

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	138,500	138,500	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	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

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By Dan Dover and Don Dover

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

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. #1,45 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 HUEHUETOCA,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 1948 ON. (T-M STEAM WAS WOOD BURNING UNTIL 1906,COAL UNTIL 1920,OIL UNTIL 1947)