

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. J. J. Mistschke Columbia Falls, Mont.
Dr. W. W. Taylor Whitefish, Mont.
Dr. A. T. Lees Whitefish, Mont.
Dr. J. B. Simons Whitefish, Montana
Dr. R. M. Howell Bonners Ferry, Idaho
Dr. E. A. Lee Newport, Washington
Dr. Wm. F. Tyler Sand Point, Idaho
Dr. Leslie J. Stauffer Priest River, Idaho
Dr. J. Farrow Hillyard, Washington
Dr. H. E. Wheeler Spokane, Washington
Dr. E. B. Coulter Spokane, Washington
Dr. L. A. Parsell Spokane, Washington

W. C. PRESTON, Chief Dispatcher.
H. J. SURLLES, 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 65

EFFECTIVE 12.01 A. M.
MOUNTAIN TIME
AND
PACIFIC TIME

Thursday, September 15, 1949

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. 65		Telegraph Calls
	Sidings	Other Tracks	657	681	1	41	3	27		Effective September 15, 1949		
			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

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 Lf 3.38Am 4.03	PACIFIC JUNCTION	
967	130 7	6.45	12.19	8.24 3.47 9.97	BURNHAM	
971	61 14	7.00	12.24	8.30 3.53 14.62	FRESNO	
976	130 44	7.20	12.29	8.36 f 4.02 19.36	KREMLIN	KN
986	129 33	7.55	12.41	8.49 f 4.19 29.47	GILDFORD	GR
992	61 30	8.15	12.48	8.56 f 4.30 35.40	HINGHAM	HG
998	142 35	8.35	12.55	9.03 f 4.41 41.37	RUDYARD	RU
1004	126 29	8.55	1.02	9.11 f 4.52 47.61	INVERNESS	RN
1008	32	9.05	1.06	9.16 f 4.58 51.45	JOPLIN	JO
1013	E99 W125 E89 W60	9.20	1.10	9.20 5.02 54.42	BUELOW	
1018	66	9.50	1.18	f 9.30 s 5.15 61.52	CHESTER	CH
1024	140 14	10.05	1.24	9.37 5.24 67.06	TIBER	
1031	129 20	10.30	1.33	9.46 f 5.36 74.59	LOTHAIR	AR
1037	60 42	11.12	1.40	9.53 f 5.46 80.58	GALATA	GA
1043	141 24	11.30	1.47	10.00 f 5.57 86.60	DEVON	CD
1052	145 E169 W241	11.50Am	1.57	10.11 f 6.11 95.34	DUNKIRK	
1061	407	12.35Pm L 8.45Am	2.10 L 10.50Am	s 10.30 s 6.35 104.67	SHELBY	SJ
1063		12.40 A 8.55Am	2.13 A 10.53Am	10.33 6.38 106.16	SWEET GRASS LINE JCT.	
1074	W122 31	1.10	2.27	10.48 f 6.53 117.70	ETHRIDGE	DG
1082		1.35	2.38	10.58 7.06 125.46	BALTIC	
1087	130 186	1.55	2.45	s 11.05 s 7.15 128.98	CUT BANK	CT
1093	8	2.15	2.55	11.16 7.26 134.97	GUNSIGHT	
1095	30	2.30	3.00	11.22 7.31 138.55	SUNDANCE	
1100	W59 7	3.06	3.06	11.29 7.38 143.79	FORT PIEGAN	
1106	7	3.25	3.13	11.36 7.45 149.22	MERIWETHER	
1112	Yard 630	A 3.45Pm	A 3.20Pm	A 11.45Am Af 7.55Am 155.19	BLACKFOOT	BF
		9.15 16.78	.10 8.94	3.08 48.24 .03 29.80 3.28 43.60 4.17 36.23	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. 65

Effective September 15, 1949
Mountain Time

STATIONS

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

Double Track	HAVRE	155.10	A 12.55Pm	A 10.25Pm	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	STATIONS	Distance	AUTOMATIC BLOCK SIGNALS					FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
			2	40	4	28		460	472	446	658	682	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday	
	PACIFIC JUNCTION	151.16	A 12.40Pm	A 10.18Pm	A 2.27Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm									JIPY
	BURNHAM	145.22	12.32	10.11	t 2.16	7.35	4.11	11.34	3.15									P
	FRESNO	140.57	12.24	10.05	t 2.09	7.28	4.01	11.26	2.55									P
	KREMLIN	135.83	12.18	9.59	t 2.02	7.20	3.51	11.18	2.40									DNP
	GILDFORD	126.72	12.07	9.47	t 1.45	7.01	3.33	10.59	2.10									DPW
	HINGHAM	119.79	12.01Pm	9.40	t 1.34	6.51	3.23	10.48	1.50									DP
	RUDYARD	113.82	11.54Am	9.33	t 1.23	6.41	3.13	10.37	1.25									DP
	INVERNESS	107.58	11.47	9.26	t 1.12	6.31	3.03	10.26	1.02									DNP
	JOPLIN	103.74	11.43	9.22	t 1.06	6.25	2.57	10.20	12.30									DP
	BUELOW	100.77	11.40	9.18	t 1.01	6.20	2.52	10.15	12.10Pm									P
	CHESTER	93.67	11.32	t 9.07	s 12.49	6.05	2.37	10.00	11.32Am									DNPW
	TIBER	88.13	11.26	8.59	t 12.39	5.55	2.27	9.48	10.40									P
	LOTHAIR	80.60	11.18	8.50	t 12.29	5.36	2.12	9.31	10.15									DP
	GALATA	74.61	11.12	8.42	t 12.19	5.16	2.00	9.17	9.53									DP
	DEVON	68.59	11.05	8.34	t 12.09Am	5.04	1.47	9.03	9.15									DNPW
	DUNKIRK	59.85	10.56	8.24	t 11.55Pm	4.48	1.15	8.48	8.50									P
	SHELBY	50.52	10.45	A 7.50Pm	s 8.10	s 11.40	4.30	12.55	8.34	8.25	A 10.25Am							BRKDNP WOIYXJC
	SWEET GRASS LINE JCT.	49.03	10.42	L 7.45Pm	8.04	11.34	4.20	12.45	8.24	8.15	L 10.15Am							PXJ
	ETHRIDGE	37.49	10.30	7.51	t 11.20	4.01	12.26	8.08	7.53									DP
	BALTIC	29.78	10.22	7.43	11.10	3.48	12.13	7.55	7.35									P
	CUT BANK	26.24	10.16	7.38	s 11.04	3.40	12.05Pm	7.38	7.25									DNWIP
	GUNSIGHT	20.22	10.08	7.28	t 10.53	3.25	11.50Am	7.04	7.04									
	SUNDANCE	16.64	10.04	7.24	t 10.48	3.18	11.43	6.58	6.55									P
	FORT PIEGAN	11.40	9.58	7.18	t 10.42	3.08	11.33	6.50	6.43									P
	MERIWETHER	5.97	9.52	7.12	t 10.36	2.58	11.23	6.42	6.30									P
	BLACKFOOT		L 9.45Am	L 7.05Pm	L 10.30Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am									BRKDNP WOYIX
Time Over Subdivision			2.55	.05	3.13	3.57	5.00	5.15	5.15	9.18	.10							
Average Speed Per Hour			51.83	17.88	46.94	38.30	30.23	23.79	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. 65 Effective September 15, 1949 Mountain Time		Telegraph Calls
	Siding	Other Tracks	371	683	251	1 Streamliner	3	27	241		STATIONS		
			Daily Ex. Sun.	Tue., Thur., Sat.	Daily	Daily	Daily	Daily	Daily				
1112	Yard	630	.....	L 5.30Am	.....	L 3.20Pm	L 11.45Am	Lf 7.55Am	.....	.....	.....	.....	BF
1120	E 124 W 104	76	.....	6.20	.....	3.32	11.58Am	s 8.11	.....	7.29	.....	.....	BG
1125	93	14	.....	6.40	.....	3.40	12.08Pm	8.21	.....	12.47	.....	.....	.....
1130	130	6	.....	6.55	.....	3.46	12.14	8.28	.....	16.17	.....	.....	.....
1133	95	150	.....	7.35	.....	3.55	12.25 ⁶⁸⁴	f 8.39	.....	20.75	.....	.....	MD
1186	112	10	.....	7.45	.....	4.00	12.31	8.45	.....	23.45	.....	.....	.....
1141	129	10	.....	8.00	.....	4.06	12.37	9.04 ²	.....	26.57	.....	.....	.....
1147	E 112 W 130	31	.....	8.39 ²	.....	4.17	12.50	f 9.16	.....	32.88	.....	.....	SM
1153	E 60	9	.....	8.58	.....	4.29	1.02	9.28	.....	39.63	.....	.....	.....
1157	.....	13	.....	9.06	.....	4.35	1.08	9.34	.....	42.71	.....	.....	.....
1161	E 57	11	.....	9.15 ²⁷	.....	4.44	1.17	9.43 ⁶⁸³	.....	47.12	.....	.....	.....
1165	E 98 W 136	212	.....	9.51	.....	4.52	1.25	s 9.51	.....	51.08	.....	.....	SX
1171	.....	13	.....	10.10	.....	5.01	1.35	10.01	.....	56.69	.....	.....	.....
1175	.....	14	.....	10.25	.....	5.09	1.43	10.09	.....	61.52	.....	.....	.....
1181	E 116 W 99	14	.....	10.55	.....	5.18	1.52	f 10.18	.....	66.92	.....	.....	NY
1192	156	96	.....	11.50Am	.....	5.35	2.10 ⁴⁴⁹	f 10.37	.....	77.57	.....	.....	BE
1200	60	75	.....	12.20Pm	.....	5.47	2.24	f 10.50	.....	85.45	.....	.....	CM
.....	.....	.....	.....	12.32	.....	5.54	2.31	10.57	.....	89.71	.....	.....	.....
1207	83	188	L 7.15Pm	1.00	L 6.20Pm	5.59	s 2.38	11.01	L 10.20Am	92.64	.....	.....	CF
1210	.....	46	.....	7.25	.....	f 6.28	6.03	2.45	11.05	95.58	.....	.....	.....
1215	Yard	1473	A 7.45Pm	A 1.30Pm	A 6.40Pm	A 6.15Pm	A 2.55Pm	A 11.15Am	A 10.40Am	100.28	.....	.....	WF
.....	.....	.....	.30 15.28	8.00 12.54	.....	0.20 22.92	2.55 34.88	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 discharge revenue passengers from points east of Williston, and south of Shelby and to pick up revenue passengers for Spokane and west where No. 3 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 65

Effective September 15, 1949
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 7.05Pm	A 10.30Pm		A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
BROWNING	92.99	9.36		6.55	10.20		10.40	6.00	2.14	1.40		DNPW
TRIPLE DIVIDE	87.81	9.28		6.47	10.08		10.30	5.50	2.03	1.00		P
SPOTTED ROBE	84.11	9.21		6.39	10.01		10.22	5.42	1.55	12.50		P
GLACIER PARK	79.88	9.14		6.30	9.50		10.11	5.31	1.43	12.25		DNPW Y
BISON	76.88	9.09		6.24	9.41		10.05	5.25	1.37	12.05Pm		P
RISING WOLF	78.71	9.04		6.19	9.35		9.58	5.18	1.30	11.55Am		P DNPW IYX
SUMMIT	67.45	8.54		6.08	9.25		9.45	5.05	1.15	11.35		PW
BLACKTAIL	60.66	8.39		5.53	9.05		9.00	4.25	12.35	11.00		P
SINGLESHOT	57.67	8.31		5.45	8.55		8.46	4.11	12.21	10.40		IP KDNPW BOYX
NIMROD	58.16	8.21		5.34	8.45		8.28	3.53	12.03Am	10.20		P
ESSEX	49.25	8.12		5.25	8.35		8.12	3.40	11.50Pm	10.00		P DNPW IYX
PINNACLE	43.89	8.02		5.15	8.25		7.30	3.10	11.20	9.15		P
HIDDEN LAKE	38.76	7.54		5.07	8.16		7.13	2.53	11.03	8.55		P
RED EAGLE	33.86	7.45		4.57	8.06		6.55	2.35	10.45	8.35		DNIYPW
BELTON	22.71	7.29		4.40	7.47		6.30	2.10	10.20	8.00		DNP
CORAM	14.88	7.17		4.27	7.33		6.10	1.47	10.00	7.17		DPW
BRENT	10.87	7.11		4.21	7.22		6.02	1.39	9.52	6.43		PI
COLUMBIA FALLS	7.64	7.07	A 11.55Am	4.15	7.18	A 7.35Pm	5.55	1.33	9.45	6.35	A 7.30Am	DNJYXP
HALF MOON	4.70	7.03	f 11.47	4.05	7.14	f 7.27	5.45	1.25	9.35	6.12	7.20	P
WHITEFISH		L 6.55Am	L 11.35Am	L 3.55Pm	L 7.05Pm	L 7.15Pm	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	0.30	
Average Speed Per Hour		35.39	22.92	31.67	29.52	22.92	18.23	19.40	19.10	12.60	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 pick up revenue passengers for points east of Havre where No. 4 scheduled to stop, or points south of Shelby and to discharge revenue passengers from 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. 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.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 65		Telegraph Calls
	Sidings	Other Tracks	687			1	3	27		Effective September 15, 1949		
			Mon., Wed., Fri.			Streamliner	Daily	Daily		Mountain Time		
STATIONS												
1215	Yard	1473	L	5.00Am	L	6.15Pm	L	3.05Pm	L	⁴⁴⁶ 11.20Am	WHITEFISH	WF
1220	151			5.20		6.26		3.15	f	11.31	6.00 VISTA	
1227	194	15		5.40		²⁸ 6.34		3.28	f	11.39	5.81 LUPPER	
1232	E70 W70	26		6.25		6.41		3.39	f	11.48	5.46 OLNEY	KY
1238	141	17		6.50		6.48		3.46	f	11.57Am	5.78 RADNOR	
1245	E110 W113	17		7.15		⁴⁶⁰ 6.57		3.56	f	12.08Pm	7.06 STRYKER	SY
1251	186	15		7.40		7.04		4.04	f	⁶⁸⁸ 12.17	5.97 TREGO	
1256		16		8.00		7.10		4.11	f	12.25	4.62 FORTINE	FR
1262		71		8.20		7.17		4.19	f	12.33	5.91 TOBACCO	BA
1267	151	44		⁴⁴⁶ 8.45		7.24	f	4.28	s	12.44	5.78 EUREKA	KA
1276	W130 E143	144		9.25		7.36		⁴⁹⁰⁻²⁸ 4.40	s	12.57	8.87 REXFORD	RD
1280	137	6		10.10		7.49		4.55	f	1.12	10.80 STONEHILL	
1282	145	5		11.00		8.03		5.09	f	1.27	11.15 URAL	
1287	131	4		11.20		8.09		5.15	f	1.40	4.95 VOLCOUR	VR
1292		35		11.40					f	1.46	4.69 WARLAND	WR
1295	139			11.55Am		8.19		5.26	f	1.52	3.01 YARNELL	
1302	E53 W40	10		12.30Pm		8.29		5.38	f	2.07	7.90 JENNINGS	
1308	152	3		⁴ 1.14		8.36		5.46	f	2.16	5.72 RIPLEY	
1315	258	165		1.30		8.45	f	5.57	s	⁴⁶⁰ 2.30	6.84 LIBBY	CK
1326		14		⁴⁶⁰ 1.55		9.00		6.13		²⁸ 2.48	11.01 KOOTENAI FALLS	
1332	Yard	845	A	2.15Pm	A	9.15Pm	A	6.25Pm	A	3.00Pm	7.22 TROY	UX
				9.15 14.55		3.00 44.55		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.

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. 65 Effective September 15, 1949 Mountain Time		Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
			2 Streamliner	4	28		446	460	472		688		
STATIONS													
		AUTOMATIC BLOCK SIGNALS											
WHITEFISH.....		134.55	A 6.55Am	A 3.45Pm	A 6.55Pm	A 11.15Am	A 8.10Pm	A 3.50Am	A 2.15Pm			KRDNPZ BWOXI	
6.00 VISTA.....		129.15	6.40	3.35	f 6.45	10.55	7.50	3.30	2.00			P	
5.81 LUPFER.....		122.74	6.32	3.28	f 6.34	10.43	7.38	3.18	1.45			P	
5.46 OLNEY.....		117.28	6.25	3.22	f 6.15	10.32	7.27	3.07	1.30			DNPW	
5.78 RADNOR.....		111.50	6.18	3.15	f 6.03	10.20	7.15	2.55	1.10			P	
7.06 STRYKER.....		104.44	6.09	3.06	f 5.50	10.05	6.57	2.40	12.55			DNPWY	
5.97 TREGO.....		98.47	6.01	2.57	f 5.40	9.44	6.10	2.18	12.17Pm			P	
4.62 EASTWARD FREIGHT TRK. { FORTINE.....		93.85	5.54	2.49	f 5.29	9.27	5.50	2.00	11.45Am			DP	
5.91 { TOBACCO.....		87.94	5.46	2.40	f 5.17	9.05	5.25	1.35	11.05			DNPWI	
5.78 EUREKA.....		82.16	5.38	f 2.32	s 5.05	8.45	5.05	1.15	10.30			DP	
8.87 REXFORD.....		73.29	5.27	2.18	s 4.40	8.20	4.40	12.50	9.30			DNPWY	
10.80 STONEHILL.....		63.49	5.14	2.04	f 4.20	8.02	3.57	12.30	8.50			PW	
11.15 URAL.....		51.34	5.01	1.49	f 4.02	7.45	3.35	12.10	8.05			P	
4.95 VOLCOUR.....		46.39	4.55	1.40	f 3.55	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	1.30	f 3.40	7.20	3.10	11.46Pm	7.20			P	
7.90 JENNINGS.....		39.79	4.35	1.21	f 3.29	7.03	2.55	11.32	6.50			P	
5.72 RIPLEY.....		35.97	4.28	1.14	f 3.20	6.50	2.45	11.22	6.35			P	
6.84 LIBBY.....		18.23	4.20	f 1.05	s 3.10	6.35	2.30	11.10	6.15			DNPW	
11.01 DOUBLE TRACK { KOOTENAI FALLS.....		7.22	4.06	12.51	f 2.48	6.10	1.58	10.40	5.20			PI KRDNP BWOX	
7.22 { TROY.....			L 3.55Am	L 12.40Pm	L 2.35Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am				
Time Over Subdivision			8.00	3.05	4.25	5.25	6.30	6.30	9.18				
Average Speed Per Hour			44.85	43.61	30.46	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.

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. 65 Effective September 15, 1949 Pacific Time		Telegraph Calls	
	Sidings	Other Tracks	689			1	3	27		STATIONS			
			Tue., Thur., Sat.			Streamliner Daily	Daily	Daily					
1832	Yard	845	L	5.00Am		L	8.15Pm	L	5.30Pm	L	2.05Pm	TROY	UX
1840	149	29		5.35			8.24 472		5.43		2.17 690	YAKT	
1847	181	22		6.00			8.36		5.56	f	2.30	LEONIA	ON
1853	70	6		6.25			8.48		6.09		2.43	KATKA	
1880	132	10		6.45			8.59		6.22		2.55	CROSSPORT	
1864	E119 W68	185		7.30					9.05	f	6.30	BONNERS FERRY	BY
1869	70	18		8.00					9.11		6.38	MORAVIA	
1876	119	29		8.35					9.19		6.47	NAPLES	NA
1883	126	8		9.05					9.28		6.57 472	ELMIRA	
1890	125	10		9.30					9.36		7.05	COLBURN	
1898	W133 E95	293		9.54					9.46	f	7.15	SAND POINT	S
											4.00		
											4.05		
1407	70	13		10.15			9.56		7.27	f	4.13	DOVER	
1410	130	15		11.08			10.02		7.34	f	4.21	WRENCOE	
1416	71	42		11.28			10.07		7.40	f	4.28	LACLEDE	
											5.00	THAMA	
1420	70	135		11.45Am			10.11		7.45	s	4.35	PRIEST RIVER	NC
1427	E125 W69	125		12.30Pm			10.19		7.55	s	4.50	NEWPORT	NR
1432		21		12.45			10.23		8.01	f	4.55	PENRITH	
1436	129	15		1.05			10.29		8.08	f	5.02	SCOTIA	
1442	120	25		1.30			10.40		8.20	f	5.13	CAMDEN	
1445	70	28		1.45			10.44		8.25	f	5.18	ELK	KE
1449	123	32		2.05			10.50		8.31	f	5.25	MILAN	
1456	70	11		2.25			10.58		8.40	f	5.35	CHATTAROY	
1460	84	55		2.35			11.03		8.45	f	5.41	DEAN	SF
1464		155		2.48			11.08		8.52	f	5.50	MEAD	
1469	Yard	3184	A	3.00Pm		A	11.15Pm	A	9.00Pm	As	6.05Pm	HILLYARD	HU
				10.00			3.00		3.30		4.00		
				13.47			44.39		38.47		33.67		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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 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 13, 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. 65

Effective September 15, 1949

Pacific Time

STATIONS

Distance from Hillyard	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
	4	28	2		446	460	472	690		
	Daily	Daily	Streamliner Daily		Daily	Daily	Daily	Mon., Wed. Fri.		
TROY.....	184.07	A 11.35Am	A 1.30Pm	A 2.55Am	A 4.35Am	A 12.35Pm	A 9.05Pm	A 3.30Pm		RDNPW BOXK
6.68 YAKT.....	127.90	11.21	f 1.17	2.41	4.20	12.21	8.50	3.05		P
7.08 LEONIA.....	120.90	11.08	f 1.04	2.28	4.06	12.07Pm	¹ 8.36	²⁷ 2.30		DP
8.98 KATKA.....	114.08	10.55	f 12.51	2.15	3.52	11.54Am	7.54	1.55		P
6.89 CROSSPORT.....	107.64	10.43	f 12.38	2.03	3.39	11.41	7.41	1.25		P
4.81 BONNERS FERRY.....	103.83	f 10.37	s 12.30	1.57	3.30	11.33	7.32	1.10		DNPWV YXJ
4.97 MORAVIA.....	98.86	10.29	f ⁶⁹⁰ 12.19	1.50	3.21	11.24	7.23	²⁸ 12.19Pm		P
6.41 NAPLES.....	91.95	10.21	f 12.08Pm	1.42	3.10	11.11	7.12	11.50Am		DPW
7.89 ELMIRA.....	84.56	10.12	f 11.56Am	1.33	2.57	10.58	³ 6.57	11.15		P
8.82 COLBURN.....	77.74	10.04	f 11.45	1.25	2.44	⁶⁹⁰ 10.45	6.35	⁴⁶⁰ 10.45		P
7.85 SAND POINT.....	69.89	f ⁶⁸⁹⁻⁶⁹⁰ 9.54	s 11.30	1.15	2.30	10.30	6.20	⁴ 9.54		DNPWV YXZ
2.96 DOVER.....	66.93		f 11.22							PV
5.88 WRENCOE.....	61.05	9.41	f 11.15	1.04	2.16	⁶⁸⁹ 10.15	6.06	9.16		P
5.00 LACLEDE.....	56.05	9.35	f ⁶⁸⁹ 11.08	12.58	2.07	10.05	5.57	8.56		P
4.72 THAMA.....	51.33	9.30	f 11.01	12.53	1.59	9.56	5.49	8.43		P
3.54 PRIEST RIVER.....	47.79	9.26	s 10.54	12.49	1.53	9.49	5.43	8.30		D P
6.56 NEWPORT.....	41.23	f 9.18	s 10.40	12.41	1.40	9.35	5.30	8.00		DNPWV
3.51 PENRITH.....	37.72	9.09	f 10.31	12.37	1.28	9.23	5.20	7.35		P
4.32 SCOTIA.....	33.40	9.04	f 10.24	12.31	1.19	9.15	²⁷ 5.02	7.20		P
6.64 CAMDEN.....	26.76	⁴⁶⁰ 8.55	f 10.13	12.20	1.01	⁴ 8.55	4.42	7.00		PW
2.99 ELK.....	23.77	8.51	f 10.08	12.16	12.54	8.20	4.36	6.50		PD
4.32 MILAN.....	19.45	8.45	f 10.00	12.10	12.45	8.10	4.28	6.30		P
6.50 CHATTAROY.....	13.95	8.37	f 9.50	12.02Am	12.32	7.57	4.16	6.10		P
3.90 DEAN.....	9.05	8.32	f 9.45	11.57Pm	12.25	7.50	4.10	6.00		DNPXJ
4.59 MEAD.....	4.46	8.27	f 9.38	11.52	12.15	7.40	4.00	5.45		P
4.46 HILLYARD.....		L 8.20Am	Ls 9.30Am	L 11.45Pm	L 12.05Am	L 7.30Am	L 3.50Pm	L 5.30Am		KRDNPW BOXIYZT
Time Over Subdivision		3.15	3.55	3.10	4.30	5.05	5.15	10.00		
Average Speed Per Hour		41.66	34.38	42.53	29.93	26.66	25.65	13.47		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

No. 2 Register by ticket Troy.

Conditional stops—

No. 4 Priest River to pick up passengers for Fargo and East.
No. 28 on Flag at Samuels postoffice, 2 miles east Colburn.

CLEARING OF STREAMLINERS

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

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

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

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

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

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

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

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS				Distance from Columbia Falls	Time Table No. 65 Effective September 15, 1949 Mountain Time			SIGNALS	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 Ex. Sun.
1207	181	L	7.35Am	L 7.40Pm	L 4.20Pm	L 2.38Pm	L 12.01Pm	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 10.05Am	A 2.30Pm	A 4.00Pm	A 6.05Pm	A 7.10Pm
.....	2	.....	.....	f 7.45	f 4.25	f 2.43	f 12.06	1.84	SOLDIERS HOME	.....	12.50	.....	f 10.00	f 2.25	f 3.55	f 6.00	.....
WB5	41	.....	8.00	f 7.52	f 4.32	f 2.50	f 12.12	5.28	LA SALLE	.....	9.06	P	f 9.53	f 2.18	f 3.48	f 5.53	6.40
.....	.....	.....	.....	f 8.01	f 4.41	f 2.59	f 12.21	9.91	ROSE CROSSING	.....	4.43	.....	f 9.44	f 2.09	f 3.39	f 5.44	.....
WB 14	Yard 881	A	8.45Am	A 8.10Pm	A 4.50Pm	A 3.08Pm	A 12.31Pm	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 9.35Am	L 2.00Pm	L 3.30Pm	L 5.35Pm	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. 65 Effective September 15, 1949 Pacific Time			SIGNALS	SECOND CLASS			
	Sidings	Other Tracks	379					380	380	380		380			
			Monday and Friday										Monday and Friday	Monday and Friday	Monday and Friday
KV26	Yard	87	.....	.....	.....	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	.....	7.57	.....	s 1.20	.....	.....
.....	25.55	SPOKANE INT. RY. CROSSING	.....	0.56	RDNPW BYXJV	L 12.45Pm	.....	.....
1864	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

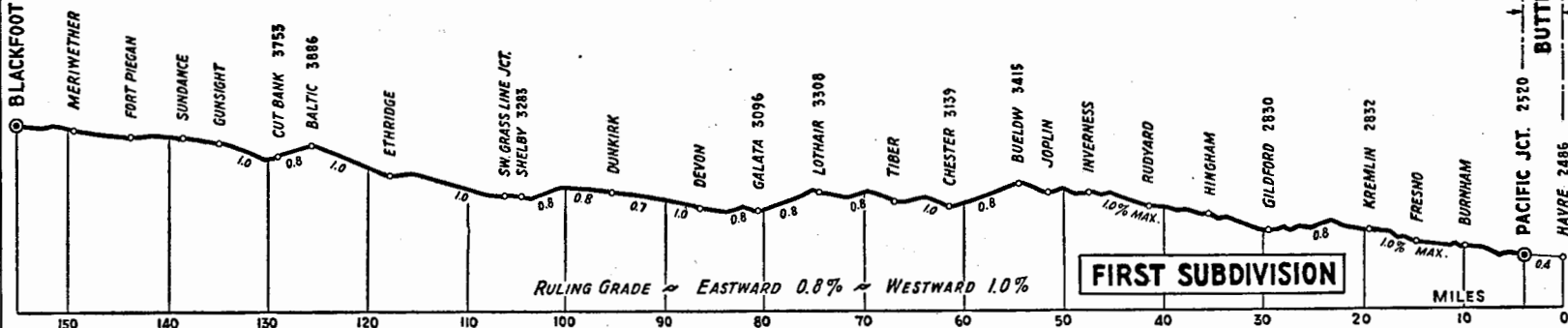
Station Numbers	Car Capacity		SECOND CLASS				Distance from Somers	Time Table No. 65 Effective September 15, 1949 Mountain Time			SIGNALS	SECOND CLASS			
	Sidings	Other Tracks	.....					.....	.....	.....		.....
		
WB25	Yard	.....	.....	.....	.....	.....	.....	SOMERS	.....	38.84	DWOPX RB	.....	.....	.....
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.

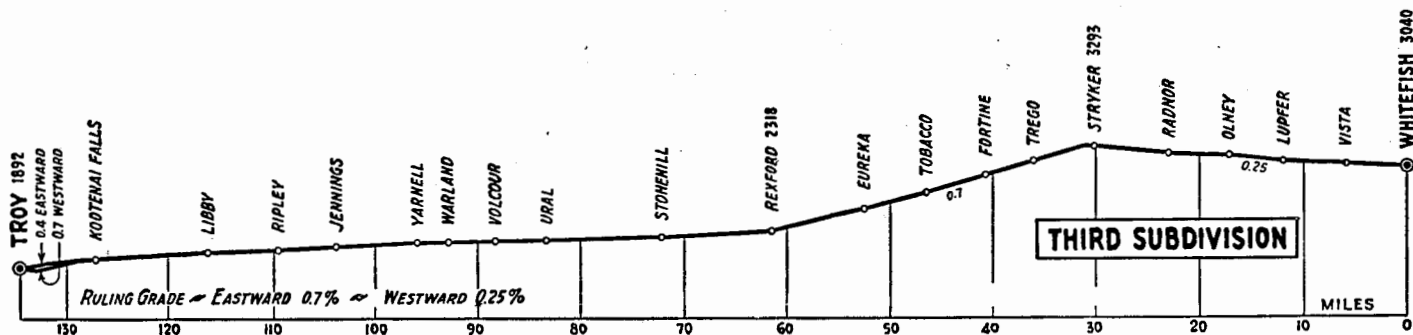
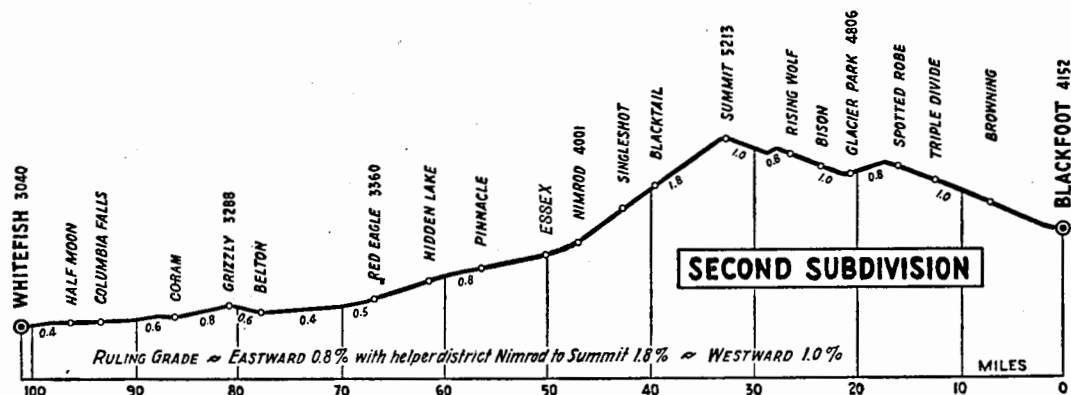
Name	Location	Car Capacity	Opening
1st Subdivision			
Montana Power Spur (Three Tracks).....	4.50 miles east Cut Bank.....	8-10-14	East End
O'Neill Spur.....	1.50 miles west of Cut Bank.....	24	East End
2nd Subdivision			
Essex Pit.....	1.85 miles west Essex.....	50	East End ww track
Grizzly Spur (Two Tracks).....	5.2 miles east Coram.....	23-26	East End
Tie Spur.....	1.38 miles east Coram.....	10	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.....	22	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

BLACKFOOT 4152

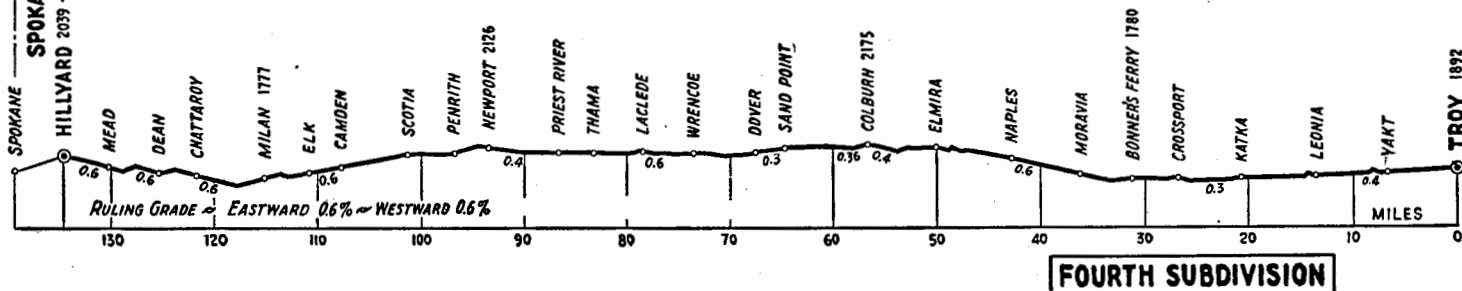


BUTTE DIV.

Elevation175



SPOKANE DIV.



KALISPELL DIVISION