



**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. 7**

EFFECTIVE 12:01 A.M., Wednesday, December 8, 1976

CENTRAL STANDARD TIME

FOR GOVERNMENT
OF EMPLOYEES CONCERNED

L. B. GRIFFIN, President and General Manager

A. L. SHOENER, Superintendent

OPERATING OFFICERS

H. L. GIBBS, Assistant Superintendent
R. M. KIDD, Senior Trainmaster
D. W. BLACK, Trainmaster
R. A. McCUTCHEN, Trainmaster
W. J. PARSONS, Trainmaster
T. D. TACKETT, Trainmaster
D. H. TAYLOR, Trainmaster
J. L. TERRY, Trainmaster
C. R. WHITEAMIRE, Trainmaster
D. R. YACHECHAK, Trainmaster
T. E. BRYAN, Trainmaster-Road Foreman
A. CREWS, Trainmaster-Road Foreman
D. E. DAVIS, Assistant Trainmaster
R. C. PRATT, Superintendent of M of W
J. THOMPSON, Master Mechanic
F. BUSH, Asst.Supt. Station and Yard Offices.

FIRE 227-2323
POLICE
(Emergency Only For Car Dispatching) 222-3131
(Other Police Matters) 222-3011
EMERGENCY AMBULANCE ONLY 222-3434

St. Joseph Hospital
1919 LaBranch
Houston, Texas 77002
Phone: 652-3131

HB&T Chief Surgeon:
Dr. Bill Robins
1616 St. Joseph's Professional Building
2000 Crawford Street
Houston, Texas 77002
Office: 659-3545 Home: 622-8985

HB&T Eye Doctor
Dr. L. J. Van Riet
922 St. Joseph's Professional Building
2000 Crawford Street
Houston, Texas 77002
Office: 652-0654 Home: 627-2254

Watch Inspector:

Houston Watch Company Lakewood Jewelry
911 Franklin Street 8513 E. Houston Rd.
Houston, Texas 77002 Houston, Texas

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MILES	TIME TABLE NO. 7		North
	South	STATIONS	
MP144.0	Yard Limit Missouri Pacific	Y	
MP145.8	1.8	(B) (RI FWD MP HBT)	
0.00	Belt Junction	T * M (X) HBT	
	.45	Freight Junction	
	1.65		
2.20	Quitman	M (X) SP	
	.70		
2.90	Tower 26	M (X) SP	
	.50		
3.40	Bayou	A (X) SP	
	.30		
3.70	Congress Junction		
	.15		
3.85	Katy	M (X) GHH	
	.10		
3.95	Franklin Junction	M (X) HBT	
	.35		
4.30	Union Station	B (RI FWD MP ATSF HBT)	
	.60		
4.90	Tap	C-2, M (X) HBT	
	.05		
4.95	Rusk	B (HBT) R D T W C M (X) SP	
	1.80		
6.75	Old South Yard	B (HBT)	
	.20		
6.95	Double Track Junction	C-5	
	.85	B (RI FWD ATSF MP HBT)	
7.80	New South Yard	R * W #	
	.60		
8.40	T&NO Junction	M (X) SP	
	.10		
8.50	Yard Limit Santa Fe	Y	
SF19.40			
	10.30		

No. 16 Turnouts — Remote control switches at: Freight Junction, 3 switches at Belt Junction (2 switches north of HB & T crossing going to East Belt Subdivision and 1 switch **only** south of HB & T crossing to East Belt Subdivision toward joint Texas Division) north crossover switches **only** Double Track Junction.

ABS — Between yard limit Missouri Pacific and yard limit Santa Fe

CTC — Between yard limit Missouri Pacific, to and including Freight Junction, and between Congress Junction and yard limit Santa Fe

Two main tracks designated east and west track between Double Track Junction and Franklin Junction.

CTC and Manual Interlocking — Between yard limit Missouri Pacific and Freight Junction controlled by Operator Belt Junction.

Manual Interlockings at Quitman and Tower 26 — Controlled by SP Operator at Tower 26.

Maximum Speed	MPH
(Except as below)	40
MP 0.00 - MP 1.50	30
MP 1.50 - MP 3.40	20
MP 3.40 - MP 3.70	15
MP 3.70 - MP 6.40	20
Movement into Union Station	5
Both legs of wye at Tap	10
All legs of wye at Belt Junction	20
Industry Tracks/Lead	MP 145.6
Koppers	
Collinsworth	1.50
Lorraine	2.40
Texas Avenue Lead	4.60
Lamar Street Lead	5.21
Dallas Street Lead	5.22
Napco	7.95

CTC and Manual Interlockings — Between Freight Junction and yard limit Santa Fe controlled by Operator South Yard.

Yard Limits — MP 144.0 Missouri Pacific Palestine Division, Trinity Subdivision; MP 19.4 ATSF Southern Division, Houston Division

Bulletin Boards, Standard Clocks and Train Register — Located at South Yard and Rusk.

MILES	South	TIME TABLE NO. 7 STATIONS	North
JTD 60.8	Yard Limit	Joint Texas Division Y	
JTD 57.4	3.39	B (RI FWD MP HBT)	
0.00	Belt Junction	C T * (X) HBT	
.85	Rabbit	M (X) SP	
.40			
1.25	Gulf Coast Junction	C-2	
	North Settegast Junction via MP, DeQuincy Division, Sugarland Subdivision 1.7 Miles		
.70			
1.95	Pierce Yard		
1.40			
3.35	Kirkpatrick Junction	C-3	
		B (MP HBT)	
	Settegast Yard	RD * # WT	
.45			
3.80	Interstate Junction	C	
.25			
4.05	Tower 87	M (X) SP	
.15			
4.20	SP Interchange	C	
.60			
4.80	Strutt		
.60			
5.40	North Shore Junction		
.90			
6.30	Basin Yard	B (HBT RI FWD MP ATSF)	
.40			
6.70	Tower 86	C M (X) SP	
.30			
7.00	North Bridge Junction		
.15			
7.15	South Bridge Junction		
.30			
7.45	Dallerup Yard		
.50			
7.95	Brady	C	
.15			
8.10	Magnolia Junction	T	
.28			
8.33	Tower 85	C-2 M (X) GHH	
.67			
9.00	Lawndale	C	
.50			
9.50	East Belt Yard		
1.10			
10.60	Double Track Junction		
		13.99	

Maximum Speed	MPH
(Except as shown below)	40
MP 1.10 - MP 1.30	30
MP 3.35 - MP 10.60	20
All legs of wyes at Belt Junction	20
Industry Tracks/Leads	MP
Glass Track Lead (Breaks out of Strutt)	5.15
Bankers Mortgage Lead	6.65
American Can Lead	6.80
Esperson #2 Lead	7.18
Esperson #1 Lead	7.75
Booth Yard Lead (Breaks out of Magnolia) Junction	8.10
PTRA A (X)	
SP G (X)	

No. 16 Turnouts — Remote control switches at: 2 Belt Junction (1 going to Passenger Subdivision from north of HB&T crossing and 1 from south of HB&T crossing), Gulf Coast Junction, north crossover switches **only** at Kirkpatrick Junction, Interstate Junction, North Bridge Junction, South Bridge Junction. Crossover switches **only** at Brady.

ABS — Between yard limit Joint Texas Division and Double Track Junction, except for No. 2 track between Gulf Coast Junction and Kirkpatrick Junction

CTC — Between Belt Junction and Gulf Coast Junction, Kirkpatrick Junction and Tower 87 and Tower 86 to Double Track Junction

Two main tracks designated east and west tracks between Belt Junction and Kirkpatrick Junction; Interstate Junction and North Bridge Junction; and South Bridge Junction and Double Track Junction.

CTC and Manual Interlockings — Between Belt Junction and Gulf Coast Junction, including MoPac to North Settegast Junction, controlled by Operator Belt Junction

CTC and Manual Interlockings — Between Kirkpatrick and Tower 85 controlled by Operator at Settegast Yard, except Tower 87 and SP interchange switches controlled by SP operator at Tower 87

CTC and Manual Interlocking — From Lawndale to Double Track Junction controlled by Operator at South Yard

Yard Limits — MP 60.80 Joint Texas Division; MP 381.6 Missouri Pacific DeQuincy Division, Beaumont Subdivision

Crossing gate with SP on Booth Yard Industrial Lead is controlled by SP Dispatcher. Contact SP Dispatcher 222-1121, extension 6253 to get permission to line gate. Do not block PTRA automatic interlocking until movement is lined for HB&T.

All crews arriving at and departing from Settegast Yard will register in and out on the Houston Belt & Terminal Railway Company Train register.

Standard Clock and Train Register — Located at Settegast Yard and Diesel facility

FREIGHT SUBDIVISION

MILES	TIME TABLE NO. 7		
	South	STATIONS		North
.45	Freight Junction Y	
	1.15		
1.60	Collin	..... M (X) SP
	1.30		
2.70	Carr	..... M (X) SP
	.50		
3.20	Acco	..... A (X) SP
	.10		
3.30	North Yard	.....
	.75		
4.25	Congress Yard	.....
	.30		
4.55	Henderson	..... S (X) GHH
	.15		
4.70	Tap	..... M (X) HBT
	.15		
4.85	Lamar	..... S (X) HBT
	.05		
4.90	Dowling	..... S (X) SP
	5.35		
10.25	Holmes	..... A (X) SP
MP 7.14	1.00		
11.25	Yard Limits Missouri Pacific	..... Y
	10.80		

Manual Interlockings — Collin and Carr controlled by SP Operator at Tower 26 (Passenger Subdivision)

Manual Interlockings — Tap and Commerce Street Industrial Lead controlled by Operator at New South Yard (Passenger Subdivision)

Yard Limits — MP 7.14 Missouri Pacific DeQuincy Division, Sugarland Division

FRIEGHT SUBDIVISION

Maximum Speed	MPH
(Except as shown below)	20
Through connection with Passenger Subdivision at Tap	10
Industry Track/Leads	MP
17 Lead .....	.82
AC Hold	2.00
Hunt Hold	2.00
Mill Lead	3.00
HC Lead	3.20
Commerce Street Lead	3.60
GHH (X) S	
HB&T (X) M	
Magnolia Lead	3.70
1. Breaks out of Congress Yard	
2. Lockwood Extension Lead breaks off Magnolia Lead .5 mile from Congress Yard	
Ardmore Lead	8.45
Holly Hall	8.75

1. There is no superiority of trains on HB&T Railway. Trains and engines operating on HB&T main track will be governed by Uniform Code of Operating Rule 93, signal indication and instruction from authorized personnel. In the absence of a permissive signal indication, authority to occupy main track must be received from the Traffic Operation Center, Union Station, and may be relayed by Yardmasters, Operators or other proper authority.

2. Yard engine movement over GH&H will be governed by Rule 93, Uniform Code of Operating Rules, signal indication and authorized personnel.

GH&H yard limits MP 0.0 Bonners Point to MP 10 Pole 2.

3. Speed restrictions (where maximum train or engine speed is lower, it will govern).

(a) Speed restriction through crossovers, turnouts and spring switches:

	MPH
Thru turnouts less than No. 9	10
Thru turnouts 9, 10 and crossovers, entire train	15
Thru turnouts 15, 16, 20 and crossovers, entire train	35
All turnouts are No. 10 or less, except as otherwise specified	

(b) Trains handling work equipment

	MPH
Locomotive cranes (boom must be disconnected)	30
Bridge derrick crane (non-revolving)	30
Ditchers and burro cranes loaded on flatcar	30
Wrecking cranes, ditchers and Jordan spreaders	30
(Boom of wrecking cranes must be in trailing position. Ditchers and Jordan spreaders will be restricted to 15 mph if not headed in working direction.)	
Scale test cars (handled on rear of train)	30

(c) Shipments requiring close attention: Unless otherwise directed by Superintendent, shipment of excessive weight, width, height or valve or other unusual shipment requiring close attention must be positioned in trains as close to engine as practical, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

4. Railroad crossing at grade: Equipment must not be left standing within interlocking limits unless coupled to other equipment extending beyond such limits.

5. ABS and CTC: In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 mph, trains and engines using a hand-operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.

6. Employees must provide themselves with:

1. Uniform Code of Operating Rules
2. Uniform Code of Safety Rules
3. Maintenance and Operation of Air and Dynamic Brakes, Air Signal and Train Handling Instructions.
4. All Foremen: Zone-Track-Spot book

7. Operations of Engines: When engines are moved from mechanical facility to train or vice versa, the controls will be handed from the lead unit when practicable, except when making short back up moves.

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 to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload, do not exceed the quarter hour short time rating of any unit in 8th throttle when speed is steady or decreasing.

Shoving or back-up movements: Do not use any more power than actually required to smoothly start shoving movement. Always use the least possible power to negotiate sharp curves and turnouts or movement across bridges.

8. Uniform Code of Operating Rule Changes:

(1) Rule 10(g) 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 display of temporary speed restriction and resume speed signs as prescribed by Rule 10 (g) without the use of train orders or flag protection.

Temporary speed restriction signs will be placed 1 mile, or farther if necessary, from the point where the restricted track begins; except in territory where the maximum speed is 20 mph or less, such signs will be placed one-half mile, or farther, if necessary, from the point where the restricted track begins.

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) Rule 26: Blue Signal. A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engine and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

(3) Rule 34: Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine as soon as the signal is clearly visible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

(4) Rule 103 (a) (5): All tank cars containing flammable compressed gasses must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest, and all coupling made with no more force than is necessary to complete the coupling. These cars will be identified by the letter "G" in advance consists, PICL lists, etc.

(5) Rule 104: A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

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

(7) Rule 330: 5 minutes or more will be considered delay, except when any delay occurs after passing approach signal to an interlocking, train or engine must approach absolute signal of interlocking at low speed.

(8) Rule 344: Automatic Interlocking. In absence of favorable signal indication or illuminated indicator light after working time release it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to member of crew located at the crossing, or directly to the Engineer if member of crew at signal is in view of the Engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

(9) 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.

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

(11) Occupy Lead Unit: Head brakeman on freight trains will ride lead unit when practicable.

(12) Use of Radio: The Railroad Radio Communication System is used for conveying information by voice, the same purpose for which a telephone system is used and, likewise, for which personal contact is made when information is to be conveyed by voice from person to person.

The following rules cover the use of a Railroad Radio System and govern employees using such systems:

A. Definition: A railroad Radio Communication System is one employing radio for the transmission of intelligence between units of mobile equipment, between a unit of mobile equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employees are governed by the Commission's operating rules. Violation is a Federal offense for which severe penalties are provided.

C. Before using a railroad radio transmitter, employees must read, study and familiarize themselves with these rules.

1. All employees, except those specifically authorized to do so, are prohibited from making any adjustments to railroad radio equipment. Employees so authorized must carry a valid FCC Operator's license (Radiotelephone, Second Class, or better) or a valid verification card while on duty.

2. If it appears that the radio equipment is not operating properly, its use shall be discontinued and the Yardmaster or TOC, in case of yard radio, notified promptly.

3. No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.

4. All transmissions shall be accomplished as quickly as practicable, and without the use of superfluous language.

5. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communication excluded) except to the person or persons for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communications received. This applies either to the communications received directly or to any that may be intercepted.

6. Before transmitting, any employee operating a radio transmitter shall listen a sufficient time to be sure that the channel is not already in use, particularly for distress traffic.

7. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which could cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible.

All employees shall give absolute priority to distress messages, and except in answering or aiding station making any transmission until such time that there is assurance that no interference will result to the station in distress.

8. The Railroad Company is required to answer an official notice of violation of terms of the Communication Act of 1934, as amended, or of violations of any of the Rules and Regulations of the FCC within three days of such notice. Any employee receiving inquiry of any violation shall answer such inquiry within 24 hours after receipt thereof.

9. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited and properly identified representative of the FCC at any reasonable time.

10. Employees shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example:

1. "HBT Engine 25 calling HBT Engine 31."
2. "HBT Foreman Smith calling Engineer, Engine 35."
3. "HBT Engine 34 calling HBT Yardmaster," or
4. "HBT Yardmaster, South Yard, calling HBT Engine 40 and 41 at Basin."

11. During an exchange of communications exceeding 15 minutes in length, each station shall be identified at the end of each 15 minute period.

12. In certain cases at crossings, junctions or paralleling tracks, some interference may develop with another railroad. In such cases, special care in making identification must be used, and employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

13. If any communication from a station other than another railroad station interferes with Railroad Radio service, the railroad employee will endeavor to ascertain the identity of such station and report the occurrence promptly through authorized channels to the T.O.C., giving exact time, nature of communication and identity of station, if possible.

14. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message, and the word "SECURITY" a safety message. Railroad employees may hear such messages sent by aircraft, or in coastal areas, by boats. Railroad employees hearing such messages must report them immediately to the T.O.C., in addition to taking such appropriate action to relieve the distress as may be possible.

15. Stations in the Railroad Radio service may be used only for transmission relating and essential to operation of the Railroad.

16. Engineers or other crew members on locomotive will answer radio when being addressed in absence of Foreman.

NOTES

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
10	6	0
20	3	0
30	2	0
40	1	30

Explanation of Characters:

- A Automatic Interlocking
- B Base Radio Station (Carrier Frequency given beside)
- C Remote Control Crossover (Number beside indicates if more than one at location)
- D Diesel Fuel
- G Gated Crossing - Normal against this subdivision
- Ⓞ Gated Crossing - Normal against conflicting railroad
- M Manual Interlocking
- R Train Register
- T Turntable or Wye
- W Water
- Ⓧ Railroad Crossing at Grade
- Y Yard Limit
- # Track Scale
- * Train Order Office

ROADWAY SIGNS

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

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

APPROACH SIGN
PROCEED PREPARED TO STOP BEFORE REACHING STOP SIGN

RAILROAD CROSSING JUNCTION-DRAWBRIDGE ONE MILE SIGN
SEE RULE 95

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

STOP SIGN
AT POINT WHERE STOP REQUIRED

END OF ABS

SPRING SWITCH SIGN

TEMPORARY SPEED RESTRICTION SIGN

TEMPORARY RESUME SPEED SIGN

YARD LIMIT SIGN
SEE RULE 93

SWITCHING LIMIT SIGN
USED TO DESIGNATE SWITCHING LIMITS

Track diagrams and color codes are for general information only and are not to scale. Red indicates CTC-ABS. Green indicates ABS.