

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

### LOCAL SURGEONS

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

J. R. McLELLAN, 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 61

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

**Sunday, January 4, 1948.**

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. 61		Telegraph Call
	Sittings	Other Tracks	663	613	459	473	461	371	27	289	285	223	1	3		Effective January 4, 1948	STATIONS	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	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 9.00Am	L 6.50Am	L 6.40Am	L 6.20Am	L 12.55Am	.....	.....	.....	.....
659	.....	29	7.35	5.20	9.35	2.00	6.00	f 7.25	9.20	f 9.15	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 9.25	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	f 9.31	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 7.40	.....	f 7.34	6.56	1.36	31.68	.....	.....	.....
685	E175 W115	164	8.40 470 9.00	.....	10.35	2.55 446 3.10	6:35	A 8.15Am	9.50	A 9.50Am	.....	s 7.44	7.03	1.44	38.10	.....	.....	.....
692	109	4	9.00 28	.....	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	52.97	.....	.....	.....	
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 E130	5	10.40	.....	11.30	3.38	7.38	.....	10.23	.....	f 8.23	7.34	2.20	66.81	.....	.....	.....	
722	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 E135	24	12.30 446	.....	12.40	4.44	8.39	.....	11.02	.....	f 9.20	8.08	3.00	100.94	.....	.....	.....	
753	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 E90	87	2.00	.....	1.10	5.30	9.30	.....	11.24	.....	s 10.05	8.26	3.35	118.04	.....	.....	.....	
772	W70	20	2.35	.....	1.25	5.50	9.45	.....	11.33	.....	s 10.20	8.35	3.45	125.88	.....	.....	.....	
777	130 W71	11	2.55 224	.....	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 E249	13	4.40	.....	2.10	6.40	10.45	.....	12.01Am	.....	f 11.15	9.01	4.15	149.70	.....	.....	.....	
803	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 15.5	.50 31.1	5.15 29.8	5.30 28.4	5.30 28.4	1.15 30.5	3.05 50.7	.50 45.7	.50 31.1	5.05 30.8	2.50 55.2	3.30 44.7				

STATIONS	Telegraph Call
..... WILLISTON .....	WN
..... 11.99 TRENTON .....	Double Track
..... 8.57 FT. BUFORD .....	
..... 5.36 .....	
..... SNOWDEN .....	SN
..... 5.76 LAKESIDE .....	
..... 6.42 BAINVILLE .....	B
..... 6.81 LANARK .....	
..... 7.46 CULBERTSON .....	CU
..... 5.50 BLAIR .....	
..... 4.13 FORT KIPP .....	
..... 4.81 CALAIS .....	
..... 4.77 BROCKTON .....	BR
..... 7.56 SPROLE .....	
..... 6.43 POPLAR .....	PO
..... 6.94 CHELSEA .....	
..... 7.83 MACON .....	
..... 6.42 WOLF POINT .....	WO
..... 5.98 LOHMILLER .....	
..... 5.30 OSWEGO .....	GO
..... 7.79 FRAZER .....	FR
..... 5.03 KINTYRE .....	
..... 5.62 WIOTA .....	F
..... 5.43 NASHUA .....	NA
..... 7.79 WHATELY .....	
..... 6.71 GLASGOW .....	GW

AUTOMATIC BLOCK SIGNALS

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 Minot and East and to receive revenue 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. 61 Effective January 4, 1948	Distance from Glasgow	FIRST CLASS					SECOND CLASS					THIRD CLASS		SIGNS	
		4	28	224	2	286	290	372	470	446	458	462	664		614
		Daily	Daily	Daily Ex. Sun.	Streamliner Daily	Daily Ex. Sun.	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 6.50Pm	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 6.30	f 5.10	10.10	4.30	10.00	5.05	5.00	5.20	DP
..... FT. BUFORD .. 5.36	135.85	5.25	10.40	s 7.05	6.11	f 5.25	f 6.21	f 4.55	9.55	4.15	9.45	4.45	4.40	5.05	P
..... SNOWDEN .. 5.76	130.49	5.17	10.30	s 6.55	6.05	L 5.15Pm	f 6.15	f 4.45	9.45	4.05	9.30	4.30	4.25	L 4.50Pm	DNJ PWXY
..... LAKESIDE .....	124.78	5.08	10.19	f 6.33	5.57		f 6.08	f 4.30	9.37	3.50	9.20	4.15	4.15		P
..... BAINVILLE .. 6.42	118.31	5.00	s 10.07	s 6.23	5.49		L 6.00Pm	L 4.20Pm	9.20	3.35	9.10	4.00	4.00	4.75	DNJK PWXY
..... LANARK .....	111.50	4.52	s 9.58	f 5.58	5.42				9.00	3.10	8.55	3.45	2.15		P
..... CULBERTSON .. 7.46	104.04	4.42	s 9.47	s 5.47	5.34				8.44	3.00	8.40	3.30	2.00		DNP
..... BLAIR .....	98.54	4.35	9.39	f 5.37	5.28				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	5.19				8.23	2.35	8.20	3.05	1.15		P
..... BROCKTON .....	84.83	4.19	9.19	s 5.19	5.14				8.15	2.25	8.10	2.55	1.00		DNPW
..... SPROLE .....	77.27	4.10	9.08	f 5.06	5.06				8.03	2.05	7.45	2.35	12.15Pm		P
..... POPLAR .....	70.84	f 4.02	8.58	s 4.43	4.59				7.54	1.55	7.33	2.18	11.55		DNP
..... CHELSEA .....	63.90	3.55	8.49	f 4.35	4.52				7.26	1.45	7.22	2.05	11.00		P
..... MACON .....	56.07	3.45	8.39	f 4.25	4.44				7.16	1.35	7.10	1.50	10.40		P
..... WOLF POINT .. 5.42	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 .....	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	4.25				6.50	1.02	6.40	1.10	9.00		DP
..... FRAZER .....	30.58	3.09	7.53	s 3.43	4.17				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 .....	19.98	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
..... WHATELY .....	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	L 11.55Am	L 5.30Pm	L 11.40Pm	L 7.00Am		BCDNKO PRWX
Time Over Subdivision Average Speed Per Hour		3.25 45.8	4.00 39.1	4.50 32.4	2.55 53.6	.45 34.6	.50 45.7	1.15 30.5	5.00 31.3	5.05 30.8	5.00 31.3	5.50 26.8	10.30 14.9	.50 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 receive revenue passengers for Minot 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.



SECOND SUBDIVISION

EASTWARD 5

Time Table No. 61

Effective January 4, 1948

AUTOMATIC BLOCK SIGNALS

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	A <sup>461</sup> 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	BCDNKO PRWX	
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	<sup>665</sup> 5.05	4.00	DP	
VANDALIA	135.98	6.56	s 2.10	3.23	1.57	10.35	4.25	10.25	<sup>3</sup> 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	118.93	6.35	f 1.40	<sup>666</sup> 3.04	1.35	10.05	3.55	9.55	4.10	<sup>2</sup> 3.04	P	
SACO	114.39	<sup>665</sup> 6.30	s <sup>223</sup> 1.30	2.59	f 1.26	<sup>1</sup> 9.54	3.45	9.45	<sup>459</sup> 4.00	2.30	CDNJ KPYX	
ASHFIELD	107.61	6.18	f 1.15	2.52	<sup>27</sup> 1.16	9.24	3.30	9.30	3.45	<sup>223</sup> 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	93.23	6.03	f <sup>461-666</sup> 12.55	2.37	12.56	9.05	3.02	9.02	3.10	<sup>224-461</sup> 12.55	P	
MALTA	87.37	<sup>3</sup> 5.55	s 12.45	<sup>223</sup> 2.31	f 12.50	8.57	2.50	8.50	2.55	12.30Pm	DNPW	
EXETER	82.58	5.40	f 12.25	2.26	12.42	8.50	<sup>223</sup> 2.40	8.40	2.40	11.45	P	
WAGNER	77.79	5.35	s 12.19	2.21	12.37	<sup>665</sup> 8.40	2.33	8.30	2.30	11.30	DPW	
DODSON	69.93	<sup>459</sup> 5.25	s 12.09	2.13	12.29	8.20	2.23	8.03	<sup>27</sup> 1.58	11.00	DNP	
SURVANT	64.24	5.18	f 12.01Pm	<sup>461</sup> 2.07	12.23	8.10	<sup>461</sup> 2.15	7.55	1.42	<sup>1</sup> 10.46	P	
COBURG	59.82	5.12	f 11.55	<sup>458</sup> 2.01	12.18	8.02	<sup>2</sup> 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	<sup>665</sup> 10.00	DPW	
MATADOR	48.36	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 <sup>665</sup> 11.33	1.43	11.59	7.35	1.18	7.20	12.55	9.20	DNP	
FORT BELKNAP	36.46	4.41	f <sup>1</sup> 11.17	1.36	11.52	7.25	1.10	7.10	12.45	8.25	P	
ZURICH	30.93	4.35	s 10.58	1.30	<sup>473</sup> 11.46	<sup>3</sup> 7.15	1.03	7.02	12.37	8.15	DPW	
NORTH FORK	27.26	4.31	f 10.54	1.26	11.42	<sup>459</sup> 6.50	<sup>665</sup> 12.55	6.55	12.30	7.45	P	
CHINOOK	21.68	s 4.25	s 10.48	<sup>665</sup> 1.20	f 11.37	6.35	12.47	6.45	12.22	<sup>3</sup> 7.27	DNPY	
ADAMS	17.24	4.14	f 10.43	1.15	11.31	6.28	12.40	6.38	<sup>473</sup> 12.15	<sup>459</sup> 7.10	P	
LOHMAN	13.66	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 <sup>470</sup> 11.10Pm	L 5.50Am	L 12.05Pm	L 6.00Pm	L <sup>4</sup> 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 receive revenue passengers for Minot 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.

## 6 WESTWARD

## THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS						Distance from Havre	Time Table No. 61		Telegraph Calls
	Sidings	Other Tracks	657		237	1	235	3	221	27		Effective January 4, 1948		
			Mon., Wed. Fri.	Daily	Streamliner	Daily	Daily	Daily	Daily	Daily		STATIONS		
956		Yard	L 6.15Am	L 1.15Pm	L 12.05Pm	L 8.20Am	L 8.10Am	L 3.45Am	L 3.30Am		4.03	Double Track { ..... HAVRE ..... } 4.03. ..... PACIFIC JCT. .... 8.50 ..... ASSINNIBOINE ..... 7.38 ..... LAREDO ..... 9.23 ..... BOX ELDER .....	HV	
961		A 6.30Am	1.21	A 12.12Pm	8.27	A 8.17Am	3.52	A 3.37Am						
Z4	49			1.26		8.32		f 3.57			7.53			
Z11	50	10		1.34		f 8.42		f 4.07			14.91			
Z20	51	22		1.45		s 8.55		f 4.20			24.73	BX		
Z31	76	98		s 1.58		s 9.09		f 4.34			35.55	BS		
Z37	50	14		2.04		9.16		f 4.42			40.84			
Z45	90	25		2.15		f 9.30		f 4.54			49.44			
Z51		Spur 12		2.23		9.38		f 5.02			55.27			
Z56	56	13		2.31		9.47		f 5.09			60.29			
Z62	90	18		2.38		f 9.58		f 5.17			66.25	CQ		
Z67	50			2.44		10.10		f 5.24			70.82			
Z75	94	66		s 2.58		s 10.23		s 5.36			78.73	BN		
Z80		36		3.06		10.31		f 5.46			83.77			
Z85	41	8		3.12		10.38		f 5.55			88.53			
Z91	78	36		3.19		f 10.46		f 6.05			94.43	CA		
Z96	32	20		3.25		f 10.53		f 6.14			99.43			
Z108	89	29		3.34		f 11.02		f 6.29			107.00	RE		
Z108	108	19		3.40		11.09		f 6.39			112.59			
Z113	42	16		3.47		11.17		6.48			117.37			
Z119		Yard		A 4.00Pm		A 11.30Am		A 7.00Am			123.24	PD		
			.15 16.1	2.45 44.8	.07 34.5	3.10 38.9	.07 34.5	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.



## 8 WESTWARD

## FOURTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 61		Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43		Effective January 4, 1948					236	42	366	374
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		STATIONS					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Z 119	Yard		L 1.10Pm	L 6.55Am	L 11.45Am	L 7.15Am		GREAT FALLS	PD	169.74	BDNJKPRX	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	169.06	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	42				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		132.93	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	18			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					
Z 214	42	86 Spur 15			s 2.35		95.95	N. P. RY. CROSSING		73.79	M BCDNKPK					
Z 219					2.50		97.72	HELENA	HN	72.02	WXY	s 3.50				
Z 223		15			3.02		102.51	FOUR RANGE		67.23	P	s 3.20				
Z 229	45	43			3.11		106.63	MONTANA CITY		63.11	P	3.11				
Z 230					s 3.20		112.37	CLANCY	W	57.37	DPWX	s 3.02				
Z 235					s 3.22		113.15	ALHAMBRA		56.59	P	s 3.00				
Z 236					3.33		117.93	JEFFERSON		51.81		2.51				
Z 238	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				
Z 288	Yard				A 5.20Pm		169.10	N. P. RY. CROSSING		0.64	I BDNJKO PRWXY	L 1.05Pm				
			.08 13.6	.03 13.6	5.35 30.4	.08 13.6		Time Over Subdivision Average Speed Per Hour				6.00 28.2	.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 Mossmain	Time Table No. 61 Effective January 4, 1948			Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	495	43	239	STATIONS			240	42							
						DAILY								Daily	Daily		
ZD 237	Yard			L 11.30Pm				BILLINGS	BG		BCDNKO RWXY	A 6.55Am					
<b>TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE &amp; RULES.</b>																	
ZD 222	12		L 10.00Am	L 11.50Pm			8.95	12.07 MOSSMAIN		222.74	JPYX		A 6.25Am				
								3.95 N. P. RY. JCT.		218.79	J						
ZD 218	50	25	10.10	f 11.59			4.04	5.09 HESPER	HS	218.70	DNPX		f 6.13				
ZD 213	49	24	10.22	f 12.09Am			9.81	5.27 RIMROCK		213.43	PW		f 6.01				
ZD 208	50		10.33	f 12.19			14.23	4.92 SHOREY		208.51	P		f 5.51				
ZD 201	50	19	10.46	f 12.33			21.49	7.26 ACTON		201.25	P		f 5.37				
ZD 194	50	27	10.59	f 12.45			27.82	6.33 COMANCHE		194.92	P		f 5.25				
ZD 186	62	57	11.20	s 1.02			36.36	8.54 BROADVIEW	BW	186.38	DNP		s 5.09				
ZD 180	49		11.32	f 1.13			42.38	6.02 PAINTED ROBE		180.36	P		f 4.58				
ZD 174	50	18	11.44	s 1.24			48.42	6.04 BELMONT		174.32	P		s 4.47				
ZD 166	49	24	11.59	s 1.39			55.98	7.56 CUSHMAN	CN	166.76	DNPW		s 4.33				
			12.02Pm	s 1.42			57.38	1.40 SLAYTON		165.36	P		s 4.30				
ZD 159	49		12.13	f 1.52			62.70	5.32 VEBAR		160.04	P		f 4.19				
ZD 153	49	14	12.25	f 2.03			69.08	6.38 FRANKLIN		153.66	P		f 4.07				
ZD 148	49		12.37	f 2.13			74.69	5.61 WALLUM		148.05	P		f 3.57				
ZD 141	50	28	12.51	s 2.26			81.67	6.98 HEDGESVILLE	DG	141.07	DNP		s 3.45				
ZD 133	49		1.04	f 2.40			88.73	7.06 NIHILL		134.01	P		f 3.32				
ZD 127	49		1.17	f 2.53			95.13	6.40 OXFORD		127.61	P		f 3.21				
ZD 120	86	137	1.45	s 3.09			101.98	6.85 JUDITH GAP	JU	120.76	BCDNKO PWXY		s 3.09				
ZD 114	50	18	1.58	f 3.21			108.61	6.63 BARROWS		114.13	P		f 2.57				
ZD 108	50	34	2.10	s 3.31			114.30	5.69 BUFFALO	BO	108.44	DNP		s 2.48				
ZD 102	50	3	2.22	f 3.41			120.16	5.86 MENDON		102.58	P		f 2.39				
ZD 97	50		2.34	f 3.49			124.71	4.55 HAUCK		98.03	P		f 2.32				
ZD 92	61	76	2.45	s 3.57			129.67	4.96 HOBBSON	HO	93.07	DP		s 2.25				
ZD 87	50	94	2.57	s 4.11	L 8.17Am		134.98	5.31 MOCCASIN	MC	87.76	DNJPXY	A 5.12Pm	s 2.16				
ZD 82	50	49	3.10	f 4.21	s 8.27		140.43	5.45 BENCLAND	BD	82.31	DP		s 5.03	f 2.03			
ZD 76	68	46	3.22	f 4.31	s 8.39		146.54	6.11 WINDHAM	WD	76.20	DP		s 4.52	f 1.54			
ZD 68	60	84	3.45	s 4.44	s 8.52		153.70	7.16 STANFORD	SD	69.04	DNPW		s 4.39	s 1.43			
ZD 63	50	15	3.56	f 4.53	f 9.01		159.06	5.36 DOVER		63.68	P		f 4.28	f 1.32			
ZD 58	50	15	4.18	f 5.01	s 9.10		164.40	5.34 MERINO		58.34	P		s 4.18	f 1.25			
ZD 52	50	35	4.30	f 5.11	s 9.22		170.58	6.18 GEYSER	GY	52.16	DNPW		s 4.08	f 1.16			
ZD 45	50	25	4.43	f 5.22	f 9.34		176.77	6.19 SPION KOP		45.97	PY		s 3.58	f 1.06			
ZD 39	50	18	4.55	f 5.33	s 9.44		182.97	6.20 RAYNESFORD	RF	39.77	DP		s 3.45	f 12.56			
ZD 34	51	24	5.06	f 5.43	f 9.52		188.27	5.30 BLYTHE		34.47	P		f 3.33	f 12.47			
ZA 28	132	46	5.18	s 5.54	s 10.02		194.24	5.97 ARMINGTON	RM	28.50	DNPW		s 3.21	s 12.38			
ZA 26	60		5.21	f 5.58	s 10.06		196.20	1.96 BELT	B	26.54	DP		s 3.17	f 12.34			
ZA 22	49	14	5.32	f 6.07	f 10.16		201.13	4.93 WAYNE		21.61	P		f 3.08	f 12.26			
ZA 19	15		5.37	f 6.12	f 10.22		204.26	3.13 FIFE		18.48			f 3.02	f 12.21			
ZA 14	50	14	5.44	f 6.17	f 10.28		207.49	3.23 SWIFT		15.25	P		f 2.56	f 12.16			
ZA 10	84	58	5.55	f 6.26	f 10.37		212.66	5.17 GERBER	GR	10.08	DNJP		f 2.47	f 12.08			
ZA 6	67	17	6.02	f 6.32	f 10.43		216.23	3.57 FIELDS		6.51	P		f 2.41	f 12.02Am			
Z 119	Yard		A 6.20Pm	A 6.45Am	A 10.55Am		222.74	6.51 GREAT FALLS	PD		BDNJKP RX	L 2.30Pm	L 11.50Pm				
			8.20	6.55	2.38			Time Over Subdivision				2.42	6.35				
			27.1	32.2	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. 61		Telegraph Calls
	Sidings	Other Tracks	681	495	373	403	365	41	43		STATIONS		
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily			GREAT FALLS	
		Yard			L 1.10Pm		L 6.55Am		L 7.15Am			PD	

Time Table No. 61

Effective January 4, 1948

STATIONS

GREAT FALLS

Telegraph Calls

PD

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

Train No.	Sidings	Other Tracks	Yard	Third Class	Second Class	First Class	Distance from Great Falls	Stations	Telegraph Calls		
Z119			Yard	L 8.20Pm	L 1.13Pm	L 6.57Am	L 7.18Am	WEST SIDE JCT.	GF		
ZB8	32	6		8.30	1.19	9.10Am	7.03	EMERSON JCT.			
ZB12	54	19		8.40	1.28	9.20	7.11	MANCHESTER			
ZB19	51	6		8.50	1.37	9.30Am	7.19Am	VAUGHN	BY		
ZB27	120	26		9.05	1.51			GORDON			
				9.22	2.09Pm			POWER	PO		
ZB37	51	43		9.44			8.20	DUTTON	DU		
ZB40	61	18		9.53			8.25	ACME			
ZB45	60	28		10.14			8.33	COLLINS	ON		
ZB55	99	32		10.34			8.50	BRADY	BA		
ZB61	51			10.47			9.01	WITHEY			
ZB69	164	265		11.10			9.17	CONRAD	RD		
				11.17			9.23	MONTANA WESTERN JCT.			
ZB79	60	20		11.30			9.36	LEDGER	FA		
ZB84	50	14		11.40			9.44	FOWLER			
ZB91	51	6		11.52			9.55	NAISMITH			
ZB95	60	6		12.03Am			10.03	ANDALE			
1061		Yard		L 8.45Am	A 12.20Am		L 10.50Am	A 10.15Am	98.66	SHELBY	BJ

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

Train No.	Sidings	Other Tracks	Yard	Third Class	Second Class	First Class	Distance from Great Falls	Stations	Telegraph Calls		
ZB114	30			L 8.55Am		L 10.53Am	100.15	SWEET GRASS LINE JCT.			
ZB120	50	114		9.35		11.19	112.49	ALOE			
ZB130	25	48		10.15		11.35	118.73	KEVIN	K		
ZB139		Yard		10.45		11.59	129.15	SUNBURST	SU		
				A 11.15Am		A 12.20Pm	137.51	SWEET GRASS	G		
				2.20	4.00	.56	.20	.22	1.27	2.57	
				10.0	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. 61 Effective January 4, 1948	Distance from Sweet Grass	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		42	40		366	404 C. M. St. P. & P. R. R.	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			DNJXP
GORDON	118.72	f 10.57					f 7.29			P
POWER	111.40	f 10.44					L 7.15pm			DNJWPXY
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 10.25am		BDNJKO PRWXY

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

SWEET GRASS LINE JCT.	37.86	A 7.55						A 10.15am		XJP
ALOE	25.02	f 7.27						9.35		P
KEVIN	18.78	s 7.12						9.15		XDP
SUNBURST	8.36	s 6.49						8.30		XDP
SWEET GRASS		L 6.30pm						L 7.00am		BDKPRW Y
Time Over Subdivision Average Speed Per Hour		2.42 36.3	1.25 26.4		.25 27.4	.20 25.1	.52 29.3		3.15 11.5	

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. 61		Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	611	613	291	285		Effective January 4, 1948					292	286	610	614
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		STATIONS					Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.
676	130	91	L 5.50Am	L 7.40Am	2.56	SNOWDEN	SN	74.16	BDNJKP		A 5.10Pm		A 2.30Pm			
		14	6.00	7.45		NOHLE		71.60	P		4.55		2.15			
VF 9		41	6.20	7.57	9.15	DORE	D	65.01	DP		4.40		1.50			
VF 14		72	L 10.30Am	L 11.35Am	14.30	FAIRVIEW	FA	59.86	BDJPRW		A 9.00Am	4.25	A 10.45Am	1.30		
VF 18		12	10.45	8.16	18.41	RIDGELAWN		55.75	XY		8.51	4.10	10.30	12.30		
			A 11.10Am	A 8.30Am												
VF 25		166	285-291-614 L 12.30Pm	285-292-614 A 8.10Am	285-611-614 A 11.59Am	291-610-612-292-611-614 L 12.05Pm	24.80	6.39 SIDNEY	SY	49.36	DJPRW XY	285-613 L 8.40Am	285 L 3.55Pm	285 L 10.15Am	285-291-611 L 12.15Pm	

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 12.45Pm	L 12.15Pm	29.08	NEWLON JCT	JRP	45.08	A 3.35Pm	A 8.30Am		
VF 30	5	12.48	12.18	30.28	JENKS		43.88	f 3.32	8.25		
VF 36	5	1.05	12.29	35.73	EPWORTH		38.43	f 3.21	8.10		
VF 43	27	1.25	12.44	43.16	GETTYSBURG	W	31.00	f 3.06	7.50		
VF 51	37	1.45	1.00	50.76	LAMBERT	D	28.40	s 2.50	7.30		
VF 58	42	2.05	1.15	58.23	ENID		15.93	s 2.35	7.00		
VF 63	10	2.25	1.25	62.62	LANE		11.54	s 2.25	6.40		
VF 74	54	A 3.10Pm	A 1.50Pm	74.16	RICHEY	RC		L 2.00Pm	L 6.00Am		
		4.40 12.8	2.20 10.6	24 26.2	2.35 28.7			.20 31.5	3.10 33.4	4.45 12.6	2.15 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. 61		Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	611	287	Effective January 4, 1948			288	610							
			Mon., Wed and Fri.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.	Tue., Thur. and Sat.							
VG 37	48	43	L 7.00Am	L 10.20Am	7.40	WATFORD CITY	WF	36.29	CDRXY	A 10.15Am		A 2.15Pm				
VG 29		40	7.35	10.35	12.66	ARNEGARD	NE	28.89	D	9.56		1.40				
VG 24		80	7.55	10.45	17.64	RAWSON	RA	23.63	DW	9.46		1.15				
VG 19		39	8.15	10.55	23.45	ALEXANDER	A	18.75	D	9.37		12.55				
VG 13		33	8.41	11.07		CHARBONNEAU	AU	12.84	L	9.25		12.30				
VG 6		30	288 9.10	11.23	31.31	CARTWRIGHT	CG	4.98	D	9.10		12.05Pm				
VF 14		72	A 9.30Am	A 11.35Am	36.29	FAIRVIEW	FA		BDJPRW XY	L 9.00Am		L 11.45Am				
			2.30 14.5	1.15 29.0						1.15 29.0		2.30 14.5				

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

## WESTWARD

## NINTH SUBDIVISION

## EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Bainville	Time Table No. 61		Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		371		289		Effective January 4, 1948					290		372	
				Daily Ex. Sunday		Daily Ex. Sunday		STATIONS					Daily Ex. Sunday		Daily Ex. Sunday	
685	E175 W115	164	L	8.30Am		L 10.10Am			BAINVILLE	B	146.60	BDNJK PRWXY	A	6.00pm		A 4.10pm
				8.35		10.12	1.17		OPHEIM LINE JCT.		145.43	JPX		5.51		4.00
VC11	41	22	s	9.00		s 10.31	10.64		McCABE	MC	135.96	DP	s	5.33		s 3.35
VC19		30	s	9.20		s 10.49	19.30		FROID	FD	127.30	DP	s	5.15		s 3.10
VC26		36	s	9.35		s 11.02	25.66		HOMESTEAD	HO	120.94	DP	s	5.00		s 2.50
VC32		31	s	9.50		s 11.14	31.62		MEDICINE LAKE	MK	114.98	DPW	s	4.45		s 2.35
VC39		22	s	10.10		s 11.30	39.12		RESERVE	RS	107.48	DP	s	4.25		s 2.15
VC45		22	s	10.30		s 11.43	45.40		ANTELOPE	AN	101.20	DP	s	4.12		s 1.55
VC53	40	60	s	11.30		s 12.01Pm	53.40		PLENTYWOOD	NY	93.20	DP WXY	s	3.55		s 1.35
VC61		15	f	11.45		f 12.14	59.89		MIDBY		86.71		f	3.38		f 1.15
VC66		21	s	12.01Pm		s 12.28	66.66		ARCHER		79.94	P	s	3.24		s 1.00
VC71		31	s	12.42		s 12.42	73.42		REDSTONE	RD	73.18	DP	s	3.10		s 12.42
VC78		15	s	1.10		s 12.56	79.93		NAVAJO		66.67	P	s	2.57		s 12.01Pm
VC85		35	s	1.23		s 1.07	85.38		FLAXVILLE	FX	61.32	DP	s	2.46		s 11.35
VC91		25	s	1.35		s 1.18	90.56		MADOC	MD	56.04	P DP	s	2.35		s 11.00
VC98	37	114	s	2.20		A 1.35Pm	97.97		SCOBAY	BC	48.63	WXY	L	2.20Pm		s 10.40
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			139.88		GLENTANA	G	7.22	DP DPR				s 7.25
VC147	42	75	A	5.30Pm			146.60		OPHEIM	OM		XY	L	7.00Am		
				9.00 16.2			3.25 28.5		Time Over Subdivision Average Speed Per Hour					3.40 26.7		9.10 16.0

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

## WESTWARD

## TENTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Beco	Time Table No. 61		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		333		Effective January 4, 1948					334	
				Mon., Wed. and Fri.		STATIONS					Tue., Thu. and Sat.	
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
SH39		35	s	12.35Pm	38.76		LORING	N	39.96	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 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. 61 Effective January 4, 1948	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		<b>367</b>		<b>239</b>								<b>240</b>	
				Daily		Daily		<b>STATIONS</b>				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**

ZF20	25		L 12.08am	L 7.31am	9.21	9.00 SPRING CREEK JCT.	21.50	JPR	A 5.56pm	A 5.23am
ZF14	34		f 12.12	f 7.34	10.39	1.18 KINGSTON	20.32		f 5.51	f 5.19
ZF 8	34		s 12.36	s 7.45	18.46	6.07 ROSSFORK	14.25	P	s 5.39	f 5.00
ZD87	50	94	A 1.01	s 7.59	23.19	6.78 KOLIN	KO 7.52	DP DNJP RXY	s 5.27	f 4.39
			A 1.45am	A 8.15am	30.71	7.52 MOCCASIN	MC		L 5.14pm	L 4.15am
			2.15 18.6	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. 61 Effective January 4, 1948	Telegraph Calls	Distance from Garber	SIGNS		
	Sidings	Other Tracks									
						<b>STATIONS</b>					

ZH 23		Yard Spur 8				GIFFEN	12.48	CPRWX		
ZH 20		Spur 8			5.86	5.86 GIFFEN JCT.	6.62			
ZH 12		Spur 8			9.37	3.51 LEWIS JCT.	3.11	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.

## WESTWARD

## THIRTEENTH SUBDIVISION

## EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS		Distance from Vaughn	Time Table No. 61 Effective January 4, 1948	STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	403	365							366	404
			C. M. St. P. & P. R. R.								C. M. St. P. & P. R. R.	
			Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	
ZB12	84	19	L 9.30Am	L 7.40Am		VAUGHN	BY	41.70	DJPRX	A 11.55Am	A 3.20Pm	
			A 9.45Am	7.54	5.82	5.6 DRACUT JCT.		36.08	JPR	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		
ZE80		14 Spur		f 9.02	29.42	6.52 RIEBELING		12.28		f 10.27		
ZE85		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 Power	Time Table No. 61 Effective January 4, 1948	STATIONS	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	373								374	
			Daily Ex. Sunday								Daily Ex. Sunday	
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 SOLE		34.30	P	f 6.24		
ZG22			A 3.07Pm	21.24		4.15 EASTHAM JCT.		30.15	JPR	L 6.13Pm		
ZG29		55	L 3.26Pm	28.54		7.30 CHOTEAU JCT.		22.85	JPR	A 5.55Pm		
			s 3.31	28.98		.44 CHOTEAU	CO	22.41	DPW	s 5.52		
				29.81		0.83 C. M. St. P. & P. R. CROS'G.		21.58				
ZG37		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		
ZG51		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
<b>First Subdivision:</b> Marley Beet Siding.....	4.50 Miles East of Ft. Buford.....	34	<b>Seventh Subdivision:</b> State Line Beet Spur.....	3.87 Miles East of Dore.....	21
<b>Second Subdivision:</b> 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 Siding ...	2.45 Miles East of Ridgelawn.....	18
Sugar Beet Siding.....	0.25 Miles West of Harlem.....	44	<b>Eighth Subdivision:</b> Hardy Beet Siding.....	1.51 Miles East of Fairview.....	61
Chinook Stock Yard Spur.	0.42 Miles East of Chinook.....	48	<b>Ninth Subdivision:</b> Plentywood Pit Siding....	4.6 Miles West of Plentywood....	32
<b>Third Subdivision:</b> Big Sandy Pit Spur.....	5.88 Miles East of Big Sandy.....	22	<b>Twelfth Subdivision:</b> Sand Coulee Spur.....	Starts at Lewis Jct.....	8
Portage Pit Siding.....	2.02 Miles West of Portage.....	48	Lavin Spur.....	0.84 Miles East of Lewis Jct.....	4
<b>Fourth Subdivision:</b> Airport Spur.....	3.42 Miles West of West Side Jct..	3 Miles	Brown's Spur.....	1.14 Miles East of Lewis Jct.....	3
Tintinger Spur No. 2.....	2.72 Miles East of Hardy.....	73	A.C.M. Co. Siding.....	1.80 Miles East of Lewis Jct.....	77
Cascade Stock Yard Siding.	0.50 Miles East of Cascade.....	42	<b>Thirteenth Subdivision:</b> Beet Siding.....	0.70 Miles West of Vaughn.....	44
<b>Fifth Subdivision:</b> Hobson Pit Spur.....	2.65 Miles West of Hobson.....	62	Gillman Gravel Pit Spur..	2.37 Miles West of Bickel.....	35
Nihill Pit Spur.....	1.00 Mile East of Nihill.....	53	<b>Fourteenth Subdivision:</b> Flume Spur.....	4.08 Miles West of Bole.....	14
Baseline Spur.....	1.90 Miles East of Rimrock.....	25	Hobson Elevator Spur....	3.50 Miles East of Choteau.....	16
<b>Sixth Subdivision:</b> 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			









