

## AUTOMATIC INTERLOCKING LOCATIONS

Automatic interlocking signals at T&NO, Tower 139, control movements over passenger route and freight (Old I-GN) route; governed by Rule 344.

T&NO crossing at Pierce Junction, Tower 134, Sugarland Sub-division — governed by Rule 344.

## SPEED RESTRICTIONS

Backing under Train Shed, Union Station ..... 5 MPH  
Buffalo Bayou Bridge — North Belt District ..... 15 MPH  
Buffalo Bayou Bridge — East Belt District ..... 20 MPH

Trains and engines must not exceed 15 miles per hour through No. 14, or lesser, turnouts or crossovers, and 30 miles per hour through No. 15, 16 or 20 turnouts or crossovers, except trains or engines entering or leaving Union Station will not exceed 10 miles per hour through all turnouts.

All Main Track turnouts are No. 14 or lesser, except the following which have No. 15, 16 or 20 turnouts:

Double Track Junction at Old South Yard.

Percival Junction.

MP Connection and East Belt Connection at Gulf Coast.

South Main Track switch and crossover East Belt connection to Settegast Yard.

Within Houston City Limits it is unlawful to run any train, locomotive or other vehicle unto a street crossing at speed in excess of 20 miles per hour, except as indicated:

### NORTH BELT DISTRICT — Between:—

— a point 100 feet north of  
Bennington Street and MP 144 ..... 45 MPH  
— Belt Junction and North Shepherd Drive ..... 45 MPH  
— Belt Junction and North Loop overpass  
just south of Settegast Yard ..... 45 MPH  
— Gulf Coast Junction and North Connection  
Settegast Yard (MP) ..... 45 MPH  
— a point 100 feet south of Collingsworth Street  
and a point 100 feet north of Bennington Street,  
and on connecting tracks at Belt Junction ..... 30 MPH

### SOUTH BELT DISTRICT — Between:—

— Gulf Freeway Overpass and Griggs Road ..... 45 MPH  
except:

All movements over Napko Switch on main track between New South Yard Office and Tower 81 will be made at a restricted speed — not exceeding 20 miles per hour.

The HB&T Railway Company's Chief Surgeon is:

Dr. I. W. Moody,

1616 St. Joseph Professional Bldg.,

office CA 4-7811

residence SU 2-6721

or JA 6-4211

In case of serious personal injury to employee, or crossing accident involving personal injury, notify Claim Department at once.

N. A. Gallagher, General Claim Agent

office CA 7-4341 — Extension 385 or 470

residence HO 5-4906

# Houston Belt & Terminal Railway Company

## TIME TABLE No.

# 1

IN EFFECT

SUNDAY, MARCH 14, 1965

At 12:01 A. M.

Central Standard Time

R. H. ANDERSON

President and Genl. Mgr.

H. REESE

Superintendent

T. MINAHAN

Assistant Superintendent

R. N. WALKER

B. C. ADAMS

C. J. MAYS

O. R. ADAMS

M. A. GLENN

Trainmasters

This Time Table is for the exclusive use and guidance  
of Employees.

## NORTH BELT DISTRICT

SOUTHWARD			TIME TABLE No. 1 MARCH 14, 1965	Distance	NORTHWARD			
First Class					First Class			
53	41	3			4	42	52	
MOP 53	MOP 41	CRIP FWD 3			CRIP FWD 4	MOP 42	MOP 52	
Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
<b>AM</b> 6.50			GULF COAST	6.43			<b>PM</b> 9.56	
			.43 T&NO CROSSING (REMOTE CONTROLLED)	6.00				
	<b>AM</b> 6.52	<b>PM</b> 8.58	1.25 BELT JUNCTION NX TOWER 80	4.75	<b>AM</b> 8.44	<b>PM</b> 3.55	9.51	
			2.31 T&NO CROSSING TOWER 71 (REMOTE CONTROLLED)	2.44				
			.71 T&NO CROSSING TOWER 26	1.73				
			.10 MARY STREET JUNCTION	1.63				
			.43 T&NO CROSSING TOWER 139 AUTOMATIC INTERLOCKING	1.20				
			.10 BUFFALO BAYOU DRAW BRIDGE	1.10				
			.48 GH&H JUNCTION (END DOUBLE TRACK)	.62				
			.04 HB&T CROSSING (COMMERCE ST.)	.58				
7.30 <b>AM</b>	11.30 <b>AM</b>	9.30 <b>PM</b>	HOUSTON UNION STA. BX TOWER 116	0.0	8.30 <b>AM</b>	3.40 <b>PM</b>	9.35 <b>PM</b>	
Arrive Daily	Arrive Daily	Arrive Daily	6.43 Miles		Leave Daily	Leave Daily	Leave Daily	

**SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS.**

Trains on the North Belt District are handled by MP DeQuincy Division Train Dispatchers' Office, Houston, Texas.

All northward trains must obtain clearance card at Houston Union Station.

First class trains will not obtain clearance Form 29001 at Belt Junction unless train order signal is in "stop" position.

## SOUTH BELT DISTRICT

SOUTHWARD				TIME TABLE No. 1 MARCH 14, 1965	Distance	NORTHWARD					
First Class						First Class					
105	165	15	55			54	16	166	106		
GCSF 16	GCSF 66	GCSF 15	MOP 55			MOP 54	GCSF 16	GCSF 65	GCSF 15		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>AM</b> 7.50	<b>PM</b> 6.45	<b>PM</b> 7.30	<b>PM</b> 9.45	HOUSTON UNION STA. BX TOWER 116	0.0	<b>AM</b> 3.30	<b>AM</b> 7.35	<b>AM</b> 8.15	<b>PM</b> 7.20		
				1.08 T&NO CROSSING TOWER 84	1.08						
8.00	6.56	7.40	9.59	2.66 DOUBLE TRACK JUNCTION (EAST BELT JUNCTION)	3.74	3.04	7.23	7.48	6.56		
				.43 NEW SOUTH YARD HA TOWER 117	4.17	3.02	7.22	7.47	6.55		
8.03 <b>AM</b>	6.58 <b>PM</b>	7.43 <b>PM</b>	10.01 <b>PM</b>	.75 T&NO JUNCTION TOWER 81	4.92	2.59 <b>AM</b>	7.21 <b>AM</b>	7.45 <b>AM</b>	6.54 <b>PM</b>		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	4.92 Miles		Leave Daily	Leave Daily	Leave Daily	Leave Daily		

**NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.**

Trains on South Belt District are handled by GC&SF Ry. Train Dispatchers' Office at Temple, Texas.

Automatic Block System T&NO Junction to Houston Union Station.

All southward trains must obtain clearance card at Houston Union Station.

Northward GC&SF and MP trains entering upon HB&T Ry. Co. tracks at T&NO Junction, Tower 81, may do so without obtaining clearance card Form 902.

Stations at which train registers are located are designated in full-faced type in the Time Table.

All southward extra trains must obtain clearance card at New South Yard.

Between T&NO Crossing, Tower 26, and Houston Union Station, and between Double Track Junction and Houston Union Station, there is no time table superiority of trains. Trains and engines within these limits must proceed at restricted speeds. Between these points main track may be used not protecting against regular and extra trains and engines.

### EAST BELT DISTRICT — BETWEEN NEW SOUTH YARD AND GULF COAST

Trains and Yard Engines on East Belt District will be operated in accordance with Rule 93 and yardmaster's instructions.

### GH&H RR BETWEEN BONNERS POINT AND YARD LIMITS

Yard Engine Movements over GH&H governed by Rule 93 and yardmaster's instructions.

### SPECIAL INSTRUCTIONS

Trains operating over HB&T tracks between Gulf Coast, Belt Junction or T&NO Junction and Houston Union Station will assume the schedule shown under sub-headings on HB&T time table carrying the train numbers of their own railroad.

Between Tower 81 at T&NO Junction and Double Track Junction trains and engines will be governed by interlocking signals which will supersede superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required.

Yard limits extend from a point 525 feet south of T&NO crossing, Tower 81, South Belt District, to the end of HB&T track west of North Shepherd Drive and between the two legs of the Wye of the HB&T where they intersect with the MP; MP main track, Mile Post 144.0, Trinity Subdivision; MP main track, Mile Post 7.5, Sugarland Subdivision.

Two main tracks extend from GH&H Junction north of Commerce Street to Double Track Junction at Old South Yard; from Settegast Yard to Tower 86 and from Gulf Coast to Belt Junction.

All movements on MP between Gulf Coast and HB&T connection with MP and east end of Settegast Yard, and between Gulf Coast and Belt Junction will be made on signal indication — both opposing and following movements.

Standard clocks and Bulletin Boards and Books are located at Houston Union Station, New South Yard and Settegast Yard telegraph offices and Rusk Avenue Yard Office, and Bulletin Board and Books at Settegast Diesel Shop Register Room.

### REMOTE CONTROLLED INTERLOCKINGS

T&NO crossing between Gulf Coast and Belt Junction is controlled from Tower 80.

Percival Junction is controlled from Tower 80.

T&NO crossing between Percival Junction and Lorraine Street on the passenger route, and T&NO crossing at Collingsworth Street on the freight (Old I-GN) route, are controlled from Tower 26.

The crossing at Commerce Street, GH&H crossing at Canal Street and GH&H Junction are controlled from Tower 116.

The Magnolia Park Branch crossing at PTR, in the vicinity of Booth Yard, is controlled by SP Train Dispatcher.

T&NO crossing at south end of Basin Yard (Old Tower 86) is controlled by Tower 85.

T&NO crossing at south end of New South Yard (Old Tower 81) is controlled from Tower 117.