

### 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

W. C. PRESTON, Chief Dispatcher.  
H. J. SURLES, Trainmaster.  
F. H. MOORE, Trainmaster.  
J. E. O'BRIEN, Trainmaster.  
H. H. HOLMQUIST, Trainmaster.

Scanned from the Dean Ogle Collection

# GREAT NORTHERN RAILWAY COMPANY

## KALISPELL DIVISION

# TIME TABLE 61

EFFECTIVE 12.01 A. M.  
MOUNTAIN TIME  
AND

**PACIFIC TIME**

**Tuesday, June 15, 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. 61		Telegraph Calls
	Sittings	Other Tracks	657	681	1	41	3	43	27		Effective June 15, 1948		
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner Daily	Daily Ex. Sunday	Daily	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.

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	.....	5.84	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	38	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 E89	.....	9.20	.....	1.10	.....	9.20	.....	5.02	54.42	.....	2.97	BUELOW	.....	.....
1018	W60	66	9.50	.....	1.18	.....	f 9.30	.....	s 5.15	61.52	.....	7.10	CHESTER	.....	CH
1024	188	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	74.50	.....	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	.....	6.02	DEVON	.....	CD
1052	W60 E169 W241	10	11.50Am	.....	1.57	.....	10.11	.....	f 6.11	95.34	.....	8.74	DUNKIRK	.....	.....
1061	.....	407	12.35Pm	L 8.45Am	s 2.10	L 10.50Am	s 10.30	L 10.20Am	s 6.35	104.67	.....	9.33	SHELBY	.....	SJ
1063	.....	.....	12.40	A 8.55Am	2.13	A 10.53Am	10.33	10.23	6.38	106.16	.....	1.49	SWEET GRASS LINE JCT.	.....	.....
1074	W122	31	1.10	.....	2.27	.....	10.48	10.40	f 6.53	117.70	.....	11.54	ETHRIDGE	.....	DG
1082	.....	.....	1.35	.....	2.38	.....	10.58	10.52	7.06	125.46	.....	7.76	BALTIC	.....	.....
1087	180	186	1.55	.....	2.45	.....	s 11.05	s 11.00	s 7.15	128.95	.....	3.49	CUT BANK	.....	CT
1093	.....	8	2.15	.....	2.55	.....	11.16	11.10	7.26	134.97	.....	6.02	GUNSIGHT	.....	.....
1095	.....	30	2.30	.....	3.00	.....	11.22	11.15	7.31	138.55	.....	3.58	SUNDANCE	.....	.....
1100	W59	7	3.06	.....	3.06	.....	11.29	11.21	7.38	143.79	.....	5.24	FORT PIEGAN	.....	.....
1106	.....	9	3.25	.....	3.13	.....	11.36	11.27	7.45	149.22	.....	5.43	MERIWETHER	.....	.....
1112	Yard	330	A 3.45Pm	.....	A 3.20Pm	.....	A 11.45Am	A 11.35Am	A f 7.55Am	155.19	.....	5.97	BLACKFOOT	.....	BF
.....	.....	.....	9.15 16.78	.....	.10 8.94	.....	3.08 48.24	.03 29.80	3.23 43.60	1.15 40.42	.....	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. 61

Effective June 15, 1948  
Mountain Time

STATIONS

Distance from  
Blackfoot

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

2  
Streamliner

40

4

42

28

460

472

446

658

682

Daily

Daily  
Ex. Sunday

Daily

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.

Double Track	Distance from Blackfoot	2 Streamliner	40 Daily Ex. Sunday	4 Daily	42 Daily	28 Daily	460 Daily	472 Daily	446 Daily	658 Tue., Thur. and Sat.	682 Daily Ex. Sunday	SIGNS	
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	148.22	12.32	10.01	f 2.18	7.35	4.11	11.35	3.15			P	
	FRESNO	140.87	12.24	9.55	f 2.11	7.28	4.01	11.28	2.55			P	
	KREMLIN	135.88	12.18	9.49	f 2.03	7.20	3.51	11.22	2.40			DNP	
	GILDFORD	125.72	12.07	9.37	f 1.47	7.01	3.33	11.07	2.10			DPW	
	HINGHAM	119.79	12.01Pm	9.30	f 1.36	6.51	3.23	10.57	1.50			DP	
	RUDYARD	113.82	11.54Am	9.23	f 1.25	6.41	3.13	10.47	1.25			DP	
	INVERNESS	107.88	11.47	9.16	f 1.14	6.31	3.03	10.37	1.02			DNP	
	JOPLIN	103.74	11.43	9.12	f 1.07	6.25	2.57	10.30	12.30			DP	
	AUTOMATIC BLOCK SIGNALS	BUELOW	100.77	11.40	9.08	f 1.02	6.20	2.52	10.24	12.10Pm			P
CHESTER		98.07	11.32	f 8.57	s 12.50	6.05	2.37	10.10	11.32Am			DNPW	
TIBER		88.18	11.26	8.49	f 12.38	5.55	2.27	10.01	10.40			P	
LOTHAIR		80.00	11.18	8.40	f 12.27	5.36	2.12	9.45	10.15			DP	
GALATA		74.61	11.12	8.32	f 12.16	5.16	2.00	9.32	9.53			DP	
DEVON		68.89	11.05	8.24	f 12.05Am	5.04	1.47	9.19	9.15			DNPW	
DUNKIRK		59.88	10.56	8.14	f 11.50Pm	4.48	1.15	9.00	8.50			P	
SHELBY		50.82	10.45	A 7.50Pm	s 8.00	A 8.10Pm	s 11.35	4.30	12.55	8.35	8.25	A 10.25Am	BREDNP WOIYXJC
SWEET GRASS LINE JCT.		49.08	10.42	L 7.45Pm	7.52	8.06	11.27	4.20	12.45	8.24	8.15	L 10.15Am	PXJ
ETHRIDGE		37.49	10.30	7.38	7.53	f 11.13	4.01	12.26	8.04	7.53			DP
DOUBLE TRACK	BALTIC	29.78	10.22	7.29	7.42	11.02	3.48	12.13	7.51	7.35		P	
	CUT BANK	26.24	10.16	s 7.23	s 7.35	s 10.55	3.40	12.05Pm	7.40	7.25		DNWIP	
	GUNSIGHT	20.22	10.08	7.14	7.24	f 10.43	3.25	11.50Am	7.04	7.04			
	SUNDANCE	16.64	10.04	7.09	7.19	f 10.38	3.18	11.43	6.58	6.55		P	
	FORT PIEGAN	11.40	9.58	7.03	7.13	f 10.31	3.08	11.33	6.50	6.43		P	
	MERIWETHER	8.97	9.52	6.57	7.07	f 10.24	2.58	11.23	6.42	6.30		P	
	BLACKFOOT		L 9.45Am	L 6.50Pm	L 7.00Pm	L f 10.15Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am			BREDNP WOYIX
	Time Over Subdivision		2.55	.05	3.18	1.10	4.12	5.00	5.15	5.15	9.15	.10	
	Average Speed Per Hour		51.83	17.88	45.81	43.30	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. 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						Distances from Blackfoot	Time Table No. 61		Telegraph Calls
	Sittings	Other Tracks	371	683	251	1	3	43	27	241		Effective June 15, 1948	Mountain Time	
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Streamliner Daily	Daily	Daily	Daily	Daily				
1112	Yard	630	L 5.30Am	L 3.20Pm	L 11.45Am	L 11.35Am	L 7.55Am						BLACKFOOT	BF
1120	E 124 W 104	60	6.20	3.32	11.58Am	11.48	8.11			7.29			BROWNING	BG
1125	93	14	6.40	3.40	12.08Pm	11.59	8.21			12.47			TRIPLE DIVIDE	
1130	130	6	6.55	3.46	12.14	12.07	8.28			16.17			SPOTTED ROBE	
1133	95	150	7.35	3.55	12.35	12.20Pm	8.39			20.75			GLACIER PARK	MD
1136	112	10	7.45	4.00	12.40		8.45			23.45			BISON	
1141	129	10	8.00	4.06	12.45		9.04			26.57			RISING WOLF	
1147	E 112 W 130	31	8.39	4.17	12.55		9.16			32.33			SUMMIT	SM
1153	E 60	9	8.58	4.29	1.07		9.28			39.63			BLACKTAIL	
1157		13	9.06	4.35	1.15		9.34			42.71			SINGLESHOT	
1161	E 61 E 98 W 136	13	9.15	4.44	1.22		9.43			47.12			NIMROD	
1165		212	9.51	4.52	1.30		9.51			51.03			ESSEX	SX
1171		18	10.10	5.01	1.40		10.01			56.69			PINNACLE	
1175		14	10.25	5.09	1.47		10.09			61.52			HIDDEN LAKE	
1181	E 118 W 99	14	10.55	5.18	1.55		10.18			66.92			RED EAGLE	NY
1192	E 150 E 60 W 60	96	11.50Am	5.35	2.15		10.37			77.57			BELTON	BE
1200		15	12.20Pm	5.47	2.26		10.50			85.45			CORAM	CM
			12.32	5.54	2.32		10.57			89.71			BRENT	
1207	83	188	L 7.15Pm	L 6.05Pm	5.59		11.01		L 10.20Am	92.64			COLUMBIA FALLS	CF
1210		46	7.25	f 6.13	6.03		11.05		f 10.28	95.58			HALF MOON	
1215	Yard	1473	A 7.45Pm	A 6.25Pm	6.15Pm		11.15Am		A 10.40Am	100.28			WHITEFISH	WF
			.30 15.28	8.00 12.54	0.20 22.92	2.55 34.38	3.10 31.67	0.45 27.67	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, discharge revenue passengers from points east of Williston.

CLEARING OF STREAMLINERS

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

The time of No. 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. 61 Effective June 15, 1948 Mountain Time	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS	
		2	242	4	42	28	252	472	446	460	684		368
		Streamliner									Mon., Wed. Fri.		Daily Ex. Sun.
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BLACKFOOT..... 7.29	100.28	A 9.45Am		A 6.50Pm	A 7.00Pm	A f 10.15Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm	KRDNPW IOYXB	
BROWNING..... 8.18	92.99	9.36		6.40	s 6.49	s 10.05		10.40	6.00	2.14	1.40	DNPW	
TRIPLE DIVIDE..... 8.70	87.81	9.28		6.32	6.41	f 9.52		10.30	5.50	2.03	1.00	P	
SPOTTED ROBE..... 4.58	84.11	9.21		6.24	6.34	f 9.45		10.22	5.42	1.55	12.50	P	
GLACIER PARK..... 2.70	79.53	9.14		s 6.15	L 6.25Pm	f 9.35		10.11	5.31	1.43	43-3 12.35	DNPW Y	
BISON..... 3.12	76.83	9.09		6.09		f 9.26		10.05	5.25	1.37	12.05Pm	P	
RISING WOLF..... 6.26	78.71	9.04		6.04		f 9.20		9.58	5.18	1.30	11.55Am	P	
SUMMIT..... 6.80	67.45	8.54		5.53		f 9.10		9.45	5.05	1.15	11.35	DNPW IYX	
BLACKTAIL..... 3.08	60.65	8.39		5.38		f 8.50		9.00	4.25	1.00	11.00	PW	
SINGLESHOT..... 4.41	57.57	8.31		5.30		f 8.40		8.46	4.11	1.00	10.40	P	
NIMROD..... 3.91	53.16	8.21		5.19		f 8.30		8.28	3.53	1.00	12.03Am	IP KDNPW BOYX	
ESSEX..... 5.66	49.25	8.12		5.10		s 8.20		8.12	3.40	1.00	11.50Pm	P	
PINNACLE..... 4.83	48.59	8.02		5.00		f 8.10		7.30	3.15	1.00	11.20	P	
HIDDEN LAKE..... 5.40	38.76	7.54		4.52		f 8.01		7.13	2.58	1.00	11.03	P	
RED EAGLE..... 10.65	38.86	7.45		4.42		f 7.51		6.55	2.40	1.00	10.45	8.35	DNIYPW
BELTON..... 7.88	22.71	7.29		4.25		f 7.32		6.30	2.15	1.00	8.00	DNP	
CORAM..... 4.26	14.83	7.17		4.12		f 7.18		6.10	1.47	1.00	7.17	DPW	
BRENT..... 2.93	10.57	7.11		4.06		7.07		6.02	1.39	1.00	6.43	PI	
COLUMBIA FALLS..... 2.94	7.64	7.07	A 11.55Am	s 4.00		7.03	A 7.20Pm	5.55	1.33	1.00	6.35	A 7.30Am	DNJYXP
HALF MOON..... 4.70	4.70	7.03	f 11.47	3.50		6.59	f 7.12	5.45	1.25	1.00	6.12	7.20	P
WHITEFISH.....		L 6.55Am	L 11.35Am	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	0.35	3.25	0.20	5.30	5.10	5.15	8.00	.80	
Average Speed Per Hour		35.39	22.92	31.67	35.57	29.52	22.92	18.23	19.40	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 Browning to pick up revenue passengers for points east of Havre where No. 4 scheduled to stop.

**CLEARING OF STREAMLINERS**

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

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

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

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

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

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

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

## 6 WESTWARD

## THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distances from Whitefish	Time Table No. 61		Telegraph Calls
	Sidings	Other Tracks			687		1	3		27	Effective June 15, 1948	
					Mon., Wed. Fri.		Streamliner					
							Daily	Daily	Daily			
1215	Yard	1473			L 5.00Am		L 6.15Pm	L 3.05Pm	L 11.20Am <sup>446</sup>		WHITEFISH.....	WF
1220	151				5.20		6.26 <sup>28</sup>	3.18 <sup>4</sup>	f 11.31	6.00	6.00 VISTA.....	
1227	194	15			5.40		6.34	3.28	f 11.39	11.81	5.81 LUPFER.....	
1232	E70 W70	26			6.25		6.41	3.36	f 11.48	17.27	5.46 OLNEY.....	KY
1238	139	17			6.50		6.48	3.44	f 11.57Am	23.05	5.78 RADNOR.....	
1245	E110 W113	17			7.15		6.57 <sup>460</sup>	3.54	f 12.08Pm	30.11	7.06 STRYKER.....	SY
1251	136	15			7.40		7.04	4.02	f 12.17 <sup>688</sup>	36.03	5.97 TREGO.....	
1256		16			8.00		7.10	4.09	f 12.25	40.70	4.62 EASTWARD FREIGHT TRK { FORTINE.....	FR
1262		71			8.20		7.17	4.17	f 12.33	46.61	5.91 TOBACCO.....	BA
1267	140	39			8.45 <sup>446</sup>		7.24	4.25	s 12.44	52.39	5.78 EUREKA.....	KA
1276	E100 W134	144			9.25		7.36	4.40 <sup>460-28</sup>	s 12.57	61.36	8.87 REXFORD.....	RD
1280	137	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 1.28 <sup>4</sup>	83.21	11.15 URAL.....	
1287	131	4			11.20		8.09	5.15	f 1.37	88.16	4.95 VOLCOUR.....	VR
1292		22			11.40				f 1.45	92.85	4.69 WARLAND.....	WR
1305	189				11.55Am		8.19	5.26	f 1.52	95.86	3.01 YARNELL.....	
1302	E65 W65	10			12.30Pm		8.29	5.38	f 2.07	103.76	7.90 JENNINGS.....	
1308	152	3			12.52 <sup>4</sup>		8.36	5.46	f 2.16	109.48	5.72 RIPLEY.....	
1315	238	165			1.30		8.45	5.57	s 2.30 <sup>460</sup>	116.32	6.34 LIBBY.....	CK
1326		10			1.55 <sup>460</sup>		9.00	6.13	2.48 <sup>28</sup>	127.33	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			

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.

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.

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.

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

# THIRD SUBDIVISION

# EASTWARD 7

Time Table No. 61 Effective June 15, 1948 Mountain Time		Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS				
			2		4		28		446		460			472		688	
			Streamliner		Daily		Daily		Daily		Daily			Daily		Daily	
STATIONS																	
WHITEFISH.....		134.55	A 6.55Am	A 3.30Pm	A 6.40Pm	.....	A <sup>27</sup> 11.15Am	A 8.10Pm	A 3.50Am	.....	A 2.15Pm	.....	KRDNPZ BWOXI				
6.00 VISTA.....		129.15	6.40	<sup>3</sup> 3.18	<sup>1</sup> 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	<sup>687</sup> 6.25	3.01	f 5.57	.....	10.32	7.27	3.07	.....	1.30	.....	DNPW				
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	<sup>1</sup> 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	.....	<sup>27</sup> 12.17Pm	.....	P				
4.62 EASTWARD } FORTINE.....		93.85	5.54	2.27	f 5.17	.....	9.27	5.50	2.00	.....	11.45Am	.....	DP				
5.91 FREIGHT TRK. } TOBACCO.....		87.94	5.46	2.18	f 5.06	.....	9.05	5.25	1.35	.....	11.05	.....	DNPWI				
5.78 EUREKA.....		82.16	5.38	2.10	s 4.56	.....	<sup>687</sup> 8.45	5.05	1.15	.....	10.30	.....	DP				
8.87 REXFORD.....		78.29	5.27	1.57	s <sup>460-3</sup> 4.40	.....	8.20	<sup>3-28</sup> 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	<sup>27</sup> 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	.....	DNP				
4.69 WARLAND.....		41.70	.....	.....	f 3.45	.....	.....	.....	.....	.....	7.35	.....	DP				
3.01 YARNELL.....		38.69	4.45	1.10	f 3.40	.....	<sup>688</sup> 7.20	3.10	11.46Pm	.....	<sup>446</sup> 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.....		25.07	4.28	<sup>687</sup> 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	<sup>27</sup> 2.30	11.10	.....	6.15	.....	DNPW				
11.01 DOUBLE } KOOTENAI FALLS.....		7.22	4.06	12.27	f <sup>27</sup> 2.48	.....	6.10	<sup>687</sup> 1.58	10.40	.....	5.20	.....	PI KRDNP 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			44.85	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. 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. 61		Telegraph Code
	Sidelings	Other Tracks	689	1	3	27	Effective June 15, 1948				
							Pacific Time				
			Tue., Thur., Sat.	Streamliner	Daily	Daily	Daily	STATIONS			
1332	Yard	845	L 5.00Am	L 8.15Pm	L 5.30Pm	L 2.05Pm	.....	TROY	UX		
1340	149	21	5.35	8.24	5.43	2.17	6.68	6.58	YAKT		
1347	131	14	6.00	8.36	5.56	2.30	13.71	7.03	LEONIA		
1353	70	6	6.25	8.48	6.09	2.43	20.64	6.93	KATKA		
1360	122	10	6.45	8.59	6.22	2.55	27.08	6.89	CROSSPORT		
1364	E119 W68	135	7.30	9.05	f 6.30	s 3.05	31.34	4.31	BONNER'S FERRY		
1369	70	18	8.00	9.11	f 6.38	f 3.14	36.31	4.97	MORAVIA		
1376	119	29	8.35	9.19	f 6.47	f 3.25	42.79	6.41	NAPLES		
1388	126	8	9.05	9.28	472 6.57	f 3.37	50.11	7.39	ELMIRA		
1390	125	10	9.40	9.36	7.05	f 3.48	56.99	6.82	COLBURN		
1398	W183 E95	298	400 10.15	9.46	f 7.15	s 4.00	64.78	7.85	SAND POINT		
						f 4.05	67.74	2.96	DOVER		
1407	70	13	10.45	9.56	7.27	f 4.13	73.63	5.88	WRENCOE		
1410	135	15	11.08	10.02	7.34	f 4.21	78.63	5.00	LACLEDE		
1416	71	42	11.28	10.07	7.40	f 4.28	83.84	4.72	THAMA		
1420	70	135	11.45Am	10.11	7.45	s 4.35	86.88	3.54	PRIEST RIVER		
1427	E125 W69	125	12.30Pm	10.19	f 7.55	s 4.50	93.44	6.56	NEWPORT		
1433		18	12.45	10.23	8.01	f 4.55	96.95	3.51	PENRITH		
1436	135	15	1.05	10.29	8.08	f 5.02	101.27	4.32	SCOTIA		
1442	120	25	1.30	10.40	8.20	f 5.13	107.91	6.64	CAMDEN		
1445	70	28	1.45	10.44	8.25	f 5.18	110.90	2.99	ELK		
1449	133	32	2.05	10.50	8.31	f 5.25	115.22	4.32	MILAN		
1456	70	11	2.25	10.58	8.40	f 5.35	121.72	6.50	CHATTAROY		
1460	67	55	2.35	11.03	8.45	f 5.41	125.62	3.90	DEAN		
1464		93	2.48	11.08	8.52	f 5.50	130.21	4.59	MEAD		
1469	Yard	3134	A 3.00Pm	A 11.15Pm	A 9.00Pm	As 6.05Pm	134.67	4.46	HILLYARD		
			10.00	3.00	3.30	4.00					
			13.47	44.89	33.47	33.67					

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. 2 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. 61 Effective June 15, 1948 Pacific Time		Distance 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.....		124.07	Δ 11.10Am	Δ 1.30Pm	Δ 2.55Am	.....	Δ 4.35Am	Δ 12.25Pm	Δ 9.05Pm	.....	Δ 3.30Pm	RDNPW BOKX	
6.68 YAKT.....		127.99	10.58	f 1.17	2.41	.....	4.20	12.10Pm	8.50	.....	3.05	P	
7.03 LEONIA.....		130.90	10.45	f 1.04	2.28	.....	4.06	11.56Am	<sup>1</sup> 8.36	.....	<sup>27</sup> 2.30	DP	
6.93 KATKA.....		114.03	10.32	f 12.51	2.15	.....	3.52	11.42	7.54	.....	1.55	P	
6.39 CROSSPORT.....		107.04	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.....		96.26	10.06	f <sup>690</sup> 12.19	1.50	.....	3.21	11.11	7.23	.....	<sup>23</sup> 12.19Pm	P	
6.41 NAPLES.....		91.95	9.58	f 12.08Pm	1.42	.....	3.10	10.58	7.12	.....	11.50Am	DPW	
7.39 ELMIRA.....		84.56	9.49	f 11.56Am	1.33	.....	2.57	10.44	<sup>3</sup> 6.57	.....	11.15	P	
6.82 COLBURN.....		77.74	<sup>689</sup> 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	<sup>689-690</sup> 10.15	6.20	.....	<sup>460</sup> 10.15	DNPWV YXZ	
2.96 DOVER.....		66.93	.....	f 11.22	.....	.....	.....	.....	.....	.....	.....	PV	
5.88 WRENCOE.....		61.05	<sup>690</sup> 9.16	f 11.15	1.04	.....	2.16	10.00	6.06	.....	<sup>4</sup> 9.16	P	
5.00 LACLEDE.....		56.05	9.10	f <sup>690</sup> 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	DNPWOV	
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	<sup>27</sup> 5.02	.....	7.20	P	
6.64 CAMDEN.....		28.76	8.23	f 10.13	12.20	.....	1.01	8.43	4.42	.....	7.00	PW	
2.99 ELK.....		23.77	8.19	f 10.08	12.16	.....	12.54	8.37	4.36	.....	6.50	PDN	
4.32 MILAN.....		19.45	8.13	f 10.00	12.10	.....	12.45	8.28	4.28	.....	6.30	P	
6.50 CHATTAROY.....		12.95	8.04	f 9.50	12.02Am	.....	12.32	8.16	4.16	.....	6.10	P	
3.90 DEAN.....		9.05	7.59	f 9.45	11.57Pm	.....	12.25	8.10	4.10	.....	6.00	DNPXJ	
4.59 MEAD.....		4.46	7.53	f 9.38	11.52	.....	12.15	8.00	4.00	.....	5.45	P	
4.45 HILLYARD.....		.....	L <sup>460</sup> 7.45Am	Ls 9.30Am	L 11.45Pm	.....	L 12.05Am	L <sup>4</sup> 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. 61 Effective June 15, 1948 Mountain Time STATIONS				Distance from Kalispell	SIGNS	FIRST CLASS				SECOND CLASS
	Sidings	Other Tracks	369	249	247	245	243		244	246	248	250			370				
			Daily Ex. Sun.	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily Ex. Sun.
1207	.....	181	L 7.35Am	L 7.30Pm	L 4.05Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 3.55Pm	A 5.50Pm	A 7.10Pm		
.....	2	.....	f 7.34	f 4.10	f 2.43	f 12.06	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.00	f 2.25	f 3.50	f 5.45	.....			
WB5	.....	41	8.00	f 7.42	f 4.17	f 2.50	f 12.12	5.28	LA SALLE	.....	9.06	P	f 9.53	f 2.18	f 3.43	f 5.38	6.40		
.....	.....	.....	f 7.51	f 4.26	f 2.59	f 12.21	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 8.00Pm	A 4.35Pm	A 3.08Pm	A 12.31Pm	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.25Pm	L 5.20Pm	L 6.00Pm		
.....	.....	.....	1.10	.30	.30	.30	.30	.....	Time Over Subdivision	.....	.....	.30	.30	.30	.30	1.10			
.....	.....	.....	12.29	28.68	28.68	28.68	28.68	.....	Average Speed per Hour	.....	.....	28.68	28.68	28.68	28.68	12.29			

Westward trains are superior to eastward trains of the same class except: Nos. 244, 246, 248 and 250 are superior to Nos. 243, 245, 247 and 249 Kalispell to Columbia Falls.  
MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH SUBDIVISIONS.

## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Port Hill	Time Table No. 61 Effective June 15, 1948 Pacific Time STATIONS				Distance from Bonner's Ferry	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	379					380	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	.....	16.98	.....	s 2.00	.....	.....	
KV8	.....	15	.....	.....	.....	s 8.55	18.54	RITZ	.....	7.87	.....	s 1.20	.....	.....	
.....	.....	.....	.....	.....	.....	.....	25.55	SPOKANE INT. RY. CROSSING	.....	0.56	RDNPW BYXJY	L 12.45Pm	.....	.....	
1364	.....	135	.....	.....	.....	A 9.30Am	26.11	BONNERS FERRY	BY	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	2.00	.....	Time Over Subdivision	.....	.....	.....	2.00	.....	.....	
.....	.....	.....	.....	.....	.....	13.05	.....	Average Speed Per Hour	.....	.....	.....	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. 61 Effective June 15, 1948 Mountain Time STATIONS				Distance from Hubbard	SIGNS
	Sidings	Other Tracks	.....										
			.....										
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	.....	.....	.....	.....	

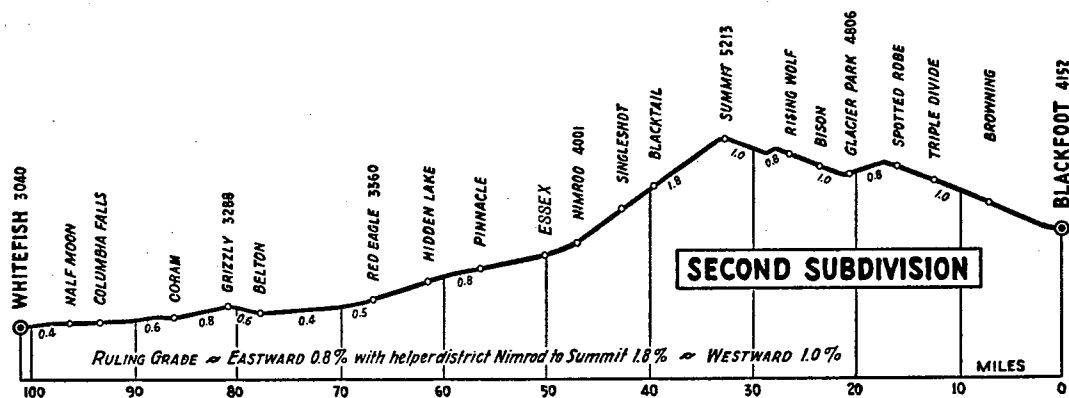
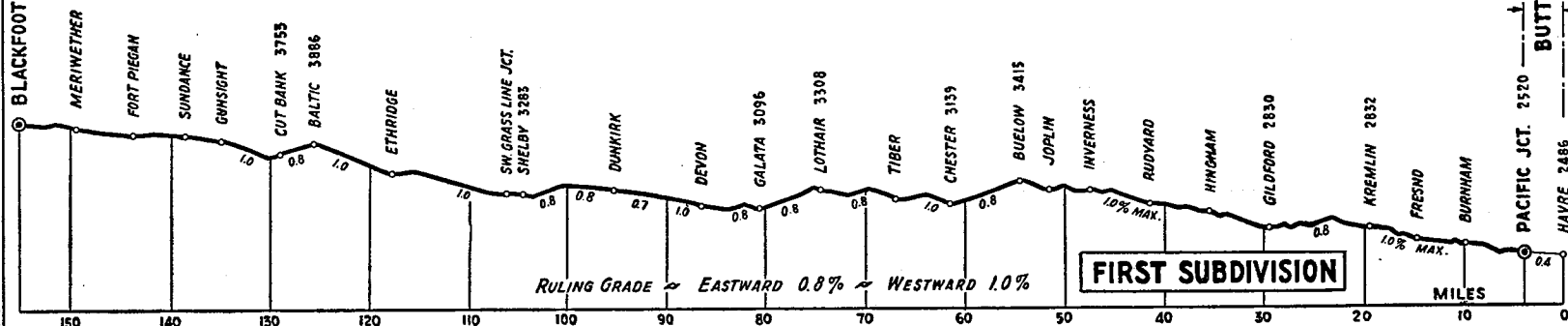
Westward trains are superior to eastward trains of the same class.  
MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SEVENTH SUBDIVISIONS.



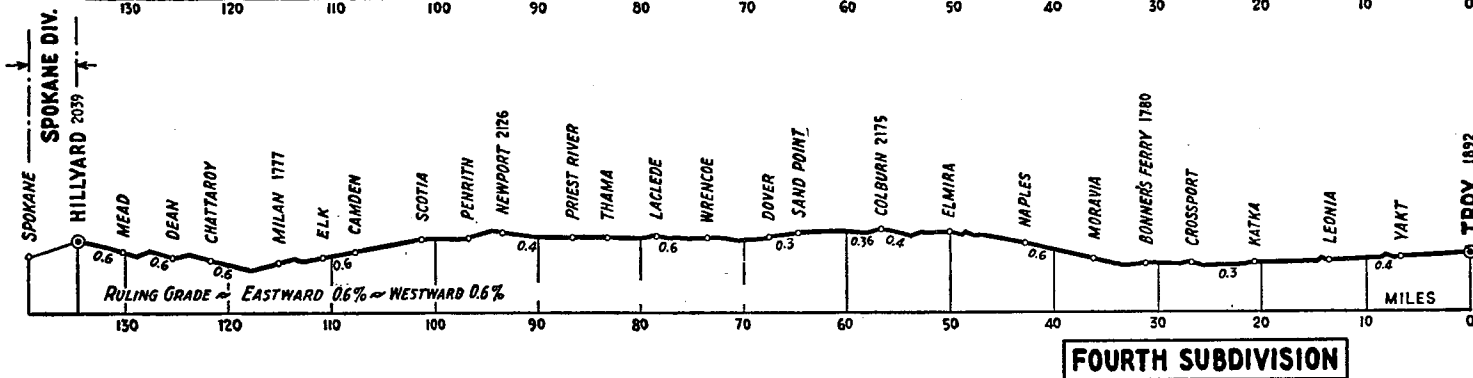
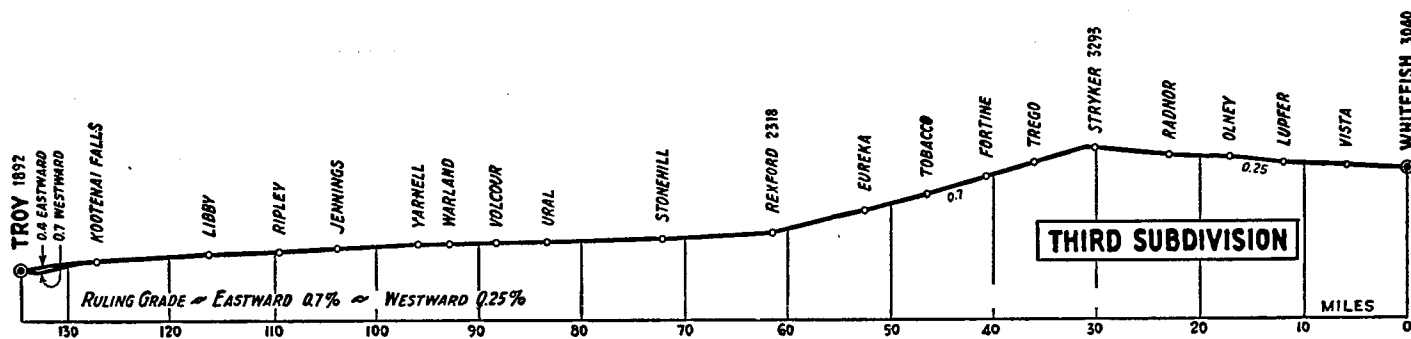
BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Opening
<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>			
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26 35	East End
Brent Pit.....	500 feet west Brent.....		West End
<b>3rd Subdivision</b>			
Warland Pit (Five Tracks).....	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.....	22	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
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
<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

BLACKFOOT 4152



Elevation .....175



KALISPELL DIVISION