

INSTRUCTION MANUAL



D&RGW #50 DIESEL ELECTRIC



ACCUCRAFT COMPANY

33268 Central Avenue

Union City, CA 94587

Tel: 510 324-3399

Fax: 510 324-3366

www.accucraft.com

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ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS



GENERAL INFORMATION

This On30/On3 model is a replica of 3-foot gauge Davenport Locomotive Works Diesel-mechanical locomotive built for the Sumpter Valley Railway in 1937 as their #101. The Davenport, Iowa manufactured many different types of Diesel-mechanical and steam locomotives. The #101 weighed 30 tons and was powered by a 200 h.p. Caterpillar D-1700 engine.

In 1963 the Sumpter Valley railway sold #101 to the Denver & Rio Grande Western where it was re-numbered as #50, used to switch cars in the yard at Durango, Colorado. The #50 was then donated to the Colorado Railroad Museum in Golden, Colorado and is now on display at this museum.

The Davenport Locomotive Works locomotives were used by logging companies to switch cars at sawmills, by mining companies to haul ore cars between mines, stamp mills and smelters and in steel mills and other industries.

Most Davenport Diesel-mechanical locomotives were used to switch cars. Although several found their way onto the "main lines" or rock companies where they ran back and forth hauling trains of rock cars.

Your model is a highly detailed model of the prototype. It is made of steel and brass and will give years of service. The model has a powerful motor and is driven through a gearbox and runs smoothly and quietly. The motor is insulated from the metal frame of the locomotive so that adding a DCC decoder will not be difficult.

The D&RGW #50 will be perfect for switching cars on a Rio Grande layout or on any logging, mining or industrial layout or to haul rocks.

OPERATION & MAINTANCE

- The model as built and configured for DC 0-12 volt analog operation.
- The light bulbs are 1.5 volt, approximately the size of grain of rice.
- The Gear box is made by Northwest Shortline and will need the usual lubrication of plastic compatible grease every few hours of operation.
- The motor will need a drop of light weight oil on each end of the motor armature shaft for every few hours of operation. Be sure to put a drop of oil on each axle bearing and each crankpin main rod bearing.
- Never over lubricate as this will simply make a mess and attract dirt.
- The electrical pickups will need to be cleaned periodically as will the back side of the wheels where the contacts rub.
- The body will lift off the frame by removing the two screws under the radiator and the four screws under the parameter of the cab.
- When reassembling, be sure that wires are not pinched as this will cause a short in circuit and may damage electronic components in your model.
- The coupler pockets are designed to be compatible with Kadee couplers. Coupler pins are supplied with each model for installation purpose.