# SPECIAL INSTRUCTIONS (Continued)

box, which will clear signals and bells. A reverse movement must be made in the same manner.

- 29. 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.
- 30. Trains departing Laredo may leave switches at east end of yard set for track used by that train.
- 31. Yard crews will keep the track for which the switch is set at east end clear so trains may enter.

## ROBSTOWN

32. 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.

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.

33. Train and engine movements must not exceed 5 miles per hour while using Transfer and Wye tracks at Robstown, Texas.

# CORPUS CHRISTI

- 34. 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.
- a. 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 bell 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.
- b. Speed of 12 miles per hour must not be exceeded over any crossing in Corpus Christi.
- 35. 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.

- 36. 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 at all times.
- a. 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.
- b. 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.
- 37. On NAS lead, between Flour Bluff Junction and end of line, yard engine movements over 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.
- 38. 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.
- a. 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.
- b. Train and engine movements over Weil Place crossing, first street east of Texas Waste Materials Company, must not exceed 5 MPH.
- 39. Cars must not be detached in motion (kicked or dropped) over public street crossings within the city limits of Corpus Christi.
- 40. Connecting track between Missouri Pacific Railroad and Corpus Christi Terminal Association southwest quadrant, automatic interlocking No. 211, Mile Post 145, pole 27, Corpus Christi Subdivision, out of service, switches spiked and electric locking inoperative.
- Should it be necessary to use this track, signalman must be called to place track in service and protect movement at interlocking.
- b. Connecting track between Missouri Pacific Railroad main track and Corpus Christi Terminal Association main track, northeast quadrant, Corpus Christi Automatic Interlocking No. 211, Mile Post 145, pole 27, Corpus Christi Subdivision, placed in service.
- c. Switches, both ends this track, equipped with electric locks, instructions for operating posted inside door of electric locks.
- d. The connection between Missouri Pacific Railroad main track and Savage Lane Line, located east of Up River Road, Corpus Christi, is a spring switch and normal position will be for movement thru connection to Missouri Pacific main track. All westward movements from Common Interchange Yard or C.C.T.A. will be made thru switch without changing position of switch. After entering switch on westward movement, a reverse movement must not be made until switch is cleared and has been properly lined for reverse movement.

## SIGNS

Yard Limit One Mile	
Yard Limit	Yellow Scotchlite "V" on
. urd Ellint	9-ft. rail post.
Station One Mile	
	white Scotchlite with black "S" on 7-ft. post.
Derail	
	white Scotchlite with black "D" on 4-ft. post.
Whistle Boards	
	winte acotonite with block X on 7-11, post.

## **COMPANY SURGEONS**

Dr. V. L. Puig, Jr	— Chief Surgeon — — —	Laredo
Dr. G. E. Penny	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. Bill Hauser	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. J. L. Barnard	Local Surgeon	Corpus Christi

Employes injured in line of duty will receive treatment from above hysicians.

General Hospital: Mercy Hospital, Laredo

Emergency Hospital: P.&S. Hospital, Alice; Robstown Hospital, Robstown; Spohn Hospital, Corpus Christi.

When persons other than employes 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

Hamilton Jewelry, 607 Flores Ave., Laredo

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				
850 thru 852	2000 tons			
853 thru 862	2450	2270 tons 2750	2270 tons 2750	2000 tons 2750
Two Units				
850 thru 852		The second		
	4250	4700	5200	4250
With 853-862	4500	5000	5400	5400
Three Units				
850 thru 852				
	5800	7300	7700	7700
With 853-862	6000	7500	7900	7900

# 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.

MUES 1 MUE IN MUES 1 MUE IN MUES 1 MUE IN

PER	1 MILE IN		PER	1 MILE IN		PER	1 MILE IN	
HOUR	MIN.	SEC.	HOUR	MIN.	SEC.	HOUR	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

112

Effective

SUNDAY, MAY 25, 1975 AT 5:00 P.M.

CENTRAL STANDARD TIME
FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYES ONLY

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

C. H. DARNELL, JR.
Vice President - Operations

J. H. WEBBER, JR.
Assistant General Manager

R. J. SPEAR Trainmaster

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

Accidents Never Lose .

Don't Gamble with Them

#### **EASTWARD** WESTWARD LAREDO DIVISION LENGTH THIRD LOCATION OF OF CLASS DAILY BULLETIN, SIDING TIMETABLE FUEL STATION, STANDARD DISTANCE MILE CLASS 8 IN LOCAL FROM POST EXCEPT NO. 112 FEET CLOCKS, LOCAL FREIGHT INTERLOCKERS CORPUS LOCA-FREIGHT F.P. STATIONS ARRIVE LEAVE SUNDAY SUNDAYS \*SPEED WYES AND TO CHRISTI TION DAILY TELEPHONES DALLY F.P. TO-R LAREDO YARD BYKOPC 154.1 45 11:59 PM 3 3:49 AM 11:59 PM - 7:59 AM 11:59 PM - 7:59 AM 22.2 KILLAM 25 131.9 45 6700 AGUILARES 31 126.1 40 750 BRUNI 108.5 49 45 4162 HEBBRONVILLE 1:59 AM 94.9 62 1:59 AM 8000 P 45 REALITOS 80.3 77 45 6687 BENAVIDES 65.7 91 45 3200 SAN DIEGO 47.7 109 45 1200 MUIL 46.2 110 45 3699 4:24 AM 12:19 AM ALICE 10:00 PM - 11:59 PM 10:00 PM - 11:59 PM 45 TO-R(SP RR CROSSING) 37.7 YPC 4.54 AM 119 11:29 PM 12:01 AM - 6:00 AM YARD 12:01 AM - 6:00 AM AGUA DULCE 27.3 130 45 BANQUETE 20.2 137 30 10:29 PM ROBSTOWN 5:54 AM 30 (MP RR CROSSING) YARD IP 11.6 145 VIOLET 7.7 149 30 CLARKWOOD 4.0 153 30 FLOUR BLUFF JCT. 156 Y 0.9 30 CORPUS 9:59 PM 12:01 AM - 6:00 AM - xy CHRISTI 6:29 AM 6:30 AM - 2:30 PM YARD BYKOPIC 157 TO-R CORPUS CHRISTI

## WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

\* Unless otherwise further restricted, trains handling derricks, ditchers, power shovels, draglines, pile drivers, scale test cars and machines of similar kind on own wheels - 25 miles per hour.

X Closed on Saturdays Y Closed on Mondays

Tracks and stations not otherwise shown in the timetable: Station 1. Mirando City 2. Realitos 3. Agua Dulce

Mile Foot Post Capacity 37.0 450 77 670 130 1100

Direction

Open if

Spur

E

W

E

# SPECIAL INSTRUCTIONS

## GENERAL

- 1. Employes are forbidden to ride on pilot of road engines and are forbidden to ride on footboards of yard engines in direction of
- 2. 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.
- 3. Train No. 7 of Saturday and Sunday may leave Corpus Christi without a clearance. The conductor and engineer of No. 7 of Saturday and Sunday retain all train orders relating to track conditions received on eastward previous trip.
- 4. When train orders are delivered to trains at open train order offices, copy of clearance and 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 Assistant General Manager 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 Hebbronville is all of the trackage both east and west of the crossover. Timetable schedules and train order time at Hebbronville for westward trains will apply at the west switch, except that, when restricted by train order at Hebbronville, westward trains must stop east of the crossover. Cars may be found spotted at track west of crossover.
  - Railroad Crossing at grade: MP Railroad at Laredo, Robstown and Corpus Christi. SP Railroad at Alice.
- 9. Trains must be carefully inspected as prescribed by Rules 827 and 828. When conditions are favorable and in the judgement 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 or Hebbronville 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 inspection as prescribed in the rules.

# SPECIAL INSTRUCTION (Continued)

- 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 some 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 track, west side of street. Turn key up, which will start signal and bells operating, and when all traffic 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, Hebbronville, Alice, Robstown and Corpus Christi, the main track may be used without flag protection. TRAINS AND ENGINES MUST MOVE WITH CAUTION within yard limits Laredo, Hebbronville, Alice, Robstown and Corpus Christi, expecting to find the main track occupied without flag protection.
- 12. In the application of Rule 93: At Corpus Christi, the main track
- 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 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. Certain trains and yard engines are operated without firemen, and in order to fully comply with Rule 34, a member of train crew, head brakeman or other member, will be required to ride in cab of engine of road trains while in motion, except during switching operations. During switching operations, a member of the train crew must afford flag protection either by being on crossing to stop vehicular traffic, or by riding on front platform of locomotive in position to pass signals to engineer while moving over street crossings.

Yard engine movements over street crossings at Laredo and Corpus Christi will be protected by yardman flagging crossing or by a yardman who has placed himself in position to pass signals to engineer while engine is moving over street crossing.

- 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.
- 17. 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.

18. Reference to Rule 2 under Standard Times. Rules and Regulations of the Transportation Department, requiring that a reliable grade watch must be carried by certain designated employes while they are on duty, the use of a Railroad Wrist Chronometer will comply with the requirements of this rule.

The use of this type of watch is optional; however, no wrist watch except the above named watch which is on the market and manufactured by Elgin and known as the B. W. Raymond Railroad Wrist Chronometer, may be used in lieu of the standard railroad grade

Employes who continue to use the pocket watch to comply with rule covering standard time will not be permitted to wear other type wrist watch while on duty.

19. Rule 872 is amended to the extent that red lights will not be carried in engine cab.

When necessary to protect front of train, as prescribed in Rule 99. fusees and white lights will be used.

20. At present, Tex Mex cabooses are equipped with red and green lights located at top, center of cupola. In the application of Rule 19, Rules and Regulations of the Transportation Department, when these lights show Red to rear and Green to front, it will be considered proper display of markers. When train arrives at destination and has stopped. lights must be turned out; however, markers will not be removed from

## ALICE

- 21. Designated interchange tracks at Alice are tracks Five, Six, Short Connection, and SP East No. 1, 2 & 3. Ordinarily, the Texas Mexican delivery to SP handled by trains arriving Alice from west will be placed on Track Six. SP delivery to the Texas Mexican, about 9:00 P.M. daily, will be made on Track Six or SP East No. 1, 2 or 3. Other deliveries from the SP will be placed on Short Connection. Overflow may be placed where there is track room, depending upon condition prevailing.
- 22. All train and engine movements over Main Street crossing in Alice, on interchange Tracks Five and Six must be protected by member of crew flagging traffic.
- 23. At Alice, a standard crossing gate, equipped with a light, is located at the grade crossing between the main track of the SP and the main track of the Tex Mex.

The light on gate displays RED when gate is set against movement 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 SP 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

- 24. 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.
- 25. 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.
- 26. Yard engines will not exceed 5 MPH entering or passing over Corpus Christi Street and Marcella Avenue crossings.
- 27. All movements over Hidalgo street crossing must be protected by member of crew flagging traffic.
- 28. 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