



#### COMPANY SURGEONS

- Dr. Roscoe C. Webb, Chief Surg., Home phone Colfax 4101,  
1849 Medical Arts Building, 9th St. and Nicollet Ave.,  
Minneapolis, Minn.
- Dr. H. M. N. Wynne, Asst. Chief Surg., Minneapolis, Minn.
- Dr. J. G. Cunningham, Asst. Chief Surg., Spokane, Wash.
- 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, Whitefish, Mont.

#### LOCAL SURGEONS.

- Dr. Chas. Houtz ..... Havre.
- Dr. P. O. Neraal ..... Cut Bank.
- Dr. M. D. Ridle ..... Shelby.
- Dr. H. F. Schrader ..... Ft. Browning.
- Dr. W. L. Kell ..... Columbia Falls.
- Dr. W. Q. Conway ..... Kalispell.
- Dr. T. B. Moore ..... Kalispell.
- Dr. E. P. Cockrell ..... Kalispell.
- Dr. A. T. Lees ..... Whitefish.
- Dr. James W. Brown ..... Whitefish, Mont.
- Dr. B. Baxter ..... Libby.
- Dr. R. M. Bowell ..... Bonners Ferry.
- Dr. O. E. Page ..... Sand Point.
- Dr. Leslie J. Stauffer ..... Priest River.
- Dr. J. Farrow ..... Hillyard.

E. A. LEAHY, Chief Dispatcher.  
L. E. COOPER, Trainmaster.  
H. J. NICHOLS, Trainmaster.  
C. AMSBAUGH, Trainmaster.



# KALISPELL DIVISION TIME TABLE 42

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

## Sunday, August 22, 1937.

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

PACIFIC TIME GOVERNS FOURTH AND  
SIXTH SUBDIVISIONS.

I. E. MANION, Superintendent.  
R. A. McCandless, General Manager.  
J. B. SMITH, General Superintendent Transportation.



2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS			Distances from Havre	Time Table No. 42		Telegraph Calls	
	Sidings	Other Tracks	681	657		41	1		27	Effective August 22, 1937		
			Daily Ex. Sunday	Mon., Wed. Fri.		Daily Ex. Sunday	Daily		Daily	Mountain Time		
Yard	2011		L 8.10Am				L 8.00Am	L 4.30Am	Double Track	HAVRE	HX	
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>												
981		29	L 8.25Am				L 8.07Am	L 4.37Am	4.03	PACIFIC JUNCTION		
987	98	6	8.33				8.17	4.45	9.97	BURNHAM		
971	61	14	8.48				8.25	4.53	14.62	FRESNO		
976	E88 W61	44	9.03				8.32	5.02	19.36	KREMLIN	KN	
982	60	7	9.20				8.41	5.10	25.31	XENIA		
986	E89 W60	33	9.34				8.47	5.16	29.47	GILDFORD	GR	
992	61	30	9.55				8.57	5.24	35.40	HINGHAM	HG	
998	E58 W60	35	10.10				9.06	5.31	41.37	RUDYARD	RU	
1004	89	29	10.30				9.16	5.38	47.61	INVERNESS	RN	
1008		32	10.54				9.22	5.43	51.45	JOPLIN	JO	
1013	E99 W99		11.03				9.26	5.47	54.42	BUELOW		
1018	E89 W60	66	11.50				f 9.36	s 5.58	61.52	CHESTER	CH	
1024	61	14	12.20Pm				9.43	6.06	67.06	TIBER		
1031	89	20	12.55				9.52	6.16	74.59	LOTHAIR	AR	
1037	60	39	1.20				10.00	6.24	80.58	GALATA	GA	
1043	141	24	1.45				10.08	6.32	86.60	DEVON	CD	
1052	E89 W60	10	2.40				10.20	6.44	95.34	DUNKIRK		
1061	E169 W241	407	L 8.30Am	4.30	L 10.50Am	s 10.45	s 7.07	104.67		SHELBY	SJ	
1063			A 8.40Am	4.35	A 10.53Am	10.48	7.10	106.16		SWEET GRASS LINE JCT.		
1074	W122	31		5.32		11.05	7.26	117.70		ETHRIDGE	DG	
1082			6.00			11.16	7.38	125.46		BALTIC		
1087	130	186	6.25			s 11.25	s 7.48	128.95		CUT BANK	CT	
1093		7	6.47			11.34	7.58	134.97		GUNSIGHT		
1095		30	7.02			11.39	8.03	138.55		SUNDANCE		
1100	W59	7	7.20			11.47	8.10	143.79		FORT PIEGAN		
1106		9	7.46			11.55	8.18	149.22		MERWETHER		
1112	E103 W129	398	A 8.10Pm			A 12.04Pm	A 8.28Am	155.19		BLACKFOOT	BF	
			.10 9.6	11.45 12.83		.03 32.0	3.57 38.26	3.51 39.26		Time Over Subdivision Average Speed Per Hour		

**Special Rules.**

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

All trains except first and third class register by card at Shelby.

Nos. 1, 2, 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.

No. 27 stops on flag at stations between Havre and Blackfoot, inclusive, to pick up revenue passengers destined to points west of Fort Browning.

No. 28 stops on flag at stations between Blackfoot and Havre, inclusive, to discharge passengers from points west of Fort Browning.

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

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 42 Effective August 22, 1937 Mountain Time		Distance from Blackfoot	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS	
			28	42	2		460	472	428	446	658	682		
			Daily	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Tue. Thur. and Sat.	Daily Ex. Sunday		
Double Track	HAVRE.....	155.19	A 5.35Am		A 11.15Pm		A 7.01Am	A 12.25Pm	A 5.30Pm	A 1.00Am	A 4.15Pm		RKDNW COX	
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>														
DOUBLE TRACK	4.03 PACIFIC JUNCTION.....	151.16	A 5.27Am		A 11.08Pm		A 6.45Am	A 12.10Pm	A 5.15Pm	A 12.45Am	A 3.55Pm		IPY	
	5.94 BURNHAM.....	145.22	5.18		10.59		6.31	11.55	5.01	12.31	3.35		P	
	4.65 FRESNO.....	140.57	5.10		10.53		6.20	11.45	4.50	12.20	3.15		P	
	4.74 KREMLIN.....	135.83	<b>5.02</b>		10.47		6.10	11.35	4.40	12.10Am	3.00		DP	
	5.95 XENIA.....	129.88	4.50		10.39		5.55	11.20	4.25	11.55	2.35		P	
	4.16 GILDFORD.....	125.72	4.44		10.33		5.45	11.10	4.15	11.45	2.20		DNPW	
	5.93 HINGHAM.....	119.79	4.36		10.25		<b>5.24</b>	10.57	3.59	11.30	1.55		DP	
	5.97 RUDYARD.....	113.82	4.28		10.17		5.05	10.44	3.45	11.15	1.30		DP	
	6.24 INVERNESS.....	107.58	4.19		10.09		4.50	<b>10.30</b>	3.30	11.05	1.10		DP	
	3.84 JOPLIN.....	103.74	4.14		10.04		4.43	10.22	3.23	10.58	12.50		DP	
	2.97 BUELOW.....	100.77	4.10		10.00		4.35	10.15	3.15	10.50	12.35		P	
	7.10 CHESTER.....	98.67	s 3.59		f 9.50		4.15	9.55	2.55	10.30	12.10Pm		DNPW	
	5.54 TIBER.....	88.13	3.50		9.43		3.59	<b>9.43</b>	2.40	10.15	11.37		P	
	7.53 LOTHAIR.....	80.60	<b>3.40</b>		9.33		<b>3.40</b>	9.25	2.25	10.00	11.22		DP	
	5.99 GALATA.....	74.61	3.30		9.24		3.15	9.05	1.59	9.35	11.00		DP	
	6.02 DEVON.....	68.59	3.22		<b>9.15</b>		3.01	8.50	<b>1.45</b>	<b>9.15</b>	<b>10.08</b>		DNPW	
	8.74 DUNKIRK.....	59.85	3.10		9.03		2.40	8.29	1.25	8.40	9.30		P RKDNP WCIX	
	9.33 SHELBY.....	50.52	s 2.58	A 8.20Pm	s 8.50		2.15	8.05	1.01	8.15	9.00	A 12.10Pm		
	1.49 SWEET GRASS LINE JCT.....	49.03	2.47	L 8.15Pm	8.37		2.10	7.57	12.55	8.10	8.20	L 12.01Pm		PX
	11.54 ETHRIDGE.....	37.49	2.32		8.22		1.45	7.33	12.30	7.45	7.55			DP
7.76 BAL TIC.....	29.73	2.22		8.12		1.25	7.16	12.10Pm	7.25	7.35			P	
3.49 CUT BANK.....	26.24	s 2.15		s 8.06		1.10	7.00	11.55	7.10	7.25			DNWI	
6.02 GUNSIGHT.....	20.22	2.03		7.57		12.55	6.48	11.40	6.55	7.10				
3.58 SUNDANCE.....	16.64	1.58		7.52		12.45	6.40	11.30	6.45	7.00			P	
5.24 FORT PIEGAN.....	11.40	1.50		7.44		12.30	6.28	11.15	6.30	6.45			P	
5.43 MERIWETHER.....	5.97	1.43		7.36		12.15	6.15	11.00	6.15	6.30			P RKDNP WCIX	
5.97 BLACKFOOT.....		L 1.35Am		L 7.27Pm		L 12.01Am	L 6.00Am	L 10.45Am	L 6.00Pm	L 6.15Am				
Time Over Subdivision			3.52		3.41		6.44	6.10	6.30	6.45	9.40		0.11	
Average Speed Per Hour			33.09		41.03		22.44	24.51	23.25	22.39	15.6		9.6	

Special Rules—Continued.

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

Location Crossovers Double Track:

Shelby west crossover trailing points	Cut Bank facing
Sweet Grass Line Jct. facing points	Sundance trailing
Ethridge trailing	Fort Piegan trailing
Baltic trailing	Meriwether trailing

Maximum Speed.

Between	Passenger	Freight
Havre and Blackfoot .....	55	35

Passenger trains running against current of traffic westward track between Blackfoot and Shelby not exceed forty miles per hour.

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

## 4 WESTWARD

## SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Blackfoot	Time Table No. 42		Telegraph Calls
	Sidings	Other Tracks	683			1 27				Effective August 22, 1937		
										Mountain Time		
									STATIONS			
1112	E 103 W 129 84	398	L 5.45Am		L 12.04Pm	L 8.28Am				BLACKFOOT	BE	
1120	W 104	50	6.40		12.19	s 8.45	7.29			FORT BROWNING	BG	
1125	93	14	7.15		12.29	f 8.56	12.47			TRIPLE DIVIDE		
1130	E 130 59	6	7.30		12.37	f 9.02	16.17			SPOTTED ROBE		
1133	W 60	126	7.55		12.50	f 9.13	20.75			GLACIER PARK	MD	
1136	112	10	8.05		12.56	f 9.19	23.45			BISON		
1141	129	10	8.20		1.03	f 9.25	26.57			RISING WOLF		
1147	E 112 W 130	31	8.45		1.13	f 9.35	32.83			SUMMIT	SM	
1153	E 60	9	9.10		1.25	f 9.46	39.63			BLACKTAIL	FD	
1157		13	9.20		1.31	f 9.51	42.71			SINGLESHOT		
1161	E 61 E 98	13	9.35		1.38	f 9.59	47.12			NIMROD	VA	
1165	W 136	222	10.09		1.45	s 10.09	51.03			WALTON	SX	
1171	60	13	10.40		1.55	f 10.19	56.69			PINNACLE		
1175	E 70	14	11.00		2.02	f 10.26	61.52			HIDDEN LAKE		
1181	W 99	14	11.32		2.10	f 10.36	66.92			RED EAGLE	NY	
1192	113	96	12.17Pm		2.30	f 10.54	77.82			BELTON	BE	
1195	E 59 W 60	26	12.35		2.36	f 11.01	80.92			GRIZZLY		
1200	W 60	15	12.45		2.45	f 11.11	86.20			CITADEL		
1207	111	265	1.15		s 3.00	s 11.30	93.42			COLUMBIA FALLS	CF	
WA4		46	1.25		3.05	f 11.37	96.36			HALF MOON		
WA8	Yard	1058	A 1.40Pm		A 3.15Pm	As 11.45Am	101.06			WHITEFISH	WF	
			7.55 12.8			3.11 31.74	3.17 31.44			Time Over Subdivision Average Speed Per Hour		

## Special Rules.

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

Eastward freight trains test air at Summit after cutting out helper.

Nos. 1, 2, 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 minutes Summit to Blacktail and twenty 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.

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 through Gauntlet ½ mile east of Pinnacle.

Nos. 1 and 2 stop at Belton and Glacier Park June 15th to September 15th, inclusive.

No. 1 stops Ft. Browning to discharge revenue passengers from points south of Shelby.

No. 2 stops on flag at stations west of Blackfoot to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

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

Location crossovers double track:

Summit facing points

Blacktail facing

Singleshot facing

Nimrod trailing

Walton east crossover trailing

west crossover facing

Columbia Falls west crossover trailing

east crossover facing

Half Moon trailing points.

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

**SECOND SUBDIVISION**

**EASTWARD 5**

Time Table No. 42 Effective August 22, 1937 Mountain Time		Distance from Whitefish	FIRST CLASS			SECOND CLASS				THIRD CLASS		SIGNS	
			2	28		428	436	460	472		684		
			Daily	Daily		Daily	Daily	Daily	Daily		Mon., Wed. Fri.		
STATIONS													
DOUBLE TRACK	BLACKFOOT	101.06	A 7.27Pm	A 1.35Am	A 10.30Am	A 5.45Pm	A 11.45Pm	A 5.45Am		A 2.10Pm	KRDNPW ICYX		
	FORT BROWNING	93.77	7.16	s 1.25	10.05	5.27	11.25	5.28		1.50	DNPW		
	TRIPLE DIVIDE	88.59	7.08	t 1.15	9.46	5.12	11.10	5.14		1.30	P		
	SPOTTED ROBE	84.89	7.02	t 1.10	9.34	5.05	11.03	5.05		1.15	P DNPW		
	GLACIER PARK	80.31	6.53	t 1.03	9.13	4.50	10.50	4.50		1.00	YX		
	BISON	77.61	6.45	t 12.55	9.07	4.43	10.43	4.42		12.56	P		
	RISING WOLF	74.49	6.40	t 12.50	9.00	4.33	10.33	4.32		12.25Pm	P DNPW		
	SUMMIT	68.23	6.28	t 12.40	8.45	4.15	10.15	4.15		11.55	IYX		
	BLACKTAIL	61.43	6.06	t 12.20	8.15	3.30	9.32	3.32		11.12	PW		
	SINGLESHOT	58.35	5.57	t 12.12	8.00	3.05	9.12	3.12		10.50	P		
DOUBLE TRACK	NIMROD	53.94	5.45	t 12.01Am	7.37	2.40	8.45	2.40		10.30	IP KDNPW		
	WALTON	50.03	5.35	t 11.51	7.20	2.20	8.20	2.20		10.10	CYX		
	PINNACLE	44.37	5.24	t 11.33	6.45	1.45	7.45	1.50		9.40	IP		
	HIDDEN LAKE	39.54	5.15	t 11.24	6.20	1.18	7.20	1.20		9.10	P DPW		
	RED EAGLE	34.14	5.05	t 11.15	5.50	12.50	6.50	12.50		8.40	IY		
DOUBLE TRACK	BELTON	23.24	4.45	t 10.56	5.15	12.17	6.15	12.15		8.00	DNP		
	GRIZZLY	20.14	4.39	t 10.48	5.03	12.10Pm	6.05	12.05Am		7.35	P		
	CITADEL	14.86	4.29	t 10.38	4.45	11.55	5.50	11.50		7.15	PW DNP		
	COLUMBIA FALLS	7.64	s 4.15	s 10.25	4.25	11.30	5.30	11.27		6.45	IYX		
	HALF MOON	4.70	4.08	t 10.07	4.15	11.18	5.17	11.15		6.25	P		
	WHITEFISH		L 4.00Pm	L 10.00Pm	L 4.00Am	L 11.00Am	L 5.00Pm	L 11.00Pm		L 6.10Am	KRDNPW COX		
Time Over Subdivision			3.27	3.35	6.30	6.45	6.45	6.45		8.00			
Average Speed Per Hour			29.29	27.89	18.11	14.97	14.97	14.97		12.6			

**Special Rules—Continued.**

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

Emergency telephones, Blacktail to Nimrod, located as follows:

West End Tunnel No. 1....Booth.  
 West End Curve No. 115...Booth at Windy Point.  
 East End Tunnel No. 1½...Booth.  
 Snow Shed No. 7.....Steel Box 40 ft. from East End on Center Post.  
 Snow Shed No. 7-A.....Steel Box 40 ft. from West End on Center Post.  
 Snow Shed No. 8.....Steel Box 40 ft. from East End on Center Post.  
 Snow Shed No. 9.....Steel Box 40 ft. from East End on Center Post.  
 East End Curve No. 129...Booth.  
 Snow Shed No. 10.....Steel Box 40 ft. from West End on Center Post.  
 Snow Shed No. 10.7.....Steel Box 40 ft. from East End on Center Post.  
 Snow Shed No. 11.....Steel Box 40 ft. from West End on Center Post.  
 East End Curve No. 140...Booth.

Emergency telephone:

In Belton Canyon at Curve 225...2300 ft. West of M. P. 1192—  
 3½ miles East of Belton.

Between	Maximum Speed.	Passenger	Freight
Blackfoot and Fort Browning .....		55	35
Fort Browning and Summit .....		45	35
Summit and Walton .....		45	25
Walton and Columbia Falls .....		45	30
Columbia Falls and Whitefish .....		50	35

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 42 Effective August 22, 1937 Mountain Time		Telegraph Calls	
	Sidings	Other Tracks	687			1 27				STATIONS			
			Mon., Wed., Fri.			Daily	Daily						
WA8	Yard	1058	L	4.15Am		L	3.25Pm	L	11.50Am	0.0	WHITEFISH.....	W	
WA13	151	0		4.35			3.41	f	12.01Pm	6.00	6.00 VISTA.....		
									f	12.06	2.38 DEPEW.....		
WA20	89	15		5.05			3.52	f	12.13	11.81	3.43 LUPFER.....		
WA25	E70 W70	26		5.30			4.00	f	12.23	17.27	5.46 OLNEY.....	KY	
WA32	70	17		5.50			4.09	f	12.33	23.05	5.78 RADNOR.....		
WA38	113	84		6.20			4.19	f	12.45	30.11	7.06 STRYKER.....	SY	
WA44	69	15		6.42			4.27	f	12.56	36.08	5.97 TREGO.....		
WA49	136	16		7.00			4.34	f	1.05	40.70	4.62 FORTINE.....	FR	
WA56	150	15		7.30			4.42	f	1.15	46.61	5.91 TABACCO.....	BA	
WA61	140	39		8.00			4.49	s	1.27	52.39	5.78 EUREKA.....	KA	
W42	E136 W87	200		8.30			5.02	s	1.43	61.26	8.87 REXFORD.....	RD	
W31	134	6		9.15			5.16	f	2.02	72.05	10.80 STONEHILL.....	SH	
W21	E70 W70	5		10.15			5.30	f	2.16	83.21	11.15 URAL.....		
W16	131	4		10.45			5.38	f	2.24	88.16	4.95 VOLCOUR.....	VR	
W11				11.07					f	2.31	92.85	4.69 WARLAND.....	
W5	139			11.25			5.50	f	2.35	95.86	3.01 YARNELL.....		
1302	E65 W65	10		12.01Pm			6.01	f	2.45	103.76	7.90 JENNINGS.....	JN	
1308	70	3		12.30			6.09	f	2.53	109.48	5.72 RIPLEY.....		
1315	258	165		1.03			f 6.19	s	3.05	116.32	6.84 LIBBY.....	CK	
1326	70			1.30			6.33	f	3.20	127.33	11.01 KOOTENAI FALLS.....	KF	
1332	E215 W Yard	858	A	1.45Pm		A	6.45Pm	As	3.32Pm	134.55	7.22 TROY.....	UX	
				9.30			3.20		3.42		Time Over Subdivision		
				14.2			40.4		36.81		Average Speed Per Hour		

Special Rules.

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

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.

Crossover Troy on double track trailing points.

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 42  
Effective August 22, 1937  
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS			SECOND CLASS				THIRD CLASS		SIGNS
		2	28		428	436	460	472	688		
		Daily	Daily		Daily	Daily	Daily	Daily	Tues., Thurs., Sat.		
WHITEFISH 6.00	134.55	A 3.50Pm	A 9.50Pm		A 9.15Am	A 4.25Pm	A 8.35Pm	A 2.25Am		A 2.45Pm	KRDNP WCOX
VISTA 2.38	129.15	3.41	f 9.38		9.02	4.10	8.20	2.12		2.30	P
DEPEW 3.43	126.40		f 9.32								
LUPFER 5.46	122.74	3.33	f 9.26		8.50	3.52	8.05	1.59		2.10	P
OLNEY	117.28	3.25	f 9.17		8.38	3.25	7.52	1.46		1.54	DPW
5.78 RADNOR	111.50	3.18	f 9.08		8.25	2.58	7.37	1.32		1.28	P
7.06 STRYKER	104.44	3.09	f 8.58		8.10	2.27	7.20	1.15		12.45Pm	DPWY
5.97 TREGO	98.47	2.57	f 8.45		7.30	2.01	6.55	12.47		11.45	P
4.62 FORTINE	93.85	2.48	f 8.34		7.00	1.38	6.35	12.26		11.20	DP
5.91 TABACCO	87.94	2.38	f 8.20		6.27	1.15	6.05	12.01Am		10.45	NPW
5.78 EUREKA	82.16	2.29	s 8.08		6.00	12.45	5.40	11.35		10.25	DP KDNPW
8.87 REXFORD	73.29	2.17	s 7.51		5.15	12.01Pm	5.02	11.00		9.45	CYX
10.80 STONEHILL	62.49	2.02	f 7.34		4.48	11.30	4.33	10.33		8.50	PW
11.15 URAL	51.34	1.48	f 7.17		4.17	10.59	4.03	10.06		8.10	P
4.95 VOLCOUR	46.39	1.41	f 7.08		4.09	10.45	3.50	9.55		7.50	DNPW
4.69 WARLAND	41.70		f 7.00							7.30	P
3.01 YARNELL	38.21	1.31	f 6.53		3.51	10.28	3.30	9.35		7.15	P
7.90 JENNINGS	30.79	1.21	f 6.41		3.31	10.09	3.10	9.16		6.40	P
5.72 RIPLEY	25.07	1.13	f 6.31		3.17	9.56	2.53	9.03		6.15	P
6.84 LIBBY	18.23	f 1.03	s 6.19		3.00	9.40	2.20	8.45		5.45	DNPW
DOUBLE TRACK 11.01 KOOTENAI FALLS	7.22	12.48	f 5.57		2.25	9.10	1.45	8.10		5.05	PI KRDNP
7.22 TROY		L 12.38Pm	L 5.44Pm		L 2.00Am	L 8.45Am	L 1.15Pm	L 7.45Pm		L 4.45Am	WCX
Time Over Subdivision		3.12	4.06		7.15	7.40	7.20	7.40		10.00	
Average Speed Per Hour		42.05	32.81		18.55	17.55	18.25	17.55		13.5	

Special Rules—Continued.

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

Maximum Speed.

Between		Passenger	Freight
Whitefish-Troy	.....	55	35

No. 2 will stop at stations west of Whitefish to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

Location Emergency telephones:

Watchman's Cabin near West End Curve 292 about 3 miles West of Whitefish.

Watchman's Cabin near Center of Curve 305, one and one-half miles East of Lupfer.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.



8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 42		Telegraph Calls
	Siding	Other Tracks	689	1	255	27	Effective August 22, 1937			STATIONS		
							Pacific Time					
			Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily						
1332	E215 W. Yd.	858	L 5.00Am	L 5.50Pm	L 2.37Pm	0.0	TROY	UX				
1340	149	7	5.25	5.59	2.47	6.68	YAKT					
1347	181	14	5.55	6.11	f 3.01	13.71	LEONIA	ON				
1353	70	6	6.25	6.22	3.13	20.64	KATKA					
1360	69	10	6.55	6.35	3.26	27.03	CROSSPORT					
1364	E119 W68	135	7.15	6.43	s 3.35	31.34	BONNER'S FERRY	BY				
1369	70	18	7.37	6.53	f 3.45	36.31	MORAVIA					
1376	119	29	8.08	7.04	f 3.56	42.72	NAPLES	NA				
1383	70	8	8.44	7.15	f 4.06	50.11	ELMIRA					
1390	90	10	9.15	7.23	f 4.16	56.93	COLBURN					
1398	W116 E95	293	9.56	7.32	s 4.30	64.78	SAND POINT	S				
1407	70	13	10.15	7.43	f 4.43	67.74	DOVER					
1410	70	15	10.35	7.51	f 4.51	78.62	WRENCOE					
1416	71	15	10.50	7.58	f 4.58	83.34	LACLEDE	C				
1420	70 E90 W69	135	11.05	8.04	s 5.03	86.88	PRIEST RIVER	NC				
1427	125	125	11.35	8.13	s 5.13	93.44	NEWPORT	NR				
1432	25	25	11.53	8.18	f 5.18	96.95	PENRITH					
1436	70	15	12.15Pm	8.25	f 5.27	101.27	SCOTIA					
1442	120	25	12.50	8.36	f 5.40	107.91	CAMDEN	MD				
1445	70	63	1.00	8.40	f 5.45	110.90	ELK	KE				
1449	69	32	1.25	8.46	f 5.53	115.22	MILAN	RA				
1456	70	11	1.55	8.54	f 6.04	121.72	CHATTAROY					
1460	67	55	2.10	9.00	L 4.16Pm f 6.12	125.62	DEAN	SF				
1464	30	30	2.35	9.07	f 4.25 f 6.19	130.21	MEAD					
1469	Yard	2558	A 3.00Pm	A 9.15Pm	A 4.35Pm	A 6.25Pm	HILLYARD					
			10.00	3.25	0.19	34.8	Time Over Subdivision					
			13.5	39.4	28.7	35.00	Average Speed Per Hour					

Special Rules.

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

Nos. 1, 2 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.

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

At Bonner's Ferry, normal position of junction switch, Sixth 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. City Ordinance.

Passenger trains will not exceed 30 miles per hour and freight trains 20 miles per hour, when moving from eastward track to single track, Fourth Subdivision at Dean.

Conditional stops—

No. 1 at Bonner's Ferry, Sand Point, Priest River and Newport to discharge revenue passengers from Fargo and east.

No. 2 at Newport daily except Sunday.

No. 2 at Sand Point to discharge revenue passengers originating west of Spokane.

No. 2 at any station west of Troy to pick up revenue passengers for points south of Shelby and east of Havre where No. 2 is scheduled to stop and at Bonner's Ferry discharge revenue passengers from Portland.

No. 27 at Sand Point to pick up revenue passengers for Spokane and points beyond.

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



FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 42 Effective August 22, 1937 Pacific Time		Distance from Hillyard	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
			2	256	28		428	436	460	472	690		
STATIONS			Daily	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Mon., Wed. Fri.		
TROY.....		134.67	A 11.33Am		A 4.39Pm		A 7.30Am	A 12.01Pm	A 6.30Pm	A 12.45Am	A 3.15Pm	RDNPW CKX	
YAKT.....		127.99	11.23		f 4.26		7.10	11.35	5.59	12.28	2.47	P	
LEONIA.....		120.96	11.10		f 4.14		6.48	11.10	5.36	12.12Am	2.10	D P	
KATKA.....		114.03	10.57		f 3.56		6.25	10.40	5.15	11.55	1.35	PW	
CROSSPORT.....		107.64	10.45		f 3.44		6.00	10.24	4.57	11.39	1.00	P	
BONNER'S FERRY.....		103.32	10.39		s 3.35		5.49	10.15	4.45	11.27	12.40	DNPW YX	
MORAVIA.....		98.36	10.32		f 3.23		5.37	10.03	4.33	11.14	12.15Pm	P	
NAPLES.....		91.95	10.24		f 3.12		5.22	9.50	4.21	10.58	11.46	D PW	
ELMIRA.....		84.56	10.14		f 2.58		5.06	9.32	4.06	10.38	11.12	P	
COLBURN.....		77.74	10.05		f 2.44		4.50	9.15	3.50	10.20	10.45	P	
SAND POINT.....		69.89	9.56		s 2.30		4.33	8.58	3.30	10.00	10.15	KDNPW YOX	
DOVER.....		66.93			f 2.20								
WRENCOE.....		61.05	9.45		f 2.10		4.12	8.36	3.08	9.36	9.45	P	
LACLEDE.....		56.05	9.38		f 2.01		4.01	8.24	2.56	9.23	9.15	PW	
THAMA.....		51.33	9.32		f 1.53		3.50	8.13	2.45	9.11	8.50	P	
PRIEST RIVER.....		47.79	9.27		s 1.47		3.43	8.03	2.35	9.02	8.35	D P	
NEWPORT.....		41.23	9.18		s 1.35		3.28	7.46	2.19	8.45	8.14	DNPW	
PENRITH.....		37.72	9.13		f 1.28		3.19	7.36	2.10	8.35	7.45	P	
SCOTIA.....		33.40	9.06		f 1.20		3.08	7.25	2.00	8.25	7.25	P	
CAMDEN.....		26.76	8.54		f 1.05		2.49	7.07	1.44	8.07	6.56	PW	
ELK.....		23.77	8.49		f 1.00		2.41	7.00	1.36	7.59	6.44	DP	
MILAN.....		19.45	8.42		f 12.52		2.31	6.50	1.25	7.49	6.25	P	
CHATTAROY.....		12.95	8.32		f 12.42		2.16	6.33	1.07	7.32	6.00	P	
DEAN.....		9.05	8.26	A 9.00Am	12.35		2.07	6.23	12.52	7.22	5.40	KDNPX	
MEAD.....		4.46	8.19	f 8.52	12.27		1.57	6.11	12.43	7.11	5.20	P	
HILLYARD.....			L 8.13Am	L 8.40Am	L 12.20Pm		L 1.45Am	L 6.00Am	L 12.30Pm	L 7.00Pm	L 5.00Am	KRDNPW COXI	
Time Over Subdivision			3.20	0.20	4.19		5.45	6.01	6.00	5.45	10.15		
Average Speed Per Hour			40.4	27.1	31.2		23.45	22.38	22.40	23.45	13.1		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Special Rules—Continued.

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

Auxiliary telephones in Kootenai and Scotia Canyons:

- Troy at west switch and at west switch eastward siding.
- Ten poles west of MP 1341.
- Yakt at east switch and just east of station platform.
- Tunnel 8 east portal.
- Tunnel 9 west portal.
- Thirteen poles east of MP 1353.
- Three poles east of MP 1356.
- Eight poles east of tunnel 11.

Q-1, R-1 and R-2 engines prohibited over bridge No. 1 Sand Creek-Sand Point Yard.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

Between	Maximum Speed.	Passenger	Freight
Troy-Hillyard .....		55	35

Location crossovers double track:

- Troy trailing points
- Davies Spur trailing points
- Mead trailing points
- Dean west crossover trailing points
- east crossover facing points

## 10 WESTWARD

## FIFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS					Distance from Columbia Falls	Time Table No. 42 Effective August 22, 1937 Mountain Time STATIONS	Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
				369	249	247	245	243						244	246	248	250	
	Sidings	Other Tracks		Daily Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	
1207	111	265	L 6.50Am	L 10.25Pm	L 4.15Pm	L 3.00Pm	L 11.40Am	.....	<b>COLUMBIA FALLS</b>	CF	14.34	RDNPYX	A 11.15Am	A 2.50Pm	A 4.10Pm	A 9.55Pm	A 6.10Pm	
.....	.....	.....		r 10.30	r 4.20	r 3.04	r 11.45	1.84	<b>SOLDIERS HOME</b>	.....	12.50	.....	r 11.07	r 2.37	r 4.00	r 9.47	.....	
1213	41	.....	s 7.10	r 10.37	r 4.27	r 3.10	r 11.52	5.28	<b>LA SALLE</b>	.....	9.06	P	r 11.01	r 2.31	r 3.54	r 9.41	s 5.40	
1217	.....	.....	s 7.25	r 10.45	r 4.35	r 3.18	r 12.01Pm	9.91	<b>ROSE CROSSING</b>	.....	4.43	.....	r 10.53	r 2.23	r 3.47	r 9.33	.....	
1222	48	283	A s 8.10Am	A 10.55Pm	A 4.45Pm	A 3.29Pm	A 12.10Pm	14.34	<b>KALISPELL</b>	K	.....	RKDNP WCOYX	L 10.45Am	L 2.15Pm	L 3.40Pm	L 9.25Pm	L s 5.01Pm	
			1.20 10.75	.30 28.7	.30 28.7	.29 29.76	.30 28.7		Time Over Subdivision Average Speed per Hour				.30 28.7	.35 24.6	.30 28.7	.30 28.7	1.09 12.4	

## Special Rules

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

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

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



## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD 11

Station Numbers	Car Capacity		SECOND CLASS				Distance from Bonner's Ferry	Time Table No. 42 Effective August 22, 1937 Pacific Time			Distance from Port Hill	SIGNS	SECOND CLASS	
	Sidings	Other Tracks			379	STATIONS		380	Monday and Friday					
										Monday and Friday			Monday and Friday	
KV26	0	59			L 6.30Am	26.11	.....PORT HILL.....	0.0	DP	A 1.30Pm				
KV17	0	18			s 7.05	16.93	.....COPELAND.....	9.18		s 12.40				
KV8	0	15			s 7.50	7.57	.....RITZ.....	18.54		s 12.10Pm				
						0.56	.....SPOKANE INT. RY. CROSSING.....	25.55						
1364					A 8.20Am	0.0	.....BONNERS FERRY.....	26.11	BY	RDNPW YX	L 11.40Am			
					1.50		Time Over Subdivision			1.50				
					14.2		Average Speed Per Hour.			14.2				

## 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.

Engines heavier than G-3 and G-4 class prohibited, or any locomotive with heavier axle load than 45,000 pounds.

PACIFIC TIME GOVERNS FOURTH AND SIXTH 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.

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.

**AUTOMATIC INTERLOCKING.**

Nimrod Gauntlet just west of Nimrod.

Pinnacle Gauntlet just east of Pinnacle.

Pacific Junction end of double track.

Kootenai Falls end of double track.

**SPECIAL RULES GOVERNING OPERATION INTERLOCKING PLANTS.**

Rules 671 to 671-F, inclusive, amended as follows:

The speed of trains through the approach and home signal zones of an interlocking plant shall not exceed 30 miles per hour.

Trains moving against current of traffic on double track through interlocking plants or where governed by dwarf signals shall not exceed 8 miles per hour. Conditions may require a further speed restriction for all trains per special rules, and at drawbridges the speed of trains shall not exceed 8 miles per hour. The letter "I" in column headed "SIGNS" indicates interlocking plant.

**STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.****NIMROD AND PINNACLE GAUNTLET INTERLOCKING.**

If a train is stopped by a home signal and no immediate conflicting train movement is evident trainman shall proceed to telephone and there get in communication with train dispatcher and be governed by provisions of Rule 509-A.

When it is desired to release the plant, trainman shall proceed to home signal governing train movements in opposite direction at the other end of the gauntlet and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on the route desired is in the "REVERSE" position and operation of hand release does not clear the proper home signal trainman shall signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route is in the "NORMAL" position.

If smash board on the route desired is not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route are in the "NORMAL" position.

If train moving against regular current of traffic is stopped by home signal, trainman will operate release located in "RELEASE" box nearest the home signal and if signal does not indicate proceed when release returns to "NORMAL" position, trainman may flag train through gauntlet, making certain that smash board at opposite end of gauntlet is in the "REVERSE" position.

**TO OPERATE SMASH BOARD MECHANISM BY HAND.**

Attached by a chain to smash board mechanism located on separate mast at main line home signals is a small crank which may be placed over a shaft of operating mechanism after opening small door locked with a switch lock. Turn crank slowly to "LEFT" until smash board has been moved to clear position being sure the stroke has been completed. Remove crank and lock door. **ALL APPARATUS MUST BE RETURNED TO NORMAL POSITION AND LOCKED WITH SWITCH LOCKS PROVIDED BEFORE LEAVING.**

Westward trains delayed Nimrod may hold the plant for their use for a period of six minutes by using push button located at westward home signal.

Pinnacle gauntlet eastward trains on eastward track desiring to release plant for use of westward trains will do so by closing knife switch located in time release box on signal 1174.7, opposite eastward home signal. Knife switch must be open to permit clearing home signal for eastward trains on eastward track. There must be no failure to leave knife switch open after having used it.

Printed instructions governing the use of these plants may be found inside of cover of time release box.

**SHELBY—Whistle Signals.**

Single Track to Westward Main Track: 2 Long, 1 Short.

Single Track to Eastward Main Track: 1 Long, 1 short, 1 Long.

Switching Lead to Eastward Main Track: 1 Long, 4 Short.

Eastward Main Track to Single Track: 1 Long, 1 Short.

Eastward Main Track to Switching Lead: 1 Long, 4 Short.

Westward Main Track to Single Track: 1 Long, 1 Short, 1 Long.

Call for Operators to clear dwarf signals for route to or from 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 signals 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, 1 Short.

Single Main Track to Eastward Main Track: 1 Long, 1 Short, 1 Long.

Westward Main Track to Single Main Track: 1 Long, 1 Short, 1 Long.

Eastward Main Track to Single Main Track: 1 Long, 1 Short.



**SPECIAL RULES—Continued.**

**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, 1 Long.

Trains moving eastward from westward siding will be governed by hand signals from operator.

Interlocking plant is operated from station.

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

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
<b>First Subdivision:</b>			<b>Fifth Subdivision:</b>		
Montana Power Spur .....	4 ½ miles East of Cut Bank....	14	Soldiers Home Spur .....	378 feet East Soldiers Home Station .....	2
O'Neill Spur .....	1 ½ miles West of Cut Bank....	24	Northwestern Lumber Co. Spur .....	13 miles West Columbia Falls	63
<b>Second Subdivision:</b>			<b>Sixth Subdivision</b>		
Nat'l Pole Co. ....	1.8 miles West Grizzly.....	14	McNab & Taylor's Spur .....	18.5 miles east of Rexford.....	9
J. Neils Lbr. Co. ....	1.0 miles West Citadel.....	3	Baker's Spur .....	24.5 miles east of Rexford.....	76
<b>Third Subdivision:</b>			<b>East Kootenai Power Co. Spur</b>		
Dahlburgs Spur .....	4.2 miles West Fortine.....	24		41.1 miles east of Rexford.....	26
Warland Gravel Pit .....	2.1 miles West Warland.....	148	<b>Seventh Subdivision</b>		
<b>Fourth Subdivision:</b>			Bock & Ashby Spur .....	2.5 miles from Bonners Ferry	3
Bonner's Ferry Lbr. Co. ....	1.2 miles East Bonner's Ferry	106	Allen's Spur .....	4.7 miles from Bonners Ferry	6
Whites Spur .....	2.0 miles West Bonner's Ferry	11	White's Spur .....	8.1 miles from Bonners Ferry	37
Caribou Spur .....	3.0 miles East Colburn.....	6	Watson's Spur .....	11.5 miles from Bonners Ferry	2
Brown Timber Co. Spur .....	0.6 miles East of Colburn.....	20	DeVoignes Spur .....	13.2 miles from Bonners Ferry	4
Palmer Spur .....	1 mile East of Sand Point.....	15	Camp 5 .....	14.3 miles from Bonners Ferry	11
Albeni Falls Spur .....	2.7 miles East Newport.....	33	Seelover's Spur .....	15.4 miles from Bonners Ferry	2
Graham Lbr. Co. ....	1.5 miles West Scotia.....	7	Delbom Spur .....	17.5 miles from Bonners Ferry	4
Davies Spur .....	1.9 miles East Mead.....	37	Edward's Spur .....	18.5 miles from Bonners Ferry	8
			Camp 8 .....	19.7 miles from Bonners Ferry	18
			Harper's Spur .....	21.8 miles from Bonners Ferry	4
			Houck's Spur .....	22.2 miles from Bonners Ferry	2
			K. V. Farm Spur .....	24.6 miles from Bonners Ferry	5

Pages 14, 15, and 16 are blank.