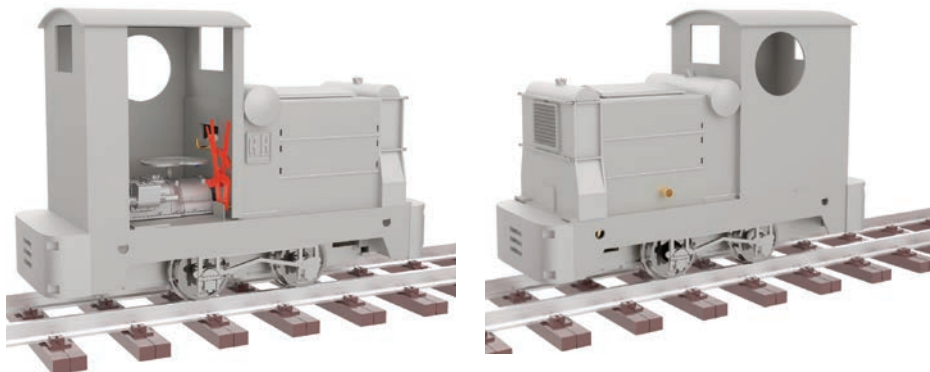


MOSSKITO MODELS

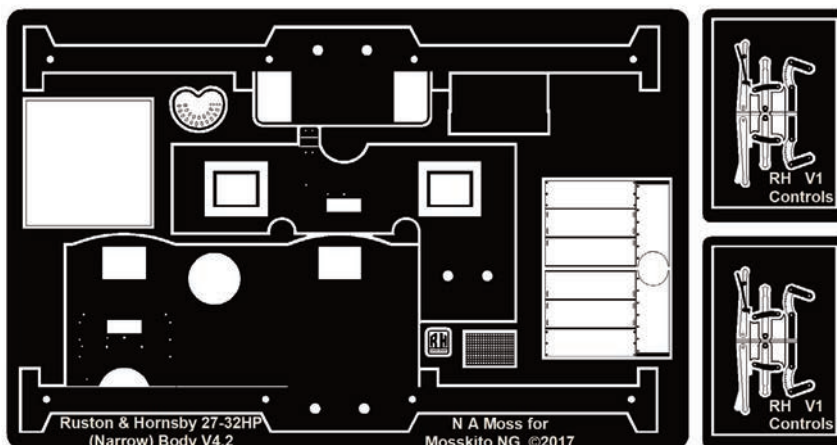
6 CLEAVERS CLOSE SISSINGHURST KENT TN17 2JX

E-mail: mosskitong@gmail.com



MM3 009 Ruston & Hornsby 27/32HP Diesel Locomotive

Parts List:



RH27-32HP Body Etch V4.2	1 No.	Radiator	1 No.
White Metal Parts:		Fuel Tank	1 No.
Front Ballast Weight	1 No.	Ventilator 1 No. Gear Box	1 No.
Rear Ballast Weight	1 No.	Gear Selector	1 No.

Sundries:

Threadlock (Anaerobic adhesive)

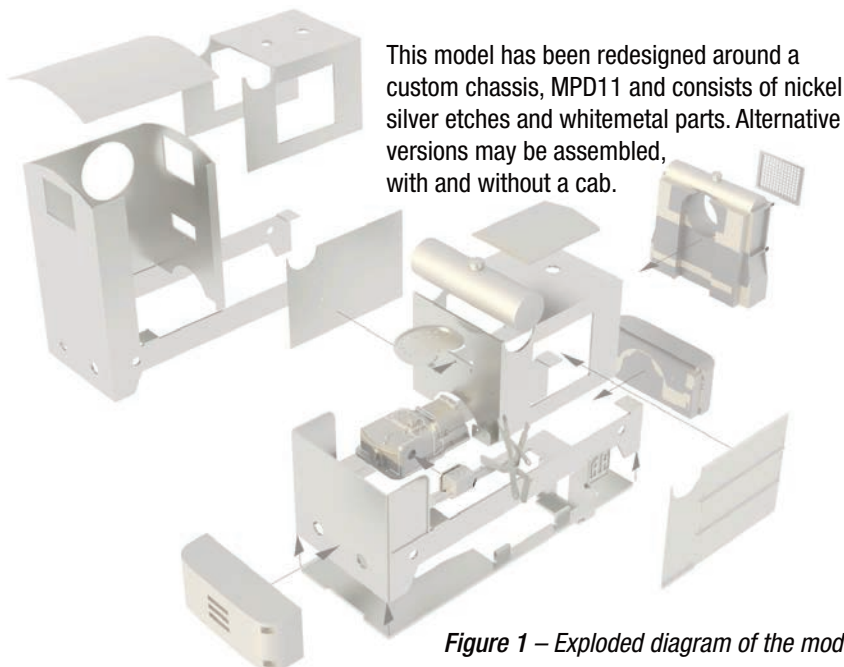
History

Ruston & Hornsby of Lincoln was formed in 1918 by the merger of two firms, one of whom, Richard Hornsby and Sons pioneered the British development heavy oil engines better known as the diesel engine. For more than 50 years Ruston built locomotive in a wide variety of sizes, narrow and standard gauge, engine power and designs for all forms of industry at home and abroad. It was estimated that in period in the 1960's one in four of all industrial locos was a Ruston Product. Enthusiasts have preserved a large number of these locos. This model is based on one such that previously worked at the A.P.C.M. quarry situated at Rodmell, near Lewes in Sussex. The loco is now part of the large collection at the Leighton Buzzard Railway.

Bibliography

Ruston & Hornsby Locomotives, Eric Tonks, Industrial Railway Society
A Guide to Ruston Narrow Gauge Locomotives, David Hall, Mosely Railway Trust. 2003
Ruston and Hornsby Diesel Locomotive Album, Andrew Neale, Plateway Press. 2014

About this kit



This model has been redesigned around a custom chassis, MPD11 and consists of nickel silver etches and whitmetal parts. Alternative versions may be assembled, with and without a cab.

Figure 1 – Exploded diagram of the model

Text, Instructions, drawings and diagrams are copyright Mosskito Narrow Gauge 2020.

Instructions

1) Cabbed version:

Fold the narrow left hand cab side first then add the control levers (see Fig. 2 for the arrangement) before working around the rest of the cab anti-clockwise folding each side in turn. Fold the 3 sacrificial tabs perpendicular to the sides as shown in Fig. 2

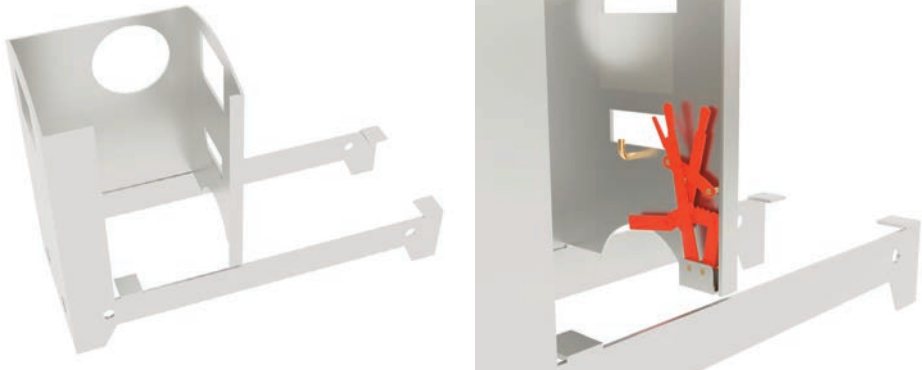


Figure 2 – Folded cab and frame

Open version:

Fold the sides carefully ensuring that the half-etch sides are bent as crisply as possible using a hold-n-fold tool or two pieces of wood in a vice. Fold the 4 sacrificial tabs perpendicular to the sides as shown in Fig. 3.

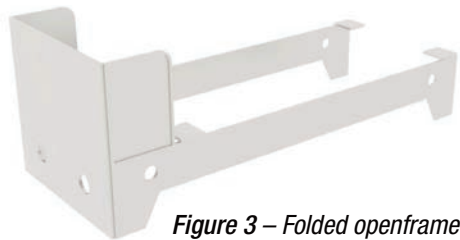


Figure 3 – Folded openframe

- 2) Carefully remove the footplate from the chassis etch and the chosen frame from the body etch. Leave the footplate flat and insert between the sides tight against the sacrificial tabs. Solder the footplate to the sides. Note on the cabbed version there is a small gap under the RHS cab front (0.4mm).

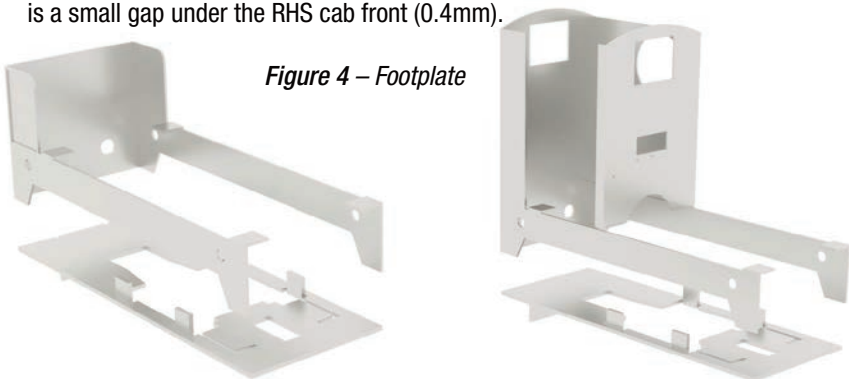


Figure 4 – Footplate

- 3) Solder the bonnet sides to the frame taking care to align the panels. For the cabbied version remove the rear panel. This can be achieved by bending to and fro a couple of times. Solder the bonnet top to the side ensuring that the top is inside the side.

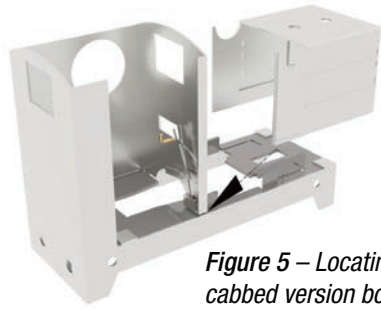


Figure 5 – Locating the cabbied version bonnet

- 4) Add the controls for the open version and solder bonnet to the footplate

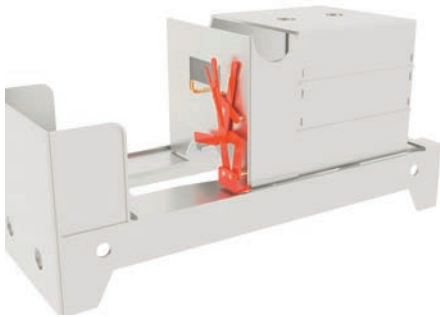


Figure 6 – Controls open version

- 5) Fold the front bracket and remove the sacrificial tabs.

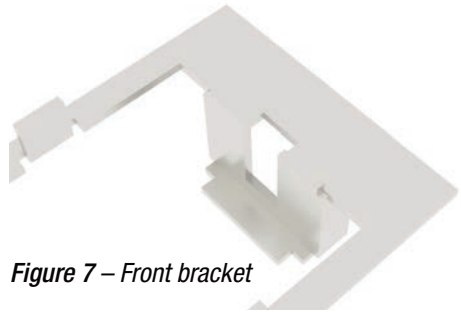
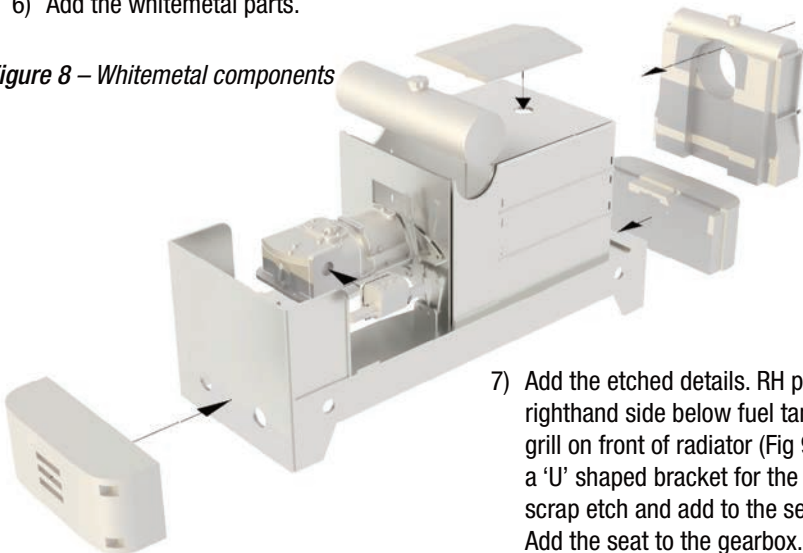


Figure 7 – Front bracket

- 6) Add the whitemetal parts.

Figure 8 – Whitemetal components



- 7) Add the etched details. RH plate onto righthand side below fuel tank and fan grill on front of radiator (Fig 9a). Make a 'U' shaped bracket for the seat from scrap etch and add to the seat (Fig 9b). Add the seat to the gearbox.



Figure 9a – Etched details

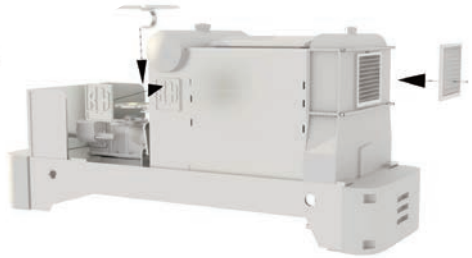
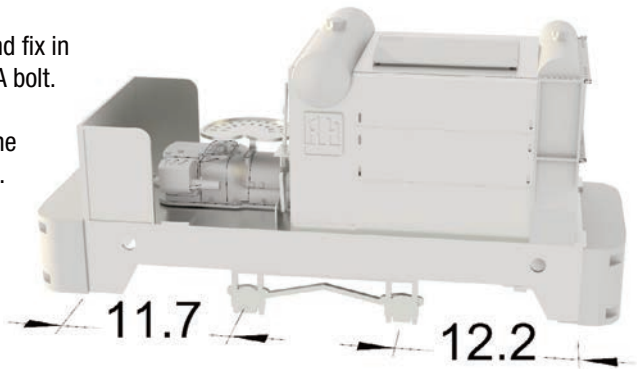


Figure 9b – Etched details

- 8) Insert the Chassis and fix in place using the 12BA bolt.
- 9) Mark the centre of the wheels on the frame. Remove the chassis and solder the axleboxes in place on both sides.



- 10) Insert the chassis and fix using the 12BA bolt

