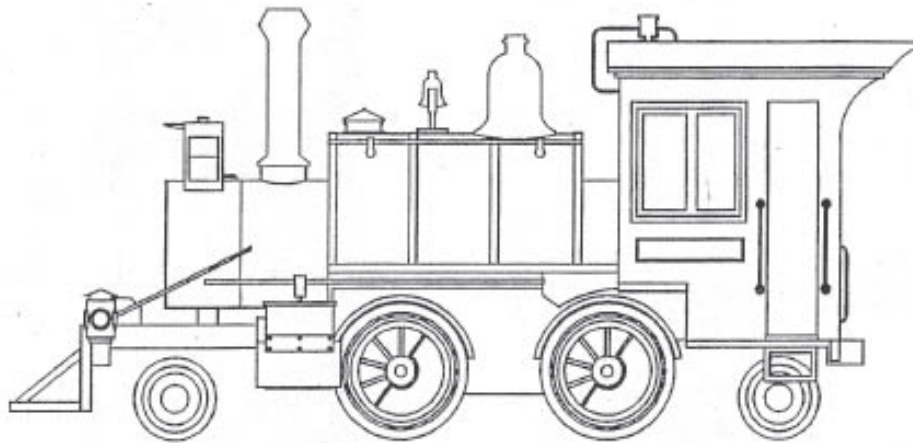


ROGERS 2-4-2 STEAM LOCOMOTIVE

INSTRUCTION MANUAL

ART-21000 - 01



ARISTO-CRAFT TRAINS

121597 NEW

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Dear Model Railroader,

This item, the Rogers 2-4-2 Steam Locomotive, is a highly detailed #1 Gauge, 1/29 scale unit and is suitable for both indoor and outdoor operation. It is patterned after an engine constructed by the Rogers Locomotive Works, of Paterson, New Jersey, prior to 1900. The model closely follows the unique character of the prototype and features such fine details as solid brass handrails and grab irons, movable bell, cab detailing, working interior and exterior lights and a functioning smoke unit.

There are a number of features included in the Rogers, many of them working. Some of these features are:

- ★ Smoke Unit
- ★ Solid State Circuitry
- ★ Realistic Knuckle Couplers
- ★ Fully Sprung Lead and Trailing Trucks
- ★ Working Interior and Exterior Lights

Should you have any questions regarding operation, proper usage or maintenance required on this or any other Aristo-Craft product, please do not hesitate to contact us at the following address:

ARISTO-CRAFT TRAINS / Polk's Modelcraft Hobbies, Inc.

Aristo-Craft Trains
698 South 21st Street
Irvington, NJ 07111

Phone: 973-351-9800
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email: aristo@mindspring.com

Our customer service department phones are open from 10:00 AM to 5:00 PM Eastern time, Monday through Friday.

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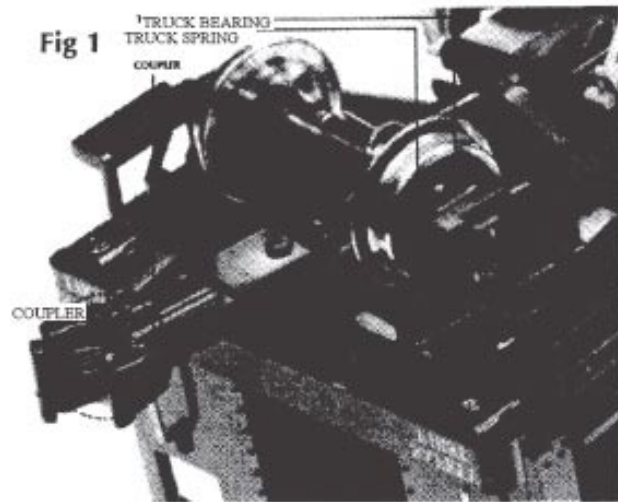
LEADING AND TRAILING TRUCK SPRINGS AND BEARINGS

The leading and trailing trucks on this model have springs just like the prototype. They have springs for equalization and act as shock absorbers to cushion the ride. (Fig. 1)

The truck bearings are designed to operate with little or no lubrication. If lubrication is absolutely necessary, use only a very small amount of a dry lubricant such as powdered graphite or Teflon applied to the ends of the axles where they enter the bearings (Fig. 1).

COUPLERS

This locomotive does not have a coupler on the rear, but is equipped with a draw bar as there is a tender attached. If it is desired that the locomotive operate without the tender, an Aristo-Craft Knuckle Coupler (ART-29200) may be substituted. This is easily done by unscrewing the single screw holding the draw bar to the truck and attaching the knuckle coupler using the same screw.



ELECTRICAL PICKUP

The wheels of this locomotive are designed for electrical power pickup and have been plated for good conductivity. After extended periods of operation, however, they will become dirty and will require cleaning in order to maintain good electrical contact. Aristo-Craft Smoke Fluid / Track Cleaner (ART-29601) applied with a clean

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rag may be used to effectively clean the wheels.

Pressing against the backs of the wheels are small spring loaded carbon brushes which transfer the electric current from the wheels to the lights and motors. After prolonged operation it may be necessary to replace these brushes which is accomplished by the following instructions.

A) Leading and Trailing Trucks: Using a small Phillips screwdriver, remove the small screw that fastens the plastic brush holder to the truck frame. Remove the old brushes and replace them with new ones. Remember that these brushes are spring loaded. Reinstall the brush holder by reversing the above process. Be careful not to break the connections of the wires.

B) Driving Wheels: To replace the brushes on the driving wheels, it is first necessary to swing the brake shoes out of the way as shown in Fig. 3. Then, remove the side rods by removing the crank and the drive wheel screws (Fig. 3). Gently pull the drive wheel off of the axle, remembering that the brushes are spring loaded and may fly out if care is not exercised. Insert the new brushes and

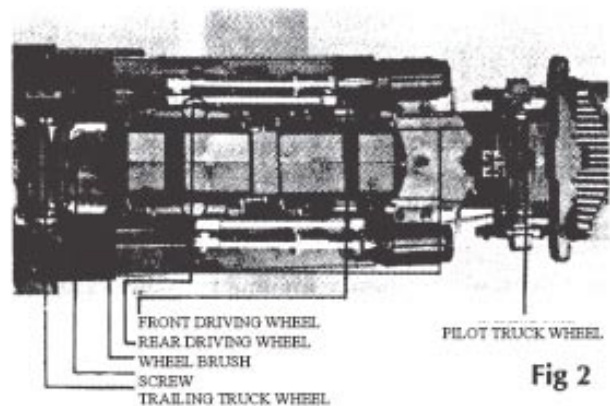


Fig 2

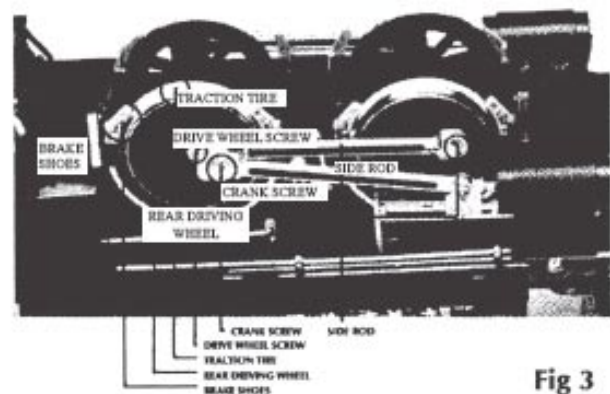


Fig 3

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springs and reassemble by reversing the above procedure.

TRACTION TIRES

The two rear driving wheels of this locomotive are equipped with traction tires to enhance the pulling power. These should be periodically checked for wear and replaced if necessary. To replace the traction tires, remove the drive wheel as outlined above. Remove the old tire by inserting a small, thin screwdriver under it and pull up and off. Now install the new traction tire and reattach the drive wheel.

DRIVE TRAIN

This locomotive is equipped with a unique drive mechanism designed to give greater pulling capacity and efficiency, even on rough or irregular track. Each pair of driving wheels has its own motor, gear train and sealed gear box. The gear boxes have been factory lubricated which should last indefinitely.

If it does become necessary to disassemble a sealed gear box, these steps should be followed:

A) Unscrew and remove the end retainer plates as

shown in Fig. 4.

B) Unscrew the connecting spacer (Fig. 4).

C) Slide the gear box out of the chassis until the power leads are exposed.

D) Disconnect the power leads.

E) Remove the driving wheels as outlined above.

F) The gear box is now free of the chassis and may be removed.

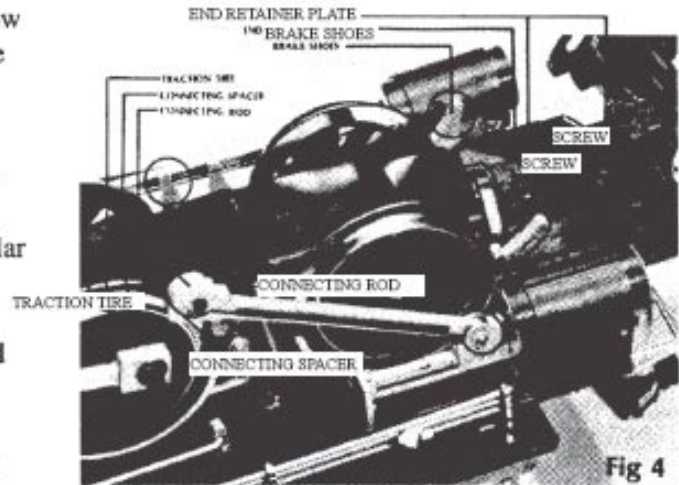


Fig 4

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Under normal usage, lubrication of the driving axles should not be required. However, if it does become necessary to lubricate the item, it is not necessary to dismantle the locomotive. Merely turn the locomotive upside down and place one drop of Aristo-Lube Oil (ART-29603) on each axle between the wheel and the side of the gear box. After oiling the axles, run the locomotive for about ten minutes to allow the lubricant to work in.

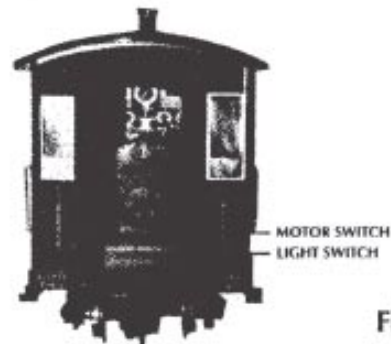


Fig 5

MOTOR, LIGHT AND SMOKE SWITCHES

The motor, lights and smoke units on this locomotive can be controlled (turned on and off) independently by using the three switches installed for this purpose. The motor and light switches are located on the fire box door inside the cab and the smoke unit switch is located inside of the round door in the front of the boiler.

★ Motor Switch (up-on, down-off) – Located on the right side of the fire box door. (fig. 5)

★ Light Switch (up-on, down-off) – Located on the left side of the fire box door. (Fig. 5)

★ Smoke Switch (right-on, left-off) – Located inside of the round door in front of the boiler. (Fig. 6)

SEE PAGE 11 FOR UPDATED INFORMATION

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SMOKE GENERATOR

This locomotive is equipped with a smoke generating smoke stack which produces a burst of smoke with each stroke of the piston. To operate this feature the stack must be filled with Aristo-Craft Smoke Fluid, ART-29601. Do not over fill. Use only 6 or 7 drops of fluid, poured down the opening in the center of the stack. Turn the smoke generator switch to the right or "on" position. This switch is located behind the round smoke box door in the front of the locomotive. This door may be opened by rotating the latch on the upper left of the door counter clock wise (Fig. 6). Never let the smoke unit run dry as it may cause it to burn out. If the locomotive stops smoking, stop and turn the switch to the "off" position unless the smoke fluid is refilled.

Should it ever become necessary to replace the smoke unit, simply pull up and unplug the stack and plug in a new stack. When installing the new stack, align the small port (the off center hole) in the base of the stack with the metal exhaust tube that protrudes from the smoke box (Fig. 7).

SEE PAGE 11 FOR UPDATED INFORMATION



Fig 6

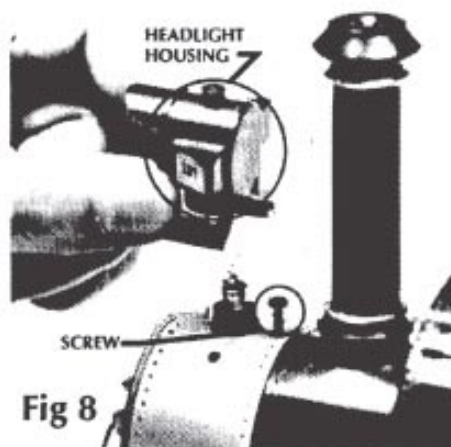


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Please note that this smoke unit will only work efficiently with full power to the track. We recommend the use of Aristo-Craft power packs equipped with "Pulse Width Control" (PWC). This is not pulse power. PWC keeps maximum current on the rails at all times, allowing track powered accessories to operate to their best degree.

LIGHT BULB REPLACEMENT

The bulb in the headlight can be replaced by first unscrewing the headlight housing and then the bulb. (Fig. 8). To replace the bulb in the cab, merely reach in and unscrew. The classification lights on the pilot beam are illuminated by light emitting diodes (LED's) and should last indefinitely.



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LIMITED WARRANTY

All ARISTO-CRAFT TRAINS products are under warranty for five (5) years from the date of purchase against defects in workmanship and/or materials. Proof of purchase *may be required* by ARISTO-CRAFT TRAINS.

This warranty is void and does not apply to any product and/or parts and components which have been improperly installed by the purchaser/owner, abused or damaged in any way through improper operation such as but not limited to derailment, repairs or modifications performed by non-authorized service centers or technicians.

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SERVICING

Should your ARISTO-CRAFT TRAINS product require warranty service, please return it in the original box, if possible, protected by a proper shipping carton. Send the product fully insured and prepaid. ARISTO-CRAFT TRAINS will not be responsible for any loss or damage incurred during shipping. Be sure to include a brief, but thorough explanation of the problem, together with your name, street address (no Post Office box please), city state or province and country, if outside of the United States. Also include a daytime telephone number so that we may contact you if necessary. Your return address should be clearly marked on the outside of the shipping carton.

The proper payment for shipping and handling, in U.S. funds, should also be included as follows:

| | |
|---|---------|
| Locomotive or complete train set | \$20.00 |
| Accessories, switches, track, freight or passenger cars, rail cars, tenders, etc. | \$10.00 |

Your check or money order should be made payable to: Polk's Modelcraft Hobbies, Inc. Do not send cash. If your item is not covered by warranty service, you will be contacted and a repair estimate given before any work commences.

The shipping address to be used for returns is as follows:

ARISTO-CRAFT TRAINS / Polk's Modelcraft Hobbies, Inc.
Customer Service Department

| | |
|-----------------------|------------------------------|
| Aristo-Craft Trains | Phone: 973-351-9800 |
| 698 South 21st Street | Fax: 973-351-9700 |
| Irvington, NJ 07111 | email: aristo@mindspring.com |

Written confirmation of receipt of returned items will be sent with estimated repair time by the ARISTO-CRAFT TRAINS Customer service Department.

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ART-21000 SERIES ROGERS 2-4-2 INSTRUCTION MANUAL UPDATE

The Rogers (2005 Version) now has the ART29311 (SD45 type) Smoke unit replacing the older smoke unit as shown and explained on Page 7 of the manual. The instructions on Page 7 do not apply to the 2005 Version of the Rogers. Instead of following the Smoke Generator instruction on Page 7 follow the Smoke Unit instructions below.

The ART21000 Series 2-4-2 Rogers Steam Locomotive now has the ART29311 Prime Mover Smoke Unit common to the SD45, Dash-9, Mallet, Pacific, Mikado and other locomotives.

The Smoke Unit is located beneath the smoke stack, which is situated on the top of the boiler in the front of the locomotive. The power switch to turn the smoke unit on and off is located under the locomotive next to the fireman's side cylinder on the Main Mount Cover (Part #117 in the Exploded Parts Diagram). Push the switch to the forward position to turn the smoke unit on and push the switch to the rear position (towards the cab) to turn the smoke unit off.

To fill the smoke unit, remove the Smoke Stack (Part #34 in the Exploded Parts Diagram) and pour Aristo-Craft/CREST CRE-29601 Smoke Fluid down the smoke unit opening. Add 25 to 50 drops of smoke fluid to the smoke unit. Reinstall smoke stack and ensure smoke unit power switch is in the "On" position.

Note:

Smoke Unit will only work when the Motor Switch is in the "On" position.

CAUTION:

Do not turn the locomotive upside down or on its side when the smoke unit contains smoke fluid. Any smoke fluid may leak out of the locomotive. The fluid may be hot enough to cause injury.

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