

Houston Belt & Terminal Railway Company

SAFETY FIRST

**TIME TABLE
NO. 144**

EFFECTIVE

**SUNDAY
APRIL 4, 1948**

**12:01 A. M.
CENTRAL STANDARD TIME**

**SUPERSEDING TIME TABLE No. 143
DATED MARCH 21, 1948**

FOR THE GOVERNMENT OF EMPLOYES ONLY
Not intended for the information of the public nor as
an advertisement of the time of trains. The railway
reserves the right to vary therefrom as
circumstances may require

**NOTE CAREFULLY IMPORTANT CHANGES
IN RULES AND REGULATIONS
CONSULT BULLETIN BOOKS DAILY**

R. B. BALL,
President

G. M. LEACH,
Acting General Manager

W. L. MAGEE,
Trainmaster

Houston Belt & Terminal Railway Company

SAFETY FIRST

**TIME TABLE
NO. 144**

EFFECTIVE

**SUNDAY
APRIL 4, 1948**

**12:01 A. M.
CENTRAL STANDARD TIME**

**SUPERSEDING TIME TABLE No. 143
DATED MARCH 21, 1948**

FOR THE GOVERNMENT OF EMPLOYES ONLY
Not intended for the information of the public nor as
an advertisement of the time of trains. The railway
reserves the right to vary therefrom as
circumstances may require

**NOTE CAREFULLY IMPORTANT CHANGES
IN RULES AND REGULATIONS
CONSULT BULLETIN BOOKS DAILY**

R. B. BALL,
President

G. M. LEACH,
Acting General Manager

W. L. MAGEE,
Trainmaster

NORTH BELT DISTRICT—BETWEEN GULF COAST AND HOUSTON UNION STATION

TIME TABLE

No. 144

Effective
APRIL 4, 1948

STATIONS

GULF COAST		BJ
.43		
T. & N. O. Crossing	1.00	(Remote Controlled)
I.-G.N. Crossing	Tower 80	
.25		
BELT JUNCTION		NX
1.84		Tower 80
Oil Siding	.47	
T. & N. O. Crossing	.40	(Remote Controlled)
Lorraine	.31	
T. & N. O. Crossing	Tower 26	
.10		
Mary Street Junction	.43	
T. & N. O. Crossing	Tower 139	
.10		
Buffalo Bayou Draw Bridge	.48	
G. H. & H. Junction	.04	(End Double Track)
I.-G.N. Crossing (Commerce St.)	.58	
HOUSTON UNION STA.		BX
Tower 116		

6.43 Miles

SOUTHWARD

FIRST CLASS

	327	409	325	507	331	317	403	11	3
Distance from Gulf Coast	I-G N 27	G CL 9	I-G N 25	B-R I 507	I-G N 31	I-G N 17	G CL 3	B-R I 11	B-R I 3
Leave Daily									
0.0		AM 7.25						PM 6.24	
0.43									
1.43									
1.68	AM 5.25	7.28	AM 10.20	PM 12.59	PM 1.40	PM 4.10	6.27	PM 6.32	PM 8.47
3.52									
3.99									
4.39	5.29	7.32	10.25	1.02	1.44	4.14	6.31	6.36	8.51
4.70									
4.80									
5.23									
5.33									
5.81	5.37	7.38	10.37	1.08	1.52	4.22	6.38	6.43	8.57
5.85									
6.43	5.45 AM	7.45 AM	10.45 AM	1.15 PM	2.00 PM	4.30 PM	6.45 PM	6.50 PM	9.00 PM

	327	409	325	507	331	317	403	11	3
Arrive Daily									

**Automatic
Block
System**

**Remote
Control**

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

Trains on the North Belt District are handled by B. S. L. & W. Ry. Train Dispatchers' Office, De Quincy, La.

Trains have no time table superiority between T&NO Crossing Tower 26 and Houston Union Station and will move between such limits at restricted speed.

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

First class trains will not obtain clearance Form C at Gulf Coast.

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

NORTH BELT DISTRICT—BETWEEN HOUSTON UNION STATION AND GULF COAST

TIME TABLE

No. 144

Effective

APRIL 4, 1948

STATIONS

GULF COAST		BJ
43		
T. & N. O. Crossing		
1.00		(Remote Controlled)
I-G.N. Crossing		Tower 80
.25		
BELT JUNCTION		NX
1.84		
Tower 80		
Oil Siding		
.47		
T. & N. O. Crossing		
.40		(Remote Controlled)
Lorraine		
.31		
T. & N. O. Crossing		
Tower 26		
.10		
Mary Street Junction		
.43		
T. & N. O. Crossing		
Tower 139		
.10		
Buffalo Bayou Draw Bridge		
.48		
G. H. & H. Junction		
.04		(End Double Track)
I-G.N. Crossing (Commerce St.)		
.58		
HOUSTON UNION STA.		BX
Tower 116		

6.43 Miles

NORTHWARD

FIRST CLASS

Distance from Houston Union Station	404	4	318	332	12	326	508	410	328
	G C L	B-R I	I-6 N	I-6 N	B-R I	I-6 N	B-R I	G C L	I-6 N
	4	4	18	32	12	26	508	10	28
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
6.43	AM 8.50							PM 9.50	
6.00									
5.00									
4.75	8.44	AM 9.13	AM 9.39	AM 11.59	PM 12.15	PM 2.44	PM 5.13	9.44	AM 12.04
2.91									
2.44									
2.04	8.40	9.09	9.35	11.55	12.11	2.40	5.09	9.40	11.59
1.73									
1.63									
1.20									
1.10									
.62	8.34	9.03	9.29	11.49	12.05	2.34	5.03	9.34	11.54
.58									
.0	8.30 AM	9.00 AM	9.25 AM	11.45 AM	12.01 PM	2.30 PM	5.00 PM	9.30 PM	11.50 PM
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	404	4	318	332	12	326	508	410	328

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

Trains on the North Belt District are handled by B. S. L. & W. Ry. Train Dispatchers' Office, De Quincy, La.

Trains have no time table superiority between Houston Union Station and T&NO Crossing Tower 26 and will move between such limits at restricted speed.

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

First class trains will not obtain clearance Form C at Gulf Coast.

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

Automatic

**Block
System**

**Remote
Control**

SOUTH BELT DISTRICT—BETWEEN HOUSTON UNION STATION AND T. & N. O. JUNCTION

TIME TABLE

No. 144

Effective

APRIL 4, 1948

SOUTHWARD

FIRST CLASS

Distance from
Houston Union
Station

105	165	5	511	321	15	515	119
-----	-----	---	-----	-----	----	-----	-----

6 C & S F	6 C & S F	6 C & S F	6 C L	I - G N	6 C & S F	6 C L	6 C & S F
-----------	-----------	-----------	-------	---------	-----------	-------	-----------

16	66	5	11	21	15	15	6
----	----	---	----	----	----	----	---

| Leave
Daily |
----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

AM	AM	AM	AM	PM	PM	PM	PM
----	----	----	----	----	----	----	----

8.00	8.30	8.35	11.05	2.25	7.10	9.45	10.15
------	------	------	-------	------	------	------	-------

1.00	8.05	8.35	8.40	11.10	2.30 PM	7.15	9.50
------	------	------	------	-------	------------	------	------

1.08							
------	--	--	--	--	--	--	--

3.74	8.10	8.42	8.47	11.17		7.20	9.57
------	------	------	------	-------	--	------	------

4.17	8.11	8.43	8.49	11.18		7.21	9.58
------	------	------	------	-------	--	------	------

4.92	8.13	8.45	8.51	11.19		7.22	9.59
------	------	------	------	-------	--	------	------

AM	AM	AM	AM	AM		PM	PM
----	----	----	----	----	--	----	----

| Arrive
Daily |
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

105	165	5	511	321	15	515	119
-----	-----	---	-----	-----	----	-----	-----

| Leave
Daily |
----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

141	561	581	137	591			
-----	-----	-----	-----	-----	--	--	--

6 C & S F	6 C L	6 C L	6 C & S F	6 C L			
-----------	-------	-------	-----------	-------	--	--	--

141	61	81	137	91			
-----	----	----	-----	----	--	--	--

Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
----------------	----------------	----------------	----------------	----------------	--	--	--

Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
------------------------------------	----------------	----------------	----------------	----------------	--	--	--

141	561	581	137	591			
-----	-----	-----	-----	-----	--	--	--

Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
-------------------------------------	-----------------	-----------------	-----------------	-----------------	--	--	--

**Automatic
Block
System**

HOUSTON UNION STA.	BX
1.00	Tower 116
I.-G.N. Junction	Tower 84
.08	
T. & N. O. Crossing	Tower 84
2.66	
Double Track Junction	
.43	(East Belt Junction)
NEW SOUTH YARD	HA
.75	Tower 117
T. & N. O. Junction	Tower 81

4.92 Miles

EAST BELT DISTRICT—BETWEEN GULF COAST AND NEW SOUTH YARD

TIME TABLE

No. 144

Effective

APRIL 4, 1948

SOUTHWARD

Distance from
Gulf Coast

63	75	361	493	79	93
----	----	-----	-----	----	----

6 C L	B-R I	G C L	G C L	G C L	B-R I
-------	-------	-------	-------	-------	-------

63	75	361	493	79	93
----	----	-----	-----	----	----

Leave Daily	Leave/ Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
----------------	-----------------	----------------	----------------	----------------	----------------

AM	AM	AM	PM	PM	PM
----	----	----	----	----	----

3.45	4.40	5.10	1.15	4.10	8.40
------	------	------	------	------	------

STATIONS

GULF COAST

BJ

2.64

T. & N. O. Crossing

Tower 87

2.29

Basin Siding

.61

T. & N. O. Crossing

KX

.46

Buffalo Bayou Draw Bridge

.97

I.-G.N. Crossing

Tower 189

.37

(Automatic Interlocking)

G. H. & H. Crossing

Tower 85

1.94

(Remote Controlled)

Double Track Junction

.43

(East Belt Junction)

NEW SOUTH YARD

HA

Tower 117

9.71 Miles

63	75	361	493	79	93
----	----	-----	-----	----	----

Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
------------------------------------	----------------	----------------	----------------	----------------	----------------

Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

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

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

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.
Trains on South Belt District are handled by G. C. & S. F. Ry. Train Dispatcher's Office at Galveston, Texas.
Trains on East Belt District are handled by B. S. L. & W. Ry. Train Dispatcher's Office at De Quincy, La.

Nos. 141, 561, 581, 137, 591, 63, 75, 361, 493, 79, 93, have no time table authority.

SOUTH BELT DISTRICT—BETWEEN T. & N. O. JUNCTION AND HOUSTON UNION STATION

TIME TABLE		Distance from T. & N. O. Junction	NORTHWARD												
			FIRST CLASS								SECOND CLASS				
No. 144		516	16	120	322	166	106	512	6	138	140	580	560	590	
Effective		GCL 16	GCSF 16	GCSF 5	I-G N 22	GCSF 65	GCSF 15	GCL 12	GCSF 6	GCSF 138	GCSF 140	GCL 80	GCL 60	GCL 90	
APRIL 4, 1948		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	
STATIONS															
Automatic Block System	HOUSTON UNION STA. BX	4.92	AM	AM	AM	AM	PM	PM	PM	138	140	580	560	590	
	1.00 Tower 116	7.30	7.50	8.10	11.15	6.50	7.00	7.50	10.00						
	I-G.N. Junction Tower 84 .08	3.92				11.06	AM								
	T. & N. O. Crossing Tower 84 2.66	3.84													
	Double Track Junction .43 (East Belt Junction)	1.18	7.16	7.38	7.59		6.35	6.47	7.36	9.47					
	NEW SOUTH YARD HA .75 Tower 117	.75	7.15	7.37	7.58		6.34	6.46	7.35	9.46	AM	AM	AM	PM	
	T. & N. O. Junction Tower 81	.0	7.14	7.36	7.57	AM	6.33	6.44	7.34	9.44	2.00	7.30	8.45	6.50	
4.92 Miles			Leave Daily	Leave Daily Except Sunday											
			516	16	120	322	166	15	512	6	138	140	580	560	590

EAST BELT DISTRICT—BETWEEN NEW SOUTH YARD AND GULF COAST

TIME TABLE		Distance from New South Yard	NORTHWARD					
			360	98	492	78	76	62
No. 144		GCL 360	B-R-I 98	GCL 492	GCL 78	B-R-I 76	GCL 62	
Effective		Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
APRIL 4, 1948		AM	AM	AM	AM	PM	PM	PM
STATIONS								
GULF COAST BJ 2.64		9.71	AM	AM	8.50	11.15	9.40	9.50
T. & N. O. Crossing Tower 87 2.29		7.07						
Basin Siding .61		4.78						
T. & N. O. Crossing KX .46 Tower 86		4.17						
Buffalo Bayou Draw Bridge .97		3.71						
I-G.N. Crossing Tower 189 .37 (Automatic Interlocking)		2.74						
G. H. & H. Crossing Tower 85 1.94 (Remote Controlled)		2.37						
Double Track Junction .43 (East Belt Junction)		0.43	2.30	2.40	8.00	10.30	8.50	9.00
NEW SOUTH YARD HA Tower 117		0.0	AM	AM	AM	RD	PM	PM
9.71 Miles			Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily
			360	98	492	78	76	62

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.
Trains on South Belt District are handled by G. C. & S. F. Ry. Train Dispatcher's Office at Galveston, Texas.
Trains on East Belt District are handled by B. S. L. & W. Ry. Train Dispatcher's Office at De Quincy, La.

Nos. 138, 140, 580, 560, 590, 360, 98, 492, 78, 62, 76, have no time table authority.

Automatic Block System

T. & N. O. Junction to Houston Union Station

Trains have no time table superiority between Double Track Junction and Houston Union Station and will move between such limits at restricted speed.

Stations at which train registers are located are designated in full faced type in the time table.

Northward GCSF and GCL trains entering upon HB&T Ry. Co. tracks at T&NO Junction, Tower 81, and Northward trains from GH&H entering upon HB&T Ry. Co. tracks at I-GN Junction, Tower 84, may do so without obtaining clearance card Form 902.

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

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

SPECIAL INSTRUCTIONS

Employees whose duties are in any way affected by the time table must have a copy of the current time table with them while on duty.

Trains or engines operating over tracks of the Houston Belt & Terminal Railway Company will be governed by "The Uniform Code of Operating Rules" as adopted by Missouri Pacific, Rock Island & St. Louis Southwestern Railway Lines, which was effective November 1, 1940.

Trains entering upon H.B.&T. Ry. Co. tracks at Gulf Coast, Belt Junction, T.&N.O. Junction and I.-G.N. Junction, destined to Houston Union Station will assume the schedule shown under subheadings on H. B. & T. Ry. Co. time table carrying the train numbers of their own railroad.

Examples: I.G.N. No. 27 will assume the schedule of H.B.&T. No. 327, G.C.&S.F. No. 5 will assume the schedule of H.B.&T. No. 120, etc.

Between Tower 81 at T.&N.O. 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.

Trains or engines using G.H.&H. track between G.H. &H. Junction and Willow Street must obtain clearance from G.H.&H. Dispatcher, at Union Station going North and Grand Central Station or M-K-T Station going South.

Yard limits extend from a point 522 feet south of T.&N.O. Crossing Tower 81 at New South Yard, to the end of H.B.&T. track west of Lowell Street and 4000 feet east of east wye switch at Gulf Coast on B.S.L.&W. track.

Two Main Tracks extend from G.H.&H. Junction north of Commerce Street to Double Track Junction at Old South Yard.

Bulletin Books or Boards Are Located as Follows:

Houston Union Station	Telegraph Office
Gulf Coast	Telegraph Office
New South Yards	Telegraph Office
Round House	Office

Speed Restrictions:

	Miles Per Hour
Houston, City Limits	18
Backing under train sheds Houston Union Station	5
Around South leg of Wye at Gulf Coast	10
Around East leg of Wye at Belt Junction	10
Through all turnouts or crossovers	10
Buffalo Bayou Bridge North Belt District	15
Buffalo Bayou Bridge East Belt District	10
Between T.&N.O. Crossing Tower 26 and Loraine Street Siding, North Belt District....	18

LOCATION OF REMOTE CONTROLLED INTERLOCKINGS

NORTH BELT DISTRICT

T.&N.O. Crossing between Gulf Coast and Belt Jct., controlled from Tower 80.

T.&N.O. Crossing between Oil Siding and Loraine, controlled from Tower 26.

G.H.&H. Crossing Canal St., G.H.&H. Jct., and I-GN Crossing Commerce St., controlled from Tower 116.

EAST BELT DISTRICT

G.H.&H. Crossing (Old Tower 85) at Hughes Tool Co., controlled from Tower 86.

North end Long Pass, 1900 feet South of Tower 87, controlled from Tower 87. Covered by Rules 281 to 292 inclusive, Block Signal Rules 508 to 518, inclusive, (except Rules 509 (b), 509 (c) and 509 (d), Interlocking Rules 605 to 605 (d), inclusive and special instructions.

Automatic interlocking signals protect the movement of trains and engines over Buffalo Bayou Bridge between I-GN Crossing at Tower 189 and T.&N.O. Crossing at Tower 86, Rule 671 governs these movements.

Automatic interlocking signals at I-GN Crossing Tower 189 are governed by Rule 672.

STANDARD TIME

The time signals will be sent daily at 11:00 A. M. "Central" time, from the Master Clock of the Washington, D. C., United States Naval Observatory, to all telegraph stations on this road. The signals are automatic clock beats, repeated over the wires by the Master Clock.

It is important that every station shall have absolutely correct time, and operators receiving time will, if necessary, correct the station clock to agree with time signal as received, but Trainmen and Enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

Standard Clocks located at Houston Union Station telegraph office and at New South Yard Telegraph office.

MISCELLANEOUS

In Texas a railroad company has the right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodations can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Trainmen and Yardmen must, when cutting crossings, leave the entire street clear, and when coupling up must protect each crossing by having a trainman or yardman stationed at the crossing, or on the car nearest the crossing, for the purpose of flagging the crossing, before moving cars over it.

WARNING

Employes are hereby informed that it is dangerous to ride on the pilots of road or work train engines, and they are hereby directed not to do so.

All employes are hereby advised that in order to decrease the killing of stock the Company has found it necessary to extend its fences at a number of stations

on the line so as to include portions of the side tracks, and that surface or pit cattleguards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof, and from time to time advise themselves of the location of such cattleguards and use the necessary precaution to prevent being caught in same, as the Company will not be liable or responsible in damages to any one injured by being caught in such cattleguards.

Bridgemen while working on bridges must put up slow signals while the men are working on the bridge even though it is safe for train. This is to prevent trains from running over bridges at a high rate of speed while men are working on them.

Bridgemen, section men and other employes must protect cars being loaded or unloaded by them or others with red flags, to indicate to trainmen that the cars must not be moved until they have investigated and given all parties notice.

It is dangerous to approach oil tanks, oil cars, oil pipe lines, oil pumps, oil vats or any receptacles used in handling or storing fuel oil with a light of any kind. All employes are warned not to approach the opening where oil is exposed with lanterns, torch or other light which is made by flame.

Cars should be taken to avoid the striking of stock as it is liable to cause derailment, jeopardize the lives of the engine and train crew and destroy Company property.

STATE LAWS GOVERNING RAILROAD EMPLOYES

Art. 4228. Every Conductor, Bagagemaster, Engineer, Brakeman, or other servant of any such railroad corporation, employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office, and the initial letters of the style of the corporation by which he is employed.

Art. 4229. No Conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or their property.

Art. 4232. A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung at

the distance of at least eighty rods from the place where the railroad shall cross any public road or street, and that such bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railway crossing, be brought to a full stop; and any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect, and the corporations operating such railroads shall be liable for all damages which shall be sustained by any person by reason of any such neglect; provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

Art. 4233. In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they, or any of them, shall be so placed and any accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such an arrangement, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Engineers are cautioned against any failure to comply with the laws concerning whistling and bell-ringing and are instructed to use both the whistle and the bell at highway crossings. However, Houston City ordinance provides:

Sec. 269. "All persons are prohibited from blowing any whistle on any locomotive, or single blasts therefrom within the limits of the City of Houston, for a longer period of time than five (5) seconds, except when there is imminent danger of an accident.

"All persons are prohibited from blowing off or blowing out a boiler when crossing any public street, alley or other thoroughfare within the limits of the City of Houston.

"Each and every person violating any provision of this section shall be fined in any sum, upon conviction, not less than Five Dollars (\$5.00) and not exceeding Fifty Dollars (\$50.00).

Before opening blow-off valves on locomotives, engineers must first see that there is no one near the locomotive liable to become injured thereby.

Passengers or employes injured or who require medical treatment at Houston notify doctors as follows:

Dr. S. W. Thorn	HB&T
Dr. A. Philo Howard	St. LB&M BSL&W & I-GN
Dr. L. L. Zarr	GC&SF
Dr. W. S. Red	GC&SF
Dr. A. Philo Howard	BRI

DR. S. W. THORN, Chief Surgeon

Mr. J. C. HUME, Claim Agent

HB&T Railway Co.