# GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

## MONTANA DIVISION.

# TIME TABLE NO. 36.

## EFFECTIVE 12:01 A. M.

# MONDAY, APRIL 1ST, 1901

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.

No.

# MONTANA DIVISION—Main Line—Minot to Glasgow.

| WEST-BOUND | | | | | | | | | | | | | | EAST-BOUND. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class | | Second Class | | Second Class | | First Class | | Water, Coal, Scales, Tables and Wyes | Distances from St. Paul | Distances from Minot and Williston | STATIONS | Distances from Williston and Glasgow | Telegraph Offices | Telegraph Calls | First Class | | Second Class | | Second Class | | Third Class | |
| No. 9 | | No. 15 | | No. 7 | | No. 3 | | | | | | | | | No. 4 | | No. 8 | | No. 16 | | No. 10 | |
| Way Freight Daily | | Time Freight Daily | | Mixed Daily | | Fast Mail Daily | | | | | | | | | Fast Mail Daily | | Mixed Daily | | Time Freight Daily | | Way Freight Daily | |
| 4.15 | P M De | 10.35 | A M De Mt 8 | 2.05 | P M De | 10.45 | P M De Mt 4 | W C T | 530.44 | 0. | Minot | 120.99 | DN | AD | 10.00 | P M Ar Mt 3 | 10.35 | A M Ar Mt 15 | 9.20 | P M Ar | 7.35 | P M Ar |
| | | | | | | | | | | | 5.50 | | | | | | | | | | | |
| f 4.40 | ..... | 11.00 | ..... | f 2.20 | ..... | 10.56 | ..... | ..... | 535.94 | 5.50 | Gasman | 115.49 | ..... | ..... | 9.47 | ..... | f 10.17 | ..... | 8.48 | ..... | f 7.15 | ..... |
| | | | | | | | | | | | 8.15 | | | | | | | | | | | |
| f 5.30 | ..... | 11.45 | ..... | s 2.45 | ..... | 11.10 | ..... | W | 544.09 | 13.65 | Des Lacs | 107.34 | D | SD | 9.32 | ..... | s 9.53 | ..... | 8.10 | ..... | f 6.50 | ..... |
| | | | | | | | | | | | 4.33 | | | | | | | | | | | |
| f 5.50 | ..... | 12.03 | PM | f 2.57 | ..... | 11.19 | ..... | ..... | 548.43 | 17.98 | Lone Tree | 103.00 | ..... | ..... | 9.26 | ..... | f 9.41 | ..... | 7.50 | ..... | f 6.30 | ..... |
| | | | | | | | | | | | 4.84 | | | | | | | | | | | |
| f 6.10 | Mt 10 | 12.21 | ..... | f 3.12 | ..... | 11.28 | ..... | ..... | 553.26 | 22.82 | Berthold | 98.17 | ..... | ..... | 9.17 | ..... | f 9.27 | ..... | 7.27 | ..... | f 6.10 | Mt 9 |
| | | | | | | | | | | | 9.69 | | | | | | | | | | | |
| f 6.45 | Mt 16 | 12.55 | ..... | s 3.40 | ..... | 11.47 | ..... | W | 562.95 | 32.51 | Tagus | 88.48 | DN | NI | 9.01 | ..... | s 8.59 | ..... | 6.45 | Mt 9 | f 5.20 | ..... |
| | | | | | | | | | | | 6.60 | | | | | | | | | | | |
| f 7.05 | ..... | 1.15 | ..... | f 3.59 | ..... | 11.58 | ..... | ..... | 569.55 | 39.11 | Delta | 81.88 | ..... | ..... | 8.50 | ..... | f 8.41 | ..... | 6.10 | ..... | f 4.45 | ..... |
| | | | | | | | | | | | 7.20 | | | | | | | | | | | |
| f 7.30 | ..... | 1.36 | ..... | f 4.20 | Mt 10 | 12.10 | A M | W | 576.75 | 46.31 | Palermo | 74.68 | ..... | ..... | 8.37 | ..... | f 8.20 | ..... | 5.35 | ..... | f 4.20 | Mt 7 |
| | | | | | | | | | | | 8.01 | | | | | | | | | | | |
| f 8.25 | Mt 4 | 2.05 | ..... | s 4.45 | Mt 16 | 12.24 | ..... | W C | 584.76 | 54.32 | Stanley | 66.67 | DN | SX | 8.25 | Mt 9 | s 7.56 | ..... | 4.45 | Mt 7 | f 3.40 | ..... |
| | | | | | | | | | | | 7.09 | | | | | | | | | | | |
| f 8.45 | ..... | 2.27 | ..... | f 5.05 | ..... | 12.37 | ..... | W | 591.85 | 61.41 | Ross | 59.58 | ..... | ..... | 8.12 | ..... | f 7.35 | ..... | 4.15 | ..... | f 3.05 | ..... |
| | | | | | | | | | | | 4.61 | | | | | | | | | | | |
| f 9.00 | ..... | 2.40 | Mt 10 | f 5.19 | ..... | 12.44 | ..... | ..... | 596.46 | 66.02 | Manitou | 54.97 | ..... | ..... | 8.04 | ..... | f 7.23 | ..... | 3.50 | ..... | f 2.40 | Mt 15 |
| | | | | | | | | | | | 7.57 | | | | | | | | | | | |
| s 9.25 | ..... | 3.05 | Mt 16 | s 5.42 | ..... | f 12.58 | ..... | W | 604.03 | 73.59 | White Earth | 47.40 | DN | NH | s 7.51 | ..... | s 7.00 | ..... | 3.05 | Mt 15 | s 1.45 | ..... |
| | | | | | | | | | | | 8.02 | | | | | | | | | | | |
| f 9.50 | ..... | 3.35 | ..... | f 6.06 | ..... | 1.13 | ..... | ..... | 612.05 | 81.61 | Tioga | 39.38 | ..... | ..... | 7.35 | ..... | f 6.38 | ..... | 2.25 | ..... | f 1.15 | ..... |
| | | | | | | | | | | | 11.90 | | | | | | | | | | | |
| f 10.25 | ..... | 4.10 | ..... | f 6.42 | ..... | 1.32 | ..... | W | 623.95 | 93.51 | Ray | 27.48 | ..... | ..... | 7.15 | ..... | f 6.09 | ..... | 1.30 | ..... | f 12.40 | ..... |
| | | | | | | | | | | | 5.58 | | | | | | | | | | | |
| f 10.45 | ..... | 4.30 | ..... | s 7.05 | Mt 4 | 1.43 | ..... | ..... | 629.53 | 99.09 | Wheelock | 21.90 | DN | W | 7.05 | Mt 7 | s 5.54 | ..... | 1.00 | ..... | f 12.10 | PM |
| | | | | | | | | | | | 10.62 | | | | | | | | | | | |
| f 11.10 | ..... | 4.56 | ..... | f 7.32 | ..... | 2.00 | ..... | W | 640.15 | 109.71 | Spring Brook | 11.28 | ..... | ..... | 6.45 | ..... | f 5.19 | ..... | 12.10 | PM | f 11.00 | ..... |
| | | | | | | | | | | | 5.66 | | | | | | | | | | | |
| f 11.20 | ..... | 5.13 | ..... | f 7.46 | ..... | 2.10 | ..... | ..... | 645.81 | 115.87 | Avoca | 5.62 | ..... | ..... | 6.33 | ..... | f 5.01 | ..... | 11.40 | ..... | f 10.30 | ..... |
| | | | | | | | | | | | 5.62 | | | | | | | | | | | |
| 11.30 | P M Ar | 5.30 | P M Ar | 8.00 | P M Ar | 2.20 | A M Ar | W C T | 651.43 | 120.99 | Williston | 0. | DN | MY | 6.23 | P M De | 4.45 | A M Pc | 11.15 | A M De | 10.00 | A M De |
| | | Daily | | Daily | | Daily | | | | | | | | | Daily | | Daily | | Daily | | Daily | |
| 12.30 | A M De | 6.18 | Mt 4 P M De | 8.15 | P M De | 2.25 | A M De | W C T | 651.43 | 0. | Williston | 156.60 | DN | MY | 6.18 | P M Ar Mt 15 | 4.30 | A M Ar | 10.45 | A M Ar | 8.00 | A M Ar |
| | | | | | | | | | | | 11.70 | | | | | | | | | | | |
| f 1.05 | ..... | 7.00 | ..... | f 8.45 | ..... | 2.43 | ..... | ..... | 663.13 | 11.70 | Trenton | 144.80 | ..... | ..... | 5.58 | ..... | f 4.02 | ..... | 10.05 | ..... | f 7.20 | ..... |
| | | | | | | | | | | | 8.96 | | | | | | | | | | | |
| s 1.45 | ..... | 7.30 | ..... | s 9.10 | ..... | 2.57 | ..... | W 2½ mi W | 672.09 | 20.66 | Buford | 135.84 | DN | VN | 5.44 | ..... | s 3.35 | ..... | 9.35 | ..... | s 6.45 | ..... |
| | | | | | | | | | | | 8.47 | | | | | | | | | | | |
| f 2.15 | ..... | 8.05 | ..... | f 9.33 | ..... | 3.10 | Mt 8 | ..... | 680.56 | 29.13 | Arden | 127.37 | ..... | ..... | 5.29 | ..... | f 3.10 | Mt 3 | 9.00 | ..... | f 6.05 | ..... |
| | | | | | | | | | | | 6.11 | | | | | | | | | | | |
| f 2.42 | Mt 8 | 8.28 | ..... | f 9.50 | ..... | 3.19 | ..... | W | 686.67 | 35.24 | Kilva | 121.26 | ..... | ..... | 5.19 | ..... | f 2.42 | Mt 9 | 8.35 | ..... | f 5.40 | ..... |
| | | | | | | | | | | | 9.66 | | | | | | | | | | | |
| f 3.32 | 8 Ps | 9.03 | ..... | f 10.15 | ..... | 3.32 | Ps 9 | ..... | 696.33 | 44.90 | Lanark | 111.60 | ..... | ..... | 5.03 | ..... | f 2.12 | ..... | 8.00 | ..... | f 5.00 | ..... |
| | | | | | | | | | | | 7.39 | | | | | | | | | | | |
| 4.25 | Mt 10 | 9.28 | ..... | s 10.35 | ..... | 3.45 | ..... | ..... | 703 72 | 52.29 | Culbertson | 104.21 | DN | CU | 4.51 | ..... | s 1.50 | ..... | 7.25 | ..... | s 4.25 | Mt 9 |
| | | | | | | | | | | | 5.57 | | | | | | | | | | | |
| f 4.50 | ..... | 9.48 | ..... | f 10.50 | ..... | 3.53 | Mt 10 | W | 709.29 | 57.86 | Blair | 98.64 | ..... | ..... | 4.42 | ..... | f 1.31 | ..... | 6.55 | ..... | f 3.53 | Mt 3 |
| | | | | | | | | | | | 8.94 | | | | | | | | | | | |
| f 5.25 | ..... | 10.15 | ..... | f 11.15 | ..... | 4.08 | ..... | ..... | 718.23 | 66.80 | Calais | 89.70 | ..... | ..... | 4 27 | ..... | f 1.04 | ..... | 6.15 | ..... | f 3.15 | ..... |
| | | | | | | | | | | | 4.88 | | | | | | | | | | | |
| f 5.50 | Mt 16 | 10.30 | ..... | f 11.28 | ..... | 4.15 | ..... | W | 723.11 | 71.68 | Brockton | 84.82 | ..... | BO | 4.19 | ..... | f 12.49 | ..... | 5 50 | Mt 9 | f 2.55 | ..... |
| | | | | | | | | | | | 7.57 | | | | | | | | | | | |
| f 6.20 | ..... | 10.56 | ..... | f 11.48 | ..... | 4.27 | ..... | ..... | 730.68 | 79.25 | Sprole | 77.25 | ..... | ..... | 4.06 | ..... | f 12.27 | ..... | 5.05 | ..... | f 2.25 | ..... |
| | | | | | | | | | | | 6.35 | | | | | | | | | | | |
| f 7.05 | ..... | 11.20 | ..... | s 12.08 | A M Mt 8 | 4.37 | Mt 16 | C | 737.03 | 85.60 | Poplar | 70.90 | DN | FH | 3.56 | ..... | s 12.08 | A M Mt 7 | 4.37 | Mt 3 | f 2.00 | ..... |
| | | | | | | | | | | | 6.95 | | | | | | | | | | | |
| f 7.35 | ..... | 11.45 | Mt 8 | f 12.29 | ..... | 4.49 | ..... | W | 743.98 | 92.55 | Chelsea | 63.95 | ..... | ..... | 3.44 | ..... | f 11.45 | Mt 15 | 3.45 | ..... | f 1.17 | A M De Mt 7 |
| | | | | | | | | | | | 8.19 | | | | | | | | | | f 12.52 | A M Ar Mt 15 |
| f 8.05 | ..... | 12.10 | A M Mt 10 | f 12.52 | Mt 10 | 5.02 | ..... | ..... | 752.17 | 100.74 | Macon | 55.76 | ..... | ..... | 3.31 | ..... | f 11.17 | ..... | 3.00 | ..... | f 12.10 | |
| | | | | | | | | | | | 5.91 | | | | | | | | | A M De Mt 7 | | |
| s 8.30 | ..... | 12.30 | ..... | s 1.09 | ..... | 5.12 | ..... | W | 758.08 | 106.65 | Wolf Point | 49.85 | DN | WN | 3.21 | ..... | s 10.59 | ..... | 2.25 | A M Ar Mt 15 | s 11.30 | ..... |
| | | | | | | | | | | | 11.40 | | | | | | | | | | | |
| s 9.10 | ..... | 1.10 | Mt 16 | s 1.39 | Mt 16 | 5.30 | ..... | ..... | 769.48 | 118.05 | Oswego | 38.45 | D | BR | 3.02 | ..... | s 10.25 | ..... | 1.10 | | s 10.40 | ..... |
| | | | | | | | | | | | 7.62 | | | | | | | | | | | |
| f 9.40 | ..... | 1.35 | ..... | f 1.59 | ..... | 5.42 | ..... | W | 777.10 | 125.67 | Frazer | 30.83 | ..... | ..... | 2.50 | ..... | f 10 02 | Ps 10 | 12.35 | | f 10.02 | 8 Ps |
| | | | | | | | | | | | 4.90 | | | | | | | | | | | |
| f 10.00 | ..... | 1.55 | ..... | f 2.13 | ..... | 5.51 | ..... | ..... | 782.00 | 130.57 | Kintyre | 25.98 | ..... | ..... | 2.41 | ..... | f 9 47 | ..... | 12.10 | A M | f 9.30 | ..... |
| | | | | | | | | | | | 5.98 | | | | | | | | | | | |
| f 10.25 | ..... | 2.30 | 7 Ps | f 2.30 | Ps 15 | 6.01 | ..... | W | 787.98 | 136.55 | Milk River | 19.95 | ..... | ..... | 2.31 | ..... | f 9.29 | ..... | 11.37 | ..... | f 9.05 | ..... |
| | | | | | | | | | | | 5.42 | | | | | | | | | | | |
| f 10.50 | ..... | 2.52 | ..... | f 2.44 | ..... | 6.10 | ..... | ..... | 793.40 | 141.97 | Nashua | 14.53 | DN | Q | 2.22 | ..... | f 9.13 | ..... | 11.15 | ..... | f 8.40 | ..... |
| | | | | | | | | | | | 8.08 | | | | | | | | | | | |
| f 11.20 | ..... | 3.23 | ..... | f 3.07 | ..... | 6.23 | ..... | ..... | 801.48 | 150.05 | Whately | 6.45 | ..... | ..... | 2.10 | ..... | f 8.49 | ..... | 10.50 | ..... | f 8.10 | ..... |
| | | | | | | | | | | | 6.45 | | | | | | | | | | | |
| 12.01 | PM Ar | 3.50 | A M Ar | 3.25 | A M Ar | 6.35 | A M Ar | W C T | 807.93 | 156.50 | Glasgow | 0. | DN | GW | 2.00 | P M De | 8.30 | PM De | 10.25 | P M De | 7.45 | P M De |
| | | Daily | | Daily | | Daily | | | | | | | | | Daily | | Daily | | Daily | | Daily | |
| No. 9 | | No. 15 | | No. 7 | | No. 3 | | | | | | | | | No. 4 | | No. 8 | | No. 16 | | No. 10 | |

**West Bound Trains have absolute right of track over East Bound Trains of the same class. See Rule 43.**

**See Special Rules on Page 4.**

# MONTANA DIVISION—Main Line. Glasgow to Cut Bank.



## WEST BOUND.

| Third Class No. 27 M. C. Way Freight Daily | Second Class No. 25 M. C. Time Freight Daily | First Class No. 23 M. C. Passenger Daily | Third Class No. 9 Way Freight Daily | Second Class No. 15 Time Freight Daily | Second Class No. 7 Mixed Daily | First Class No. 3 Fast Mail Daily | Water, Coal, Scales and Wyes | Distances from St. Paul. | Distance from Glasgow and Havre. | STATIONS | Distance from Cut Bank and Havre | Telegraph Offices | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1.00 P M De | 4.20 A M De | 3.40 A M De | 6.40 A M De | W C T | 807.93 | 0. | **Glasgow** | 152.73 | D N | G W |
| | | | f 1.46 Mt 4 | 4.37 | f 3.52 | 6.48 | | 812.56 | 4.63 | Paisley | 148.10 | | |
| | | | f 2.15 | 5.02 | f 4.12 | 6.59 | W | 819.63 | 11.70 | Tampico | 141.03 | | |
| | | | f 2.35 | 5.20 | f 4.27 | 7.08 | | 824.71 | 16.78 | Vandalia | 135.95 | | |
| | | | s 3.10 | 5.52 | s 4.54 | 7.21 | W | 833.97 | 26.04 | Hinsdale | 126.69 | D N | M N |
| | | | f **3.45** Mt 10 | 6.15 | f 5.14 | 7.32 | | 841.70 | 33.77 | Beaverton | 118.96 | | |
| | | | s 4.05 | 6.33 | s 5.25 | 7.40 | W | 846.33 | 38.40 | Sago | 114.33 | D | S A |
| | | | f 4.45 | 7.07 | f 5.53 | 7.55 | W | 856.31 | 48.38 | Ashfield | 104.35 | | |
| | | | f **5.17** Mt 8 | 7.35 | f 6.13 | 8.08 | | 864.61 | 56.68 | Bowdoin | 96.05 | | |
| | | | s **5.55** Mt 16 | 8.05 | s 6.35 | 8.22 | W T | 873.48 | 65.55 | Malta | 87.18 | D N | M T s |
| | | | f 6.20 | **8.29** 3 Ps | f 6.46 | **8.29** Ps 15 | | 878.14 | 70.21 | Exeter | 82 52 | | |
| | | | s 6.45 | 8.55 | s 6.58 | 8.37 | W C | 883.10 | 75.17 | Wagner | 77 56 | D N | S |
| | | | f 7.20 | 9.35 | f 7.17 | 8.50 | | 890.75 | 82.82 | Dodson | 69.91 | | |
| | | | f 7.50 | 10.00 | f 7.33 | 8.59 | W | 896.67 | 88.74 | Eureka | 63.99 | | |
| | | | f 8.10 | 10.15 | f 7.44 | 9.06 | | 900.97 | 93.04 | Coburg | 59.69 | D | B G |
| | | | f 8.35 | **10.35** Mt 10 | f 7.58 | 9.14 | W | 905.99 | 98.06 | Savoy | 54.67 | | |
| | | | f 9.05 | **11.00** Mt 4 | f 8.14 | 9.24 | | 912.51 | 104.58 | Montauk | 48.15 | | |
| | | | s 9.35 | 11.25 | s 8.28 | **9.33** Mt 10 | | 917.97 | 110.04 | Harlem | 42.69 | D N | H M f |
| | | | f 10.05 | 11.46 | f **8.45** Mt 10 | 9.43 | | 924.21 | 116.28 | Madras | 36.45 | | |
| | | | f 10.35 | 12.07 P M | f 8.59 | 9.53 | W | 930.10 | 122.17 | Zurich | 30.56 | | |
| | | | f 10.55 | 12.20 | f 9.08 | 9.58 | | 933.45 | 125.52 | North Fork | 27.21 | | |
| | | | s 11.35 | **12.40** Mt 16 | s 9.22 | s **10.08** Mt 4 | | 939.02 | 131.09 | Chinook | 21.64 | D N | D F s |
| | | | f 12.01 A M | **1.10** Mt 8 | f **9.51** Mt 4 | 10.21 | W | 947.22 | 139.29 | Yantic | 13.44 | | |
| | | | f 12.30 | 1.35 | f 10.10 | 10.32 | | 953.94 | 146.01 | Toledo | 6.72 | | |
| | | | 1.00 A M Ar | 2.05 P M Ar | **10.30** A M Ar Mt 16 | **10.45** A M Ar Mt 16 | W C T | 960.60 | 152.73 | **Havre** | 0. | D N | H V |
| Daily 7.15 A M De | Daily 3.30 P M De | Daily 11.10 A M De | Daily 3.00 A M De | Daily 3.05 P M De | | Daily 11.15 A M De | W C T | 960.60 | 0 | **Havre** | 129.80 | D N | H V |
| 7.30 A M Ar | 3.45 P M Ar | 11.20 A M Ar | s 3.20 | 3.20 | | 11.23 | | 964.75 | 4.15 | **Pacific Junction** | 125.65 | D N | J U |
| | | | f 3.55 | 3.45 | | 11.36 | W | 970.73 | 10.13 | Burnham | 119.67 | D | R N |
| | | | f 4.15 | 4.00 | | 11.45 | | 975.26 | 14.66 | Fresno | 115 14 | | |
| | | | f 4.35 | 4.20 | | 11.56 | | 980.13 | 19.53 | Kremlin | 110.27 | | |
| | | | f 5.00 | 4.42 | | **12.07** Mt 10 P M | | 985.81 | 25.21 | Xenia | 104.59 | | |
| | | | e 5.30 | 5.00 | | 12.20 | W | 990.03 | 29.43 | Gildford | 100 37 | D N | N |
| | | | f 6.05 | 5.33 | | 12.33 | | 995.84 | 35.24 | Hingham | 94.56 | | H N |
| | | | f 6.30 | 5.55 | | 12.45 | | 1001.80 | 41.20 | Rudyard | 88.60 | | |
| | | | s **7.14** Mt 4-16 | 6.15 | | 1.00 | | 1008.07 | 47.47 | Austin | 82.33 | D | A N |
| | | | f 7.35 | 6.30 | | 1.10 | | 1012.18 | 51.58 | Joplin | 78.22 | | |
| | | | f 7.55 | 6.45 | | 1.21 | | 1017.03 | 56.43 | Bison | 73.37 | | |
| | | | s **8.30** Mt 10 | 7.05 | | s 1.33 | W C | 1022.22 | 61.62 | Chester | 68.18 | D N | C H s |
| | | | f 8.55 | 7.25 | | 1.44 | | 1027.69 | 67.09 | Tiber | 62.71 | | |
| | | | f 9.30 | 7.55 | | 2.00 | | 1035.04 | 74.44 | Lothair | 55.36 | | |
| | | | f 9.55 | 8.12 | | 2.14 | | 1041.00 | 80.40 | Galata | 49.40 | | |
| | | | s 10.30 | 8.30 | | 2.30 | W C | 1046.93 | 86.33 | Concord | 43.47 | D N | R D |
| | | | f 11.15 | 9.10 | | 2.52 | | 1055.73 | 95.13 | Dunkirk | 34.67 | | |
| | | | f 11.40 | 9.30 | | 3.05 | | 1061.39 | 100.79 | Farrell | 29.01 | | |
| | | | s 12.15 P M | 9.45 | | s 3.15 | | 1064.86 | 104.26 | **Shelby Junct.** | 25.54 | N | S J s |
| | | | f 12.30 | 9.55 | | 3.21 | W | 1067.30 | 106.70 | Virden | 23.10 | D | |
| | | | 12.55 | 10.20 | | 3.35 | | 1072.77 | 112.17 | Sima | 17.63 | | |
| | | | f 1.25 | 10.50 | | 3.48 | W | 1078.17 | 117.57 | Ethridge | 12.21 | D | |
| | | | f 2.00 | 11.30 | | 4.08 | | 1085.67 | 125.07 | Baltic | 4.74 | | B |
| | | | 2.30 P M Ar | 12.15 | | 4.20 P M Ar | W C T | 1090.41 | 129.80 | **Cut Bank** | 0.00 | D N | C T |

## EAST BOUND.

| First Class No. 4 Fast Mail. Daily | Second Class No. 8 Mixed Daily | Second Class No. 16 Time Freight Daily | Third Class No. 10 Way Freight Daily | First Class No. 24 M. C. Passenger Daily | Third Class No. 26 M. C. Time Freight Daily | Third Class No. 28 M. C. Way Freight Daily |
|---|---|---|---|---|---|---|
| 1.55 P M Ar | 8.15 P M Ar | 9.55 P M Ar | 6.00 P M Ar | | | |
| f **1.46** Mt 9 | f 7.55 | 9.35 | f 5.43 | | | |
| 1.35 | f 7.34 | 9.10 | f 5.15 | | | |
| 1.27 | f 7.19 | 8.50 | f 4.55 | | | |
| 1.12 | s 6.49 | 8.20 | s 4.15 | | | |
| 1.00 | f 6.26 | 7.50 | f **3.45** Mt 9 | | | |
| 12.52 | s 6.13 | 7.35 | s 3.25 | | | |
| 12.37 | f 5.43 | 7.00 | f 2.45 | | | |
| 12.23 | f **5.17** Mt 9 | 6.30 | f 2.10 | | | |
| 12.09 | s 4.50 | **5.55** Mt 9 | s 1.30 | | | |
| 12.01 P M | f 4.37 | 5.30 | f 12.59 | | | |
| 11.53 | s 4.22 | 5.05 | s 12.40 | | | |
| 11.40 | f 3.57 | 4.32 | f 12.01 P M | | | |
| f **11.30** Ps 10 | f 3.39 | 4.11 | f **11.30** 4 Ps | | | |
| 11.21 | f 3.27 | 3.52 | f 10.55 | | | |
| 11.12 | f 3.12 | 3.33 | f **10.35** Mt 15 | | | |
| **11.00** Mt 15 | f 2.53 | 3.03 | f 10.00 | | | |
| f 10.50 | s **2.38** Ps 16 | **2.38** 8 Ps | s **9.33** Mt 8 | | | |
| 10.38 | f 2.19 | 2.00 | f **8.45** Mt 7 | | | |
| 10.27 | f 2.02 | 1.32 | f 8.15 | | | |
| 10.20 | f 1.52 | 1.15 | f 8 00 | | | |
| **10.08** Mt 3 | s 1.35 | **12.40** P M Mt 15 | s 7.35 | | | |
| **9.51** Mt 7 | f **1.10** Mt 15 | 11.57 | f 6.55 | | | |
| 9.40 | f 12.50 | 11.30 | f 6.30 | | | |
| 9.30 A M De Daily | 12.30 P M De Daily | **11.00** Mt 3 A M De Mt 7 Daily | 6.00 A M De Daily | | | |
| 9.00 A M Ar | | 10.15 A M Ar | 2.00 P M Ar | 8.30 A M Ar | 6.10 A M Ar | 5.40 P M Ar |
| 8.50 | | 10.00 | s 1.42 | 8.20 A M De Daily | 5.52 A M De Daily | 5.25 P M De Daily |
| 8.35 | | 9.37 | f 1.20 | | | |
| 8.25 | | 9.17 | f 12.55 | | | |
| 8.15 | | 9.01 | f 12.30 | | | |
| 8.02 | | 8.42 | s **12.07** P M Mt 3 | | | |
| 7.50 | | 8.22 | s 11.20 | | | |
| 7.37 | | 8.02 | f 10.45 | | | |
| 7.25 | | 7.40 | f 10.15 | | | |
| **7.14** Ps 16 Mt 9 | | **7.14** Mt 9 4 Ps | f 9.50 | | | |
| 7.04 | | 6.45 | f 9.25 | | | |
| 6.53 | | 6.30 | s 9.00 | | | |
| 6.42 | | 6.12 | s **8.30** Mt 9 | | | |
| 6.30 | | 5.52 | f 7.55 | | | |
| 6.15 | | 5.30 | f 7.25 | | | |
| 6.02 | | 5.05 | f 6.50 | | | |
| 5.50 | | 4.47 | s 6.15 | | | |
| **5.27** Ps 10 | | 4.17 | f **5.27** 4 Ps | | | |
| 5.13 | | 4.00 | f 4.45 | | | |
| 5.05 | | 3.45 | s 4.25 | | | |
| 4.59 | | 3.35 | f 4.05 | | | |
| 4.48 | | 3.22 | f 3.35 | | | |
| 4.35 | | **3.07** Ps 10 | f **3.07** 16 Ps | | | |
| 4.22 | | 2.45 | f 2.30 | | | |
| 4.10 A M De | | 2.25 A M De | 2.00 A M De | | | |

No. 27 | No. 25 | No. 23 | No. 9 | No. 15 | No. 7 | No. 3 | No. 4 Daily | No. 8 | No. 16 Daily | No. 10 Daily | No. 24 | No. 26 | No. 28

West B… absolute right of track ove… See Special … s of the same class. See Rule 43.

# SPECIAL RULES.

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

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.

Clocks regulated to Standard time are located at Minot, Williston, Glasgow, Havre and Cut Bank.

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

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

No. 3 will register by card at Pacific Junction.

Conductors and Enginemen must examine bulletin boards daily.

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

No. 3 will stop on signal at Culbertson, Poplar, Oswego, Hinsdale, Saco, Malta and Harlem to discharge passengers from St. Paul and Minneapolis.

Trains 23, 24, 25, 26, 27 and 28 are Montana Central trains.

Train No. 4 will stop on signal at Saco, Hinsdale, Oswego, Poplar and Culbertson to take on passengers for St. Paul and Minneapolis.

No. 8 will take siding for No. 15 at the meeting point.

Nos. 9 and 10 will carry passengers between Havre and Cut Bank only.

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

A. B. WOODWARD,
Chief Train Dispatcher.

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

| STATIONS | Ruling Grade | 20x26 180 lb | 19x26 180 lb | 19x24 180 lb | 19x24 150 lb | 18x24 145 lb | 17x24 145 lb | 19x32 210 lb |
|---|---|---|---|---|---|---|---|---|
| Minot to Williston | .6 | 1200 | 1081 | 999 | 824 | 622 | 567 | 1500 |
| Williston to Minot | .6 | 1200 | 1081 | 999 | 824 | 622 | 567 | 1500 |
| Williston to Glasgow | .4 | 2075 | 1710 | 1590 | 1310 | 1070 | 975 | ..... |
| Glasgow to Williston | .4 | 2185 | 1800 | 1670 | 1380 | 1125 | 1025 | ..... |
| Glasgow to Havre | .4 | 2075 | 1710 | 1590 | 1310 | 1070 | 975 | ..... |
| Havre to Glasgow | .4 | 2185 | 1800 | 1670 | 1380 | 1125 | 1025 | ..... |
| Havre to Cut Bank | 1.0 | 800 | 725 | 660 | 540 | 400 | 370 | 900 |
| Cut Bank to Havre | 0.8 | 1050 | 960 | 890 | 840 | 560 | 500 | 1200 |

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 that twenty Empty Cars in train, add six tons per car for wheel friction.

## Location of Derailing Switches.

Delta M. P., 569 East end of passing track, east of crossover.
Stanley M. P., 585 East end of coal chute track.
Poplar M. P., 737 " " " " "
Glasgow M. P., 808 " " " " "

Wagner M. P., 883 East and west ends of coal chutes tracks.
Havre, East and west end of coal chute track H.
Shelby Jct. M. P., 1066 East end of transfer track.

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

# TIME INSPECTORS.

**Minot**.....**J. F. COOPER**
**Glasgow**.....**C. R. ST. CLAIRE**
**Havre**.....**D. W. MARTIN**

F. BELL,
Assistant Superintendent.

W. D. SCOTT,
Superintendent

P. T. DOWNS,
Assistant General Superinte

F. E. WARD,
General Superintendent.

# 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 Pius.

## 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 requres 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 [illegible] 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 disolved, 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 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 hemorrage, 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 quite, 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 | Hinsdale....Dr. WM. M. MEMINGER |
| Williston..... Dr. F. H. VAN DYKE | Malta..... Dr. GEO. W. CLAY |
| Glasgow.....Dr. M. D. HOYT | Havre.....Dr. J. S. ALMAS |