

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

KALISPELL DIVISION

TIME TABLE NO. 34.

EFFECTIVE 12:01 A. M.

SUNDAY, MAY 25th, 1902.

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 TROY

MOUNTAIN STANDARD TIME

WEST-BOUND										EAST-BOUND																				
Third Class			Second Class			First Class			Water, Coal, Scales Tables and Wyes	Distance from St. Paul.	EFFECTIVE AT 12:01 A. M. SUNDAY, MAY 25th, 1902										Distance from Cut Bank.	Capacity of Side Trucks.	Telegraph Calls	Telegraph Offices	First Class		Second Class		Third Class	
No. 9 Way Freight Daily			No. 15 Time Freight Daily			No. 3 Passenger Daily					No. 4 Passenger Daily		No. 16 Time Freight Daily		No. 10 Way Freight Daily															
4.30	PM De		11.30	PM De		4.10	PM De		W. C. T.	1090.4	Cut Bank	0.0	513	CT	DN.	3.40	AM Ar	3.25	AM Ar	9.00	PM Ar									
4.55			11.55			4.24				1096.4	Opal	6.0	70			3.28		3.00		8.30										
5.25			12.15	AM		4.35			W. 4 mi. W.	1099.4	Seville	9.0	57			3.20		2.40		8.10										
6.05			1.00			5.00				1110.3	Carlow	19.8	57			2.59		2.00		7.15										
6.35	Mt 10		1.35	Mt 16		5.15			W. C. T.	1116.3	Blackfoot	25.7	76	B F	DN.	2.46		1.35	Mt 15	6.35	Mt 9									
7.30			2.30	Mt 4		5.35	Mt 10		W.	1124.0	Browning	33.4	92	D	DN.	2.30	Mt 15	12.30	AM	5.35	Mt 3									
8.40			3.50			6.07				1134.2	Elk	43.6	106			2.00		11.40		4.35										
9.00			4.10			6.17			W.	1137.5	Midvale	46.8	75	MD	DN.	1.50		11.20		4.15										
9.40			4.55			6.37				1144.1	Lubec	52.4	70			1.37		10.50		3.50										
10.20	Mt 16		5.30			6.52			W. T.	1150.2	Summit	59.6	95	SM	DN.	1.20		10.20	Mt 9	3.25										
10.55			6.00			7.07			W.	1156.8	Bear Creek	66.1	62	BC	D.	12.50		9.20		2.30										
12.11	AM Mt 4		6.30			7.28				1164.5	Java	73.8	59			12.11	AM Mt 9	8.20		1.25										
12.40			6.55			7.41	Mt 16		W. C. T.	1168.5	Essex	77.8	107	SX	DN.	11.58		7.41	Mt 3	12.50										
1.00			7.15			7.55				1174.2	Paola	82.5	67			11.40		6.55		12.05	PM									
1.40			7.50			8.23			W. 1 mt. E.	1184.4	Nyack	93.7	68	KO	D.	11.06		5.35		11.10										
2.35			8.30			8.51				1195.3	Belton	104.6	56			10.41		4.40		10.25										
3.25			9.00			9.11			W.	1203.9	Coram	113.2	53			10.18		3.45		9.50										
4.20			9.25	Mt 10		9.30				1210.5	Columbia Falls	119.8	92	CF	DN.	10.00		3.00		9.25	Mt 15									
4.45			9.45			9.45	Mt 4			1216.4	La Salle	125.7	56			9.45	Mt 3	2.35		8.50										
5.20	AM Ar		10.15	AM Ar		10.05	PM Ar		W. C. T. O.	1225.2	Kalispell	134.5	382	P	DN.	9.25	PM De	2.00	PM De	8.10	AM De									
7.10	AM De Mt 10		11.15	AM De		10.25	PM De			1225.2	Kalispell	134.5	382	KP	DN.	9.05	PM Ar	1.10	PM Ar	7.10	AM Ar Mt 9									
7.40			11.45			10.37				1231.1	Batavia	140.4	67			8.52		12.40		6.45										
8.05			12.20	PM Mt 16		10.47			W.	1235.3	Sedan	144.6	44	XD	D.	8.40		12.20	PM Mt 15	6.25										
9.05			1.20			11.15			W.	1243.2	Athens	152.5	45			8.20		11.55		5.55										
10.00			2.20			11.35			W.	1248.6	Marion	157.9	69	MI	DN.	8.05		11.30		5.30										
10.40			2.50			11.50				1254.8	Haskell Pass	164.1	9			7.51		11.00		5.05										
10.50	Mt 16		2.55			11.53				1256.1	Lucerne	165.5	44			7.48		10.50	Mt 9	5.00										
11.40			3.30			12.11	AM		W.	1264.5	Pleasant Valley	173.9	37	VA	D.	7.10		9.40		4.00										
12.30	PM		4.10			12.31			W.	1273.6	Lakeview	182.9	31			6.51		9.00		3.25										
12.40			4.20			12.36				1276.0	Melbourne	185.3	5			6.46		8.50		3.15										
1.35			5.00			12.51			C. W.	1282.3	Atlanta	191.6	45	AX	DN.	6.20		7.50		2.25										
2.10			5.55	Mt 4		1.03	Mt 10		W.	1288.8	Sterling	198.1	40			5.55	Mt 15	6.50		1.03	AM Mt 3									
2.50			6.30			1.19				1297.0	Fisher River	206.3	36			5.31		5.50		11.50										
3.50			7.10			1.38			W. T.	1305.8	Jennings	215.1	102	JN	DN.	5.12		5.10		11.10										
4.45	Mt 4		7.50			2.04				1318.1	Libby Creek	227.4	76	CK	DN.	4.45	Mt 9	3.50		10.20										
5.30			8.30			2.29			W.	1329.0	Kootenai Falls	238.8	56			4.20		3.15		9.40										
6.00	PM Ar		8.50	PM Ar Mt 10		2.45	AM Ar Mt 16		W. C. T.	1336.8	Troy	245.6	340	UX	DN.	4.05	PM De	2.45	AM De Mt 3	8.50	PM De Mt 15									

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

SPECIAL RULES--NOTE IMPORTANT CHANGES.

1. All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides and falling rock are liable to be encountered. All west-bound trains Summit to Essex, Haskell Pass to Pleasant Valley, Melbourne to Sterling, and all east-bound trains Haskell Pass to Sedan will not exceed schedule time.
2. Trains will be governed by Mountain Standard Time between Cut Bank and Troy. By Pacific Standard Time between Troy and Spokane. Clocks regulated to Standard Time are located at telegraph offices at Cut Bank, Kalispell, Troy, East Spokane and Spokane.
3. Trains will date from time due to leave terminals. Cut Bank, Kalispell, Troy, East Spokane and Spokane will be considered terminals for passenger and freight trains. S. F. & N. Jct. and Spokane will be considered terminals for S. F. & N. passenger trains, and S. F. & N. Jct. and East Spokane will be considered terminals for S. F. & N. freight trains. Bonner's Ferry and Spokane will be considered terminals for trains 39 and 40.
4. All conductors and engine men of light engines will register at Cut Bank, Essex, Kalispell, Jennings, Troy, Bonner's Ferry, S. F. & N. Jct., East Spokane and Spokane. 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.
5. Bulletin boards are located at Cut Bank, Kalispell, Jennings, Troy, Bonner's Ferry, S. F. & N. Jct., East Spokane and Spokane.
6. Yard limit boards are located at Cut Bank, Kalispell, Jennings, Troy, Bonner's Ferry, East Spokane and Spokane. See Rule 69.
7. Trains and light engines must approach under full control and not exceed eight (8) miles per hour passing over Albany Falls bridge; 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.

BETWEEN TROY AND SPOKANE

PACIFIC STANDARD TIME

WEST-BOUND												EAST-BOUND																		
Third Class		Second Class		Second Class		First Class		First Class		First Class		Water, Coal, Scales, Tables and Wyes.	Distance from St. Paul	EFFECTIVE AT 12:01 A. M. SUNDAY MAY 25th, 1902	Distance from Cut Bank	Capacity of Side Tracks	Telegraph Offices	Telegraph Offices	First Class		First Class		First Class		Second Class		Second Class		Third Class	
No. 9 Way Freight Daily		No. 15 Time Freight Daily		No. 53 S. F. & N. Fr't Daily except Sunday		No. 31 S. F. & N. Passenger Daily		No. 39 Passenger Daily except Sunday		No. 3 Passenger Daily									No. 4 Passenger Daily		No. 40 Passenger Daily except Sunday		No. 32 S. F. & N. Passenger Daily		No. 54 S. F. & N. Fr't Daily except Sunday		No. 16 Time Freight Daily		No. 10 Way Freight Daily	
4.40	AM De	8.25	PM De					1.50	AM De Mt 16	W. C. T.	1356.3	Troy	245.6	340	UX	DN.	2.55	PM Ar							1.10	AM Ar Mt 3	6.00	PM Ar		
5.05		8.50						2.03			1343.1	Yak	252.4	69			2.40								12.40		5.30			
5.30		9.20						2.18			1350.8	Leonia	260.1	87	ON	D.	2.23								12 10	AM	5.00			
6.00		9.50						2.34		W.	1356.9	Katka	266.2	65			2.08								11.45		4.35			
6.30		10.25						2.49			1363.4	Crossport	272.7	69			1.53								11.20		4.10			
6.55		11.00	Mt 16					1.45	PM De Mt 4	W. Y.	1367.9	Bonner's Ferry	277.2	201	BY	DN.	1.43	Mt 39	1230	PM Ar					11.00	Mt 15	3.55			
											1368.4	K. V. Ry. Jct.	277.8																	
7.15		11.25						1.57			1372.9	Moravia	282.4	70			1.32		12.15	PM					10.40		3.25			
8.00		12.15	AM					2.15		W.	1379.0	Naples	288.5	32	NA	D.	1.20		11.59						10.15		3.00			
8.35		12.55						2.30	Mt 10		1386.9	Elmira	296.4	80			1.05		11.39						9.40		2.30	Mt 39		
9.10		1.25						2.45			1392.8	Colburn	303.3	77			12.50		11.24						9.05		1.45			
9.20		1.35						2.51			1396.0	Bronx	305.5	20					11.19						8.55		1.35			
9.55		2.10						3.03		W. C. Y	1401.9	Sand Point	311.4	93	SA	DN.	2.33	Ps 10	11.07					8.25		1.33	PM 4 Ps			
10.45	Mt 40	2.40						3.28			1410.7	Wrencoe	320.2	85			12.16		10.45	Mt 9					7.40		1.25			
11.00	Mt 10	3.00						3.38			1415.4	Laclede	324.9	50			12.06	PM	10.33						7.20		1.00	Mt 9		
11.50	Mt 4	3.40						3.52		W.	1423.8	Priest River	333.3	31	NC	D.	1.50	Mt 9	10.15	Ps 10					6.50		10.15	40 Ps		
12.35	PM	4.15						4.08			1430.7	Newport	340.2	82	NR	DN.	11.36		9.57						6.15		9.35			
12.50		4.30						4.16			1433.9	Penrith	343.4	31					9.49						6.00		8.45			
1.10		5.00						4.26			1438.5	Scotia	348.0	81			11.19		9.36						5.40		8.10			
1.45		5.43	3 Ps					4.43	Mt 15	W.	1445.3	Camden	354.7	88			11.02		9.18						4.43	Mt 39	7.15			
2.25		6.25	Mt 10					5.00			1452.7	Milan	362.1	92	RA	D.	10.45		9.00						3.40		6.25	DeMtrg Ar Mt 3		
3.15	Mt 16	6.50						5.16			1459.2	Chattaroy	368.7	85			10.33		8.45						3.15	Mt 9	5.20			
3.35		7.05						5.25		W.	1463.1	S. F. & N. Junction	372.6	107	SF	DN.	10.25		8.36						3.00		5.00			
4.05		7.25		4.50	PM De	6.41	PM De	5.25			1467.1	Morse	376.6	66			10.15		8.26						2.45		4.40			
5.00	PM Ar	8.00	AM Ar	5.05	AM Ar	6.49	AM Ar	5.34			1471.9	East Spokane	381.4		SQ	DN.	10.05	AM De	8.15	Mt 15	9.35				2.30	PM De	4.20	AM De		
12.05	PM De	10.30	AM De	5.40	PM Ar	6.59	AM De	5.45		W. C. O. T.	1475.1	O R & N Jct.	384.6				10.00	AM Ar	8.05					1.30	PM Ar	12.25	AM Ar			
12.25		10.50						6.50			1476.7	Spokane	386.2		Q	DN.	9.45	AM De	8.00	AM De	9.20	AM De			1.00	PM De	11.45			
12.30	PM Ar Mt 16	10.55	AM Ar					6.55	AM Ar	W. O.								9.40	AM De	8.00	AM De	9.20	AM De	12.55	PM De Mt 9	11.40	PM De			

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

SPECIAL RULES--NOTE IMPORTANT CHANGES.

8. West wye switch Bonner's Ferry will be known as K. V. Railway Jct., and will be kept set and locked for G. N. Railway main line when not in use.
9. All west-bound trains will come to a full stop not less than 200 and not more than 800 feet east of M. & G. N. Jct., 1/2 mile east of Jennings, and K. V. Jct. at Bonner's Ferry, and at S. F. & N. Jct., and must know way is clear before proceeding. All east-bound trains must approach these points under perfect control expecting to find main track occupied.
10. Train and engine men of the K. V. Railway must know that their way is clear before entering G. N. Railway main line and must move only under protection of flag within the yard limits at Bonner's Ferry. All Great Northern trains must move with caution and with trains under full control within these limits, looking out for trains of the K. V. Railway.
11. Operators at all telegraph stations except Summit will block all trains 15 minutes apart. Operator at Summit will block all west-bound trains 30 minutes apart. Trains moving in the same direction must keep 15 minutes apart at all other points.
12. Derailing switches are located on the following sidings: Opal, Browning, Elk, Midvale, Lubec, east and west end of Summit passing track, Bear Creek, Java, west end Essex passing track, Peola, Nyack, Coram, Columbia Falls, Athens, Marion, Haskell Pass, Lucerne, Atlanta, Sterling, Fisher River, Kootenai Falls, Crossport, Moravia, Naples, Colburn, Sand Point, Laclede, Chattaroy, Morse, and industry track at Priest River.
Derailing switches are also located at both ends of coal chute track at Atlanta and Sand Point. Derailing switches, except when in use, must be kept set for the ground, whether there are any cars on these tracks or not.
13. Train No. 3 will stop on signal at Moravia, Naples, Elmira, Colburn, Bronx, Wrencoe, Laclede, Penrith, Scotia, Camden, Chattaroy and Morse, to discharge passengers from points east of Bonner's Ferry, and to take on passengers for points west of Spokane. Train No. 4 will stop on signal at Morse, Chattaroy, Camden, Scotia, Penrith, Laclede, Wrencoe, Bronx, Colburn, Elmira, Naples and Moravia to discharge passengers from points west of Spokane and to take on passengers for points east of Bonner's Ferry.
14. Before starting out on runs conductors must inform their engineers the number of loaded and empty cars in trains and how many cars of air are working.
15. All west-bound trains, passenger and freight, will be required to make a service test of air brakes at Summit.
16. Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot cars.
17. All empty flat, coal and dirt cars will be hauled behind all loaded cars and empty box, stock and refrigerators, and all empty cars will be hauled behind loaded cars.
18. Trains 9 and 10 between Cut Bank and East Spokane will carry passengers when provided with ticket and freight train permit. Permits should not be issued for any of these trains for passengers to any points which will not be reached between daylight and dark. See Rules 180 and 181.
19. Train No. 39 will take siding for train No. 4.
20. Trains 31, 32, 53 and 54 are S. F. & N. trains.
21. S. F. & N. train and engine men must provide themselves with book of Great Northern Standard Rules and Current Time Table, Kalispell Division, G. N. Ry. Before using G. N. main line they must regulate their watches to conform with Pacific Standard Time in use on Kalispell Division.

22. Between Spokane and East Spokane all trains will be operated under a Block System, which will consist of a Clearance from the operators at Spokane and East Spokane.

A. B. WOODWARD,
Chief Train Dispatcher.

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

STATIONS.	Rating Grade	20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Cut Bank to Summit	1.0	1150	875	825	725	650	575	460	416
Summit to Belton	Down	.....	.....	.....	.....	.....	.....	.....	.....
Belton to Kalispell	.6	2200	1600	1350	1250	1150	1000	830	745
Kalispell to Haskell Pass	1.5	800	675	600	550	485	420	310	280
Haskell Pass to Lake View	Down	.....	.....	.....	.....	.....	.....	.....	.....
Lakeview to Melbourne	1.0	1200	1035	925	875	800	675	460	416
Melbourne to Bonner's Ferry	Down	.....	.....	.....	.....	.....	.....	.....	.....
Bonner's Ferry to Naples	.97	1250	1050	950	900	825	700	600	490
Naples to Elmira	.75	1550	1300	1200	1100	1000	900	800	590
Elmira to Morse	.7	1700	1425	1300	1200	1100	1000	900	670
Morse to East Spokane	1.0	1250	1050	925	875	800	675	575	485
East Spokane to Newport	0.6	1800	1360	1250	1150	975	870	725	640
Newport to Troy	0.6	2000	1650	1500	1400	1300	1100	950	860
Troy to Jennings	.75	1700	1420	1300	1200	1100	1000	900	615
Jennings to Haskell Pass	1.5	800	675	600	550	485	420	310	280
Haskell Pass to Kalispell	Down	.....	.....	.....	.....	.....	.....	.....	.....
Kalispell to Essex	.8	1300	1050	950	875	800	700	590	540
Essex to Summit	1.8	650	525	475	440	400	350	255	232
Summit to Elk	1.0	1250	1025	925	850	775	650	550	530
Elk to Blackfoot	Down	.....	.....	.....	.....	.....	.....	.....	.....
Blackfoot to Cut Bank	0.8	1300	1050	950	875	800	700	590	540

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	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	McInnis Spur	1406.0		Sand Point	4.1	East	6
Dailys Spur	1213.8		Columbia Falls	2.6	West	70	Old Laclede Spur	1414.2	Laclede		1.2	West	14
State Lbr. Co. Spur	1215.7	La Salle		1.1	East	18	Laclede Lbr. Co. Spur	.....	at Laclede		...	West	8
Flathead Lbr. Co. Spur	1218.4		La Salle	1.3	East	3	Goodhue Spur	1433.0	Penrith		1.7	West	8
B & M Lbr. Co. Spur No. 1	1223.8	Kalispell		2.1	East	7	Arctic Ice Co. Spur	1444.9	Camden		1.1	West	4
Kal. Industrial Co. Spur	1224.8	Kalispell		1.1	East	48	Phoenix Spur	1447.0		Camden	1.5	West	26
Smith Valley Spur	1231.0	Batavia		0.5	East	9	Rice's Spur	1448.7	Milan		4.0	West	12
Wininger's Spur	.....	at Lake View		...	East	5	Wash. Lbr. Co. Spur	1462.0	Milan		1.0	East	12
Pack River Spur	1390.2		Elmira	3.2	East	11	Spokane Lbr. Co. Spur	1451.7	Milan		0.8	West	15
Iola Spur	1391.0		Elmira	4.0	East	7	Russell's Spur	1463.6		S. F. & N. Jct.	0.5	East	6

TIME INSPECTORS:

Kalispell, PHILLIP JACOBY.

Spokane, GEO. DOERR.

A. E. LONG,
Asst. Superintendent.

L. W. BOWEN,
Acting Superintendent.

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

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 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 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 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 clean 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.

Kalispell.....	H. E. HOUSTON	Bonner's Ferry.....	T. A. BISHOP
Libby Creek.....	W. M. HOUSLEY	East Fork.....	E. F. FAKIN
Newport.....	J. T. PHILLIPS	Spokane.....	R. L. THOMSON, Oculist
	Spokane.....	D. G. RUSSELL	