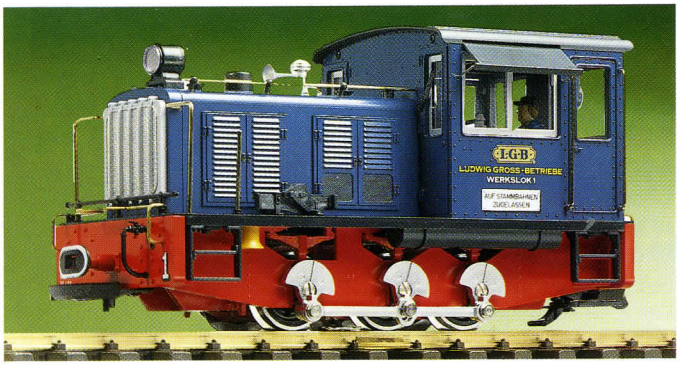
Bedienungsanleitung
Instruction
Instructions de Service



2062

CE DC = 0-22 V

2063

LGB®

GB USA

2062
Industrial Diesel Locomotive

The Prototype:
Numerous locomotives of this kind exist in many industrial operations, where they manage innerdepartmental shunting traffic. These small locomotives also operate connection traffic to a railroad line nearby, from which the freight cars are taken over and are later brought over to them again.

2063
The American Shunting Diesel Locomotive of the Denver & Rio Grande Western Railroad (D & RGW)

The Prototype:
The American locomotive factory Davenport Beseler Corp. in Davenport, Iowa produced numerous shunting diesel locomotives like these or similar to these and has equipped them with a Caterpillar diesel engine.
The Locomotive 50 of the D & RGW, the prototype of the 2063 model is on display at the Railroad Museum in Golden, Colorado.

The Models:

Many Details:
The locomotives are delivered ready to run. The moving doors of the driver's cab are fixed through a spring in their closed setting. The driver's cabs have glass windows with sun protection blinds that can be pulled out from the side, as well as internal furnishings. They are also equipped with a locomotive engineer who is sitting down. The locomotive 2063 is fitted in series with an american claw coupling.

Drive:
2062: The drive occurs on two locomotive axes. A wheel is included for increased traction with a bonding tire. The locomotive axe of the middle is running without traction.

2063: The drive occurs both on the front axe and on the rear axe of the locomotive. A wheel is included for increased traction with a bonding tire.

Lighting:
The locomotives each have a locomotive lamp on the front and back sides which illuminate interchangeably depending on the running direction, as well as an interior lighting of the driver's cab.

A 5 volt current limiting system provides for evenly lit brightness of the locomotive lamps, even at moderate speeds.

The 5 volt micro plug-in bulbs are changed as follows:
1) Pull up the headlight vertically
2) Unscrew the rearward lamps
3) The interior lighting of the driver's cab can be changed after having detached the top (4 screws).

A socket has been mounted to the rear wall of the driver's cab, from which the wagon lighting can be supplied with power.

Methods of Operation:
The methods of operation are chosen with a three-way switch which is found in the driver's cab:
Switch position 0 = locomotive is turned off without power
Switch position 1 = locomotive is turned off with lighting
Switch position 2 = drive with lighting

Cleaning:
Dirty locomotives can be cleaned with soap and water.

Oils:
Only the axles should be cleaned from time to time with a single drop of LGB 5001/9 cleaning oil.

Engine Change:
This task should be done only in an authorized workshop.

Weight of Locomotive:
2,250 grams

Length over Buffer:
310 mm

Driving Power Supply:
The locomotive is operated in direct current (DC) from 0-22 volts.

LGB locomotives are to be driven only with original LGB driving equipment. The 5000 and 5003 regulator transformers are suitable for smaller facilities. The 5006 transformer should be used for larger facilities in conjunction with the 5007 control driving regulator.

The 5006 transformer must be used for outdoor use with the 5012 driving regulator.