

On Her Majesty's Service

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9 JULY 1987

WALTHAM ABBEY
ESSEX

THE
“RUSTON” OIL LOCO

To work with Liquid Fuel, such
as Petrol, Heavy Gasolene, Benzol,
Crude Benzol, Paraffin, and Alcohol
in

Mines, Quarries, Brickyards, and
Forests ; Tea, Coffee, Sugar, Cotton,
Rubber and other Plantations ; Power
Stations, Paper Mills, Cable Works,
Powder Factories, etc. ; and
for Light Railways
and Tramways.

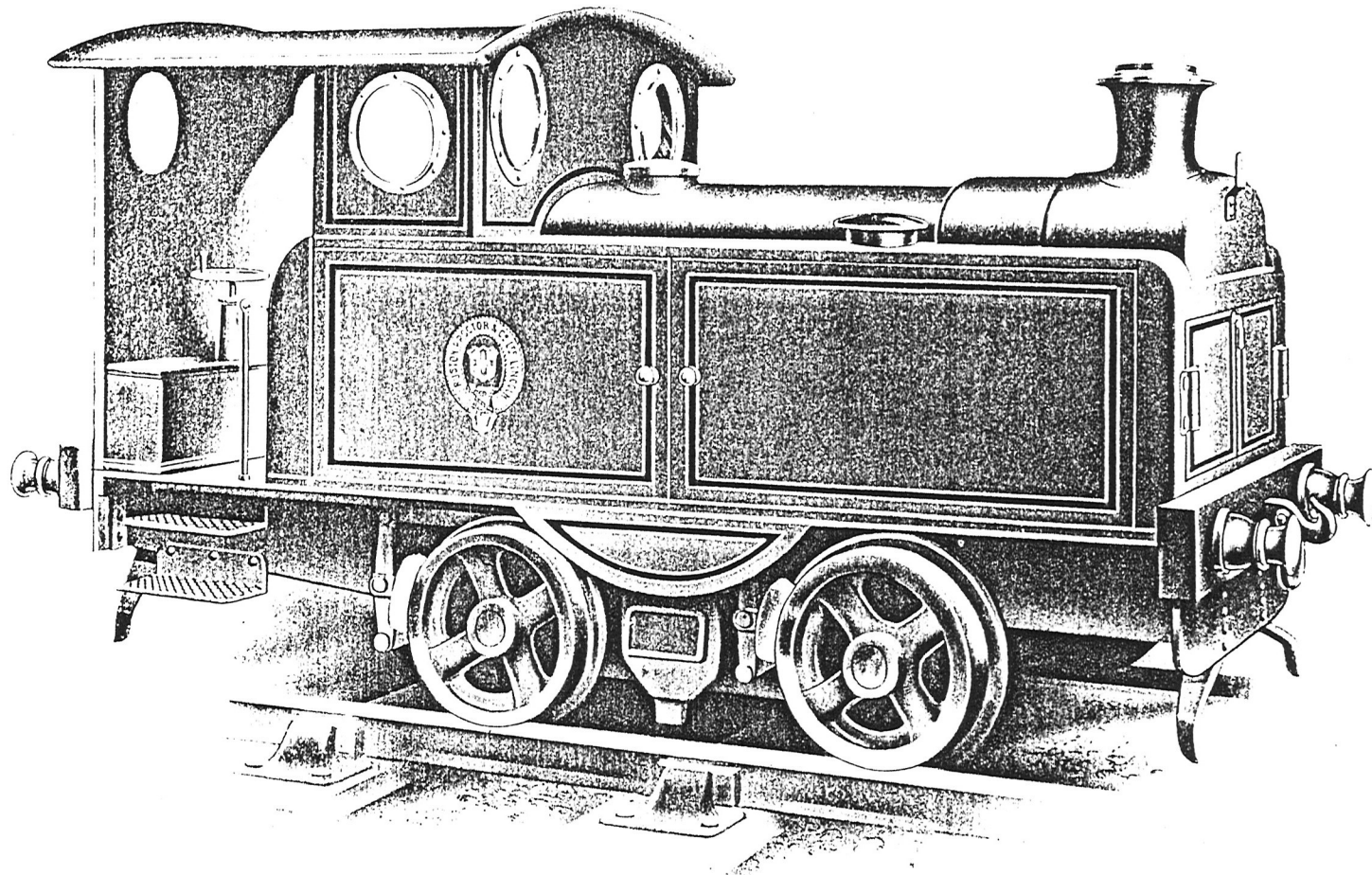
SOLE MAKERS :

RUSTON & HORNSBY LTD.
LINCOLN :: GRANTHAM :: STOCKPORT

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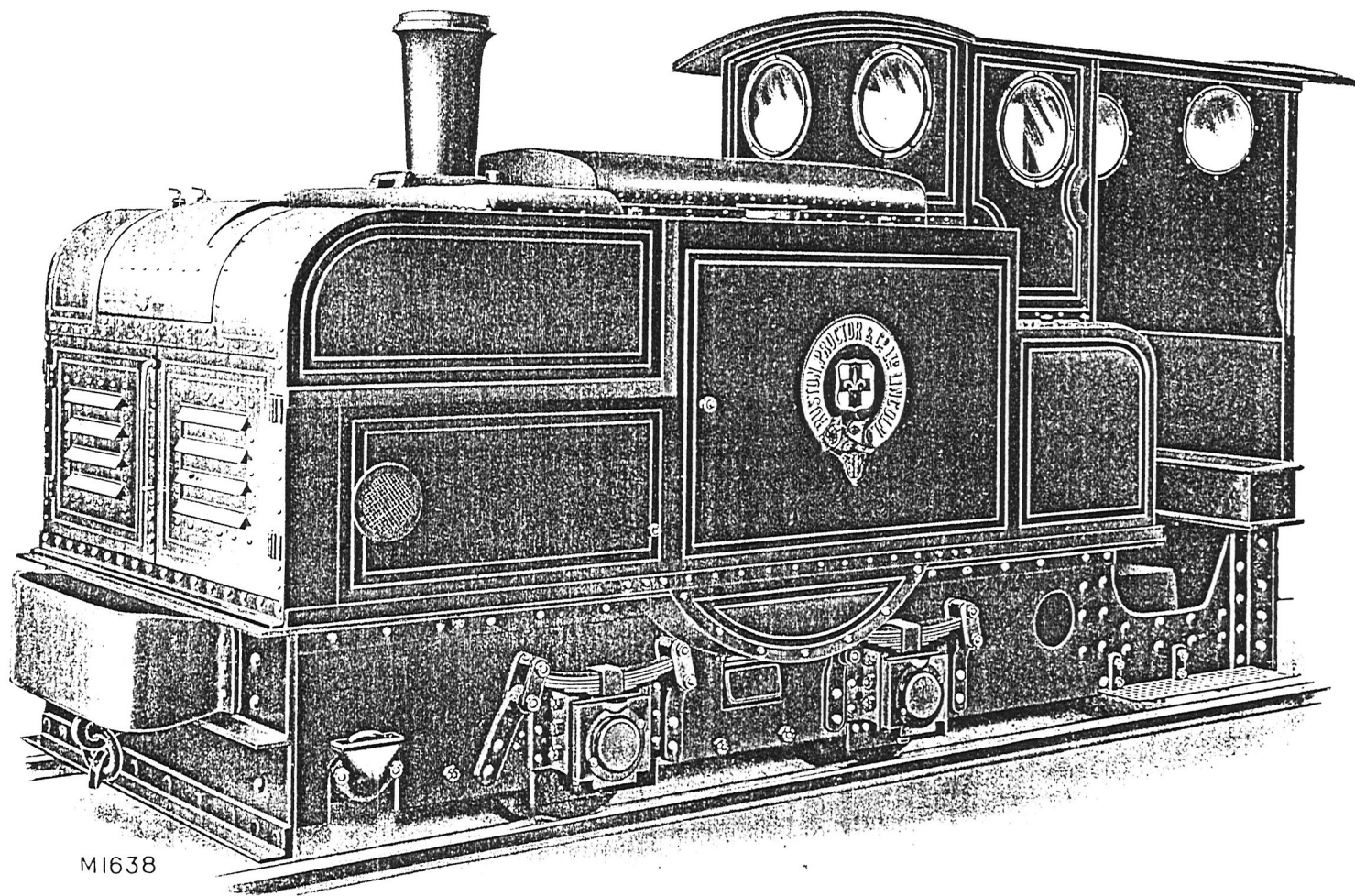
THE "RUSTON" OIL LOCO, MULTI-CYLINDER

THE "RUSTON" OIL LOCO

FOR long an efficient Locomotive has been wanted for conveying medium loads at moderate speeds on light railroads, particularly in Mines and Lumber Concessions, and in Works or Factories with depots or branches radiating some distance from the main centre, as (from the very nature of the work) Powder Factories

THIS want has at length been supplied in a marvellously satisfactory fashion by the "RUSTON" OIL LOCO, an ideal, handy, light, economical, and efficient engine for this class of work

FROM the very first, most satisfactory results were obtained with this Loco, and now that they are in a position to manufacture in quantity, Ruston & Hornsby Ltd. have every satisfaction in placing before Mine-owners, Lumber Companies, Works Managers, etc., this Circular illustrating and describing the most efficient and economical means of conveyance, for their particular work, yet marketed



M1638

THE "RUSTON" OIL LOCO, DOUBLE CYLINDER

THE "RUSTON" OIL LOCO

DESCRIPTION

ENGINE **A**N Oil Engine of simple design, fitted with patent device whereby such different fuels as Petrol, Heavy Gasolene, Benzol, Crude Benzol, Paraffin, and Alcohol may be used.

This Engine is absolutely true in action, being thoroughly tested on bench before being placed on Loco. It is very powerful and flexible, especially arranged for handling varying loads; is carefully balanced, and can be started up from cold without delay, enabling the locomotive to be put into service at once.

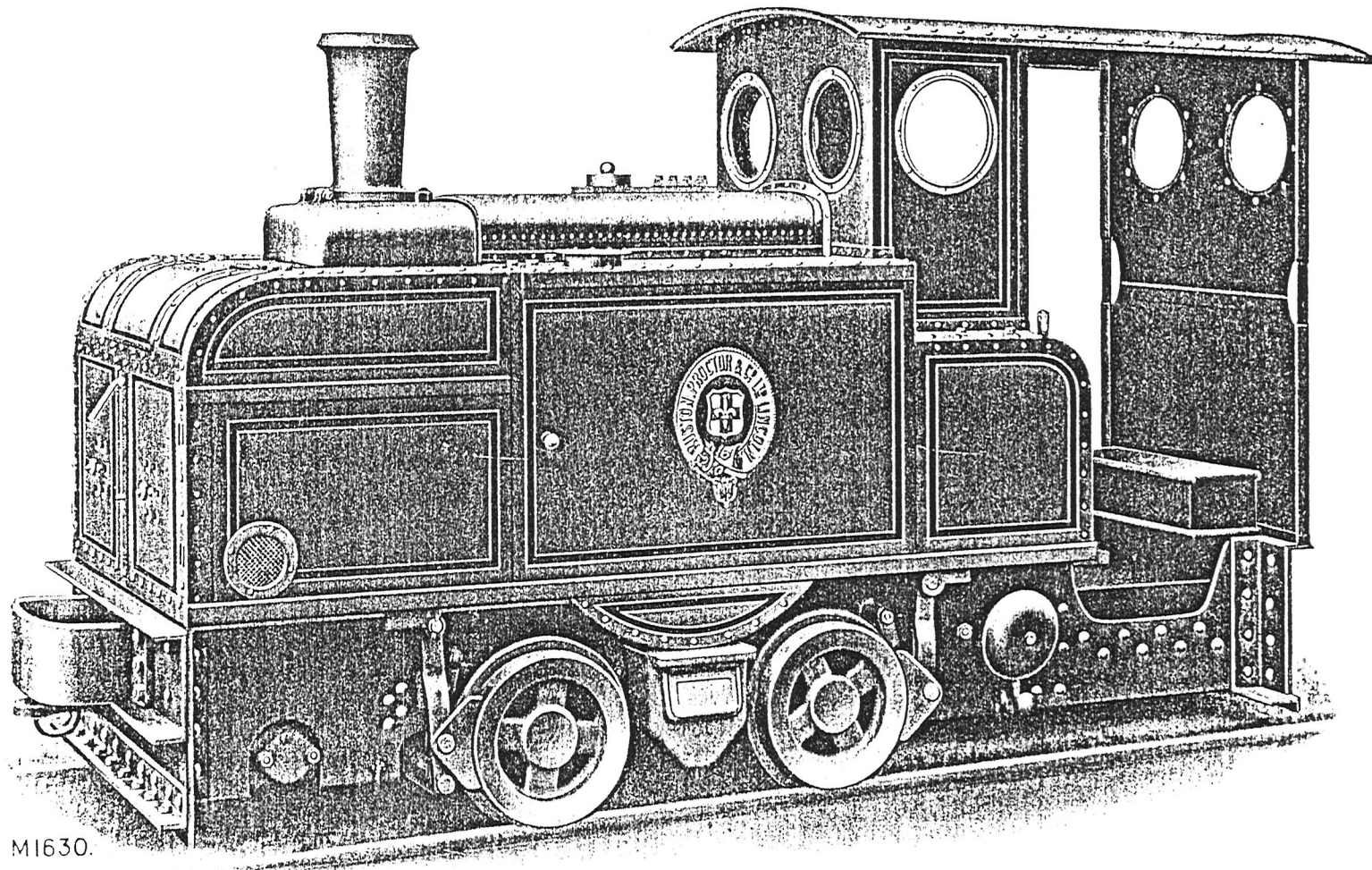
It is of the heavy low-speed type, which has proved itself to be more reliable than the light high-speed automobile type, owing to its power to better withstand the severe wear and tear inseparable from the class of work for which these locomotives are designed.

The cooling is by means of a hopper with no working parts. This design is admirably fitted to withstand the extremely rough usage these engines are called upon to bear. It is not subject to the leakage of the ordinary motor-car type of cooler or radiator.

GEARS **T**HE Loco is fitted with an ingenious and compact form of gearing, whereby two speeds, forward and reverse, are obtained.

The speed gears are accurately machined from castings made of steel; the drive is transmitted to both axles by means of heavy roller chains working in an oil bath.

The arrangement of the gears gives the driver complete



M1630.

THE "RUSTON" OIL LOCO, SINGLE CYLINDER

THE "RUSTON" OIL LOCO

DESCRIPTION—*continued*

control of the Engine, and makes the changing of the speeds, and the direction of the Loco, a simple and rapid operation.

For protection against dust and weather, both the Engine itself, and the driving gear, are enclosed in a strong iron casing, with tightly fitting, yet easily movable, doors, giving complete access to the various parts.

FRAME

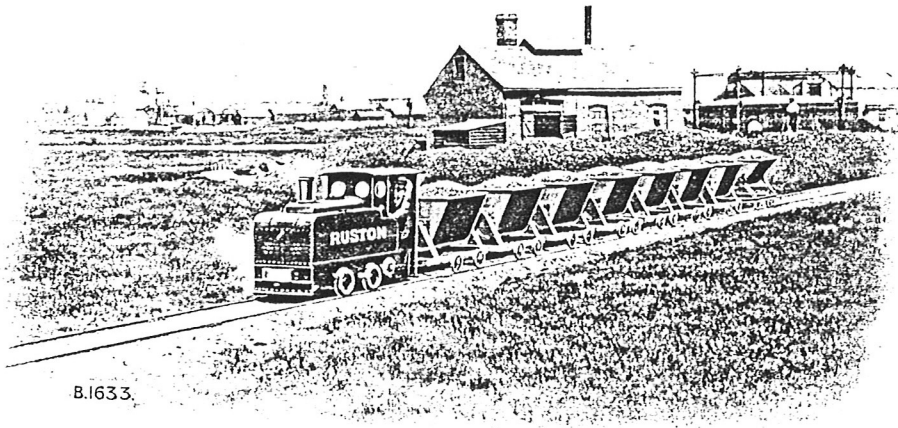
HEAVERY Loco-pattern plate frame stiffened by angle irons, and supported by powerful springs on two or more axles. It is designed upon correct locomotive lines, and possesses great stiffness. This latter feature has been found to be absolutely essential, owing to derailment that is likely to ensue should the gauge "spread," or the crossings and points get out of order. Such derailment throws upon every part of the loco very heavy strains, which cannot be withstood by the lightly-built type.

GENERAL

THE key-note of the design is simplicity and strength, which features eliminate the troubles incidental to the lighter, easily racked, motor-car type of Locomotives; consequently these Locos can be run with regularity by men of average intelligence.

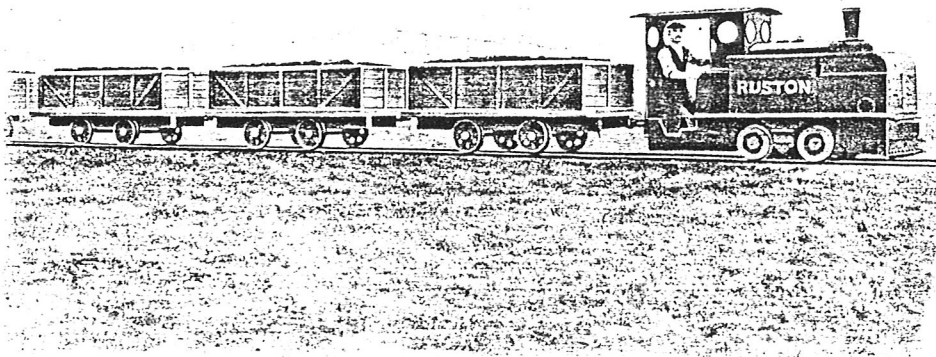
ACCESSORIES

THE Loco is fitted with powerful and quick-acting brakes, sand boxes, and signal bell.

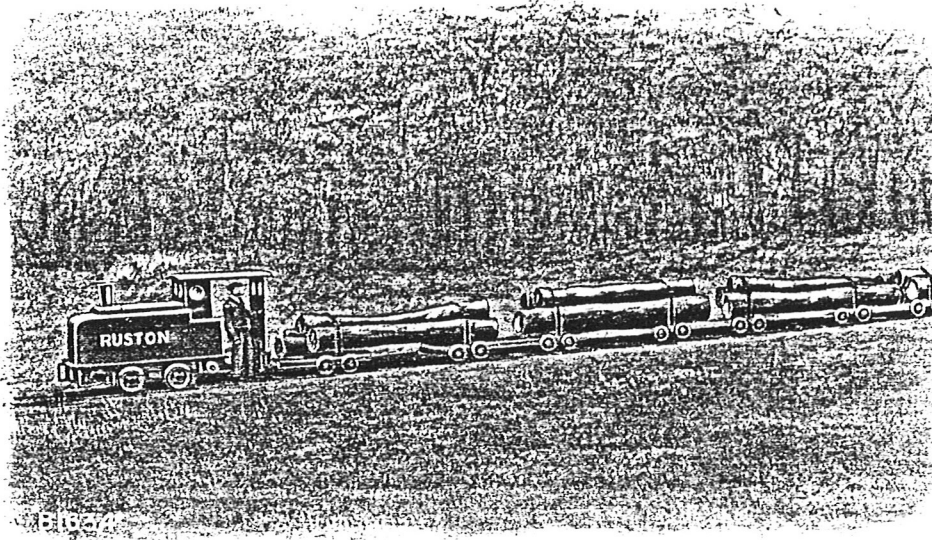


B.1633.

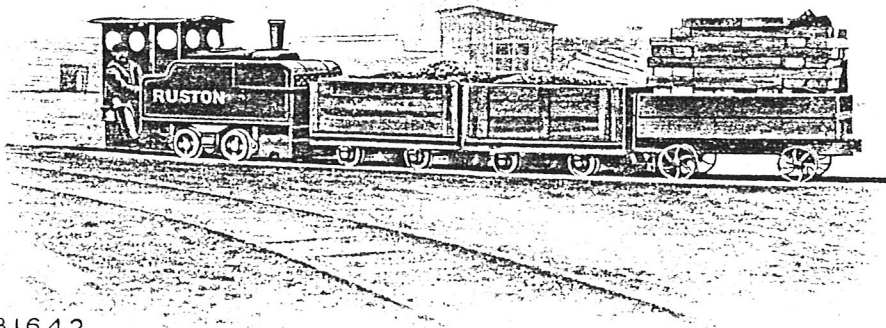
"RUSTON" SINGLE-CYLINDER OIL LOCO IN A POWDER FACTORY



"RUSTON" SINGLE-CYLINDER OIL LOCO FOR CONTRACTORS

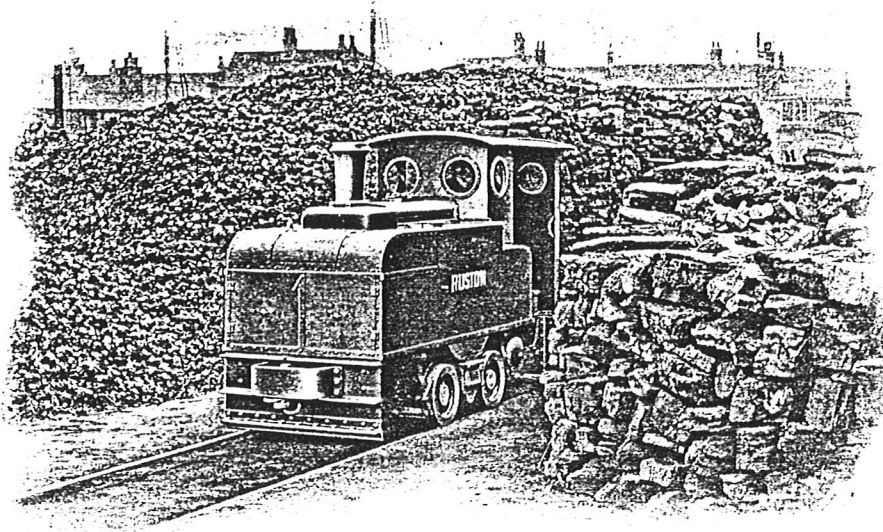


"RUSTON" SINGLE-CYLINDER OIL LOCO FOR LUMBER REGIONS



B.1642.

"RUSTON" SINGLE-CYLINDER OIL LOCO FOR GENERAL HAULAGE PURPOSES

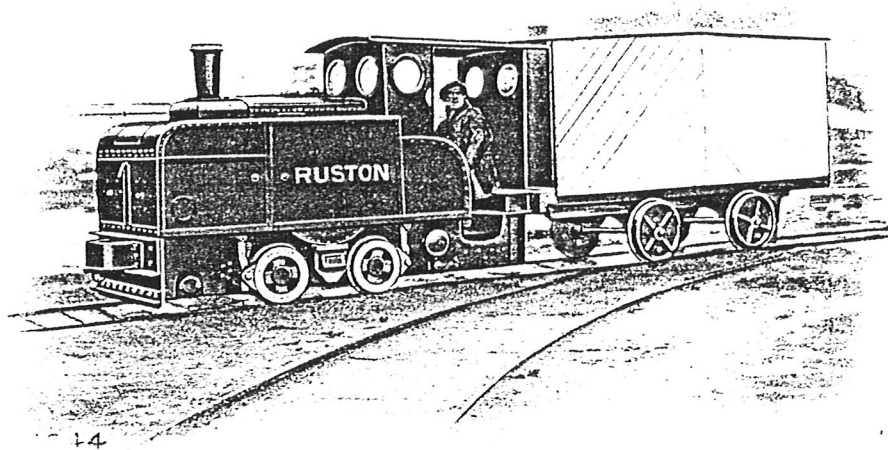


"RUSTON" SINGLE-CYLINDER OIL LOCO FOR DEALING WITH STOCK PILES, ETC.

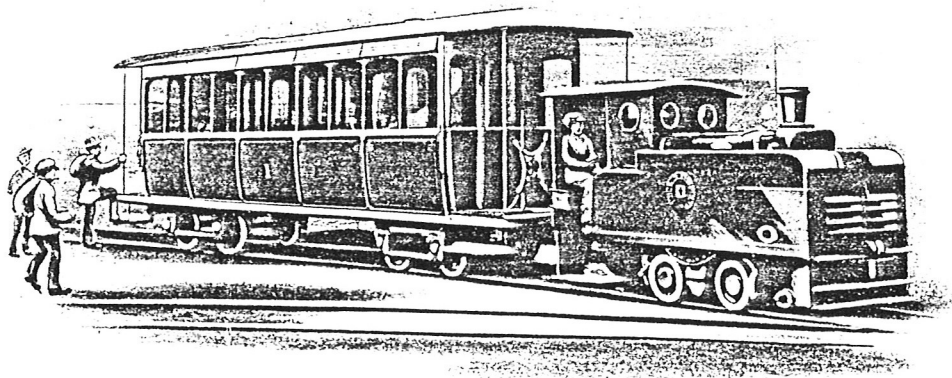


B1641

"RUSTON" DOUBLE-CYLINDER OIL LOCO IN A LIMESTONE QUARRY



"RUSTON" SINGLE-CYLINDER OIL LOCO HAULING CORDITE TRUCK



"RUSTON" OIL LOCO ON PASSENGER SERVICE

SPECIAL ADVANTAGES of the "Ruston" Oil Locos

GENERAL **L**OW RUNNING COSTS ensured by using paraffin. The more expensive fuels, such as petrol and heavy gasolene, may also be used.

EASY TO MANAGE—no skilled mechanic required. Complete system of sight-feed lubrication controlled from driver's cab.

NO STAND-BY LOSSES—will start from cold in few seconds.

NO STARTING LAMP REQUIRED.

COMPLETE ACCESSIBILITY to all working parts.

ADAPTABILITY—Can be built to suit purchaser's own requirements as to gauge and rolling stock.

THE ESSENTIALS OF RELIABILITY—simplicity and strength—the keynotes of the design.

FOR MINES Their extreme compactness enables them to pass through the narrowest galleries.

FOR FORESTS Of especial convenience on forest railways—which are usually remote from industrial centres—as the inconvenience of having to transport large quantities of coal and water is entirely dispensed with. Also, there is no risk of setting fire to the trees, an accident which might occur by sparks from a steam locomotive.