

### 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  
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  
R. M. Bowell .....Bonners Ferry, Idaho  
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 58

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND

**PACIFIC TIME**

## Sunday, September 14, 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. 58		Telegraph Calls				
	Siding	Other Tracks	657	681	1	41	3	261	27		Effective September 14, 1947	Mountain Time					
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily					STATIONS			
Yard	2011	L	6.15Am	L	12.05Pm	L	12.05Pm	L	8.10Am	L	6.00Am	L	3.30Am	Double Track	HAVRE.	HX	
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>																	
961	29	L	6.30Am	L	12.12Pm	L	8.17Am	L	6.08Am	L	3.37Am	4.03	DOUBLE TRACK	PACIFIC JUNCTION.			
967	128	6	6.45		12.19		8.24	f	6.18		3.45	9.97		BURNHAM.			
971	61	14	7.00		<sup>2</sup> 12.24		8.30	f	6.27		3.51	14.62		FRESNO.			
976	128	44	<sup>460</sup> 7.20		12.29		8.36	s	6.38		3.57	19.86		KREMLIN.		KN	
986	129	33	7.55		12.41		8.49	s	<sup>460</sup> 7.00		4.10	29.47		GILDFORD.		GR	
992	61	30	8.15		12.48		8.56	s	7.15		4.17	35.40		HINGHAM.		HG	
998	142	35	8.35		12.55		9.03	s	7.30		4.24	41.37		RUDYARD.		BU	
1004	126	29	8.55		<sup>658</sup> 1.02		9.11	s	7.45		4.32	47.61		INVERNESS.		RN	
1008	32	82	9.05		1.06		9.16	s	7.55		4.38	51.48		JOPLIN.		JO	
1012	E99 W125	66	<sup>s</sup> 9.20		1.10		<sup>657</sup> 9.20	f	8.03		4.43	54.42		BUELOW.			
1018	E89 W60	66	9.50		1.18		f 9.30	s	8.20		4.55	61.52		CHESTER.		CH	
1024	138	14	10.05		1.24		f 9.37	f	8.31		5.03	67.06		TIBER.			
1031	129	20	10.30		1.33		9.46	s	8.47		5.12	74.59		LOTHAIR.		AR	
1037	60	89	<sup>2</sup> 11.12		1.40		<sup>658</sup> 9.53	s	9.00		<sup>460</sup> 5.19	80.58		GALATA.		GA	
1043	141 E89	24	11.30		<sup>472</sup> 1.47		10.00	s	<sup>658</sup> 9.14		5.26	86.60		DEVON.		CD	
1052	W60 E169	10	11.50Am		1.57		10.11	f	9.32		5.36	95.34		DUNKIRK.			
1061	E169 W241	407	12.35Pm	L	8.45Am	s	2.10	L	<sup>41-2</sup> 10.50Am	s	<sup>9.33</sup> 10.30	104.67		SHELBY.		SJ	
1063			12.40	A	8.55Am		2.13	A	10.53Am		10.33	106.16		SWEET GRASS LINE JCT.			
1074	W122	31	1.10		2.27		10.51		f 6.21		6.03	117.70		ETHRIDGE.		DG	
1082			1.35		2.38		11.03		6.34		6.34	125.46		BALTIC.			
1087	130	186	1.55		2.45		s 11.10		s 6.43		6.43	128.95		CUT BANK.		CT	
1093		8	2.15		2.55		11.21		6.55		6.55	134.97		GUNSIGHT.			
1095		30	2.30		3.00		11.27		7.01		7.01	138.55		SUNDANCE.			
1100	W59	7	<sup>1</sup> 3.06		<sup>657</sup> 3.06		11.34		7.08		7.08	143.79		FORT PIEGAN.			
1106		9	3.25		3.13		11.41		7.15		7.15	149.22		MERIWETHER.			
1112	Yard	630	A 3.45Pm		A 3.20Pm		A 11.50Am		A f 7.25Am		7.25	155.19		BLACKFOOT.		BF	
			0.15 16.78		.10 8.94		3.08 48.24		.08 29.80		3.33 42.58		3.47 26.60		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.  
 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. 58

Effective September 14, 1947  
Mountain Time

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

Double Track } HAVRE	155.19	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
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

STATIONS	Distance from Blackfoot	2	262	40	4	28	460	472	446	658	682	SIGNS	
DOUBLE TRACK } PACIFIC JUNCTION	151.16	A 12.40Pm	A 6.22Pm		A 10.48Pm	A 3.27Am		A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm	JIPY	
BURNHAM	145.22	12.32	f 6.13		10.40	3.17		7.35	4.11	11.34	3.15	P	
FRESNO	140.57	12.24	f 6.04		10.34	3.08		7.28	4.01	11.26	2.55	P	
KREMLIN	135.83	12.18	s 5.54		10.28	2.59		7.20	3.51	11.18	2.40	DNP	
GILDFORD	125.72	12.07	s 5.38		10.16	2.43		7.00	3.33	11.00	2.10	DPW	
HINGHAM	119.79	12.01Pm	s 5.26		10.09	2.33		6.45	3.23	10.50	1.50	DP	
RUDYARD	113.82	11.54Am	s 5.14		10.02	2.23		6.35	3.13	10.40	1.25	DP	
INVERNESS	107.58	11.47	s 5.02		9.55	2.13		6.25	3.03	10.30	1.02	DNP	
JOPLIN	103.74	11.43	s 4.55		9.51	2.07		6.19	2.57	10.25	12.30	DP	
BUELOW	100.77	11.40	f 4.49		9.47	2.02		6.14	2.52	10.20	12.10Pm	P	
CHESTER	93.67	11.32	s 4.37		9.35	1.50		5.59	2.37	10.05	11.32Am	DNPW	
TIBER	88.18	11.26	f 4.25		9.27	1.41		5.49	2.27	9.54	10.40	P	
LOTHAIR	80.60	11.18	s 4.14		9.17	1.31		5.34	2.12	9.39	10.15	DP	
GALATA	74.61	11.12	s 4.02		9.09	1.22		5.19	2.00	9.27	9.53	DP	
DEVON	68.59	11.05	s 3.50		9.01	1.13		5.03	1.47	9.15	9.14	DNPW	
DUNKIRK	59.85	10.56	f 3.35		8.50	1.00		4.48	1.15	9.00	8.50	P	
SHELBY	50.52	10.45	L 3.20Pm	A 8.00Pm	8.35	s 12.45		4.30	12.55	8.35	8.25	A 10.25Am	BREDNP WOIYXJC
SWEET GRASS LINE JCT.	49.08	10.42		L 7.55Pm	8.27	s 12.35		4.20	12.45	8.13	8.15	L 10.15Am	PXJ
ETHRIDGE	37.49	10.30			8.13	f 12.19		4.01	12.26	7.56	7.53		DP
BALTIC	29.73	10.22			8.02	12.08		3.48	12.13	7.44	7.35		P
CUT BANK	26.24	10.16			7.55	s 12.01Am		3.40	12.05Pm	7.36	7.25		DNWIP
GUNSIGHT	20.22	10.08			7.44	f 11.49Pm		3.25	11.50Am	7.24	7.04		
SUNDANCE	16.64	10.04			7.39	f 11.44		3.18	11.43	7.18	6.55		P
FORT PIEGAN	11.40	9.58			7.33	f 11.37		3.08	11.33	7.09	6.43		P
MERIWETHER	5.97	9.52			7.27	f 11.29		2.58	11.23	7.00	6.30		P
BLACKFOOT		L 9.45Am			L 7.20Pm	L 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	4.07		5.00	5.15	5.00	9.15		
Average Speed Per Hour		51.83	33.18	17.88	43.60	36.72		30.23	28.79	30.23	16.78	.10	8.94

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. 58		Telegraph Calls
	Sidelings	Other Tracks	371	683	251	1	3	27	241		Effective September 14, 1947	Mountain Time	
			Daily Ex. Sun	Tue., Thur., Sat.		Streamliner	Daily	Daily	Daily				
1112	Yard	630	.....	L 5.30Am	.....	L 3.20Pm	L 11.50Am	L f 7.25Am	.....	.....	.....	.....	BF
1120	E 124 W 104	60	.....	6.20	.....	3.32	12.06Pm	s 7.42	.....	7.29	.....	.....	BG
1125	93	14	.....	6.40	.....	3.40	12.17	7.53	.....	12.47	.....	.....	.....
1180	180	6	.....	6.55	.....	3.46	12.25	8.00	.....	16.17	.....	.....	.....
1183	95	180	.....	7.35	.....	3.55	12.35 <sup>684</sup>	f 8.12	.....	20.75	.....	.....	MD
1186	112	10	.....	7.45	.....	4.00	12.40	8.18	.....	28.45	.....	.....	.....
1141	129	10	.....	8.00	.....	4.06	12.46	8.25	.....	26.57	.....	.....	.....
1147	E 112 W 130	31	.....	8.40 <sup>27-2</sup>	.....	4.17	12.58	f 8.40 <sup>2-683</sup>	.....	32.83	.....	.....	SM
1153	E 60	9	.....	8.58	.....	4.29	1.10	8.53	.....	39.63	.....	.....	.....
1157	.....	18	.....	9.06	.....	4.35	1.16	9.00	.....	42.71	.....	.....	.....
1161	E 61 E 98	18	.....	9.15	.....	4.44	1.25	9.10	.....	47.12	.....	.....	.....
1165	W 136	212	.....	9.50	.....	4.52	1.33	s 9.20	.....	51.03	.....	.....	.....
1171	.....	18	.....	10.10	.....	5.01	1.43	9.32	.....	56.69	.....	.....	.....
1175	.....	14	.....	10.25	.....	5.09	1.52	9.42	.....	61.52	.....	.....	.....
1181	E 116 W 99	14	.....	10.55	.....	5.18	2.02	f 9.53	.....	66.92	.....	.....	NY
1192	150	96	.....	11.50Am	.....	5.35	4.46 2.20	f 10.14	.....	77.57	.....	.....	BE
1200	E 60 W 60	15	.....	12.20Pm	.....	5.47	2.32	f 10.30	.....	85.45	.....	.....	CM
1207	83	188	L 7.30Pm	1.00	.....	5.54	2.38	10.38	.....	89.71	.....	.....	.....
1210	.....	46	.....	1.10	.....	5.59	2.45	10.43	L 10.10Am	92.64	.....	.....	CF
1215	Yard	1473	A 8.00Pm	A 1.30Pm	.....	6.03	2.51	10.48	f 10.16	95.58	.....	.....	.....
			.....	1.30Pm	.....	6.15Pm	3.00Pm	A 11.00Am	A 10.25Am	100.28	.....	.....	WF
			.30 15.28	8.00 12.54		0.15 30.56	2.55 34.38	3.10 31.67	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, 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. 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. 58**

Effective September 14, 1947  
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	242	4	28	252	472	446	460	684	368	
		Streamliner								Mon., Wed. Fri.	Daily Ex. Sun.	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BLACKFOOT 7.29	100.28	A 9.45Am		A 7.20Pm	A f 11.20Pm		A 10.55Am	A 6.30Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING 5.18	92.99	9.36		7.09	s 11.08		10.40	6.15	2.14	1.40		DNPW
TRIPLE DIVIDE 3.70	87.81	9.29		7.01	f 10.57		10.30	6.05	2.03	1.00		P
SPOTTED ROBE 4.88	84.11	9.23		6.54	f 10.50		10.22	5.57	1.55	12.50		P
GLACIER PARK	79.53	9.16		6.45	f 10.40		10.11	5.46	1.43	<sup>3</sup> 12.35		DNPW Y
BISON 2.70	76.83	9.11		6.38	f 10.33		10.05	5.40	1.37	12.05Pm		P
RISING WOLF 3.12	73.71	9.06		6.33	f 10.27		9.58	5.33	1.30	11.55Am		P
SUMMIT 6.26	67.45	<sup>27-883</sup> 8.55		6.22	f 10.15		9.45	5.20	1.15	11.35		DNPW IYX
BLACKTAIL 6.80	60.65	8.40		6.01	f 9.53		9.00	4.35	12.35	11.00		PW
SINGLESHOT 3.08	57.57	8.32		5.52	f 9.43		8.46	4.21	12.21	10.40		P
NIMROD 4.41	53.16	8.22		5.40	f 9.31		8.28	4.03	12.03Am	10.20		IP KDNPW BOYX
ESSEX 3.01	49.25	<sup>472</sup> 8.13		5.30	s 9.20		<sup>2</sup> 8.13	3.50	11.50Pm	10.00		P
PINNACLE 5.66	43.59	8.03		5.17	f 9.06		7.30	3.15	11.20	9.15		P
HIDDEN LAKE 4.83	38.76	7.55		5.08	f 8.56		7.13	2.58	11.03	8.55		P
RED EAGLE 5.40	33.36	7.45		4.58	f 8.45		6.55	2.40	10.45	8.35		DNIYPW
BELTON 10.65	22.71	7.29		4.40	f 8.25		6.30	<sup>3</sup> 2.20	10.20	8.00		DNP
CORAM 7.88	14.83	<sup>684</sup> 7.17		4.27	f 8.10		6.10	1.57	10.00	<sup>2</sup> 7.17		DPW
BRENT 4.26	10.57	7.11		4.21	8.02		6.02	1.49	9.52	6.43		PI
COLUMBIA FALLS 2.93	7.64	7.07	A 11.25Am	4.15	7.58	A 8.05Pm	5.55	1.43	9.45	6.35	A 7.30Am	DNJYXP
HALF MOON 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
WHITEFISH 4.70		<sup>363</sup> 6.55Am	L 11.10Am	L 4.00Pm	<sup>262</sup> 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	3.85	0.15	5.30	5.15	5.15	8.00	30	
Average Speed Per Hour		35.39	30.56	30.08	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 Belton, Glacier Park and Browning to discharge revenue passengers from Spokane and west, and to pick up revenue passengers for points east of Havre where No. 4 scheduled to stop, or points south of Shelby.

**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 Number	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 58 Effective September 14, 1947 Mountain Time		Telegraph Calls
	Sidings	Other Tracks		687		1 Streamliner	3	27		STATIONS		
				Mon., Wed. Fri.		Daily	Daily	Daily				
1215	Yard	1473		L 5.00Am		L 6.15Pm	L 3.10Pm	L 11.05Am			WHITEFISH..... 6.00	WF
1220	151			5.20		6.26	3.21	f 11.16	6.00		VISTA..... 5.81	
1227	194 E70	15		5.40		6.34	3.30	f 11.25	11.81		LUFFER..... 5.46	
1232	W70	26		6.25		6.41	3.38	f 11.35	17.27		OLNEY.....	KY
1238	139 E110	17		6.40		6.48 <sup>28</sup>	3.46	f 11.44	23.05		5.78 RADNOR.....	
1245	W113	17		7.10		6.57 <sup>40</sup>	3.55	f 11.56Am	30.11		7.06 STRYKER.....	SY
1251	136	15		7.35		7.04	4.02	f 12.05Pm	36.08		5.97 TREGO.....	
1256		16		8.05		7.10	4.08	f 12.14	40.70	EASTWARD FREIGHT TRK	4.82 FORTINE..... 5.01	FR
1262		71		8.25		7.17	4.15	f 12.23	46.61		TOBACCO.....	BA
1267	140 E100	39		9.00 <sup>48</sup>		7.24	4.22	s 12.35	52.39		5.78 EUREKA.....	KA
1276	W134	144		9.45		7.36	4.33 <sup>40</sup>	s 12.50	61.26		8.87 REXFORD.....	RD
1280	137	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 <sup>4</sup>	88.16		4.95 VOLCOUR.....	VR
1292		22		11.45Am				f 1.40	92.85		4.69 WARLAND.....	WR
1295	139 E85			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	103.76		7.00 JENNINGS.....	
1308	152	8		1.03 <sup>4</sup>		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>40</sup>	116.32		6.84 LIBBY.....	CK
1326		15		1.55 <sup>40</sup>		9.00	6.12	2.42	127.33	DOUBLE TRACK	11.01 KOOTENAI FALLS.....	
1332	Yard	845		A 2.15Pm		A 9.15Pm	A 6.25Pm	A 2.55Pm	134.55		7.22 TROY.....	UX
				9.15 14.55		3.00 44.35	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. 58

Effective September 14, 1947

Mountain Time

STATIONS	Distance from Troy	FIRST CLASS				SECOND CLASS			THIRD CLASS	SIGNS	
		2 Streamliner	4	28	446	460	472	688			
									Daily		Daily
..... WHITEFISH.....	134.65	A 6.55Am	A 3.50Pm	A 7.30Pm	.....	A 11.35Am	A 8.10Pm	A 3.50Am	.....	A 2.15Pm	KRDNPZ BWOXI
..... VISTA.....	129.15	6.40	3.40	f 7.20	.....	<sup>27</sup> 11.16	7.50	3.30	.....	2.00	P
..... LUPFER.....	122.74	6.32	<sup>3</sup> 3.30	f 7.10	.....	11.00	7.38	3.18	.....	1.45	P
..... OLNEY.....	117.28	<sup>687</sup> 6.25	3.20	f 6.59	.....	10.50	7.27	3.07	.....	1.25	DNPW
..... RADNOR.....	111.50	6.18	3.12	f <sup>1</sup> 6.48	.....	10.39	7.15	2.55	.....	12.58	P
..... STRYKER.....	104.44	6.09	3.02	f 6.27	.....	10.25	<sup>1</sup> 6.57	2.40	.....	12.40	DNPWY
..... TREGO.....	98.47	6.01	2.52	f <sup>460</sup> 6.17	.....	10.03	<sup>28</sup> 6.17	2.18	.....	<sup>27</sup> 12.05Pm	P
EASTWARD FREIGHT TRK. { FORTINE.....	93.85	5.54	2.43	f 6.08	.....	9.45	5.50	2.00	.....	11.35Am	DP
{ TOBACCO.....	87.94	5.46	2.33	f 5.57	.....	9.20	5.25	1.35	.....	11.00	DNPWI
..... EUREKA.....	82.16	5.38	2.24	s 5.47	.....	<sup>687</sup> 9.00	5.05	1.15	.....	10.30	DP
..... REXFORD.....	78.29	5.27	2.11	s 5.31	.....	8.30	<sup>3</sup> 4.33	12.50	.....	9.05	DNPWY
..... STONEHILL.....	62.49	5.14	1.56	f 5.16	.....	8.05	4.02	12.30	.....	8.35	PW
..... URAL.....	51.34	5.01	1.40	f <sup>3</sup> 5.00	.....	7.45	3.40	12.10	.....	8.05	P
..... VOLCOUR.....	46.39	4.55	<sup>27</sup> 1.32	f 4.50	.....	7.35	3.30	12.01Am	.....	7.50	DNPW
..... WARLAND.....	41.70	.....	.....	f 4.41	.....	.....	.....	.....	.....	7.35	DP
..... YARNELL.....	38.69	4.45	1.21	f 4.36	.....	<sup>688</sup> 7.20	3.11	11.46Pm	.....	<sup>446</sup> 7.20	P
..... JENNINGS.....	30.79	4.35	1.11	f 4.24	.....	7.05	2.55	11.32	.....	6.55	P
..... RIPLEY.....	25.07	4.28	<sup>687</sup> 1.03	f 4.14	.....	6.53	2.43	11.22	.....	6.35	P
..... LIBBY.....	18.23	4.20	f 12.53	s 4.02	.....	6.40	<sup>27</sup> 2.25	11.10	.....	6.15	DNPW
DOUBLE TRACK { KOOTENAI FALLS.....	7.22	4.06	12.37	f 3.43	.....	6.10	<sup>687</sup> 1.55	10.40	.....	5.20	PI KRDNP
{ TROY.....	.....	L 3.55Am	L 12.25Pm	L 3.30Pm	.....	L 5.50Am	L 1.40Pm	L 10.20Pm	.....	L 5.00Am	BWOX
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. 58		Telegraph Calls
	Siding	Other Tracks	689				1 3 27					Effective September 14, 1947	Pacific Time	
			Tue., Thur., Sat.				Streamliner	Daily	Daily	Daily				
1832	Yard	845	L	5.00Am		L	8.15Pm	L	5.30Pm	L	2.00Pm		TROY	UX
1840	149	30		5.35			8.24		5.43		2.12	6.68	YAKT	
1847	181	14		6.00			8.36		5.56		2.25	13.71	LEONIA	ON
1853	70	6		6.25			8.48		6.09		2.38	20.64	KATKA	
1860	122	10		6.45			8.59		6.22		2.50	27.08	CROSSPORT	
1864	E110 W68	185		7.30			9.05	f	6.30	s	3.00	31.34	BONNER'S FERRY	BY
1869	70	18		8.00			9.11		6.38	f	3.10	36.31	MORAVIA	
1876	119	29		8.35			9.19		6.47	f	3.22	42.72	NAPLES	NA
1883	70	8		9.05			9.28		6.57	f	3.35	50.11	ELMIRA	
1890	125	10		9.45			9.36		7.05	f	3.46	56.98	COLBURN	
1898	W133 E95	293		10.15			9.46	f	7.15	s	4.00	64.78	SAND POINT	S
											4.05	67.74	DOVER	
1407	70	13		10.40			9.56		7.27	f	4.14	73.63	WRENCOE	
1410	125	15		11.00			10.02		7.34	f	4.22	78.63	LACLEDE	
1416	71	42		11.20			10.07		7.40	f	4.30	83.34	THAMA	
1420	70 E125 W69	185		11.44Am			10.11		7.45	s	4.38	90.88	PRIEST RIVER	NC
1437		125		12.30Pm			10.19	f	7.55	s	4.50	98.44	NEWPORT	NR
1433		13		12.45			10.23		8.01	f	4.57	96.95	PENRITH	
1436	125	15		1.05			10.29		8.08	f	5.04	101.27	SCOTIA	
1442	120	25		1.30			10.40		8.20	f	5.16	107.91	CAMDEN	
1445	70	28		1.45			10.44		8.25	f	5.22	110.90	ELK	KE
1449	123	32		2.05			10.50		8.31	f	5.30	115.22	MILAN	
1456	70	11		2.25			10.58		8.40	f	5.40	121.72	CHATTAROY	
1460	67	55		2.35			11.03		8.45	f	5.46	125.62	DEAN	SF
1464		93		2.48			11.08		8.52	f	5.55	130.21	MEAD	
1469	Yard	3184	A	3.00Pm		A	11.15Pm	A	9.00Pm	A	6.05Pm	134.67	HILLYARD	HU
				10.00			3.00		3.30		4.05			
				13.47			44.89		38.47		32.98			

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. 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.

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

Time Over Subdivision  
 Average Speed Per Hour



FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 58

Effective September 14, 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 2.25Pm	A 2.55Am	A 4.35Am	A 12.25Pm	A 9.05Pm	A 3.30Pm	RDNPW BOKX
6.68 YAKT.....	127.99	11.06	f 2.12 <sup>27</sup>	2.41	4.20	12.10Pm	8.50	3.05	P
7.03 LEONIA.....	120.96	10.53	f 1.56	2.28	4.06	11.56Am	8.36 <sup>1</sup>	2.25 <sup>27</sup>	DP
6.93 KATKA.....	114.02	10.40	f 1.42	2.15	3.52	11.42	7.54	1.55	P
6.39 CROSSPORT.....	107.64	10.27	f 1.29 <sup>690</sup>	2.03	3.39	11.29	7.41	1.29 <sup>28</sup>	P
4.31 BONNER'S FERRY.....	108.33	f 10.20	s 1.20	1.57	3.30	11.20	7.32	1.00	DNPWV YXJ
4.97 MORAVIA.....	98.39	10.12	f 1.10	1.50	3.21	11.11	7.23	12.20Pm	P
6.41 MAPLES.....	91.95	10.04	f 12.58	1.42	3.10	10.58	7.12	11.55Am	DPW
7.39 ELMIRA.....	84.56	9.54	f 12.45	1.33	2.57	10.44	6.57 <sup>2</sup>	11.15	P
6.82 COLBURN.....	77.74	9.45	f 12.35	1.25	2.44	10.30	6.35	10.50	P
7.85 SAND POINT.....	69.89	f 9.33	s 12.20	1.15	2.30	689-690 10.15	6.20	460 10.15	DNPWV YXZ
2.96 DOVER.....	66.93		f 12.13						PV
5.88 WRENCOE.....	61.05	690 9.19	f 12.04Pm	1.04	2.16	10.00	6.06	9.19 <sup>4</sup>	P
5.00 LACLEDE.....	56.05	9.13	f 11.57Am	12.58	2.07	9.50	5.57	9.00	P
4.72 THAMA.....	51.33	9.07	f 11.50	12.53	1.59	9.41	5.49	8.45	P
3.54 PRIEST RIVER.....	47.79	9.02	s 11.44 <sup>689</sup>	12.49	1.53	9.34	5.43	8.30	D P
6.56 NEWPORT.....	41.23	f 8.50	s 11.30	12.41	1.40	9.20	5.30	8.00	DNPWV
3.51 PENRITH.....	37.72	8.42	f 11.21	12.37	1.28	9.08	5.18	7.35	P
4.32 SCOTIA.....	33.40	8.35	f 11.13	12.31	1.19	9.00	5.04 <sup>27</sup>	7.20	P
6.64 CAMDEN.....	26.76	8.23	f 11.00	12.20	1.01	8.43	4.45	7.00	PW
2.99 ELK.....	23.77	8.19	f 10.55	12.16	12.54	8.37	4.39	6.50	PDN
4.32 MILAN.....	19.45	8.13	f 10.47	12.10	12.45	8.28	4.30	6.30	P
6.50 CHATTAROY.....	12.95	8.04	f 10.37	12.02Am	12.32	8.16	4.17	6.10	P
3.90 DEAN.....	9.05	7.59	f 10.31	11.57Pm	12.25	8.10	4.10	6.00	DNPXJ
4.59 MEAD.....	4.46	7.53	f 10.23	11.52	12.15	8.00	4.00	5.45	P
4.46 HILLYARD.....		L 7.45Am	Ls 10.15Am	L 11.45Pm	L 12.05Am	L 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		37.68	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		FIRST CLASS					Distance from Columbia Falls	Time Table No. 58		Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Siding	Other Tracks	369	249	247	245	243		Effective September 14, 1947	Mountain Time				244	246	248	250	370
			Daily Ex. Sun.	Daily	Daily	Daily	Daily											
1207	.....	181	L 7.35Am	L 8.15Pm	L 4.25Pm	L 2.45Pm	L 11.35Am	.....	<b>COLUMBIA FALLS</b>	CF	14.34	BJ RDNPYX	A 10.00Am	A 2.30Pm	A 4.10Pm	A 6.35Pm	A 7.25Pm	
.....	.....	2	.....	† 8.20	† 4.30	† 2.50	† 11.40	1.84	<b>SOLDIERS HOME</b>	.....	12.50	.....	† 9.55	† 2.25	† 4.05	† 6.30	.....	
WB5	.....	41	8.00	† 8.27	† 4.37	† 2.57	† 11.47	5.28	<b>LA SALLE</b>	.....	9.06	P	† 9.48	† 2.18	† 3.58	† 6.23	6.55	
.....	.....	.....	.....	† 8.36	† 4.46	† 3.06	† 11.56Am	9.91	<b>ROSE CROSSING</b>	.....	4.43	.....	† 9.39	† 2.09	† 3.49	† 6.14	.....	
WB 14	Yard	331	A 8.45Am	A 8.45Pm	A 4.55Pm	A 3.15Pm	A 12.05Pm	14.34	<b>KALISPELL</b>	K	.....	BRKDNP JWYXZ	L 9.30Am	L 2.00Pm	L 3.40Pm	L 6.05Pm	L 6.15Pm	
.....	.....	.....	.....	.....	.....	.....	.....	.....	Time Over Subdivision	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	Average Speed per Hour	.....	.....	.....	.....	.....	.....	.....	.....	

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. 58		Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Siding	Other Tracks	379					Effective September 14, 1947	Pacific Time				380	Monday and Friday
			Monday and Friday	Monday and Friday	Monday and Friday	Monday and Friday								
KV26	Yard	37	.....	.....	.....	.....	L 7.30Am	.....	<b>PORT HILL</b>	.....	26.11	DPO	A 1.30Pm	.....
KV17	.....	18	.....	.....	.....	.....	s 8.10	9.18	<b>COPELAND</b>	.....	16.98	.....	† 2.40	.....
KV8	.....	15	.....	.....	.....	.....	s 8.55	18.54	<b>RITZ</b>	.....	7.57	.....	† 2.01Pm	.....
.....	.....	.....	.....	.....	.....	.....	.....	25.55	<b>SPOKANE INT. RY. CROSSING</b>	.....	0.56	.....	.....	.....
1304	.....	185	.....	.....	.....	.....	A 9.30Am	26.11	<b>BONNERS FERRY</b>	BY	.....	RDNPW BYXJV	L 11.30Am	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	Time Over Subdivision	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	Average Speed per Hour	.....	.....	.....	.....	.....

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

## WESTWARD

## SEVENTH SUBDIVISION

## EASTWARD

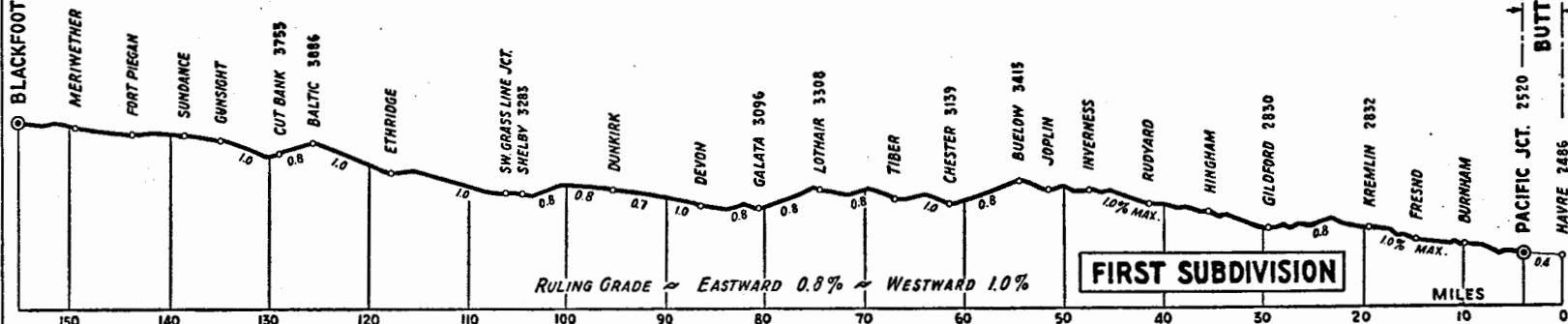
Station Numbers	Car Capacity						Distance from Somers	Time Table No. 58		Telegraph Calls	Distance from Hubbard	SIGNS		
	Siding	Other Tracks						Effective September 14, 1947	Mountain Time					
WB25	Yard	.....	.....	.....	.....	.....	.....	.....	<b>SOMERS</b>	OB	38.84	DWOPX RB	.....	.....
WB21	.....	7	.....	.....	.....	.....	4.67	.....	<b>BALLS CROSSING</b>	.....	34.17	JZ	.....	.....
WB14	Yard	.....	.....	.....	.....	.....	9.62	.....	<b>KALISPELL</b>	K	29.22	BRKDN PWYX	.....	.....
WB24	.....	51	.....	.....	.....	.....	18.76	.....	<b>KILA</b>	.....	20.08	.....	.....	.....
WB82	.....	25	.....	.....	.....	.....	26.56	.....	<b>ATHENS</b>	.....	12.28	.....	.....	.....
WB38	.....	14	.....	.....	.....	.....	31.96	.....	<b>MARION</b>	.....	6.88	YW	.....	.....
WB42	.....	24	.....	.....	.....	.....	36.30	.....	<b>BITTERROOT</b>	.....	2.54	.....	.....	.....
WB44	.....	43	.....	.....	.....	.....	38.84	.....	<b>HUBBARD</b>	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	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.

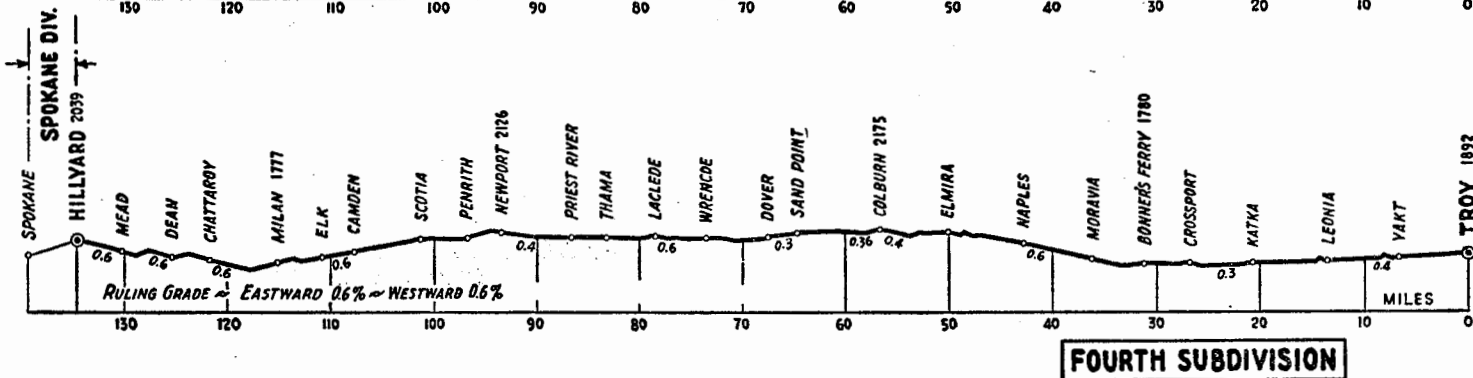
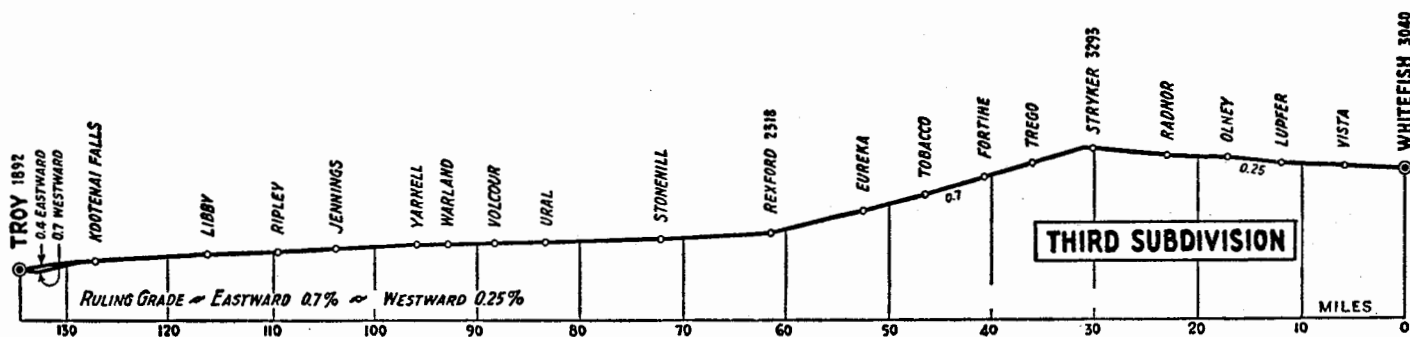
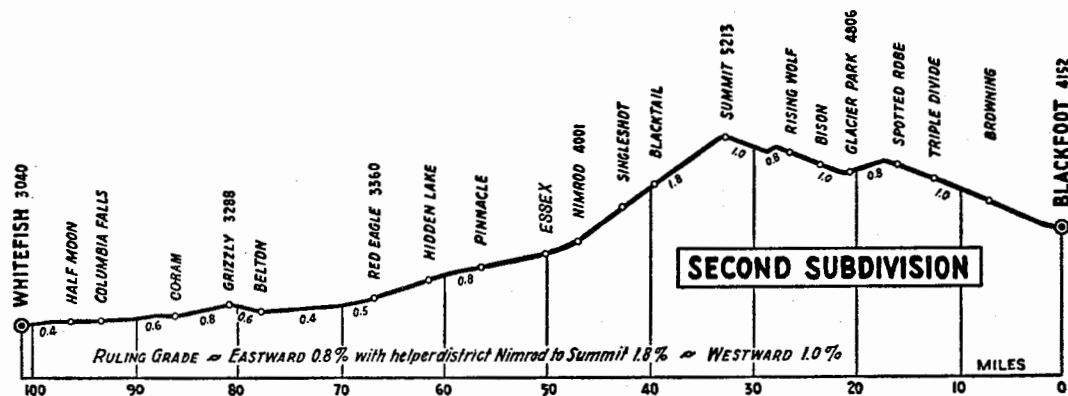
BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TABLE.

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

BLACKFOOT 4152



Elevation .....175



KALISPELL DIVISION