



**KALISPELL DIVISION.**

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**TIME TABLE No. 38**

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**EFFECTIVE 12:01 A. M.**

**MOUNTAIN TIME**

**AND**

**PACIFIC TIME**

**SUNDAY, MAY 19, 1935.**

Photographed from the Michael J Denuty Collection by Charles V Mutschler. Converted to PDF by Dean Ogle.

**MOUNTAIN TIME GOVERNS FIRST, SECOND, THIRD, FIFTH AND SIXTH SUBDIVISIONS.**

**PACIFIC TIME GOVERNS FOURTH AND SEVENTH SUBDIVISIONS.**

**I. E. MANION, Superintendent.**

**J. B. SMITH, General Superintendent Transportation.**

**J. H. O'NEILL, General Manager.**



**2 WESTWARD.**

**FIRST SUBDIVISION—PACIFIC JUNCTION AND BLACKFOOT.**

**EASTWARD.**

THIRD CLASS		FIRST CLASS			Car Capacity		Station Numbers	Distance from Havre	STATIONS	Telegraph Call	Distance from Blackfoot	FIRST CLASS			SECOND CLASS				THIRD CLASS	
681	657	41	1	27	Sidings	Other Tracks						28	42	2	472	428	446	460	658	682
Daily Ex. Sunday	Mon., Wed. Fri.	Daily Ex. Sunday	Daily	Daily								Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily			
L 8.10Am		L 8.00Am	L 4.50Am	Yard 2011				Double Track	HX	155.10	RKDN WC O X	A 5.40Am	A 11.15Pm	A 12.10Pm	A 5.05Pm	A 10.35Pm	A 7.30Am	A 4.15Pm		

**TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.**

L	L	L	20	961	4.03	Double Track	4.03	PACIFIC JUNCTION.....	151.10	I P Y	A 5.31Am	A 11.08Pm	A 11.55Am	A 4.50Pm	A 10.20Pm	A 7.15Am	A 3.55Pm		
8.25Am	8.07Am	4.57Am	98	6	967		9.97	5.94 BURNHAM.....	145.22	P	5.22	10.59	11.30	4.35	10.05	7.00	3.35		
8.42	8.16	5.06	61	14	971		14.62	4.65 PRESNO.....	140.57	P	5.16	10.52	11.15	4.23	9.53	6.45	3.15		
8.55	8.24	5.16	E88 W61	44	976		19.36	4.74 KREMLIN.....	KN 135.83	D P	5.10	10.45	10.59	4.10	9.40	6.33	3.00		
9.10	8.31	5.22		60	7	982	25.31	5.95 XENIA.....	129.88	P	5.02	10.36	10.37	3.48	9.18	6.17	2.35		
9.28	8.40	5.32	E80 W60	33	986		29.47	4.16 GILDFORD.....	GR 125.72	DNPW	4.55	10.30	10.22	3.35	9.05	6.05	2.20		
9.42	8.46	5.40		61	30	992	35.40	5.93 HINGHAM.....	HO 119.79	D P	4.47	10.22	10.02	3.20	8.50	5.50	1.55		
10.02	8.54	5.50	E88 W60	35	998		41.87	5.97 RUDYARD.....	RU 113.82	D P	4.40	10.13	9.41	3.05	8.35	5.08	1.30		
10.21	9.02	6.01		89	29	1004	47.61	6.24 INVERNESS.....	RN 107.58	D P	4.33	10.05	9.10	2.50	8.20	4.53	1.10		
10.41	9.10	6.12		32	1008		51.45	3.84 JOPLIN.....	JO 103.74	D P	4.28	9.59	8.53	2.39	8.09	4.44	12.50		
10.54	9.16	6.18	E99 W99		1013		54.42	2.97 BUELOW.....	100.77	P	4.23	9.54	8.43	2.29	7.59	4.23	12.35		
11.03	9.20	6.22	E89 W60	66	1015		61.52	7.10 CHESTER.....	CH 93.67	DNPW	4.10	9.44	8.25	1.40	7.10	3.45	12.10Pm		
11.50	9.29	6.35		61	14	1024	67.06	5.54 TIBER.....	88.13	P	4.02	9.37	8.02	1.20	6.50	3.25	11.37		
12.20Pm	9.36	6.45		89	20	1031	74.59	7.53 LOTHAIR.....	AR 80.60	D P	3.50	9.28	7.31	1.00	6.30	3.05	11.22		
1.00	9.47	6.58		60	39	1037	80.58	5.99 GALATA.....	GA 74.61	D P	3.39	9.19	7.08	12.30	6.00	2.35	11.00		
1.30	9.56	7.08		141	24	1043	86.60	6.02 DEVON.....	CD 68.59	DNPW	3.29	9.10	6.42	12.07Pm	5.40	2.15	10.04		
2.00	10.04	7.18			11	1047	90.99	4.39 TELSTAD.....	64.20	P	3.22	9.04	6.29	11.50	5.20	1.55	9.45		
2.20	10.12	7.27	E89 W60	10	1052		95.84	4.35 DUNKIRK.....	59.85	P	3.15	8.58	6.15	11.35	5.05	1.40	9.30		
2.40	10.19	7.33	E166 W241	407	1061		104.67	9.33 SHELBY.....	SJ 50.52	RKDNPWC I Y X	3.01	A 8.20Pm	5.40	11.00	4.30	1.05	9.00		
L 8.30Am	L 10.40Am	L 7.58			1063		106.16	1.49 SWEET GRASS LINE JCT.....	49.03	P X	2.50	L 8.15Pm	5.30	10.50	4.20	12.55	8.20		
A 8.40Am	A 10.43Am	8.03			1074		117.70	11.54 ETHRIDGE.....	DG 37.49	D P	2.35	8.21	5.00	10.20	3.50	12.25	7.55		
5.32	10.55	8.20			1082		125.46	7.76 BALTIC.....	29.73	P	2.25	8.12	4.45	10.05	3.35	12.10Am	7.35		
6.00	11.06	8.32			130	186	128.95	3.49 CUT BANK.....	CT 26.24	DN W I	2.18	8.06	4.30	9.50	3.20	11.55	7.25		
6.25	11.12	8.41			7	1093	134.97	6.02 GUNSIGHT.....	20.22	P	2.08	7.57	4.10	9.30	3.00	11.35	7.10		
6.47	11.22	8.51			30	1095	138.55	3.58 SUNDANCE.....	16.64	P	2.03	7.52	4.00	9.20	2.50	11.25	7.00		
7.02	11.27	8.55			7	1100	143.79	5.24 FORT PIEGAN.....	11.40	P	1.56	7.45	3.45	9.05	2.35	11.10	6.45		
7.20	11.36	9.02			9	1106	149.22	5.43 MERIWETHER.....	5.97	P	1.48	7.38	3.30	8.50	2.20	10.55	6.30		
7.46	11.45	9.11			398	1112	155.19	5.97 BLACKFOOT.....	BF	RKDNPWC Y I X	L 1.40Am	L 7.30Pm	L 3.10Am	L 8.30Am	L 2.00Pm	L 10.35Pm	L 6.15Am		
.10 9.6	12.00 12.93	.03 32.0	3.47 41.0	4.23 34.5				Time Over Subdivision Average Speed Per Hour			3.51 39.26	.05 19.2	3.38 41.6	8.45 17.2	8.20 18.1	8.20 18.1	8.40 17.4	9.40 15.6	0.10 9.6

AUTOMATIC BLOCK SIGNALS

Double Track

**Special Rules.**

**Location Crossovers Double Track:**

Shelby west crossover trailing points  
Sweet Grass Line Jct. facing points  
Etridge trailing  
Baltic trailing

Cut Bank facing  
Sundance trailing  
Fort Piegan trailing  
Meriwether trailing

Westward trains are superior to Eastward trains of the same class.

All trains except first and third class will register by card at Shelby.

Nos. 1, 2, 27 and 28 will register by card at Blackfoot.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

**Maximum Speed.**  
Between Havre and Blackfoot.....  
Passenger 55  
Freight 35  
Passenger trains running against current of traffic westward track between Blackfoot and Shelby not exceed forty miles per hour.  
See page 7 for interlocking and additional Special Rules.  
No. 27 stops on flag at stations between Havre and Blackfoot, inclusive, to pick up revenue passengers destined to points west of Fort Browning.  
No. 27 stops at Bison post office one and one half miles west of Buelow station for parcel post.  
No. 28 stops on flag at stations between Blackfoot and Havre, inclusive, to discharge passengers from points west of Fort Browning.

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

PACIFIC TIME GOVERNS FOURTH AND SEVENTH SUBDIVISIONS.



THIRD CLASS		FIRST CLASS				Car Capacity		Station Numbers	Distance from Blackfoot	Time Table No. 38		Telegraph Code	Distance from Whitefish	SIGNS	FIRST CLASS		SECOND CLASS				THIRD CLASS				
683		1		27		Rolling Stock	Other Trucks			Effective May 15, 1935.					Mountain Time		2		28		428		436		460
Tues. Thur. Sat.		Daily		Daily						STATIONS						Daily		Daily		Daily		Daily		Mon. Wed. Fri.	
L 5:40 <sup>am</sup>		L 11:54 <sup>am</sup>	L 9:20 <sup>am</sup>	W 103 W 129	898	1113				BLACKFOOT	BF 101.00	KRDNPW CY X	A 7:30 <sup>pm</sup>	A 1:40 <sup>pm</sup>			A 8:00 <sup>am</sup>	A 1:30 <sup>pm</sup>	A 9:35 <sup>pm</sup>	A 2:40 <sup>pm</sup>	A 2:10 <sup>pm</sup>				
* 6:40		12:09 <sup>pm</sup>	* 9:35	W 104	80	1130	7.29			FORT BROWNING	BG 98.77	C DNPW	7:17	* 1:28			7:30	12:52	9:10	2:15	* 1:50				
* 7:15		12:20	f 9:45		98	1125	12.47			TRIPLE DIVIDE		P	7:08	f 1:18			7:15	12:20	8:55	2:00	* 1:30				
* 7:30		12:29	f 9:53		130	1130	16.17			SPOTTED ROBE		P	7:02	f 1:13			7:05	12:01 <sup>pm</sup>	8:45	1:45	* 1:15				
* 7:55		12:40	f 10:02	E 63 W 90	132	1133	30.75			GLACIER PARK	MD 80.21	DNPW Y X	6:53	f 1:06			6:50	11:40	8:35	1:30	* 1:00				
* 8:05		12:45	f 10:07		113	1136	33.45			BISON		P	6:45	f 12:58			6:40	11:30	8:25	1:10	* 12:45				
* 8:20		12:53	f 10:13		139	1141	36.37			RISING WOLF		P	6:40	f 12:53			6:30	11:20	8:15	1:00	* 12:25 <sup>pm</sup>				
* 8:45		1:05	f 10:25	E 113 W 130	31	1147	33.83			SUMMIT	SM 65.23	DNPW Y X	6:28	f 12:43			6:10	11:05	8:00	12:43 <sup>am</sup>	* 11:55				
* 9:10		1:18	f 10:39		9	1153	39.63			BLACKTAIL	FD 61.43	PW	6:06	f 12:25			5:20	10:15	7:20	11:50	* 11:12				
* 9:20		1:25	f 10:45		18	1157	43.71			SINGLESHOT		P	5:57	f 12:15			5:00	9:55	7:05	11:30	* 10:50				
* 9:35		1:33	f 10:54	E 61	18	1161	47.13			NIMROD	VA 53.94	I P	5:45	f 12:05 <sup>pm</sup>			4:40	9:35	6:45	11:10	* 10:30				
* 10:15		1:40	* 11:02	E 98 W 136	231	1165	51.03			WALTON	SK 50.00	K DNPW CY X	5:35	f 11:55			4:20	9:20	6:30	10:50	* 10:10				
* 10:40		1:50	f 11:12		80	1171	56.69			PINNACLE		I P	5:24	f 11:37			3:40	8:40	5:59	10:20	* 9:40				
* 11:00		1:58	f 11:21		14	1175	61.52			HIDDEN LAKE		P	5:15	f 11:26			3:20	8:20	5:35	10:05	* 9:10				
* 11:32		2:08	f 11:32	E 70 W 99	14	1181	66.92			RED EAGLE	NY 34.14	I DPW Y	5:05	f 11:17			3:00	7:55	5:05	9:35	* 8:40				
* 12:17 <sup>pm</sup>		2:30	f 11:54		113	1192	77.82			BELTON	BK 23.24	DNP	4:45	f 10:55			2:20	7:10	4:15	8:50	* 8:00				
* 12:35		2:36	f 12:01 <sup>pm</sup>		89	1195	80.92			GRIZZLY		P	4:39	f 10:47			2:10	6:50	4:05	8:40	* 7:35				
* 12:45		2:45	f 12:11	E 60 W 90	18	1200	86.20			CITADEL		PW	4:29	f 10:40			1:50	6:30	3:45	8:25	* 7:15				
* 1:15		* 3:00	* 12:25		111	1207	93.43			COLUMBIA FALLS	CF 7.64	I DNP Y X	* 4:15	* 10:25			1:25	6:00	3:20	8:10	* 6:45				
* 1:25		3:05	f 12:31		46	WA4	96.36			HALF MOON		P	4:08	f 10:07			1:15	5:45	3:12	7:55	f 6:25				
A 1:40 <sup>pm</sup>		A 3:15 <sup>pm</sup>	A 12:40 <sup>pm</sup>	Yard	1058	WA8	101.06			WHITEFISH	WF	KRDNPW C O X	L 4:00 <sup>pm</sup>	L 10:00 <sup>pm</sup>			L 1:00 <sup>am</sup>	L 5:30 <sup>am</sup>	L 2:45 <sup>pm</sup>	L 7:40 <sup>pm</sup>	L 6:10 <sup>am</sup>				
8.00 12.6		3.21 30.3	3.20 30.03										3.30 28.9	3.40 27.5			7.00 14.5	8.00 12.8	6.50 14.5	7.00 14.3	8.00 12.6				
										Time Over Subdivision															
										Average Speed Per Hour															

Special Rules.

Westward trains are superior to eastward trains of the same class.  
 Eastward freight trains test air at Summit after cutting out helper.  
 Nos. 1, 2, 27 and 28 register by card at Blackfoot.  
 Register at Walton and Columbia Falls for trains originating and terminating at these stations.  
 Westward first class trains and extra passenger trains will make running test of air brakes descending False Summit grade also a second running test passing thru Summit yard and know brakes are working before reaching heavy descending grade west of Summit.  
 Westward freight trains stop at Summit and trainmen will turn up retainers, test air brakes, and know that brakes are in proper working order before proceeding. Westward freight trains will use twenty minutes Summit to Blacktail and twenty minutes Blacktail to Nimrod.  
 Westward freight trains stop at Nimrod for inspection and turn down retainers.  
 Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.  
 Location crossovers double track:  
 Summit facing points  
 Blacktail facing  
 Singleshot facing  
 Nimrod trailing  
 Walton east crossover trailing  
 west crossover facing  
 Columbia Falls west crossover trailing  
 east crossover facing  
 Half Moon trailing points.  
 Normal position of main track switch at end of double track Whitefish is for westward track.  
 Westward trains using eastward track between Summit and Nimrod, must not exceed thirty (30) miles per hour.

Trains must not exceed thirty (30) miles per hour through Nimrod gauntlet.  
 All trains reduce speed to fifteen (15) miles per hour through Gauntlet 1/4 mile east of Pinnacle.  
 See page 7 for Interlocking and additional Special Rules.  
 Nos. 1 and 2 stop at Belton and Glacier Park June 15th to September 15th, inclusive.  
 No. 1 stops Ft. Browning to discharge revenue passengers from points south of Shelby.  
 No. 2 stops on flag at stations west of Fort Browning to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

Maximum Speed.

Between	Passenger	Freight
Blackfoot and Fort Browning	55	35
Fort Browning and Summit	45	35
Summit and Walton	45	25
Walton and Columbia Falls	45	30
Columbia Falls and Whitefish	50	35

Emergency telephones, Blacktail to Nimrod, located as follows:

West End Tunnel No. 1	Booth.
West End Curve No. 115	Booth at Windy Point.
East End Tunnel No. 1 1/4	Booth.
Snow Shed No. 7	Steel Box 40 ft. from East End on Center Post.
Snow Shed No. 7-A	Steel Box 40 ft. from West End on Center Post.
Snow Shed No. 8	Steel Box 40 ft. from East End on Center Post.
Snow Shed No. 9	Steel Box 40 ft. from East End on Center Post.
East End Curve No. 129	Booth.
Snow Shed No. 10	Steel Box 40 ft. from West End on Center Post.
Snow Shed No. 10.7	Steel Box 40 ft. from East End on Center Post.
Snow Shed No. 11	Steel Box 40 ft. from West End on Center Post.
East End Curve No. 140	Booth.

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



4 WESTWARD.

THIRD SUBDIVISION—WHITEFISH AND TROY.

EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Whitefish	Time Table No. 38		Telegraph Code	Distance from Troy	SIGNS	FIRST CLASS		SECOND CLASS				THIRD CLASS	
687		1	27	Sidings	Other Tracks			Effective May 19, 1935.	Mountain Time				2	28	428	436	460	472	688	
Mon., Wed., Fri.		Daily	Daily					STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Tues., Thurs., Sat.		
L 4-15am		L 3-25pm	L 12-45pm	Yard	1058	WA8	0.0	.....WHITEFISH.....	WF	134.55	KRDNPW C O X	A 3-50pm	A 9-50pm		A 2-10pm	A 9-40pm	A 1-30am	A 8-00am	A 2-45pm	
* 4-35		3-41	f 12-55	151	0	WA13	6.00	.....6.00 VISTA.....		126.15	P	3-41	f 9-40		1-50	9-25	1-10	7-40	* 2-30	
			f 1-00				8.38	.....3.38 DEPEW.....		126.40			f 9-36							
* 5-05		3-52	f 1-06	89	15	WA20	11.81	.....5.43 LUPPER.....		122.74	P	3-30	f 9-31		1-40	9-10	12-55	7-20	* 2-10	
* 5-30		4-00	f 1-16	E70 W70	26	WA25	17.27	.....5.46 OLNEY.....	KY	117.28	DPW	3-23	f 9-21		1-16	8-45	12-40	7-00	* 1-54	
* 5-50		4-09	f 1-28	70	17	WA32	23.05	.....5.78 RADNOR.....		111.80	P	3-15	f 9-11		12-40	8-30	12-25	6-45	* 1-28	
* 6-20		4-19	f 1-40	113	84	WA38	30.11	.....7.06 STRYKER.....	SY	104.44	DPWY	3-05	f 9-01		12-20pm	8-15	12-05am	6-20	* 12-35pm	
* 6-50		4-27	f 1-50	69	15	WA44	36.08	.....5.97 TREBO.....		98.47	P	2-52	f 8-48		11-40	7-45	11-25	5-40	* 11-45	
* 7-18		4-34	f 1-57	135	16	WA49	40.70	.....4.62 FORTINE.....	FR	93.85	D P	2-42	f 8-36		11-20	7-25	11-05	5-20	* 11-20	
* 7-45		4-42	f 2-07	180	15	WA56	46.61	.....5.91 TOBACCO.....	BA	87.94	NPW	2-30	f 8-21		11-00	6-58	10-45	4-55	* 10-45	
* 8-00		4-49	* 2-19	140	39	WA61	52.39	.....5.78 BUREKA.....	KA	82.16	DP	2-19	* 8-08		10-40	6-30	10-32	4-40	* 10-25	
* 8-30		5-02	* 2-34	E136 W87	200	W42	61.26	.....8.87 REXFORD.....	RD	73.29	KDNPW C Y X	2-07	* 7-51		10-00	5-55	9-50	4-00	* 9-45	
* 9-15		5-16	f 2-53	134	6	W31	72.05	.....10.80 STONEHILL.....	SH	62.49	PW	1-53	f 7-34		9-15	5-16	9-15	3-00	* 8-50	
* 10-10		5-30	f 3-10	E70 W70	5	W21	83.21	.....11.15 URAL.....		51.84	P	1-38	f 7-17		8-35	4-27	8-45	2-30	* 8-10	
* 10-35		5-39	f 3-18	131	4	W16	88.16	.....4.95 VOLCOUR.....	VR	46.39	DN PW	1-30	f 7-08		8-15	4-03	8-30	2-15	* 7-50	
* 11-00			f 3-26			W11	92.85	.....4.69 WARLAND.....		41.70	P		f 6-59						* 7-30	
* 11-15		5-50	f 3-31	189		W8	95.86	.....3.01 YARNELL.....		35.21	P	1-20	f 6-55		7-40	3-31	8-10	1-30	* 7-15	
* 11-45		6-01	f 3-45	E65 W65	10	1302	103.76	.....7.90 JENNINGS.....	JN	30.79	P	1-10	f 6-42		7-10	2-55	7-48	1-15	* 6-40	
* 12-15pm		6-09	f 3-54	70	3	1308	109.45	.....5.72 RIPLEY.....		25.07	P	1-02	f 6-31		6-50	2-40	7-31	1-00	* 6-15	
* 12-54		f 6-19	* 4-05	258	165	1315	115.32	.....6.54 LIBBY.....	CK	15.23	DNPW	f 12-54	* 6-19		6-20	2-05	7-12	12-40	* 5-45	
* 1-20		6-32	f 4-22	70		1326	127.33	.....11.01 KOOTENAI FALLS..	KF	7.22	PI	12-40	f 5-53		5-30	1-20	6-40	12-01am	* 5-05	
A 1-45pm		A 6-45pm	A * 4-35pm	E 215 W Tnd	858	1332	134.55	.....7.22 TROY.....	UX		KRDNPW C X	L 12-30pm	L 5-40pm		L 5-00am	L 12-50pm	L 6-10pm	L 11-30pm	L 4-45am	
9.30 14.2		3.20 40.4	3.50 35.1					Time Over Subdivision Average Speed Per Hour				3.20 40.4	4.10 32.02		9.10 14.7	8.50 15.2	7.20 15.3	8.30 15.4	10.00 13.5	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.  
Crossover Troy on double track trailing points.

Normal position of switch at Junction with Sixth Subdivision at Rexford is for No. 1 Siding.

Register at Rexford for trains originating and terminating at this station.

Maximum Speed.

Between Whitefish-Troy.....	Passenger 55	Freight 35
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Flag Stops—No. 2 will stop at stations west of Whitefish to pick up revenue passengers for south of Shelby or east of Havre where No. 2 is scheduled to stop.

See page 7 for Interlocking and additional Special Rules.

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



**WESTWARD.**

**FOURTH SUBDIVISION—TROY AND HILLYARD.**

**EASTWARD. 5**

THIRD CLASS			FIRST CLASS			Car Capacity			Time Table No. 38			FIRST CLASS			SECOND CLASS			THIRD CLASS			
689			1	255	27	Sidings	Other Tracks	Station Numbers	Distances from Troy	Effective May 19, 1935.	Telegraph Call	Distances from Hillyard	SIGNS	2	28	256	428	436	460	472	690
Tue., Thur., Sat.			Daily	Daily Ex. Sunday	Daily					PACIFIC TIME				Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Mon., Wed., Fri.
L 5:00am			L 5:50pm	L 3:40pm	W.Yd.	858	1332	0.0	.....	TROY.....	UX	134.67	RDNPWCKX	A 11:25am	A 4:35pm		A 7:20am	A 1:00pm	A 7:55pm	A 2:10pm	A 3:00pm
* 5:25	5:58	f 3:53	149	7	1340	6.68	.....	6.68	.....	YAKT.....	137.99	P	11:15	f 4:20		7:00	12:45	7:35	1:50	* 2:30	
* 5:50	6:11	f 4:10	131	14	1347	13.71	.....	7.03	.....	LEONIA.....	120.96	D P	11:01	f 4:10		6:40	12:26	7:15	1:30	* 2:00	
* 6:20	6:22	f 4:23	70	6	1333	20.64	.....	6.93	.....	KATKA.....	114.08	PW	10:47	f 3:52		6:20	12:08pm	6:55	1:10	* 1:30	
* 6:50	6:35	f 4:35	69	10	1360	27.03	.....	6.89	.....	CROSSPORT...	107.64	P	10:35	f 3:38		6:00	11:50	6:35	12:50	* 1:00	
* 7:10	6:43	* 4:45	E119 W 68	135	1364	31.34	.....	4.31	.....	BONNER'S FERRY	108.32	DNPW X	10:28	* 3:28		5:45	11:28	6:15	12:40	* 12:40	
* 7:30	6:53	f 4:53	70	18	1369	36.31	.....	4.97	.....	MORAVIA.....	98.36	P	10:20	f 3:18		5:25	11:05	5:55	12:25	* 12:20pm	
* 8:00	7:04	f 5:04	119	29	1376	42.72	.....	6.41	.....	NAPLES.....	91.95	DPW	10:12	f 3:07		5:10	10:50	5:35	12:10am	* 11:50	
* 8:30	7:15	f 5:14	70	8	1383	50.11	.....	7.39	.....	BLMIRA.....	84.56	P	10:02	f 2:55		4:55	10:30	5:14	11:55	* 11:20	
* 9:00	7:23	f 5:24	90	19	1390	56.93	.....	6.83	.....	COLBURN.....	77.74	P	9:53	f 2:43		4:35	10:13	4:50	11:35	* 10:45	
* 9:43	7:32	* 5:35	W116 E 95	293	1398	64.78	.....	7.55	.....	SAND POINT...	69.89	KDNPW Y O X	9:43	* 2:30		4:15	9:43	4:18	11:00	* 10:15	
* 10:15	7:43	f 5:50	70	18	1407	78.62	.....	3.96	.....	DOVER.....	66.93			f 2:25							
* 10:35	7:51	f 5:57	70	18	1410	78.62	.....	5.88	.....	WRENCOB.....	61.06	P	9:31	f 2:15		3:10	9:10	3:53	10:30	* 9:31	
* 10:50	7:58	f 6:04	71	18	1418	83.34	.....	5.00	.....	LACLEDE.....	56.06	PW	9:24	f 2:06		3:00	8:50	3:35	10:15	* 9:05	
* 11:10	8:04	* 6:10	70	18	1420	86.85	.....	4.73	.....	THAMA.....	51.83	P	9:18	f 1:58		2:50	8:35	3:19	10:05	* 8:50	
* 11:35	8:13	* 6:20	E90 W 60	125	1427	93.44	.....	3.54	.....	PRIEST RIVER..	47.70	D P	9:13	* 1:52		2:40	8:25	3:06	9:55	* 8:35	
* 11:50	8:18	f 6:26	25	1432	95.95	.....	6.56	.....	NEWPORT.....	41.23	DNPW	9:04	* 1:40		2:25	8:05	2:45	9:35	9:35	* 8:05	
* 12:10pm	8:25	f 6:33	70	18	1436	101.27	.....	3.51	.....	PENRITH.....	37.72	P	8:59	f 1:33		2:10	7:50	2:32	9:25	* 7:45	
* 12:40	8:36	f 6:46	120	28	1442	107.91	.....	4.32	.....	SCOTIA.....	33.40	P	8:52	f 1:25		1:55	7:40	2:17	9:10	* 7:25	
* 1:04	8:40	f 6:52	70	63	1445	110.90	.....	6.64	.....	CAMDEN.....	26.76	PW	8:41	f 1:10		1:35	7:20	1:55	8:36	* 7:00	
* 1:30	8:46	f 7:00	69	33	1449	115.22	.....	2.90	.....	BLK.....	23.77	D P	8:36	f 1:04		1:25	7:12	1:45	8:15	* 6:45	
* 1:50	8:54	f 7:13	70	11	1456	121.72	.....	4.32	.....	MILAN.....	19.45	P	8:29	f 12:55		1:10	7:00	1:30	8:02	* 6:25	
* 2:10	9:00	L 4:16pm	67	55	1460	125.62	.....	6.80	.....	CHATTAROY..	12.95	P	8:20	f 12:44		12:50	6:40	1:10	7:35	* 6:00	
* 2:35	9:07	f 4:25	30	1464	130.21	.....	3.90	.....	DEAN.....	9.08	KDNP X	8:14	12:36	A 9:00am	12:40	6:30	12:59	7:20	7:20	* 5:40	
A 3:00pm	A 9:15pm	A 4:35pm	4.40	1464	130.21	.....	4.59	.....	MEAD.....	4.40	P	8:07	12:27	f 8:52	12:25	6:15	12:45	7:05	7:05	* 5:20	
10.00	13.5		Yard	2558	1469	134.67	.....	4.46	.....	HILLYARD....		KRDNPW OX I	L 8:00am	L 12:20pm	L 8:40am	L 12:10am	L 6:00am	L 12:30pm	L 6:50pm	L 5:00am	
3.25	0.19	3.57											3.25	4.15	0.20	7.10	7.00	7.25	7.20	10.00	
39.4	28.7	34.1											39.4	31.7	27.1	15.5	19.2	15.2	15.3	13.5	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class.

Nos. 1, 2 and 27 register by card at Hillyard.

Register at Bonner's Ferry, and Dean for trains originating and terminating at these stations.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper Clearance Card Form A from Superintendent.

**Maximum Speed.**

Between Troy-Hillyard.....	Passenger 55	Freight 35
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Location crossovers double track:

- Troy trailing points
- Davies Spur trailing points
- Mead trailing points
- Dean west crossover trailing points
- east crossover facing points.

At Dean, normal position end of double track switch is for westward main track and normal position junction switch is for Fourth Subdivision.

At Bonner's Ferry, normal position of junction switch, Seventh Subdivision, on eastward siding, is for eastward siding.

**Special Rules**

Normal position end of double track switch at Troy is for eastward main track. This is spring switch and may be run through at not to exceed 15 miles per hour.

All trains reduce speed to 15 miles per hour over first street crossing east of depot Bonner's Ferry. City Ordinance.

See page 7 for Interlocking and additional Special Rules.

Flag stops—

No. 1 will stop at Bonners Ferry, Sand Point, Priest River and Newport to discharge revenue passengers from Fargo and east.

Nos. 27 and 28 at Samuels and at Dean and Mead Sundays only.

No. 2 at Sand Point to discharge revenue passengers originating at points west of Spokane.

No. 2 at any station west of Troy to pick up revenue passengers for points south of Shelby and east of Havre where No. 2 is scheduled to stop.

Auxiliary telephones in Kootenai and Scotia Canyons:

- Troy at west switch and at west switch eastward siding.
- Ten poles west of MP 1341.
- Yakt at east switch and just east of depot.
- Tunnel 8 east portal.
- Tunnel 9 west portal
- At MP 1348.
- Thirteen poles east of MP 1353.
- Three poles east of MP 1356.
- Eight poles east of tunnel 11.

Q-1, R-1 and R-2 engines prohibited over bridge No. 1 Sand Creek-Sand Point Yard.

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



6 WESTWARD.

FIFTH SUBDIVISION—COLUMBIA FALLS AND SOMERS.

EASTWARD.

SECOND CLASS		FIRST CLASS				Car Capacity		Station Numbers	Distance from Columbia Falls	Time Table No. 38 Effective May 19, 1935. Mountain Time				Distance from Kalispell	Telegraph Calls	SIGNS	FIRST CLASS				SECOND CLASS	
369		249	247	245	243	Bidings	Other Trucks			STATIONS							244	246	248	250	370	
Daily Ex. Sunday		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily Ex. Sunday						
L 6:50am		L 10:25am	L 4:15pm	L 3:00pm	L 12:30pm	111	268	1207		COLUMBIA FALLS	14.34	CF	R DNPYW X	A 12:10pm	A 2:50pm	A 4:10pm	A 9:55pm		A 6:10pm			
		f 10:30	f 4:20	f 3:04	f 12:35				1.84	SOLDIERS HOME	12.50			f 12:02pm	f 2:37	f 4:00	f 9:47					
* 7:10		f 10:37	f 4:27	f 3:10	f 12:42	41		1213	5.28	LA SALLE	9.00		P	f 11:56	f 2:31	f 3:54	f 9:41		* 5:40			
* 7:25		f 10:45	f 4:35	f 3:18	f 12:50			1217	9.91	ROSE CROSSING	4.43			f 11:48	f 2:23	f 3:47	f 9:33					
A * 8:10am		A 10:55am	A 4:45pm	A 3:28pm	A 1:00pm	48	283	1222	14.34	KALISPELL		K	RKDNPWC OYX	L 11:40am	L 2:15pm	L 3:40pm	L 9:25pm		L * 5:01pm			
1.20 10.75		.30 28.7	.30 28.7	.28 30.0	.30 28.7					Time Over Subdivision Average Speed Per Hour				.30 28.7	.35 24.6	.30 28.7	.30 28.7		1.00 12.4			

Special Rules.

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. Maximum Speed—Passenger 30 miles per hour. Freight 20 miles per hour.

Westward. SIXTH SUBDIVISION—REXFORD AND C. P. R. JCT. Eastward.

FIRST CLASS		Car Capacity		Station Numbers	Distance from C. P. R. Jct.	Time Table No. 38 Effective May 19, 1935. Mountain Time.				Distance from Rexford	Telegraph Calls	SIGNS	FIRST CLASS	
227		Bidings	Other Trucks			STATIONS							228	
Daily Ex. Sunday								Daily Ex. Sunday						
L 10:55am				W104		FERNIE	61.07	RS	P			A 11:00pm		
TRAINS BETWEEN C. P. R. JCT. AND FERNIE WILL BE GOVERNED BY C. P. R. TIME TABLE AND RULES.														
L * 11:35am					0.00	C. P. R. JCT.	42.82	KO	P R			A * 10:20pm		
11:39	83	0	W85	0.75	0.75	ELKO	42.07		P			10:17		
f 12:10pm	40	8	W73	13.16	12.41	BAYNES	29.66		PW			f 9:45		
f 12:27	40	8	W67	17.90	4.74	WALDO	24.92		P			f 9:32		
f 12:50	40	8	W62	23.97	6.07	DORR	18.85		PW			f 9:10		
f 1:10	40	8	W87	28.18	4.21	FLAGSTONE	14.64		P			f 8:50		
* 1:35				33.48	5.30	NEWGATE	9.34					* 8:32		
* 1:50	51	85	W62	33.78	0.30	GATEWAY	9.04	WA	D P			* 7:27		
A 2:20pm			W42	42.82	9.04	REXFORD		RD	RKDNPWC Y X			L 7:55pm		
3.25 17.8						Time Over Subdivision Average Speed Per Hour.						3.05 19.7		

Special Rules.

Westward trains are superior to eastward trains of the same class. Maximum Speed—Freight trains 20 miles per hour. F-8 engines 25 miles per hour between Rexford and C. P. R. Jct. Engines heavier than class F-8 not permitted. Bakers Spur one-half mile East of Waldo is regular stop for trains 227 and 228. Normal position of switch at junction Sixth Subdivision Rexford is for Eastward Siding. All trains must receive permission from custom officers before crossing International Boundary at Gateway.

WESTWARD.

SEVENTH SUBDIVISION  
BONNERS FERRY AND PORT HILL.

EASTWARD.

SECOND CLASS		Car Capacity		Station Numbers	Distance from Bonner's Ferry	Time Table No. 38 Effective May 19, 1935. Pacific Time.				Telegraph Calls	Distance from Port Hill	SIGNS	SECOND CLASS	
379		Bidings	Other Trucks			STATIONS							380	
Mon. Wed. Sat.								Daily Ex. Sunday						
L 6:30am	0	59	KV26	26.11		PORT HILL	0.0	D P				A 1:30pm		
* 7:05	0	18	KV17	16.93	9.18	COPELAND	9.18					* 12:40		
* 7:50	0	15	KV8	7.87	9.35	RITZ	18.84					* 12:10pm		
				0.56	7.01	SPOKANE INT. RY. CROSSING	25.55							
A 8:20am			1364	0.0	0.56	BONNERS FERRY	26.11	BY	R DNPW Y X			L 11:40am		
1.50 14.2						Time Over Subdivision Average Speed Per Hour.						1.50 14.2		

Special Rules.

Westward trains are superior to eastward trains of the same class. Maximum speed for all trains twenty (20) miles per hour on straight track and ten (10) miles per hour on curves, and must not exceed speed of ten (10) miles per hour over Bridge 1, just west of Junction at Bonner's Ferry using at least 2 minutes 10 seconds crossing. Trains handling logs will stop before passing over Bridge 1, and examine train to see if safe to pass through Span. Register at Bonner's Ferry for trains originating and terminating at this point only. Engines heavier than G-3 and G-4 class prohibited, or any locomotive with heavier axle load than 45,000 pounds.

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



## Special Rules.

Conductors must inform their enginemen the number of loaded and empty cars in train, and number of cars of air in working order before starting on run.

Freight trains taking on helper engines must cut air through helper and have continuous air line through train. Helper engineers will cut out brake valve after air is cut through, leading engine must have brake control of entire train.

All trains will be handled under restricted speed and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

Trains handling steam derrick, steel pile drivers or ditchers in train must not exceed a speed of 25 miles per hour at any point and 15 miles per hour over track with a curvature of 6 degrees or over. Booms to be in trailing position.

### AUTOMATIC INTERLOCKING.

Nimrod Gauntlet just west of Nimrod.  
Pinnacle Gauntlet just east of Pinnacle.  
Pacific Junction end of double track.  
Kootenai Falls end of double track.

### SPECIAL RULES GOVERNING OPERATION INTERLOCKING PLANTS.

Rule 671 to 671-F, inclusive, amended as follows:

The speed of trains through the approach and home signal zones of an interlocking plant shall not exceed 30 miles per hour.

Trains moving against current of traffic on double track through interlocking plants or where governed by dwarf signals shall not exceed 8 miles per hour. Conditions may require a further speed restriction for all trains per special rules, and at draw bridges the speed of trains shall not exceed 8 miles per hour. The letter "I" in column headed "SIGNS" indicates interlocking plant.

### STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.

#### NIMROD AND PINNACLE GAUNTLET INTERLOCKING.

If a train is stopped by a home signal and no immediate conflicting train movement is evident trainman shall proceed to telephone and there get in communication with train dispatcher and be governed by provisions of Rule 509-A.

When it is desired to release the plant, trainman shall proceed to home signal governing train movements in opposite direction at the other end of the gauntlet and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on the route desired is in the "REVERSE" position and operation of hand release does not clear the proper home signal trainman shall signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route is in the "NORMAL" position.

If smash board on the route desired is not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route are in the "NORMAL" position.

If train moving against regular current of traffic is stopped by home signal, trainman will operate release located in "RELEASE" box nearest the home signal and if signal does not indicate proceed when release returns to NORMAL position, trainman may flag train through gauntlet, making certain that smash board at opposite end of gauntlet is in the "REVERSE" position.

#### TO OPERATE SMASH BOARD MECHANISM BY HAND.

Attached by a chain to smash board mechanism located on separate mast at main line home signals is a small crank which may be placed over a shaft of operating mechanism after opening small door locked with a switch lock. Turn crank slowly to "LEFT" until smash board has been moved to clear position being sure the stroke has been completed. Remove crank and lock door. ALL APPARATUS MUST BE RETURNED TO NORMAL POSITION AND LOCKED WITH SWITCH LOCKS PROVIDED BEFORE LEAVING.

Westward trains delayed Nimrod may hold the plant for their use for a period of six minutes by using push button located at westward home signal.

Pinnacle gauntlet eastward trains on eastward track desiring to release plant for use of westward trains will do so by closing knife switch located in time release box on signal 1174.7, opposite east-

ward home signal. Knife switch must be open to permit clearing home signal for eastward trains on eastward track. There must be no failure to leave knife switch open after having used it.

Printed instructions governing the use of these plants may be found inside of cover of time release box.

#### SHELBY—Whistle Signals.

Single Track to Westward Main Track: 2 Long, 1 Short.  
Single Track to Eastward Main Track: 1 Long, 1 Short, 1 Long.  
Switching Lead to Eastward Main Track: 1 Long, 4 Short.  
Eastward Main Track to Single Track: 1 Long, 1 Short.  
Eastward Main Track to Switching Lead: 1 Long, 4 Short.  
Westward Main Track to Single Track: 1 Long, 1 Short, 1 Long

Call for Operators to clear dwarf signals for route to or from Lead to South Passing Track: 1 Long, 4 Short.

Switch at East End of South Passing Track is hand operated switch.

#### BLACKFOOT—Whistle Signals.

From Single Track to Eastward Main Track: 1 Long, 1 Short.  
From or to Eastward Siding: 1 Long, 4 Short.  
Trains moving against current of Traffic: 1 Long, 1 Short, 1 Long.  
From Westward Main Track to Single Track: 2 Long, 1 Short.  
From or to Westward Siding: 2 Long, 4 Short.

#### SUMMIT.

Interlocking plant end double track Summit, controls main track switch end double track.

Eastward home interlocking signal will also operate as home automatic block signal.

Westward home interlocking signal will also operate as intermediate automatic block signal as per Rule 515.

Following whistle signals will govern in using plant, which is controlled from station:

Single Main Track to Westward Main Track: 2 Long, 1 Short.  
Single Main Track to Eastward Main Track: 1 Long, 1 Short,  
1 Long.

Westward Main Track to Single Main Track: 1 Long, 1 Short,  
1 Long.

Eastward Main Track to Single Main Track: 1 Long, 1 Short.

#### RED EAGLE.

Interlocking plant controlling main double track switch, east end of westward siding and eastward end of eastward siding just west of station, will be governed by following whistle signals:

#### Eastward.

From Single Main Track to Eastward Main Track: 1 Long, 1 Short.  
From Eastward Siding to Eastward Main Track: 1 Long, 4 Short.

From Single Main Track to Westward Main Track: 1 Long,  
1 Short, 1 Long.

#### Westward.

From Westward Main Track to Single Main Track: 2 Long,  
1 Short.

From Westward Main Track to Westward Siding: 2 Long, 4 Short.  
From Eastward Main Track to Single Track: 1 Long, 1 Short,  
1 Long.

Trains moving eastward from westward siding will be governed by hand signals from operator.

Interlocking plant is operated from station.

#### COLUMBIA FALLS.

Columbia Falls: East end double track switch is controlled by lever from station.

Automatic block signals indicate position of this switch.

Trains desiring to use this switch will indicate movement by following whistle signals:

#### Eastward

From Eastward Double Main Track to Single Main Track:  
1 Long, 1 Short.

From Westward Double Main Track to Single Main Track:  
1 Long, 4 Short.

#### Westward.

From Single Main Track to Westward Main Track: 1 Long,  
1 Short.

From Single Main Track to Eastward Main Track: 1 Long,  
4 Short.

## BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Opens at	Capacity
<b>First Sub-Division:</b>			
Montana Power Spur.....	4½ miles east of Cut Bank.....	East end	14 cars.
<b>Second Sub-Division:</b>			
N. W. T. & T. Co.....	1.9 miles East Silvertip.....	East end	13 cars.
Nat'l Pole Co.....	1.8 miles West Grizzly.....	East end	14 cars.
J. Neils Lbr. Co.....	1.0 miles West Citadel.....	West end	3 cars.
<b>Third Sub-Division:</b>			
Beaver Bay.....	1.8 miles East Vista.....	West end	21 cars.
Somers Lumber Co.....	1.0 miles West Vista.....	East end	Length 7 miles
Dahlburgs Spur.....	4.2 miles West Fortine.....	East end	24 cars.
Warland Gravel Pit.....	2.1 miles West Warland.....	Both ends	148 cars.
<b>Fourth Sub-Division:</b>			
Bonner's Ferry Lbr. Co.....	1.2 miles East Bonner's Ferry.....	West end	106 cars.
Whites Spur.....	2.0 miles West Bonner's Ferry.....	West end	11 cars.
Samuels.....	3.0 miles East Colburn.....	East end	6 cars.
Brown Timber Co. Spur.....	0.6 miles East of Colburn.....	West end	20 cars.
Albany Falls Spur.....	2.7 miles East Newport.....	East end	33 cars.
Graham Lbr. Co.....	1.5 miles West Scotia.....	West end	7 cars.
Spokane Lbr. Co.....	1.3 miles East Milan.....	East end	21 cars.
Davies Spur.....	1.9 miles East Mead.....	East end	37 cars.
<b>Fifth Sub-Division:</b>			
Soldiers Home Spur.....	378 feet East Soldiers Home Station.....	East end	2 cars.
American Timber Co.....	2.7 miles West Columbia Falls.....	West end	30 cars.
Northwestern Lumber Co. Spur.....	13 miles West Columbia Falls.....	East end	63 cars.
<b>Sixth Sub-Division:</b>			
McNab & Taylor's Spur.....	18.5 miles east of Rexford.....	East end	9 cars.
Baker's Spur.....	24.5 miles east of Rexford.....	West end	76 cars.
East Kootenai Power Co. Spur.....	41.1 miles east of Rexford.....	West end	26 cars.
<b>Seventh Sub-Division:</b>			
Bock & Ashby Spur.....	2.5 miles from Bonners Ferry.....	West end	3 cars.
Allen's Spur.....	4.7 miles from Bonners Ferry.....	East end	6 cars.
White's Spur.....	8.1 miles from Bonners Ferry.....	East end	37 cars.
Watson's Spur.....	11.5 miles from Bonners Ferry.....	West end	2 cars.
DeVoignes Spur.....	13.2 miles from Bonners Ferry.....	East end	4 cars.
Camp 5.....	14.3 miles from Bonners Ferry.....	Both ends	11 cars.
Seelover's Spur.....	15.4 miles from Bonners Ferry.....	East end	2 cars.
Delbom Spur.....	17.5 miles from Bonners Ferry.....	West end	4 cars.
Edward's Spur.....	18.5 miles from Bonners Ferry.....	West end	8 cars.
Camp 8.....	19.7 miles from Bonners Ferry.....	Both ends	18 cars.
Harper's Spur.....	21.8 miles from Bonners Ferry.....	West end	4 cars.
Houck's Spur.....	22.2 miles from Bonners Ferry.....	West end	2 cars.
K. V. Farm Spur.....	24.6 miles from Bonners Ferry.....	West end	5 cars.

## COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Home phone Colfax 4101.....	1849 Medical Arts Building, 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....		Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....		Spokane, Wash.
Dr. J. S. Almas.....	Division Surgeon.....		Havre, Mont.
Dr. D. S. MacKenzie.....	Division Surgeon.....		Havre, Mont.
Dr. F. W. Briggs.....	Ophthalmic Surgeon.....		Havre, Mont.
Dr. A. T. Munro.....	Ophthalmic Surgeon.....		Kalispell, Mont.
Dr. W. W. Taylor.....	Division Surgeon.....		Whitefish, Mont.

## LOCAL SURGEONS.

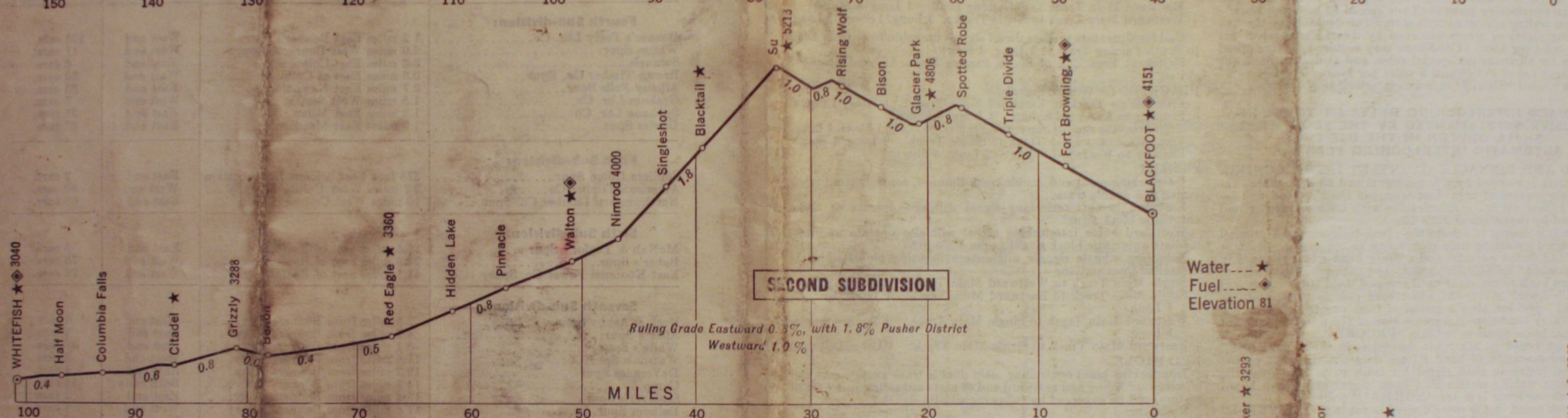
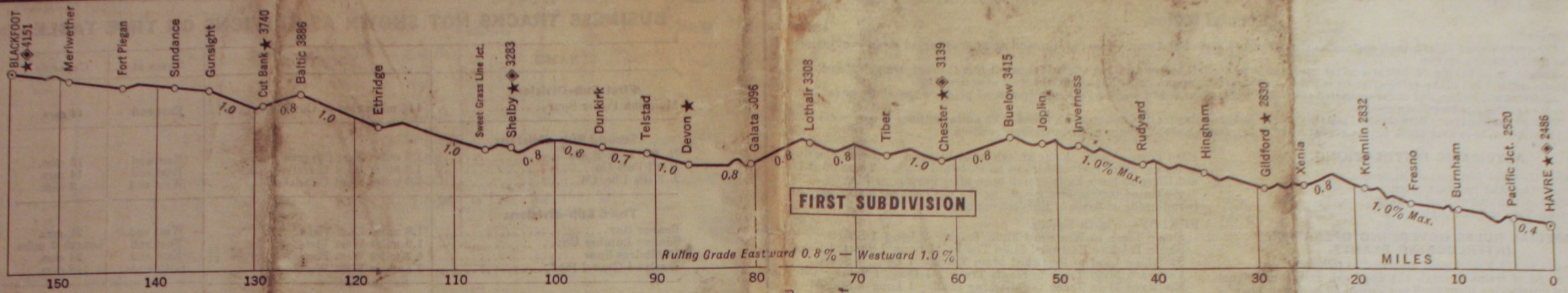
Dr. Chas. Houtz.....	Havre.	Dr. E. P. Cockrell.....	Kalispell.
Dr. L. E. Lande.....	Chester.	Dr. A. T. Lees.....	Whitefish.
Dr. P. O. Nersal.....	Cut Bank.	Dr. Douglas Corsan.....	Fernie, B. C.
Dr. M. D. Riddle.....	Shelby.	Dr. B. Baxter.....	Libby.
Dr. H. F. Schrader.....	Ft. Browning.	Dr. E. E. Fry.....	Bonners Ferry.
Dr. W. L. Kell.....	Columbia Falls.	Dr. O. E. Page.....	Sand Point.
Dr. W. Q. Conway.....	Kalispell.	Dr. Leslie J. Stauffer.....	Priest River.
Dr. T. B. Moore.....	Kalispell.	Dr. J. Farrow.....	Hillyard.

E A. LEAHY, Chief Dispatcher.

L. E. COOPER, Trainmaster.  
J. E. BRAWLEY, Trainmaster.

C. AMSBAUGH, Trainmaster.





Water — ★  
 Fuel — ◆  
 Elevation 81

