

#### 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. Huggins .....Kalispell, Montana  
Dr. W. L. Forster .....Havre, Montana  
Dr. Philip B. Greene .....Spokane, Washington

#### LOCAL SURGEONS

Dr. D. S. MacKenzie, Sr. ....Havre, Montana  
Dr. Chas. Houtz .....Havre, Montana  
Dr. D. S. MacKenzie, Jr. ....Havre, Montana  
Dr. W. C. Robinson .....Shelby, Montana  
Dr. P. O. Neraal .....Cut Bank, Montana  
Dr. S. D. Whetstone .....Cut Bank, Montana  
Dr. W. Q. Conway .....Kalispell, Montana  
Dr. T. B. Moore .....Kalispell, Montana  
Dr. E. P. Cockrell .....Kalispell, Montana  
Dr. W. W. Taylor .....Whitefish, Mont.  
Dr. A. T. Lees .....Whitefish, Mont.  
Dr. J. B. Simons .....Whitefish, Montana  
Dr. Chester A. Clark .....Eureka, Montana  
Dr. James M. Cairns .....Libby, Montana  
Dr. R. M. Howell .....Bonners Ferry, Idaho  
Dr. E. A. Lee .....Newport, Washington  
Dr. Wm. F. Tyler .....Sand Point, Idaho  
Dr. Leslie J. Stauffer .....Priest River, Idaho  
Dr. J. Farrow .....Hillyard, Washington  
Dr. H. E. Wheeler .....Spokane, Washington  
Dr. L. A. Parsell .....Spokane, 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 57

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND  
PACIFIC TIME

## Sunday, June 15, 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.



Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS					Distances from Havre	Time Table No. 57		Telegraph Code	
	Siding	Other Tracks	657	681	1	41	3	43	261		27	Effective June 15, 1947		
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday		Daily	Mountain Time		

Yard	2011	L 6.15Am	L 12.05Pm	L 8.10Am	L 6.00Am	L 3.30Am	Double Track	HAVRE	HX
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

Station	Capacity	Other	THIRD CLASS	FIRST CLASS	Distances	STATIONS	Telegraph
961	29		L 6.30Am	L 12.12Pm	L 8.17Am	PACIFIC JUNCTION	
967	128	6	6.45	12.19	8.24	BURNHAM	
971	61	14	7.00	12.24	8.30	FRESNO	
976	128	44	7.20	12.29	8.36	KREMLIN	KN
986	129	33	7.55	12.41	8.49	GILDFORD	GR
992	61	30	8.15	12.48	8.56	HINGHAM	HG
998	142	35	8.35	12.55	9.03	RUDYARD	RU
1004	126	29	8.55	1.02	9.11	INVERNESS	IN
1008		82	9.05	1.06	9.16	JOPLIN	JO
1013	E99 W125 E89 W60	66	9.20	1.10	9.20	BUELOW	
1018	W60	66	9.50	1.18	9.30	CHESTER	CH
1024	138	14	10.05	1.24	9.37	TIBER	
1031	129	20	10.30	1.33	9.46	LOTHAIR	AR
1037	60	39	11.12	1.40	9.53	GALATA	GA
1048	E89 W60 E109 W241	407	11.30	1.47	10.00	DEVON	CD
1052	W60 E109 W241	407	11.50Am	1.57	10.11	DUNKIRK	
1061	W241	407	12.35Pm	2.10	10.30	SHELBY	SH
1068			12.40	2.13	10.33	SWEET GRASS LINE JCT.	
1074	W122	31	1.10	2.27	10.51	ETHRIDGE	DG
1082			1.35	2.38	11.03	BALTIC	
1087	130	186	1.55	2.45	11.10	CUT BANK	CT
1093		8	2.15	2.55	11.20	GUNSIGHT	
1095		30	2.30	3.00	11.25	SUNDANCE	
1100	W59	7	3.06	3.06	11.31	FORT PIEGAN	
1106		9	3.25	3.13	11.37	MERIWEATHER	
1112	Yard	30	3.45Pm	3.20Pm	11.45Am	BLACKFOOT	BF
			9.15	10	3.08		
			16.78	8.94	48.24		
				.08	.08		
				29.80	29.80		
				3.28	3.28		
				43.60	43.60		
				1.15	1.15		
				40.42	40.42		
				3.47	3.47		
				26.60	26.60		
				3.48	3.48		
				39.78	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.  
 No. 27 Sundays only will make all regular and flag stops Pacific Jct. to Dunkirk, inclusive, made by No. 261 on week days.

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. 57

Effective June 15, 1947  
Mountain Time

STATIONS	Distance from Blackfoot	FIRST CLASS						SECOND CLASS			THIRD CLASS		SIGNS
		2	262	40	4	42	28	460	472	446	658	682	
		Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. and Sat.	Thur. and Sat.	
Double Track } <b>HAVRE</b> .....	158.19	A 12.55Pm	A 6.30Pm	.....	A 10.55Pm	.....	A 3.35Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	.....	BPRKD NWCOX
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>													
Double Track } <b>PACIFIC JUNCTION</b> .....	151.16	A 12.40Pm	A f 6.22Pm	.....	A 10.48Pm	.....	A <sup>27</sup> 3.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm	.....	JIPY
.....	145.22	12.32	f 6.13	.....	10.40	.....	3.17	7.35	4.11	11.34	3.15	.....	P
.....	140.57	<sup>1</sup> 12.24	f 6.04	.....	10.34	.....	3.08	7.28	4.01	11.26	2.55	.....	P
.....	136.83	12.18	s 5.54	.....	10.28	.....	2.59	<sup>657</sup> 7.20	3.51	11.18	2.40	.....	DNP
.....	125.72	12.07	s 5.38	.....	10.16	.....	2.43	<sup>261</sup> 7.00	3.33	11.00	2.10	.....	DPW
.....	119.79	12.01Pm	s 5.26	.....	10.09	.....	2.33	6.45	3.23	10.50	1.50	.....	DP
.....	113.82	11.54Am	s 5.14	.....	10.02	.....	2.23	6.35	3.13	10.40	1.25	.....	DP
.....	107.58	11.47	s 5.02	.....	9.55	.....	2.13	6.25	3.03	10.30	<sup>1</sup> 1.02	.....	DNP
.....	103.74	11.43	s 4.55	.....	9.51	.....	2.07	6.19	2.57	10.25	12.30	.....	DP
.....	100.77	11.40	f 4.49	.....	9.47	.....	2.02	6.14	2.52	10.20	12.10Pm	.....	P
.....	93.67	<sup>658</sup> 11.32	s 4.37	.....	f 9.35	.....	s 1.50	5.59	2.37	10.05	<sup>2</sup> 11.32Am	.....	DNPW
.....	88.13	11.26	f 4.25	.....	f 9.27	.....	1.41	5.49	2.27	9.54	10.40	.....	P
.....	80.60	11.18	s 4.14	.....	9.17	.....	1.31	5.34	2.12	9.39	10.15	.....	DP
.....	74.61	<sup>657</sup> 11.12	s 4.02	.....	9.09	.....	1.22	<sup>27</sup> 5.19	2.00	9.27	<sup>3</sup> 9.53	.....	DP
.....	68.59	11.05	s 3.50	.....	9.01	.....	1.13	5.03	<sup>1</sup> 1.47	9.15	<sup>261</sup> 9.14	.....	DNPW
.....	59.85	10.56	f 3.35	.....	8.50	.....	1.00	4.48	1.15	9.00	8.50	.....	P
.....	50.59	<sup>3-41</sup> 10.45	L 3.20Pm	A 8.00Pm	<sup>446-42</sup> 8.35	A <sup>4-446</sup> 8.40Pm	s 12.45	4.30	12.55	<sup>4-42</sup> 8.35	8.25	A 12.10Pm	BREDNP WOYXJC
.....	49.08	10.42	.....	L 7.55Pm	<sup>446</sup> 8.25	8.37	s 12.35	4.20	12.45	<sup>4</sup> 8.15	8.15	L 12.01Pm	PKJ
.....	37.49	10.30	.....	.....	8.11	8.23	f 12.19	4.01	12.26	7.58	7.53	.....	DP
.....	29.73	10.22	.....	.....	8.01	8.12	12.08	3.48	12.13	7.46	7.35	.....	P
.....	26.24	10.16	s 7.55	s 8.05	s 12.01Am	3.40	12.05Pm	7.38	7.25	7.25	7.04	.....	DNWIP
.....	20.22	10.08	.....	.....	7.44	7.54	f 11.49Pm	3.25	11.50Am	7.25	7.04	.....	.....
.....	16.64	10.04	.....	.....	7.39	7.49	f 11.44	3.18	11.43	7.18	6.55	.....	P
.....	11.40	9.58	.....	.....	7.33	7.43	f 11.37	3.08	11.33	7.09	6.43	.....	P
.....	5.97	9.52	.....	.....	7.27	7.37	f 11.29	2.58	11.23	7.00	6.30	.....	P
.....	L 9.45Am	.....	.....	L 7.20Pm	<sup>42</sup> 7.30Pm	L <sup>4</sup> 7.30Pm	L f 11.20Pm	L 2.45Am	L 11.10Am	L 6.45Pm	L 6.15Am	.....	BREDNP WOYIX
Time Over Subdivision	2.55	3.02	.05	3.28	1.10	4.07	5.00	5.15	5.00	9.15	0.09	.....	.....
Average Speed Per Hour	51.83	33.18	17.88	43.60	43.30	36.72	30.23	28.79	30.23	16.78	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.  
No. 28 from Blackfoot Sundays only will make all regular and flag stops Dunkirk to Pacific Jct., inclusive, made by No. 262 on week days.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS						Distance from Blackfoot	Time Table No. 57		Telegraph Calls
	Sittings	Other Tracts	371	683	251	1	3	43	27	241		Effective June 15, 1947	STATIONS	
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Streamliner Daily	Daily	Daily	Daily	Daily		Daily		
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.45Am <sup>43</sup>	L 11.30Am <sup>3</sup>	Lf 7.25Am			BLACKFOOT	BF	
1120	E 124 W 104	60		6.20		3.32	11.59Am	11.45	s 7.42		7.29	BROWNING	BG	
1125	98	14		6.40		3.40	12.09Pm	11.55Am	7.53		12.47	TRIPLE DIVIDE		
1130	130	6		6.55		3.46	12.17	12.03Pm	8.00		16.17	SPOTTED ROBE		
1133	95	150		7.35		3.55	s 12.35 <sup>684</sup>	A 12.15Pm <sup>684</sup>	f 8.12		20.75	GLACIER PARK	MD	
1136	112	10		7.45		4.00	12.40		8.18		23.45	BISON		
1141	129	10		8.00		4.06	12.45		8.25		26.57	RISING WOLF		
1147	E 112 W 130	31		8.40 <sup>27-2</sup>		4.17	12.56		f 8.40 <sup>2-683</sup>		32.83	SUMMIT	SM	
1153	E 60	9		8.58		4.29	1.08		8.53		39.68	BLACKTAIL		
1157		13		9.06		4.35	1.14		9.00		42.71	SINGLESHOT		
1161	E 61 E 98 W 136	13		9.15		4.44	1.23		9.10		47.12	NIMROD		
1165		212		9.50		4.52	1.30		s 9.20		51.08	ESSEX	SX	
1171		13		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	150	96		11.50Am		5.35	s 2.20 <sup>446</sup>		f 10.14		77.57	BELTON	BE	
1200	E 60 W 60	15		12.20Pm		5.47	2.32		f 10.30		85.45	CORAM	CM	
				12.32		5.54	2.38		10.38		89.71	BRENT		
1207	83	188	L 7.30Pm	1.00	L 6.45Pm	5.59	s 2.45		10.43	L 10.10Am	92.64	COLUMBIA FALLS	CF	
1210		46	7.40	1.10	f 6.51	6.03	2.51		10.48	f 10.16	95.58	HALF MOON		
1215	Yard	1473	A 8.00Pm	A 1.30Pm	A 7.00Pm	A 6.15Pm	A 3.00Pm		A 11.00Am	A 10.25Am	100.28	WHITEFISH	WF	
			.30 15.28	8.00 12.54	0.15 30.56	2.55 34.38	3.15 30.86	0.45 27.67	3.35 27.99	0.15 30.56		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 to discharge revenue passengers from points 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. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

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

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

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

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 57

Effective June 15, 1947  
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS						SECOND CLASS			THIRD CLASS		SIGNS
		2	242	4	42	28	252	472	446	460	684	368	
		Streamliner									Mon., Wed. Fri.	Daily Ex. Sun.	
<b>BLACKFOOT</b> 7.29	100.28	A 9.45Am		A 7.20Pm	A 7.30Pm	A f 11.20Pm		A 10.55Am	A 6.30Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
<b>BROWNING</b> 5.18	92.99	9.36		7.09	s 7.19	s 11.08		10.40	6.15	2.14	1.40		DNPW
<b>TRIPLE DIVIDE</b> 3.70	87.81	9.29		7.01	7.11	f 10.57		10.30	6.05	2.03	1.00		P
<b>SPOTTED ROBE</b> 4.58	84.11	9.23		6.54	7.04	f 10.50		10.22	5.57	1.55	12.50		P
<b>GLACIER PARK</b>	79.53	9.16		s 6.45	L 6.55Pm	f 10.40		10.11	5.46	1.43	12.35		DNPW YX
<b>BISON</b> 2.70	76.83	9.11		6.38		f 10.33		10.05	5.40	1.37	12.05Pm		P
<b>RISING WOLF</b> 3.12	73.71	9.06		6.33		f 10.27		9.58	5.33	1.30	11.55Am		P
<b>SUMMIT</b> 6.26	67.45	8.55		6.22		f 10.15		9.45	5.20	1.15	11.35		DNPW IYX
<b>BLACKTAIL</b> 6.80	60.85	8.40		6.01		f 9.53		9.00	4.35	12.35	11.00		PW
<b>SINGLESHOT</b> 8.08	57.57	8.32		5.52		f 9.43		8.46	4.21	12.21	10.40		P
<b>NIMROD</b> 4.41	53.16	8.22		5.40		f 9.31		8.28	4.03	12.03Am	10.20		IP KDNPW BOYX
<b>ESSEX</b> 3.91	49.25	8.13		5.30		s 9.20		8.13	3.50	11.50Pm	10.00		P
<b>PINNACLE</b> 5.66	43.59	8.03		5.17		f 9.06		7.30	3.15	11.20	9.15		P
<b>HIDDEN LAKE</b> 4.53	38.76	7.55		5.08		f 8.56		7.13	2.58	11.03	8.55		P
<b>RED EAGLE</b> 5.40	33.36	7.45		4.58		f 8.45		6.55	2.40	10.45	8.35		DNIYPW
<b>BELTON</b> 10.65	22.71	7.29		s 4.40		f 8.25		6.30	2.20	10.20	8.00		DNP
<b>CORAM</b> 7.88	14.83	7.17		4.27		f 8.10		6.10	1.57	10.00	7.17		DPW
<b>BRENT</b> 4.26	10.57	7.11		4.21		8.02		6.02	1.49	9.52	6.43		PI
<b>COLUMBIA FALLS</b> 2.93	7.64	7.07	A 11.25Am	s 4.15		7.58	A 8.05Pm	5.55	1.43	9.45	6.35	A 7.30Am	DNJYXP
<b>HALF MOON</b> 2.94	4.70	7.03	f 11.19	4.08		7.54	f 7.59	5.45	1.35	9.35	6.12	7.20	P
<b>WHITEFISH</b> 4.70		L 6.55Am	L 11.10Am	L 4.00Pm		L 7.45Pm	L 7.50Pm	L 5.25Am	L 1.15Pm	L 9.15Pm	L 6.00Am	L 7.00Am	KRDNPW BOXZI
Time Over Subdivision		2.50	0.15	3.20	0.35	3.35	0.15	5.30	5.15	5.15	8.00	.30	
Average Speed Per Hour		35.39	30.56	30.08	35.57	27.99	30.56	18.23	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 Browning to pick up revenue passengers for points east of  
Have 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. 57		Telegraph Calls	
	Sidings	Other Tracks	687			1 3 27				Effective June 15, 1947			
			Mon., Wed. Fri.			Streamliner	Daily	Daily		Daily	Mountain Time		
STATIONS													
1215	Yard	1473	L	5.00Am	L	6.15Pm	L	3.10Pm	L	11.05Am	6.00	WHITEFISH 8.00	WF
1220	151			5.20		6.26		3.21		11.16 <sup>446</sup>		VISTA 5.81	
1227	194 E70	15		5.40		6.34		3.30		11.25	11.81	LUPFER 5.48	
1232	W70	26		6.25		6.41		3.38		11.35	17.27	OLNEY	KY
1238	139 E110	17		6.40		6.48 <sup>28</sup> 460		3.46		11.44	23.05	8.78 RADNOR	
1245	W113	17		7.10		6.57 <sup>460</sup>		3.55		11.56Am	30.11	7.08 STRYKER	SY
1251	186	15		7.35		7.04		4.02		12.05Pm <sup>688</sup>	36.08	5.97 TREGO	
1256		16		8.05		7.10		4.08		12.14	40.70	4.82 FORTINE	FR
1262		71		8.25		7.17		4.15		12.23	46.61	5.91 TOBACCO	BA
1267	140 E100	89		9.00 <sup>446</sup>		7.24		4.22	s	12.35	52.89	5.78 EUREKA	KA
1276	W134	144		9.45		7.36		4.33 <sup>460</sup>	s	12.50	61.26	8.87 REXFORD	RD
1280	187	6		10.25		7.49		4.46	f	1.06	72.05	10.80 STONEHILL	
1282	145	5		11.05		8.03		5.00 <sup>28</sup>	f	1.22	83.21	11.15 URAL	
1287	181	4		11.25		8.09		5.08	f	1.32	88.16	4.95 VOLCOUR	VR
1292		22		11.45Am					f	1.40	92.85	4.69 WARLAND	WR
1295	189 E65			12.01Pm		8.19		5.20	f	1.46	95.86	3.01 YARNELL	
1302	W65	10		12.35		8.29		5.33	f	1.59	108.76	7.90 JENNINGS	
1308	152	3		1.03		8.36		5.42	f	2.10	109.48	5.72 RIPLEY	
1315	258	165		1.30		8.45		5.55	s	2.25 <sup>460</sup>	116.82	6.84 LIBBY	CK
1326		15		1.55 <sup>460</sup>		9.00		6.12		2.42	127.33	11.01 KOOTENAI FALLS	
1332	Yard	845	A	2.15Pm		A	9.15Pm	A	6.25Pm	A	2.55Pm	7.22 TROY	UX
				9.15 14.55		3.00 44.85		3.15 41.40		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. 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. 57

Effective June 15, 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 6.00	184.55	A 6.55Am	A 3.50Pm	A 7.30Pm	A 11.35Am <sup>27</sup>	A 8.10Pm	A 3.50Am	A 2.15Pm		KRDNPZ BWOXI		
VISTA 5.81	129.15	6.40	3.40	f 7.20	<b>11.16</b>	7.50	3.30	2.00		P		
LUPFER 5.46	122.74	6.32	<b>3.30</b>	f 7.10	11.00	7.38	3.18	1.45		P		
OLNEY	117.28	<b>6.25</b>	3.20	f 6.59	10.50	7.27	3.07	1.25		DNPW		
RADNOR 5.78	111.50	6.18	3.12	f <b>6.48</b>	10.39	7.15	2.55	12.58		P		
STRYKER 7.06	104.44	6.09	3.02	f 6.27	10.25	<b>6.57</b>	2.40	12.40		DNPWY		
TREGO 5.97	98.47	6.01	2.52	f <b>6.17</b>	10.03	<b>6.17</b>	2.18	<b>12.05</b> <sup>27</sup> Pm		P		
EASTWARD FREIGHT TRK. } FORTINE 4.62	93.85	5.54	2.43	f 6.08	9.45	5.50	2.00	11.35Am		DP		
TOBACCO 5.91	87.94	5.46	2.33	f 5.57	9.20	5.25	1.35	11.00		DNPWI		
EUREKA 5.78	82.16	5.38	2.24	s 5.47	<b>9.00</b> <sup>687</sup>	5.05	1.15	10.30		DP		
REXFORD 8.87	78.29	5.27	2.11	s 5.31	8.30	<b>4.33</b>	12.50	9.05		DNPWY		
STONEHILL 10.80	62.49	5.14	1.56	f 5.16	8.05	4.02	12.30	8.35		PW		
URAL 11.15	51.84	5.01	1.40	f <b>5.00</b>	7.45	3.40	12.10	8.05		P		
VOLCOUR 4.95	46.89	4.55	<b>1.32</b>	f 4.50	7.35	3.30	12.01Am	7.50		DNPW		
WARLAND 4.69	41.70			f 4.41				7.35		DP		
YARNELL 3.01	38.69	4.45	1.21	f 4.36	<b>7.20</b> <sup>688</sup>	3.11	11.46Pm	<b>7.20</b> <sup>446</sup>		P		
JENNINGS 7.90	30.79	4.35	1.11	f 4.24	7.05	2.55	11.32	6.55		P		
RIPLEY 5.72	25.07	4.28	<b>1.03</b> <sup>687</sup>	f 4.14	6.53	2.43	11.22	6.35		P		
LIBBY 6.84	18.23	4.20	f 12.53	s 4.02	6.40	<b>2.25</b> <sup>27</sup>	11.10	6.15		DNPW		
DOUBLE TRACK } KOOTENAI FALLS 11.01	7.22	4.06	12.37	f 3.43	6.10	<b>1.55</b> <sup>687</sup>	10.40	5.20		PI KRDNP BWOX		
TROY 7.22		L 3.55Am	L 12.25Pm	L 3.30Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am				
Time Over Subdivision		3.00	3.25	4.00	5.45	6.30	5.30	9.15				
Average Speed Per Hour		44.85	39.38	33.64	23.40	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.



8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 57		Telegraph Calls
	Siding	Other Tracks	689	1			3	27		Effective June 15, 1947		
				Streamliner	Daily	Daily				Daily	Pacific Time	
			Tue., Thur., Sat.							STATIONS		
1332	Yard	845	L 5.00Am	L 8.15Pm	L 5.30Pm	L 2.00Pm	.....				TROY	UX
1340	149	30	5.35	8.24	5.43	<sup>28</sup> 2.12	6.68				6.68 YAKT	
1347	131	14	6.00	<sup>472</sup> 8.36	5.56	<sup>690</sup> 2.25	18.71				7.03 LEONIA	ON
1358	70	6	6.25	8.48	6.09	2.38	20.64				6.93 KATKA	
1360	122	10	6.45	8.59	6.22	2.50	27.08				6.39 CROSSPORT	
1364	E119 W68	135	7.30	9.05	f 6.30	s 3.00	31.84				4.31 BONNER'S FERRY	BY
1369	70	18	8.00	9.11	6.38	f 3.10	36.81				4.97 MORAVIA	
1376	119	29	8.35	9.19	6.47	f 3.22	42.72				6.41 NAPLES	NA
1388	70	8	9.05	9.28	<sup>472</sup> 6.57	f 3.35	50.11				7.39 ELMIRA	
1390	125	10	9.45	9.36	7.05	f 3.46	56.93				6.82 COLBURN	
1398	W133 E95	293	<sup>460</sup> 10.15	9.46	f 7.15	s 4.00	64.78				7.85 SAND POINT	S
						f 4.05	67.74				2.96 DOVER	
1407	70	18	10.40	9.56	7.27	f 4.14	78.63				5.88 WRENCOE	
1410	125	15	11.00	10.02	7.34	f 4.22	78.63				5.00 LACLEDE	
1416	71	42	11.20	10.07	7.40	f 4.30	83.34				4.72 THAMA	
1420	70 E125 W69	135	<sup>28</sup> 11.44Am	10.11	7.45	s 4.38	86.88				3.54 PRIEST RIVER	NC
1427		125	12.30Pm	10.19	f 7.55	s 4.50	93.44				6.56 NEWPORT	NR
1432		18	12.45	10.23	8.01	f 4.57	96.93				3.51 PENRITH	
1436	125	15	1.05	10.29	8.08	f <sup>472</sup> 5.04	101.27				4.32 SCOTIA	
1442	120	25	1.30	10.40	8.20	f 5.16	107.91				6.64 CAMDEN	
1445	70	28	1.45	10.44	8.25	f 5.22	110.90				2.99 ELK	KE
1449	123	32	2.05	10.50	8.31	f 5.30	115.22				4.32 MILAN	
1456	70	11	2.25	10.58	8.40	f 5.40	121.72				6.50 CHATTAROY	
1460	67	55	2.35	11.03	8.45	f 5.46	125.62				3.90 DEAN	SF
1464		93	2.48	11.08	8.52	f 5.55	130.21				4.59 MEAD	
1469	Yard	3184	A 3.00Pm	A 11.15Pm	A 9.00Pm	A f 6.05Pm	134.67				4.46 HILLYARD	HU
			10.00									
			13.47	3.00	3.30	4.05						
				44.89	38.47	32.98						

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

No. 1 Register by ticket Troy.  
 Conditional stops—  
 No. 3 Priest River to discharge revenue passengers from Fargo and East.  
 No. 27 on Flag at Samuels postoffice, 3 miles east Colburn.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.  
 The time of No. 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. 57**

Effective June 15, 1947  
Pacific Time

STATIONS	Distance from Hilliard	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 6. 68	184. 67	A 11.20Am	A 2.25Pm <sup>27</sup>	A 2.55Am	A 4.35Am	A 12.25Pm	A 9.05Pm	A 3.30Pm		RDNPW BOXK
YAKT 7. 03	187. 99	11.06	f 2.12	2.41	4.20	12.10Pm	8.50	3.05		P
LEONIA 8. 03	190. 90	10.53	f 1.56	2.28	4.06	11.56Am	<sup>1</sup> 8.36	<sup>27</sup> 2.25		DP
KATKA 8. 39	114. 03	10.40	f 1.42	2.15	3.52	11.42	7.54	1.55		P
CROSSPORT 8. 39	107. 64	10.27	f <sup>690</sup> 1.29	2.03	3.39	11.29	7.41	<sup>28</sup> 1.29		P
BONNER'S FERRY 4. 31	103. 33	f 10.20	s 1.20	1.57	3.30	11.20	7.32	1.00		DNPWV YXJ
MORAVIA 4. 07	98. 36	10.12	f 1.10	1.50	3.21	11.11	7.23	12.20Pm		P
NAPLES 6. 41	91. 95	10.04	f 12.58	1.42	3.10	10.58	7.12	11.55Am		DPW
ELMIRA 7. 39	84. 56	9.54	f 12.45	1.33	2.57	10.44	<sup>3</sup> 6.57	11.15		P
COLBURN 6. 52	77. 74	<sup>689</sup> 9.45	f 12.35	1.25	2.44	10.30	6.35	10.50		P
SAND POINT 7. 85	69. 89	f 9.33	s 12.20	1.15	2.30	<sup>689-690</sup> 10.15	6.20	<sup>460</sup> 10.15		DNPWV YXZ
DOVER 2. 06	66. 93		f 12.13							PV
WRENCOE 5. 55	61. 05	<sup>690</sup> 9.19	f 12.04Pm	1.04	2.16	10.00	6.06	<sup>4</sup> 9.19		P
LACLEDE 5. 00	56. 05	9.13	f 11.57Am	12.58	2.07	9.50	5.57	9.00		P
THAMA 4. 72	51. 33	9.07	f 11.50	12.53	1.59	9.41	5.49	8.45		P
PRIEST RIVER 3. 54	47. 79	9.02	s <sup>689</sup> 11.44	12.49	1.53	9.34	5.43	8.30		D P
NEWPORT 6. 56	41. 23	f 8.50	s 11.30	12.41	1.40	9.20	5.30	8.00		DNPWOV
PENRITH 3. 51	37. 72	8.42	f 11.21	12.37	1.28	9.08	5.18	7.35		P
SCOTIA 4. 32	33. 40	8.35	f 11.13	12.31	1.19	9.00	<sup>27</sup> 5.04	7.20		P
CAMDEN 6. 64	26. 76	8.23	f 11.00	12.20	1.01	8.43	4.45	7.00		PW
ELK 2. 99	23. 77	8.19	f 10.55	12.16	12.54	8.37	4.39	6.50		PDN
MILAN 4. 32	19. 45	8.13	f 10.47	12.10	12.45	8.28	4.30	6.30		P
CHATTAROY 6. 50	12. 95	8.04	f 10.37	12.02Am	12.32	8.16	4.17	6.10		P
DEAN 3. 90	9. 05	7.59	f 10.31	11.57Pm	12.25	8.10	4.10	6.00		DNPXJ
MEAD 4. 59	4. 46	7.53	f 10.23	11.52	12.15	8.00	4.00	5.45		P
HILLIARD 4. 46		L <sup>460</sup> 7.45Am	Ls 10.15Am	L 11.45Pm	L 12.05Am	L <sup>4</sup> 7.50Am	L 3.50Pm	L 5.30Am		KRDNPW BOXIYZT
Time Over Subdivision		3.35	4.10	3.10	4.30	4.35	5.15	10.00		
Average Speed Per Hour		37.58	32.32	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 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		SECOND CLASS	FIRST CLASS					Distance from Columbia Falls	Time Table No. 57 Effective June 15, 1947 Mountain Time STATIONS			Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Sidings	Other Tracks	369	249	247	245	243	244		246	248	250				370				
			Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily
1207	.....	181	L 7.35Am	L 8.15Pm	L 4.25Pm	L 2.45Pm	L 11.35Am	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.00Am	A 2.30Pm	A 4.10Pm	A 6.35Pm	A 7.25Pm			
.....	.....	2	.....	f 8.20	f 4.30	f 2.50	f 11.40	1.84	SOLDIERS HOME	.....	12.50	.....	f 9.55	f 2.25	f 4.05	f 6.30	.....			
WB5	.....	41	8.00	f 8.27	f 4.37	f 2.57	f 11.47	5.28	LA SALLE	.....	9.06	P	f 9.48	f 2.18	f 3.58	f 6.23	6.55			
WB	.....	.....	.....	f 8.36	f 4.46	f 3.06	f 11.56Am	9.91	ROSE CROSSING	.....	4.43	.....	f 9.39	f 2.09	f 3.49	f 6.14	.....			
14	Yard	331	A 8.45Am	A 8.45Pm	A 4.55Pm	A 3.15Pm	A 12.05Pm	14.34	KALISPELL	.....	.....	BRKDNP JWYXZ	L 9.30Am	L 2.00Pm	L 3.40Pm	L 6.05Pm	L 6.15Pm			
			1.10 12.29	.30 28.68	.30 28.68	.30 28.68	.30 28.68	Time Over Subdivision Average Speed per Hour						.30 28.68	.30 28.68	.30 28.68	.30 28.68	1.10 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. 57 Effective June 15, 1947 Pacific Time STATIONS			Telegraph Calls	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	.....	.....	.....	s 7.05	9.18	.....	16.93	.....	s 12.40	.....	.....		
KV8	.....	15	.....	.....	.....	s 7.50	18.54	.....	7.57	.....	s 12.10Pm	.....	.....		
1364	.....	135	.....	.....	.....	A 8.20Am	25.55	SPOKANE INT. RY. CROSSING	0.56	RDNPW BYXJV	L 11.40Am	.....	.....		
			1.50 14.2	Time Over Subdivision Average Speed Per Hour						1.50 14.2			1.50 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. 57 Effective June 15, 1947 Mountain Time STATIONS			Telegraph Calls	Distance from Hubbard	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	.....					.....							
			.....												
WB25	Yard	.....	.....	.....	.....	.....	.....	SOMERS	OB	38.84	DWOPX RB	.....	.....		
WB21	.....	7	.....	.....	.....	4.67	.....	BALLS CROSSING	.....	34.17	JZ BRKDN PWYX	.....	.....		
WB14	Yard	.....	.....	.....	.....	9.62	.....	KALISPELL	K	29.22	.....	.....	.....		
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.**

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Name	Location	Car Capacity	Opening
<b>1st Subdivision</b>			
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
<b>2nd Subdivision</b>			
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
<b>3rd Subdivision</b>			
Warland Pit.....	2.1 miles west Warland.....	148	Both Ends
<b>4th Subdivision</b>			
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
<b>5th Subdivision</b>			
Northwestern Lbr. Co. Spur.....	1.5 miles east Kalispell.....	63	East End
Yale Oil Co. Spur.....	1.3 miles east Kalispell.....	9	East End
<b>6th Subdivision</b>			
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
<b>7th Subdivision</b>			
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

