

Station Numbers	Car Capacity		FIRST CLASS		Distance from Rainville	Time Table No. 98 Effective April 28, 1963	STATIONS	Telegraph Code	Distance from Havre	FIRST CLASS	
	Sdine	Other Trains	27	31						28	32
			Daily	Daily						Daily	Daily
665	161	280	L 8.50 ^{PM}	L 8.50 ^{AM}	.....	RAINVILLE.....★	B	271.17	DJEPY	A 1.40 ^{AM}	A 4.40 ^{PM}
009	162	73	s 9.11	.....	14.26	CULBERTSON.....★	CU	256.91	DNPW	s 1.21	.....
705	162	5	.....	9.07	19.76	BLAIR.....★	BL	251.41	F	.....	4.20
722	263	45	.....	.....	33.47	BROCKTON.....★	BR	237.70	DP	.....	.....
733	162	189	s 9.42	9.35	47.46	POPLAR.....★	PO	223.71	DNPW	s 12.44	3.48
749	163	43	.....	.....	62.24	MACON.....★	MA	208.93	P	.....	.....
753	274	328	s 10.13	9.53	68.65	WOLF POINT.....★	WO	202.62	DNPW	s 12.21 ^{AM}	3.30
765	162	37	.....	.....	79.03	OSWEGO.....★	GO	191.24	DP	.....	.....
773	.....	152	.....	.....	87.62	FRAZER.....★	FR	183.53	DP	.....	.....
777	163	.....	.....	10.15	92.66	KINTYRE.....★	KI	178.51	P	.....	3.05
789	162	91	.....	.....	103.71	NASHUA.....★	NA	167.46	DP	BDNEO	.....
803	.....	742	s 11.06	10.42	118.22	GLASGOW.....★	GW	152.95	DP	BDNEO	PRWXY
815	162	26	.....	.....	120.96	TAMPICO.....★	TA	141.21	P	.....	.....
828	267	84	s 11.47	11.05	144.03	HINCHALE.....★	HD	127.14	DP	DNIKW	.....
842	197	156	s 12.07 ^{PM}	.....	166.79	SACO.....★	SP	114.33	PY	s 10.32	.....
880	164	50	.....	.....	171.19	BOWDOIN.....★	BO	99.98	P	.....	.....
899	162	147	s 12.57	11.40	183.90	MALTA.....★	MP	87.57	DNPW	s 10.05	1.26
880	214	58	.....	.....	193.37	WAGNER.....★	WA	77.80	DP	.....	.....
886	139	50	.....	11.56	201.34	DODSON.....★	DN	60.93	DP	.....	1.10
901	143	28	.....	.....	216.66	SAVOY.....★	SA	54.61	P	.....	.....
913	143	60	s 1.39	12.19 ^{PM}	228.38	HARLEM.....★	HM	42.79	DNPW	s 9.19	12.44
925	143	32	.....	.....	240.24	ZURICH.....★	ZU	30.93	P	.....	.....
935	143	470	s 2.05	12.39	249.49	CHINOOK.....★	CK	21.68	DNPFW	s 8.59	12.25
943	195	16	.....	.....	267.31	LOHMAN.....★	LO	13.66	P	.....	.....
956	.....	2808	Δ 2.40 ^{AM}	Δ 1.00 ^{PM}	271.17	HAVRE.....★	HV	.....	BDNEO	L 8.35 ^{PM}	L 12.01 ^{PM}
					8.50 46.43	4.10 65.08	Time Over Subdivision Average Speed Per Hour			5.05 53.24	4.25 58.35

CONDITIONAL STOPS

Trains 31 and 32 will stop at Wolf Point and Malta to receive or discharge revenue passengers from or to points Spokane and West or Minneapolis and East where these trains are scheduled to Stop. These trains will also stop at Glasgow to receive or discharge revenue passengers from or to points Minot and East or Spokane and West where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 16.

Station Number	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 98 Effective April 28, 1963	Stations	Telegraph Code	Distance from Cut Bank	SIGNS	FIRST CLASS		
	Siding	Other Tracks	31	3	27							32	4	28
			Daily	Daily	Daily							Daily	Daily	Daily
956		2808	L 1.10 ^{PM}	L 3.15 ^{AM}	L 3.00 ^{AM}		HAYRE	HV	128.01	BPRKD NWGXZ	A 11.50 ^{AM}	A 7.50 ^{PM}	A 8.15 ^{PM}	
961		29	1.15	A 3.20 ^{AM}	3.05	4.08	P. C. F. JCT.		124.88	JPY	11.44	L 7.42 ^{PM}	8.10	
967	165	7				0.92	BURHAM		118.99	P				
976	165	44	1.31			19.35	KREMLIN	KN	109.56	DP	11.27			
986	165	33				29.47	GILFORD	GR	99.44	DP				
992		88				35.37	MINGHAM	CG	93.54	DP				
998	165	86	1.53			41.34	RUDYARD	RU	87.57	DP	11.03			
1004		170				47.58	INVERNESS	RN	81.33	DP				
1008		52				51.42	JOPLIN	JO	77.49	DP				
1013	144					54.39	BUELOW		74.52	F				
1018	165	155	2.13		4.10	61.49	CHESTER	CH	67.42	DNPW	10.41		7.17	
1024	135	82	2.19		4.15	67.08	TISER		61.88	P	10.35		7.12	
1081	115	26	2.27		4.22	74.56	LOTHAIR	AR	54.95	DP	10.27		7.05	
1037	67	42	2.33		4.28	80.54	GALATA	GA	48.87	DP	10.21		6.59	
1043	187	29	2.39		4.34	86.56	DEVON	CD	42.35	DNP	10.15		6.53	
1052	134	73	2.48		4.43	95.16	DUNKIRK	ABS	33.75	P	10.06		6.45	
1061		1332	3.00	A 4.53	L 5.10	104.64	SHELBY	8J	24.27	BKDNP WQYXJ	9.55	L 6.35	A 6.28	
1063			3.03		5.12	106.13	S. G. JCT.		23.78	PXJ	9.49		6.24	
1074		31	3.18		5.25	117.67	ETHRIDGE	DG	11.24	DP	9.37		6.12	
1087		467	A 3.33 ^{PM}		A 5.40 ^{AM}	128.91	CUT BANK	CT		BDNIK PRWX	L 9.25 ^{AM}		L 6.00 ^{PM}	
			2.22 84.08	.5 48.36	2.40 48.84		Time Over Subdivision Average Speed Per Hour				2.25 63.38	.8 20.28	3.15 87.29	

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

CONDITIONAL STOPS

Trains 81 and 82 will stop at Chester and Cut Bank to receive or discharge revenue passengers from or to points Williston and East or Spokane and West where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Number	Car Capacity		FIRST CLASS				Distance from Pacific Jct.	Time Table No. 98 Effective April 28, 1963	STATIONS	Telegraph Code	Distance from Sweet Grass	SIGNS	FIRST CLASS			
	Spdng	Other Trains				3							4			
981						L 3.20 ^{am}		P. C. F. JCT.		256.75	JFY	A	7.42 ^{pm}			
Z 11	48	10				3.35	10.88	LAREDO		245.87	P		7.29			
Z 20	91	88				3.47	20.70	BOX ELDER	BX	236.05	DP		7.19			
Z 81	90	114				4.03	31.52	SIG SANDY	SS	223.23	DNP	S	7.08			
Z 45	77	24				4.22	45.41	VIRGELLE		211.34	P		6.49			
Z 62	86	20				4.44	62.21	CHAPPELL	CQ	194.64	DP		6.27			
Z 75	90	69				5.09	74.71	FORT BENTON	BN	182.04	DNP	S	6.08			
Z 91	75	44				5.32	90.40	CARTER	CA	166.35	DP		5.47			
Z103	86	27				5.48	102.98	PORTAGE	RE	153.77	DP		5.32			
Z108	100	18				5.57	108.57	SHEFFELS		148.18	P		5.25			
Z119						6.20	119.22	GREAT FALLS	PD	137.53	BDNJK PRXW BDNJK	L	5.10			
Z119						7.23	119.85	W. S. JCT.	GS	136.90	OPRWXYZ	A	12.30			
Z119						7.27	122.05	EMERSON JCT.		133.80	JP		12.23			
ZB12	153	19				7.37	181.32	VAUGHN	BY	126.43	DPJR		12.13 ^{pm}			
ZB27	123	25				7.54	145.33	POWER	PO	111.42	DPJYR		11.55			
ZB37	121	58				8.08	155.89	DUTTON	DU	190.86	DNP	S	11.40			
ZB46	68	29				8.18	163.29	COLLINS	ON	93.46	DP		11.30			
ZB55	90	42				8.31	173.28	BRADY	BA	83.50	DP		11.17			
ZB69	178	284				8.48	186.66	CONRAD	RD	70.10	DNPWXY	S	11.00			
ZB79	181	10				8.53	189.87	M. W. JCT.		66.88	PJ		10.55			
ZB84	47	13				9.04	197.81	LEDGER	YA	59.24	DP		10.44			
ZB91	121	6				9.21	208.68	NAISMITH		48.07	P DNPBJY	L	10.27			
1061						9.35 ^{am}	217.90	SHELBY	SJ	38.85	KORWX	L	10.15 ^{am}			

TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

ZB120	47	111					219.39	S. G. JCT.		37.39	XJP					
ZB130	22	63					237.97	KEVIN	K	18.78	XDP					
ZB139	18	115					248.29	SUNBURST	SU	8.35	XDP					
							256.75	SWEET GRASS	G		BDKPXJR					
						6.15 24.86		Time Over Subdivision Average Speed Per Hour					9.27 28.06			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

FOURTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 98 Effective April 28, 1963	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS
	Sidings	Other Tracks							Daily Ex. Sun.	Daily Ex. Sun.
ZD 227			239	STATIONS	BQ		BCDNK ORWXY	240

TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY.

ZD 222		60		12.08 MOSSMAIN		222.72		JPXY		
ZD 218	47	26		4.03 HEPPER	HS	218.69		DPXJ		
ZD 213	121	23		5.27 RIMROCK		213.42		P		
ZD 189	122	55		27.06 BROADVIEW	BW	189.36		DNP		
ZD 168	122	24		19.61 CUSHMAN		168.75				
ZD 141	121	28		25.99 HEDGESVILLE		141.08		P DKP WYN		
ZD 120	127	61		JUDITH GAP	JU	120.76		P		
ZD 108	47	33		12.32 BUFFALO		108.48		P		
ZD 92	58	73		15.37 HOBSON	HO	92.08		DP		
ZD 87	117	61	L 10.50Am	5.31 MOCCASIN	MC	87.75		DJPYR	A 3.23Am	
ZD 82	122	48	s 11.00	5.45 BENCLAND	BD	82.30		DP	f 3.13	
ZD 76	65	44	s 11.10	6.11 WINDHAM	WD	76.19		DP	f 3.03	
ZD 68	57	145	s 11.23	7.16 STANFORD	SD	68.03		DNPW	s 2.50	
ZD 59	47	34	s 11.53	10.37 GEYSER	GY	52.15		DP	s 2.20	
ZD 49	47	21	f 12.15Pm	12.59 RAYNESFORD	RF	39.76		DP	f 1.58	
ZD 34	23		f 12.25	5.30 BLYTHE		34.46		P	f 1.48	
ZA 28	129	41	f 12.35	5.05 ARMINGTON		28.51		P	f 1.39	
ZA 26	65	65	s 12.39	8.08 BELT	B	26.58		DP	s 1.33	
ZA 23	123	18	f 12.48	4.03 WAYNE		21.60		P	f 1.24	
ZA 19	19		f 12.54	8.13 FIFE		19.47			f 1.18	
ZA 10	46	60	f 1.09	8.30 GERBER		10.08		P BDNJK	f 1.03	
Z 119	2539	A	1.30Pm	10.05 GREAT FALLS	FD			P PRXW	L 12.45Am	
			2.40 32.9	Time Over Subdivision Average Speed Per Hr.						2.38 33.3

FIFTH SUBDIVISION

WESTWARD

EASTWARD

5

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 98 Effective April 28, 1963	Telegraph Calls	Distance from W. S. Jct.	SIGNS	SECOND CLASS
	Sidings	Other Tracks							Daily Ex. Sun.	Daily Ex. Sun.
Z 130	39	37		13.45		W. S. JCT. ★	G8	BDNJK OPBW XYZ DP
Z 145	40	98		27.95		ULM.	M	DP
Z 153	32			38.18		CASCADE	Q	DP
Z 160	99			43.76		HARDY		P
						MID CANON		P
Z 167	40	37		50.88		7.12 CRAIG		P
Z 175	44	9		58.76		7.88 WOLF CREEK	WC	DP
Z 184	40	9		67.96		9.20 SIEBEN		P
Z 197	97	15		80.49		12.53 SILVER CITY		P
Z 214		268		97.16		18.67 HELENA	HN	BMK PWXY
Z 229		27		111.74		14.58 CLANCY		P
Z 236	67	11		118.67		7.12 CORBIN		P
Z 244	47	7		125.28		6.41 AMAZON		P
Z 260	47	39		131.59		6.31 BOULDER	RO	DP
Z 257	40	14		139.29		9.20 GASIN		P
Z 269	39			151.31		12.02 ELK PARK		P
Z 279	43	15		159.76		6.44 WOODVILLE		P
Z 288		546		170.27		10.52 BUTTE	DX	BDMK OPRW XYZ
						Time Over Subdivision Average Speed Per Hour		

SIXTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 98 Effective April 28, 1963	Telegraph Calls	Distance from Snow	SIGNS	SECOND CLASS
	Sidings	Other Tracks							Mon., Wed. and Fri.	Mon., Wed. and Fri.
SH 8	40	73	333	7.30Am		8.73	SACO ★	SF DNJK PY
SH 15	24			8.00		15.81	COLE	P
SH 26	84			8.30		25.87	TATNALL	P
SH 39	34			9.15		35.82	WHITWATER	W DP
SH 64	27			10.00		38.82	LORING	N DP
SH 67	44			10.50		64.12	CHAPMAN	P
SH 79	44			11.30		67.14	TURNER	R DP
				12.15Pm		78.72	HOGELAND	X DPY
				4.45 16.57			Time Over Subdivision Average Speed Per Hour	
								4.40 16.86

Westward trains are superior to eastward trains of the same class on the Fourth, Fifth and Sixth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

6 SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Trains	SECOND CLASS		Time Table No. 98		Telegraph Calls	Distances from Moccasin	SIGNS	SECOND CLASS	
		239	Daily Ex. Sun.	Effective April 28, 1963	STATIONS				240	Daily Ex. Sun.
ZF 30	246	L	7.10 ^{am}	.....	LEWISTOWN.....	WN	30.73	DJRF XYR	A	5.25 ^{am}

TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.

ZF 20	24	L	7.35 ^{am}	.....	SPRING CREEK JCT.....		21.51	JPR	A	4.57 ^{am}
ZF 14	34	f	7.39	.....	KINGSTON.....		20.32		f	4.45
ZF 8	34	s	7.58	.....	ROSEFORK.....		14.23		s	4.34
ZD 87	81	A	8.42 ^{am}	.....	KOLIN.....	MC	7.62	DP	s	4.13
					MOCCASIN.....			DJPRY	L	3.50 ^{am}
			L 07 19.3		Time Over Subdivision Average Speed Per Hour					1.07 19.8

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

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Trains	Distance from Vaughn	Time Table No. 98		Telegraph Calls	SIGNS
			Effective April 28, 1963	STATIONS		
ZB 12	19			.....	VAUGHN.....	BY DJPRN
		5.64		.....	DRACUT JCT.....	JPR
ZE 9	21	8.83		.....	SUN RIVER.....	
ZE 14	26	13.34		.....	FORT SHAW.....	P
ZE 19	26	18.97		.....	SIMMS.....	SM DP
ZE 25	26	22.90		.....	LOWRY.....	
ZE 30	13	29.41		.....	RHEELING.....	
ZE 42	34	41.70		.....	AUGUSTA.....	GN DPY

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Trains	Distance from Power	Time Table No. 98		Telegraph Calls	SIGNS
			Effective April 28, 1963	STATIONS		
ZB 27	26			.....	POWER.....	PO DJPRY
ZG 8	9	5.72		.....	CORDOVA.....	
ZG 12	23	11.60		.....	CLEIV.....	
ZG 22		21.29		.....	EASTHAM JCT.....	JPR

TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.

ZG 29	65	28.05		.....	CHOTEAU JCT.....	JPR
ZG 42	88	42.63		.....	CHOTEAU.....	CO DPU
ZG 51	60	51.11		.....	BYNUM.....	P
				.....	PENDROY.....	RY DPY

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

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Sprole	6.52 miles east of Poplar	43	West end
Chelsea	6.80 miles west of Poplar	19	West end
Glasgow Air Base	20.19 miles north of Glasgow	Yard	East end
Whately	6.73 miles east of Glasgow	146	Both ends
Wiota	5.66 miles west of Kintyre	15	West end
Vandalia (2 Tracks)	3.78 miles east of Hinsdale	100	Both ends
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	46	Both ends
Coburg	5.21 miles east of Savoy	165	Both ends
Harlem Stock Yards	1.29 miles east of Harlem	38	Both ends
Harlem Beet Track	0.76 miles west of Harlem	43	Both ends
Fort Belknap	6.33 miles west of Harlem	54	East end
North Fork Track	3.66 miles west of Zurich	22	East end
Second Subdivision			
Fresno	4.70 miles west of Burnham	15	West end
Union Oil Spur (3 Tracks)	4.66 miles east of Cut Bank	8-11-17	East end
Third Subdivision			
Verona	5.29 miles west of Big Sandy	5	East end
Lippard	5.96 miles east of Chappell	20	West end
Kershaw	5.03 miles west of Fort Benton	38	Both ends
Tunis	5.91 miles east of Carter	8	West end
Flowree	7.58 miles east of Portage	29	Both ends
Rainbow	4.89 miles west of Shaffels	50	West end
Manchester	7.83 miles west of Great Falls	30	East end
Acme	3.04 miles west of Dutton	8	East end
The Texas Co.	0.83 miles east of Sunburst	120	Both ends
Fourth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	26	West End
Acton	12.13 miles west of Rimrock	18	Both ends
Comanche	8.56 miles east of Broadview	30	Both ends
Belmont	7.56 miles east of Cushman	18	Both ends
Franklin	12.61 miles east of Hedgesville	16	Both ends
Oxford	6.85 miles east of Judith Gap	10	East end
Barrows Spur	5.60 miles east of Buffalo	9	West end
Dover	5.36 miles west of Stanford	18	Both ends
Bovey's Elevator Spur	5.15 miles west of Fife	15	East end
Lavin Spur	At Gerber	Yard	West end
Fields	6.50 miles east of Great Falls	30	Both ends
Fifth Subdivision			
Mortenson's Spur	1.2 miles east of Hardy	129	West end
Gilmore Pit	At Hardy	105	West end
Associated Petroleum			
Products Spur	1.72 miles west of Helena	19	East end
Car-Con Spur	1.84 miles west of Helena	31	East end
Montana City	8.16 miles west of Helena	92	Both ends
Lahey	0.74 miles west of Corbin	8	Both ends
Wickes	3.77 miles west of Corbin	13	West end
Eighth Subdivision			
Beet Track	0.53 miles west of Vaughn	44	Both ends
Ninth Subdivision			
Bole	5.48 miles west of Cleiv	15	West end
Flume Spur	9.34 miles west of Cleiv	13	East end
Hobson Elevator Spur	3.75 miles east of Choteau	15	West end
Koyle Spur	7.37 miles west of Choteau	7	East end

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Giffon	Time Table No. 55 Effective February 23, 1947				Telegraph Calls	Distance from Giffon	SIGNS	
	Sidings	Other Trains		STATIONS							
ZH 23											
ZH 20	Yard Spur 8		5.86	GIPFEN 5.86					12.48	CPRWX	
ZH 13	Spur 8		9.87	GIPFEN JCT. 5.51					6.63		
EA 10	84	58	13.46	LEWIS JCT. 8.11					8.11	F	
				GERBER						DNJPR	
				Time Over Subdivision Average Speed Per Hour							

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