

COMPANY SURGEONS

Dr. V. L. Puig, Jr. Chief Surgeon . . Laredo
 Dr. G. E. Penny E.E.N. & T Laredo
 Dr. F. C. Glendenning . . . 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; Taylor Brothers Jewelry, 622 Mesquite St., Corpus Christi.

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

DIESEL-ELECTRIC ENGINES	LAREDO TO OILTON	OTLTON TO ALICE	ALICE TO CORPUS	CORPUS CHRISTI TO ALICE	ALICE TO LAREDO
SINGLE UNIT 854 thru 865	2450	2750	2750	2750	2750
TWO UNITS with 854-865	4900	5100	5700	5500	5400
THREE UNITS with 854-865	6000	7700	8400	8250	7900
FOUR UNITS with 854-865	7600	10200	11200	11000	10500
FIVE UNITS with 854-865	9500	12800	14000	13750	13100

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	19	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	2	38
						100	0	36

L. Gonzalez

**The
Texas Mexican
Railway Company**



TIMETABLE

113

**EFFECTIVE
SATURDAY, MARCH 1, 1980
AT 5:00 P.M.**

**CENTRAL STANDARD TIME
FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY**

A. R. RAMOS
President & General Manager

C. H. DARNELL, JR.
Executive Vice President

R. J. SPEAR
Assistant General Manager

CARLOS PEREZ, JR.
Supt. - Trainmaster

E. D. COCHRAN
Assistant Trainmaster

L. HAGEN
Assistant Trainmaster

ERNESTO BENAVIDES, JR.
Chief Train Dispatcher
& Terminal Trainmaster

**Accidents Never Lose-
Don't Gamble with Them**

Length of Siding in Feet F.P. to F.P.	Location of Bulletin, Fuel Station, Standard Clocks, Interlockers, Wyes and Telephones	THIRD CLASS & LOCAL FREIGHT LEAVE DAILY	Distance From Corpus Christi	TIMETABLE NO. 113 STATIONS	Mile Post Location	Third Class 7 Local Freight Arrive Daily	DAILY EXCEPT SUNDAY	SUNDAYS	*SPEED
YARD	BYKOPC	2:59 A.M.	154.1	TO-R LAREDO 22.2	3	6:49A.M.	11:59 P. M. - 7:59 A. M.	11:59 P. M. - 7:59 A. M.	45
6700			131.9	KILLAM 5.8	25				45
750			126.1	AGUILARES 17.6	31				45
4162			108.5	BRUNI 13.6	49				45
11300	P	4:59 A.M.	94.9	HEBBRONVILLE 15.0	62	4:59 A.M.			45
6687			80.3	REALITOS 14.6	77				45
2481			65.7	BENAVIDES 18.0	91				45
1000			47.7	SAN DIEGO 1.5	109				45
3699			46.2	MUIL 8.0	110				45
YARD	P	7:54 A.M.	37.7	ALICE 10.4	119	3:19A.M. 2:29A.M.			30
			27.3	AGUA DULCE 7.1	130				30
			20.2	BANQUETE 8.6	137				30
YARD	IP	8:54 A.M. 9:34 A.M.	11.6	ROBSTOWN (MP RR CROSSING) 3.9	145	1:29 A.M.			30
			7.7	VIOLET 3.7	149				30
			4.0	CLARDWOOD 3.1	153				30
	Y		0.9	FLOUR BLUFF JCT. 0.9	156				30
CORPUS CHRISTI YARD	BYKOPIC	10:29 A.M.		TO-R CORPUS CHRISTI	157	12:59 A.M.	6:00 A. M. - 12:30 A. M.		

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

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

Tracks and stations not otherwise shown in the timetable:

Station	Mile Post	Foot Capacity	Directions Open if Spur
1. Miranda City	37.0	450	E
2. Realitos	77	670	W
3. Agua Dulce	130	1100	E

SPECIAL INSTRUCTIONS

GENERAL

- Employees are forbidden to ride on pilot of road engines in direction of movement.
- When train orders are delivered to trains at open train order offices, copy of clearance and orders will be given to the rear brakeman.
- Trains and engines must not exceed 15 miles per hour through cross-overs and diverging switches.
- 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.
- 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.
- Railroad Crossing at grade:
MP Railroads at Laredo, Robstown and Corpus Christi.
SP Railroad at Alice.
- 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 Alice by crewmembers of another train, who are stationed on each side of passing train it will

comply with train inspection requirements between Laredo and Corpus, provided train being inspected does not exceed 8MPH 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.

All trains and engines must not exceed 10 MPH when using sidings between Laredo and Corpus Christi.

8. 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, when signalized crossing are approached from a side track, engine or cars will be stopped clear of the crossing and in the signal circuit, until crossing signals are activated before proceeding.

9. Within yard limits Laredo, Hebronville, 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, Hebronville, Alice, Robstown and Corpus Christi, expecting

SPECIAL INSTRUCTIONS (Continued)

to find the main track occupied without flag protection.

10. In the application of Rule 93: At Corpus Christi, the main track ends at M.P. 154.

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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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 employees while they are on duty. Approved Watch: Bulova Accutron Model 214, 218, Calender and Mark IV B; Bulova Analog; Seiko Analog; Wyler Analog; BW Raymond Railroad Wrist Chronometer; American 16 size Railroad Grade Pocket Watches; all Railroad approved chronometers which state "Railroad Approved" on the face.

Employees 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.

17. 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, fuses and white lights will be used.

18. 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 caboose.

19. Crews on trains 7 and 8 are relieved from flag protection unless otherwise instructed.

ALICE

20. 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, will be made on Track Six as SP East 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 the conditions prevailing.

21. All trains and engine movements over Main street crossing in Alice, must be protected by member of crew flagging traffic.

22. At SP crossing in Alice, Texas, stop must be made and signal 14B must be given before proceeding.

LOCAL

23. 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.

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

25. Yard engines will not exceed 5 MPH entering or passing over Corpus Christi Street and Marcella Avenue crossings.

26. All movements over Hidalgo street crossing must be protected by member of crew flagging traffic

27. Movements over Market Street crossing, National Carloadingspur 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.

28. 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 track at both ends of Yard. When necessary to leave portion of train No. 7 at Link area, crew will make cut east of West switch to Gin sidings. This is necessary so as not to activate flasher lights on Arkansas Street crossing.

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

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

ROBSTOWN

31. 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 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.

To operate interlock at Tex Mex-Missouri Pacific Railway crossing at Robstown, Texas.

The following are instructions for its operation:

Instructions Governing Operation of Release:

If indicator is illuminated, operate push-button and hold five (5) seconds before releasing. If indicator light is not illuminated, wait five (5) minutes and if no conflicting movement is evident, then operate push-button and hold five (5) seconds before releasing. If absolute signal continues to display "STOP" after four (4) minutes, 0 seconds, and indicator light is not illuminated, flag protection per Rule 99 must be provided on conflicting routes.

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

CORPUS CHRISTI

33. 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 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.

(c) 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 MP 3.

(2) Greenwood Drive, east of Bridge 4.35.

(3) Airline Road, west of MP 11.

(4) 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.

Movements will not exceed 15 MPH between one pole north and one pole south of Oso Bridge on NAS branch.

34. 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.

SPECIAL INSTRUCTIONS (Continued)

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.

35. 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.

36. On NAS lead, yard engine movements over Padre Island Drive (MP 15.8) must be protected by activating flasher lights by key control as follows: Key control box is located approximately 110 feet each side of crossing. To activate signal, unlock box, push button until signals activate, relock box and proceed through crossing. Signals will cut off automatically. Crossing must be entered within 50 seconds of activating signals or signals will time out. Signals must be activated from both approaches in the same manner.

When flasher lights at any crossing are not working, crossing must be protected by member of crew flagging crossing. Inoperative flasher lights must be reported to Yard Office immediately.

37. Train and engine movements over Laredo, Agnes and Staples St. crossings must be protected by a member of the crew flagging traffic.

(a) Movements over Sta. Clara on the Tall track serving C. C. Produce company must be made with extreme care and when necessary a member of the crew will flag traffic.

(b) Train and engine movements over Driscoll Drive crossing, first street east of Texas Waste Materials Company, must not exceed 5 MPH.

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

39. 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 the 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 black "X" on 7-ft post.

40. Rail "1/4 mile" markers are installed between station "1-mile" signs at Killam, Brunl, Hebronville, and Realitos. These rail markers have one black ring for each 1/4-mile in advance of switch.