



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

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SAFE EMPLOYES MAKE  
A SAFE RAILROAD

SAFETY FIRST



**HOUSTON BELT and  
TERMINAL  
RAILWAY COMPANY**

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**TIMETABLE  
No. 6**

Effective 12:01 AM Wednesday, January 1, 1975

CENTRAL STANDARD TIME

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

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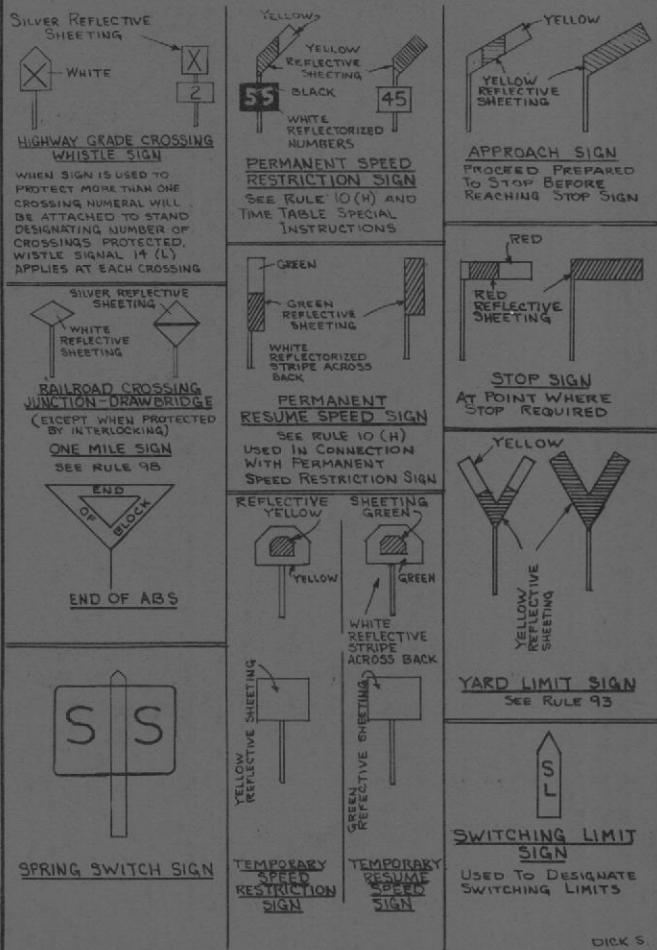
L. B. GRIFFIN, Vice-President - Operations

B. E. HELVEY - Superintendent

## OPERATING OFFICERS

H. L. GIBBS, Assistant Superintendent  
R. M. KIDD, Senior Trainmaster  
D. W. BLACK, Trainmaster  
C. A. BOX, Trainmaster  
R. E. HEATH, Trainmaster  
D. W. HILLIS, Trainmaster  
L. N. JOHNSON, Trainmaster  
W. L. MACKEY, Trainmaster  
R. E. MONTGOMERY, Trainmaster  
E. N. MOORE, Trainmaster  
J. A. MULLINS, Trainmaster  
J. L. SIDES, Trainmaster  
R. C. THURWALKER, Trainmaster  
A. L. CREWS, Road Foreman - Trainmaster

## ROADWAY SIGNS



## **NORTH BELT SUBDIVISION**

TIME TABLE NO. 6  
STATIONS

South		STATIONS		North	
		ABS Yard Limit Missouri Pacific			
1.8				MP 144.0	
	NX - Belt Jct	0.00			
	0.60		XM*TB		
	Frt Jct	0.60			
	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	3.95			
	Bridge 23				
	0.17				
	Congress Jct	4.12			
	0.14		XM		
	EX - GH&H	4.26			
	0.49		XM		
	BX - Union Station	4.75			
	0.22		*TRW		
	BB	4.97			
	0.49		C		
	CC	5.46			
	0.03		C		
	FF	5.49			
	0.02		C		
	FX - Frt 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				
	Double Track Jct	7.75			
	0.96		XM		
	HA - New South Yard	8.68			
	0.51		*W#BR		
	T&NO Jct	9.19			
	0.08				
	HX - SP	9.27			
			XM		
TWO MAIN TRACKS					
All Southward trains secure clearance at HA New South Yard.					

All Southward trains secure clearance at HA New South Yard.

# EAST BELT SUBDIVISION

## TIME TABLE NO. 6

South	STATIONS	North
	ABS	
Yard Limit	Rock Island	
3.39	MP 60.8	
NX – Belt Jct	0.00	
0.22	XM*BT	
HH	0.22	
0.78	C	
IX – SP	1.00	
0.25	XM	
II	1.25	
0.09	C	
Gulf Coast Jct	1.34	
0.71		
Pearce Siding	2.05	
1.59		
JJ	3.64	
0.12	C	
BJ Settegast Yard	3.76	
0.69	MBDTRW##	
JX – SP	4.45	
	XM	
SP Interchange Switch	4.60	
0.05		
SS	4.65	
0.60	C	
Strutt Siding	5.25	
0.75		
H.N.S. Lead	6.00	
0.81		
Basin Siding Yard	6.81	
0.53	B	
KX – SP	7.34	
0.05	XM	
KK	7.39	
0.34	C	
End Double Track	7.73	
0.07		
Buffalo Bayou	7.80	
Bridge No. 16		
0.07		
Begin Double Track	7.87	
0.28		
Dallerup Yard	8.15	
0.79		
LX – Magnolia Park	8.94	
0.16	XMT	
LL	9.10	
0.03	C	
MX – GH&H	9.13	
0.73	XMT	
MM	9.86	
0.61	C	
East Belt Yard	10.47	
0.64		
Double Track Jct	11.07	

TWO MAIN TRACKS

## FREIGHT SUBDIVISION

### TIME TABLE NO. 6

South	STATIONS	North
	ABS	
Frt Jct	MP 0.60	
1.43		
RX – SP	2.03	
1.27	XM	
SX – SP	3.30	
0.65	XM	
TX – SP	3.95	
0.26	XA	
Buffalo Bayou	4.21	
Bridge 149.1		
0.72		
Congress Yard	4.93	
0.31	#B	
FX – North Belt Subdiv	5.37	
6.08	XM	
WX – SP	11.45	
0.19	XA	
Yard Limits	11.64	
	Missouri Pacific	
	MP 7.14	

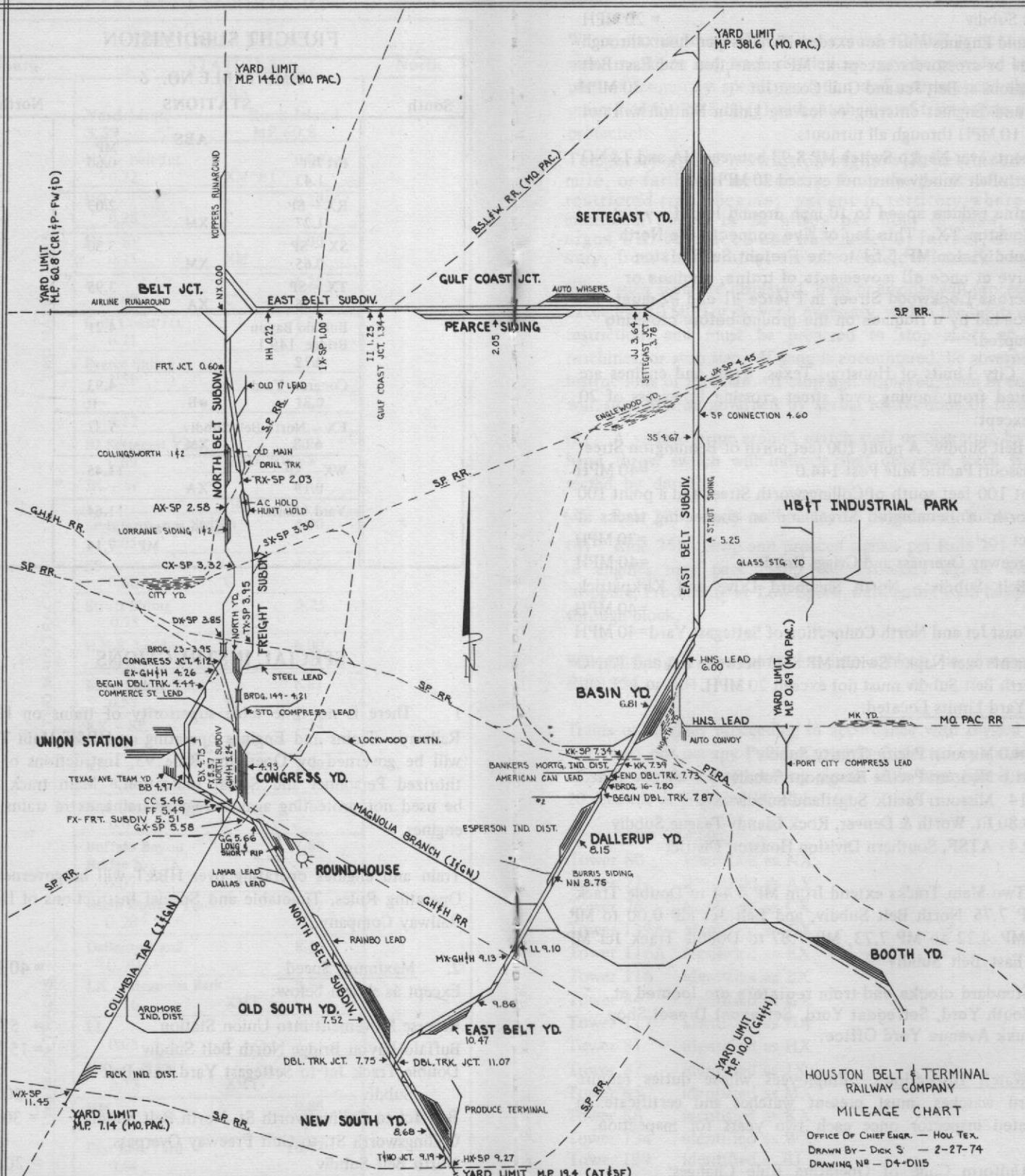
### SPECIAL INSTRUCTIONS

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. — HOU. TEX.  
DRAWN BY — DICK S — 2-27-74  
F-1000-112 — D1-RUE

*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.

All trains reduce speed to 10 mph around leg of wye at FX, Houston TX. This leg of Wye connects the North Belt Subdivision MP 5.51 to the Freight Subdivision. Effective at once all movements of trains, engines or cars across Lockwood Street in Pierce #1 and #2 must be preceded by a flagman on the ground before crossing is occupied.

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 7.87 to Double Track Jct MP 11.07 East Belt Subdiv

5. Standard clocks and train registers are located at 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 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 one mile, or farther if necessary, from the point where the restricted track begins; except in territory where the maximum speed is 20 miles per hour 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) A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected 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 BJ
MX - GH&H	MP 9.13 controlled by BJ
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 PTRA 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

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

Lakewood Jewelry  
8513 E. Houston Rd.  
Houston, Texas