

# **GREAT NORTHERN RAILWAY LINE**

**MONTANA CENTRAL RAILWAY  
AND OPERATED LINES.**

## **TIME TABLE NO. 63**

**MOUNTAIN STANDARD TIME.**

To take effect at Twelve One (12:01) o'clock AM.

**Sunday, September 27th, 1903.**

General Rules regulating the movement of trains are contained in Book entitled "Montana Central Rules" effective September 1st, 1900, a copy of which must be in the possession of each and every employe connected in any manner with the movement of trains, while on duty. Rules A, B and D.

This Time Table is in no case 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.

C. F. MURPHY Train Master.

F. S. FOREST, Superintendent.

G. T. SLADE, General Superintendent.  
F. E. WARD, General Manager.

FIRST DIVISION—BETWEEN PACIFIC JUNCTION AND GREAT FALLS

WEST BOUND					Coal and Water Stations.	Telegraph Offices	Distance from Pacific Junction.	TIME CARD NO. 63.				Telegraph Calls.	K. R. Crossings Scales—Turntables	Car Capacity of Sidings.	EAST BOUND			
Second Class		First Class	First Class	First Class				First Class	First Class		Third Class							
NO. 355		NO. 153	NO. 151					NO. 152	NO. 154		NO. 356							
Time Freight Daily		Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily		Local Freight Daily							
12.05 PM		12.30 AM	1.25 PM				Have		6.11 PM	7.10 AM		5.40 PM						
<b>ALL TRAINS BETWEEN PACIFIC JUNCTION AND HAVRE WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.</b>																		
12.25 PM De		12.40 AM De	1.35 PM De		DN		Pacific Junction	JN	Y	100	6.04 PM Ar	7.00 AM Ar			5.25 PM Ar			
12.55		12.49	1.43		W	D	3.4	Assiniboine	AZ	91	5.59	6.53			5.10			
1.30		1.04	1.54		W		10.7	Lardo		66	5.46	6.38			4.40			
								Water Tank										
2.11 <sup>151 Ps</sup>		1.23	2.11 <sup>Ps 355</sup>				20.6	Box Elder		66	5.29	6.19			3.55			
3.10 <sup>Mt 356</sup>		1.43	2.28		W	DN	30.7	Big Sandy	BS	T	170	5.10	5.57		3.10 <sup>Mt 356</sup>			
3.30		1.55	2.38 <sup>Mt 356</sup>				37.0	Verona		66	4.59	5.45			2.38 <sup>Mt 151</sup>			
3.50		2.01	2.44				40.8	Cairo		66	4.52	5.36			2.20			
4.10		2.08	2.50		W		45.3	Virgelle		98	4.42	5.25			1.45			
4.31 <sup>Mt 152</sup>		2.17	2.58				51.1	Berber		96	4.31 <sup>Mt 355</sup>	5.14			1.10			
5.00		2.25	3.06		W		56.2	Lippard		98	4.22	5.04			12.50			
5.25		2.34	3.15				62.0	Marias		66	4.12	4.53			12.30			
6.00		2.44	3.25		CW	D	66.7	Teton	UN	90	4.04	4.44			12.10 PM			
6.40		2.51	3.33				70.1	Liscum		66	3.54	4.34			11.40			
7.20		3.01	3.43 <sup>Mt 152</sup>			DN	74.7	Benton	BN	135	3.43 <sup>Mt 151</sup>	4.24			11.25			
7.55		3.15	3.55				79.8	Kershaw		185	3.34	4.13			10.20			
8.25		3.24	4.03		W		84.4	Tunis		66	3.26	4.05			10.05			
9.00		3.36	4.14				90.3	Sidney		66	3.17	3.55			9.45			
9.30		3.46 <sup>Mt 154</sup>	4.23				95.4	Floweree		75	3.08	3.46 <sup>Mt 153</sup>			9.25			
					W			Water Tank										
10.10		4.02	4.35			N	102.9	Portage	RE	75	2.55	3.32			9.00			
10.30		4.12	4.44				108.3	Goodale		75	2.45	3.22			8.35			
10.55		4.20	4.51		W		113.1	Rainbow		75	2.36	3.12			8.10			
11.10		4.22	4.53				114.4	Gibson			2.34	3.09			8.05			
11.30 PM Ar		4.32 AM Ar	5.00 PM Ar		CW	DN	119.1	Great Falls	PD	TYO	2.25 PM De	3.00 AM De			7.40 AM De			
No. 355 Daily		No. 153 Daily		No. 151 Daily						No. 152 Daily		No. 154 Daily		No. 356 Daily				

West Bound Trains are Superior to East Bound Trains of the Same Class. See Rule 43.

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

Trains will date from time due to leave Terminals. Pacific Junction and Great Falls are Terminal stations for trains 151, 152, 153 and 154, 355 and 356. All Terminal stations are initial points for trains. Conductors of all trains, and Engineers running without Conductors, must register their arrival and departure at Pacific Junction and Great Falls,

stating if carrying signals or not.

Slow Boards are located on either side of Sliding Bank between Liscum and Tunnel 13 and either side of that portion of the long cut west of Benton, in which sand drifts occur. Trains will run carefully within the limits protected by these Boards.

At Pacific Junction, switch is set for Montana Division (East point of frog) At Great Falls, (East Side) Wye switch at East end of Missouri River Bridge is set for Freight Yard. At Great Falls, East Yard Limit extends 1500 feet East of sixth street bridge.

All trains and light engines must not exceed a speed of Four (4) miles per hour, over Missouri River Bridge between east and west Great Falls.

J. A. MacKINNON, Chief Train Dispatcher.

WEST BOUND						EAST BOUND														
Third Class	Third Class	Second Class		First Class	First Class	Coal and Water Stations.	Telegraph Offices.	Distance from Pac. Junction.	TIME CARD NO 63 EFFECTIVE 12'01 A. M. SEPT. 27TH, 1903				Telegraph Calls	K. K. Crossings Turntables Scales Etc.	Car Capacity of Siding	First Class	First Class		Third Class	
NO. 359	NO. 357	NO. 355		NO. 153	NO. 151				First Class	First Class		Third Class								
Local Freight Daily	Local Freight Daily	Time Freight Daily		Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily		Way Freight Daily								
	6.30 AM De	1.45 AM De		4.42 AM De	5.10 PM De	CW	DN	119.1	Great Falls	PD	TYO				2.15 PM Ar	2.48 AM Ar			3.50 PM Ar	
								122.5	Junction		Y									
	7.05	2.35 Mt 154		4.56	f 5.23			124.8	Flood			60 f	2.02		2.35 Mt 355				3.30	
	7.35	3.05		5.11	f 5.38	W		134.2	Ulm			60 f	1.46		2.17				2.35	
	8.00	3.30		5.21	f 5.50			141.1	Riverdale			60 f	1.34		2.04				2.05	
	8.30	3.55		s 5.32	s 6.04		DN	145.8	Cascade	Q		93 s	1.21 Ps 358	s	1.50				1.21 Ps	
	9.05	4.25		f 5.48	f 6.18	W		157.0	Hardy			60 f	1.05		1.34				12.30	
	9.45	4.55		6.01	f 6.33			164.7	Mid Canon			57 f	12.50		1.19				12.01 PM	
	10.15	5.25		s 6.13	s 6.46	W	D	171.7	Craig	RA		65 s	12.35	s	1.04				11.40	
	11.10 Mt 358	6.29 Ps 358		s 6.29 Ps 355	s 7.00	CW	DN	179.6	Wolf Creek	WC		105 s	12.21	s	12.50				11.10 Mt 357	
								182.4	Gleason (Spur)			8 f								
	12.10 PM Mt 152	7.00		6.36	7.07			183.1	Manila			60	12.10 PM Mt 357		12.40				10.35	
	12.50	7.45		6.51	f 7.20	W	D	188.7	Mitchell	BK		60 f	11.59	f	12.28				10.20	
	1.35	8.50		7.04	f 7.34			195.0	Johns			60 f	11.48		12.15				10.00	
						W			Water Tank											
	2.25	9.40 Mt 358		s 7.17	s 7.47	C	DN	201.2	Silver	MN	Y	93 s	11.37	s	12.03 AM				9.40 Mt 355	
	2.55	10.10		f 7.34	8.03			210.1	Iron			60 f	11.19		11.41				8.20	
								215.3	N. P. Crossing		X									
								216.0	Red Mountain Jct.											
								216.1	H. & R. M. Org.		X									
	3.50	10.52 Mt 152		{ s 7.51 Mt 358 } { s 8.03 }	{ s 8.22 } { s 8.38 }	W	DN	217.8	Helena	DE	YO	110 { s 11.04 Mt 355 } { s 10.52 }	{ s 11.25 } { s 11.07 }						7.51 Mt 153	
	4.10	11.10		f 8.14	8.47			223.7	Easton			60 f	10.40		10.56				7.05	
	4.30	11.30		f 8.21	8.54			227.8	Montana City			32 f	10.32		10.47				6.50	
	5.10 PM Ar	12.15 PM Ar		8.34 AM Ar	9.04 PM Ar	CW	DN	231.0	Clancy	W	T	386	10.21 AM De		10.36 PM De				6.30 AM De	

THIRD DISTRICT.--BETWEEN CLANCY AND BUTTE.

	5.30 AM De	1.20 PM De		8.39 AM De	9.07 PM De	CW	DN	231.9	Clancy	W	T				10.21 AM Ar	10.32 PM Ar			
				f				231.7	Alhambra (no siding)				f						
	6.15	1.55		f 8.55	9.22			233.0	Moxon			41 f	10.09		10.18				
								239.1	Jefferson (no siding)										
	6.40	2.20		f 9.09	9.33	W	D	240.7	Corbin	BI		42 f	10.02		10.11				
	7.00	2.40		9.21	9.43			242.8	N. P. Junction (no siding)				9.56		10.05				
	7.15	2.55		f 9.29	9.50			244.5	Wickes			42 f	9.52		10.00				
	7.30	3.20		f 9.34	9.55 Mt 154	W	DN	245.6	Portal	NX		76 f	9.49		9.55 Mt 151				
	7.45	3.30		f 9.44 Mt 152	10.00	W	DN	247.4	Amazon	Z		87 f	9.44 Mt 153		9.48				
	8.20	3.50		s 9.57	s 10.12		D	253.3	Boulder	RO		80 s	9.32	s	9.35				
	9.15 Mt 152	4.25		s 10.16	s 10.30	W	DN	261.0	Basin	SI		100 s	9.15 Mt 359	s	9.17				
	9.35	4.45		s 10.27	s 10.40			265.0	Bernice		Y	140 s	9.08	f	9.08				
	10.10	5.15		10.40	10.52	W		268.2	Wilder			40 f	8.59		8.59				
	10.57 Ps 358	6.00		f 10.57 Ps 359	11.08	W	DN	273.0	Elk Park	AK	Y	62 f	8.50	f	8.50				
	11.30	6.20		f 11.07	11.16			278.0	Trask			44 f	8.41		8.41				
	11.45 AM Ar	6.35 PM Ar		s 11.15	s 11.22	CW	DN	281.7	Woodville	MA	Y	412 s	8.35	s	8.35				
				11.29	11.34			285.6	Mountain Junction			30	8.14		8.13				
								290.0	N. P. Crossing		X								
				11.45 AM Ar	11.45 PM Ar	CW	DN	290.8	Butte	DU	TYO		8.00 AM De		8.00 PM De				
Daily	Daily	Daily		Daily	Daily								Daily	Daily					Daily
NO. 359	NO. 357	NO. 355		NO. 153	NO. 151								NO. 152	NO. 154					NO. 358

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

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

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

J. A. MacKINNON, Chief Train Dispatcher.

FOURTH DISTRICT.—BETWEEN GREAT FALLS AND SWEET GRASS.

WEST BOUND				Coal and Water Stations	Distance from Great Falls	TIME CARD NO. 63. EFFECTIVE 12:01 A. M. SEPT. 27TH, 1903	Turntables, R. R. Crossings, Etc.	Telegraph Calls	Car Capacity of Sidings	EAST BOUND			
Second Class	Second Class									Second Class	Second Class		
NO. 165	NO. 163									NO. 164	NO. 166		
Mixed	Mixed									Mixed	Mixed		
Tuesday, Thursday and Saturday	Daily Except Sunday			Daily Except Sunday	Tuesday, Thursday and Saturday								
	9.00 Am De				.0	Great Falls	T	PD			9.25 PM Ar		
	9.10				1.87	Willard					9.15		
	s 9.45				12.47	Vaughn		BY	.86		s 8.40		
	f 10.35			W	26.91	Power			.64		f 7.55		
	f 11.20				37.34	Dutton			.64		f 7.20		
	s 12.05 PM			W	45.19	Collins		ON	.86		s 6.50		
	f 12.45				55.37	Brady			.64		f 6.05		
	s 1.45			C	68.67	Conrad		RD	.86		s 5.20		
	f 2.15				83.97	Fowler			.64		f 4.20		
	f 3.15				90.84	Naismith			.64		f 3.50 Mt 163		
	f 3.50 Mt 164			W		Shelby Junction	J	SJ			s 3.10 PM De		
	4.20 PM Ar				99.87								
ALL TRAINS BETWEEN SHELBY JUNCTION AND VIRDEN WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.													
						2.71							
	f 5.10 PM De			CW	102.58	Virden	Y	VR	135		2.10 PM De		1.50 PM Ar
	f 6.00				119.82	Kevin			.64				f 12.45 PM
	7.00 PM Ar			W	133.88	Sweet Grass		G	20				11.43 AM De
	Tuesday, Thursday and Saturday										Daily Except Sunday		Tuesday, Thursday and Saturday
	NO. 165										NO. 164		NO. 166

STOCKETT, SAND COULEE AND NEIHART BRANCHES

WEST BOUND				Coal & Water Station	Telegraph Offices	Distance from Great Falls	TIME CARD NO. 63. EFFECTIVE 12:01 A. M. SEPT. 27TH, 1903	Telegraph Calls	K. R. Crossings, Turntables, Scales, Etc.	Car Capacity of Sidings	EAST BOUND			
Third Class		Second Class									Second Class			
NO. 167		NO. 161									NO. 162			
Mixed		Mixed									Mixed			
Daily Except Sunday		Monday, Wednesday and Friday		Tuesday, Thursday and Saturday										
	7.15 AM De			CW	DN		Great Falls	PD				1.15 PM Ar		
	7.45					6.7	Field			27		f 12.40		
	8.15 AM Ar			W		10.4	Allen	J	152			s 12.20		
						14.2	Swift			27		f 12.01 PM		
						20.9	Wayne			57		f 11.30		
				OW	D	26.3	Belt	B	TO	300		s 10.45		
					D	28.1	Armington	RV		29		s 10.05		
						39.0	Voights Spur			3		f		
				W		44.0	Riceville			25		f 9.25		
						45.8	B. & M. Siding			72		s 9.00		
						45.8	Logging Creek Spur			14		f 8.40		
						53.1	Tyler's Spur			3		f		
				W	D	53.1	Monarch	MO	YJ	72		s 8.10		
				CW	D	66.3	Neihart	NI	T	84		7.30 AM De		
	8.15 AM De					10.4	Allen							
	8.30					13.4	Lewis	J						
	9.00 AM Ar			W	D	18.2	Stockett	S	T	292				
						13.4	Lewis	J						
						15.0	Sand Coulee			250				
	Daily Except Sunday											Tuesday, Thursday and Sat.		
	NO. 167											NO. 162		

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

All trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock are liable to be encountered. Trains must not follow each other out of Stations less than 15 minutes apart and operators will block trains as provided in this Rule.

## SPECIAL RULES

### Second District.

TRAINS will date from time due to leave terminals. Great Falls and Clancy are terminal stations for No's. 151, 152, 153, 154, 355, 357 and 358.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors, must register their arrival and departure at Great Falls, Helena and Clancy, stating if carrying signals, or not.

INTERLOCKING plant located at crossing of Northern Pacific tracks 2.5 miles East of Helena, is governed by book of Rules, "For the Operation and Maintenance of Interlocking Plants."

AT HELENA, track known as West leg of "Y," will be used by passenger trains to and from station. All switches, excepting main line switches, must be kept set for this track.

YARD LIMITS—GREAT FALLS:—60 feet West of Sun River Section House.

HELENA:—From yard limit board, East of Northern Pacific crossing, to Helena Lumber Company's spur West of Helena.

CLANCY:—1000 feet East of East switch to 1000 feet West of West switch.

GREAT FALLS:—(West Side)—Switch set for Montana Central West.

GREAT FALLS:—(East Side)—"Y" switch at East end of Missouri River Bridge set for Freight yard. (See Rule No. 69.)

### Third District.

TRAINS will date from time due to leave terminals.

CLANCY AND BUTTE are terminal stations for No's. 151, 152, 153 and 154; Clancy and Woodville for No's. 355 and 359.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors, must register their arrival and departure at Clancy, Woodville and Butte, stating if carrying signals, or not.

NORTHERN PACIFIC Trains using track between N. P. Junction and Amazon will register arrival and departure in registers placed at these points; will be run on special orders and will be governed by Montana Central Railway Time Table and Rules. Montana Central Railway Trains will not register at N. P. Junction or Amazon.

AT BERNICE, switch at stem "Y" must be kept set and locked for East leg of "Y."

At CORBIN, east bound freight trains must stop and examine wheels. (See rule No. 53).

AT MOXON, CORBIN, WICKES, BERNICE and WILDER, West bound freight trains must take siding when meeting East bound trains. (See rule No. 53).

YARD LIMITS—CLANCY:—1000 feet West of West switch to 1000 feet East of East Switch.

BASIN:—1000 feet East of East switch of passing track to 3000 feet West of West switch.

BUTTE:—Yard limits extend to 1000 feet East of East switch at Woodville. (See Rule No. 69).

ALL trains must get clearance before entering tunnel No. 6.

FREIGHT TRAINS BETWEEN WOODVILLE AND CLANCY MUST NOT EXCEED SPEED OF 18 MILES PER HOUR.

HELPER engines on East bound freight trains must cut loose at Amazon and not proceed until notified that tunnel No. 6 is clear.

INTERLOCKING plant at Northern Pacific crossing 0.8 mile East of Butte is governed by book of rules for, "Operation and Maintenance of Interlocking Plants."

NO. 153 will take siding for No. 152 at meeting point.

### Fourth District.

TRAINS will date from time due to leave terminals. Great Falls, Shelby Junction and Virden are terminal stations for trains 163 and 164. Virden and Sweet Grass are terminal stations for trains 165 and 166.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors will register arrival and departure at Great Falls, Shelby Junction, Virden and Sweet Grass, stating if carrying signals or not.

JUNCTIONS are made with Great Northern Railway at Shelby Junction and Virden. Junction switches at these points must be left set for Montana Division Main Line.

GREAT FALLS (West Side) switch set for Montana Central Main Line.

WATER TANKS between stations: seven miles east of Power, four and one-half miles west of Conrad. (See Rule 53).

### Stockett, Sand Coulee and Neihart Branches.

TRAINS will date from time due to leave terminals. Great Falls and Neihart are terminal stations for trains 161 and 162; Great Falls and Stockett for train 167.

ALL Terminal stations are initial points for trains.

CONDUCTORS of all trains, and Engineers running without Conductors, will register arrival and departure at Great Falls, Allen, Belt, Monarch, Neihart and Stockett, stating if carrying signals or not.

Junction Switches at Allen and at Monarch must be left set for the Neihart Line. Junction switch at Lewis must be left set for the Stockett Line.

YARD LIMIT: NEIHART Line, GREAT FALLS, extends to one mile West of West Yard switch. YARD LIMITS BELT, from 1000 feet East of Neihart Lumber Company's Spur to West switch at Armington.

TRAINS must not exceed speed of 15 miles per hour between Riceville and three miles East of B. & M. Siding.

## SPECIAL RULES—ALL DISTRICTS.

**All Trains and Light Engines must not exceed speed of Four (4) miles per hour over Missouri River Bridge between East and West Great Falls.**

ALL light engines, and engines with caboose only, will take siding at all meeting and passing points.

BULLETIN Boards are located at Havre, Great Falls, Clancy and Butte.

BEFORE starting out on run Conductor must inform Engineer of the number of loads and empty cars in train and how many cars of air are working.

ALL trains will run carefully through tunnels and around short curves.

ALL trains must have a clearance card (Form 219) before leaving terminals.

STANDARD CLOCKS: Havre, Telegraph Office; Great Falls, Dispatcher's Office; Clancy, Woodville and Butte.

### Derailing Switches.

BENTON—East End Wool House Track	BASIN—East End Industry Track
FLOOD—Passing Track	BERNICE—East Leg "Y"
MOXON—East End Passing Track	WILDER—East End Passing Track
CORBIN—East End Passing Track	B. & M. SIDING—Both Tracks
PORTAL—East End Track No. 2	
BARKER Branch, $\frac{3}{4}$ of a mile west of Monarch.	

TRAINS and engines using these tracks must always expect to find above switches set for derail.

### Tunnels.

NO. 1—2½ Miles West of Hardy	NO. 7—2 Miles East of Basin
NO. 2—1 Mile West of Mid Canon	NO. 8—½ Mile West of Wilder
NO. 3—2½ Miles East of Craig	NO. 9—¼ Miles West of Wilder
NO. 4—3 Miles East of Mitchell	NO. 10—2½ Miles West of Woodville
NO. 5—¾ Miles East of Mitchell	NO. 11—1½ Miles East of B. & M. Siding
NO. 6—Between Portal and Amazon	NO. 12—2 Miles West of Teton
NO. 13—½ Mile East of Benton	



**LIST OF SIDINGS AND SPURS THAT DO NOT APPEAR ON TIME TABLE.**

NAME	LOCATION	SPUR OR SIDING	CAR CAPACITY	SWITCH OPENS	BILLING STATION	
					EAST	WEST
<b>FIRST DISTRICT</b>						
Lippard's	2 Miles E. of Lippard	Spur	4 Cars	West		
Big Sandy Pit	3 Miles E. of Big Sandy	Spur	40 Cars	West	Big Sandy	Big Saady
<b>SECOND DISTRICT</b>						
Ulm Spur	½ Mile E. of Ulm	Spur	10 Cars	West		
Gravel Spur	3 Miles E. of Wolf Creek	Spur	3 Cars	East		
Wolf Creek Quarry	1 Mile W. of Wolf Creek	Spur	25 Cars	East	Wolf Creek	Wolf Creek
Kirkendall	1 Mile W. of Montana City	Spur	15 Cars	West	Helena	Clancy
<b>THIRD DISTRICT</b>						
Sand Spur	3 Miles W. of Boulder	Spur	5 Cars	East	Boulder	Basin
Silica	1½ Miles E. of Basin	Spur	10 Cars	East	Boulder	Basin
Blomberg's	3 Miles W. of Bernice	Spur	6 Cars	West	Bernice	Elk Park
Spur 5	3 Miles E. of Elk Park	Spur	10 Cars	East	Bernice	Elk Park
Spur 8	2 Miles W. of Elk Park	Spur	4 Cars	West	Elk Park	Woodville
<b>NEIHART BRANCH</b>						
Field Spur	1 Mile E. of Field	Spur	10 Cars	West	Great Falls	Great Falls
Stock Yards	1 Mile W. of Armington	Siding	20 Cars		Armington	Armington
Goodman	3 Miles E. of Riceville	Spur	2 Cars	East	Armington	Monarch
Wellwood	4 Miles W. of Monarch	Spur	6 Cars	East	Monarch	Neihart
Benton's	2 Miles E. of Neihart	Spur	3 Cars	West	Neihart	Neihart

**HAULING CAPACITY OF DIFFERENT CLASSES OF ENGINES, IN TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.**

DISTRICTS		CLASS 51. Nos. 1140-1169				CLASS 44. Nos. 800-807.				CLASS 45 A. Nos. 770-779.				CLASS 38. Nos. 600-615.				CLASS 39. Nos. 500-565.				CLASS 43. Nos. 450-476.				CLASS 37. Nos. 400-426.				CLASSES 35 and 36 Nos. 300-359.			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		FIRST DISTRICT	Havre to Great Falls.....												1400	1275	1225	1100	1200	1075	1025	900	1150	1050	1025	925	1100	1000	950	850	950	875	800
" " Time Freight.....													1275	1225	1175	1075	1075	1025	975	875	1050	1000	950	900	1000	950	900	825	875	825	775	700	
Great Falls to Havre.....													1600	1450	1375	1250	1400	1275	1225	1100	1350	1225	1175	1050	1300	1175	1125	1025	1100	1000	950	900	
" " Time Freight.....													1450	1375	1325	1225	1275	1225	1175	1075	1225	1175	1125	1025	1175	1125	1075	1000	1000	950	900	875	
SECOND DISTRICT	Great Falls to Clancy.....	1150	1025	975	875	1200	1075	1025	925	1075	975	925	850	975	875	825	750	900	825	775	700												
	" " Time Freight.....	1025	975	925	850	1075	1025	975	900	975	925	900	825	875	825	800	725	825	800	750	675												
	Clancy to Helena.....	1750	1575	1425	1300	1800	1625	1550	1400	1650	1500	1425	1300	1550	1450	1325	1200	1475	1325	1250	1125												
	Helena to Silver.....	950	875	825	775	1000	900	850	800	900	825	800	725	775	700	675	600	725	650	625	575												
	Silver to Great Falls.....	1700	1575	1450	1300	1750	1575	1500	1350	1600	1450	1375	1250	1450	1300	1250	1125	1325	1200	1150	1050												
THIRD DISTRICT	Clancy to Woodville.....	525	475	450	400	575	525	500	450	525	475	450	425	425	375	350	325																
	" " Time Freight.....	475	450	425	375	525	500	475	425	475	450	425	400	375	350	325	300																
	Woodville to Clancy.....	1150	1025	975	900	1200	1075	1025	950	1080	975	950	925	825	775	750	725																
FOURTH DISTRICT	Great Falls to Virden.....													1000	950	900	825	800	750	700	675									600	550	500	425
	Virden to Great Falls.....													1100	1050	975	925	900	850	800	750									675	625	575	500
NEIHART BRANCH	Great Falls to Belt.....													800	725	700	650	725	650	625	600	700	625	600	575	650	600	575	550	550	500	475	450
	Belt to Monarch.....																									500	450	425	400	425	400	375	350
	Monarch to Neihart.....																								225	200	175	150	200	175	150	125	
	Neihart or Barker to Wayne.....																									1000	900	850	800	850	775	750	725
	Wayne to Great Falls.....														1500	1350	1300	1200	1350	1225	1175	1125	1300	1200	1150	1100	1250	1125	1075	1025	1100	900	850

**EMPTY CARS:**—When more than 10 empty cars are hauled in train add 15,000 lbs to actual weight of 100,000 lbs capacity WOODEN ore cars, and 10,000 lbs to actual weight of steel ore and all other empties for wheel friction. No reduction in these ratings shall be made without authority from Chief Dispatcher.

**CONDITION OF ENGINES:**—Engines leaving terminals, unable to handle these ratings, must be reported by Master Mechanic or Round House Foreman to Chief Dispatcher, who will direct such reduction in rating for such engines as may be warranted.

Engineers unable to handle ratings will wire report to Chief Dispatcher and Master Mechanic over their own signatures stating the cause of the trouble and asking for instructions.

**WEATHER RATINGS:**—1. 20 degrees or more above zero. 2. Frosty or wet rail, 10 to 20 degrees above zero or strong quartering or head wind. 3. 10 degrees above zero to zero. 4. Zero and below.

## 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 dressing 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 Envelope 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 envelope.
- 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 Antiferbine, 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.

- 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.
- 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 come 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 the top of the head, as it holds it firmer and tighter.
- 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.
- 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 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 a 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 that a soiled covering is worse than none at all.

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

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

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

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

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 stretchers 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.

STRETCHERS ARE KEPT AT HAVRE AND GREAT FALLS SHOPS.

### COMPANY SURGEONS.

A. F. LONGEWAY, Chief Surgeon,	Great Falls	T. J. MURRAY,	Butte
J. S. ALMAS, Surgeon,	D. S. MCKENZIE, Ass't.	Havre	C. E. K. VIDAL,
W. C. RIDDELL,	Helena	X. L. ANTHONY	Stockett
AUSTIN WARD, Surgeon,	Boulder		
EARL STRAIN,	Ophthalmic Surgeon,		Great Falls,