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Tex-Mex Roster
NH EP5 Dwg

Heavy Duty Switchers



TEXAS MEXICAN

by Dan Dover
Don Dover

(Early style lettering - 1939-1949)



TEXAS-MEXICAN RY.

(Later style lettering - 1949-current)

TEXAS MEXICAN

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Texas-Mexican Steam Locomotives (Effective Dec. 1, 1973)

ORIGINAL OWNER R/N	INTERMEDIATE ROAD & R/N	FINAL T-M R/N	BUILDER	WHEEL ARRANG.	WGT/LBS ON DRIV.	WGT/LBS. TOTAL ENG.	WGT/LBS. FULL TENDER	CYLINDER (SIMPLE)	DRIV. DIA.	STEAM PRES.	CAPY/GALS. WATER/FUEL	B/N	B/D	NOTES
T-M 1	T-M 1	1	BLW	4-6-0	106,300	137,100	108,900	19"x26"	56"	180PSI	5000/2000	52921	1/20	1,2
T-M 2	T-M 2	2	BLW	4-6-0	107,000	139,500	131,600	19"x26"	56"	180PSI	6000/3000	55732	11/22	1
T-M 11	T-M 11	11	BLW	4-6-0	121,400	155,300	132,500	20"x26"	58"	180PSI	6000/3000	54815	5/21	1
T-M 12	T-M 12	12	BLW	4-6-0	121,000	156,500	132,500	20"x26"	58"	180PSI	6000/3000	54835	5/21	1,3
T-M 14	T-M 14	14	BLW	4-6-0	123,880	158,150	128,850	20"x26"	56"	190PSI	6000/3000	57638	2/24	1
T-M 15	T-M 15	15	BLW	4-6-0	123,650	157,310	128,800	20"x26"	56"	190PSI	6000/3000	58058	10/24	1,2
T-M 16	T-M 16	16	BLW	4-6-0	123,650	157,310	128,800	20"x26"	56"	190PSI	6000/3000	59530	9/26	1
C.Mex 270	NdEM 19	19	A/BROOKS	0-6-0	126,000	126,000		19"x24"	50"	175PSI	3500/1188	26683	8/02	4,7,8,9
BETHST. 5	S&H 25	20	BLW	0-6-0	146,350	146,350	102,000	21"x26"	51"	180PSI	5000/1172	45368	3/17	5
T-M 21	T-M 21	21	BLW	0-6-0	138,300	138,300	86,500	21"x26"	51"	180PSI	4000/1500	54806	5/21	1
T-M 22	T-M 22	22	BLW	0-6-0	141,000	141,000	86,500	21"x26"	51"	180PSI	4000/1500	56727	7/23	1
BSRR 50 1st	TC&I 322	23	BLW	0-6-0	159,600	159,600	c. 70,000	21"x26"	50"	180PSI	3500/1088	30058	2/07	6
C.Mex 110	NdEM 102	102	A/COOKE	2-6-0	118,000	122,000	87,800	19"x24"	54"	175PSI	4000/2626	41273	5/06	7,8,9
C.Mex 113	NdEM 105	105	A/COOKE	2-6-0	118,000	122,000	87,800	19"x24"	54"	175PSI	4000/2626	41276	5/06	7,8,9
C.Mex 114	NdEM 106	106	A/COOKE	2-6-0	118,000	122,000	87,800	19"x24"	54"	175PSI	4000/2626	41277	5/06	7,8,9
C.Mex 115	NdEM 107	107	A/COOKE	2-6-0	118,000	122,000	87,800	19"x24"	54"	175PSI	4000/2626	41278	5/06	7,8,9
C.Mex 116	NdEM 108	108	A/COOKE	2-6-0	118,000	120,150	87,800	19"x24"	54"	175PSI	5000/3000	41279	5/06	7,8,9
C.Mex 117	NdEM 109	109	A/COOKE	2-6-0	118,000	122,000	87,800	19"x24"	54"	175PSI	5000/3000	41280	5/06	7,8,9
C.Mex 404	NdEM 219	219	BLW	4-6-0	64,000	86,000	?	17 1/2"x24"	56"	140PSI	?	?	/81	7,8
C.Mex 413	NdEM 226	226	BLW	4-6-0	64,000	86,000	?	17 1/2"x24"	56"	140PSI	?	?	/83?	7,8
C.Mex 417	NdEM 228	228	BLW	4-6-0	64,000	86,000	?	17 1/2"x24"	56"	140PSI	?	?	/83?	7,8
C.Mex 422	NdEM 231	231	BLW	4-6-0	64,000	86,000	?	17 1/2"x24"	56"	140PSI	?	?	/83?	7,8
C.Mex 432	NdEM 237	237	BLW	4-6-0	64,000	86,000	?	17 1/2"x24"	56"	140PSI	?	?	/88	7,8

X2200 RAILROAD ROSTER ©

Roster Notes

1. T-M #1,2,11,12,14,15,16,21,22 WERE PURCHASED NEW FROM BALDWIN. PUT IN SERVICE 4/20,11/22,7/21,7/21,3/24,2/25,12/26,6/21,8/23.
2. #1,15 SOLD TO ARKANSAS & LOUISIANA MISSOURI #1,15,BOTH SCRAPPED.
3. #12 SOLD TO THE READER RR,ALSO #12, NOW SCRAPPED.
4. #19 ORIGINALLY CENTRAL MEXICANO 270,THEN 1050 THEN NDEM 19,TM 19.
5. #20 ACQUIRED 10/5/37 FROM BIRMINGHAM RAIL & LOCOMOTIVE(D).
6. #23 ACQUIRED 12/8/35 FROM BIRMINGHAM RAIL & LOCOMOTIVE(D).
7. IN 8/1914,WHEN NDEM DEFAULTED ON THE BONDS OF THE TM,THE RECEIVER ATTACHED ALL NDEM LOCOMOTIVES THEN ON THE PROPERTY WHICH INCLUDED #5(A SCHNECTADY 0-6-0 5560,3/1900,SCRAPPED BY 1930,ORIGINALLY MEXICAN INTERNATIONAL 50),19,102,105-109,219,26,28,31,37. THE FIVE
8. 200 SERIES 4-6-0 WERE SCRAPPED BY 1926 WHEN REPLACED BY NEW BLW 4-6-0'S 11-16. #19 WAS RETURNED TO NDEM IN 1940 AND R# 600,CLASS B-12, AND FINALLY SCRAPPED AT ACAMBARO IN 1959. #108 WAS SCRAPPED ON TM PROPERTY IN 1938 AND 102,105,106,107,109 WERE RETURNED TO NDEM IN 1940,R# 670-674 CLASS ER-7. 670,671 WERE SCRAPPED 6,12/61 AT HUEHUETOC,672 LAID ASIDE AT AG.CAL. 12/63 THEN PLACED ON DISPLAY AT CARDENAS,673,674 RETIRED 11/7/56,5/22/48 AT AG.CAL.,SCRAP
9. STEAM RETIREMENTS BY YEAR. 1(#108) IN 1938;6(#19,102,5,6,7,9) IN 1940;1 IN 1941;2 IN 1942;1 IN 1943,1 IN 1944,5 IN 1945(ICC RECORDS SHOW 3 STEAM ACQUIRED THIS YEAR BUT MAY HAVE ONLY BEEN LEASED,HOWEVER NO DATA ON THEM CAME TO LIGHT);2 IN 1946;2 IN 1947;0 IN '48 ON. (T-M STEAM WAS WOOD BURNING UNTIL 1906,COAL UNTIL 1920,OIL UNTIL 1947)



All three photos - Ralph H. Carlson Collection
A cross section of oil burning Tex-Mex steam exemplified by (1) 0-6-0 #21 at Laredo in 1939, (2) 2-6-0 #107 on the Laredo turntable in 1938, and (3) 4-6-0 #16 (new at Eddystone, Pa., in 1926) which powered the oldest and longest shortline in Texas until it dieselized in 1939, the first Class I road to do so.



Ralph H. Carlson
#314, along with 315 and 317, are the only current (1973) cabooses on the T-M. Note anti-sag A-frame channels over wooden body.

ORIGINAL#	INTERMEDIATE#	FINAL#	BODY/ENGINE/ELECT.	MODEL	HP	W.A.	WGT/LBS	GEAR RATIO	B/N	B/D	RET./D	BODY STYLE	NOTES
T-M 501	501	501	WHIT/DELAV/WHSE.	65DE4	660	D	144,000	79:16	60009	7/39	9/64	BOXCAB	10,11
T-M 502	502	502	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60010	7/39	9/64	BC TO EC	10,11
T-M 503	503	503	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60011	8/39	9/64	BC TO EC	10,11
T-M 504	SEE NOTES	504	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60012	8/39	9/64	BOXCAB	10,11
T-M 505	SEE NOTES	505	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60013	9/39	9/64	BOXCAB	10,11
T-M 506	SEE NOTES	506	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60014	9/39	9/64	BC TO EC	10,11
T-M 507	SEE NOTES	507	WHIT/DELAV/WHSE.	65DE4	660	D	140,000	79:16	60015	10/39	9/64	BC TO EC	10,11
B&M 1141	T-M 508	508	STLC/Co-BE/WHSE.	RAILCAR	750	A1A-B	185,000	58:18	A060	5/35	12/50	RAILCAR	12
T-M 509	509	509	BLW / BLW /WHSE.	DS44-750	750	B-B	198,200	68:14	74594	6/49	----	ENDCAB	
T-M 510	510	510	BLW / BLW /WHSE.	DS44-750	750	B-B	198,200	68:14	74595	6/49	----	ENDCAB	
SSW 1001	T-M 511	511	BLW /DELAV/WHSE.	V01000	1000	B-B	237,680	68:14	64427	11/42	E/72	ENDCAB	13
T-M 700	700A	700A	STLC/Co-BE/WHSE.	CUSTOM	1600	1-D	230,000	59:17	1736-1	7/46	6/65	BOXCAB A	14
T-M 700	700B	700B	STLC/Co-BE/WHSE.	CUSTOM	1600	D	205,000	59:17	1736-2	7/46	6/65	BOXCAB B	14
T-M 701	701A	701A	STLC/Co-BE/WHSE.	CUSTOM	1600	1-D	230,000	59:17	1736-3	8/47	6/65	BOXCAB A	14
T-M 701	701B	701B	STLC/Co-BE/WHSE.	CUSTOM	1600	D	205,000	59:17	1736-4	8/47	6/65	BOXCAB B	14
T-M 800A	800	800	EMD/ EMD/ EMD	F7A	1500	B-B	227,680	65:12	9415	5/49	3/71	CAB UNIT	O/N E1266-1;15
T-M 800B	801	801	EMD/ EMD/ EMD	F7A	1500	B-B	227,680	65:12	9416	5/49	6/67	CAB UNIT	O/N E1266-2;15
T-M 850	850	850	EMD/ EMD/ EMD	GP7	1500	B-B	238,250	65:12	10537	6/50	----	HI-NOSE	O/N 6029-1
T-M 851	851	851	EMD/ EMD/ EMD	GP7	1500	B-B	237,825	65:12	11127	6/50	----	HI-NOSE	O/N 6029-2
T-M 852	852	852	EMD/ EMD/ EMD	GP7	1500	B-B	236,900	65:12	11937	4/51	----	HI-NOSE	O/N 5041-1
T-M 853	853	853	EMD/ EMD/ EMD	GP9	1750	B-B	241,350	62:15	24771	10/58	----	HI-NOSE	O/N 5581-1
T-M 854	854	854	EMD/ EMD/ EMD	GP18	1800	B-B	246,530	65:12	27856	1/63	----	LO-NOSE	O/N 5646-1
T-M 855	855	855	EMD/ EMD/ EMD	GP18	1800	B-B	246,530	65:12	27857	1/63	----	LO-NOSE	O/N 5646-2
T-M 856	856	856	EMD/ EMD/ EMD	GP28	1800	B-B	238,350	62:15	30711	9/65	----	LO-NOSE	O/N 5694-1
T-M 857	857	857	EMD/ EMD/ EMD	GP38	2000	B-B	244,470	62:15	32461	11/66	----	LO-NOSE	O/N 5719-1
T-M 858	858	858	EMD/ EMD/ EMD	GP38	2000	B-B	244,470	62:15	32673	6/67	----	LO-NOSE	O/N 7947-1;15
T-M 859	859	859	EMD/ EMD/ EMD	GP38	2000	B-B	245,080	62:15	37424	8/71	----	LO-NOSE	O/N 5770-1
T-M 860	860	860	EMD/ EMD/ EMD	GP38	2000	B-B	244,720	62:15	7373-1	8/71	----	LO-NOSE	O/N 7373-1;15

X2200 RAILROAD ROSTER

Roster Notes

10. WHITCOMB 501-507 RENUMBERINGS: 501-503 REMAINED UNCHANGED DURING THEIR ENTIRE EXISTENCE, 504-507 WERE RENUMBERED IN AND OUT OF THE 600 SERIES MANY TIMES AS FOLLOWS: 506,505 BECAME 600(A,B) IN 4/42 AND WERE REPAINTED PULLMAN GREEN(OLIVE DRAB)W/ BLACK LETTERING, 504,507 BECAME 601(A,B) IN 9/44. THEN STARTING IN 8/44 THE SETS WERE MIXED SEVERAL TIMES(EACH TIME RECEIVING A TEMPORARY NUMBER) OR OPERATED AS SINGLE UNITS WITH 600 SERIES NUMBER WHILE MATE WAS BEING WORKED ON. IN 5/47 THE 600(A,B) SET WAS BROKEN UP AND RENUMBERED BACK TO 506,505. IN 9/47 THE 601(A,B) SET WAS LIKEWISE BROKEN UP AND RENUMBERED BACK TO 504,507. HOWEVER, THESE WERE SOON REGROUPED AND RENUMBERED BACK TO THE 600 SERIES, THIS TIME WITH 505 AND 507 SWITCHING PAIRS(I.E. 504,505 NOW 601A,B AND 506,507 NOW 600A,B).THE SWITCHING OF UNITS BETWEEN PAIRS AND BACK TO SINGLE 500'S CONTINUED UNTIL 2/49 WHEN AN ICC RECORD SHOWS 504,506 AS THE 600 SET AND 505,507 AS THE 601 SET. (506 WAS REPOWERED IN 2/49 WITH A COOPER-BESSEMER ENGINE BEFORE GOING BACK TO THE 600 SET. THIS WOULD MEAN 504 CARRIED BOTH 600(A) AND 601(A),505 CARRIED 600A THEN 601B THEN 601A,506 CARRIED 600B THEN 600A THEN BACK TO 600B,507 CARRIED 601B THEN 600B THEN BACK TO 601B. ANY ONE UNIT MAY HAVE GONE BACK TO ITS ORIGINAL 500 NUMBER MANY TIMES IN BETWEEN,TECHNICALLY HAVING BEEN RENUMBERED AS MANY AS 12-14 TIMES. WE PRESUME (SINCE SOME ICC RECORDS ARE MISSING) THAT THESE SETS CONTINUED MORE OR LESS UNTIL 7/52 WHEN THE 601 SET WAS BROKEN UP FOR GOOD(BY THIS TIME THE F7'S AND GP7'S HAD REPLACED THEM IN ROAD SERVICE),507 WAS SHOPPED AND BECAME AN ENDCAB(SEE NEXT NOTE) AND 601A(505) REMAINED AS SINGLE UNIT UNTIL JOINED BY 600A(504) SEVERAL MONTHS LATER AFTER 600B(506) ALSO WAS SHOPPED,BECOMING AN ENDCAB(NOTE 2). THIS NEW SET BECAME 600A,B (504,505) AND WAS PHOTOGRAPHED IN 2/54 IN THE NEW PAINT

SCHEME 601A(505) HAD BEEN PHOTOGRAPHED IN, 8/53. THE NEW 600A,B WERE RENUMBERED BACK TO 504,505 IN JANUARY 1956 FOR RECORD KEEPING PURPOSES. THUS ALL 7 WHITCOMBS WERE RETIRED AS 501-507. WHITCOMB 501-507 RETIREMENTS: ALL THREE BOXCABS(501,504,505) WERE IN DERELICT CONDITION ON THE SCRAPLINE IN MID 1961(HAVING BEEN RETIRED FOR AS MANY AS THREE YEARS); THE ENDCABS(502,3,6,7) BECAME SURPLUS WHEN THE GP18'S ARRIVED AND SOME IF NOT ALL FOUR WERE RETIRED IN 2/63. ACTUAL SCRAPPING BEGAN IN 1964, DONE BY 1965.

- WHITCOMB 501-507 REBUILDING AND REPOWERING: 501 NOT REBUILT OR REPOWERED;502 WAS RB TO ENDCAB IN 5-5/57 BUT RETAINED ORIGINAL ENGINE(NOTE 6 STACKS IN PHOTO),503 WAS REBUILT TO ENDCAB AND RE-ENGINE WITH COOPER-BESSEMER FVL-8T IN 8/51;504 & 505 NOT RB OR REPOWERED;506 REPOWERED 2/49 WHILE STILL A BOXCAB,REBUILT TO ENDCAB 6/53;507 REBUILT TO ENDCAB AND REPOWERED WITH C-B IN 7/52.
- 508 WAS BUILT AS AN 78 FOOT LOCOMOTIVE/RPO/BAGGAGE FOR BOSTON & MAINE (#1141,SEE TRAINS 12/69 P.31 FOR PHOTO). PURCHASED BY T-M IN 8/40, IT WAS SHORTENED TO 44'7"BY REMOVING THE RPO SECTION, THEN REPOWERED WITH A COOPER-BESSEMER GNL-8 AND PLACED IN SERVICE 8/12/41. TAKEN OUT OF SERVICE IN 1949 WHEN CRANKSHAFT FAILED, IT WAS OFFICIALLY RETIRED 12/31/50 AND SCRAPPED SOON AFTERWARDS.
- 511 ACQUIRED 1/64 FROM COTTON BELT,RETIRED 3/72 AND SCRAPPED.
- THE 700'S WERE NOT TRULY HOMEBUILTS, BUT WERE ONLY ASSEMBLED FROM COMPONENTS SHIPPED TO LAREDO. 700(A,B) PUT IN SERVICE 11/46 AND 701(A,B) PUT IN SERVICE 5/48. NO MAJOR #ING EXCEPT 701B WAS ASSIGNED 700C FROM 1/23/50 TO 2/4/50. B-UNITS 700B,701B RETIRED FROM SERVICE 7/3/50 & 8/17/50, SELDOM IF EVER TO BE RUN AGAIN UNTIL SCRAPPED 15 YEARS LATER. 700A,701A USED AS SINGLE UNITS FROM THEN ON, RECEIVING NEW PAINT AND SUFFIXES ACTUALLY SHOWN ON THE UNIT IN 1953.700A,701A RETIRED FROM SERVICE 12/31/62, 1/31/63 AND ACTUALLY CUT UP IN 1964 (PHOTO VERIFICATION SHOWS THIS BUT OFFICIAL RECORDS LIST 6/65 AS THE WRITE OFF DATE.)
- F7A'S DELIVERED WITH A,B SUFFIXES WHICH DISAPPEARED BY 1953. 800 TRADED IN ON 860,801 TRADED IN ON 858,BOTH THEN SCRAPPED. (NO UNIT HAS S/G OR C/E; ALL HAVE MU EXCEPT 508,509,510,511)



Everett L. DeGolyer, Jr., Collection

A 1939 shot at Laredo, Tex., shortly after delivery from Whitcomb at Rochelle, Ill., of first T-M diesel. Note high position headlight soon to be lowered and no footboards. Colors are NdeM cream and brown with a 9" red stripe. Rear (or #2) end shown (note air intake position, and ladder irons only on right side). #501 was only one of the seven not renumbered or rebuilt until scrapped in 9/64.



William S. Kuba Collection

A fine early (1945) shot of #502 before any alterations except to headlight, footboards, and Pullman green paint (applied 1942). #502 was never involved in the 600 or 601 sets, but was the last of four to be rebuilt to endcab, in May-June 1957. #501-507 all came with mu.



Jess M. Patton

#502 was last endcab rebuilt in 6/57; consequently, it kept it VO engine and 485 generator (all T-M non-EMD diesels had Westinghouse electrical equipment). Not shown at this angle are the six stacks projecting way above the hood. T-M bought four FVL8T engines from Cooper-Bessemer in late 1948 and early 1949 for repowering program but sold one back to C-B in 1950 for \$10,000.

We selected the Tex-Mex to do a roster because it is a small interesting road--and we thought--easy to do so we could gain some time on our schedule. However, we wandered into the most complex, most difficult roster (for only 28 diesels) that we have ever attempted. More letters were written, more phone calls made, more peering at pics, and more head scratching than ever before. But, for what was uncovered, we think it was worth the effort and we hope you enjoy it.

Incorporated March 13, 1875, at Corpus Christi, Tex., as the Corpus Christi, San Diego and Rio Grande Narrow Gauge Railroad Co. (became Texas-Mexican Ry Co. in 6/1881), the new railroad first operated in Jan. 1877. The 3' gauge road building west from Corpus Christi on level country reached San Diego in Mar. 1879. From there the topography was rougher, requiring some sharp curves, but operation thru to Laredo began Nov. 1881. The road became standard gauge in July 1902. The road's first loco was a 2-4-0 named "Corpus Christi" and was delivered in early 1879.

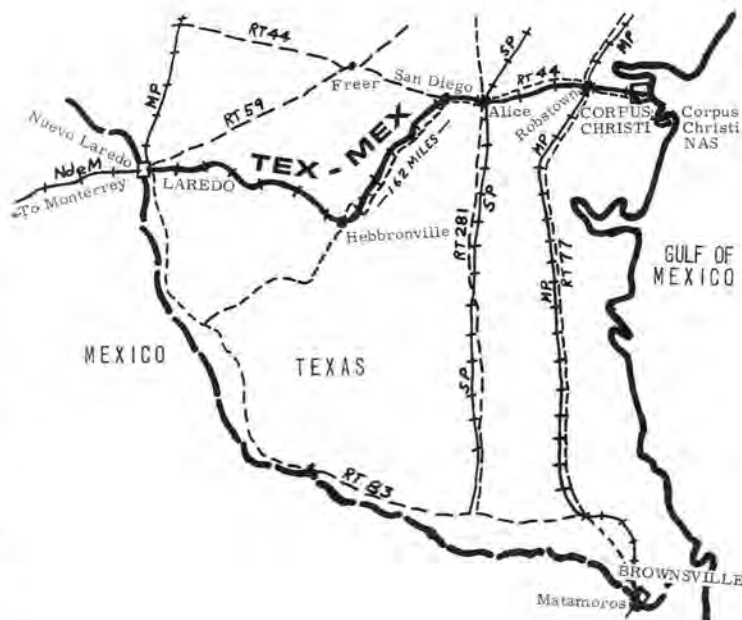
Control by NdeM finally passed (although ICC records are still filed under NdeM) to Hanover Bank & Trust Co. of N. Y., Feb. 1938, and R. W. Morrison of San Antonio, Tex., took over as president; whereupon, seven 71-ton boxcab 0-8-0 diesels were ordered from Whitcomb on 4/22/38 for \$58,000 each. They were delivered from early Aug. 1939, to early Nov. 1939, and were numbered 501-507. Morrison's vice-president Dave Keiser apparently was responsible for the innovative ideas on motive power, being a "great believer" in steam 0-8-0's, hence the 0-8-0 Whitcombs. In 1939 the T-M was the first class I road to switch from steam to diesel, although at least some steam was on the property until 1947, but steam was used very infrequently. A 19-mile line to Corpus Christi Naval Air Station at Flour Bluff was started in 1940 and is still operated by the T-M for the US Navy.

As with most railroads, the T-M had a heavy WWII traffic increase, so they added more power by mu-ing two of the 500's, but union members maintained that each unit required a crew, as on many railroads. T-M's orthodox answer was to semi-permanently couple two units under one number, which resulted in the 600 and 601 sets. And, the same thinking led to the 700, 701, and 800 sets later. And, the same inflexibility of spliced units was experienced which led to many many minor switches, and to satisfy the union, much putting on and taking off and renumbering. To illustrate this point, here follows typical quotations from two of dozens of ICC Form 19A Alteration Reports:

"601 unit A was disconnected from 601 unit B, connected to 600 unit A and marked 600 unit B. Engine 600 unit A cracked a crankshaft on August 4th 1944, and we started working on it. On August 15th 601 unit A scored a connecting rod pin so we coupled the 600 unit B to 601 unit B, changed the number and ran them till September 1st when we changed them back as original"

"May 22, 1947, 600 unit A: articulated coupler casting and vestibule housing removed. Rear footboards, rear headlight, rear coupler levers and rear drawhead applied. Changed back to original number which is 506. Operated now as locomotive unit Nq506."

Probably 505 had more changes of identity from 1942 til 1956 than any other unit, at least 14 changes, but the records are not clear or complete.



Despite tracking problems experienced with #501-507, from 1939 to 1946, due to D (or 0-8-0) short (16' wb) wheel arrangement, the 700's were erected (Laredo 1946, 47) with the same wheel arrangement except for adding a pair of 30" pony wheels on the A-units to lengthen the wheelbase. They must have bobbed up and down like a buggy at anything over 15 mph unless the track was perfect.

Their carbody was custom made by St. Louis Car and their cast underframes, brake rigging, etc., came from across the river at Granite City, Ill., from General Steel Casting (Commonwealth). Their 1600 hp Cooper-Bessemer FVL-16T engines (17-ton, 14' long) are probably the largest most powerful ever used in relation to carbody weight and size. The current FDL16 engine (3000-3600 hp) in U-boats--an improved FVL-16T of similar size and same 9x10½ cylinders--occupies a carbody twice the size of T-M's 700B or 701B. At only 205,000 lbs. on drivers and 1600 hp available, they must have been the slipperiest power ever created. But the 701A did run until Jan. 1963.

Apparently visibility was the major reason for rebuilding the four boxcabs (503, 507, 506, 502 in that order) into endcabs, but several other modifications were made: weight increased by 8 tons, new 2CD air compressor, auxiliary generators, blowers, radiator fans, and new 499K main generator to accommodate new rpm of 1000 for Cooper-Bessemer FVL-8T 800hp engine vs old rpm of 600 for Dela Vergne VO 12½x15½ 660 hp engine. In the first repowering (506 in 2/49 without rebuilding to endcab), the C-B engine was rated only 660 hp at 800 rpm, but fuel capacity was increased from 480 gal. to 660 gal. Size and pulling performance of the locos was similar to GE 80-tonners. Except for the imagination of a few and healthy disregard for economics, the Tex-Mex might have been just another dull road of all NW2's or S2's.

Some photos show units with a number "8" in the number board this refers--and has for many years--to train number 8, the east-bound from Laredo to Corpus Christi. Train 7 is the westbound counterpart.

Tex-Mex diesels generally have had three paint schemes: (1) the 1939-1942 NdeM colors of cream, brown with red trim, black lettering on #501-507; (2) the 1942-1949 Pullman green (some say: olive drab) with black lettering during war and gold lettering thereafter on 500's, 600's, 700's; (3) the 1949 to present day scheme is dark green with orange stripes, numbers and letters plus Texas Star logo (supposed to be on all current units) first used on F's in 5/49. Logo has orange (same orange on locos) background bounded by a dark red circle. Star is half white, half dark blue. State of Texas is light mustard-yellow with dark red edge (same red as outer circle) and "TM" in middle.

Lettering 1939-1949 was a boxy Roman (serif) style while numbers were a round Roman. Baldwins #509, 510 have a conventional Roman lettering, apparently selected at Eddystone, different from other units. Starting in 1949, on the F's, till the present, a simple sans-serif (Gothic or box) semi-condensed lettering has been used (except on 509, 510, 700B). Apparently the diagonal orange frame stripes on the 500's, 600's, 700's came in M/1951-M/1953 period (we need pics of this period to confirm). Bell position was changed to top in 1953 on most units. The summer of 1953 apparently saw a "sprucing up" with several of the units being repainted, including 501, 506, 600A&B, 701A and maybe more.



Everett L. DeGolyer, Jr.
#701A, Laredo, Tex., 4/8/62, still running but will be retired 1/31/63 after a life spanning 15 years, not bad for such an unusual configuration. Note tall stack (not on 700) and 1-D (or 2-8-0) wheel arrangement. Apparently, until new green with orange striping scheme was applied in 1953, no suffix letter appeared on the unit.



Everett L. DeGolyer, Jr.
In late January 1950, 701B was r# 700C, and attached to the 700 set, which operated for two weeks then as an ABB set. Soon after this, the 700B and 701B were stored and used very seldom if at all again. Taken at Laredo, Tex., 2/24/54, note full width diaphragm, apparently used only on the 701 set.



Elliott M. Kahn Collection
#700A at Laredo, Tex., 3/25/55. These last boxcabs built on the continent were fascinating in several ways: they contained Cooper-Bessemer 1600 hp FVL16T engines, first of what turned out to be the prototype engine for all those FDL16's running around in U-boats. And they were the third and final group of locos built with a rigid D wheel arrangement (first were 1929 Whitcombs, Milw 5800, 01; second were T-M 500's).



Larry Jackman Collection
#700 at Corpus Christi, Tex., 1/15/47, shortly after entering service 11/23/46, and before the 701 set was built. Note early position of headlight and lack of footboards. Color was Pullman green with gold lettering.



Louis A. Marre Collection
A 1952 or 1953 shot showing original flat top cab on 503 (compare to round top on 507) which 1956 pics show was rebuilt to round top as on other endcabs. Date of pic must be between 7/52 when 507 was rebuilt and before early 1954 when T-M logo replaced number on cab. (We need to see 1953-1956 pics of 503; also pics of 502 in the same period.)

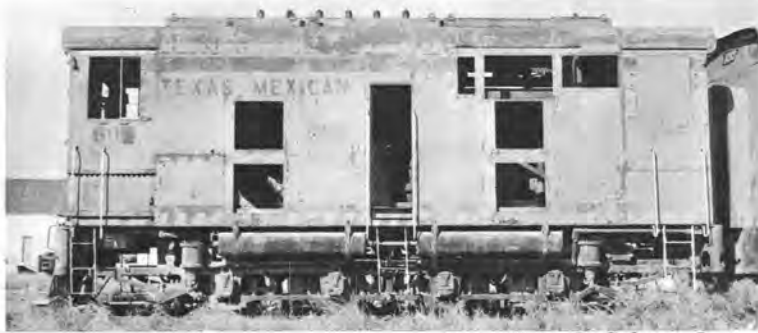


Everett L. DeGolyer, Jr.

(Right Photo)
A February 1954 broadside of #507, rebuilt from boxcab in July 1952, shows T-M logo on cab and number is now on hood; compare to earlier picture in DSGII p420 where number is on cab. This was second endcab built and third of the 500's to be repowered (506 got C-B engine in 2/49 but was not made into an endcab until 6/53). Note #506 (below) with Alco style front stanchions while other endcabs got GP7 type end stanchions. Other minor details vary between endcabs.



Everett L. DeGolyer, Jr.



Everett L. DeGolyer, Jr.

A worn #505 in scrapline at Laredo, Tex., 4/8/62 after 23 years of having its identity changed (at least 14 renumberings). Blanked out rear cab shows it was part of 600/601 sets and six stacks from VO engine thru the roof identify 505 only. From 4/42 it was mainly 600B, then 601A, then 505, then 600A, then back to 505 with many minor renumberings inbetween; it may never have been 601B.



Ralph H. Carlson Collection

#508, a true unique, built in 1935 as B&M motorcar #1141 and sold to Tex-Mex in Aug. 1940, was in service by late 1941 with 35' of its center removed and repowered with an 8 cyl. inline Cooper-Bessemer GNL8 engine. Photographed in 1945 at Laredo, Tex. A remarkable beast, she was known affectionately as "Javelin" (Mexican for sow of a wild boar). The 35' roof section wound up on boxcar 8942. Front truck similar to ones on IC 9200, 01.



Bruce Biddulph

#801 in late 1964 retains original paint scheme of green and orange on which it was introduced (along with sister F7A #800). On May 29, 1949, when the F's made their first revenue run, they were numbered 800A&B and were the first units to have the Texas Star logo designed by EMD for T-M. And, bell was not on top originally..



Everett L. DeGolyer, Jr.

An excellent view on 2/24/54 of 501 showing General Steel designed and built cast frame with unusual vertical brake cylinders. Compare to underframe of Milw Whitcomb, DSGII p415, and to the T-M 700's, all of the same origin.



Hol Wagner, Jr.

Tex-Mex's only other second hand diesel power besides 508 was this VO1000 #511 purchased from Cotton Belt in 1964, at Laredo 1/68, now scrapped.



Ralph H. Carlson

#509, a DS44-750, was delivered, along with 510 in June 1949, shortly after the F-units as part of a modernization program. They came with serif lettering unlike any other T-M units. Note unusual stack caps operated by a rod from the cab.

TEX-MEX EARLY UNIT SPEC-PROFILE

r/n's	Weight	Length	Bolster Centers	Wheel Base	Gear Ratio	Wh	Gen	Tr/M	Engine	HP at RPM	Gal Fuel
Boxcab 500's	140,000-144,100	34'8"	rigid	16'0"	79:16	36"	485C2	4-571S6	12½" bore*6 cyl. VO DeLaVergne	660 at 600	480
Endcab 500's	156,700-157,340	34'8"	rigid	16'0"	79:16	36"	499K	4-571S6	Cooper-Bessemer V8, FVL8T	800 at 1000	660
700A, 701A	230,000	35'6"	rigid	16'6"	59:17	36" 30"	479A	4-372A	Cooper-Bessemer V16, FVL16T	1600 at 1000	?
700B, 701B	205,000	28'10"	rigid	16'6"	59:17	36"	479A	4-372A	Cooper-Bessemer V16, FVL16T	1600 at 1000	?
B&M 1141	221,700	80'6"	56'4"	8'0" 11'0"	58:18	36"	484	4-588AV	Westinghouse V12, Model 4G	950 at 900	600
508 (rb 1141)	184,800	44'7"	20'4½"	8'0" 11'0"	58:18	36"	484	4-588AV	Cooper-Bessemer, GNL8	750 at 750	600

*Later VO engines were 12-3/4" bore (after BLW #299 switcher)

Older Models for Comparison

r/n's	Weight	Length	Bolster Centers	Wheel Base	Gear Ratio	Wh	Gen	T /M	Engine	HP at RPM	Gal Fuel
AGEIR boxcab	120,000-148,000	32'8"	17'0"	7'2"	82:14	36" 38"	TDC6	HM840G	IR 300 6 cyl. 10x12	300 at 550	200
Whitcomb centercab (Milw #8500, 01)	180,000	29'6"	rigid	13'6"	67:16	38"	181C3	584A2	two Waukesha 6 OK, 7-3/4 x 8-1/2	600 at 1200	400



Kenneth M. Ardinger

The #856, a system unique--their only GP28, came 9/65 right after scrapping the last of the early units. It was the last domestic GP28 delivered, coming less than four months before the first GP38, DT&I #200. T-M shares the distinction with MP & IC of being the only railroads to own all models of non-turbocharged Geep. Photographed at Corpus Christi, Tex., 7/69.



Ralph H. Carlson

#853 is T-M's lone GP9, d/b-less as all other T-M diesels. What appears to be an extra number board is really a crew window as is the side opening in short hood.



Ralph H. Carlson

#857, their first GP38, represents T-M's modern power. Of 13 units currently, seven are lo-nose second generation with more 38's probably coming.



Phillip C. Faudi

One of three T-M GP7's #851 at Laredo 3/4/73 shows extra "windows" in short hood.



Keith E. Ardinger

Tex-Mex's first low nose units, GP18's #854, 855 finally killed the boxcabs in early 1963. #854 switching Corpus Christi, Tex., 10/69.

A REQUEST FROM MICRO SCALE DECALS

The informative pictures we are seeking is straight 90 degree shots depicting the lettering, stenciling, heralds, etc. Our present need is for the following roads: Great Northern, Northern Pacific, C&O, B&O, and Southern Railway. Can anyone give me the names of people that you know of who could be of assistance in supplying information. We would like to have verifying photographs for our art work so our products can be highly accurate.

Ted Krasel
Micro Scale Decals
1821 E. Newport Circle
Santa Ana, Calif. 92705

"LAST WEEKEND I SHOT A CRITTER"

Have you ever stopped to appreciate some "terms of convenience" we all use for locos? Usually they are collective to round up our thoughts toward: Geeps, U-boats, RS's, DL's, Centuries, etc. It is a way to classify in groups to eliminate the need of mentioning each model. Recently, Tom Lawson of Birmingham, Ala., innovated the term "critter" as applied to small rigid frame locos such as Plymouths, Whitcombs, Davenport, etc., sometimes called "dinky engines".

At first it seemed too casual or even derogatory, but with a little getting-used-to, and backed by a lot of research, it is quite acceptable. The dictionary says it derives from "creature" and "is sometimes used as a term of affection". So we submit that it be used to mean: internal combustion rigid frame locos of one, two, or three axles of less than forty tons, usually endcab and single engine.

We were disappointed in the response to our "Favorite Locomotive, etc. Survey", only a few hundred so far, and it needs at least a thousand responses to be valid. We will hold off compilation til another issue to allow for more responses. Please refer back to page 13 of last issue (X2273/41) for details. And if you feel it is too long, then only answer questions 1, 2, 6 and 7.
Thank you, Don Dover



Stan Jackowski

U18B #328, at Uceta Yd (Tampa, Fla.) 12/9/73 illustrates the new SCL order for 19 (#325-343) utilizing Blomberg trucks from trade-ins until supply runs out. Then the remainder of the order will have hi-ad trucks as did first order. U18B is fifth GE model with Blombergs: C&O, WP U23B's; WP, SCL(SAL) U30B's; SCL U33B's; AT, SCL U36B's