

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. 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 60

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND

PACIFIC TIME

Sunday, February 8, 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. 60		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective February 8, 1948		
			Mon., Wed. Fri.	Daily Ex. Sunday	Streamliner	Daily	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
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distances from Havre	STATIONS	Telegraph Calls				
961	29	L 6.30Am	L 12.12Pm	L 8.17Am	4.03	PACIFIC JUNCTION				
967	128 6	6.45	12.19	8.24	9.97	BURNHAM				
971	61 14	7.00	12.24	8.30	14.62	FRESNO				
976	128 44	7.20	12.29	8.36	19.36	KREMLIN				
986	129 83	7.55	12.41	8.49	29.47	GILDFORD				
992	61 30	8.15	12.48	8.56	35.40	HINGHAM				
998	142 35	8.35	12.55	9.03	41.37	RUDYARD				
1004	126 29	8.55	1.02	9.11	47.61	INVERNESS				
1008	32	9.05	1.06	9.16	51.45	JOPLIN				
1013	E99 W125 E89 W60	9.20	1.10	9.20	54.42	BUELOW				
1018	66	9.50	1.18	9.30	61.52	CHESTER				
1024	188 14	10.05	1.24	9.37	67.06	TIBER				
1031	129 20	10.30	1.33	9.46	74.59	LOTHAIR				
1037	60 39	11.12	1.40	9.53	80.58	GALATA				
1048	E141 E89 W60 E169 W241	11.30	1.47	10.00	86.60	DEVON				
1052	10	11.50Am	1.57	10.11	96.34	DUNKIRK				
1061	407	12.35Pm	2.10	10.30	104.67	SHELBY				
1063		12.40	2.13	10.33	106.16	SWEET GRASS LINE JCT.				
1074	W122 31	1.10	2.27	10.48	117.70	ETHRIDGE				
1082		1.35	2.38	10.58	126.46	BALTIC				
1087	180 186	1.55	2.45	11.05	128.95	CUT BANK				
1098	8	2.15	2.55	11.16	134.97	GUNSIGHT				
1095	30	2.30	3.00	11.22	138.55	SUNDANCE				
1100	W59 7	3.06	3.06	11.29	143.79	FORT PEGAN				
1106	9	3.25	3.13	11.36	149.22	MERIWETHER				
1112	Yard 630	A 3.45Pm	A 3.20Pm	A 11.45Am	158.19	BLACKFOOT				
		9.15 16.78	.10 8.94	3.08 48.24	.03 29.80	3.28 43.60	4.17 36.23			

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. 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 60

Effective February 8, 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 10.15Pm	A 2.35Am		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	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	40	4	28		460	472	446	658	682	
DOUBLE TRACK } PACIFIC JUNCTION	151.16	A 12.40Pm		A 10.08Pm	A f 2.27Am		A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm		JIPY
BURNHAM	145.22	12.32		10.01	f 2.18		7.35	4.11	11.34	3.15		P
FRESNO	140.57	12.24		9.55	f 2.11		7.28	4.01	11.26	2.55		P
KREMLIN	135.83	12.18		9.49	f 2.03		7.20	3.51	11.18	2.40		DNP
GILDFORD	125.72	12.07		9.37	f 1.47		7.01	3.33	10.59	2.10		DPW
HINGHAM	119.79	12.01Pm		9.30	f 1.36		6.51	3.23	10.48	1.50		DP
RUDYARD	113.82	11.54Am		9.23	f 1.25		6.41	3.13	10.37	1.25		DP
INVERNESS	107.58	11.47		9.16	f 1.14		6.31	3.03	10.26	1.02		DNP
JOPLIN	103.74	11.43		9.12	f 1.07		6.25	2.57	10.20	12.30		DP
BUELOW	100.77	11.40		9.08	f 1.02		6.20	2.52	10.15	12.10Pm		P
CHESTER	93.67	11.32		f 8.57	s 12.50		6.05	2.37	10.00	11.32Am		DNPW
TIBER	88.13	11.26		8.49	f 12.38		5.55	2.27	9.48	10.40		P
LOTHAIR	80.60	11.18		8.40	f 12.27		5.36	2.12	9.31	10.15		DP
GALATA	74.61	11.12		8.32	f 12.16		5.16	2.00	9.17	9.53		DP
DEVON	68.59	11.05		8.24	f 12.05Am		5.04	1.47	9.03	9.15		DNPW
DUNKIRK	59.85	10.56		8.14	f 11.50Pm		4.48	1.15	8.46	8.50		P
SHELBY	50.52	10.45	A 7.40Pm	s 8.00	s 11.35		4.30	12.55	8.20	8.25	A 10.25Am	BREDNP WOIYXJC
SWEET GRASS LINE JCT.	49.03	10.42	L 7.35Pm	7.52	11.27		4.20	12.45	8.08	8.15	L 10.15Am	PXJ
ETHRIDGE	37.49	10.30		7.38	f 11.13		4.01	12.26	7.48	7.53		DP
BALTIC	29.73	10.22		7.29	11.02		3.48	12.13	7.35	7.35		P
CUT BANK	26.24	10.16		7.23	s 10.55		3.40	12.05Pm	7.23	7.25		DNWIP
GUNSIGHT	20.22	10.08		7.14	f 10.43		3.25	11.50Am	7.04	7.04		
SUNDANCE	16.64	10.04		7.09	f 10.38		3.18	11.43	6.58	6.55		P
FORT PIEGAN	11.40	9.58		7.03	f 10.31		3.08	11.33	6.50	6.43		P
MERIWETHER	5.97	9.52		6.57	f 10.24		2.58	11.23	6.42	6.30		P
BLACKFOOT		L 9.45Am		L 6.50Pm	L f 10.15Pm		L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am		BRKDNP WOIYX
Time Over Subdivision		2.55	.05	3.18	4.12		5.00	5.15	5.15	9.15	.10	
Average Speed Per Hour		51.83	17.88	45.81	36.95		30.23	28.79	28.79	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. 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. 60 Effective February 8, 1948 Mountain Time		Telegraph Calls
	Siding	Other Tracks	371	683	251	1	3	27	241		STATIONS		
			Daily Ex. Sun.	Tue., Thur., Sat.		Streamliner	Daily	Daily	Daily			Daily	
1112	Yard	630		L 5.30Am		L 3.20Pm	L 11.45Am	L f 7.55Am					BLACKFOOT	BF
1120	E 124 W 104	60		6.20		3.32	12.01Pm	s 8.11		7.29		7.29 BROWNING	BG
1125	93	14		6.40		3.40	12.10	8.21		12.47		5.15 TRIPLE DIVIDE	
1180	130	6		6.55		3.46	12.17	8.28		16.17		3.70 SPOTTED ROBE	
1183	95	150		7.35		3.55	12.25 ⁶⁸⁴	f 8.39		20.75		4.58 GLACIER PARK	MD
1186	112	10		7.45		4.00	12.31	8.45		23.45		2.70 BISON	
1141	129	10		8.00		4.06	12.37	² 9.04		26.57		3.12 RISING WOLF	
1147	E 112 W 130	81		² 8.39		4.17	12.50	f 9.16		32.83		6.26 SUMMIT	SM
1153	E 60	9		8.58		4.29	1.02	9.28		39.63		6.80 BLACKTAIL	
1157		13		9.06		4.35	1.08	9.34		42.71		3.08 SINGLESHOT	
1161	E 61	13		9.15		4.44	1.17	9.43		47.12		4.41 NIMROD	
1165	E 98 W 136	212		²⁷ 9.51		4.52	1.25	s ⁶⁸³ 9.51		51.08		3.91 ESSEX	SX
1171		13		10.10		5.01	1.35	10.01		56.69		5.66 PINNACLE	
1175		14		10.25		5.09	1.43	10.09		61.52		4.83 HIDDEN LAKE	
1181	E 116 W 99	14		10.55		5.18	1.52	f 10.18		66.92		5.40 RED EAGLE	NY
1192	E 150 W 60	96		11.50Am		5.35	⁴⁴⁶ 2.10	f 10.37		77.57		10.65 BELTON	BE
1200	60	15		12.20Pm		5.47	2.24	f 10.50		85.45		7.88 CORAM	CM
				12.32		5.54	2.31	10.57		89.71		4.26 BRENT	
1207	83	188	L	7.15Pm	1.00	L 6.05Pm	¹ 5.59	s 2.38	11.01	L 10.20Am	92.64	2.93 COLUMBIA FALLS	CF
1210		46		7.25	1.10	f 6.13	6.03	2.45	11.05	f 10.28	95.58	2.94 HALF MOON	
1215	Yard	1473	A	7.45Pm	A 1.30Pm	A 6.25 Pm	A 6.15Pm	A 2.55Pm	A 11.15Am	A 10.40Am	100.28	4.70 WHITEFISH	WF
				.30 15.28	8.00 12.54		0.20 22.92	2.55 34.38	3.10 31.67	3.20 30.08	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. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

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

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

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

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

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 60

Effective February 8, 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.....	100.28	A 9.45Am		A 6.50Pm	A f 10.15Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
7.29 BROWNING.....	92.99	9.36		6.40	s 10.05		10.40	6.00	2.14	1.40		DNPW
5.18 TRIPLE DIVIDE..	87.81	9.28		6.32	f 9.56		10.30	5.50	2.03	1.00		P
3.70 SPOTTED ROBE..	84.11	9.21		6.25	f 9.49		10.22	5.42	1.55	12.50		P
4.58 GLACIER PARK..	79.53	9.14		6.17	f 9.39		10.11	5.31	1.43	³ 12.25		DNPW Y
2.70 BISON.....	76.83	9.09		6.11	f 9.32		10.05	5.25	1.37	12.05Pm		P
3.12 RISING WOLF..	73.71	²⁷ 9.04		6.06	f 9.27		9.58	5.18	1.30	11.55Am		P
6.26 SUMMIT.....	67.45	⁶⁸³ 8.54		5.55	f 9.15		9.45	5.05	1.15	11.35		DNPW IYX
6.80 BLACKTAIL.....	60.65	8.39		5.39	f 8.53		9.00	4.25	12.35	11.00		PW
3.08 SINGLESHOT....	57.57	8.31		5.30	f 8.43		8.46	4.11	12.21	10.40		P
4.41 NIMROD.....	53.16	8.21		5.19	f 8.31		8.28	3.53	12.03Am	10.20		IP KDNPW BOYX
3.91 ESSEX.....	49.25	⁴⁷² 8.12		5.10	s 8.20		² 8.12	3.40	11.50Pm	10.00		P
5.06 PINNACLE.....	43.59	8.02		5.00	f 8.08		7.30	3.10	11.20	9.15		P
4.83 HIDDEN LAKE..	38.76	7.54		4.52	f 7.58		7.13	2.53	11.03	8.55		P
5.40 RED EAGLE....	33.36	7.45		4.42	f 7.47		6.55	2.35	10.45	8.35		DNIYPW
10.65 BELTON.....	22.71	7.29		4.25	f 7.28		6.30	³ 2.10	10.20	8.00		DNP
7.88 CORAM.....	14.83	⁶⁸⁴ 7.17		4.12	f 7.14		6.10	1.47	10.00	² 7.17		DPW
4.26 BRENT.....	10.57	7.11		4.06	7.07		6.02	1.39	9.52	6.43		PI
2.93 COLUMBIA FALLS.	7.64	7.07	A 11.50Am	s 4.00	7.03	A 7.20Pm	5.55	1.33	9.45	6.35	A 7.30Am	DNJYXP
2.94 HALF MOON....	4.70	7.03	f 11.42	3.50	6.59	f 7.12	5.45	1.25	9.35	6.12	7.20	P
4.70 WHITEFISH....		³⁶⁸ 6.55Am	L 11.30Am	L 3.40Pm	L 6.50Pm	L 7.00Pm	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L 7.00Am	KRDNPW BOXZI
Time Over Subdivision		2.50	0.20	3.10	3.25	0.20	5.30	5.10	5.15	8.00	30	
Average Speed Per Hour		35.39	22.92	31.67	29.52	22.92	18.23	19.40	19.10	12.50	18.28	

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. 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. 60 Effective February 8, 1948 Mountain Time		Telegraph Calls	
	Siding	Other Tracks	687			1 3 27				STATIONS			
			Mon., Wed. Fri.			Streamliner	Daily	Daily			Daily		
1215	Yard	1473	L	5.00Am	L	6.15Pm	L	3.05Pm	L	⁴⁴⁶ 11.20Am	WHITEFISH	WF	
1220	151			5.20		²⁸ 6.26		⁴ 3.18	f	11.31	6.00 VISTA		
1227	194 E70	15		5.40		6.34		3.28	f	11.39	11.81 LUPFER		
1232	W70	26		² 6.25		6.41		3.36	f	11.48	17.27 5.46 OLNEY	KY	
1238	139 E110	17		6.50		6.48		3.44	f	11.57Am	23.05 5.78 RADNOR		
1245	W113	17		7.15		⁴⁸⁰ 6.57		3.54	f	12.08Pm	30.11 7.06 STRYKER	SY	
1251	136	15		7.40		7.04		4.02	f	⁸⁸⁸ 12.17	36.08 5.97 TREGO		
1256		16		8.00		7.10		4.09	f	12.25	40.70 4.62 FORTINE	FR	
1262		71		8.20		7.17		4.17	f	12.33	46.61 5.91 TOBACCO	BA	
1267	140 E100	39		⁴⁴⁶ 8.45		7.24		4.25	s	12.44	52.39 5.78 EUREKA	KA	
1276	W134	144		9.25		7.36		⁴⁶⁰⁻²⁸ 4.40	s	12.57	61.26 8.37 REXFORD	RD	
1280	187	6		10.10		7.49		4.55	f	1.12	72.05 10.80 STONEHILL		
1282	145	5		11.00		8.03		5.09	f	⁴ 1.28	83.21 11.15 URAL		
1287	181	4		11.20		8.09		5.15	f	1.37	88.16 4.95 VOLCOUR	VB	
1292		22		11.40					f	1.45	92.85 4.69 WARLAND	WB	
1295	139 E65			11.55Am		8.19		5.26	f	1.52	95.86 3.01 YARNELL		
1302	W65	10		12.30Pm		8.29		5.38	f	2.07	103.76 7.90 JENNINGS		
1308	152	8		⁴ 12.52		8.36		5.46	f	2.16	109.48 5.72 RIPLEY		
1315	258	165		1.30		8.45		⁴⁶⁰ 5.57	s	²⁸ 2.30	116.32 6.84 LIBBY	CK	
1326		10		⁴⁶⁰ 1.55		9.00		6.13		²⁸ 2.48	127.38 11.01 KOOTENAI FALLS		
1332	Yard	845	A	2.15Pm	A	9.15Pm	A	6.25Pm	A	3.00Pm	134.55 7.22 TROY	UX	
				9.15 14.55		3.00 44.85		3.20 40.37		3.40 36.70		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. 60 Effective February 8, 1948 Mountain Time	Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28		446	460	472		688		
		Streamliner									Tues., Thurs., Sat.	
STATIONS		Daily	Daily	Daily		Daily	Daily	Daily				
WHITEFISH.....	134.55	A 6.55Am	A 3.30Pm	A 6.40Pm	A ²⁷ 11.15Am	A 8.10Pm	A 3.50Am	A 2.15Pm			KRDNPPZ BWOXI	
6.00 VISTA.....	129.15	6.40	3.18	f 6.26	10.55	7.50	3.30	2.00			P	
5.81 LUPFER.....	122.74	6.32	3.08	f 6.07	10.43	7.38	3.18	1.45			P	
5.46 OLNEY.....	117.28	⁶⁸⁷ 6.25	3.01	f 5.57	10.32	7.27	3.07	1.30			DNPW	
AUTOMATIC BLOCK SIGNALS												
5.78 RADNOR.....	111.50	6.18	2.53	f 5.47	10.20	7.15	2.55	1.10			P	
7.06 STRYKER.....	104.44	6.09	2.44	f 5.36	10.05	¹ 6.57	2.40	12.55			DNPWY	
5.97 TREGO.....	98.47	6.01	2.35	f 5.26	9.44	6.10	2.18	²⁷ 12.17Pm			P	
4.62 EASTWARD FREIGHT TRK. FORTINE.....	93.85	5.54	2.27	f 5.17	9.27	5.50	2.00	11.45Am			DP	
5.91 TOBACCO.....	87.94	5.46	2.18	f 5.06	9.05	5.25	1.35	11.05			DNPWI	
DOUBLE TRACK												
5.78 EUREKA.....	82.16	5.38	2.10	s 4.56	⁶⁸⁷ 8.45	5.05	1.15	10.30			DP	
8.87 REXFORD.....	78.29	5.27	1.57	s ⁴⁶⁰⁻³ 4.40	8.20	³⁻²⁸ 4.40	12.50	9.30			DNPWY	
10.80 STONEHILL.....	62.49	5.14	1.43	f 4.20	8.02	3.57	12.30	8.50			PW	
11.15 URAL.....	51.34	5.01	²⁷ 1.28	f 4.02	7.45	3.35	12.10	8.05			P	
4.95 VOLCOUR.....	46.39	4.55	1.20	f 3.54	7.35	3.25	12.01Am	7.50			DNPW	
DOUBLE TRACK												
4.69 WARLAND.....	41.70			f 3.45				7.35			DP	
3.01 YARNELL.....	38.69	4.45	1.10	f 3.40	⁶⁸⁸ 7.20	3.10	11.46Pm	⁴⁴⁶ 7.20			P	
7.90 JENNINGS.....	30.79	4.35	1.00	f 3.27	7.03	2.55	11.32	6.50			P	
5.72 RIPLEY.....	26.07	4.28	⁶⁸⁷ 12.52	f 3.17	6.50	2.45	11.22	6.35			P	
6.84 LIBBY.....	18.23	4.20	f 12.42	s 3.05	6.35	²⁷ 2.30	11.10	6.15			DNPW	
DOUBLE TRACK												
11.01 KOOTENAI FALLS.....	7.22	4.06	12.27	f ²⁷ 2.48	6.10	⁶⁸⁷ 1.58	10.40	5.20			PI KRDNPP BWOX	
7.22 TROY.....	L 3.55Am	L 12.15Pm	L 2.35Pm		L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am				
Time Over Subdivision		3.00	3.15	4.05		5.25	6.30	5.30			9.15	
Average Speed Per Hour		44.35	41.40	32.95		24.84	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. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

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

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

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

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

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

8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 60		Telegraph Calls
	Sidings	Other Tracks	689	1 3 27			Effective February 8, 1948	Pacific Time				
				Streamliner	Daily	Daily				Daily	STATIONS	
			Tue., Thur., Sat.	Daily	Daily	Daily						
1332	Yard	845	L 5.00Am	L 8.15Pm	L 5.30Pm	L 2.05Pm	.....				UX
1340	149	21	5.35	8.24	5.43	2.17	6.68					
1347	131	14	6.00	8.36	5.56	2.30	13.71				ON	
1353	70	6	6.25	8.48	6.09	2.43	20.64					
1360	122	10	6.45	8.59	6.22	2.55	27.08					
1364	E119 W68	135	7.30	9.05	f 6.30	s 3.05	31.34				BY	
1369	70	18	8.00	9.11	f 6.38	f 3.15	36.81					
1376	119	29	8.35	9.19	6.47	f 3.27	42.72				NA	
1383	70	8	9.05	9.28	6.57	f 3.40	50.11					
1390	125	10	9.40	9.36	7.05	f 3.51	56.93					
1398	W133 E95	293	10.15	9.46	f 7.15	s 4.05	64.78				S	
						f 4.10	67.74					
1407	70	13	10.45	9.56	7.27	f 4.18	73.63					
1410	125	15	11.08	10.02	7.34	f 4.26	78.63					
1416	71	42	11.28	10.07	7.40	f 4.33	83.34					
1420	70	135	11.45Am	10.11	7.45	s 4.41	86.88				NC	
1427	E125 W69	125	12.30Pm	10.19	f 7.55	s 4.55	93.44				NR	
1433		18	12.45	10.23	8.01	f 5.02	96.95					
1436	125	15	1.05	10.29	8.08	f 5.09	101.27					
1442	120	25	1.30	10.40	8.20	f 5.20	107.91					
1445	70	28	1.45	10.44	8.25	f 5.25	110.90				KE	
1449	123	22	2.05	10.50	8.31	f 5.33	115.22					
1456	70	11	2.25	10.58	8.40	f 5.42	121.72					
1460	67	55	2.35	11.03	8.45	f 5.47	125.62				SF	
1464		93	2.48	11.08	8.52	f 5.56	130.21					
1469	Yard	3134	A 3.00Pm	A 11.15Pm	A 9.00Pm	As 6.05Pm	134.87				HU	
			10.00 13.47	3.00 44.89	3.30 38.47	4.00 33.67						

Time Table No. 60
Effective February 8, 1948
Pacific Time
STATIONS

AUTOMATIC BLOCK SIGNALS

TROY
6.68
YAKT
7.03
LEONIA
6.93
KATKA
6.39
CROSSPORT

4.31
BONNER'S FERRY
4.97
MORAVIA
6.41
NAPLES
7.39
ELMIRA
6.82
COLBURN

7.85
SAND POINT
2.96
DOVER
5.88
WRENCOE
5.00
LACLEDE
4.72
THAMA

3.54
PRIEST RIVER
6.56
NEWPORT
3.51
PENRITH
4.32
SCOTIA
6.64
CAMDEN

2.99
ELK
4.32
MILAN
6.50
CHATTAROY
3.90
DEAN
4.59
MEAD

4.46
HILLYARD

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. 60 Effective February 8, 1948 Pacific Time	Distance from Hillyard	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS	
		4	28	2			446	460	472	690		
				Streamliner								Mon., Wed. Fri.
STATIONS		Daily	Daily	Daily		Daily	Daily	Daily		Mon., Wed. Fri.		
TROY 6 08	184.67	A 11.10Am	A 1.30Pm	A 2.55Am		A 4.35Am	A 12.25Pm	A 9.05Pm		A 3.30Pm	RDNPW BOKX	
YAKT 7 03	127.90	10.58	f 1.17	2.41		4.20	12.10Pm	8.50		3.05	P	
LEONIA 6 03	120.90	10.45	f 1.04	2.28		4.06	11.56Am	¹ 8.36		²⁷ 2.30	DP	
KATKA 6 39	114.03	10.32	f 12.51	2.15		3.52	11.42	7.54		1.55	P	
CROSSPORT	107.64	10.20	f 12.38	2.03		3.39	11.29	7.41		1.25	P	
4.31 BONNER'S FERRY	103.33	f 10.13	s 12.30	1.57		3.30	11.20	7.32		1.10	DNPWV YXJ	
4.97 MORAVIA	98.30	10.06	f ⁶⁹⁰ 12.19	1.50		3.21	11.11	7.23		²⁸ 12.19Pm	P	
6.41 NAPLES	91.93	9.58	f 12.08Pm	1.42		3.10	10.58	7.12		11.50Am	DPW	
7.39 ELMIRA	84.80	9.49	f 11.56Am	1.33		2.57	10.44	³ 6.57		11.15	P	
6.82 COLBURN	77.74	⁶⁸⁹ 9.40	f 11.45	1.25		2.44	10.30	6.35		10.50	P	
7.85 SAND POINT	69.89	f 9.28	s 11.30	1.15		2.30	⁶⁸⁹⁻⁶⁹⁰ 10.15	6.20		⁴⁰⁰ 10.15	DNPWV YXZ	
2.96 DOVER	66.93		f 11.22								PV	
5.88 WRENCOE	61.05	⁶⁹⁰ 9.16	f 11.15	1.04		2.16	10.00	6.06		⁴ 9.16	P	
5.00 LACLEDE	56.05	9.10	f ⁶⁸⁹ 11.08	12.58		2.07	9.50	5.57		8.56	P	
4.72 THAMA	51.33	9.04	f 11.01	12.53		1.59	9.41	5.49		8.43	P	
3.54 PRIEST RIVER	47.79	8.59	s 10.54	12.49		1.53	9.34	5.43		8.30	D P	
6.56 NEWPORT	41.23	f 8.48	s 10.40	12.41		1.40	9.20	5.30		8.00	DNPWV	
3.51 PENRITH	37.72	8.40	f 10.31	12.37		1.28	9.08	5.20		7.35	P	
4.32 SCOTIA	33.40	8.34	f 10.24	12.31		1.19	9.00	²⁷ 5.09		7.20	P	
6.64 CAMDEN	26.76	8.23	f 10.13	12.20		1.01	8.43	4.46		7.00	PW	
2.99 ELK	23.77	8.19	f 10.08	12.16		12.54	8.37	4.39		6.50	PDN	
4.32 MILAN	19.43	8.13	f 10.00	12.10		12.45	8.28	4.30		6.30	P	
6.50 CHATTAROY	12.93	8.04	f 9.50	12.02Am		12.32	8.16	4.17		6.10	P	
3.90 DEAN	9.03	7.59	f 9.45	11.57Pm		12.25	8.10	4.10		6.00	DNPXJ	
4.59 MEAD	4.48	7.53	f 9.38	11.52		12.15	8.00	4.00		5.45	P	
4.46 HILLYARD		L ⁴⁶⁰ 7.45Am	Ls 9.30Am	L 11.45Pm		L 12.05Am	L ⁴ 7.50Am	L 3.50Pm		L 5.30Am	KRDNPW BOXIYZT	
Time Over Subdivision		3.25	4.00	3.10		4.30	4.35	5.15		10.00		
Average Speed Per Hour		39.42	33.67	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. 60 Effective February 8, 1948 Mountain Time			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
1207	181	L	7.35Am	L 7.35Pm	L 4.15Pm	L 2.38Pm	L 12.05Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 3.55Pm	A 5.50Pm	A 7.10Pm
.....	2		f 7.40	f 4.20	f 2.43	f 12.10	1.84	SOLDIERS HOME..	.....	12.50	.....	f 10.00	f 2.25	f 3.50	f 5.45	.....
WB5	41		8.00	f 7.47	f 4.27	f 2.50	f 12.17	5.28	LA SALLE.....	.....	9.06	P	f 9.53	f 2.18	f 3.43	f 5.38	6.40
.....			f 7.56	f 4.36	f 2.59	f 12.26	9.91	ROSE CROSSING..	.....	4.43	.....	f 9.44	f 2.09	f 3.34	f 5.29	.....
WB 14	Yard	831	A 8.45Am	A 8.05Pm	A 4.45Pm	A 3.08Pm	A 12.35Pm	14.34	KALISPELL....	K	.....	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.25Pm	L 5.20Pm	L 6.00Pm
			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. 60 Effective February 8, 1948 Pacific Time			Signs	SECOND CLASS	
	Sidings	Other Tracks	379					26.11 <th rowspan="2">DPO <th rowspan="2">A 2.45Pm <th rowspan="2">380</th> <th rowspan="2">Monday and Friday </th></th></th>	DPO <th rowspan="2">A 2.45Pm <th rowspan="2">380</th> <th rowspan="2">Monday and Friday </th></th>	A 2.45Pm <th rowspan="2">380</th> <th rowspan="2">Monday and Friday </th>		380	Monday and Friday
			Monday and Friday	Monday and Friday	Monday and Friday	Monday and Friday							
KV26	Yard	37	.....	.....	.....	L 7.30Am	.....	PORT HILL.....	.....	26.11	DPO	A 2.45Pm	.....
KV17	.....	18	.....	.....	.....	s 8.10	9.18	COPELAND.....	.....	16.93	.....	s 2.00	.....
KV8	.....	15	.....	.....	.....	s 8.55	18.54	RITZ.....	.....	7.57	.....	s 1.20	.....
.....	.....	.....	.....	.....	.....	.....	25.55	SPOKANE INT. RY. CROSSING....	.....	0.56	RDNPW BYXJV	.....	.....
1804	.....	135	.....	.....	.....	A 9.30Am	26.11	BONNERS FERRY.....	BY	.....	.....	L 12.45Pm	.....
			2.00 13.05					Time Over Subdivision Average Speed Per Hour				2.00 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						Distance from Somers	Time Table No. 60 Effective February 8, 1948 Mountain Time			Signs		
	Sidings	Other Tracks						26.56 <th rowspan="2">ATHENS <th rowspan="2">12.28 <th rowspan="2">6.88 <th rowspan="2">YW </th></th></th></th>	ATHENS <th rowspan="2">12.28 <th rowspan="2">6.88 <th rowspan="2">YW </th></th></th>	12.28 <th rowspan="2">6.88 <th rowspan="2">YW </th></th>		6.88 <th rowspan="2">YW </th>	YW
WB25	Yard	.....	.....	.....	.....	.....	.....	SOMERS.....	.....	38.84	DWOPX RB	.....	.....
WB21	.....	7	.....	.....	.....	4.67	.....	BALLS CROSSING.....	.....	34.17	JZ	.....	.....
WB14	Yard	.....	.....	.....	.....	9.62	.....	KALISPELL.....	K	29.22	BRKDN PWYX	.....	.....
WB24	.....	51	.....	.....	.....	18.76	.....	KILA.....	.....	20.08	.....	.....	.....
WB32	.....	25	.....	.....	.....	26.56	.....	ATHENS.....	.....	12.28	.....	.....	.....
WB38	.....	14	.....	.....	.....	31.96	.....	MARION.....	.....	6.88	YW	.....	.....
WB42	.....	24	.....	.....	.....	36.30	.....	BITTERROOT.....	.....	2.54	.....	.....	.....
WB44	.....	43	.....	.....	.....	38.84	.....	HUBBARD.....	.....	.....	.....	.....	.....
								Time Over Subdivision Average Speed per Hour					

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
1st Subdivision			
Montana Power Spur (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
2nd Subdivision			
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
3rd Subdivision			
Warland Pit (Five Tracks).....	2.1 miles west Warland.....	148	Both Ends
4th Subdivision			
Bonnors Ferry Lbr. Co. Spur.....	0.75 miles east Bonnors Ferry.....	36	West End
Brown Timber Co. Spur.....	0.6 miles east Colburn.....	20	West End
Emerson Spur.....	0.7 miles east Colburn.....	65	West End
Albeni Falls Spur.....	2.7 miles east Newport.....	33	East End
Davies Spur.....	1.9 miles east Mead.....	34	East End
5th Subdivision			
Northwestern Lbr. Co. Spur.....	1.5 miles east Kalispell.....	63	East End
Yale Oil Co. Spur.....	1.3 miles east Kalispell.....	9	East End
6th Subdivision			
Allen's Spur.....	4.3 miles east Bonnors Ferry.....	6	East End
Watson's Spur.....	11.2 miles east Bonnors Ferry.....	2	West End
DeVoignes Spur.....	12.8 miles east Bonnors Ferry.....	4	East End
Camp 5 Spur.....	13.6 miles east Bonnors Ferry.....	11	Both Ends
Seelover's Spur.....	14.9 miles east Bonnors Ferry.....	2	East End
Dehlbom Spur.....	17.1 miles east Bonnors Ferry.....	4	West End
Edward's Spur.....	18.1 miles east Bonnors Ferry.....	8	West End
Camp 8.....	19.2 miles east Bonnors Ferry.....	18	Both Ends
Harper's Spur.....	21.5 miles east Bonnors Ferry.....	4	West End
Houck's Spur.....	21.8 miles east Bonnors Ferry.....	2	West End
K. V. Farm Spur.....	24.2 miles east Bonnors Ferry.....	5	West End
7th Subdivision			
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

