

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 StrainGreat Falls, Montana
Dr. W. L. ForsterHavre, Montana
Dr. H. L. CasebeerButte, Montana

LOCAL SURGEONS

Dr. P. E. KaneButte, Montana
Dr. E. M. FarrBillings, Montana
Dr. Louis LevittBoulder, Montana
Dr. W. F. PatersonConrad, Montana
Dr. H. W. BatemanChoteau, Montana
Dr. K. HamiltonDodson, Montana
Dr. Evon L. AndersonFort Benton, Montana
Dr. R. B. RichardsonGreat Falls, Montana
Dr. Harry J. McGregorGreat Falls, Montana
Dr. L. L. HowardGreat Falls, Montana
Dr. A. N. SmithGlasgow, Montana
Dr. R. E. RydeGlasgow, Montana
Dr. D. S. MacKenzie, Sr.Havre, Montana
Dr. D. S. MacKenzie, Jr.Havre, Montana
Dr. Chas. HoutzHavre, Montana
Dr. C. W. LawsonHavre, Montana
Dr. W. N. DeatherageHarlem, Montana
Dr. R. Wynne MorrisHelena, Montana
Dr. O. G. KleinHelena, Montana
Dr. Thos. L. HawkinsHelena, Montana
Dr. E. M. GansJudith Gap, Montana
Dr. E. C. HallLaurel, Montana
Dr. Fred F. AttixLewistown, Montana
Dr. G. W. SetzerMalta, Montana
Dr. T. W. CollinsonScobey, Montana
Dr. W. C. RobinsonShelby, Montana
Dr. R. D. HarperSidney, Montana
Dr. P. O. C. JohnsonWatford City, North Dakota
Dr. C. S. JonesWilliston, North Dakota
Dr. R. D. KnappWolf 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 56

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, March 16, 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 Numbers	Car Capacity		THIRD CLASS		SECOND CLASS				FIRST CLASS					Distance from Williston	Time Table No. 56		Telegraph Call
	Hidings	Other Trucks	663	613	459	473	461	371	27	285	223	1	3		Effective March 16, 1947	STATIONS	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily				
647	.....	Yard	L 7.10Am	L 5.00Am	L 9.10Pm	L 1.30Pm	L 5.30Am	L 7.00Am	L 9.05Pm	L 6.50Am	L 6.40Am	L 6.20Am	L 12.55Am	.....	} Double Track	.....	WN
659	.....	29	7.35	5.20	9.35	2.00	6.00	f 7.25	9.20	f 7.15	s 7.00	6.34	1.11	11.99		.....	.....
668	.....	86	7.50	5.35	9.50	2.17	6.11	f 7.40	9.30	f 7.30	s 7.15	6.44	1.22	20.56		.....	.....
676	130	91	8.05	A 5.50Am	10.10	2.30	6.20	s 7.50	9.36	A 7.40Am	s 7.25	6.50	1.29	25.92		.....	.....
681	130	8	8.15	.....	10.20	2.40	6.27	f 8.00	9.43	.....	f 7.34	6.56	1.36	31.68		.....	.....
685	E175 W116	164	8.40	.....	10.35	2.55	6.35	A 8.15Am	9.50	.....	s 7.44	7.03	1.44	38.10		.....	.....
692	109	4	9.00	.....	10.50	3.10	6.44	.....	9.58	.....	f 7.52	7.10	1.53	44.91		.....	.....
699	121	58	9.47	.....	11.05	3.19	7.18	.....	10.07	.....	s 8.03	7.18	2.03	52.87		.....	.....
705	109	5	10.15	.....	11.15	3.26	7.25	.....	10.13	.....	f 8.11	7.24	2.09	57.87		.....	.....
708	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.17	.....	.....	62.00		.....	.....
714	72	5	10.40	.....	11.30	3.38	7.38	.....	10.23	.....	f 8.23	7.34	2.20	66.81		.....	.....
722	E130 W118	74	11.05	.....	11.45	3.44	7.50	.....	10.29	.....	s 8.30	7.39	2.26	71.58		.....	.....
729	130	11	11.20	.....	12.01Am	3.53	8.03	.....	10.38	.....	f 8.40	7.47	2.35	79.16		.....	.....
733	130	58	11.55	.....	12.15	4.01	8.11	.....	10.45	.....	s 8.58	7.54	2.42	85.57		.....	.....
741	130	17	12.10Pm	.....	12.25	4.10	8.20	.....	10.53	.....	f 9.10	8.01	2.50	92.51		.....	.....
748	130	24	12.30	.....	12.40	4.47	8.39	.....	11.02	.....	f 9.20	8.08	3.00	100.34	.....	.....
753	E135 W138	320	1.25	.....	12.50	4.57	9.00	.....	11.10	.....	s 9.40	8.14	3.10	106.76	.....	.....
759	70	.....	1.40	.....	1.00	5.10	9.20	.....	11.18	.....	f 9.52	8.20	3.25	112.74	.....	.....
765	108	37	2.00	.....	1.10	5.30	9.30	.....	11.24	.....	s 10.05	8.26	3.35	118.04	.....	.....
772	E90 W70	20	2.35	.....	1.25	5.50	9.45	.....	11.33	.....	s 10.20	8.35	3.45	125.83	.....	.....
777	130	11	2.55	.....	1.35	6.00	10.05	.....	11.39	.....	f 10.30	8.40	3.52	130.86	.....	.....
783	E89	.....	3.25	.....	1.45	6.15	10.20	.....	11.46	.....	s 10.45	8.46	3.58	136.48	.....	.....
789	129	82	4.00	.....	1.55	6.25	10.30	.....	11.52	.....	s 11.00	8.52	4.04	141.91	.....	.....
797	130	13	4.40	.....	2.10	6.40	10.45	.....	12.01Am	.....	f 11.15	9.01	4.15	149.70	.....	.....
803	E249 W137	334	A 5.15Pm	.....	A 2.25Am	A 7.00Pm	A 11.00Am	.....	A 12.10Am	.....	A 11.45Am	9.10Am	A 4.25Am	156.41	.....	.....
			10.05	.50	5.15	5.30	5.30	1.15	3.05	.50	5.05	2.50	3.30				
			15.5	31.1	20.8	28.4	28.4	30.5	50.7	31.1	30.8	55.2	44.7				

AUTOMATIC BLOCK SIGNALS

.....	WILLISTON.....	WN
.....	11.99	.....
.....	TRENTON.....	.....
.....	8.57	.....
.....	FT. BUFORD.....	.....
.....	5.36	.....
.....	SNOWDEN.....	SN
.....	5.76	.....
.....	LAKESIDE.....	.....
.....	6.42	.....
.....	BAINVILLE.....	B
.....	6.81	.....
.....	LANARK.....	.....
.....	7.46	.....
.....	CULBERTSON.....	CU
.....	5.60	.....
.....	BLAIR.....	.....
.....	4.18	.....
.....	FORT KIPP.....	.....
.....	4.81	.....
.....	CALAIS.....	.....
.....	4.77	.....
.....	BROCKTON.....	BR
.....	7.66	.....
.....	SPROLE.....	.....
.....	6.43	.....
.....	POPLAR.....	PO
.....	6.94	.....
.....	CHELSEA.....	.....
.....	7.88	.....
.....	MACON.....	.....
.....	6.42	.....
.....	WOLF POINT.....	WO
.....	5.98	.....
.....	LOHMILLER.....	.....
.....	5.80	.....
.....	OSWEGO.....	GO
.....	7.79	.....
.....	FRAZER.....	FR
.....	5.03	.....
.....	KINTYRE.....	.....
.....	5.62	.....
.....	WIOTA.....	F
.....	6.43	.....
.....	NASHUA.....	NA
.....	7.79	.....
.....	WHATELY.....	.....
.....	6.71	.....
.....	GLASGOW.....	GW

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. 1 stops at Glasgow to discharge revenue passengers from Fargo and East and to pick up passengers for Spokane and West.

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. 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.

Time Over Subdivision
Average Speed Per Hour

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 56

Effective March 16, 1947

STATIONS	Distance from Glasgow	FIRST CLASS					SECOND CLASS					THIRD CLASS		SIGNS
		4	28	224	2	286	372	470	446	458	462	664	614	
		Daily	Daily	Daily Ex. Sun.	Stroamliner Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
WILLISTON	156.41	A 5.55Am	A 11.05Am	A 7.40Pm	A 6.40Pm	A 6.00Pm	A 6.10Pm	A 10.40Am	A 5.00Pm	A 10.30Pm	A 5.30Am	A 5.30Pm	A 3.20Pm	BCDNK OPRWX
TRENTON	144.42	5.37	10.45	s 7.20	6.21	f 5.40	f 5.50	10.10	4.30	10.00	5.05	5.00	3.00	DP
FT. BUFORD	135.85	5.25	10.32	s 7.05	6.12	f 5.25	f 5.35	9.55	4.15	9.45	4.45	4.40	2.45	P
SNOWDEN	130.49	5.17	10.24	s 6.55	6.06	L 5.15Pm	f 5.25	9.45	4.05	9.30	4.30	4.25	2.35Pm	DNJK PWXY
LAKESIDE	124.73	5.08	10.16	f 6.33	6.00		f 5.15	9.35	3.50	9.20	4.15	3.50		P
BAINVILLE	118.81	5.00	s 10.07	s 6.23	5.53		L 5.05Pm	9.20	3.35	9.10	4.00	2.55		DNJK PWXY
LANARK	111.50	4.52	9.58	f 5.58	5.46			9.00	3.10	8.55	3.45	2.15		P
CULBERTSON	104.04	4.42	s 9.47	s 5.47	5.38			8.44	3.00	8.40	3.30	2.00		DNP
BLAIR	98.54	4.35	9.39	f 5.37	5.32			8.30	2.50	8.32	3.20	1.30		PW
FORT KIPP	94.41			f 5.31										
CALAIS	89.60	4.25	9.26	f 5.25	5.22			8.23	2.35	8.20	3.05	1.15		P
BROCKTON	84.83	4.19	9.19	s 5.19	5.17			8.15	2.25	8.10	2.55	1.00		DNPW
SPROLE	77.27	4.10	9.08	f 5.09	5.09			8.03	2.05	7.45	2.35	12.15Pm		P
POPLAR	70.84	f 4.02	8.58	s 4.45	5.02			7.54	1.55	7.33	2.18	11.55		DNP
CHELSEA	63.90	3.55	8.49	f 4.35	4.55			7.26	1.45	7.22	2.05	11.00		P
MACON	56.07	3.45	8.39	f 4.25	4.47			7.16	1.35	7.10	1.50	10.40		P
WOLF POINT	49.65	f 3.35	s 8.30	s 4.15	4.40			7.07	1.25	7.00	1.35	9.40		DNPW
LOHMILLER	43.67	3.25	8.20	f 4.00	4.32			6.58	1.10	6.48	1.20	9.20		P
OSWEGO	38.37	3.18	8.02	s 3.54	4.26			6.50	1.02	6.40	1.10	9.00		DP
FRAZER	30.58	3.09	7.53	s 3.43	4.18			6.38	12.50	6.30	12.55	8.48		DPW
KINTYRE	25.55	3.02	7.47	f 3.33	4.12			6.30	12.42	6.23	12.40	8.40		P
WIOTA	19.93	2.55	7.41	s 3.25	4.06			6.20	12.30	6.15	12.28	8.05		DJP
NASHUA	14.50	2.48	7.35	s 3.13	4.00			6.10	12.22	6.00	12.18	7.35		DNP
WHATLEY	6.71	2.38	7.27	f 3.00	3.52			5.55	12.10Pm	5.45	12.01Am	7.15		P
GLASGOW		L 2.30Am	L 7.20Am	L 2.50Pm	3.45Pm			L 5.40Am	11.55Am	L 5.30Pm	L 11.40Pm	L 7.00Am		BCDNKO PRWXY
Time Over Subdivision		3.25	3.45	4.50	2.55	.45	1.05	5.00	5.05	5.00	5.50	10.30	.45	
Average Speed Per Hour		45.8	41.7	32.4	53.6	34.6	35.1	31.3	30.8	31.3	26.8	14.0	34.6	

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. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to pick up passengers for Fargo and East.

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. 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.

4 WESTWARD

SECOND SUBDIVISION

Station Number	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 56		Telegraph Call
	Sidings	Other Tracks	665				473				223					Effective March 16, 1947		
			665	473	461	459	223	1	3	27	STATIONS							
			Daily Ex. Mon.	Daily	Daily	Daily	Daily Ex. Sunday	Streamliner	Daily	Daily	Daily							
808	E249 W137	834	L 4.35Am	L 7.30Pm	L 11.10Am	L 2.40Am	L 12.10Pm	9.10Am	L 4.30Am	L 12.15Am		GLASGOW		GW				
808	70	70	4.45	7.40	11.20	2.55	f 12.18	9.16	4.37	12.22	4.78	PAISLEY						
815	125	27	5.05	7.55	11.35	3.10	s 12.30	9.24	4.46	12.31	11.76	TAMPCO		MA				
820	71	26	5.15	8.05	11.45	3.20	s 12.40	9.30	4.53	12.37	17.04	VANDALIA						
828	E 137 W 115	45	5.35	8.20	12.01Pm	3.35	s 12.55	9.40	5.04	12.48	25.88	HINSDALE		HD				
837	71	15	5.55	8.35	12.14	3.50	f 1.10	9.49	5.14	12.58	34.04	BEAVERTON						
842	W93	287	6.30	8.45	12.20	4.00	s 1.30	9.54	5.20	1.05	38.58	SACO		SF				
852	71	8	6.55	9.00	12.30	4.15	f 1.45	10.01	5.30	1.16	45.46	ASHFIELD						
860	W 166 E 89	110	7.10	9.15	12.44	4.25	s 2.00	10.09	5.40	1.22	52.99	BOWDOIN		BO				
868	70	16	7.25	9.25	12.55	4.35	f 2.10	10.16	5.47	1.31	59.74	STRATER						
869	186	145	8.00	9.35	1.05	4.50	s 2.31	10.22	5.55	1.38	65.60	MALTA		MF				
874	71	14	8.15	9.45	1.15	4.58	f 2.40	10.27	6.04	1.44	70.89	EXETER						
880	E 142 W 180	98	8.40	10.00	1.25	5.05	s 2.48	10.32	6.12	1.50	75.18	WAGNER		WA				
886	180	55	9.15	10.25	1.37	5.25	s 3.02	10.40	6.22	1.58	83.04	DODSON		DN				
892	180	5	9.30	10.40	2.15	5.35	f 3.10	10.46	6.30	2.04	88.78	SURVANT						
896	180	32	9.45	10.50	2.27	5.45	f 3.16	10.52	6.36	2.09	93.15	COBURG						
901	E 92 W 180	26	10.00	10.58	2.35	6.00	s 3.24	10.57	6.43	2.15	98.36	SAVOY		S				
907	76	4	10.20	11.07	2.46	6.10	f 3.33	11.04	6.51	2.22	104.61	MATADOR						
918	E 128 W 70	70	11.33	11.20	2.56	6.20	s 3.47	11.10	7.00	2.28	110.19	HARLEM		HM				
919	76	45	12.19Pm	11.30	3.07	6.30	f 3.56	11.17	7.08	2.35	116.51	FORT BELKNAP						
925	90	33	12.35	11.46	3.20	6.40	s 4.05	11.23	7.15	2.41	122.04	ZURICH		Z				
929	70	21	12.55	11.55	3.28	6.50	f 4.10	11.27	7.20	2.45	135.71	NORTH FORK						
935	E 121 W 74	269	1.20	12.08Am	3.39	7.00	s 4.25	11.33	7.27	2.51	131.29	CHINOOK		CK				
939	69		1.42	12.15	3.47	7.10	f 4.31	11.38	7.33	2.56	135.78	ADAMS						
943		19	1.55	12.25	3.54	7.20	s 4.36	11.42	7.38	3.00	139.31	LOHMAN						
949			2.10	12.40	4.05	7.30	f 4.47	11.50	7.47	3.09	146.02	TOLEDO						
956		Yard	A 2.35Pm	A 1.00Am	A 4.30Pm	A 7.45Am	A 5.00Pm	A 12.05Pm	A 8.00Am	A 3.20Am	152.97	HAVRE		HV				
			10.00	5.30	5.20	5.05	4.50	2.55	3.30	8.05	Time Over Subdivision							
			15.8	27.8	28.7	30.1	31.7	52.5	43.7	49.6	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. 1 stops at Glasgow to discharge revenue passengers from Fargo and East and to pick up passengers for Spokane and West.

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.

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

EASTWARD 5

Time Table No. 56

Effective March 16, 1947

STATIONS	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	224	2 Streamliner	4	446	458	462	470	666		
		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
GLASGOW	152.97	A 7.15Am	A 2.40Pm	3.45Pm	A 2.25Am	⁴⁶¹ A 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	BCDNKO PRWXY	
^{4.73} PAISLEY	148.24	7.10	f 2.30	3.37	2.15	11.00	4.50	10.50	5.20	4.20	P	
^{7.03} TAMPICO	141.21	7.02	s 2.19	3.29	2.05	10.45	4.35	10.35	⁸⁶⁵ 5.05	4.00	DP	
^{5.28} VANDALIA	135.93	6.56	s 2.10	3.23	1.57	10.35	4.25	10.25	³ 4.53	3.50	P	
^{8.79} HINSDALE	127.14	6.45	s 1.57	3.13	1.45	10.20	4.10	10.10	4.30	3.30	DNPW	
^{8.21} BEAVERTON	118.93	6.35	f 1.40	⁶⁶⁶ 3.04	1.35	10.05	3.55	9.55	4.10	² 3.04	P	
^{4.54} SACO	114.80	⁶⁶⁵ 6.30	s ²²³ 1.30	2.59	f 1.26	¹ 9.54	3.45	9.45	⁴⁵⁹ 4.00	2.30	CDNJ KPYX	
^{6.88} ASHFIELD	107.51	6.18	f 1.15	2.52	²⁷ 1.16	9.24	3.30	9.30	3.45	²²³ 1.45	P	
^{7.53} BOWDOIN	99.98	6.10	s 1.05	2.44	1.03	9.13	3.15	⁴⁷³ 9.15	3.25	1.30	DPWY	
^{6.75} STRATER	93.23	6.03	f ⁴⁶¹⁻⁶⁶⁶ 12.55	2.37	12.56	9.05	3.02	9.02	3.10	²²⁴⁻⁴⁶¹ 12.55	P	
^{5.86} MALTA	87.37	s ³ 5.55	s 12.45	²²³ 2.31	f 12.50	8.57	2.50	8.50	2.55	12.30Pm	DNPW	
^{4.79} EXETER	82.58	5.40	f 12.25	2.26	12.42	8.50	²²³ 2.40	8.40	2.40	11.45	P	
^{4.79} WAGNER	77.79	5.35	s 12.19	2.21	12.37	⁶⁶⁵ 8.40	2.33	8.30	2.30	11.30	DPW	
^{7.86} DODSON	69.93	⁴⁵⁹ 5.25	s 12.09	2.13	12.29	8.20	2.23	8.03	²⁷ 1.58	11.00	DNP	
^{5.69} SURVANT	64.24	5.18	f 12.01Pm	⁴⁶¹ 2.07	12.23	8.10	⁴⁶¹ 2.15	7.55	1.42	¹ 10.46	P	
^{4.42} COBURG	59.82	5.12	f 11.55	⁴⁵³ 2.01	12.18	8.02	² 2.01	7.48	1.32	10.15	P	
^{5.21} SAVOY	54.61	5.05	s 11.48	1.56	12.12	7.55	1.33	7.40	1.20	⁶⁶⁵ 10.00	DPW	
^{6.25} MATADOR	48.86	4.57	f 11.40	1.49	12.05Am	7.45	1.25	7.30	1.05	9.35	P	
^{5.58} HARLEM	42.78	s 4.50	s ⁶⁶⁵ 11.33	1.43	11.59	7.35	1.18	7.20	12.55	9.20	DNP	
^{6.32} FORT BELKNAP	36.46	4.41	f 11.17	1.36	11.52	7.25	1.10	7.10	12.45	8.25	P	
^{5.53} ZURICH	30.93	4.35	s 10.58	1.30	⁴⁷³ 11.46	³ 7.15	1.03	7.02	12.37	8.15	DPW	
^{3.67} NORTH FORK	27.26	4.31	f 10.54	1.26	11.42	⁴⁵⁹ 6.50	⁶⁶⁵ 12.55	6.55	12.30	7.45	P	
^{5.58} CHINOOK	21.68	s 4.25	s 10.48	⁶⁶⁵ 1.20	f 11.37	6.35	12.47	6.45	12.22	³ 7.27	DNPY	
^{4.44} ADAMS	17.24	4.14	f 10.43	1.15	11.31	6.28	12.40	6.38	⁴⁷³ 12.15	⁴⁵⁹ 7.10	P	
^{3.58} LOHMAN	13.66	4.10	s 10.38	1.11	11.26	6.22	12.35	6.32	12.07Am	6.50	IP	
^{6.71} TOLEDO	6.95	4.00	f 10.30	1.03	11.18	6.10	12.25	6.20	11.55	6.35	BCDNK OPRWX	
^{6.95} HAVRE		L 3.50Am	L 10.20Am	L 12.55Pm	L 11.10Pm	L 5.50Am	L 12.05Pm	L 6.00Pm	L 11.35Pm	L 6.15Am		
Time Over Subdivision		3.25	4.20	2.50	3.15	5.20	4.55	5.00	5.55	10.15		
Average Speed Per Hour		44.7	35.3	54.0	47.7	28.7	31.1	30.6	25.9	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. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to pick up passengers for Fargo and East.

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.

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.

AUTOMATIC BLOCK SIGNALS

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS						Distance from Havre	Time Table No. 56		Telegraph Calls		
	Sittings	Other Tracks	657		237	1	235	3	261	221		27	STATIONS			
			Mon., Wed Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Effective March 16, 1947				
956		Yard	L 6.00Am	L 1.15Pm	L 12.05Pm	L 8.20Am	L 8.10Am	L 7.00Am	L 3.45Am	L 3.30Am		Double Track	HAVRE 4.03 PACIFIC JCT. 3.50	HV		
961			A 6.15Am	1.22	A 12.12Pm	8.27	A 8.17Am	A 7.08Am	3.52	A 3.37Am	4.03				Auto Block Signals	
Z4	49			1.29		8.32			f 3.57		7.58		ASSINNIBOINE 7.38			
Z11	50	10		1.37		f 8.42			f 4.07		14.91		LAREDO 9.82			
Z20	51	22		1.50		s 8.55			f 4.20		24.73		BOX ELDER 10.82	BX		
Z31	76	98		s 2.05		s 9.09			f 4.34		35.55		BIG SANDY 5.29	BS		
Z37	50	14		2.13		9.16			f 4.42		40.84		VERONA 8.60			
Z45	90	25		2.27		f 9.29			f 4.54		49.44		VIRGELLE 5.83			
Z51		Spur 12		2.37		9.37			f 5.02		55.27		STRANAHAN 5.02			
Z56	56	18		2.46		9.46			f 5.09		60.29		LIPPARD 5.96			
Z62	90	18		2.56		f 10.02			f 5.17		66.25		CHAPPELL 4.57	CQ		
Z67	50			3.04		10.08			f 5.24		70.82		TETON 7.91			
Z75	94	66		s 3.20		s 10.23			s 5.36		78.73		FORT BENTON 5.04	BN		
Z80		86		3.29		10.31			f 5.46		83.77		KERSHAW 4.76			
Z85	41	8		3.36		10.38			f 5.55		88.53		TUNIS 5.90			
Z91	78	86		3.44		f 10.46			f 6.05		94.43		CARTER 5.00	CA		
Z96	82	20		3.51		f 10.53			f 6.14		99.43		FLOWEREE 7.57			
Z108	89	29		4.01		f 11.02			f 6.29		107.00		PORTAGE 5.59	RE		
Z108	103	19		4.09		11.09			f 6.39		112.59		SHEFFELS 4.78			
Z118	42	80		4.16		11.17			6.48		117.87		RAINBOW 5.87			
Z119		Yard		A 4.30Pm		A 11.30Am			A 7.00Am		123.24		GREAT FALLS	PD		
				.15 16.1		3.15 37.9		.07 34.5	3.10 38.9		.07 34.5		8.15 87.9		.07 34.5	
											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.

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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 56

Effective March 16, 1947

STATIONS	Distance from Great Falls	FIRST CLASS						SECOND CLASS			THIRD CLASS	SIGNS		
		28	238	2	262	236	4	222	460	472	446		658	
		Daily	Daily	Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Tue., Thur. Sat.	
Double Track { HAVRE..... 4.03 PACIFIC JCT..... 3.50 ASSINIBOINE..... 7.38 LAREDO..... 9.52 BOX ELDER..... 10.82 BIG SANDY..... 5.29 VERONA..... 8.60 VIRGELLE..... 5.83 STRANAHAN..... 5.02 LIPPARD..... 5.98 CHAPPELL..... 4.57 TETON..... 7.91 FORT BENTON..... 5.04 KERSHAW..... 4.78 TUNIS..... 5.00 CARTER..... 5.00 FLOWEEE..... 7.57 PORTAGE..... 5.59 SHEFFELS..... 4.78 RAINBOW..... 5.87 GREAT FALLS.....	Auto Block Signals	123.24	A 3.35Am	A 11.45Am	A 12.55Pm	A 7.00Pm	A 10.35Pm	A 10.55Pm	A 2.30Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BCDNK OPRWX
		119.21	L 3.27Am	L 11.34	L 12.40Pm	Lf 6.52Pm	L 10.28	L 10.48Pm	L 2.22	L 7.45Am	L 4.25Pm	L 11.45Pm	L 3.30Pm	IJPY
		115.71		11.28			10.22		f 2.17					P
		108.33		11.18			10.13		f 2.07					P
		98.51		11.07			f 10.01		f 1.55					DP
		87.69		10.54			s 9.48		s 1.41					DNPW
		82.40		10.44			9.38		f 1.32					P
		73.80		10.31			f 9.25		f 1.20					PW
		67.97		10.27			9.17		f 1.12					P
		62.95		10.14			9.10		f 1.04					P
		56.99		10.02			f 9.01		f 12.56					DCWPX
		52.42		9.52			8.50		f 12.49					P
		44.51		9.37			s 8.38		s 12.37					DNP
		39.47		9.28			8.29		f 12.29					P
		34.71		9.21			8.22		f 12.22					PW
		28.81		9.14			f 8.14		f 12.14					DP
		23.81		9.07			f 8.07		f 12.07Am					P
		16.24		8.58			f 7.56		f 11.56					DP
		10.65		8.50			7.48		f 11.48					P
		5.87		8.41			7.41		11.40					P
				L 8.30Am			L 7.30Pm		L 11.30Pm					BDNJK PRX
Time Over Subdivision			.08	3.15	.15	.08	3.05	.07	3.00	.15	.15	.14	.15	
Average Speed Per Hour			30.2	37.9	16.1	30.2	39.9	34.5	41.08	16.1	16.1	17.2	16.1	

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.

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.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 56 Effective March 16, 1947	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS					
	Sidings	Other Tracks	373	365	235	43							236	42	366	374				
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday				
Z 119	Yard	L	1.10Pm	L ⁴³ 6.55Am	L	11.45Am	L ³⁶⁵ 7.15Am	.....	GREAT FALLS.....	PD	169.74	BDNJKPRX BCDNJKOP	A	7.05Pm	A	11.30Pm	A	12.25Pm	A	8.10Pm
.....	Yard	A	1.13Pm	A 6.57Am	.....	11.48	A 7.18Am	0.68	.....WEST SIDE JCT.....	GF	169.08	RWXY	.....	6.57	L	11.27Pm	L	12.22Pm	L	8.07Pm
Z 120	40	.....	.....	.....	.....	11.55	.....	4.97	.....FLOOD.....	.....	164.77	P	.....	6.48	.....	.....	.....	.....	.....	.....
Z 180	42	32	.....	.....	f	12.08Pm	.....	14.11	.....ULM.....	M	155.63	DP	.....	6.32	.....	.....	.....	.....	.....	.....
Z 187	42	.....	.....	.....	.....	12.18	.....	20.91	.....RIVERDALE.....	.....	148.83	P	.....	6.19	.....	.....	.....	.....	.....	.....
Z 145	43	58	.....	.....	s	12.31	.....	28.59	.....7.65 CASCADE.....	Q	141.15	DNPW	s	6.05	.....	.....	.....	.....	.....	.....
Z 153	35	6	.....	.....	f	12.44	.....	36.81	.....8.22 HARDY.....	.....	132.93	P	f	5.50	.....	.....	.....	.....	.....	.....
Z 160	42	.....	.....	.....	f	12.56	.....	44.64	.....7.83 MID CANON.....	.....	125.10	P	f	5.35	.....	.....	.....	.....	.....	.....
Z 167	43	39	.....	.....	s	1.08	.....	51.54	.....6.90 CRAIG.....	RA	118.20	DP	f	5.22	.....	.....	.....	.....	.....	.....
Z 175	47	28	.....	.....	s	1.22	.....	59.42	.....7.88 WOLF CREEK.....	WC	110.32	DPW	s	5.08	.....	.....	.....	.....	.....	.....
Z 184	43	9	.....	.....	f	1.44	.....	68.62	.....9.20 SIEBEN.....	.....	101.12	PW	f	4.46	.....	.....	.....	.....	.....	.....
Z 197	43	13	.....	.....	f	2.04	.....	81.14	.....12.52 SILVER CITY.....	MN	88.60	DPY	f	4.24	.....	.....	.....	.....	.....	.....
Z 201	46	4	.....	.....	.....	2.11	.....	85.18	.....4.04 GEARING.....	.....	84.56	P	.....	4.16	.....	.....	.....	.....	.....	.....
Z 206	35	6	.....	.....	.....	2.20	.....	90.16	.....4.98 IRON.....	.....	79.58	P	.....	4.07	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	95.22	.....5.06 N. P. RY. CROSSING.....	.....	74.52	I	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	s	2.35	.....	95.95	.....0.73 N. P. RY. CROSSING.....	.....	73.79	M	.....	.....	.....	.....	.....	.....	.....	.....
Z 214	42	86 Spur	.....	.....	.....	2.50	.....	97.72	.....1.77 HELENA.....	HN	72.02	BCDNKP WXY	s	3.50	.....	.....	.....	.....	.....	.....
Z 219	.....	15	.....	.....	.....	3.02	.....	102.51	.....4.79 FOUR RANGE.....	.....	67.23	P	.....	3.30	.....	.....	.....	.....	.....	.....
Z 223	.....	15	.....	.....	.....	3.11	.....	106.63	.....4.12 MONTANA CITY.....	.....	63.11	P	.....	3.20	.....	.....	.....	.....	.....	.....
Z 229	45	43	.....	.....	s	3.20	.....	112.37	.....5.74 CLANCY.....	W	57.37	DPWX	s	3.02	.....	.....	.....	.....	.....	.....
Z 230	.....	.....	.....	.....	s	3.22	.....	113.15	.....0.78 ALHAMBRA.....	.....	56.59	P	s	3.00	.....	.....	.....	.....	.....	.....
Z 235	.....	.....	.....	.....	.....	3.33	.....	117.93	.....4.78 JEFFERSON.....	.....	51.81	.....	.....	2.51	.....	.....	.....	.....	.....	.....
Z 236	60	12 Spur	.....	.....	f	3.37	.....	119.52	.....1.50 CORBIN.....	.....	50.22	P	s	2.48	.....	.....	.....	.....	.....	.....
Z 240	.....	9	.....	.....	.....	3.46	.....	123.29	.....3.77 WICKES.....	.....	46.45	P	.....	2.39	.....	.....	.....	.....	.....	.....
Z 242	.....	.....	.....	.....	.....	3.49	.....	124.55	.....1.26 PORTAL.....	.....	45.19	P	.....	2.36	.....	.....	.....	.....	.....	.....
Z 244	50	7	.....	.....	f	3.54	.....	125.93	.....1.38 AMAZON.....	.....	43.81	PW	f	2.31	.....	.....	.....	.....	.....	.....
Z 250	50	26 Spur	.....	.....	s	4.05	.....	132.23	.....6.30 BOULDER.....	RO	87.51	DP	s	2.19	.....	.....	.....	.....	.....	.....
Z 254	.....	21	.....	.....	.....	4.13	.....	136.43	.....4.20 FULLER.....	.....	33.31	.....	.....	2.11	.....	.....	.....	.....	.....	.....
Z 257	44	28	.....	.....	s	4.20	.....	139.98	.....3.52 BASIN.....	SI	29.79	DP	s	2.05	.....	.....	.....	.....	.....	.....
Z 261	36	14	.....	.....	.....	4.27	.....	143.91	.....3.96 BERNICE.....	.....	25.83	P	.....	1.58	.....	.....	.....	.....	.....	.....
Z 269	42	.....	.....	.....	f	4.44	.....	151.93	.....8.04 ELK PARK.....	.....	17.79	PWY	f	1.44	.....	.....	.....	.....	.....	.....
Z 277	.....	7 Spur	.....	.....	.....	4.52	.....	158.86	.....4.91 TRASK.....	.....	12.88	P	.....	1.36	.....	.....	.....	.....	.....	.....
Z 279	45	16 Spur	.....	.....	.....	4.58	.....	160.31	.....3.45 WOODVILLE.....	.....	9.43	PXY	.....	1.30	.....	.....	.....	.....	.....	.....
Z 284	.....	8 Spur	.....	.....	.....	5.08	.....	163.73	.....5.42 MOUNTAIN SPUR.....	.....	4.01	X	.....	1.15	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	169.10	.....3.37 N. P. RY. CROSSING.....	.....	0.64	I	.....	.....	.....	.....	.....	.....	.....	.....
Z 288	.....	Yard	.....	.....	A	5.20Pm	.....	169.74	.....0.64 BUTTE.....	DU	.....	BDNJKO PRWXY	L	1.05Pm	.....	.....	.....	.....	.....	.....
.....	.....	.....	.03 13.6	.02 20.4	5.35 30.4	.03 13.6	.....	.....	Time Over Subdivision Average Speed Per Hour	.....	.....	.....	.....	6.00 28.2	.03 13.6	.03 13.6	.03 13.6	.03 13.6	.....	.....

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

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossman	Time Table No. 56 Effective March 16, 1947	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	495	43	239	240						42	Daily	Daily	
															Daily	Daily
ZD 237	Yard			L 11.30Pm				BG		BCDNKO RWXY		A 6.55Am			

TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.

Station Numbers	Car Capacity	Time	Time	Distance from Mossman	Station Name	Telegraph Calls	Distance from Great Falls	Signs	Time	Time
ZD 222	12	L 10.00Am	L 11.50Pm		MOSSMAIN		222.74	JPHY		A 6.25Am
				3.95	N. P. RY. JCT.		218.79	J		
ZD 218	50 25	10.10	f 11.59	4.04	HESPER	HS	218.70	DNPX		f 6.13
ZD 218	49 24	10.22	f 12.09Am	9.81	RIMROCK		218.43	PW		f 6.01
ZD 208	50	10.33	f 12.19	14.28	SHOREY		208.51	P		f 5.51
ZD 201	50 19	10.46	f 12.33	21.49	ACTON		201.25	P		f 5.37
ZD 194	50 27	10.59	f 12.45	27.82	COMANCHE		194.92	P		f 5.25
ZD 186	62 57	11.20	s 1.02	36.36	BROADVIEW	BW	186.88	DNP		s 5.09
ZD 180	49	11.32	f 1.13	42.88	PAINTED ROBE.		180.86	P		f 4.58
ZD 174	50 18	11.44	s 1.24	48.42	BELMONT		174.82	P		s 4.47
ZD 166	49 24	11.59	s 1.39	55.98	CUSHMAN	CN	166.76	DNCPWX		s 4.33
		12.02Pm	s 1.42	57.88	SLAYTON		165.86	P		s 4.30
ZD 159	49	12.13	f 1.52	62.70	VEBAR		160.04	P		f 4.19
ZD 158	49 14	12.25	f 2.03	69.08	FRANKLIN		158.66	P		f 4.07
ZD 148	49	12.37	f 2.13	74.69	WALLUM		148.05	P		f 3.57
ZD 141	50 28	12.51	s 2.26	81.67	HEDGESVILLE	DG	141.07	DNP		s 3.45
ZD 138	49	1.04	f 2.40	88.78	NIHILL		134.01	P		f 3.32
ZD 127	49	1.17	f 2.53	95.18	OXFORD		127.61	P		f 3.21
ZD 120	86 137	1.45	s 3.09	101.98	JUDITH GAP	JU	120.76	BCDNKO PWXY		s 3.09
ZD 114	50 18	1.58	f 3.21	108.61	BARROWS		114.13	P		f 2.57
ZD 108	50 84	2.10	s 3.31	114.80	BUFFALO	BO	108.44	DNP		s 2.48
ZD 102	50 8	2.22	f 3.41	120.16	MENDON		102.58	P		f 2.39
ZD 97	50	2.34	f 3.49	124.71	HAUCK		98.03	P		f 2.32
ZD 92	61 76	2.45	s 3.57	129.67	HOBSON	HO	93.07	DP		s 2.25
ZD 87	50 94	2.57	s 4.11	134.98	MOCCASIN	MC	87.76	DNJPHY	A 5.12Pm	s 2.16
ZD 82	50 49	3.10	f 4.21	140.48	BENCLAND	BD	82.31	DP	s 5.03	f 2.03
ZD 76	68 46	3.22	f 4.31	146.54	WINDHAM	WD	76.20	DP	s 4.52	f 1.54
ZD 68	60 84	3.45	s 4.44	152.70	STANFORD	SD	69.04	CDNPWX	s 4.39	s 1.43
ZD 63	50 15	3.56	f 4.53	159.06	DOVER		63.68	P	f 4.28	f 1.32
ZD 58	60 15	4.18	f 5.01	164.40	MERINO		58.34	P	s 4.18	f 1.25
ZD 52	50 35	4.30	f 5.11	170.58	GEYSER	GY	52.16	DNPW	s 4.08	f 1.16
ZD 45	50 25	4.43	f 5.22	176.77	SPION KOP		45.97	PY	s 3.58	f 1.06
ZD 39	50 18	4.55	f 5.33	182.97	RAYNESFORD	RF	39.77	DP	s 3.45	f 12.56
ZD 34	51 24	5.06	f 5.43	188.27	BLTYHE		34.47	P	f 3.33	f 12.47
ZA 28	132 46	5.18	s 5.54	194.24	ARMINGTON	RM	28.50	DNPWX	s 3.21	s 12.38
ZA 26	50	5.21	f 5.58	196.20	BELT	B	26.54	DPX	s 3.17	f 12.34
ZA 22	49 14	5.32	f 6.07	201.18	WAYNE		21.61	P	f 3.08	f 12.26
ZA 19	15	5.37	f 6.12	204.26	FIFE		18.48		f 3.02	f 12.21
ZA 14	50 14	5.44	f 6.17	207.49	SWIFT		15.25	P	f 2.56	f 12.16
ZA 10	84 58	5.55	f 6.26	212.66	GERBER	GR	10.08	DNJPHY	f 2.47	f 12.08
ZA 6	67 17	6.02	f 6.32	216.23	FIELDS		6.51	P	f 2.41	f 12.02Am
S 119	Yard	A 6.20Pm	A 6.45Am	A 10.55Am	GREAT FALLS	PD		BDNJKP RX	L 2.30Pm	L 11.50Pm

Time Over Subdivision
Average Speed Per Hour

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

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS					FIRST CLASS		Distance from Great Falls	Time Table No. 56		Telegraph Calls
	Sidings	Other Tracks	681	495	373	403	365	41	43	Effective March 16, 1947	STATIONS				
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily		GREAT FALLS	PD		
	Yard				L 1.10Pm		L 6.55Am		L 7.15Am						

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

Train No.	Station	Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Class	Time	
Z119	Yard		L	8.20Pm	L	1.13Pm	L	6.57Am	L	7.18Am	.68	WEST SIDE JCT.	GF		
ZB8	82	6		8.30	f	1.19	L	9.10Am	f	7.24	3.78	EMERSON JCT.			
ZB12	54	19		8.40	s	1.28		9.20	f	7.31	7.82	MANCHESTER			
ZB19	51	6		8.50	s	1.37	A	9.30Am	s	7.39	12.10	VAUGHN	BY		
ZB27	51	26		9.05	f	1.51			f	7.50	18.79	GORDON			
				9.22	A	2.09Pm			s	8.03	26.11	POWER	PO		
ZB37	51	43		9.44					s	8.20	36.67	DUTTON	DU		
ZB40	61	18		9.53					f	8.25	39.85	ACME			
ZB45	60	28		10.14					s	8.33	44.07	COLLINS	ON		
ZB55	99	32		10.34					s	8.50	54.03	BRADY	BA		
ZB61	51			10.47					f	9.01	60.43	WITHEY			
ZB69	164	265		11.10					s	9.17	67.42	CONRAD	RD		
				11.17						9.23	70.65	MONTANA WESTERN JCT.			
ZB79	60	20		11.30					s	9.36	78.29	LEDGER	FA		
ZB84	50	14		11.40					f	9.44	82.93	FOWLER			
ZB91	51	6		11.52					f	9.55	89.44	NAISMITH			
ZB95	60	6		12.03Am					f	10.03	94.07	ANDALE			
1061	Yard		L	8.30Am	A	12.20Am			L	10.50Am	A	10.15Am	98.66	SHELBY	SJ

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

Train No.	Station	Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Class	Time
ZB114	30		L	8.40Am					L	10.53Am	100.15	SWEET GRASS LINE JCT.		
ZB120	50	114		9.20					f	11.19	112.49	ALOE		
ZB130	25	48		10.00					s	11.35	118.73	KEVIN	K	
ZB139	Yard		A	11.15Am					s	11.59	129.15	SUNBURST	SU	
									A	12.20Pm	137.51	SWEET GRASS	G	
				2.35	4.00	.56	.20	.22		1.27	2.57			
				14.4	23.4	27.2	25.1	31.1		25.7	33.2			

Time Over Subdivision
Average Speed Per Hour

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

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 56 Effective March 16, 1947	Distances from Sweet Grass	FIRST CLASS				SECOND CLASS				THIRD CLASS			SIGNS
		42	40			366	404	374		682			
		Daily	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.			
GREAT FALLS	137.51	A 11.30pm				A 12.25pm		A 8.10pm					BDNJK PRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.													
WEST SIDE JCT.	136.83	A 11.27pm				A 12.22pm		A 8.07pm					BCDNJK OPRWXY
EMERSON JCT.	133.78	11.22				12.15	A 3.40pm	8.00					JP
MANCHESTER	129.69	f 11.16				12.07pm	3.30	f 7.52					P
VAUGHN	125.41	f 11.08				L 11.57am	L 3.20pm	s 7.43					DNJFX
GORDON	118.72	f 10.57						f 7.29					P
POWER	111.40	f 10.44						L 7.15pm					DNJFWXY
DUTTON	100.84	s 10.28											DP
ACME	97.66	f 10.21											P
COLLINS	93.44	s 10.14											DPWX
BRADY	88.48	s 9.58											DP
WITHEY	77.08	f 9.46											P
CONRAD	70.09	s 9.35											DNP WXY
MONTANA WESTERN JCT.	66.86	9.26											JP
LEDGER	59.22	s 9.16											DP
FOWLER	54.58	f 9.09											P
NAISMITH	48.07	f 8.59											P
ANDALE	43.44	f 8.52											P
SHELBY	38.85	L 8.45pm	A 8.00pm						A 12.10pm				BDNJKO PRWXY
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.													
SWEET GRASS LINE JCT.	37.36	A 7.55							A 12.01pm				XJP
ALOE	25.02	f 7.27							11.19 ⁴¹				P
KEVIN	18.78	s 7.12							10.00 ⁶⁸¹				DPX
SUNBURST	8.36	s 6.49							9.15				DPX
SWEET GRASS		L 6.30pm							L 8.00am				BDFPRW Y
Time Over Subdivision		2.42	1.25			.25	.20	.52	4.01				
Average Speed Per Hour		36.3	26.4			27.4	25.1	29.3	9.3				

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

12 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 56 Effective March 16, 1947	STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285							292	286	610	614
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	L 7.40Am	.....	.....	SN	74.16	BDNJKP RWXY	.....	A 5.10Pm	.....	A 2.30Pm
VF 9	14	.....	6.00	.....	s 7.45	2.56	.....	SN	71.60	P	.....	s 4.55	.....	2.15	
VF 14	41	.....	6.20	.....	s 7.57	9.15	.....	D	65.01	DP	.....	s 4.40	.....	1.50	
VF 18	72	L 10.30Am	7.20	L 11.35Am	s 8.08	14.30	.....	FA	59.86	BDJPRW XY	A 9.00Am	s 4.25	A 10.45Am	1.30	
VF 25	12	10.45	7.45	f 11.45	f 8.16	18.41	.....	.....	55.75	P	f 8.51	f 4.10	10.30	12.30	
VF 25	166	A 11.10Am 285-291-614	.....	A 8.30Am 291-610-613-292-611-614	.....	24.80	.....	SY	49.36	DJPRW XY	L 285-613 8.40Am	L 3.55Pm	L 285 10.15Am	L 285-201-611 12.15Pm	

TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.

VF 29	.....	.....	L 12.45Pm	.....	L 12.15Pm	29.08	.....	.....	JRP	48.08	.....	A 3.35Pm	A 8.30Am	.....
VF 80	.....	5	12.48	.....	f 12.18	30.28	.....	.....	.....	43.88	.....	f 3.32	8.25	.....
VF 86	.....	5	1.05	.....	f 12.29	35.78	.....	.....	.....	38.43	.....	f 3.21	8.10	.....
VF 43	.....	27	1.25	.....	f 12.44	43.16	.....	.....	W	31.00	.....	f 3.06	7.50	.....
VF 51	.....	37	1.45	.....	s 1.00	50.76	.....	.....	D	23.40	.....	s 2.50	7.30	.....
VF 58	.....	42	2.05	.....	s 1.15	58.23	.....	.....	.....	15.93	.....	s 2.35	7.00	.....
VF 63	.....	10	2.25	.....	s 1.25	62.62	.....	.....	.....	11.54	.....	s 2.25	6.40	.....
VF 74	.....	54	A 3.10Pm	.....	A 1.50Pm	74.16	.....	.....	RC	.....	CDRXY	L 2.00Pm	L 6.00Am	.....
			4.40	2.20	.24	2.35	Time Over Subdivision			.20	3.10	4.45	2.15	
			12.8	10.6	26.2	28.7	Average Speed Per Hour			31.5	23.4	12.6	11.0	

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

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 56 Effective March 16, 1947	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	287	288	610							288	610		
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.							Daily Ex. Sun.	Tue., Thur. and Sat.		
VG37	48	43	.....	L 7.00Am	.....	L 10.20Am	.....	.....	WF	36.29	CDRXY	A 10.15Am	.....	A 2.15Pm
VG29	40	.....	7.35	.....	s 10.35	7.40	.....	NE	28.89	D	s 9.56	.....	1.40	
VG24	30	.....	7.55	.....	s 10.45	12.66	.....	RA	23.63	DW	s 9.46	.....	1.15	
VG19	39	.....	8.15	.....	s 10.55	17.54	.....	A	18.75	D	s 9.37	.....	12.55	
VG13	33	.....	8.41	.....	s 11.07	23.45	.....	AU	12.84	D	s 9.25	.....	12.30	
VG 6	30	.....	9.10	.....	s 11.23	31.31	.....	CG	4.98	D	s 9.10	.....	12.05Pm	
VF14	72	A 9.30Am	.....	A 11.35Am	36.29	.....	.....	FA	.....	BDJPRW XY	L 9.00Am	.....	L 11.45Am	
			2.30	1.15	29.0	Time Over Subdivision			1.15	2.30	14.5					
			14.5	29.0	Average Speed Per Hour			29.0								

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

WESTWARD

NINTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS	Distance from Bainville	Time Table No. 56 Effective March 16, 1947	Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS								
	Siding	Other Tracks											371	Daily Ex. Sunday	STATIONS	372	Daily Ex. Sunday
685	E175 W115	164	L	10.10Am	BAINVILLE.....	B	146.00	BCDNJK PRWXY	A	5.00Pm							
				10.15	1.17 OPHEIM LINE JCT.		145.43	JPX		4.45							
VC11	41	22	s	10.35	9.47 McCABE.....	MC	135.96	DP	s	4.15							
VC19		30	s	10.55	8.66 FROID.....	FD	127.30	DP	s	3.45							
VC26		36	s	11.10	6.36 HOMESTEAD.....	HO	120.94	DP	s	3.15							
VC82		31	s	11.25	5.96 MEDICINE LAKE.....	MK	114.98	DPW	s	2.50							
VC39		22	s	11.40	7.50 RESERVE.....	RS	107.48	DP	s	2.30							
VC45		22	s	11.55	6.28 ANTELOPE.....	AN	101.20	DP	s	2.10							
VC53	40	60	s	12.30Pm	8.00 PLENTYWOOD.....	NY	93.20	CDP WXY	s	1.50							
VC61		15	f	12.45	6.49 MIDBY.....		86.71		f	12.45							
VC66		21	s	1.00	6.77 ARCHER.....		79.94	P	s	12.30							
VC71		31	s	1.15	6.76 REDSTONE.....	RD	73.18	DP	f	12.15Pm							
VC78		15	s	1.30	6.51 NAVAJO.....		66.67	P	s	11.45							
VC85		35	s	1.45	5.45 FLAXVILLE.....	FX	61.22	DP	s	11.30							
VC91		25	s	2.00	5.18 MADOC.....	MD	56.04	P	s	10.55							
VC93	87	114	s	2.35	7.41 SCOBAY.....	SC	48.63	CDP WXY	s	10.30							
VC106		24	s	3.00	8.54 FOUR BUTTES.....	FO	40.10	DP	s	9.10							
VC112		23	s	3.18	5.90 GLUTEN.....		34.19		s	8.50							
VC118		35	s	3.45	5.60 PEERLESS.....	PR	28.59	DP	s	8.30							
VC129		30	s	4.20	11.50 RICHLAND.....	CA	17.09	DPW	s	7.55							
VC139		34	s	4.55	9.87 GLENTANA.....	G	7.22	DP	s	7.25							
VC147	42	75	A	5.30Pm	7.22 OPHEIM.....	OM		CDPR XY	L	7.00Am							
				7.20 20.0	Time Over Subdivision Average Speed Per Hour					10.00 14.7							

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

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Saco	Time Table No. 56 Effective March 16, 1947	Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS								
	Siding	Other Tracks											333	Mon., Wed. and Fri.	STATIONS	334	Tues., Thu. and Sat.
842	W03	287	L	8.50Am	SACO.....	SF	78.72	BCDNJK PRXY	A	12.45Pm							
				9.01	1.77 HOGELAND LINE JCT.		76.95	JPX		12.20Pm							
SH 9	40	51	s	9.55	6.91 COLE.....		70.04	PWY	s	11.30							
SH15		24	f	10.25	6.63 TATTNALL.....		63.41	P	f	10.30							
SH26		34	s	11.25	10.56 WHITEWATER.....	W	52.85	DP	s	10.00							
SH39		35	s	12.35Pm	12.80 LORING.....	N	39.96	DP	s	9.00							
SH54		37	f	1.45	15.36 CHAPMAN.....		34.60	P	f	8.00							
SH67		44	s	2.40	13.02 TURNER.....	R	11.53	DP	s	7.25							
SH79		74	A	3.20Pm	11.53 HOGELAND.....	X		CDPR WXY	L	6.45Am							
				6.30 12.1	Time Over Subdivision Average Speed Per Hour					6.00 12.1							

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

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 56			Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		367		239		Effective March 16, 1947						240		368	
			Daily		Daily		STATIONS						Daily		Daily		

ZF30 Yard L 11.30Pm L 7.15Am LEWISTOWN WN 30.71 BCDJKP RWXY A 6.20Pm A 5.55Am

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

Station Numbers	Car Capacity	Distance from Lewistown	SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 56			Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
								Effective March 16, 1947									
			L 12.08Am	L 7.31Am	9.21	9.21	9.21	9.00	21.50	JPR	A 5.56Pm	A 5.23Am					
ZF20	25		f 12.12	f 7.34	10.39	10.39	1.18	KINGSTON	20.32		f 5.51	f 5.19					
ZF14	34		s 12.36	s 7.45	16.46	16.46	6.07	ROSSFORK	14.25	P	s 5.39	f 5.00					
ZF 8	34		s 1.01	s 7.59	23.19	23.19	8.73	KOLIN	KO	7.52	s 5.27	f 4.39					
ZD87	50	04	A 1.45Am	A 8.15Am	30.71	30.71	7.52	MOCCASIN	MC		L 5.14Pm	L 4.15Am					
			2.15 13.6	1.00 30.7			Time Over Subdivision Average Speed Per Hour					1.06 27.9	1.40 18.4				

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

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity				Distance from Giffen	Time Table No. 56			Telegraph Calls	Distance from Gerber	SIGNS				
	Sidings	Other Tracks				Effective March 16, 1947									
						STATIONS									

ZH 22		Yard						GIFFEN	12.48	CPRWX					
ZH 20		Spur			5.86		5.86	GIFFEN JCT.	6.62						
ZH 12		Spur			9.37		8.51	LEWIS JCT.	8.11	P					
ZA 10	84	58			12.48		3 11	GERBER		DNJPR					
								Time Over Subdivision Average Speed Per Hour							

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity	Name	Location	Capacity
First Subdivision: Marley Beet Siding.....	4.50 Miles East of Ft. Buford.....	34	Seventh Subdivision: State Line Beet Spur.....	3.87 Miles East of Dore.....	21
Second Subdivision: Saco Stock Yards Siding..	1.70 Miles West of Saco.....	27	Cowles Beet Siding.....	2.31 Miles West of Dore.....	19
Malta Stock Yards Siding.	2.07 Miles East of Malta.....	47	Wooley Beet Siding.....	3.90 Miles East of Sidney.....	33
Harlem Stock Yards Siding.	1.30 Miles East of Harlem.....	30	Ludington Beet Spur.....	2.45 Miles East of Ridgelawn.....	12
Sugar Beet Siding.....	0.25 Miles West of Harlem.....	44	Eighth Subdivision: Hardy Beet Siding.....	1.51 Miles East of Fairview.....	61
Chinook Stock Yard Spur.	0.42 Miles East of Chinook.....	48	Ninth Subdivision: Plentywood Pit Siding....	4.6 Miles West of Plentywood.....	32
Milk River Const'n Co. Spur	2.96 Miles West of Chinook.....	4	Twelfth Subdivision: Sand Coulee Spur.....	Starts at Lewis Jct.....	8
Third Subdivision: Big Sandy Pit Spur.....	5.88 Miles East of Big Sandy.....	22	Lavin Spur.....	0.84 Miles East of Lewis Jct.....	4
Portage Pit Siding.....	2.02 Miles West of Portage.....	48	Brown's Spur.....	1.14 Miles East of Lewis Jct.....	3
Fourth Subdivision: Airport Spur.....	3.42 Miles West of West Side Jct..	3 Miles	A.C.M. Co. Siding.....	1.80 Miles East of Lewis Jct.....	77
Tintinger Spur No. 2.....	2.72 Miles East of Hardy.....	73	Thirteenth Subdivision: Beet Siding.....	0.70 Miles West of Vaughn.....	44
Cascade Stock Yard Siding.	0.50 Miles East of Cascade.....	42	Gillman Gravel Pit Spur..	2.37 Miles West of Bickel.....	35
Fifth Subdivision: Hobson Pit Spur.....	2.65 Miles West of Hobson.....	62	Fourteenth Subdivision: Flume Spur.....	4.08 Miles West of Bole.....	14
Nihill Pit Spur.....	1.00 Mile East of Nihill.....	53	Hobson Elevator Spur....	3.50 Miles East of Choteau.....	16
Baseline Spur.....	1.90 Miles East of Rimrock.....	25			
Sixth Subdivision: Brady Pit Spur.....	3.01 Miles East of Withey.....	112			
Pondera Pipe Line Spur...	2.97 Miles East of Conrad.....	37			
Conrad Refining Co. Spur.	1.46 Miles East of Conrad.....	11			
Burke Pit Siding.....	5.70 Miles West of Conrad.....	50			
Kevin Pit Spur.....	0.53 Miles East of Kevin.....	80			
Aronow Spur.....	2.00 Miles West of Kevin.....	3			
Superior Spur.....	4.00 Miles West of Kevin.....	2			
Ohio Oil Co. Siding.....	1.03 Miles East of Sunburst.....	46			
International Refining Siding.....	0.61 Miles East of Sunburst.....	99			



