

AUTOMATIC INTERLOCKING LOCATIONS

Automatic interlocking signals are located at SP, Tower 139, controlling movements over passenger route and freight (Old IGN) route, and at SP crossing at Pierce Junction, Tower 134, Sugarland Sub-division--governed by Rule 344-345.

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 turnouts or crossovers, except as listed below and trains and engines entering or leaving Union Station will not exceed 10 miles per hour through all turnouts.

From Lawndale to Double Track Junction at
Old South Yard----- 30 MPH

MP Connection and East Belt Connection at
Gulf Coast----- 30 MPH

South Main Track switch and crossover East Belt
Connection to Settegast Yard----- 30 MPH

Within Houston City Limits it is unlawful to run any train, locomotive or other vehicle onto 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 Kirkpatrick Boulevard----- 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.

HB&T Chief Surgeon: Dr. Bill Robins
1616 St. Joseph Professional Building
Office: CA 4-7811
Home: NA 2-8985

In case of serious personal injury to employe or crossing
accident involving personal injury, notify at once:

N. A. Gallagher, General Claim Agent
Office: CA 7-4341 - Ext. 385
Home: HO 5-4906

HB &T

Houston Belt & Terminal Railway Company

Timetable No. **3**

In effect Sunday, August 4, 1968 C.S.T.

R. H. Anderson
President & General Manager

H. Reese
Superintendent

T. Minahan
Assistant Superintendent

R. N. Walker B. C. Adams

Trainmasters: C. W. Dent

O. R. Adams C. J. Mays

This Timetable is for the exclusive use
and guidance of employes.

NORTH BELT DISTRICT

Southward First Class	Time Table No. 3 August 4, 1968	Distance	Northward First Class
4 1 MOP 41 Leave Daily	4 2 MOP 42 Arrive Daily		
AM 11:05	* Belt Junction NX Tower 80 2.31	4.75	PM 3:55
	▼ SP Crossing Tower 71 (Remote Controlled) .71	2.44	
	Automatic Block System SP Crossing Tower 26 .10	1.73	
	Mary Street Junction .43	1.63	
	SP Crossing Tower 139 Automatic Interlocking .10	1.20	
	Buffalo Bayou Draw Bridge .48	1.10	
	Remote Control ▲ GH&H Junction (End Double Track) .04	.62	
	HB&T Crossing (Commerce) .58	.58	
	▲ Houston Union Station BX Tower 116 0.0	0.0	
11:30 AM Arrive Daily	6.43 Miles		3:40 PM Leave Daily

All Northward First Class trains must obtain clearance card at Houston Union Station for movement beyond Belt Junction.
First Class trains will not obtain clearance card at Belt Junction unless train order signal is in "stop" position.

SOUTH BELT DISTRICT

Southward First Class	Time Table No. 3 August 4, 1968	Distance	Northward First Class
1 6 1 ATSF 161 Leave Daily	1 5 0 ATSF 150 Arrive Daily		
AM 7:20	* Houston Union Station BX Tower 116 1.08	0.0	PM 8:00
	SP Crossing Tower 84 2.66	1.08	
7:30	Double Track Junction (East Belt Junction) .43	3.74	7:46
7:31	* New South Yard HA Tower 117 .75	4.17	7:45
7:33 AM Arrive Daily	T&NO Junction Tower 81 4.92	4.92	7:44 PM Leave Daily

All Southward First Class trains must obtain clearance card at Houston Union Station for movement beyond New South Yard. Northward AT&SF and MP trains entering upon HB&T Railway Company tracks at T&NO Junction, Tower 81, may do so without obtaining clearance card.

Stations at which train registers are located are designated with an asterisk.

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

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 RAILROAD
Between Bonners Point and Yard Limits

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

SPECIAL INSTRUCTIONS

There is no time table superiority of trains on HB&T Railway. Trains and engines operating on HB&T will be governed by Rule 93, yardmaster's instructions and signal indications. Main track may be used not protecting against regular and extra trains and engines.

Trains and engines of other lines operating over HB&T will be governed by Time Table, Rules and regulations of HB&T Railway Company.

Trains operating over HB&T tracks between Gulf Coast, Belt Junction and T&NO Junction (Tower 81) and Houston Union Station will assume the schedule shown under sub-headings of HB&T Time Table carrying the train numbers of their own railroads.

Yard limits extend from a point 525 feet south of SP crossing, old 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, north end Settegast Yard; along MP main track to Milepost 144, Trinity Subdivision; MP main track, Milepost 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.

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

SP crossing between Gulf Coast and Belt Junction is controlled from Tower 80.

Percival Junction is controlled from Tower 80.

SP crossing between Percival Junction and Lorraine Street on the passenger route, and SP crossing at Collingsworth Street on the freight (Old IG&N) 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&A, in the vicinity of Booth Yard, is controlled by SP Train Dispatcher.

SP crossing at south end of Basin Yard (Old Tower 86) is controlled by Tower 85.

SP crossing at south end of New South Yard (Old Tower 81) is controlled from Tower 117.