

# **GREAT NORTHERN RAILWAY LINE.**

**GREAT NORTHERN RAILWAY.**

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**MONTANA DIVISION**

## **TIME TABLE NO. 44.**

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**EFFECTIVE 12:01 A. M.**

**SUNDAY, JUNE 14th, 1903.**

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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 MINOT AND GLASGOW.

MOUNTAIN STANDARD TIME.

WEST-BOUND										EFFECTIVE 12:01 A. M. JUNE 14, 1903.	EAST-BOUND.														
Third Class		Second Class		Second Class		First Class		First Class			Water, Coal, Scales, Tables and Wye	Car Capacity of Sidings	Distances from St. Paul	Distances from Minot and Williston	Distances from Williston and Glasgow	Telegraph Offices	Telegraph Calls	First Class		First Class		Second Class		Third Class	
No. 401		No. 217		No. 215		No. 3		No. 1										No. 2		No. 4		No. 216		No. 402	
Way Freight Daily		Time Freight Daily		Fast Freight Daily		Passenger Daily		Passenger Daily										Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily	
7.00	AM De	3.20	PM De	4.30	AM De	9.45	AM De	1.10	AM De	WCT	530.44	0.	Minot	120.99	DN	AD	6.35	AM Ar	9.45	PM Ar	11.15	PM Ar	7.30	PM Ar	
7.35	.....	3.55	.....	5.00	.....	9.58	.....	1.21	.....	.....	535.94	5.50	Gasman	115.49	.....	.....	6.22	f	9.30	.....	10.40	.....	7.00	.....	
8.35	.....	4.55	.....	6.08	Mt 2	10.19	s	1.39	.....	W	544.09	13.65	Des Lacs	107.34	DN	DE	6.08	Mt 215	s	9.12	.....	10.15	.....	6.30	.....
9.00	.....	5.15	.....	6.30	.....	10.29	f	1.49	.....	.....	548.42	17.98	Lone Tree	103.09	.....	.....	6.02	f	9.06	.....	10.00	.....	6.05	.....	
9.36	.....	5.35	Mt 402	6.50	.....	10.42	.....	1.59	.....	.....	553.28	22.82	Berthold	98.17	D	BD	5.55	s	9.00	.....	9.45	.....	5.35	Mt 217	
10.25	.....	6.20	.....	7.40	.....	11.02	.....	2.19	.....	W	562.95	32.51	Tagus	88.48	N	.....	5.40	f	8.39	.....	9.00	.....	4.45	.....	
10.55	.....	6.45	.....	8.05	.....	11.14	.....	2.30	.....	.....	569.55	39.11	Rouen	81.88	.....	.....	5.29	f	8.27	Ps 216	8.27	4 Ps	4.25	.....	
11.37	3Ps	7.05	.....	8.35	.....	11.37	Ps 401	2.42	.....	W	576.75	46.31	Palermo	74.68	.....	.....	5.16	f	8.14	.....	7.50	.....	4.05	.....	
12.30	PM	7.30	Ar Mt 216 Do Mt 4	9.15	.....	11.53	.....	2.56	.....	WC	584.76	54.32	Stanley	66.67	DN	SY	5.04	s	8.00	Mt 217	7.30	Mt 217	3.40	.....	
1.10	.....	8.35	.....	9.50	.....	12.05	PM	3.08	.....	W	591.85	61.41	Ross	59.58	.....	.....	4.52	f	7.47	.....	6.50	.....	3.00	.....	
1.35	.....	9.00	.....	10.10	.....	12.13	.....	3.14	.....	.....	596.46	66.02	Manitou	54.97	.....	.....	4.45	f	7.37	.....	6.30	.....	2.40	.....	
2.00	Mt 402	9.30	.....	10.40	.....	12.30	.....	3.27	.....	W	604.05	73.61	White Earth	47.38	DN	WH	4.32	s	7.20	.....	5.55	.....	2.00	Mt 401	
2.55	.....	10.10	.....	11.15	.....	12.47	Mt 402	3.41	.....	.....	612.05	81.61	Dioga	39.38	.....	.....	4.18	f	7.00	.....	5.30	.....	12.47	PM Mt 3	
3.50	.....	10.50	.....	11.59	Mt 402	1.07	.....	4.00	Mt 2	W	623.95	93.51	Ray	27.48	D	RA	4.00	Mt 1	f	6.37	.....	4.50	.....	11.59	Mt 215
4.30	Mt 216	11.10	.....	12.30	PM	1.17	.....	4.10	.....	.....	629.53	99.09	Wheelock	21.90	DN	W	3.45	f	6.25	.....	4.30	Mt 401	11.25	.....	
5.10	.....	11.40	.....	12.55	.....	1.37	.....	4.26	.....	W	640.15	109.71	Spring Brook	11.28	N	SB	3.20	f	5.54	.....	3.10	.....	9.55	.....	
5.42	Mt 4	11.58	.....	1.10	.....	1.48	.....	4.35	.....	.....	645.81	115.37	Aroca	5.62	.....	.....	3.10	f	5.42	Mt 401	2.40	PM De Mt 3 and 215	9.25	.....	
6.10	PM Ar	12.20	AM Ar	1.30	PM Ar Mt 216	2.00	PM Ar Mt 216	4.45	AM Ar	WCT	712	651.43	120.99	Williston	0.	DN	WN	3.00	AM De	5.30	PM De	2.15	AM De	9.00	AM De
6.00	AM De	1.20	AM De	2.15	PM De 3 Ps Mt 216	2.05	PM De Ps 215 Mt 216	4.50	AM De	WCT	712	651.43	0.	Williston	156.50	DN	WN	2.55	AM Ar	5.25	PM Ar	1.00	PM Ar Mt 3 & 215 PM	5.00	PM Ar
6.45	.....	2.36	Mt 2	3.05	.....	2.22	.....	5.08	.....	W	663.13	11.70	Trotton	144.60	.....	.....	2.36	Mt 217	f	4.57	.....	12.15	.....	4.20	.....
7.30	.....	3.16	.....	3.40	Mt 402	2.45	.....	5.22	.....	.....	672.09	20.66	Buford	135.84	DN	BU	2.22	s	4.42	.....	11.40	.....	3.40	Mt 215	
7.55	.....	3.40	.....	4.30	Mt 4	2.57	Mt 402	5.32	.....	W	678.12	26.69	Snowden	129.81	.....	.....	2.12	f	4.30	Mt 215	11.10	.....	2.57	Mt 3	
8.25	.....	4.05	.....	4.55	.....	3.10	.....	5.44	.....	W	686.67	35.24	Kilva	121.26	N	KA	1.58	f	4.15	.....	10.40	.....	2.05	.....	
9.01	.....	4.50	.....	5.38	.....	3.30	.....	5.59	.....	.....	696.33	44.90	Lanark	111.60	.....	.....	1.43	f	3.58	.....	10.05	.....	1.20	.....	
9.30	Mt 216	5.10	.....	5.58	.....	3.45	Mt 4	6.09	.....	.....	703.72	62.29	Culbertson	104.21	DN	CU	1.31	s	3.45	Mt 3	9.30	Mt 401	12.35	.....	
9.55	.....	5.30	.....	6.20	.....	3.57	.....	6.19	.....	W	709.29	67.86	Blair	93.64	.....	.....	1.22	f	3.27	.....	9.10	.....	12.01	PM	
10.30	.....	5.55	.....	6.52	.....	4.15	.....	6.32	.....	.....	718.23	66.80	Caleis	89.70	.....	.....	1.07	f	3.13	.....	8.30	.....	11.20	.....	
10.55	Mt 402	6.08	.....	7.10	.....	4.22	.....	6.40	.....	W	723.11	71.68	Brockton	84.82	N	BR	12.59	f	3.05	.....	8.10	.....	10.55	Mt 401	
11.25	.....	6.51	1Ps	7.32	.....	4.33	.....	6.51	Ps 217	.....	730.68	79.25	Sprole	77.25	.....	.....	12.47	f	2.52	.....	7.45	.....	10.25	.....	
12.15	PM	7.10	Mt 216	8.10	.....	4.48	.....	7.00	Mt 216	C	737.03	85.60	Poplar	70.90	DN	PO	12.37	s	2.40	.....	7.10	Do Mt 217 Ar Mt 1	9.55	.....	
12.55	.....	7.50	.....	8.35	.....	5.00	.....	7.10	.....	W	743.98	92.55	Chelsea	63.95	.....	.....	12.26	f	2.28	.....	6.10	.....	9.30	.....	
1.25	.....	8.15	.....	9.00	.....	5.17	.....	7.22	.....	.....	752.17	100.74	Macon	55.76	.....	.....	12.13	f	2.13	.....	5.40	.....	9.05	.....	
2.03	Mt 4	8.40	Mt 402	9.18	.....	5.32	.....	7.32	.....	W	758.03	106.65	Wolf Point	49.85	N	WF	12.03	AM	f	2.03	Mt 401	5.15	.....	8.40	Mt 217
2.50	.....	9.13	.....	9.56	.....	5.55	.....	7.49	Mt 402	.....	769.43	118.05	Oswego	38.45	D	GO	11.45	s	1.43	.....	4.35	.....	7.49	Mt 1	
3.20	.....	9.36	.....	10.25	.....	6.08	.....	8.00	.....	W	777.10	125.67	Frazier	30.88	.....	.....	11.34	f	1.30	.....	4.10	.....	7.15	.....	
3.40	.....	10.00	.....	10.45	.....	6.18	.....	8.07	.....	.....	782.00	130.57	Kintyre	25.93	.....	.....	11.26	f	1.21	.....	3.45	.....	6.50	.....	
4.05	.....	10.25	.....	11.15	Mt 2	6.28	.....	8.15	.....	W	787.98	136.55	Milk River	19.95	DN	MR	11.15	Mt 215	f	1.09	.....	3.15	.....	6.20	.....
4.30	.....	10.50	.....	11.35	.....	6.38	.....	8.24	.....	.....	793.40	141.97	Nashua	14.53	.....	.....	11.07	f	1.00	.....	2.50	.....	5.55	.....	
4.55	.....	11.20	.....	12.01	AM	6.52	.....	8.36	.....	.....	801.43	150.05	Whately	6.45	.....	.....	10.55	f	12.46	.....	2.20	.....	5.25	.....	
5.20	PM Ar	11.50	AM Ar	12.30	AM Ar	7.05	PM Ar	8.50	AM Ar	WCT	280	807.93	156.50	Glasgow	0.	DN	GW	10.45	PM De	12.35	PM De	1.45	AM De	5.00	AM De

West-Bound Trains are Superior to East-Bound Trains of the same Class.  
Light Engines and Engines with Caboose Only will take Siding at all Meeting and Passing Points.  
Note Important Changes in Special Rules.

# BETWEEN GLASGOW AND CUT BANK.

## MOUNTAIN STANDARD TIME.

WEST BOUND.										EAST BOUND.																						
Second Class		First Class		First Class		Third Class		Second Class		Second Class		First Class		First Class		First Class		Third Class		Third Class												
No. 355		No. 151		No. 153		No. 401		No. 217		No. 215		No. 3		No. 1		No. 2		No. 4		No. 216		No. 402		No. 154		No. 152		No. 356				
M. C. Time Freight Daily		M. C. Passenger Daily		M. C. Passenger Daily		Way Freight Daily		Time Freight Daily		Fast Freight Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily		M. C. Passenger Daily		M. C. Passenger Daily		M. C. Time Freight Daily				
						5.30	AM De	12.35	PM De	1.00	AM De	7.10	PM De	8.55	AM De	10.40	PM Ar	12.30	PM Ar	1.00	AM Ar	7.10	PM Ar									
						5.50		12.55		1.18		7.18		9.03		10.33		12.21		12.38		6.50										
						6.15		1.25		1.43		7.31		9.15		10.23		12.10		12.20		6.30										
						6.40		1.45		2.00		7.43		9.26		10.16		12.02	PM	12.05	AM	6.10										
						7.25		2.25		2.40		8.00		9.38		10.01		11.48		11.30		5.40										
						7.55		2.50		3.05		8.13		9.50		9.52		11.35		10.56		5.05										
						8.20		3.05		3.23		8.22		9.58		9.46		11.28		10.41		4.45										
						9.10		3.50	Mt 402	4.00		8.39		10.14		9.33		11.10		10.08		3.50	Mt 217									
						9.45		4.20		4.25		8.55		10.27		9.22		10.56		9.45		3.10										
						10.41	Mt 4 Ps	4.50		5.00		9.10	Mt 2 Mt 215	10.41	Mt 4 Ps 401	9.10	Mt 3 Ps 216	10.41	Mt 1 Mt 401	9.10	Mt 3 Ps 2	2.35										
						11.05		5.05		5.18		9.17		10.49		8.59		10.28		8.35		1.40										
						11.45		5.50		5.50		9.24		10.56		8.51		10.18		8.15		1.10										
						12.20	Mt 402 PM	6.20		6.25		9.37		11.08		8.38		10.04		7.35		1.20	Mt 401 PM									
						12.45		6.40		6.43		9.47		11.17		8.27		9.52		7.12		1.50										
						1.05		6.55	Mt 216	6.58		9.58		11.23	Mt 402	8.18		9.44		6.55	Mt 217	1.23	Mt 1									
						1.30		7.20		7.22		10.08		11.30		8.08		9.35		6.24		10.45										
						1.55		7.56	Mt 2	7.42		10.18		11.39		7.56	Mt 217	9.22		6.02		10.20										
						2.30		8.21		8.00		10.30		11.48		7.46		9.12		5.42		9.55										
						3.03		8.46		8.20		10.41		11.58		7.34		8.57		5.22		9.15										
						3.25		9.16		8.45	Mt 4 Mt 402	10.50		12.08	PM	7.22		8.45	Mt 215 Ps 402	5.00		8.45	4 Ps Mt 215									
						3.42		9.30		9.00		10.57		12.13		7.14		8.39		4.41		8.15										
						4.22	Mt 216	9.50		9.25		11.13		12.22		7.03		8.27		4.22	Mt 401	7.45										
						4.52		10.20		9.55		11.28		12.33		6.49		8.09		3.48		6.50										
						5.12		10.45		10.18		11.41		12.43		6.37		7.57		3.24		6.25										
						5.40	PM Ar	11.10	PM Ar	10.45	AM Ar	12.01	AM Ar	12.55	PM Ar	6.25	PM De	7.45	AM De	3.00	PM De	6.00	AM De									
12.05	PM De	1.15	PM De	12.30	AM De			12.30	AM De	11.45	AM De	12.20	AM De	1.20	PM De	6.05	PM Ar	7.20	AM Ar	2.20	PM Ar			7.10	AM Ar	6.11	PM Ar	5.40	PM Ar			
12.25	PM Ar	1.25	PM Ar	12.40	AM Ar			12.45		11.59		12.28		1.28		5.57		7.12		2.05				7.00	AM De	6.04	PM De	5.25	PM De			
						1.10		12.23	PM	12.23		12.40		1.39	Mt 216	5.47		7.00		1.39	Mt 1											
						1.30		12.38		12.38		12.50		1.48		5.41		6.54		1.20												
						1.53		12.58	Mt 216	1.00		1.57		2.06		5.35		6.45		1.58	Mt 215											
						2.15		1.15		1.10		2.06		2.15		5.27		6.36		1.234												
						2.40		1.40		1.22		2.15		2.15	W	5.20		6.28		12.20	PM											
						3.20		2.28	1 Ps	1.35		2.28	Ps 215	2.28		5.11		6.18		11.55												
						3.40		2.48		1.47		2.38		2.38		5.02		6.07		11.38												
						4.05		3.08		2.00		2.50		2.50		4.53		5.56		11.22												
						4.20		3.22		2.09		2.57		2.57		4.46		5.48		11.05												
						4.45		3.46		2.19		3.07		3.07		4.36		5.38		10.40												
						5.27	Mt 4	4.24	Mt 2	2.32		3.19		3.19	W C	4.24	Mt 215	5.27	Mt 217	10.05												
						5.55		4.44		2.43		3.28		3.28		4.14		5.14		9.34												
						6.25		5.07		2.56		3.40		3.40		4.02		5.02		9.10												
						6.50		5.35		3.07		3.49	Mt 2	3.49		3.99	Mt 1	4.50		8.40												
						7.10		6.00		3.17		3.59		3.59		3.35		4.39		8.20												
						7.50	Mt 216	6.40		3.32		4.12		4.12		3.21		4.23		7.50	Mt 217											
						8.10		7.05		3.43		4.20		4.20		3.11		4.12		7.20												
						8.35		7.25		3.53		4.26		4.26		3.02		4.05		6.55												
						9.00		7.45		3.59	Mt 4	4.32		4.32	W Y	2.56		3.59	Mt 3	6.30												
						9.35		8.30		4.11		4.45		4.45		2.45		3.43		6.10												
						10.00		8.55		4.23		4.56		4.56		2.34		3.30		5.50												
						10.55		9.40		4.41		5.16		5.16		2.21		3.10		5.20												
						11.20	AM Ar	10.00	PM Ar	4.50	Mt 216 AM Ar	5.25	PM Ar	5.25	W C T	2.05	PM De	2.50	AM De	4.50	AM De											

**West-Bound Trains are Superior to East-Bound Trains of the same Class.**  
**Light Engines and Engines with Caboose Only will take Siding at all Meeting and Passing Points.**  
**Note Important Changes in Special Rules.**

## SPECIAL RULES.

**Between Havre and Pacific Junction, and between Shelby Junction and Virden, all trains will be operated under a block system, which will consist of a block clearance from operators at Havre, Pacific Junction, Shelby Junction and Virden.**

Trains will date from the time they are due to leave terminal stations. Minot, Williston, Glasgow, Havre and Cut Bank are terminal stations for all trains. Havre and Pacific Junction are terminal stations for Montana Central trains. Shelby Junction and Virden are terminal stations for M. & G. N. trains.

All terminal stations are initial points for trains. Clocks regulated to Standard time are located at Minot, Williston, Glasgow, Havre and Cut Bank.

Trains of this Division will be governed by Mountain Standard time, which is one hour later than Central time.

Trains will register at Minot, Williston, Glasgow, Havre, Pacific Junction, Shelby Junction, Virden and Cut Bank.

At Minot passenger trains will register at passenger station and freight trains at yard office.

Nos. 1 and 3 will register by card at Pacific Junction and Virden.

All trains must make full stop at stop boards at Soo Line Crossing, just west of Minot, and not proceed until way is known to be clear.

All trains must approach Junction points with train under control, prepared to stop. See rule 56.

M. C. and M. & G. N. train and Engine men must provide themselves with current time table, Montana Division G. N. Ry., and be governed thereby.

Speed of trains over Gasman Coulee Bridge No. 11 must not exceed 35 miles per hour.

New Era Spur located two and a half miles west of Gasman. Miller's Spur located one mile east of Williston.

Trains 151, 152, 153, 154, 355 and 356 are Montana Central trains. Trains 163 and 164 are M. & G. N. trains.

Empty flat and coal cars must be hauled behind all loaded cars, empty box, stock or refrigerator cars.

J. H. BUTLER, Chief Train Dispatcher.

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

STATIONS	Rating Grade	Class 50-50A	Class 45-45A	Class 38	Class 39-43	Class 37	Class 35-36	Class 33-34	Class 30
		50B-51	48						
		20x32 210 lb	19x32 210 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Minot to Williston	.6	1800	1500	1200	1081	999	824	622	567
Williston to Minot	.6	1800	1500	1200	1081	999	824	622	567
Williston to Glasgow	.4	2500	2100	2075	1460	1350	1120	870	780
Glasgow to Williston	.4	2500	2200	2185	1750	1670	1200	1125	1025
Glasgow to Havre	.4	2500	2100	2075	1460	1350	1120	870	780
Havre to Glasgow	.4	2500	2200	2185	1750	1670	1200	1125	1025
Havre to Cut Bank	1.0	1200	900	800	725	660	540	400	370
Cut Bank to Havre	0.8	1350	1250	1050	960	890	840	560	500

NOTE—Class 48, 50 and similar class engines must not exceed a speed of thirty miles per hour.

NOTE—The following will govern when handling Empty Cars: With ten or less Empty Cars in a train, no allowance will be made for wheel friction; with ten or twenty Empty Cars in a train, add to actual weight five tons for each Empty Car for wheel friction; with more than twenty Empty Cars in train, add six tons per car for wheel friction.

### Location of Derailing Switches.

Gasman, West end of passing track, west of crossover.  
 Rouen, East end of passing track, east of crossover.  
 Stanley, East end of coal chute track.  
 Tioga, West end of passing track, west of crossover.  
 Ray, East end of passing track, east of crossover.  
 Wheelock, East of passing track, east of crossover.  
 Poplar, East and West end of coal chute track.  
 Glasgow, East end of coal chute track.

Wagner, East and west ends of coal chute tracks.  
 Shelby Jct., East end of transfer track.  
 New Era Spur M. P. 9, two and one half miles west of Gasman.

~~26~~ When not in use these Switches must be set for derail.

## TIME INSPECTORS.

Minot.....J. F. COOPER  
 Glasgow.....C. R. ST. CLAIRE  
 Havre.....F. CHURCHILL

S. A. WALKER,	JAS. H. O'NEILL,	H. A. KENNEDY,	GEO. T. SLADE,	F. E. WARD,
Assistant Superintendent.	Superintendent.	Assistant General Superintendent.	General Superintendent.	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 anaesthesia.
- 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 is as much warm water.

B. 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.

9. 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 Jct.,	Breckenridge,	Great Falls Shops,	Carman,
Hamline Transfer,	Grand Forks,	Cut Bank,	Cass Lake,
St. Cloud Shops,	Larimore,	Kalispell,	West Superior,
Melrose,	Devils Lake,	Libby,	Sandstone,
Barnesville,	Minot,	Spokane Shops,	Swan River.
Willmar,	Williston,		

## COMPANY SURGEONS.

Minot.....	DR. E. A. CROKAT	Poplar.....	DR. J. L. ATKINSON
Williston.....	DR. F. H. VAN DYKE	Malta.....	DR. GEO. W. CLAY
Glasgow.....	DR. M. D. HOYT	Havre.....	DR. J. S. ALMAS
Chinook.....	DR. C. F. HOPKINS		DR. D. S. MACKENZIE
Great Falls.....	DR. EARL STRAIN, Ophthalmic Surgeon.		
St. Paul, Minn.....	DR. J. A. QUINN, Chief Surgeon.		