I think this lovely lady who's taking the  
10 minutes, can figure out, but if you're in the  
11 audience, please stand up and say your name loudly  
12 and who you're with so she can get that down  
13 properly.

14 And we'll just move through the  
15 agenda. I think the first matter is to approve the  
16 agenda. Did anybody see anything that they have  
17 questions about, or is there anything that you would  
18 like to see added to the agenda?

19 Okay. Then do I have a motion to  
20 approve the agenda as presented?

21 MR. BROWN: I'll make the motion.

22 CHAIRMAN SULLIVAN: Thank you.

23 MR. REDSHAW: Second it.

24 CHAIRMAN SULLIVAN: Those in favor?

1 (Chorus of "Ayes.")

2 CHAIRMAN SULLIVAN: Those opposed?  
3 Abstentions?

4 (No response.)

5 CHAIRMAN SULLIVAN: Then it's  
6 approved.

7 So the next thing we need to do is  
8 approve the minutes. I hope everybody had time to  
9 read them. I only got them yesterday, but I did  
10 manage to read them last night. I thought it might  
11 help me go to sleep because I have had trouble, but,  
12 no, I got through all of them. So that part that  
13 didn't work very well. But we did do a lot last  
14 time. There's one thing that I would like to have  
15 corrected.

16 On Line 15 of Page 3, I'm with Eli  
17 Bridge Company, not Illinois Bridge Company.

18 So did anybody else see anything in  
19 there, in the minutes? I know there were a few,  
20 just, little typos, but other than that, okay. Then  
21 would -- I would like a motion to approve them as  
22 corrected.

23 MR. BROWN: I'll make the motion.

24 MS. RHODES: Second it.

1 CHAIRMAN SULLIVAN: Seconded by  
2 Linda.

3 Thank you.

4 So let's go to old business. And I  
5 think we're handing most of this over to Bill.

6 MR. SZERLETICH: Yes.

7 CHAIRMAN SULLIVAN: And it's Zorb  
8 balls, Knocker balls and WOW balls.

9 MR. SZERLETICH: As a follow-up to  
10 our previous Board meeting last September, I had  
11 discussions with Illinois Department of Public  
12 Health officials in the Environmental Health  
13 Protection Division regarding WOW balls and their  
14 ability to get involved in the inspection process of  
15 the WOW balls. Some of the areas of regulation that  
16 IDPH is responsible for include the regulation of  
17 water recreational facilities, campgrounds and youth  
18 camps, the public recreational areas and public  
19 beaches.

20 Some of the things that they are  
21 looking at when they're inspecting involve bacteria  
22 levels of water caused by an assortment of factors,  
23 including environmental, human, weather-related  
24 factors, et cetera. Sewage disposal, general



1 sanitation, food service.

2 After reviewing the Swimming Facility  
3 Act, I conferred with IDPH officials, and they  
4 determined that they would not be involved with the  
5 inspection and permitting of any type of Walk On  
6 Water ball. The main reason is their focus as an  
7 agency involves patrons that are submerged in water  
8 and not devices that carry patrons on top of the  
9 water such as: WOW balls, paddle boats, water  
10 craft.

11 Additionally, IDPH, for the most  
12 part, regulates facilities that filter and  
13 recirculate water. They do not regulate pools of  
14 water that are filled and used by patrons utilizing  
15 a floating device, such as WOW balls, paddle boats,  
16 et cetera. If patrons are submerged in the pool  
17 water, then that would then constitute a swimming  
18 pool, and that would fall under IDPH's purview.

19 And as I stated previously, it's in  
20 my opinion that WOW balls, Zorb balls and Knocker  
21 balls do not meet the definition of "Inflatable  
22 Amusement Attraction" as defined by our  
23 Administrative Code, and therefore, it does not fall  
24 under the Amusement Ride and Attraction Safety Act,

1 or the IDPH's Swimming Facility Act.

2 Just a little bit of information. In  
3 2017, we permitted one WOW ball, one water roller,  
4 five Zorb balls and four Knocker balls. So they've  
5 really kind of reached the peak, and we're seeing  
6 less and less of them throughout the -- you know, as  
7 the years go by.

8 So that was my follow-up with the  
9 IDPH. And as I said before, you know, I feel that  
10 we should not be inspecting them at this time unless  
11 we're going to draft new rules for them.

12 CHAIRMAN SULLIVAN: Thank you. Are  
13 you aware of any incidents on any of those?

14 MR. SZERLETICH: The Knocker balls  
15 apparently had a pretty significant injury in  
16 Missouri, and because of that injury, I  
17 guess -- this is coming from another operator that  
18 has Knocker balls. He says it's getting harder and  
19 harder to insure them kind of like mechanical bulls,  
20 because a lot of insurance companies are not wanting  
21 to insure them, so I'm really starting to see them  
22 decline down.

23 CHAIRMAN SULLIVAN: Okay.

24 MR. SZERLETICH: That's all I have.

1                   CHAIRMAN SULLIVAN: Thank you, Bill.  
2 I know that short report doesn't in any way  
3 represent all the time it's taken to do all those  
4 things, but we appreciate it, Bill.

5                   MR. SZERLETICH: You're welcome.

6                   CHAIRMAN SULLIVAN: Is there any  
7 other old business that anybody wants to bring up?

8                                   (No response.)

9                   CHAIRMAN SULLIVAN: If not, then our  
10 new business, we'll start out with the safety  
11 presentation by Linda.

12                   MR. BEYER: Can I have the  
13 microphone?

14                   CHAIRMAN SULLIVAN: Sure.

15                   MR. BEYER: So just to add a little  
16 bit more color on what Bill said with respect to the  
17 permitting and regulations of these. The plan for  
18 IDOL to be phased out of any permitting and  
19 regulations of these going forward is that the  
20 definitions in our rules actually mimmick what is in  
21 the statute. So it would be even more than a change  
22 in our administrative code; it would be a statutory  
23 change required to change the definition of  
24 "inflatable attraction," because one of the

1 conditions there is that it requires a continuous  
2 airflow that is supplied by one or more blowers. I  
3 think we touched on this a little bit last time, you  
4 know. That would be bounce houses and similar  
5 items, but none of these would fall under that.

6 So until we do seek a statutory  
7 change in that from IDOL's perspective -- we're  
8 willing to seek guidance from the Board. I know  
9 there have been subcommittees in the past, but until  
10 that time, we will be moving pretty quickly to cease  
11 any permitting regulations.

12 CHAIRMAN SULLIVAN: Okay.

13 MS. RHODES: Thank you, Patty. So,  
14 first, I wanted to thank Patty and Joe for  
15 supporting my request to present to you all today to  
16 provide the safety presentation. And then I also  
17 wanted to thank Dan Kirschner on the phone because  
18 this is something we have wanted to do a couple of  
19 years. I'm just getting to the point working with  
20 some of you to put this together. So I wanted to  
21 thank him also. So I'll just dive in right now.

22 So I used to -- I have been a safety  
23 professional for almost 30 years in various  
24 industries, and one of the things that happened in

1 all of those industries was I find myself in  
2 meetings mediating pretty heated discussions about  
3 how to ensure safety. And one of the things that  
4 stands out to me in those discussions was the thing  
5 that everyone agreed about was that nobody wanted  
6 anybody to get hurt. So I wanted to start with that  
7 because I feel the same is true for this group.  
8 Everybody in the room -- I think it's safe to say  
9 that all of us are in support of rider safety.

10 Another thing I wanted to share,  
11 before I jump right in, is there's a trainer who  
12 works at the place where I work now, and she uses  
13 this graphic often, and I appreciate it because it's  
14 a reminder, frankly, for me. She always talks about  
15 there's a circle of influence and control, and how  
16 we have to realize not only at work, at home, but  
17 all the time that there are some things that are out  
18 of our influence and control. Her point of  
19 reinforcing this sphere is that entities, such as us  
20 and entities such as myself in my previous positions  
21 have to always step back and remind ourselves that  
22 if we're not careful, we'll get hung up on those  
23 things that are out of our influence and control,  
24 which takes us away from being able to focus on

1 those things that are within our control. So I  
2 wanted to share it in case it was something that you  
3 would, like me, also appreciate as a reminder.

4 So the goal of this presentation is  
5 simply to reinforce that all of us are in support,  
6 obviously, and committed to the fact of rider safety  
7 versus allowing ourselves to get hung up on things  
8 that are out of our control.

9 I wanted to also share that there was  
10 a parable that was introduced to me. It was  
11 actually introduced not in terms of safety, but it  
12 was introduced in terms of diversity and inclusion,  
13 and it's a parable that -- don't get me to quote it,  
14 but the gist of it is there's an elephant, and  
15 there's blind men, and they're all feeling wherever  
16 they happen to be on the elephant and describing it,  
17 and they're all describing something different  
18 because some are describing what the tail feels  
19 like, the ear, the tusk, and it's different.

20 So the point of it -- the moral  
21 essentially is that it's realizing that someone's  
22 different opinion or perspective doesn't necessarily  
23 mean that they're wrong. They might be, but it also  
24 just might mean that everybody should appreciate

1 that they may be speaking whatever their truth is.  
2 The person who's describing the tail, they're not  
3 wrong, even though what they're saying sounds  
4 different than what the person saying who's  
5 describing the tusk. So I also would like that as a  
6 nice reminder.

7 I mentioned earlier that I worked  
8 across several industries, so I need you to know  
9 that even though I'm fairly new to this world of  
10 carnivals and is part of my role on this Board, I'm  
11 not new to helping to ensure safety for the public,  
12 helping to protect people from themselves. And what  
13 I wanted to do before I jumped into some examples  
14 that I've provided, from some operators who are part  
15 of this organization and educators and regulators,  
16 was give you my non-carnival examples. So the  
17 challenge -- one of the challenges that I had in my  
18 role --

19 (Brief interruption.)

20 MS. RHODES: No. That's okay. I  
21 thought we all needed to evacuate.

22 My non-carnival example. This is  
23 just one. Within one of the places I worked, there  
24 was always a lot of members of the public present.

1 In fact, it was a museum in Chicago. Customers  
2 always pushed the boundaries. I'm saying that very  
3 nicely. It was insane. And the risk was injury or  
4 death, and we had some specific mitigators that  
5 included training, feedback, and drawing the line.  
6 So I wanted to give an example that I saw firsthand.

7 There was -- right outside my office,  
8 if you've ever been to the Museum of Science and  
9 Industry in Chicago, near one of the stairwells,  
10 there's an airplane hanging from the ceiling, so it  
11 was a big attraction. There were always crowds  
12 there.

13 While I came up -- my office was  
14 behind there. I came out of my office, and I am not  
15 kidding. Excuse me. There was a lady -- I'm  
16 assuming a "mom" -- with a baby as small as the baby  
17 in this picture from the Internet, and she placed  
18 the baby on the balcony. So at that point, I felt  
19 the blood rushing from my head, because obviously I  
20 don't want to scream and have the baby go over. But  
21 she placed the baby on the balcony, and then she  
22 started slowly backing up, because what she wanted  
23 to do is get a picture real quick with the airplane  
24 in the background.



1                   And so I mean, I don't even know how  
2 I didn't scream or run over and potentially make a  
3 bad situation worse, but I can tell you that, based  
4 on the training that we had, I knew I had to say  
5 something to protect, you know, the baby from this  
6 mom and to protect the mom from herself.

7                   So I just slowly walked up. I did  
8 not startle her. She saw me coming. I made sure my  
9 hand was behind the baby, so if something did  
10 happen, I'd catch the baby.

11                   And then I very nicely -- because  
12 we're all about customer service, and we want people  
13 to come back. I made sure that I explained to her  
14 that this was dangerous, and please take the baby  
15 down. So I can tell you she was real pissed at me,  
16 and she was yelling various obscenities, but to this  
17 day -- this was the '90s. So to this day, I don't  
18 regret for a second my reaction, and that's my  
19 point. One of our mitigators in the museum was we  
20 took our employees, who were customer-facing, and we  
21 put them through some pretty intensive training, and  
22 it could be -- sorry about this on the computer.

23                   But they could have been guys or  
24 exhibits, or they could have been security, or they

1 could have been people who work in the store. If  
2 they had a customer-facing role, we put them through  
3 training the same as you all do. We made sure that  
4 they did what I attempted to do, and that was  
5 provide the kind of feedback that customers needed  
6 to protect themselves from themselves.

7 And then we also drew the line. So I  
8 can tell you that there were many occasions on,  
9 frankly, a daily basis where people got too close to  
10 where we draw our line, and we had to eject them  
11 from the museum. That's just one example. I have  
12 millions of them, just like I'm sure you do.

13 But my point is, I can't tell you how  
14 many times I later told that story just to get it  
15 off my chest because I was frustrated with the mom.  
16 But I needed to make sure, as a safety manager for  
17 the museum at that time, that I didn't get hung up  
18 on that because there were probably many people  
19 behind her who would try something stupid, maybe  
20 stupider. We need to focus on if and when that  
21 happens, what are we going to do about it.

22 There's several people I interviewed  
23 who gave me similar examples, examples that talked  
24 about things that were out of their control, but

1 that presented risks, and then they explained to me  
2 what they did about it. I want to go through those  
3 few slides before I show you a quick video and wrap  
4 things up.

5                   You'll notice the risks for all of  
6 them is injury and death. I did that on purpose,  
7 even though that seems extreme, just as a reminder  
8 to all of us that is our reality based on what we  
9 were involved in.

10                   So another example from an operator  
11 is that one challenge is "unpredictable kid"  
12 behavior, and, again, that's another one that I'm  
13 sure hits very close to home to everybody in this  
14 room. There's some behavior that you can predict,  
15 and there's other behavior that kids have that you  
16 can't predict.

17                   So a mitigator of that -- the  
18 operator who spoke to me about -- Wes was who I  
19 interviewed about that, and I'm not -- I wasn't  
20 going to try to go into the detail, but I can tell  
21 you all the people who I interviewed gave me some  
22 wonderful detail. I just know that time is of the  
23 essence. I'll give you the highlight of what they  
24 gave me.

1                   It obviously involved rider-operator  
2 training. It involved making sure that checks were  
3 diligent. Yes, we have requirements for everybody  
4 on the rides to be seat-belted in, but obviously a  
5 protocol that involves going the extra step in  
6 making sure they're belted in is an effective  
7 mitigator, and likewise for constant awareness on  
8 the part of the rider operator, and that doesn't  
9 mean that it's a silver bullet. I'm sure there were  
10 people who at my museum did things that we didn't  
11 catch. In fact, I know of some. You can Google it.  
12 It is a matter of public record. There was some  
13 pretty bad accidents that happened. We weren't able  
14 to solve everything, but this allowed us to manage  
15 things that were out of our control to the best of  
16 our ability.

17                   An educator example. Bob Johnson is  
18 someone who I spoke with about this one, and an  
19 example he gave me was just one risk that exists out  
20 there. One challenge I should say that exists out  
21 there is at least for some operators, there's some  
22 complacency, and he said one mitigator that he is  
23 involved in is making sure that -- as he works with  
24 companies, he reinforces the value that safety is

1 the highest value there is. There is no value  
2 higher. In fact, my whole career I always tried to  
3 shift people from saying "safety first" to "safety  
4 always" because if you say, "safety first," it kind  
5 of implies priority. Priorities change, and values  
6 tend to not change. So to Bob's point, he made sure  
7 that that philosophy is top down. He reinforces  
8 that.

9 He also reinforces that the  
10 relationships with regulators, between regulators  
11 and operators needs to be cooperative because that's  
12 how we can work together to solve problems.

13 And let me make sure I didn't leave  
14 anything out.

15 He gave me an example of where he  
16 said for those of us who are out in the various  
17 carnivals who happen to see those ones where maybe  
18 there's an operator who seems to always be on the  
19 phone, you can just about guess that there isn't  
20 this top-down philosophy that everybody in this room  
21 strives to have, and that's why he reinforces that.  
22 So it mitigates those types of things from  
23 happening.

24 Okay. And an inspector example.

1 Margaret was kind enough to give me some examples as  
2 well. And one of the challenges she mentioned  
3 obviously is operator error. Well, mitigators  
4 include things, like, proactively -- as an  
5 inspector, proactively observing the operation of  
6 the rides. Yes, inspectors inspect rides, but now  
7 an opportunity to proactively observe it is another  
8 mitigator that provides the tool in the toolbox that  
9 I know Bill is going to talk about later in more  
10 detail.

11 Margaret also gave me the example  
12 that dealt with -- and I think this is something  
13 Bill is going to talk about, too, but there are  
14 other inspectors who are out at the carnivals, and  
15 one challenge is they may not be as well-versed in  
16 efficiently helping to ensure safety as our  
17 Department of Labor inspectors, IDOL inspectors,  
18 because they don't have the same training. So a  
19 mitigator there, as Margaret pointed, is making sure  
20 that they are educated about what we're looking for,  
21 and they're also educated about how they can help,  
22 what kind of gap they can fill.

23 And then a regulatory example is one  
24 that Bob talked to me about, and this obviously

1 relates to the event in Ohio, but he mentioned the  
2 fact that one challenge, not just the incident in  
3 Ohio, but other examples where there's sometimes  
4 hidden ride safety issues, and the mitigator  
5 includes, as he pointed out before, collaborating to  
6 improve the construction and the maintenance  
7 standards that exist.

8 Speaking of the Ohio incident -- I  
9 hopefully can get this to play, but I'm curious as I  
10 pull it up, a show of hands. Have you seen that  
11 three-minute video that has Bob Johnson in it that  
12 talks about the Ohio event? A few people have. I'm  
13 going to show that. Bob was kind enough to give it  
14 to me.

15 If you could, Bill, just help me with  
16 the audio while I pull it up, but it is just three  
17 minutes, and then I only have a couple more slides,  
18 and I'll wrap it up.

19 (The video was played.)

20 MS. RHODES: I appreciate Bob  
21 providing that, because I thought -- first of all,  
22 it provided an overview I had not seen yet, and then  
23 also it talks about what I'm talking about, which is  
24 it's about collaborating and working together to

1 work towards the same goal.

2 So in summary, obviously, we all want  
3 rider safety. We have things that we can continue  
4 to improve as it relates to what is within our  
5 control.

6 There's a quote I always like to  
7 share from Henry Ford that talks about what success  
8 looks like, and it's all about working together, not  
9 just staying together, but keeping together. So I  
10 like that.

11 And I want to thank, again, Margaret,  
12 Wes and Bob for their contributions to the  
13 presentation. And that's the end of the  
14 presentation. Thanks for your attention.

15 (Applause.)

16 CHAIRMAN SULLIVAN: Thank you, Linda.

17 Our next agenda item is the division  
18 managers report. So, Bill, back to you.

19 MR. SZERLETICH: If anybody hasn't  
20 signed the sign-in sheet, Cheryl is going to send  
21 some of these down the table. If you'd sign those,  
22 I'd appreciate it.

23 CHAIRMAN SULLIVAN: While Cheryl is  
24 doing that, I do want to thank everybody for coming



1 today. This is a wonderful turnout, and we are so  
2 pleased to have this big of a turnout. It shows  
3 that we are working on Linda's "cooperating  
4 together" and "working together" because we do all  
5 have the same goal, which is to provide the  
6 safe-as-possible family entertainment to our guests.  
7 And I would say this turnout is a very nice  
8 indication of how serious we all are about that.

9 Back to you, Bill.

10 MR. SZERLETICH: Thank you.

11 So I want to talk about some  
12 statistics. We're going to go over the accident  
13 report. There's a lot of safety bulletins this year  
14 and department updates.

15 2017, we did 1,540 show dates; 1,332  
16 follow-up inspections; inspections issued 4,465; and  
17 678 total locations. And total companies this year  
18 was 373. That was about the only category where we  
19 had a decrease. All the other categories are just a  
20 little bit over what we did from the previous year.

21 I did revise the 2016 numbers a  
22 little bit, going back and taking a look, and it was  
23 just very minute. It wasn't much at all as far as  
24 differences.

1                   Accident report comparison. As you  
2 can see, seven in 2017. We're moving in the right  
3 direction. We always want zero. But as you can  
4 see, we're trending the way we want to trend.

5                   Accident summary. We had seven  
6 nonmechanical accidents. They are as follows: We  
7 had the Scrambler. The patron bumped their head  
8 against the tub and had lacerations above the right  
9 ear.

10                  Trackless train. Bumped head inside  
11 the coach, and it caused a laceration to the ear.

12                  And inflatable slide. Fell and hit  
13 head on the chair. I think it was a chair that an  
14 operator actually had down there at that. Well, I  
15 don't know for sure if that's the case. But there  
16 was a laceration. Whatever chair there was, there  
17 was a laceration to the head.

18                  We had a zip line where someone got  
19 their hand wrapped in the trolley line, and the  
20 patron on the zip line had a broken hand.

21                  Starship 300 where a child climbed  
22 upward on the couch. Prior to the couch ascending  
23 to the upmost position, the centrifugal force, when  
24 it gets up there, the couch moves, and the person

1 climbed up the top of the couch, and then it raised  
2 and caused a laceration to the head.

3 And Rainbow Rock. The patron tripped  
4 and fell in the punching bag area, and he had a  
5 laceration to the eyebrow.

6 And, then, finally, indoor skydiving.  
7 There was an incident where a guest was flying and  
8 felt pain in the shoulder and left with a shoulder  
9 injury.

10 And during the 2017 season, the  
11 Department of Labor conducted operation inspections  
12 at various carnivals and at fixed sites throughout  
13 the state to observe ride operation for any  
14 safety-related issues. Inspections were conducted  
15 in the evening and on weekends while rides were  
16 operational.

17 84 percent of the inspections  
18 conducted had no infractions. One ride was found to  
19 have no permit issued. It was inspected and issued  
20 a permit. And in one incident, we observed a  
21 frightened child on a ride, and instructed the ride  
22 operator to be watchful of children that appear  
23 frightened, and how unpredictable a frightened child  
24 can be.

1                   Like I said, several safety  
2 bulletins.

3                   An ARM Super Shot, the deformation of  
4 the structural tubing. I do have some extra copies  
5 of these bulletins if anybody would like them.  
6 We'll also try to get these up on the website. So a  
7 Super Shot deformation of structural tubing.

8                   Battech Darton Cliff Hangers.  
9 Install protect guard on restraint latch mount  
10 plate. That must be completed by July 1st of '17.  
11 So they should all be effective and should all have  
12 the protective guard on them.

13                  Dartron Cliff Hanger. Passenger car  
14 hanger stem padding replacement to eliminate concern  
15 of corrosion, related structural degradation. These  
16 are production dates of January '98 through November  
17 of 2009.

18                  Another Dartron Cliff Hanger. The  
19 early Cliff Hanger passenger cars upgraded to  
20 stainless steel frames, affected production dates  
21 January 1998 through July of 1999.

22                  CHAIRMAN SULLIVAN: Before you go on  
23 to this page, back to the first one. What is the  
24 cause of the deformation of structural tubing on the

1 ARM Super Shot?

2 MR. SZERLETICH: What's happening is  
3 when the trolley comes down to connect to the  
4 gondola, there's two hooks. Both hooks aren't  
5 engaging properly. So one hook may engage, but the  
6 other one may not, so it's causing it to do this.  
7 It's binding, and it's causing the wheels of the  
8 trolley and the gondola to kind of put a lot of  
9 pressure on that square tubing, and it's bending the  
10 square tubing.

11 CHAIRMAN SULLIVAN: Okay.

12 MR. SZERLETICH: And what's that  
13 doing is getting it out of line with the rear magnet  
14 brake system.

15 CHAIRMAN SULLIVAN: So how --

16 MR. SZERLETICH: Or it could.

17 CHAIRMAN SULLIVAN: Yes. How can  
18 people avoid or keep that from happening? Or  
19 what --

20 MR. SZERLETICH: Well, if I'm not  
21 mistaken, ARM was saying that should be part of an  
22 inspection criteria. So when they're inspecting it,  
23 doing the daily inspection, they should be looking  
24 to make sure that both latches are latching

1 properly. The state inspector should be looking at  
2 that. All inspectors should be looking at it, but  
3 that seems to be the main thing they're saying is  
4 the cause of it of the tube bending.

5 CHAIRMAN SULLIVAN: Is there a fix  
6 for the latch itself, or just keep an eye on it?

7 MR. SZERLETICH: You know, I know  
8 that they're held on by a pin, a cotter pin, and  
9 they've got -- go ahead, Bill.

10 MR. JOHNSON: As an owner of a Super  
11 Shot, they've got repaired basically because of the  
12 tubing. Basically it curves in, I guess, is how you  
13 could say it, and the hooks don't latch correctly  
14 because of that. So you have to send it back to ARM  
15 for them to correct it.

16 MR. SZERLETICH: So when the tubing  
17 bends, that's what misaligns the hooks?

18 MR. JOHNSON: It won't align  
19 correctly, yeah. It's a \$20 fix. No problem.

20 MR. SZERLETICH: Sure.

21 So the early Cliff Hanger passenger  
22 cars out of stainless steel upgrades, and that is  
23 January '98 through July '99.

24 Chance Revolution 20 and 32. Visual

1 inspection of the passenger vehicle attachment area.  
2 This is, if I'm not mistaken, just like the Fireball  
3 passenger gondolas. NDT of passenger vehicle  
4 attachment area, gondola support beam.

5 Tivoli Spinout. NDT of the passenger  
6 vehicle attachment area, gondola support beam.  
7 Again, same thing as the -- same type of seating.

8 The Chance Wipeout has a monthly  
9 inspection of the boom pivot pin fastener, or  
10 fasteners, retainer plate, and welded joint on the  
11 pin phalange. I think that is fairly new. Not too  
12 long ago.

13 I don't know anybody that has a  
14 Larson Giant Loop. I imagine this would be  
15 something you'd see, you know, like at an amusement  
16 park, but there's the monthly visual and the yearly  
17 MP NDT on undercarriage across tubes, and  
18 installation of the additional gussets by  
19 March 1st of '18. And the affected serial numbers  
20 are 1, 2, 4 through 14.

21 Fabbri Mega Drop. There's a NAFLIC  
22 bulletin on that. There's multi areas of cracking  
23 confirmed. I don't think I filled that out  
24 correctly. I believe that is on the drum where the

1 cable winds around.

2 Chance Rides. All rides five years  
3 old, comprehensive inspections to identify  
4 indications of corrosion and rust, repeat after ten  
5 years, and then annually thereafter. The same thing  
6 with ARM.

7 And, lastly, Tivoli Manufacturing,  
8 Re-Mix. Inspection and reinforcement of seat side  
9 rails. I think they had some rails that had broken  
10 off.

11 CHAIRMAN SULLIVAN: Do they provide  
12 the reinforcement?

13 MR. SZERLETICH: I believe so, yes.  
14 Hold on real quick.

15 MS. RHODES: It says to replace all  
16 the side bars with strength fasteners.

17 MR. SZERLETICH: I think what you  
18 have to do is inspect it and see if any of the bolts  
19 have loosened up. If they have -- and I think  
20 you're good if they have. You have to dig a little  
21 further. Yeah, there is a repair procedure to  
22 replace those. It looks like they had extra  
23 security fasteners. So I think, if I'm not  
24 mistaken, this is a repair that has to be done



1 regardless.

2 Nondestructive testing. On our  
3 website, [ridesafetyillinois.gov](http://ridesafetyillinois.gov), you can view  
4 submissions, NDT requirements, the things and  
5 different information you need to send in those NDTs  
6 or submissions. The NDT list will be updated  
7 yearly. That's going to be done here probably in  
8 February. We'll submit an updated NDT list and send  
9 it through CARES and let all the other cities chime  
10 in, make any changes that we need to make. And when  
11 everybody is happy with it, we'll send it out and  
12 use that as a guide for your NDT requirements.

13 Department policies. The Department  
14 of Labor must be notified of all the special  
15 requests at least 30 days prior to the event in  
16 order to avoid possible expedited inspection fees.  
17 Owners/operators who have Chance Zipper Rides must  
18 complete the DOL compliance statement. I do have  
19 some of those sheets if you guys need any. That's  
20 done yearly prior to receiving a permit to operate.

21 Lastly, we have -- if you need -- if  
22 you pick up any shows throughout the season, and you  
23 need to add a route, you can go to our website,  
24 [ridesafety.illinois.gov](http://ridesafety.illinois.gov). You'll see this picture

1 right here. Click on the "ad route" on the  
2 right-hand side, and just put in a little bit of  
3 information, and send it right to us, and you're  
4 good to go. It's very quick and painless. So if  
5 you pick up anything throughout the year, please  
6 send that in to us so we can keep the system  
7 updated.

8                   And I have tentatively set the next  
9 Amusement Ride Attraction Safety Board Meeting for  
10 Thursday, September 13th, 2:00 to 4:00 p.m. in  
11 Chicago at the Michael Bilandic Building. Like I  
12 said, that's tentative. So if there's any conflicts  
13 or anything, we'll change that date. And I know we  
14 want to kind of keep it around September to give  
15 everybody a chance to get through their season and  
16 hopefully make the Board meeting.

17                   And with that, that is all I have for  
18 the division management report. Thank you very  
19 much.

20                   CHAIRMAN SULLIVAN: Thank you, Bill.  
21 We sure appreciate it, and to all of you inspectors.  
22 I know all the operators certainly appreciate what  
23 you do and your cooperation with them in trying to  
24 get things fixed and running, rather than just close

1     them down and add fines. And I think that's a  
2     wonderful thing because we are all in this together.

3                     So I would like to say something. I  
4     did not know -- as far as the incident list, I did  
5     not know about that Scrambler incident. And if you  
6     have any incidents like that for somebody who's  
7     hurt -- I don't care how small they are -- the best  
8     thing you can do is let the manufacturer know that  
9     this happened on their ride, because if there's a  
10    way to mitigate it, keep it from happening again, we  
11    would like to do that.

12                    I know we in past times, we had some  
13    little children's teeth, you know, hit, and a  
14    bleeding mouth and that kind of thing, but I only  
15    have one park in the whole country who sends me  
16    their incident reports. And the first year I got  
17    one of that, I figured it was kind of an anomaly,  
18    because I hadn't heard of it before -- the motion of  
19    the Scrambler doesn't throw people forward. And  
20    then I got another one next year.

21                    So I called the park and said, "Okay.  
22    How is this happening?" It turned out it was just,  
23    you know, horseplay before the ride ever started.  
24    And so we had padding designed for the handlebar on

1 the Scrambler, so that if kids did that -- because,  
2 you know, we can't stop them. That's not in our  
3 circle of control or influence. Then if they did  
4 hit their little mouths, the padding would keep them  
5 from breaking a tooth or splitting a lip or  
6 something like that, and it's a very effective way  
7 to make that stop. And we haven't had any more  
8 incidents of that since that park put those in.

9 But it would be very beneficial to  
10 all of us if you let the manufacturer know that  
11 there's been an incident even if it was just a minor  
12 one. You don't want to keep having that every year,  
13 and if you're having that happen, somebody else  
14 probably is, too. And we can't help make it stop if  
15 we don't know about it as manufacturers.

16 So I would ask even if you think this  
17 is just a small thing, let your manufacturer know,  
18 because if we don't know, we won't and can't do  
19 anything about it. So we really need your help when  
20 those kinds of things happen.

21 Okay. Now we'll open it up for the  
22 public comments and questions.

23 And Bill Johnson?

24 MR. JOHNSON: Bill Johnson, Fantasy

1 Amusement Company.

2                   You said the Board meeting is in  
3 September? You had so many people there. Do you  
4 want to keep it in September? There was four of us.  
5 Can you make it October maybe? You might have more.  
6 I don't know about anybody else in the room, but we  
7 had four. There were four people there. So it's  
8 kind of hard for you to get opinions from everybody  
9 if there's only four of us there.

10                   MR. SZERLETICH: Sure. We can do  
11 October.

12                   MR. JOHNSON: I'm not afraid to talk.  
13 I'll bring up a question, but it's nice to have  
14 everybody else in the room.

15                   The other thing you said, there's a  
16 lot of people here. Do you know why? There's  
17 candy.

18                   CHAIRMAN SULLIVAN: If you feed them,  
19 they will come.

20                   MR. JOHNSON: There you go.

21                   And, lastly, for some of you that  
22 might not know it, our chairman was inducted to the  
23 Showmen's League Hall of Fame in December. So  
24 congratulations to Patty.

1 (Applause.)

2 MR. JOHNSON: For some of you that  
3 don't know, our first president was a guy named  
4 Buffalo Bill Cody, so.

5 CHAIRMAN SULLIVAN: Well, thank you.  
6 It was very humbling, and when I get something like  
7 that, I always think that when I'm receiving it, I'm  
8 really receiving it for everyone who is involved in  
9 safety and education and trying to make our industry  
10 safer and better and more respected. So I really  
11 would like to thank all of you, because without  
12 people who wanted to be involved, no matter how  
13 involved I wanted to be, it wouldn't have made any  
14 difference.

15 So thank you, Bill, and thank you all  
16 for all you do.

17 Mr. Salerno? How are you doing?

18 MR. SALERNO: My name is Robert  
19 Salerno with All Around Amusement. I just want to  
20 say thank you for everybody coming today.

21 Anyway, I'm glad to see on the screen  
22 where we had people being aware of all the corrosion  
23 on the inside of our structural tubing on our rides.  
24 What my daughter found for me this year was a tool

1 called the "endoscope." You can buy them for under  
2 \$400, and it's got a 30-foot length on it, and it  
3 actually goes inside the tubes, and examines it for  
4 you for corrosion and rust. We found out that since  
5 we bought this -- we're doing a lot of different  
6 things at my company. I highly recommend it to  
7 everybody if you get a chance to buy one because it  
8 makes everybody's job a lot easier.

9 I also opened up -- the Board is  
10 welcome to come out to my facility. We just bought  
11 a brand new one ourselves. Everybody will get a  
12 chance to see the rides when they're built. I'd  
13 like to show you what my rides look like when  
14 they're closed. If there's anything that you want  
15 me to change or delete, I would welcome the entire  
16 Board or anybody else to come out to my facility.  
17 I'm glad to have you out there and give me your  
18 opinion. If there's something we can do to make our  
19 industry any better, I'd gladly jump on board and  
20 try to make it better for everybody.

21 Thirdly -- it's a good thing I wrote  
22 them down. Oh, on something that Bill was hitting  
23 on that last year there was only four people who  
24 attended. Since there's more people that attend

1 now, or today, I want to say thank you for the Board  
2 for setting up the beautiful letter on three counts.  
3 Shutting everybody down that had one. The only  
4 problem I had with that last year is that you did a  
5 great job sending them out. It was a very lacks job  
6 in telling everybody, especially all of our  
7 committees, that you guys say we've got to get an  
8 itemized list of where we're at. Well, I own a  
9 Freak Out. Bill Johnson owns a Freak Out. It's  
10 kind of hard to do everything that you want, but  
11 then when we're asked to comply, we do, and then  
12 when we ask you to say are they released, some  
13 people were very lacks in sending release letters  
14 out, because my committee says, "Robert, we ain't  
15 got it in writing. You can't bring it. By the way,  
16 we want a replacement for the Freak Out." There  
17 ain't many people in this room that I know that's  
18 got backup rides to Freak Out rides. So I would  
19 strongly encourage that if you guys can send out  
20 strong letters saying don't use the ride, please  
21 send out strong letters once they okay the ride.

22 I just want to say thank you for  
23 allowing me to speak. Have a great day.

24 CHAIRMAN SULLIVAN: Anyone else?



1 Yes?

2 MR. SCHOENDEIST: Andrew Schoendeist.

3 First of all, I'd like to thank you  
4 for your presentation. It was absolutely wonderful.  
5 I might steal some of those talking points if you  
6 don't mind for some of our operator training in the  
7 spring.

8 And, also, I just want to let the  
9 Board know sometimes, you know, I think it helps  
10 some other people. You guys are very blessed with  
11 Bill and your group of inspectors you have in the  
12 field. We work in a good amount of states, and not  
13 every state has people as educated as you guys have  
14 in the field. So we appreciate working with them,  
15 and we'd like to continue to do so in the future.  
16 So thank you very much.

17 (Applause.)

18 CHAIRMAN SULLIVAN: Andrew, do you  
19 have one of these here? Take this, too. Andrew? I  
20 have two. Why don't you take it.

21 MR. SZERLETICH: Another thing I can  
22 add, really, about the number of incidents that we  
23 had this year -- seven. We always want zero, but  
24 seven, you know, we're trending in the right

1 direction. That's directly related to show owners  
2 that seek out and administer training to their  
3 staff, to the ride operators that make that ride  
4 their ride, take ownership of it, and use that  
5 training. It's tough when you have "Dad" handing  
6 you a child and saying, "I want him to ride this  
7 ride," and you have to do the hard thing and say,  
8 "He's not at the right height. I can't let him  
9 ride," even though he's close. And we've all --  
10 all of you have had to deal with that. So that's --  
11 and "at a boy" to them, and a sign of good training  
12 when they can do that.

13 And, you know, all the way to setting  
14 up the ride, tearing down the ride. The managers of  
15 that have to make that -- get that ride ready for  
16 opening. The state inspectors, third-party  
17 inspectors, insurance inspectors. The Board members  
18 that bring their expertise, all of us together is  
19 what brings that number down.

20 So I just want to throw that out  
21 there that I appreciate all the work that you guys  
22 do to get your staff ready to make these rides as  
23 safe as they possibly can, and it doesn't go  
24 unnoticed, so.

1                   CHAIRMAN SULLIVAN: Sometimes it does  
2 help mitigate the angry parent if your operator can  
3 suggest a different ride for the child so they have  
4 an option. No?

5                   AUDIENCE MEMBER: If they've got  
6 their sights on a ride, it doesn't matter that  
7 there's another ride.

8                   CHAIRMAN SULLIVAN: Well, it is all  
9 because -- I hate to say this, but parents will lie  
10 just to pacify the children. And to be able to get  
11 their kids on -- I was kind of showcasing a ride out  
12 in Ohio one time, and the child wasn't tall enough  
13 to ride, and the mother was calling me everything in  
14 the book. But "He got to ride this ride last year."  
15 And I said, "Ma'am, this ride wasn't here last year.  
16 It wasn't even built last year." "You lying" . . .

17                   And so I certainly feel your pain  
18 because I have been out there and did all that, too,  
19 and when a parent wants their kid to ride, it's very  
20 difficult to get them sidetracked in any way to let  
21 go of it, because a lot of times, as we all know,  
22 it's more important to the parent that the kid gets  
23 to ride than it really is to the kid. And I'm not  
24 sure if we shouldn't be talking to the kids

1 sometimes and saying, "Do you see that ride right  
2 over there? You can ride that one." That might get  
3 you farther than trying to talk to the parent  
4 because they're already shutting you out.

5 Who else has a comment or question?

6 MR. PUSEY: I'm sorry. Don Pusey,  
7 CDAC Incorporated out of Peoria.

8 We had a little problem last year,  
9 not a major problem, with the NDT inspections.  
10 We're in Peoria. Darrel Boaden (sp) is up there,  
11 and a lot of us are in that area, but there's nobody  
12 in that area that does NDT inspections -- NDT  
13 inspections. So we have to get a man out of  
14 St. Louis, and we have to pay travel time, of  
15 course. That's several hundred dollars. And he  
16 come up and did our inspections, and then writes in  
17 the paperwork. And we contacted some other people  
18 in that area. Well, we also want them to do this  
19 and this and this, and we had to bring the man back,  
20 and pay double travel time. I just think if they  
21 would allow -- tell the people what to inspect or  
22 let us know in advance and do some type of -- I  
23 don't know -- an X-ray thing, a tube on a pipe,  
24 which I can understand that.

1                   And then another thing I just want to  
2 mention, our biggest problem in our show is parents.  
3 We've covered that. You know, you put the kids in.  
4 You must hold on with both hands all the time. And  
5 they reach over the fence and give them a "high  
6 five" as they go by. That happens continuously.  
7 It's like they want the kid to have an accident. I  
8 don't know. That's all I've got.

9                   CHAIRMAN SULLIVAN: Well, thank you.  
10 I appreciate it. And I know you are one among the  
11 many who have those same issues.

12                   I might reiterate that I developed a  
13 children's ride safety education program that if you  
14 can take it into the schools, and get the PTA, get  
15 some parents involved in helping to teach it maybe  
16 in future years. If you get just a couple of  
17 parents on your side, then they can apply peer  
18 pressure. I've watched it work, and the kids are  
19 amazing in retaining some of the stuff I said.  
20 Like, "You can't wear those flip-flops. Don't you  
21 remember what Ms. Sullivan said?" And, you know,  
22 just kids wearing the correct shoes and clothing so  
23 they're not tripping or getting snagged on things.  
24 And I still have that program available.

1 OABA has a brand new tape on ride  
2 safety education that they've done, and if anybody  
3 would like that, just let me know. And if you can  
4 just teach a couple of people, maybe get the fair  
5 board involved, or get -- you know, get PTA at a  
6 school involved and have them teach it. And then  
7 the next year if you go out and just do one school a  
8 year, you'll probably want to do more because it is  
9 fun. The kids are amazingly cooperative when you go  
10 to talk about amusement rides when they're in  
11 school, and they're getting out of math and science  
12 and everything.

13 It's for K through 6, and it's free.  
14 I don't charge anything for it. I developed it for  
15 the industry. And I don't know about the OABA  
16 training. I think it's either free or just -- yes?

17 MR. SCHOENDEIST: I'll comment on  
18 that. Andrew Schoendeist again.

19 Yeah, you can contact Bob Johnson or  
20 his staff, and they'll get you the training videos.  
21 And the other videos are for children and are easy  
22 to access online. They make it easy.

23 CHAIRMAN SULLIVAN: And you can -- I  
24 always recommend handing things out for the kids to

1 color, and you can put your promotions on there.  
2 And, I mean, it's a win-win thing for you if you  
3 want to spend the time, and then you've got the  
4 promotion out there that probably becomes  
5 refrigerator art. So until, you know, it's time for  
6 you to be there. I heartily recommend it. I've  
7 seen results from it. More people up in Canada  
8 actually log on to it, and they had a serious  
9 reduction in incidents up there within one year.

10 The kids had been educated away from  
11 the venue, because if you wait until they get to  
12 your carnival, all they can see is the rides they  
13 want to ride, or the food they want to eat, and you  
14 don't have their attention at all. So if you do  
15 that during the school year -- and the teachers are  
16 usually thrilled to have something for the kids to  
17 do the last month or two of school because the kids  
18 are going up the walls, and the teachers get a  
19 little reprieve. So I seriously recommend that.

20 I know it's been a while since I did  
21 a presentation on it, but it's really more effective  
22 than you might think, and it's really -- I always  
23 feel like I'm cheating when I go do a presentation  
24 because it's so fun, and I'm getting out of work.

1                   So I'll put that out there again.  
2    Just give me a call if you'd like a copy of it,  
3    because it gives you even minute by minute what you  
4    should say. You don't have to guess. It's easy and  
5    fun.

6                   So any other comments out there?

7                   Well, if there are no more comments  
8    from the public, then I would entertain a motion to  
9    adjourn.

10                  So move?

11                  MR. BROWN: (Indicated.)

12                  MR. PERZEE: Second.

13                  CHAIRMAN SULLIVAN: Second. Well,  
14    thank you.

15                  Those in favor.

16                  (Chorus of "ayes.")

17                  CHAIRMAN SULLIVAN: None opposed.

18                  Thank you very much.

19

20                  (Meeting ended at 5:23 p.m.)

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CERTIFICATE OF REPORTER

I, Ann Marie Hollo, Certified  
Shorthand Reporter, Registered Diplomatic Reporter  
and a Certified Realtime Reporter within and for the  
State of Illinois, do hereby certify that the  
preceding meeting was taken by me to the best of my  
ability and thereafter reduced to typewriting under  
my direction.

---

Certified Shorthand Reporter  
State of Illinois

**AMUSEMENT RIDE & ATTRACTION SAFETY BOARD MEETING 1/18/2018**

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