



**KALISPELL DIVISION.**

# **TIME TABLE No. 34**

**EFFECTIVE 12:01 A. M.  
MOUNTAIN TIME  
AND  
PACIFIC TIME**

## **THURSDAY, OCTOBER 1, 1931.**

**MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.**

**PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.**

**M. C. LaBERTEW, Superintendent.**

**J. B. SMITH, General Superintendent Transportation.**

**J. H. O'NEILL, General Manager.**



2 WESTWARD.

FIRST SUBDIVISION—PACIFIC JUNCTION AND BLACKFOOT.

EASTWARD.

THIRD CLASS			FIRST CLASS				Car Capacity Siding Other Tracks	Station Numbers	Distance from Havre	Time Table No. 34 Effective October 1, 1931. Mountain Time			Telegraph Call	Distance from Blackfoot	SIGNS	FIRST CLASS				SECOND CLASS				THIRD CLASS		
645	681	657	41	1	27	3				4	42	2				28	472	430	446	460	646	658	682			
Local Freight	Local Freight	Local Freight	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight								
Mon., Wed. Fri.	Daily Ex. Sunday	Mon., Wed. Fri.	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Tue., Thur. and Sat.	Daily Ex. Sunday								
		L 7.35Am		L 7.15Am	L 6.10Am	L 4.45Am	Yard 2011		Double Track	HAVRE		HV	155.19	RKDN WC O X	A 7.00Pm	A 11.25Pm	A 2.45Am	A 12.05Pm	A 5.05Pm	A 10.35Pm	A 7.30Am		A 2.30Pm			
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>																										
		L 7.50Am		L 7.22Am	L 5.18Am	L 4.53Am	29 961	4.03	Double Track	PACIFIC JUNCTION			151.16	P Y	A 6.50Pm	A 11.18Pm	A 2.37Am	A 11.50Am	A 4.50Pm	A 10.20Pm	A 7.15Am		A 2.15Pm			
		8.05		7.32	5.28	5.03	98 6 967	9.97		BURNHAM			145.22	P	6.36	11.09	2.28	11.35	4.35	10.05	7.00		1.50			
		8.20		7.40	5.36	5.11	61 14 971	14.62		FRESNO			140.57	P	6.26	11.03	2.20	11.23	4.23	9.53	6.48		1.35			
		8.45		7.48	5.45	5.21	E88 W61 44 976	19.36		KREMLIN		KN	135.83	D P	6.15	10.57	2.12	11.10	4.10	9.40	6.35		1.20			
		9.00		7.58	5.53	5.31	60 7 982	25.31		XENIA			129.88	P	6.02	10.49	2.02	10.50	3.48	9.18	6.13		1.00			
		9.35		8.05	6.00	5.40	E89 W60 33 986	29.47		GILDFORD		GR	125.72	DNPW	5.52	10.43	1.56	10.40	3.35	9.05	3.27 6.00		12.45			
		10.25		8.15	6.08	5.52	61 30 992	35.40		HINGHAM		HG	119.79	D P	5.38	10.35	1.48	10.25	3.20	8.50	5.25		12.20Pm			
		10.40		8.25	6.16	6.03	E58 W60 35 998	41.37		RUDYARD		RU	113.82	D P	5.24	10.27	1.39	10.10	3.05	8.35	5.10		11.45			
		11.10		8.35	6.25	6.15	89 29 1004	47.61		INVERNESS		RN	107.58	D P	5.10	10.19	1.29	9.55	2.50	8.20	4.55		11.10			
		11.30		8.41	6.30	6.22	32 1008	51.45		JOPLIN		JO	103.74	D P	5.00	10.14	1.23	9.45	2.39	8.09	4.44		10.50			
		11.40		8.46	6.35	6.28	E99 W99 1013	54.42		BUELOW			100.77	P	4.52	10.09	1.18	9.35	2.29	7.59	4.34		10.30			
		12.50Pm		8.57	6.45	6.45	E89 W60 66 1018	61.52		CHESTER		CH	93.67	DNPW	4.36	9.59	1.06	8.57	1.40	7.10	3.45		10.00			
		1.20		9.06	6.53	6.57	61 14 1024	67.06		TIBER			88.13	P	4.23	9.51	12.57	8.15	6.57 1.20	6.50	3.25		9.34			
		1.35		9.18	7.03	7.10	89 20 1031	74.59		LOTHAIR		AR	80.60	D P	4.06	9.41	12.46	7.50	1.00	6.30	3.05		9.18			
		2.00		9.28	7.11	7.20	60 39 1037	80.58		GALATA		GA	74.61	D P	3.53	9.31	12.36	7.20	12.30	6.00	2.35		8.40			
		2.35		9.38	7.19	7.31	E89 W61 24 1043	86.60		DEVON		CD	68.59	DNPW	3.40	9.21	12.25	6.45	12.10Pm	5.40	2.15		8.15			
		2.55		9.45	7.25	7.38	61 14 1047	90.99		TELSTAD			64.20	P	3.30	9.15	12.16	6.30	11.50	5.20	1.55		8.00			
		3.20		9.52	7.31	7.45	E89 W60 15 1052	95.34		DUNKIRK			59.85	P	3.20	9.09	12.08Am	6.15	11.35	5.05	1.40		7.45			
		3.45		10.01	7.38	7.52	61 3 1057	101.09		FARRELL			54.10		3.08	9.01	11.59	5.55	11.15	4.45	1.20		7.05			
L 6.00Pm	L 8.30Am	A 4.00Pm	L 10.20Am	41 10.10	7.52	8.05	E169 W241 407 1061	104.67		SHELBY		SJ	50.52	RKDNPWC Y X	3.00	A 2.45Pm	8.55	11.52	5.40	11.00	4.30	1.05	A 5.30Am	L 6.50Am	A 11.40Am	
6.10	A 8.40Am		A 10.23Am	10.13	7.55	8.08		106.16		SWEET GRASS LINE JCT.			49.03	P	2.50	L 2.40Pm	8.47	11.44	5.30	10.50	4.20	12.55	5.20		L 11.30Am	
6.35				10.23	8.05	8.18		106.9		SIMLA			42.60		2.36		8.38	11.34	5.15	10.35	4.05	12.40	4.35			
7.05				10.32	8.13	8.27	W122 31 1074	117.70		ETHRIDGE		DG	37.49	D P	2.25		8.31	11.25	5.00	10.20	3.50	12.25	4.05			
7.50				10.44	8.28	8.42		108.2		BALTIC			29.73	P	2.08		8.22	11.15	4.45	10.05	3.35	12.10Am	3.10			
8.50				10.49	8.35	8.50	130 186 1087	128.95		CUT BANK		CT	26.24	DN W	2.00		8.16	11.10	4.30	9.50	3.20	11.55	2.50			
9.20				10.58	8.45	9.00	7 1093	134.97		GUNSIGHT			20.22	P	1.47		8.07	11.00	4.10	9.30	3.00	11.35	2.00			
9.45				11.03	8.50	9.05	30 1095	138.55		SUNDANCE			16.64	P	1.39		8.02	10.55	4.00	9.20	2.50	11.25	1.45			
10.15				11.11	8.57	9.12	W59 7 1100	143.79		FORT PIEGAN			11.40	P	1.27		7.55	10.48	3.45	9.05	2.35	11.10	1.20			
10.50				11.20	9.05	9.20	9 1106	149.22		MERIWETHER			5.97	P	1.14		7.48	10.40	3.30	8.50	2.20	10.55	1.00			
A 11.30Pm				A 11.30Am	A 9.15Am	A 9.30Am	E129 W129 398 1112	155.19		BLACKFOOT		BF		RKDNPWC Y X	L 1.00Pm	L 7.40Pm	L 10.30Pm	L 3.10Am	L 8.30Am	L 2.00Pm	L 10.35Pm	L 12.30Am				
5.30 9.2	.10 9.6	8.10 17.3	.03 32.0	4.08 36.5	3.57 38.2	4.37 32.3									5.50 25.9	.05 19.2	3.38 41.6	4.07 36.7	8.40 17.4	8.20 18.1	8.20 18.1	8.40 17.4	5.00 10.2	7.25 13.5	.10 9.6	

Special Rules.

Westward trains are superior to Eastward trains of the same class.  
 No. 27 is superior to all trains.  
 Opposing first class trains will clear No. 27 five (5) minutes.  
 Other opposing trains will clear No. 27 ten (10) minutes.  
 Westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.  
 All trains except first and third class will register by card at Shelby.

Nos. 1, 2, 3, 4, 27 and 28 will register by card at Blackfoot.  
 Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.  
 See page 7 for Interlocking Rules and Maximum Speed.  
 No. 1 stops at Cut Bank to let off passengers from South of Shelby.  
 Nos. 1 and 2 stop on flag at Cut Bank for passengers from or to Twin Cities and points East of there, also from and to Spokane and points West of there.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.

PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.



THIRD CLASS					FIRST CLASS					Car Capacity	Station Numbers	Distance from Blackfoot	Time Table No. 34 Effective October 1, 1931. Mountain Time	Telegraph Calls	Distance from Whitefish	SIGNS	FIRST CLASS				SECOND CLASS				THIRD CLASS
683	263	1	3	27	4	2	264	28	430								436	460	472	684	Passenger	Passenger	Motor	Fast Mail	Freight
Local	Motor	Passenger	Passenger	Fast Mail	Passenger	Passenger	Motor	Fast Mail	Freight	Freight	Freight	Freight	Local	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed. Fri.			
Tues., Thur., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
L 5:40Am		L 11:30Am	L 9:30Am	L 9:15Am	E 129 W129	898	1112	.....BLACKFOOT.....	BF	101.06	KRDNPW CY X	A 1:00Pm	A 7:40Pm		A 10:30Pm		A 8:00Am	A 1:30Pm	A 9:45Pm	A 2:40Am	A 2:10Pm				
s 6:40		11:46	s 9:46	9:29	E 84 W104	80	1120	7:29 .....FORT BROWNING.....	BG	93.77	C DNPW	436 s12:44	7:27		10:15		7:30	12:44	9:25	2:15	s 1:40				
s 7:15		11:57	f 9:57	9:39	98	14	1125	5:18 .....TRIPLE DIVIDE.....		88.59	P	f12:33	7:17		10:05		683 7:15	12:20	9:10	2:00	s 1:20				
s 7:30		12:05Pm	f10:04	9:46	130	6	1130	8:70 .....SPOTTED ROBE.....		84.89	P	f12:25	7:11		9:55		7:05	12:05Pm	8:55	1:45	s 1:05				
s 7:55		12:15	f10:15	9:55	E 68 W 60	122	1138	4:58 .....GLACIER PARK.....	MD	80.81	DNPW Y X	1 f12:15	7:02		9:44		6:50	11:40	8:35	1:30	s12:50				
s 8:05		12:21	f10:21	10:00	112	10	1136	3:70 .....BISON.....		77.61	P	f12:01Pm	6:57		9:37		6:40	11:30	8:25	1:10	s12:40				
s 8:20		12:27	f10:28	10:06	129	10	1141	3:12 .....RISING WOLF.....		74.49	P	f11:54	6:51		9:32		6:30	11:20	8:15	1:00	s12:27Pm				
s 8:45		12:39	f10:41	10:18	E112 W130	81	1147	6:26 .....SUMMIT.....	SM	68.23	DNPW Y X	f11:40	6:40		9:20		6:10	11:05	8:00	12:40Am	s11:55				
s 9:05		12:53	f10:55	10:31	E60	9	1153	8:30 .....BLACKTAIL.....	FD	61.43	PW	684 f11:12	6:19		8:57		5:20	10:15	6:55	11:50	s11:12				
s 9:20		1:00	f11:02	10:37		18	1157	3:08 .....SINGLESHOT.....		58.35	P	f10:59	6:08		8:44		5:00	9:55	6:35	11:30	s10:50				
s 9:35		1:09	f11:11	10:46	E 61	13	1161	4:41 .....NIMROD.....	VA	53.94	P	f10:40	5:53		8:30		4:40	9:35	6:15	11:10	s10:30				
s10:15		1:17	s11:20	10:54	E98 W136	231	1165	8:01 .....WALTON.....	SK	50.03	K DNPW CY X	f10:30	5:45		8:20		4:20	9:20	5:55	10:50	s10:10				
s10:40		1:29	f11:32	11:06	60	18	1171	5:56 .....PINNACLE.....		44.37	P	f10:17	5:34		8:08		3:40	8:40	5:34	10:20	s 9:40				
s11:00		1:39	f11:42	11:15	E 61	14	1175	4:53 .....HIDDEN LAKE.....		39.54	P	f10:07	5:24		8:00		3:20	8:20	4:55	10:05	s 9:10				
s11:25		1:50	f11:54	11:25	E 70 W 99	14	1181	5:40 .....RED EAGLE.....	NY	34.14	DNPW Y	f 9:56	5:13		7:50		3:00	7:55	4:25	9:35	s 8:40				
s12:17Pm		2:13	f12:17	11:45	118	96	1192	10:90 .....BELTON.....	BE	23.24	DNP	f 9:34	4:51		7:32		2:20	7:10	3:45	8:50	s 8:00				
s12:35		2:19	f12:24	11:51	59	26	1195	3:10 .....GRIZZLY.....		20.14	P	f 9:28	4:45		7:27		2:10	6:50	3:35	8:40	s 7:35				
s12:45		2:30	f12:35	12:01Pm	E 60 W 60	15	1200	5:28 .....CITADEL.....		14.86	PW	f 9:17	4:35		7:19		1:50	6:30	3:15	8:25	s 7:15				
s 1:15	L 6:05Pm	s 2:45	s12:55	s12:15	111	265	1207	7:22 .....COLUMBIA FALLS.....	CF	7.64	DNP Y X	s 9:02	s 4:21	A 7:10Pm	7:05		1:25	6:00	2:55	8:10	s 6:45				
s 1:25	f 6:10	2:50	f 1:00	12:20	46	WA4	96.36	2:04 .....HALF MOON.....		4.70	P	f 8:49	4:12	f 7:00	6:52		1:15	5:45	2:35	7:55	f 6:25				
A 1:40Pm	A 6:20Pm	A 3:00Pm	A 1:10Pm	A 12:27Pm	Yard	1058	WA8	4:70 .....WHITEFISH.....	WF		KRDNWP C O X	L 8:40Am	L 4:05Pm	L 6:50Pm	L 6:45Pm		L 1:00Am	L 5:30Am	L 2:15Pm	L 7:40Pm	L 6:10Am				
8.00 12.6	.15 80.6	3.30 28.9	3.40 27.6	3.12 31.6				Time Over Subdivision Average Speed Per Hour				4.20 28.3	3.35 28.2	.20 28.0	3.45 26.8		7.00 14.5	8.00 12.6	7.30 13.4	7.00 14.5	8.00 12.6				

Special Rules.

Westward trains are superior to eastward trains of the same class.  
 No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes.  
 Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.  
 Eastward freight trains test air at Summit after cutting out helper.  
 Nos. 1, 2, 3, 4, 27 and 28 register by card at Blackfoot.  
 Register at Walton and Columbia Falls for trains originating and terminating at these stations.  
 Westward first class trains and extra passenger trains will make running test of air brakes descending False Summit grade also a second running test passing thru Summit yard and know brakes are working before reaching heavy descending grade west of Summit.  
 Westward freight trains stop at Summit and trainmen will turn up retainers, test air brakes, and know that brakes are in proper working order before proceeding. Westward freight trains will use twenty-five minutes Summit to Blacktail and twenty-five minutes Blacktail to Nimrod.  
 Westward freight trains stop at Nimrod for inspection and turn down retainers.  
 Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Normal position of main track switch at end of double track Whitefish is for westward track.  
 Crossover at Nimrod trailing points. Singleshot, Blacktail and Summit facing points.  
 Westward trains using eastward track between Summit and Nimrod, must not exceed thirty (30) miles per hour.  
 Trains must not exceed thirty (30) miles per hour through Nimrod gauntlet.  
 All trains reduce speed to fifteen (15) miles per hour between East Gauntlet frog and west cantilever signal 1/2 mile east of Pinnacle.  
 See page 8 for Interlocking Rules and Maximum Speed.  
 Nos. 1, 2, 3 and 4 stop at Belton and Glacier Park June 15th to September 15th, inclusive.  
 No. 28 stops at Belton and Glacier Park June 15th to September 15, and on flag September 16th to June 14th for Express.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.  
 PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.



4 WESTWARD.

THIRD SUBDIVISION—WHITEFISH AND TROY.

EASTWARD.

THIRD CLASS				FIRST CLASS			Car Capacity		Time Table No. 34 Effective October 1, 1931. Mountain Time				SIGNALS		FIRST CLASS			SECOND CLASS				THIRD CLASS	
687				1	3	27	Siding	Other Tracks	Station Numbers	Distance from Whitefish	STATIONS	Telegraph Code	Distance from Troy	4	2	28	430	436	460	472	688		
Local	Passenger			Passenger	Passenger	Fast Mail								Passenger	Passenger	Fast Mail	Freight	Freight	Freight	Freight	Local		
Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues., Thurs., Sat.		
L 4:15Am	L 3:10Pm	L 1:20Pm	L 12:32Pm	Yard	1088	WA8	0.0	.....WHITEFISH.....	WF	134.55	KRDN PW C O X	A 8:30Am	A 3:55Pm	A 6:35Pm		A 2:10Pm	A 9:40Pm	A 1:30Am	A 8:00Am	A 2:45Pm			
s 4:35	3:20	f 1:29	12:40	151	0	WA13	5.40	5.40 .....VISTA.....		129.15	P	8:20	3:46	f 6:25		1:50	9:25	1:10	7:40	s 2:30			
		f 1:34					8.15	2.75 .....DEPEW.....		126.40				f 6:20									
s 5:05	<sup>2</sup> 3:36	f <sup>430</sup> 1:40	12:50	89	15	WA20	11.81	3.66 .....LUPPER.....		122.74	P	8:10	<sup>1</sup> 3:36	f 6:15		<sup>3</sup> 1:40	9:10	12:55	7:20	s 2:10			
s 5:30	3:45	f <sup>688</sup> 1:49	<sup>430</sup> 12:58	E 70 W70	26	WA25	17.27	5.45 .....OLNEY.....	KY	117.28	DPW	8:01	3:28	f 6:06		<sup>27</sup> 12:58	8:45	12:40	7:00	s <sup>3</sup> 1:49			
s 5:50	3:53	f 1:59	<sup>688</sup> 1:07	70	17	WA32	23.05	5.78 .....RADNOR.....		111.50	P	7:51	3:20	f 5:56		12:40	8:30	12:25	6:45	s <sup>27</sup> 1:07			
s <sup>472</sup> 6:20	4:03	f 2:11	1:18	113	84	WA35	30.11	7.06 .....STRYKER.....	SY	104.44	DNPWY	7:40	3:10	f 5:45		12:20Pm	8:15	12:05Am	<sup>687</sup> 6:20	s 12:20Pm			
s 6:50	4:11	f 2:21	1:27	69	15	WA44	36.08	5.97 .....TREBO.....		98.47	P	7:28	3:00	f 5:34		11:40	7:30	11:25	5:40	s 11:45			
s <sup>4</sup> 7:18	4:17	f 2:29	1:34	136	16	WA49	40.70	4.63 .....FORTINE.....	FR	98.85	D P	<sup>687</sup> 7:18	2:53	f 5:25		<sup>688</sup> 11:20	7:10	11:05	5:20	s <sup>430</sup> 11:20			
s 7:45	4:26	f <sup>2</sup> 2:42	1:43	180	15	WA56	46.61	5.91 .....TOBACCO.....	BA	87.94	DN PW	7:06	<sup>3</sup> 2:42	f 5:13		11:00	6:30	10:25	4:55	s 10:45			
s 8:00	4:33	s 2:53	1:52	140	79	WA61	52.39	5.78 .....BUREKA.....	KA	82.16	DP	s 6:54	2:34	s 5:03		10:40	6:00	10:05	4:40	s 10:25			
s 8:30	<sup>28</sup> 4:45	s 3:10	2:05	E 94 W87	200	W43	61.26	8.87 .....REXFORD.....	RD	73.29	KRDN PW C Y X	s 6:35	2:20	s 4:45		10:00	5:10	9:25	4:00	s 9:45			
s 8:50	<sup>436</sup> 4:52	f 3:19	<sup>2</sup> 2:12	70	5	W38	65.90	4.64 .....RONDO.....		68.65	P	6:25	<sup>27</sup> 2:12	f 4:31		9:40	<sup>1</sup> 4:52	8:45	3:15	s 9:20			
s <sup>430</sup> 9:15	5:01	f 3:30	2:21	E 69 W79	6	W31	72.05	6.16 .....STONEHILL.....	SH	62.49	PW	6:13	1:58	f 4:19		<sup>687</sup> 9:15	4:30	8:30	3:00	s 8:50			
s 9:45	5:09	f 3:41	2:30	70	4	W36	77.83	5.77 .....TWEED.....		56.72	P	6:02	1:50	f 4:06		8:55	4:15	8:15	2:45	s 8:30			
s 10:10	5:17	f <sup>436-28</sup> 3:51	2:38	E 70 W70	5	W31	83.21	5.38 .....URAL.....		51.34	P	5:51	1:43	f <sup>2-436</sup> 3:51		8:35	<sup>28-3</sup> 3:51	8:00	2:30	s 8:10			
s 10:35	5:24	f 4:01	2:46	131	4	W16	89.16	4.95 .....VOLCOUR.....	VR	46.39	DN PW	5:41	1:36	f 3:42		8:15	3:25	7:45	2:15	s 7:50			
s 11:00		f 4:11					92.55	4.69 .....WARLAND.....		41.70	P			f 3:33									
s 11:15	5:36	f 4:17	<sup>436</sup> 2:59	139	3	W5	95.86	3.01 .....YARNELL.....		38.21	P	5:26	1:25	f 3:26		7:40	<sup>27</sup> 2:59	7:10	1:30	s 7:15			
s 11:55	5:47	f 4:32	<sup>28</sup> 3:11	E 65 W65	10	1302	103.76	7.90 .....JENNINGS.....	JN	30.79	P	5:10	1:15	f 3:11		7:10	2:35	6:45	1:15	s 6:40			
s 12:25Pm	5:55	f 4:44	3:20	70	3	1306	109.48	5.72 .....RIPLEY.....		25.07	P	4:59	1:07	f 2:52		6:50	2:20	6:30	1:00	s 6:15			
s <sup>2</sup> 12:58	<sup>460</sup> 6:05	s 5:00	3:31	258	165	1315	116.32	6.84 .....LIBBY.....	CK	18.23	DNPW	s 4:45	<sup>687</sup> 12:58	s 2:41		6:20	2:00	<sup>1</sup> 6:05	12:40	s 5:45			
s <sup>436</sup> 1:30	6:21	f 5:16	3:46	70		1326	127.33	11.01 .....KOOTENAI FALLS.....	KP	7.22	DNP	4:24	12:43	f 2:17		5:30	<sup>687</sup> 1:30	5:35	12:01Am	s 5:05			
A 1:45Pm	A 6:35Pm	A 5:30Pm	A 4:00Pm	E 215 W Terd	858	1332	134.55	7.22 .....TROY.....	TX		KRDN PW C X	L 4:10Am	L 12:30Pm	L 2:05Pm		L 5:00Am	L 12:50Pm	L 4:50Pm	L 11:30Pm	L 4:45Am			
<sup>9.30</sup> 14.2	<sup>8.25</sup> 39.3	<sup>4.10</sup> 32.3	<sup>3.28</sup> 38.8	Time Over Subdivision Average Speed Per Hour									<sup>4.20</sup> 31.0	<sup>3.25</sup> 39.4	<sup>4.30</sup> 29.9		<sup>9.10</sup> 14.7	<sup>8.50</sup> 15.2	<sup>8.40</sup> 15.5	<sup>8.30</sup> 15.4	<sup>10.00</sup> 13.5		

Special Rules.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes.

All westward trains must be clear at the time No. 27 is due to leave the next station in the rear, where time is shown, but not less than five (5) minutes.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.

Normal position end of double track switch at Kootenai Falls is for westward track. This switch will be handled by operators.

Normal position of switch at Junction with Seventh Subdivision at Rexford is for main track Third Subdivision.

Register at Rexford for trains originating and terminating at this station.

Flag Stops—No. 1 at Libby to discharge passengers from Fargo and east and from South of Shelby and pick up passengers destined points West of Spokane where No. 1 is scheduled to stop.

No. 2 at Libby to discharge passengers from points west of Spokane and to pick up passengers for Fargo and East where No. 2 is scheduled to stop.

See page 8 for Interlocking Rules and Maximum Speed.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.  
PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.



**WESTWARD.**

**FOURTH SUBDIVISION—TROY AND HILLYARD.**

**EASTWARD. 5**

THIRD CLASS				FIRST CLASS				Car Capacity		Time Table No. 34 Effective October 1, 1931. PACIFIC TIME				FIRST CLASS				SECOND CLASS				THIRD CLASS			
689				1	255	3	27	Siding	Other Tracks	Station Numbers	Distance from Troy	STATIONS				2	28	256	4	430	436	460	472	690	
Local	Passenger			Passenger	Passenger	Fast Mail	Passenger					Fast Mail	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Local	Mon., Wed., Fri.			
Tue., Thur., Sat.	Daily	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 5:00Am	L 5:40Pm	L 4:40Pm	L 3:05Pm	E215 W.Yd. 858 1332 0.0	..... TROY.....	UX 134.67	RDPWCKX	A 11:25Am	A 1:00Pm	A 3:00Am	A 7:20Am	A 1:00Pm	A 7:40Pm	A 2:10Am	A 3:00Pm										
• 5:25	5:51	f 4:51	3:15	149 7 1340 6.68	..... YAKT.....	127.99	P	11:15	f 12:49	2:48	7:00	12:49	7:20	1:50	• 2:30										
• 5:50	6:05	f 5:05	3:28	181 14 1347 13.71	..... LEONIA.....	ON 120.96	D P	11:01	f 12:35	2:34	6:40	12:20	7:00	1:30	• 2:00										
• 6:20	6:19	f 5:20	3:40	70 6 1833 20.64	..... KATKA.....	114.03	PW	10:47	f 12:21	2:19	6:20	12:02Pm	6:19	1:10	• 1:30										
• 6:50	6:31	f 5:34	3:52	69 10 1360 27.03	..... CROSSPORT.....	107.64	P	10:35	f 12:09Pm	2:05	6:00	11:45	6:00	12:50	• 1:00										
• 7:10	6:39	• 5:45	4:00	E119 W 68 185 1364 31.34	BONNER'S FERRY	BY 108.83	DNPW X	10:28	• 11:59	• 1:55	5:45	11:35	5:45	12:40	• 12:40										
• 7:30	6:47	f 5:53	4:08	70 18 1369 36.31	..... MORAVIA.....	98.36	P	10:20	f 11:50	1:46	5:25	11:20	5:15	12:25	• 12:20Pm										
• 8:00	6:57	f 6:04	4:18	119 29 1376 42.72	..... NAPLES.....	NA 91.95	DNPW	10:12	f 11:40	1:35	5:10	11:05	4:50	12:10Am	• 11:50										
• 8:30	7:08	f 6:17	4:29	70 8 1383 50.11	..... BLMIRA.....	84.56	P	10:02	f 11:25	1:22	4:55	10:50	4:29	11:55	• 11:25										
• 9:00	7:18	f 6:29	4:39	90 19 1390 56.93	..... COLBURN.....	77.74	P	9:53	f 11:14	1:10	4:35	10:35	4:10	11:35	• 10:40										
• 9:43	7:29	• 6:43	4:51	W116 E 95 293 1398 64.78	..... SAND POINT.....	S 69.50	KDNPW YO X	436-689 9:43	• 11:00	• 12:56	4:15	9:43	3:50	11:00	• 10:20										
		f 6:48		67.74	..... DOVER.....	66.93			f 10:55																
• 10:10	7:42	f 6:58	5:04	70 13 1407 73.62	..... WRENCOB.....	61.05	P	9:31	f 10:45	12:41	3:10	9:15	3:05	10:30	• 9:31										
• 10:35	7:49	f 7:06	5:12	70 18 1410 78.62	..... LACLEDE.....	C 56.05	PW	9:24	f 10:35	12:32	3:00	9:00	2:55	10:15	• 9:05										
• 10:50	7:56	f 7:14	5:19	71 15 1416 83.34	..... THAMA.....	51.33	P	9:18	f 10:27	12:24	2:50	8:41	2:45	10:05	• 8:45										
• 11:10	8:01	• 7:20	5:24	70 185 1420 88.88	..... PRIEST RIVER..	NC 47.79	DNP	9:13	f 10:21	• 12:18	2:40	8:25	2:35	9:55	• 8:25										
• 11:35	8:10	• 7:32	5:34	E90 W 69 125 1427 93.44	..... NEWPORT.....	NR 41.23	DNPW	9:04	• 10:10	• 12:05Am	2:25	8:10	2:20	9:35	• 8:05										
• 11:50	8:15	f 7:38	5:39	70 25 1432 96.95	..... PENRITH.....	37.72	P	8:59	f 10:03	11:58	2:10	7:50	2:05	9:25	• 7:50										
• 12:10Pm	8:21	f 7:46	5:47	70 15 1438 101.27	..... SCOTIA.....	33.40	P	8:52	f 9:56	11:48	1:55	7:40	1:55	9:10	• 7:30										
• 12:40	8:34	f 7:59	6:00	120 25 1442 107.91	..... CAMDEN.....	MD 26.76	PW	8:41	f 9:42	11:34	1:35	7:20	1:35	8:34	• 7:00										
• 12:55	8:39	f 8:04	6:06	70 63 1445 110.90	..... BLK.....	KE 23.77	D P	8:36	f 9:35	11:28	1:25	7:12	1:25	8:25	• 6:45										
• 1:10	8:45	f 8:11	6:13	69 32 1449 115.22	..... MILAN.....	RA 17.45	D P	8:29	f 9:25	11:20	1:10	7:00	1:10	8:11	• 6:25										
• 1:50	8:54	f 8:22	6:24	70 11 1456 121.72	..... CHATTAROY..	12.95	P	8:20	f 9:15	11:08	12:50	6:40	12:50	7:35	• 6:00										
• 2:10	9:00	L 4:16Pm	8:29	67 85 1460 125.62	..... DEAN.....	SF 9.05	KDNP X	8:14	9:09	A 9:00Am	12:40	6:30	12:40	7:25	• 5:40										
• 2:35	9:07	f 4:25	8:37	80 1464 130.21	..... MEAD.....	4.46	P	8:07	9:02	f 8:52	12:25	6:15	12:25	7:15	• 5:20										
A 3:00Pm	A 9:15Pm	A 4:35Pm	A 8:45Pm	Yard 2558 1469 134.67	..... HILLYARD.....	Depot HU Yard 80	KRDNPWC YOX	L 8:00Am	L 8:55Am	L 8:40Am	L 12:10Am	L 6:00Am	L 12:10Pm	L 7:00Pm	L 5:00Am										
10.00 13.5	3.35 37.6	0.19 28.7	4.05 33.0	3.42 36.4	Time over Subdivision Average Speed per Hour			3.25 39.4	4.05 32.09	0.20 27.1	4.15 31.7	7.10 18.8	7.00 19.2	7.30 17.9	7.10 18.8	10.00 13.5									

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Nos. 1, 2, 3, 4 and 27 register by card at Hillyard.

Register at Bonner's Ferry, and Dean for trains originating and terminating at these stations.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper Clearance Card Form A from Superintendent.

**Special Rules**

At Dean, normal position end of double track switch is for westward main track and normal position junction switch is for Third Subdivision.

At Bonner's Ferry, normal position of junction switch, Eighth Subdivision, on eastward siding, is for eastward siding.

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.

All trains reduce speed to 15 miles per hour over first street crossing east of depot Bonner's Ferry.

See page 8 for Interlocking Rules and Maximum Speed.

**Flag Stops—**

No. 1 will stop at Bonner's Ferry, Sandpoint, Priest River and Newport to discharge passengers from Fargo and east.

No. 2 at Newport, Priest River, Sandpoint and Bonner's Ferry for passengers Fargo and east.

Nos. 3 and 28 Samuels, Albany Falls Spur.

Nos. 3 and 28 at Dean and Mead Sundays only.

Auxiliary Telephones in Kootenai and Scotia Canyons.

- At West Switch Troy.
- Six Telegraph Poles West of Mile Post 1341.
- At Mile Post 1348.
- At Mile Post 1354.
- One-half Mile West of Mile Post 1359.
- East Portal Tunnel 10.3.

**MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.  
PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.**



**6 WESTWARD.**

**FIFTH SUBDIVISION—COLUMBIA FALLS AND SOMERS.**

**EASTWARD.**

SECOND CLASS		FIRST CLASS					Car Capacity	Station Number	Distance from Columbia Falls	Time Table No. 34 Effective October 1, 1931. Mountain Time	Distance from Somers	Telegraph Calls	SIGNS	FIRST CLASS					SECOND CLASS	
369	249	247	245	243	241	242								244	246	248	250	370		
Freight Daily Ex. Sunday	Motor Daily	Motor Daily	Motor Daily	Motor Daily	Motor Daily	Sidings	Other Trains	Station Number	Distance from Columbia Falls	Distance from Somers	Telegraph Calls	SIGNS	Motor Daily	Motor Daily	Motor Daily	Motor Daily	Motor Daily	Freight Daily Ex. Sunday		
L 6.50Am	L 7.15Pm	L 4.21Pm	L 2.45Pm	L 12.55Pm	L 9.02Am	111	265	1207	.....	24.86	CF	R DNPYW X	A 8.55Am	A 12.50Pm	A 2.40Pm	A 4.15Pm	A 6.00Pm	A 5.20Pm		
	f 7.20	f 4.26	f 2.50	f 1.00	f 9.07				1.84				f 8.45	f 12.40	f 2.30	f 4.05	f 5.53			
s 7.10	f 7.27	f 4.33	f 2.57	f 1.07	f 9.14	41		1213	5.28			P	f 8.35	f 12.30	f 2.20	f 3.55	f 5.45	s 4.33		
s 7.25	f 7.35	f 4.41	f 3.05	f 1.15	f 9.22			1217	9.91				f 8.25	f 12.20	f 2.10	f 3.45	f 5.35			
s 8.10	A 7.45Pm	A 4.51Pm	A 3.15Pm	A 1.25Pm	A 9.32Am	48	283	1222	14.84		K	RKDNPWC OYX	L 8.15Am	L 12.10Pm	L 2.00Pm	L 3.35Pm	L 5.25Pm	s 4.01Pm		
								1228	20.20											
A 9.30Am						40	224	1233A	24.86			OB	D P X					L 11.30Am		
2.40	.80	.80	.80	.80	.80								.40	.40	.40	.40	.85	6.05		
9.3	28.7	28.7	28.7	28.7	28.7								21.5	21.5	21.5	21.5	24.6	4.6		
Time Over Subdivision																				
Average Speed Per Hour																				

**Special Rules.**

Westward trains are superior to eastward trains of the same class except Nos. 242, 244, 246, 248 and 250 are superior to Nos. 241, 243, 245, 247 and 249 Kalspell to Columbia Falls.

Maximum Speed—Passenger 30 miles per hour. Freight 20 miles per hour.

**WESTWARD. SIXTH SUBDIVISION—KALISPELL AND MARION. EASTWARD.**

SECOND CLASS		Car Capacity	Station Numbers	Distance from Kalispell	Time Table No. 34 Effective October 1, 1931. Mountain Time	Distance from Marion	Telegraph Calls	SIGNS	SECOND CLASS	
375	376									
Freight Friday Only	Freight Friday Only	Sidings	Other Trains	Station Numbers	Distance from Kalispell	Distance from Marion	Telegraph Calls	SIGNS	Freight Friday Only	
L 1.10Pm	A 4.30Pm	48	283	1223	.....	23.24	K	RKDNPWCX OY	A 4.30Pm	
f 1.40	f 4.00	30	17	1232	10.04	13.20			f 4.00	
f 2.10	f 3.30	80		1240	7.80	5.40			f 3.30	
A 2.40Pm	L 3.00Pm	12	33	1245	5.40			PW	L 3.00Pm	
1.30	1.30								1.30	
15.5	15.5								15.5	
Time Over Subdivision										
Average Speed Per Hour										

**Special Rules.**

Westward trains are superior to eastward trains of the same class. Maximum Speed—Freight trains 20 miles per hour.

**WESTWARD.**

**EIGHTH SUBDIVISION BONNERS FERRY AND PORT HILL.**

**EASTWARD.**

SECOND CLASS		Car Capacity	Station Numbers	Distance from Bonner's Ferry	Time Table No. 34 Effective October 1, 1931. Pacific Time.	Distance from Port Hill	Telegraph Calls	SIGNS	SECOND CLASS	
379	380									
Mixed Mon. Wed. Sat.	Mixed Mon. Wed. Sat.	Sidings	Other Trains	Station Numbers	Distance from Bonner's Ferry	Distance from Port Hill	Telegraph Calls	SIGNS	Mixed Mon. Wed. Sat.	
L 6.30Am	A 1.10Pm	0	59	KV26	26.11	0.0		D P	A 1.10Pm	
s 7.05	s 12.20Pm	0	18	KV17	16.93	9.18			s 12.20Pm	
s 7.50	s 11.50	0	15	KV8	7.57	18.54			s 11.50	
A 8.20Am	L 11.20Am			1364	0.0	26.11	BY	R DNPW Y X	L 11.20Am	
1.50	1.50								1.50	
14.2	14.2								14.2	
Time Over Subdivision										
Average Speed Per Hour										

**Special Rules.**

Westward trains are superior to eastward trains of the same class. Maximum speed for all trains twenty (20) miles per hour on straight track and ten (10) miles per hour on curves, and must not exceed speed of ten (10) miles per hour over Bridge 1, just west of Junction at Bonners Ferry using at least 2 minutes 10 seconds crossing. Trains handling logs will stop before passing over Bridge 1, and examine train to see if safe to pass through Span. Register at Bonners Ferry for trains originating and terminating at this point only.

**Westward. SEVENTH SUBDIVISION—REXFORD AND C. P. R. JCT. Eastward.**

THIRD CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from C. P. R. Jct.	Distance from Rexford	Telegraph Calls	SIGNS	FIRST CLASS		THIRD CLASS	
685	227	228	686										
Local Tues. Thu. Sat.	Motor Daily Ex. Sunday	Motor Daily Ex. Sunday	Local Mon. Wed. Fri.	Sidings	Other Trains	Station Numbers	Distance from C. P. R. Jct.	Distance from Rexford	Telegraph Calls	SIGNS	Motor Daily Ex. Sunday	Local Mon. Wed. Fri.	
L 11.20Am			A 10.30Am			W104	.....	61.07	RS	P	A 10.30Am		
TRAINS BETWEEN C. P. R. JCT. AND FERNIE WILL BE GOVERNED BY C. P. R. TIME TABLE AND RULES.													
L 9.00Am	s 12.01Pm					0.00	.....	42.82	KO	P R	s 9.50Am	A 10.10Am	
228	9.48	12.03	88	0	W85	0.75	.....	42.07		P	685-686	228	
											9.48	9.48	
s 10.20	s 12.30	40	8	W72	13.16	.....	29.66			PW	s 9.23	s 9.10	
s 10.35	s 12.43	40	8	W67	17.90	.....	24.92			P	s 9.11	s 8.46	
s 10.50	f 12.54	40	8	W62	23.97	.....	18.85			PW	f 8.55	s 8.10	
s 11.00	f 1.09	40	8	W57	28.18	.....	14.64			P	f 8.42	s 7.50	
s 11.15	s 1.21				33.48	.....	9.34				s 8.30	s 7.30	
s 11.45	s 1.38	51	38	W52	33.78	.....	9.04	WA	D P	s 8.25	s 7.15		
A 12.15Pm	A 2.00Pm			W42	42.82	.....		RD	RKDNPWC Y X	L 7.55Am	L 6.30Am		
8.15	2.40										2.35	3.40	
13.2	22.9										23.6	11.7	
Time Over Subdivision													
Average Speed Per Hour													

**Special Rules.**

Westward trains are superior to eastward trains of the same class. Maximum Speed—Freight trains 20 miles per hour. M-3 engines (5) miles per hour over bridge 3, Waldo. Bakers Spur one-half mile East of Waldo is regular stop for trains 227 and 228. Normal position of switch at junction with main track at Rexford, for Main Track, Third Subdivision. All trains must receive permission from custom officers before crossing International Boundary at Gateway.

**MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH, SIXTH AND SEVENTH SUBDIVISIONS.**

**PACIFIC TIME GOVERNS FOURTH AND EIGHTH SUBDIVISIONS.**



**Special Rules.**

Conductors must inform their enginemen the number of loaded and empty cars in train, and number of cars of air in working order before starting on run.

Freight trains taking on helper engines must cut air through helper and have continuous air line through train. Helper engineers will cut out brake valve after air is cut through, leading engine must have brake control of entire train.

**MAXIMUM SPEED.**

	Between	Pass.	Frts.	Between	Pass.	Frts.
Havre and Fort Browning.....	50	35	miles per hour	Walton and Columbia Falls.....	45	25 miles per hour
Fort Browning and Summit.....	45	30	" " "	Columbia Falls and Hillyard.....	50	35 " " "
Summit and Walton.....	45	20	" " "			

All trains will be handled under restricted speed and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

Trains handling steam derrick, steel pile drivers or ditchers in train must not exceed a speed of 25 miles per hour at any point and 15 miles per hour over track with a curvature of 6 degrees or over. Booms to be in trailing position.

**INTERLOCKING.**

**SHELBY—Whistle Signals.**

- Single Track to Westbound Main Line: 3 Long, 1 Short.
- Single Track to Eastbound Main Line: 1 Long, 1 Short, 1 Long.
- Montana Division Lead Track to Westbound Main Line: 2 Long, 4 Short.
- Montana Division Lead Track to Eastbound Main Line: 2 Long, 1 Short, 1 Long.
- Eastbound Main Line to Single Track: 1 Long, 1 Short.
- Westbound Main Line to Single Track: 1 Short, 3 Long.
- Eastbound Main Line to Montana Division Lead Track: 1 Long, 1 Short, 2 Long.
- Westbound Main Line to Montana Division Lead Track: 4 Short, 2 Long.
- Call for Operators to clear dwarf signals for route to or from Montana.
- Division Lead to South Passing Track: 1 Long, 4 Short.
- Switch at East End of South Passing Track is hand operated switch.

**BLACKFOOT—Whistle Signals.**

- From Single track to Eastward Main Track: 1 Long, 1 Short.
- From or to Eastward Siding: 1 Long, 4 Short.
- Trains moving against current of Traffic: 1 Long, 1 Short, 1 Long.
- From Westward Main Track to Single Track: 2 Long, 1 Short.
- From or to Westward Siding: 2 Long, 4 Short.

**SUMMIT.**

- Interlocking plant end double track Summit, controls main track switch end double track.
- Eastward home interlocking signal will also operate as home automatic block signal.
- Westward home interlocking signal will also operate as intermediate automatic block signal as per Rule 515
- Following whistle signals will govern in using plant, which is controlled from station:
- Single main track to westward main track: 2 long and 1 short.
- Single main track to eastward main track: long, short and long.
- Westward main track to single main track: long, short and long.
- Eastward main track to single main track: long and short.

**RED EAGLE.**

- Interlocking plant controlling main double track switch, east end of westward siding and eastward end of eastward siding just west of station, will be governed by following whistle signals:
- Eastward.
- From single main track to eastward main track: 1 long, 1 short.
- From eastward siding to eastward main track: 1 long, 4 short.
- From single main track to westward main track: 1 long, 1 short, 1 long.
- Westward.
- From westward main track to single main track: 2 long, 1 short.
- From westward main track to westward siding: 2 long, 4 short.
- From eastward main track to single track: 1 long, 1 short and 1 long.
- Trains moving eastward from westward siding will be governed by hand signals from operator.
- Interlocking plant is operated from station

**COLUMBIA FALLS.**

- Columbia Falls: East end double track switch is controlled by lever from station.
- Automatic block signals indicate position of this switch.
- Trains desiring to use this switch will indicate movement by following whistle signals
- Eastward.
- From eastward double main track to single main track: 1 long, 1 short.
- From westward double main track to single main track: 1 long, 4 short.
- Westward.
- From single main track to westward main track: 1 long, 1 short.
- From single main track to eastward main track: 1 long, 4 short.

**COMPANY SURGEONS.**

Dr. Roscoe C. Webb.....	Chief Surgeon.....	1849 Medical Arts Building, 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Spokane, Wash.
Dr. J. S. Almas.....	Division Surgeon.....	Havre, Mont.
Dr. D. S. MacKenzie.....	Division Surgeon.....	Havre, Mont.
Dr. F. W. Briggs.....	Ophthalmic Surgeon.....	Havre, Mont.
Dr. A. T. Munro.....	Ophthalmic Surgeon.....	Kalispell, Mont.
Dr. W. W. Taylor.....	Division Surgeon.....	Whitesh, Mont.

**LOCAL SURGEONS.**

Dr. Chas. Houtz.....	Havre.	Dr. A. T. Lees.....	Whitefish.
Dr. P. O. Neraal.....	Cut Bank.	Dr. Douglas Corsan.....	Fernie, B. C.
Dr. M. D. Ridle.....	Shelby.	Dr. B. Baxter.....	Libby.
Dr. H. F. Schrader.....	Ft. Browning.	Dr. W. H. English.....	Troy.
Dr. W. L. Kell.....	Columbia Falls.	Dr. E. E. Fry.....	Bonnors Ferry.
Dr. H. E. Houston.....	Kalispell.	Dr. O. E. Page.....	Sand Point.
Dr. W. Q. Conway.....	Kalispell.	Dr. J. Farrow.....	Hillyard.
Dr. T. B. Moore.....	Kalispell.		
Dr. E. P. Cockrell.....	Kalispell.		

J. H. HICKEN, Chief Dispatcher. I. E. MANION, Trainmaster. J. E. BRAWLEY, Trainmaster.  
L. E. COOPER, Trainmaster.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

NAME	LOCATION	Opens at	Capacity
<b>Second Sub-division:</b>			
N. W. T. & T. Co.....	1.9 miles East Silvertip.....	East end	13 cars.
Nat'l Pole Co.....	1.8 miles West Grizzly.....	East end	14 cars.
J. Neils Lbr. Co.....	1.0 miles West Citadel.....	West end	22 cars.
Crosswaites.....	1.3 miles West Citadel.....	East end	4 cars.
<b>Third Sub-division:</b>			
Beaver Bay.....	1.8 miles East Vista.....	West end	21 cars.
Somers Lumber Co.....	1.0 miles West Vista.....	East end	Length 7 miles
Dahlburgs Spur.....	4.2 miles West Fortine.....	East end	24 cars.
Warland Gravel Pit.....	2.1 miles West Warland.....	Both ends	148 cars.
<b>Fourth Sub-division:</b>			
Bonnors Ferry Lbr. Co.....	1.2 miles East Bonnors Ferry.....	West end	106 cars.
Whites Spur.....	2.0 miles West Bonnors Ferry.....	West end	11 cars.
Samuels.....	3.0 miles East Colburn.....	East end	6 cars.
Brown Timber Co. Spur.....	0.6 miles East of Colburn.....	West end	20 cars.
Albany Falls Spur.....	2.7 miles East Newport.....	East end	83 cars.
Graham Lbr. Co.....	1.5 miles West Scotia.....	West end	7 cars.
Arctic Ice Spur.....	0.9 mile East Camden.....	West end	9 cars.
Spokane Lbr. Co.....	1.3 miles East Milan.....	East end	21 cars.
Davies Spur.....	1.9 miles East Mead.....	East end	37 cars.
<b>Fifth Sub-division:</b>			
Daly's Spur.....	2.4 miles West Columbia Falls.....	West end	3 cars.
American Timber Co.....	2.7 miles West Columbia Falls.....	East end	53 cars.
Northwestern Lumber Co. Spur.....	13 miles West Columbia Falls.....	East end	63 cars.
<b>Sixth Sub-division:</b>			
Karow Spur.....	2.9 miles west Kalispell.....	East end	3 cars.
Batavia Spur.....	4.3 miles east Kila.....	East end	10 cars.
Kalispell Lumber Co. No. 2.....	1.2 miles east Kila.....	East end	4 cars.
Ore Spur.....	.8 miles west Kila.....	East end	13 cars.
Empire Lbr. Co. Spur.....	2.1 miles west of Kila.....	East end	7 cars.
Dowers Spur.....	3.7 miles west Kila.....	East end	6 cars.
<b>Seventh Sub-division:</b>			
Swanson's Spur.....	7.5 miles east of Rexford.....	West end	34 cars.
McNab & Taylor's Spur.....	18.5 miles east of Rexford.....	East end	9 cars.
Baker's Spur.....	24.5 miles east of Rexford.....	West end	76 cars.
East Kootenai Power Co. Spur.....	41.1 miles east of Rexford.....	West end	26 cars.
<b>Eighth Sub-division:</b>			
Bock & Ashby Spur.....	2.5 miles from Bonnors Ferry.....	East end	3 cars.
Allen's Spur.....	4.7 miles from Bonnors Ferry.....	East end	6 cars.
White's Spur.....	8.1 miles from Bonnors Ferry.....	West end	37 cars.
Watson's Spur.....	11.5 miles from Bonnors Ferry.....	East end	2 cars.
DeVoignes Spur.....	13.2 miles from Bonnors Ferry.....	West end	4 cars.
Camp 5.....	14.3 miles from Bonnors Ferry.....	Both ends	11 cars.
Seelover's Spur.....	15.4 miles from Bonnors Ferry.....	West end	2 cars.
Delbom Spur.....	17.5 miles from Bonnors Ferry.....	East end	4 cars.
Edward's Spur.....	18.5 miles from Bonnors Ferry.....	East end	8 cars.
Camp 8.....	19.7 miles from Bonnors Ferry.....	Both ends	18 cars.
Harper's Spur.....	21.8 miles from Bonnors Ferry.....	East end	4 cars.
Houck's Spur.....	22.2 miles from Bonnors Ferry.....	East end	2 cars.
Marschlick Spur.....	24.6 miles from Bonnors Ferry.....	East end	5 cars.

**THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.**

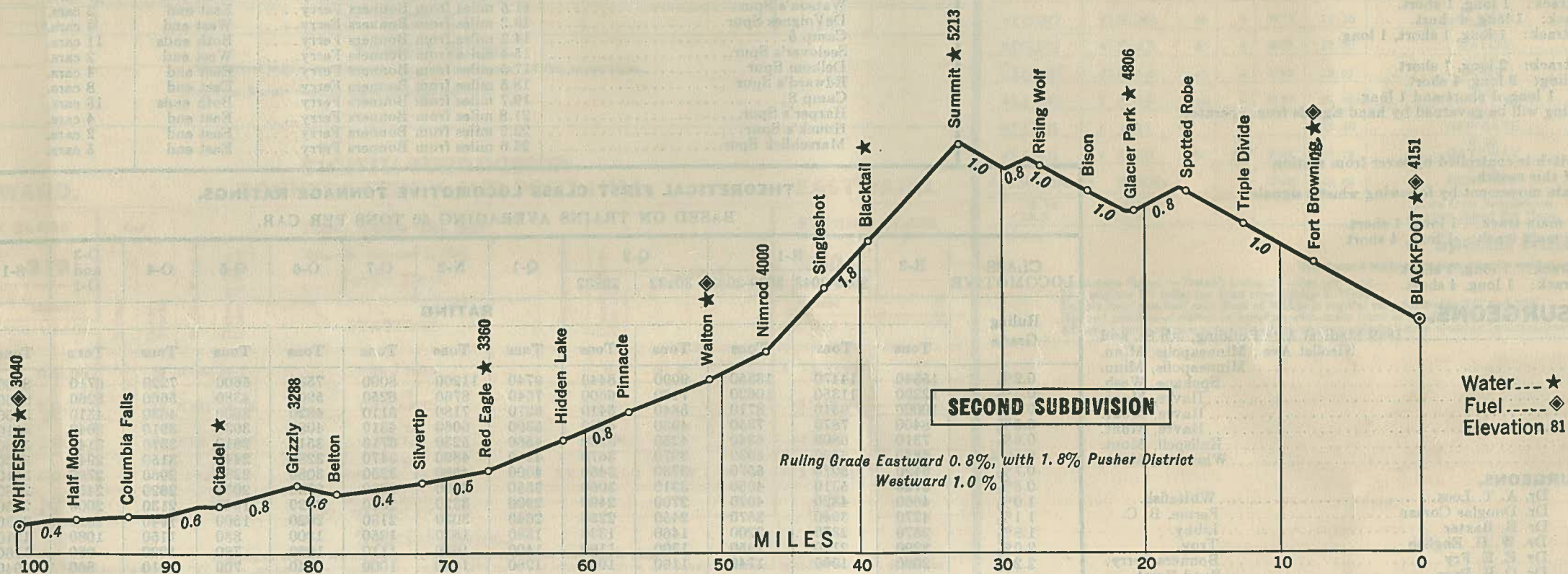
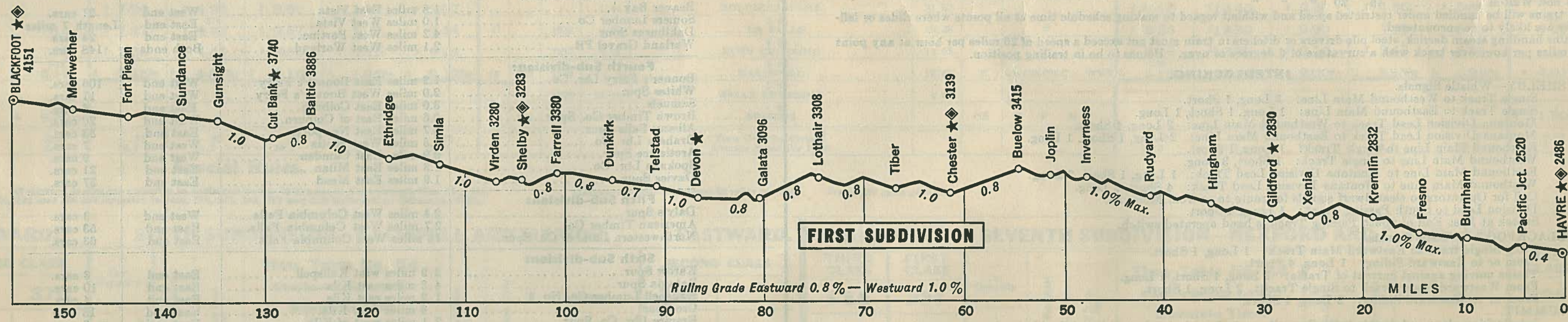
BASED ON TRAINS AVERAGING 50 TONS PER CAR.

CLASS LOCOMOTIVE	R-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	S-1	Add For Booster	
		2034-2043	2030-2033	30x32	29x32										
		<b>RATING</b>													
Ruling Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710	8360	1300	
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	6530	1000	
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	5250	850	
0.5%	8460	7870	7360	4930	4560	5300	6060	4310	4080	3030	3910	3640	4510	750	
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	3880	650	
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	3630	600	
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	3410	550	
0.8%	5720	5310	4960	3310	3060	3550	4080	2880	2730	2030	2620	2450	2680	500	
1.0%	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	2450	400	
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	2230	400	
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080	1310	250	
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	1160	200	
2.2%	2060	1900	1740	1160	1060	1260	1440	1000	940	700	910	860	1040	200	

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.

Make 10% reduction, when temperature 5° to 25° above.  
" 20% " " " 5° above to 10° below.  
" 30% " " " 10° below or colder.





Water...★  
Fuel...◆  
Elevation 81



