

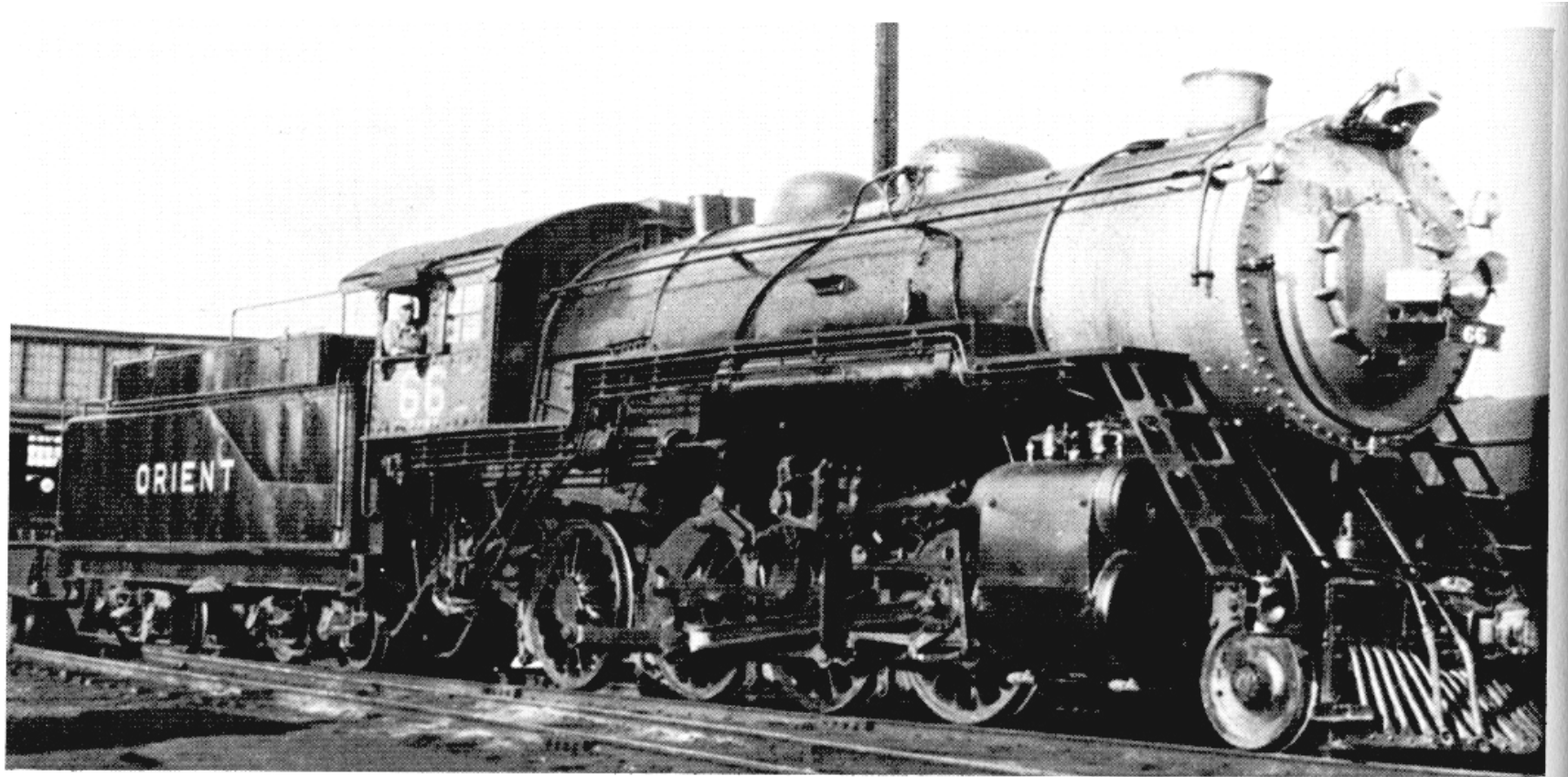
**Part 2**  
**RTR CONVERSION**

Bachmann 2-8-0

to

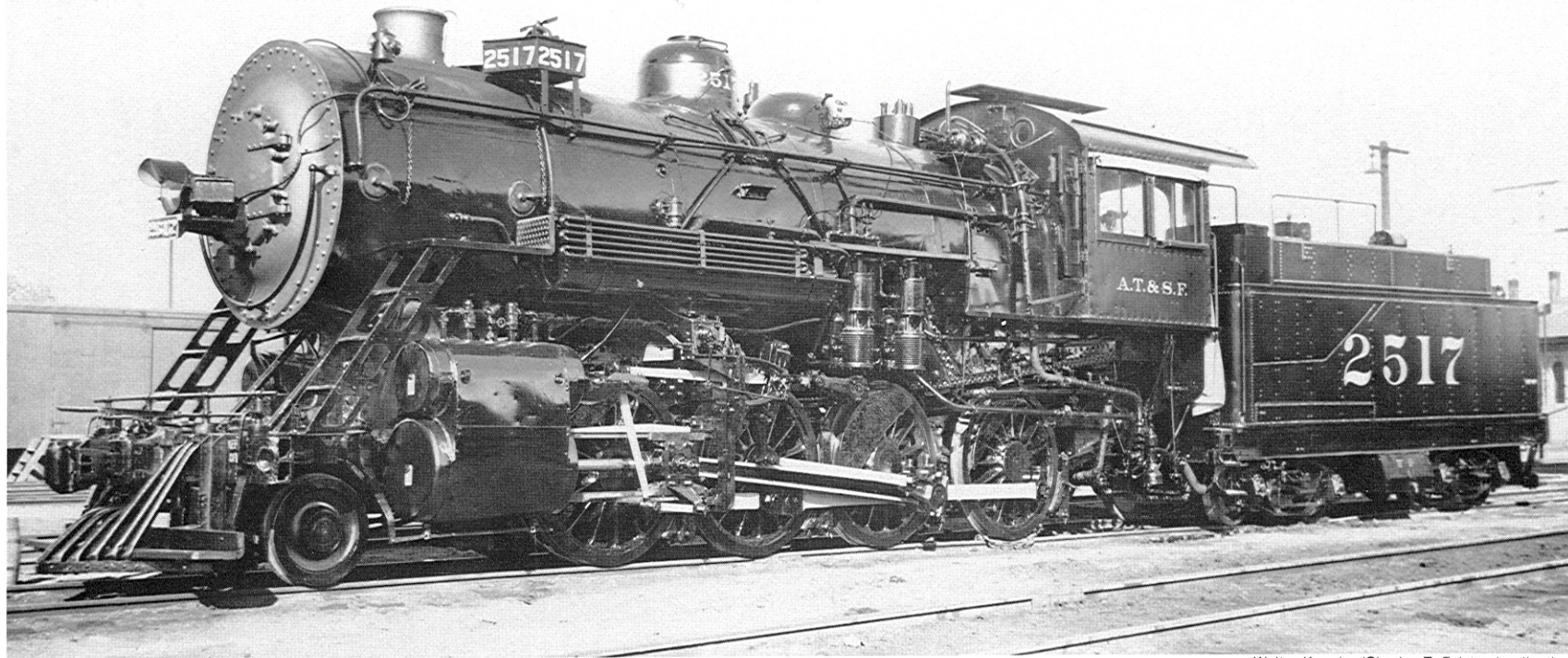
2507 Class

# Modeling Texas Steam in H0 scale



H.K. Vollrath collection.

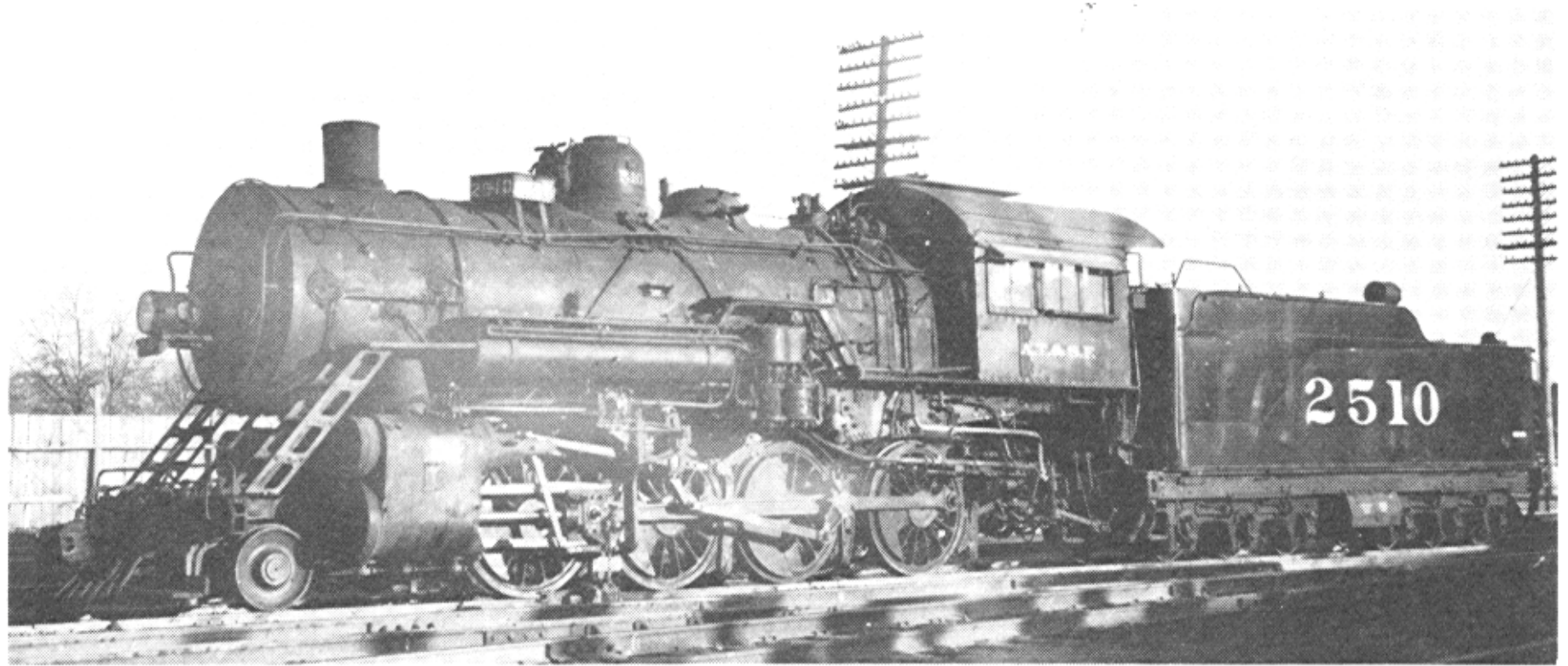
N. Wichita, Kansas, June, 1926.



Walter Krawiec/Charles T. Felstead collection







(E. L. DeGolyer, Jr. collection)

No. 2510, originally No. 2936 on the New York Central, carried No. 54 on the Orient before assuming its final identity.









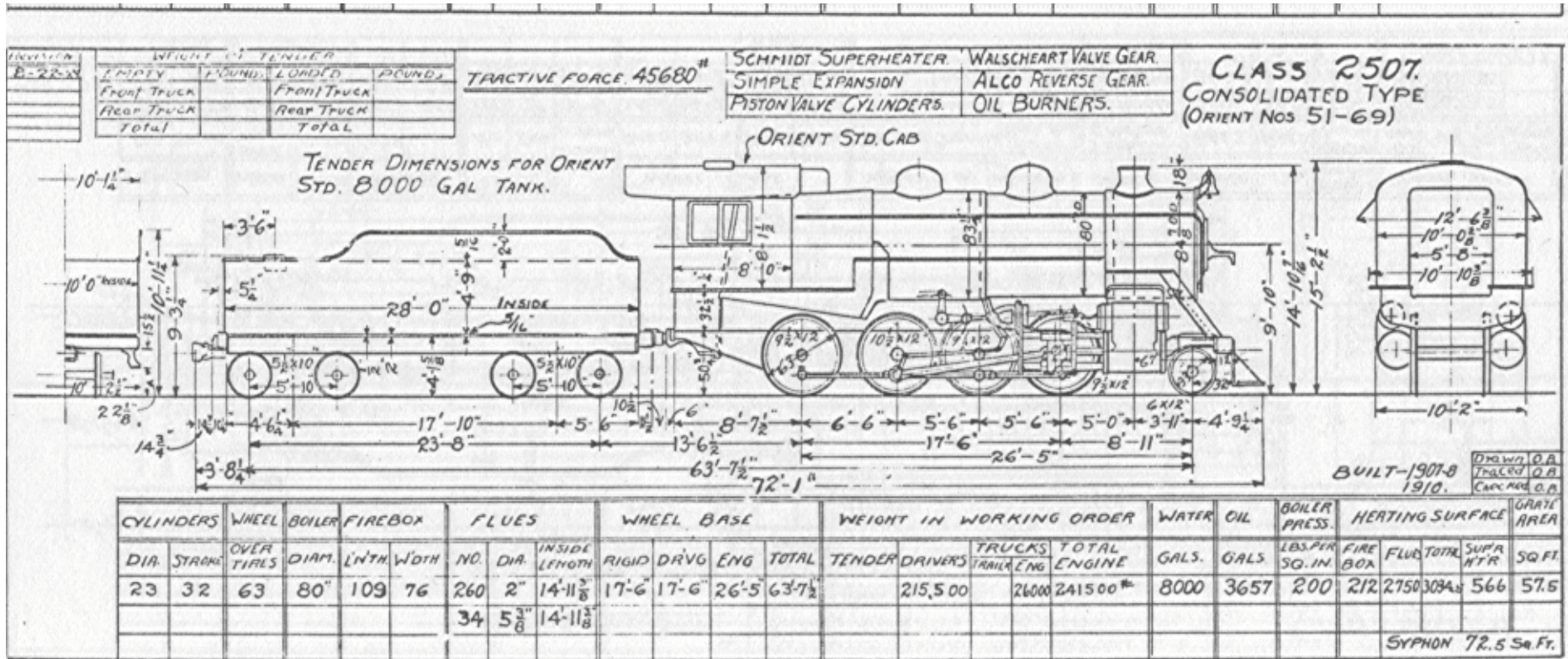
# Conversion

- Bachmann 2-8-0



# 2507 CLASS

## Road numbers 2507-2525



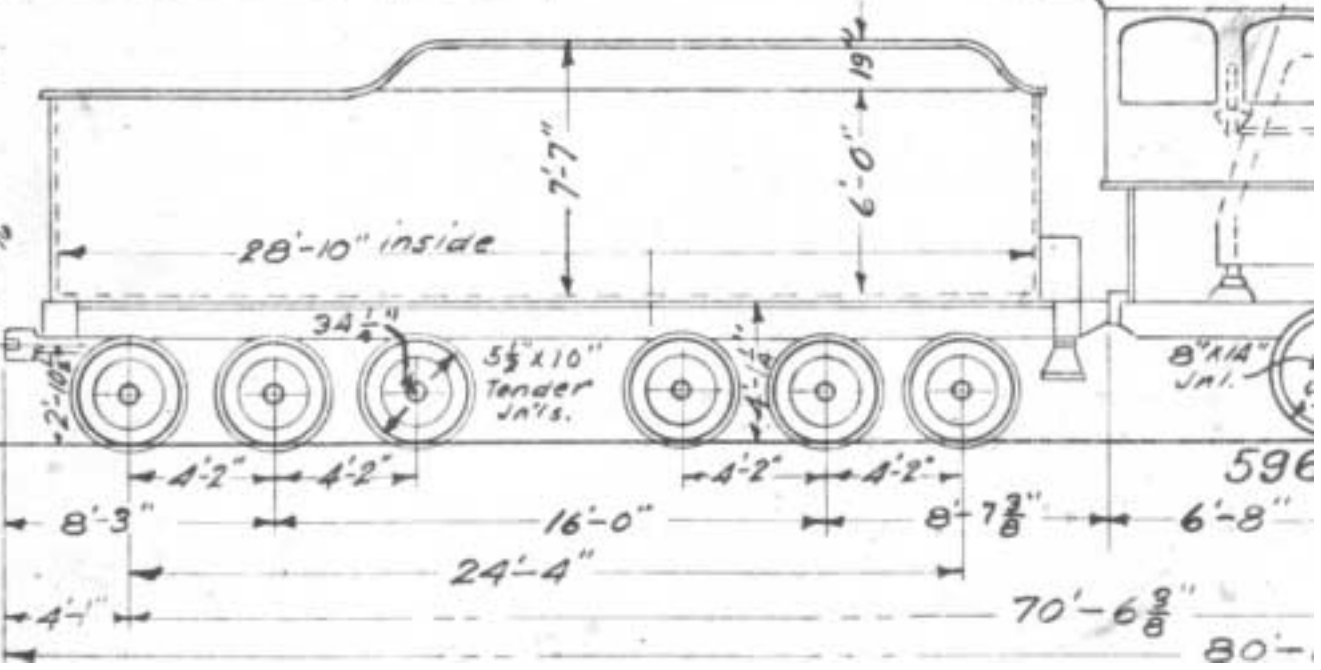
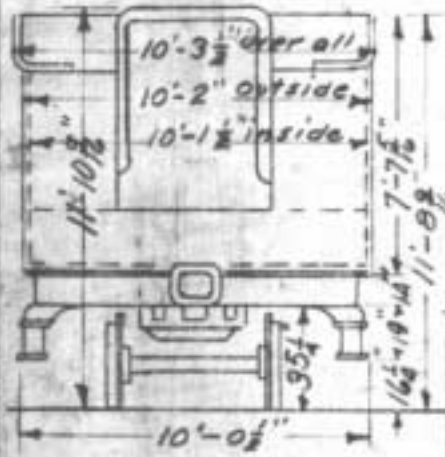
REVISION
3-6-28
6-14-31
10-21-47

WEIGHT OF TENDER

	EMPTY POUNDS	LOADED POUNDS		POUNDS
Oil	Front Truck		Front Truck	
	Rear Truck		Rear Truck	
	Total	105760	Total	217260

TRACTIVE FORCE 39100

SING  
SCHM  
LAI



596  
80"

What are the features of the Bachmann model?

Drivers 63”

Wheel base –

Outline – IC prototype unusual sand dome shape

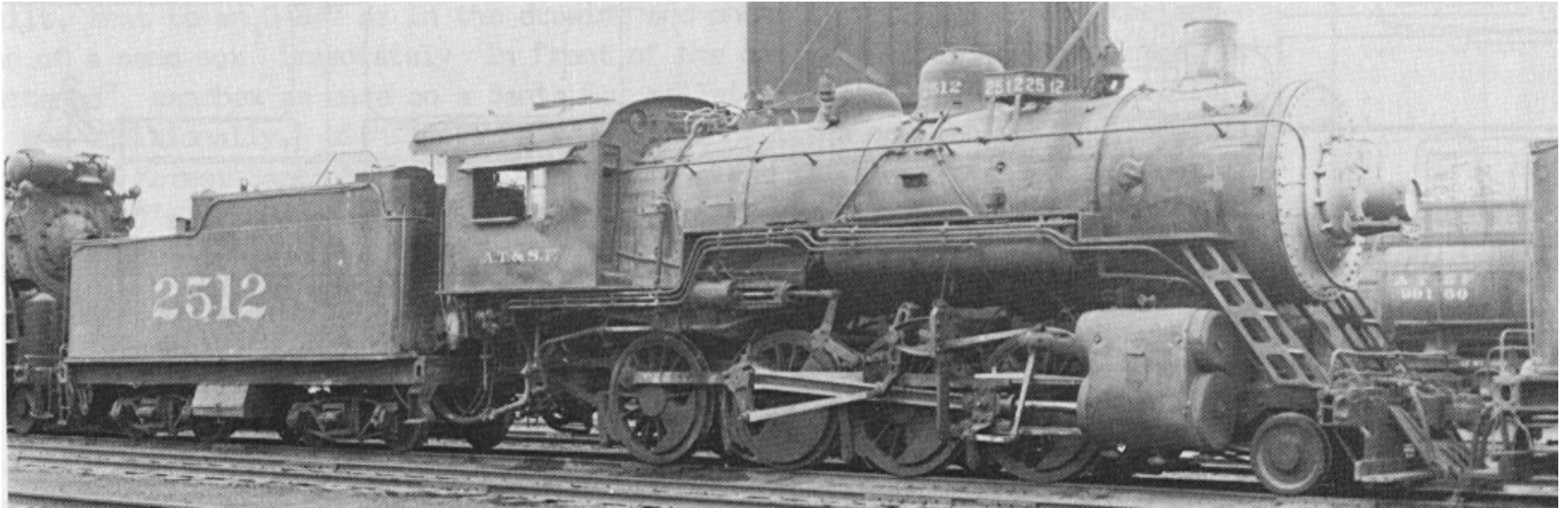
Tender body –

Cab style- “single window” style

What are the close matches to Santa Fe locomotives

63” drivers – 2507 class former KCM&O ex NYC

2507 class obtained with purchase of KCM&O in 1929 and lasted to steam phase.



Model to build

**2512** selected – close to Bachmann model

Single window cab (modeled before cab extended in 1946-48)

- Modify MDC tender to 9000 GW 3129 GO S564
- Arch bar tender trucks – modify to leaf spring style
- Change sand dome to larger dome (scratch built)
- Lower height of steam dome (cut section out in center)
- Lower headlight
- Add Lyden train indicator boards (Greenway products)
- Remove outside dry pipe from cylinders
- Remove smoke lifter flange on cab roof
- Modify cab roof overhang

Model to build - choice 2

**2518 or 2522** selected – close to Bachmann model

Change to Santa Fe cab

(modeled before cab extended in 1946-48)

Modify MDC tender to 10000 GW 3129 GO S564

- Precision short wheel base 6 wheel trucks

Change sand dome to larger dome (scratch built) for 2522

Change sand dome to low dome (scratch built) for 2518

- Lower height of steam dome (cut section out in center)

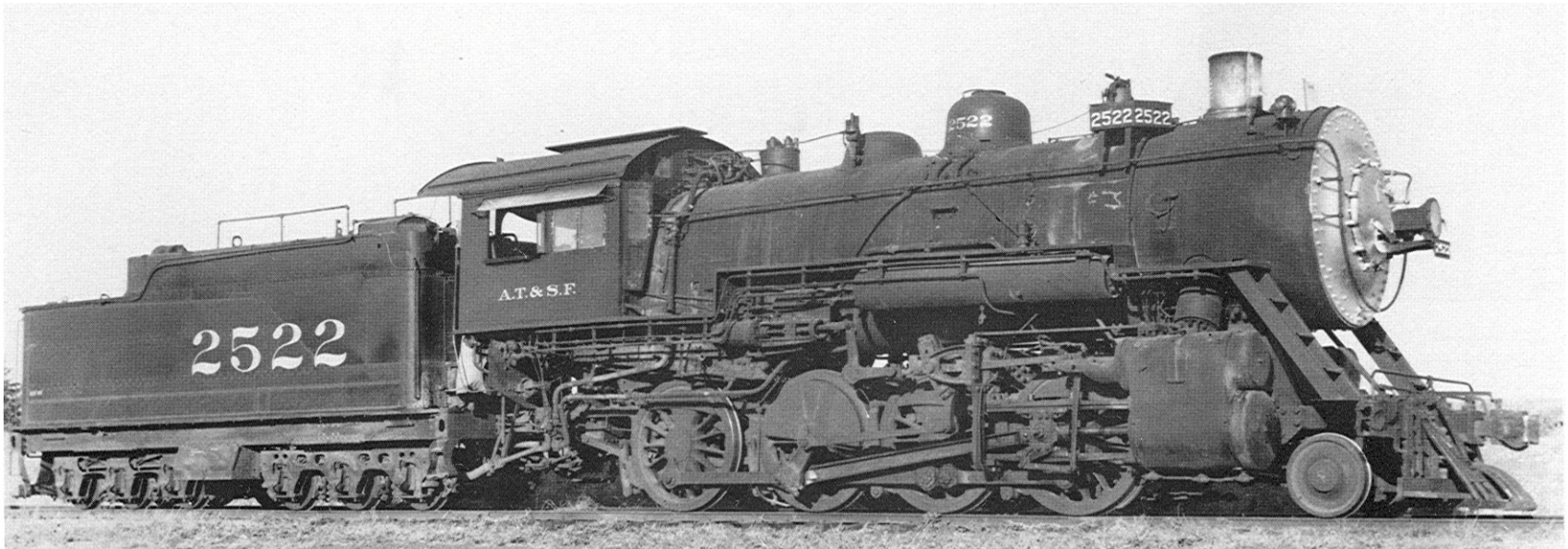
- Lower headlight

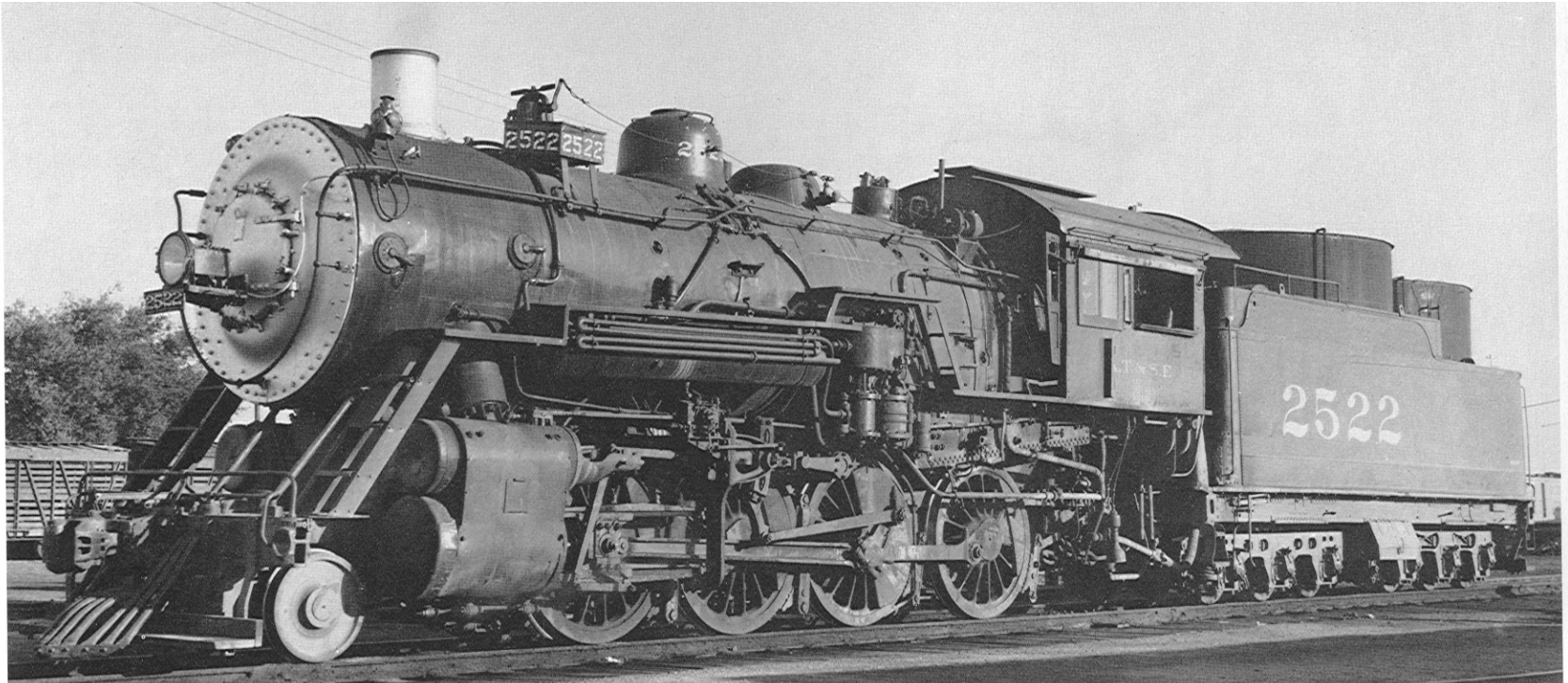
- Add Lyden train indicator boards (Greenway products)

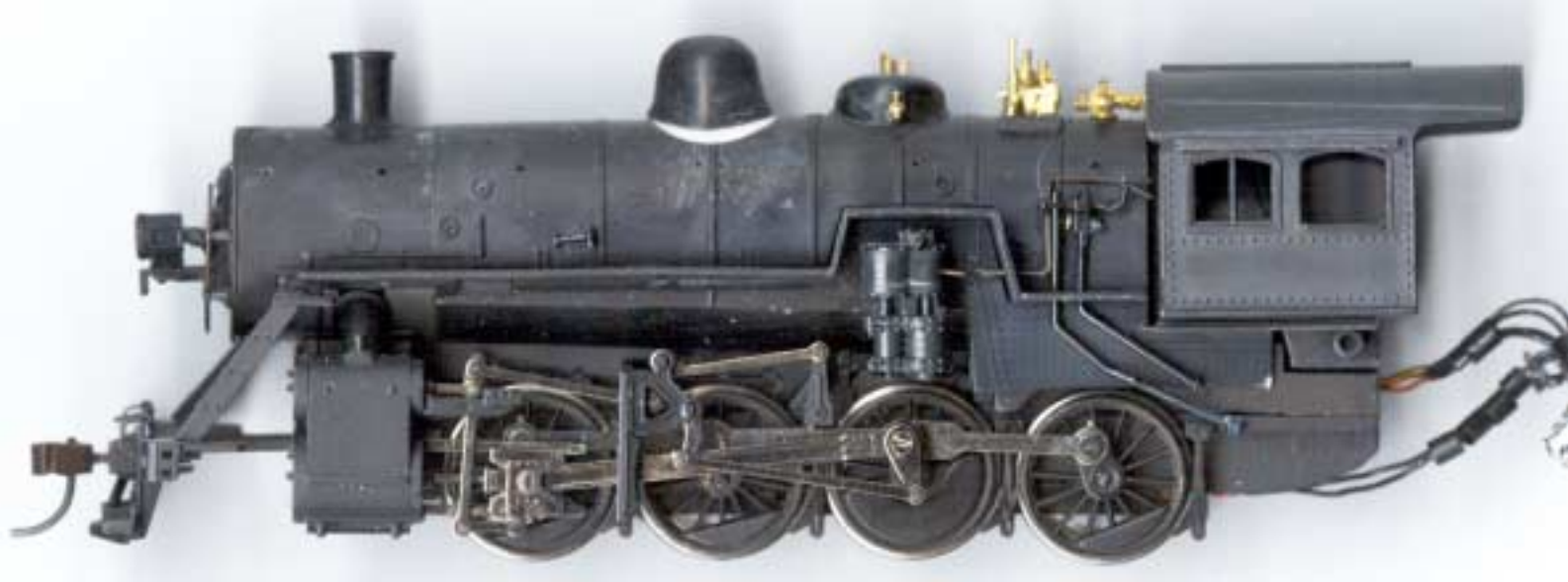
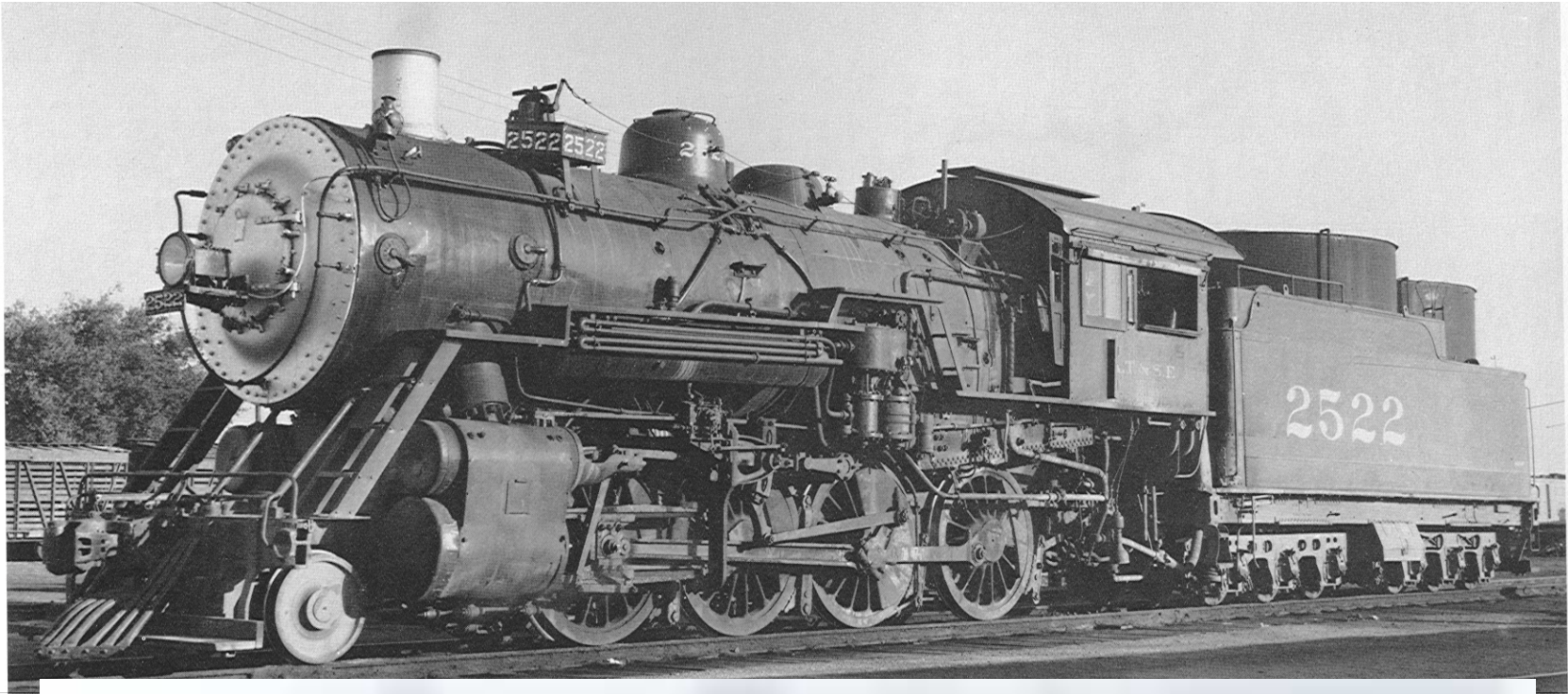
- Change or add details to match photos

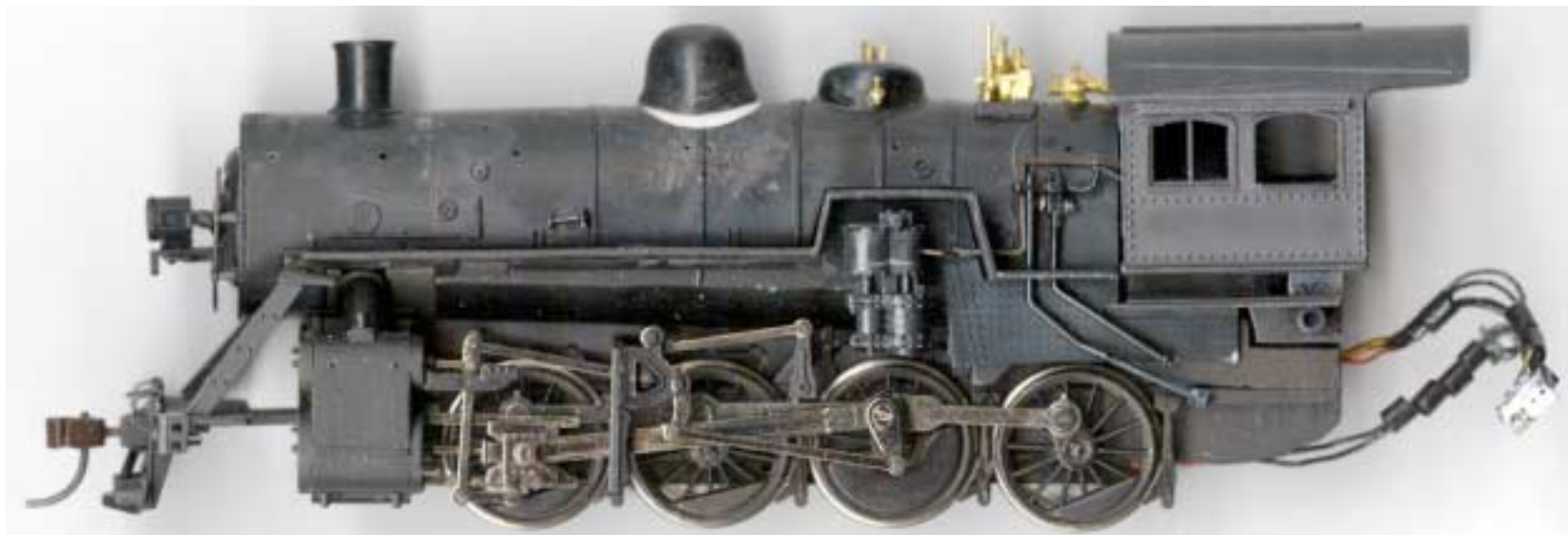
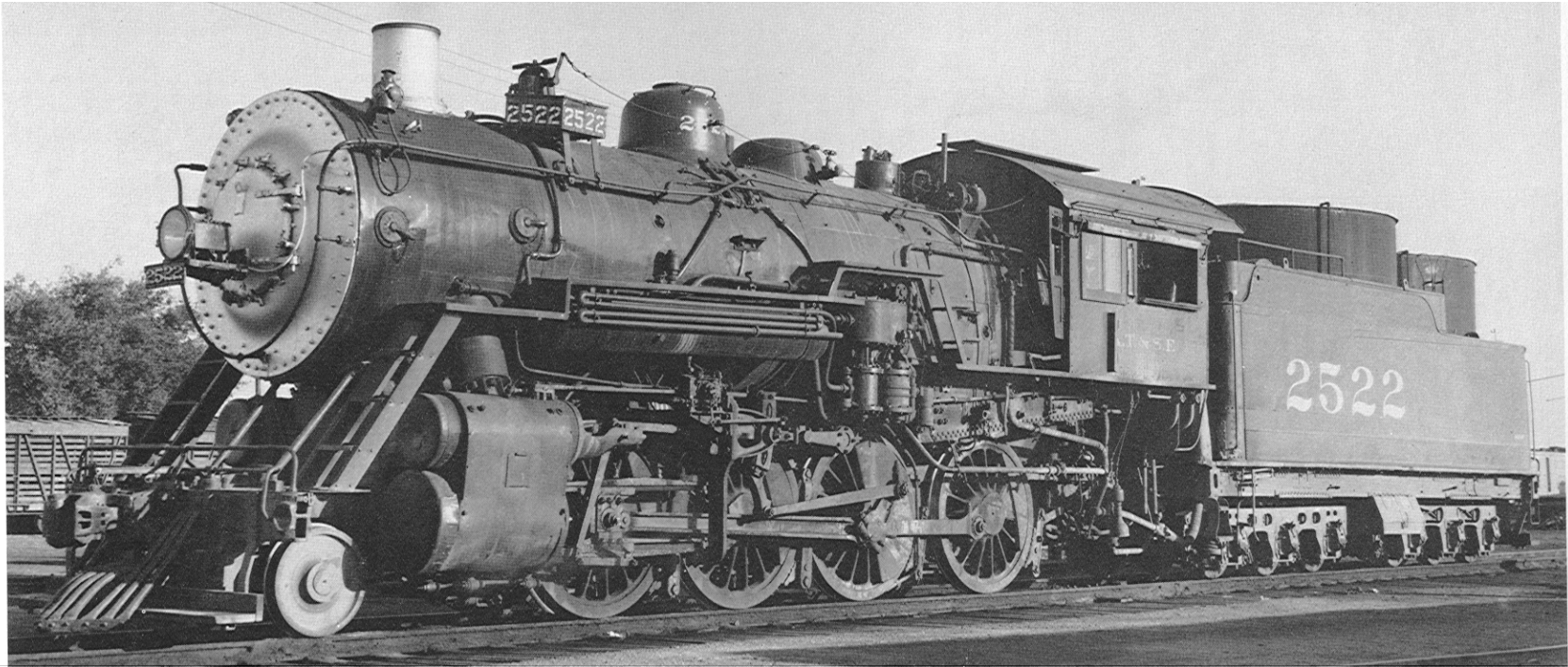
- Sand off rivets on smoke box sides to represent lagging covering





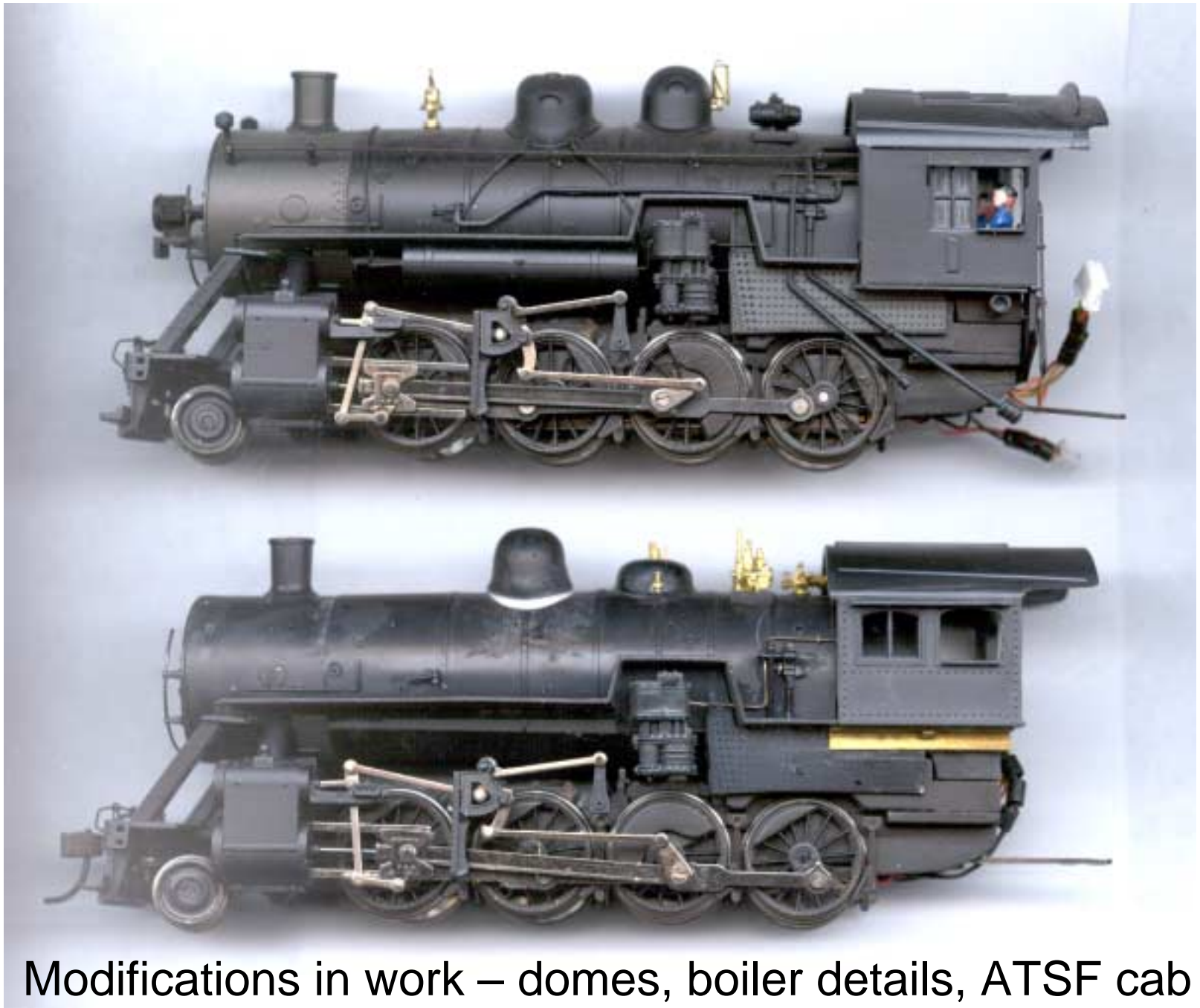






2507 class details			Research by John Moore 6-22-2003											
2507 class details			Research by John Moore 6-22-2003											
Loco no.	Loco no.	photo date	tall/short sand dome	1 or 2 cab windows	cab extension	headlight type	tall/short stack	bell off set or on center line	cylinders - Orient or new outside dry pipe	front stairs sides open or closed	pilot	Tender		
2507	2507	ca 1940s	tall	1	no	?	tall	?	?	?	?	10000 GW		
2508	2508													
2509	2509	1933	short	1	no	Pyle visor	short	high front	Orient	open	Orient foot board	8000 GW		
2510	2509	1944	tall	2	no	Pyle visor	tall	centerline	new	closed	ATSF foot board	9000 GW		
2510	2510	1938	?	1	no	?	?	?	?	?	?	10000 GW		
2510	2510	late 40's	tall	2	yes	ATSF	tall	off set	new	open	ATSF foot board	10000 GW		
2511	2510	1948	tall	2	yes	ATSF	tall	off set	new	open	ATSF foot board	10000 GW		
2512	2511													
2512	2512	1946	tall	1	no	Pyle	tall	centerline	Orient	open	ATSF foot board	9000 GW		
2512	2512	1948	tall	1	yes	ATSF	tall	centerline	Orient	open	ATSF foot board	9000 GW		
2513	2512	1950	tall	1	yes	ATSF	tall	centerline	Orient	open	ATSF foot board	9000 GW		
2513	2513	1932	short	1	no	ATSF	short	high front	Orient	open	Orient foot board	8000 GW		
2513	2513	1933	short	1	no	ATSF	short	high front	Orient	open	Orient foot board	8000 GW		
2513	2513	1940	tall	2	no	ATSF	short	centerline	Orient	open	ATSF foot board	8000 GW		
2513	2513	1949	tall	2	?	ATSF	tall	centerline	Orient	open	ATSF foot board	8000 GW		
2514	2513	1950	tall	2	no	ATSF	tall	off set	Orient	open	ATSF foot board	8000 GW		
2515	2514													
2516	2515	1938	tall	2	no	Pyle visor	short	off set	Orient	open	ATSF foot board	7750 GW		
2517	2516													
2518	2517	ca 1930s	tall	2	no	Pyle visor	short	centerline	Orient	open	ATSF foot board	7750 GW		
2518	2518	1948	short	?	?	ATSF	tall	off set	new	closed	ATSF foot board	9000 GW		
2518	2518	1946	short	2	no	ATSF	tall	off set	new	closed	ATSF foot board	9000 GW		
2519	2518	1946	short	2	no	ATSF	tall	off set	new	closed	ATSF foot board	9000 GW		
2520	2519	1950	tall	2	yes	ATSF	tall	off set	new	open	ATSF foot board	10000 GW		
2520	2520	1940	tall	2	no	ATSF	short	centerline	Orient	open	ATSF foot board	7500 GW		
2521	2520	1950	tall	2	no	ATSF	short	centerline	Orient	open	ATSF foot board	7500 GW		
2522	2521													
2522	2522	1933	tall	2	no	Pyle	short	centerline	Orient	open	ATSF foot board	8000 GW		
2522	2522	1952	tall	2	yes	Pyle	tall	off set	new	closed	ATSF foot board	10000 GW		
2522	2522	ca 1950s	tall	2	yes	Pyle	tall	off set	new	closed	ATSF foot board	10000 GW		
2523	2522	1953	tall	2	yes	Pyle	tall	off set	new	closed	ATSF foot board	10000 GW		
2524	2523	1946	tall	?	no	?	tall	centerline	new?	?	ATSF foot board	?		
2525	2524	1937	short	2 NYC	no	Pyle visor	tall	high front	Orient	open	Orient foot board	8000 GW		
2525	2525	1938	short	1	no	Pyle visor	short	high front	Orient	open	ATSF foot board	8000 GW		

Road No.	Yr blt	June 30, 1951 miles run in Texas	June 30, 1951 miles run in Kansas	1950 Oil Tank assignment - serial	Oil tank Capacity	Tender badge in 1950	Tender G.W. 1950	Yr blt	trucks	time assigned to loco						
2507	1907		4881	564	3129	3525	10000	1914	6 whl	12-1939 to 4-21-1953	2507	3525	sold w/o tender 11-4-1954			
2508	1907	630		810	3430	3516	10000	1914	6 whl	3-1941 to 6-1952	2508	2507	3516 sold w tender 6-29-1955			
2509	1908		2358	545	3170	1853	9000	1907	4 whl	10-1940 to 9-1954	2509	1853 sold w/o tender 9-2-1954				
2510	1908	2022		564	3129	3531	10000	1914	6 whl	2-1938 to 9-1954	2510	3531	sold w/o tender 10-6-1954			
2511	1908	1885		564	3129	3520	10000	1914	6 whl	4-1939 to 7-1955	2511	3520	sold w tender 7-11-1955			
2512	1910		2927	564	3129	1335	9000	1911	4 whl	3-1942 to 4-1954	2512	1367	1335 sold w tender 9-7-1954			
2513	1910		off records	810	3430	2513	8000	1910	4 whl	10-1935 to 1-1952	2513	sold w tender 1-9-1952				
2514	1910		2834	564	3129	3523	10000	1914	6 whl	12-1938 to 9-1954	2514	3523	sold w tender 9-7-1954			
2515	1910		off records	810	3430	3534	10000	1913	6 whl	3-1941 to 2-1952	2515	3534	dismantled 2-26-1952			
2516	1910	4087		543	3398	3502	10000	1914	6 whl	1-1950 to 6-1955	2516	2559	1475 3502 sold w tender			
2517	1910	Scrapped 1940									2517					
2518	1908	3348		803	3891	3507	10000	1914	6 whl	2-1950 to 5-1953	2518	1336	1347	3507 sold w/o tender		
2519	1907	4044		699	3604	3512	10000	n/a	6 whl	10-1950 to 8-1954	2519	1324	3512	sold w tender 8-25-		
2520	1910		off records	810	3430	2520	7500	1910	4 whl	11-1935 to 1-1952	2520	sold w tender 1-9-1952				
2521	1908	4939		564	3129	1845	9000	1907	4 whl	1-1940 to 1-1951	2521	1845	3511	sold w/o tender 11-		
2522	1910	3274		810	3430	43	10000	1914	6 whl	5-1941 to 8-1954	2522	43	donated w tender 8-7-1954			
2523	1908	1798		564	3129	3522	10000	1914	6 whl	4-1939 to 10-1954	2523	3522	sold w/o tender 10-6-1954			
2524	1910	1300		564	3129	3529	10000	1914	6 whl	8-1939 to 9-1954	2524	3529	sold w tender 9-9-1954			
2524	1907	3801		564	3129	3521	10000	1914	6 whl	10-1939 to 9-1954	2525	3521	sold w tender 9-9-1954			



Modifications in work – domes, boiler details, ATSF cab



Cut down in height to make 8000 gallon Orient tender