

Winged Wheel 3D

via 3DPTrain

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WW3D-L001 – 1860s-1870s Rogers Crosshead Pumps

These parts have been designed to fit the Bachmann New-Tooling 4-4-0 American in HO scale.

One pair of Rogers Locomotive Works style crosshead pumps for mid-late 19th century locomotives, based on references of Western & Atlantic Railroad No. 3 *General*.

Various other builders used pumps of a similar style, so they are not necessarily limited to only Rogers engines.

Mounting (Bachmann 4-4-0)

The intended method of mounting these is to drill a 1mm (0.040") hole in the boiler shell just forward of the molded-on clack valve (which can ideally be cut/sanded off beforehand) and inserting the peg on the crosshead pump's clack valve. A small drop of cyanoacrylate (super glue) in the hole will hold the part in place. The square peg on the rear of the pump body should touch the die-cast frame of the locomotive and be centered height-wise with the representation of the bar frame.** In the event that the parts are slightly warped, carefully heat them with a hairdryer (**not too hot!**) and bend them to the appropriate shape.

To facilitate alternative mounting methods, small dimples are present in a couple spots on the rear of the pump bodies. If carefully drilled (not all the way through) with an appropriately sized drill bit, one could fashion wire mounts connected to the locomotive frame (where exactly is left up to the modeller's discretion) as opposed to the boiler shell.*

Regardless of the method used, care should be taken when removing or re-fitting the boiler shell in order not to damage the pumps.

If mounted to the shell, they will hang down when it is removed, so it should ideally be rested on its side or upside down in a cradle.

If mounted to the frame, the clack valves will stick up above the lower half of the boiler – make sure they don't get caught under the shell when reassembling it to the frame.

*****Do not affix the Crosshead Pumps to both the boiler and the frame! Doing this will make it impossible to disassemble your locomotive in the future. You must choose one or the other.***

****If using this approach, the pegs on the clack valves will likely need to be trimmed down in order to sit flush against the boiler.***