Rangers are conversant with chairlift evacuation procedures.

(7) An attendant in charge of a lift or tow who is fully conversant with the operation of all braking systems and is conversant with the methods of starting the lift or tow after a stoppage including the use of auxiliary drive motors on chairlifts shall be stationed at the terminal containing the driving machinery.

(8) If directed by the Board, a licensee operating a chairlift shall install a wind gauge on the most exposed point along a chairlift line and which shall operate a conspicuous warning device when wind velocity reaches a designated maximum. When wind conditions, as determined by the warning device or by observation by a lift attendant make the continued operation of the chairlift dangerous emergency procedures covering such a situation shall be used for the unloading of passengers and use of the lift shall be discontinued.

37. Minimum operating personnel—(1) *Chairlifts*—The licensee shall provide one qualified person to be in charge of the chairlift when operating and at least one attendant on duty at each loading area and one attendant at each unloading area, provided that:

(a) The person in charge shall be stationed at the loading area immediately adjacent to the driving machinery and may serve concurrently as an attendant at that area unless his duties as an attendant preclude his maintaining surveillance of the operation of the lift.

(b) An area used for both unloading and loading may be manned by a single attendant when both loading and unloading of chairs is not carried out simultaneously and the loading and unloading can be adequately supervised by one attendant.

(2) *Surface lifts*—The licensee shall provide at least one qualified person to be in charge of the lift who shall be stationed at the loading area immediately adjacent to the driving machinery.

Where the operator in charge cannot see the entire length of the lift including the unloading area, the licensee shall, at the direction of the Board, station one or more attendants at a point or points along the line of the lift or at any unloading point as designated by the Board.

(3) *Tows*—The licensee shall station at least one attendant at each tow at each loading point, provided that if two or more tows are immediately adjacent to one another and the attendant can adequately keep the use of the tows under surveillance and he has effective means to stop each tow under his immediate control then one attendant may, at the discretion of the licensee, supervise the operation of more than one tow.

38. Emergency-stop devices—(1) *Chairlifts*—(a) Each chairlift shall be equipped at each loading and unloading area, in a position immediately adjacent to the attendant, with a device to stop the chairlift.

(b) Each such device shall be clearly marked "Emergency Stop".

(c) An automatic stopping device shall be fitted to stop the chairlift in the event of the rope departing from its normal running position or derailing from any sheave or sheave train.

(2) *Surface lifts*—(a) Each lift shall be equipped at each loading and unloading point with a device to stop the lift.

(b) If the attendant in charge cannot see the entire length of the lift line further lift-stop devices shall be installed at points designated by the Board along the lift line.

(c) Each stop device shall be clearly marked "Emergency Stop".

(d) Each lift shall be equipped at or near the upper terminal with an automatic safety stop which will be actuated when a passenger who has not released the towing device at a predetermined distance from the upper terminal installation and which will bring the rope to a stop within half the distance between the stop device and the upper terminal installation or in every case before the passenger or his equipment comes into contact with any machinery or other obstacle.

(3) *Fibre rope tows*—(a) Each tow shall be equipped adjacent to and in front of the loading point with a device to stop the tow.

(b) Further stop devices shall be installed at points along the tow line as designated by the Board.

(c) Each stop device shall be clearly marked "Emergency Stop".

(d) An effective automatic tow-stop device shall be erected at the unloading point across the tow line in such a manner that it is actuated by a passenger who has passed the unloading area.

The automatic tow-stop device shall be capable of bringing the tow to a full stop in half the distance between the stop device and the tow-terminal machinery and in every case before the passenger or his equipment can come into contact with the machinery or any other obstacle.

(e) In the case of fibre rope tows having intermediate guide sheaves requiring the use of a rope-gripping device, emergency-stop devices shall be installed on each rope support pylon and clearly marked "Emergency Stop", provided that in place of emergency-stop devices on each pylon, a mechanical-stop system of rope or wire may be employed along the length of the tow in such a manner that a pressure of no more than 6.8 kilograms applied at any point to the safety rope or wire will actuate the tow-stop mechanism and provided also that in the event of breakage or other failure of the safety rope or wire, the tow is brought to a stop.

39. Special Requirements—(1) *Chairlifts*—(a) Each tower shall be fitted with an anti-crash bar designed to prevent chairs or the arm of the chair striking any part of the tower unless the designer of the chairlift certifies to the satisfaction of the Board that either an anti-crash bar is unnecessary or would create a greater hazard than that desired to be avoided by the fitting thereof.

(b) Chairs shall be equipped with a railing at each side, to a height of not less than 15 centimetres above the seat for a distance of not less than 30 centimetres from the back of the seat.

(c) Chairs shall have rounded corners and have no projections which may catch clothing, straps, or any equipment carried by the passenger.

(d) The licensee shall not permit the use of the lift by any person carrying anything likely to impede that person in using the lift in a safe and proper manner.

(e) Each chair shall be fitted with a safety bar in front of the passenger fitted in such a manner that a passenger is unable to fall forward out of the chair unless the designer of the chairlift certifies to the satisfaction of the Board that because of the design of the chair a safety bar is unnecessary or would create a greater hazard than that desired to be avoided by the fitting thereof.

(f) Adequate rescue equipment shall be provided for each chairlift for removing passengers from suspended chairs in the shortest possible time in the event of a complete stoppage.

(g) Except in an emergency or for the conveyance of sick or injured persons, no person shall be permitted to use the chairlift except in the chairs provided.

(h) Passengers on a chairlift shall remain seated and shall use the facility in an orderly and proper manner and shall not throw or expel therefrom any object or do any act or thing which shall interfere with the operation of the chairlift.

(i) A person shall not embark or disembark at other than attended loading and unloading points.

(j) Each chairlift shall be fitted with an auxiliary internal combustion motor which shall be maintained in such a condition that it can be brought quickly into use in the event of a power failure or other stoppage requiring the immediate unloading of passengers.

(k) Drive and return sheave frames shall retain the sheave and the hauling rope in the event of shaft breakage, bearing failure or cable deropement.

(2) *Surface lifts*—(a) Any towing device which envelopes the passenger such as a strap shall not be installed.

(b) If any retractable towing device fails to retract, the lift shall be stopped immediately and the device removed from the rope.

(c) Except with the specific approval of the Board given under such terms and conditions as it thinks fit, a surface lift requiring the passenger to hold the towing device while it retracts shall not be permitted.

(d) Towing devices shall be of sufficient length so that the shortest passenger remains in firm contact with the snow at all times.

(e) T-bar-type towing attachments shall be of durable material and shaped and of sufficient width so that the passenger is held into the bar and does not tend to slip off the end.

(f) Wooden T-bars shall be constructed of wood which does not splinter in the event of damage.

(g) Disc or platter type attachments shall have rounded edges and shall be of sufficient width to enable the passenger to position himself comfortably during travel.

(h) Towing devices which do not accelerate the passenger smoothly from a standing start shall be removed from the rope.

(i) A surface lift shall not be operated if any part of the usable length between the loading and unloading points has a reverse (downwards) slope.

(j) Drive and return sheaves including a floating bull wheel shall be so designed that they will be retained in the event of shaft breakage bearing failure, cable deropement or failure of any part or wire rope suspension system. For the purposes of this clause a "floating bull wheel" means a return sheave