

### 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. H. E. Wheeler, 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. Robert A. Benke ..... Chester.  
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. Chester A. Clark ..... Eureka.  
Dr. A. B. Dismore ..... Troy.  
Dr. Chas. T. Martin—Dr. James M. Cairns ..... 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.  
J. E. BRAWLEY, Trainmaster.



# KALISPELL DIVISION TIME TABLE 45

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND  
PACIFIC TIME

Sunday, May 12, 1940.

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. 45		Telegraph Calls	
	Sidings	Other Tracks	681	657		41	1		27	Effective May 12, 1940		Mountain Time
			Daily Ex. Sunday	Mon., Wed. Fri.		Daily Ex. Sunday	Daily		Daily			
Yard	2011		L 6.00Am			L 8.10Am	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 6.15Am			L 8.16Am	L 3.38Am	4.03	Double Track	4.03	PACIFIC JUNCTION	
967	98	6	6.40			8.24	3.47	9.97		5.94	BURNHAM	
971	61	14	6.55			8.30	3.54	14.62	4.65	FRESNO		
976	E88 W61	44	7.10			8.36	4.02	19.36	4.74	KREMLIN	KN	
982	60	7	7.27			8.44	4.12	25.31	5.95	XENIA		
986	E89 W60	33	7.41			8.49	4.19	29.47	4.16	GILDFORD	GR	
992	61	30	8.01			8.57	4.29	35.40	5.93	HINGHAM	HG	
998	E88 W60	35	8.16			9.05	4.39	41.37	5.97	RUDYARD	RU	
1004	89	29	8.34			9.13	4.49	47.61	6.24	INVERNESS	RN	
1008		32	8.54			9.18	4.55	51.45	3.84	JOPLIN	JO	
1013	E99 W60		9.05			9.22	4.59	54.42	2.97	BUELOW		
1018	E89 W60	66	10.05			9.32	5.11	61.52	7.10	CHESTER	CH	
1024	61	14	10.25			9.40	5.20	67.06	5.54	TIBER		
1031	89	20	10.55			9.50	5.32	74.59	7.53	LOTHAIR	AR	
1037	60	39	11.20			9.58	5.42	80.58	5.99	GALATA	GA	
1043	141	24	11.45			10.06	5.52	86.60	6.02	DEVON	CD	
1052	E89 W60	10	12.30Pm			10.17	6.06	95.34	8.74	DUNKIRK		
1061	E109 W241	407	L 8.30Am A 12.45 L 2.00			L 10.40Am A 10.35	6.30	104.67	9.33	SHELBY	SJ	
1063			A 8.40Am			A 10.43Am	10.38	106.16	1.49	SWEET GRASS LINE JCT.		
1074	W122	31	2.35			10.55	6.52	117.70	11.54	ETHRIDGE	DG	
1082			2.55			11.06	7.05	125.46	7.76	BALTIC		
1087	180	186	3.40			11.13	7.15	128.95	3.49	CUT BANK	CT	
1093		8	4.05			11.22	7.25	134.97	6.02	GUNSIGHT		
1095		30	4.15			11.27	7.31	138.55	3.58	SUNDANCE		
1100	W59	7	4.25			11.34	7.39	143.79	5.24	FORT PIEGAN		
1106		9	4.35			11.41	7.47	149.22	5.43	MERIWETHER		
1112	Yard	630	A 4.50Pm			A 11.50Am	7.56Am	155.19	5.97	BLACKFOOT	BF	
			.10 9.6	10.50 14.32		.03 32.0	3.34 42.38	4.26 35.0		Time Over Subdivision Average Speed Per Hour		

**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.

Conditional stops—

No. 2 at any station between Cut Bank and Havre to pick up revenue passengers destined Williston or points East.

No. 1 at any station between Havre and Cut Bank to discharge revenue passengers from Williston and points East.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

**FIRST SUBDIVISION**

**EASTWARD 3**

**Time Table No. 45**

Effective May 12, 1940.  
Mountain Time

**STATIONS**

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 } <b>HAVRE</b> .....	151.19	A 5.35Am		A 11.15Pm		A 7.10Am	A 12.25Pm	A 5.30Pm	A 1.00Am	A 4.15Pm		BPRKD NWCOX
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**TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.**

Double Track } STATIONS	Distance from Blackfoot	FIRST CLASS		SECOND CLASS		THIRD CLASS		SIGNS				
		28	40	2		460	472		428	446	658	682
DOUBLE TRACK	<b>PACIFIC JUNCTION</b> .....	151.16	A 5.27Am		A 11.08Pm		A 6.55Am	A 12.10Pm	A 5.15Pm	A 12.45Am	A 3.55Pm	JIPY
	<b>BURNHAM</b> .....	145.22	f 5.16		10.59		6.40	11.57	5.01	12.31	3.35	P
	<b>FRESNO</b> .....	140.57	f 5.07		10.53		6.25	11.47	4.50	12.20	3.15	P
	<b>KREMLIN</b> .....	135.83	f 4.58		10.47		6.15	11.38	4.40	12.10Am	3.00	DP
	<b>XENIA</b> .....	129.88	f 4.47		10.39		6.02	11.25	4.25	11.55	2.35	P
	<b>GILDFORD</b> .....	125.72	f 4.40		10.33		5.50	11.15	4.15	11.45	2.20	DNPW
	<b>HINGHAM</b> .....	119.79	f 4.29		10.25		5.38	11.03	3.59	11.30	1.55	DP
	<b>RUDYARD</b> .....	113.82	f 4.16		10.17		5.25	10.51	3.45	11.15	1.30	DP
	<b>INVERNESS</b> .....	107.58	f 4.06		10.09		5.12	10.39	3.30	11.05	1.10	DP
	<b>JOPLIN</b> .....	103.74	f 3.59		10.04		5.05	10.32	3.23	10.58	12.50	DP
	<b>BUELOW</b> .....	100.77	f 3.54		10.00		4.59	10.25	3.15	10.50	12.35	P
	<b>CHESTER</b> .....	93.67	s 3.42		f 9.50		4.20	10.05	2.55	10.30	12.10Pm	DNPW
	<b>TIBER</b> .....	88.13	f 3.33		9.43		4.05	9.40	2.40	10.15	11.37	P
	<b>LOTHAIR</b> .....	80.60	f 3.22		9.33		3.50	9.20	2.25	10.00	11.22	DP
	<b>GALATA</b> .....	74.61	f 3.11		9.24		3.30	9.00	1.59	9.35	11.00	DP
<b>DEVON</b> .....	68.59	f 3.01		9.15		3.15	8.45	1.45	9.15	10.06	DNPW	
<b>DUNKIRK</b> .....	59.85	f 2.47		9.03		2.58	8.29	1.25	8.40	9.30	P	
<b>SHELBY</b> .....	50.52	s 2.33	A 8.20Pm	s 8.50		2.38	8.05	1.01	8.15	9.00	A 12.10Pm	BPRKDNP WOYXJ
<b>SWEET GRASS LINE JCT.</b> .....	49.03	2.23	L 8.15Pm	8.37		2.05	7.57	12.50	8.10	8.20	L 12.01Pm	PXJ
<b>ETHRIDGE</b> .....	37.49	f 2.07		8.22		1.40	7.33	12.30	7.45	7.55		DP
<b>BALTIC</b> .....	29.73	f 1.56		8.12		1.25	7.16	12.16	7.25	7.35		P
<b>CUT BANK</b> .....	26.24	s 1.49		s 8.06		1.10	7.00	12.01Pm	7.10	7.25		DNWIP
<b>GUNSIGHT</b> .....	20.22	f 1.37		7.55		12.55	6.48	11.46	6.55	7.10		
<b>SUNDANCE</b> .....	16.64	f 1.32		7.50		12.45	6.40	11.39	6.45	7.00		P
<b>FORT PIEGAN</b> .....	11.40	f 1.24		7.42		12.30	6.28	11.26	6.30	6.45		P
<b>MERIWETHER</b> .....	5.97	f 1.16		7.35		12.15	6.15	11.13	6.15	6.30		P
<b>BLACKFOOT</b> .....		L f 1.07Am		L 7.27Pm		L 12.01Am	L 6.00Am	L 11.00Am	L 6.00Pm	L 6.15Am		BPRKDNP WOYIX
Time Over Subdivision		4.28	.05	3.41		6.53	6.10	6.15	6.45	9.40	6.11	
Average Speed Per Hour		34.02	19.2	41.03		23.6	24.51	23.	22.39	16.6	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	Cut Bank facing points
Sweet Grass Line Jct. facing points	Sundance trailing points
Ethridge trailing points	Fort Piegan trailing points
Baltic trailing points	Meriwether trailing points

**Maximum Speed.**

Between	Passenger	Freight
Pacific Junction and Blackfoot .....	60	50
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. 45		Telegraph Calls
	Sidings	Other Tracks	683			1 27				Effective May 12, 1940 Mountain Time		
			Tue., Thur., Sat.			Daily	Daily	STATIONS				
1112	Yard	630	L	5.45Am		L	11.50Am	L	7.56Am		BLACKFOOT	BF
1120	E 124 W 104	60		6.40			12.05Pm	s	8.11	7.29	FORT BROWNING	BG
1125	93	14		7.15			12.15	f	8.21	12.47	TRIPLE DIVIDE	
1180	E 130 W 59	6		7.30			12.23	f	8.28	16.17	SPOTTED ROBE	
1183	W 60	126		7.55			12.35	f	8.40	20.75	GLACIER PARK	MD
1136	112	10		8.05			12.41	f	8.45	23.45	BISON	
1141	E 129 W 112	10		8.20			12.48	f	8.51	26.57	RISING WOLF	
1147	W 130	31		9.02			12.59	f	9.02	32.83	SUMMIT	SM
1153	E 60	9		9.25			1.11	f	9.14	39.63	BLACKTAIL	FD
1157		13		9.45			1.17	f	9.20	42.71	SINGLESHOT	
1161	E 61 E 98	13		10.00			1.25	f	9.28	47.12	NIMROD	
1165	W 136	222		10.20			1.32	s	9.36	51.03	WALTON	SX
1171	60	13		10.40			1.42	f	9.46	56.69	PINNACLE	
1175		14		11.00			1.50	f	9.54	61.52	HIDDEN LAKE	
1181	E 70 W 99	14		11.32			1.59	f	10.04	66.92	RED EAGLE	NY
1192	113	96		12.17Pm			2.20	f	10.23	77.82	BELTON	BE
1195	E 59 W 60	26		12.35			2.26	f	10.29	80.92	GRIZZLY	
1200	W 60	15		12.45			2.36	f	10.39	86.20	CITADEL	
1207	111	265		1.15			s 2.50	s	10.59	93.42	COLUMBIA FALLS	CF
1210		46		1.25			2.55	f	11.05	96.36	HALF MOON	
1215	Yard	1058	A	1.40Pm		A	3.05Pm	A	11.15Am	101.06	WHITEFISH	WF
				7.55 12.8			3.15 31.09		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 passenger 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 twenty-five (25) miles per hour through Gauntlet ½ 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 fifteen (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. 45**

Effective May 12, 1940  
Mountain Time

STATIONS	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>BLACKFOOT</b> 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 IOYXB
<b>FORT BROWNING</b> 5.18	93.77	7.16	s 12.55		10.25	5.27	11.25	5.28		1.50	DNPW
<b>TRIPLE DIVIDE</b> 3.70	88.59	7.08	f 12.45		10.10	5.12	11.10	5.14		1.30	P
<b>SPOTTED ROBE</b> 4.58	84.89	7.02	f 12.38		9.57	5.05	11.03	5.05		1.15	P DNPW
<b>GLACIER PARK</b>	80.31	6.53	f 12.29		9.37	4.50	10.50	4.50		1.00	YX
<b>BISON</b> 3.12	77.61	6.45	f 12.21		9.30	4.43	10.43	4.42		12.41	P
<b>RISING WOLF</b> 6.26	74.49	6.40	f 12.15		9.20	4.33	10.33	4.32		12.20Pm	P DNPW
<b>SUMMIT</b> 6.80	68.23	6.28	f 12.03Am		9.02	4.15	10.15	4.15		11.50	IYX
<b>BLACKTAIL</b> 3.08	61.43	6.06	f 11.46		8.15	3.30	9.32	3.32		11.10	PW
<b>SINGLES HOT</b>	58.35	5.57	f 11.39		8.00	3.05	9.12	3.12		10.50	P
<b>NIMROD</b> 3.91	58.94	5.45	f 11.29		7.37	2.40	8.45	2.40		10.30	IP KDNPW
<b>WALTON</b> 5.08	50.08	5.35	f 11.21		7.20	2.20	8.20	2.20		10.10	BOYX
<b>PINNACLE</b> 4.83	44.37	5.24	f 11.07		6.45	1.45	7.45	1.50		9.40	IP
<b>HIDDEN LAKE</b> 5.40	39.54	5.15	f 10.59		6.20	1.18	7.20	1.20		9.10	P
<b>RED EAGLE</b>	34.14	5.05	f 10.50		5.50	12.50	6.50	12.50		8.40	DNIYPW
<b>BELTON</b> 3.10	28.24	4.45	f 10.30		5.15	12.17	6.15	12.15		8.00	DNP
<b>GRIZZLY</b> 5.28	20.14	4.39	f 10.22		5.03	12.10Pm	6.05	12.05Am		7.35	P
<b>CITADEL</b> 7.22	14.86	4.29	f 10.13		4.45	11.55	5.50	11.50		7.15	PW DNP
<b>COLUMBIA FALLS</b> 2.94	7.64	s 4.15	s 10.00		4.25	11.30	5.30	11.27		6.45	JYX
<b>HALF MOON</b>	4.70	4.08	f 9.43		4.15	11.18	5.17	11.15		6.25	P
<b>WHITEFISH</b>		L 4.00Pm	L 9.35Pm		L 4.00Am	L 11.00Am	L 5.00Pm	L 11.00Pm		L 6.10Am	KRDNPW BCOX
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		14.97	14.97	14.97	14.97		12.6	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

**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:

- 1½ mile West Pinnacle.
- 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.

Between	Maximum Speed.	Passenger	Freight
Blackfoot and Fort Browning .....		60	35
Fort Browning and Summit .....		45	35
Summit and Walton .....		45	25
Walton and Columbia Falls .....		45	30
Columbia Falls and Whitefish .....		55	35

MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD AND FIFTH 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. 45 Effective May 12, 1940 Mountain Time		Telegraph Calls
	Sidings	Other Tracks			687			1		27	STATIONS	
					Mon., Wed. Fri.			Daily	Daily			
1215	Yard	1058			L 4.15Am			L 3.15Pm	L 11.20Am	0.0	WHITEFISH.....	WF
1220	151	0			4.35			3.37	11.32	6.00	6.00 VISTA.....	
									11.38	8.38	2.38 DEPEW.....	
1227	89	15			5.05			3.48	11.44	11.81	3.43 LUPFER.....	
1232	E70 W70	26			5.30			3.56	11.54	17.27	5.46 OLNEY.....	KY
1238	70	17			5.50			4.05	12.04Pm	23.05	5.78 RADNOR.....	
1245	113	84			6.20			4.16	12.16	30.11	7.06 STRYKER.....	SY
1251	69	15			6.42			4.25	12.26	36.08	5.97 TREGO.....	
1256	136	16			7.00			4.32	12.34	40.70	4.62 FORTINE.....	FB
1262	150	15			7.30			4.41	12.44	46.61	5.91 TOBACCO.....	BA
1267	140	89			8.00			4.50	12.55	52.39	5.78 EUREKA.....	KA
1276	E136 W87	200			8.30			5.02	1.10	61.26	3.37 REXFORD.....	RD
1280	134	6			9.15			5.16	1.26	72.05	10.30 STONEHILL.....	
1282	E70 W70	5			10.15			5.30	1.45	83.21	11.15 URAL.....	
1287	131	4			10.45			5.38	1.54	88.16	4.95 VOLCOUR.....	VR
1292					11.07				2.02	92.85	4.69 WARLAND.....	
1295	139				11.25			5.50	2.07	95.86	3.01 YARNELL.....	
1302	E65 W65	10			12.01Pm			6.01	2.19	103.76	7.90 JENNINGS.....	
1308	70	3			12.30			6.09	2.28	109.48	5.72 RIPLEY.....	
1315	258	165			1.00			6.19	2.41	116.32	6.34 LIBBY.....	CK
1326	70				1.30			6.34	2.59	127.33	11.01 KOOTENAI FALLS.....	
1332	Yard	1073			A 1.45Pm			A 6.45Pm	As 3.12Pm	134.55	7.22 TROY.....	UX
					9.30 14.2			3.30 36.69	3.52 34.78		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 fifteen (15) miles per hour.

Crossover Troy on double track trailing points.

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

Dunn Creek, flag stop for trains No. 27 and No. 28.

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 45 Effective May 12, 1940 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													
WHITEFISH.....		184.55	A 3.50 <sup>Pm</sup>	A 9.25 <sup>Pm</sup>		A 9.15 <sup>Am</sup>	A 4.25 <sup>Pm</sup>	A 8.35 <sup>Pm</sup>	A 2.25 <sup>Am</sup>		A 2.45 <sup>Pm</sup>	KRDNP BWCOX	
6.00 VISTA.....		129.15	3.37	† 9.14		9.02	4.10	8.20	2.12		2.30	P	
2.38 DEPEW.....		126.40		† 9.09									
3.43 LUPFER.....		122.74	3.29	† 9.03		8.50	3.48	8.05	1.59		2.10	P	
5.46 OLNEY.....		117.28	3.22	† 8.54		8.38	3.22	7.52	1.46		1.54	DPW	
5.78 RADNOR.....		111.50	3.15	† 8.44		8.25	2.58	7.37	1.32		1.35	P	
7.06 STRYKER.....		104.44	3.06	† 8.32		8.10	2.27	7.20	1.15		12.16 <sup>Pm</sup>	DPWY	
5.97 TREGO.....		98.47	2.54	† 8.19		7.30	2.01	6.55	12.47		11.35	P	
4.62 FORTINE.....		93.85	2.45	† 8.09		7.00	1.38	6.35	12.26		11.10	DP	
5.91 TOBACCO.....		87.94	2.35	† 7.57		6.27	1.15	6.05	12.01 <sup>Am</sup>		10.45	NPW	
5.78 EUREKA.....		82.16	2.26	‡ 7.45		6.00	12.55	5.40	11.35		10.25	DP KDNPW BOYX	
8.87 REXFORD.....		73.29	2.14	‡ 7.28		5.15	12.01 <sup>Pm</sup>	5.02	11.00		9.45		
10.80 STONEHILL.....		62.49	1.59	† 7.10		4.48	11.30	4.33	10.33		8.50	PW	
11.15 URAL.....		51.34	1.45	† 6.53		4.17	10.59	4.03	10.06		8.10	P	
4.95 VOLCOUR.....		46.39	1.38	† 6.45		4.09	10.45	3.50	9.55		7.50	DNPW	
4.69 WARLAND.....		41.70		† 6.37							7.30	P	
3.01 YARNELL.....		38.21	1.28	† 6.32		3.51	10.28	3.30	9.35		7.15	P	
7.90 JENNINGS.....		30.79	1.18	† 6.19		3.31	10.09	3.15	9.16		6.40	P	
5.72 RIPLEY.....		25.07	1.10	† 6.09		3.17	9.56	3.00	9.03		6.15	P	
6.84 LIBBY.....		18.23	† 1.00	‡ 5.52		3.00	9.40	2.41	8.45		5.45	DNPW	
11.01 KOOTENAI FALLS.....		7.22	12.45	† 5.35		2.25	9.10	2.00	8.10		5.05	PI KRDNP BWOX	
7.22 TROY.....			L 12.35 <sup>Pm</sup>	L 5.23 <sup>Pm</sup>		L 2.00 <sup>Am</sup>	L 8.45 <sup>Am</sup>	L 1.30 <sup>Pm</sup>	L 7.45 <sup>Pm</sup>		L 4.45 <sup>Am</sup>		
Time Over Subdivision			3.15	4.02		7.18	7.40	7.05	7.40		10.00		
Average Speed Per Hour			41.34	33.86		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	40

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.

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 45		Telegraph Calls
	Siding	Other Tracks	689			1 255 27				Effective May 12, 1940		
			Tue., Thur., Sat.			Daily	Daily Ex. Sunday	Daily		Pacific Time		
											STATIONS	
1332	Yard	1073	L 5.00Am			L 5.50Pm		L 2.17Pm	0.0		TROY	UX
1340	149	30	5.25			5.59		2.28	6.68		YAKT	
1347	181	14	5.55			6.11		2.41	13.71		LEONIA	ON
1353	70	6	6.25			6.22		2.54	20.64		KATKA	
1360	69	10	6.55			6.35		3.06	27.03		CROSSPORT	
1364	E119 W68	135	7.15			6.43		3.15	31.34		BONNER'S FERRY	BY
1369	70	18	7.37			6.53		3.25	36.81		MORAVIA	
1376	119	29	8.08			7.04		3.36	42.72		NAPLES	NA
1383	70	8	8.44			7.15		3.48	50.11		ELMIRA	
1390	90	10	9.15			7.23		3.59	56.93		COLBURN	
1398	W133 E95	293	9.53			7.32		4.11	64.78		SAND POINT	B
1407	70	13	10.15			7.43		4.25	67.74		DOVER	
1410	70	15	10.35			7.51		4.33	73.62		WRENCOE	
1416	71	42	10.50			7.58		4.41	78.62		LACLEDE	
1420	70 E90 W69	135	11.05			8.04		4.47	86.88		PRIEST RIVER	NC
1427	125	125	11.35			8.13		4.59	93.44		NEWPORT	NR
1432	25	25	11.53			8.18		5.05	96.95		PENRITH	
1436	70	15	12.15Pm			8.25		5.13	101.27		SCOTIA	
1442	120	25	12.50			8.36		5.26	107.91		CAMDEN	
1445	70	28	12.58			8.40		5.31	110.90		ELK	KE
1449	123	32	1.25			8.46		5.38	115.22		MILAN	
1456	70	11	1.55			8.54		5.49	121.72		CHATTAROY	
1460	67	55	2.10			9.00	L 7.30Pm	5.56	125.62		DEAN	SF
1464	30	30	2.35			9.07	f 7.38	6.04	130.21		MEAD	
1469	Yard	2558	A 3.00Pm			A 9.15Pm	A 7.45Pm	A 6.15Pm	134.67		HILLYARD	
											Time Over Subdivision	
											Average Speed Per Hour	
			10.00			3.25	0.15	3.58				
			13.5			39.4	36.20	33.52				

### 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 fifteen (15) miles per hour.

Conditional stops—

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

No. 1 at Bonner's Ferry to pick up revenue passengers destined Everett, Seattle and Portland.

No. 2 at Newport daily except Sunday.

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

No. 2 at Bonner's Ferry to discharge passengers from Portland, Seattle and Everett.

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.

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



**FOURTH SUBDIVISION**

**EASTWARD 9**

Time Table No. 45 Effective May 12, 1940 Pacific Time	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> 6.68	134.67	A 11.30Am		A 4.18Pm		A 7.30Am	A 12.01Pm	A 6.30Pm	A 12.45Am	A 3.15Pm		RDNPW BOKX
<b>YAKT</b> 7.03	127.99	11.20		f 4.07		7.10	11.35	5.59	12.28	2.28		P
<b>LEONIA</b> 8.92	120.96	11.07		f 3.53		6.48	11.07	5.36	12.12Am	2.05		D P
<b>KATKA</b> 6.39	114.03	10.54		f 3.40		6.25	10.40	5.15	11.55	1.25		P
<b>CROSSPORT</b>	107.64	10.42		f 3.28		6.00	10.24	4.57	11.39	1.00		P
<b>BONNER'S FERRY</b> 4.31	103.32	10.36		s 3.15		5.49	10.15	4.45	11.27	12.40		DNPW YXJ
<b>MORAVIA</b> 4.97	98.36	10.29		f 3.05		5.37	10.03	4.33	11.14	12.15Pm		P
<b>NAPLES</b> 6.41	91.95	10.21		f 2.54		5.22	9.50	4.21	10.58	11.46		D PW
<b>ELMIRA</b> 7.39	84.56	10.11		f 2.42		5.06	9.32	3.48	10.38	11.12		P
<b>COLBURN</b> 6.82	77.74	10.02		f 2.31		4.50	9.15	3.30	10.20	10.45		P
<b>SAND POINT</b> 7.85	69.89	9.53		s 2.18		4.33	8.58	3.15	10.00	10.15		DNPW YX
<b>DOVER</b> 2.98	66.93			f 2.12								
<b>WRENCOE</b> 5.88	61.05	9.42		f 2.04		4.12	8.36	2.57	9.36	9.42		P
<b>LACLEDE</b> 5.00	56.05	9.35		f 1.56		4.01	8.24	2.46	9.23	9.15		PW
<b>THAMA</b> 4.72	51.33	9.29		f 1.48		3.50	8.13	2.36	9.11	8.50		P
<b>PRIEST RIVER</b> 3.54	47.79	9.24		s 1.42		3.43	8.03	2.28	9.02	8.35		D P
<b>NEWPORT</b> 6.58	41.23	9.15		s 1.31		3.28	7.46	2.14	8.45	8.14		DNPW
<b>PENRITH</b> 3.51	37.72	9.10		f 1.25		3.19	7.36	2.06	8.35	7.45		P
<b>SCOTIA</b> 4.32	33.40	9.03		f 1.17		3.08	7.25	1.56	8.25	7.25		P
<b>CAMDEN</b> 6.64	26.76	8.51		f 1.03		2.49	7.07	1.42	8.07	6.56		PW
<b>ELK</b> 2.99	23.77	8.47		f 12.58		2.41	7.00	1.36	7.59	6.44		DP
<b>MILAN</b> 4.32	19.45	8.41		f 12.51		2.31	6.50	1.25	7.49	6.25		P
<b>CHATTAROY</b> 6.50	12.95	8.32		f 12.41		2.16	6.33	1.07	7.32	6.00		P
<b>DEAN</b> 3.90	9.05	8.26	A 8.44Am	12.35		2.07	6.23	12.52	7.22	5.40		DNPXJ
<b>MEAD</b> 4.59	4.46	8.19	f 8.37	12.27		1.57	6.11	12.43	7.11	5.20		P
<b>HILLYARD</b> 4.46		L 8.13Am	L 8.30Am	L 12.20Pm		L 1.45Am	L 6.00Am	L 12.30Pm	L 7.00Pm	L 5.00Am		KRDNPW BCOXI
Time Over Subdivision		3.17	0.14	3.58		5.45	6.01	6.00	5.45	10.15		
Average Speed Per Hour		41.01	38.78	33.5		23.45	22.38	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.

All trains reduce speed to fifteen (15) miles per hour over first street crossing east of depot Bonner's Ferry. City Ordinance. Passenger trains will not exceed thirty (30) miles per hour and freight trains twenty (20) miles per hour, when moving from eastward track to single track, Fourth Subdivision at Dean.

Between	Maximum Speed.	Passenger	Freight
Troy-Hillyard .....		55	40

Location crossovers double track:  
Troy trailing points  
Mead trailing points  
Dean west crossover trailing points  
east crossover facing points

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.

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS					Distance from Columbia Falls	Time Table No. 45 Effective May 12, 1940 Mountain Time STATIONS	Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Yard	Other Tracks		369	249	247	245	243						244	246	248	250	
			Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
1207	111	376	L 6.50Am	L 10.00Pm	L 4.15Pm	L 2.50Pm	L 11.10Am	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.45Am	A 2.35Pm	A 4.05Pm	A 9.30Pm	A 6.10Pm	
.....	.....	2	.....	f 10.05	f 4.20	f 2.54	f 11.15	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.34	f 2.27	f 3.55	f 9.19	.....	
WB5	41	.....	7.10	f 10.12	f 4.27	f 3.00	f 11.22	5.28	LA SALLE	.....	9.06	P	f 10.28	f 2.21	f 3.49	f 9.13	5.40	
.....	.....	.....	7.25	f 10.20	f 4.35	f 3.08	f 11.31	9.91	ROSE CROSSING	.....	4.43	.....	f 10.19	f 2.13	f 3.42	f 9.04	.....	
WB 14	Yard	331	A 8.10Am	A 10.30Pm	A 4.45Pm	A 3.20Pm	A 11.40Am	14.34	KALISPELL	K	.....	BRKDNP WOYX	L 10.10Am	L 2.05Pm	L 3.35Pm	L 8.55Pm	L 5.01Pm	
			1.20 10.75	.30 28.7	.30 28.7	.30 28.07	.30 28.7		Time Over Subdivision Average Speed per Hour				.35 24.6	.30 28.07	.30 28.07	.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. 45 Effective May 12, 1940 Pacific Time			Telegraph Calls	Distance from Port Hill	SIGNS	SECOND CLASS		
	Yard	Other Tracks				379		STATIONS		380					Monday and Friday	
KV26	Yard	59				L 6.30Am	26.11	PORT HILL		0.0	DP	A 1.30Pm				
KV17	0	18				s 7.05	16.93	COPELAND		9.18		s 12.40				
KV8	0	15				s 7.50	7.57	RITZ		18.54		s 12.10Pm				
							0.56	SPOKANE INT. RY. CROSSING		25.55						
1364						A 8.20Am	0.0	BONNERS FERRY	BY	26.11	RDNPW BYXJ	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.

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an Approach Signal indication, Rule 501 (B), and before proceeding into the block, every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement through the block.

Trains moving against the current of traffic on double track through interlocking plants or where governed by dwarf signals shall not exceed fifteen miles per hour.

## 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.

Standard interlocking Rule 672, supplemented by the following shall govern in the use of automatic interlocking plants. Additional instructions as required will be posted in "Release" boxes.

If smashboards or semaphore type signals are not in use, trainman, before giving hand signals in accordance with Rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "reverse" position. When operation is completed small cover must be locked and crank returned to the "Release" box.

## NIMROD AND PINNACLE GAUNTLET INTERLOCKINGS.

"Release" for westward route on westward track is located in release box at eastward home signal.

"Release" for eastward route on eastward track is located in release box at westward home signal.

Cranks for hand operation of smashboard mechanisms are attached by chains to the mechanisms.

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 returned to "Normal" position, trainman may flag train through gauntlet, making certain that smashboard at opposite end of gauntlet is in "Reverse" position.

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.

## 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.

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.

## 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....	24	Soldiers Home Spur .....	878 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	68
Gunsight Spur .....	3 ⅝ miles East Sundance .....	8	Yale Oil Co. Spur .....	1 ¼ mile East Kalispell.....	9
<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>			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
Dunn Creek Spur .....	2.5 miles East Jennings .....	32	Camp 5 .....	14.3 miles from Bonners Ferry	11
<b>Fourth Subdivision:</b>			Seelover's Spur .....	15.4 miles from Bonners Ferry	2
Bonner's Ferry Lbr. Co. ....	1.2 miles East Bonner's Ferry	92	Delbom Spur .....	17.5 miles from Bonners Ferry	4
Whites Spur .....	2.0 miles West Bonner's Ferry	11	Edward's Spur .....	18.5 miles from Bonners Ferry	8
Caribou Spur .....	3.0 miles East Colburn .....	13	Camp 8 .....	19.7 miles from Bonners Ferry	18
Brown Timber Co. Spur .....	0.6 miles East of Colburn.....	20	Harper's Spur .....	21.8 miles from Bonners Ferry	4
Emerson Spur .....	0.7 miles East Colburn .....	65	Houck's Spur .....	22.2 miles from Bonners Ferry	2
Palmer Spur .....	1 mile East of Sand Point.....	15	K. V. Farm Spur .....	24.6 miles from Bonners Ferry	5
Albeni Falls Spur .....	2.7 miles East Newport.....	33			
Davies Spur .....	1.9 miles East Mead.....	37			

## SPECIAL RULES ALL SUB-DIVISIONS

Engines	Maximum Speed Per Hour
R-1, R-2, N-2 .....	35 MPH
F-3, G-3 .....	40 MPH
Q-1 .....	45 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q2 .....	50 MPH
Engines backing up .....	25 MPH

Pages 14, 15, and 16 are blank.