

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 Tanchua, 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.

a. 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 12" x 12" diamond shaped white Scotchlite with black "Y" on 7-ft. post.

Yard Limit Yellow Scotchlite "V" on 9-ft. rail post.

Station One Mile 12" x 12" diamond shaped white Scotchlite with black "S" on 7-ft. post.

Derail 12" x 12" diamond shaped white Scotchlite with black "D" on 4-ft. post.

Whistle Boards 12" x 12" square shaped white Scotchlite with block "X" on 7-ft. 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

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

General Hospital: Mercy Hospital, Laredo

Emergency Hospital: P.&S. 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

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	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.

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 112

Effective

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

CENTRAL STANDARD TIME
FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES 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

