



To be operated SAFELY,
a railroad must be operated
by thoughtful men.

**SAFE EMPLOYEES MAKE
A SAFE RAILROAD**

SAFETY FIRST



**HOUSTON BELT and
TERMINAL
RAILWAY COMPANY**

**TIMETABLE
No. 5**

Effective 12:01 AM Friday, December 1, 1972

CENTRAL STANDARD TIME

This Timetable is for the exclusive use and guidance
of Employees. The Railroad Company reserves the right
to vary therefrom as circumstances may require.

L. B. GRIFFIN, Vice President – Operations

B. C. ADAMS, Superintendent

OPERATING OFFICERS

O. R. ADAMS, Assistant Superintendent
 C. W. DENT, JR., Assistant Superintendent
 B. E. HELVEY, Assistant Superintendent
 C. J. MAYS, Assistant Superintendent
 D. W. BLACK, Trainmaster
 G. E. DAVENPORT, Trainmaster
 R. R. FREDERICK, Trainmaster
 L. N. JOHNSON, Trainmaster
 C. R. KETHAN, Trainmaster
 L. LANGSTON, Trainmaster
 D. D. SULLIVAN, Trainmaster
 R. E. WILDER, Trainmaster
 O. M. TROJAN, Road Foreman-Trainmaster
 A. CREWS, Assistant Trainmaster

ROADWAY SIGNS



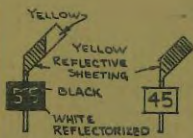
WHEN SIGN IS USED TO PROTECT MORE THAN ONE CROSSING NUMERAL WILL BE ATTACHED TO STAND DESIGNATING NUMBER OF CROSSINGS PROTECTED. WHISTLE SIGNAL 14 (L) APPLIES AT EACH CROSSING



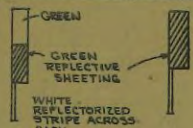
RAILROAD CROSSING JUNCTION-DRAWBRIDGE (EXCEPT WHEN PROTECTED BY INTERLOCKING)
 ONE MILE SIGN
 SEE RULE 96



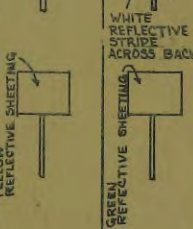
SPRING SWITCH SIGN



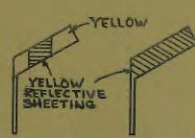
PERMANENT SPEED RESTRICTION SIGN
 SEE RULE 10 (H) AND TIME TABLE SPECIAL INSTRUCTIONS



PERMANENT RESUME SPEED SIGN
 SEE RULE 10 (H) USED IN CONNECTION WITH PERMANENT SPEED RESTRICTION SIGN



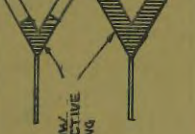
TEMPORARY SPEED RESTRICTION SIGN



APPROACH SIGN
 PROCEED PREPARED TO STOP BEFORE REACHING STOP SIGN



STOP SIGN
 AT POINT WHERE STOP REQUIRED



SWITCHING LIMIT SIGN
 USED TO DESIGNATE SWITCHING LIMITS

DICK 5.

NORTH BELT SUBDIVISION

South		TIME TABLE NO. 5 STATIONS		North	
First Class AMTRAK	1.8	ABS Yard Limit Missouri Pacific MP 144.0	XM*TB	15 Daily	PM
		NX - Belt Jct	0.00		
16 Daily	0.60				
		Frnt Jct	0.60		PM
		1.98			
		AX - SP	2.58		
		0.74	XM		
		CX - SP	3.32		
		0.53	XM		
		DX - SP	3.85		
		0.10	XA		
		Buffalo Bayou Bridge 23	3.95		
		0.17			
		Congress Jct	4.12		
		0.14	XM		
		EX - GH&H	4.26		
		0.48	XM		
		AA	4.74		
		0.01	C		
12:20		BX - Union Station	4.75		6:45
		0.22	*TRW		
		BB	4.97		
		0.49	C		
		CC	5.46		
		0.03	C		
		FF	5.49		
		0.02	C		
		FX - Frnt Subdiv	5.51		
		0.07	XM		
		GX - SP	5.58		
		0.08	XM		
		GG	5.66		
		1.86	C		
		Old South Yard	7.52		
		0.73			
12:30		Double Track Jct	7.75		6:21
		0.96	XM		
12:31		HA - New South Yard	8.68		6:20
		0.51	*W#BR		
12:33		T&NO Jct	9.19		6:18
		0.08			
PM		HX - SP	9.27		PM
			XM		
<p>All Southward trains secure clearance at HA New South Yard. Crew of AMTRAK trains 15 and 16 will leave register check at HA New South Yard.</p>					

EAST BELT SUBDIVISION

	TIME TABLE NO. 5		
South	STATIONS		North
	ABS		
	Yard Limit 3.39	Rock Island MP 60.8	
TWO MAIN TRACKS	NX - Belt Jct 0.22	XM*BT	0.00
	HH 0.78	C	0.22
	IX - SP 0.25	XM	1.00
	II 0.09	C	1.25
	Gulf Coast Jct 0.71		1.34
	Pearce Siding 1.59		2.05
	JJ 0.12	C	3.64
	BJ Settegast Yard 0.69	MBDTRW**	3.76
	JX - SP	XM	4.45
	SP Interchange Switch 0.05		4.60
TWO MAIN TRACKS	SS 0.60	C	4.65
	Strutt Siding 0.75		5.25
	H.N.S. Lead 0.81		6.00
	Basin Siding Yard 0.53	B	6.81
	KX - SP 0.05	XM	7.34
	KK 0.34	C	7.39
	End Double Track 0.07		7.73
	Buffalo Bayou Bridge No. 16 0.35		7.80
	Dallerup Yard 0.60		8.15
	Begin Double Track 0.19		8.75
TWO MAIN TRACKS	LX - Magnolia Park 0.16	XMT	8.94
	LL 0.03	C	9.10
	MX - GH&H 0.73	XMT	9.13
	MM 0.61	C	9.86
	East Belt Yard 0.64		10.47
	Double Track Jct		11.07

FREIGHT SUBDIVISION

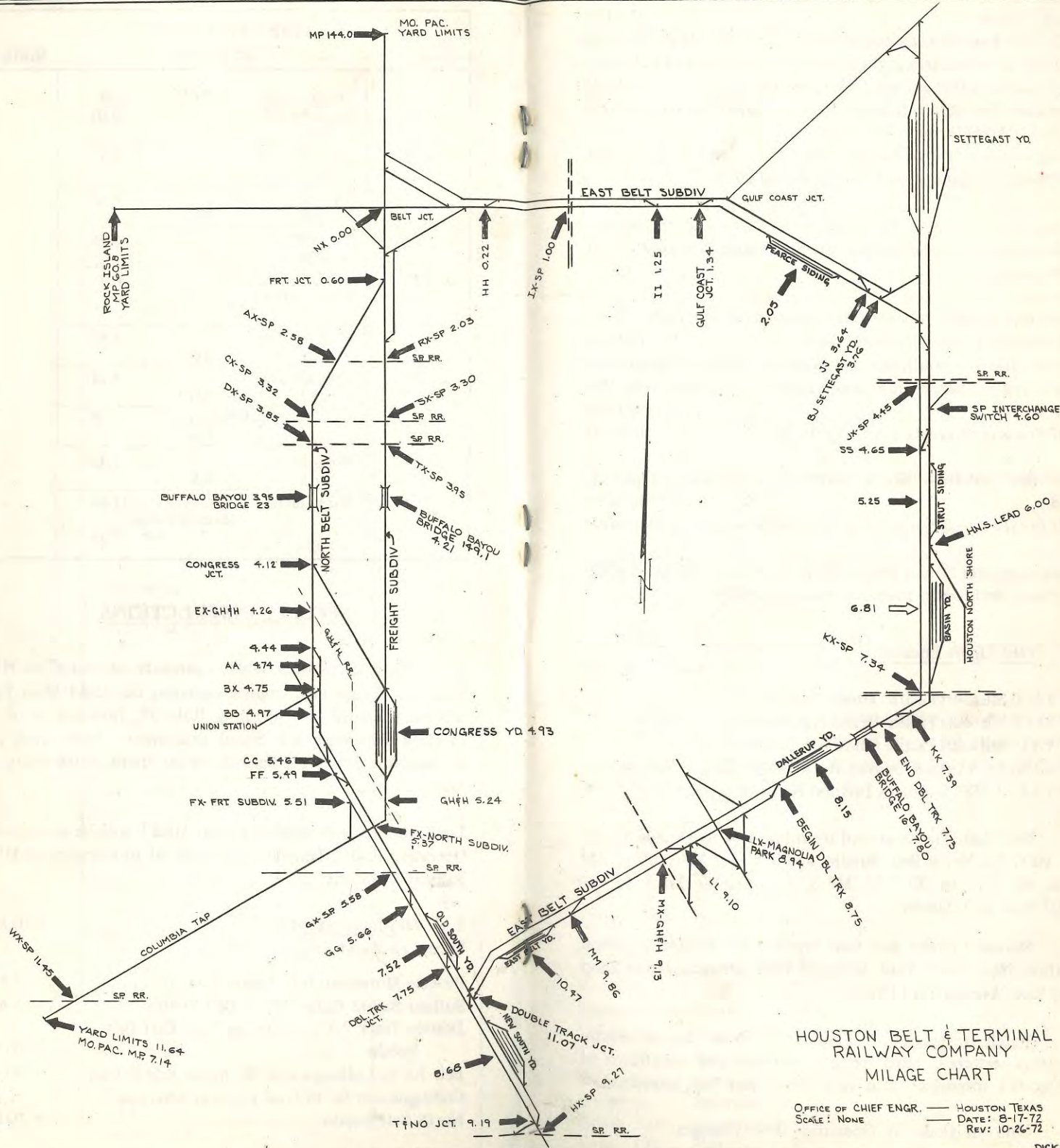
	TIME TABLE NO. 5		
South	STATIONS		North
	Frst Jct 1.43	ABS	MP 0.60
	RX - SP 1.27	XM	2.03
	SX - SP 0.65	XM	3.30
	TX - SP 0.26	XA	3.95
	Buffalo Bayou Bridge 149.1 0.72		4.21
	Congress Yard 0.31	#B	4.93
	EX - GH&H 0.13	XM	5.24
	FX - North Belt Subdiv 6.08	XM	5.37
	WX - SP 0.19	XA	11.45
	Yard Limits		11.64
		Missouri Pacific MP	7.14

SPECIAL INSTRUCTIONS

1. There is no time table superiority of trains on HB&T Railway. Trains and Engines operating on HB&T Main Track will be governed by Operating Rule 93, Instructions of Authorized Personnel and Signal Indication. Main track may be used not protecting against regular trains, extra trains, and engines.

Train and engines operating over HB&T will be governed by Operating Rules, Timetable and Special Instructions of HB&T Railway Company.

2. Maximum Speed = 40 MPH
 Except as shown below:
- | | |
|--|----------|
| Reverse Movement into Union Station | = 5 MPH |
| Buffalo Bayou Bridge North Belt Subdiv | = 15 MPH |
| Double Track Jct to Settegast Yard East Belt Subdiv | = 20 MPH |
| Belt Jct to Collingsworth St. North Belt Subdiv | = 30 MPH |
| Collingsworth St. to Gulf Freeway Overpass North Belt Subdiv | = 20 MPH |



HOUSTON BELT & TERMINAL
RAILWAY COMPANY
MILEAGE CHART

OFFICE OF CHIEF ENGR. — HOUSTON TEXAS
SCALE: NONE — DATE: 8-17-72
REV: 10-26-72

Special Instructions Continued

Freight Subdiv = 20 MPH
Trains and Engines must not exceed 15 miles per hour through
turnouts or crossovers except at MP connection and East Belt
Connections at Belt Jct and Gulf Coast Jct = 30 MPH
Trains and Engines entering or leaving Union Station will not
exceed 10 MPH through all turnouts.
Movements over Napko Switch MP 8.93 between HA and T&NO
Jct North Belt Subdiv must not exceed 20 MPH.

Within City Limits of Houston, Texas, trains and engines are
prohibited from moving over street crossing in excess of 20
MPH except:

North Belt Subdiv: A point 100 feet north of Bennington Street
and Missouri Pacific Mile Post 144.0 =40 MPH
A point 100 feet south of Collingsworth Street and a point 100
feet north of Bennington Street and on connecting tracks at
Belt Jct =30 MPH
Gulf Freeway Overpass and Griggs Road =40 MPH

East Belt Subdiv: North Shepherd Drive and Kirkpatrick
Blvd. =40 MPH
Gulf Coast Jct and North Connection of Settegast Yard=40 MPH

Movements over Napko Switch MP 8.93 between HA and T&NO
Jct North Belt Subdiv must not exceed 20 MPH.

3. Yard Limits Located:

MP 144.0 Missouri Pacific Trinity Subdiv
MP 381.6 Missouri Pacific Beaumont Subdiv
MP 7.14 Missouri Pacific Sugarland Subdiv
MP 60.80 Ft. Worth & Denver, Rock Island-Teague Subdiv
MP 19.4 ATSF, Southern Division Houston District

4. Two Main Tracks extend from MP 4.44 to Double Track
Jct MP 7.75 North Belt Subdiv, and Belt Jct MP 0.00 to MP
3.76, MP 4.22 to MP 7.73, MP 8.75 to Double Track Jct MP
11.07 East Belt Subdiv

5. Standard clocks and train registers are located at Union
Station, New South Yard, Settegast Yard, Settegast Diesel Shop
and Rusk Avenue Yard Office.

6. Watch Inspection: Employees whose duties require
standard watches, must present watches and certificate to
designated inspector once each two years for inspection.

7. Uniform Code of Operating Rule Changes:

(1) Protection for men, machines and track restrictions by

signs.

Where maximum speed does not exceed 40 MPH protection for
men, machines and track restrictions may be provided by dis-
play of temporary speed restriction and resume speed signs as
prescribed by Rule 10 (g) without the use of train orders or flag
protection.

When such signs are displayed, train or engines will proceed not
exceeding 10 MPH or slower if necessary, within the limits of the
restriction, and must be prepared to stop short of gang,
machines, or stop sign. If gang is encountered, be governed by
instructions of foreman. If stop sign displayed, train or engines
will stop and be governed by verbal instructions of foreman.

(2) A yellow stripe around switch staff or operating lever of
hand throw switch will indicate that diverging track is pro-
tected by derail.

(3) Rule 209: Train orders may be duplicated mechanically.

(4) Rule 351: Stop and proceed signals per Rule 291. Train
or engines may pass "Stop and Proceed" signals without
stopping, Proceeding at Low Speed, until entire train has passed
through block.

When making reverse movement into a block, be governed by
Rule 354 or 404.

Trains or Engines proceeding in accordance with revised Rule
351 must not occupy Public Crossings protected by automatic
crossing signals unless crossing signals have been operating for
20 seconds as provided by Rule 103.

8. Name Changes:

Tower 80	identified as NX
Tower 71	identified as AX
Tower 26	identified as CX
Tower 139A	identified as DX
Tower 116A	identified as EX
Tower 116	identified as BX
Tower 84	identified as GX
Tower 117	identified as HA
Tower 81	identified as HX
Tower 87	identified as JX
Tower 85	identified as MX
Tower 86	identified as KX
Tower 134	identified as WX
Tower 199	identified as BJ
Tower 139B	identified as TX

9. Remote Controlled Interlockings:

North Belt Sub-Division

AX - SP MP 2.58 controlled by CX
Congress Jct MP 4.12 controlled by HA
EX - GH&H MP 4.26 controlled by HA
FX - Frt Subdiv MP 5.51 controlled by HA
GX - SP MP 5.58 controlled by HA
HX - SP MP 9.27 controlled by HA

East Belt Sub-Division

IX - SP MP 1.00 controlled by NX
KX - SP MP 7.34 controlled by BJ
LX - Magnolia Park MP 8.94 controlled by MX

Freight Sub-Division

RX - SP MP 2.03 controlled by CX
SX - SP MP 3.30 controlled by CX
FX - North Belt Subdiv MP 5.37 controlled by HA

Magnolia Park Branch Crossing at PTR A Vicinity Booth Yard controlled by SP Train Dispatcher.

10. Automatic Interlocking Locations:

DX - SP MP 3.85 North Belt Sub-Division
TX - SP MP 3.95 Freight Sub-Division
WX - SP MP 11.45 Freight Sub-Division

11. Remote Controlled Crossover Locations:

North Belt Sub-Division

AA MP 4.74 Facing Point
BB MP 4.97 Facing Point
CC MP 5.46 Trailing Point
FF MP 5.49 Facing Point
GG MP 5.66 Trailing Point

East Belt Sub-Division

HH MP 0.22 Facing Point
II MP 1.25 Trailing Point
JJ MP 3.64 Trailing Point
SS MP 4.65 Trailing Point
KK MP 7.39 Trailing Point
LL MP 9.10 Trailing Point
MM MP 9.86 Facing Point

12. Operating Diesel Engines through water: Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour.

GH&H RAILROAD

Yard Engine Movements over GH&H governed by Rule 93, authorized personnel and signal indications.

Yard Limits MP O. O Bonner's Point to MP 10 Pole 2.

Explanation of Characters:

A. Automatic Interlocking
B. Radio Base Station
C. Crossover
D. Diesel Fuel
M. Manual Interlocking
N. Northward
R. Train Register
S. Southward
T. Turntable or Wye
W. Water
X. Railroad Crossing at Grade
Y. Yard Limit
#. Track Scale
*. Train Order Office

HB&T Chief Surgeon:

Dr. Bill Robins
1616 St. Joseph's Professional Building
2000 Crawford Street
Houston, Texas
Phone: Office - 224-7811 Home - 622-8985

In case of serious personal injury to employee, or crossing accident involving personal injury, notify at once General Claim Agent, Phone: 227-4341 Ext. 2385

Watch Inspector:

Houston Watch Company
911 Franklin Street
Houston, Texas 77002