

### 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. E. B. Coulter, Asst. 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. R. M. Bowell ..... 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. E. B. Coulter ..... 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 59

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND

**PACIFIC TIME**

**Sunday, January 4, 1948.**

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. 59		Telegraph Calls	
	Siding	Other Tracks	657	681	1	41	3	27		Effective January 4, 1948			
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner	Daily Ex. Sunday	Daily	Daily		Mountain Time			
Yard	2011	L	6.15Am		L	12.05Pm	L	8.10Am	L	3.30Am	Double Track	HAVRE	HX
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.</b>													
961		29	L 6.30Am		L 12.12Pm		L 8.17Am	L f 3.38Am	4.03	Double Track	4.03	PACIFIC JUNCTION	
967	128	6	6.45		12.19		8.24	3.47	9.97		5.94	BURNHAM	
971	61	14	7.00		12.24		8.30	3.53	14.62		4.65	FRESNO	
976	128	44	7.20		12.29		8.36	f 4.02	19.36		4.74	KREMLIN	KN
986	129	33	7.55		12.41		8.49	f 4.19	29.47		10.11	GILDFORD	GR
992	61	30	8.15		12.48		8.56	f 4.30	35.40		5.93	HINGHAM	HG
998	142	35	8.35		12.55		9.03	f 4.41	41.37		5.97	RUDYARD	RU
1004	126	29	8.55		1.02		9.11	f 4.52	47.61		6.24	INVERNESS	RN
1008		32	9.05		1.06		9.16	f 4.58	51.45		8.84	JOPLIN	JO
1013	E99 W125		9.20		1.10		9.20	5.02	54.42		2.97	BUELOW	
1018	E89 W60	66	9.50		1.18		f 9.30	s 5.15	61.52		7.10	CHESTER	CH
1024	138	14	10.05		1.24		9.37	5.24	67.06		5.54	TIBER	
1031	129	20	10.30		1.33		9.46	f 5.36	74.59		7.53	LOTHAIR	AR
1037	60	39	11.12		1.40		9.53	f 5.46	80.58		5.99	GALATA	GA
1043	141 E89	24	11.30		1.47		10.00	f 5.57	86.60		8.02	DEVON	CD
1052	W60 E169	10	11.50Am		1.57		10.11	f 6.11	95.34		8.74	DUNKIRK	
1061	W241	407	12.35Pm	L 8.45Am	s 2.10	L 10.50Am	s 10.30	s 6.35	104.67		9.33	SHELBY	SJ
1063			12.40	A 8.55Am	s 2.13	A 10.53Am	10.33	6.38	106.16		1.49	SWEET GRASS LINE JCT.	
1074	W122	31	1.10		2.27		10.51	f 6.57	117.70		11.54	ETHRIDGE	DG
1082			1.35		2.38		11.03	7.10	125.46		7.76	BALTIC	
1087	130	186	1.55		2.45		s 11.10	s 7.20	128.95		3.40	CUT BANK	CT
1093		8	2.15		2.55		11.21	7.31	134.97		6.02	GUNSIGHT	
1095		30	2.30		3.00		11.27	7.36	138.55		3.58	SUNDANCE	
1100	W59	7	3.06		3.06		11.34	7.43	143.79		5.24	FORT PIEGAN	
1106		9	3.25		3.13		11.41	7.50	149.22		5.43	MERIWETHER	
1112	Yard	630	A 3.45Pm		A 3.20Pm		A 11.50Am	A f 8.00Am	155.19		5.97	BLACKFOOT	BF
			9.15 10.78		3.08 48.24		.03 29.80	3.33 42.58	4.22 34.62				
										Time Over Subdivision Average Speed Per Hour			

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

No. 1 Register by ticket Shelby and Blackfoot.

Conditional stops—

No. 1 at 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. 59

Effective January 4, 1948  
Mountain Time

STATIONS

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

Double Track	HAVRE	155.19	A 12.55Pm	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.

Double Track	STATIONS	Distance	2	40	4	28	460	472	446	658	682	SIGNS
DOUBLE TRACK	PACIFIC JUNCTION	151.16	A 12.40Pm	A 10.48Pm	A f 3.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm			JIPY
	BURNHAM	145.22	12.32	10.40	f 3.17	7.35	4.11	11.34	3.15			P
	FRESNO	140.57	12.24	10.34	f 3.08	7.28	4.01	11.26	2.55			P
	KREMLIN	135.83	12.18	10.28	f 2.59	7.20	3.51	11.18	2.40			DNP
	GILDFORD	125.72	12.07	10.16	f 2.43	7.01	3.33	11.00	2.10			DPW
	HINGHAM	119.79	12.01Pm	10.09	f 2.31	6.51	3.23	10.50	1.50			DP
	RUDYARD	113.82	11.54Am	10.02	f 2.19	6.41	3.13	10.40	1.25			DP
	INVERNESS	107.58	11.47	9.55	f 2.07	6.31	3.03	10.30	1.02			DNP
	JOPLIN	102.74	11.43	9.51	f 2.00	6.25	2.57	10.25	12.30			DP
	BUELOW	100.77	11.40	9.47	f 1.54	6.20	2.52	10.20	12.10Pm			P
	CHESTER	98.67	11.32	f 9.35	s 1.42	6.05	2.37	10.05	11.32Am			DNPW
	TIBER	88.13	11.26	9.27	f 1.30	5.55	2.27	9.54	10.40			P
	LOTHAIR	80.60	11.18	9.17	f 1.19	5.36	2.12	9.39	10.15			DP
	GALATA	74.61	11.12	9.09	f 1.07	5.16	2.00	9.27	9.53			DP
	DEVON	68.59	11.05	9.01	f 12.55	5.04	1.47	9.15	9.15			DNPW
DUNKIRK	59.85	10.56	8.50	f 12.40	4.48	1.15	9.00	8.50			P	
SHELBY	50.52	10.45	A 8.00Pm	s 8.35	s 12.25	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	12.15Am	4.20	12.45	8.13	8.15	L 10.15Am		PXJ
ETHRIDGE	37.49	10.30		8.13	f 11.59Pm	4.01	12.26	7.56	7.53			DP
BAL TIC	29.78	10.22		8.02	11.48	3.48	12.13	7.44	7.35			P
CUT BANK	26.24	10.16	s 7.55	s 11.40		3.40	12.05Pm	7.36	7.25			DNWIP
GUNSIGHT	20.22	10.08		7.44	f 11.29	3.25	11.50Am	7.24	7.04			
SUNDANCE	16.64	10.04		7.39	f 11.24	3.18	11.43	7.18	6.55			P
FORT PIEGAN	11.40	9.58		7.33	f 11.17	3.08	11.33	7.09	6.43			P
MERIWETHER	5.97	9.52		7.27	f 11.09	2.58	11.23	7.00	6.30			P
BLACKFOOT		L 9.45Am	L 7.20Pm	L f 11.00Pm		L 2.45Am	L 11.10Am	L 6.45Pm	L 6.15Am			BREDNP WOIYX
Time Over Subdivision			2.55	.05	3.28	4.27	5.00	5.15	5.00	9.15	.10	
Average Speed Per Hour			51.83	17.88	43.60	33.97	30.23	28.79	30.23	16.78	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.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS					Distance from Blackfoot	Time Table No. 59		Telegraph Calls	
	Siding	Other Tracks	371	683	251	1	3	27	241		Effective January 4, 1948			
			Daily Ex. Sun.	Tue., Thur., Sat.		Streamliner	Daily	Daily	Daily		Daily	Mountain Time		
STATIONS														
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.50Am	Lf 8.00Am					BF	
1120	E 124 W 104	60		6.20		3.32	12.06Pm	s 8.16		7.29			BG	
1125	93	14		6.40		3.40	12.17	8.26		12.47				
1130	180	6		6.55		3.46	12.25	8.33		16.17				
1133	95	160		7.35		3.55	<sup>684</sup> 12.35	f 8.43		20.75			MD	
1136	112	10		7.45		4.00	12.40	8.49		23.45				
1141	129	10		8.00		4.06	12.46	<sup>2</sup> 9.06		26.57				
1147	E 112 W 130	31		<sup>2</sup> 8.40		4.17	12.58	f 9.18		32.83			SM	
1153	E 60	9		8.58		4.29	1.10	9.30		39.63				
1157		13		9.06		4.35	1.16	9.36		42.71				
1161	E 61	18		9.15		4.44	1.25	9.45		47.12				
1165	E 98 W 136	212		<sup>27</sup> 9.53		4.52	1.33	s <sup>683</sup> 9.53		51.03			SX	
1171		18		10.10		5.01	1.43	10.03		56.69				
1175		14		10.25		5.09	1.52	10.12		61.52				
1181	E 116 W 99	14		10.55		5.18	2.02	f 10.22		66.92			NY	
1192	E 150	96		11.50Am		5.35	<sup>446</sup> 2.20	f 10.41		77.57			BE	
1200	E 60 W 60	15		12.20Pm		5.47	2.32	f 10.55		85.45			CM	
				12.32		5.54	2.38	11.02		89.71				
1207	83	188	L 7.15Pm	1.00	L 6.15Pm	5.59	s 2.45	11.07	L 10.30Am	92.64			CF	
1210		46	7.25	1.10	f 6.23	6.03	2.51	11.12	f 10.38	95.58				
1215	Yard	1473	A 7.45Pm	A 1.30Pm	A 6.35Pm	A 6.15Pm	A 3.00Pm	A 11.25Am	A 10.50Am	100.28			WF	
			.30 15.28	8.00 12.54	0.20 22.92	2.55 34.38	3.10 31.67	3.25 29.52	0.20 22.92					
			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. 59**

Effective January 4, 1948  
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 11.00Pm		A 10.55Am	A 6.30Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING..... 5.18	92.99	9.36		7.09	s 10.48		10.40	6.15	2.14	1.40		DNPW
TRIPLE DIVIDE..... 8.70	87.81	9.29		7.01	f 10.37		10.30	6.05	2.03	1.00		P
SPOTTED ROBE..... 4.58	84.11	9.23		6.54	f 10.30		10.22	5.57	1.55	12.50		P
GLACIER PARK..... 2.70	79.53	9.16		6.45	f 10.20		10.11	5.46	1.43	<b>12.35</b>		DNPW Y
BISON..... 3.12	76.83	9.11		6.38	f 10.13		10.05	5.40	1.37	12.05Pm		P
RISING WOLF..... 6.26	78.71	<b>9.06</b>		6.33	f 10.07		9.58	5.33	1.30	11.55Am		P
SUMMIT..... 6.80	67.45	<b>8.55</b>		6.22	f 9.55		9.45	5.20	1.15	11.35		DNPW IYX
BLACKTAIL..... 3.08	60.65	8.40		6.01	f 9.33		9.00	4.35	12.35	11.00		PW
SINGLESHOT..... 4.41	57.57	8.32		5.52	f 9.23		8.46	4.21	12.21	10.40		P
NIMROD..... 3.01	53.16	8.22		5.40	f 9.11		8.28	4.03	12.03Am	10.20		IP KDNPW BOYX
ESSEX..... 5.66	49.25	<b>8.13</b>		5.30	s 9.00		<b>8.13</b>	3.50	11.50Pm	10.00		P
PINNACLE..... 4.83	48.59	8.03		5.17	f 8.46		7.30	3.15	11.20	9.15		P
HIDDEN LAKE..... 5.40	38.76	7.55		5.08	f 8.36		7.13	2.58	11.03	8.55		P
RED EAGLE..... 10.65	33.86	7.45		4.58	f 8.25		6.55	2.40	10.45	8.35		DNIPW
BELTON..... 7.88	22.71	7.29		4.40	f 8.05		6.30	<b>2.20</b>	10.20	8.00		DNP
CORAM..... 4.26	14.88	<b>7.17</b>		4.27	f 7.50		6.10	1.57	10.00	<b>7.17</b>		DPW
BRENT..... 2.95	10.57	7.11		4.21	7.42		6.02	1.49	9.52	6.43		PI
COLUMBIA FALLS..... 2.94	7.64	7.07	A 11.55Am	s 4.15	7.38	A 7.50Pm	5.55	1.43	9.45	6.35	A 7.30Am	DNJYXP
HALF MOON..... 4.70	4.70	7.03	f 11.47	4.08	7.34	f 7.42	5.45	1.35	9.35	6.12	7.20	P
WHITEFISH.....		L <b>6.55Am</b>	L 11.35Am	L 4.00Pm	L 7.25Pm	L 7.30Pm	L 5.25Am	L 1.15Pm	L 9.15Pm	L 6.00Am	L <b>7.00Am</b>	KRDNPW BOXZI
Time Over Subdivision		2.50	0.20	3.20	3.35	0.20	5.30	5.15	5.15	8.00	.80	
Average Speed Per Hour		35.39	22.92	30.08	27.99	22.92	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 Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 59		Telegraph Calls
	Sidings	Other Tracks	687	1	3	27	Effective January 4, 1948					
							Mountain Time					
			Mon., Wed. Fri.	Streamliner	Daily	Daily	Daily	STATIONS				
1215	Yard	1478	L 5.00Am	L 6.15Pm	L 3.10Pm	L <sup>446</sup> 11.30Am	.....	.....	.....	.....	WF	
1230	151	.....	5.20	6.26	3.21	f 11.41	6.00	.....	.....	.....	.....	
1227	194	15	5.40	6.34	<sup>4</sup> 3.30	f 11.50	11.81	.....	.....	.....	.....	
1232	E70 W70	26	<sup>2</sup> 6.25	<sup>28</sup> 6.41	3.38	f 11.59Am	17.27	.....	.....	.....	.....	
1238	139	17	6.40	6.48	3.46	f 12.08Pm	23.05	.....	.....	.....	.....	
1245	E110 W113	17	7.10	<sup>460</sup> 6.57	3.56	f 12.20	30.11	.....	.....	.....	.....	
1251	136	15	7.35	7.04	4.04	f <sup>688</sup> 12.29	36.08	.....	.....	.....	.....	
1256	.....	16	8.05	7.10	4.11	f 12.37	40.70	EASTWARD	{	FORTINE	FR	
1262	.....	71	8.25	7.17	4.19	f 12.45	46.61	FREIGHT TRK	{	5.81 TOBACCO	BA	
1267	140	39	<sup>446</sup> 8.50	7.24	4.27	s 12.56	52.39	.....	.....	.....	.....	
1276	E100 W134	144	9.35	7.36	<sup>460</sup> 4.40	s 1.09	61.26	.....	.....	.....	.....	
1280	137	6	10.15	7.49	<sup>28</sup> 4.55	f 1.24	72.05	.....	.....	.....	.....	
1282	145	5	11.00	8.03	5.09	f <sup>4</sup> 1.40	83.21	.....	.....	.....	.....	
1287	131	4	11.25	8.09	5.15	f 1.49	88.16	.....	.....	.....	.....	
1292	.....	22	11.45Am	.....	.....	f 1.57	92.85	.....	.....	.....	.....	
1295	139	.....	12.01Pm	8.19	5.26	f 2.03	95.86	.....	.....	.....	.....	
1302	E85 W65	10	12.35	8.29	5.38	f 2.14	103.76	.....	.....	.....	.....	
1308	132	3	<sup>4</sup> 1.03	8.36	5.46	f 2.22	109.48	.....	.....	.....	.....	
1315	268	165	1.30	8.45	f 5.57	s <sup>460</sup> 2.35	116.82	.....	.....	.....	.....	
1328	.....	15	<sup>460</sup> 1.55	9.00	6.13	2.53	127.38	.....	.....	.....	.....	
1332	Yard	845	A 2.15Pm	A 9.15Pm	A 6.25Pm	A 3.05Pm	134.55	.....	.....	.....	.....	
			9.15 14.55	8.00 44.85	3.15 41.40	3.35 37.54	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. 2, 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. 59

Effective January 4, 1948

**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 7.10Pm	A 11.25Am <sup>27</sup>	A 8.10Pm	A 3.50Am	A 2.15Pm	KRDNPZ BWOXI	
6.00 VISTA.....	129.15	6.40	3.40	7.00	11.05	7.50	3.30	2.00	P	
5.81 LUPFER.....	122.74	6.32	3.30	6.51	10.53	7.38	3.18	1.45	P	
5.46 OLNEY.....	117.28	6.25 <sup>687</sup>	3.20	6.41 <sup>1</sup>	10.42	7.27	3.07	1.30	DNPW	
5.78 RADNOR.....	111.50	6.18	3.12	6.20	10.30	7.15	2.55	1.10	P	
7.06 STRYKER.....	104.44	6.09	3.02	6.09	10.15	6.57 <sup>1</sup>	2.40	12.55	DNPWY	
5.97 TREGO.....	98.47	6.01	2.52	5.59	9.53	6.10	2.18	12.29Pm <sup>27</sup>	P	
4.62 EASTWARD FREIGHT TRK. FORTINE.....	98.85	5.54	2.43	5.50 <sup>460</sup>	9.35	5.50 <sup>28</sup>	2.00	11.45Am	DP	
5.91 TOBACCO.....	87.94	5.46	2.33	5.39 <sup>460</sup>	9.10	5.25 <sup>28</sup>	1.35	11.05	DNPWI	
5.78 EUREKA.....	82.18	5.38	2.24	5.28	8.50 <sup>687</sup>	5.05	1.15	10.30	DP	
8.87 REXFORD.....	78.29	5.27	2.11	5.12	8.22	4.40 <sup>3</sup>	12.50	9.05	DNPWY	
10.80 STONEHILL.....	62.40	5.14	1.56	4.55 <sup>3</sup>	8.02	4.05	12.30	8.35	PW	
11.15 URAL.....	51.84	5.01	1.40	4.39	7.42	3.40	12.10	8.05	P	
4.95 VOLCOUR.....	46.89	4.55	1.32	4.30	7.32	3.30	12.01Am	7.50	DNPW	
4.69 WARLAND.....	41.70			4.22				7.35	DP	
3.01 YARNELL.....	38.69	4.45	1.21	4.17	7.17 <sup>688</sup>	3.15	11.46Pm	7.17 <sup>446</sup>	P	
7.90 JENNINGS.....	30.79	4.35	1.11	4.06	7.02	3.00	11.32	6.50	P	
5.72 RIPLEY.....	26.07	4.28	1.03 <sup>687</sup>	3.57	6.52	2.50	11.22	6.35	P	
6.84 LIBBY.....	18.23	4.20	12.53	3.45	6.40	2.35 <sup>27</sup>	11.10	6.15	DNPW	
11.01 KOOTENAI FALLS.....	7.22	4.06	12.37	3.28	6.10	2.00 <sup>687</sup>	10.40	5.20	PI KRDNP	
7.22 TROY.....		L 3.55Am	L 12.25Pm	L 3.15Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am	BWOX	
Time Over Subdivision		3.00	3.25	3.55	5.35	6.30	5.30	9.15		
Average Speed Per Hour		44.85	39.38	34.35	24.10	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. 59		Telegraph Calls
	Siding	Other Tracks		689		1	3	27		Effective January 4, 1948		
										Pacific Time		
			Tue., Thur., Sat.		Streamliner	Daily	Daily	Daily	STATIONS			
1332	Yard	845		L 5.00Am		L 8.15Pm	L 5.30Pm	L 2.10Pm <sup>28</sup>			TROY	UX
1340	149	30		5.35		8.24 <sup>472</sup>	5.43	2.22	6.68		6.68 YAKT	
1347	131	14		6.00		8.36	5.56	f 2.35	13.71		7.03 LEONIA	ON
1353	70	6		6.25		8.48	6.09	2.48	20.64		8.93 KATKA	
1360	122	10		6.45		8.59	6.22	3.00	27.03		6.39 CROSSPORT	
1364	E119 W68	135		7.30		9.05	f 6.30	s 3.10	31.34		4.31 BONNER'S FERRY	BY
1369	70	18		8.00		9.11	6.38	f 3.20	36.31		4.97 MORAVIA	
1376	119	29		8.35		9.19	6.47	f 3.31	42.72		6.41 NAPLES	NA
1383	70	8		9.05		9.28	<sup>472</sup> 6.57	f 3.43	50.11		7.39 ELMIRA	
1390	125	10		<sup>4</sup> 9.45		9.36	7.05	f 3.54	56.93		6.82 COLBURN	
1398	W133 E96	293		<sup>460</sup> 10.15		9.46	f 7.15	s 4.07	64.78		7.85 SAND POINT	S
								f 4.12	67.74		2.96 DOVER	
1407	70	13		10.40		9.56	7.27	f 4.20	73.62		5.88 WRENCOE	
1410	125	15		11.00		10.02	7.34	f 4.28	78.69		5.00 LACLEDE	
1416	71	42		11.20		10.07	7.40	f 4.35	83.34		4.72 THAMA	
1420	70 E125 W69	135		<sup>28</sup> 11.40Am		10.11	7.45	s 4.43	86.88		3.54 PRIEST RIVER	NC
1427		125		12.30Pm		10.19	f 7.55	s 4.55	93.44		6.56 NEWPORT	NR
1432		18		12.45		10.23	8.01	f 5.02	96.95		3.51 PENRITH	
1436	125	15		1.05		10.29	8.08	f <sup>472</sup> 5.09	101.27		4.32 SCOTIA	
1442	120	25		1.30		10.40	8.20	f 5.20	107.91		6.64 CAMDEN	
1445	70	28		1.45		10.44	8.25	f 5.25	110.90		2.99 ELK	KE
1449	123	32		2.05		10.50	8.31	f 5.33	115.22		4.32 MILAN	
1456	70	11		2.25		10.58	8.40	f 5.42	121.73		6.50 CHATTAROY	
1460	67	55		2.35		11.03	8.45	f 5.47	125.62		3.90 DEAN	SF
1464		93		2.48		11.08	8.52	f 5.56	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 44.89	3.30 38.47	3.55 34.38				

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.



**FOURTH SUBDIVISION**

**EASTWARD 9**

Time Table No. 59 Effective January 4, 1948 Pacific Time		Distances from Hillyard	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
			4	28	2 Streamliner		446	460	472	690		
STATIONS			Daily	Daily	Daily		Daily	Daily	Daily		Mon., Wed. Fri.	
TROY 6.68		184.67	A 11.20Am	A 2.10Pm <sup>27</sup>	A 2.55Am		A 4.35Am	A 12.25Pm	A 9.05Pm		A 3.30Pm	RDNPW BOKX
YAKT 7.08		127.99	f 11.06	f 1.57	2.41		4.20	12.10Pm	8.50 <sup>1</sup>		3.05 <sup>27</sup>	P
LEONIA 6.98		120.96	f 10.53	f 1.44	2.28		4.06	11.56Am	8.36		2.35	DP
KATKA 6.89		114.08	f 10.40	f 1.31	2.15		3.52	11.42	7.54		1:50 <sup>28</sup>	P
CROSSPORT		107.64	f 10.27	f 1.18	2.03		3.39	11.29	7.41		1.18	P
BONNER'S FERRY 4.31		108.83	f 10.20	s 1.10	1.57		3.30	11.20	7.32		12.55	DNPWV YXJ
MORAVIA 4.97		98.36	f 10.12	f 12.59	1.50		3.21	11.11	7.23		12.20Pm	P
NAPLES 6.41		91.95	f 10.04	f 12.49	1.42		3.10	10.58	7.12		11.55Am	DPW
ELMIRA 7.39		84.56	f 9.54	f 12.37	1.33		2.57	10.44	6.57 <sup>3</sup>		11.15	P
COLBURN 6.82		77.74	f 9.45 <sup>689</sup>	f 12.27	1.25		2.44	10.30	6.35		10.50	P
SAND POINT 7.85		69.89	f 9.33	s 12.13	1.15		2.30	689-690 10.15	6.20		460 10.15	DNPWV YXZ
DOVER 2.96		66.93	f 9.19 <sup>690</sup>	f 12.06Pm								PV
WRENCOE 5.88		61.05	f 9.19	f 11.59Am	1.04		2.16	10.00	6.06		9.19 <sup>4</sup>	P
LACLEDE 5.00		56.05	f 9.13	f 11.52	12.58		2.07	9.50	5.57		9.00	P
THAMA 4.72		51.33	f 9.07	f 11.46	12.53		1.59	9.41	5.49		8.45	P
PRIEST RIVER 8.54		47.79	f 9.02	s 11.40 <sup>689</sup>	12.49		1.53	9.34	5.43		8.30	D P
NEWPORT 6.56		41.23	f 8.50	s 11.27	12.41		1.40	9.20	5.30		8.00	DNPWV
PENRITH 8.51		37.72	f 8.42	f 11.18	12.37		1.28	9.08	5.20		7.35	P
SCOTIA 4.32		33.40	f 8.35	f 11.11	12.31		1.19	9.00	5.09 <sup>27</sup>		7.20	P
CAMDEN 6.64		26.76	f 8.23	f 10.59	12.20		1.01	8.43	4.46		7.00	PW
ELK 2.99		23.77	f 8.19	f 10.54	12.16		12.54	8.37	4.39		6.50	PDN
MILAN 4.32		19.45	f 8.13	f 10.46	12.10		12.45	8.28	4.30		6.30	P
CHATTAROY 6.50		12.95	f 8.04	f 10.37	12.02Am		12.32	8.16	4.17		6.10	P
DEAN 3.90		9.05	f 7.59	f 10.31	11.57Pm		12.25	8.10	4.10		6.00	DNPXJ
MEAD 4.59		4.46	f 7.53	f 10.23	11.52		12.15	8.00	4.00		5.45	P
HILLYARD 4.46			L 7.45Am <sup>460</sup>	Ls 10.15Am	L 11.45Pm		L 12.05Am	L 7.50Am <sup>4</sup>	L 3.50Pm		L 5.30Am	KRDNPW BOXYZT
Time Over Subdivision			3.35	3.55	3.10		4.30	4.35	5.15		10.00	
Average Speed Per Hour			37.58	34.38	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. 59 Effective January 4, 1948 Mountain Time		Telegraph Calls	Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Siding	Other Tracks	369	249	247	245	243		244	246				248	250	370		
			Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily
1207	.....	181	L 7.35Am	L 8.05Pm	L 4.25Pm	L 2.45Pm	L 12.10Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.15Am	A 2.30Pm	A 4.10Pm	A 6.00Pm	A 7.10Pm	
.....	.....	2	.....	f 8.10	f 4.30	f 2.50	f 12.15	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.10	f 2.25	f 4.05	f 5.55	.....	
WB5	.....	41	8.00	f 8.17	f 4.37	f 2.57	f 12.22	5.28	LA SALLE	.....	9.06	P	f 10.03	f 2.18	f 3.58	f 5.48	6.40	
.....	.....	.....	.....	f 8.26	f 4.46	f 3.06	f 12.31	9.91	ROSE CROSSING	.....	4.43	.....	f 9.54	f 2.09	f 3.49	f 5.39	.....	
WB 14	Yard	831	A 8.45Am	A 8.35Pm	A 4.55Pm	A 3.15Pm	A 12.40Pm	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 9.45Am	L 2.00Pm	L 3.40Pm	L 5.30Pm	L 6.00Pm	
.....	.....	.....	1.10	.30	.30	.30	.30	.....	Time Over Subdivision	.....	.....	.30	.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	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. 59 Effective January 4, 1948 Pacific Time		Telegraph Calls	Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Siding	Other Tracks	379					380	380					
			Monday and Friday										Monday and Friday	
KV26	Yard	37	.....	.....	.....	L 7.30Am	.....	.....	26.11	DPO	.....	A 1.30Pm	.....	
KV17	.....	18	.....	.....	.....	s 8.10	9.18	.....	16.93	.....	.....	s 12.40	.....	
KV8	.....	15	.....	.....	.....	s 8.55	18.54	.....	7.57	.....	.....	s 12.01Pm	.....	
.....	.....	.....	.....	.....	.....	.....	25.55	.....	0.56	.....	.....	.....	.....	
1364	.....	135	.....	.....	.....	A 9.30Am	26.11	.....	.....	BY	.....	RDNPW BYXJV	L 11.30Am	
.....	.....	.....	.....	.....	.....	.....	2.00	.....	.....	.....	.....	.....	2.00	
.....	.....	.....	.....	.....	.....	.....	13.05	.....	.....	.....	.....	.....	13.05	

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

## WESTWARD

## SEVENTH SUBDIVISION

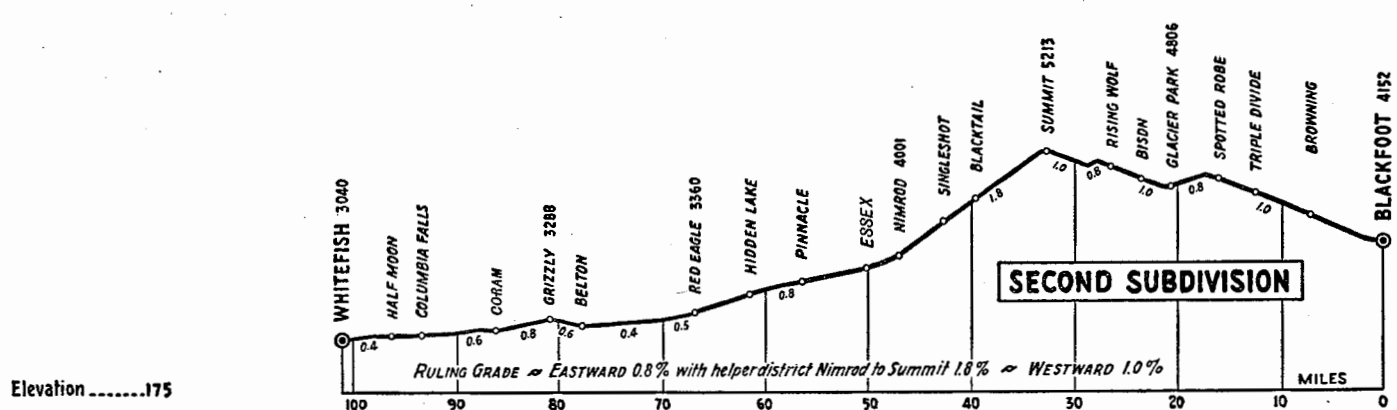
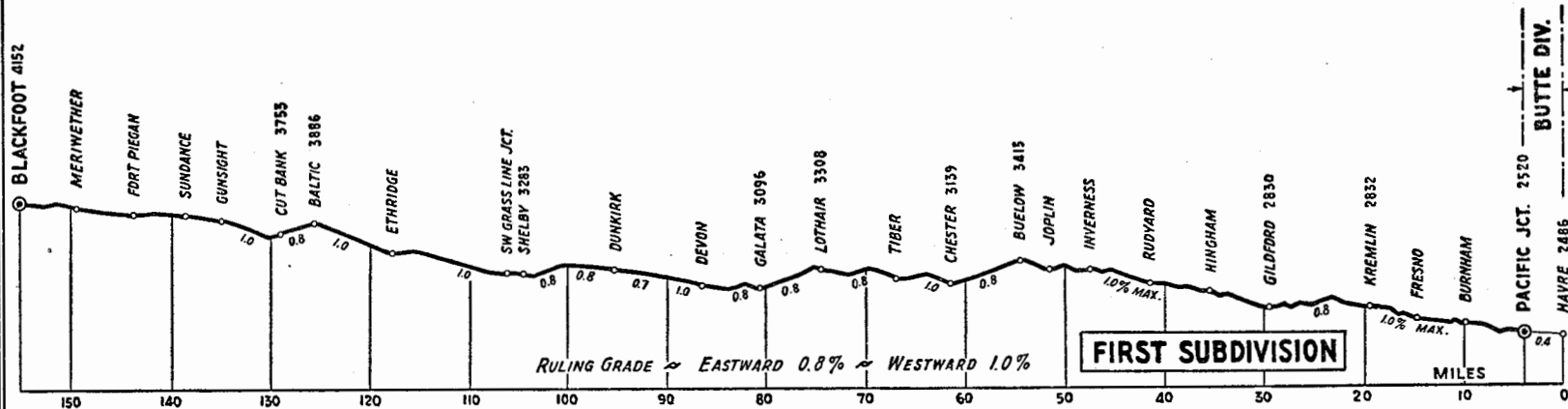
## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 59 Effective January 4, 1948 Mountain Time		Telegraph Calls	Distance from Hubbard	SIGNS	SECOND CLASS	
	Siding	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	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
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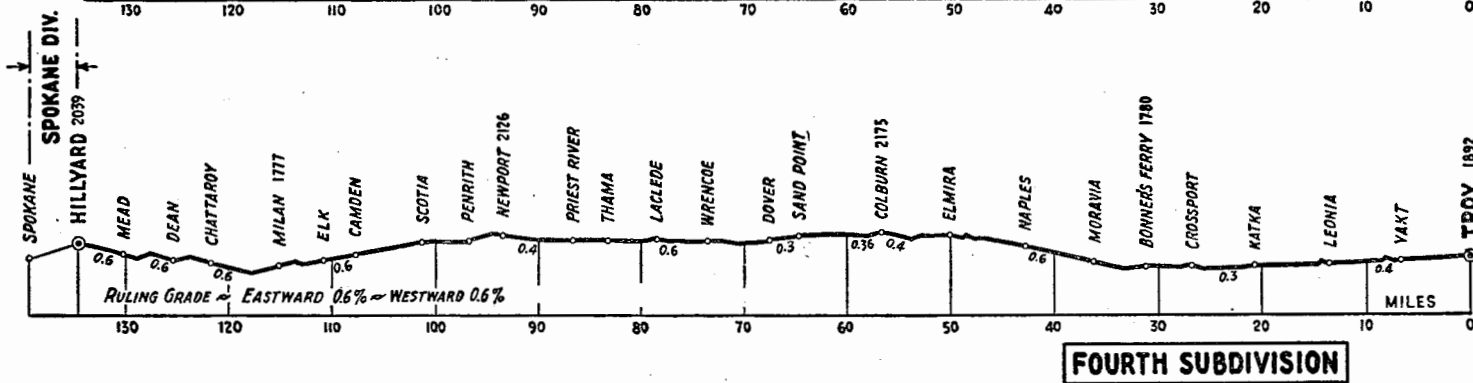
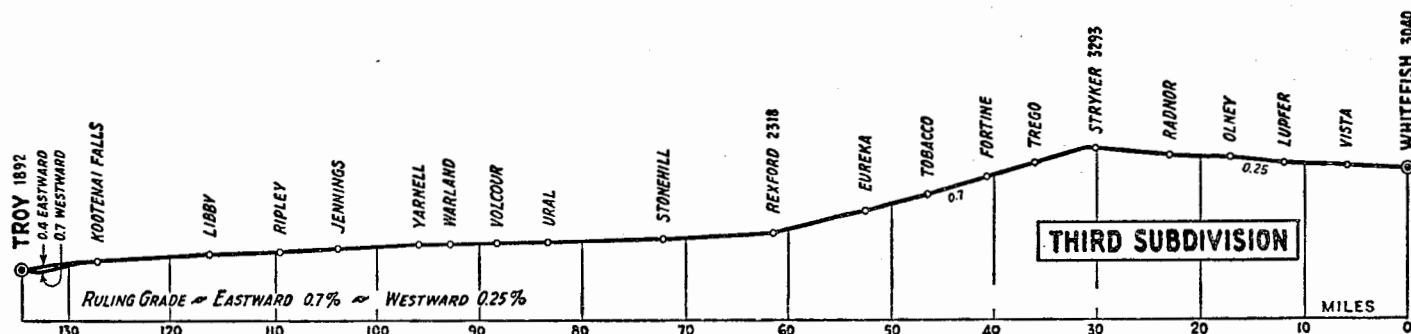
Westward trains are superior to eastward trains of the same class.  
MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH SUBDIVISIONS.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
<b>1st Subdivision</b>			
Montana Power Spur (Three Tracks).....	4.50 miles east Cut Bank.....	8-10-14 24	East End
O'Neill Spur.....	1.50 miles west of Cut Bank.....		East End
<b>2nd Subdivision</b>			
J. Neils Lbr. Co. Spur.....	1 mile west Coram.....	3	West End
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26	East End
Brent Pit.....	500 feet west Brent.....	35	West End
<b>3rd Subdivision</b>			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
<b>4th Subdivision</b>			
Bonners Ferry Lbr. Co. Spur.....	0.75 miles east Bonners 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 Bonners Ferry.....	6	East End
Watson's Spur.....	11.2 miles east Bonners Ferry.....	2	West End
DeVoignes Spur.....	12.8 miles east Bonners Ferry.....	4	East End
Camp 5 Spur.....	13.6 miles east Bonners Ferry.....	11	Both Ends
Seelover's Spur.....	14.9 miles east Bonners Ferry.....	2	East End
Dehlbom Spur.....	17.1 miles east Bonners Ferry.....	4	West End
Edward's Spur.....	18.1 miles east Bonners Ferry.....	8	West End
Camp 8.....	19.2 miles east Bonners Ferry.....	18	Both Ends
Harper's Spur.....	21.5 miles east Bonners Ferry.....	4	West End
Houck's Spur.....	21.8 miles east Bonners Ferry.....	2	West End
K. V. Farm Spur.....	24.2 miles east Bonners Ferry.....	5	West End
<b>7th Subdivision</b>			
Northwest Timber Co. Spur.....	1560 feet west Balls Crossing.....	9	East End
Mills Lbr. Co. Spur.....	2200 feet east of East Wye Switch Kalispell.....	3	West End
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



Elevation .....175



KALISPELL DIVISION

BUTTE DIV.