

EXAMINING SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Bldg.,
9th & Nicollet Ave., Minneapolis, Minn.
Dr. Ernest R. Anderson, Asst. Chief Surg., Minneapolis, Minn.
Dr. D. S. MacKenzie, Sr., Div. Surg., Havre, Montana.
Dr. Chas. Houtz, Div. Surg., Havre, Montana.
Dr. R. B. Richardson, Div. Surg., Great Falls, Montana.
Dr. C. S. Jones, Asst. Div. Surg., Williston, North Dakota.
Dr. A. N. Smith, Asst. Div. Surg., Glasgow, Montana.
Dr. R. E. Ryde, Asst. Div. Surg., Glasgow, Montana.
Dr. P. E. Kane, Asst. Div. Surg., Butte, Montana.
Dr. Fred F. Attix, Asst. Div. Surg., Lewistown, Montana.
Dr. E. M. Farr, Asst. Div. Surg., Billings, Montana.

OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. Earl Strain Great Falls, Montana
Dr. W. L. Forster Havre, Montana
Dr. H. L. Casebeer Butte, Montana

LOCAL SURGEONS

Dr. P. E. Kane Butte, Montana
Dr. E. M. Farr Billings, Montana
Dr. Louis Levitt Boulder, Montana
Dr. W. F. Paterson Conrad, Montana
Dr. H. W. Bateman Choteau, Montana
Dr. K. Hamilton Dodson, Montana
Dr. Evon L. Anderson Fort Benton, Montana
Dr. R. B. Richardson Great Falls, Montana
Dr. Harry J. McGregor Great Falls, Montana
Dr. L. L. Howard Great Falls, Montana
Dr. A. N. Smith Glasgow, Montana
Dr. R. E. Ryde Glasgow, Montana
Dr. D. S. MacKenzie, Sr. Havre, Montana
Dr. D. S. MacKenzie, Jr. Havre, Montana
Dr. Chas. Houtz Havre, Montana
Dr. C. W. Lawson Havre, Montana
Dr. W. N. Deatherage Harlem, Montana
Dr. R. Wynne Morris Helena, Montana
Dr. O. G. Klein Helena, Montana
Dr. Thos. L. Hawkins Helena, Montana
Dr. E. M. Gans Judith Gap, Montana
Dr. E. C. Hall Laurel, Montana
Dr. Fred F. Attix Lewistown, Montana
Dr. G. W. Setzer Malta, Montana
Dr. T. W. Collinson Scobey, Montana
Dr. W. C. Robinson Shelby, Montana
Dr. R. D. Harper Sidney, Montana
Dr. P. O. C. Johnson Watford City, North Dakota
Dr. C. S. Jones Williston, North Dakota
Dr. R. D. Knapp Wolf Point, Montana

T. J. MURPHY, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
T. J. BRENNAN, Trainmaster
E. F. OVIATT, Trainmaster
N. F. SEIL, Trainmaster
G. W. NOFFSINGER, Trainmaster
R. W. DOWNING, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 55

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, February 23, 1947.

Be positive you have with you while on duty,
CURRENT TIME TABLE and SPECIAL
INSTRUCTIONS relating thereto.

H. M. SHAPLEIGH, Superintendent.

I. E. MANION, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station	Capacity	FIRST CLASS										Distance from Williston	Time Table No. 55 Effective February 23, 1947										
		THIRD CLASS				SECOND CLASS			FIRST CLASS														
		663	613	459	473	461	371	27	285	223	1			3									
847	Yard	7.10	5.00	9.10	1.30	5.30	7.00	9.05	6.50	6.40	6.20	12.55	11.00	Williston									
859	29	7.35	5.20	9.35	2.00	6.00	7.25	9.20	7.15	7.00	6.44	1.22	20.80	Trenton									
868	36	7.50	5.35	9.50	2.17	6.11	7.40	9.30	7.30	7.15	6.50	1.29	25.92	FT. BUFORD									
879	120	8.05	5.50	10.10	2.30	6.20	7.50	9.36	7.40	7.25	6.56	1.36	31.68	Snowden									
881	120	8.15	5.50	10.20	2.40	6.27	7.50	9.43	7.40	7.25	6.56	1.36	31.68	Lakeside									
885	174	8.40	6.00	10.35	2.55	6.35	8.15	9.50	7.44	7.30	7.03	1.44	38.10	Bainville									
892	109	8.50	6.10	10.50	3.10	6.44	8.15	9.58	7.52	7.40	7.10	1.53	44.91	Lanark									
899	131	9.05	6.20	11.05	3.19	6.53	8.15	10.07	7.52	7.40	7.10	1.53	44.91	Culbertson									
905	100	9.15	6.30	11.15	3.26	7.02	8.15	10.13	7.52	7.40	7.10	1.53	44.91	Blair									
908	100	9.25	6.40	11.25	3.34	7.10	8.15	10.20	7.52	7.40	7.10	1.53	44.91	Fort Kipp									
914	72	10.40	6.50	11.30	3.38	7.38	8.15	10.23	8.23	7.34	7.20	2.20	66.81	Calais									
922	74	11.05	7.00	11.45	3.44	7.50	8.15	10.29	8.30	7.39	7.26	2.26	71.88	Brockton									
929	110	11.20	7.10	12.01	3.53	8.03	8.15	10.38	8.40	7.47	7.35	2.35	79.16	Sprole									
933	100	11.55	7.20	12.15	4.01	8.11	8.15	10.45	8.58	7.54	7.42	2.42	85.57	Poplar									
941	130	12.10	7.30	12.25	4.10	8.20	8.15	10.53	9.10	8.01	7.50	2.50	92.61	Chelsea									
948	120	12.30	7.40	12.40	4.17	8.39	8.15	11.02	9.20	8.09	7.50	3.00	100.34	Macon									
953	120	1.25	7.50	12.50	4.27	9.00	8.15	11.10	9.40	8.14	7.50	3.10	106.78	Wolf Point									
959	70	1.40	8.00	1.00	5.10	9.20	8.15	11.18	9.52	8.20	7.50	3.25	112.74	Lohmiller									
963	108	2.00	8.10	1.10	5.30	9.30	8.15	11.24	10.05	8.26	7.50	3.35	118.04	Oswego									
972	90	2.35	8.20	1.25	5.50	9.45	8.15	11.33	10.20	8.35	7.50	3.45	126.80	Frazer									
977	130	2.55	8.30	1.35	6.00	10.05	8.15	11.39	10.30	8.40	7.50	3.52	130.80	Kintyre									
983	120	3.25	8.40	1.45	6.15	10.20	8.15	11.46	10.45	8.46	7.50	3.58	136.48	Wiota									
989	120	4.00	8.50	1.55	6.25	10.30	8.15	11.52	11.00	8.52	7.50	4.04	141.91	Nashua									
997	130	4.40	9.00	2.10	6.40	10.45	8.15	12.01	11.15	9.01	7.50	4.15	149.70	Whately									
1003	104	5.15	9.10	2.25	6.50	11.00	8.15	12.10	11.45	9.10	7.50	4.25	158.41	Glasgow									
												10.05	30.5	3.05	30.7	3.05	31.1	3.05	35.2	3.30	44.7		

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.

CONDITIONAL STOPS

No. 3 stops at Bainville, Culbertson, Brockton, Frazer and Nashua to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

CLEARING OF STREAMLINERS

Glasgow, Nos. 1 and 2 will register by ticket.
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, 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 11, for Instructions Governing Operation of Streamliners.

FIRST SUBDIVISION

EASTWARD 3

Station	Capacity	FIRST CLASS										Distance from Glasgow	Time Table No. 55 Effective February 23, 1947										
		THIRD CLASS				SECOND CLASS			FIRST CLASS														
		4	28	224	2	286	372	470	446	458	462			664	614								
1003	104	5.15	7.20	6.00	5.30	5.30	6.00	6.10	6.40	6.00	6.10	6.40	6.00	158.41	Williston								
1008	108	5.30	7.35	6.15	5.45	5.45	6.15	6.45	6.15	6.45	6.15	6.45	164.42	Trenton									
1013	112	5.45	7.50	6.30	5.60	5.60	6.30	6.60	6.30	6.60	6.30	6.60	170.43	FT. BUFORD									
1018	116	6.00	8.05	6.45	5.75	5.75	6.45	6.75	6.45	6.75	6.45	6.75	176.44	Snowden									
1023	120	6.15	8.20	6.60	5.90	5.90	6.60	6.90	6.60	6.90	6.60	6.90	182.45	Lakeside									
1028	124	6.30	8.35	6.75	6.05	6.05	6.75	7.05	6.75	7.05	6.75	7.05	188.46	Bainville									
1033	128	6.45	8.50	6.90	6.20	6.20	6.90	7.20	6.90	7.20	6.90	7.20	194.47	Lanark									
1038	132	7.00	9.05	7.05	6.35	6.35	7.05	7.35	7.05	7.35	7.05	7.35	200.48	Culbertson									
1043	136	7.15	9.20	7.20	6.50	6.50	7.20	7.50	7.20	7.50	7.20	7.50	206.49	Blair									
1048	140	7.30	9.35	7.35	6.65	6.65	7.35	7.65	7.35	7.65	7.35	7.65	212.50	Fort Kipp									
1053	144	7.45	9.50	7.50	6.80	6.80	7.50	7.80	7.50	7.80	7.50	7.80	218.51	Calais									
1058	148	8.00	10.05	8.05	6.95	6.95	8.05	8.35	8.05	8.35	8.05	8.35	224.52	Brockton									
1063	152	8.15	10.20	8.20	7.10	7.10	8.20	8.50	8.20	8.50	8.20	8.50	230.53	Sprole									
1068	156	8.30	10.35	8.35	7.25	7.25	8.35	8.65	8.35	8.65	8.35	8.65	236.54	Poplar									
1073	160	8.45	10.50	8.50	7.40	7.40	8.50	8.80	8.50	8.80	8.50	8.80	242.55	Chelsea									
1078	164	9.00	11.05	9.05	7.55	7.55	9.05	9.35	9.05	9.35	9.05	9.35	248.56	Macon									
1083	168	9.15	11.20	9.20	7.70	7.70	9.20	9.50	9.20	9.50	9.20	9.50	254.57	Wolf Point									
1088	172	9.30	11.35	9.35	7.85	7.85	9.35	9.65	9.35	9.65	9.35	9.65	260.58	Lohmiller									
1093	176	9.45	11.50	9.50	8.00	8.00	9.50	9.80	9.50	9.80	9.50	9.80	266.59	Oswego									
1098	180	10.00	12.05	10.05	8.15	8.15	10.05	10.35	10.05	10.35	10.05	10.35	272.60	Frazer									
1103	184	10.15	12.20	10.20	8.30	8.30	10.20	10.50	10.20	10.50	10.20	10.50	278.61	Kintyre									
1108	188	10.30	12.35	10.35	8.45	8.45	10.35	10.65	10.35	10.65	10.35	10.65	284.62	Wiota									
1113	192	10.45	12.50	10.50	8.60	8.60	10.50	10.80	10.50	10.80	10.50	10.80	290.63	Nashua									
1118	196	11.00	13.05	11.05	8.75	8.75	11.05	11.35	11.05	11.35	11.05	11.35	296.64	Whately									
1123	200	11.15	13.20	11.20	8.90	8.90	11.20	11.50	11.20	11.50	11.20	11.50	302.65	Glasgow									
												10.05	35.1	3.05	35.1	3.05	35.1	3.05	40.8	3.30	44.7		

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.

CONDITIONAL STOPS

No. 4 stops at Nashua, Frazer, Brockton, Culbertson and Bainville to receive revenue passengers for Twin Cities and beyond and to discharge revenue passengers from Great Falls and points south thereof and from west of Havre.

CLEARING OF STREAMLINERS

Glasgow, Nos. 1 and 2 will register by ticket.
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, 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 11, for Instructions Governing Operation of Streamliners.

SECOND SUBDIVISION

WESTWARD

Station	Capacity	FIRST CLASS								Distance from Glasgow	Time Table No. 55 Effective February 23, 1947	STATIONS	Telephone Call
		THIRD CLASS				SECOND CLASS							
		665	473	461	459	223	1	3	27				
		Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Streamliner Daily	Daily	Daily				
400	W 127	304	4:35 ⁴⁴⁸	7:30 ⁴⁴⁸	11:10 ⁴⁴⁸	2:40 ⁴⁴⁸	12:10 ⁴⁴⁸	9:10 ⁴⁴⁸	4:30 ⁴⁴⁸	12:22	4.78	GLASGOW	GW
408	70	20	4:45	7:40	11:20	2:55	12:18	9:16	4:37	12:22	11.76	PAISLEY	MA
413	133	17	5:05	7:55	11:35	3:10	12:30	9:24	4:46	12:31	17.04	TAMPICO	BD
420	71	26	5:15	8:05	11:45	3:20	12:40	9:30	4:53	12:37	25.53	VANDALIA	BD
428	W 137	43	5:35	8:20	12:01 ⁴⁴⁸	3:35	12:55	9:40	5:04	12:48	34.04	HINSDALE	BD
437	71	13	5:55	8:35	12:14	3:50	1:10	9:49	5:14	12:58	38.68	BEAVERTON	BY
442	W 133	287	6:30	8:45	12:20	4:00	1:30	9:54	5:20	1:05	45.40	SACO	BY
448	71	3	6:55	9:00	12:30	4:15	1:45	10:01	5:30	1:16	52.99	ASHFIELD	BO
450	W 136	110	7:10	9:15	12:44	4:25	2:00	10:09	5:40	1:22	59.74	BOWDOIN	BO
452	70	18	7:25	9:25	12:55	4:35	2:10	10:16	5:47	1:31	65.60	STRATER	MP
458	138	143	8:00	9:35	1:05	4:50	2:31	10:22	5:55	1:38	70.39	MALTA	MP
474	71	14	8:15	9:45	1:15	4:58	2:40	10:27	6:04	1:44	75.18	EXETER	WA
480	W 142	10	8:40	10:00	1:25	5:05	2:48	10:32	6:12	1:50	83.04	WAGNER	DN
488	130	30	9:15	10:25	1:37	5:25	3:02	10:40	6:22	1:58	88.73	DODSON	DN
492	130	3	9:30	10:40	1:45	5:35	3:10	10:46	6:30	2:04	93.15	SURVANT	DN
498	130	32	9:45	10:50	2:27	5:45	3:16	10:52	6:36	2:09	98.38	COBURG	B
501	W 130	28	10:00	10:58	2:35	6:00	3:24	10:57	6:43	2:15	104.61	SAVOY	B
507	70	4	10:20	11:07	2:46	6:10	3:33	11:04	6:51	2:22	110.19	MATADOR	HM
512	W 120	20	11:33	11:20	2:56	6:20	3:47	11:10	7:00	2:28	116.51	HARLEM	HM
518	70	43	12:19 ⁴⁴⁸	11:30	3:07	6:30	3:56	11:17	7:08	2:35	122.04	FORT BELKNAP	Z
525	91	33	12:35	11:46	3:20	6:40	4:05	11:23	7:15	2:41	125.71	ZURICH	CK
528	70	31	12:55	11:55	3:28	6:50	4:10	11:27	7:20	2:45	131.20	NORTH FORK	CK
531	W 74	289	1:20	12:08 ⁴⁴⁸	3:39	7:00	4:25	11:33	7:27	2:51	135.78	CHINOOK	CK
535	89		1:42	12:15	3:47	7:10	4:31	11:38	7:33	2:56	139.81	ADAMS	CK
542		13	1:55	12:25	3:54	7:20	4:36	11:42	7:38	3:00	146.02	LOHMAN	CK
548			2:10	12:40	4:05	7:30	4:47	11:50	7:47	3:09	152.97	TOLEDO	CK
558	Yard		2:35 ⁴⁴⁸	1:00 ⁴⁴⁸	4:30 ⁴⁴⁸	7:45 ⁴⁴⁸	5:00 ⁴⁴⁸	12:05 ⁴⁴⁸	8:00 ⁴⁴⁸	3:20 ⁴⁴⁸		HAVRE	CK
			10:00	3:30	5:20	9:05	4:50	3:55	3:30	3:05			
			13.3	37.5	28.7	30.1	31.7	32.5	43.7	49.6			

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.

CONDITIONAL STOPS

No. 3 stops at Hinsdale, Dodson and Harlem to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

CLEARING OF STREAMLINERS

Glasgow, Nos. 1 and 2 will register by ticket.

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. 3, page 11, 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 55

Effective February 23, 1947

Station	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	224	2	4	446	458	462	470	666		
		Daily	Daily Ex. Sun.	Streamliner Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	
GLASGOW	182.97	7:15 ⁴⁴⁸	2:40 ⁴⁴⁸	3:45 ⁴⁴⁸	2:25 ⁴⁴⁸	11:10 ⁴⁴⁸	5:00 ⁴⁴⁸	11:00 ⁴⁴⁸	5:30 ⁴⁴⁸	4:30 ⁴⁴⁸		BCDNK OPRWX
PAISLEY	148.24	7:10	2:30	3:37	2:15	11:00	4:50	10:50	5:20	4:20		F
TAMPICO	141.21	7:02	2:19	3:29	2:05	10:45	4:35	10:35	5:05	4:00		DP
VANDALIA	136.93	6:56	2:10	3:23	1:57	10:35	4:25	10:25	4:53	3:50		P
HINSDALE	127.14	6:45	1:57	3:13	1:45	10:20	4:10	10:10	4:30	3:30		DNPW
BEAVERTON	118.93	6:35	1:40	3:04	1:35	10:05	3:55	9:55	4:10	3:04		P
SACO	114.39	6:30	1:30	2:59	1:26	9:54	3:45	9:45	4:00	2:30		CDNJ KPKY
ASHFIELD	107.81	6:18	1:15	2:52	1:16	9:24	3:30	9:30	3:45	1:45		P
BOWDOIN	99.98	6:10	1:05	2:44	1:03	9:13	3:15	9:15	3:25	1:30		DPWY
STRATER	93.23	6:03	1:00	2:37	1:00	9:05	3:02	9:02	3:10	1:25		P
MALTA	87.37	5:55	12:45	2:31	12:50	8:57	2:50	8:50	2:55	12:30 ⁴⁴⁸		DNPW
EXETER	82.68	5:40	12:25	2:26	12:42	8:50	2:40	8:40	2:40	11:45		P
WAGNER	77.79	5:35	12:19	2:21	12:37	8:40	2:33	8:30	2:30	11:30		DPW
DODSON	69.93	5:25	12:09	2:13	12:29	8:20	2:23	8:03	1:58	11:00		DNP
SURVANT	64.24	5:18	12:01 ⁴⁴⁸	2:07	12:23	8:10	2:15	7:55	1:42	10:46		P
COBURG	59.82	5:12	11:55	2:01	12:18	8:02	2:01	7:49	1:32	10:15		P
SAVOY	54.61	5:05	11:48	1:56	12:12	7:55	1:33	7:40	1:20	10:00		DPW
MATADOR	48.36	4:57	11:40	1:49	12:05 ⁴⁴⁸	7:45	1:25	7:30	1:05	9:35		P
HARLEM	42.78	4:50	11:33	1:43	11:59	7:35	1:18	7:20	1:05	9:20		DNP
FORT BELKNAP	36.46	4:41	11:17	1:36	11:52	7:25	1:10	7:10	1:05	9:15		P
ZURICH	30.98	4:35	10:58	1:30	11:46	7:15	1:03	7:02	1:05	9:05		DPW
NORTH FORK	27.26	4:31	10:54	1:26	11:42	6:50	1:00	6:55	1:00	8:55		P
CHINOOK	21.68	4:25	10:48	1:20	11:37	6:35	12:47	6:45	12:22	7:27		DNPY
ADAMS	17.24	4:14	10:43	1:15	11:31	6:28	12:40	6:38	12:15	7:10		P
LOHMAN	13.66	4:10	10:38	1:11	11:26	6:22	12:35	6:32	12:07 ⁴⁴⁸	6:50		IP
TOLEDO	8.96	4:00	10:30	1:03	11:18	6:10	12:25	6:20	11:55	6:35		BCDNK OPRWX
HAVRE		3:50 ⁴⁴⁸	10:20 ⁴⁴⁸	12:55 ⁴⁴⁸	11:10 ⁴⁴⁸	5:50 ⁴⁴⁸	12:05 ⁴⁴⁸	6:00 ⁴⁴⁸	11:35 ⁴⁴⁸	6:15 ⁴⁴⁸		
		3:25	4:30	2:50	3:15	5:20	4:50	6:00	5:55	10:15		
		44.7	25.3	54.0	47.7	28.7	31.1	30.8	35.9	14.9		

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.

CONDITIONAL STOPS

No. 4 stops at Harlem, Dodson and Hinsdale to receive revenue passengers for the Twin Cities and beyond and to discharge revenue passengers from Great Falls and points south thereof and from west of Havre.

CLEARING OF STREAMLINERS

Glasgow, Nos. 1 and 2 will register by ticket.

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. 3, page 11, 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.

6 WESTWARD

THIRD SUBDIVISION

Time Table No. 55

Effective February 23, 1947

STATIONS

Station	Capacity	THIRD CLASS		FIRST CLASS					Distance from Havre	Telegraph Code
		657	237	1	235	3	221	27		
		Mon. Wed.	Daily	Streamliner	Daily	Daily	Daily	Daily		
806	Yard	L. 6.00Am	L. 1.15Pm	L. 12.05Pm	L. 8.20Am	L. 8.10Am	L. 3.45Am	L. 3.30Am	4.03	HAVRE
807		A. 6.15Am	L. 1.21	A. 12.12Pm	L. 8.27	A. 8.17Am	L. 3.52	A. 3.38Am	7.63	PACIFIC JCT.
808	48		1.26		8.32		3.57		14.91	ASSINIBOINE
809	30		1.35		8.42		4.07		24.73	LAREDO
810	31		1.47		8.55		4.20		35.55	BOX ELDER
811	78		2.00		9.09		4.34		40.84	BIG SANDY
812	30		2.10		9.16		4.42		49.44	VERONA
813	90		2.21		9.30		4.54		55.27	VIRGELLE
814	35		2.29		9.38		5.02		60.29	STRANAHAN
815	13		2.37		9.47		5.09		66.25	LIPPARD
816	30		2.44		9.58		5.17		70.82	CHAPPELL
817	30		2.50		10.10		5.24		78.73	TETON
818	94		3.02		10.23		5.36		83.77	FORT BENTON
819	38		3.09		10.31		5.46		88.53	KERSHAW
820	41		3.15		10.37		5.55		94.43	TUNIS
821	78		3.21		10.47		6.05		99.43	CARTER
822	32		3.27		10.53		6.14		107.00	FLOWEREE
823	39		3.36		11.04		6.29		112.59	PORTAGE
824	102		3.43		11.12		6.39		117.37	SHEFFELS
825	42		3.49		11.20		6.48		123.24	RAINBOW
826	Yard	A. 4.00Pm	A. 11.30Am	A. 7.00Am						GREAT FALLS
		.15 16.1	.245 44.8	.07 34.5	.3-10 38.9	.07 34.5	.2-15 37.9	.08 30.2		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.

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. 3, page 11, 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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 55

Effective February 23, 1947

STATIONS

Station	Capacity	FIRST CLASS					SECOND CLASS			THIRD CLASS	SIGNS	
		28	238	2	236	4	222	446	460	472		658
		Daily	Daily	Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Tue, Thur. Sat.	
806	Yard	L. 3.35Am	A. 11.45Am	A. 12.55Pm	A. 10.35Pm	A. 10.55Pm	A. 2.30Am	A. 8.15Am	A. 4.00Pm	A. 11.59Pm	A. 3.45Pm	BDJNR OPRWX
807		L. 3.27Am	L. 11.38	L. 12.40Pm	L. 10.28	L. 10.43Pm	L. 2.22	L. 8.00Am	L. 3.45Pm	L. 11.45Pm	L. 3.30Pm	IFPT
808	48		11.33		10.22		2.17					P
809	30		11.24		10.13		2.07					P
810	31		11.13		10.01		1.55					DP
811	78		11.00		9.48		1.41					DNPW
812	30		10.50		9.38		1.32					P
813	90		10.39		9.25		1.20					PW
814	35		10.31		9.17		1.12					P
815	13		10.24		9.10		1.04					P
816	30		10.16		9.01		12.56					DCWPX
817	30		10.10		8.50		12.49					P
818	94		9.58		8.38		12.37					DNP
819	38		9.51		8.29		12.29					P
820	41		9.45		8.22		12.22					PW
821	78		9.39		8.14		12.14					DP
822	32		9.33		8.07		12.07Am					P
823	39		9.24		7.56		11.56					DP
824	102		9.17		7.48		11.48					P
825	42		9.09		7.41		11.40					P
826	Yard	L. 9.00Am	L. 7.30Pm	L. 11.30Pm								BDJNR PRX
		.08 30.2	.245 44.8	.15 16.1	.3-08 39.9	.07 34.5	.2-08 41.08	.16 15.1	.15 16.1	.14 16.1	.15 16.1	
		Time Over Subdivision Average Speed Per Hour										

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 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

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 11, for Instructions Governing Operation of Streamliners.

S WESTWARD		FOURTH SUBDIVISION				EASTWARD								
Station Numbers	Mileage	SECOND CLASS		FIRST CLASS		Time Table No. 55 Effective February 23, 1947	STATIONS	Telegraph Code	Distance from Butte	FIRST CLASS		SECOND CLASS		
		373	365	235	43					236	42	366	374	
		Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
E 138	Yard	L 1.10pm	L 6.55am	L 11.45am	L 7.15am		GREAT FALLS	FD	189.74	BDNJKPRX	A 7.05pm	A 11.30pm	A 12.25pm	A 8.10pm
E 139	40	A 1.13pm	A 6.57am	11.48	A 7.18am	0.88	WEST SIDE JCT.	GF	189.00	BCDNJKRQ	6.57	L 11.27pm	L 12.22pm	L 8.07pm
E 140	43			11.58		4.97	FLOOD	P	164.77	P	6.48			
E 141	43			12.10pm		14.11	ULM	DP	155.63	DP	6.32			
E 142	43			12.20		20.91	RIVERDALE	P	148.83	P	6.19			
E 143	43			12.33		26.30	CASCADE	Q	141.15	DNFW	6.05			
E 144	43			12.46		30.81	HARDY	P	132.93	P	5.50			
E 145	43			12.59		44.04	MID CANON	P	125.10	P	5.35			
E 146	43			1.11		52.24	CRAIG	RA	118.20	DP	5.22			
E 147	43			1.25		58.42	WOLF CREEK	WC	110.83	DPW	5.08			
E 148	43			1.44		66.62	SIBEN		101.12	PW	4.49			
E 149	43			2.04		81.14	SILVER CITY	MN	88.60	DPY	4.27			
E 150	43			2.11		85.18	GEARING		84.56	P	4.18			
E 151	43			2.20		90.16	IRON		79.55	P	4.08			
E 152	43					93.22	N. P. RY. CROSSING		74.52	I				
E 153	43			2.35		95.95	N. P. RY. CROSSING		73.79	M				
E 154	42			2.50		97.72	HELENA	HN	73.02	BCDNKPK	3.50			
E 155	42			3.02		102.51	FOUR RANGE		67.23	P	3.20			
E 156	42			3.11		106.63	MONTANA CITY		63.11	P	3.11			
E 157	42			3.20		112.37	CLANCY	W	57.37	DPWX	3.02			
E 158	42			3.22		113.18	ALHAMBRA		56.59	P	3.00			
E 159	42			3.33		117.93	JEFFERSON		51.81		2.51			
E 160	42			3.37		119.52	CORBIN		50.22	P	2.48			
E 161	42			3.46		123.29	WICKES		46.45	P	2.39			
E 162	42			3.49		124.55	PORTAL		45.19	P	2.36			
E 163	42			3.54		125.93	AMAZON		43.81	PW	2.31			
E 164	42			4.05		132.23	BOULDER	RO	37.51	DP	2.19			
E 165	42			4.13		136.43	FULLER		33.31		2.11			
E 166	42			4.20		139.95	BASIN	81	29.79	DP	2.05			
E 167	42			4.27		143.91	BERNICE		25.83	P	1.58			
E 168	42			4.44		151.95	ELK PARK		17.79	PWY	1.44			
E 169	42			4.52		156.96	TRASK		12.88	P	1.36			
E 170	42			4.58		162.31	WOODVILLE		9.43	PXY	1.30			
E 171	42			5.08		163.73	MOUNTAIN SPUR		4.01	X	1.15			
E 172	42					169.10	N. P. RY. CROSSING		0.64					
E 173	42					169.74	BUTTE	DU		BDNJKP	L 1.05pm			
		12.4	20.4	6.30	13.6	Time Over Subdivision Average Speed Per Hour					6.00	18.6	13.6	18.6

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

WESTWARD		FIFTH SUBDIVISION				EASTWARD 9								
Station Numbers	Mileage	SECOND CLASS		FIRST CLASS		Time Table No. 55 Effective February 23, 1947	STATIONS	Telegraph Code	Distance from Great Falls	FIRST CLASS		SECOND CLASS		
		495	43	239	240					42				
		Daily	Daily	Daily	Daily					Daily				
ED 227	Yard						BILLINGS	BQ		BCDNKQ	A 6.55am			
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.														
ED 222	12						MOSSMAIN		222.74	JPXY		A 6.25am		
ED 215	80						N. P. RY. JCT.	ES	218.79	J				
ED 213	49						HESPER	ES	218.70	DNFX		6.13		
ED 209	50						RIMROCK		218.43	FW		6.01		
ED 201	50						SHOREY		208.51	P		5.51		
ED 194	50						ACTON		201.25	P		5.37		
ED 186	62						COMANCHE		194.92	P		5.25		
ED 180	49						BROADVIEW	BW	189.85	DNP		5.09		
ED 174	50						PAINTED ROSE		180.38	P		4.58		
ED 160	49						BELMONT		174.32	P		4.47		
ED 159	49						CUSHMAN	CN	166.76	DNCPWX		4.33		
ED 153	49						SLAYTON		165.85	P		4.30		
ED 148	49						VEBAR		160.04	P		4.19		
ED 141	50						FRANKLIN		153.68	P		4.07		
ED 133	49						WALLUM		148.03	P		3.57		
ED 127	49						HEDGESVILLE	DG	141.07	DNP		3.45		
ED 120	88						NIHILL		134.01	P		3.32		
ED 114	80						OXFORD		127.61	P		3.21		
ED 108	50						JUDITH GAP	JU	120.76	BCDNKO		3.09		
ED 102	50						BARROWS		114.13	P		2.57		
ED 97	50						BUFFALO	BO	108.44	DNP		2.48		
ED 92	61						MENDON		102.58	P		2.39		
ED 87	50						HAUCK		98.03	P		2.32		
ED 82	50						HOBBSON	HO	93.07	DP		2.25		
ED 76	68						MOCCASIN	MC	87.75	DNJPKY	A 5.12pm	2.16		
ED 68	60						BENCHLAND	BD	82.31	DP		5.03	2.03	
ED 63	50						WINDHAM	WD	78.20	DP		4.52	1.54	
ED 58	60						STANFORD	SD	69.04	CDNFWX		4.39	1.43	
ED 52	60						DOVER		68.68	P		4.28	1.32	
ED 45	50						MERINO		58.34	P		4.18	1.25	
ED 39	50						GEYSER	GY	52.16	DNFW		4.08	1.16	
ED 34	51						SPION KOP		45.97	PY		3.58	1.06	
ED 28	132						RAYNESFORD	RF	39.77	DP		3.45	12.56	
ED 26	50						BLYPHE		34.47	P		3.33	12.47	
ED 22	40						ARMINGTON	RM	25.50	DNFWX		3.21	12.38	
ED 19	15						BELT	B	26.54	DPX		3.17	12.34	
ED 14	50						WAYNE		21.81	P		3.08	12.26	
ED 10	84						FIFE		18.45			3.02	12.21	
ED 6	67						SWIFT		13.28	P		2.56	12.16	
ED 2	17						GERBER	GR	10.08	DNJPK		2.47	12.08	
ED 1	17						FIELDS		6.51	P		2.41	12.02am	
ED 119	Yard						GREAT FALLS	PD		BDNJKP	L 2.30pm	L 11.50pm		
		8.20	6.55	2.88		Time Over Subdivision Average Speed Per Hour					2.42	6.30	32.5	33.5

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

10 WESTWARD

SIXTH SUBDIVISION

Time Table No. 55

Effective February 23, 1947

STATIONS

GREAT FALLS

Station Numbers	Car Capacity	THIRD CLASS		SECOND CLASS			FIRST CLASS		Distances from Great Falls
		681	495	373	403	365	41	43	
		Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	
				L. 7.10pm		L. 6.55am		L. 7.15am	

TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

Train No.	Capacity	Class	Time	Station	Time	Station	Time	Station
2219			L. 8.20pm		L. 7.18am			WEST SIDE JCT.
2279	32	4	8.30		7.24			EMERSON JCT.
2212	34	72	8.40		7.31			MANCHESTER
2219	41	8	8.50		7.39			VAUGHN
2227	51	28	9.05		7.50			GORDON
			9.22		8.03			POWER
2237	51	43	9.44		8.20			DUTTON
2240	61	12	9.53		8.25			ACME
2243	60	28	10.14		8.33			COLLINS
2248	66	22	10.34		8.50			BRADY
2251	51		10.47		9.01			WITHEY
2269	124	283	11.10		9.17			CONRAD
			11.17		9.23			MONTANA WESTERN JCT.
2279	80	20	11.30		9.36			LEDGER
2284	20	14	11.40		9.44			FOWLER
2291	31	8	11.52		9.55			NAISMITH
2299	90	8	12.03am		10.03			ANDALE
1092		Yard	L. 8.30am		L. 10.50am			SHELBY

TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.

Train No.	Capacity	Class	Time	Station	Time	Station	Time	Station
2214	30		L. 8.40am		L. 10.53am			SWEET GRASS LINE JCT.
2210	30	114	9.20		11.19			ALOE
2210	30	48	10.00		11.35			KEVIN
2210		Yard	10.45		11.59			SUNBURST
			A. 11.15am		A. 12.20pm			SWEET GRASS
			1.35		1.27			
			14.4		25.7			
			4.00		2.57			
			23.4		33.2			
			27.2					
			25.1					
			31.1					

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

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 55

Effective February 23, 1947

STATIONS

GREAT FALLS

Station Numbers	Car Capacity	FIRST CLASS		SECOND CLASS			THIRD CLASS		Distances from Sweet Grass
		42	40	366	404	374	682		
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
				L. 11.30pm		A. 12.25pm		A. 8.10pm	

TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

Train No.	Capacity	Class	Time	Station	Time	Station	Time	Station
			L. 11.30pm		L. 7.15pm			WEST SIDE JCT.
			A. 11.30pm		8.07pm			EMERSON JCT.
					8.00			MANCHESTER
					7.52			VAUGHN
					7.43			GORDON
					7.29			POWER
					7.15pm			DUTTON
					10.28			ACME
					10.21			COLLINS
					10.14			BRADY
					9.58			WITHEY
					9.46			CONRAD
					9.35			MONTANA WESTERN JCT.
					9.26			LEDGER
					9.16			FOWLER
					9.09			NAISMITH
					8.59			ANDALE
					8.52			SHELBY

TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.

Train No.	Capacity	Class	Time	Station	Time	Station	Time	Station
			L. 8.45pm		L. 8.00pm			SWEET GRASS LINE JCT.
			A. 8.00pm		12.01pm			ALOE
					11.19			KEVIN
					10.00			SUNBURST
					9.15			SWEET GRASS
					8.00am			

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