

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.
Dr. T. L. Hawkins, Asst. Div. Surg., Helena, 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. 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

J. R. McCLELLAN, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
E. F. OVIATT, Trainmaster
N. F. SEIL, Trainmaster
G. W. NOFFSINGER, Trainmaster
R. W. DOWNING, Trainmaster
L. L. LaFOUNTAIN, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 58

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, June 15, 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. 58		Telegraph Call
	Buildings	Other Tracks	663	613	459	473	461	371	27	285	223	1	3		Effective June 15, 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		Williston	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	Trenton		
668	36		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	FT. BUFORD		
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	SNOWDEN	SN	
681	130	8	8.15		10.20	2.40	6.27	f 8.00	9.43	f 7.34	s 6.56	6.56	1.36	31.68	LAKESIDE		
685	E178 W115	164	8.40		10.35	2.55	6.35	A 8.15Am	9.50		s 7.44	7.03	1.44	38.10	BAINVILLE	B	
692	109	4	9.00		10.50	3.10	6.44		9.58		f 7.52	7.10	1.53	44.91	LANARK		
699	121	58	9.47		11.05	3.19	7.18		10.07		s 8.03	7.18	2.03	52.87	CULBERTSON	CU	
705	109	5	10.15		11.15	3.26	7.25		10.13		f 8.11	7.24	2.09	57.87	BLAIR		
708											f 8.17			62.00	FORT KIPP		
714	72	5	10.40		11.30	3.38	7.38		10.23		f 8.23	7.34	2.20	66.81	CALAIS		
722	E130 W118	74	11.05		11.45	3.44	7.50		10.29		s 8.30	7.39	2.26	71.58	BROCKTON	BR	
729	130	11	11.20		12.01Am	3.53	8.03		10.38		f 8.40	7.47	2.35	79.16	SPOLE		
733	130	58	11.55		12.15	4.01	8.11		10.45		s 8.58	7.54	2.42	85.57	POPLAR	PO	
741	130	17	12.10Pm		12.25	4.10	8.20		10.53		f 9.10	8.01	2.50	92.51	CHELSEA		
748	130	24	12.30		12.40	4.44	8.39		11.02		f 9.20	8.08	3.00	100.84	MACON		
753	E135 W138	320	1.25		12.50	4.57	9.00		11.10		s 9.40	8.14	f 3.10	106.76	WOLF POINT	WO	
759	70		1.40		1.00	5.10	9.20		11.18		f 9.52	8.20	3.25	112.74	LOHMILLER		
765	108	87	2.00		1.10	5.30	9.30		11.24		s 10.05	8.26	3.35	118.04	OSWEGO	GO	
772	E90 W70	20	2.35		1.25	5.50	9.45		11.33		s 10.20	8.35	3.45	125.83	FRAZER	FR	
777	130	11	2.55		1.35	6.00	10.05		11.39		f 10.30	8.40	3.52	130.86	KINTYRE		
783	W71 E89		3.25		1.45	6.15	10.20		11.46		s 10.45	8.46	3.58	136.48	WIOTA	F	
789	129	82	4.00		1.55	6.25	10.30		11.52		s 11.00	8.52	4.04	141.91	NASHUA	NA	
797	130	13	4.40		2.10	6.40	10.45		12.01Am		f 11.15	9.01	4.15	149.70	WHATELY		
803	E249 W137	334	5.15Pm		2.25Am	7.00Pm	11.00Am		12.10Am		A 11.45Am	9.10Am	A 4.25Am	156.41	GLASGOW	GW	
			10.05	.50	5.15	5.30	5.30	1.15	3.05	.50	5.05	2.50	3.30				
			15.5	31.1	29.8	28.4	28.4	30.5	50.7	31.1	30.8	55.2	44.7				

AUTOMATIC BLOCK SIGNALS

Double Track

Time Over Subdivision
Average Speed Per Hour

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

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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 58

Effective June 15, 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.	Streamliner Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
..... WILLISTON 11.99	156.41	A 5.55Am	A 11.20Am	A 7.40Pm	A 6.40Pm	A 6.00Pm	A 5.35Pm	A 10.40Am	A 5.00Pm	A 10.30Pm	A 5.30Am	A 5.30Pm	A 5.40Pm	BCDNK OPRWX
..... TRENTON 8.57	144.42	5.37	10.59	s 7.20	6.20	f 5.40	f 5.10	10.10	4.30	10.00	5.05	5.00	5.20	DP
..... FT. BUFORD 5.36	185.85	5.25	10.40	s 7.05	6.11	f 5.25	f 4.55	9.55	4.15	9.45	4.45	4.40	5.05	P
..... SNOWDEN 5.76	180.49	5.17	10.30	s 6.55	6.05	L 5.15Pm	f 4.45	9.45	4.05	9.30	4.30	4.25	4.46	DNJK PWXY
..... LAKESIDE 6.42	124.78	5.08	10.19	f 6.33	5.57	.....	f 4.30	9.35	3.50	9.20	4.15	3.50	.....	P
..... BAINVILLE 6.81	118.81	5.00	s 10.07	s 6.23	5.49	.....	L 4.20Pm	9.20	3.35	9.10	4.00	4.73	2.55	DNJK PWXY
..... LANARK 7.46	111.60	4.52	9.58	f 5.58	5.42	.....	.....	9.00	3.10	8.55	3.45	2.15	.....	P
..... CULBERTSON 5.50	104.04	4.42	s 9.47	s 5.47	5.34	.....	.....	8.44	3.00	8.40	3.30	2.00	.....	DNP
..... BLAIR 4.13	98.64	4.35	9.39	f 5.37	5.28	.....	.....	8.30	2.50	8.32	3.20	1.30	.....	PW
..... FORT KIPP 4.81	94.41	.....	.....	f 5.31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
..... CALAIS 4.77	89.80	4.25	9.26	f 5.25	5.19	.....	.....	8.23	2.35	8.20	3.05	1.15	.....	P
..... BROCKTON 7.56	84.88	4.19	9.19	s 5.19	5.14	.....	.....	8.15	2.25	8.10	2.55	1.00	.....	DNPW
..... SPROLE 6.43	77.27	4.10	9.08	f 5.06	5.06	.....	.....	8.03	2.05	7.45	2.35	12.15Pm	.....	P
..... POPLAR 6.94	70.84	f 4.02	8.58	s 4.43	4.59	.....	.....	7.54	1.55	7.33	2.18	11.55	.....	DNP
..... CHELSEA 7.83	68.90	3.55	8.49	f 4.35	4.52	.....	.....	7.26	1.45	7.22	2.05	11.00	.....	P
..... MACON 6.42	66.07	3.45	8.39	f 4.25	4.44	.....	.....	7.16	1.35	7.10	1.50	10.40	.....	P
..... WOLF POINT 5.98	49.65	f 3.35	s 8.30	s 4.15	4.37	.....	.....	7.07	1.25	7.00	1.35	9.40	.....	DNPW
..... LOHMILLER 5.80	48.67	3.25	8.20	f 4.00	4.32	.....	.....	6.58	1.10	6.48	1.20	9.20	.....	P
..... OSWEGO 7.79	88.87	3.18	8.02	s 3.54	4.25	.....	.....	6.50	1.02	6.40	1.10	9.00	.....	DP
..... FRAZER 5.08	80.58	3.09	7.53	s 3.43	4.17	.....	.....	6.38	12.50	6.30	12.55	8.48	.....	DPW
..... KINTYRE 5.62	25.55	3.02	7.47	f 3.33	4.12	.....	.....	6.30	12.42	6.23	12.40	8.40	.....	P
..... WIOTA 5.43	19.98	2.55	7.41	s 3.25	4.06	.....	.....	6.20	12.30	6.15	12.28	8.05	.....	DJP
..... NASHUA 7.79	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	6.71	2.38	7.27	f 3.00	3.52	.....	.....	5.55	12.10Pm	5.45	12.01Am	7.15	.....	P
..... GLASGOW 4.59	.....	L 2.30Am	L 7.20Am	L 2.50Pm	3.45Pm	.....	.....	L 5.40Am	L 11.55Am	L 5.30Pm	L 11.40Pm	L 7.00Am	.....	BCDNKO PRWXY
Time Over Subdivision	.....	3.25	4.00	4.50	2.55	.45	1.15	5.00	5.05	5.00	5.50	10.30	.50	.....
Average Speed Per Hour	.....	45.8	39.1	32.4	53.6	34.6	30.5	31.8	30.8	31.3	26.8	14.9	31.1	.....

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.

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 Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 58		Telegraph Call
	Sidings	Other Tracks	665		473	461	459	223	1	3	27	Effective June 15, 1947						
			Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Ex. Sunday	Streamliner	Daily	Daily	Daily	STATIONS				
803	E249 W137	334	L 4.35 ³	L 7.30Pm	L 11.10 ⁴⁴⁶ Am	L 2.40Am	L 12.10Pm	9.10Am	L 4.30 ⁶⁶⁵ Am	L 12.15Am	.....	.....	.....	.....	.....	.....	GLASGOW	GW
808	70	70	4.45	7.40	11.20	2.55	12.18	9.16	4.37	12.22	4.73	.....	.....	.....	.....	.....	PAISLEY	.....
815	125	27	5.05 ⁴⁷⁰	7.55	11.35	3.10	12.30	9.24	4.46	12.31	11.76	.....	.....	.....	.....	.....	TAMPICO	MA
820	71	26	5.15	8.05	11.45	3.20	12.40	9.30	4.53 ⁴⁷⁰	12.37	17.04	.....	.....	.....	.....	.....	VANDALIA	.....
828	E 137 W 115	45	5.35	8.20	12.01 ⁶⁶⁶ Pm	3.35	12.55	9.40	5.04	12.48	25.88	.....	.....	.....	.....	.....	HINSDALE	HD
837	71	15	5.55	8.35	12.14	3.50	1.10	9.49	5.14	12.58	34.04	.....	.....	.....	.....	.....	BEAVERTON	.....
842	W93	287	6.30 ²⁸	8.45	12.20	4.00	1.30 ²²⁴	9.54	5.20	1.05	38.58	.....	.....	.....	.....	.....	SACO	SF
852	71	3	6.55	9.00	12.30	4.15	1.45 ⁶⁶⁶	10.01	5.30	1.16	45.46	.....	.....	.....	.....	.....	ASHFIELD	.....
860	W 166 E 89	110	7.10	9.15 ⁴⁶²	12.44	4.25	2.00	10.09	5.40	1.22	52.99	.....	.....	.....	.....	.....	BOWDOIN	BO
863	70	16	7.25	9.25	12.55 ²²⁴⁻⁶⁶⁶	4.35	2.10	10.16	5.47	1.31	59.74	.....	.....	.....	.....	.....	STRATER	.....
869	136	145	8.00	9.35	1.05	4.50	2.31 ²	10.22	5.55 ²⁸	1.38	65.60	.....	.....	.....	.....	.....	MALTA	MF
874	71	14	8.15	9.45	1.15	4.58	2.40 ⁴⁵⁸	10.27	6.04	1.44	70.39	.....	.....	.....	.....	.....	EXETER	.....
880	E 142 W 130	98	8.40 ⁴⁴⁶	10.00	1.25	5.05	2.48	10.32	6.12	1.50	75.18	.....	.....	.....	.....	.....	WAGNER	WA
886	130	55	9.15	10.25	1.37	5.25 ²⁸	3.02	10.40	6.22	1.58 ⁴⁷⁰	83.04	.....	.....	.....	.....	.....	DODSON	DN
892	130	5	9.30	10.40	2.15 ²⁻⁴⁵⁸	5.35	3.10	10.46 ⁶⁶⁶	6.30	2.04	88.73	.....	.....	.....	.....	.....	SURVANT	.....
896	130	32	9.45	10.50	2.27	5.45	3.16	10.52	6.36	2.09	93.15	.....	.....	.....	.....	.....	COBURG	.....
901	E 92 W 130	26	10.00 ⁶⁶⁶	10.58	2.35	6.00	3.24	10.57	6.43	2.15	98.36	.....	.....	.....	.....	.....	SAVOY	S
907	76	4	10.20	11.07	2.46	6.10	3.33	11.04	6.51	2.22	104.61	.....	.....	.....	.....	.....	MATADOR	.....
913	E 126 W 70	70	11.33 ¹⁻²²⁴	11.20	2.56	6.20	3.47	11.10 ⁶⁶⁵	7.00	2.28	110.19	.....	.....	.....	.....	.....	HARLEM	HM
919	76	45	12.19 ²²⁴ Pm	11.30	3.07	6.30	3.56	11.17 ²²⁴	7.08	2.35	116.51	.....	.....	.....	.....	.....	FORT BELKNAP	.....
925	90	32	12.35	11.46 ⁴	3.20	6.40	4.05	11.23	7.15 ⁴⁴⁶	2.41	122.04	.....	.....	.....	.....	.....	ZURICH	Z
929	70	21	12.55 ⁴⁴⁰	11.55	3.28	6.50	4.10	11.27	7.20	2.45	125.71	.....	.....	.....	.....	.....	NORTH FORK	.....
935	E 131 W 74	269	1.20 ²	12.08Am	3.39	7.00	4.25	11.33	7.27 ⁶⁶⁶	2.51	131.29	.....	.....	.....	.....	.....	CHINOOK	CK
939	69	.....	1.42	12.15 ⁴⁷⁰	3.47	7.10 ⁶⁶⁶	4.31	11.38	7.33	2.56	135.73	.....	.....	.....	.....	.....	ADAMS	.....
943	.....	19	1.55	12.25	3.54	7.20	4.36	11.42	7.38	3.00	139.31	.....	.....	.....	.....	.....	LOHMAN	.....
949	.....	.....	2.10	12.40	4.05	7.30	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	3.05	Time Over Subdivision							
			15.8	27.8	28.7	30.1	31.7	52.5	43.7	49.6	Average Speed Per Hour							

AUTOMATIC BLOCK SIGNALS

Double Track

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

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.58

Effective June 15, 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	182.97	A 7:15Am	A 2.40Pm	3.45Pm	A 2.25Am	⁴⁶¹ 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	BCDNKO PRWXY	
PAISLEY	148.24	7.10	f 2.30	3.37	2.15	11.00	4.50	10.50	5.20	4.20	P	
TAMPICO	141.21	7.02	s 2.19	3.29	2.05	10.45	4.35	10.35	⁶⁶⁵ 5.05	4.00	DP	
VANDALIA	185.93	6.56	s 2.10	3.23	1.57	10.35	4.25	10.25	³ 4.53	3.50	P	
HINSDALE	127.14	6.45	s 1.57	3.13	1.45	10.20	4.10	10.10	4.30	3.30	DNPW	
BEAVERTON	118.98	6.35	f 1.40	⁶⁶⁶ 3.04	1.35	10.05	3.55	9.55	4.10	² 3.04	P	
SACO	114.89	s 6.30	s 1.30	2.59	f 1.26	¹ 9.54	3.45	9.45	⁴⁵⁹ 4.00	2.30	CDNJ KPYX	
ASHFIELD	107.51	6.18	f 1.15	2.52	1.16	9.24	3.30	9.30	3.45	1.45	P	
BOWDOIN	99.98	6.10	s 1.05	2.44	1.03	9.13	3.15	9.15	3.25	^{1.30}	DPWY	
STRATER	93.28	6.03	f 12.55	2.37	12.56	9.05	3.02	9.02	3.10	²²⁴⁻⁴⁶¹ 12.55	P	
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	
EXETER	82.88	5.40	f 12.25	2.26	12.42	8.50	²²³ 2.40	8.40	2.40	11.45	P	
WAGNER	77.79	5.35	s 12.19	2.21	12.37	⁶⁶⁵ 8.40	2.33	8.30	2.30	11.30	DPW	
DODSON	69.98	⁴⁵⁹ 5.25	s 12.09	2.13	12.29	8.20	2.23	8.03	²⁷ 1.58	11.00	DNP	
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	
COBURG	59.82	5.12	f 11.55	⁴⁵⁸ 2.01	12.18	8.02	³ 2.01	7.48	1.32	10.15	P	
SAVOY	54.61	5.05	s 11.48	1.56	12.12	7.55	1.33	7.40	1.20	⁶⁶⁵ 10.00	DPW	
MATADOR	48.86	4.57	f 11.40	1.49	12.05Am	7.45	1.25	7.30	1.05	9.35	P	
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	
FORT BELKNAP	36.46	4.41	f ¹ 11.17	1.36	11.52	7.25	1.10	7.10	12.45	8.25	P	
ZURICH	30.98	4.35	s 10.58	1.30	⁴⁷³ 11.46	³ 7.15	1.03	7.02	12.37	8.15	DPW	
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	
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	
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	
LOHMAN	18.66	4.10	s 10.38	1.11	11.26	6.22	12.35	6.32	12.07Am	6.50	IP	
TOLEDO	6.95	4.00	f 10.30	1.03	11.18	6.10	12.25	6.20	11.55	6.35	BCDNK OPRWX	
HAVRE		L 3.50Am	L 10.20Am	L 12.55Pm	L ⁴⁷⁰ 11.10Pm	L 5.50Am	L 12.05Pm	L 6.00Pm	L ⁴ 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

Double
Track

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS						Distance from Havre	Time Table No. 58		Telegraph Calls
	Sidings	Other Tracks	657	237	1 Streamliner	235	3	261	221	27		Effective June 15, 1947		
												STATIONS		
		Mon., Wed. Fri.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily					
956		Yard	L ²⁶¹ 6:15Am	L 1:15Pm	L 12:05Pm	L ³ 8:20Am	L ²³⁵ 8:10Am	L ⁶⁵⁷ 6:00Am	L ²⁷ 3:45Am	L ²²¹ 3:30Am	4.08	Double Track	{ HAVRE..... } { 4.03. } { PACIFIC JCT..... } { 3.50 } { ASSINNIBOINE..... } { 7.38 } { LAREDO..... } { 9.33 } { BOX ELDER..... }	HV
961			A 6:30Am		A 12:12Pm	8:27	A 8:17Am	A f 6:08Am	f 3:52	A 3:37Am	7.53			
Z4	49			1:29		8:32			f 3:57		14.91			
Z11	50	10		1:37		f 8:42			f 4:07		24.73			
Z20	51	22		1:50		s 8:55			f 4:20					BX
Z31	76	98		s 2:04		s 9:09			f 4:34		35.55		10.82	BS
Z37	50	14		2:12		9:16			f 4:42		40.84		5.29	
Z45	90	25		2:24		f 9:29			f 4:54		49.44		8.60	
Z51		Spur 12		2:32		9:37			f 5:02		55.27		5.83	
Z56	56	13		2:40		9:46			f 5:09		60.29		5.02	
Z62	90	18		2:48		f ²³⁸ 10:02			f 5:17		66.25		5.96	CQ
Z67	50			2:55		10:08			f 5:24		70.82		4.57	
Z75	94	66		s 3:11		s 10:23			s 5:36		78.73		7.91	BN
Z80		36		3:21		10:31			f 5:46		83.77		5.04	
Z85	41	8		3:29		10:38			f 5:55		88.53		4.76	
Z91	78	36		3:39		f 10:46			f 6:05		94.43		5.90	CA
Z96	82	20		3:48		f 10:53			f 6:14		99.43		5.00	
Z103	89	29		4:00		f 11:02			f 6:29		107.00		7.57	
Z108	103	19		4:08		f 11:09			f 6:39		112.59		5.59	RE
Z113	42	16		4:16		f 11:17			f 6:48		117.87		4.78	
Z119		Yard		A 4:30Pm		A 11:30Am			A 7:00Am		123.24		5.87	PD
			.15 16.1	3.15 37.9	.07 34.5	3.10 38.9	.07 34.5	.08 30.2	3.15 37.9	.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. 58 Effective June 15, 1947		Distance from Great Falls	FIRST CLASS					SECOND CLASS			THIRD CLASS	SIGNS	
			28	238	2 Streamliner	262	236	4	222	460	472		446	658
STATIONS			Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Tue., Thur. Sat.	
Double Track {	Auto Block Signals	HAVRE 4.03	A 3.35Am	A 11.45Am	A 12.55Pm	A 6.30Pm	A 10.35Pm	A 2.30Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BCDNK OPRWX
		PACIFIC JCT. 3.50	L 3.27Am	11.34	L 12.40Pm	Lf 6.22Pm	10.28	L 10.48Pm	2.22	L 7.45Am	L 4.25Pm	L 11.45Pm	L 3.30Pm	IJPY
		ASSINNIBOINE 7.38		11.28			10.22	f 2.17					P
		LAREDO 9.82		11.18			10.13	f 2.07					P
		BOX ELDER 10.82		11.07			f 10.01	f 1.55					DP
		BIG SANDY 5.29		10.54			s 9.48	s 1.41					DNPW
		VERONA 8.60		10.44			9.38	f 1.32					P
		VIRGELLE 5.53		10.31			f 9.25	f 1.20					PW
		STRANAHA 5.02		10.22			9.17	f 1.12					P
		LIPPARD 62.95		10.14			9.10	f 1.04					P
		CHAPPELL 4.57		10.02			f 9.01	f 12.56					DCWPX
		TETON 7.91		9.52			8.50	f 12.49					P
		FORT BENTON 5.04		9.37			s 8.38	s 12.37					DNP
		KERSHAW 4.76		9.28			8.29	f 12.29					P
		TUNIS 5.90		9.21			8.22	f 12.22					PW
		CARTER 5.00		9.14			f 8.14	f 12.14					DP
		FLOWEREE 7.57		9.07			f 8.07	f 12.07Am					P
		PORTAGE 5.59		8.58			f 7.56	f 11.56					DP
		SHEFFELS 4.78		8.50			7.48	f 11.48					P
		RAINBOW 5.87		8.41			7.41	11.40					P
		GREAT FALLS		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. 58 Effective June 15, 1947	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43							236	42	366	374
			Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
			Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday							Ex. Sunday	Ex. Sunday	Ex. Sunday	
Z 119	Yard	L 1.10Pm	L 7.15Am	L 11.45Am	L 7.05Am			GREAT FALLS	PD	169.74	BDNJKPRX	A 7.05Pm	A 11.30Pm	A 12.25Pm	A 8.10Pm	
	Yard	A 1.13Pm	A 7.18Am	11.48	A 7.08Am	0.68		WEST SIDE JCT.	GF	169.06	BCDNJKOP 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 130	42	32		f 12.08Pm		14.11		ULM	M	155.63	DP	6.32				
Z 137	43			12.18		20.91		RIVERDALE		148.83	P	6.19				
Z 145	43	58		s 12.31		28.59		CASCADE	Q	141.15	DNPW	s 6.05				
Z 153	35	6		f 12.44		36.81		HARDY		182.93	P	f 5.50				
Z 160	42			f 12.56		44.64		MID CANON		125.10	P	f 5.35				
Z 167	43	39		s 1.08		51.54		CRAIG	RA	118.20	DP	f 5.22				
Z 175	47	28		s 1.22		59.42		WOLF CREEK	WC	110.32	DPW	s 5.08				
Z 184	43	9		f 1.44		68.62		SIEBEN		101.12	PW	f 4.46				
Z 197	43	13		f 2.04		81.14		SILVER CITY	MN	88.60	DPY	f 4.24				
Z 201	46	4		2.11		85.18		GEARING		84.56	P	4.16				
Z 206	35	6		2.20		90.16		IRON		79.58	P	4.07				
						95.22		N. P. RY. CROSSING		74.52	I					
				s 2.35		95.95		N. P. RY. CROSSING		73.79	M					
Z 214	42	86 Spur 15		2.50		97.72		HELENA	HN	72.02	BCDNKP WXY	s 3.50				
Z 219				3.02		102.51		FOUR RANGE		67.23	P	3.20				
Z 223		15		3.11		106.63		MONTANA CITY		63.11	P	2.85				
Z 229	45	43		s 3.20		112.37		CLANCY	W	57.37	DPWX	s 3.02				
Z 230				s 3.22		113.15		ALHAMBRA		56.59	P	s 3.00				
Z 235				3.33		117.93		JEFFERSON		51.81		2.51				
Z 236	60	12 Spur 9		f 3.37		119.52		CORBIN		50.22	P	s 2.48				
Z 240				3.46		123.29		WICKES		46.45	P	2.39				
Z 242				3.49		124.55		PORTAL		45.19	P	2.36				
Z 244	50	7		f 3.54		125.93		AMAZON		43.81	PW	f 2.31				
Z 250	50	26 Spur 21		s 4.05		132.23		BOULDER	RO	37.51	DP	s 2.19				
Z 254				4.13		136.43		FULLER		33.31		2.11				
Z 257	44	28		s 4.20		139.95		BASIN	SI	29.79	DP	s 2.05				
Z 261	36	14		4.27		143.91		BERNICE		25.83	P	1.58				
Z 269	42			f 4.44		151.95		ELK PARK		17.79	PWY	f 1.44				
Z 277		Spur 7		4.52		156.86		TRASK		12.88	P	1.36				
Z 279	45	16 Spur 8		4.58		160.31		WOODVILLE		9.43	PXY	1.30				
Z 284				5.08		165.73		MOUNTAIN SPUR		4.01	X	1.15				
						169.10		N. P. RY. CROSSING		0.64	I					
Z 288		Yard		A 5.20Pm		169.74		BUTTE	DU		BDNJKO PRWXY	L 1.05Pm				
				.03 13.6		5.25 30.4		Time Over Subdivision Average Speed Per Hour				6.00 28.2		.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 Moosemain	Time Table No. 58 Effective June 15, 1947	STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sittings	Other Tracks	495	43	239	240							42			
			Daily	Daily	Daily									Daily	Daily	
ZD 287	Yard			L 11.30Pm					BILLINGS	BG		BCDNKO RWXY		A 6.55Am		

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

ZD 222		12		L 10.00Am	L 11.50Pm		12.07	MOSSMAIN		222.74	JPXY		A 6.25Am		
						3.95	3.95	N. P. RY. JCT.		218.79	J				
ZD 218	50	25		10.10	f 11.57		4.04	HESPER	HS	218.70	DNPX		f 6.13		
ZD 218	49	24		10.22	f 12.06Am		9.31	RIMROCK		213.43	PW		f 6.01		
ZD 208	50			10.33	f 12.15		14.28	SHOREY		208.51	P		f 5.51		
ZD 201	50	19		10.46	f 12.28		21.49	ACTON		201.25	P		f 5.37		
ZD 194	50	27		10.59	f 12.39		27.82	COMANCHE		194.92	P		f 5.25		
ZD 186	62	57		11.20	s 12.54		36.36	BROADVIEW	BW	186.88	DNP		s 5.09		
ZD 180	49			11.32	f 1.05		42.88	PAINTED ROBE		180.36	P		f 4.58		
ZD 174	50	18		11.44	s 1.15		48.42	BELMONT		174.82	P		s 4.47		
ZD 166	49	24		11.59	s 1.29		55.98	CUSHMAN	CN	166.76	DNPW		s 4.34		
				12.02Pm	s 1.32		57.38	SLAYTON		165.36	P		s 4.31		
ZD 159	49			12.13	f 1.42		62.70	VEBAR		160.04	P		f 4.21		
ZD 153	49	14		12.25	f 1.52		66.08	FRANKLIN		153.66	P		f 4.11		
ZD 148	49			12.37	f 2.02		74.69	WALLUM		148.05	P		f 4.01		
ZD 141	50	28		12.51	s 2.14		81.67	HEDGESVILLE	DG	141.07	DNP		s 3.49		
ZD 133	49			1.04	f 2.27		88.78	NIHILL		134.01	P		f 3.37		
ZD 127	49			1.17	f 2.38		95.13	OXFORD		127.61	P		f 3.26		
ZD 120	86	137		1.45	s 2.50		101.98	JUDITH GAP	JU	120.76	BCDNKO PWXY		s 3.14		
ZD 114	50	18		1.58	f 3.02		108.61	BARROWS		114.13	P		f 3.02		
ZD 108	50	34		2.10	s 3.13		114.30	BUFFALO	BO	108.44	DNP		s 2.50		
ZD 102	50	3		2.22	f 3.23		120.16	MENDON		102.58	P		f 2.39		
ZD 97	50			2.34	f 3.32		124.71	HAUCK		98.03	P		f 2.32		
ZD 92	61	76		2.45	s 3.41		129.67	HOBSON	HO	98.07	DP		s 2.25		
ZD 87	50	94		2.57	s 3.55	L 8.17Am	134.98	MOCCASIN	MC	87.76	DNJPXY	A 5.12Pm	s 2.16		
ZD 82	50	49		3.10	f 4.05	s 8.27	140.48	BENCHLAND	BD	82.31	DP	s 5.03	f 2.03		
ZD 76	68	46		3.22	f 4.16	s 8.39	146.54	WINDHAM	WD	76.20	DP	s 4.52	f 1.54		
ZD 68	60	84		3.45	s 4.29	s 8.52	153.70	STANFORD	SD	69.04	DNPWX	s 4.39	s 1.43		
ZD 63	50	15		3.56	f 4.40	f 9.01	159.06	DOVER		63.68	P	f 4.28	f 1.32		
ZD 58	50	15		4.18	f 4.50	s 9.10	164.40	MERINO		58.34	P	s 4.18	f 1.25		
ZD 52	50	35		4.30	f 5.01	s 9.22	170.58	GEYSER	GY	52.16	DNPW	s 4.08	f 1.16		
ZD 45	50	25		4.43	f 5.12	f 9.34	176.77	SPION KOP		45.97	PY	s 3.58	f 1.06		
ZD 39	50	18		4.55	f 5.23	s 9.44	182.97	RAYNESFORD	RF	39.77	DP	s 3.45	f 12.56		
ZD 34	51	24		5.06	f 5.33	f 9.52	188.27	BLTHE		34.47	P	f 3.33	f 12.47		
EA 28	132	46		5.18	s 5.44	s 10.02	194.24	ARMINGTON	RM	28.50	DNPWX	s 3.21	s 12.38		
EA 26		50		5.21	f 5.48	s 10.06	196.20	BELT	B	26.54	DPX	s 3.17	f 12.34		
EA 22	49	14		5.32	f 5.57	f 10.16	201.13	WAYNE		21.61	P	f 3.08	f 12.26		
EA 19		15		5.37	f 6.02	f 10.22	204.26	FIFE		18.48		f 3.02	f 12.21		
EA 14	50	14		5.44	f 6.07	f 10.28	207.49	SWIFT		15.25	P	f 2.56	f 12.16		
EA 10	84	58		5.55	f 6.16	f 10.37	212.66	GERBER	GR	10.08	DNJPX	f 2.47	f 12.08		
EA 6	67	17		6.02	f 6.22	f 10.43	216.23	FIELDS		6.51	P	f 2.41	f 12.02Am		
E 119	Yard			A 6.20Pm	A 6.35Am	A 10.55Am	222.74	GREAT FALLS	PD		BDNJKP RX	L 2.30Pm	L 11.50Pm		
				8.20	6.45	2.38		Time Over Subdivision				2.42	6.35		
				27.1	33.0	33.3		Average Speed Per Hour				32.5	33.8		

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. 58		Telegraph Calls
	Sidings	Other Tracks	681	495	373	403	365	41	43		Effective June 15, 1947	STATIONS	
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily				
		Yard			L 1.10Pm		L 7.15Am		L 7.05Am		GREAT FALLS	PD	

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

Station	Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Call		
Z119	Yard	L	8.20Pm	L	1.13Pm	L	7.18Am	L	7.08Am	.68	WEST SIDE JCT.	GF		
ZB8	32	6	8.30	f	1.19	L	9.10Am	f	7.14	3.73	EMERSON JCT.			
ZB12	54	19	8.40	f	1.28	A	9.20	f	7.21	7.82	MANCHESTER			
ZB19	51	6	8.50	s	1.37	A	9.30Am	s	7.29	12.10	VAUGHN	BY		
ZB27	120	26	9.05	f	1.51			f	7.40	18.79	GORDON			
			9.22	A	2.09Pm			s	7.53	26.11	POWER	PO		
ZB37	51	43	9.44					s	8.10	36.67	DUTTON	DU		
ZB40	61	18	9.53					f	8.15	39.85	ACME			
ZB45	60	28	10.14					s	8.23	44.07	COLLINS	ON		
ZB55	99	32	10.34					s	8.40	54.03	BRADY	BA		
ZB61	51		10.47					f	8.51	60.43	WITHEY			
ZB69	164	265	11.10					s	9.07	67.42	CONRAD	RD		
ZB79	60	20	11.17					s	9.13	70.65	MONTANA WESTERN JCT.			
ZB84	50	14	11.30					s	9.26	78.29	LEDGER	FA		
ZB91	51	6	11.40					f	9.34	82.93	FOWLER			
ZB95	60	6	12.03Am					f	9.45	89.44	NAISMITH			
1061	Yard	L	8.30Am	A	12.20Am			L	10.50Am	A	10.05Am	98.66	ANDALE	SJ

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

Station	Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Call
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			A	12.20Pm	137.51	SWEET GRASS	G
			2.35	4.00	.56	.20	.22	1.27	2.57		Time Over Subdivision	
			14.4	23.4	27.2	25.1	31.1	25.7	33.2		Average Speed Per Hour	

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

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 58 Effective June 15, 1947	Distance 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				DNJPK	
GORDON	118.72	f 10.57						f 7.29				P	
POWER	111.40	f 10.44						L 7.15Pm				DNJPWXY	
DUTTON	100.84	s 10.28										DP	
ACME	97.66	f 10.21										P	
COLLINS	93.44	s 10.14										DPWX	
BRADY	83.48	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			XDP	
SUNBURST	8.36	s 6.49							8.30			XDP	
SWEET GRASS		L 6.30Pm							L 7.00Am			BDKPRW Y	
Time Over Subdivision		2.42	1.25			.25	.20	.52	5.01				
Average Speed Per Hour		36.3	26.4			27.4	25.1	29.3	7.5				

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. 58 Effective June 15, 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.	Tue., Thur and Sat.	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily Ex. Sun.	Mon., Wed and Fri.	Tue., Thur. and Sat.
676	130	91	L 5.50Am	L 5.50Am	.....	L 7.40Am	.....	SNOWDEN	SN	74.16	BDNJKP RWXY	.....	A 5.10Pm	A 4.50Pm	A 4.50Pm
.....	14	6.05	6.05	.....	7.45	2.56	NOHLE	.....	71.60	P	.....	4.55	4.30	4.30	
VF 9	41	6.20	6.20	.....	7.57	9.15	DORE	D	65.01	DP	.....	4.40	4.10	4.10	
VF 14	72	A 6.35Am	6.35	L 11.35Am	8.08	14.30	FAIRVIEW	FA	59.86	BDJPRW XY	A 9.00Am	4.25	3.40	3.40	
VF 18	12	L 1.10Am	7.00	f 11.45	f 8.16	18.41	RIDGELAWN	.....	55.75	P	f 8.51	f 4.10	3.20	3.20	
VF 25	166	A 11.45Am	L 8.00Am	A 11.59Am	L 12.05Pm	24.80	SIDNEY	SY	49.86	DJPRW XY	L 8.40Am	L 3.55Pm	L 3.00Pm	L 3.00Pm	

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

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distance from Newlon Jct.	STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS	THIRD CLASS		
VF 29	.....	L 8.20Am	L 12.15Pm	29.08	NEWLON JCT.	JRP	45.08	.....	A 3.35Pm	A 2.00Pm
VF 80	5	8.30	f 12.18	30.28	JENKS	.....	43.88	.....	f 3.32	1.55
VF 36	5	8.45	f 12.29	35.78	EPWORTH	.....	38.43	.....	f 3.21	1.40
VF 43	27	9.05	f 12.44	43.16	GETTYSBURG	W	31.00	.....	f 3.06	1.20	
VF 51	87 85	9.40	1.00	50.76	LAMBERT	BT	23.40	D	2.50	1.00		
VF 58	42	10.00	1.15	58.23	ENID	.....	15.93	.....	2.35	12.40
VF 63	10	10.20	1.25	62.62	LANE	.....	11.54	.....	2.25	12.20Pm
VF 74	54 84	A 10.50Am	A 1.50Pm	74.16	RICHEY	RC	.....	CDRXY	L 2.00Pm	L 11.50Am	
		1.20 18.6	5.00 14.8	.24 26.2	2.35 23.7	Time Over Subdivision Average Speed Per Hour			.20 81.5	3.10 23.4	1.50 13.5	5.00 14.8

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. 58 Effective June 15, 1947	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	615		287								288	616		
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Mon., Wed and Fri.							Daily Ex. Sun.	Mon., Wed and Fri.		
VG37	48	43	L 8.50Am	L 10.20Am	7.40	WATFORD CITY	WF	36.29	CDRXY	A 10.15Am	A 8.25Am	
VG29	40	9.10	10.35	7.40	ARNEGARD	NE	28.89	D	.....	9.56	8.05	.....	.....
VG24	30	9.25	10.45	12.66	RAWSON	RA	23.63	DW	.....	9.46	7.50	.....	.....
VG19	39	9.37	10.55	17.54	ALEXANDER	A	18.75	D	.....	9.37	7.35	.....	.....
VG13	33	9.55	11.07	23.45	CHARBONNEAU	AU	12.84	D	.....	9.25	7.20	.....	.....
VG 6	30	10.15	11.23	31.31	CARTWRIGHT	CG	4.98	D	.....	9.10	6.50	.....	.....
VF14	72	A 10.40Am	A 11.35Am	36.29	FAIRVIEW	FA	.....	BDJPRW XY	.....	L 9.00Am	L 6.35Am	.....	.....
			1.50 19.8	1.15 29.0	Time Over Subdivision Average Speed Per Hour						1.15 29.0	1.50 19.8				

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. 58		Telegraph Calls	Distance from Oxbow	SIGNS	SECOND CLASS	Daily Ex. Sunday
	Sidings	Other Tracks			371	Effective June 15, 1947						372
STATIONS											
685	E175 W115	164	L	10.10Am		BAINVILLE	B	146.60	BCDNJK PRWXY	A	4.10Pm
				10.15	1.17	OPHEIM LINE JCT.		145.43	JPX		4.00
VC11	41	22	s	10.35	10.64	McCABE	MC	135.96	DP	s	3.30
VC19		30	s	10.55	19.30	FROID	FD	127.30	DP	s	3.05
VC26		36	s	11.10	25.66	HOMESTEAD	HO	120.94	DP	s	2.35
VC32		31	s	11.25	31.62	MEDICINE LAKE	MK	114.98	DPW	s	2.15
VC39		22	s	11.40	39.12	RESERVE	RS	107.48	DP	s	1.55
VC45		22	s	11.55	45.40	ANTELOPE	AN	101.20	DP	s	1.35
VC53	40	60	s	12.30Pm	53.40	PLENTYWOOD	NY	93.20	CDP WXY	s	371 1.15
VC61		15	f	12.45	59.89	MIDBY		86.71		f	12.15
VC66		21	s	1.00	66.66	ARCHER		79.94	P	s	12.01Pm
VC71		31	s	1.15	73.42	REDSTONE	RD	73.18	DP	f	11.40
VC78		15	s	1.30	79.93	NAVAJO		66.67	P	s	11.25
VC85		35	s	1.45	85.38	FLAXVILLE	FX	61.22	DP	s	11.10
VC91		25	s	2.00	90.56	MADOC	MD	56.04	F CDP	s	10.50
VC98	37	114	s	2.35	97.97	SCOBEY	SC	48.63	WXY	s	10.30
VC106		24	s	3.00	106.51	FOUR BUTTES	FO	40.10	DP	s	9.10
VC112		23	s	3.18	112.41	GLUTEN		34.19		s	8.50
VC118		35	s	3.45	118.01	PEERLESS	PR	28.59	DP	s	8.30
VC129		30	s	4.20	129.51	RICHLAND	CA	17.09	DPW	s	7.55
VC139		34	s	4.55	139.38	GLENTANA	G	7.22	DP CDPR	s	7.25
VC147	42	75	A	5.30Pm	146.60	OPHEIM	OM		XY	L	7.00Am
				7.20 20.0		Time Over Subdivision Average Speed Per Hour					9.10 16.0

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WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Saco	Time Table No. 58		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	Tue., Thu. and Sat.
	Sidings	Other Tracks			333	Effective June 15, 1947						334
STATIONS											
842	W93	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	8.68	COLE		70.04	PWY	s	11.30
SH15		24	f	10.25	15.31	TATTNALL		63.41	P	f	10.30
SH26		34	s	11.25	25.87	WHITEWATER	W	52.85	DP	s	10.00
SH29		35	s	12.35Pm	38.76	LORING	N	29.96	DP	s	9.00
SH54		37	f	1.45	54.12	CHAPMAN		24.60	P	f	8.00
SH67		44	s	2.40	67.14	TURNER	R	11.58	DP	s	7.25
SH79		74	A	3.20Pm	78.72	HOGELAND	X		CDPR WXY	L	6.45Am
				6.30 13.1		Time Over Subdivision Average Speed Per Hour					6.00 13.1

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

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 58			Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS				
	Sidings	Other Tracks	403		365			Effective June 15, 1947						366	404		Daily Ex. Sunday	Daily Ex. Sunday
			C. M. St. P. & P. R. R.		Daily Ex. Sunday			STATIONS						C. M. St. P. & P. R. R.				
ZB12	54	19	L	9.30Am	L	7.40Am		VAUGHN	BY	41.70	DJPRX	A	11.55Am	A	3.20Pm			
			A	9.45Am		7.54	8.62	5.6 DRACUT JCT.		36.08	JPR	f	11.38	L	3.05Pm			
ZE 9		22			f	8.03	8.83	3.21 SUN RIVER		32.87		f	11.27					
ZE14		27			f	8.16	13.35	4.52 FORT SHAW	FS	28.35	DP	f	11.14					
ZE19		26			s	8.33	18.97	5.62 SIMMS	SM	22.73	DPW	s	10.56					
ZE25	26				f	8.45	22.90	3.93 LOWRY		18.80		f	10.44					
ZE30		14			f	9.02	29.42	6.52 RIEBELING		12.28		f	10.27					
ZE35		Spur 12			f	9.15	34.35	4.93 BICKEL		7.35		f	10.14					
ZE40					f	9.30	39.54	5.19 GILMAN		2.16		f	10.01					
ZE42		Yard			A	9.40Am	41.70	2.16 AUGUSTA	GN		DPRWY	L	9.55Am					
						.15 22.4	2.00 20.8	Time Over Subdivision Average Speed Per Hour					2.00 20.8		.15 22.4			

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

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Pendroy	Time Table No. 58			Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS				
	Sidings	Other Tracks	373					Effective June 15, 1947						374			Daily Ex. Sunday	
			C. M. St. P. & P. R. R.		Daily Ex. Sunday			STATIONS										
ZB27	120	26	L	2.11Pm				POWER	PO	51.39	DNJPRW XY	A	7.10Pm					
ZG 6		10	f	2.26	5.72			5.72 CORDOVA		45.67		f	6.55					
ZG12		24	f	2.41	11.60			5.88 CLEIV		39.79		f	6.39					
ZG17		34	f	2.56	17.09			5.49 BOLE		34.30	P	f	6.24					
ZG22			A	3.07Pm	21.24			4.15 EASTHAM JCT.		30.15	JPR	L	6.13Pm					
ZG29		55	s	3.31	28.98			7.30 CHOTEAU JCT.		22.85	JPR	A	5.55Pm					
					29.81			.44 CHOTEAU	CO	22.41	DPW	s	5.52					
								0.83 C. M. St. P. & P. R. R. CROS'G.		21.58								
ZG87		Spur 8	f	3.53	36.85			7.04 KOYL		14.54		f	5.32					
ZG42		35	s	4.13	42.81			5.96 BYNUM	BU	8.58	DP	s	5.17					
ZG61		Yard	A	4.40Pm	51.39			8.58 PENDROY	RY		DPRY	L	4.55Pm					
					2.29 20.6			Time Over Subdivision Average Speed Per Hour					2.15 22.8					

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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			







