

COMPANY SURGEONS

Dr. W. R. Powell.....Chief Surgeon.....Laredo
 Dr. V. L. Puig, Jr.....Local Surgeon.....Laredo
 Dr. G. E. Penney.....E.E.N.&T.....Laredo
 Dr. M. B. Guerra.....Local Surgeon.....Hebbronville
 Dr. J. C. Gonzalez.....Local Surgeon.....Benavides
 Dr. E. E. Dunlap.....Local Surgeon.....San Diego
 Dr. G. G. Wyche.....Local Surgeon.....Alice
 Dr. Belo Stone.....Local Surgeon.....Robstown
 Dr. C. R. Little.....Eye Specialist.....Corpus Christi
 Dr. P. L. Hyder.....Local Surgeon.....Corpus Christi
 Dr. W. C. Barnard.....Local Surgeon.....Corpus Christi

Employees injured in line of duty will receive treatment from above physicians.

General Hospital: Mercy Hospital, Laredo.

Emergency Hospital: Alice Hospital, Alice; Robstown Hospital, Robstown; Spohn Hospital, Corpus Christi.

When persons other than employees and passengers are injured on the Company's lines they should be turned over to their friends or to the City or County Authorities.

TIME INSPECTORS

C. L. Milton Co., 1220 Hidalgo St.Laredo
 P. J. Hendricks, 602 N. Mesquite St.Corpus Christi

The following maximum tonnage ratings are assigned to the engines shown herein:

DIESEL-ELECTRIC ENGINES	LAREDO TO OILTON	OILTON TO M.P. 104	M.P. 104 TO CORPUS CHRISTI	CORPUS CHRISTI TO LAREDO
Single Unit 800 thru 852 853	2230 tons 2450	2500 tons 2750	2500 tons 2750	2500 tons 2750
Two Units 800 thru 852 With 853	4500 4700	5000 5250	5400 5650	5400 5650
Three Units 800 thru 852 With 853	6000 6200	7500 7750	7900 8150	7900 8150

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	MIN.	SEC.		MIN.	SEC.		MIN.	SEC.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

The Texas Mexican Railway Company



TIMETABLE

109

EFFECTIVE

SATURDAY, JULY 15, 1961

AT 12:01 P.M.

CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND

INFORMATION OF EMPLOYEES ONLY

B. F. WRIGHT, JR.
Vice President - General Manager

M. CONRING
Superintendent

J. H. WEBBER, JR.
Traveling Engineer and Trainmaster

J. M. BENAVIDES, JR.
Chief Train Dispatcher
& Assistant Trainmaster

*What You Forget for a Moment
You May Remember for a Lifetime*

LENGTH OF SIDING IN CARS	LOCATION OF BULLETIN, FUEL STATIONS, STANDARD CLOCKS, INTERLOCKERS, WYES AND TELEPHONES	THIRD CLASS 8 LOCAL FREIGHT LEAVE DAILY	DISTANCE FROM CORPUS CHRISTI	TIMETABLE No. 109 JULY 15, 1961 STATIONS		MILE POST LOCATION	THIRD CLASS 7 LOCAL FREIGHT ARRIVE DAILY	TRAIN ORDER OFFICE HOURS		
								SATURDAYS	SUNDAYS	DAILY EXCEPT SATURDAYS AND SUNDAYS
YARD	BYKOPC	11:30PM	154.1	TO-R	LAREDO	3	6:00AM	11:59PM-7:59AM	11:59PM-7:59AM	11:59PM-7:59AM
28	P		138.7		15.4 PECADITO	18				
29	P		126.1		12.6 AGUILARES	31				
	P		120.4		5.7 MIRANDO CITY	37				
44	P		117.6		2.8 DILTON	40	4:42			
93	P		108.5		9.1 BRUNI	49	4:25			
111	PC	1:01AM	94.9	TO	13.6 HEBRONVILLE	62	3:55	12:01AM-12:01PM	12:01AM-4:00AM	SEE NOTE
77	P		87.6		7.3 CRESTONIO	69				
77	P		80.3		7.3 REALITOS	77	3:20			
92	P		71.3		9.0 NORWAY	86				
77	P	1:50	65.7		5.6 BENAVIDES	91	2:55			
87	P		57.3		8.4 GRAVIS	100				
	P	2:20	47.7		9.6 SAN DIEGO	109	2:25			
80	P	2:22	46.2		1.5 MUIL	110	2:22			
YARD	YPC	2:35AM 6:35AM	37.7	TO-R	8.5 ALICE (T&NORR CROSSING)	119	2:01 10:01	12:01AM-6:30AM 10:30PM-11:59PM	12:01AM-3:30AM	*12:01AM-6:30AM 10:30PM-11:59PM
	P		27.3		10.4 AGUA DULCE	130				
20	P		20.2		7.1 BANQUETE	137				
32			17.0		3.2 RABB	140				
YARD	IPC	7:30 10:01	11.6	TO	5.4 ROBSTOWN (M.P.R.R. CROSSING)	145	9:01 7:30	7:00PM-11:00PM	CLOSED	3:59PM-11:59PM
	P		7.7		3.9 VIOLET	149				
CORPUS CHRISTI YARD	P		4.0		3.7 CLARKWOOD	153				
	PY		0.9		3.1 FLOUR BLUFF JCT.	156				
	BYKOPIC	10:30AM		TO-R	0.9 CORPUS CHRISTI	157	7:01PM	12:01AM-1:01AM 6:30AM-2:30PM 5:00PM-11:59PM	12:01AM-1:01AM 5:00PM-11:59PM	12:01AM-1:01AM 6:30AM-2:30PM 5:00PM-11:59PM
		ARRIVE DAILY 8					LEAVE DAILY 7			

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

HEBRONVILLE—Train Order Office Hours—8:00 A.M. to 12:01 P.M.—1:01 P.M. to 5:00 P.M. Mondays—12:01 A.M. to 12:01 P.M.—1:01 P.M. to 5:00 P.M. Tuesdays through Fridays inclusive.

*ALICE—Train Order Office Hours—Mondays 10:30 P.M. - 11:59 P.M.

NOTE: C denotes two-way radio communication.

SPECIAL INSTRUCTIONS

GENERAL

1. Employees are forbidden to ride on pilot of road engines and are forbidden to ride on footboards of yard engines in direction of movement EXCEPT in Laredo and Corpus Christi one yardman or hostler helper may ride on footboard of engine in direction of movement when cab of engine is on opposite end.

2. Train No. 7 of Sunday may leave Corpus Christi without a clearance. The conductor and engineer of No. 7 of Sunday retain all train orders relating to track conditions received on eastward previous trip.

3. Trains at Alice during train order hours must not leave Alice without a clearance. Extra trains originating at Alice must not leave Alice without clearance.

4. When train orders are delivered to trains at open train order offices, copy of clearance and order or orders will be given to the rear brakeman.

5. Trains and engines must not exceed 15 miles per hour through cross-overs and diverging switches.

6. Timetable bulletin and circular books are located:
Laredo: Train order office

Corpus Christi: Yardmen's and Enginemen's register rooms.

Mechanical department circulars containing instructions relating to care and operation of engines and equipment will be issued by authority and over the signatures of Superintendent of Motive Power and Equipment and/or Traveling Engineer-Trainmaster and will be posted in a separate book marked "Mechanical Department Circulars" at the following locations:

Laredo: Train order office

Corpus Christi: Enginemen's register room.

7. The siding at Hebronville is all of the trackage both east and west of the crossover. Timetable schedules and train order time at Hebronville for westward trains will apply at the west switch, except that, when restricted by train order at Hebronville, westward trains must stop east of the crossover. Cars may be found spotted at track west of crossover. A derail is located west of crossover opposite Magnolia Gasoline spot.

8. Railroad crossings at grade:

MP Railroad at Laredo.

T&NO Railroad at Alice.

MP Railroad at Robstown.

9. Trains must be carefully inspected as prescribed by Rules 827 and 828. When conditions are favorable and in the judgment of the conductor and engineer it is safe to do so and when additional stops can be avoided, trains may be run without stopping for inspection, except that when running inspection is made at Bruni, Hebronville, or Crestonio by crew members of another train, who are stationed on each side of passing train, it will comply with train inspection requirements between Laredo and Alice, provided train being inspected does not exceed 8 MPH while entire train passes inspection point, and hand, lantern, or radio signal indicating no defects were observed is received by train being inspected. Otherwise, trains must be carefully inspected at least once each 50 miles. When stop is made for other purpose, trainmen will make inspections as prescribed in the rules.

10. In general, flasherlight crossing signals are activated by wheel contact at insulated joints in the track, located in advance of the protected crossing at such distance that signals commence operating in sufficient time to warn vehicular traffic of the approach of engines or cars; at some locations, however, insulated joints are near the protected crossing, due to some peculiar operating condition, and at such locations engines or cars will not move into crossing except at such speed that will permit flasherlight signals to be operating a sufficient time in advance of the movement to protect vehicular traffic; such movement will be stopped after contacting the insulated joint which activates the signal before moving into crossing unless traffic has been stopped by a flagman in position at the crossing to protect the movement and signals the engineer that he has vehicular traffic stopped.

If for any reason flasherlight signals become inoperative, crossing movements must be made with extreme caution and only after flagman is in position on crossing as described immediately above and signals engineer to continue movement. Such inoperative signal must be reported as soon as practicable.

Insulated joints which activate crossing flasherlight signals, such as described, are painted white.

At Corpus Christi, movements over Brownlee Street crossing, Magnolia spur track, must be made as follows: Stop before movement enters intersection. Member of crew insert switch key in key control box located on top of instrument case situated between Main track and House track, west side of street. Turn key up, which will start signal and bells operating, and when all traffic is stopped, proceed across intersection. After completing movement across intersection, remove switch key from key control box, which will clear signals and bells. A reverse movement, when made, must be made in the same manner.

11. Within yard limits Laredo, Hebronville, Alice, and Robstown, the main track may be used without flag protection. TRAINS AND ENGINES MUST MOVE WITH CAUTION within yard limits Laredo, Hebronville, Alice, and Robstown, expecting to find the main track occupied without flag protection.

12. In the application of Rule 93: At Corpus Christi, the main track ends at M.P. 156.

At Laredo, the main track ends at the east switch of Laredo freight yard, which switch is located just west of the overpass at Meadow Avenue. Tracks west of this switch are yard tracks.

13. Engines 509, 510, 800, 801, 850, 851, 852, and 853 when left unattended (whether coupled to other engines or not) must have hand brakes applied, wheels blocked, and doors locked. This applies to all locations.

Engine crews, hostler crews, and yard crews must see that hand brakes are released and wheel chains removed before moving engines.

14. To insure observance of Rule 34, two members of the crew must be in the cab of the engine of a train while in motion. If a member of the engine crew leaves the cab, the forward brakeman or other member of the crew must provide compliance with Rule 34.

15. Where fixed signals displaying "X" are installed, engine whistle signal must be sounded as prescribed in Rule 14 (1) to afford ample warning for road crossing.

16. Diesel electric engines must not be operated by own power or towed through water in excess of three inches above top of rail. When operated by own power or towed through water above top of rail, speed of 3 MPH must not be exceeded.

At Aguilares, water car will be spotted on siding, between painted marks on rail. If necessary to move to place other cars in siding, it must be seen that water car is not connected

to outlet. No train order is necessary, advising that this car is on siding at Aguilares.

Alice

17. Designated interchange tracks at Alice are tracks Four, Five, Six, Short Connection, and T&NO East No. 3. Ordinarily, the Texas Mexican delivery to T&NO handled by trains arriving Alice from west will be placed on Track Six. T&NO delivery to the Texas Mexican, about 9:00 P.M. daily, will be made on Track Six or T&NO East No. 3. Other deliveries from the T&NO will be placed on Short Connection. Overflow may be placed where there is track room, depending upon condition prevailing.

All train and engine movements over Main Street crossing in Alice, on interchange Tracks Four, Five, and Six must be protected by member of crew flagging traffic.

At Alice, a standard crossing gate, equipped with a light, is located at the grade crossing between the main track of the TNO and the main track of the Tex Mex.

The light on gate displays RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against T&NO movements, Tex Mex movements may be made over crossing without stopping; speed of power unit over crossing must not exceed six (6) MPH.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and the route known to be clear before proceeding over crossing.

LOCAL

Laredo

18. Enginemen, yardmen, and hostler crews must control movements into and over street crossings, as provided in Rules 93, 103 (a), and other items of Special Instructions in this timetable, and when necessary STOP to avoid accident.

Yard engine movements must not exceed 5 MPH over street crossings between Yard Office and Meadow Street overpass, and yard engines handling cars, making westward movement between Meadow Street overpass and Yard Office must not move over street crossings until after member of crew has placed himself in position on crossing and has stopped vehicular traffic.

All movements over Hidalgo and Victoria street crossings must be protected by member of crew flagging traffic.

Movements over Market Street crossing, National Carloading spur track, and over Guadalupe Street crossing, Casso-Guerra spur track, must be made as follows:

Stop before movement enters intersection. Member of crew insert switch key in key control box located south of street crossing and east of track. Turn key, which will start signal and bells operating and when all traffic is stopped proceed across intersection. After completing movement across intersection, remove switch key from key control box, which will clear signals and bells. A reverse movement must be made in the same manner.

19. Trains arriving Laredo Yard may enter the track for which switch is set at east end of yard. Trains entering the yard will clear the lead tracks at both ends of yard.

Trains departing Laredo may leave switches at east end of yard set for the track used by that train.

Yard crews will keep the track for which the switch is set at east end clear so trains may enter.

A switch-point derail is located in the north rail, east end of running track, approximately 200 feet west of Seymour Street. When engines of outgoing trains are placed on this track, they must be placed east of the switch-point derail and the derail set in derailing position. Yard crews coupling cars on to engines or other cars left east of this switch-point derail, must see that it is properly set before moving over it. Trains departing yard will leave the switch-point derail closed (not in derailing position).

Crews of trains and yard engines using running track must know that switch-point derail is in proper position before moving over it.

Robstown

20. Automatic interlocking will govern movement over M.P. crossing. Signals are color-light type and are located at the following locations:

Home signal governing eastward movement located 113 feet west of M.P. crossing.

Inoperative approach signal located 1300 feet west of home signal displaying indication for an eastward movement.

Home signal governing westward movement located 150 feet east of M.P. crossing.

Flasherlight signals are in service at Highway 44-77 by-pass route, Robstown, Texas. Speed thru these circuits must not exceed 12 MPH.

Inoperative approach signal located 1575 feet east of home signal displaying indication for a westward movement.

Two push button release boxes marked "TM" located on each side of M.P. railroad track near the crossing.

If eastward or westward trains use more than three (3) minutes between approach and home signals, home signal will automatically go to "stop" indication and will not show "proceed" indication again until lead wheels of engine or cars pass insulated joints located 311 feet west of the home signal governing movement of eastward trains and 215 feet east of home signal governing movement of westward trains and only then if there are no trains in the approach or on conflicting routes.

When a train or engine is stopped by "stop" indication of automatic interlocking home signal and no immediate conflicting movement is evident, a member of the crew must operate the push button time release marked "TM". If signal does not change its indication within three (3) minutes and there is no train or engine on conflicting route and signals on conflicting route indicate "stop", train or engine may then proceed on hand signal from member of crew located at crossing.

When indicator lights are provided at the push button release box and such lights are illuminated, they will denote that signals on conflicting routes are at "stop".

If a train or engine is on conflicting route, hand proceed signal must not be given until such movement is stopped and if signals on conflicting routes do not indicate stop or if indicator lights are not illuminated, when provided, flag protection per Rule 99 must be provided on conflicting routes before movement is made over railroad crossing.

Corpus Christi

21. An ordinance passed by the City of Corpus Christi designates certain streets and highway crossings of railroad tracks to be extra hazardous and regulates the speed of trains, blowing of whistles, etc., within the corporate limits of the City of Corpus Christi.

That it shall be unlawful to blow, or cause to be sounded, any railroad engine whistle, horn, siren or other noise making device on any engine or locomotive, except engine bell, within any area specifically designated as a recreational area, except in case of emergency. The only designated recreational area is North Beach, which extends from Market Street to the Reef Bridge on T&NO Railroad.

It should be understood that the ordinance does not change our practice of the ringing of bell or blowing of whistle at any point on our line within the corporate limits of the City of Corpus Christi; all locomotives—steam, diesel, or other—shall ring their engine bells when starting to move and also when approaching public crossings, so as to warn motorists and pedestrians of their approach, and shall use other sound devices, including whistles.

22. The high lift bridge located between the Missouri Pacific main track and north side Port trackage is equipped with electric locking devices, and "approach" and "home" signals are installed in advance of the bridge. Train and engine movements will be made over the high lift bridge in accordance with signal indication, and signal and bridge operators are on duty twenty-four (24) hours a day. If "home" signal does not indicate "proceed" position, call for signal will be one long blast of the engine whistle.

Trains and engines must not be stopped on the high lift bridge except in case of extreme emergency.

The Savage Lane Line switch located at Mile Post 158, serving trackage to high lift bridge and Port trackage, will be left set for movement to the Savage Lane Line as normal position, which will require that all trains and engines moving from new yard to Brownlee Street and vicinity to set this switch for movement to and from Savage Lane Line. Eastward train and engine movements must set switch for their movement and return it to position for movement to Savage Lane Line after using.

Automatic interlocking on the Savage Lane Line crossing the Missouri Pacific main track is in service and is located immediately north of Up River Road and the Savage Lane Line, and "approach" signal and "home" signal are in service for movement over the Missouri Pacific crossing.

This interlocking is automatic, and the movement of trains and engines will be governed by signal indication. If the signals do not indicate "proceed" after train has stopped at

the "home" signal, member of the crew will open control box, where will be found, inside the box, instructions as to manipulations of release button, which will cause signal to indicate "proceed" position and authorize movement across the Missouri Pacific main track if there are no Missouri Pacific trains in the circuit.

On NAS lead, between Flour Bluff Junction and end of line, yard engine movements over State Highway 44 (west leg of wye) and Ocean Drive must be protected by a member of the crew flagging traffic. When visibility is reduced, or at night, a burning fusee must be displayed on both sides of track at above locations and also at crossings protected by flasherlight signals when back-up movement is made over crossing and when flasherlight signals are not operating. Fusee thus placed must not be placed or left where it may be run over by a vehicle.

Speed of engines with or without cars on NAS lead between Flour Bluff Junction and end of line is 20 MPH, except between west end of first curve east of wye yard and beginning of curve about three-fourths mile west of Oso Bridge, speed is 25 MPH. Oval speed boards are located on south side of track indicating the limits where 25 MPH speed is allowed. ALL movements on NAS lead must be made as prescribed in Rule 93 and other special instructions relating to movements over grade crossings.

On NAS lead, trains and engines must not be operated to exceed 6 MPH while entering following road crossings:

- (1) Farm Road 665, west of M.P. 3
- (2) Kostoryz Road, west of M.P. 7
- (3) Weber Road, one-half mile east of M.P. 7
- (4) Everhart Road, west of M.P. 9
- (5) Dump Road, east of M.P. 9
- (6) Airline Road, west of M.P. 11
- (7) Langley Road, first crossing east of Airline Road.

Within Naval Air Station at Flour Bluff, speed of engines, with or without cars, must not exceed 15 MPH on straight track and 10 MPH on curves.

Train and engine movements over Laredo, Agnes, Staples, North Tancahua, and North Carancahua street crossings must be protected by a member of the crew flagging traffic.

Movements over Sta. Clara on the tail track serving Harris Concrete Company must be made with extreme care and when necessary a member of the crew will flag traffic.

Train and engine movements over Weil Place crossing, first street east of Texas Waste Materials Company, must not exceed 5 MPH.

Cars must not be detached in motion (kicked or dropped) over public street crossings within the city limits of Corpus Christi.

SPEED

23. Unless otherwise further restricted the following is maximum speed for trains between the points named:

	Straight	
	Track	Curves
Laredo and M.P. 39 plus 27 poles	40	35
M.P. 39 plus 27 poles and M.P. 81	45	45
M.P. 81 and Norway	35	35
Norway and Benavides	45	45
Benavides and Alice	45	40
Alice and Robstown	30	30
Robstown and Corpus Christi	45	45
Trains handling derricks, ditchers, power shovels, draglines, pile drivers, scale test cars, and machines of similar kind on own wheels	25	20

Oval boards as prescribed in Rule 10 (J) indicating restricted speed zones are located at the following places: Laredo, Miranda City, Hebronville, Realitos, Benavides, San Diego, Alice, Agua Dulce, Banquete, Rabb, Robstown, Violet, Clarkwood, and Corpus Christi. Trains and engines must not exceed 12 MPH through these restricted speed zones.

Tracks and stations not otherwise shown in the timetable:

Station	Mile Post	Car Capacity	Direction
			Open If Spur
Polo.....	9	28	—
Balderas.....	65	14	E
Realitos.....	77	26	W
Dean.....	133.5	18	—
Rack.....	135	14	W