

#### COMPANY SURGEONS

- Dr. Roscoe C. Webb, Chief Surg., Home phone Colfax 4101,  
1849 Medical Arts Building, 9th St. and Nicollet Ave.,  
Minneapolis, Minn.  
Dr. H. M. N. Wynne, Asst. Chief Surg., Minneapolis, Minn.  
Dr. J. G. Cunningham, Asst. Chief Surg., Spokane, Wash.  
Dr. D. S. MacKenzie, Division Surgeon, Havre, Mont.  
Dr. F. W. Briggs, Ophthalmic Surgeon, Havre, Mont.  
Dr. A. T. Munro, Ophthalmic Surgeon, Kalispell, Mont.  
Dr. W. W. Taylor, Division Surgeon, Whitefish, Mont.

#### LOCAL SURGEONS.

- Dr. Chas. Houtz ..... Havre.  
Dr. P. O. Neraal ..... Cut Bank.  
Dr. M. D. Ridle ..... Shelby.  
Dr. H. F. Schrader ..... Ft. Browning.  
Dr. W. L. Kell ..... Columbia Falls.  
Dr. W. Q. Conway ..... Kalispell.  
Dr. T. B. Moore ..... Kalispell.  
Dr. E. P. Cockrell ..... Kalispell.  
Dr. A. T. Lees ..... Whitefish.  
Dr. James W. Brown ..... Whitefish, Mont.  
Dr. Judson Forman ..... Troy.  
Dr. B. Baxter ..... Libby.  
Dr. R. M. Bowell ..... Bonners Ferry.  
Dr. O. E. Page ..... Sand Point.  
Dr. Leslie J. Stauffer ..... Priest River.  
Dr. J. Farrow ..... Hillyard.

C. E. EMERSON, Chief Dispatcher.  
L. E. COOPER, Trainmaster.  
H. J. NICHOLS, Trainmaster.  
C. AMSBAUGH, Trainmaster.



# KALISPELL DIVISION TIME TABLE 43

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND  
PACIFIC TIME

**Sunday, February 6, 1938.**

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

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

**I. E. MANION, Superintendent.  
R. A. McCandless, 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. 43		Telegraph Calls
	Sidings	Other Tracks	681	657	41	1	27		Effective February 6, 1938		
			Daily Ex. Sunday	Mon., Wed. Fri.	Daily Ex. Sunday	Daily	Daily		Mountain Time		
Yard	2011		L 8.10Am		L 8.00Am	L 3.30Am		Double Track	HAVRE		HX
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>											
961		29		L 8.25Am		L 8.07Am	L f 3.38Am	4.03	Double Track	4.03	PACIFIC JUNCTION
967	98	6		8.33		8.17	f 3.47	9.97		5.94	BURNHAM
971	61 E88	14		8.48		8.25	f 3.54	14.62		4.65	FRESNO
976	W61	44		9.03		8.32	f 4.02	19.36		4.74	KREMLIN
982	60	7		9.20		8.41	f 4.12	25.31		5.95	XENIA
986	E89 W60	33		9.34		8.47	f 4.19	29.47		4.16	GILDFORD
992	61 E58	30		9.55		8.57	f 4.29	35.40		5.93	HINGHAM
998	W60	35		10.10		9.06	f 4.39	41.37		5.97	RUDYARD
1004	89	29		10.30		9.16	f 4.49	47.61		6.24	INVERNESS
1008		32		10.54		9.22	f 4.55	51.45		3.84	JOPLIN
1013	E99 W99			11.03		9.26	f 4.59	54.42		2.97	BUELOW
1018	W60	66		11.50		f 9.36	s 5.11	61.52		7.10	CHESTER
1024	61	14		12.20Pm		9.43	f 5.20	67.06		5.54	TIBER
1031	89	20		12.55		9.52	f 5.32	74.59		7.53	LOTHAIR
1037	60	39		1.20		10.00	f 5.42	80.58		5.99	GALATA
1043	141 E89	24		1.45		10.08	f 5.52	86.60		6.02	DEVON
1052	W60 E169	10		2.40		10.20	f 6.06	95.34		8.74	DUNKIRK
1061	W241	407	L 8.30Am	4.30	L 10.50Am	s 10.45	s 6.30	104.67		9.33	SHELBY
1063			A 8.40Am	4.35	A 10.53Am	10.48	6.33	106.16		1.49	SWEET GRASS LINE JCT.
1074	W122	31		5.32		11.05	f 6.52	117.70		11.54	ETHRIDGE
1082				6.00		11.16	f 7.05	125.46		7.76	BALTIC
1087	130	186		6.25		s 11.25	s 7.15	128.95		3.49	CUT BANK
1093		7		6.47		11.34	f 7.25	134.97		6.02	GUNSIGHT
1095		30		7.02		11.39	f 7.31	138.55		3.55	SUNDANCE
1100	W59	7		7.20		11.47	f 7.39	143.79		5.24	FORT PIEGAN
1106		9		7.46		11.55	f 7.47	149.22		5.43	MERIWETHER
1112	E103 W129	398		A 8.10Pm		A 12.04Pm	A f 7.56Am	155.19		5.97	BLACKFOOT
				.10 9.6		.08 82.0	3.57 38.28	4.26 35.0			

**Special Rules.**

Westward trains are superior to eastward trains of the same class.

All trains except first and third class register by card at Shelby.

Nos. 1, 2, 27 and 28 will register by card at Blackfoot.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

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

**FIRST SUBDIVISION**

**EASTWARD 3**

Time Table No. 43 Effective February 6, 1938 Mountain Time		Distance from Blackfoot	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS	
			28	40	2		460	472	428	446	658	682		
			Daily	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday		
Double Track	HAVRE	155.19	A 5.35Am		A 11.15Pm		A 7.10Am	A 12.25Pm	A 5.30Pm	A 1.00Am	A 4.15Pm		RKDNW COX	
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>														
DOUBLE TRACK	4.03 PACIFIC JUNCTION	151.16	A f 5.27Am		A 11.08Pm		A 6.55Am	A 12.10Pm	A 5.15Pm	A 12.45Am	A 3.55Pm		IPY	
	5.94 BURNHAM	145.22	f 5.16		10.59		6.40	11.55	5.01	12.31	3.35		P	
	4.65 FRESNO	140.67	f 5.07		10.53		6.25	11.45	4.50	12.20	3.15		P	
	4.74 KREMLIN	135.83	f 4.58		10.47		6.15	11.35	4.40	12.10Am	3.00		DP	
	5.95 XENIA	129.88	f 4.47		10.39		6.02	11.20	4.25	11.55	2.35		P	
	4.16 GILDFORD	125.72	f 4.40		10.33		5.50	11.10	4.15	11.45	2.20		DNPW	
	5.93 HINGHAM	119.79	f 4.29		10.25		5.38	10.57	3.59	11.30	1.55		DP	
	5.97 RUDYARD	113.82	f 4.16		10.17		5.25	10.44	3.45	11.15	1.30		DP	
	6.24 INVERNESS	107.58	f 4.06		10.09		5.12	10.30	3.30	11.05	1.10		DP	
	3.84 JOPLIN	103.74	f 3.59		10.04		5.05	10.22	3.23	10.58	12.50		DP	
	2.97 BUELOW	100.77	f 3.54		10.00		4.59	10.15	3.15	10.50	12.35		P	
	7.10 CHESTER	93.67	s 3.42		f 9.50		4.20	9.55	2.55	10.30	12.10Pm		DNPW	
	5.54 TIBER	88.13	f 3.33		9.43		4.05	9.43	2.40	10.15	11.37		P	
	7.53 LOTHAIR	80.60	f 3.22		9.33		3.50	9.25	2.25	10.00	11.22		DP	
	5.99 GALATA	74.61	f 3.11		9.24		3.30	9.05	1.59	9.35	11.00		DP	
	8.02 DEVON	68.59	f 3.01		9.15		3.15	8.50	1.45	9.15	10.08		DNPW	
	8.74 DUNKIRK	59.85	f 2.47		9.03		2.58	8.29	1.25	8.40	9.30		P RKDNP WCYIX	
	9.33 SHELBY	50.62	s 2.33	A 8.20Pm	s 8.50		2.38	8.05	1.01	8.15	9.00	A 12.10Pm		PX
	1.49 SWEET GRASS LINE JCT.	49.03	f 2.23	L 8.15Pm	8.37		2.05	7.57	12.50	8.10	8.20	L 12.01Pm		DP
	11.54 ETHRIDGE	37.49	f 2.07		8.22		1.40	7.33	12.30	7.45	7.55			P
7.76 BAL TIC	29.73	f 1.56		8.12		1.25	7.16	12.16	7.25	7.35			DNWI	
3.49 CUT BANK	26.24	s 1.49		s 8.06		1.10	7.00	12.01Pm	7.10	7.25			P	
6.02 GUNSIGHT	20.22	f 1.37		7.57		12.55	6.48	11.46	6.55	7.10			P	
3.53 SUNDANCE	16.64	f 1.32		7.52		12.45	6.40	11.39	6.45	7.00			P	
5.24 FORT PIEGAN	11.40	f 1.24		7.44		12.30	6.28	11.26	6.30	6.45			P	
5.43 MERIWETHER	5.97	f 1.16		7.36		12.15	6.15	11.13	6.15	6.30			P RKDNP WCYIX	
5.97 BLACKFOOT		L f 1.07Am		L 7.27Pm		L 12.01Am	L 6.00Am	L 11.00Am	L 6.00Pm	L 6.15Am				
Time Over Subdivision			4.28	.05	3.41		6.53	6.10	6.15	6.45	9.40	0.11		
Average Speed Per Hour			34.02	19.2	41.03		23.6	24.51	23.	22.39	15.6	9.6		

**Special Rules—Continued.**

Westward trains are superior to eastward trains of the same class.

**Location Crossovers Double Track:**

Shelby west crossover trailing points  
Sweet Grass Line Jct. facing points  
Ethrige trailing  
Baltic trailing

Cut Bank facing  
Sundance trailing  
Fort Piegan trailing  
Meriwether trailing

**Maximum Speed.**

Between	Passenger	Freight
Havre and Blackfoot .....	55	35

Passenger trains running against current of traffic westward track between Blackfoot and Shelby not exceed forty miles per hour.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD AND FIFTH 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. 43		Telegraph Calls
	Sidings	Other Tracks	683			1 27				Effective February 6, 1938		
			Tue., Thur., Sat.			Daily	Daily	MOUNTAIN TIME				
STATIONS												
1112	E 103 W 129	398			L 5.45Am			L 12.04Pm	L 7.56Am		BLACKFOOT	BF
1120	E 84 W 104	50			6.40			12.19	s 8.11	7.29	FORT BROWNING	BG
1125	93	14			7.15			12.29	f 8.21	12.47	TRIPLE DIVIDE	
1130	130	6			7.30			12.37	f 8.28	16.17	SPOTTED ROBE	
1133	E 59 W 60	126			7.55			12.50	f 8.40	20.75	GLACIER PARK	MD
1136	112	10			8.05			12.56	f 8.45	23.45	BISON	
1141	129	10			8.20			1.03	f 8.51	26.57	RISING WOLF	
1147	E 112 W 130	31			9.02			1.13	f 9.02	32.83	SUMMIT	SM
1153	E 60	9			9.25			1.25	f 9.14	39.63	BLACKTAIL	FD
1157		13			9.45			1.31	f 9.20	42.71	SINGLESHOT	
1161	E 61 E 98	13			10.00			1.38	f 9.28	47.12	NIMROD	VA
1166	W 136	222			10.20			1.45	s 9.36	51.03	WALTON	SX
1171	60	13			10.40			1.55	f 9.46	56.69	PINNACLE	
1175		14			11.00			2.02	f 9.54	61.52	HIDDEN LAKE	
1181	E 70 W 99	14			11.32			2.10	f 10.04	66.92	RED EAGLE	NY
1192	113	96			12.17Pm			2.30	f 10.23	77.82	BELTON	BE
1196	E 59	28			12.35			2.36	f 10.29	80.92	GRIZZLY	
1200	W 60	15			12.45			2.45	f 10.39	86.20	CITADEL	
1207	111	265			1.15			s 3.00	s 10.59	93.42	COLUMBIA FALLS	CF
1210		48			1.25			3.05	f 11.05	96.36	HALF MOON	
1215	Yard	1058			A 1.40Pm			A 3.15Pm	A s 11.15Am	101.06	WHITEFISH	WF
					7.55 12.8			3.11 81.74	3.19 30.49		Time Over Subdivision Average Speed Per Hour	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Eastward freight trains test air at Summit after cutting out helper.

Nos. 1, 2, 27 and 28 register by card at Blackfoot.

Register at Walton and Columbia Falls for trains originating and terminating at these stations.

Westward first class trains and extra passenger trains will make running test of air brakes descending False Summit grade, also a second running test passing thru Summit yard and know brakes are working before reaching heavy descending grade west of Summit.

Westward freight trains stop at Summit and trainmen will turn up retainers, test air brakes, and know that brakes are in proper working order before proceeding. Westward freight trains will use twenty minutes Summit to Blacktail and twenty minutes Blacktail to Nimrod.

Westward freight trains stop at Nimrod for inspection and turn down retainers.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Normal position of main track switch at end of double track Whitefish is for westward track.

Westward trains using eastward track between Summit and Nimrod, must not exceed thirty (30) miles per hour.

Trains must not exceed thirty (30) miles per hour through Nimrod gauntlet.

All trains reduce speed to fifteen (15) miles per hour through Gauntlet 1/2 mile east of Pinnacle.

Nos. 1 and 2 stop at Belton and Glacier Park June 15th to September 15th, inclusive.

No. 1 stops Ft. Browning to discharge revenue passengers from points south of Shelby.

No. 2 stops on flag at stations west of Blackfoot to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

Normal position end of double track switch Columbia Falls is for westward main track. This is a spring switch and may be run through at not to exceed 15 miles per hour.

Location crossovers double track:

- Summit facing points
- Blacktail facing
- Singleshot facing
- Nimrod trailing
- Walton east crossover trailing
- west crossover facing
- Columbia Falls west crossover trailing
- east crossover facing
- Half Moon trailing points.

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

**SECOND SUBDIVISION**

**EASTWARD 5**

Time Table No. 43 Effective February 6, 1938 Mountain Time	Distance from Whitefish	FIRST CLASS			SECOND CLASS				THIRD CLASS		SIGNS
		2	28		428	436	460	472	684		
		Daily	Daily		Daily	Daily	Daily	Daily		Mon., Wed. Fri.	
<b>STATIONS</b>											
BLACKFOOT 7.29	101.06	A 7.27Pm	A 1.07Am		A 10.45Am	A 5.45Pm	A 11.45Pm	A 5.45Am		A 2.10Pm	KRDNPW ICYX
FORT BROWNING 5.18	93.77	7.16	s 12.55		10.25	5.27	11.25	5.28		1.50	DNPW
TRIPLE DIVIDE 3.70	88.59	7.08	f 12.45		10.10	5.12	11.10	5.14		1.30	P
SPOTTED ROBE 4.58	84.89	7.02	f 12.38		9.57	5.05	11.03	5.05		1.15	P DNPW YX
GLACIER PARK	80.31	6.53	f 12.29		9.37	4.50	10.50	4.50		1.00	
BISON 3.12	77.61	6.45	f 12.21		9.30	4.43	10.43	4.42		12.56	P
RISING WOLF 6.26	74.49	6.40	f 12.15		9.20	4.33	10.33	4.32		12.25Pm	P DNPW YX
SUMMIT 6.80	68.23	6.28	f 12.03Am		9.02	4.15	10.15	4.15		11.55	
BLACKTAIL 3.08	61.43	6.06	f 11.46		8.15	3.30	9.32	3.32		11.12	PW
SINGLESHOT	58.35	5.57	f 11.39		8.00	3.05	9.12	3.12		10.50	P
NIMROD 3.91	53.94	5.45	f 11.29		7.37	2.40	8.45	2.40		10.30	IP KDNPW CYX
WALTON 5.66	50.03	5.35	f 11.21		7.20	2.20	8.20	2.20		10.10	
PINNACLE 4.83	44.37	5.24	f 11.07		6.45	1.45	7.45	1.50		9.40	IP
HIDDEN LAKE 5.40	39.54	5.15	f 10.59		6.20	1.18	7.20	1.20		9.10	P DPW YX
RED EAGLE	34.14	5.05	f 10.50		5.50	12.50	6.50	12.50		8.40	
BELTON 3.10	23.24	4.45	f 10.30		5.15	12.17	6.15	12.15		8.00	DNP
GRIZZLY 5.28	20.14	4.39	f 10.22		5.03	12.10Pm	6.05	12.05Am		7.35	P
CITADEL 7.22	14.86	4.29	f 10.13		4.45	11.55	5.50	11.50		7.15	PW DNP YX
COLUMBIA FALLS 2.94	7.64	s 4.15	s 10.00		4.25	11.30	5.30	11.27		6.45	
HALF MOON	4.70	4.08	f 9.43		4.15	11.18	5.17	11.15		6.25	P
WHITEFISH		L 4.00Pm	L 9.35Pm		L 4.00Am	L 11.00Am	L 5.00Pm	L 11.00Pm		L 6.10Am	KRDNPW COX
Time Over Subdivision		3.27	3.32		6.45	6.45	6.45	6.45		8.00	
Average Speed Per Hour		29.29	28.60		18.40	14.97	14.97	14.97		12.6	

**Special Rules—Continued.**

Westward trains are superior to eastward trains of the same class.

Emergency telephones, Blacktail to Nimrod, located as follows:

- West End Tunnel No. 1...Booth.
- West End Curve No. 115...Booth at Windy Point.
- East End Tunnel No. 1½...Booth.
- Snow Shed No. 7...Steel Box 40 ft. from East End on Center Post.
- Snow Shed No. 7-A...Steel Box 40 ft. from West End on Center Post.
- Snow Shed No. 8...Steel Box 40 ft. from East End on Center Post.
- Snow Shed No. 9...Steel Box 40 ft. from East End on Center Post.
- East End Curve No. 129...Booth.
- Snow Shed No. 10...Steel Box 40 ft. from West End on Center Post.
- Snow Shed No. 10.7...Steel Box 40 ft. from East End on Center Post.
- Snow Shed No. 11...Steel Box 40 ft. from West End on Center Post.
- East End Curve No. 140...Booth.

Emergency telephone:

- In Belton Canyon at Curve 225...2300 ft. West of M. P. 1192—  
3½ miles East of Belton.
- Bad Rock Canyon...500 feet East Tunnel 5.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

Between	Maximum Speed.	
	Passenger	Freight
Blackfoot and Fort Browning .....	55	35
Fort Browning and Summit .....	45	35
Summit and Walton .....	45	25
Walton and Columbia Falls .....	45	30
Columbia Falls and Whitefish .....	50	35

## 6 WESTWARD

## THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 43 Effective February 6, 1938 Mountain Time		Telegraph Calls
	Sidings	Other Tracks	687			1 27				STATIONS		
			Mon., Wed. Fri.			Daily	Daily					
1215	Yard	1058	L	4.15Am	L	3.25Pm	L	11.20Am	0.0	WHITEFISH	WF	
1220	151	0		4.35		3.41	f	11.32	6.00	6.00 VISTA		
								f	8.38	2.38 DEPEW		
1227	89	15		5.05		3.52	f	11.44	11.81	3.43 LUPFER		
1232	E70 W70	26		5.30		4.00	f	11.54	17.27	5.46 OLNEY	KY	
1238	70	17		5.50		4.09	f	12.04PM	23.05	5.78 RADNOR		
1245	113	84		6.20		4.19	f	12.16	30.11	7.08 STRYKER	SY	
1251	69	15		6.42		4.27	f	12.26	36.08	5.97 TREGO		
1256	136	16		7.00		4.34	f	12.34	40.70	4.62 FORTINE	FR	
1262	150	15		7.30		4.42	f	12.44	46.61	5.91 TOBACCO	BA	
1267	140	39		8.00		4.49	s	12.55	52.39	5.78 EUREKA	KA	
1276	E136 W87	200		8.30		5.02	s	1.10	61.26	8.87 REXFORD	RD	
1280	134	6		9.15		5.16	f	1.28	72.05	10.80 STONEHILL	SH	
1282	E70 W70	5		10.15		5.30	f	1.48	83.21	11.15 URAL		
1287	131	4		10.45		5.38	f	1.57	88.16	4.95 VOLCOUR	VR	
1292				11.07			f	2.05	92.85	4.69 WARLAND		
1295	139			11.25		5.50	f	2.10	95.86	3.01 YARNELL		
1302	E65 W65	10		12.01Pm		6.01	f	2.22	103.76	7.90 JENNINGS	JN	
1308	70	3		12.30		6.09	f	2.32	109.48	5.72 RIPLEY		
1315	258	165		1.03		f	6.19	s	116.32	6.84 LIBBY	CK	
1326	70			1.30		6.33	f	3.04	127.33	11.01 KOOTENAI FALLS	KF	
1332	E215 W Yard	858	A	1.45Pm	A	6.45Pm	A	s	134.55	7.22 TROY	UX	
				9.30 14.2		3.20 40.4		3.57 34.6		Time Over Subdivision Average Speed Per Hour		

## Special Rules.

Westward trains are superior to eastward trains of the same class.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.

Crossover Troy on double track trailing points.

Register at Rexford for trains originating and terminating at this station.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

## THIRD SUBDIVISION

## EASTWARD 7

Time Table No. 43 Effective February 6, 1938 Mountain Time	Distance from Troy	FIRST CLASS			SECOND CLASS				THIRD CLASS		SIGNS
		2	28		428	436	460	472	688		
		Daily	Daily		Daily	Daily	Daily	Daily	Tues., Thurs., Sat.		
STATIONS											
..... <b>WHITEFISH</b> ..... 6.00	134.55	A 3.50Pm	A 9.25Pm		A 9.15Am	A 4.25Pm	A 8.35Pm	A 2.25Am		A 2.45Pm	KRDNP WCOX
..... <b>VISTA</b> ..... 2.38	129.15	<b>3.41</b>	f 9.14		9.02	4.10	8.20	2.12		2.30	P
..... <b>DEPEW</b> ..... 3.43	126.40		f 9.09								P
..... <b>LUPFER</b> ..... 5.46	122.74	3.33	f 9.03		8.50	<b>3.52</b>	8.05	1.59		2.10	DPW
..... <b>OLNEY</b> .....	117.28	<b>3.25</b>	f 8.54		8.38	<b>3.25</b>	7.52	1.46		1.54	
..... <b>RADNOR</b> ..... 5.78	111.50	3.18	f 8.44		8.25	2.58	7.37	1.32		1.35	P
..... <b>STRYKER</b> ..... 7.06	104.44	3.09	f 8.32		8.10	2.27	7.20	1.15		<b>12.16Pm</b>	DPWY
..... <b>TREGO</b> ..... 5.97	98.47	2.57	f 8.19		7.30	2.01	6.55	12.47		11.35	P
..... <b>FORTINE</b> ..... 4.82	93.85	2.48	f 8.09		<b>7.00</b>	1.38	6.35	12.26		11.10	DP
..... <b>TOBACCO</b> ..... 5.91	87.94	2.38	f 7.57		6.27	1.15	6.05	12.01Am		10.45	NPW
..... <b>EUREKA</b> ..... 4.95	82.16	2.29	s 7.45		6.00	<b>12.55</b>	5.40	11.35		10.25	DP KDNPW CYX
..... <b>REXFORD</b> ..... 3.97	73.29	2.17	s 7.28		5.15	12.01Pm	<b>5.02</b>	11.00		9.45	PW
..... <b>STONEHILL</b> ..... 10.80	62.49	2.02	f 7.10		4.48	11.30	4.33	10.33		8.50	P
..... <b>URAL</b> ..... 11.15	51.34	<b>1.48</b>	f 6.53		4.17	10.59	4.03	10.06		8.10	P
..... <b>VOLCOUR</b> ..... 4.85	46.39	1.41	f 6.45		4.09	<b>10.45</b>	3.50	9.55		7.50	DNPW
..... <b>WARLAND</b> ..... 4.69	41.70		f 6.37							7.30	P
..... <b>YARNELL</b> ..... 3.01	38.21	1.31	f 6.32		3.51	10.28	3.30	9.35		7.15	P
..... <b>JENNINGS</b> ..... 7.90	30.79	1.21	f 6.19		3.31	10.09	3.15	9.16		6.40	P
..... <b>RIPLEY</b> ..... 5.72	25.07	1.13	<b>f 6.09</b>		3.17	9.56	3.00	9.03		6.15	P
..... <b>LIBBY</b> ..... 6.84	18.23	f <b>1.03</b>	s 5.54		3.00	9.40	<b>2.45</b>	8.45		5.45	DNPW
..... <b>KOOTENAI FALLS</b> ..... 11.01	7.22	12.48	f 5.35		2.25	9.10	2.00	8.10		5.05	PI KRDNP WCX
..... <b>TROY</b> ..... 7.22		L 12.38Pm	L 5.23Pm		L 2.00Am	L 8.45Am	L 1.30Pm	L 7.45Pm		L 4.45Am	
Time Over Subdivision		3.12	4.02		7.15	7.40	7.05	7.40		10.00	
Average Speed Per Hour		42.05	33.36		18.55	17.55	18.	17.55		13.5	

### Special Rules—Continued.

Westward trains are superior to eastward trains of the same class.

#### Maximum Speed.

Between	Passenger	Freight
Whitefish-Troy .....	55	35

No. 2 will stop at stations west of Whitefish to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

Location Emergency telephones:

Watchman's Cabin near West End Curve 292 about 3 miles West of Whitefish.

Watchman's Cabin near Center of Curve 305, one and one-half miles East of Lupfer.

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD AND FIFTH 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. 43 Effective February 6, 1938 Pacific Time		Telegraph Calls	
	Sidings	Other Tracks	689			1 255 27				STATIONS			
			Tue., Thur., Sat.			Daily	Daily Ex. Sunday	Daily					
1332	E215 W. Yd.	858	L	5.00Am		L	5.50Pm		L	2.22Pm	0.0	TROY	UX
1340	149	7		5.25			5.59			2.33	6.68	YAKT	
1347	131	14		5.55			6.11		f	2.47	13.71	LEONIA	ON
1353	70	6		6.25			6.22			3.01	20.64	KATKA	
1380	69	10		6.55			6.35			3.13	27.03	CROSSPORT	
1384	E119 W68	135		7.15			6.43		s	3.20	31.34	BONNER'S FERRY	BY
1369	70	18		7.37			6.53		f	3.30	36.31	MORAVIA	
1376	119	29		8.08			7.04		f	3.41	42.72	NAPLES	NA
1383	70	8		8.44			7.15		f	3.53	50.11	ELMIRA	
1390	90	10		9.15			7.23		f	4.04	56.93	COLBURN	
1398	W116 E95	293		9.56			7.32		s	4.16	64.78	SAND POINT	S
1407	70	13		10.15			7.43		f	4.21	67.74	DOVER	
1410	70	15		10.35			7.51		f	4.30	73.62	WRENCOE	
1416	71	15		10.50			7.58		f	4.38	78.62	LACLEDE	C
1420	70 E90 W69	135		11.05			8.04		s	4.46	83.34	THAMA	
1427		125		11.35			8.13		s	4.52	86.88	PRIEST RIVER	NC
1432		25		11.53			8.18		s	5.04	93.44	NEWPORT	NR
1436	70	15		12.15Pm			8.18		f	5.10	96.95	PENITH	
1442	120	25		12.50			8.25		f	5.18	101.27	SCOTIA	
1445	70	63		12.58			8.36		f	5.31	107.91	CAMDEN	MD
1449	69	32		1.25			8.40		f	5.36	110.90	ELK	KE
1456	70	11		1.55			8.46		f	5.43	116.22	MILAN	RA
1480	67	55		2.10			8.54		f	5.54	121.72	CHATTAROY	
1484		30		2.35			9.00	L	4.16Pm	f	125.62	DEAN	SF
1489	Yard	2558		A 3.00Pm			9.07	f	4.25	f	130.21	MEAD	
				10.00			9.15Pm	A	4.35Pm	A	134.67	HILLYARD	Depot BU Yard SQ
				13.5			3.25		0.19	3.53			
							39.4		28.7	34.67			

Special Rules.

Westward trains are superior to eastward trains of the same class.

Nos. 1, 2 and 27 register by card at Hillyard.

Register at Bonner's Ferry and Dean for trains originating and terminating at these stations.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper Clearance card Form A from Superintendent.

At Dean, normal position end of double track switch is for westward main track and normal position junction switch is for Fourth Subdivision.

At Bonner's Ferry, normal position of junction switch, Sixth Subdivision, on eastward siding, is for eastward siding.

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.

All trains reduce speed to 15 miles per hour over first street crossing east of depot Bonner's Ferry. City Ordinance.

Passenger trains will not exceed 30 miles per hour and freight trains 20 miles per hour, when moving from eastward track to single track, Fourth Subdivision at Dean.

Conditional stops—

No. 1 at Bonner's Ferry, Sand Point, Priest River and Newport to discharge revenue passengers from Fargo and east.

No. 2 at Newport daily except Sunday.

No. 2 at Sand Point to discharge revenue passengers originating west of Spokane.

No. 2 at any station west of Troy to pick up revenue passengers for points south of Shelby and east of Havre where No. 2 is scheduled to stop and at Bonner's Ferry discharge revenue passengers from Portland.

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



**FOURTH SUBDIVISION**

**EASTWARD 9**

**Time Table No. 43**

Effective February 6, 1938  
Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS			SECOND CLASS				THIRD CLASS		SIGNS
		2	256	28	428	436	460	472	690		
		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Mon., Wed., Fri.		
<b>TROY</b> .....	134.67	A 11.33Am		A 4.18Pm	A 7.30Am	A 12.01Pm	A 6.30Pm	A 12.45Am	A 3.15Pm		RDNPW CKX
6.68 <b>YAKT</b> .....	127.99	11.23		t 4.07	7.10	11.35	<b>5.59</b>	12.28	<b>2.33</b>		P
7.03 <b>LEONIA</b> .....	120.96	<b>11.10</b>		t 3.53	6.48	<b>11.10</b>	5.36	12.12Am	2.05		D P
6.93 <b>KATKA</b> .....	114.03	10.57		t 3.40	<b>6.25</b>	10.40	5.15	11.55	1.25		PW
6.39 <b>CROSSPORT</b> .....	107.64	10.45		t 3.28	6.00	10.24	4.57	11.39	1.00		P
4.31 <b>BONNER'S FERRY</b> .....	103.32	10.39		s <b>3.20</b>	5.49	10.15	4.45	11.27	12.40		DNPW YX
4.97 <b>MORAVIA</b> .....	98.36	10.32		t 3.05	5.37	10.03	4.33	11.14	12.15Pm		P
6.41 <b>NAPLES</b> .....	91.95	10.24		t 2.54	5.22	9.50	4.21	10.58	11.46		D PW
7.39 <b>ELMIRA</b> .....	84.56	10.14		t 2.42	5.06	9.32	<b>3.53</b>	10.38	11.12		P
6.82 <b>COLBURN</b> .....	77.74	10.05		t 2.31	4.50	<b>9.15</b>	3.30	10.20	10.45		P
7.85 <b>SAND POINT</b> .....	69.89	<b>9.56</b>		s 2.18	4.33	8.58	3.15	10.00	10.15		KDNPW YOX
2.96 <b>DOVER</b> .....	66.93			f 2.12							
5.88 <b>WRENCOE</b> .....	61.05	<b>9.45</b>		f 2.04	4.12	8.36	2.57	9.36	<b>9.45</b>		P
5.00 <b>LACLEDE</b> .....	56.05	9.38		f 1.56	4.01	8.24	2.46	9.23	9.15		PW
4.72 <b>THAMA</b> .....	51.33	9.32		f 1.48	3.50	8.13	2.36	9.11	8.50		P
3.54 <b>PRIEST RIVER</b> .....	47.79	9.27		s 1.42	3.43	8.03	2.28	9.02	8.35		D P
6.56 <b>NEWPORT</b> .....	41.23	9.18		s 1.31	3.28	7.46	2.14	8.45	8.14		DNPW
3.51 <b>PENRITH</b> .....	37.72	9.13		f 1.25	3.19	7.36	2.06	8.35	7.45		P
4.32 <b>SCOTIA</b> .....	33.40	9.06		f 1.17	3.08	<b>7.25</b>	1.56	<b>8.25</b>	<b>7.25</b>		P
6.64 <b>CAMDEN</b> .....	26.76	8.54		f 1.03	2.49	7.07	1.42	8.07	6.56		PW
2.99 <b>ELK</b> .....	23.77	8.49		t <b>12.58</b>	2.41	7.00	1.36	7.59	6.44		DP
4.32 <b>MILAN</b> .....	19.45	8.42		f 12.51	2.31	6.50	<b>1.25</b>	7.49	6.25		P
6.50 <b>CHATTAROY</b> .....	12.95	8.32		f 12.41	2.16	6.33	1.07	7.32	6.00		P
3.90 <b>DEAN</b> .....	9.05	8.26	A 9.00Am	12.35	2.07	6.23	12.52	7.22	5.40		KDNPX
4.59 <b>MEAD</b> .....	4.46	8.19	t 8.52	12.27	1.57	6.11	12.43	7.11	5.20		P
4.46 <b>HILLYARD</b> .....	L	8.13Am	L 8.40Am	L 12.20Pm	L 1.45Am	L 6.00Am	L 12.30Pm	L 7.00Pm	L 5.00Am		KRDNPW COXI
Time Over Subdivision		3.20	0.20	3.58	5.45	6.01	6.00	5.45	10.15		
Average Speed Per Hour		40.4	27.1	33.5	23.45	22.33	22.40	23.45	13.1		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

**Special Rules—Continued.**

Westward trains are superior to eastward trains of the same class.

Auxiliary telephones in Kootenai and Scotia Canyons:

- Troy at west switch and at west switch eastward siding.
- Ten poles west of MP 1341.
- Yakt at east and west end siding.
- Tunnel 8 east portal.
- Tunnel 9 west portal.
- Thirteen poles east of MP 1353.
- Three poles east of MP 1356.
- Eight poles east of tunnel 11.

Q-1, R-1 and R-2 engines prohibited over bridge No. 1 Sand Creek-Sand Point Yard.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

Between	Maximum Speed.	Passenger	Freight
Troy-Hillyard .....		55	35

Location crossovers double track:

- Troy trailing points
- Mead trailing points
- Dean west crossover trailing points
- east crossover facing points

## 10 WESTWARD

## FIFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS					Distance from Columbia Falls	Time Table No. 43 Effective February 6, 1938 Mountain Time STATIONS	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	Daily	Daily	Daily	Daily Ex. Sun.
1207	111	265	L 6.50Am	L 10.00Pm	L 4.15Pm	L 3.00Pm	L 11.10Am	.....	<b>COLUMBIA FALLS</b> 1.84	CF	14.34	RDNPYX	A 10.45Am	A 2.50Pm	A 4.10Pm	A 9.30Pm	A 6.10Pm	
.....	.....	.....	.....	f 10.05	f 4.20	f 3.04	f 11.15	1.84	<b>SOLDIERS HOME</b> 3.44	.....	12.50	.....	f 10.34	f 2.37	f 4.00	f 9.19	.....	
WB 8	41	.....	s 7.10	f 10.12	f 4.27	f 3.10	f 11.22	5.28	<b>LA SALLE</b> 4.63	.....	9.06	P	f 10.28	f 2.31	f 3.54	f 9.13	s 5.40	
.....	.....	.....	s 7.25	f 10.20	f 4.35	f 3.18	f 11.31	9.91	<b>ROSE CROSSING</b> 4.43	.....	4.43	.....	f 10.19	f 2.23	f 3.47	f 9.04	.....	
WB 14	48	283	A s 8.10Am	A 10.30Pm	A 4.45Pm	A 3.29Pm	A 11.40Am	14.34	<b>KALISPELL</b> .....	K	.....	RKDNP WCOYX	L 10.10Am	L 2.15Pm	L 3.40Pm	L 8.55Pm	L s 5.01Pm	
			1.20 10.75	.30 28.7	.30 28.7	.29 29.76	.30 28.7		Time Over Subdivision Average Speed per Hour				.35 24.6	.35 24.6	.30 28.7	.35 24.6	1.09 12.4	

## Special Rules

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.

Maximum Speed—Passenger 30 miles per hour. Freight 20 miles per hour.

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



Station Numbers	Car Capacity		SECOND CLASS				Distance from Bonner's Ferry	Time Table No. 43			Telegraph Calls	Distance from Port Hill	SIGNS	SECOND CLASS		
	Sidings	Other Tracks				379		Effective February 6, 1938						380		
								Pacific Time								
						Monday and Friday	STATIONS					Monday and Friday				
KV26	0	59				L 6.30Am	26.11	.....	<b>PORT HILL</b>	.....	0.0	DP	A 1.30Pm	.....		
KV17	0	18				s 7.05	16.93	.....	9.18 <b>COPELAND</b>	.....	9.18		s 12.40	.....		
KV8	0	15				s 7.50	7.57	.....	9.36 <b>RITZ</b>	.....	18.54		s 12.10Pm	.....		
							0.58	.....	7.01 <b>SPOKANE INT. RY. CROSSING</b>	.....	25.55			.....		
1364						A 8.20Am	0.0	.....	0.56 <b>BONNERS FERRY</b>	.....	26.11	BY	L 11.40Am	.....		
						1.50			Time Over Subdivision						1.50	
						14.2			Average Speed Per Hour.						14.2	

### Special Rules

Westward trains are superior to eastward trains of the same class.

Maximum speed for all trains twenty (20) miles per hour on straight track and ten (10) miles per hour on curves, and must not exceed speed of ten (10) miles per hour over Bridge 1, just west of Junction at Bonners Ferry using at least 2 minutes 10 seconds crossing.

Trains handling logs will stop before passing over Bridge 1, and examine train to see if safe to pass through Span.

Register at Bonners Ferry for trains originating and terminating at this point only.

Engines heavier than G-3 and G-4 class prohibited, or any locomotive with heavier axle load than 45,000 pounds.

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.



## SPECIAL RULES.

Conductors must inform their enginemen the number of loaded and empty cars in train, and number of cars of air in working order before starting on run.

Freight trains taking on helper engines must cut air through helper and have continuous air line through train. Helper engineers will cut out brake valve after air is cut through, leading engine must have brake control of entire train.

All trains will be handled under restricted speed and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

Trains handling steam derrick, steel pile drivers or ditchers in train must not exceed a speed of 25 miles per hour at any point and 15 miles per hour over track with a curvature of 6 degrees or over. Booms to be in trailing position.

### AUTOMATIC INTERLOCKING.

Nimrod Gauntlet just west of Nimrod.  
Pinnacle Gauntlet just east of Pinnacle.  
Pacific Junction end of double track.  
Kootenai Falls end of double track.

### SPECIAL RULES GOVERNING OPERATION INTERLOCKING PLANTS.

Rules 671 to 671-F, inclusive, amended as follows:

The speed of trains through the approach and home signal zones of an interlocking plant shall not exceed 30 miles per hour.

Trains moving against current of traffic on double track through interlocking plants or where governed by dwarf signals shall not exceed 8 miles per hour. Conditions may require a further speed restriction for all trains per special rules, and at drawbridges the speed of trains shall not exceed 8 miles per hour. The letter "I" in column headed "SIGNS" indicates interlocking plant.

### STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.

#### NIMROD AND PINNACLE GAUNTLET INTERLOCKING.

If a train is stopped by a home signal and no immediate conflicting train movement is evident trainman shall proceed to telephone and there get in communication with train dispatcher and be governed by provisions of Rule 509-A.

When it is desired to release the plant, trainman shall proceed to home signal governing train movements in opposite direction at the other end of the gauntlet and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on the route desired is in the "REVERSE" position and operation of hand release does not clear the proper home signal trainman shall signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route is in the "NORMAL" position.

If smash board on the route desired is not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route are in the "NORMAL" position.

If train moving against regular current of traffic is stopped by home signal, trainman will operate release located in "RELEASE" box nearest the home signal and if signal does not indicate proceed when release returns to "NORMAL" position, trainman may flag train through gauntlet, making certain that smash board at opposite end of gauntlet is in the "REVERSE" position.

### TO OPERATE SMASH BOARD MECHANISM BY HAND.

Attached by a chain to smash board mechanism located on separate mast at main line home signals is a small crank which may be placed over a shaft of operating mechanism after opening small door locked with a switch lock. Turn crank slowly to "LEFT" until smash board has been moved to clear position being sure the stroke has been completed. Remove crank and lock door. ALL APPARATUS MUST BE RETURNED TO NORMAL POSITION AND LOCKED WITH SWITCH LOCKS PROVIDED BEFORE LEAVING.

Westward trains delayed Nimrod may hold the plant for their use for a period of six minutes by using push button located at westward home signal.

Pinnacle gauntlet eastward trains on eastward track desiring to release plant for use of westward trains will do so by closing knife switch located in time release box on signal 1174.7, opposite eastward home signal. Knife switch must be open to permit clearing home signal for eastward trains on eastward track. There must be no failure to leave knife switch open after having used it.

Printed instructions governing the use of these plants may be found inside of cover of time release box.

#### SHELBY—Whistle Signals.

Single Track to Westward Main Track: 2 Long, 1 Short.  
Single Track to Eastward Main Track: 1 Long, 1 short, 1 Long.  
Switching Lead to Eastward Main Track: 1 Long, 4 Short.  
Eastward Main Track to Single Track: 1 Long, 1 Short.  
Eastward Main Track to Switching Lead: 1 Long, 4 Short.  
Westward Main Track to Single Track: 1 Long, 1 Short, 1 Long.  
Call for Operators to clear dwarf signals for route to or from Lead to South Passing Track: 1 Long, 4 Short.  
Switch at East End of South Passing Track is hand operated switch.

#### BLACKFOOT—Whistle Signals.

From Single Track to Eastward Main Track: 1 Long, 1 Short.  
From or to Eastward Siding: 1 Long, 4 Short.  
Trains moving against current of Traffic: 1 Long, 1 Short, 1 Long.  
From Westward Main Track to Single Track: 2 Long, 1 Short.  
From or to Westward Siding: 2 Long, 4 Short.

#### SUMMIT.

Interlocking plant end double track Summit, controls main track switch end double track.

Eastward home interlocking signal will also operate as home automatic block signal.

Westward home interlocking signal will also operate as intermediate automatic block signals as per Rule 515.

Following whistle signals will govern in using plant, which is controlled from station:

Single Main Track to Westward Main Track: 2 Long, 1 Short.  
Single Main Track to Eastward Main Track: 1 Long, 1 Short, 1 Long.  
Westward Main Track to Single Main Track: 1 Long, 1 Short, 1 Long.  
Eastward Main Track to Single Main Track: 1 Long, 1 Short.



**SPECIAL RULES—Continued.**

**RED EAGLE.**

Interlocking plant controlling main double track switch, east end of westward siding and eastward end of eastward siding just west of station, will be governed by following whistle signals:

**Eastward.**

From Single Main Track to Eastward Main Track: 1 Long, 1 Short.

From Eastward Siding to Eastward Main Track: 1 Long, 4 Short.

From Single Main Track to Westward Main Track: 1 Long, 1 Short, 1 Long.

**Westward.**

From Westward Main Track to Single Main Track: 2 Long, 1 Short.

From Westward Main Track to Westward Siding: 2 Long, 4 Short.

From Eastward Main Track to Single Track: 1 Long, 1 Short, 1 Long.

Trains moving eastward from westward siding will be governed by hand signals from operator.

Interlocking plant is operated from station.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
<b>First Subdivision:</b>			<b>Fifth Subdivision:</b>		
Montana Power Spur .....	4 ½ miles East of Cut Bank....	14	Soldiers Home Spur .....	378 feet East Soldiers Home Station .....	2
O'Neill Spur .....	1 ½ miles West of Cut Bank....	24	Northwestern Lumber Co. Spur .....	13 miles West Columbia Falls	63
Megarry Spur .....	1 ¼ miles East Fresno .....	21			
<b>Second Subdivision:</b>			<b>Sixth Subdivision</b>		
Nat'l Pole Co. ....	1.8 miles West Grizzly.....	14	Bock & Ashby Spur .....	2.5 miles from Bonners Ferry	3
J. Neils Lbr. Co. ....	1.0 miles West Citadel.....	3	Allen's Spur .....	4.7 miles from Bonners Ferry	6
<b>Third Subdivision:</b>			White's Spur .....	8.1 miles from Bonners Ferry	37
Dahlburgs Spur .....	4.2 miles West Fortine.....	24	Watson's Spur .....	11.5 miles from Bonners Ferry	2
Warland Gravel Pit .....	2.1 miles West Warland.....	148	DeVoignes Spur .....	13.2 miles from Bonners Ferry	4
<b>Fourth Subdivision:</b>			Camp 5 .....	14.3 miles from Bonners Ferry	11
Bonner's Ferry Lbr. Co. ....	1.2 miles East Bonner's Ferry	106	Seelover's Spur .....	15.4 miles from Bonners Ferry	2
Whites Spur .....	2.0 miles West Bonner's Ferry	11	Delbom Spur .....	17.5 miles from Bonners Ferry	4
Caribou Spur .....	3.0 miles East Colburn.....	6	Edward's Spur .....	18.5 miles from Bonners Ferry	8
Brown Timber Co. Spur .....	0.6 miles East of Colburn.....	20	Camp 8 .....	19.7 miles from Bonners Ferry	18
Palmer Spur .....	1 mile East of Sand Point.....	15	Harper's Spur .....	21.8 miles from Bonners Ferry	4
Albeni Falls Spur .....	2.7 miles East Newport.....	33	Houck's Spur .....	22.2 miles from Bonners Ferry	2
Graham Lbr. Co. ....	1.5 miles West Scotia.....	7	K. V. Farm Spur .....	24.6 miles from Bonners Ferry	5
Davies Spur .....	1.9 miles East Mead.....	37			

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