



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. J. J. Mistschke Columbia Falls, Mont.
Dr. W. W. Taylor Whitefish, Mont.
Dr. A. T. Lees Whitefish, Mont.
Dr. J. B. Simons Whitefish, Montana
Dr. R. M. Howell 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 65

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND
PACIFIC TIME

Thursday, September 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. 65		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective September 15, 1949		
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner Daily	Daily Ex. Sunday	Daily	Daily		Mountain Time		

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

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distances from Havre	STATIONS	Telegraph Calls				
961	29	L 6.30Am	L 12.12Pm	L 8.17Am	Lf 3.38Am	4.03	DOUBLE TRACK } PACIFIC JUNCTION			
967	130	7 6.45	12.19	8.24	3.47	9.97	5.94	BURNHAM		
971	61	14 7.00	12.24	8.30	3.53	14.62	4.65	FRESNO		
976	130	44 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	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	3.84	JOPLIN	JO	
1013	E99 W125 E89 W60	66 9.50	1.10	9.20	5.02	54.42	2.97	BUELOW		
1018	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	5.24	67.06	5.54	TIBER		
1031	129	20 10.30	1.33	9.46	f 5.36	74.59	7.53	LOTHAIR	AR	
1037	60	42 11.12	1.40	9.53	f 5.46	80.58	8.99	GALATA	GA	
1043	141	24 11.30	1.47	10.00	f 5.57	86.60	6.02	DEVON	CD	
1052	145 E169 W241	407 11.50Am	1.57	10.11	f 6.11	95.34	8.72	DUNKIRK		
1061	W241	407 12.35Pm	L 8.45Am	s 2.10	L 10.50Am	s 10.30	9.33	SHELBY	SJ	
1063	.....	12.40	A 8.55Am	2.13	A 10.53Am	10.33	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	BALTIC	
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	3.55	SUNDANCE		
1100	W59	7 3.06	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	Af 7.55Am	155.19	5.97	BLACKFOOT	BF	
		9.15	.10	3.08	.03	3.28	4.17	Time Over Subdivision		
		16.78	8.94	48.24	29.80	43.60	36.23	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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS					Distance from Blackfoot	Time Table No. 65 Effective September 15, 1949 Mountain Time		Telegraph Calls
	Siding	Other Tracks	371	683	251	1 Streamliner	3	27	241		STATIONS		
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Daily	Daily	Daily	Daily				
1112	Yard	630	.....	L 5.30Am	.....	L 3.20Pm	L 11.45Am	Lf 7.55Am	.....	.....	.....	.....	BF
1120	E 124 W 104	76	.....	6.20	.....	3.32	11.58Am	s 8.11	.....	7.29	.....	.....	BG
1125	93	14	.....	6.40	.....	3.40	12.08Pm	8.21	.....	12.47	.....	.....	.....
1130	130	6	.....	6.55	.....	3.46	12.14	8.28	.....	16.17	.....	.....	.....
1133	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 ²	.....	26.57	.....	.....	.....
1147	E 112 W 130	31	.....	8.39 ²	.....	4.17	12.50	f 9.16	.....	32.88	.....	.....	SM
1153	E 60	9	.....	8.58	.....	4.29	1.02	9.28	.....	39.63	.....	.....	.....
1157	.....	13	.....	9.06	.....	4.35	1.08	9.34	.....	42.71	.....	.....	.....
1161	E 57	11	.....	9.15 ²⁷	.....	4.44	1.17	9.43 ⁶⁸³	.....	47.12	.....	.....	.....
1165	E 98 W 136	212	.....	9.51	.....	4.52	1.25	s 9.51	.....	51.08	.....	.....	SX
1171	.....	13	.....	10.10	.....	5.01	1.35	10.01	.....	56.69	.....	.....	.....
1175	.....	14	.....	10.25	.....	5.09	1.43	10.09	.....	61.52	.....	.....	.....
1181	E 116 W 99	14	.....	10.55	.....	5.18	1.52	f 10.18	.....	66.92	.....	.....	NY
1192	156	96	.....	11.50Am	.....	5.35	2.10 ⁴⁴⁹	f 10.37	.....	77.57	.....	.....	BE
1200	60	75	.....	12.20Pm	.....	5.47	2.24	f 10.50	.....	85.45	.....	.....	CM
.....	.....	.....	.....	12.32	.....	5.54	2.31	10.57	.....	89.71	.....	.....	.....
1207	83	188	L 7.15Pm	1.00	L 6.20Pm	5.59	s 2.38	11.01	L 10.20Am	92.64	.....	.....	CF
1210	.....	46	.....	7.25	.....	f 6.28	6.03	2.45	11.05	f 10.28	95.58	.....	.....
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	.....	.....	WF
.....	.....	.....	.30 15.28	8.00 12.54	.....	0.20 22.92	2.55 34.88	3.10 31.67	3.20 30.08	0.20 22.92	.....	.....	.....
											Time Over Subdivision Average Speed Per Hour		

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

No. 1 is superior to all trains;

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

No. 1 Register by ticket Blackfoot.

Conditional stops--

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 65

Effective September 15, 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				
BLACKFOOT..... 7.29	100.28	A 9.45Am		A 7.05Pm	A 10.30Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING..... 8.18	92.99	9.36		6.55	s 10.20		10.40	6.00	2.14	1.40		DNPW
TRIPLE DIVIDE..... 8.70	87.81	9.28		6.47	t 10.08		10.30	5.50	2.03	1.00		P
SPOTTED ROBE..... 4.68	84.11	9.21		6.39	t 10.01		10.22	5.42	1.55	12.50		P DNPW
GLACIER PARK..... 2.70	79.88	9.14		6.30	t 9.50		10.11	5.31	1.43	12.25		Y
BISON..... 3.12	76.88	9.09		6.24	t 9.41		10.05	5.25	1.37	12.05Pm		P
RISING WOLF..... 6.26	78.71	9.04		6.19	t 9.35		9.58	5.18	1.30	11.55Am		P DNPW
SUMMIT..... 6.80	67.45	8.54		6.08	t 9.25		9.45	5.05	1.15	11.35		IYX
BLACKTAIL..... 3.08	60.66	8.39		5.53	t 9.05		9.00	4.25	12.35	11.00		PW
SINGLESHOT..... 4.41	57.67	8.31		5.45	t 8.55		8.46	4.11	12.21	10.40		P
NIMROD..... 3.91	58.16	8.21		5.34	t 8.45		8.28	3.53	12.03Am	10.20		IP KDNPW
ESSEX..... 5.06	49.25	8.12		5.25	s 8.35		8.12	3.40	11.50Pm	10.00		BOYX
PINNACLE..... 4.83	48.89	8.02		5.15	t 8.25		7.30	3.10	11.20	9.15		P
HIDDEN LAKE..... 5.40	38.76	7.54		5.07	t 8.16		7.13	2.53	11.03	8.55		P
RED EAGLE..... 10.65	38.86	7.45		4.57	t 8.06		6.55	2.35	10.45	8.35		DNIYPW
BELTON..... 7.88	22.71	7.29		4.40	t 7.47		6.30	2.10	10.20	8.00		DNP
CORAM..... 4.26	14.88	7.17		4.27	t 7.33		6.10	1.47	10.00	7.17		DPW
BRENT..... 2.93	10.87	7.11		4.21	7.22		6.02	1.39	9.52	6.43		PI
COLUMBIA FALLS..... 2.94	7.64	7.07	A 11.55Am	4.15	7.18	A 7.35Pm	5.55	1.33	9.45	6.35	A 7.30Am	DNJYXP
HALF MOON..... 4.70	4.70	7.03	t 11.47	4.05	7.14	t 7.27	5.45	1.25	9.35	6.12	7.20	P
WHITEFISH.....		L 6.55Am	L 11.35Am	L 3.55Pm	L 7.05Pm	L 7.15Pm	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	3.25	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	12.60	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 pick up revenue passengers for points east of Havre where No. 4 scheduled to stop, or points south of Shelby and to discharge revenue passengers from 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. 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. 65		Telegraph Calls
	Sidings	Other Tracks	687			1	3	27		Effective September 15, 1949		
			Mon., Wed., Fri.			Streamliner	Daily	Daily		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 VISTA	
1227	194	15		5.40		²⁸ 6.34		3.28	f	11.39	5.81 LUPPER	
1232	E70 W70	26		6.25		6.41		3.39	f	11.48	5.46 OLNEY	KY
1238	141	17		6.50		6.48		3.46	f	11.57Am	5.78 RADNOR	
1245	E110 W113	17		7.15		⁴⁶⁰ 6.57		3.56	f	12.08Pm	7.06 STRYKER	SY
1251	136	15		7.40		7.04		4.04	f	⁶⁸⁸ 12.17	5.97 TREGO	
1256		16		8.00		7.10		4.11	f	12.25	4.62 FORTINE	FR
1262		71		8.20		7.17		4.19	f	12.33	5.91 TOBACCO	BA
1267	151	44		⁴⁴⁶ 8.45		7.24	f	4.28	s	12.44	5.78 EUREKA	KA
1276	W130 E143	144		9.25		7.36		⁴⁹⁰⁻²⁸ 4.40	s	12.57	8.87 REXFORD	RD
1280	137	6		10.10		7.49		4.55	f	1.12	10.80 STONEHILL	
1282	145	5		11.00		8.03		5.09	f	1.27	11.15 URAL	
1287	131	4		11.20		8.09		5.15	f	1.40	4.95 VOLCOUR	VR
1292		35		11.40					f	1.46	4.69 WARLAND	WR
1295	139			11.55Am		8.19		5.26	f	1.52	3.01 YARNELL	
1302	E53 W40	10		12.30Pm		8.29		5.38	f	2.07	7.90 JENNINGS	
1308	152	3		⁴ 1.14		8.36		5.46	f	2.16	5.72 RIPLEY	
1315	258	165		1.30		8.45	f	5.57	s	⁴⁶⁰ 2.30	6.84 LIBBY	CK
1326		14		⁴⁶⁰ 1.55		9.00		6.13		²⁸ 2.48	11.01 KOOTENAI FALLS	
1332	Yard	845	A	2.15Pm	A	9.15Pm	A	6.25Pm	A	3.00Pm	7.22 TROY	UX
				9.15 14.55		3.00 44.55		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.

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.

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.

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. 65 Effective September 15, 1949 Pacific Time		Telegraph Calls	
	Sidings	Other Tracks	689			1	3	27		STATIONS			
			Tue., Thur., Sat.			Streamliner Daily	Daily	Daily					
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		2.17 ⁶⁹⁰	6.68	YAKT
1847	181	22		6.00			8.36		5.56	f	2.30	18.71	7.03 LEONIA
1853	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 W68	185		7.30			9.05	f	6.30	s	3.05	31.84	4.31 BONNERS FERRY
1869	70	18		8.00			9.11		6.38	f	3.14	36.81	4.97 MORAVIA
1876	119	29		8.35			9.19		6.47	f	3.25	42.73	6.41 NAPLES
1883	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	56.98	6.82 COLBURN
1898	W133 E95	293		9.54 ⁴			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	96.88	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	115.23	4.32 MILAN
1456	70	11		2.25			10.58		8.40	f	5.35	121.73	6.50 CHATTAROY
1460	84	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 44.39		3.30 38.47		4.00 33.67		Time Over Subdivision Average Speed Per Hour

AUTOMATIC BLOCK SIGNALS

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

No. 1 Register by ticket Troy.

Conditional stops—

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS				Distance from Columbia Falls	Time Table No. 65 Effective September 15, 1949 Mountain Time			SIGNALS	FIRST CLASS				SECOND CLASS
	Sidings	Other Tracks	369	249	247	245	243		244	246	248		250	370			
			Daily Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily Ex. Sun.
1207	181	L	7.35Am	L 7.40Pm	L 4.20Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 4.00Pm	A 6.05Pm	A 7.10Pm
.....	2	.....	.....	f 7.45	f 4.25	f 2.43	f 12.06	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.00	f 2.25	f 3.55	f 6.00	.....
WB5	41	.....	8.00	f 7.52	f 4.32	f 2.50	f 12.12	5.28	LA SALLE	.....	9.06	P	f 9.53	f 2.18	f 3.48	f 5.53	6.40
.....	.....	.....	.....	f 8.01	f 4.41	f 2.59	f 12.21	9.91	ROSE CROSSING	.....	4.43	.....	f 9.44	f 2.09	f 3.39	f 5.44	.....
WB 14	Yard 881	A	8.45Am	A 8.10Pm	A 4.50Pm	A 3.08Pm	A 12.31Pm	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.30Pm	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. 65 Effective September 15, 1949 Pacific Time			SIGNALS	SECOND CLASS			
	Sidings	Other Tracks	379					380	STATIONS	SIGNALS		Monday and Friday			
			Monday and Friday									Monday and Friday			
KV26	Yard	87	.....	.....	.....	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 BYXJV	L 12.45Pm	.....	.....
1864	135	.....	.....	.....	A 9.30Am	26.11	BONNERS FERRY	BY	.....	.....	.....	.....	.....
.....	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

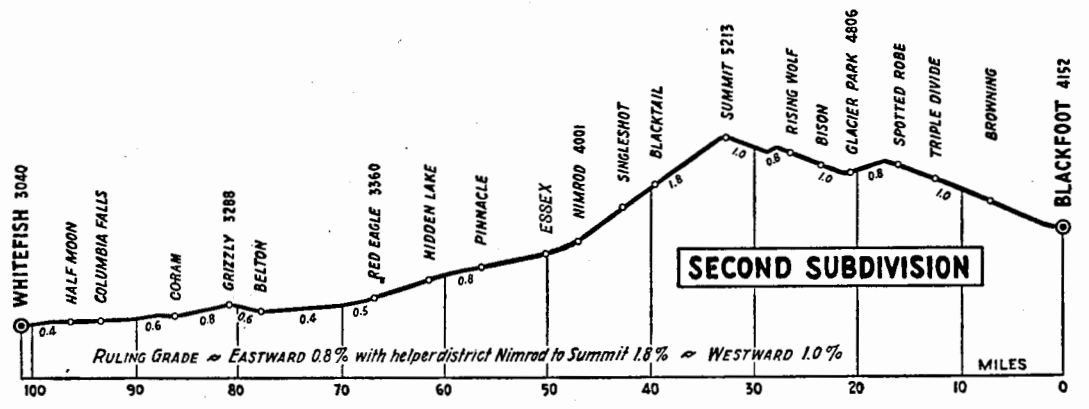
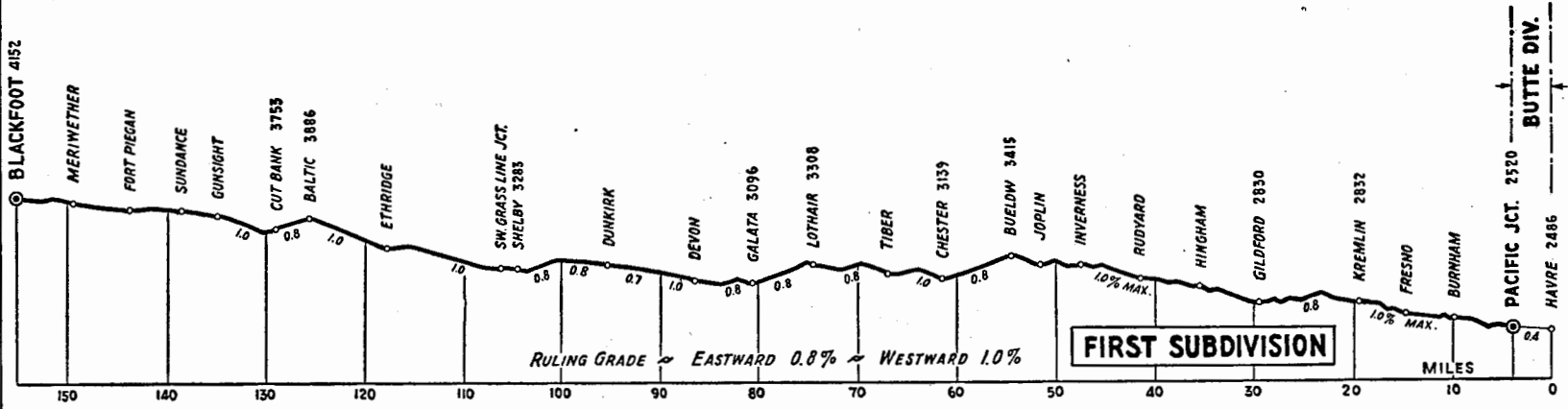
EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 65 Effective September 15, 1949 Mountain Time			SIGNALS	SECOND CLASS			
	Sidings	Other Tracks	.....					STATIONS	SIGNALS	.....				
							
WB25	Yard	.....	.....	.....	.....	.....	.....	SOMERS	.....	38.84	DWOPX RB	.....	.....	.....
WB21	7	.....	.....	.....	4.67	.....	BALLS CROSSING	.....	34.17	JZ	.....	.....	.....
WB14	Yard	.....	.....	.....	.....	9.62	.....	KALISPELL	K	29.22	BRKDN PWYX	.....	.....	.....
WB24	51	.....	.....	.....	18.76	.....	KILA	.....	20.08	.....	.....	.....	.....
WB32	25	.....	.....	.....	26.56	.....	ATHENS	.....	12.28	.....	.....	.....	.....
WB38	14	.....	.....	.....	31.96	.....	MARION	.....	6.88	YW	.....	.....	.....
WB42	24	.....	.....	.....	36.30	.....	BITTERROOT	.....	2.54	.....	.....	.....	.....
WB44	43	.....	.....	.....	38.84	.....	HUBBARD	.....	.....	.....	.....	.....	.....
.....	Time Over Subdivision	.....	.....	.....	.....	.....	.....
.....	Average Speed per Hour	.....	.....	.....	.....	.....	.....

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
1st Subdivision			
Montana Power Spur (Three Tracks).....	4.50 miles east Cut Bank.....	8-10-14	East End
O'Neill Spur.....	1.50 miles west of Cut Bank.....	24	East End
2nd Subdivision			
Essex Pit.....	1.85 miles west Essex.....	50	East End ww track
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26	East End
Tie Spur.....	1.38 miles east Coram.....	10	East End
Brent Pit.....	500 feet west Brent.....	35	West End
3rd Subdivision			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
4th Subdivision			
Bonnors Ferry Lbr. Co. Spur.....	0.75 miles east Bonnors Ferry.....	36	West End
Brown Timber Co. Spur.....	0.6 miles east Colburn.....	20	West End
Emerson Spur.....	0.7 miles east Colburn.....	65	West End
Albeni Falls Spur.....	2.7 miles east Newport.....	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

