

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

KALISPELL DIVISION

TIME TABLE NO. 43.

EFFECTIVE 12:01 A. M.

SUNDAY, OCT. 2, 1904.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

BETWEEN CUT BANK AND WHITEFISH

MOUNTAIN STANDARD TIME

WEST-BOUND										EAST-BOUND																	
Third Class		Second Class		Second Class		First Class		First Class		EFFECTIVE AT 12:01 A. M. SUNDAY, OCT. 2, 1904																	
No. 401 Way Freight Daily		No. 217 Time Freight Daily		No. 215 Time Freight Daily		No. 3 Passenger Daily		No. 1 Passenger Daily		Distance from St. Paul		Distance from Cut Bank		Distance from Whitefish		Telegraph Offices		Telegraph Calls		First Class		First Class		Second Class		Third Class	
No. 401 Way Freight Daily		No. 217 Time Freight Daily		No. 215 Time Freight Daily		No. 3 Passenger Daily		No. 1 Passenger Daily		Distance from St. Paul		Distance from Cut Bank		Distance from Whitefish		Telegraph Offices		Telegraph Calls		No. 2 Passenger Daily		No. 4 Passenger Daily		No. 218 Time Freight Daily		No. 402 Way Freight Daily	
4.30	PM De	12.01	PM De	10.30	PM De	5.10	AM De	5.25	PM De	513	1089.21	0.00	Cut Bank	128.55	DN.	CT	2.10	AM Ar	1.45	PM Ar	3.25	AM Ar	1.00	AM Ar			
4.55		12.40		10.50		5.25		5.36		70	1095.02	5.81	Opal	122.74			1.53		1.28		3.00		12.35				
5.15		1.20	Mt 4	11.05		5.35		5.46	W 4 ml. W	57	1093.73	9.52	Seville	119.03			1.43		1.20	Mt 217	2.40		12.20	A M			
6.05	1 Ps	1.55		11.40	Mt 402	5.59		6.05	Ps 401	57	1109.50	20.29	Bombay	108.26			1.21		12.59		2.03		11.40	Mt 215			
6.55		2.20		12.01	AM	6.13		6.17		76	1115.51	26.30	Blackfoot	102.25			1.08		12.46		1.45		10.50				
7.45		3.00		12.53	Ar Mt 2 De Mt 218	6.36		6.35	WY.	92	1123.16	33.95	Browning	94.60	DN.	D	12.53	Mt 215	12.30		1.20	Mt 215	10.10				
8.20		3.35		1.55		6.52		6.51		80	1128.49	39.28	Oyama	89.27			12.40		12.20		12.50		9.45				
9.10	Mt 402	4.20		2.30		7.04		7.02		106	1133.40	44.19	Kinoy	84.36			12.29	Ps 218	12.10		12.29	AM 2 Ps	9.10	Mt 401			
9.30		4.35		2.45		7.10		7.08	W.	75	1136.60	47.39	Midvale	81.16	DN.	MD	12.21		12.02	PM	11.50		8.45				
10.05		5.05		3.15		7.29		7.23		70	1143.24	54.03	Lubec	74.62			12.08	AM	11.49		11.20		8.15				
10.50	Mt 218	5.45		3.55		7.45		7.45	Mt 402	96	1149.49	60.28	Summit	68.27	DN.	SM	11.55		11.35		10.50	Mt 401	7.45	Mt 1			
11.05		6.05		4.10		7.51		7.51		65	1152.43	63.22	Skyland	65.23			11.38		11.21		10.00		7.15				
11.21	Mt 2	6.35	Mt 402	4.30		7.58		7.58	W.	62	1156.15	66.94	Bear Creek	61.61	DN.	BO	11.21	Mt 401	11.04		9.05		6.35	Mt 217			
11.45		7.00		4.50		8.08		8.08	Mt 218	54	1159.61	70.40	Highgate	58.15			11.04		10.49		8.08	Mt 1	5.55				
12.05	AM	7.25	Mt 218	5.10		8.19		8.19		59	1163.58	74.37	Java	54.18			10.48		10.33		7.25	Mt 217	5.25				
12.40		8.10		5.40		8.30		8.30	W. O. T.	107	1167.74	78.58	Essex	50.02	DN.	SX	10.35		10.23		7.00		4.55				
1.05		8.42	1 Ps	6.05		8.41		8.42	Ps 217	57	1173.44	84.23	Pala	44.32			10.19		10.09		6.00		4.05				
1.30		9.20		6.25		8.51		8.52		60	1178.12	88.91	Garry	39.64			10.07		9.58		5.35		3.35				
2.00		9.53	Mt 2	6.50		9.03		9.04	W.	68	1183.66	94.45	Nyaok	34.10	N.	NY	9.53	Mt 217	9.47		5.00		3.00				
2.25		10.13		7.10		9.13		9.15		60	1188.74	99.53	Rockhill	29.02			9.41		9.37		4.35		2.35				
2.55		10.45		7.35		9.26	Mt 4	9.28	Mt 2	56	1194.43	105.27	Belton	23.23	D.	BN	9.28	Mt 1	9.26	Mt 3	3.55		2.10				
3.35		11.25		8.15		9.46		9.45	W.	56	1202.84	113.63	Coram	14.92			9.06		9.05		3.10		1.30				
4.05		11.55		8.50	Mt 4	10.05		10.00	Y	92	1209.65	120.44	Columbia Falls	8.11	DN.	CF	8.50		8.50	Mt 215	2.30		1.00				
											1210.23	121.07	M. & G. N. Jet	7.48													
4.25		12.15	AM	9.10		10.14		10.07		108	1213.60	124.39	Half Moon	4.16			8.41		8.41		2.10		12.30				
4.55	AM Ar	12.45	AM Ar	9.40	AM Ar	10.25	PM Ar	10.15	PM Ar	625	1217.76	128.55	Whitefish	0.00	DN.	WF	8.30	PM De	8.30	AM De	1.45	PM De	12.01	PM De			
No. 401		No. 217		No. 215		No. 3		No. 1												No. 2		No. 4		No. 218		No. 402	

West-bound Trains are Superior to East-bound Trains of the same class. See Rule 43.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rocks are liable to be encountered.

SPECIAL RULES

All west-bound trains Summit to Essex must not exceed schedule time.

Trains will date from time due to leave terminals. Cut Bank, Whitefish and Troy are terminals for passenger and freight trains. Rexford and Swinton are terminals for passenger and freight trains on Rexford line. Columbia Falls and Kalispell are terminals for passenger and freight trains on Kalispell line. Trains will be governed by mountain standard time.

Clocks regulated to standard time are located in telegraph offices at Cut Bank, Kalispell, Whitefish, Rexford and Troy.

All second and succeeding class trains and light engines must procure clearance cards at night telegraph offices between the hours of 7 p. m. and 7 a. m.

Bulletin boards are located at Cut Bank, Kalispell, Whitefish, Rexford and Troy.

Conductors and enginemen must carefully examine all bulletin boards daily.

The switch at Junction with Kalispell line at Columbia Falls must be kept set for main line.

All west-bound trains, passenger and freight, must make a service test of air at Summit.

Yard limit boards are located at Cut Bank, Columbia Falls, Kalispell, Whitefish, Rexford and Troy—See Rule 69.

All eastbound trains must approach Junction at Columbia Falls under control, expecting to find main track occupied.

Trains must not follow each other out of stations less than 15 minutes apart, and operators will block trains as provided in this rule.

Operators at Summit must block all trains 30 minutes apart.

Trains 1 and 4 are limited trains and make no stops except those shown on time table. Inferior trains must use every precaution to prevent delaying them.

Trains 2 and 3 will make local stops.

Before starting out on runs conductors must inform their enginemen the number of loaded and empty cars in train and how many cars of air are working.

Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot cars.

BETWEEN WHITEFISH AND TROY.

MOUNTAIN STANDARD TIME.

WEST-BOUND										EFFECTIVE AT 12.01 A. M. SUNDAY OCT. 2, 1904										EAST-BOUND							
Third Class		Second Class		Second Class		First Class		First Class		Water, Coal Scales, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Whitefish	Distance from Troy	Telegraph Offices	Telegraph Calls	First Class		Second Class		Third Class						
No. 401 Way Freight Daily		No. 217 Time Freight Daily		No. 215 Time Freight Daily		No. 3 Passenger Daily		No. 1 Passenger Daily									No. 2 Passenger Daily		No. 4 Passenger Daily		No. 218 Time Freight Daily		No. 402 Way Freight Daily				
6.00	AM De	1.40	AM De	10.55	Mt 402 AM De	10.40	AM De	10.30	PM De	W. C. T.	625	1217.76	0	Whitefish	134.62	DN	WF	8.15	PM Ar	8.15	AM Ar	12.45	PM Ar	10.20	AM Ar Mt 215		
6.30		2.05		11.20		10.50		10.40			113	1222.81	5.05	Vista	129.57			8.04		8.05		12.20	P M	9.50			
7.10		2.35		11.50	Mt 218	11.04		10.54			108	1229.71	11.95	Lupfer	122.67		f	7.50		7.51		11.50	Mt 215	9.15			
7.41	Mt 4	3.00		12.15	PM	11.14	Mt 218	11.04		W.	108	1235.00	17.24	Olney	117.88			7.40		7.41	Mt 401	11.14	Mt 3	8.46			
8.16	Mt 402	3.30		12.45		11.26		11.16			108	1241.21	23.45	Radnor	111.17		f	7.27		7.29		10.50		8.16	Mt 401		
9.00		4.00		1.15		11.39		11.29		W. Y.	113	1247.74	29.98	Stryker	104.64	DN	SY	7.13		7.15		10.20		7.40			
9.45	Mt 218	4.25		1.40		11.52		11.41			108	1254.18	36.42	Trego	98.20			6.55		6.59	Ps 402	9.45	Mt 401	6.59	4 Ps		
10.10		4.45		1.55		12.01	PM	11.50		W.	108	1258.76	46.00	Fortune	93.62			6.43		6.49		9.23		6.15			
10.45		5.20	Mt 402	2.25		12.16		12.04	AM		108	1265.51	47.75	Tobacco	86.87		f	6.22		6.32		8.45		5.20	Mt 217		
11.10		5.37		2.43		12.26		12.13		W.	108	1270.36	52.60	Eureka	82.02	DN	KA	6.09		6.21		8.23		4.45			
11.45		6.06	Mt 4	3.05		12.38		12.25			108	1276.35	58.59	Shields	76.03		f	5.51		6.06	Mt 217	7.50		4.00			
12.15	PM	6.25		3.20		12.45		12.30		W. Y. C.	200	1279.06	61.30	Rexford	73.62	DN	RD	5.45		6.00		7.35		3.40			
12.55	3 Ps	7.10	Mt 218	3.41		12.55	Ps 401	12.40			65	1283.80	66.04	Rondo	68.58		f	5.34		5.50		7.10	Mt 217	3.05			
1.20		7.40		4.07		1.08		12.53		W.	65	1290.15	72.39	Stonehill	62.23		f	5.22		5.38		6.45		2.30			
1.50		8.05		4.30		1.20		1.05			65	1295.73	77.97	Tweed	56.65		f	5.11		5.28		6.23		2.10			
2.10		8.30		5.00	Mt 2	1.31		1.16			65	1301.03	83.27	Ural	51.35	DN	U	5.00	Mt 215	5.19		6.02		1.46			
2.35		8.50		5.20		1.41		1.26	Mt 402	W.	65	1305.78	88.02	Volcour	46.60		f	4.51		5.11		5.45		1.26	Mt 1		
3.05		9.15		5.43		1.52		1.37			65	1310.92	93.16	Warland	41.46		f	4.41		5.02		5.25		12.45			
3.35		9.40		6.06		2.03		1.48			65	1316.21	98.45	Yarnell	36.17		f	4.31		4.53		5.04		12.15	AM		
4.20	Mt 2	10.05		6.30		2.15		2.00		W. T	102	1321.57	103.81	Jennings	30.81	DN	JN	4.20	Mt 401	4.43	Ps 218	4.43	4 Ps	11.45			
5.10		10.50		7.15		2.40		2.25			76	1334.13	116.37	Libby	18.25	D	OK	3.53		4.17		3.35		10.45			
6.00		11.30		7.55		3.00		2.45	Mt 218	W.	56	1344.96	127.20	Kootenai Falls	7.42		f	3.30		3.57		2.45	Mt 1	9.45			
6.40	PM Ar	12.10	PM Ar	8.40	Mt 402 PM Ar	3.15	Mt 2 PM Ar	3.00	AM Ar	W. C. T.	340	1352.38	134.62	Troy	0.00	DN	UX	3.15	PM De Mt 3	3.45	AM De	1.50	AM De	8.50	PM De Mt 215		
No. 401		No. 217		No. 215		No. 3		No. 1										No. 2		No. 4		No. 218		No. 402			

West-bound Trains are Superior to East-bound Trains of the same class. See R ule 43.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rocks are liable to be encountered.

SPECIAL RULES

All west-bound trains must stop not less than 200 and not more than 300 feet east of M. & G. N. Junction east end of Rexford yard and must know way is clear before proceeding.

All east-bound trains must approach Junction at Rexford under control, expecting to find main track occupied.

All empty flat, coal, dirt and outfit cars must be hauled

behind all loaded cars and empty box, stock and refrigerators, and all empty cars must be hauled behind loaded cars.

Conductors and enginemen must report to the Division Superintendent an absence of switch lamps where usually shown.

Conductors of all trains must register their arrival at and departure from Cut Bank, Essex, Columbia Falls, White-

fish, Rexford and Troy, and state under head of remarks whether they have or have not carried signals, and if carried, state from what and to what points. No trains will be considered as registered unless such notation is made, and in case of omission, conductors of opposing trains will govern themselves accordingly and report the fact to the Superintendent.

W. H. WINGATE, Chief Dispatcher, Kalispell

4 Between Rexford and Swinton--Rexford Line MOUNTAIN STANDARD TIME.

West Bound				EFFECTIVE 12:01 A. M. SUNDAY, OCT. 2, 1904.				East Bound							
Second Class	Water, Coal, Scales, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Swinton	Distance from Rexford	Telegraph Offices	Telegraph Calls	Second Class	Water, Coal, Scales, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Swinton	Distance from Rexford	Telegraph Offices	Telegraph Calls
No. 141 Mixed Daily Except Sunday								No. 142 Mixed Daily Except Sunday							
8:00	AM De	W. Y.	125	1331.60	0.	Swinton	52.54	5:40	PM Ar						
8:30		W 1/2 mi East	71	1321.84	9.76	Elko	42.78	5:00							
8:47			71	1316.89	14.71	Mott	37.83	4:40							
9:12		W.	71	1309.36	22.24	Baynes	30.30	4:05							
9:30			71	1303.65	27.95	Krag	24.59	3:40							
9:45		W.	71	1298.36	32.74	Dorr	19.80	3:20							
10:00			71	1294.03	37.52	Flagstone	15.02	3:00							
10:18				1288.89	42.71	International Boundary	9.83								
10:45	Ar De	O.	125	1288.86	42.74	Gateway	9.80	2:35	De						
11:00		W.	71	1284.26	47.34	Hayden	5.20	2:05	Ar						
11:30	AM Ar	W Y C	200	1279.06	52.54	Rexford	0.	1:45							
No. 141								No. 142							

West-bound trains are superior to east-bound trains of the same class. See Rule 43.
Trains will register at Rexford, Gateway and Swinton. Conductors and enginemen must know that their way is clear between Junction and Rexford. Conductors and enginemen must carefully examine bulletin boards daily.
The switch at Junction with Swinton line at Rexford must be kept set for main line.
No train will cross International Boundary at Gateway without permission of custom officers.

Between Columbia Falls, Kalispell and Lakeview--Kalispell Line MOUNTAIN STANDARD TIME

WEST-BOUND						EFFECTIVE 12:01 A. M. SUNDAY, OCT. 2, 1904.						EAST-BOUND							
Second Class	First Class	First Class	Water, Coal, Scales, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Columbia Falls	Distance from Lakeview	Telegraph Offices	Telegraph Calls	First Class	First Class	Second Class	First Class	First Class	Second Class				
No. 147 Mixed Tuesday and Friday	No. 145 Passenger Daily	No. 143 Passenger Daily								No. 144 Passenger Daily	No. 146 Passenger Daily	No. 148 Mixed Tuesday and Friday	No. 144 Passenger Daily	No. 146 Passenger Daily	No. 148 Mixed Tuesday and Friday				
7:00	AM De	10:10	PM De	10:15	AM De	Y.	92	1209.65	0.	Columbia Falls	63.19	DN	CF	8:40	AM Ar	8:40	PM Ar		
7:25		10:30		10:35			56	1215.57	5.92	La Salle	57.27			8:24		8:24			
7:50		11:00		11:00			382	1224.42	14.77	Kalispell	48.42	D	K	8:00	AM De	8:00	PM De	4:10	PM Ar
8:35							67	1230.38	20.73	Batavia	42.46								
9:05							53	1234.68	25.03	Sedan	33.16								
9:30							38	1242.21	32.56	Athens	30.63								
9:35							69	1247.83	33.18	Marion	25.01								
9:55							9	1253.95	44.30	Haskell Pass	18.89								
10:30							44	1265.30	45.65	Lucerne	17.54								
11:20	AM Ar						37	1272.84	54.16	Pleasant Valley	9.03								
							31	1272.84	63.19	Lakeview	0.								
No. 147	No. 145	No. 143								No. 144	No. 146	No. 148	No. 144	No. 146	No. 148				

All trains must move with caution and with train under control between M. & C.N. Jct. and Columbia Falls, looking out for main line train.

West-bound trains are superior to east-bound trains of the same class. See Rule 43.
Trains will register at Columbia Falls and Kalispell. Conductors and enginemen must carefully examine bulletin boards daily.
Kalispell and Lakeview are terminals for trains 147 and 148.

All west-bound trains Haskell Pass to Pleasant Valley and all east-bound trains Haskell Pass to Sedan must not exceed schedule time.

Trains and light engines must approach under control and not exceed eight (8) miles per hour passing over bridge 155, 1 1/4 miles east of Sedan; bridge 156, 1/2 mile east of Sedan, and bridge 157, one mile west of Sedan, and through Haskell Pass Tunnel; and will not exceed fifteen (15) miles per hour over bridge 179, 3/4 mile east of Lakeview.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	EAST OF STATION	WEST OF STATION	Distance	Track Opens	Car Capacity
Murrays and Kileys Spur	1212.3		Columbia Falls	1.1	East	4
Dailys Spur	1213.8		Columbia Falls	2.6	West	70
B & M Lbr. Co. Spur No. 1	1223.8	Kalispell		2.1	East	7
Kal. Industrial Co. Spur	1224.8	Kalispell		1.1	East	48
Smith Valley Spur	1231.0	Batavia		0.5	East	9
Idaho Lumber Co. Siding	1246.5	Marion		2.5	EACH END	6
Wininger's Spur	.....	at Lake View		...	East	5
Hayes Spur	1370.0		Krag	2.0	East	3

LOCATION OF TUNNELS.

- No. 1. One mile West of Bear Creek.
- No. 2. One mile West of Paola.
- No. 3. 1 1/4 miles West of Paola.
- No. 4. 2 1/2 miles West of Coram.
- No. 5. One mile East of Belton.
- No. 5A. 2 1/2 miles West of Vista.
- No. 5B. One mile East of Shield.

TIME INSPECTOR:

D. A. STOCKING, Whitefish and Kalispell.

Capacity of Different Classes of Engines in Tons, in addition to Weight of Engine, Tender and Caboose.

STATIONS	Grade	Capacity in Tons							
		F4 to F9	63	F1 & F5	84	81 & 2	820	86	
Cut Bank to Summit	1.0	1200	900	725	650	575	460	420	
Summit to Whitefish	Down	.....	.....	.....	.....	.....	.....	.....
Whitefish to Stryker	0.25	2500	2000	2000	1700	1600	1400	1200	
Stryker to Troy	Down	.....	.....	.....	.....	.....	.....	.....
Troy to Jennings	0.75	2000	2000	1460	1350	1200	900	800	
Jennings to Rexford	0.4	2000	2000	1460	1350	1200	900	800	
Rexford to Stryker	0.7	1475	1185	485	900	790	665	610	
Stryker to Whitefish	Down	.....	.....	.....	.....	.....	.....	.....
Whitefish to Essex	0.8	1300	1050	875	800	700	590	540	
Essex to Summit	1.8	650	525	440	400	350	255	232	
Summit to Cut Bank	Down	.....	.....	.....	.....	.....	.....	.....
Rexford to Gateway	0.55	1800	1400	1080	975	875	675	600	
Gateway to Swinton	0.80	1300	1050	875	800	700	590	540	
Swinton to Rexford	Down	.....	.....	.....	.....	.....	.....	.....

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Note: The following will govern when handling empty cars: When 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train, add 6 tons per car for wheel friction.

Derail switches are located on the following sidings: Opal, Browning, Kilroy, Midvale, Lubeck, west end of Summit passing track, Bear Creek, Java, west end Essex passing track, Paola, Nyack, Coram, Columbia Falls, Athens, east end Idaho Lumber Co. siding, Marion, Haskell Pass, Lucerne, Atlanta, Sterling, Fisher River and Kootenai Falls. All derail switches except when in use, must be kept set for the ground, whether there are any cars on tracks or not.

P. C. ALLEN,
Asst. Superintendent.

J. H. O'NEILL,
Superintendent.

H. A. KENNEDY,
Asst. Gen'l Superintendent.

GEO. T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

CONTENTS OF MEDICAL CASE.

Conductors Must Study and Familiarize Themselves with the List of Articles in the Case, and Their Uses.

- No. 1. Rubber Bandage and Tourniquet, for stopping hemorrhage; apply on sound flesh above the wound, draw tightly each time, and encircle the limb until the whole bandage is used. **Fasten securely** in slot.
- No. 2. Twelve Assorted Muslin Bandages, to hold dressings in place, assist in stopping hemorrhages, and hold splints upon fractured limbs; wind around the injured part from below upward.
- No. 3. Six packages of Borated Gauze, a prepared dressing for open wounds, always used to cover large wounds; apply wet (by dipping in solution, see No. 7) directly to the wound.
- No. 4. Four packages Absorbent Cotton. This is for making compresses, and to assist in covering a large wound; **Do not apply directly to the wound.**
- No. 5. One ounce Styptic Cotton. This Cotton is permeated with a substance which stops small hemorrhages: apply directly to small wounds and hold in place with muslin bandage.
- No. 6. Two ounces Bicarbonate Soda, for burns and scalds, one tablespoonful to a quart of water; saturate a piece of the gauze and apply over a burn or scald, and fasten with bandage.
- No. 7. One bottle Corrosive Sub. Tablets. These small tablets are to be dissolved in clean water, preferably warm, in the proportion of one tablet to a pint of water; with this solution you disinfect a wound and keep it free from infection. **THEY ARE POISONOUS** if swallowed or the solution be drunk.
- No. 8. Four Surgical Needles, to be used for closing small cuts or jagged wounds, after thoroughly cleansing with the sublimate solution.
- No. 9. One Pair Scissors, used in cutting dressings, bandages, clothing, etc.
- No. 10. One Pair Forceps, used for removing bits of gravel, and to seize a bleeding artery while it is being tied.
- No. 11. One Dozen Envelopes Catgut (two sizes), to be used in tying an artery when it is seen free and bleeding in a wound, also for closing small wounds. **Never Save any Catgut** once the envelope is open. Note directions on envelopes.
- No. 12. One Roll Adhesive Plaster, for closing small torn or cut wounds, after they are cleansed with the sublimate solution. **It needs no heat; apply directly to the skin, which must be perfectly dry.**
- No. 13. One Cake Red Cross Soap, used in cleansing an injured part around a wound.
- No. 14. One Can Chloroform, for anæsthesia.
- No. 15. One Ounce Antifebrine, an antiseptic powder for dusting on fresh wounds.
- No. 16. One Hand Brush, for brushing the hands and nails thoroughly with the Red Cross Soap before handling an open wound.
- No. 17. One Enamel Tray, for corrosive sublimate solution (see No. 7).
- No. 18. One Yard Wire Gauze, for making splints (see directions under fractures, No. 5).
- No. 19. One Dozen Safety Pins.
- No. 20. One Pyramid of Pins.

RULES FOR TREATMENT OF THE INJURED IMMEDIATELY AFTER AN ACCIDENT.

1. Shock. This condition usually follows every severe injury. The chief point is to restore heat to the body as soon as the injured person is put in a comfortable position. Do this by covering with heavy coats, previously warmed, if practicable. Cut off the shoes or boots and wrap the feet in a warmed coat or blanket. Give only small dose of whiskey in hot water.
2. Hemorrhage (Bleeding). This follows shock, and is rarely severe until reaction takes place. Too much stimulation increases hemorrhage and for this reason it is best to give only a little stimulant, well warmed, and repeat the dose if reaction is delayed.

Bleeding of two kinds: First, arterial, when the blood comes out bright and red and in spurts. Second, venous, when the blood is dark and flows in an even stream.

 - A. To stop hemorrhage when the wound is large and the blood comes out in spurts. Apply the rubber band tightly just above the wound, previously raising the wounded part, especially if it be a limb. Be careful to put the band on **UNINJURED FLESH** if the limb be badly crushed and about three inches above the crushed tissues, else it would slip down and increase the hemorrhage. **Be very careful** to see that the band be firmly fixed before leaving it. Small wounds, even though the hemorrhage be arterial, require only a firm compress of the sublimated gauze placed immediately over the wound and bandaged tightly in place with one of the muslin bandages. It is best after this to bandage firmly from the extremity (hand or foot) upward to beyond the wound with muslin bandages.
 - B. Venous bleeding, which occurs when the wound is shallow (does not go deeper than the skin), as a rule requires firm pressure over the wound and especially below it. If the wound be quite small, put a wad of styptic cotton into and over it and bandage tightly in place, and then apply a bandage from below upwards over and beyond the wound. If the wound be extensive, fill it full of sublimated gauze and then put a thick wad of absorbent cotton over it and bandage tightly from below upward.
 - C. Bleeding from the head, if only the scalp is involved, may be controlled by bringing the wounded or torn surfaces together and applying along the wound a thick layer of styptic cotton, and over this another layer of absorbent cotton and a tight bandage. It is well to pass the bandage under the chin if the wound be on top of the head, as this holds it firmer and tighter.
3. Remove the clothing from the wounded part by cutting it away. Do not attempt to tear or draw clothing off, as this may further injure the wounded part. **Always see the wound and know by your eye just what the nature of it is.**
4. After Hemorrhage has been stopped. The next point is to prevent the wound from being infected and thus prevent blood poisoning. To accomplish this the wound should be cleaned if badly soiled. If soiled by oil and soot or dirt, bathe it gently with a small quantity of antiseptic soap and warm water. After it is apparently clean, wash it out carefully with a pint of warm water in which one of the corrosive sublimate tablets has been dissolved, using a piece of gauze to do this. Then wet several layers of the borated gauze in a fresh solution of the same strength used in washing the wound and lay them over the wound and bandage in place with a muslin bandage. Always cover an open wound with a piece of gauze

wet in the solution of corrosive sublimate (one tablet to a pint of water) before transporting the wounded man. Never allow an open wound to remain unprotected longer than the time employed in stopping hemorrhage. **Remember a soiled covering is worse than none at all, however.**

5. Fractures. If a bone be broken in any of the limbs the member should be firmly fixed before the injured individual be moved. If this be not done, great injury may result by the movements of the sharp fragments of the bone while the individual is being transported. Use flat piece of wire gauze, broken or cut into strips long enough to reach beyond the two nearest joints, will do. A bundle of twigs or stout straws may also serve when nothing else is to be had. Always put one of the improvised splints on either side of the limb, then tie a bandage over the splints at either extremity and in the middle. If there be a wound treat it according to the foregoing rules and then apply the splints, using some clean gauze as padding or some strips torn from clothing. If there be no wound, apply the splints over the trousers or sleeve. If nothing of any kind can be obtained to make a splint, tie the fractured leg or thigh to the sound one, or the fractured arm firmly to the side of the body, by a muslin bandage.

6. Compound fractures are fractures accompanied by a wound of the soft tissues at the point of fracture, so that the bone is exposed to the air. In these cases treat hemorrhage and the wound according to the foregoing rules and then apply splints. If the bones project beyond the skin, remember to bring them back into place by pulling the extremity in the direction of the displacement, never in the direction the bone normally should be, until the ends of the fragments are quite free from any over-riding. Be very careful always to cover these **WOUNDS** with the wet sublimate **GAUZE** and bandage it on.

7. Burns. Carefully remove the clothing by cutting it off, if the part be clothed, and apply immediately three or four thicknesses of the borated gauze wet in warm water, in which one tablespoonful of the bicarbonate of soda to the quart has been dissolved. As a rule never attempt to clean burns immediately after they occur. Cover the wounded part immediately as directed above and leave the cleansing to the surgeon afterward.

Extensive burns are attended by great shock as a rule, and require free stimulation. As burns are very rarely followed by hemorrhage, stimulants may be and should be given in considerable quantities.

8. Prostration from Excessive Heat. In these cases (not sunstroke) the face is pale, lips colorless or blue, breathing slow and quiet, pulse slow and very weak. Place the patient on his back, with his head level with his body, and loosen clothing. Apply heat to the surface of the body and extremities. Bathe the face with warm water into which a little alcohol or whiskey has been poured, and if he can swallow, give the patient an ounce of whiskey in as much warm water.

9. Prostration from Drinking too much Ice Water when Overheated. The face is red or even purple, the breathing heavy and irregular, pulse irregular. Loosen clothing, place on back with head slightly elevated. Give hot drinks, apply heat to the spine and the extremities.

10. Position in which a Patient should be Placed after Injury. Injuries to the head require that the head be raised higher than the level of the body. In all cases, if practical, lay the patient on his back with the limbs stretched out in their natural positions; loosen the collar and waistbands, and unless the head be injured, remember to have the head on the same level as the body. Do not bolster it up with anything.

INSTRUCTION FOR STRETCHERS.

The equipment includes—

- 1 Stretcher,
- 1 Pair of Blankets,
- 1 Pillow,
- 1 Pillow Case,
- 1 Rubber Pillow Case,
- 1 Water-proof Cover,
- 1 Pair Wall Brackets.

The bedding and side pieces are to be kept strapped on the stretcher, and the latter placed on the wall bracket.

When about to use the stretcher, unbuckle the straps from the side pieces which hold down the bedding, and buckle them tightly underneath, to guard against the breaking of a spring; place the side pieces properly on the sides, place the rubber cover over the stretcher for protection against blood and discharges. The blanket is to be used double, as a cover for the patient.

Whenever necessary to do so, the patient may be lifted on the inner portion of the stretcher, resting on the springs, without lifting the whole stretcher. In cramped positions, and for purposes of examination, this will be found convenient.

When storing the stretcher away, fold the blanket and pillow neatly into a narrow, even and compact parcel, and envelop this in the rubber cover, folding in the ends first. Place this on the stretcher with the side pieces on top, to assist in holding it in position, then pass the straps through the keepers on the side pieces, and fasten all snugly in place. This will protect the bedding, if properly done, from moths and wet. The whole stretcher should then be placed on the brackets.

The blanket should be taken out occasionally and shaken, to prevent damage from moths, as well as to keep it cleanly at all times. Replace at once, so that the stretcher is ready for immediate use whenever required.

The stretcher and bedding must not be used for any other purpose than in transporting injured persons.

Agents will be personally responsible for the care of property, and will be particular to take proper receipts whenever it is allowed to go out of his possession, and will notify his Division Superintendent when sent out and by whom.

Stations where stretchers are kept are as follows:

St. Paul Frt. Office,	Sioux Falls,	Glasgow,	Leavenworth,
St. Paul Shops,	Sioux City,	Havre,	Everett,
Minneapolis Jet.,	Breckenridge,	Great Falls Shops,	Carman,
Hamline Transfer,	Grand Forks,	Cut Bank,	Cass Lake,
St. Cloud Shops,	Larimore,	Whitefish,	West Superior,
Melrose,	Devils Lake,	Lobby,	Sandstone,
Barnesville,	Minot,	Spokane Shops,	Swan River.
Willmar,	Williston,		

COMPANY SURGEONS.

St. Paul.....J. A. QUINN Chief Surgeon
 Kalispell.....H. E. HOUSTON