



GENERAL INFORMATION

This 1:20.3 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 Ping Mining Company in Jean, Nevada. It next shows up operating on Metropolitan Waster 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 Aron 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.

OPERATION & MAINTANCE

- The model as built and configured for DC 0-24 volt analog operation.
- The light bulbs are 6 volt. diodes.
- The Gear box will need the usual lubrication of plastic compatible grease very 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 a drop of oil on each crankpin main rod bearing.
- Never over oil 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 hex bolts under the radiator and the four screws under the parameter of the cab and hood.
- Be sure when reassembling that no wiring gets pinched causing a short circuit and damaging any electronics in the unit.