

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. D. S. MacKenzie, Div. Surgeon, Havre, Montana
Dr. W. W. Taylor, Div. Surgeon, Whitefish, Montana
Dr. Chas. Houtz, Asst. Div. Surgeon, Havre, Montana
Dr. A. T. Lees, Asst. Div. Surgeon, Whitefish, Montana

OPHTHALMIC SURGEONS (Eye Doctors)

- Dr. H. D. HugginsKalispell, Montana
Dr. W. L. ForsterHavre, Montana
Dr. R. J. SprowlSpokane, Washington

LOCAL SURGEONS

- Dr. D. S. MacKenzie, Sr.Havre, Montana
Dr. Chas. HoutzHavre, Montana
Dr. D. S. MacKenzie, Jr.Havre, Montana
Dr. W. C. RobinsonShelby, Montana
Dr. P. O. NeraalCut Bank, Montana
Dr. S. D. WhetstoneCut Bank, Montana
Dr. W. Q. ConwayKalispell, Montana
Dr. T. B. MooreKalispell, Montana
Dr. E. P. CockrellKalispell, Montana
Dr. W. W. TaylorWhitefish, Mont.
Dr. A. T. LeesWhitefish, Mont.
Dr. J. B. SimonsWhitefish, Montana
Dr. Chester A. ClarkEureka, Montana
Dr. James M. CairnsLibby, Montana
Dr. R. M. BowellBonners Ferry, Idaho
Dr. E. A. LeeNewport, Washington
Dr. Wm. F. TylerSand Point, Idaho
Dr. Leslie J. StaufferPriest River, Idaho
Dr. J. FarrowHillyard, Washington
Dr. H. E. WheelerSpokane, Washington
Dr. L. A. ParsellSpokane, Washington

C. R. BLISS, Chief Dispatcher.
H. J. SURLES, 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 54

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND

PACIFIC TIME

Sunday, February 23, 1947.

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. 54		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective February 23, 1947		
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner	Daily	Daily Ex. Sunday	Daily		Daily	Mountain Time	
Yard	2011	L	6.00Am		L 12.05Pm	L 8.10Am	L 3.30Am		Double Track	HAVRE	HX	
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.												
961		29	L 6.15Am		L 12.12Pm	L 8.17Am	Lf 3.38Am	4.03	Double Track	4.03	PACIFIC JUNCTION	
967	128	6	6.35		12.18	8.24	3.47	9.97		5.94	BURNHAM	
971	61	14	6.55		² 12.24	8.30	3.54	14.62	4.65	FRESNO		
976	128	44	⁴⁴⁶ 7.25		12.29	8.36	f 4.02	19.36	4.74	KREMLIN	KN	
986	129	83	8.00		12.41	8.49	f 4.19	29.47	10.11	GILDFORD	GR	
992	61	80	8.20		12.48	8.56	f 4.30	35.40	5.93	HINGHAM	HG	
998	142	85	8.35		12.55	9.03	f 4.41	41.37	5.97	RUDYARD	RU	
1004	126	29	8.55		⁶⁶⁸ 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		³ 9.20		1.10	⁶⁶⁷ 9.20	5.02	54.42	2.97	BUELOW		
1018	^{E89} W60	66	9.50		1.18	f 9.30	s 5.15	61.52	7.10	CHESTER	CH	
1024	138	14	10.05		1.24	9.37	5.24	67.06	5.54	TIBER		
1031	129	20	10.30		⁴⁶⁰ 1.33	9.46	f ⁴⁴⁶ 5.36	74.59	7.53	LOTHAIR	AR	
1037	60	89	² 11.12		1.40	9.53	f 5.46	80.58	5.99	GALATA	GA	
1043	^{E99} W141	24	11.30		1.47	⁶⁶⁸ 10.00	f 5.57	86.60	6.02	DEVON	CD	
1052	^{E89} W60	10	11.50Am		1.57	10.11	f 6.11	95.34	8.74	DUNKIRK		
1061	^{E169} W241	407	⁴⁶⁰ 12.25Pm	L 8.30Am	2.10	L ³⁻² 10.50Am	s ⁴¹⁻² 10.30	104.67	9.38	SHELBY	BJ	
1063			12.35	A 8.40Am	2.13	A 10.53Am	10.33	106.16	1.49	SWEET GRASS LINE JCT.		
1074	W122	81	1.10		2.27	10.51	f 6.57	117.70	11.54	ETHRIDGE	DG	
1082			1.35		2.38	11.03	7.10	125.46	7.76	BALTIC		
1087	130	186	1.55		2.45	s 11.10	s 7.20	128.95	3.49	CUT BANK	CT	
1093		8	2.15		2.55	11.21	7.31	134.97	6.02	GUNSIGHT		
1095		80	2.30		3.00	11.27	7.36	138.55	3.58	SUNDANCE		
1100	W59	7	¹ 3.06		⁶⁶⁷ 3.06	11.34	7.43	143.79	5.24	FORT PIEGAN		
1106		9	3.25		3.13	11.41	7.50	149.22	5.43	MERIWETHER		
1112	Yard	630	A 3.45Pm		A 3.20Pm	A 11.50Am	A f 8.00Am	155.19	5.97	BLACKFOOT	BF	
			9.30 15.91	10 9.60	3.08 48.24	03 29.30	3.33 42.58	4.22 34.62		Time Over Subdivision Average Speed Per Hour		

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.
 No. 1 Register by ticket Shelby and Blackfoot.

Conditional stops—
 No. 1 at Shelby and Cutbank to discharge revenue passengers from Williston and east, and to pick up passengers for Spokane and west.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 54

Effective February 23, 1947

Mountain Time

STATIONS

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

Distance from Blackfoot	155.19	A 12.55Pm	A 10.55Pm	A 3.35Am	A 8.15Am	A 4.00Pm	A 11.59Pm	A 3.45Pm	BPRKD NWCOX
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

Double Track	STATIONS	151.16	145.22	140.57	135.83	125.72	119.79	113.82	107.58	103.74	100.77	93.67	88.18	80.60	74.61	68.59	59.85	50.52	49.08	37.49	29.73	26.24	20.22	16.64	11.40	5.97	Time Over Subdivision	Average Speed Per Hour				
	^{4.03} PACIFIC JUNCTION	A 12.40Pm				A 10.48Pm	A f 3.27Am	A 8.00Am	A 3.45Pm	A 11.45Pm		A 3.30Pm																				
	^{5.94} BURNHAM	12.32		10.40	f 3.16	7.45	3.34	11.34		3.15																						
	^{4.65} FRESNO	12.24		10.34	f 3.07	7.35	3.26	11.26		2.55																						
	^{4.74} KREMLIN	12.18		10.28	f 2.58	⁶⁵⁷ 7.25	3.18	11.18		2.40																						
	^{10.11} GILDFORD	12.07		10.16	f 2.42	7.04	3.00	11.00		2.10																						
	^{5.93} HINGHAM	12.01Pm		10.09	f 2.30	6.52	2.49	10.50		1.50																						
	^{5.97} RUDYARD	11.54Am		10.02	f 2.18	6.40	2.37	10.40		1.25																						
	^{6.24} INVERNESS	11.47		9.55	f 2.06	6.28	2.26	10.30		¹ 1.02																						
	^{3.84} JOPLIN	11.43		9.51	f 2.00	6.22	2.20	10.25		12.30																						
	^{2.97} BUELOW	11.40		9.47	f 1.55	6.17	2.15	10.20		12.20Pm																						
	^{7.10} CHESTER	11.32		9.36	f 1.43	6.02	2.00	10.05		11.55Am																						
	^{5.54} TIBER	⁶⁵⁸ 11.26		9.27	f 1.34	5.52	1.49	9.54		² 11.26																						
	^{7.53} LOTHAIR	11.18		9.17	f 1.23	²⁷ 5.36	¹ 1.33	9.39		10.45																						
	^{5.99} GALATA	⁶⁵⁷ 11.12		9.09	f 1.13	5.18	1.07	9.27		10.25																						
	^{6.02} DEVON	11.05		9.01	f 1.03	5.08	12.58	9.15		³ 10.00																						
	^{8.74} DUNKIRK	10.56		8.50	f 12.49	4.55	12.45	9.00		9.30																						
	^{9.33} SHELBY	³⁻⁴¹ 10.45	A 8.00Pm	⁴⁷² 8.35	s 12.35	4.35	⁶⁵⁷ 12.25	⁴ 8.35		9.00	A 12.10Pm																					
	SWEET GRASS LINE JCT.	10.42	L 7.55Pm	⁴⁷² 8.25	12.25	4.25	12.15Pm	⁴ 8.15		8.20	L 12.01Pm																					
	ETHRIDGE	10.30		8.11	f 12.10Am	4.06	11.53Am	7.58		7.55																						
	^{7.76} BALTIC	10.22		8.01	f 11.59Pm	3.53	11.38	7.46		7.35																						
	^{3.49} CUT BANK	10.16		7.54	s 11.52	3.45	11.30	7.38		7.25																						
	^{6.02} GUNSIGHT	10.08		7.44	f 11.40	3.35	11.15	7.25		6.55																						
	^{3.58} SUNDANCE	10.04		7.39	f 11.35	3.30	11.07	7.18		6.45																						
	^{5.24} FORT PIEGAN	9.58		7.33	f 11.27	3.21	10.56	7.09		6.30																						
	^{5.43} MERIWETHER	9.52		7.27	f 11.19	3.12	10.45	7.00		6.15																						
	^{5.97} BLACKFOOT	L 9.45Am		L 7.20Pm	L f 11.10Pm	L 3.00Am	L 10.30Am	L 6.45Pm		L 6.00Am																						
	Time Over Subdivision	2.55	.05	3.28	4.17	5.00	5.15	5.00	9.30	0.09																						
	Average Speed Per Hour	51.83	19.20	43.60	35.29	30.23	28.79	30.23	15.91	9.93																						

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

- No. 1 is superior to all trains;
- No. 2 is superior to all trains except No. 1.
- No. 2 Register by ticket Blackfoot and Shelby.

Conditional stops—

No. 2 at Cutbank and Shelby to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east.

CLEARING OF STREAMLINERS

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

The time of No. 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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Blackfoot	Time Table No. 54 Effective February 23, 1947 Mountain Time		Telegraph Calls
	S'ings	Other Tracks	371	683		1	3	27		STATIONS		
			Daily Ex. Sun.	Tue., Thur., Sat.	Streamliner	Daily	Daily	Daily				
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.50Am	L 8.00Am		BLACKFOOT	BF	
1120	E 124 W 104	60		6.20		3.32	12.05Pm	s 8.16	7.29	BROWNING	BG	
1128	93	14		6.40		3.40	12.15	8.26	12.47	TRIPLE DIVIDE		
1180	130	6		6.55		3.46	12.22	8.33	16.17	SPOTTED ROBE		
1188	95	150		7.30		3.55	⁶⁸⁴ 12.32	f 8.43	20.75	GLACIER PARK	MD	
1186	112	10		7.40		4.00	12.37	⁴⁶⁰ 8.49	23.45	BISON		
1141	129	10		7.55		4.06	12.43	² 9.05	26.57	RISING WOLF		
1147	E 112 W 130	31		⁴⁸⁰ 8.25		4.17	12.55	f 9.18	32.83	SUMMIT	SM	
1153	E 60	9		8.45		4.29	1.08	9.30	39.63	BLACKTAIL		
1157		18		9.00		4.35	1.14	9.36	42.71	SINGLESHOT		
1161	E 61 E 98 W 136	13		9.20		4.44	1.23	9.45	47.12	NIMROD		
1166		212		²⁷ 9.52		4.52	1.30	⁶⁸² 9.52	51.08	ESSEX	SX	
1171		13		10.10		5.01	1.40	10.02	56.69	PINNACLE		
1175		14		10.25		5.09	1.49	10.11	61.52	HIDDEN LAKE		
1181	E 116 W 99	14		10.55		5.18	1.58	f 10.20	66.92	RED EAGLE	NY	
1192	E 150 E 60 W 60	96		11.50Am		5.35	⁴⁷² 2.18	f 10.40	77.57	BELTON	BE	
1200		15		12.20Pm		5.47	2.31	f 10.53	85.45	CORAM	CM	
				12.32		5.54	2.37	11.00	89.71	BRENT		
1207	83	188	L	6.15Pm	1.00	5.59	s 2.45	s 11.15	92.64	COLUMBIA FALLS	CF	
1210		46		6.25	1.10	6.03	2.51	f 11.21	95.58	HALF MOON		
1215	Yard	1473	A	6.45Pm	A 1.30Pm	A 6.15Pm	A 3.00Pm	A 11.30Am	100.28	WHITEFISH	WF	
				.30	8.00	2.55	3.10	3.30		Time Over Subdivision		
				15.28	12.50	34.38	31.67	28.65		Average Speed Per Hour		

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

No. 1 is superior to all trains;

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

No. 1 Register by ticket Blackfoot.

Conditional stops—

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

CLEARING OF STREAMLINERS

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

The time of No. 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 54

Effective February 23, 1947

Mountain Time

STATIONS

Distance from Whitefish	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
	2	4	28		460	472	446	684	368	
	Streamliner							Mon., Wed. Fri.	Daily Ex. Sun.	
	Daily	Daily	Daily		Daily	Daily	Daily			
100.28	A 9.45Am	A 7.20Pm	A f 11.10Pm		A 10.15Am	A 6.30Pm	A 2.45Am		A 2.00Pm	KRDNPW IOYXB
7.29										
92.99	9.36	7.09	s 10.58		9.55	6.15	2.29		1.40	DNPW
5.18										
87.81	9.29	7.01	f 10.49		9.43	6.05	2.18		1.00	P
3.70										
84.11	9.23	6.54	f 10.43		9.35	5.57	2.10		12.50	P
4.58										
79.53	⁴⁶⁰ 9.15	6.45	f 10.34		² 9.15	5.46	1.58		³ 12.32	DNPW Y
2.70										
76.83	9.10	6.39	f 10.27		²⁷ 8.49	5.40	1.52		12.05Pm	P
3.12										
73.71	²⁷ 9.05	6.34	f 10.22		8.35	5.33	1.45		11.55Am	P
6.26										
67.45	8.54	6.23	f 10.10		⁶⁸³ 8.20	5.20	1.30		11.35	DNPW IYX
6.80										
60.65	8.39	6.01	f 9.48		7.35	4.35	12.50		11.00	PW
3.08										
57.57	8.31	5.52	f 9.38		7.21	4.21	12.36		10.40	P
4.41										
53.16	8.20	5.40	f 9.26		7.03	4.03	12.18		10.20	IP KDNPW BOYX
3.91										
49.25	8.11	5.30	s 9.15		6.50	3.50	12.05Am		10.00	P
5.66										
43.59	8.01	5.17	f 9.00		6.20	3.15	11.35Pm		9.15	P
4.83										
38.76	7.53	5.08	f 8.50		6.03	2.58	11.18		8.55	P
5.40										
33.36	7.43	4.58	f 8.40		5.45	2.40	11.00		8.35	DNIYPW
10.65										
22.71	7.26	4.40	f 8.20		5.20	³ 2.18	10.35		8.00	DNP
7.88										
14.83	⁶⁸⁴ 7.14	4.27	f 8.06		5.00	1.57	10.15		² 7.14	DPW
4.28										
10.57	7.07	4.21	7.57		4.52	1.49	10.07		6.43	PI
2.93										
7.64	7.03	s 4.15	s 7.50		4.45	1.43	10.00		6.35	A 7.30Am DNJYXP
2.94										
4.70	6.59	4.08	f 7.33		4.35	1.35	9.50		6.12	7.20 P KRDNPW BOXZI
4.70										
	L ³⁶⁸ 6.50Am	L 4.00Pm	L 7.25Pm		L 4.15Am	L 1.15Pm	L 9.30Pm		L 6.00Am	L ² 7.00Am
Time Over Subdivision	2.55	3.20	3.45		6.00	5.15	5.15		8.00	.30
Average Speed Per Hour	34.38	30.08	26.74		16.71	19.10	19.10		12.50	15.28

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

- No. 1 is superior to all trains;
- No. 2 is superior to all trains except No. 1.
- No. 2 Register by ticket Blackfoot.

Conditional stops—

No. 4 at Belton, Glacier Park and Browning to discharge revenue passengers from Spokane and west, and to pick up revenue passengers for points south of Shelby, or east of Havre where No. 4 scheduled to stop.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 54		Telegraph Calls		
	Sidings	Other Tracks	687			1 3 27				Effective February 23, 1947				
			Mon., Wed. Fri.			Streamliner	Daily	Daily		Daily	Mountain Time			
STATIONS														
1215	Yard	1473			L 5.00Am			L 6.15Pm	L 3.10Pm	L 11.40Am		..... WHITEFISH.....	WF
1220	151				5.20			6.26	3.21	f 11.50	6.00	..... 6.00 VISTA.....	
1227	194 E70 W70	15			5.40			6.34	3.30	f 11.58Am	11.81	..... 5.81 LUPFER.....	
1232		26			6.20			6.41	3.38	f 12.06Pm	17.27	..... 5.46 OLNEY.....	KY
1238	139 E110 W113	17			6.40			6.48	3.47	f 12.15	23.05	..... 5.78 RADNOR.....	
1245		17			7.10			6.57	3.57	f 12.26	30.11	..... 7.06 STRYKER.....	SY
1251	136	15			7.35			7.04	4.06	f 12.34	36.08	..... 5.97 TREGO.....	
1256		16			8.15			7.10	4.14	f 12.42	40.70	EASTWARD } FORTINE.....	FR	
1262		71			8.40			7.17	4.22	f 12.50	46.61	FREIGHT TRK. } TOBACCO.....	BA	
1267	140 E100 W134	39			9.45			7.24	4.30	s 1.01	52.39	..... 5.78 EUREKA.....	KA
1276		144			10.30			7.36	4.42	s 1.15	61.26	..... 8.87 REXFORD.....	RD
1280	137	6			11.00			7.49	4.57	f 1.30	72.05	..... 10.80 STONEHILL.....	
1282	145	5			11.30			8.03	5.11	f 1.45	83.21	..... 11.15 URAL.....	
1287	131	4			11.50Am			8.09	5.17	f 1.54	88.16	..... 4.95 VOLCOUR.....	VR
1292		22			12.05Pm					f 2.02	92.85	..... 4.69 WARLAND.....	WR
1295	139 E65 W65	10			12.20			8.19	5.28	f 2.08	95.86	..... 3.01 YARNELL.....	
1302		10			12.40			8.29	5.40	f 2.19	103.76	..... 7.90 JENNINGS.....	
1308	152	3			1.06			8.36	5.48	f 2.27	109.48	..... 5.72 RIPLEY.....	
1315	258	165			1.30			8.45	f 6.00	s 2.40	116.32	..... 6.84 LIBBY.....	CK
1326		15			1.55			9.00	6.17	2.58	127.33	..... 11.01 KOOTENAI FALLS.....	
1332	Yard	845			2.15Pm			9.15Pm	A 6.30Pm	A 3.10Pm	134.55	DOUBLE TRACK } 7.22 TROY.....	UX	
					9.15			3.00	3.20	3.30		Time Over Subdivision		
					14.55			44.85	40.36	38.44		Average Speed Per Hour		

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

- No. 1 is superior to all trains;
- No. 2 is superior to all trains except No. 1.
- No. 1 Register by ticket at Troy.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 54 Effective February 23, 1947 Mountain Time		Distance from Troy	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
			2	4	28	472	446	460	688		
			Streamliner							Tues. Thurs., Sat.	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily			
..... WHITEFISH		134.55	A 6.50Am	A 3.50Pm	A 7.15Pm	A 10.55Am	A 8.10Pm	A 3.00Am	A 2.15Pm	KRDNPZ BWOXI	
..... VISTA		129.15	6.35	3.40	f 7.04	10.35	7.50	2.40	1.55	P	
..... LUPFER		122.74	6.27	3.30	f 6.53	10.23	7.38	2.28	1.40	P	
..... OLNEY		117.28	⁶⁸⁷ 6.20	3.21	f 6.41	10.12	7.27	2.17	1.15	DNPW	
..... RADNOR		111.50	6.13	3.14	f 6.21	10.00	7.15	2.05	12.45	P	
..... STRYKER		104.44	6.04	3.04	f 6.10	9.45	¹ 6.57	1.50	²⁷ 12.26Pm	DNPWY	
..... TREGO		98.47	5.56	2.54	f 6.00	9.23	6.15	1.28	11.45Am	P	
EASTWARD FREIGHT TRK. {	..... FORTINE	93.85	5.49	2.46	f ⁴⁴⁶ 5.51	⁶⁸⁷ 9.05	²⁸ 5.51	1.10	11.15	DP
	..... TOBACCO	87.04	5.41	2.36	f ⁴⁴⁶ 5.40	⁶⁸⁷ 8.40	²⁸ 5.29	12.45	10.45	DNPWI
..... EUREKA		82.16	5.33	2.27	s 5.30	8.20	5.10	12.25Am	10.20	DP	
..... REXFORD		73.29	5.21	2.14	s 5.14	7.55	³ 4.42	11.55Pm	9.05	DNPWY	
..... STONEHILL		62.49	5.08	2.00	f ³ 4.57	7.35	4.07	11.32	8.35	PW	
..... URAL		51.34	4.54	²⁷ 1.45	f 4.42	7.15	3.45	11.10	8.05	P	
..... VOLCOUR		46.39	4.48	1.36	f 4.34	7.05	3.35	11.00	7.50	DNPW	
..... WARLAND		41.70			f 4.26				7.35	DP	
..... YARNELL		38.69	4.38	1.25	f 4.21	6.51	3.20	10.45	7.20	P	
..... JENNINGS		30.79	4.27	1.14	f 4.10	6.37	3.04	10.30	6.55	P	
..... RIPLEY		25.07	4.20	⁶⁸⁷ 1.06	f 4.01	6.27	2.53	10.18	6.35	P	
..... LIBBY		18.23	4.12	f 12.55	s 3.50	⁶⁸⁸ 6.15	²⁷ 2.40	10.05	⁴⁷² 6.15	DNPW	
DOUBLE TRACK {	..... KOOTENAI FALLS	7.22	3.57	12.37	f 3.33	5.45	⁶⁸⁷ 2.00	9.35	5.20	PI KRDNP
	..... TROY		L 3.45Am	L 12.25Pm	L 3.20Pm	L 5.25Am	L 1.40Pm	L ¹ 9.15Pm	L 5.00Am	BWOX
Time Over Subdivision			3.05	3.25	3.55	5.30	6.30	5.45	9.15		
Average Speed Per Hour			43.64	39.38	34.35	24.46	20.70	23.40	14.55		

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

No. 1 is superior to all trains;

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

No. 2 Register by ticket Troy.

Conditional stops—

No. 4 at stations west of Whitefish to pick up revenue passengers for south of Shelby or east of Havre where No. 4 is 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.

8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 54		Telegraph Calls
	Sidings	Other Tracks	689			1 3 27				Effective February 23, 1947		
			Tue., Thur., Sat.			Streamliner	Daily	Daily		Daily	Pacific Time	
STATIONS												
1332	Yard	845			L 5.00Am			L ⁴⁶⁰ 8.15Pm	L 5.35Pm	L ²⁸ 2.15Pm		UX
1340	149	80			5.35			8.24	5.47	2.27	6.68	BY
1347	131	14			6.00			8.36	6.00	⁶⁹⁰ 2.40	18.71	ON
1353	70	6			6.25			8.48	6.12	2.53	20.64	
1360	122	10			6.45			8.59	6.24	3.05	27.03	
1364	E119 W68	135			7.30			9.05	6.30	s 3.13	31.34	BY
1369	70	18			8.00			9.11	⁴⁶⁰ 6.38	f 3.21	36.31	BY
1376	119	29			8.35			9.19	6.47	f 3.32	42.72	NA
1383	70	8			9.05			9.28	6.57	f 3.44	50.11	
1390	125	10			⁴ 9.45			9.36	7.05	f 3.55	56.93	
1398	W133 E95	293			⁴⁴⁶ 10.15			9.46	7.15	s 4.09	64.78	S
1407	70	13			10.45			9.56	7.27	f 4.22	67.74	
1410	125	15			11.05			10.02	7.34	f 4.29	78.63	
1416	71	42			11.25			10.07	7.40	f 4.35	83.24	
1420	70 E125 W69	135			²⁸ 11.43Am			10.11	7.45	s 4.42	86.88	NC
1427		125			12.30Pm			10.19	7.55	s ⁴⁶⁰ 4.55	93.44	NR
1432		13			12.45			10.23	8.01	f 5.01	96.95	
1436	125	15			1.05			10.29	8.08	f 5.09	101.27	
1442	120	25			1.30			10.40	8.20	f 5.20	107.91	
1445	70	28			1.45			10.44	8.25	f 5.25	110.90	KE
1449	123	32			2.05			10.50	8.31	f 5.33	115.22	
1456	70	11			2.25			10.58	8.40	f 5.43	121.72	
1460	67	55			2.35			11.03	8.45	f 5.49	125.62	SF
1464		93			2.48			11.08	8.52	f 5.57	130.21	
1469	Yard	3184			A 3.00Pm			A 11.15Pm	A 9.00Pm	A 6.05Pm	134.67	HU
					10.00 13.47			3.00 44.89	3.25 39.42	3.50 35.13		

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 Bonner's Ferry, Sand Point, Priest River and Newport to discharge revenue passengers from Fargo and East.

No. 3 Bonner's Ferry to pick up revenue passengers destined Everett, Seattle and Portland.

No. 27 on Flag at Samuels postoffice, 3 miles east Colburn.

No. 3 will stop at Sand Point on flag to receive revenue passengers destined points west of Spokane 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.

FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 54

Effective February 23, 1947

Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2 Streamliner		446	460	472		690	
		Daily	Daily	Daily		Daily	Daily	Daily		Mon., Wed. Fri.	
TROY.....	134.67	A 11.20Am	A ²⁷ 2.15Pm	A 2.45Am	.....	A 12.25Pm	A ¹ 8.00Pm	A 4.10Am	.....	A 3.30Pm	RDNPW BOXK
YAKT.....	127.99	11.06	f 2.05	2.31	.....	12.10Pm	7.45	3.55	.....	3.10	P
LEONIA.....	120.96	10.53	f 1.52	2.18	.....	11.56Am	7.30	3.41	.....	²⁷ 2.40	DP
KATKA.....	114.08	10.40	f 1.39	2.05	.....	11.42	7.15	3.27	.....	2.00	P
CROSSPORT.....	107.64	10.27	f 1.27	1.53	.....	11.29	7.00	3.14	.....	1.35	P
BONNER'S FERRY.....	103.33	10.20	s ⁶⁹⁰ 1.20	1.47	.....	11.20	6.50	3.05	.....	²⁸ 1.20	DNPWV YXJ
MORAVIA.....	98.36	10.12	f 1.08	1.40	.....	11.11	³ 6.38	2.56	.....	12.20Pm	P
NAPLES.....	91.95	10.04	f 12.57	1.32	.....	10.58	6.23	2.45	.....	11.55Am	DPW
ELMIRA.....	84.56	9.54	f 12.45	1.23	.....	10.44	6.10	2.32	.....	11.15	P
COLBURN.....	77.74	⁶⁸⁹ 9.45	f 12.34	1.15	.....	10.30	5.56	2.19	.....	10.50	P
SAND POINT.....	69.89	9.33	s 12.20	1.05	.....	⁶⁸⁹⁻⁶⁹⁰ 10.15	5.41	2.05	.....	⁴⁴⁶ 10.15	DNPWV YXZ
DOVER.....	66.93		f 12.11		.....				.....		PV
WRENCOE.....	61.05	⁶⁹⁰ 9.19	f 12.03Pm	12.54	.....	10.02	5.28	1.51	.....	⁴ 9.19	P
LACLEDE.....	56.05	9.13	f 11.56Am	12.48	.....	9.54	5.20	1.42	.....	8.55	P
THAMA.....	51.33	9.07	f 11.49	12.42	.....	9.47	5.13	1.34	.....	8.40	P
PRIEST RIVER.....	47.79	9.02	s ⁶⁸⁹ 11.43	12.38	.....	9.41	5.07	1.28	.....	8.30	D P
NEWPORT.....	41.23	8.50	s 11.30	12.29	.....	9.30	²⁷ 4.55	1.15	.....	8.00	DNPWV
PENRITH.....	37.72	8.42	f 11.21	12.24	.....	9.18	4.38	1.03	.....	7.35	P
SCOTIA.....	33.40	8.35	f 11.15	12.18	.....	9.09	4.29	12.54	.....	7.20	P
CAMDEN.....	26.76	8.23	f 11.03	12.07	.....	8.51	4.11	12.36	.....	7.00	PW
BLK.....	23.77	8.19	f 10.57	12.02Am	.....	8.44	4.04	12.29	.....	6.50	PDN
MILAN.....	19.45	8.13	f 10.49	11.56Pm	.....	8.35	3.55	12.20	.....	6.30	P
CHATTAROY.....	12.95	8.04	f 10.38	11.48	.....	8.22	3.42	12.08	.....	6.10	P
DEAN.....	9.05	7.59	f 10.32	11.43	.....	8.15	3.35	12.01Am	.....	6.00	DNPXJ
MEAD.....	4.46	7.53	f 10.24	11.37	.....	8.05	3.25	11.51Pm	.....	5.45	P
HILLYARD.....		⁴⁴⁶ L 7.45Am	L 10.15Am	⁴⁷² L 11.30Pm	.....	⁴ L 7.55Am	L 3.15Pm	² L 11.40Pm	.....	L 5.30Am	KRDNPW BOXIYZT
Time Over Subdivision		3.35	4.00	3.15		4.30	4.45	4.30		10.00	
Average Speed Per Hour		37.68	33.67	41.44		29.93	28.35	29.93		13.47	

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

Conditional stops—

- No. 4 Newport daily except Sunday.
- No. 4 Sandpoint to discharge revenue passengers originating west of Spokane.
- No. 4 Bonner's Ferry to discharge revenue passengers from Portland, Seattle, and Everett.
- No. 4 any station west of Troy to pick up revenue passengers for points south of Shelby and east of Havre where No. 4 is scheduled to stop.
- No. 28 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		FIRST CLASS					Distance from Columbia Falls	Time Table No. 54 Effective February 23, 1947 Mountain Time		Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Sidings	Other Tracks	369	249	247	245	243		STATIONS	244				246	248	250	370	
			Daily Ex. Sun.	Daily	Daily	Daily	Daily											Daily
1207	181	L 7.35Am	L 8.00Pm	L 4.25Pm	L 2.50Pm	L 11.25Am	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 11.00Am	A 2.30Pm	A 4.10Pm	A 7.30Pm	A 6.10Pm	
.....	2	.....	f 8.05	f 4.30	f 2.55	f 11.30	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.55	f 2.25	f 4.05	f 7.25	.....
WB5	41	8.00	f 8.12	f 4.37	f 3.02	f 11.37	5.28	LA SALLE	.....	9.06	P	f 10.48	f 2.18	f 3.58	f 7.18	5.40	
.....	f 8.21	f 4.46	f 3.11	f 11.46	9.91	ROSE CROSSING	.....	4.43	.....	f 10.39	f 2.09	f 3.49	f 7.09	.....
WB 14	Yard	331	A 8.45Am	A 8.30Pm	A 4.55Pm	A 3.20Pm	A 11.55Am	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 10.30Am	L 2.00Pm	L 3.40Pm	L 7.00Pm	L 5.00Pm
.....	1.10	.30	.30	.30	.30	Time Over Subdivision	.....	.....	.....	.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	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. 54 Effective February 23, 1947 Pacific Time		Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	379			STATIONS	380					
			Monday and Friday								Monday and Friday	
KV26	Yard	37	.....	L 6.30Am	.....	.....	PORT HILL	.....	26.11	DPO	A 1.30Pm	.....
KV17	18	.....	s 7.05	9.18	.....	COPELAND	.....	16.93	.....	s 12.40	.....
KV8	15	.....	s 7.50	18.54	.....	RITZ	.....	7.57	.....	s 12.10Pm	.....
.....	25.55	.....	SPOKANE INT. RY. CROSSING	.....	0.56	.....	.....	.....
1864	135	.....	A 8.20Am	26.11	.....	BONNERS FERRY	BY	.....	RDNPW BYXJV	L 11.40Am	.....
.....	1.50	.....	.....	Time Over Subdivision	.....	.....	.....	1.50	.....
.....	14.2	.....	.....	Average Speed Per Hour	.....	.....	.....	14.2	.....

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

WESTWARD

SEVENTH SUBDIVISION

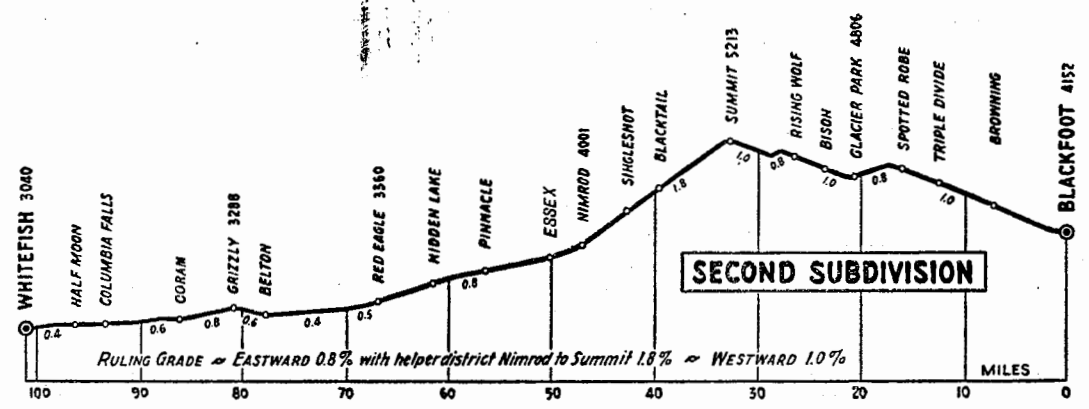
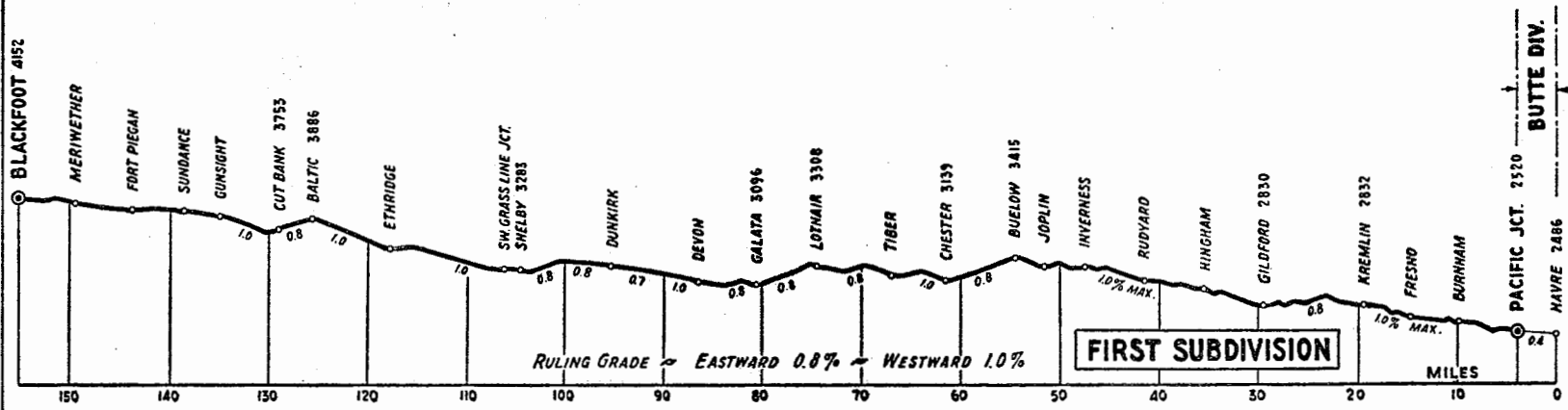
EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 54 Effective February 23, 1947 Mountain Time		Telegraph Calls	Distance from Hubbard	SIGNS
	Sidings	Other Tracks	.....					STATIONS			
											
WB25	Yard	.....	.....	.....	.....	.....	SOMERS	OB	38.84	DWOPX	.....
WB21	7	.....	.....	.....	4.67	BALLS CROSSING	.....	34.17	RB	.....
WB14	Yard	.....	.....	.....	.....	9.62	KALISPELL	K	29.22	JZ BRKDN PWYX	.....
WB24	51	.....	.....	.....	18.76	KILA	.....	20.08	.....	.....
WB32	25	.....	.....	.....	26.56	ATHENS	.....	12.28	.....	.....
WB38	14	.....	.....	.....	31.96	MARION	.....	6.88	YW	.....
WB42	24	.....	.....	.....	36.30	BITTERROOT	.....	2.54	.....	.....
WB44	43	.....	.....	.....	38.84	HUBBARD	.....	.....	.....	.....
.....	Time Over Subdivision	.....	.....	.....	.....
.....	Average Speed per Hour	.....	.....	.....	.....

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
1st Subdivision			
Montana Power Spur.....	4.50 miles east Cut Bank.....	24	East End
O'Neill Spur.....	1.50 miles west of Cut Bank.....	24	East End
2nd Subdivision			
Vertz & Vertz Lbr. Mill Spur.....	3 Miles east Red Eagle.....	2	West End
J. Neils Lbr. Co. Spur.....	1 mile west Coram.....	3	West End
Grizzly Spur.....	5.2 miles east Coram.....	50	East End
Brent Pit.....	500 feet west Brent.....	35	West End
3rd Subdivision			
Warland Pit.....	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.....	33	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
Delbom 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			
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



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