



EXAMINING SURGEONS

- Dr. Roscoe C. Webb, Chief Surg., 1849 Medical Arts Bldg.,
9th & Nicollet Ave., Minneapolis, Minn.
Dr. Ernest R. Anderson, Asst. Chief Surg., Minneapolis, Minn.
Dr. H. E. Wheeler, Div. Surgeon, Spokane, Wash.
Dr. E. B. Coulter, Asst. Div. Surgeon, Spokane, Wash.
Dr. D. S. MacKenzie, Div. Surgeon, Havre, Montana
Dr. W. W. Taylor, Div. Surgeon, Whitefish, Montana
Dr. Chas. Houtz, Asst. Div. Surgeon, Havre, Montana
Dr. A. T. Lees, Asst. Div. Surgeon, Whitefish, Montana

OPHTHALMIC SURGEONS

(Eye Doctors)

- Dr. H. D. Huggins Kalispell, Montana
Dr. W. L. Forster Havre, Montana
Dr. Philip B. Greene Spokane, Washington

LOCAL SURGEONS

- Dr. D. S. MacKenzie, Sr. Havre, Montana
Dr. Chas. Houtz Havre, Montana
Dr. D. S. MacKenzie, Jr. Havre, Montana
Dr. W. C. Robinson Shelby, Montana
Dr. P. O. Neraal Cut Bank, Montana
Dr. S. D. Whetstone Cut Bank, Montana
Dr. W. Q. Conway Kalispell, Montana
Dr. T. B. Moore Kalispell, Montana
Dr. E. P. Cockrell Kalispell, Montana
Dr. W. W. Taylor Whitefish, Mont.
Dr. A. T. Lees Whitefish, Mont.
Dr. J. B. Simons Whitefish, Montana
Dr. R. M. Bowell Bonners Ferry, Idaho
Dr. E. A. Lee Newport, Washington
Dr. Wm. F. Tyler Sand Point, Idaho
Dr. Leslie J. Stauffer Priest River, Idaho
Dr. J. Farrow Hillyard, Washington
Dr. H. E. Wheeler Spokane, Washington
Dr. E. B. Coulter Spokane, Washington
Dr. L. A. Parsell Spokane, Washington

C. R. BLISS, Chief Dispatcher.
H. J. SURLES, Trainmaster.
F. H. MOORE, Trainmaster.
J. E. O'BRIEN, Trainmaster.
H. H. HOLMQUIST, Trainmaster.

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GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 60

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND

PACIFIC TIME

Sunday, February 8, 1948.

Be positive you have with you while on duty, current time table and special instructions relating thereto.

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

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

W. R. MINTON, Superintendent.
I. E. MANION, 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. 60		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective February 8, 1948		
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner	Daily	Daily Ex. Sunday	Daily		Daily	Mountain Time	

Yard	2011	L 6.15Am			L 12.05Pm		L 8.10Am	L 3.30Am	Double Track	HAVRE	HX
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distances from Havre	STATIONS	Telegraph Calls					
961	29	L 6.30Am	L 12.12Pm	L 8.17Am	4.03	PACIFIC JUNCTION					
967	128 6	6.45	12.19	8.24	9.97	BURNHAM					
971	61 14	7.00	² 12.24	8.30	14.62	FRESNO					
976	128 44	⁴⁶⁰ 7.20	12.29	8.36	19.36	KREMLIN					
986	129 83	7.55	12.41	8.49	29.47	GILDFORD					
992	61 30	8.15	12.48	8.56	35.40	HINGHAM					
998	142 35	8.35	12.55	9.03	41.37	RUDYARD					
1004	126 29	8.55	⁶⁵⁸ 1.02	9.11	47.61	INVERNESS					
1008	32	9.05	1.06	9.16	51.45	JOPLIN					
1013	^{E99} W125 ^{E89} W60	³ 9.20	1.10	⁶⁵⁷ 9.20	54.42	BUELOW					
1018	66	9.50	1.18	f 9.30	61.52	CHESTER					
1024	188 14	10.05	1.24	9.37	67.06	TIBER					
1031	129 20	10.30	1.33	9.46	74.59	LOTHAIR					
1037	60 39	² 11.12	1.40	⁶⁵⁸ 9.53	80.58	GALATA					
1043	¹⁴¹ E89 ^{W60} E169 ^{W241}	11.30	⁴⁷² 1.47	10.00	86.60	DEVON					
1052	10	11.50Am	1.57	10.11	98.34	DUNKIRK					
1061	407	12.35Pm	L 8.45Am	L 10.50Am	104.67	SHELBY					
1063		12.40	A 8.55Am	A 10.53Am	106.16	SWEET GRASS LINE JCT.					
1074	W122 31	1.10	2.27	10.48	117.70	ETHRIDGE					
1082		1.35	2.38	10.58	128.46	BALTIC					
1087	180 186	1.55	2.45	s 11.05	128.95	CUT BANK					
1098	8	2.15	2.55	11.16	134.97	GUNSIGHT					
1095	30	2.30	3.00	11.22	138.55	SUNDANCE					
1100	W59 7	¹ 3.06	^{657A} 3.06	11.29	143.79	FORT PEGAN					
1106	9	3.25	3.13	11.36	149.22	MERIWETHER					
1112	Yard 630	A 3.45Pm	A 3.20Pm	A 11.45Am	158.19	BLACKFOOT					
		9.15 16.78	.10 8.94	3.08 48.24	.03 29.80	3.28 43.60	4.17 36.23				

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 1 Register by ticket Shelby and Blackfoot.

Conditional stops—

No. 1 at Cutbank to discharge revenue passengers from Williston and east, and to pick up passengers for Spokane and west.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

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

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 60

Effective February 8, 1948
Mountain Time

STATIONS	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	40	4	28		460	472	446	658	682	
		Streamliner	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday	

Double Track } HAVRE	155.19	A 12.55Pm	A 10.15Pm	A 2.35Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm			BPRKD NWCOX
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

STATIONS	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	40	4	28		460	472	446	658	682	
DOUBLE TRACK } PACIFIC JUNCTION	151.16	A 12.40Pm	A 10.08Pm	A f 2.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm			JIPY	
BURNHAM	145.22	12.32	10.01	f 2.18	7.35	4.11	11.34	3.15			P	
FRESNO	140.57	12.24	9.55	f 2.11	7.28	4.01	11.26	2.55			P	
KREMLIN	135.83	12.18	9.49	f 2.03	7.20	3.51	11.18	2.40			DNP	
GILDFORD	125.72	12.07	9.37	f 1.47	7.01	3.33	10.59	2.10			DPW	
HINGHAM	119.79	12.01Pm	9.30	f 1.36	6.51	3.23	10.48	1.50			DP	
RUDYARD	113.82	11.54Am	9.23	f 1.25	6.41	3.13	10.37	1.25			DP	
INVERNESS	107.58	11.47	9.16	f 1.14	6.31	3.03	10.26	1.02			DNP	
JOPLIN	103.74	11.43	9.12	f 1.07	6.25	2.57	10.20	12.30			DP	
BUELOW	100.77	11.40	9.08	f 1.02	6.20	2.52	10.15	12.10Pm			P	
CHESTER	93.67	11.32	f 8.57	s 12.50	6.05	2.37	10.00	11.32Am			DNPW	
TIBER	88.13	11.26	8.49	f 12.38	5.55	2.27	9.48	10.40			P	
LOTHAIR	80.60	11.18	8.40	f 12.27	5.36	2.12	9.31	10.15			DP	
GALATA	74.61	11.12	8.32	f 12.16	5.16	2.00	9.17	9.53			DP	
DEVON	68.59	11.05	8.24	f 12.05Am	5.04	1.47	9.03	9.15			DNPW	
DUNKIRK	59.85	10.56	8.14	f 11.50Pm	4.48	1.15	8.46	8.50			P	
SHELBY	50.52	10.45	A 7.40Pm	s 8.00	s 11.35	4.30	12.55	8.20	8.25	A 10.25Am	BREDNP WOIYXJC	
SWEET GRASS LINE JCT.	49.03	10.42	L 7.35Pm	7.52	11.27	4.20	12.45	8.08	8.15	L 10.15Am	PXJ	
ETHRIDGE	37.49	10.30	7.38	f 11.13	4.01	12.26	7.48	7.53			DP	
BALTIC	29.73	10.22	7.29	11.02	3.48	12.13	7.35	7.35			P	
CUT BANK	26.24	10.16	7.23	s 10.55	3.40	12.05Pm	7.23	7.25			DNWIP	
GUNSIGHT	20.22	10.08	7.14	f 10.43	3.25	11.50Am	7.04	7.04				
SUNDANCE	16.64	10.04	7.09	f 10.38	3.18	11.43	6.58	6.55			P	
FORT PIEGAN	11.40	9.58	7.03	f 10.31	3.08	11.33	6.50	6.43			P	
MERIWETHER	5.97	9.52	6.57	f 10.24	2.58	11.23	6.42	6.30			P	
BLACKFOOT		L 9.45Am	L 6.50Pm	L f 10.15Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am			BRKDNP WOIYX	
Time Over Subdivision		2.55	3.18	4.12	5.00	5.15	5.15	9.15	.10			
Average Speed Per Hour		51.83	45.81	36.95	30.23	28.79	28.79	16.78	8.94			

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 2 Register by ticket Blackfoot and Shelby.

Conditional stops—

No. 2 at Cutbank to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1. All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH 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. 60 Effective February 8, 1948 Mountain Time		Telegraph Calls
	Siding	Other Tracks	371	683	251	1	3	27	241		STATIONS		
			Daily Ex. Sun.	Tue., Thur., Sat.		Streamliner	Daily	Daily	Daily			Daily	
1112	Yard	630	.....	L 5.30Am	.....	L 3.20Pm	L 11.45Am	L f 7.55Am	.....	.....	.....	.....	BF
1120	E 124 W 104	60	.....	6.20	.....	3.32	12.01Pm	s 8.11	.....	7.29	.....	.....	BG
1125	93	14	.....	6.40	.....	3.40	12.10	8.21	.....	12.47	.....	.....	.....
1180	130	6	.....	6.55	.....	3.46	12.17	8.28	.....	16.17	.....	.....	.....
1183	95	150	.....	7.35	.....	3.55	12.25 ⁶⁸⁴	f 8.39	.....	20.75	.....	.....	MD
1186	112	10	.....	7.45	.....	4.00	12.31	8.45	.....	23.45	.....	.....	.....
1141	129	10	.....	8.00	.....	4.06	12.37	² 9.04	.....	26.57	.....	.....	.....
1147	E 112 W 130	81	.....	² 8.39	.....	4.17	12.50	f 9.16	.....	32.83	.....	.....	SM
1153	E 60	9	.....	8.58	.....	4.29	1.02	9.28	.....	39.63	.....	.....	.....
1157	.....	13	.....	9.06	.....	4.35	1.08	9.34	.....	42.71	.....	.....	.....
1161	E 61 E 98 W 136	13	.....	9.15	.....	4.44	1.17	9.43	.....	47.12	.....	.....	.....
1165	.....	212	.....	²⁷ 9.51	.....	4.52	1.25	s ⁶⁸³ 9.51	.....	51.08	.....	.....	SX
1171	.....	13	.....	10.10	.....	5.01	1.35	10.01	.....	56.69	.....	.....	.....
1175	.....	14	.....	10.25	.....	5.09	1.43	10.09	.....	61.52	.....	.....	.....
1181	E 116 W 99	14	.....	10.55	.....	5.18	1.52	f 10.18	.....	66.92	.....	.....	NY
1192	E 150 E 60 W 60	96	.....	11.50Am	.....	5.35	⁴⁴⁶ 2.10	f 10.37	.....	77.57	.....	.....	BE
1200	.....	15	.....	12.20Pm	.....	5.47	2.24	f 10.50	.....	85.45	.....	.....	CM
.....	.....	.....	.....	12.32	.....	5.54	2.31	10.57	.....	89.71	.....	.....	.....
1207	83	188	L	7.15Pm	1.00	L ¹ 6.05Pm	²⁵¹ 5.59	s 2.38	11.01	L 10.20Am	92.64	.....	CF
1210	.....	46	.....	7.25	1.10	f 6.13	6.03	2.45	11.05	f 10.28	95.58	.....	.....
1215	Yard	1473	A	7.45Pm	A 1.30Pm	A 6.25 Pm	A 6.15Pm	A 2.55Pm	A 11.15Am	A 10.40Am	100.28	.....	WF
.....	.....	.....	.....	.30 15.28	8.00 12.54	.....	0.20 22.92	2.55 34.38	3.10 31.67	3.20 30.08	0.20 22.92	.....	.....
											Time Over Subdivision	.....	.....
											Average Speed Per Hour	.....	.....

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

No. 1 Register by ticket Blackfoot.

Conditional stops—

No. 3 at Browning, Glacier Park and Belton to pick up revenue passengers for Spokane and west where No. 3 scheduled to stop, and to discharge revenue passengers from points south of Shelby and east of Williston.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 60

Effective February 8, 1948
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	242	4	28	252	472	446	460	684	368	
		Streamliner										
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed. Fri.	Daily Ex. Sun.		
BLACKFOOT.....	100.28	A 9.45Am		A 6.50Pm	A f 10.15Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
7.29 BROWNING.....	92.99	9.36		6.40	s 10.05		10.40	6.00	2.14	1.40		DNPW
5.18 TRIPLE DIVIDE..	87.81	9.28		6.32	f 9.56		10.30	5.50	2.03	1.00		P
3.70 SPOTTED ROBE..	84.11	9.21		6.25	f 9.49		10.22	5.42	1.55	12.50		P
4.58 GLACIER PARK..	79.53	9.14		6.17	f 9.39		10.11	5.31	1.43	³ 12.25		DNPW Y
2.70 BISON.....	76.83	9.09		6.11	f 9.32		10.05	5.25	1.37	12.05Pm		P
3.12 RISING WOLF....	73.71	²⁷ 9.04		6.06	f 9.27		9.58	5.18	1.30	11.55Am		P
6.26 SUMMIT.....	67.45	⁶⁸³ 8.54		5.55	f 9.15		9.45	5.05	1.15	11.35		DNPW IYX
6.80 BLACKTAIL.....	60.65	8.39		5.39	f 8.53		9.00	4.25	12.35	11.00		PW
3.08 SINGLESHOT.....	57.57	8.31		5.30	f 8.43		8.46	4.11	12.21	10.40		P
4.41 NIMROD.....	53.16	8.21		5.19	f 8.31		8.28	3.53	12.03Am	10.20		IP KDNPW BOYX
3.91 ESSEX.....	49.25	⁴⁷² 8.12		5.10	s 8.20		² 8.12	3.40	11.50Pm	10.00		P
5.06 PINNACLE.....	43.59	8.02		5.00	f 8.08		7.30	3.10	11.20	9.15		P
4.83 HIDDEN LAKE..	38.76	7.54		4.52	f 7.58		7.13	2.53	11.03	8.55		P
5.40 RED EAGLE....	33.36	7.45		4.42	f 7.47		6.55	2.35	10.45	8.35		DNIYPW
10.65 BELTON.....	22.71	7.29		4.25	f 7.28		6.30	³ 2.10	10.20	8.00		DNP
7.88 CORAM.....	14.83	⁶⁸⁴ 7.17		4.12	f 7.14		6.10	1.47	10.00	² 7.17		DPW
4.26 BRENT.....	10.57	7.11		4.06	7.07		6.02	1.39	9.52	6.43		PI
2.93 COLUMBIA FALLS.	7.64	7.07	A 11.50Am	s 4.00	7.03	A 7.20Pm	5.55	1.33	9.45	6.35	A 7.30Am	DNJYXP
2.94 HALF MOON....	4.70	7.03	f 11.42	3.50	6.59	f 7.12	5.45	1.25	9.35	6.12	7.20	P
4.70 WHITEFISH....		³⁶⁸ 6.55Am	L 11.30Am	L 3.40Pm	L ²⁵² 6.50Pm	L ²⁸ 7.00Pm	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L ² 7.00Am	KRDNPW BOXZI
Time Over Subdivision		2.50	0.20	3.10	3.25	0.20	5.30	5.10	5.15	8.00	30	
Average Speed Per Hour		35.39	22.92	31.67	29.52	22.92	18.23	19.40	19.10	12.50	18.28	

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 2 Register by ticket Blackfoot.

Conditional stops—

No. 4 at Belton, Glacier Park and Browning to discharge revenue passengers from Spokane and west, and to pick up revenue passengers for points east of Havre where No. 4 scheduled to stop, or points south of Shelby.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH 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. 60 Effective February 8, 1948 Mountain Time		Telegraph Calls
	Siding	Other Tracks	687			1 3 27				STATIONS		
			Mon., Wed. Fri.	Streamliner	Daily	Daily	Daily					
1215	Yard	1473	L	5.00Am	L	6.15Pm	L	3.05Pm	L	⁴⁴⁶ 11.20Am	WHITEFISH	WF
1220	151			5.20		²⁸ 6.26		⁴ 3.18	f	11.31	6.00 VISTA	
1227	194 E70	15		5.40		6.34		3.28	f	11.39	5.81 LUPFER	
1232	W70	26		² 6.25		6.41		3.36	f	11.48	5.46 OLNEY	KY
1238	139 E110	17		6.50		6.48		3.44	f	⁸⁸⁸ 11.57Am	5.78 RADNOR	
1245	W113	17		7.15		⁴⁸⁰ 6.57		3.54	f	12.08Pm	7.06 STRYKER	SY
1251	136	15		7.40		7.04		4.02	f	⁸⁸⁸ 12.17	5.97 TREGO	
1256		16		8.00		7.10		4.09	f	12.25	4.62 FORTINE	FR
1262		71		8.20		7.17		4.17	f	12.33	5.91 TOBACCO	BA
1267	140 E100	39		⁴⁴⁶ 8.45		7.24		4.25	s	12.44	5.78 EUREKA	KA
1276	W134	144		9.25		7.36		⁴⁶⁰⁻²⁸ 4.40	s	12.57	8.37 REXFORD	RD
1280	187	6		10.10		7.49		4.55	f	⁴ 1.12	10.80 STONEHILL	
1282	145	5		11.00		8.03		5.09	f	⁴ 1.28	11.15 URAL	
1287	181	4		11.20		8.09		5.15	f	1.37	4.95 VOLCOUR	VB
1292		22		11.40					f	1.45	4.69 WARLAND	WB
1295	189 E65			11.55Am		8.19		5.26	f	1.52	3.01 YARNELL	
1302	W65	10		12.30Pm		8.29		5.38	f	2.07	7.90 JENNINGS	
1308	152	8		⁴ 12.52		8.36		5.46	f	2.16	5.72 RIPLEY	
1315	258	165		1.30		8.45		⁴⁶⁰ 5.57	s	⁴⁶⁰ 2.30	6.84 LIBBY	CK
1326		10		⁴⁶⁰ 1.55		9.00		6.13		²⁸ 2.48	11.01 KOOTENAI FALLS	
1332	Yard	845	A	2.15Pm	A	9.15Pm	A	6.25Pm	A	3.00Pm	7.22 TROY	UX
				9.15 14.55		3.00 44.85		3.20 40.37		3.40 36.70		

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

No. 1 Register by ticket at Troy.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 60 Effective February 8, 1948 Mountain Time		Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
			2 Streamliner	4	28		446	460	472		688		
STATIONS													
WHITEFISH.....		134.55	A 6.55Am	A 3.30Pm	A 6.40Pm	A ²⁷ 11.15Am	A 8.10Pm	A 3.50Am		A 2.15Pm		KRDNPZ BWOXI	
6.00 VISTA.....		129.15	6.40	³ 3.18	¹ 6.26	10.55	7.50	3.30		2.00		P	
5.81 LUPFER.....		122.74	6.32	3.08	f 6.07	10.43	7.38	3.18		1.45		P	
5.46 OLNEY.....		117.28	⁸⁸⁷ 6.25	3.01	f 5.57	10.32	7.27	3.07		1.30		DNPW	
5.78 RADNOR.....		111.50	6.18	2.53	f 5.47	10.20	7.15	2.55		1.10		P	
7.06 STRYKER.....		104.44	6.09	2.44	f 5.36	10.05	¹ 6.57	2.40		12.55		DNPWY	
5.97 TREGO.....		98.47	6.01	2.35	f 5.26	9.44	6.10	2.18		²⁷ 12.17Pm		P	
EASTWARD FREIGHT TRK. { FORTINE.....		93.85	5.54	2.27	f 5.17	9.27	5.50	2.00		11.45Am		DP	
		87.94	5.46	2.18	f 5.06	9.05	5.25	1.35		11.05		DNPWI	
5.78 EUREKA.....		82.16	5.38	2.10	s 4.56	⁸⁸⁷ 8.45	5.05	1.15		10.30		DP	
		78.29	5.27	1.57	s ⁴⁶⁰⁻³ 4.40	8.20	³⁻²⁸ 4.40	12.50		9.30		DNPWY	
10.80 REXFORD.....		62.49	5.14	1.43	f 4.20	8.02	3.57	12.30		8.50		PW	
11.15 STONEHILL.....		51.34	5.01	²⁷ 1.28	f 4.02	7.45	3.35	12.10		8.05		P	
4.95 URAL.....		46.39	4.55	1.20	f 3.54	7.35	3.25	12.01Am		7.50		DNPW	
4.69 VOLCOUR.....		41.70			f 3.45					7.35		DP	
3.01 WARLAND.....		38.69	4.45	1.10	f 3.40	⁸⁸⁸ 7.20	3.10	11.46Pm		⁴⁴⁶ 7.20		P	
7.90 YARNELL.....		30.79	4.35	1.00	f 3.27	7.03	2.55	11.32		6.50		P	
5.72 JENNINGS.....		26.07	4.28	⁸⁸⁷ 12.52	f 3.17	6.50	2.45	11.22		6.35		P	
6.84 RIPLEY.....		18.23	4.20	f 12.42	s 3.05	6.35	²⁷ 2.30	11.10		6.15		DNPW	
11.01 LIBBY.....		7.22	4.06	12.27	f ²⁷ 2.48	6.10	⁸⁸⁷ 1.58	10.40		5.20		PI KRDNP BWOX	
DOUBLE TRACK { KOOTENAI FALLS.....			L 3.55Am	L 12.15Pm	L 2.35Pm	L 5.50Am	L 1.40Pm	L 10.20Pm		L 5.00Am			
Troy.....													
Time Over Subdivision			3.00	3.15	4.05	5.25	6.30	5.30		9.15			
Average Speed Per Hour			44.35	41.40	32.95	24.84	20.70	24.46		14.55			

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 2 Register by ticket Troy.

Conditional stops—
 No. 4 at stations west of Whitefish to pick up revenue passengers for south of Shelby or east of Havre where No. 4 is scheduled to stop.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH 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. 60		Telegraph Calls
	Sidings	Other Tracks	689	1	3	27	Effective February 8, 1948					
							Pacific Time					
			Tue., Thur., Sat.	Streamliner	Daily	Daily	Daily	STATIONS				
1332	Yard	845	L 5.00Am	L 8.15Pm	L 5.30Pm	L 2.05Pm	.....		TROY	UX	
1340	149	21	5.35	8.24	5.43	2.17	6.68	6.68	YAKT			
1347	131	14	6.00	8.36	5.56	2.30	13.71	13.71	LEONIA	ON		
1353	70	6	6.25	8.48	6.09	2.43	20.64	20.64	KATKA			
1360	122	10	6.45	8.59	6.22	2.55	27.08	27.08	CROSSPORT			
1364	E119 W68	135	7.30	9.05	6.30	3.05	31.34	31.34	BONNER'S FERRY	BY		
1369	70	18	8.00	9.11	6.38	3.15	36.81	36.81	MORAVIA			
1376	119	29	8.35	9.19	6.47	3.27	42.73	42.73	NAPLES	NA		
1383	70	8	9.05	9.28	6.57	3.40	50.11	50.11	ELMIRA			
1390	125	10	9.40	9.36	7.05	3.51	56.93	56.93	COLBURN			
1398	W133 E95	293	10.15	9.46	7.15	4.05	64.78	64.78	SAND POINT	S		
1407	70	13	10.45	9.56	7.27	4.18	73.63	73.63	DOVER			
1410	125	15	11.08	10.02	7.34	4.26	78.63	78.63	WRENCOE			
1416	71	42	11.28	10.07	7.40	4.33	83.34	83.34	LACLEDE			
1420	70	135	11.45Am	10.11	7.45	4.41	86.88	86.88	PRIEST RIVER	NC		
1427	E125 W69	125	12.30Pm	10.19	7.55	4.55	93.44	93.44	NEWPORT	NR		
1433	.....	18	12.45	10.23	8.01	5.02	96.95	96.95	PENRITH		
1436	125	15	1.05	10.29	8.08	5.09	101.27	101.27	SCOTIA			
1442	120	25	1.30	10.40	8.20	5.20	107.91	107.91	CAMDEN			
1445	70	28	1.45	10.44	8.25	5.25	110.90	110.90	ELK	KE		
1449	123	22	2.05	10.50	8.31	5.33	115.22	115.22	MILAN			
1456	70	11	2.25	10.58	8.40	5.42	121.73	121.73	CHATTAROY			
1460	67	55	2.35	11.03	8.45	5.47	125.62	125.62	DEAN	SF		
1464	.....	93	2.48	11.08	8.52	5.56	130.21	130.21	MEAD		
1469	Yard	3134	A 3.00Pm	A 11.15Pm	A 9.00Pm	As 6.05Pm	134.87	134.87	HILLYARD	HU		
			10.00	3.00	3.30	4.00			Time Over Subdivision			
			13.47	44.89	38.47	33.67			Average Speed Per Hour			

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 1 Register by ticket Troy.

Conditional stops—

No. 3 Priest River to discharge revenue passengers from Fargo and East.
 No. 27 on Flag at Samuels postoffice, 3 miles east Colburn.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

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

FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 60 Effective February 8, 1948 Pacific Time	Distance from Hillyard	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2			446	460	472	690	
		Daily	Daily	Daily <small>Streamliner</small>			Daily	Daily	Daily	Mon., Wed. Fri.	
STATIONS											
TROY 6 08	184.67	A 11.10Am	A 1.30Pm	A 2.55Am	A 4.35Am	A 12.25Pm	A 9.05Pm	A 3.30Pm		RDNPW BOKX	
YAKT 7 03	127.90	10.58	f 1.17	2.41	4.20	12.10Pm	8.50	3.05		P	
LEONIA 6 08	120.90	10.45	f 1.04	2.28	4.06	11.56Am	¹ 8.36	2.30		DP	
KATKA 6 39	114.08	10.32	f 12.51	2.15	3.52	11.42	7.54	1.55		P	
CROSSPORT	107.64	10.20	f 12.38	2.03	3.39	11.29	7.41	1.25		P	
AUTOMATIC BLOCK SIGNALS											
BONNER'S FERRY 4 31	108.38	f 10.13	s 12.30	1.57	3.30	11.20	7.32	1.10		DNPWV YXJ	
MORAVIA 4 97	98.30	10.06	f ⁶⁹⁰ 12.19	1.50	3.21	11.11	7.23	²⁸ 12.19Pm		P	
NAPLES 6 41	81.95	9.58	f 12.08Pm	1.42	3.10	10.58	7.12	11.50Am		DPW	
ELMIRA 7 39	84.80	9.49	f 11.56Am	1.33	2.57	10.44	³ 6.57	11.15		P	
COLBURN 6 82	77.74	⁶⁸⁹ 9.40	f 11.45	1.25	2.44	10.30	6.35	10.50		P	
SAND POINT 7 85	60.80	f 9.28	s 11.30	1.15	2.30	⁶⁸⁹⁻⁶⁹⁰ 10.15	6.20	⁴⁰⁰ 10.15		DNPWV YXZ	
DOVER 2 96	66.93		f 11.22							PV	
WRENCOE 5 88	61.05	⁶⁹⁰ 9.16	f 11.15	1.04	2.16	10.00	6.06	⁴ 9.16		P	
LACLEDE 5 00	56.05	9.10	f ⁶⁸⁹ 11.08	12.58	2.07	9.50	5.57	8.56		P	
THAMA 4 72	51.33	9.04	f 11.01	12.53	1.59	9.41	5.49	8.43		P	
PRIEST RIVER 3 54	47.79	8.59	s 10.54	12.49	1.53	9.34	5.43	8.30		D P	
NEWPORT 6 56	41.23	f 8.48	s 10.40	12.41	1.40	9.20	5.30	8.00		DNPWV	
PENRITH 3 51	37.72	8.40	f 10.31	12.37	1.28	9.08	5.20	7.35		P	
SCOTIA 4 32	33.40	8.34	f 10.24	12.31	1.19	9.00	²⁷ 5.09	7.20		P	
CAMDEN 6 64	26.76	8.23	f 10.13	12.20	1.01	8.43	4.46	7.00		PW	
ELK 2 90	23.77	8.19	f 10.08	12.16	12.54	8.37	4.39	6.50		PDN	
MILAN 4 32	19.45	8.13	f 10.00	12.10	12.45	8.28	4.30	6.30		P	
CHATTAROY 6 50	12.95	8.04	f 9.50	12.02Am	12.32	8.16	4.17	6.10		P	
DEAN 3 90	9.05	7.59	f 9.45	11.57Pm	12.25	8.10	4.10	6.00		DNPXJ	
MEAD 4 59	4.48	7.53	f 9.38	11.52	12.15	8.00	4.00	5.45		P	
HILLYARD 4 46		⁴⁶⁰ L 7.45Am	Ls 9.30Am	L 11.45Pm	L 12.05Am	⁴ L 7.50Am	L 3.50Pm	L 5.30Am		KRDNPW BOXIYZT	
Time Over Subdivision		3.25	4.00	3.10	4.30	4.35	5.15	10.00			
Average Speed Per Hour		39.42	33.67	42.53	29.93	29.39	25.65	13.47			

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

No. 2 Register by ticket Troy.

Conditional stops—

No. 4 any station west of Troy to pick up revenue passengers for points south of Shelby and east of Havre where No. 4 is scheduled to stop.
 No. 28 on Flag at Samuels postoffice, 3 miles east Colburn.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 15, for Instructions Governing Operation of Streamliners.

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

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Columbia Falls	Time Table No. 60 Effective February 8, 1948 Mountain Time			Signs	FIRST CLASS				SECOND CLASS
	Sidings	Other Tracks	369	249	247	245	243		244	246	248		250	370	Daily Ex. Sun.		
			Daily	Daily	Daily	Daily	Daily									Daily	Daily
1207	181	L	7.35Am	L 7.35Pm	L 4.15Pm	L 2.38Pm	L 12.05Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 3.55Pm	A 5.50Pm	A 7.10Pm
.....	2			f 7.40	f 4.20	f 2.43	f 12.10	1.84	SOLDIERS HOME..	.....	12.50	.....	f 10.00	f 2.25	f 3.50	f 5.45	.....
WB5	41		8.00	f 7.47	f 4.27	f 2.50	f 12.17	5.28	LA SALLE.....	.....	9.06	P	f 9.53	f 2.18	f 3.43	f 5.38	6.40
.....				f 7.56	f 4.36	f 2.59	f 12.26	9.91	ROSE CROSSING..	.....	4.43	.....	f 9.44	f 2.09	f 3.34	f 5.29	.....
WB 14	Yard	831	A 8.45Am	A 8.05Pm	A 4.45Pm	A 3.08Pm	A 12.35Pm	14.34	KALISPELL....	K	.....	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.25Pm	L 5.20Pm	L 6.00Pm
			1.10	.30	.30	.30	.30		Time Over Subdivision				.30	.30	.30	.30	1.10
			12.29	28.68	28.68	28.68	28.68		Average Speed per Hour				28.68	28.68	28.68	28.68	12.29

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

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Port Hill	Time Table No. 60 Effective February 8, 1948 Pacific Time			Signs	SECOND CLASS	
	Sidings	Other Tracks	379					380	Monday and Friday	Monday and Friday		Monday and Friday	
			Monday and Friday	Monday and Friday	Monday and Friday	Monday and Friday							
KV26	Yard	37				L 7.30Am	.....	PORT HILL.....	.....	26.11	DPO	A 2.45Pm	.....
KV17	.....	18				s 8.10	9.18	COPELAND.....	.....	16.93	.....	s 2.00	.....
KV8	.....	15				s 8.55	18.54	RITZ.....	.....	7.57	.....	s 1.20	.....
.....							25.55	SPOKANE INT. RY. CROSSING....	.....	0.56	RDNPW BYXJV	.....	.....
1804	.....	135				A 9.30Am	26.11	BONNERS FERRY.....	BY	.....	.....	L 12.45Pm	.....
						2.00		Time Over Subdivision				2.00	
						13.05		Average Speed Per Hour.				13.05	

Westward trains are superior to eastward trains of the same class.
PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

WESTWARD

SEVENTH SUBDIVISION

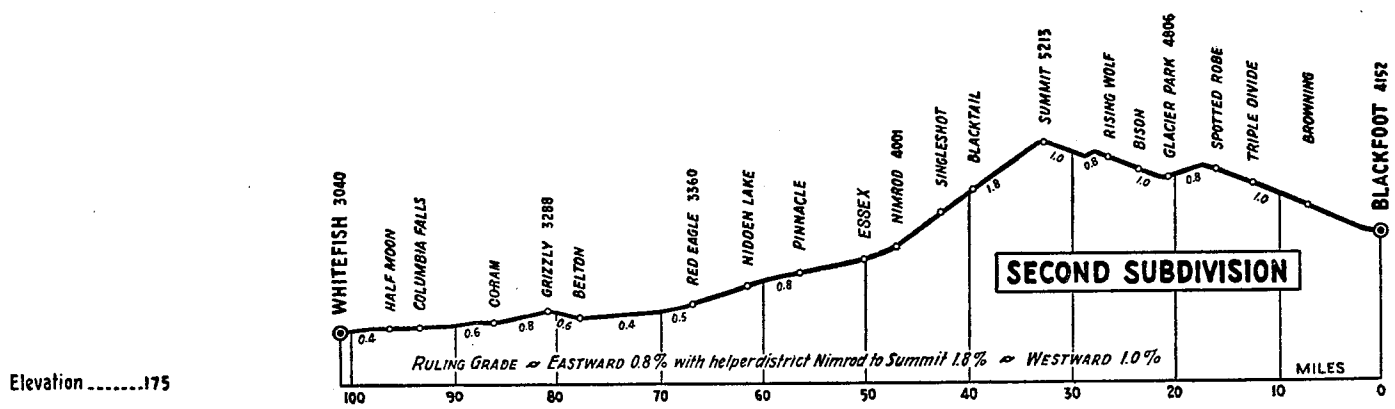
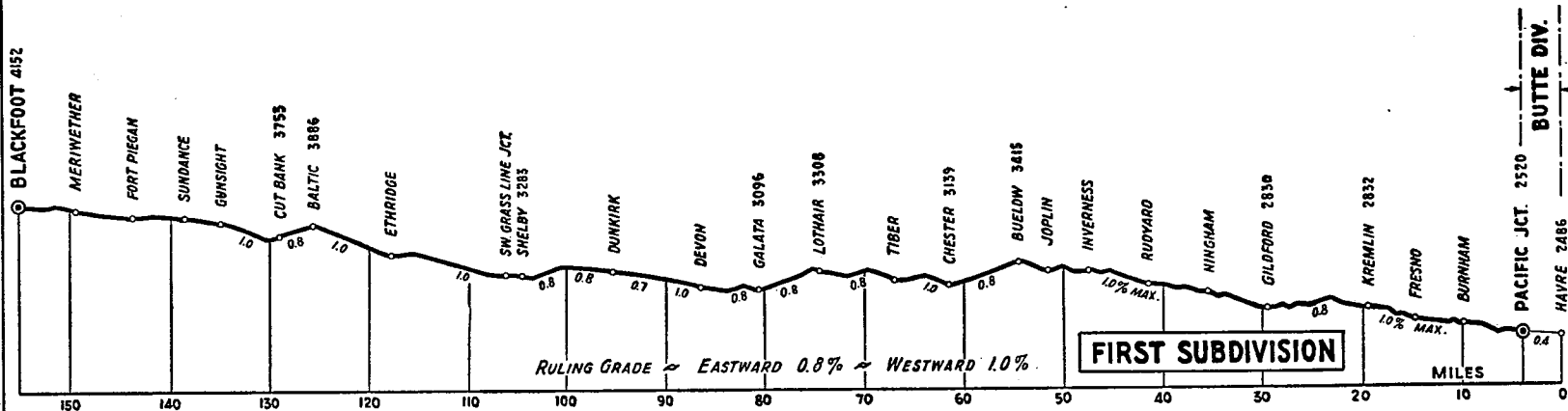
EASTWARD

Station Numbers	Car Capacity						Distance from Somers	Time Table No. 60 Effective February 8, 1948 Mountain Time			Signs		
	Sidings	Other Tracks						STATIONS	Distance from Hubbard	STATIONS			
			STATIONS	STATIONS	STATIONS	STATIONS							
WB25	Yard						.....	SOMERS.....	.....	38.84	DWOPX RB	.....	.....
WB21	.....	7				4.67	.....	BALLS CROSSING.....	.....	34.17	JZ	.....	.....
WB14	Yard					9.62	.....	KALISPELL.....	K	29.22	BRKDN PWYX	.....	.....
WB24	.....	51				18.76	.....	KILA.....	.....	20.08	.....	.....	.....
WB32	.....	25				26.56	.....	ATHENS.....	.....	12.28	.....	.....	.....
WB38	.....	14				31.96	.....	MARION.....	.....	6.88	YW	.....	.....
WB42	.....	24				36.30	.....	BITTERROOT.....	.....	2.54	.....	.....	.....
WB44	.....	43				38.84	.....	HUBBARD.....	.....	.....	.....	.....	.....
								Time Over Subdivision					
								Average Speed per Hour					

Westward trains are superior to eastward trains of the same class.
MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH SUBDIVISIONS.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
1st Subdivision			
Montana Power Spur (Three Tracks).....	4.50 miles east Cut Bank.....	8-10-14 24	East End
O'Neill Spur.....	1.50 miles west of Cut Bank.....		East End
2nd Subdivision			
J. Neils Lbr. Co. Spur.....	1 mile west Coram.....	3	West End
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26	East End
Brent Pit.....	500 feet west Brent.....	35	West End
3rd Subdivision			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
4th Subdivision			
Bonnors Ferry Lbr. Co. Spur.....	0.75 miles east Bonnors Ferry.....	36	West End
Brown Timber Co. Spur.....	0.6 miles east Colburn.....	20	West End
Emerson Spur.....	0.7 miles east Colburn.....	65	West End
Albeni Falls Spur.....	2.7 miles east Newport.....	33	East End
Davies Spur.....	1.9 miles east Mead.....	34	East End
5th Subdivision			
Northwestern Lbr. Co. Spur.....	1.5 miles east Kalispell.....	63	East End
Yale Oil Co. Spur.....	1.3 miles east Kalispell.....	9	East End
6th Subdivision			
Allen's Spur.....	4.3 miles east Bonnors Ferry.....	6	East End
Watson's Spur.....	11.2 miles east Bonnors Ferry.....	2	West End
DeVoignes Spur.....	12.8 miles east Bonnors Ferry.....	4	East End
Camp 5 Spur.....	13.6 miles east Bonnors Ferry.....	11	Both Ends
Seelover's Spur.....	14.9 miles east Bonnors Ferry.....	2	East End
Dehlbom Spur.....	17.1 miles east Bonnors Ferry.....	4	West End
Edward's Spur.....	18.1 miles east Bonnors Ferry.....	8	West End
Camp 8.....	19.2 miles east Bonnors Ferry.....	18	Both Ends
Harper's Spur.....	21.5 miles east Bonnors Ferry.....	4	West End
Houck's Spur.....	21.8 miles east Bonnors Ferry.....	2	West End
K. V. Farm Spur.....	24.2 miles east Bonnors Ferry.....	5	West End
7th Subdivision			
Northwest Timber Co. Spur.....	1560 feet west Balls Crossing.....	9	East End
Mills Lbr. Co. Spur.....	2200 feet east of East Wye Switch Kalispell.....	3	West End
Batavia Spur (WB20).....	4.8 miles west Kalispell.....	8	East End
Kila Ore Spur.....	1.0 mile west Kila.....	15	East End
Giroux Spur.....	1.6 miles west Kila.....	8	East End



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