



### 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

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 64

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND  
**PACIFIC TIME**

## Wednesday, June 15, 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. 64		Telegraph Calls
	Skidings	Other Tracks	657	681	1	41	3	43	27		Effective June 15, 1949		
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner Daily	Daily Ex. Sunday	Daily	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.

Station	Capacity	Class	Time	Time	Time	Time	Time	Time	Time	Time	Station	Signal
061	29	L	6.30Am		L 12.12Pm		L 8.17Am		L 3.38Am	4.03	PACIFIC JUNCTION	
067	130	7	6.45		12.19		8.24		3.47	9.97	BURNHAM	
071	61	14	7.00		12.24		8.30		3.53	14.62	FRESNO	
076	130	44	7.20		12.29		8.36		4.02	19.36	KREMLIN	KN
086	129	83	7.55		12.41		8.49		4.19	29.47	GILDFORD	GR
082	61	30	8.15		12.48		8.56		4.30	35.40	HINGHAM	HG
098	142	35	8.35		12.55		9.03		4.41	41.37	RUDYARD	RU
1004	126	29	8.55		1.02		9.11		4.52	47.61	INVERNESS	RN
1008		32	9.05		1.06		9.16		4.58	51.45	JOPLIN	JO
1013	E99 W125 E89		9.20		1.10		9.20		5.02	54.42	BUELOW	
1018	W60	66	9.50		1.18		9.30		5.15	61.52	CHESTER	CH
1024	140	14	10.05		1.24		9.37		5.24	67.06	TIBER	
1031	129	20	10.30		1.33		9.46		5.36	74.59	LOTHAIR	AR
1037	60	42	11.12		1.40		9.53		5.46	80.58	GALATA	GA
1043	141	24	11.30		1.47		10.00		5.57	86.60	DEVON	CD
1052	145 E169 W241	70	11.50Am		1.57		10.11		6.11	95.34	DUNKIRK	
1061		407	12.35Pm	L 8.45Am	2.10	L 10.50Am	10.30	L 10.20Am	6.35	104.67	SHELBY	SJ
1063			12.40	A 8.55Am	2.13	A 10.53Am	10.33	10.23	6.38	106.16	SWEET GRASS LINE JCT.	
1074	W122	31	1.10		2.27		10.48	10.40	6.53	117.70	ETHRIDGE	DG
1082			1.35		2.38		10.58	10.52	7.06	125.46	BALTIC	
1087	130	186	1.55		2.45		11.05	11.00	7.15	128.95	CUT BANK	CT
1093		8	2.15		2.55		11.16	11.10	7.26	134.97	GUNSIGHT	
1095		30	2.30		3.00		11.22	11.15	7.31	138.55	SUNDANCE	
1100	W59	7	3.06		3.06		11.29	11.21	7.38	143.79	FORT PIEGAN	
1106		7	3.25		3.13		11.36	11.27	7.45	149.22	MERIWETHER	
1112	Yard	630	A 3.45Pm		A 3.20Pm		A 11.45Am	A 11.35Am	A 7.55Am	165.19	BLACKFOOT	BF
			9.15 16.78	.10 8.94	3.08 48.24	.03 29.80	3.28 43.60	1.15 40.42	4.17 38.23			
												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. 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 64 Effective June 15, 1949 Mountain Time	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS	
		2	40	4	42	28	460	472	446	658	682		
		Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday		
Double Track } HAVRE	155.19	A 12.55Pm		A 10.25Pm		A 2.35Am		A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BPRKD NWCOX	
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>													
Double Track } PACIFIC JUNCTION	151.16	A 12.40Pm		A 10.18Pm		A 2.27Am		A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm	JIPY	
BURNHAM	145.22	12.32		10.11		2.17		7.35	4.11	11.34	3.15	P	
FRESNO	140.87	12.24		10.05		2.11		7.28	4.01	11.26	2.55	P	
KREMLIN	135.88	12.18		9.59		2.05		7.20	3.51	11.18	2.40	DNP	
GILDFORD	125.72	12.07		9.47		1.50		7.01	3.33	10.59	2.10	DPW	
HINGHAM	119.79	12.01Pm		9.40		1.40		6.51	3.23	10.48	1.50	DP	
RUDYARD	118.82	11.54Am		9.33		1.30		6.41	3.13	10.37	1.25	DP	
INVERNESS	107.58	11.47		9.26		1.20		6.31	3.03	10.26	1.02	DNP	
JOPLIN	108.74	11.43		9.22		1.15		6.25	2.57	10.20	12.30	DP	
BUELOW	100.77	11.40		9.18		1.10		6.20	2.52	10.15	12.10Pm	P	
CHESTER	98.67	11.32		9.07		12.59		6.05	2.37	10.00	11.32Am	DNPW	
TIBER	88.18	11.26		8.59		12.49		5.55	2.27	9.48	10.40	P	
LOTHAIR	80.60	11.18		8.50		12.39		5.36	2.12	9.31	10.15	DP	
GALATA	74.61	11.12		8.42		12.29		5.16	2.00	9.17	9.53	DP	
DEVON	68.89	11.05		8.34		12.19		5.04	1.47	9.03	9.15	DNPW	
DUNKIRK	59.85	10.56		8.24		12.05Am		4.48	1.15	8.48	8.50	P	
SHELBY	50.82	10.45	A 7.50Pm	8.10	A 8.25Pm	11.50Pm		4.30	1.25	8.34	8.25	A 10.25Am	BRKDNP WOYXJC
SWEET GRASS LINE JCT.	49.03	10.42	L 7.45Pm	8.04	8.21	11.44		4.20	1.24	8.24	8.15	L 10.15Am	PXJ
ETHRIDGE	37.49	10.30		7.51	8.08	11.30		4.01	1.26	8.08	7.53		DP
BALTIC	29.73	10.22		7.43	7.57	11.20		3.48	1.23	7.58	7.35		P
CUT BANK	26.24	10.16		7.38	7.50	11.14		3.40	12.05Pm	7.50	7.25		DNWIP
GUNSIGHT	20.22	10.08		7.28	7.39	11.03		3.25	11.50Am	7.04	7.04		
SUNDANCE	16.64	10.04		7.24	7.34	10.58		3.18	11.43	6.58	6.55		P
FORT PIEGAN	11.40	9.58		7.18	7.28	10.52		3.08	11.33	6.50	6.43		P
MERIWETHER	8.97	9.52		7.12	7.22	10.46		2.58	11.23	6.42	6.30		P
BLACKFOOT		L 9.45Am		L 7.05Pm	L 7.15Pm	L 10.40Pm		L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am		BRKDNP WOYIX
Time Over Subdivision		2.55	.05	3.13	1.10	3.47		5.00	5.15	5.15	9.15		
Average Speed Per Hour		51.83	17.88	40.94	43.30	39.16		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. 3 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. 64		Telegraph Calls
	Siding	Other Tracks	371	683	251	1 Streamliner	3	43	27	241		Effective June 15, 1949	STATIONS	
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Daily	Daily	Daily	Daily	Daily		Mountain Time		
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.45Am <sup>43</sup>	L 11.35Am <sup>3</sup>	L f 7.55Am			BLACKFOOT	BF	
1120	E 124 W 104	76		6.20		3.32	11.58 AM	s 11.48	s 8.11	7.29		BROWNING	BG	
1125	93	14		6.40		3.40	12.08 PM	11.59 AM	8.21	12.47		TRIPLE DIVIDE		
1180	180	6		6.55		3.46	12.14	12.07 PM	8.28	16.17		SPOTTED ROBE		
1183	95	180		7.35		3.55	s 12.35 <sup>684</sup>	A 12.20Pm <sup>684</sup>	f 8.39	20.75		GLACIER PARK	MD	
1186	112	10		7.45		4.00	12.40		8.45	23.45		BISON		
1141	E 129 W 130	10		8.00		4.06	12.45		9.04	26.57		RISING WOLF		
1147	E 112 W 130	81		8.39		4.17	12.55		f 9.16	32.83		SUMMIT	SM	
1153	E 60	9		8.58		4.29	1.07		9.28	39.63		BLACKTAIL		
1157		18		9.06		4.35	1.15		9.34	42.71		SINGLESHOT		
1161	E 57 E 98 W 136	11		9.15		4.44	1.22		9.43	47.12		NIMROD		
1165		212		9.51		4.52	1.30		s 9.51 <sup>683</sup>	51.08		ESSEX	SX	
1171		18		10.10		5.01	1.40		10.01	56.69		PINNACLE		
1175		14		10.25		5.09	1.47		10.09	61.52		HIDDEN LAKE		
1181	E 116 W 99	14		10.55		5.18	1.55		f 10.18	66.92		RED EAGLE	NY	
1192	156	96		11.50Am		5.35	s 2.15 <sup>446</sup>		f 10.37	77.57		BELTON	BE	
1200	60	75		12.20Pm		5.47	2.26		f 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	s 2.38		11.01	L 10.20Am	93.64	COLUMBIA FALLS	CF	
1210		46		7.25	f 6.28	6.03	2.45		11.05	f 10.28	98.58	HALF MOON		
1215	Yard	1473	A 7.45Pm	A 1.30Pm	A 6.40Pm	A 6.15Pm	A 2.55Pm		A 11.15Am	A 10.40Am	100.28	WHITEFISH	WF	
			.80	8.00	0.20	2.55	8.10	0.45	3.20	0.20		Time Over Subdivision		
			15.28	12.54	22.92	84.38	31.67	27.67	30.08	22.92		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 to discharge revenue passengers from points 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. 64

Effective June 15, 1949  
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS	
		2	242	4	42	28	252	472	446	460	684		368
		Streamliner									Mon., Wed. Fri.		Daily Ex. Sun.
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BLACKFOOT	100.38	A 9.45Am		A 7.05Pm	A 7.15Pm	A f 10.40Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING	92.99	9.36		6.55	s 7.04	s 10.29		10.40	6.00	2.14	1.40		DNPW
TRIPLE DIVIDE	87.81	9.28		6.47	f 6.56	f 10.16		10.30	5.50	2.03	1.00		P
SPOTTED ROBE	84.11	9.21		6.39	f 6.49	f 10.09		10.22	5.42	1.55	12.50		P
GLACIER PARK	79.53	9.14		s 6.30	L 6.40Pm	f 9.59		10.11	5.31	1.43	12.35		DNPW XY
BISON	76.83	9.09		6.24		f 9.50		10.05	5.25	1.37	12.05Pm		P
RIISING WOLF	73.71	9.04		6.19		f 9.44		9.58	5.18	1.30	11.55Am		P DNPW IYX
SUMMIT	67.45	8.54		6.08		f 9.34		9.45	5.05	1.15	11.35		PW
BLACKTAIL	60.65	8.39		5.53		f 9.15		9.00	4.25	12.35	11.00		P
SINGLESHOT	57.57	8.31		5.45		f 9.06		8.46	4.11	12.21	10.40		P
NIMROD	53.16	8.21		5.34		f 8.57		8.28	3.53	12.03Am	10.20		IP KDNPW BOYX
ESSEX	49.25	8.12		5.25		s 8.48		8.12	3.40	11.50Pm	10.00		P
PINNACLE	43.50	8.02		5.15		f 8.38		7.30	3.10	11.20	9.15		P
HIDDEN LAKE	38.76	7.54		5.07		f 8.30		7.13	2.53	11.03	8.55		P
RED EAGLE	33.36	7.45		4.57		f 8.20		6.55	2.38	10.45	8.35		DNIYPW
BELTON	22.71	7.29		s 4.40		f 8.01		6.30	2.15	10.20	8.00		DNP
CORAM	14.83	7.17		4.27		f 7.47		6.10	1.47	10.00	7.17		DPW
BRENT	10.57	7.11		4.21		f 7.37		6.02	1.39	9.52	6.43		PI
COLUMBIA FALLS	7.64	7.07	A 11.55Am	s 4.15		f 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		f 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	0.35	3.20	0.20	5.30	5.10	5.15	8.00	0.30	
Average Speed Per Hour		35.39	22.92	31.67	35.57	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 Browning to pick up revenue passengers for points east of  
Havre where No. 4 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.

## 6 WESTWARD

## THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 64		Telegraph Calls	
	Sidings	Other Tracks	687			1	3	27		Effective June 15, 1949			
			Mon., Wed. Fri.			Streamliner	Daily	Daily		Mountain Time			
STATIONS													
1215	Yard	1473			L 5.00Am			L 6.15Pm	L 3.05Pm	L 11.20Am <sup>446</sup>		WHITEFISH	WF
1290	181				5.20			6.26	3.15	f 11.31	6.00	VISTA	
1227	194	15			5.40			6.34	3.28	f 11.39	11.81	LUFFER	
1282	E70 W70	26			6.25			6.41	3.39	f 11.48	17.27	OLNEY	KY
1238	141	17			6.50			6.48	3.46	f 11.57Am	23.08	RADNOR	
1245	E110 W118	17			7.15			6.57 <sup>460</sup>	3.56	f 12.08Pm	30.11	STRYKER	SY
1261	136	15			7.40			7.04	4.04	f 12.17 <sup>688</sup>	36.08	TREGO	
1256		16			8.00			7.10	4.11	f 12.25	40.70	EASTWARD FORTINE	FR
1262		71			8.20			7.17	4.19	f 12.33	46.61	FREIGHT TRK TOBACCO	BA
1267	151	44			8.45 <sup>440</sup>			7.24	f 4.28	s 12.44	53.39	EUREKA	KA
1276	W130 E143	144			9.25			7.36	4.40 <sup>460</sup>	s 12.57	61.26	REXFORD	RD
1280	137	6			10.10			7.49	4.55 <sup>28</sup>	f 1.12	72.05	STONEHILL	
1282	145	5			11.00			8.03	5.09	f 1.27	83.21	URAL	
1287	181	4			11.20			8.09	5.15	f 1.40	88.16	VOLCOUR	VR
1292		35			11.40					f 1.46	92.85	WARLAND	WR
1295	139				11.55Am			8.19	5.26	f 1.52	98.86	YARNELL	
1302	E53 W40	10			12.30Pm			8.29	5.38	f 2.07	108.76	JENNINGS	
1308	183	3			1.14			8.36	5.46	f 2.16	109.48	RIPLEY	
1315	258	165			1.30			8.45	f 5.57	s 2.30 <sup>460</sup>	116.32	LIBBY	CK
1326		14			1.55 <sup>460</sup>			9.00	6.13	2.48 <sup>28</sup>	127.33	KOOTENAI FALLS	
1332	Yard	845			A 2.15Pm			A 9.15Pm	A 6.25Pm	A 3.00Pm	134.55	TROY	UX
					9.15			8.00	3.20	3.40		Time Over Subdivision	
					14.55			44.85	40.37	36.70		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. 64 Effective June 15, 1949 Mountain Time		Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
			2 Streamliner	4	28		446	460	472		688		
STATIONS													
AUTOMATIC BLOCK SIGNALS	WHITEFISH.....	134.55	A 6.55Am	A 3.45Pm	A 7.10Pm	A 11.15Am <sup>27</sup>	A 8.10Pm	A 3.50Am	A 2.15Pm			KRDNPZ BWOXI	
	6.00 VISTA.....	129.15	6.40	3.35	f 6.59	10.55	7.50	3.30	2.00			P	
	5.81 LUPFER.....	122.74	6.32	3.28	f 6.52	10.43	7.38	3.18	1.45			P	
	5.46 OLNEY.....	117.28	6.25	3.22	f 6.41	10.32	7.27	3.07	1.30			DNPW	
	5.78 RADNOR.....	111.50	6.18	3.15	f 6.22	10.20	7.15	2.55	1.10			P	
	7.06 STRYKER.....	104.44	6.09	3.06	f 6.10	10.05	6.57 <sup>1</sup>	2.40	12.55			DNPWY	
	5.97 TREGO.....	98.47	6.01	2.57	f 5.59	9.44	6.10	2.18	12.17Pm <sup>27</sup>			P	
	4.62 EASTWARD } FORTINE.....	93.85	5.54	2.49	f 5.50 <sup>460</sup>	9.27	5.50 <sup>28</sup>	2.00	11.45Am			DP	
	5.91 FREIGHT TRK. } TOBACCO.....	87.94	5.46	2.40	f 5.41	9.05	5.25	1.35	11.05			DNPWI	
	5.78 EUREKA.....	82.16	5.38	f 2.32	s 5.32	8.45 <sup>687</sup>	5.05	1.15	10.30			DP	
	8.37 REXFORD.....	78.39	5.27	2.18	s 5.15	8.20	4.40 <sup>3</sup>	12.50	9.30			DNPWY	
	10.80 STONEHILL.....	62.49	5.14	2.04	f 4.55	8.02	3.57	12.30	8.50			PW	
	11.15 URAL.....	51.34	5.01	1.49	f 4.33	7.45	3.35	12.10	8.05			P	
	4.95 VOLCOUR.....	46.39	4.55	1.40	f 4.20	7.35	3.25	12.01Am	7.50			DNP	
	4.69 WARLAND.....	41.70			f 4.09				7.35			DP	
3.01 YARNELL.....	38.69	4.45	1.30	f 4.01	7.20 <sup>688</sup>	3.10	11.46Pm	7.20 <sup>446</sup>			P		
7.90 JENNINGS.....	30.79	4.35	1.21	f 3.47	7.03	2.55	11.32	6.50			P		
5.72 RIPLEY.....	25.07	4.28	1.14 <sup>687</sup>	f 3.37	6.50	2.45	11.22	6.35			P		
6.84 LIBBY.....	18.23	4.20	f 1.05	s 3.25	6.35	2.30 <sup>27</sup>	11.10	6.15			DNPW		
11.01 DOUBLE } KOOTENAI FALLS.....	7.22	4.06	12.51	f 3.03 <sup>27</sup>	6.10	1.58 <sup>687</sup>	10.40	5.20			PI		
7.22 TRACK } TROY.....		L 3.55Am	L 12.40Pm	L 2.45Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am			KRDNP BWOX		
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. 64		Telegraph Calls	
	Sidings	Other Tracks	689			1 3 27				Effective June 15, 1949			
			Tue.,	Thur.,	Sat.	Streamliner	Daily	Daily		Daily	Pacific Time		
STATIONS													
1832	Yard	845	L	5.00Am		L	8.15Pm	L	5.30Pm	L	2.05Pm	UX	
1840	149	29		5.35			8.24 472		5.43		2.17	6.68	YAKT
1847	181	22		6.00			8.36		5.56	f	2.30	18.71	7.03 LEONIA
1858	70	6		6.25			8.48		6.09		2.43	20.64	6.93 KATKA
1860	132	10		6.45			8.59		6.22		2.55	27.08	6.39 CROSSPORT
1864	E119 W68	185		7.30			9.05	f	6.30	s	3.05	31.34	4.31 BONNER'S FERRY
1869	70	18		8.00			9.11		6.38	f	3.14	36.31	4.07 MORAVIA
1876	119	29		8.35			9.19		6.47	f	3.25	42.73	6.41 NAPLES
1888	126	8		9.05			9.28		6.57 472	f	3.37	50.11	7.39 ELMIRA
1890	125	10		9.30			9.36		7.05	f	3.48	56.93	6.82 COLBURN
1898	W133 E95	293		9.54			9.46	f	7.15	s	4.00	64.78	7.85 SAND POINT
											4.05	67.74	2.96 DOVER
1407	70	13		10.15 460			9.56		7.27	f	4.13	78.62	5.88 WRENCOE
1410	130	15		11.08 28			10.02		7.34	f	4.21	78.62	5.00 LACLEDE
1416	71	42		11.28			10.07		7.40	f	4.28	88.34	4.72 THAMA
1420	70	135		11.45Am			10.11		7.45	s	4.35	86.88	3.54 PRIEST RIVER
1427	E125 W69	125		12.30Pm			10.19	f	7.55	s	4.50	98.44	6.56 NEWPORT
1432		21		12.45			10.23		8.01	f	4.55	96.95	3.51 PENRITH
1436	129	15		1.05			10.29		8.08	f	5.02 472	101.27	4.32 SCOTIA
1442	120	25		1.30			10.40		8.20	f	5.13	107.91	6.64 CAMDEN
1445	70	28		1.45			10.44		8.25	f	5.18	110.90	2.99 ELK
1449	123	32		2.05			10.50		8.31	f	5.25	115.22	4.32 MILAN
1456	70	11		2.25			10.58		8.40	f	5.35	121.73	6.50 CHATTAROY
1460	64	55		2.35			11.03		8.45	f	5.41	125.62	3.90 DEAN
1464		155		2.48			11.08		8.52	f	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
				10.00 13.47			3.00 44.89		3.30 38.47		4.00 33.67		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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 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. 64 Effective June 15, 1949 Pacific Time	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.	
<b>STATIONS</b>											
TROY.....	184.07	A 11.35Am	A 1.40Pm	A 2.55Am	A 4.35Am	A 12.35Pm	A 9.05Pm		A 3.30Pm	RDPW BOXK	
6.68 YAKT.....	137.99	11.21	f 1.24	2.41	4.20	12.21	8.50		3.05	P	
7.03 LEONIA.....	130.96	11.08	f 1.12	2.28	4.06	12.07Pm	<sup>1</sup> 8.36		2.30	DP	
6.93 KATKA.....	114.03	10.55	f 12.57	2.15	3.52	11.54Am	7.54		1.55	P	
6.39 CROSSPORT.....	107.64	10.43	f 12.40	2.03	3.39	11.41	7.41		1.25	P	
4.31 BONNER'S FERRY.....	103.33	f 10.37	s 12.30	1.57	3.30	11.33	7.32		1.10	DNPWV YXJ	
4.97 MORAVIA.....	98.36	10.29	f <sup>690</sup> 12.19	1.50	3.21	11.24	7.23		<sup>28</sup> 12.19Pm	P	
6.41 NAPLES.....	91.95	10.21	f 12.08Pm	1.42	3.10	11.11	7.12		11.50Am	DPW	
7.39 ELMIRA.....	84.56	10.12	f 11.56Am	1.33	2.57	10.58	<sup>3</sup> 6.57		11.15	P	
6.82 COLBURN.....	77.74	10.04	f 11.45	1.25	2.44	<sup>690</sup> 10.45	6.35		<sup>460</sup> 10.45	P	
7.85 SAND POINT.....	69.89	<sup>689-690</sup> f 9.54	s 11.30	1.15	2.30	10.30	6.20		<sup>4</sup> 9.54	DNPWV YXZ	
2.96 DOVER.....	66.93		f 11.22							PV	
5.88 WRENCOE.....	61.05	9.41	f 11.15	1.04	2.16	<sup>689</sup> 10.15	6.06		9.16	P	
5.00 LACLEDE.....	56.05	9.35	f <sup>689</sup> 11.08	12.58	2.07	10.05	5.57		8.56	P	
4.72 THAMA.....	51.33	9.30	f 11.01	12.53	1.59	9.56	5.49		8.43	P	
3.54 PRIEST RIVER.....	47.79	9.26	s 10.54	12.49	1.53	9.49	5.43		8.30	D P	
6.56 NEWPORT.....	41.28	f 9.18	s 10.40	12.41	1.40	9.35	5.30		8.00	DNPWOV	
3.51 PENRITH.....	37.72	9.10	f 10.31	12.37	1.28	9.23	5.20		7.35	P	
4.32 SCOTIA.....	33.40	9.04	f 10.24	12.31	1.19	9.15	<sup>27</sup> 5.02		7.20	P	
6.64 CAMDEN.....	26.76	<sup>460</sup> 8.55	f 10.13	12.20	1.01	<sup>4</sup> 8.55	4.42		7.00	PW	
2.99 ELK.....	23.77	8.51	f 10.08	12.16	12.54	8.20	4.36		6.50	PDN	
4.32 MILAN.....	19.45	8.45	f 10.00	12.10	12.45	8.10	4.28		6.30	P	
6.50 CHATTAROY.....	12.95	8.37	f 9.50	12.02Am	12.32	7.57	4.16		6.10	P	
3.90 DEAN.....	9.05	8.32	f 9.45	11.57Pm	12.25	7.50	4.10		6.00	DNPXJ	
4.59 MEAD.....	4.46	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	KRDPW BOXIYZT	
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	42.58	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. 23 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. 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. 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.**

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Columbia Falls	Time Table No. 64 Effective June 15, 1949 Mountain Time		Telegraph Calls	Distance from Kalispell	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
1207	181	L	7.35Am	L 8.01Pm	L 4.20Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS	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	.....	12.50	.....	f 10.00	f 2.25	f 4.05	f 6.00	.....	
WB8	41	.....	8.00	f 8.12	f 4.32	f 2.50	f 12.12	5.28	LA SALLE	.....	9.06	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	.....	4.48	.....	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	.....	BRKDN JWYXZ	L 9.35Am	L 2.00Pm	L 3.40Pm	L 5.35Pm	L 6.00Pm	
.....	.....	.....	1.10	.30	.30	.30	.30	.....	Time Over Subdivision	.....	.....	.30	.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	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. 64 Effective June 15, 1949 Pacific Time		Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	379					380	380				Monday and Friday	
			Monday and Friday											
KV26	Yard	37	.....	.....	.....	L 7.30Am	.....	.....	PORT HILL	.....	28.11	DPO	A 2.45Pm	.....
KV17	.....	18	.....	.....	.....	8.10	9.18	.....	COPELAND	.....	16.93	.....	2.00	.....
KV8	.....	15	.....	.....	.....	8.55	18.54	.....	RITZ	.....	7.57	.....	1.20	.....
.....	.....	.....	.....	.....	.....	.....	25.55	.....	SPOKANE INT. RY. CROSSING	.....	0.56	.....	.....	.....
1364	.....	135	.....	.....	.....	A 9.30Am	28.11	.....	BONNERS FERRY	BY	.....	RDNPW BYXJV	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

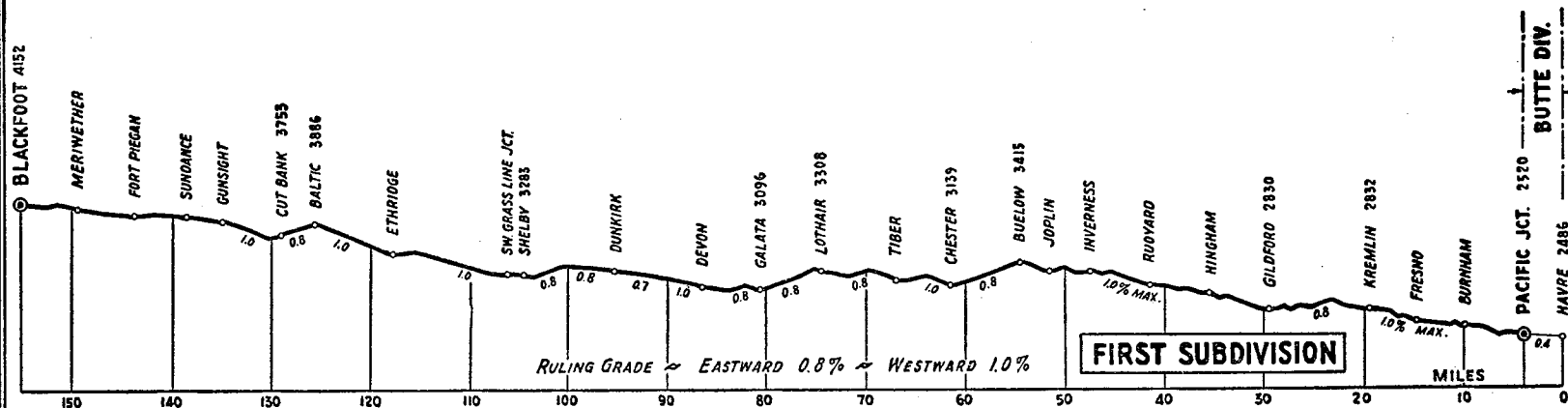
EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 64 Effective June 15, 1949 Mountain Time		Telegraph Calls	Distance from Hubbard	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	.....					.....	.....					
			.....											
WB25	Yard	.....	.....	.....	.....	.....	.....	.....	SOMERS	.....	38.84	DWOPX RB	.....	
WB21	.....	7	.....	.....	.....	.....	4.67	.....	BALLS CROSSING	.....	34.17	.....	.....	
WB14	Yard	.....	.....	.....	.....	.....	9.62	.....	KALISPELL	K	29.22	JZ 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	.....	.....	.....	.....	

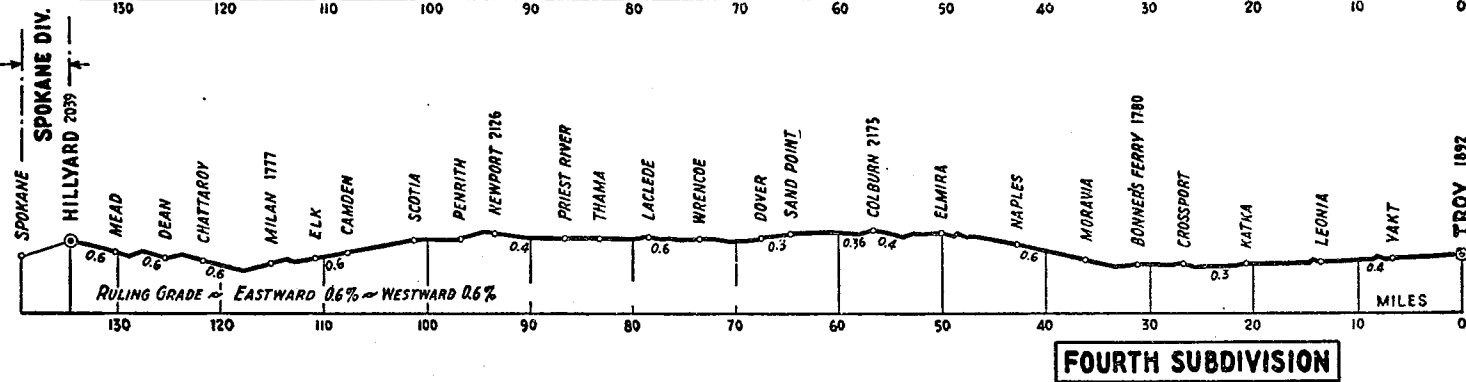
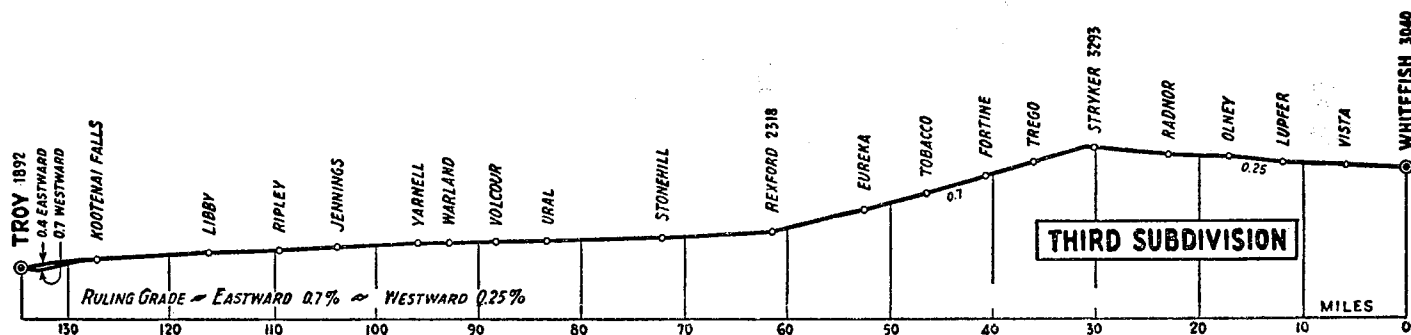
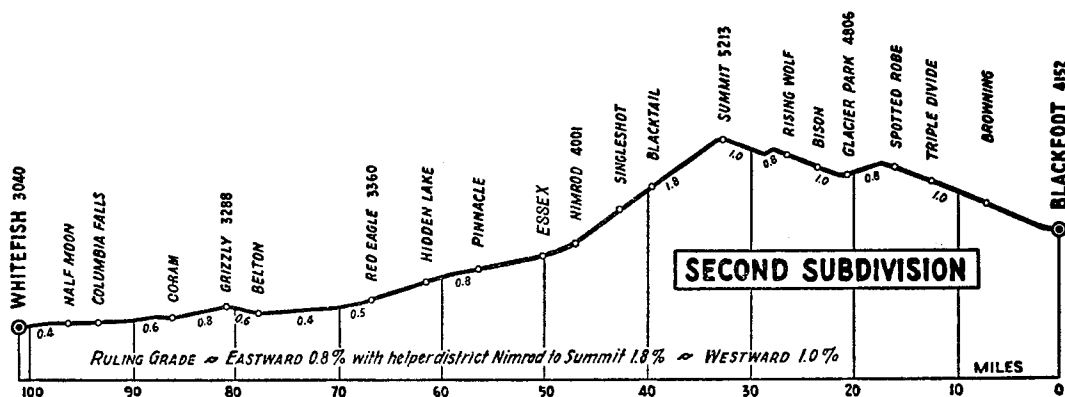
Westward trains are superior to eastward trains of the same class.  
MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH SUBDIVISIONS.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
<b>1st Subdivision</b>			
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
<b>2nd Subdivision</b>			
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26 35	East End
Brent Pit.....	500 feet west Brent.....		West End
<b>3rd Subdivision</b>			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
<b>4th Subdivision</b>			
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
<b>5th Subdivision</b>			
Northwestern Lbr. Co. Spur.....	1.5 miles east Kalispell.....	63	East End
Yale Oil Co. Spur.....	1.3 miles east Kalispell.....	9	East End
<b>6th Subdivision</b>			
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
<b>7th Subdivision</b>			
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



Elevation .....175



KALISPELL DIVISION