

# INSTRUCTION MANUAL



## PLYMOUTH DIESEL SWITCHER ELECTRIC



AMERICAN MODEL SUPPLY

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### GENERAL INFORMATION

This On30/On3 model is based on a 3-foot gauge 18 Ton Plymouth built in 1927 as construction number 2522. The original prototype was built as gas powered in wheel arrangement 2-4-2, while its pilot and trailing truck wheels were removed to be a more generic Plymouth 0-4-0 locomotive with model number and style of HLC type 3.

The locomotive was first delivered to Colfax, California to the Nevada County Narrow Gauge Railway. As new, the locomotive was rejected by the railroad after a few months because it kept derailing on the tight curves of Nevada County Narrow Gauge Railroad (or 'Never Come Never Go' as the locals called it).

In 1930, Plymouth Diesel Switcher was then sold to Yellow Pine Mining Company in Jean, Nevada. It next shows up operating on Metropolitan Water District at White Water, California near Palm Springs owned by contractor L.E. Dixon. It was sold again to Hyman-Michaels who in turn sold it to the Pacific Coast Railway in 1936 at San Louis Obispo, California.

In 1942, the locomotive traveled to Aaron Feher Company in Los Angeles. This Plymouth Diesel Switcher disappears at the same location not long after, as many believe that it must have been scrapped.

These Plymouth style locomotives were widely used all over the world, and are still used today at many tourist railways and on construction projects that need a transport system.

Your model is a highly detailed model of the prototype. It is made of brass and stainless steel 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 with DCC ready circuit board so that adding a DCC decoder will not be difficult.

The model weighs 8 ounces. It measures 4.375 inches long by 2.25 inches across the mainframe by 2.5 inches high from the railhead to the top of the cab. All lights are operational, including headlight, marker lights, and back-up light. Interchangeable coupler height between On30 and On3 standard is also featured with this model.

### 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 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 as well.
- 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 four screws under the parameter of the cab. Be sure to free the headlight and front marker lights gently prior to pulling the shell off to avoid damage.
- 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. The top pocket is preset for On3 coupler height, while bottom pocket is for On30 coupler height.
- This model is DCC ready. Please visit our website [www.amstrains.com](http://www.amstrains.com) for detailed instruction on 'How To: DCC Plymouth Diesel Switcher On30/On3' under 'Support' page.