

# ALLAN HERSCHELL COMPANY

Division of Lisk-Savory Corp.

1165 CLINTON STREET

BOX 465

BUFFALO, NEW YORK 14240

AREA CODE 716 825-8300



## Service Bulletin

Ride MINIATURE TRAINS

Subject INSTRUCTING  
ENGINEERS

File OPERATION

Occasionally owners of miniature trains employ new engineers or operators and sometimes in the press of starting Spring operation, find it difficult to spend time to instruct these people as thoroughly as they should be in the operation of the train, with the result that poor and sometimes costly practices creep in.

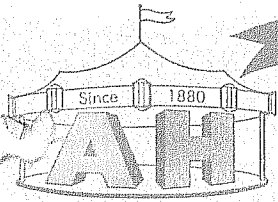
May we suggest that when a new engineer is put on the job, the following points should be emphasized:

1. Check the train carefully each day before putting it into service to be sure that lubrication of the engine, gear boxes, etc. is satisfactory, that brakes are operating correctly and that the track has not been obstructed.
2. Stress the importance of the engineer constantly watching the track and the passengers and being alert for any obstruction on the tracks, or any action of a passenger that might be hazardous.
3. Operate the train at a reasonable speed - never over 60 miles per hour, as indicated on the speedometer, on good, straight track and never over 40 miles per hour, as indicated on the speedometer, on large radius curves and proportionately slower on sharper curves.
4. Point out that speed on curves should be held down until the last car has cleared the curve so that unpleasant whip of the patrons in the last car is avoided.
5. Operation at the speeds given is ample to give the patrons the sensation that they are "going some place", will certainly reduce fuel consumption

and wear, will make the ride more pleasant and comfortable and, of course, increase the effective length of the ride.

6. Have the operator keep the train wiped off and the windows, seats and floor clean, so the train will be an attractive ride. Show him the clean out holes in the bottom of the seats and the floor of the cars for easy removal of dirt.

We feel that if you go over these points carefully with your new engineer, or review them with your present engineer, you will have a better, more trouble free season ahead.



*Amusement Rides*

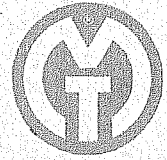
**ALLAN HERSCHELL COMPANY INC.**

and

**THE MINIATURE TRAIN CO. *Division***

104 OLIVER STREET

NORTH TONAWANDA, NEW YORK



## Service Bulletin

Ride G16 & 1865 M.T.

Subject Operate Safely

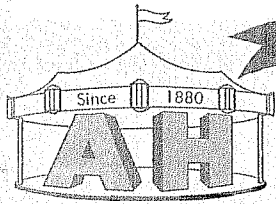
File Operation

An authentic scale model Miniature Train can serve a larger cross section of the amusement minded American Public than any other amusement device. Peculiar to this ride alone is the thrill it offers the tiny tot, its fascination to the teenagers, and the appreciation of a safe, interesting ride for the adult, parent or grandparent. In fact, it is nearly impossible to find an American that isn't in one way or another inheritantly interested in railroads, therefore, the scale model Miniature Train enjoys a special interest among other devices.

When people ride a Miniature Train, they neither expect or desire a thrill ride in the sense of the word that a thrill consists of speed and fast turns. Rather they are looking forward to the thrill of participating in a safe but lively ride where they can watch the reactions of their children, or marvel at the engineering that made the Miniature Train possible.

Successful Miniature Train owners and managers have proved beyond a doubt the above facts are well founded. However, from time to time as our representatives and friends visit locations around the country, they find a train being operated in a dangerous and reckless manner by a careless or indifferent engineer. In a sense, it is none of our business how a train is operated once it is bought and paid for, but in the interest of the amusement industry in general we believe we should continue to remind our owners and managers of the bad publicity one thoughtless individual can cause.

When your G16 Miniature Train was put into operation, our representative made certain recommendations as to speed of operation for a safe attractive ride. In general these speeds were not to exceed 12 miles per hour on a straight track (60 MPH on speedometer) and 8 miles per hour on curved track (40 MPH on speedometer). **TOO MUCH EMPHASIS CAN NOT BE PLACED ON THE IMPORTANCE OF KEEPING YOUR OPERATING SPEEDS WITHIN THESE RECOMMENDATIONS.** The few derailments that have occurred on Miniature Trains in recent years have, without exception, been traced directly to too much speed.



*Amusement Rides*

Bulletin No. 31

Date 12-1-57

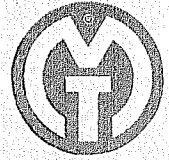
**ALLAN HERSCHELL COMPANY INC.**

and

**THE MINIATURE TRAIN CO. *Division***

104 OLIVER STREET

NORTH TONAWANDA, NEW YORK



## Service Bulletin

Ride G-16 Miniature Train & 1865 Steam Train Subject Operate Safely

File Operation

Page - 2

An alert engineer can see anything that might be on the track which could cause a derailment if he is running at the recommended safe speeds. Track must also be maintained within the proper limits or the recommended speeds can become unsafe. Rusty rails in the spring must be taken into consideration and given a chance to shine up before the train is operated at the recommended speeds.

In several of the busier locations in the United States we have Miniature Trains that have carried well over a million passengers without ever having a wheel off the track. This is positive proof of the design and quality of Miniature Trains and that track maintenance pays.

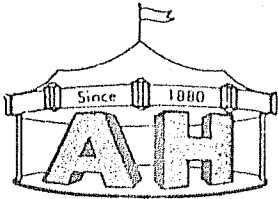
Good brakes and power were incorporated in the design of your train; these were not put in to be used for speed, but to enable you to stop a heavily loaded train safely, for fast smooth starts and hard upgrade pulls. This power must be controlled and used for the purpose for which it was intended.

In purchasing a G16 Miniature Train you selected the best equipment made. We are sure you are primarily interested in the earning ability of this equipment and its low operating cost.

CHECK YOUR PRESENT ENGINEER . . . PROPERLY TRAIN ANY NEW

ENGINEER . . . ACCIDENTS ARE COSTLY . . . LET'S PREVENT

THEM



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## Service Bulletin

Ride MINIATURE TRAIN

Subject \_\_\_\_\_

File \_\_\_\_\_

### WHISTLE SIGNALS

The following are a few of the more common whistle signals:

1. ONE LONG WHISTLE: This means that the train is nearing a place where the mail is picked up on the "fly".
2. TWO LONG WHISTLES: This means - take your foot off the brake and let's get moving.
3. THREE LONG WHISTLES: This means that the train has divided in the middle - split into two sections.
4. FOUR LONG WHISTLES: This is an order of command. It means that the flagman has returned from the west or south end of the train, depending upon its general direction of travel.
5. FIVE LONG WHISTLES: This means the same as the above, except that the flagman has returned from the east or north end of the train.
6. ONE SHORT WHISTLE AND ONE LONG: This means that a trainman is to inspect the air line for leaks or sticky brakes. Something mechanical is wrong. The engineer can tell that there is trouble somewhere along the line by the way his gauges rise or fall.
7. ONE LONG WHISTLE AND TWO SHORT: These whistles are just drawing the attention of other engineers to the green flags carried on the front end of the engine. These flags mean that a second train is following close behind and they are not to enter onto the track until after the second train has passed. This is a warning, too, that the switches have been locked.
8. A LONG STRING OF LITTLE TOOTS: These serve as a warning to anything that might be on the track - animals or people.

WHISTLE SIGNALS

9. ONE SHORT TOOT: (While in motion). This means - "Put on the brakes" or "We are going to stop - right now!"
10. TWO SHORT TOOTS: This means that the engineer is answering a signal of some kind. He is saying "O. K. - Thank you".
11. THREE SHORT WHISTLES: If the train has stopped it means "Back up" or "Go in reverse".
12. FOUR SHORT WHISTLES: The engineer is asking a question - "What do I do next?" or "I'm waiting for orders".
13. ONE LONG WHISTLE AND THREE SHORTS: The engineer is telling the brakeman to protect the rear of the train. This means that he must walk back far enough so that an approaching train can be stopped. He places two torpedos on the rails and when necessary - a lighted fuze or red flare.
14. TWO LONG TOOTS, ONE SHORT AND ONE LONG: This is a warning that the train is nearing a crossing and it tells people to - watch out! The engineer knows when to start blowing by the "whistle posts" that are set about a half-mile back from the crossing. He bears down on the whistle cord until the last long shriek is right on the crossing itself.

NOTE: The "torpedo" mentioned is a small square of explosive material that is placed on the track by a clip or wire. When a heavy steel train rolls over it, it makes a loud crack like a giant firecracker. When the engineer hears this he must stop at once because it means that there is danger ahead.

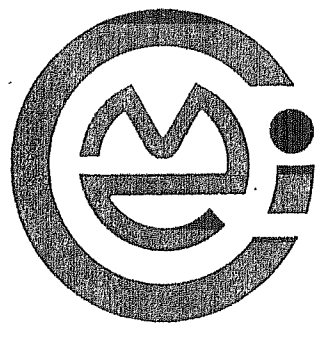
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Lights on For  
Safety

889 Erie Avenue

North Tonawanda, NY 14120



**ALLAN HERSHELL**

**CHANCE**  
MANUFACTURING CO., INC.

Number: 47  
Date: 12-12-72

Supersedes:  
Number: 41  
Date: 2-1-62

# Service Information

**Ride:** G-16 TRAIN, S-16 TRAIN

**Subject:** TRACK CARE AND LUBRICATION

Perpetual care and lubrication of your miniature train track are a very important part of your maintenance program. Daily preventative maintenance plus safe operation can and will result in a successful, profitable season. With this in mind the following suggestions should prove helpful in obtaining a trouble-free season.

**GAUGE** - Check the condition of your track with the Rolling Track Gauge. Check both the levelness and gauge of rails. Make necessary corrections to keep the gauge within 16" plus or minus 1/16". Keep rails on straight portion of track level within 1/2° for every 16 feet by adding and tamping ballast under the ties.

**BANK** - On approaches to curves maintain a constant increase in the bank of 1/2° for every 16 feet. Just as the curve starts and throughout the entire curve the degree of bank should be 2°. Coming out of the curve a constant decrease in the bank of 1/2° every 16 feet should be maintained until the track is level on the straight portion of track.

**BALLAST** - Make a daily check of the ballast and soil condition around the ties. Periodically and especially after a rainy day re-tamp the ballast under the ties and maintain ballast flush with the top of the ties.

**BINDING OF SPLICE BARS** - It is suggested that at regular intervals the splice bars be checked for foreign matter such as dirt, rust, etc. They should be cleaned and lubricated with oil and, in extreme cases where a great deal of rust has accumulated, the splice bars should be removed, cleaned with a wire brush and the bars and rails greased before reassembling. While reassembling caution should be used not to over-tighten the bolts joining the splice bars so as to restrict rail movement due to temperature changes.

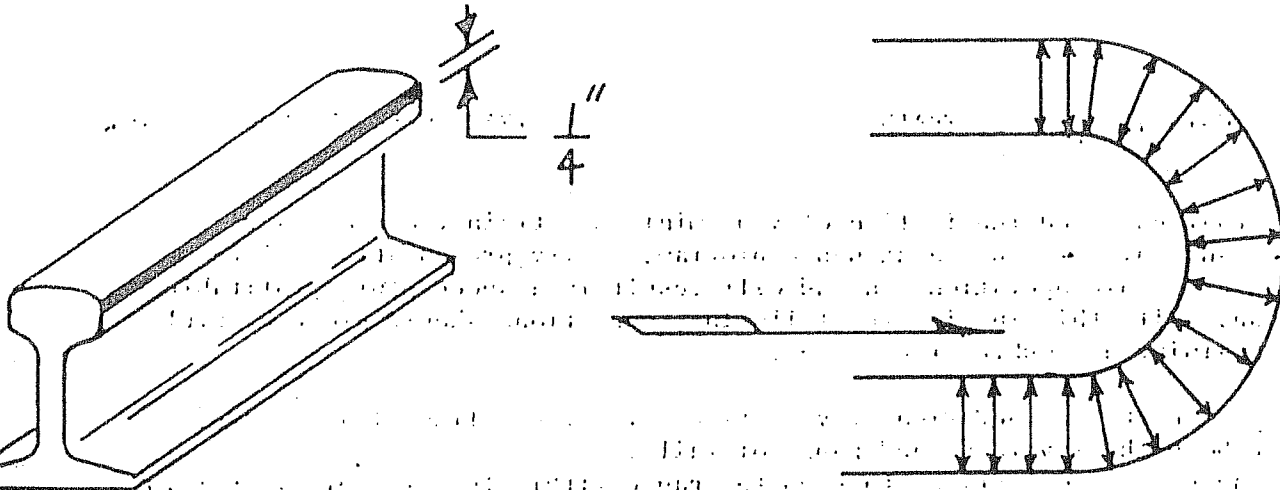
**RUSTY RAILS** - Rust accumulated on top of the rails during the winter months and rainy seasons can cause trouble and requires extra care in train operation until the rust has been worn off of the rails by the wheels. Until the rust is worn away, USE CAUTION AND GO SLOWLY.

We would suggest that the train be driven around the track empty until the rails have been shined up before loading passengers and running at normal speeds.

**LUBRICATION** - Every train operator should be aware of the need for track lubrication when the wheels squeal as the train goes around curves. This noise is a result of wheel flanges rubbing against the ball of the rail. If the track is not properly lubricated on the inside of the rails, unnecessary wear will occur to both the track and the wheels.

Track lubrication should be a daily procedure, and a long, busy day might require several rail lubrications. A light application of CUT-EASE lubricant applied frequently results in the best operation.

We suggest that a small amount of CUT-EASE LUBRICANT be applied daily to the inside only of the upper one-fourth inch of the rail as shown below:



Lubricant applied in this fashion should not be excessive as it is highly undesirable that any grease work up to the top of the rail as grease on this portion of the rail interferes with the traction and stopping ability of the train.

Cleaning and lubrication of the moving switch parts is also a very important part of track maintenance. All foreign matter such as dirt, ballast, leaves, etc. should be cleaned daily from between the outer rails and the switch points. The sliding transit clips on the switch points and all the connecting linkage to the switch stand should be kept clean and well lubricated with heavy motor oil daily.

Daily inspection, care and lubrication will keep the switches operating smoothly and help to eliminate chances of derailment.



3. Illustration A shows the face of the track gauge. When the pointer fluctuates in the 0 - 1/8 area, the track is in good condition. If it should move to either of the two 1/8 - 1/4 sections, it indicates that the track is from one-eighth to one-quarter of an inch out of gauge, and though not dangerous, this section of the track should be given attention. When the pointer moves to either of the two 1/4 - 1/2 areas, it means that the track is from one-quarter to one-half inch out of gauge. If not remedied, this section of the track could cause derailment of the train.

The level tube, is a means of showing you whether or not the bank of the curve remains constant throughout the curve. It registers in degrees the amount of bank a curve has, indicating at what point it begins.

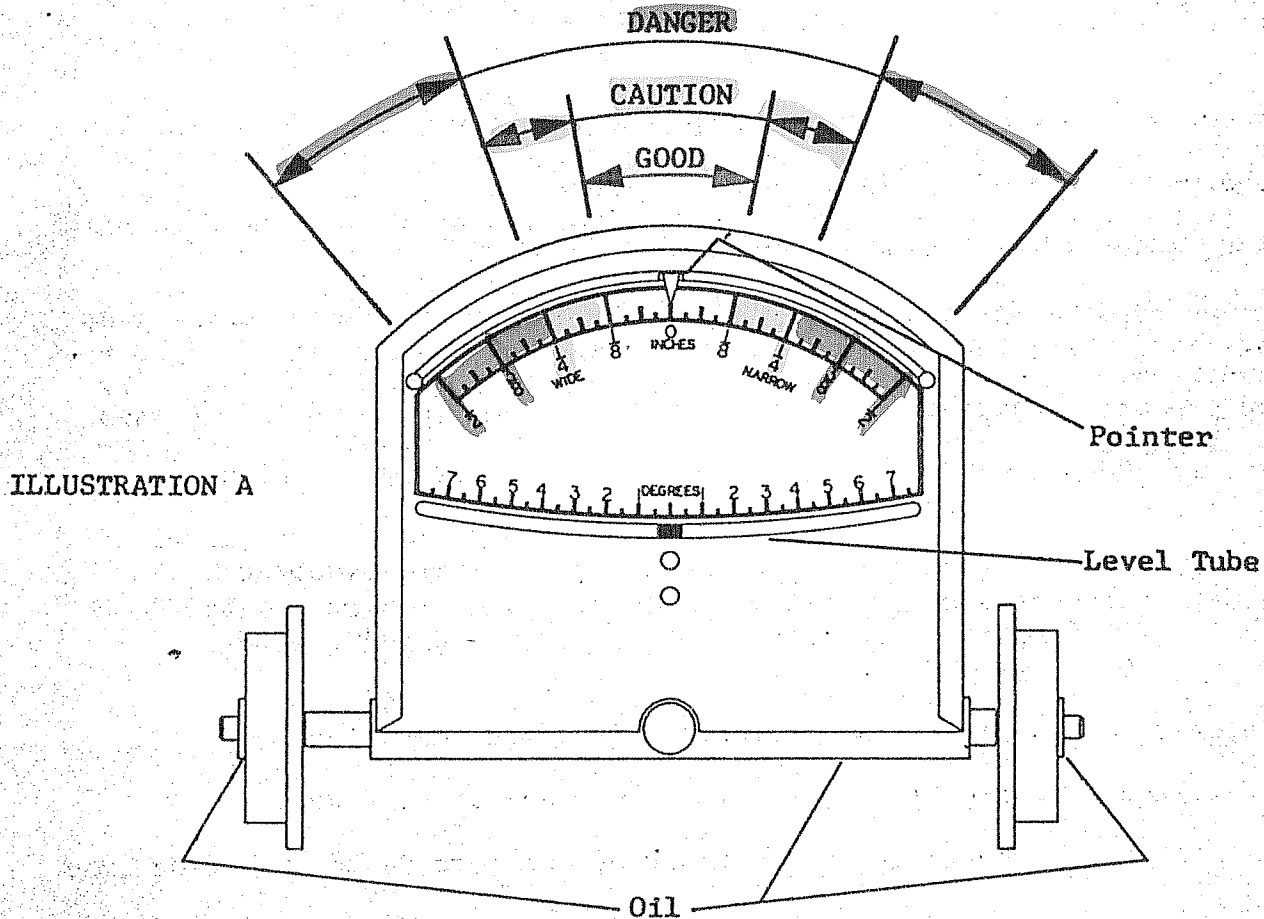


ILLUSTRATION A

NOTE:

The track gauge is not a device for laying track, but rather a means for checking the track.

The lubrication points are shown in Illustration A. There is an oil cap on each wheel through which the wheels are lubricated. The floating axle can be lubricated by removing the screw near the oil mark on the back of the gauge.