



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. SURLLES, 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 63

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND

PACIFIC TIME

Wednesday, June 1, 1949

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. 63		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective June 1, 1949		
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner	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
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 f 3.38Am	4.08	Double Track } 4.03 PACIFIC JUNCTION.....	.....
967	130	7	6.45	.....	.....	12.19	.....	8.24	f 3.47	9.97	5.94 BURNHAM.....	.....
971	61	14	7.00	.....	.....	² 12.24	.....	8.30	f 3.53	14.62	4.65 FRESNO.....	.....
976	130	44	⁴⁶⁰ 7.20	.....	.....	12.29	.....	8.36	f 4.02	19.36	4.74 KREMLIN.....	KN
986	129	33	7.55	.....	.....	12.41	.....	8.49	f 4.19	29.47	10.11 GILDFORD.....	GR
992	61	30	8.15	.....	.....	12.48	.....	8.56	f 4.30	35.40	5.93 HINGHAM.....	HG
998	142	35	8.35	.....	.....	12.55	.....	9.03	f 4.41	41.37	5.97 RUDYARD.....	RU
1004	126	29	8.55	.....	.....	⁶⁵⁸ 1.02	.....	9.11	f 4.52	47.61	6.24 INVERNESS.....	RN
1008	.....	32	9.05	.....	.....	1.06	.....	9.16	f 4.58	51.45	8.84 JOPLIN.....	JO
1013	E99 W125	.....	³ 9.20	.....	.....	1.10	.....	⁶⁵⁷ 9.20	f 5.02	54.42	2.97 BUELOW.....	.....
1018	E89 W60	66	9.50	.....	.....	1.18	.....	f 9.30	s 5.15	61.52	7.10 CHESTER.....	CH
1024	140	14	10.05	.....	.....	1.24	.....	9.37	f 5.24	67.06	5.54 TIBER.....	.....
1081	129	20	10.30	.....	.....	1.33	.....	9.46	f ⁴⁶⁰ 5.36	74.59	7.53 LOTHAIR.....	AR
1087	60	42	² 11.12	.....	.....	1.40	.....	⁶⁵⁸ 9.53	f 5.46	80.58	5.99 GALATA.....	GA
1043	141	24	11.30	.....	.....	⁴⁷² 1.47	.....	10.00	f 5.57	86.60	6.02 DEVON.....	CD
1052	145 E169	70	11.50Am	.....	.....	1.57	.....	10.11	f 6.11	95.34	8.74 DUNKIRK.....	.....
1061	W241	407	12.35Pm	L 8.45Am	s 2.10	L 10.50Am	s 10.30	s 6.35	104.67	104.67	9.33 SHELBY.....	SJ
1063	.....	.....	12.40	A 8.55Am	.....	2.13	A 10.53Am	10.33	6.38	106.16	1.49 SWEET GRASS LINE JCT.....	.....
1074	W122	31	1.10	.....	.....	2.27	.....	10.48	f 6.53	117.70	11.54 ETHRIDGE.....	DG
1082	.....	.....	1.35	.....	.....	2.38	.....	10.58	7.06	125.46	7.76 BAL TIC.....	.....
1087	130	186	1.55	.....	.....	2.45	.....	s 11.05	s 7.15	128.95	3.49 CUT BANK.....	CT
1093	.....	8	2.15	.....	.....	2.55	.....	11.16	7.26	134.97	6.02 GUNSIGHT.....	.....
1095	.....	30	2.30	.....	.....	3.00	.....	11.22	7.31	138.55	3.58 SUNDANCE.....	.....
1100	W89	7	¹ 3.06	.....	.....	⁶⁵⁷ 3.06	.....	11.29	7.38	143.79	5.24 FORT PIEGAN.....	.....
1106	.....	7	3.25	.....	.....	3.13	.....	11.36	7.45	149.22	5.43 MERIWETHER.....	.....
1112	Yard	630	A 3.45Pm	.....	.....	A 3.20Pm	.....	A 11.45Am	A f 7.55Am	155.19	5.97 BLACKFOOT.....	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. 63 Effective June 1, 1949 Mountain Time STATIONS	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	40	4	28		460	472	446	658	682	
		Streamliner	Daily Ex. Sunday	Daily	Daily		Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday	

Double Track	HAVRE	165.19	A 12.55Pm	A 10.25Pm	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.

DOUBLE TRACK	4.03 PACIFIC JUNCTION	161.16	A 12.40Pm	A 10.18Pm	A 2.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm	JIPY	
		5.94 BURNHAM	145.22	12.32	10.11	f 2.17	7.35	4.11	11.34	3.15	P
	4.65 FRESNO	140.57	12.24	10.05	f 2.11	7.28	4.01	11.26	2.55	P	
	4.74 KREMLIN	135.88	12.18	9.59	f 2.05	7.20	3.51	11.18	2.40	DNP	
	10.11 GILDFORD	125.72	12.07	9.47	f 1.50	7.01	3.33	10.59	2.10	DPW	
	5.98 HINGHAM	119.79	12.01Pm	9.40	f 1.40	6.51	3.23	10.48	1.50	DP	
	5.97 RUDYARD	113.82	11.54Am	9.33	f 1.30	6.41	3.13	10.37	1.25	DP	
	6.24 INVERNESS	107.58	11.47	9.26	f 1.20	6.31	3.03	10.26	1.02	DNP	
	3.84 JOPLIN	103.74	11.43	9.22	f 1.15	6.25	2.57	10.20	12.30	DP	
AUTOMATIC BLOCK SIGNALS	2.97 BUELOW	100.77	11.40	9.18	f 1.10	6.20	2.52	10.15	12.10Pm	P	
	7.10 CHESTER	93.67	11.32	f 9.07	s 12.59	6.05	2.37	10.00	11.32Am	DNPW	
	5.64 TIBER	88.13	11.26	8.59	f 12.49	5.55	2.27	9.48	10.40	P	
	7.53 LOTHAIR	80.60	11.18	8.50	f 12.39	5.36	2.12	9.31	10.15	DP	
	5.99 GALATA	74.61	11.12	8.42	f 12.29	5.16	2.00	9.17	9.53	DP	
	6.02 DEVON	68.59	11.05	8.34	f 12.19	5.04	1.47	9.03	9.15	DNPW	
	8.74 DUNKIRK	59.85	10.56	8.24	f 12.05Am	4.48	1.15	8.46	8.50	P	
	9.33 SHELBY	50.58	10.45	A 7.50Pm	s 8.10	s 11.50Pm	4.30	12.55	8.20	8.25	A 10.25Am BRKDNP WOIYXJC
	1.49 SWEET GRASS LINE JCT.	49.08	10.42	L 7.45Pm	8.04	11.44	4.20	12.45	8.15	8.15	L 10.15Am PXJ
	11.54 ETHRIDGE	37.49	10.30		7.51	f 11.30	4.01	12.26	7.56	7.53	DP
DOUBLE TRACK	7.76 BALTIC	29.78	10.22	7.43	f 11.20	3.48	12.13	7.45	7.35	P	
	3.49 CUT BANK	26.24	10.16	s 7.38	s 11.14	3.40	12.05Pm	7.38	7.25	DNWIP	
	6.02 GUNSIGHT	20.22	10.08	7.28	f 11.03	3.25	11.50Am	7.04	7.04		
	3.58 SUNDANCE	16.64	10.04	7.24	f 10.58	3.18	11.43	6.58	6.55	P	
	5.24 FORT PIEGAN	11.40	9.58	7.18	f 10.52	3.08	11.33	6.50	6.43	P	
	5.43 MERIWETHER	5.97	9.52	7.12	f 10.46	2.58	11.23	6.42	6.30	P	
	5.97 BLACKFOOT		L 9.45Am	L 7.05Pm	L 10.40Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am	BRKDNP WOIYX	
Time Over Subdivision		2.55	.05	3.13	3.47	5.00	5.15	5.15	9.15	.10	
Average Speed Per Hour		51.83	17.88	46.94	39.16	30.23	28.79	28.79	18.78	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. 63		Telegraph Calls
	Siding	Other Tracks	371	683	251	1	3	27	241		Effective June 1, 1949	Mountain Time	
			Daily Ex. Sun.	Tue., Thur., Sat.		Streamliner							
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.45Am	L 7.55Am				BLACKFOOT	BF
1120	E 124 W 104	76		6.20		3.32	12.01Pm	8.11		7.29		BROWNING	BG
1125	98	14		6.40		3.40	12.10	8.21		12.47		TRIPLE DIVIDE	
1130	130	6		6.55		3.46	12.17	8.28		16.17		SPOTTED ROBE	
1133	95	150		7.35		3.55	12.25 ⁰⁸⁴	8.39		20.75		GLACIER PARK	MD
1136	112	10		7.45		4.00	12.31	8.45		23.45		BISON	
1141	129	10		8.00		4.06	12.37	9.04		26.57		RISING WOLF	
1147	E 112 W 130	81		8.39		4.17	12.50	9.16		32.83		SUMMIT	SM
1153	E 60	9		8.58		4.29	1.02	9.28		39.63		BLACKTAIL	
1157		13		9.06		4.35	1.08	9.34		42.71		SINGLESHOT	
1161	E 57 E 98 W 136	11		9.15		4.44	1.17	9.43		47.12		NIMROD	
1165		212		9.51		4.52	1.25	9.51		51.03		ESSEX	SX
1171		13		10.10		5.01	1.35	10.01		56.69		PINNACLE	
1175		14		10.25		5.09	1.43	10.09		61.52		HIDDEN LAKE	
1181	E 116 W 99	14		10.55		5.18	1.52	10.18		66.92		RED EAGLE	NY
1192	156	96		11.50Am		5.35	2.10 ⁴⁴⁸	10.37		77.87		BELTON	BE
1200	60	75		12.20Pm		5.47	2.24	10.50		85.45		CORAM	CM
				12.32		5.54	2.31	10.57		89.71		BRENT	
1207	83	188	L 7.15Pm	1.00	L 6.20Pm	5.59	2.38	11.01	L 10.20Am	93.64		COLUMBIA FALLS	CF
1210		46		7.25		6.03	2.45	11.05	10.28	95.58		HALF MOON	
1215	Yard	1473	A 7.45Pm	1.30Pm	A 6.40Pm	6.15Pm	2.55Pm	11.15Am	A 10.40Am	100.28		WHITEFISH	WF
			.80 15.28	8.00 12.54		0.20 22.92	2.55 34.38	3.10 31.67	3.20 30.08	6.20 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. 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 63

Effective June 1, 1949
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	242	4	28	252	472	446	460	684	368	
		Streamliner								Mon, Wed, Fri.	Daily Ex. Sun.	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BLACKFOOT	100.28	A 9.45Am		A 7.05Pm	A 10.40Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING	92.99	9.36		6.55	10.29		10.40	6.00	2.14	1.40		DNPW
TRIPLE DIVIDE	87.81	9.28		6.47	10.16		10.30	5.50	2.03	1.00		P
SPOTTED ROBE	84.11	9.21		6.39	10.09		10.22	5.42	1.55	12.50		P
GLACIER PARK	79.58	9.14		6.30	9.59		10.11	5.31	1.43	12.25		DNPW Y
BISON	76.88	9.09		6.24	9.50		10.05	5.25	1.37	12.05Pm		P
RISING WOLF	78.71	9.04		6.19	9.44		9.58	5.18	1.30	11.55Am		P DNPW IYX
SUMMIT	67.45	8.54		6.08	9.34		9.45	5.05	1.15	11.35		PW
BLACKTAIL	60.65	8.39		5.53	9.15		9.00	4.25	12.35	11.00		P
SINGLESHOT	57.57	8.31		5.45	9.06		8.46	4.11	12.21	10.40		P
NIMROD	53.16	8.21		5.34	8.57		8.28	3.53	12.03Am	10.20		IP KDNPW BOYX
ESSEX	49.25	8.12		5.25	8.48		8.12	3.40	11.50Pm	10.00		P
PINNACLE	43.59	8.02		5.15	8.38		7.30	3.10	11.20	9.15		P
HIDDEN LAKE	38.76	7.54		5.07	8.30		7.13	2.53	11.03	8.55		P
RED EAGLE	33.36	7.45		4.57	8.20		6.55	2.35	10.45	8.35		DNIYPW
BELTON	22.71	7.29		4.40	8.01		6.30	2.10	10.20	8.00		DNP
CORAM	14.83	7.17		4.27	7.47		6.10	1.47	10.00	7.17		DPW
BRENT	10.57	7.11		4.21	7.37		6.02	1.39	9.52	6.43		PI
COLUMBIA FALLS	7.64	7.07	A 11.55Am	4.15	7.33	A 7.50Pm	5.55	1.33	9.45	6.35	A 7.30Am	DNJYXP
HALF MOON	4.70	7.03	f 11.47	4.05	7.29	f 7.42	5.45	1.25	9.35	6.12	7.20	P
WHITEFISH		L 6.55Am	L 11.35Am	L 3.55Pm	L 7.20Pm	L 7.30Pm	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L 7.00Am	KRDNPW BOXZI
Time Over Subdivision		2.50	0.20	3.10	3.20	0.20	5.30	5.10	5.15	8.00	0.30	
Average Speed Per Hour		35.39	22.92	31.67	30.02	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. 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.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 63		Telegraph Calls
	Sidings	Other Tracks		687		1	3	27		Effective June 1, 1949		
										Mountain Time		
STATIONS												
1215	Yard	1473		L 5.00Am		L 6.15Pm	L 3.05Pm	L ⁴⁴⁶ 11.20Am		WHITEFISH	WF	
1220	151			5.20		6.26	3.15	f 11.31	6.00	6.00	VISTA	
1227	194 E70	15		5.40		6.34	3.28	f 11.39	11.81	5.81	LUFFER	
1232	W70	26		6.25		6.41	3.39	f 11.48	17.27	5.45	OLNEY	
1238	141 E110	17		6.50		6.48	3.46	f 11.57Am	23.05	5.78	RADNOR	
1245	W113	17		7.15		⁴⁶⁰ 6.57	3.56	f 12.08Pm	30.11	7.06	STRYKER	
1251	136	15		7.40		7.04	4.04	f ⁶³⁸ 12.17	36.08	5.97	TREGO	
1256		16		8.00		7.10	4.11	f 12.25	40.70	4.62	FORTINE	
1262		71		8.20		7.17	4.19	f 12.33	46.61	5.91	TOBACCO	
1267	151 W120	44		⁴⁴⁶ 8.45		7.24	f 4.28	s 12.44	52.99	5.78	EUREKA	
1276	E143	144		9.25		7.36	⁴⁶⁰ 4.40	s 12.57	61.26	8.87	REXFORD	
1280	137	6		10.10		7.49	²⁸ 4.55	f 1.12	72.05	10.80	STONEHILL	
1282	145	5		11.00		8.03	5.09	f 1.27	83.21	11.15	URAL	
1287	131	4		11.20		8.09	5.15	f ⁴ 1.40	88.16	4.95	VOLCOUR	
1292		35		11.40				f 1.46	92.85	4.69	WARLAND	
1295	139 E53			11.55Am		8.19	5.26	f 1.52	95.86	3.01	YARNELL	
1302	W40	10		12.30Pm		8.29	5.38	f 2.07	103.76	7.90	JENNINGS	
1308	152	3		⁴ 1.14		8.36	5.46	f 2.16	109.48	5.72	RIPLEY	
1315	258	165		1.30		8.45	f 5.57	s ⁴⁶⁰ 2.30	116.82	6.84	LIBBY	
1326		14		⁴⁶⁰ 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	
				9.15		3.00	3.20	3.40				
				14.55		44.85	40.37	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. 63

Effective June 1, 1949
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28		446	460	472		688		
		Streamliner	Daily	Daily	Daily	Daily	Daily	Daily		Tues., Thurs., Sat.		
WHITEFISH 6.00	134.55	A 6.55Am	A 3.45Pm	A 7.10Pm		A 11.15Am ²⁷	A 8.10Pm	A 3.50Am		A 2.15Pm		KRDNP ² BWOXI
VISTA 5.81	129.16	6.40	3.35	f 6.59		10.55	7.50	3.30		2.00		P
LUPFER 5.46	122.74	6.32	3.28 ³	f 6.52		10.43	7.38	3.18		1.45		P
OLNEY	117.28	6.25 ⁶⁸⁷	3.22	f 6.41 ¹		10.32	7.27	3.07		1.30		DNPW
RADNOR 5.78	111.50	6.18	3.15	f 6.22		10.20	7.15	2.55		1.10		P
STRYKER 7.06	104.44	6.09	3.06	f 6.10		10.05	6.57 ¹	2.40		12.55		DNPWY
TREGO 5.97	98.47	6.01	2.57	f 5.59		9.44	6.10 ²⁸	2.18		12.17Pm ²⁷		P
EASTWARD FREIGHT TRK. FORTINE 4.62	93.86	5.54	2.49	f 5.50 ⁴⁶⁰		9.27	5.50	2.00		11.45Am		DP
TOBACCO 5.91	87.94	5.46	2.40	f 5.41		9.05	5.25	1.35		11.05		DNPWI
EUREKA 5.78	82.16	5.38	f 2.32	s 5.32		8.45 ⁶⁸⁷	5.05	1.15		10.30		DP
REXFORD 8.87	78.29	5.27	2.18	s 5.15		8.20	4.40 ³	12.50		9.30		DNPWY
STONEHILL 10.80	62.49	5.14	2.04	f 4.55 ³		8.02	3.57	12.30		8.50		PW
URAL 11.15	51.34	5.01	1.49	f 4.33		7.45	3.35	12.10		8.05		P
VOLCOUR 4.95	46.39	4.55	1.40 ²⁷	f 4.20		7.35	3.25	12.01Am		7.50		DNP
WARLAND 4.69	41.70			f 4.09						7.35		DP
YARNELL 3.01	38.69	4.45	1.30	f 4.01		7.20 ⁶⁸⁸	3.10	11.46Pm		7.20 ⁴⁴⁶		P
JENNINGS 7.90	30.79	4.35	1.21	f 3.47		7.03	2.55	11.32		6.50		P
RIPLEY 5.72	26.07	4.28	1.14 ⁶⁸⁷	f 3.37		6.50	2.45	11.22		6.35		P
LIBBY 6.84	18.23	4.20	f 1.05	s 3.25		6.35	2.30 ²⁷	11.10		6.15		DNPW
DOUBLE TRACK KOOTENAI FALLS 11.01	7.22	4.06	12.51	f 3.03 ²⁷		6.10	1.58 ⁶⁸⁷	10.40		5.20		PI KRDNP BWOX
TROY 7.22		L 3.55Am	L 12.40Pm	L 2.45Pm		L 5.50Am	L 1.40Pm	L 10.20Pm		L 5.00Am		
Time Over Subdivision		3.00	3.05	4.25		5.25	6.30	5.30		9.15		
Average Speed Per Hour		44.85	43.61	30.46		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.

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.

8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 63		Telegraph Code
	Stkings	Other Trains	689			1 3 27				Effective June 1, 1949		
			Tue., Thur., Sat.			Streamliner Daily	Daily	Daily		Pacific Time		
STATIONS												
1882	Yard	848	L 5.00Am			L 8.15Pm	L 5.30Pm	L 2.05Pm			TROY	UX
1840	149	29	5.35			8.24	5.43	2.17	6.68		6.88 YAKT	
1847	181	22	6.00			8.36 ⁴⁷²	5.56	2.30 ⁶⁹⁰	18.71		7.03 LEONIA	ON
1883	70	6	6.25			8.48	6.09	2.43	20.64		6.93 KATKA	
1880	132	10	6.45			8.59	6.22	2.55	27.08		6.39 CROSSPORT	
1864	E119 W08	185	7.30			9.05	6.30	3.05	31.84		4.31 BONNER'S FERRY	BY
1869	70	18	8.00			9.11	6.38	3.14	36.81		4.97 MORAVIA	
1876	119	29	8.35			9.19	6.47	3.25	42.73		6.41 NAPLES	NA
1889	126	8	9.05			9.28	6.57 ⁴⁷²	3.37	50.11		7.39 ELMIRA	
1890	125	10	9.30			9.36	7.05	3.48	56.98		6.82 COLBURN	
1898	W133 E05	298	9.54 ⁴			9.46	7.15	4.00	64.78		7.85 SAND POINT	S
								4.05	67.74		2.96 DOVER	
1407	70	18	10.15 ⁴⁶⁰			9.56	7.27	4.13	78.62		5.85 WRENCOE	
1410	130	15	11.08 ²⁸			10.02	7.34	4.21	78.62		5.00 LACLEDE	
1416	71	42	11.28			10.07	7.40	4.28	83.84		4.72 THAMA	
1420	70 E128 W09	185	11.45Am			10.11	7.45	4.35	86.88		3.84 PRIEST RIVER	NC
1427		125	12.30Pm			10.19	7.55	4.50	98.64		6.86 NEWPORT	NR
1432		21	12.45			10.23	8.01	4.55	98.95		3.81 PENRITH	
1436	129	15	1.05			10.29	8.08	5.02 ⁴⁷²	101.97		4.32 SCOTIA	
1442	120	25	1.30			10.40	8.20	5.13	107.91		6.64 CAMDEN	
1445	70	28	1.45			10.44	8.25	5.18	110.90		2.99 ELK	KE
1449	133	32	2.05			10.50	8.31	5.25	118.22		4.32 MILAN	
1456	70	11	2.25			10.58	8.40	5.35	121.73		6.50 CHATTAROY	
1460	64	55	2.35			11.03	8.45	5.41	128.62		3.90 DEAN	SF
1464		155	2.48			11.08	8.52	5.50	130.21		4.59 MEAD	
1469	Yard	3184	A 3.00Pm			A 11.15Pm	A 9.00Pm	As 6.05Pm	134.67		4.46 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	

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 3 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. 63

Effective June 1, 1949
Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2	446	460	472	690		
		Daily	Daily	Streamliner Daily	Daily	Daily	Daily	Mon., Wed. Fri.		
TROY 6.88	124.67	A 11.35Am	A 1.40Pm	A 2.55Am	A 4.35Am	A 12.35Pm	A 9.05Pm	A 3.30Pm	RBNPW BOKX	
YAKT 7.03	137.96	f 11.21	f 1.24	2.41	4.20	12.21	8.50	3.05	P	
LEONIA 6.98	120.96	f 11.08	f 1.12	2.28	4.06	12.07Pm	¹ 8.36	²⁷ 2.30	DP	
KATKA 6.59	114.08	f 10.55	f 12.57	2.15	3.52	11.54Am	7.54	1.55	P	
CROSSPORT	107.64	f 10.43	f 12.40	2.03	3.39	11.41	7.41	1.25	P	
4.81 DONNER'S FERRY	109.23	f 10.37	s 12.30	1.57	3.30	11.33	7.32	1.10	DNPWV YXJ	
4.97 MORAVIA	98.36	f 10.29	f 12.19	1.50	3.21	11.24	7.23	²⁵ 12.19Pm	P	
6.41 NAPLES	91.95	f 10.21	f 12.08Pm	1.42	3.10	11.11	7.12	11.50Am	DPW	
7.59 ELMIRA	84.50	f 10.12	f 11.56Am	1.33	2.57	10.58	³ 6.57	11.15	P	
6.82 COLBURN	77.74	f 10.04	f 11.45	1.25	2.44	⁶⁹⁰ 10.45	6.35	⁴⁶⁰ 10.45	P	
7.85 SAND POINT	69.89	f ⁶⁸⁹⁻⁶⁹⁰ 9.54	s 11.30	1.15	2.30	10.30	6.20	⁴ 9.54	DNPWV YXZ	
2.96 DOVER	66.93	f 11.22							PV	
5.88 WRENCOE	61.06	f 9.41	f 11.15	1.04	2.16	⁶⁸⁹ 10.15	6.06	9.16	P	
5.00 LACLEDE	56.06	f 9.35	f ⁶⁸⁹ 11.08	12.58	2.07	10.05	5.57	8.56	P	
4.72 THAMA	51.28	f 9.30	f 11.01	12.53	1.59	9.56	5.49	8.43	P	
8.54 PRIEST RIVER	47.79	f 9.26	s 10.54	12.49	1.53	9.49	5.43	8.30	D P	
6.86 NEWPORT	41.28	f 9.18	s 10.40	12.41	1.40	9.35	5.30	8.00	DNPWV	
3.51 PENRITH	37.72	f 9.10	f 10.31	12.37	1.28	9.23	5.20	7.35	P	
4.22 SCOTIA	33.40	f 9.04	f 10.24	12.31	1.19	9.15	²⁷ 5.02	7.20	P	
6.64 CARDEN	26.76	f ⁴⁶⁰ 8.55	f 10.13	12.20	1.01	⁴ 8.55	4.42	7.00	PW	
2.99 ELK	23.77	f 8.51	f 10.08	12.16	12.54	8.20	4.36	6.50	PDN	
4.32 MILAN	19.45	f 8.45	f 10.00	12.10	12.45	8.10	4.28	6.30	P	
6.50 CHATTAROY	13.95	f 8.37	f 9.50	12.02Am	12.32	7.57	4.16	6.10	P	
8.90 DEAN	9.05	f 8.32	f 9.45	11.57Pm	12.25	7.50	4.10	6.00	DNPXJ	
4.59 MEAD	4.46	f 8.27	f 9.38	11.52	12.15	7.40	4.00	5.45	P	
4.46 HILLYARD		L 8.20Am	Ls 9.30Am	L 11.45Pm	L 12.05Am	L 7.30Am	L 3.50Pm	L 5.30Am	KRDNPW BOXIYET	
Time Over Subdivision		3.15	4.10	3.10	4.30	5.05	5.15	10.00		
Average Speed Per Hour		41.66	32.25	42.88	29.93	26.66	25.65	18.47		

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 Priest River to pick up passengers for Fargo and East.
No. 28 on Flag at Samuels postoffice, 2 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. 63 Effective June 1, 1949 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	Daily Ex. Sun.
1207	181	L	7.35Am	L 8.01Pm	L 4.20Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS 1.84	CF 14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 4.10Pm	A 6.05Pm	A 7.10Pm	
.....	2		f 8.05	f 4.25	f 2.43	f 12.06	1.84	SOLDIERS HOME 3.44	.....	12.50	.....	f 10.00	f 2.25	f 4.05	f 6.00	.....	
WB5	41		8.00	f 8.12	f 4.32	f 2.50	f 12.12	5.28	LA SALLE 4.63	.....	P	f 9.53	f 2.18	f 3.58	f 5.53	6.40	
.....			f 8.21	f 4.41	f 2.59	f 12.21	9.91	ROSE CROSSING 4.43	.....	4.43	.....	f 9.44	f 2.09	f 3.49	f 5.44	.....	
WB 14	Yard	331	A 8.45Am	A 8.31Pm	A 4.50Pm	A 3.08Pm	A 12.31Pm	14.34	KALISPELL	K	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.40Pm	L 5.35Pm	L 6.00Pm		
			1.10 12.29	.30 28.68	.30 28.68	.30 28.68	.30 28.68		Time Over Subdivision Average Speed per Hour			.30 28.68	.30 28.68	.30 28.68	.30 28.68	1.10 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. 63 Effective June 1, 1949 Pacific Time		Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Siding	Other Tracks	379					380	Monday and Friday					
			Monday and Friday											
KV26	Yard	37				L 7.30Am	.....	PORT HILL 9.18	.....	28.11	DPO	A 2.45Pm	.....
KV17		18				s 8.10	9.18	COPELAND 9.36	.....	18.93	.....	s 2.00	.....
KV8		15				s 8.55	18.54	RITZ 7.01	.....	7.57	.....	s 1.20	.....
.....							25.55	SPOKANE INT. RY. CROSSING 0.56	.....	9.56	RDNPW BYXJV	L 12.45Pm	.....
1864		135				A 9.30Am	26.11	BONNERS FERRY	BY	.....	.....	.....	.....
						2.00 13.05		Time Over Subdivision Average Speed Per Hour				2.00 13.05		

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

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

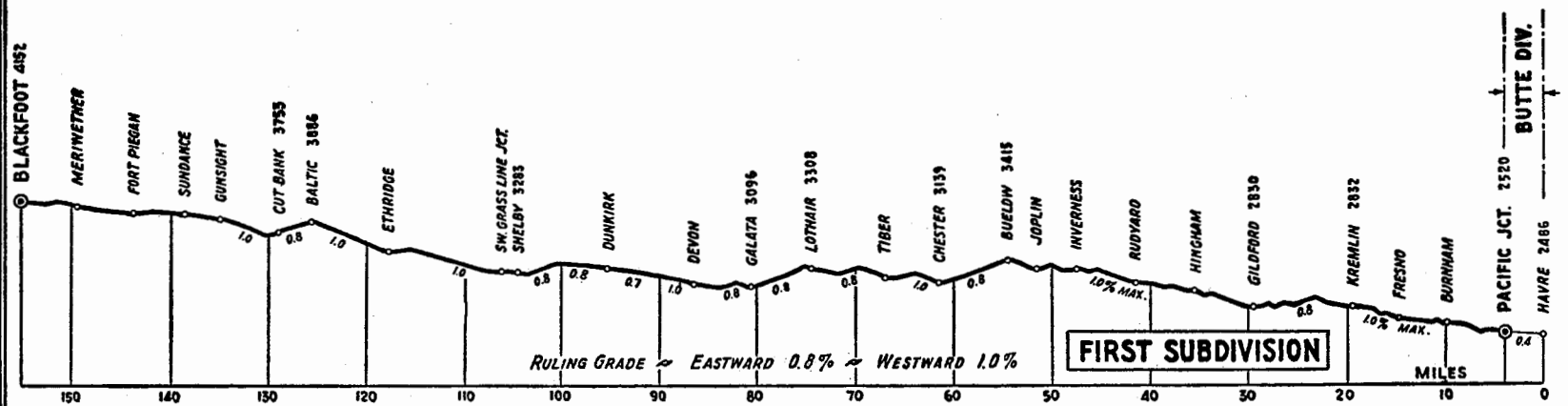
Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 63 Effective June 1, 1949 Mountain Time		Telegraph Calls	Distance from Hubbard	SIGNS	SECOND CLASS	
	Siding	Other Tracks	.....					.....
													
WB25	Yard						.....	SOMERS 4.67	.....	38.84	DWOPX RB		
WB21		7					4.67	BALLS CROSSING 4.95	.....	34.17	JZ BRKDN PWYX		
WB14	Yard						9.62	KALISPELL 9.14	K	29.22	.....		
WB24		51					18.76	KILA 7.80	.....	20.08	.....		
WB22		25					26.56	ATHENS 5.40	.....	12.28	.....		
WB28		14					31.96	MARION 4.34	.....	6.88	YW		
WB43		24					36.30	BITTERROOT 2.54	.....	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.

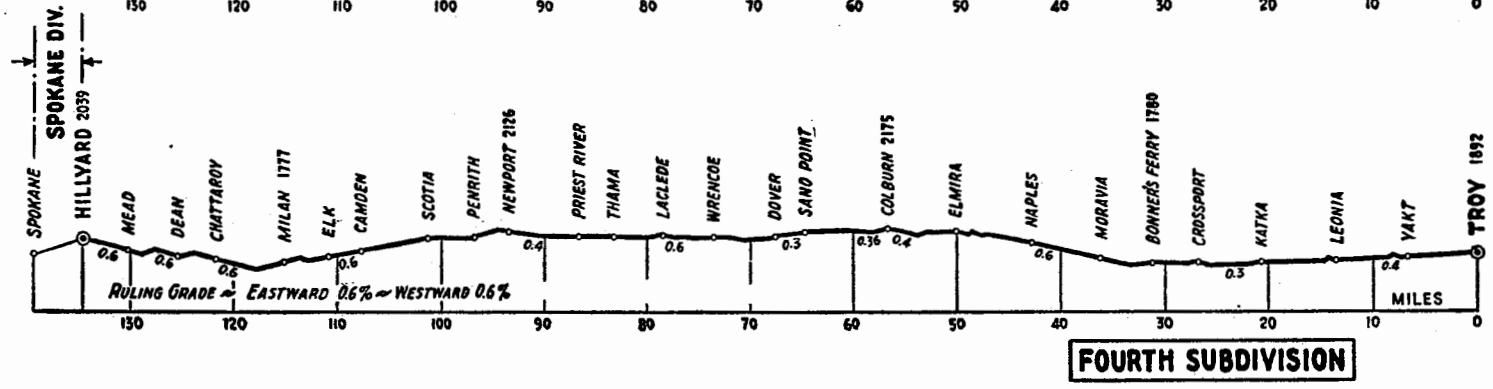
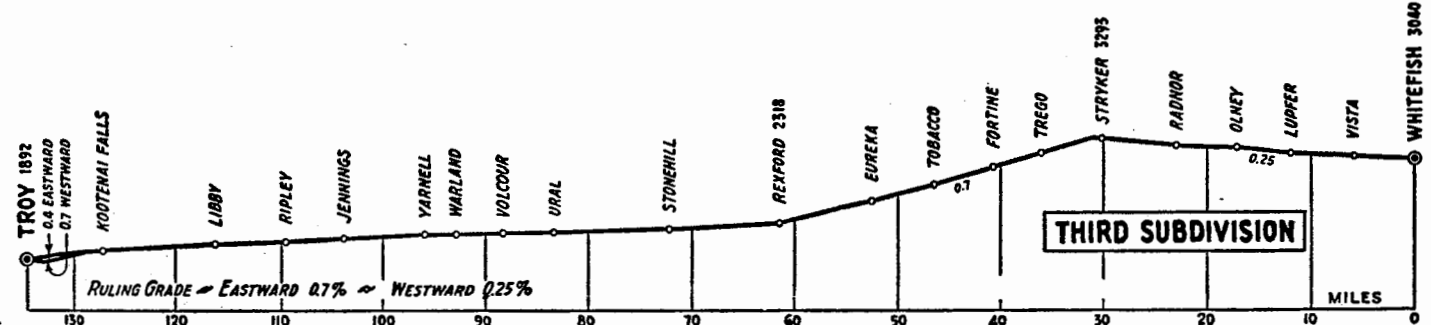
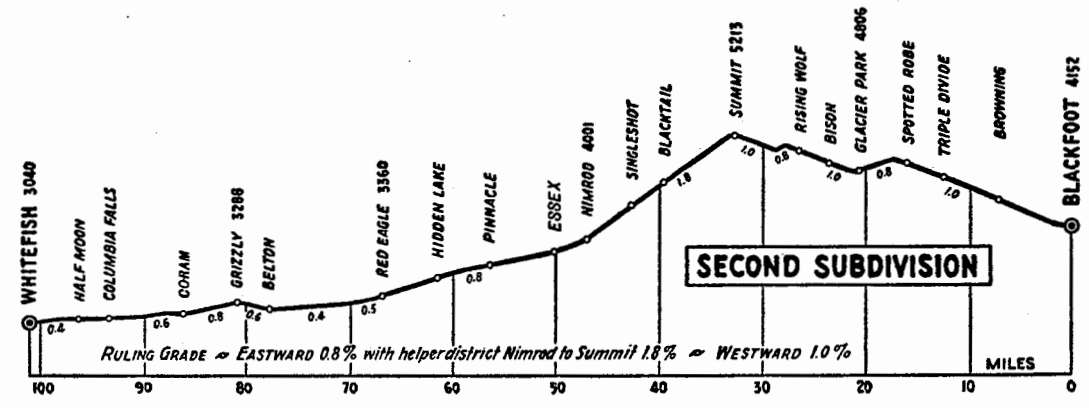
BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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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			
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.....	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 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



Elevation175



KALISPELL DIVISION