



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. HugginsKalispell, Montana
Dr. W. L. ForsterHavre, Montana
Dr. Philip B. GreeneSpokane, Washington

LOCAL SURGEONS

Dr. D. S. MacKenzie, Sr.Havre, Montana
Dr. Chas. HoutzHavre, Montana
Dr. D. S. MacKenzie, Jr.Havre, Montana
Dr. W. C. RobinsonShelby, Montana
Dr. P. O. NeraalCut Bank, Montana
Dr. S. D. WhetstoneCut Bank, Montana
Dr. W. Q. ConwayKalispell, Montana
Dr. T. B. MooreKalispell, Montana
Dr. E. P. CockrellKalispell, Montana
Dr. W. W. TaylorWhitefish, Mont.
Dr. A. T. LeesWhitefish, Mont.
Dr. J. B. SimonsWhitefish, Montana
Dr. R. M. BowellBonners Ferry, Idaho
Dr. E. A. LeeNewport, Washington
Dr. Wm. F. TylerSand Point, Idaho
Dr. Leslie J. StaufferPriest River, Idaho
Dr. J. FarrowHillyard, Washington
Dr. H. E. WheelerSpokane, Washington
Dr. E. B. CoulterSpokane, Washington
Dr. L. A. ParsellSpokane, Washington

W. C. PRESTON, Chief Dispatcher.
H. J. SURLS, 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 62

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND
PACIFIC TIME

Thursday, September 16, 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. 62		Telegraph Calls
	Slidings	Other Tracks	657	681	1	41	3	27		Effective September 16, 1948		
			Mon., Wed. Fr.	Daily Ex. Sunday	Streamliner	Daily	Daily Ex. Sunday	Daily		Mountain Time		
.....	Yard	2011	L 6.15Am	.....	.....	L 12.05Pm	.....	L 8.10Am	L 3.30Am	.....	Double Track } HAVRE.....	HX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.												
961	.....	29	L 6.30Am	.....	.....	L 12.12Pm	.....	L 8.17Am	L 3.38Am	4.03	Double Track } 4.03 PACIFIC JUNCTION.....	.....
967	130	7	6.45	.....	.....	12.19	.....	8.24	3.47	9.97	.....	.....
971	61	14	7.00 480	.....	.....	12.24	.....	8.30	3.53	14.62	.....	.....
976	130	44	7.20	.....	.....	12.29	.....	8.36	4.02	19.86	.....	KN
986	129	83	7.55	.....	.....	12.41	.....	8.49	4.19	29.47	.....	GR
992	61	80	8.15	.....	.....	12.48	.....	8.56	4.30	35.40	.....	HG
998	142	85	8.35	.....	.....	12.55	.....	9.03	4.41	41.37	.....	RU
1004	126	29	8.55	.....	.....	1.02 658	.....	9.11	4.52	47.61	.....	RN
1008	.....	32	9.05	.....	.....	1.06	.....	9.16	4.58	51.45	.....	JO
1013	E99 W125 E89	.....	3 9.20	.....	.....	1.10	.....	657 9.20	5.02	54.42	.....	.....
1018	W60	66	9.50	.....	.....	1.18	.....	9.30	5.15	61.82	.....	CH
1024	140	14	10.05	.....	.....	1.24	.....	9.37	5.24 480	67.06	.....	.....
1031	129	20	10.30 2	.....	.....	1.33	.....	9.46	5.36 480	74.59	.....	AR
1037	60	42	11.12	.....	.....	1.40	.....	9.53 658	5.46	80.88	.....	GA
1048	141 E89	24	11.30	.....	.....	1.47 472	.....	10.00	5.57	86.60	.....	CD
1052	W60 E169	10	11.50Am	.....	.....	1.57	.....	10.11	6.11	95.84	.....	.....
1061	W241	407	12.35Pm	L 8.45Am	.....	2.10	L 10.50Am	10.30	6.35	104.67	.....	SJ
1068	.....	.....	12.40	A 8.55Am	.....	2.13	A 10.53Am	10.33	6.38	106.16	.....	.....
1074	W122	31	1.10	.....	.....	2.27	.....	10.48	6.53	117.70	.....	DG
1082	.....	.....	1.35	.....	.....	2.38	.....	10.58	7.06	125.46	.....	.....
1087	180	186	1.55	.....	.....	2.45	.....	11.05	7.15	128.95	.....	CT
1098	.....	8	2.15	.....	.....	2.55	.....	11.16	7.26	134.97	.....	.....
1095	.....	80	2.30	.....	.....	3.00	.....	11.22	7.31	138.55	.....	.....
1100	W89	7	3.06 1	.....	.....	3.06 657	.....	11.29	7.38	143.79	.....	.....
1106	.....	7	3.25	.....	.....	3.13	.....	11.36	7.45	149.22	.....	.....
1112	Yard	630	A 3.45Pm	.....	.....	A 3.20Pm	.....	A 11.45Am	A 7.55Am	165.19	.....	BF
.....	.....	.....	9.15 16.78	.10 8.94	.....	3.08 48.24	.03 29.80	3.28 43.60	4.17 36.23	.....	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 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. 62 Effective September 16, 1948 Mountain Time	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	40	4	28		460	472	446	658	682	
		Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily	
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	
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.												
Double Track } PACIFIC JUNCTION	151.16	A 12.40Pm	A 10.08Pm	A 2.27Am		A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm		JIPY	
5.94	146.22	12.32	10.01	2.18		7.35	4.11	11.34	3.15		P	
4.65	140.67	¹ 12.24	9.55	2.11		7.28	4.01	11.26	2.55		P	
4.74	135.88	12.18	9.49	2.03		⁶⁵⁷ 7.20	3.51	11.18	2.40		DNP	
10.11	125.72	12.07	9.37	1.47		7.01	3.33	10.59	2.10		DPW	
5.93	119.79	12.01Pm	9.30	1.36		6.51	3.23	10.48	1.50		DP	
5.97	113.82	11.54Am	9.23	1.25		6.41	3.13	10.37	1.25		DP	
6.24	107.58	11.47	9.16	1.14		6.31	3.03	10.26	1.02		DNP	
8.84	103.74	11.43	9.12	1.07		6.25	2.57	10.20	12.30		DP	
2.97	100.77	11.40	9.08	1.02		6.20	2.52	10.15	12.10Pm		P	
7.10	93.67	⁶⁵⁸ 11.32	8.57	12.50		6.05	2.37	10.00	² 11.32Am		DNPW	
CHESTER	88.18	11.26	8.49	12.38		5.55	2.27	9.48	10.40		P	
5.54	80.60	11.18	8.40	12.27		²⁷ 5.36	2.12	9.31	10.15		DP	
TIBER	74.61	⁶⁵⁷ 11.12	8.32	12.16		5.16	2.00	9.17	⁸ 9.53		DP	
LOTHAIR	68.59	11.05	8.24	12.05Am		5.04	¹ 1.47	9.03	9.15		DNPW	
5.99	59.85	10.56	8.14	11.50Pm		4.48	1.15	8.46	8.50		P	
GALATA	50.52	³⁻⁴¹ 10.45	A 7.50Pm	8.00	11.35	4.30	12.55	8.20	8.25	A 10.25Am	BRKDNP WOIYXJC	
DEVON	49.08	10.42	L 7.45Pm	7.52	11.27	4.20	12.45	8.08	8.15	L 10.15Am	PXJ	
DUNKIRK	37.49	10.30		7.38	11.13	4.01	12.26	7.48	7.53		DP	
SHELBY	29.73	10.22		7.29	11.02	3.48	12.13	7.35	7.35		P	
SWEET GRASS LINE JCT.	26.24	10.16		⁴⁴⁶ 7.23	10.55	3.40	12.05Pm	⁴ 7.23	7.25		DNWIP	
ETHRIDGE	20.22	10.08		7.14	10.43	3.25	11.50Am	7.04	7.04			
BALTIC	16.64	10.04		7.09	10.38	3.18	11.43	6.58	6.55		P	
CUT BANK	11.40	9.58		7.03	10.31	3.08	11.33	6.50	6.43		P	
GUNSIGHT	5.97	9.52		6.57	10.24	2.58	11.23	6.42	6.30		P	
SUNDANCE		L 9.45Am		L 6.50Pm	L 10.15Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am		BRKDNP WOYIX	
FORT PIEGAN												
MERIWETHER												
BLACKFOOT												
Time Over Subdivision		2.55	.05	3.18	4.12	5.00	8.15	5.15	9.15	.10		
Average Speed Per Hour		51.83	17.88	45.81	36.95	30.23	28.79	28.79	16.78	8.94		

DOUBLE TRACK

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. 62		Telegraph Calls
	Sittings	Other Tracks	371	683	251	1	3	27	241		Effective September 16, 1948	Mountain Time	
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Streamliner Daily	Daily	Daily	Daily				
STATIONS													
1112	Yard	630	L	5.30Am		L	3.20Pm	L	11.45Am	L	7.55Am		BF
1120	E 124 W 104	76		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	
1188	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		9.04	26.57	
1147	E 112 W 130	81		8.39			4.17		12.50	f	9.16	32.88	SM
1158	E 60	9		8.58			4.29		1.02		9.28	39.63	
1157		18		9.06			4.35		1.08		9.34	42.71	
1161	E 57 E 98 W 136	11		9.15			4.44		1.17		9.43	47.12	
1165		212		9.51			4.52		1.25	s	9.51	51.03	
1171		18		10.10			5.01		1.35		10.01	56.69	
1175		14		10.25			5.09		1.43		10.09	61.82	
1181	E 116 W 99	14		10.55			5.18		1.52	f	10.18	66.92	
1192	E 156 W 60	96		11.50Am			5.35		1.46		10.37	77.57	
1200		15		12.20Pm			5.47		2.24	f	10.50	85.45	
				12.32			5.54		2.31		10.57	89.71	
1207	83	188	L	7.15Pm	1.00	L	6.05Pm	5.59	2.38	s	11.01	92.64	
1210		46		7.25	1.10	f	6.13	6.03	2.45		11.05	95.58	
1215	Yard	1478	A	7.45Pm	1.30Pm	A	6.25Pm	6.15Pm	2.55Pm	A	11.15Am	100.28	
				.80	8.00		0.20	2.55	3.10		3.20	0.20	
				15.28	12.54		22.92	34.38	31.67		30.08	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. 62 Effective September 16, 1948 Mountain Time		Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
			2 Streamliner	242	4	28	252	472	446	460	684	368	
STATIONS													
DOUBLE TRACK	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	92.99	9.36	6.40	s 10.05		10.40	6.00	2.14	1.40		DNPW	
	BROWNING	5.18	87.81	9.28	6.32	f 9.52		10.30	5.50	2.03	1.00	P	
	TRIPLE DIVIDE	3.70	84.11	9.21	6.24	f 9.45		10.22	5.42	1.55	12.50	P	
	SPOTTED ROBE	4.58	79.53	9.14	6.15	f 9.35		10.11	5.31	1.43	³ 12.25	DNPW Y	
	GLACIER PARK												
	BISON	2.70	76.83	9.09	6.09	f 9.26		10.05	5.25	1.37	12.05Pm	P	
	3.12	73.71	9.04	6.04	f 9.20		9.58	5.18	1.30	11.55Am	P		
	RISING WOLF	6.26	67.45	8.54	5.53	f 9.10		9.45	5.05	1.15	11.35	DNPW IYX	
	SUMMIT	6.80	60.65	8.39	5.38	f 8.50		9.00	4.25	12.35	11.00	PW	
BLACKTAIL	3.08	57.57	8.31	5.30	f 8.40		8.46	4.11	12.21	10.40	P		
SINGLESHOT													
DOUBLE TRACK	NIMROD	4.41	53.16	8.21	5.19	f 8.30		8.28	3.53	12.03Am	10.20	IP KRDNPW BOYX	
	3.91	49.25	8.12	5.10	s 8.20		² 8.12	3.40	11.50Pm	10.00			
	ESSEX	5.66	43.59	8.02	5.00	f 8.10		7.30	3.10	11.20	9.15	P	
	PINNACLE	4.83	38.76	7.54	4.52	f 8.01		7.13	2.53	11.03	8.55	P	
	HIDDEN LAKE	5.40	33.86	7.45	4.42	f 7.51		6.55	2.35	10.45	8.35	DNIYPW	
	RED EAGLE												
	BELTON	10.65	22.71	7.29	4.25	f 7.32		6.30	³ 2.10	10.20	8.00	DNP	
	7.88	14.83	7.17	4.12	f 7.18		6.10	1.47	10.00	² 7.17		DPW	
	CORAM	4.26	10.57	7.11	4.06	7.07		6.02	1.39	9.52	6.43	PI	
	BRENT	2.93	7.64	7.07	A 11.55Am	s 4.00	7.03	A 7.20Pm	5.55	1.33	9.45	6.35	A 7.30Am DNJYXP
COLUMBIA FALLS	2.94	4.70	7.03	f 11.47	3.50	6.59	f 7.12	5.45	1.25	9.35	6.12	7.20 P	
HALF MOON	4.70		³⁶⁸ 6.55Am	L 11.35Am	L 3.40Pm	L 6.50Pm	L 7.00Pm	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L ² 7.00Am KRDNPW BOXZI	
WHITEFISH													
Time Over Subdivision			2.50	0.20	3.10	3.25	0.20	5.30	5.10	5.15	8.00	0.30	
Average Speed Per Hour			35.39	22.92	31.67	29.52	22.92	18.23	19.40	19.10	12.50	15.28	

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. 62 Effective September 16, 1948 Mountain Time		Telegraph Calls
	Sidings	Other Tracks		687		1 Streamliner	3	27		STATIONS		
				Mon., Wed. Fri.		Daily	Daily	Daily				
1215	Yard	1478		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	t 11.31	6.00	VISTA		
1227	194	15		5.40		6.34	3.28	t 11.39	11.81	LUPFER		
1232	E70 W70	26		6.25		6.41	3.36	t 11.48	17.27	OLNEY	KY	
1238	141	17		6.50		6.48	3.44	t 11.57Am	23.05	^{5.78} RADNOR		
1245	E110 W113	17		7.15		⁴⁶⁰ 6.57	3.54	t 12.08Pm	30.11	^{7.06} STRYKER	SY	
1251	186	15		7.40		7.04	4.02	t ⁶⁸⁸ 12.17	36.08	TREGO		
1256		16		8.00		7.10	4.09	t 12.25	40.70	EASTWARD } FORTINE	FR	
1262		71		8.20		7.17	4.17	t 12.33	46.61	FREIGHT TRK } TOBACCO	BA	
1267	151	44		⁴⁴⁶ 8.45		7.24	4.25	s 12.44	52.39	^{5.78} EUREKA	KA	
1276	E130 W143	144		9.25		7.36	⁴⁶⁰⁻²⁸ 4.40	s 12.57	61.36	^{8.87} REXFORD	RD	
1280	187	6		10.10		7.49	4.55	t 1.12	73.05	^{10.80} STONEHILL		
1282	146	5		11.00		8.03	5.09	t ⁴ 1.28	83.21	^{11.15} URAL		
1287	131	4		11.20		8.09	5.15	t 1.37	88.16	^{4.95} VOLCOUR	VR	
1292		35		11.40				t 1.45	92.85	^{4.60} WARLAND	WR	
1295	189			11.55Am		8.19	5.26	t 1.52	95.86	^{3.01} YARNELL		
1302	E65 W65	10		12.30Pm		8.29	5.38	t 2.07	103.76	^{7.90} JENNINGS		
1308	162	3		⁴ 12.52		8.36	5.46	t 2.16	109.48	^{5.72} RIPLEY		
1315	258	165		1.30		8.45	t 5.57	s ⁴⁶⁰ 2.30	116.32	^{6.84} LIBBY	CK	
1326		14		⁴⁰⁰ 1.55		9.00	6.13	²⁸ 2.48	127.33	^{11.01} KOOTENAI FALLS		
1332	Yard	845		A 2.15Pm		A 9.15Pm	A 6.25Pm	A 3.00Pm	134.55	^{7.22} TROY	UX	
				9.15 14.55		3.00 44.35	3.20 40.37	3.40 36.70		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 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. 62

Effective September 16, 1948
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		2	4	28	446	460	472	688		
		Streamliner							Tues. Thurs. Sat.	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WHITEFISH 6.00	124.85	A 6.55Am	A 3.30Pm	A 6.40Pm	A 11.15Am ²⁷	A 8.10Pm	A 3.50Am	A 2.15Pm	KRDNPNZ BWOXI	
VISTA 5.81	129.15	6.40	3.18	f 6.26	10.55	7.50	3.30	2.00	P	
LUPPER 5.46	122.74	6.32	3.08	f 6.07	10.43	7.38	3.18	1.45	P	
OLNEY	117.28	6.25 ⁶⁸⁷	3.01	f 5.57	10.32	7.27	3.07	1.30	DNPW	
RADNOR 5.78	111.50	6.18	2.53	f 5.47	10.20	7.15	2.55	1.10	P	
STRYKER 7.06	104.44	6.09	2.44	f 5.36	10.05	6.57 ¹	2.40	12.55	DNPWY	
TREGO 5.97	98.47	6.01	2.35	f 5.26	9.44	6.10	2.18	12.17Pm ²⁷	P	
EASTWARD } FORTINE FREIGHT TRK. } 4.62	93.85	5.54	2.27	f 5.17	9.27	5.50	2.00	11.45Am	DP	
TOBACCO 5.91	87.94	5.46	2.18	f 5.06	9.05	5.25	1.35	11.05	DNPW1	
EUREKA 5.78	82.16	5.38	2.10	s 4.56	8.45 ⁶⁸⁷	5.05	1.15	10.30	DP	
REXFORD 8.87	78.20	5.27	1.57	s 4.40 ⁴⁶⁰⁻³	8.20	4.40 ⁸⁻²⁸	12.50	9.30	DNPWY	
STONEHILL 10.80	62.40	5.14	1.43	f 4.20	8.02	3.57	12.30	8.50	PW	
URAL 11.15	51.84	5.01	1.28 ²⁷	f 4.02	7.45	3.35	12.10	8.05	P	
VOLCOUR 4.95	46.90	4.55	1.20	f 3.54	7.35	3.25	12.01Am	7.50	DNP	
WARLAND 4.69	41.70			f 3.45				7.35	DP	
YARNELL 8.01	38.69	4.45	1.10	f 3.40	7.20 ⁶⁸⁸	3.10	11.46Pm	7.20 ⁴⁴⁶	P	
JENNINGS 7.90	30.79	4.35	1.00	f 3.27	7.03	2.55	11.32	6.50	P	
RIPLEY 5.72	25.07	4.28	12.52 ⁶⁸⁷	f 3.17	6.50	2.45	11.22	6.35	P	
LIBBY 6.84	18.23	4.20	f 12.42	s 3.05	6.35	2.30 ²⁷	11.10	6.15	DNPW	
DOUBLE TRACK } KOOTENAI FALLS 11.01	7.32	4.06	12.27	f 2.48 ²⁷	6.10	1.58 ⁶⁸⁷	10.40	5.20	PI KRDNPNZ BWOXI	
DOUBLE TRACK } TROY 7.22		L 3.55Am	L 12.15Pm	L 2.35Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am		
Time Over Subdivision		8.00	3.15	4.05	5.25	6.30	5.30	9.15		
Average Speed Per Hour		44.85	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. 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. 2, 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. 62		Telegraph Calls			
	Buildings	Other Tracks			689		1	3		27	Effective September 16, 1948				
											Pacific Time				
										STATIONS					
										Tue., Thur., Sat.		Daily		Daily	
1332	Yard	845			L 5.00Am		L 8.15Pm	L 5.30Pm	L 2.05Pm			UX			
1340	149	29			5.35		8.24	5.43	2.17	6.68					
1347	181	22			6.00		8.36	5.56	2.30	18.71		ON			
1353	70	6			6.25		8.48	6.09	2.43	20.64					
1360	132	10			6.45		8.59	6.22	2.55	27.08					
1364	E119 W68	135			7.30		9.05	6.30	3.05	31.34		BY			
1369	70	18			8.00		9.11	6.38	3.14	36.31					
1376	119	29			8.35		9.19	6.47	3.25	42.73		NA			
1383	126	8			9.05		9.28	6.57	3.37	50.11					
1390	125	10			9.40		9.36	7.05	3.48	56.98					
1398	W133 E95	293			10.15		9.46	7.15	4.00	64.78		S			
									4.05	67.74					
1407	70	13			10.45		9.56	7.27	4.13	73.63					
1410	130	15			11.08		10.02	7.34	4.21	78.63					
1416	71	42			11.28		10.07	7.40	4.28	83.34					
1420	70	135			11.45Am		10.11	7.45	4.35	86.88		NC			
1427	E125 W69	125			12.30Pm		10.19	7.55	4.50	93.44		NR			
1432		21			12.45		10.23	8.01	4.55	96.95					
1436	129	15			1.05		10.29	8.08	5.02	101.27					
1442	120	25			1.30		10.40	8.20	5.13	107.91					
1445	70	28			1.45		10.44	8.25	5.18	110.90		KE			
1449	123	32			2.05		10.50	8.31	5.25	115.23					
1456	70	11			2.25		10.58	8.40	5.35	121.73					
1460	64	55			2.35		11.03	8.45	5.41	125.63		SF			
1464		155			2.48		11.08	8.52	5.50	130.21					
1469	Yard	3184			A 3.00Pm		A 11.15Pm	A 9.00Pm	As 6.05Pm	134.67		HU			
					10.00		3.00	3.30	4.00						
					13.47		44.89	38.47	33.67						

DOUBLE TRACK

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. 62

Effective September 16, 1948

Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2 Streamliner	446	460	472	690		
		Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed. Fri.		
TROY 6.58	184.67	A 11.10Am	A 1.30Pm	A 2.55Am	A 4.35Am	A 12.25Pm	A 9.05Pm	A 3.30Pm	RBNPW BOKX	
YAKT 7.03	187.99	10.58	f 1.17	2.41	4.20	12.10Pm	8.50	3.05	P	
LEONIA 6.83	190.99	10.45	f 1.04	2.28	4.06	11.56Am	¹ 8.36	²⁷ 2.30	DP	
KATMA 6.39	114.03	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	
BONNER'S FERRY 4.81	103.33	f 10.13	s 12.30	1.57	3.30	11.20	7.32	1.10	DNPWV YXJ	
MORAVIA 4.97	98.39	10.06	f ⁶⁹⁰ 12.19	1.50	3.21	11.11	7.23	²⁸ 12.19Pm	P	
NAPLES 6.41	91.95	9.58	f 12.08Pm	1.42	3.10	10.58	7.12	11.50Am	DPW	
ELMIRA 7.89	84.56	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	69.89	f 9.28	s 11.30	1.15	2.30	⁶⁸⁹⁻⁶⁹⁰ 10.15	6.20	⁴⁶⁰ 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	51.83	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	DNPWOV	
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 5.02	7.20	P	
CAMDEN 6.64	26.76	8.23	f 10.13	12.20	1.01	8.43	4.42	7.00	PW	
ELK 2.99	23.77	8.19	f 10.08	12.16	12.54	8.37	4.36	6.50	PDN	
MILAN 4.32	19.45	8.13	f 10.00	12.10	12.45	8.28	4.28	6.30	P	
CHATTAROY 6.60	12.95	8.04	f 9.50	12.02Am	12.32	8.16	4.16	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	4.46	7.53	f 9.38	11.52	12.15	8.00	4.00	5.45	P	
HILLYARD 4.46		L ⁴⁶⁰ 7.45Am	Ls 9.30Am	L 11.45Pm	L 12.05Am	L ⁴ 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		SECOND CLASS	FIRST CLASS				Distance from Columbia Falls	Time Table No. 62 Effective September 16, 1948 Mountain Time			Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Siding	Other Tracks	369	249	247	245	243		244	246	248				250	370			
			Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily Ex. Sun.
1207	181	L	7.35Am	L 7.30Pm	L 4.05Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 3.55Pm	A 5.50Pm	A 7.10Pm	
.....	2	.....	.....	f 7.34	f 4.10	f 2.43	f 12.06	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.00	f 2.25	f 3.50	f 5.45	.....	
WB8	41	.....	8.00	f 7.42	f 4.17	f 2.50	f 12.12	5.28	LA SALLE	.....	9.06	P	f 9.53	f 2.18	f 3.43	f 5.38	6.40
.....	.....	.....	.....	f 7.51	f 4.26	f 2.59	f 12.21	9.91	ROSE CROSSING	.....	4.43	.....	f 9.44	f 2.09	f 3.34	f 5.29	.....	
WB 14	Yard 331	A	8.45Am	A 8.00Pm	A 4.35Pm	A 3.08Pm	A 12.31Pm	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. 62 Effective September 16, 1948 Pacific Time			Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Siding	Other Tracks	379					380	380	380					
			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	.....	16.98	.....	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	.....	.....
1864	135	.....	.....	.....	A 9.30Am	26.11	BONNERS FERRY	BY	.....	BYXJW	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

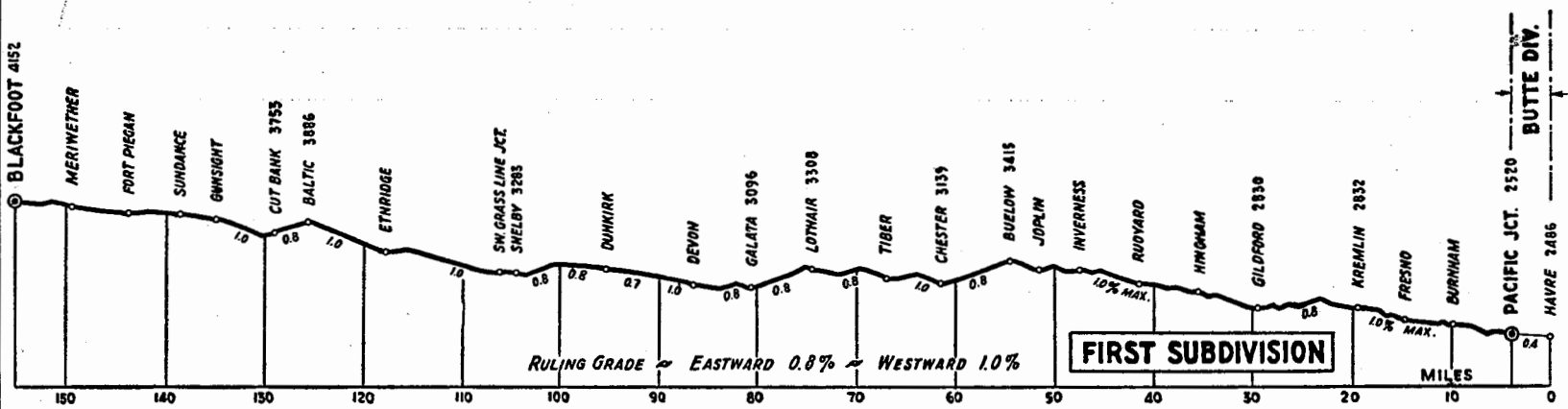
EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 62 Effective September 16, 1948 Mountain Time			Telegraph Calls	Distance from Hubbard	SIGNS	SECOND CLASS	
	Siding	Other Tracks	.....					.....	.....	.....
		
WB25	Yard	.....	.....	.....	.....	.....	.....	SOMERS	.....	38.84	DWOPX	.....	.....
WB21	7	.....	.....	.....	4.67	.....	BALLS CROSSING	.....	34.17	RB	.....	.....
WB14	Yard	.....	.....	.....	.....	9.62	.....	KALISPELL	K	29.22	JZ	.....	.....
WB24	51	.....	.....	.....	18.76	.....	KILA	.....	20.08	BRKDN	.....	.....
WB32	25	.....	.....	.....	26.56	.....	ATHENS	.....	12.28	PWYX	.....	.....
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			
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26 35	East End
Brent Pit.....	500 feet west Brent.....		West End
3rd Subdivision			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
4th Subdivision			
Bonners Ferry Lbr. Co. Spur.....	0.75 miles east Bonners 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.....	22	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 Bonners Ferry.....	6	East End
Watson's Spur.....	11.2 miles east Bonners Ferry.....	2	West End
DeVoignes Spur.....	12.8 miles east Bonners Ferry.....	4	East End
Camp 5 Spur.....	13.6 miles east Bonners Ferry.....	11	Both Ends
Seelover's Spur.....	14.9 miles east Bonners Ferry.....	2	East End
Dehlbom Spur.....	17.1 miles east Bonners Ferry.....	4	West End
Edward's Spur.....	18.1 miles east Bonners Ferry.....	8	West End
Camp 8.....	19.2 miles east Bonners Ferry.....	18	Both Ends
Harper's Spur.....	21.5 miles east Bonners Ferry.....	4	West End
Houck's Spur.....	21.8 miles east Bonners Ferry.....	2	West End
K. V. Farm Spur.....	24.2 miles east Bonners 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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