

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. HowellBonners 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.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 55

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND

PACIFIC TIME

Sunday, March 16, 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. 55		Telegraph Calls		
	Stages	Other Tracks	657	681	1	41	'3	261	27		Effective March 16, 1947				
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner	Daily	Daily Ex. Sunday	Daily	Daily		Daily	Mountain Time			
Yard	2011	L	6.00Am		L	12.05Pm	L	8.10Am	L	7.00Am	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	L f 7.08Am	L	3.37Am	4.03	Double Track	4.03	PACIFIC JUNCTION	
967	128	6	6.35		12.18		8.24	f 7.16		3.45	9.97		5.94	BURNHAM	
971	61	14	6.50		² 12.24		8.30	f ⁴⁶⁰ 7.23		3.51	14.62		4.65	FRESNO	
976	128	44	⁴⁶⁰ 7.11		12.29		8.36	s 7.32		3.57	19.36		4.74	KREMLIN	KN
986	129	33	²⁶¹ 7.50		12.41		8.49	s ⁶⁵⁷ 7.50		4.10	29.47		10.11	GILDFORD	GB
992	61	30	8.20		12.48		8.56	s 8.01		4.17	35.40		5.93	HINGHAM	HG
998	142	35	8.35		12.55		9.03	s 8.12		4.24	41.37		5.97	RUDYARD	RU
1004	126	29	8.55		⁶⁵⁸ 1.02		9.11	s 8.24		4.32	47.61		6.24	INVERNESS	RN
1008		32	9.05		1.06		9.16	s 8.31		4.38	51.45		3.54	JOPLIN	JO
1018	E99 W125 E89		³ 9.20		1.10		⁶⁵⁷ 9.20	f 8.36		4.43	54.42		2.97	BUELOW	
1018	W60	66	9.50		1.18		f 9.30	s 8.50		4.55	61.52		7.10	CHESTER	CH
1024	138	14	10.05		1.24		f 9.37	f 8.58		5.03	67.06		5.64	TIBER	
1031	129	20	10.30		1.33		9.46	s 9.12		5.12	74.59		7.53	LOTHAIR	AR
1037	60	39	² 11.12		1.40		⁶⁵⁸ 9.53	s 9.24		⁴⁶⁰ 5.19	80.58		5.99	GALATA	GA
1043	141 E89	24	11.30		⁴⁷² 1.47		10.00	s ⁶⁵⁸ 9.37		5.26	86.60		6.02	DEVON	CD
1052	W60 E169	10	11.50Am		1.57		10.11	f 9.53		5.36	95.34		8.74	DUNKIRK	
1061	W241	407	12.35Pm	L 8.30Am	s 2.10	L ³⁻² 10.50Am	s ⁴¹⁻² 10.30	s 10.15	s 6.00	104.67			9.33	SHELBY	SH
1063			12.40	A 8.40Am	2.13	A 10.53Am	10.33	10.18	6.03	106.16			1.49	SWEET GRASS LINE JCT.	
1074	W122	31	1.10		2.27		10.51	s 10.39		6.21	117.70		11.54	ETHRIDGE	DG
1082			1.35		2.38		11.03	f 10.53		6.34	125.46		7.76	BALTIC	
1087	130	186	1.55		2.45		s ²⁶¹ 11.10	A ³ 11.00Am		6.43	128.95		3.49	CUT BANK	CT
1093		8	2.15		2.55		11.21		6.55	134.97			6.02	GUNSIGHT	
1095		30	2.30		3.00		11.27		7.01	138.55			3.53	SUNDANCE	
1100	W59	7	¹ 3.06		⁶⁵⁷ 3.06		11.34		7.08	143.79			5.24	FORT PIEGAN	
1106		9	3.25		3.13		11.41		7.15	149.22			5.43	MERIWEATHER	
1112	Yard	630	A 3.45Pm		A 3.20Pm		A 11.50Am		A f 7.25Am	155.19			5.97	BLACKFOOT	BF
			9.30 15.91	10 9.60	3.08 48.24	.03 29.80	3.33 42.58	3.52 32.31	3.48 39.78						
			Time Over Subdivision Average Speed Per Hour												

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

No. 1 Register by ticket Shelby and Blackfoot.

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 55

Effective March 16, 1947
Mountain Time

Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
	2	262	40	4	28	460	472	446	658	682	
	Streamliner		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Tue. Thur. and Sat.	Daily Ex. Sunday	

STATIONS

Double Track	HAVRE	155.19	A 12.55Pm	A 7.00Pm	A 10.55Pm	A 3.35Am	A 8.00Am	A 4.40Pm	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.

Distance from Blackfoot	STATIONS	Automatic Block Signals	AUTOMATIC BLOCK SIGNALS										SIGNS																
			151.16	145.22	140.57	135.83	125.72	119.70	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	29.78	26.24	20.22	16.64	11.40	5.97	
4.03	PACIFIC JUNCTION		A 12.40Pm	A f 6.52Pm	A 10.48Pm	A 3.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm																			JIPY
5.94	BURNHAM		12.32	f 6.43	10.40	3.17	7.34 ²⁶¹	4.11	11.34	3.15																			P
4.65	FRESNO		12.24	f 6.34	10.34	3.08	7.23 ²⁶¹	4.01	11.26	2.55																			P
4.74	KREMLIN		12.18	s 6.24	10.28	2.59	7.11 ⁶⁵⁷	3.51	11.18	2.40																			DNP
10.11	GILDFORD		12.07	s 6.08	10.16	2.43	6.55	3.33	11.00	2.10																			DPW
5.93	HINGHAM		12.01Pm	s 5.56	10.09	2.33	6.45	3.23	10.50	1.50																			DP
5.97	RUDYARD		11.54Am	s 5.44	10.02	2.23	6.35	3.13	10.40	1.25																			DP
6.24	INVERNESS		11.47	s 5.32	9.55	2.13	6.25	3.03	10.30	1.02																			DNP
3.84	JOPLIN		11.43	s 5.25	9.51	2.07	6.19	2.57	10.25	12.30																			DP
2.97	BUELOW		11.40	f 5.19	9.47	2.02	6.14	2.52	10.20	12.10Pm																			P
7.10	CHESTER		11.32 ⁶⁵⁸	s 5.07	9.35	1.50	5.59	2.37	10.05	11.32Am ²																			DNPW
5.04	TIBER		11.26	f 4.55	9.27	1.41	5.49	2.27	9.54	10.40																			P
7.53	LOTHAIR		11.18	s 4.44	9.17	1.31	5.34	2.12	9.39	10.15																			DP
5.99	GALATA		11.12 ⁶⁵⁷	s 4.32	9.09	1.22	5.19 ²⁷	2.00	9.27	9.53 ³																			DP
6.02	DEVON		11.05	s 4.20	9.01	1.13	5.03	1.47 ¹	9.15	9.37 ²⁶¹																			DNPW
8.74	DUNKIRK		10.56	f 4.05	8.50	1.00	4.48	1.15	9.00	9.15																			P
9.33	SHELBY		10.45 ³⁻⁴¹	s 3.50	8.35 ⁴⁴⁶	12.45	4.30	12.55	8.35 ⁴	8.50	A 12.10Pm																		BRKDNP WOIYXXJC
1.49	SWEET GRASS LINE JCT.		10.42	3.40	8.25 ⁴⁴⁶	12.35	4.20	12.45	8.15 ⁴	8.10	L 12.01Pm																		PXJ
11.54	ETHRIDGE		10.30	s 3.23	8.11	12.19	4.01	12.26	7.58	7.45																			DP
7.76	BALTIC		10.22	f 3.09	8.01	12.08	3.48	12.13	7.46	7.25																			P
3.49	CUT BANK		10.17	L 3.00Pm	7.55	12.01Am	3.40	12.05Pm	7.38	7.15																			DNWIP
6.02	GUNSIGHT		10.10		7.44	11.49Pm	3.25	11.50Am	7.25	6.55																			
3.88	SUNDANCE		10.06		7.39	11.44	3.18	11.43	7.18	6.45																			P
5.24	FORT PIEGAN		10.00		7.33	11.37	3.08	11.33	7.09	6.30																			P
5.43	MERIWETHER		9.54		7.27	11.29	2.58	11.23	7.00	6.15																			P
5.97	BLACKFOOT		L 9.47Am		L 7.20Pm	L f 11.20Pm	L 2.45Am	L 11.10Am	L 6.45Pm	L 6.00Am																			BRKDNP WOYIX
Time Over Subdivision			2.53	3.52	.05	3.28	4.07	5.00	5.15	5.00	9.30	0.09																	
Average Speed Per Hour			52.43	32.31	17.88	43.60	36.72	30.23	28.79	30.23	16.91	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 to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS					Distances from Blackfoot	Time Table No. 55		Telegraph Calls
	Sittings	Other Tracks	371	683	251	1	3	27	241		Effective March 16, 1947	Mountain Time	
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Streamliner Daily	Daily	Daily	Daily					STATIONS
1112	Yard	830		L 5.30Am		L 3.20Pm	L 11.50Am	L 7.25Am				BLACKFOOT	BF
1120	E 124 W 104	60		6.20		3.32	12.05Pm	s 7.42		7.29		BROWNING	BG
1125	93	14		6.40		3.40	12.15	7.53		12.47		TRIPLE DIVIDE	
1130	130	6		6.55		3.46	12.22	8.00		16.17		SPOTTED ROBE	
1133	95	150		7.35		3.55	12.32	f 8.12		20.75		GLACIER PARK	MD
1136	112	10		7.45		4.00	12.37	8.18		23.45		BISON	
1141	E 129 E 112	10		8.00		4.06	12.43	8.25		26.57		RISING WOLF	
1147	W 130	31		8.40		4.17	12.55	f 8.40		32.58		SUMMIT	SM
1153	E 60	9		8.58		4.29	1.08	8.53		39.63		BLACKTAIL	
1157		13		9.06		4.35	1.14	9.00		42.71		SINGLESHOT	
1161	E 61 E 98	13		9.15		4.44	1.23	9.10		47.12		NIMROD	
1165	W 136	212		9.50		4.52	1.30	s 9.20		51.03		ESSEX	SX
1171		18		10.10		5.01	1.40	9.32		56.69		PINNACLE	
1175		14		10.25		5.09	1.49	9.42		61.52		HIDDEN LAKE	
1181	E 116 W 99	14		10.55		5.18	1.58	f 9.53		66.92		RED EAGLE	NY
1192	E 150 E 60	96		11.50Am		5.35	2.18	f 10.14		77.57		BELTON	BE
1200	W 60	15		12.20Pm		5.47	2.31	f 10.30		85.45		CORAM	CM
				12.32		5.54	2.37	10.38		89.71		BRENT	
1207	83	188	L 7.15Pm	1.00	L 6.25Pm	5.59	s 2.45	10.44	L 10.05Am	92.64		COLUMBIA FALLS	CF
1210		46	7.25	1.10	f 6.31	6.03	2.51	10.50	f 10.11	95.58		HALF MOON	
1215	Yard	1473	A 7.45Pm	A 1.30Pm	A 6.40Pm	A 6.15Pm	A 3.00Pm	A 11.00Am	A 10.20Am	100.28		WHITEFISH	WF
			.30 15.28	8.00 12.50	0.15 30.58	2.55 34.38	3.10 31.67	3.35 27.99	0.15 30.58			Time Over Subdivision Average Speed Per Hour	

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

No. 1 is superior to all trains;

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

No. 1 Register by ticket Blackfoot.

Conditional stops—

No. 3 at Browning, Glacier Park and Belton to 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. 55

Effective March 16, 1947

Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS	
		2 Streamliner	242	4	28	252	472	446	460	684			368
										Mon., Wed. Fri.	Daily Ex. Sun.		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily					
BLACKFOOT	100.28	A 9.47Am		A 7.20Pm	A f 11.20Pm	A 10.55Am	A 6.30Pm	A 2.30Am	A 2.00Pm			KRDNPW IOYXB	
7.29 BROWNING	92.99	9.38		7.09	s 11.08	10.40	6.15	2.14	1.40			DNPW	
5.18 TRIPLE DIVIDE	87.81	9.31		7.01	f 10.57	10.30	6.05	2.03	1.00			P	
3.70 SPOTTED ROBE	84.11	9.25		6.54	f 10.50	10.22	5.57	1.55	12.50			P	
4.58 GLACIER PARK	79.53	9.17		6.45	f 10.40	10.11	5.46	1.43	³ 12.32			DNPW Y	
AUTOMATIC BLOCK SIGNALS													
2.70 BISON	76.83	9.12		6.39	f 10.33	10.05	5.40	1.37	12.05Pm			P	
3.12 RISING WOLF	73.71	9.07		6.34	f 10.27	9.58	5.33	1.30	11.55Am			P	
6.26 SUMMIT	67.45	²⁷⁻⁸⁸³ 8.56		6.23	f 10.15	9.45	5.20	1.15	11.35			DNPW IYX	
6.80 BLACKTAIL	60.65	8.41		6.01	f 9.53	9.00	4.35	12.35	11.00			PW	
3.03 SINGLESHOT	57.57	8.33		5.52	f 9.43	8.46	4.21	12.21	10.40			P	
DOUBLE TRACK													
4.41 NIMROD	53.16	8.23		5.40	f 9.31	8.28	4.03	12.03Am	10.20			IP KDNBPW BOYX	
3.91 ESSEX	49.25	⁴⁷² 8.14		5.30	s 9.20	² 8.14	3.50	11.50Pm	10.00			P	
5.66 PINNACLE	43.59	8.04		5.17	f 9.03	7.30	3.15	11.20	9.15			P	
4.83 HIDDEN LAKE	38.76	7.56		5.08	f 8.53	7.13	2.58	11.03	8.55			P	
5.40 RED EAGLE	33.36	7.46		4.58	f 8.42	6.55	2.40	10.45	8.35			DNIYPW	
DOUBLE TRACK													
10.65 BELTON	22.71	7.30		4.40	f 8.21	6.30	³ 2.18	10.20	8.00			DNP	
7.88 CORAM	14.83	⁶⁸⁴ 7.18		4.27	f 8.05	6.10	1.57	10.00	² 7.18			DPW	
4.26 BRENT	10.57	7.11		4.21	7.56	6.02	1.49	9.52	6.43			PI	
2.93 COLUMBIA FALLS	7.64	7.07	A 11.40Am	s 4.15	7.50	A 8.05Pm	5.55	1.43	9.45	6.35	A 7.30Am	DNJYXP	
2.94 HALF MOON	4.70	7.03	f 11.34	4.08	7.45	f 7.59	5.45	1.35	9.35	6.12	7.20	P	
4.70 WHITEFISH		³⁶⁸ 6.55Am	L 11.25Am	L 4.00Pm	L 7.35Pm	L 7.50Pm	L 5.25Am	L 1.15Pm	L 9.15Pm	L 6.00Am	L 7.00Am	KRDNPW BOXZI	
Time Over Subdivision		2.52	0.15	3.20	3.45	0.15	5.30	5.15	5.15	8.00	.80		
Average Speed Per Hour		34.98	30.58	30.08	26.74	30.58	18.28	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. 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.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 55		Telegraph Calls
	Siding	Other Tracks	687	1	3	27	Effective March 16, 1947					
							Mountain Time					
										STATIONS		
										STATIONS		
1215	Yard	1473		L 5.00Am		L 6.15Pm	L 3.10Pm	L 11.10Am			WHITEFISH.....	WF
1220	151			5.20		6.26	3.21	f 11.21 ⁴⁴⁶	6.00		6.00 VISTA.....	
1227	194	15		5.40		6.34	3.30 ⁴	f 11.30	11.81		5.81 LUFFER.....	
1232	E70 W70	26		6.25 ²		6.41 ²⁸	3.38	f 11.40	17.27		5.46 OLNEY.....	KY
1238	139	17		6.40		6.48	3.46	f 11.49Am	23.05		5.78 RADNOR.....	
1245	E110 W113	17		7.10		6.57 ⁴⁶⁰	3.56	f 12.01Pm	30.11		7.08 STRYKER.....	SY
1251	136	15		7.35		7.04	4.04	f 12.10 ⁶⁸⁸	36.08		5.97 TREGO.....	
1256		16		8.05		7.10	4.11	f 12.19	40.70	EASTWARD	4.62 FORTINE.....	FR
1262		71		8.25		7.17	4.19	f 12.28	46.61	FREIGHT TRK.	5.91 TOBACCO.....	BA
1267	140	89		9.00 ⁴⁴⁶		7.24	4.27	s 12.40	52.29		5.78 EUREKA.....	KA
1276	E100 W134	144		9.45		7.36	4.39 ⁴⁸⁰	s 12.55	61.26		8.87 REXFORD.....	RD
1280	187	6		10.25		7.49	4.53 ²⁸	f 1.11	72.05		10.80 STONEHILL.....	
1282	145	5		11.05		8.03	5.08	f 1.27	83.21		11.15 URAL.....	
1287	131	4		11.25		8.09	5.15	f 1.36 ⁴	88.16		4.95 VOLCOUR.....	VR
1292		22		11.45Am				f 1.45	92.85		4.69 WARLAND.....	WR
1295	139			12.01Pm		8.19	5.27	f 1.51	95.86		3.01 YARNELL.....	
1302	E65 W65	10		12.35		8.29	5.39	f 2.04	103.76		7.90 JENNINGS.....	
1308	152	8		1.06		8.36	5.47	f 2.13	109.48		5.72 RIPLEY.....	
1315	258	165		1.30		8.45	f 6.00	s 2.28 ⁴⁶⁰	116.32		6.84 LIBBY.....	CK
1326		15		1.55 ⁴⁸⁰		9.00	6.17	2.46 ²⁸	127.33	DOUBLE TRACK	11.01 KOOTENAI FALLS.....	
1332	Yard	845		A 2.15Pm		A 9.15Pm	A 6.30Pm	A 3.00Pm	134.55		7.22 TROY.....	UX
				9.15 14.55		3.00 44.85	3.20 40.36	3.50 35.10			Time Over Subdivision Average Speed Per Hour	

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

CLEARING OF STREAMLINERS

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

The time of No. 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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 55

Effective March 16, 1947
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28		446	460	472		688		
		Streamliner									Tues., Thurs., Sat.	
		Daily	Daily	Daily		Daily	Daily	Daily				
WHITEFISH.....	134.55	A 6.55Am	A 3.50Pm	A 7.15Pm	.....	A 11.40Am	A 8.10Pm	A 3.50Am	.....	A 2.15Pm	.....	KRDNPZ BWOXI
6.00 VISTA.....	129.15	6.40	3.40	f 7.04	.....	²⁷ 11.21	7.50	3.30	.....	2.00	.....	P
5.81 LUPFER.....	122.74	6.32	³ 3.30	f 6.53	.....	11.03	7.38	3.18	.....	1.45	.....	P
5.46 OLNEY.....	117.28	⁶⁸⁷ 6.25	3.21	f 6.41	.....	10.52	7.27	3.07	.....	1.25	.....	DNPW
5.78 RADNOR.....	111.50	6.18	3.14	f 6.20	.....	10.40	7.15	2.55	.....	12.58	.....	P
7.06 STRYKER.....	104.44	6.09	3.04	f 6.09	.....	10.25	¹ 6.57	2.40	.....	12.40	.....	DNPWY
5.97 TREGO.....	98.47	6.01	2.54	f 5.58	.....	10.03	6.10	2.18	.....	²⁷ 12.10Pm	.....	P
4.62 EASTWARD FREIGHT TRK. FORTINE.....	98.85	5.54	2.46	f ⁴⁶⁰ 5.49	.....	9.45	²⁸ 5.49	2.00	.....	11.35	.....	DP
5.91 TOBACCO.....	87.94	5.46	2.36	f ⁴⁶⁰ 5.37	.....	9.20	²⁸ 5.26	1.35	.....	11.00	.....	DNPW1
5.78 EUREKA.....	82.16	5.38	2.27	s 5.27	.....	⁶⁸⁷ 9.00	5.06	1.15	.....	10.30	.....	DP
8.87 REXFORD.....	78.29	5.27	2.14	s 5.10	.....	8.30	³ 4.39	12.50	.....	9.05	.....	DNPWY
10.80 STONEHILL.....	62.49	5.14	2.00	f 4.53	.....	8.05	4.02	12.30	.....	8.35	.....	PW
11.15 URAL.....	51.34	5.01	1.45	f 4.36	.....	7.45	3.40	12.10	.....	8.05	.....	P
4.95 VOLCOUR.....	46.89	4.55	²⁷ 1.36	f 4.28	.....	7.35	3.30	12.01Am	.....	7.50	.....	DNPW
4.69 WARLAND.....	41.70	.....	.....	f 4.19	.....	.....	.....	.....	.....	7.35	.....	DP
3.01 YARNELL.....	38.69	4.45	1.25	f 4.14	.....	⁶⁸⁸ 7.20	3.11	11.46Pm	.....	⁴⁴⁶ 7.20	.....	P
7.90 JENNINGS.....	30.79	4.35	1.14	f 4.02	.....	7.05	2.55	11.32	.....	6.55	.....	P
5.72 RIFLEY.....	25.07	4.28	⁶⁸⁷ 1.06	f 3.52	.....	6.53	2.43	11.22	.....	6.35	.....	P
8.84 LIBBY.....	18.23	4.20	f 12.55	s 3.40	.....	6.40	²⁷ 2.28	11.10	.....	6.15	.....	DNPW
11.01 DOUBLE TRACK KOOTENAI FALLS.....	7.22	4.06	12.37	f 3.23	.....	6.10	⁶⁸⁷ 1.58	10.40	.....	5.20	.....	PI KRDNP BWOX
7.22 TROY.....	.....	L 3.55Am	L 12.25Pm	L ²⁷ 3.10Pm	.....	L 5.50Am	L 1.40Pm	L 10.20Pm	.....	L 5.00Am	.....
Time Over Subdivision		3.00	3.25	4.05		5.50	6.30	5.30		9.15		
Average Speed Per Hour		44.85	39.38	32.95		23.07	20.70	24.46		14.55		

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

No. 2 Register by ticket Troy.

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. 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.

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Troy	Time Table No. 55		Telegraph Calls	
	Sidings	Other Tracks	689				1 3 27 263					Effective March 16, 1947			
			Tue., Thur., Sat.				Daily					Pacific Time			
													STATIONS		
1332	Yard	845	L	5.00Am	L	8.15Pm	L	5.35Pm	L	2.05Pm ²⁸				TROY	UX
1340	149	30		5.35		8.24		5.47		2.18	6.68		YAKT		
1347	181	14		6.00		8.36 ⁴⁷²		6.00		2.31 ⁶⁹⁰	13.71		LEONIA	ON	
1353	70	6		6.25		8.48		6.12		2.45	20.64		KATKA		
1360	122	10		6.45		8.59		6.24		2.59	27.03		CROSSPORT		
1364	E119 W68	135		7.30		9.05		6.30		L 7.00Am	31.34		BONNER'S FERRY	BY	
1369	70	18		8.00		9.11		6.38 ²⁶⁴		f 7.10	36.31		MORAVIA		
1376	119	29		8.35		9.19		6.47 ⁴⁷²		f 7.23	42.73		NAPLES	NA	
1383	70	8		9.05		9.28		6.57		f 7.37	50.11		ELMIRA		
1390	125	10		9.45		9.36		7.05		f 7.51	56.93		COLBURN		
1398	W133 E95	298		10.15 ⁴⁶⁰		9.46		7.15		s 8.10	64.78		SAND POINT	S	
										f 8.16	67.74		DOVER		
1407	70	13		10.40		9.56		7.27		f 8.28	73.63		WRENCOE		
1410	125	15		11.00		10.02		7.34		f 8.38	78.63		LACLEDE		
1416	71	42		11.20		10.07		7.40		f 8.48 ⁶⁹⁰	83.34		THAMA		
1420	70	135		11.38Am ²⁸		10.11		7.45		s 9.02 ⁴	86.88		PRIEST RIVER	NC	
1427	E125 W69	125		12.30Pm		10.19		7.55		s 9.20 ⁴⁶⁰	93.44		NEWPORT	NR	
1432		18		12.45		10.23		8.01		f 9.26	96.95		PENRITH		
1436	125	15		1.05		10.29		8.08		f 9.34	101.27		SCOTIA		
1442	120	25		1.30		10.40		8.20		f 9.45	107.91		CAMDEN		
1445	70	28		1.45		10.44		8.25		f 9.50	110.90		ELK	KE	
1449	123	32		2.05		10.50		8.31		f 9.58	115.23		MILAN		
1456	70	11		2.25		10.58		8.40		f 10.08	121.73		CHATTAROY		
1460	67	55		2.35		11.03		8.45		f 10.14	125.63		DEAN	SF	
1464		93		2.48		11.08		8.52		f 10.22	130.21		MEAD		
1469	Yard	3184	A	3.00Pm	A	11.15Pm	A	9.00Pm	A	5.45Pm	A 10.30Am ²⁸	134.67	HILLYARD	HU	
				10.00		3.00		3.25		3.40	3.30		Time Over Subdivision		
				13.47		44.89		39.42		36.73	29.52		Average Speed Per Hour		

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

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

No. 1 Register by ticket Troy.

Conditional stops—

No. 3 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. 263 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. 55 Effective March 16, 1947 Pacific Time	Distance from Hillyard	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		4	28	264	2	446	460	472	690			
		Daily	Daily	Daily	Streamliner Daily	Daily	Daily	Daily	Mon., Wed. Fri.			
TROY 6.08	134.67	A 11.20Am	A 27 2.05Pm		A 2.55Am	A 4.35Am	A 12.25Pm	A 9.05Pm		A 3.30Pm	RDNPW BOXK	
YAKT 7.03	127.99	11.06	f 1.50		2.41	4.20	12.10Pm	8.50		3.10	P	
LEONIA 6.93	120.96	10.53	f 1.36		2.28	4.06	11.56Am	8.36		2.31	DP	
KATKA 6.39	114.03	10.40	f 1.22		2.15	3.52	11.42	7.54		2.00	P	
CROSSPORT	107.64	10.27	f 1.09		2.03	3.39	11.29	7.41		1.35	P	
BONNER'S FERRY 4.31	103.33	10.20	s ⁶⁹⁰ 1.00	A 7.10Pm	1.57	3.30	11.20	7.32		²⁸ 1.00	DNPWV YXJ	
MORAVIA 4.97	98.36	10.12	12.52	f 7.00	1.50	3.21	11.11	7.23		12.20Pm	P	
NAPLES 6.41	91.95	10.04	12.43	f 6.47	1.42	3.10	10.58	7.12		11.55Am	DPW	
ELMIRA 7.39	84.56	9.54	12.33	f 6.30	1.33	2.57	10.44	6.57		11.15	P	
COLBURN 6.82	77.74	9.45	12.23	f 6.15	1.25	2.44	10.30	6.40		10.50	P	
SAND POINT 7.85	69.89	9.33	s 12.10Pm	s 6.00	1.15	2.30	⁶⁸⁹⁻⁶⁹⁰ 10.15	6.28		⁴⁶⁰ 10.15	DNPWV YXZ	
DOVER 2.96	66.93			f 5.52							PV	
WRENCOE 5.88	61.05	⁶⁹⁰ 9.19	11.56	f 5.44	1.04	2.16	10.01	6.14		⁴ 9.19	P	
LACLEDE 5.00	56.05	9.13	11.50	f 5.34	12.58	2.07	9.53	6.05		9.00	P	
THAMA 4.72	51.33	9.07	11.44	f 5.25	12.53	1.59	9.45	5.57		²⁶³ 8.48	P	
PRIEST RIVER 3.54	47.79	²⁶³ 9.02	f ⁶⁸⁹ 11.38	s 5.18	12.49	1.53	9.38	5.51		8.30	D P	
NEWPORT 6.56	41.23	8.50	s 11.25	s 5.05	12.41	1.40	²⁶³ 9.20	5.38		8.00	DNPWOV	
PENRITH 3.51	37.72	8.42	11.16	f 4.56	12.37	1.28	9.08	5.26		7.35	P	
SCOTIA 4.32	33.40	8.35	11.08	f 4.48	12.31	1.19	9.00	5.17		7.20	P	
CAMDEN 6.64	26.76	8.23	10.55	f 4.35	12.20	1.01	8.43	²⁷ 4.59		7.00	PW	
ELK 2.99	23.77	8.19	10.51	f 4.29	12.16	12.54	8.37	4.40		6.50	PDN	
MILAN 4.32	19.45	8.13	10.44	f 4.21	12.10	12.45	8.28	4.30		6.30	P	
CHATTAROY 6.50	12.95	8.04	10.35	f 4.09	12.02Am	12.32	8.16	4.17		6.10	P	
DEAN 3.90	9.05	7.59	10.30	f 4.02	11.57Pm	12.25	8.10	4.10		6.00	DNPXJ	
MEAD 4.59	4.46	7.53	10.23	f 3.54	11.52	12.15	8.00	4.00		5.45	P	
HILLYARD 4.46		L ⁴⁶⁰ 7.45Am	L ²⁶³ 10.15Am	L ⁴⁷² 3.45Pm	L 11.45Pm	L 12.05Am	L ⁴ 7.50Am	L ²⁶⁴ 3.50Pm		L 5.30Am	KRDNPW BOXIYZT	
Time Over Subdivision		3.35	3.50	3.25	3.10	4.30	4.35	5.15		10.00		
Average Speed Per Hour		37.58	35.13	30.24	42.53	29.93	29.39	25.65		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. 264 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. 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.

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS					Distance from Columbia Falls	Time Table No. 55 Effective March 16, 1947 Mountain Time			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 Ex. Sun.
1207	181	L 7.35Am	L 8.10Pm	L 4.25Pm	L 2.50Pm	L 11.45Am	.....	COLUMBIA FALLS 1.84	CF 14.34	BJ RDNPYX	A 10.00Am	A 2.30Pm	A 4.10Pm	A 6.20Pm	A 7.10Pm		
.....	2	.....	† 8.15	† 4.30	† 2.55	† 11.50	1.84	SOLDIERS HOME 3.44	.....	.....	† 9.55	† 2.25	† 4.05	† 6.15	.....		
WB5	41	8.00	† 8.22	† 4.37	† 3.02	† 11.57Am	6.28	LA SALLE 4.63	.....	P	† 9.48	† 2.18	† 3.58	† 6.08	6.40		
.....	† 8.31	† 4.46	† 3.11	† 12.06Pm	9.91	ROSE CROSSING 4.43	.....	4.43	† 9.39	† 2.09	† 3.49	† 5.59	.....		
WB 14	Yard	331	A 8.45Am	A 8.40Pm	A 4.55Pm	A 3.20Pm	A 12.15Pm	14.34	KALISPELL .....	.....	K	L 9.30Am	L 2.00Pm	L 3.40Pm	L 5.50Pm	L 6.00Pm		
.....	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. 55 Effective March 16, 1947 Pacific Time			Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	379					380	Monday and Friday					
			Monday and Friday											
KV26	Yard	37	.....	.....	.....	L 6.30Am	.....	.....	26.11	DPO	A 1.30Pm	.....	.....
KV17	18	.....	.....	.....	† 7.05	9.18	.....	16.93	.....	† 2.40	.....	.....
KV8	15	.....	.....	.....	† 7.50	18.54	.....	7.57	.....	† 2.10Pm	.....	.....
.....	25.55	.....	0.56	.....	.....	.....	.....
1864	185	.....	.....	.....	A 8.20Am	26.11	.....	.....	BY	L 11.40Am	.....	.....
.....	1.50	.....	.....	.....	.....	1.50	.....	.....
.....	14.2	.....	.....	.....	.....	14.2	.....	.....

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

WESTWARD

SEVENTH SUBDIVISION

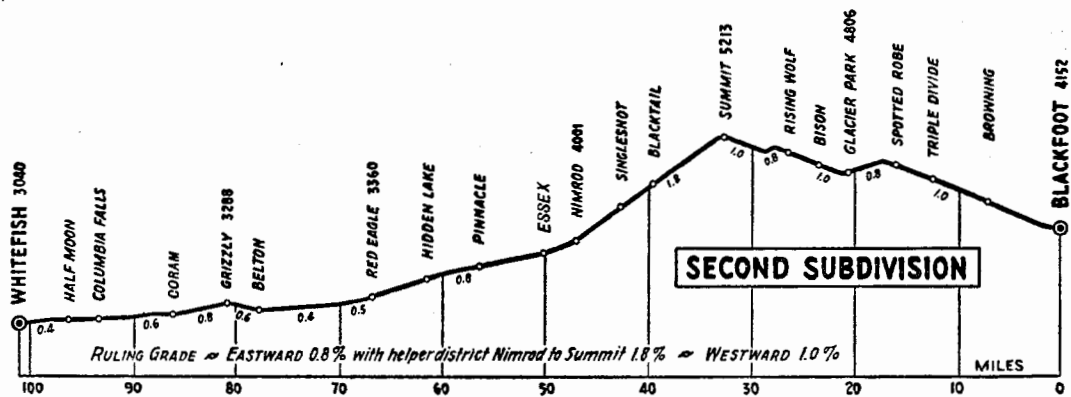
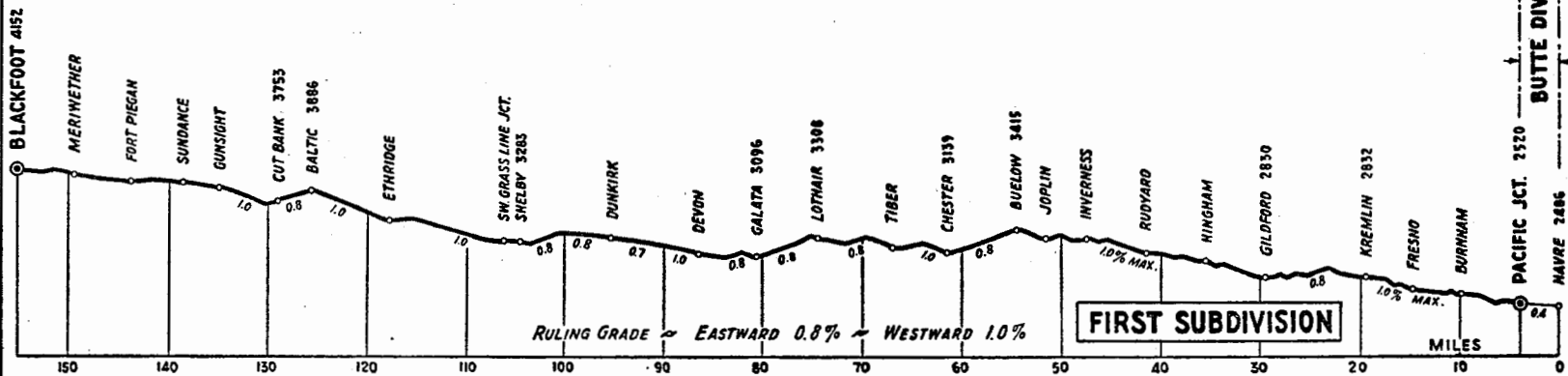
EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 55 Effective March 16, 1947 Mountain Time			Distance from Hubbard	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	.....					.....
													
WB25	Yard	.....	.....	.....	.....	.....	.....	.....	38.84	OB	DWOPX RB	.....	.....
WB21	7	.....	.....	.....	.....	4.67	.....	34.17	.....	JZ	.....	.....
WB14	Yard	.....	.....	.....	.....	.....	9.62	.....	29.22	K	BRKDN PWYX	.....	.....
WB24	51	.....	.....	.....	.....	18.76	.....	20.08	.....	.....	.....	.....
WB32	25	.....	.....	.....	.....	26.56	.....	12.28	.....	.....	.....	.....
WB38	14	.....	.....	.....	.....	31.96	.....	6.88	.....	YW	.....	.....
WB42	24	.....	.....	.....	.....	36.30	.....	2.54	.....	.....	.....	.....
WB44	43	.....	.....	.....	.....	38.84	.....	.....	.....	.....	.....	.....
.....	
.....	

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



Elevation175

