

UNION PACIFIC R^y.

SPECIAL RULES

COLORADO DIVISION.

TIME TABLE N^o 5.

To take effect at 12.05 A. M., Wednesday, October 1st, 1884.

MOUNTAIN STANDARD TIME, 105th MERIDIAN.

For use and guidance of Employees only, and not for information of the public. The Company reserves the right to vary therefrom at pleasure.

SPECIAL NOTICE.

Study well the Regulations for the running of Trains and Directions concerning Signals, and destroy all Time Tables of a previous date. Important changes have been made, which must be understood alike by all. All rules inconsistent with these rules are abolished. In case of doubt, take the safe course.

A. A. EGBERT, General Superintendent, Denver, Colorado.
S. R. CALLAWAY,
Second Vice-Pres't and General Manager,
Omaha, Nebraska.

SPECIAL RULES

SPECIAL RULE No. 1.—Note General Rule No. 25.

SPECIAL RULE No. 2.—Special attention is called to General Rule No. 3, concerning white signals.

SPECIAL RULE No. 3.—Engines helping trains carrying signals, will duplicate the signals while helping the trains. Conductors must notify engineers of helping engines of any orders they may have.

SPECIAL RULE No. 4.—Standard gauge passenger trains will reduce speed over switches to twenty (20) miles per hour. Narrow gauge passenger trains will reduce speed over switches to ten (10) miles per hour. Freight trains will reduce speed over switches to six (6) miles per hour.

SPECIAL RULE No. 5.—Straight air must not be used on the Colorado Division. Descending grades the extra pressure cocks must be applied before train starts from top of hills.

SPECIAL RULE No. 6.—One hundred and fifth (105th) Meridian, or mountain standard time, is the standard for Colorado Division. Time will be struck daily from the General office in Omaha, by Central or 90th Meridian time, at twelve o'clock, noon, which is eleven (11.00) o'clock a.m. by mountain standard time, and all watches and clocks will be set and regulated accordingly on the Colorado Division.

SPECIAL RULE No. 7.—In addition to reporting to Division Superintendent, Conductors will telegraph to General Superintendent direct a brief account of all accidents to their trains or injury to persons. Section Foremen and others will also telegraph General Superintendent in case of injury to persons.

* Flag Stations, at which trains will come to a stop on signal. † Stop for meals. ‡ Train does not stop. N Day and Night Telegraph Offices. X Coaling Station. O Water Tank. D Day Telegraph Offices. () Telegraph Office calls. Small figures under each district and train indicates mileage of district and time used by trains in passing over the same.

P. TOUHY,

Sup't Colorado Central Division,
Denver, Colorado.

J. BLAIR,

Train Dispatcher Colorado Central Division,
Denver, Colorado.

D. K. SMITH,

Sup't South Park Division,

Como, Colorado.

J. W. WARD,

Train Dispatcher South Park Division,

Como, Colorado.

A. A. EGBERT, General Superintendent, Denver, Colorado.

Colorado Central Division---Denver Pacific District.

NORTH AND WESTWARD.

JULESBURG BRANCH TRAINS.			GREELEY, SALT LAKE AND PACIFIC TRAINS.			BOULDER VALLEY TRAINS.		MAIN LINE TRAINS.			DISTANCES FROM DENVER.	TIME TABLE.		TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.
2d Class.	1st Class.	1st Class.	2d Class.	1st Class.	1st Class.	2d Class.	1st Class.	2d Class.	2d Class.	1st Class.		No. 5.		
No. 14.	No. 74.	No. 72.	No. 219.	No. 209.	No. 207.	No. 215.	No. 205.	No. 213.	No. 211.	No. 201.		OCTOBER 1, 1884.		
Om. & Chi. Fast F'ght.	Mail and Express.	Omaha and Chicago Ex.	Freight.	Mail and Express.	Mail and Express.	Freight.	Mail and Express.	California Fast F'ght.	Way F'ght.	Pac. Exp. Fast Mail.	STATIONS.			
LV 8 00 PM	LV 6 40 PM	LV 8 20 AM			LV 4 00 PM	LV 6 50 AM	LV 5 05 PM	LV 9 00 PM	LV 1 30 PM	LV 1 25 PM		N----- Denver -----(De)	Y	X
8 13	† 6 47	8 30			4 07	7 05	5 12	9 15	1 45	1 32	2.0	----- Jersey -----	Y	O
8 33	6 58	† 8 40			4 20	7 30	5 25	9 37	2 15	1 45	7.5	----- Hatchery -----		2020
8 55	† 7 12	† 8 52			4 35	8 03	5 40	10 08	2 45	2 00	14.0	----- Henderson -----		2909
9 15	7 23	9 03			4 47	AR 8 30 AM	AR 5 53 PM	10 30	3 10	2 10	19.2	N----- Brighton -----(B)	Y	6903 O
9 42	* 7 37	† 9 15			5 05			11 00	3 40	2 25	26.3	D----- Lupton -----(Un)		2000
10 15	* 7 53	9 30			5 25			11 40	4 25	2 42	34.5	D----- Platteville -----(Pa)		4260 O
10 40	† 8 08	† 9 43			5 40			12 07	5 12	2 55	40.7	----- Nantes -----		1400
AR 11 00 PM	AR 8 20 PM	AR 9 55 AM	LV 7 05 AM	LV 12 40 PM	5 55			12 30	5 35	3 10	46.2	N----- La Salle -----(Sa)	Y	6740 X O
			7 15	12 45	6 00			12 43	5 45	3 15	47.7	D----- Evans -----(V)		2510
			AR 7 30 AM	AR 12 55 PM	AR 6 10 PM			AR 1 05	AR 6 05	3 25	52.0	D----- Greeley -----(Gr)		8729
								LV 1 35	LV 7 00	3 40	59.1	D----- Eaton -----(Q)		5316
								2 05	7 35	3 40	59.1	D----- Eaton -----(Q)		5316
								2 45	8 10	3 55	66.5	----- Pierce -----		1530 O
								3 30	8 55	4 17	76.1	----- Dover -----		2020
								4 15	9 45	4 40	85.7	D----- Carr -----(Cr)		2022 X O
								5 05	10 35	5 08	96.0	----- Athol -----		1048
								AR 6 00 AM	AR 11 20 PM	AR 5 35 PM	106.0	N----- Cheyenne -----(N)	Y	X O
(3.00)	(1.40)	(1.35)	(.25)	(.15)	(2.10)	(1.50)	(.48)	(9.00)	(9.50)	(4.10)	(106.0)			

- No. 1.—Denver Pacific district main line trains will take their date at Denver and Cheyenne.
- No. 2.—Julesburg Branch trains will take their date at Denver and La Salle.
- No. 3.—Boulder Valley trains will take their date at Denver and Boulder.
- No. 4.—Greeley, Salt Lake & Pacific trains will take their date at La Salle, Fort Collins and Stout.
- No. 5.—No train or engine will leave Denver, La Salle or Cheyenne without first inquiring at telegraph office for orders.
- No. 6.—All trains and engines will register at Denver, Brighton, La Salle, Greeley and Cheyenne.
- No. 7.—Trains 205 and 207 will take side track for train 71.
- No. 8.—Train 219 may carry passengers between Greeley and La Salle without freight train permits. Train 220 between Greeley and La Salle with freight train permits.

- No. 9.—Persons accompanying Live Stock may be carried on same train with stock when provided with proper transportation.
- No. 10.—Julesburg Branch trains moving from La Salle to Denver, will be considered East and South bound trains.
- No. 11.—Julesburg Branch trains moving from Denver to La Salle, will be considered North and West bound trains.
- No. 12.—Burlington & Missouri R. R. trains of all classes approaching Denver at Sand Creek Crossing, have the right to cross ahead of Union Pacific Railway trains going in either direction. Union Pacific Railway trains of all classes going in either direction have the right to cross ahead of Burlington & Missouri R. R. trains leaving Denver.
- No. 13.—Trains 207, 208, 213, 214, 215, 216, 219 and 220 will run daily except Sunday. All other trains run daily.

Colorado Central Division---Denver Pacific District.

SOUTH AND EASTWARD.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	TIME TABLE.		DISTANCES FROM CHEYENNE.	SOUTH AND EASTWARD.												
				MAIN LINE TRAINS.			BOULDER VALLEY TRAINS.		GREELEY, SALT LAKE & PACIFIC TRAINS.			JULESBURG BRANCH TRAINS.				
				1st Class.	2d Class.	2d Class.	1st Class.	2d Class.	1st Class.	1st Class.	2d Class.	1st Class.	1st Class.	2d Class.		
				No. 202.	No. 212.	No. 214.	No. 206.	No. 216.	No. 208.	No. 210.	No. 220.	No. 73.	No. 71.	No. 13.		
STATIONS.																
		Atlantic Ex Fast Mail.	Way F'ght.	Kansas City Fast F'ght.	Mail and Express.	Freight.	Mail and Express.	Mail and Express.	Freight.	Den.&Lead- ville Exp.	Mail and Express.	Den. Fast Freight.				
Y	X	N	Denver	De	106.0	AR 2 35 PM	AR 7 45 PM	AR 5 35 AM	AR 9 50 AM	AR 6 05 PM	AR 10 50 AM		AR 8 40 AM	AR 6 40 PM	AR 5 55 AM	
	O		2.													
Y			Jersey		104.0	2 28	7 32	5 20	9 43	5 50	10 40		8 30	6 30	5 45	
			5.5													
2020			Hatchery		98.5	2 15	6 58	4 55	9 30	5 25	10 28		8 17	6 18	5 25	
			6.5													
2909			Henderson		92.0	2 00	6 25	4 20	9 15	4 35	10 15		8 03	6 03	5 05	
			5.2													
6908	Y	N	Brighton	(B)	86.8	1 47	5 53	3 55	LV 9 03 AM	LV 4 10 PM	10 02		7 53	5 53	4 50	
	O		7.1													
2000		D	Lupton	(Un)	79.7	1 30	5 05	3 20			9 47		* 7 40	* 5 40	4 28	
			8.2													
4260	O	D	Platteville	(Pa)	71.5	1 10	4 25	2 40			9 30		* 7 25	5 25	4 04	
			6.2													
1400			Nantes		65.3	12 55	3 55	2 10			9 12		7 12	5 12	3 45	
			5.5													
Y 6740	X	N	La Salle	(Sa)	59.8	12 40	3 30	1 40			8 55	AR 12 25 PM	AR 8 05 PM	LV 7 00 AM	LV 5 00 PM	LV 3 30 AM
	O		1.5													
2510		D	Evans	(V)	58.3	12 35	3 15	1 25			8 50	12 20	7 55			
			4.3													
8729		D	Greeley	(Gr)	54.0	12 25	LV 2 55 AR 1 55	LV 1 05 AR 12 25			LV 8 40 AM	LV 12 10 PM	LV 7 40 PM			
			7.1													
5316		D	Eaton	(Q)	46.9	12 10	1 20	11 50								
			7.4													
1530	O		Pierce		39.5	11 55	12 45	11 15								
			9.6													
2020			Dover		29.9	11 32	11 57	10 30								
			9.6													
2022	X	D	Carr	(Cr)	20.3	11 10	11 10	9 45								
	O		10.3													
1048			Athol		10.0	10 45	10 10	8 45								
			10.													
Y	X	N	Cheyenne	(N)		LV 10 20 AM	LV 9 10 AM	LV 7 45 PM								
	O															

(106.0)

(4.15)

(10.35)

(9.50)

(.47)

(1.55)

(2.10)

(.15)

(.25)

(1.40)

(1.40)

(2.25)

- No. 1.—Denver Pacific district main line trains will take their date at Denver and Cheyenne.
- No. 2.—Julesburg Branch trains will take their date at Denver and La Salle.
- No. 3.—Boulder Valley trains will take their date at Denver and Boulder.
- No. 4.—Greeley, Salt Lake & Pacific trains will take their date at La Salle, Fort Collins and Stout.
- No. 5.—No train or engine will leave Denver, La Salle or Cheyenne without first inquiring at telegraph office for orders.
- No. 6.—All trains and engines will register at Denver, Brighton, La Salle, Greeley and Cheyenne.
- No. 7.—Trains 205 and 207 will take side track for train 71.
- No. 8.—Train 219 may carry passengers between Greeley and La Salle without freight train permits. Train 220 between Greeley and La Salle with freight train permits.

- No. 9.—Persons accompanying Live Stock may be carried on same train with stock when provided with proper transportation.
- No. 10.—Julesburg Branch trains moving from La Salle to Denver, will be considered East and South bound trains.
- No. 11.—Julesburg Branch trains moving from Denver to La Salle, will be considered North and West bound trains.
- No. 12.—Burlington & Missouri R. R. trains of all classes approaching Denver at Sand Creek Crossing, have the right to cross ahead of Union Pacific Railway trains going in either direction. Union Pacific Railway trains of all classes going in either direction have the right to cross ahead of Burlington & Missouri R. R. trains leaving Denver.
- No. 13.—Trains 207, 208, 213, 214, 215, 216, 219 and 220 will run daily except Sunday. All other trains run daily.

Colorado Central Division--Boulder Valley District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.				DISTANCES FROM BRIGHTON.	TIME TABLE. No. 5. OCTOBER 1, 1884. STATIONS.	DISTANCES FROM BOULDER.	EASTWARD.			
			2d Class.	1st Class.						1st Class.	2d Class.
			No. 215. Freight.	No. 205. Mail and Express.						No. 206. Mail and Express.	No. 216. Freight.
Y 6903 O			LV 9 03 AM	LV 5 53 PM		N----- Brighton -----(B)	26.9	AR 9 03 AM	AR 4 10 PM		
2012			9 35	6 12	7.0	7. Dick	19.9	8 45	3 38		
1306			9 53	6 25	10.5	3.5 St. Vrain	16.4	8 32	3 20		
3029			AR 10 13 LV 10 40	6 37	14.5	4.0 D----- Erie -----(K)	12.4	8 20	LV 3 00 AR 2 35		
Y 12054 X O			10 45	6 42	15.5	1.0 Northrop	11.4	8 15	2 30		
16603			10 50	6 45	16.4	.9 Canfield	10.5	8 10	2 25		
4884			11 05	6 55	20.1	3.7 Clifton	6.8	8 00	2 08		
1407			11 25	7 07	24.1	4.0 Valmont	2.8	7 48	1 48		
Y 21204 X O			AR 11 45 AM	AR 7 20 PM	26.9	2.8 D----- Boulder -----(G)		LV 7 35 AM	LV 1 30 PM		

(2.42) (1.27) (26.9) (1.28) (2.40)

- No. 1.**—Trains will take their date at Denver and Boulder.
No. 2.—No Train or Engine will leave Brighton or Boulder without first inquiring at telegraph office for orders.
No. 3.—All Trains and Engines will register at Brighton and Boulder.
No. 4.—Trains 215 and 216 may carry passengers between Brighton and Boulder with freight train permits.
No. 5.—Trains 215 and 216 will run daily, except Sunday. All other trains run daily.

Colorado Central Division--G., B. & C. District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.				DISTANCES FROM BOULDER.	TIME TABLE. No. 5. OCTOBER 1, 1884. STATIONS.	DISTANCES FROM MARSHALL.	EASTWARD.			
			2d Class.							2d Class.	
			No. 217. Freight.							No. 218. Freight.	
Y 21204 X O			LV 11 50 AM			D----- Boulder -----(G)	6.0	AR 1 10 PM			
5620			AR 12 15 PM		6.0	6.0 Marshall		LV 12 45 PM			

(25) (6.0) (25)

- No. 1.**—Trains will take their date at Boulder and Marshall.
No. 2.—No Train or Engine will leave Boulder without first inquiring at telegraph office for orders.
No. 3.—All Trains and Engines will register at Boulder.
No. 4.—Train 217 may carry passengers between Boulder and Marshall with freight train permits. Train 218, between Marshall and Boulder without freight train permits.
No. 5.—All Trains will run daily, except Sunday.

Colorado Central Division--G., S. L. & P. District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.				DISTANCES FROM GREELEY.	TIME TABLE.		DISTANCES FROM STOUT.	EASTWARD.			
						No. 5.						
						OCTOBER 1, 1884.						
				STATIONS.								
8729	LV 8 40 AM	LV 1 10 PM	LV 6 10 PM	---	D. Greeley (Gr)	38.8	AR 8 40 AM	AR 12 10 PM	AR 6 10 PM			
2500	9 38	1 40	6 40	12.2	Windsor	26.6	8 10	11 45	5 15			
Y 9443 X O 420	AR 10 38 LV 11 00	AR 2 10 PM	AR 7 10 PM	24.5	D. Fort Collins (Fo)	14.3	LV 7 40 AM	LV 11 15 AM	LV 4 15 AR 3 45			
	11 20			28.5	La Porte	10.3			3 25			
Y 12831 O	AR 12 15 PM			38.8	D. Stout (Su)				LV 2 35 PM			
	(3.35)	(1.00)	(1.00)			(38.8)		(1.00)	(.55)	3.35		

No. 1.—Trains will take their date at La Salle, Fort Collins and Stout.
No. 2.—No train or engine will leave Greeley, Fort Collins or Stout without first inquiring at telegraph office for orders.
No. 3.—All trains and engines will register at Greeley, Fort Collins and Stout.

No. 4.—Train 219 may carry passengers between Greeley and Stout without freight train permits. Train 220, between Stout and Greeley, with freight train permits.
No. 5.—Trains 207, 208, 219 and 220 will run daily except Sunday. All other trains will run daily.

Colorado Central Division---G., S. L. & P. District. (N. G.)

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.				DISTANCES FROM BOULDER.	TIME TABLE.		DISTANCES FROM PENN GULCH.	EASTWARD.			
						No. 5.						
						OCTOBER 1, 1884.						
				STATIONS.								
Y 1495 X O 820	LV 4 30 PM	LV 9 30 AM		---	D. Boulder (G)	13.0	AR 8 30 AM	AR 3 50 PM				
1034	4 45	9 45		3.0	Oredel	10.0	8 15	3 35				
685	5 10	10 10		6.0	Crisman	7.0	7 50	3 10				
929	5 20	10 20		7.3	D. Gold Hill (Rs)	5.7	7 40	3 00				
1164	5 30	10 30		8.6	Sugar Loaf	4.4	7 30	2 50				
	AR 6 00 PM	AR 11 00 AM		13.0	D. Penn Gulch (Ms)		LV 7 00 AM	LV 2 20 PM				
	(1.30)	(1.30)				(13.0)		(1.30)	(1.30)			

No. 1.—Trains will take their date at Penn Gulch and Boulder.
No. 2.—No train or engine will leave Boulder or Penn Gulch without first inquiring at telegraph office for orders.

No. 3.—All trains and engines will register at Boulder and Penn Gulch.
No. 4.—All trains will run daily except Sunday.

Colorado Central Division---Fort Collins District

SOUTH AND EASTWARD.

TOTAL LENGTH OF SIDINGS, WATER, FUEL, AND TURNING STATIONS.	TIME TABLE.		DISTANCES FROM CHEYENNE.	BROAD GAUGE TRAINS.			NARROW GAUGE TRAINS.								
	No. 5.			1st Class.	1st Class.	2d Class.	1st Class.	1st Class.	1st Class.	2d Class.	2d Class.	2d Class.	2d Class.		
	OCTOBER 1, 1884.			No. 226.	No. 228.	No. 230.	No. 232.	No. 234.	No. 240.	No. 242.	No. 244.	No. 250.	No. 252.		
STATIONS.		Mail and Express.	Mail and Express.	Freight.	Mail and Express.	Day Express.	Passenger.	Freight.	Freight.	Argo Freight.	Argo Freight.				
Y	X	N	Denver	(De)	137.7	AR 6 15 PM		AR 4 20 PM	AR 6 00 PM	AR 11 00 AM	AR 7 55 AM	AR 3 27 PM	AR 5 40 PM	AR 9 30 AM	AR 1 55 PM
		9518	D	Argo	135.7	6 05		4 05	5 48	10 48	7 45	3 12	5 25	LV 9 10 AM	LV 1 35 PM
		1260		Arvada	130.1	5 50		3 30	5 30	10 30	7 25	2 40	4 50		
Y	X	19979	O	D	Golden	122.1	5 30	LV 2 55 AR 2 35	LV 5 05 PM	LV 10 05 AM	LV 7 00 AM	LV 2 00 PM	LV 4 10 PM		
		2191		Jones Siding	120.6	5 20		2 20							
		715	O	Ralston	118.2	5 10		2 05							
		625		Church's	109.5	4 52		1 20							
Y	X	11965	O	D	Louisville	100.4	4 30	LV 12 25 AR 12 00							
Y	X	21204	O	D	Boulder	94.2	4 00	AR 7 35 AM AR 10 30							
		1050	D	Ni Wot	85.1	3 35		7 10	9 42						
Y	O	9046	O	D	Longmont	79.9	3 22	LV 6 55 AM	9 10						
		1087	D	Highland	74.9	3 10		8 40							
		2909	D	Berthoud	70.3	2 57		8 15							
		1737	O	D	Loveland	62.9	2 40		7 35						
Y	X	9443	O	D	Fort Collins	49.1	LV 2 10 PM		LV 6 25 AM						
				Bristol	32.3										
				Taylor's	24.1										
				Lone Tree	12.5										
			D	Colorado Junc.	5.7										
			N	Cheyenne	(N)										

OMAHA, NEB., November 29th, 1884.

SPECIAL ORDER NO. 3.

The following trains on Colorado Division will be discontinued until further notice, commencing with those due by schedule to leave points named on Monday, December 1st, 1884:

Passenger trains Nos. 239 and 240, on Fort Collins District, Colorado Central Division, between Denver and Golden.

Passenger trains Nos. 231, 232, 233 and 234, on Mountain District, Colorado Central Division, between Silver Plume and Graymount.

Mixed Trains Nos. 254 and 255, on Greeley, Salt Lake and Pacific District, (Narrow Gauge) Colorado Central Division, between Boulder and Penn Gulch.

Graymount Station on Mountain District, Colorado Central Division, 58.1 miles from Denver, will be closed for all business and the agency discontinued on December 1st, 1884.

A. D. Smith
General Superintendent.

- No. 1.—Trains will take their date at Denver, Argo, Golden, Boulder, Longmont and Fort Collins.
- No. 2.—No train or engine will leave Denver, Golden, Longmont or Fort Collins without first inquiring at telegraph office for orders.
- No. 3.—All trains and engines will register at Denver, Golden, Louisville, Boulder, Longmont and Fort Collins.

Colorado Central Division---Mountain District N. G.

WESTWARD.

TIME TABLE.

No. 5.

OCTOBER 1, 1884.

STATIONS.

	2d Class.	2d Class.	2d Class.	1st Class.	1st Class.	1st Class.	1st Class.	DISTANCES FROM GOLDEN.	
	No. 247.	No. 245.	No. 243.	No. 237.	No. 235.	No. 233.	No. 231.		
	Freight.	Freight.	Freight.	Passenger.	Mail and Express.	Day Express.	Mail and Express.		
	LV 2 30 PM	LV 6 35 AM	LV 7 40 AM	LV 4 05 PM	LV 9 10 AM	LV 4 00 PM	LV 9 05 AM		D. Golden (V)
	2 50	6 55	8 00	4 20	9 23	4 15	9 18	3.1	Chimney Gulch
	3 12	7 15	8 20	AR 4 35 LV 4 40	AR 9 35 LV 9 40	AR 4 30 LV 4 35	AR 9 30 LV 9 35	6.2	Guy Gulch
	3 22	7 25	8 30	4 50	9 47	4 45	9 42	7.6	D. Beaver Brook (Bc)
	3 30	7 32	8 38	4 55	9 52	4 50	9 47	8.7	Elk Creek
	AR 3 57 LV 4 02	7 53	AR 9 02 LV 9 07	5 12	10 07	5 07	10 02	12.1	Big Hill
	4 10	8 00	AR 9 12 AM	5 20	10 12	AR 5 15 PM	AR 10 07 AM	13.0	D. Forks Creek (Fc)
	4 30	8 18		5 32	10 22			15.1	Cottonwood
	4 50	8 38		5 45	10 37			17.7	Smith Hill
	AR 5 15 PM	AR 9 00 AM		6 05	10 55			20.4	D. Black Hawk (B)
				AR 6 35 PM	AR 11 25 AM			24.1	D. Central City (J)
			LV 9 12 AM			LV 5 20 PM	LV 10 12 AM	13.0	D. Forks Creek (Fc)
			9 32			5 32	10 25	16.4	Floyd Hill
			10 02			5 55	10 47	21.7	D. Idaho Springs (F)
			10 12			6 05	10 55	23.6	Fall River
			10 30			6 20	11 08	26.7	Dumont
			10 42			6 30	11 16	28.5	D. Lawson (Sn)
			10 55			6 38	11 23	30.0	Empire
			AR 11 20 AM			7 00	11 40	34.2	D. Georgetown (G)
						7 30	12 10	38.4	D. Silver Plume (Wy)
						AR 8 00 PM	AR 12 35 PM	42.5	D. Graymount (Ra)

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.

19979 X
 659
 630
 200 O
 626
 708
 577 X
 462
 374 O
 8671
 755
 577 X
 566
 2854 O
 886
 528
 974
 560
 4469 O
 1158
 1250 O

No. 1.—Trains will take their date at Denver, Golden, Black Hawk, Central City, Georgetown and Graymount.
No. 2.—No train or engine will leave Golden, Black Hawk, Central City, Georgetown or Graymount without first inquiring at telegraph office for orders.

No. 3.—All trains and engines will register at Golden, Forks Creek, Black Hawk, Central City, Georgetown and Graymount.
No. 4.—Freight trains will not carry passengers, or employes with passes, without special orders.
No. 5.—Trains 231, 232, 235 and 236 will run daily. All other trains daily except Sunday.

Colorado Central Division---Mountain District N. G.

EASTWARD.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	TIME TABLE.		DISTANCES FROM CENTRAL AND GRAYMOUNT.										
	No. 5.												
	OCTOBER 1, 1884												
STATIONS.			1st Class.	1st Class.	1st Class.	1st Class.	2d Class.	2d Class.	2d Class.				
			No. 232.	No. 234.	No. 236.	No. 238.	No. 244.	No. 246.	No. 248.				
			Mail and Express.	Day Express.	Mail and Express.	Passenger.	Freight.	Freight.	Freight.				
Y 19979 ^X O	D.....	Golden (V)	24.1	AR 5 05 PM	AR 10 00 AM	AR 5 00 PM	AR 10 05 AM	AR 4 00 PM	AR 12 35 PM	AR 8 30 PM			
659	---	Chimney Gulch	21.0	4 52	9 47	4 47	9 52	3 32	12 15	8 10			
680	---	Guy Gulch	17.9	LV 4 40	LV 9 35	LV 4 35	LV 9 40	3 12	11 58	7 53			
200 O	D.....	Beaver Brook (Bc)	16.5	AR 4 35	AR 9 30	AR 4 30	AR 9 35						
626	---	Elk Creek	15.4	4 25	9 22	4 20	9 27	3 02	11 48	7 43			
708	---	Big Hill	12.0	4 20	9 17	4 15	9 22	2 55	11 40	7 35			
Y 577 ^X O	D.....	Forks Creek (Fc)	11.1	4 02	9 02	3 57	9 07	2 37	11 18	7 13			
462	---	Cottonwood	9.0	LV 3 55 PM	LV 8 57 AM	3 50	9 02	LV 2 30 PM	11 10	7 05			
374 O	---	Smith Hill	6.4			3 40	8 52		10 57	6 52			
8671 Y	D.....	Black Hawk (B)	3.7			3 25	8 38		10 37	6 32			
755	D.....	Central City (J)				3 10	8 20		LV 10 10 AM	LV 6 05 PM			
Y 577 ^X O	D.....	Forks Creek (Fc)	29.5			LV 2 40 PM	LV 7 50 AM						
566	---	Floyd Hill	26.1	AR 3 55 PM	AR 8 57 AM			AR 2 30 PM					
2854 O	D.....	Idaho Springs (F)	20.8	3 43	8 43			2 10					
886	---	Fall River	18.9	3 20	8 20			LV 1 40					
528	---	Dumont	15.8	3 12	8 10			AR 1 35					
974	D.....	Lawson (Sn)	14.0	3 00	7 55			1 25					
560	---	Empire	12.5	2 52	7 47			1 05					
Y 4469 O	D.....	Georgetown (G)	8.3	2 45	7 40			12 52					
1158	D.....	Silver Plume (Wy)	4.1	2 30	7 20			12 40					
Y 1250 O	D.....	Graymount (Ra)		2 00	6 50			LV 12 15 PM					
				LV 1 35 PM	LV 6 20 AM								
			(42.5)	(3.30)	(3.40)	(2.20)	(2.15)	(3.45)	(2.25)	(2.25)			

No. 1.—Trains will take their date at Denver, Golden, Black Hawk, Central City, Georgetown and Graymount.
 No. 2.—No train or engine will leave Golden, Black Hawk, Central City, Georgetown or Graymount without first inquiring at telegraph office for orders.

No. 3.—All trains and engines will register at Golden, Forks Creek, Black Hawk, Central City, Georgetown and Graymount.
 No. 4.—Freight trains will not carry passengers or employes with passes, without special orders.
 No. 5.—Trains 231, 232, 235, and 236 will run daily. All other trains daily except Sunday.

South Park Division--Canon District.

WESTWARD

TIME TABLE.

No. 5.
OCTOBER 1, 1884.

STATIONS.

		DISTANCES FROM DENVER.							TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.		
		2d Class.	2d Class.	2d Class.	2d Class.	2d Class.	1st Class.				
		No. 277.	No. 275.	No. 269.	No. 267.	No. 265.	No. 261.				
		Mixed.	Mixed.	Freight.	Freight.	Freight.	Day Express.				
	LV 5 40 PM	LV 9 30 AM					LV 9 00 AM				
	5 50	9 45	LV 7 00 AM	LV 7 00 PM	LV 2 00 PM	9 09	1.2	N	Union Depot 1.2		
	6 04	9 55	7 15	7 15	2 10	9 15	3.0	N	Denver (R) 1.8		
	6 15	10 10	7 35	7 35	2 25	9 22	6.6		Auraria 3.6		
	AR 6 20 PM	AR 10 15 AM	7 40	7 40	2 30	9 25	7.4		Mooreville 0.8		
			8 00	7 55	2 45	9 35	10.6		Bear Creek 3.2		
			8 30	8 25	3 15	9 47	17.0		Littleton 6.4		
			8 50	8 45	3 35	9 55	20.6	D	Wheatland 3.6		
			9 15	9 10	3 55	10 07	24.2	D	Platte Canon (Cn) 3.7		
			9 35	9 30	4 10	10 15	26.8		Mill Gulch 2.6		
			9 55	9 50	4 25	10 25	29.4		Deansbury 2.6		
			10 10	10 05	4 43	10 33	31.8	D	South Platte 2.4		
			10 42	10 25	5 05	10 42	34.8	D	Dome Rock (Do) 3.0		
			11 30 AM	11 00	5 35	10 57	39.6	D	Dawsons 4.8		
			12 25 PM	11 45 PM	6 15	11 10	42.3	N	Buffalo (Fo) 2.7		
			1 05	12 20 AM	6 50	11 32	47.9	N	Pine Grove (Ni) 5.5		
			1 35	12 45	7 20	11 50	51.6	D	Crossons 3.7		
			2 00	1 05	7 45	11 59 AM	54.6	D	Estabrook (Rk) 3.0		
			2 35	1 35	8 10	12 12 PM	59.2	D	Baileys (Ba) 4.6		
			3 00	1 55	8 30	12 23	62.0		Slaghts 2.8		
			4 00	2 35	9 20	12 39	66.1		Meadows 4.1		
			4 30	3 10	9 45	12 50	69.4	D	Grant 3.3		
			5 10	4 05	10 25	1 08	74.0	D	Webster (Ca) 4.6		
			5 25	4 30	10 50	1 20	76.2	N	Hoosier 2.2		
			6 00	5 00	11 20	1 40	81.0	D	Kenosha (Kn) 4.8		
					AR 6 40 PM	AR 5 40 AM	AR 11 55 PM	AR 2 00 PM	88.2	(N)	Jefferson (Jn) 7.2
										Como (X&Mo) 88.2	

(0.40)

(0.45)

(11.40)

(10.40)

(9.55)

(5.00)

(88.2)

No. 1.—Trains will take their date at Denver and Como.

No. 2.—No Train or Engine will leave Denver or Como without first inquiring at telegraph office for orders.

No. 3.—Register at West Denver, Bear Creek, Pine Grove and Como.

No. 4.—Bulletin boards at West Denver and Como.

No. 5.—Freight trains will not carry passengers (or employes with passes) without special orders.

No. 6.—Passenger crews are required to report at Union Depot, Denver, one train ahead.

No. 7.—Trains 261, 262, 276 and 277 will run daily. Train 270 will run daily except Saturday.

All other trains will run daily except Sunday.

South Park Division--Canon District.

EASTWARD.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	TIME TABLE.		DISTANCES FROM LEADVILLE.	EASTWARD.					
	No. 5.			1st Class.	2d Class.	2d Class.	2d Class.	2d Class.	2d Class.
	OCTOBER 1, 1884.			No. 262.	No. 266.	No. 268.	No. 270.	No. 276.	No. 278.
STATIONS.		Day Express.	Freight.	Freight.	Freight.	Mixed.	Mixed.		
	Union Depot	150.9	AR 6 15 PM					AR 8 55 AM	AR 3 00 PM
	N. Denver (R)	149.7	6 09	AR 1 20 PM	AR 5 50 PM	AR 8 10 AM	8 45	2 50	
572	Auraria	147.9	6 04	1 05	5 20	7 55	8 35	2 40	
1936	Mooreville	144.3	5 57	12 45	5 00	7 35	8 20	2 25	
811 O	Bear Creek	143.5	5 53	12 40	4 55	7 25	LV 8 15 AM	LV 2 15 PM	
980	Littleton	140.3	5 44	12 20 PM	4 35	7 10			
558	Wheatland	133.9	5 29	11 50 AM	4 00	6 40			
Y 2736 O	D. Platte Canon (Cn)	130.3	5 18	11 30	3 35	6 20			
1102	Mill Gulch	126.6	5 08	11 05	2 55	5 55			
546	Deansbury	124.0	5 00	10 45	2 35	5 40			
1079	South Platte	121.4	4 52	LV 10 25 AR 9 55	2 15	5 25			
1855 O	D. Dome Rock (Do)	119.0	4 43	9 20	1 50	5 10			
896	Dawson's	116.0	4 33	8 55	1 25	4 50			
2808 O	D. Buffalo (Fo)	111.2	4 15	8 20	12 50	4 25			
Y 2563 X	N. Pine Grove (Ni)	108.5	4 09	8 00	12 25 PM	4 10			
684 O	Crossons	103.0	3 55	7 20	11 32 AM	3 25			
1053	D. Estabrook (Rk)	99.3	3 35	6 50	11 00	2 55			
1892	D. Bailey's (Ba)	96.3	3 25	6 30	10 40	2 40			
1172 O	Slaght's	91.7	3 10	5 55	10 15	2 15			
394	Meadows	88.9	3 00	5 35	9 55	1 55			
Y 3994 X	Grant	84.8	2 45	5 05	9 30	1 10			
1147 O	D. Webster (Ca)	81.5	2 32	4 40	9 05	12 45			
587 O	Hoosier	76.9	2 13	4 05	8 25	12 15 AM			
Y 2468	N. Kenosha (Kn)	74.8	2 00	3 40	8 10	12 00 M			
Y 2866 O	D. Jefferson (Jn)	69.9	1 40	3 10	7 30	11 20 PM			
Y 9103 X O	N. Como (X&Mo)	62.7	LV 1 20 PM	LV 2 30 AM	LV 6 30 AM	LV 10 30 PM			

(88 2)

(4.55)

(10.50)

(11 20)

(9.40)

(0.40)

(0.45)

- No. 1.—Trains will take their date at Denver and Como.
- No. 2.—No train or engine will leave Denver or Como without first inquiring at telegraph office for orders.
- No. 3.—Register at West Denver, Bear Creek, Pine Grove and Como.

- No. 4.—Bulletin boards at West Denver and Como.
- No. 5.—Freight trains will not carry passengers (or employes with passes) without special orders.
- No. 6.—Passenger crews are required to report at Union depot, Denver, one train ahead.
- No. 7.—Trains 261, 262, 276 and 277 will run daily. Train 270 will run daily except Saturday. All other trains will run daily except Sunday.

South Park Division---High Line District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.			DISTANCES FROM DENVER.	TIME TABLE.		DISTANCES FROM LEADVILLE.	EASTWARD.		
	2d Class.	2d Class.	1st Class.		No. 5.			1st Class.	2d Class.	2d Class.
	No. 267.	No. 265.	No. 261.		OCTOBER 1, 1884.			No. 262.	No. 266.	No. 270.
	Freight.	Freight.	Passenger.		STATIONS.			Passenger.	Freight.	Freight.
Y 705 X	LV 6 30 AM	LV 12 30 AM	LV 2 20 PM	88.2	N.-----	Como (Mo&X)	62.7	AR 1 00 PM	AR 4 30 PM	AR 9 10 PM
538 O	7 15	1 15	2 37	93.9	-----	Half Way	57.0	12 38	3 45	8 25
640	7 40	1 40	2 49	96.5	-----	Selkirk	54.5	12 27	3 20	8 05
1000 O	8 00	2 00	3 00	98.8	D.-----	Boreas (Bo)	52.2	12 15	3 00	7 50
475				100.0	-----	Farnham	51.0			
640	8 15	2 20	3 10	100.8	-----	Dwyer	50.2	12 05 PM	2 15	7 30
479	8 35	2 45	3 24	103.7	-----	Argentine	47.3	11 50 AM	1 45	7 05
640	8 55	3 05	3 36	106.1	-----	Mayo	44.9	11 38	1 20	6 45
Y 3935 X	9 45	3 55	3 56	110.1	D.-----	Breckenridge (HD)	40.9	11 18	12 30 PM	6 00
640	10 05	4 15	4 05	113.7	-----	Broncho	37.3	11 06	12 00 M	5 20
Y 2000 O	10 20	4 30	4 14	116.3	D.-----	Dickey (HF)	34.6	11 00	11 45 AM	5 05
1000	10 50	4 55	4 24	119.8	-----	Frisco	31.2	10 50	11 20	4 45
1000	11 05	5 15	4 30	121.9	-----	Curtin	29.0	10 44	11 05	4 30
800 O	11 45 AM	5 55	4 45	126.1	-----	Wheeler	24.9	10 28	10 28	4 00
O	1 00 PM	6 55	5 05	132.5	D.-----	Kokomo (Ko)	18.5	10 07	9 15	3 20
800	1 30	7 35	5 21	134.3	-----	Robinson	16.6	9 50	8 50	3 00
400	2 05	8 00	5 33	137.3	-----	Climax	13.6	9 40	8 30	2 40
800	2 20	8 15	5 38	138.7	D.-----	Alicante (A)	12.2	9 35	8 15	2 20
800	3 00	9 14	5 58	144.4	-----	Bird's Eye	6.5	9 14	7 15	1 20
2000	AR 3 45 PM	AR 10 00 AM	AR 6 25 PM	151.0	D.-----	Leadville (Vi)		LV 8 45 AM	LV 6 30 AM	LV 12 20 PM
	(9.15)	(9.30)	(4.05)			(62.7)		(4.15)	(10.00)	(8.50)

No. 1.—Trains will take their date at Como and Leadville.
No. 2.—No train or engine will leave Como or Leadville without first inquiring at telegraph office for orders.
No. 3.—Register at Como, Leadville and Dickey.
No. 4.—Freight trains will not carry passengers (or employes with passes), without special orders.
No. 5.—Bulletin board at Como.
No. 6.—Trains 267 and 266 will run daily except Monday. Trains 265 and 270 will run daily except Sunday. All other trains will run daily.

South Park Division---Gunnison District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	WESTWARD.				DISTANCES FROM DENVER.	TIME TABLE.		DISTANCES FROM GUNNISON.	EASTWARD.			
	No. 289. Freight.		No. 287. Day Express.			No. 5. OCTOBER 1, 1884.			No. 288. Day Express.		No. 290. Freight.	
	2d Class.	1st Class.	2d Class.	1st Class.		STATIONS.			1st Class.	2d Class.	1st Class.	2d Class.
Y 9103 ^X / _O	LV 1 00 AM	LV 2 20 PM	88.2	N-----	Como (X&Mo)	113.4	Ar 12 50 PM	AR 11 20 PM				
662	1 30	2 35	93.6		5.4 Red Hill	108.0	12 35	10 50				
983	1 50	2 47	97.2		3.6 Hay Ranch	104.4	12 23	10 25				
387	2 15	3 02	102.5		5.2 Arthur's	99.1	12 08	9 50				
Y 2845 ^X / _O	2 30	3 08	104.5	D-----	2.0 Garos (Gn)	97.1	12 03 PM	9 35				
Y 3769 O	3 05	3 30	112.8	D-----	8.3 Platte River (Ru)	88.8	11 40 AM	8 35				
Y 1580	3 45	3 50	119.8		7.0 Hill Top	81.8	11 20	7 35				
630	4 00	4 00	122.1		2.3 Divide	79.5	11 14	7 15				
479 ^X / _O	4 25	4 20	126.6	D-----	4.5 McGee's (Mn)	75.0	10 55	6 20				
1164	4 50	4 40	131.6		5.0 Charcoal	70.0	10 30	5 20				
Y 800 O	AR 5 00	AR 4 45	132.7		1.1 Schwanders	68.9	LV 10 25	LV 4 45				
Y 1700	AR 5 15	AR 4 55	136.6	D-----	3.9 Buena Vista (Bu)	72.8	LV 10 10	LV 4 25				
Y 800 O	LV 5 45	LV 5 10	132.7		3.8 Schwanders	68.9	AR 10 00	AR 4 10				
1000	6 20	5 37	136.6	D-----	3.9 Nathrop (Nr)	65.0	9 33	3 35				
Y 2055 ^X / _O	7 10	6 00	141.9		5.3 Hortense	59.7	9 17	3 05				
629	8 00	6 30	146.8		4.9 Cascade	54.8	8 57	2 30				
937 O	8 30	AR 6 40	148.8	D-----	2.0 Alpine (An)	52.8	LV 8 50	2 10				
1539	9 20	LV 7 00	153.2	D-----	4.4 St. Elmo (Rs)	48.4	AR 8 30	1 30				
610 O	9 55	7 25	155.5		2.3 Murphy	46.1	8 03	1 05				
1867 ^X / _O	10 35	7 37	158.0	D-----	2.5 Hancock (Hn)	43.6	7 55	12 45				
133 ^X / _O	11 20	7 50	161.5		3.5 Tunnel	40.1	7 35	12 20 PM				
1526 O	11 45 AM	8 15	164.6		3.4 Woodstock	37.0	7 20	11 45 AM				
1967 O	12 35 PM	8 30	171.8		7.2 Quartz	29.8	6 40	10 35				
Y 5217 ^X / _O	1 05	9 05	174.7	D-----	2.9 Pitkin (P)	26.9	6 25	10 15				
1260 O	1 45	9 17	181.3	D-----	6.6 Ohio City (Sy)	20.3	6 00	9 15				
1078 O	2 35	9 37	189.6		8.3 Parlins	12.0	5 35	8 30				
Y 10116 ^X / _O	AR 3 35 PM	10 00	201.6	D-----	12.0 Gunnison (De&Sn)		LV 5 00 AM	LV 7 30 AM				

(14.35) (8.15) (113.6) (7.50) (15.50)

No. 1.—Trains will take their date at Como and Gunnison.
 No. 2.—No train or engine will leave Como or Gunnison without first inquiring at telegraph office for orders.
 No. 3.—Register at Como, Pitkin and Gunnison.
 No. 4.—Trains 289 and 290 may carry passengers between Buena Vista and Gunnison when provided with tickets and permits, as provided for in bulletin book. Freight trains will not carry passengers (or employes with passes) except as above.
 No. 5.—Bulletin board at Como and Gunnison.
 No. 6.—All trains between Schwanders and Buena Vista must run with extreme care while backing up.
 No. 7.—Head lights and Tail lights must always be lighted on engines and trains when passing through the tunnel.
 No. 8.—All trains will run daily except Sunday.

South Park Division---Morrison District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	FROM BEAR CREEK.		DISTANCES FROM BEAR CREEK.	TIME TABLE. No. 5. OCTOBER 1, 1884.	DISTANCES FROM MORRISON.	TOWARD BEAR CREEK.	
	2d Class.	2d Class.				2d Class.	2d Class.
	No. 277. Mixed.	No. 275. Mixed.				No. 276. Mixed.	No. 278. Mixed.
811 O	LV 6 22 PM	LV 10 15 AM		Bear Creek (Bc) 2.8	10.0	AR 8 15 AM	AR 2 10 PM
	6 33	10 30	2.8	Gilman 1.5	7.2	8 03	1 55
181	6 39	10 39	4.3	Lee Siding 1.5	5.7	7 55	1 45
539	6 45	10 48	5.8	Mt. Carbon 4.1	4.2	7 48	1 35
8007 O	AR 7 00 PM	AR 11 13 AM	10.0	Morrison (Ms)		LV 7 30 AM	LV 1 15 PM
	(0.38)	(0.58)		(10.0)		(0.45)	(0.55)

No. 1.—Trains from Bear Creek are *west-bound*.
 No. 2.—Trains will take their date at Denver and Morrison.
 No. 3.—No train or engine will leave Morrison without first inquiring at telegraph office for orders.
 No. 4.—Register at Bear Creek and Morrison.
 No. 5.—Bulletin boards at West Denver.
 No. 6.—Trains 275 and 278 will run daily except Sunday. All other trains will run daily.

South Park Division---London District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	FROM GAROS.		DISTANCES FROM GAROS.	TIME TABLE. No. 5. OCTOBER 1, 1884.	DISTANCES FROM LONDON.	TOWARD GAROS.	
	2d Class.	2d Class.				2d Class.	2d Class.
	No. 285. Mixed.	No. 283. Mixed.				No. 284. Mixed.	No. 286. Mixed.
	LV 3 15 PM	LV 12 15 PM		N Garos (Gn) 10.0	15.2	AR 11 55 AM	AR 2 55 PM
	3 55	AR 12 55 PM	10.0	D Fairplay (Fy) 5.2	5.2	11 15	LV 2 15 PM
	AR 4 25 PM		15.2	D London (B)		LV 10 40 AM	
	(1.10)	(0.40)		(15.3)		(1.15)	(0.40)

No. 1.—Trains from Garos are *west-bound*.
 No. 2.—Trains will take their date at Garos and London.
 No. 3.—No train or engine will leave Garos or London without first inquiring at telegraph office for orders.
 No. 4.—Register at Garos and London.
 No. 5.—Bulletin boards at Garos.
 No. 6.—All trains will run daily except Sunday.

South Park Division---Baldwin District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	FROM GUNNISON.		DISTANCES FROM GUNNISON.	TIME TABLE. No. 5. OCTOBER 1, 1884.	DISTANCES FROM BALDWIN.	TOWARD GUNNISON.	
	2d Class.	2d Class.				2d Class.	2d Class.
	No. 295. Mixed.	No. 296. Mixed.				No. 296. Mixed.	No. 296. Mixed.
Y10116 X O	LV 4 00 PM			Gunnison 8.8	14.2	AR 7 40 PM	
1268	4 30		8.8	Teachout 5.4	5.4	7 00	
Y2623 O	AR 5 00 PM		14.2	Baldwin		LV 6 30 PM	
	(1.10)			(14.0)		(1.10)	

No. 1.—Trains from Gunnison are *west-bound*.
 No. 2.—Trains take their date at Gunnison and Baldwin.
 No. 3.—No train or engine will leave Gunnison or Baldwin without first inquiring at telegraph office for orders.
 No. 4.—Register at Gunnison and Baldwin.
 No. 5.—Bulletin boards at Gunnison.
 No. 6.—All trains will run daily except Sunday.

South Park Division---Keystone District.

TOTAL LENGTH OF SIDINGS, WATER, FUEL AND TURNING STATIONS.	FROM DICKEY.		DISTANCES FROM DICKEY.	TIME TABLE. No. 5. OCTOBER 1, 1884.	DISTANCES FROM KEYSTONE.	TOWARD DICKEY.	
	2d Class.	2d Class.				2d Class.	2d Class.
	No. 279. Mixed.	No. 280. Mixed.				No. 280. Mixed.	No. 280. Mixed.
	LV 4 20 PM			D Dickey (Hf) 2.7	6.8	AR 10 45 AM	
	4 35		2.7	D Dillon (On) 4.1	4.1	10 30	
	AR 5 00 PM		6.8	D Keystone (Ky)		LV 10 00 AM	
	(0.40)			(6.8)		(0.45)	

No. 1.—Trains from Dickey are *west-bound*.
 No. 2.—Trains will take their date at Dickey and Keystone.
 No. 3.—No train or engine will leave Dickey or Keystone without first inquiring at telegraph office for orders.
 No. 4.—Register at Dickey and Keystone.
 No. 5.—Bulletin boards at Dickey.
 No. 6.—All trains will run daily except Sunday.

SPECIAL ORDER NO. 2.

Mixed trains Nos. 283 and 286 will be discontinued between Garos, Col., and Fairplay, Colo., on the London District of South Park Division, commencing with those due by schedule, to leave points named on Monday, December 1st, 1884.

A. J. Smith
General Superintendent.

Whistle signals. 7. One blast of the whistle is to *Brake and Stop*; Two blasts signifies *Let off Brakes*; Three blasts, a signal to *Back*; Four blasts, a signal for Flagmen or Switch-tender; Five blasts of the whistle, a signal for coaling or wooding up. One long and two short blasts of the whistle when train is running, is signal for road crossing. Two short blasts when train is running is notice that the train is about to stop at a flag station. One long and one short blast of the whistle repeated at short intervals, is a signal that the train has parted.

Train Instructions.

Torpedo signals 8. Conductors of all trains must personally see before starting out on their runs, that their trains are furnished with a full supply of torpedoes (twelve will be considered full supply). They must be used in addition to the ordinary signals in any case of emergency, and especially during snow storms, fogs, or when atmosphere is obscure so that signals or objects cannot be distinctly seen at least half a mile distant. Conductors must know that torpedoes are kept in a safe, dry place, and in all cases of using them, will report the fact to Division Superintendent, and make good their supply at end of run. Torpedoes must be securely and firmly fixed on the rail by proper fastening, using wire or string for that purpose when necessary. Torpedoes must not be placed near stations or crossings where persons are liable to be injured by them. Exposure to rain or wet for thirty minutes impairs or destroys the explosive qualities of tor-

pedoes on the rail, a rail length apart, and will then return half way to the point where the last single torpedo was placed, and remain there until he stops the expected train or is recalled by the whistle of the engine. If no following train has arrived when he is so recalled, he must leave the two furthest torpedoes on the rail (one rail length apart), to warn any following train, and must collect the others as he returns, always bearing in mind that the time of the Flagman's return to his train is the time of greatest risk. He must be attentive, and should he see or hear a train approaching, must use every exertion to stop it in time to prevent any accident. In foggy, stormy or snowy weather, or in vicinity of curves or descending grades, the number of torpedoes used and distance placed should be increased.

Standard time. 9. The clock in the Dispatcher's office of each Division is the *standard of time* for such Division, and watches of all Conductors, Engineers and other employes of the respective Division must be regulated by this standard. No excuse will be taken for variation of watches.

Full faced figures. 10. Full faced figures indicate *meeting and passing points*.

Meeting trains. 11. Conductors and Engineers, when meeting or passing trains of the same or a superior class, must stop and ascertain the names or numbers of such trains met or passed. Trains when meeting or passing, by special telegraph order, must stop and ascertain the names or numbers of such trains met or passed.

RULES.

ases too much reliance them. When an accident on main track between st personally see that the all necessary measures to both directions. The mediately (without being with danger signals not (1000) yards (twenty teleom the rear of his train, any train is expected or six hundred yards (ten the rear of train or ob must be placed on the rail The Flagman must then least one thousand yards s) from the rear of the eing as he goes a torpedo hundred yards (five telearrives at a point about wenty telegraph poles) action, or where his danout a quarter of a mile approaching train; at this torpedoes on the rail, a

Conductors must leave notice. 12. All trains and light engines passing side tracks at night, where Work or other trains are stationed, and there is no night Operator, will notify such trains by leaving message with Watchman, stating what they are and what time they passed.

Grade crossings. 13. All trains will come to a full stop before reaching railroad crossings at *Grade*.

Engines running alone. 14. Engines running alone at night, or backing pulling trains, will carry one Red Light on rear of Tank.

Covering head light. 15. On taking side track at meeting points during the night, as soon as the train clears the Main track Engineer will cover head light; unless there is more than one train to take siding, in which case Engineer of first train *must not cover headlight until all trains clear the Main track*. Engineers on approaching sidings will consider Main track obstructed when head light is shown. *This will not relieve Conductor of train obstructing Main track from protecting his train by flag.*

Speed through yards. 16. All trains and engines will approach and pass through yards at terminal or district stations with engine or train under perfect control.

Brake beams, etc., taken down. 17. When it is necessary to take down brake beams, rods or other parts of cars while on the road, they should not be left along the track. Conductors will take them to end of division.

Bell cord. 18. Passenger trains will not be started or run without the bell cord, running through the entire length of the train, connecting the rear car with the signal bell on the engine.

Classes of trains. 19. Trains are classed as to priority of right to the road, as follows: First—*Passenger Trains*; Second—*Mixed, Freight and Coal Trains*; Third—*Wood, Gravel and Working Trains*.

Variation of watches. 20. Conductors will allow *five* minutes for variation of watches, if trains of the same class are due and have not arrived.

Time at stations. 21. No train will, under any circumstances, leave a station before its time, as specified in the Time Table, without special orders from competent authority.

Taking sidings. 22. Trains going east or south will side track at meeting points.

Rights of trains. 23. Passenger trains have right of track. Passenger trains will not wait for Freight trains.

24. Second class trains must keep entirely out of the way of Passenger trains, and give them a clear track. They must be on a siding at least ten minutes before a Passenger train is due at a station.

25. Trains bound west or north have the right to the road over trains of the same class bound east or south, and will wait only five minutes at appointed places of meeting for an expected train, and then proceed, keeping five minutes behind leaving time until after delayed train is passed.

GENERAL RULES.

Signals.

Red Flag by day, a *Red* or other *Light* by night, or a *Torpedo exploded* on the track, are signals of danger, and indicate that the train must stop. Any signal given earnestly must be regarded, and train stopped.

Two *Red Flags* by day, or two *Red Lights* by night, displayed in front of an engine, indicate that an engine or train is following, which has the same rights as the engine bearing the signals, and no more.

Two *White Flags* by day, or two *White Lights* at night, carried on front of the engine, indicate that it is an extra or special train; but must be distinctly understood that the **White signals confer no rights whatever.**

A stationary *Red Flag* signifies that the track is not in perfect order, and must be run with the *greatest caution.*

A lamp swinging across the track signifies *Stop*; and a lamp raised up and down signifies *Go ahead.* A lamp swinging over the head, signifies *Up.*

One stroke of the bell signifies *Stop*; Two strokes, *Go Ahead*; Three strokes, *Back.*

7. One blast of the whistle is to *Brake and Stop*; Two blasts signifies *Let off Brakes*; Three blasts, a signal to *Back*; Four blasts, a signal for *Flagmen* or *Switch-tender*; Five blasts of the whistle, a signal for *coaling* or *wooding up.* One long and two short blasts of the whistle when train is running, is signal for *road crossing.* Two short blasts when train is running is notice that the train is about to stop at a *flag station.* One long and one short blast of the whistle repeated at short intervals, is a signal that the train has parted.

Train Instructions.

8. Conductors of all trains must personally see before starting out on their runs, that their trains are furnished with a full supply of torpedoes (twelve will be considered full supply). They must be used in addition to the ordinary signals in any case of emergency, and especially during snow storms, fogs, or when atmosphere is obscure so that signals or objects cannot be distinctly seen at least half a mile distant. Conductors must know that torpedoes are kept in a safe, dry place, and in all cases of using them, will report the fact to Division Superintendent, and make good their supply at end of run. Torpedoes must be securely and firmly fixed on the rail by proper fastening, using wire or string for that purpose when necessary. Torpedoes must not be placed near stations or crossings where persons are liable to be injured by them. Exposure to rain or wet for thirty minutes impairs or destroys the explosive qualities of tor-

Torpedo signals.

pedoes, and in such cases too much reliance should not be placed on them. When an accident occurs, or train stops on main track between stations, conductors must personally see that the train men instantly take all necessary measures to thoroughly protect it in both directions. The rear brakeman must immediately (without being told to do so), go back with danger signals not less than one thousand (1000) yards (twenty telegraph poles), distant from the rear of his train, or obstruction, *whether any train is expected or not.* At a point five or six hundred yards (ten telegraph poles) from the rear of train or obstruction, one torpedo must be placed on the rail on the Engineer's side. The Flagman must then continue to go back at least one thousand yards (twenty telegraph poles) from the rear of the train or obstruction, placing as he goes a torpedo on the rail every three hundred yards (five telegraph poles) until he arrives at a point about one thousand yards (twenty telegraph poles) from the train or obstruction, or where his danger signal can be seen about a quarter of a mile by the Engineer of an approaching train; at this point he will place two torpedoes on the rail, a rail length apart, and will then return half way to the point where the last single torpedo was placed, and remain there until he stops the expected train or is recalled by the whistle of the engine. If no following train has arrived when he is so recalled, he must leave the two furthest torpedoes on the rail (one rail length apart), to warn any following train, and must collect the others as he returns, always bearing in mind that the time of the Flagman's return to his train is the time of greatest risk. He must be attentive, and should he see or hear a train approaching, must use every exertion to stop it in time to prevent any accident. In foggy, stormy or snowy weather, or in vicinity of curves or descending grades, the number of torpedoes used and distance placed should be increased.

Standard time.

9. The clock in the Dispatcher's office of each Division is the *standard of time* for such Division, and watches of all Conductors, Engineers and other employes of the respective Division must be regulated by this standard. No excuse will be taken for variation of watches.

Full faced figures.

10. *Full faced* figures indicate *meeting* and *passing* points.

Meeting trains.

11. Conductors and Engineers, when meeting or passing trains of the same or a superior class, must stop and ascertain the names or numbers of such trains met or passed. Trains when meeting or passing, by special telegraph order, must stop and ascertain the names or numbers of such trains met or passed.

Conductors must leave notice.

12. All trains and light engines passing side tracks at night, where Work or other trains are stationed, and there is no night Operator, will notify such trains by leaving message with Watchman, stating what they are and what time they passed.

Grade crossings.

13. All trains will come to a full stop before reaching railroad crossings at *Grade.*

Engines running alone.

14. Engines running alone at night, or backing pulling trains, will carry one *Red Light* on rear of Tank.

Covering head light.

15. On taking side track at meeting points during the night, as soon as the train clears the Main track Engineer will cover head light; unless there is more than one train to take siding, in which case Engineer of first train *must not cover headlight until all trains clear the Main track.* Engineers on approaching sidings will consider Main track obstructed when head light is shown. *This will not relieve Conductor of train obstructing Main track from protecting his train by flag.*

Speed through yards.

16. All trains and engines will approach and pass through yards at terminal or district stations with engine or train under perfect control.

Brake beams, etc., taken down.

17. When it is necessary to take down brake beams, rods or other parts of cars while on the road, they should not be left along the track. Conductors will take them to end of division.

Bell cord.

18. Passenger trains will not be started or run without the bell cord, running through the entire length of the train, connecting the rear car with the signal bell on the engine.

Classes of trains.

19. Trains are classed as to priority of right to the road, as follows: First—*Passenger Trains*; Second—*Mixed, Freight and Coal Trains*; Third—*Wood, Gravel and Working Trains.*

Variation of watches.

20. Conductors will allow *five* minutes for variation of watches, if trains of the same class are due and have not arrived.

Time at stations.

21. No train will, under any circumstances, leave a station before its time, as specified in the Time Table, without special orders from competent authority.

Taking sidings.

22. Trains going east or south will side track at meeting points.

Rights of trains.

23. Passenger trains have right of track. Passenger trains will not wait for Freight trains.

24. Second class trains must keep entirely out of the way of Passenger trains, and give them a clear track. They must be on a siding at least ten minutes before a Passenger train is due at a station.

25. Trains bound west or north have the right to the road over trains of the same class bound east or south, and will wait only five minutes at appointed places of meeting for an expected train, and then proceed, keeping five minutes behind leaving time until after delayed train is passed.

GENERAL RULES.—CONTINUED.

Rights of trains. 26. Trains not having the right of track will keep entirely out of the way of trains of the same or a superior class moving in opposite direction, unless moved by dispatcher.

Following trains. 27. When it becomes necessary for two trains to leave any station "at or about the same time," the one following must wait at the station ten minutes after the departure of the leading train.

Work and wild trains must be out of the way. 28. Wood, Gravel, Construction and Wild trains must give regular Passenger and Freight trains a clear track; they must be on siding, out of the way at least ten minutes before the regular trains are due at the station.

Trains running in sections. 29. When there is more than one train running on the same schedule time, the leading section will carry two Red Flags by day and two Red Lights by night. Following sections have the same rights as leading sections, *and no more*. In case the following sections should be delayed, and cannot keep up with their flags, they must not consider they have a right to follow the flags against trains having the right of the road, *but must keep back and off the time* of all trains having right to the track, without special and separate orders to proceed.

Signals. Authority for carrying signals. Calling attention to signals carried. 30. The Superintendent and Regular Dispatchers are the only persons authorized to put out signals for following trains. Conductors and Enginemen carrying such signals, must, without fail, give notice to the Conductors and Enginemen of the train they are to lead, that they will do so. They must also call the attention of Station Agents, Conductors and Enginemen having charge of opposing trains, and all others interested, to the signals, and explain their meaning as far as practicable. The Enginemen of every train carrying a flag, under this rule, when approaching a station, siding or gravel pit, where an engine or train is (or is expected to be) standing, and at which he does not stop, will invariably call the attention of Enginemen and Conductor of the standing train to the flag, by four short blasts of the whistle.

Freight trains holding main track at meeting points. 31. If Freight trains are at any time obliged to keep the main track at a station where they are to meet a Passenger train, a man with a Red Flag by day, or a Red Light by night, must always be sent a sufficient distance in the direction of the approaching train to give suitable warning for it to approach carefully.

Protection of trains stopping on main line. 32. Trains having occasion to stop on the road must stop where the view is clear, keeping signals out in such a position as to guard against the possibility of collision with other trains. Special care must be taken, in case a train gets behind time and is liable to be overtaken by a following train, to guard against accident.

When train loses its rights.

33. Whenever any train is *twenty-four hours or more* behind its own time, per Table, it thereby loses all its right to the road against all kinds of trains and can afterwards proceed only as an *extra or irregular train by special orders*.

Conductors of work trains must report.

34. Conductors of Wood, Gravel and Construction trains, must, at the close of each day's work, report by telegraph to the Train Dispatcher that their trains are clear of the main track, and give notice of the points between which they will run and work the next day. They must get regular orders properly "O. K.'d" from the Train Dispatcher to work between these points, and must not go beyond them without further orders from the Train Dispatcher to do so.

Work train not to occupy main track.

35. Wood, Gravel and Construction trains will not occupy the main track between the hours of 7 P.M. and 6 A.M.

Side track on approaching end.

36. The train that is to side track, *will enter on the approaching switch, if practicable*, and will never pass the station to back on a siding, should it be necessary to do so, without flagging against the opposing train.

Caution in stormy weather.

37. At night, or in stormy weather, all trains will approach meeting and passing points with great *caution* and at *reduced* speed, the trains being under *full control* of the Trainmen. Enginemen, in such cases, are required to *know* that the trains taking side track are entirely out of the way, switches right, and main track clear before increasing speed.

Signals on rear of trains.

38. All trains on the road, except Passenger trains, will carry two Red Lights on the rear car at night, and two Red Flags by day. Passenger trains will carry one Red Light at night, securely fastened to the rear of the car.

When necessary to back.

39. When it is necessary to back a train, the Conductor must be stationed on the rear car, where he can have a full view of the track and have a brake under his control. The Engineer, Fireman and Brakeman must so station themselves as to see any signal given to stop, back up, slow, and have train under control. A Flagman must always be sent in advance of the train around all curves.

Running on time.

40. All trains will be run as nearly to Time Card as possible, neither arriving too soon nor too late at a station. The stop should be as short as possible, but both Enginemen and Conductors must always have due regard for the safety of passengers and property upon their trains, and never take risks for the purpose of making up time between stations, or arriving at terminal stations, upon time. Fault will not be found with either for being behind time, when caution and prudence dictate that as the safe course.

Speed.

41. Freight trains and extras, single or detached engines, must not be run at a greater speed than that called for by the Time Card, without special orders.

Safety.

42. In any case where there is any room for a doubt as to the right to the road, or the safety of proceeding from any cause, *adopt the safe course*, keep signals far enough in both directions to obviate any danger.

Assuming rights.

43. *No train shall assume the rights, or take the time of any other train* without special orders from the Superintendent or person authorized to direct movement of trains.

Changing time tables.

44. The hour and minute a new time table is "In effect," all previous time tables with their rights are *void*, and *all trains* on the road by virtue of such previous time tables can be moved *only under protection of a flag or by special order*.

Conductors responsible for tools.

45. Conductors will be held personally responsible for the safe keeping of tools on their trains. They will see that coaches, baggage cars and cabooses are equipped with tools as per way bill. When any of these tools are missing, they will report to Division Superintendent by telegraph.

Provision chests.

46. Baggage cars on all passenger trains are equipped with provision chests, from November until May, to be used in feeding passengers and train men in cases where trains are detained between stations by snow blockade.

Freight unloaded at night.

47. When freight is unloaded at night, and station men are not on duty, Conductors will put freight inside of warehouses. If necessary they will call station men to open doors. At side tracks they will call section men to take care of freight.

Conductors and Enginemen.

Authority of Conductor.

48. The Conductor will have charge and control of the train, and of all persons employed on it, and is responsible for its movements while on the road, except when its directions conflict with these regulations, or involve any risk or hazard, in either of which cases the Engineer will be held alike accountable.

Conductor's duties.

49. Conductors, before leaving terminal points, will ascertain if all trains due, of an equal or superior class have arrived.

Attendance.

50. Conductors will be in attendance before starting time at least thirty minutes, for the purpose of seating passengers, and also to see that the Baggage men and Brakemen are at their posts.

Switches.

51. Conductors will be held personally responsible for the proper adjustment of all switches used by their trains.

Hand cars.

52. Conductors will not allow hand cars to be attached to their train under any circumstances.

GENERAL RULES.—CONTINUED.

Call for assistance 53. Conductors are authorized to call on any of the Company's employes for assistance in case of accident.

Tools. 54. Conductors are required to know that their trains are provided with all the tools necessary to enable them to comply with the regulations and requirements of the road.

Siding wheels. 55. Conductors will see that Brakemen do not slide the wheels, and keep at their brakes while the train is moving.

Calling names of stations. 56. Passenger Conductors will see that the names of all the regular stations at which they stop, are called out in all the cars upon arriving at the station.

Man on rear car. 57. A Conductor or Brakeman must always be stationed on the rear car when in motion, and must know the brakes of the car are in perfect order.

Report of accidents. 58. Conductors will report in writing to the Division Superintendent, all injuries to persons, caused by their trains, giving number of train and engine, the names of all employes on their trains; also, the names of others witnessing the accident, and all other information that may be useful as a matter of record.

Report of delays. 59. Conductors will report all accidents--such as getting off the track, breaking cars, and delays of more than ten (10) minutes from any cause, to the Division Superintendent's office, from the first telegraph station.

Securing cars left on side-track. 60. Conductors when leaving cars on side tracks, will see that they are properly secured against their running, or the possibility of their being blown out on the main track by the wind; also, that they are left out of the way far enough from main track to clear all passing trains safely. In leaving loaded cars at any station, they will leave them at the most convenient place for unloading, and in such cases they will advise and act in harmony with the Station Agent. They must also see that the doors and windows of all cars in their trains are kept closed and fastened.

Conductor's duty at stations 61. Conductors, when at stations doing business, will attend to their switching personally, and will not absent themselves from duty without permission from the Division Superintendent.

Conductor's responsibility for Brakemen, transaction of freight business. 62. Conductors of Freight trains will be held responsible for the faithful performance of duty of the Brakemen on their trains. They will, in all cases when ascending or descending grades, station themselves on the rear part of the train and see that their Brakemen are at their posts. In no case must a car be left on a grade without the brake being set and the wheels blocked. For instructions as to the transactions of freight business, see instructions from General Freight Office.

Duties of Engineers 63. Enginemen must see that their engines are provided with jack screws, extra spring hangers, large lantern for front of engine, two small White and two Red Lanterns, Red and White Flags, and all tools necessary in case of accident. No train must be run at night without proper headlight.

Must know time on road. 64. The Enginemen *must know* their time on the road, and will not start from a station even though they receive a signal from the Conductor, unless they can reach the next station without encroaching on the time of another train.

Caution in coupling and handling cars. 65. Enginemen will use great caution in backing up to take a train, or backing into a side track to take or leave cars, and must approach so slow that they may be coupled without moving the train or cars.

Whistling 66. Enginemen must sound the whistle at all whistling posts, and must ring the bell eighty rods before crossing a highway and continue ringing until it is passed.

look back when running. 67. Enginemen or Firemen must look back frequently to see that all is right, and in case the train becomes detached, great care must be taken to keep the forward part out of the way of the detached part, so as to prevent a collision.

Throwing off wood, closing dampers. 68. Enginemen and Firemen are particularly directed not to throw any wood from the tender while in motion. Dampers of ash-pans *must in all cases be closed* while engines are crossing bridges and passing wood yards.

Killing stock. 69. Great care should be taken to prevent the *killing of stock*. If an Engineer kills stock when it is apparent that he might avoid doing so, the value of the stock so killed will be deducted from his pay. Trains must come to a *full stop* if necessary, to avoid doing so. For further particulars see circulars.

Look for and ascertain meaning of signals. 70. On meeting other trains, observe the forward engine to see if a signal is carried for any following train. Too great care can never be taken to ascertain precisely the meaning of every signal.

Weather. 71. Enginemen and Conductors will observe the state of the weather, condition of the rails, and length of the train, and will take these things into consideration in the discharge of their duties.

Persons riding on engines. 72. Enginemen will allow no person to ride on their engines, except the Road Master and Trainmen, without permission from the General Superintendent, Division Superintendent, or Master Mechanic.

Baggagemen, Brakemen and Station Agents.

Duties of baggage men. 73. The Baggage man must handle baggage carefully, must allow no person to ride in their car without permission from proper authority;

must deliver all letters, packages, etc., promptly, and must obey the orders of the General Baggage Agent, so far as such orders relate to the manner of transacting business.

Duties of brakemen 74. Brakemen must apply the brakes on signal, *before wasting time by looking out*, and must, in approaching stations, meeting and passing points, so apply the brakes as to bring the train to a stand at the proper place. In damp or frosty weather they must be applied sooner, to prevent passing the siding or station.

Inspect wheels. 75. When trains are stopped, the Brakemen will inspect the wheels and brakes and the trucks of cars, and report any defects immediately to the Conductor.

Ticketing passengers. 76. Station Agents will use all exertions to ticket passengers, but in no case sell tickets to a station at which the train does not stop.

Agents securing cars. 77. Station Agents must see that all standing cars are out of the way, brakes set and wheels blocked, if necessary, and the track clear, and must know personally that all main track switches are set and locked or main track at least fifteen minutes before any regular train is due.

This is not intended to relieve Conductors and others in regard to switches.

Switches. 78. Station Agents must know when their tracks are clear and unobstructed, and not allow any train or engine to approach their station until *all is right*. They will examine frogs and switches and report any defects at once to the Road Master. For instructions as to transacting Ticket and Freight business, see orders from General Ticket and Freight Agent.

Track Repairers.

Examine track daily. 79. Section Foremen will pass over and examine their sections *daily*, and ascertain that the track slopes, cuts and bridges are safe.

80. They must see that no lumber, wood, stone materials or tools are placed at any time within five feet of the rail, and that all gravel or ballast is leveled down so as not to endanger the safety of the trains.

Signals for obstructions to track. 81. Before a rail or frog is taken out, or any obstruction is caused to the main track, or when any break or obstruction is discovered, the signal of danger must be sent out in both directions at least half a mile from the point of danger, *and a faithful man must remain and keep it displayed* until he is called by the foreman, which must not be done until the track is known to be *safe*. Hand cars must not be used at any time except on Company business.

Stormy weather. 82. In stormy weather they will be out with their men (day or night), with proper signals, and watch those places most liable to wash or to be disturbed.

GENERAL RULES.—CONTINUED.

Repair telegraph line. 83. Trackmen will pay particular attention to the telegraph wires. In case they are found broken, or on the ground, crossed or any way obstructed, they must be repaired in a temporary manner *immediately*, and where such repairs are impracticable, notice must be given to the nearest telegraph office, by messenger, or the earliest means practicable.

Absence from duty; changing. 84. No person employed on trains or at Stations, will leave his place or change with another without permission from the Division Superintendent.

Drinking. 85. The *habitual use of intoxicating liquors* will be considered just cause for dismissal from the service of the Company.

Meaning of card. 86. Should any one using this card have any doubts as to the meaning of any part of it, it is the duty of such person to apply to the Division Superintendent for the proper explanation.

Conflicting rules abolished. 87. All former rules that conflict with this Card are abolished, and all former Time Cards are to be destroyed.

88. **ALWAYS TAKE THE SAFE SIDE IN CASE OF DOUBT.**

Special Instructions in regard to Running Trains by Telegraph.

Train orders by telegraph. 89. All orders by telegraph involving the movements of trains, must be written out in full upon manifold blanks furnished for the purpose, and addressed to the Conductors and Engineers in charge of the same. The Operator will read the orders distinctly to both Conductors and Engineers, and require each to sign their orders personally, furnishing each one with a copy. Operators will not allow orders to leave their possession until they have received and endorsed upon the same, "O. K." in answer to the "13" message sent to the Train Dispatcher, writing the "O. K." in the upper left hand corner, recording the time the "O. K." was given, and his own name in the proper place beneath. Conductors and Engineers will be held alike responsible and must not leave with their trains until they fully understand the orders, each having a copy thereof, and on arriving at a station where they are to *meet* or hold for a train, they *must know* that the *identical* train specified in the order has arrived.

Wild trains. 90. Under the Telegraph system of working the road, Wild trains may be expected at all hours, and Conductors and Engineers of all Work and Construction trains, Agents, Section men, and all others occupying or obstructing main track, must govern and protect themselves. All Wild trains will reduce speed to six miles per hour on all curves and obscure places, when the view is not clear, for at least half a mile, and keep a sharp lookout for all Construction and

Work trains, Section men or others occupying the main track.

Signals for train orders. 91. A red flag by day and a red light by night will be used to stop trains for orders. They must be placed in a conspicuous place, where they are in plain view of the Conductor and Engineer. Agents and operators will be held responsible for the prompt delivery of orders. Signals must be taken in as soon as trains have received their orders.

Changing orders. 92. No erations, alterations, or interlineations will be allowed. In case it becomes necessary to change any part of an order, the receiving operator will destroy such order and require Dispatcher to send another order.

Lookout for signals. 93. Conductors and Engineers must keep a sharp lookout for signals at Telegraph stations, and strictly regard the same. Act promptly after receiving an order.

Meeting points must be positive. 94. When a meeting place is to be made between two trains moving in opposite directions, the right to run must be made *certain* and *positive* without regard to time; and the train having the right to the road must first be held before the order shall be given the opposing train. Trains moved by special orders must approach the meeting place with great care on the supposition that they may find a train occupying the main track.

Orders. 95. An order gives the train receiving it no special right whatever over any train except the one specified in the order.

96. Orders for Wild trains will be good until said trains arrive at destination mentioned in their order.

Arrival at destination. 97. Conductors and Engineers on all Wild trains, on *arrival at destination*, must report at once to the Train Dispatcher by *message*, to which message they must receive the regular "O. K."

Authority to give orders. 98. No Wild train or engine will be allowed to move over the road without orders from the Train Dispatcher or Superintendent.

Clearance orders. 99. Trains that may arrive at a station where signals are out, and there are no orders for them, will receive a clearance order before proceeding, that will be written out in the following form:

Date.....18....

To Train No.....

No orders for you. Signals are out for Train No.....

Signed.....Operator.
.....Station.

One copy of which must be handed to the Engineer, as Engine passes Depot, another copy will be delivered to the Conductor.

Care to prevent accidents. 100. Every person, whatsoever may be his rank, accepting a position with this Railway, its Branches or Leased Lines, does so with the full knowledge of the perils incident to the operation of railroads. Each person agrees to exercise due care in the performance of his duties, to prevent accident to himself and others, and to see that the machinery or tools which he is to use are in a safe condition to perform the services required before using them. Employees are not expected to incur any risk of injury which they can avoid by the exercise of judgment and personal care.

Compensation to include risk. 101. The compensation paid to persons employed is understood to include all risk of personal injury from whatever cause. Any amount that may be allowed to persons injured, or to the family of those killed in the service, will be a gratuity on the part of the Company.

Not to incur risk. 102. Conductors, Brakemen, Yardmen and other employees are warned not to stand on the track to catch on to the front or rear end of the engine as it approaches them, or to jump on or off trains or engines moving at a high rate of speed, or to get between cars in motion to uncouple them, or to follow any similar dangerous practices.

Report defects in track, etc. 103. Yardmen, Trainmen, and other employees are directed to report to the Superintendent of the Division, any defects in the construction of the tracks in the yard, whereby an accident may happen while the men are in the discharge of their duties.

Must not remove appliances. 104. Conductors, Brakemen, Yardmen and other employees must not remove any of the appliances of the engine or cars, for the sake of convenience in doing switching, and thereby endanger those who are required to make couplings. Drawheads, drawbars and coupling apparatus must be examined before coupling is made, and if *there is anything about the engine or car that is dangerous* to the party who has to make the coupling, he will not make it, but report the fact to the Superintendent of the Division.

Coupling. 105. Conductors, Brakemen, Yardmen and other employees who are required to make couplings, will not be required to attempt to make a coupling if the car or engine is moving faster than a man ordinarily walks. In coupling the Miller hook with other styles of drawbars, first insert the link in the hook, using pin chained to the Miller platform.

Engineers use care. 106. Engineers are directed to exercise great care in handling their engines while Yardmen or others are making couplings, and must pay close attention to signals. Conductors and Yardmen are directed to report to the Superintendent of the Division any Engineer who fails to obey this order.

GENERAL RULES.—CONTINUED.

Concerning Baker Heaters.

To insure satisfactory results in the use of the heater, the following instructions must be strictly observed:

Coal. 1. The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about fifteen inches of fire.

Not to force fire. 2. The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

To increase heat. 3. To increase the heat, open inside lower damper, and close upper damper.

To reduce heat. 4. To reduce the heat, close the lower damper, and open the upper damper about two inches, or according to amount of heat required. With both dampers closed the car will not be too warm at any time, and by proper working of the lower and upper dampers, and watching the indicator, the car can be kept at any temperature desired.

Cause of failure. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and opening the draft, producing a rapid fire, which instead of warming the car, stops the circulation, and creates gases, which are liable to explode.

Circulation. It will be readily understood that with the large amount of piping in the cars, the circulation, (which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water), must be necessarily slow, and that a forced fire will do no good, but will only cause the effect mentioned above.

Filling pipes. In filling the heater pipes, be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on end of drum and pour in water until it runs freely from same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low and no pressure on. Pipes should be warm all round before passengers enter the car.

To be on forward end of car. From September to April inclusive, cars having Baker heaters must be turned so that heater will be in forward end of car.

Concerning Air-Brakes.

1. In making up trains, all couplings must be united so that the brakes will apply throughout the whole train. The cocks in the brake-pipe must all be opened (handles pointing down), except that on the rear of the last car, where hose coupling must be coupled to dummy coupling, and cock closed (handle up).

In detaching engines or cars, the couplings must invariably be parted by hand (and not

pulled apart); the cocks in the main brake-pipes must always be closed *before* separating the couplings, to prevent application of the brakes. Before detaching the engine or any cars, the brakes must be fully released on the whole train.

2. For the automatic brake, the handle of the four-way-cock must be turned horizontally; if turned down, it will be changed to the simple air-brake; if turned midway between these two positions, it will cut the brake out, and should be so turned when desirable to have the brakes out of use on any particular car.

3. Car inspectors will, in cold weather, frequently drain triple valve, and see that brake cylinders are cleaned and oiled at least once in three months, and oftener if necessary, and date of same marked on cylinder with chalk. Conductor's valve must be kept tight and must be examined by car inspectors.

4. If the brakes are applied, when the engine is not attached to the train, or car, they can be released by opening the release cock.

5. All trainmen are required to familiarize themselves with the method of operating the air-brake, particularly as to releasing them when brakes stick, or are applied by bursting of pipe, hose, or otherwise, causing accidental stoppage of train.

Engineers upon finding that the brakes have been applied, must at once aid in stopping the train by turning the handle of the brake valve toward the right so as to maintain the pressure in main reservoir; if the gauge shows that all the air has escaped, they will know that the pipe or hose has burst or that the Conductor's valve has been opened and held open. If pressure is only reduced sufficiently to apply brakes, and reduction then ceases, he will know that Conductor's valve has been opened long enough to cause stoppage of train and then closed. In this case he can easily release the brake in the usual way, on receiving signal from the Conductor.

6. When brakes have been applied in such a manner that they cannot be released from the engine, the Engineer should warn the trainmen by two short blasts of whistle, repeated, (thus, — — — —), and upon stoppage of train, the rear brakeman will immediately go back the proper distance to protect the rear of the train, *without attempting to release any brakes.*

The Conductor, after seeing that the rear of the train has been protected, will release as many brakes as he can, beginning at the rear. The fireman will release as many as he can, beginning at the tender. The head brakeman will begin about one-third the distance from the engine and release brakes toward the rear of the train until he meets the Conductor. As soon as the

brakes are released the train may proceed, depending upon hand brakes in case of failure of air. All the brakes on an average train can be released in about one minute if each employe attends to his duties as designated herein.

7. The Conductor's valve *must only* be used in cases of emergency, when it should be held open to allow air to escape, until train is brought to a stand.

8. Before starting trains, Conductors must see personally that the brakes are fully released.

9. In setting out cars, where it is necessary to set brakes, the air must not be used, but should be fully released and hand-brakes used.

10. Engineers will be held responsible for the proper workings of the air-brake, while in their charge, and must report on arrival at terminal stations any failure or defect in the air-brake, and must know that they are in perfect working order before starting out on their runs.

The air-brake must be tested by applying and releasing the brake from the engine before starting from terminal stations, and at all other places where engine or cars have been detached or hose coupling separated. Brakemen will carefully watch such tests and report any failure.

11. Brakemen will carefully watch the action of brakes at all stops, and report sliding of wheels (if any) to Engineer, who must govern himself accordingly.

12. Engineers must see that the pump is constantly run, but not faster than is necessary to maintain from 70 to 80 pounds of pressure for passenger, and 60 pounds for freight trains. Engineers will be held responsible for the sliding of wheels, and must in no case carry excessive pressure.

13. Engineers when applying the brakes must not use the full pressure of air, except in cases of emergency. For ordinary stops, air must be applied lightly by opening the valve and closing it gently when the pressure has been reduced from four to eight pounds on the gauge, and at a sufficient distance to enable them to stop the train without discomfort to passengers, sliding the wheels or injury to the machinery of the train. The brakes are fully applied when the pressure shown on the gauge has been reduced to 20 pounds; any further reduction is a waste of air.

14. In making a stop, it is important to make as few applications of the brake as possible. If more than two are made, some of the brakes are apt not to release.

15. If Engineer feels that some of the brakes are not released, he should put his brake valve at lap and pump up 10 to 15 lbs. more air in the main reservoir and throw it on the train, which will invariably release all brakes.

GENERAL RULES.—CONTINUED.

16. In releasing brakes the handle of the brake valve must be moved quite against the stop and be kept there for ten or fifteen seconds, and then moved back against the intermediate stop, which is the feed position, and where it must remain while the train is running, excepting on down grades, when after using the brake some distance, the pressure has been reduced; in order to restore the pressure quickly, the handle of the

brake valve must be left in the releasing position; this gives a full opening from the main reservoir to the train.

If greater time for recharging is necessary reduce the speed of the train.

17. When the grades will permit, the brakes should always be released before coming to a full stop, thereby avoiding the sudden action of the cars, which is extremely annoying to passengers.

18. Freight, as well as Passenger Engineers, must familiarize themselves with the air brake; no excuse will be accepted for ignorance.

19. Any violation of or neglect to observe these rules, or improper management of the air-brake, by Conductors or Engineers, will be deemed sufficient cause for dismissal from the service of the Company.

SPECIAL NOTICE.

A strict and faithful observance of foregoing Regulations, it is believed, will enable the Conductors to so govern their trains as to avoid danger of accident, as far as circumstances can be foreseen and avoided. It is therefore vastly important that each Conductor understands them fully, and that each and every one understands

them alike; and it is equally important that, when understood, they be observed and enforced. It is earnestly hoped that this notice is all that may be necessary to insure a prompt and strict obedience to rules, as the consequences, whether good or bad, must, in a great measure, rest upon those who have the immediate charge of trains.

Concerning Air-Brakes.

In making up trains all couplings must be examined so that the brakes will apply throughout the whole train. The coupler in the first position must be opened handle pointing down, excepting on the first car, where the coupling must be coupled to dummy coupling. In detaching engines or cars, the couplings must invariably be parted by hand and not

When brakes have been applied in the usual manner that they cannot be released from the engine, the Engineer should warn the trainmen by two short blasts of whistle repeated three times, and upon stopping of train, the trainmen will immediately go back the proper distance to protect the rear of the train, without attempting to release any brakes. The Conductor also seeing that the rear of the train has been protected, will release as many brakes as he can, beginning at the head. The head brakeman will begin at the front of the train, the distance from the engine to the rear of the train, which is the distance from the engine to the rear of the train, and upon stopping of train, the trainmen will immediately go back the proper distance to protect the rear of the train, without attempting to release any brakes. When brakes have been applied in the usual manner that they cannot be released from the engine, the Engineer should warn the trainmen by two short blasts of whistle repeated three times, and upon stopping of train, the trainmen will immediately go back the proper distance to protect the rear of the train, without attempting to release any brakes. The Conductor also seeing that the rear of the train has been protected, will release as many brakes as he can, beginning at the head. The head brakeman will begin at the front of the train, the distance from the engine to the rear of the train, which is the distance from the engine to the rear of the train, and upon stopping of train, the trainmen will immediately go back the proper distance to protect the rear of the train, without attempting to release any brakes.

UNION PACIFIC RAILWAY CO.

Mileage, Colorado Division.

COMPRISING COLORADO CENTRAL DIVISION.

COLORADO CENTRAL RAILROAD.... (B. G.)	FT. COLLINS DISTRICT. Denver to Colorado Junction	132.0 Miles.	✓
COLORADO CENTRAL RAILROAD.... (N. G.)	MOUNTAIN DISTRICT. Golden to Georgetown.....	34.2	" ✓
CENTRAL CITY BRANCH	MOUNTAIN DISTRICT. Forks Creek to Central.....	11.1	" ✓
G. B. & L. RAILROAD	MOUNTAIN DISTRICT. Georgetown to Graymount.....	8.3	" ✓
DENVER PACIFIC RAILWAY	DENVER PACIFIC DISTRICT. Denver to Cheyenne	106.0	" ✓
G. S. L. & P. RAILWAY..... (B. G.)	G. S. L. & P. DISTRICT. Greeley to Stout.....	38.8	" ✓
G. S. L. & P. RAILWAY..... (N. G.)	G. S. L. & P. DISTRICT. Boulder to Penn Gulch	13.0	" ✓
D. & B. V. RAILWAY.....	BOULDER VALLEY DISTRICT. Brighton to Boulder	26.9	" ✓
G. B. & C. RAILWAY	G. B. & C. DISTRICT. Boulder to Marshall	6.0	" ✓
Total, C. C. Division, - - - - -		376.1	376.1 Miles.

SOUTH PARK DIVISION.

DENVER, SOUTH PARK & PACIFIC R. R.	CANON DISTRICT. Denver to Como.....	88.2 Miles.	✓
	HIGH LINE DISTRICT. Como to Leadville.....	62.7	" ✓
	GUNNISON DISTRICT. Como to Gunnison	113.6	" ✓
	MORRISON DISTRICT. Bear Creek to Morrison	9.7	" ✓
	KEYSTONE DISTRICT. Dickey to Keystone.....	6.8	" ✓
	LONDON DISTRICT. London Branch	15.2	" ✓
	BALDWIN DISTRICT. Gunnison to Baldwin.....	14.0	" ✓
	Como Mine Track.....	4.1	" ✓
	Baldwin Mine Track.....	2.6	" ✓
	Total, South Park Division, - - - - -		316.9
Total Mileage, Colorado Division, - - - - -			693.0 Miles.

The Union Pacific Railway Co.

General Supt's Office,

Omaha, Neb.,

D & S. P. Districts closed
as follows:

High Line:

$34\frac{1}{2}$ mile Return Dickey Leadville. closed
✓ from Feby 13th to June 4th 1885 in-
clusion.

Gunnison Dist.

$16\frac{2}{10}$ m Return Morley's and Quartz,
Dec 18th 1884 to July 3^d 1885.

$29\frac{5}{10}$ m Return Gunnison and Quartz
Feby 22^d to July 3^d 1885 in-
clusion

Return Morley's and Gunnison
July 19th to August 21st 1885.

Baldwin District

Closed from Feby 21st to July 6th 85
July 19th to August 21st 85 inclu-
sion

UNION PACIFIC RAILWAY CO.

Office of General Superintendent.

OMAHA, NEB., Dec. 13th, 1884.

SPECIAL ORDER NO. 4.

Mixed trains, Nos. 275 and 278, on Canon District, Colorado Division, will be discontinued between Denver and Bear Creek, until further notice, commencing with those due by schedule to leave points named on Monday, December 15th, 1884.

Mixed trains, Nos. 275 and 278, on Morrison District, Colorado Division, will be discontinued between Bear Creek and Morrison until further notice, commencing with those due by schedule to leave points named on Monday, December 15th, 1884.

Mixed trains, Nos. 279 and 280, on Keystone District, Colorado Division, will be discontinued between Dickey and Keystone, until further notice, commencing with those due by schedule to leave points named on Saturday, December 22d, 1884.

Keystone Station, on Keystone District, Colorado Division, 6.8 miles from Dickey, will be closed for all business and the agency discontinued on December 22d, 1884.

A. J. Smith

General Superintendent.

UNION PACIFIC RAILWAY CO.

Office of General Superintendent.

OMAHA, NEB., November 29th, 1884.

SPECIAL ORDER NO. 3.

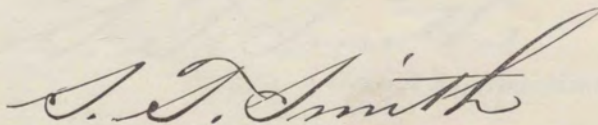
The following trains on Colorado Division will be discontinued until further notice, commencing with those due by schedule to leave points named on Monday, December 1st, 1884:

Passenger trains Nos. 239 and 240, on Fort Collins District, Colorado Central Division, between Denver and Golden.

Passenger trains Nos. 231, 232, 233 and 234, on Mountain District, Colorado Central Division, between Silver Plume and Graymount.

Mixed Trains Nos. 254 and 255, on Greeley, Salt Lake and Pacific District, (Narrow Gauge) Colorado Central Division, between Boulder and Penn Gulch.

Graymount Station on Mountain District, Colorado Central Division, 58.1 miles from Denver, will be closed for all business and the agency discontinued on December 1st, 1884.



General Superintendent.

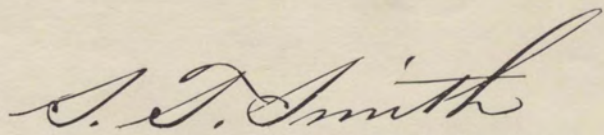
UNION PACIFIC RAILWAY CO.

Office of the General Superintendent.

OMAHA, NEB., November 28, 1884.

SPECIAL ORDER NO. 2.

Mixed trains Nos. 283 and 286 will be discontinued between Garos, Col., and Fairplay, Colo., on the London District of South Park Division, commencing with those due by schedule, to leave points named on Monday, December 1st, 1884.


General Superintendent.