

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. Robt. H. Dion, 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. J. H. Williams Culbertson, Montana
Dr. K. Hamilton Dodson, Montana
Dr. Roy E. Stivison Fairview, 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. Philip A. Smith Glasgow, Montana
Dr. A. N. Smith Glasgow, Montana
Dr. D. S. MacKenzie, Sr. Havre, Montana
Dr. D. S. MacKenzie, Jr. Havre, Montana
Dr. Chas. Houtz Havre, Montana
Dr. C. W. Lawson Havre, Montana
Dr. 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. Robt. H. Dion Lewistown, Montana
Dr. Paul Gans Lewistown, Montana
Dr. G. W. Setzer Malta, Montana
Dr. V. E. Quitmeyer Poplar, 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
M. J. SOMMERS, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 65

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Wednesday, June 1, 1949.

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. 65		Telegraph Call
	Sidings	Other Tracks	663	613	459	473	461	371	27	289	285	223	1	3		Effective June 1, 1949	STATIONS	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily					Daily
647	Yard	L 7.10Am	L 5.00Am	L 9.30Pm	L 1.30Pm	L 5.30Am	L 7.00Am	L 9.25Pm	L 8.00Am	L 6.50Am	L 6.40Am	L 6.20Am	L 12.55Am
659	29	7.35	5.20	9.50	2.00	6.00	f 7.25	9.38	f 8.15	f 7.15	s 7.00	6.34	1.11	11.99
668	86	7.50	5.35	10.05	2.17	6.11	f 7.40	9.47	f 8.25	f 7.30	s 7.15	6.44	1.22	20.56
676	130	91	8.05	A 5.50Am	10.15	2.30	6.20	s 7.50	458 9.53	f 8.32	A 7.40Am	s 7.25	6.50	1.29	25.02
681	130	8	8.15	10.25	2.40	6.27	f 8.00	9.59	f 8.40	f 7.34	6.56	1.36	31.68
685	E175 W115	164	289 8.30 28	10.35	664 2.55 446	6.35	A 8.15Am	10.06	A 28-663 8.50Am	s 7.44	7.03	1.44	38.10
692	109	4	470 8.50	.....	10.50	3.10	6.44	.....	10.13	.....	f 7.52	7.10	1.53	44.91	.....	.....	.....
699	120	58	470 9.05	.....	11.05	3.19	7.18	.....	10.21	.....	s 8.03	461 7.18	2.03	52.37	.....	.....	.....
705	109	5	10.00	.....	11.15	3.26	7.30	.....	10.27	.....	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	7.45	.....	10.37	.....	f 28 8.23 470	7.34	2.20	66.81	.....	.....	.....
722	W118	74	11.05	.....	11.45	3.44	28-470 8.15	.....	10.42	.....	s 8.30	7.39	2.26	71.58	.....	.....	.....
729	127	11	11.20	.....	12.01Am	3.53	8.25	.....	10.50	.....	f 8.40	470 7.47 462	2.35	79.16	.....	.....	.....
733	130	58	664 11.55	.....	12.15	4.01	8.33	.....	10.57	.....	s 8.58	28 7.54	f 2.42	85.57	.....	.....	.....
741	130	17	12.10Pm	.....	12.25	4.10	8.41	.....	11.04	.....	f 9.10	8.01	2.50	92.51	.....	.....	.....
748	130 E135	24	446 12.30	.....	12.40	224 4.25 2	8.50	.....	11.12	.....	f 9.20	8.08	3.00	100.34	.....	.....	.....
753	W135	320	1.25	.....	12.50	4.37	9.00	.....	11.20	.....	s 9.40	8.14	f 3.15	106.76	.....	.....	.....
759	70	.....	1.40	.....	1.00	5.10	664 9.20	.....	11.27	.....	f 9.52	8.20	3.25	112.74	.....	.....	.....
765	108 E90	37	1.55	.....	462 1.10	5.25	9.30	.....	11.33	.....	s 10.05	8.26	3.35	118.04	.....	.....	.....
772	W70	20	2.20	.....	1.25	5.50	9.45	.....	11.42	.....	s 10.20	664 8.35 7.79	3.45	125.83	.....	.....	.....
777	130 W71	11	2.35	.....	1.35	6.00	10.05	.....	11.48	.....	f 10.30	8.40	3.52	130.86	.....	.....	.....
783	E89	.....	2.50	.....	1.45	458 6.15	10.20	.....	11.55	.....	s 10.45	8.46	3.58	136.48	.....	.....	.....
789	129	82	224 3.13 2	.....	2.08	6.25	10.30	.....	12.01Am	.....	s 11.00	8.52	4.04	141.91	.....	.....	.....
797	130 E249	18	3.52	.....	2.18	6.40	10.45	.....	462 12.10	.....	f 11.15	9.01	4.15	149.70	.....	.....	.....
803	W137	334	A 4.10Pm	.....	A 2.30Am	A 7.00Pm	A 11.00Am	.....	A 12.20Am	.....	A 446 11.45Am	9.10Am	A 4.25Am	156.41	.....	.....	.....
			9.00 17.4	.50 31.1	5.00 31.3	5.30 28.4	5.30 28.4	1.15 30.5	2.55 53.6	.50 45.7	.50 31.1	5.05 30.8	2.50 55.2	3.30 44.7				

.....WILLISTON..... WN
 11.99
TRENTON.....
 8.57
FT. BUFORD.....
 5.36
SNOWDEN..... SN
 5.76
LAKESIDE.....
BAINVILLE..... B
 6.42
 6.81
LANARK.....
 7.46
CULBERTSON..... CU
 5.50
BLAIR.....
 4.13
FORT KIPP.....
CALAIS.....
 4.81
 4.77
BROCKTON..... BR
 7.56
SPROLE.....
 8.43
POPLAR..... PO
 6.04
CHELSEA.....
MACON.....
 7.83
 6.42
WOLF POINT..... WO
 5.98
LOHMILLER.....
 5.30
OSWEGO..... GO
 7.79
FRAZER..... FR
KINTYRE.....
 5.03
 5.02
WIOTA..... F
 5.43
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 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 65 Effective June 1, 1949	Distance from Glasgow	FIRST CLASS					SECOND CLASS					THIRD CLASS		SIGNS	
		4	28	224	2	290	286	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 5.05Am	A 10.20Am	A 7.40Pm	A 6.40Pm	A 5.50Pm	A 5.40Pm	A 5.35Pm	A 10.40Am	A 5.00Pm	A 10.30Pm	A 5.30Am	A 4.25Pm	A 3.50Pm	BCDNK OPRWX
TRENTON 8.57	144.42	4.47	9.55	s 7.20	6.20	t 5.30	t 5.20	t 5.10Pm	10.10	4.30	10.00	5.05	4.00	3.30	DP
FT. BUFORD 5.36	135.85	4.35	9.40	s 7.05	6.11	t 5.21	t 5.11	t 4.55	9.55	4.15	9.45	4.45	3.45	3.15	P
SNOWDEN 5.76	130.49	4.28	9.30	s 6.55	6.05	t 5.15	L 5.05Pm	t 4.45	9.45	4.05	9.30	4.30	3.30	L 3.00Pm	DNJ PWXY
LAKESIDE 4.82	124.78	4.20	9.19	t 6.33	5.57	t 5.08		t 4.30	9.35	3.50	9.20	4.20	3.15		P
BAINVILLE 6.42	118.81	4.13	s 9.07	s 6.23	5.49	L 5.00Pm		L 4.20Pm	9.25	3.35	9.10	4.00	4.78 2.55		DNJK PWXY
LANARK 6.81	111.50	4.05	s 8.50	t 5.58	5.42				9.15	3.10	8.55	3.45	2.15		P
CULBERTSON 7.46	104.04	3.57	s 8.40	s 5.47	5.34				9.05	3.00	8.40	3.30	2.00		DNP
BLAIR 5.50	98.54	3.50	s 8.33	t 5.37	5.28				8.50	2.50	8.32	3.20	1.30		PW
FORT KIPP 4.13	94.41			t 5.31											
CALAIS 4.81	89.60	3.40	s 8.23	t 5.25	5.19				8.37	2.35	8.20	3.05	1.15		P
BROCKTON 4.77	84.83	3.34	s 8.15	s 5.19	5.14				8.30	2.25	8.10	2.55	1.00		DNPW
SPOLE 7.50	77.27	3.25	s 8.05	t 5.06	5.06				7.47	2.05	7.45	2.35	12.15Pm		P
POPLAR 6.43	70.84	t 3.17	s 7.54	s 4.43	4.59				7.32	1.55	7.33	2.18	11.55		DNP
CHELSEA 6.94	68.90	3.09	s 7.40	t 4.35	4.52				7.23	1.45	7.22	2.05	11.00		P
MACON 7.83	56.07	s 3.00	s 7.30	t 4.25	4.44				7.13	1.35	7.10	1.50	10.40		P
WOLF POINT 6.42	49.65	t 2.50	s 7.20	s 4.15	4.37				7.05	1.25	7.00	1.35	9.40		DNPW
LOHMILLER 5.98	43.67	2.42	s 7.08	t 4.00	4.32				6.56	1.10	6.48	1.20	9.20		P
OSWEGO 5.30	38.87	2.36	s 7.02	s 3.54	4.25				6.49	1.02	6.40	1.10	9.00		DP
FRAZER 7.79	30.58	2.27	s 6.53	s 3.43	4.17				6.38	12.50	6.30	12.55	8.35		DPW
KINTYRE 5.03	25.55	2.21	s 6.47	t 3.33	4.12				6.30	12.42	6.23	12.40	8.15		P
WIOTA 5.62	19.98	2.15	s 6.41	s 3.25	4.06				6.20	12.30	6.15	12.30	7.55		DJP
NASHUA 5.43	14.50	2.08	s 6.35	s 3.13	4.00				6.10	12.22	6.00	12.22	7.35		DNP
WHATELY 7.79	6.71	1.58	s 6.27	t 3.00	3.52				5.55	12.10Pm	5.45	12.10Am	7.15		P
GLASGOW 6.71	L 1.50Am	L 6.20Am	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		3.15	4.00	4.50	2.55	.50	.35	1.15	5.00	5.05	5.00	5.50	9.25	.50	
Average Speed Per Hour		48.1	39.1	32.4	53.6	45.7	44.5	30.5	31.3	30.8	31.3	26.8	16.6	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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 65		Telegraph Call
	Sidings	Other Tracks	665	473	461	459	223	1	3	27	Effective June 1, 1949							
											STATIONS							
			Daily Ex. Mon.	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily							
803	E 249 W 137	384	L 4.35 ³ Am	L 7.30Pm	L 11.10 ⁴⁴⁶ Am	L 2.40Am	L 12.10Pm	9.10Am	L 4.30 ⁶⁶⁵ Am	L 12.25Am	4.78	GLASGOW		GW				
808	70	70	4.45	7.40	11.20	2.55	12.18	9.16	4.37	12.32	4.78	PAISLEY						
815	125	27	5.05 ⁴⁷⁰	7.55	11.35	3.10	12.30	9.24	4.46	12.40	11.76	TAMPICO		MA				
820	71	26	5.15	8.05	11.45	3.20	12.40	9.30	4.53 ⁴⁷⁰	12.46	17.04	VANDALIA						
828	E 137 W 114	85	5.43 ²⁸	8.20	12.01Pm	3.35	12.55	9.40	5.04	12.59	28.88	HINSDALE		HD				
837	71	15	5.55	8.35	12.14	3.50	1.10	9.49	5.14	1.07	34.04	BEAVERTON						
842	W 93	121	6.30	8.45	12.20	4.00 ⁴⁷⁰	1.30 ²²⁴	9.54 ⁴⁴⁶	5.20 ²⁸	1.12	38.88	SACO		SF				
852	E 156 W 71	3	6.55	9.00	12.30	4.15	1.45 ⁶⁶⁶	10.01	5.30	1.19	48.46	ASHFIELD						
860	E 166 E 89	110	7.10	9.15 ⁴⁶²	12.44	4.25	2.00	10.09	5.40	1.27	52.99	BOWDOIN		BO				
868	70	16	7.25	9.25	12.55 ²²⁴⁻⁶⁶⁶	4.35	2.10	10.16	5.47	1.34	59.74	STRATER						
869	133	145	8.00	9.35	1.05	4.46 ²⁸	2.31	10.22	5.55	1.40	65.60	MALTA		MF				
874	71	14	8.15	9.45	1.15	4.58	2.40 ⁴⁵⁸	10.27	6.04	1.45	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	125	55	9.15	10.25	1.37	5.25	3.02	10.40	6.22	1.58 ⁴⁷⁰	88.04	DODSON		DN				
892	126	5	9.30	10.40	2.07 ²⁻⁴⁵⁸	5.35	3.10	10.46 ⁶⁶⁶	6.30	2.04	88.78	SURVANT						
896	E 130 E 92	32	9.45	10.50	2.27	5.45	3.16	10.52	6.36	2.09	93.15	COBURG						
901	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	11.04 ¹	11.07	2.46	6.10	3.33	11.04 ⁶⁶⁵	6.51	2.22	104.61	MATADOR						
918	E 126 W 70	70	11.33 ²²⁴	11.27	2.56	6.20	3.47	11.10 ²²⁴	7.00	2.28	110.19	HARLEM		HM				
919	76	45	12.10Pm	11.37	3.07	6.30	3.56	11.17 ²²⁴	7.08	2.35	116.51	FORT BELKNAP						
925	90	32	12.35	11.45	3.20	6.40	4.05	11.23	7.15 ⁴⁴⁶	2.41	122.04	ZURICH		Z				
929	70	21	12.55 ⁴⁵⁸	11.55	3.28	6.50	4.10	11.27	7.20	2.45	125.71	NORTH FORK						
935	E 121 W 74	342	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	135.78	ADAMS						
943		19	1.55	12.25	3.54	7.20	4.36	11.42	7.38	3.00 ²⁸	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	2132	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	2.55	Time Over Subdivision							
			15.8	27.8	28.7	30.1	31.7	52.5	43.7	52.5	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 Minot and East and to receive revenue passengers for Spokane and West.

No. 8 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. 8 is scheduled to stop.

CLEARING OF STREAMLINERS

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

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 11, for Instructions Governing Operation of Streamliners.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

AUTOMATIC BLOCK SIGNALS

Double Track

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 65

Effective June 1, 1949

FIRST CLASS

SECOND CLASS

THIRD CLASS

Distance from
Havre

28

224

2

4

446

458

462

470

666

SIGNS

STATIONS

Daily

Daily
Ex. Sun.

Daily

Daily

Daily

Daily

Daily

Daily

Daily
Ex. Sun.

AUTOMATIC BLOCK SIGNALS

GLASGOW	182.97	A 6.15Am	A 2.40Pm	3.45Pm	A 1.45Am	461 A 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	BCDNKO PRWXY
PAISLEY	148.24	6.08	f 2.30	3.37	1.35	11.00	4.50	10.50	5.20	4.20	P
TAMPICO	141.21	6.00	s 2.19	3.29	1.25	10.45	4.35	10.35	5.05	4.00	DP
VANDALIA	135.93	5.53	s 2.10	3.23	1.15	10.35	4.25	10.25	4.53	3.50	P
HINSDALE	127.14	5.43	s 1.57	3.13	12.59	10.20	4.10	10.10	4.30	3.30	DNPW
BEAVERTON	118.93	5.30	f 1.40	3.04	12.48	10.05	3.55	9.55	4.10	3.04	P
SACO	114.39	5.20	s 1.30	2.59	12.43	9.54	3.45	9.45	4.00	2.30	CDNJ KPYX
ASHFIELD	107.51	5.10	f 1.15	2.52	12.36	9.24	3.30	9.30	3.45	1.45	P
BOWDOIN	99.98	5.00	s 1.05	2.44	12.28	9.13	3.15	9.15	3.25	1.30	DPWY
STRATER	93.23	4.53	f 12.55	2.37	12.21	9.05	3.02	9.02	3.10	12.55	P
MALTA	87.87	4.46	s 12.45	2.31	12.15	8.57	2.50	8.50	2.55	12.30Pm	DNPW
EXETER	82.58	4.38	f 12.25	2.26	12.10	8.50	2.40	8.40	2.40	11.45	P
WAGNER	77.79	4.33	s 12.19	2.21	12.05Am	8.40	2.33	8.30	2.25	11.30	DPW
DODSON	69.93	4.25	s 12.09	2.13	11.57	8.20	2.23	8.10	2.15	11.00	DNP
SURVANT	64.24	4.18	f 12.01Pm	2.07	11.51	8.10	2.07	7.55	1.42	10.46	P
COBURG	59.82	4.12	f 11.55	2.01	11.46	8.02	1.43	7.48	1.32	10.15	P
SAVOY	54.61	4.05	s 11.48	1.56	11.40	7.55	1.33	7.40	1.20	10.00	DPW
MATADOR	48.36	3.57	f 11.40	1.49	11.33	7.45	1.25	7.30	1.05	9.35	P
HARLEM	42.78	3.50	s 11.33	1.43	11.27	7.35	1.18	7.20	12.55	9.20	DNP
FORT BELKNAP	36.46	3.41	f 11.17	1.36	11.20	7.25	1.10	7.10	12.45	8.25	P
ZURICH	30.93	3.35	s 10.58	1.30	11.14	7.15	1.03	7.02	12.37	8.15	DPW
NORTH FORK	27.26	3.31	f 10.54	1.26	11.10	6.50	12.55	6.55	12.30	7.45	P
CHINOOK	21.68	3.25	s 10.48	1.20	11.04	6.35	12.47	6.45	12.22	7.27	DNPY
ADAMS	17.24	3.14	f 10.43	1.15	10.59	6.28	12.40	6.38	12.15	7.10	P
LOHMAN	13.66	3.10	s 10.38	1.11	10.55	6.22	12.35	6.32	12.07Am	6.50	IP
TOLEDO	6.95	3.00	f 10.30	1.03	10.48	6.10	12.25	6.20	11.55	6.35	BCDNK OPRWX
HAVRE		L 2.50Am	L 10.20Am	L 12.55Pm	L 10.40Pm	L 5.50Am	L 12.05Pm	L 6.00Pm	L 11.35Pm	L 6.15Am	
Time Over Subdivision		3.25	4.20	2.50	3.05	5.20	4.55	5.00	5.55	10.15	
Average Speed Per Hour		44.7	35.3	54.0	49.6	28.7	31.1	30.8	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. 65		Telegraph Calls
	Sidings	Other Tracks	657	237	1 Streamliner	235	3	221	27	Effective June 1, 1949				
										STATIONS				
			Mon., Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily					
956	Yard	2132	L 6.15Am	L 1.15Pm	L 12.05Pm	L 8.20Am	L 8.10Am	L 3.45Am	L 3.30Am	4.08	Double Track	HAVRE 4.08	HV	
961			A 6.30Am		A 12.12Pm	8.27	A 8.17Am	3.52	A 3.38Am					Auto Block Signals	PACIFIC JCT. 3.50
Z4	49			1.26		8.32		f 3.57		7.53		ASSINIBOINE 7.53		
Z11	50	10		1.34		f 8.42		f 4.07		14.91		LAREDO 9.53		
Z20	51	22		1.45		s 8.55		f 4.20		24.73		BOX ELDER 10.82	BX	
Z31	76	98		s 1.58		s 9.09		f 4.34		35.55		BIG SANDY 8.29	BB	
Z37	50	14		2.04		9.16		f 4.42		40.84		VERONA 8.60		
Z45	90	25		2.15		f 9.30		f 4.54		49.44		VIRGELLE 5.83		
Z51		Spur 12		2.23		9.38		f 5.02		55.27		STRANAHAN 5.02		
Z56	56	13		2.31		9.47		f 5.09		60.29		LIPPARD 5.96		
Z62	90	18		2.38		f 9.58		f 5.17		66.25		CHAPPELL 4.57	CQ	
Z67	50			2.44		10.10		f 5.24		70.82		TETON 7.01		
Z75	94	66		s 2.58		s 10.23		s 5.36		78.78		FORT BENTON 5.04	BN	
Z80		36		3.06		10.31		f 5.46		83.77		KERSHAW 4.76		
Z85	41	8		3.12		10.38		f 5.55		88.53		TUNIS 5.90		
Z91	78	86		3.19		f 10.46		f 6.05		94.43		CARTER 5.00	CA	
Z96	32	20		3.25		f 10.53		f 6.14		99.43		FLOWEREE 7.57		
Z103	89	29		3.34		f 11.02		f 6.29		107.00		PORTAGE 5.59	RE	
Z108	103	19		3.40		11.09		f 6.39		112.59		SHEFFELS 4.78		
Z113	42	16		3.47		11.17		6.48		117.37		RAINBOW 5.87		
Z119	Yard	4031		A 4.00Pm		A 11.30Am		A 7.00Am		123.24		GREAT FALLS	PD	
			.15 16.1	2.45 44.8	.07 84.5	3.10 88.9	.07 84.5	3.15 87.9	.08 80.2	Time Over Subdivision Average Speed Per Hour				

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

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

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. 65

Effective June 1, 1949

STATIONS	Distance from Great Falls	FIRST CLASS						SECOND CLASS			THIRD CLASS	SIGNS
		28	238	2	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 9.82 BOX ELDER 10.82 BIG SANDY 5.29 VERONA 8.00 VIRGELLE 5.83 STRANAHAN 5.02 LIPPARD 5.96 CHAPPELL 4.57 TETON 7.91 FORT BENTON 5.04 KERSHAW 4.76 TUNIS 5.90 CARTER 5.00 FLOWEREE 7.57 PORTAGE 5.59 SHEFFELS 4.78 RAINBOW 5.87 GREAT FALLS	123.24	A 2.35Am	A 11.45Am	A 12.55Pm	A 9.55Pm	A 10.25Pm	A 2.25Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BCDNR OPRWX
	119.21	L 2.27Am	11.38	L 12.40Pm	9.47	L 10.18Pm	2.16	L 7.45Am	L 4.25Pm	L 11.45Pm	L 3.30Pm	IJPY
	115.71		11.33		9.41		f 2.11					P
	108.33		11.24		9.31		f 2.01					P
	98.51		11.13		f 9.19		f 1.49					DP
	87.69		11.00		9.05		1.35					DNPW
	82.40		10.50		8.55		f 1.26					P
	78.80		10.39		f 8.42		f 1.14					PW
	67.97		10.31		8.34		f 1.06					P
	62.95		10.24		8.27		f 12.59					P
	56.99		10.16		f 8.19		f 12.51					DCWP
	52.42		10.10		8.12		f 12.45					P
	44.51		9.58		7.58		12.32					DNP
	39.47		9.49		7.46		f 12.24					P
	34.71		9.44		7.40		f 12.18					PW
	28.81		9.37		f 7.33		f 12.11					DP
	28.81		9.32		f 7.26		f 12.05Am					P
	16.24		9.24		f 7.16		f 11.55					DP
	10.65		9.17		7.08		f 11.48					P
	5.87		9.10		7.01		11.40					P
			L 9.00Am		L 6.50Pm		L 11.30Pm					BDNR PRX
Time Over Subdivision		.08	2.45	.15	3.05	.07	2.55	.15	.15	.14	.15	
Average Speed Per Hour		30.2	44.8	16.1	39.9	34.5	42.3	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. 65 Effective June 1, 1949	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
			L	L	L	L											A	A	A	A
Z 119	Yard	4031	L 1.10Pm	L 7.15Am	L 11.45Am	L 7.05Am	0.68	GREAT FALLS	PD	169.74	BDNJKPRX BCDNJKOP	A 6.25Pm	A 11.15Pm	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	RWXY	6.17	L 11.12Pm	L 12.22Pm	L 8.07Pm					
Z 120	40				11.55		4.97	FLOOD		164.77	P	6.08								
Z 180	42	88			f 12.08Pm		14.11	ULM	M	155.63	DP	5.52								
Z 187	42				12.18		20.91	RIVERDALE		148.83	P	5.39								
Z 145	43	58			s 12.31		28.59	CASCADE	Q	141.15	DNPW	s 5.25								
Z 153	35	6			f 12.44		36.81	HARDY		132.93	P	f 5.10								
Z 160	42				f 12.56		44.64	MID CANON		125.10	P	f 4.55								
Z 167	43	39			s 1.08		51.54	CRAIG	RA	118.20	DP	f 4.42								
Z 175	47	28			s 1.22		59.42	WOLF CREEK	WC	110.32	DPW	s 4.28								
Z 184	43	9			f 1.44		68.62	SIEBEN		101.12	PW	f 4.06								
Z 197	43	18			f 2.04		81.14	SILVER CITY	MN	88.60	DPY	f 3.44								
Z 201	46	4			2.11		85.18	GEARING		84.56	P	3.36								
Z 206	35	6			2.20		90.16	IRON		79.58	P	3.27								
							95.22	N. P. RY. CROSSING		74.52	I									
Z 214	42	247 Spur 15			s 2.35		95.95	N. P. RY. CROSSING		73.79	M BCDNKP WXY	s 3.10								
Z 219					2.50		97.72	HELENA	HN	72.02	P	s 2.45								
Z 223		15			3.02		102.51	FOUR RANGE		67.23	P	s 2.37								
Z 229	45	43			3.11		106.63	MONTANA CITY		63.11	P	2.30								
Z 229					s 3.20		113.37	CLANCY	W	57.37	DPW	s 2.22								
Z 230					f 3.22		113.15	ALHAMBRA		56.59		f 2.20								
Z 235					3.33		117.93	JEFFERSON		51.81		2.11								
Z 236	60	12 Spur 9			f 3.37		119.52	CORBIN		50.22	P	f 2.08								
Z 240					3.46		123.29	WICKES		46.45	P	1.59								
Z 242					3.49		124.55	PORTAL		45.19	P	1.56								
Z 244	50	7			f 3.54		125.93	AMAZON		43.81	PW	f 1.51								
Z 250	50	34 Spur 21			s 4.05		132.23	BOULDER	RO	37.51	DP	s 1.39								
Z 254					4.13		136.43	FULLER		33.31		1.31								
Z 257	44	28			s 4.20		139.95	BAISIN	SI	29.79	DP	s 1.25								
Z 261	36	33			4.27		143.91	BERNICE		25.83	P	1.18								
Z 269	42				f 4.44		151.95	ELK PARK		17.79	PWY	f 1.04								
Z 277		Spur 7			4.52		156.86	TRASK		12.88	P	12.56								
Z 279	45	16 Spur 8			4.58		160.31	WOODVILLE		9.43	PXY	12.50								
Z 284					5.08		165.73	MOUNTAIN SPUR		4.01	PX	12.35								
Z 288	Yard	634			A 5.20Pm		169.10	N. P. RY. CROSSING		0.64	I									
							169.74	BUTTE	DU		BDNJKO PRWXY	L 12.25Pm								
			.08 13.6	.03 13.6	5.85 20.4	.03 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		Time Table No. 65			Distance from Great Falls	Signs	FIRST CLASS		SECOND CLASS			
	Sidings	Other Tracks	Effective June 1, 1949					240	42	Daily	Daily		
			STATIONS										
ZD 287	Yard		BILLINGS			BG	BCDNKO RWXY	A 6.30Am					

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	922.74	JPXY		A 6.05Am	
					3.95	3.95 N. P. RY. JCT.	218.79	J			
ZD 218	80	25	10.10	f 11.57	4.04	.09 HESPER	218.70	DNPX		f 5.54	
ZD 213	49	24	10.22	f 12.06Am	9.31	5.27 RIMROCK	218.43	PW		f 5.45	
ZD 208	80		10.33	f 12.15	14.23	4.92 SHOREY	208.51	P		f 5.36	
ZD 201	80	19	10.46	f 12.28	21.49	7.28 ACTON	201.25	P		f 5.24	
ZD 194	80	27	10.59	f 12.39	27.82	6.33 COMANCHE	194.92	P		f 5.12	
ZD 186	62	57	11.20	s 12.54	36.36	8.54 BROADVIEW	186.38	DNP		s 4.59	
ZD 180	49		11.32	f 1.05	42.38	6.02 PAINTED ROBE	180.36	P		f 4.50	
ZD 174	80	18	11.44	s 1.15	48.42	5.04 BELMONT	174.32	P		s 4.41	
ZD 166	49	24	11.59	s 1.29	55.98	7.56 CUSHMAN	166.76	NPW		s 4.29	
			12.02Pm	s 1.32	57.38	1.40 SLAYTON	165.36	P		s 4.27	
ZD 159	49		12.13	f 1.42	63.70	5.32 VEBAR	160.04	P		f 4.18	
ZD 153	49	14	12.25	f 1.52	69.08	6.38 FRANKLIN	153.66	P		f 4.08	
ZD 148	49		12.37	f 2.02	74.69	5.61 WALLUM	148.05	P		f 3.59	
ZD 141	80	28	12.51	s 2.14	81.67	6.98 HEDGESVILLE	141.07	DNP		s 3.47	
ZD 133	49		1.04	f 2.27	88.78	7.06 NIHILL	134.01	P		f 3.35	
ZD 127	49		1.17	f 2.38	95.13	6.40 OXFORD	127.61	P		f 3.24	
ZD 120	86	137	1.45	s 2.50	101.98	6.85 JUDITH GAP	120.76	BCDNKO PWXY		s 3.13	
ZD 114	80	18	1.58	f 3.02	108.61	6.63 BARROWS	114.13	P		f 3.02	
ZD 108	80	84	2.10	s 3.13	114.20	5.69 BUFFALO	108.44	DNP		s 2.50	
ZD 102	80	3	2.22	f 3.23	120.16	5.56 MENDON	102.58	P		f 2.39	
ZD 97	80		2.34	f 3.32	124.71	4.55 HAUCK	98.03	P		f 2.32	
ZD 92	61	76	2.45	s 3.41	129.67	4.96 HOBSON	93.07	DP		s 2.25	
ZD 87	80	94	2.57	s 3.55	134.98	5.31 MOCCASIN	87.76	DNJPKY	A 5.12Pm	s 2.16	
ZD 83	80	49	3.10	f 4.05	s 8.27	5.45 BENCLAND	82.81	DP	s 5.03	f 2.02	
ZD 76	68	46	3.22	f 4.16	s 8.39	6.11 WINDHAM	76.20	DP	s 4.52	f 1.53	
ZD 68	60	98	3.45	s 4.29	s 8.52	7.16 STANFORD	68.04	DNPW	s 4.39	f 1.42	
ZD 63	80	15	3.56	f 4.40	s 9.01	5.36 DOVER	63.68	P	s 4.28	f 1.30	
ZD 58	80	15	4.18	f 4.50	s 9.10	5.34 MERINO	58.24	P	s 4.18	f 1.23	
ZD 52	80	35	4.30	f 5.01	s 9.22	6.18 GEYSER	52.16	DNPW	s 4.08	f 1.14	
ZD 45	80	25	4.43	f 5.12	s 9.34	6.19 SPION KOP	45.97	PY	s 3.58	f 1.03	
ZD 39	80	18	4.55	f 5.23	s 9.44	6.20 RAYNESFORD	39.77	DP	s 3.45	f 12.53	
ZD 34	81	24	5.06	f 5.33	f 9.52	5.30 BLYTHE	34.47	P	f 3.33	f 12.44	
ZA 28	132	46	5.18	s 5.44	s 10.02	5.97 ARMINGTON	28.50	DNPW	s 3.21	s 12.35	
ZA 26		64	5.21	f 5.48	s 10.06	1.96 BELT	26.54	DP	s 3.17	f 12.31	
ZA 22	49	14	5.32	f 5.57	f 10.16	4.93 WAYNE	21.61	P	f 3.08	f 12.22	
ZA 19		19	5.37	f 6.02	f 10.22	3.13 FIFE	18.48		f 3.02	f 12.17	
ZA 14	80	14	5.44	f 6.07	f 10.28	3.23 SWIFT	13.25	P	f 2.56	f 12.11	
ZA 10	84	88	5.55	f 6.16	f 10.37	5.17 GERBER	10.08	DNJP	f 2.47	f 12.03Am	
ZA 6	67	17	6.02	f 6.22	f 10.43	3.57 FIELDS	6.51	P	f 2.41	f 11.57	
Z 119	Yard	4031	A 6.20Pm	A 6.35Am	A 10.55Am	6.51 GREAT FALLS	PD	BDNJKP RX	L 2.30Pm	L 11.45Pm	
			8.20	7.05	2.38				2.42	6.45	
			27.1	31.4	33.3				32.5	31.1	

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. 65 Effective June 1, 1949	Telegraph Calls
	Sidings	Other Tracks	681	495	373	403	365	41	43			
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily			
Yard	4031			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.

Train No.	Capacity	Class	Time	Time	Time	Time	Time	Time	Time	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 1.28	L 9.10Am	7.24	3.78			EMERSON JCT.	
ZB12	54 19		8.40	s 1.37	A 9.30Am	A 7.39Am	7.21	7.82		MANCHESTER	
ZB19	51 6		8.48	f 1.51			7.29	12.10		VAUGHN	BY
ZB27	126 36		9.00	A 2.09Pm			7.40	18.79		GORDON	
ZB37	51 43		9.22				7.53	26.11		POWER	PO
ZB40	61 13		9.43				8.10	36.67		DUTTON	DU
ZB45	60 28		9.50				8.15	39.85		ACME	
ZB55	99 32		9.59				8.23	44.07		COLLINS	ON
ZB61	51		10.20				8.40	54.08		BRADY	BA
ZB69	164 265		10.37				8.51	60.43		WITHEY	
ZB79	60 20		11.00				9.07	67.42		CONRAD	RD
ZB84	50 14		11.07				9.13	70.65		MONTANA WESTERN JCT.	
ZB91	51 6		11.20				9.26	78.29		LEDGER	FA
ZB95	60 6		11.30				9.34	82.98		FOWLER	
1061	Yard 260	L	11.42				9.45	89.44		NAISMITH	
			11.53				9.53	94.07		ANDALE	
		L	8.45Am	A 12.10Am			10.50Am	A 10.05Am	98.66	SHELBY	SJ

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

Train No.	Capacity	Class	Time	Time	Time	Time	Time	Time	Time	Station	Call
ZB114	30	L	8.55Am				L 10.53Am	100.15		SWEET GRASS LINE JCT.	
ZB120	50 114		9.35				f 11.19	112.49		ALOE	
ZB130	25 48		10.15				s 11.35	118.78		KEVIN	K
ZB139	21 92	A	10.45				s 11.59	129.15		SUNBURST	SU
			11.15Am				A 12.20Pm	137.51		SWEET GRASS	G
			2.20	3.50	.56	.20	.21	1.27	2.57	Time Over Subdivision	
			10.0	25.6	27.2	25.1	32.6	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. 65 Effective June 1, 1949	Distance from Sweet Grass	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		42	40		366	374		682			
		Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.			
GREAT FALLS.....	137.51	A 11.15pm			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 11.12pm			A 12.22pm	A 8.07pm				BCDNJK OPRWXY
EMERSON JCT.....	133.78	11.07			12.15	8.00				JP
MANCHESTER.....	129.60	f 11.01			12.07pm	f 7.52				P
VAUGHN.....	125.41	f 10.53			L 11.57am	s 7.43				DNJPK
GORDON.....	118.72	f 10.42				f 7.29				P
POWER.....	111.40	f 10.29				L 7.15pm				DNJPKWXY
DUTTON.....	100.84	s 10.13								DP
ACME.....	97.66	f 10.06								P
COLLINS.....	93.44	s 9.59								DPW
BRADY.....	88.48	s 9.43								DP
WITHEY.....	77.08	f 9.31								P
CONRAD.....	70.09	s 9.20								DNP WXY
MONTANA WESTERN JCT....	66.86	9.11								JP
LEDGER.....	59.22	s 9.01								DP
FOWLER.....	54.58	f 8.54								P
NAISMITH.....	48.07	f 8.44								P
ANDALE.....	43.44	f 8.37								P
SHELBY.....	38.85	L 8.30pm	A 7.50pm					A 10.25am		BDNJKO PRWXY

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

SWEET GRASS LINE JCT....	37.36	A 7.45pm						A 10.15am		XJP
ALOE.....	25.02	f 7.17						9.35		P
KEVIN.....	18.78	s 7.02						9.15		XDP
SUNBURST.....	8.36	s 6.39						8.30		XDP
SWEET GRASS.....		L 6.20pm						L 7.00am		BDKPRW YX
Time Over Subdivision		2.42	1.25		.25	.52		3.15		
Average Speed Per Hour		36.3	26.4		27.4	29.3		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. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	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.	Tue., Thur. and Sat.	Daily Ex. Sun.
676	180	91	L 5.50Am		L 7.40Am		2.00	SNOWDEN	SN	74.16	BDNJP WXY		A 5.00Pm		A 2.30Pm	
							2.56	SNOWDEN BRIDGE	SB	72.16	DNPR					
		14	6.00		s 7.46		9.15	NOHLE		71.60	P		s 4.50		2.15	
VF 9		41	6.20		s 8.00		14.30	DORE	D	65.01	DP		s 4.36		1.50	
VF 14		72	L 10.30Am		L 11.35Am		18.41	FAIRVIEW	FA	59.86	BDJKPR WXY	A 9.00Am	s 4.25	A 10.45Am	1.30	
VF 18		12	10.45		f 11.45			RIDGELAWN		55.75	P	f 8.51	f 4.10	10.30	12.30	
			A 11.10Am		A 8.35Am											
VF 25	166		L 12.30Pm	A 8.10Am	A 11.59Am	L 12.05Pm	24.80	SIDNEY	SY	49.36	DJPRW XY	L 8.40Am	L 3.55Pm	L 10.15Am	L 12.15Pm	

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

Station Numbers	Siding	Other Tracks	THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
			611	613	291	285							288	610	614	
VF 29			L 12.45Pm		L 12.15Pm	29.08	4.28	NEWLON JCT		45.08	JRP	A 3.35Pm	A 8.30Am			
VF 30		5	12.48		f 12.18	30.28	1.20	JENKS		48.88		f 3.32	8.25			
VF 36		5	1.05		f 12.29	35.73	5.45	EPWORTH		38.48		f 3.21	8.10			
VF 43		27	1.25		f 12.44	43.16	7.43	GETTYSBURG		31.00	W	f 3.06	7.50			
VF 51	37	35	1.45		s 1.00	50.76	7.60	LAMBERT	RT	23.40	D	s 2.50	7.30			
VF 58		42	2.05		s 1.15	58.23	7.47	ENID		15.93		s 2.35	7.00			
VF 63		10	2.25		s 1.25	62.62	4.39	LANE		11.54		s 2.25	6.40			
VF 74	54	34	A 3.10Pm		A 1.50Pm	74.16	11.54	RICHEY	RC		CDRXY	L 2.00Pm	L 6.00Am			
			4.40	2.20	.24	3.35		Time Over Subdivision				.20	3.00	4.45	2.15	
			12.8	10.6	26.2	28.7		Average Speed Per Hour				31.5	24.7	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. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	611	613	291	285							288	610		
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.	
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		s 10.35	7.40	5.26	ARNEGARD	NE	28.89	D	s 10.00		1.40		
VG 24		30	7.55		s 10.46	12.66	4.88	RAWSON	RA	23.63	DW	s 9.48		1.15		
VG 19		30	8.15		s 10.56	17.54	5.91	ALEXANDER	A	18.75	D	s 9.36		12.55		
VG 13		33	8.40		s 11.08	23.45		CHARBONNEAU	AU	12.84	D	s 9.26		12.30		
VG 6		30	9.10		s 11.24	31.31	7.86	CARTWRIGHT	CG	4.98	D	s 9.10		12.05Pm		
VF 14		72	A 9.30Am		A 11.35Am	36.29	4.98	FAIRVIEW	FA		BDJPRW XY	L 9.00Am		L 11.45Am		
			2.30	1.15	1.15	29.0		Time Over Subdivision				1.15	2.30	2.30		
			14.5	29.0	29.0			Average Speed Per Hour				29.0	14.5	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. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	371		289								290	372		
			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday										
685	E175 W115	164	L 8.20Am	L 9.10Am				BAINVILLE	B	146.60	BDNJK PRWXY	A 5.00Pm	A 4.10Pm			
			8.25	9.12	1.17		OPHEIM LINE JCT.			145.43	JPX	4.51	4.00			
VC11	41	22	s 8.55	s 9.31	10.64		McCABE	MC	185.96	DP	s 4.33	s 3.35				
VC19		30	s 9.22	s 9.49	19.80		FROID	FD	127.20	DP	s 4.15	s 3.05				
VC26		36	s 9.42	s 10.02	25.66		HOMESTEAD	HO	120.94	DP	s 4.00	s 2.45				
VC32		31	s 10.00	s 10.14	31.62		MEDICINE LAKE	MK	114.98	DPW	s 3.45	s 2.25				
VC39		22	s 10.23	s 10.30	39.12		RESERVE	RS	107.48	DP	s 3.25	s 2.00				
VC45		22	s 10.43	s 10.43	45.40		ANTELOPE	AN	101.20	DP	s 3.12	s 1.40				
VC53	40	60	s 11.10	s 11.01	53.40		PLENTYWOOD	NY	93.20	DP WXY	s 2.55	s 1.15				
VC61		15	f 11.29	f 11.14	59.89		MIDBY		86.71		f 2.38	f 12.52				
VC66		21	s 11.50	s 11.28	66.66		ARCHER		79.94	P	s 2.24	s 12.31				
VC71		31	s 12.10Pm	s 11.42	73.42		REDSTONE	RD	73.18	DP	s 2.10	s 12.10Pm				
VC78		15	s 12.30	s 11.58	79.93		NAVAJO		66.67	P	s 1.57	s 11.58				
VC85		35	s 1.00	s 12.17Pm	85.38		FLAXVILLE	FX	61.22	DP	s 1.46	s 11.25				
VC91		25	s 1.35	s 12.27	90.56		MADOC	MD	56.04	P DP	s 1.35	s 11.05				
VC98	37	114	s 2.00	A 12.45Pm	97.97		SCOBEE	SC	48.63	WXY	L 1.20Pm	s 10.40				
VC106		24	s 2.35		106.51		FOUR BUTTES	FO	40.10	DP		s 9.50				
VC113		23	s 3.00		112.41		GLUTEN		34.19			s 9.25				
VC118		35	s 3.25		118.01		PEERLESS	PR	28.89	DP		s 9.00				
VC129		30	s 4.15		129.51		RICHLAND	CA	17.09	DPW		s 8.10				
VC139		34	s 4.55		139.38		GLENTANA	G	7.22	DP DPR		s 7.30				
VC147	42	75	A 5.30Pm		146.60		OPHEIM	OM		XY		L 7.00Am				
			9.10 16.0	3.35 27.3			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 Hogeland	Time Table No. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Hogsland	SIGNS	SECOND CLASS	
	Siding	Other Tracks	333								334	
			Mon., Wed. and Fri.	Tues., Thu. and Sat.								
842	W93	287	L 8.50Am	L 9.01			SACO	BF	78.72	BCDNJK PRXY	A 12.45Pm	
			9.01	9.01	1.77		HOGELAND LINE JCT.			76.95	JPX	12.20Pm
SH 9	40	51	s 9.55	s 9.55	8.68		COLE			70.04	PWY	s 11.30
SH15		24	f 10.25	f 10.25	15.31		TATNALL			68.41	P	f 10.30
SH26		34	s 11.25	s 11.25	25.87		WHITWATER	W	52.85	DP	s 9.40	
SH39		35	s 12.25Pm	s 12.25Pm	38.76		LORING	N	39.96	DP	s 9.05	
SH54		27	f 1.45	f 1.45	54.12		CHAPMAN			34.60	P	f 7.45
SH67		44	s 2.40	s 2.40	67.14		TURNER	R	11.58	DP	s 7.13	
SH79		74	A 3.20Pm	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 13.1	

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. 65			Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		367		239		Effective June 1, 1949						240		368	
ZF80	Yard		L 11.30Am		L 7.15Am		LEWISTOWN	WN	30.71	BCDJKP RWXY	A 6.20Pm		A 5.55Am				
STATIONS																	
Daily																	
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	16.46	6.07 ROSSFORK		14.25	P	s 5.39		f 5.00				
ZF 8	84		s 1.01		s 7.59	23.19	6.73 KOLIN	KO	7.52	DP DNJP RXY	s 5.27		f 4.39				
ZD87	50	94	A 1.45Am		A 8.15Am	30.71	7.52 MOCCASIN	MC			L 5.14Pm		L 4.15Am				
			2.15		1.00		Time Over Subdivision						1.06		1.40		
			18.6		30.7		Average Speed Per Hour						27.9		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. 65			Telegraph Calls	Distance from Gerber	SIGNS				
	Sidings	Other Tracks				Effective June 1, 1949									
STATIONS															
ZH 22	Yard						5.86 GIFFEN		12.48	CPRWX					
ZH 20	Spur 3				5.86		3.51 GIFFEN JCT.		6.62						
ZH 12	Spur 8				9.37		3.11 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. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	403 C. M. St. P. & P. R. R. Daily Ex. Sunday	365 Daily Ex. Sunday	366							404 C. M. St. P. & P. R. R. Daily Ex. Sunday		
													366	404
ZB12	54	19	L 9.30Am	L 7.40Am	8.63	VAUGHN	BY	41.70	DJPRX	A 11.55Am	A 3.20Pm			
			A 9.45Am	7.54	8.83	DRACUT JCT.		36.08	JPR	11.38	L 3.05Pm			
ZE 9		22		f 8.03		SUN RIVER		32.87		f 11.27				
ZE14		27		f 8.16	13.35	FORT SHAW	FB	28.35	DP	f 11.14				
ZE19		26		s 8.33	18.07	SIMMS	SM	22.73	DPW	s 10.56				
ZE25	26			f 8.45	22.00	LOWRY		18.80		f 10.44				
ZE30		14 Spur 12		f 9.02	29.42	RIEBELING		12.28		f 10.27				
ZE35			f 9.15	34.35	BICKEL		7.35		f 10.14					
ZE40				f 9.30	39.54	GILMAN		2.16		f 10.01				
ZE42	34			A 9.40Am	41.70	AUGUSTA	GN		DPRWY	L 9.55Am				
				.15 22.4	2.00 20.8					2.00 20.8	.15 22.4			
Time Over Subdivision Average Speed Per Hour														

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. 65 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	373 Daily Ex. Sunday	374 Daily Ex. Sunday	374									
												374	374	
ZB27	126	26	L 2.11Pm	L 2.11Pm	5.72	POWER	PO	51.39	DNJPRW XY	A 7.10Pm				
ZG 6		10	f 2.26	2.26	11.00	CORDOVA		48.67		f 6.55				
ZG12		24	f 2.41	2.41	17.09	CLEIV		39.79		f 6.39				
ZG17		34	f 2.56	2.56	21.24	SOLE		34.30	P	f 6.24				
ZG22			A 3.07Pm	3.07Pm		EASTHAM JCT.		30.15	JPR	L 6.13Pm				
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES														
ZG29		55	L 3.26Pm	L 3.26Pm	28.85	CHOTEAU JCT.		22.85	JPR	A 5.55Pm				
			s 3.31	3.31	29.81	CHOTEAU	CO	22.41	DPW	s 5.52				
					36.85	C. M. St. P. & P. R. R. CROS'G.		21.58						
ZG37		Spur 8 35		f 3.53	42.81	KOYL		14.54		f 5.32				
ZG42			s 4.13	42.81	BYNUM	BU	8.58	DP	s 5.17					
ZG51	21	42	A 4.40Pm	4.40Pm	51.39	PENDROY	RY		DPRY	L 4.55Pm				
				2.29 20.6						2.15 22.8				
Time Over Subdivision Average Speed Per Hour														

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity	Name	Location	Capacity
First Subdivision:			Seventh Subdivision:		
Marley Beet Siding.....	4.50 Miles East of Ft. Buford.....	34	State Line Beet Spur.....	3.87 Miles East of Dore.....	21
Second Subdivision:			Cowles Beet Siding.....	2.31 Miles West of Dore.....	19
Saco Stock Yards Siding..	1.70 Miles West of Saco.....	27	Wooley Beet Siding.....	3.90 Miles East of Sidney.....	33
Malta Stock Yards Siding.	2.07 Miles East of Malta.....	47	Ludington Beet Siding...	2.45 Miles East of Ridgelawn.....	19
Harlem Stock Yards Siding.	1.30 Miles East of Harlem.....	30	Eighth Subdivision:		
Sugar Beet Siding.....	0.25 Miles West of Harlem.....	44	Hardy Beet Siding.....	1.51 Miles East of Fairview.....	61
Third Subdivision:			Ninth Subdivision:		
Big Sandy Pit Spur.....	5.88 Miles East of Big Sandy.....	22	Plentywood Pit Siding....	4.6 Miles West of Plentywood....	32
Portage Pit Siding.....	2.02 Miles West of Portage.....	48	Twelfth Subdivision:		
Fourth Subdivision:			Lavin Spur.....	0.84 Miles East of Lewis Jct.....	4
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	Thirteenth Subdivision:		
Cascade Stock Yard Siding.	0.50 Miles East of Cascade.....	42	Beet Siding.....	0.70 Miles West of Vaughn.....	44
Fifth Subdivision:			Gillman Gravel Pit Spur..	2.37 Miles West of Bickel.....	35
Hobson Pit Spur.....	2.65 Miles West of Hobson.....	62	Fourteenth Subdivision:		
Baseline Spur.....	1.90 Miles East of Rimrock.....	25	Flume Spur.....	4.08 Miles West of Bole... ..	14
Sixth Subdivision:			Hobson Elevator Spur....	3.50 Miles East of Choteau.....	16
Brady Pit Spur.....	3.01 Miles East of Withey.....	60			
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			
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			







