

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 66

**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME**

SUNDAY, APRIL 9, 1916

**SUPERSEDING TIME TABLE NO. 65 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

C. A. VERMILLION, Supt. Car Service

C. O. JENKS, General Manager

2		WEST BOUND										FIRST DISTRICT—BETWEEN PORTLAND AND ASTORIA										EAST BOUND	
THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity		Time Table No. 66		Distance from Astoria		FIRST CLASS				SECOND CLASS		THIRD CLASS			
181	93			23	27	25	21	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	26	22	28	24			94	182		
Local Freight	Time Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Local Freight		
Daily Ex. Sunday	Daily Ex. Saturday			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday		
L 5.00 AM	L 10.00 PM			L 6.15 PM	L 5.10 PM	L 12.25 PM	L 8.10 AM	Yard		0.0	DN.....PORTLAND.....	DI.....OW	99.8	RWTFO	A 9.15 AM	A 12.05 PM	A 4.35 PM	A 9.40 PM		A 2.30 AM	A 2.30 PM		
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																							
5.25	10.25			6.31	5.26	12.41	8.26	Yard		4.4	DN.....WILLBRIDGE.....BA	95.4	J	8.59	11.49	4.19	9.24			2.05	2.05		
5.40	10.38			6.36	5.32	12.47	8.31	35	78	7.3	D.....LINNTON.....IN	92.5		8.52	11.43	4.13	9.18			1.52	1.40		
5.47	10.40			6.37	5.33	12.48	8.32			7.9	.....UNITED JUNCTION.....	91.9	P	8.48	11.40	4.10	9.17			1.47	1.25	
6.10	11.02			6.43	5.44	12.58	8.40	83	6	12.6	.....HOLBROOK.....	87.2	W	8.40	11.32	4.00	9.09			1.28	1.25	
6.50	11.34			6.53	6.00	1.14	8.54		47	19.9	D.....SCAPPOOSE.....SQ	79.9		8.18	11.17	3.44	8.57			12.55	12.22		
7.12	11.55			7.00	6.10	1.24	9.02	32	5	24.3	.....WARREN.....	75.5		8.08	11.09	3.34	8.49			12.35	12.01 PM	
7.28	12.20 AM			7.04	6.16	1.31	9.07	43	62	27.1	.....CLEONE.....	72.7		8.01	11.04	3.28	8.44			12.20	11.47	
7.30	12.22			7.06	6.18	1.33	9.09	12	27.6	.....HOULTON.....HU	72.2		8.00	11.03	3.27	8.43			12.18 AM	11.45		
7.50	12.35			7.11	6.27	1.42	9.16	52	5	31.3	.....WATERVIEW.....	68.5	W	7.50	10.57	3.19	8.37			11.59	11.27	
8.05	12.45			7.15	6.33	1.47	9.21	10	33.2	.....DEER ISLAND.....	66.6		7.43	10.52	3.13	8.32			11.45	11.15		
8.25	12.59			7.21	6.41	1.54	9.29	28		37.2	.....CHARLTON.....	62.6		7.35	10.45	3.05	8.26			11.28	10.58	
8.40	1.08			7.25	6.46	1.59	9.33	27	79	39.4	D.....GOBLE.....GB	60.4	T	7.30	10.41	3.00	8.22			11.16	10.41		
9.15	1.30			7.38	7.00	2.15	9.46		8	45.8	D.....RAINIER.....RA	54.0	W	7.15	10.28	2.45	8.10			10.45	9.55		
9.33	1.35			7.40	7.05 PM	2.20 PM	9.48	60		46.8	P.....DORIS.....	53.0	R T	7.05 AM	10.26	2.40 PM	8.08			10.40	9.48		
10.57	2.00			7.54			10.00	17		53.5	.....PYRAMID.....	46.3			10.13		7.54			10.05	8.50	
11.08	2.10			8.00			10.08	14		55.8	.....MAYGER.....	44.0			10.08		7.49			9.52	8.36	
11.23	2.22			8.07			10.15	51	8	59.3	.....QUINCY.....	40.5	W		9.59		7.41			9.35	8.18	
11.33	2.32			8.13			10.24	54	54	62.2	DN.....CLATSKANIE.....CN	37.6			9.50		7.33			9.20	8.03		
11.55	2.47			8.24			10.35	60		66.6	.....MARSHLAND.....	33.2			9.40		7.23			8.58	7.40	
12.15 PM	3.05			8.35			10.46	33	40	71.2	.....WESTPORT.....	28.6			9.29		7.12			8.35	7.17	
12.27	3.13			8.41			10.52	34		73.5	.....WAUNA.....	26.3			9.24		7.06			8.15	7.05	
12.50	3.32			8.52			11.04	49		78.4	.....CLIFTON.....	21.4	W		9.13		6.54			7.56	6.40	
1.17	3.55			9.06			11.18			84.9	.....BLIND SLOUGH.....No Siding BS	14.9			8.59		6.39			7.33	6.13	
1.25	4.02			9.10			11.23	35	86.5	.....KNAPPA.....	13.3				8.55		6.35			7.27	6.05	
1.42	4.15			9.18			11.32	46	90.2	.....SVENSEN.....	9.6				8.47		6.27			7.13	5.47	
2.05	4.35			9.30			11.45	38		95.4	.....JOHN DAY.....	4.4			8.35		6.15			6.55	5.25	
A 2.30 PM	A 5.00 AM			A 9.45 PM			A 11.59 AM	Yard		99.8	DN.....ASTORIA.....RO	0.0	RWTOF		L 8.20 AM		L 6.00 PM			L 6.30 PM	L 5.00 AM		
181	93			23	27	25	21							26	22	28	24			94	182		
Daily Ex. Sunday	Daily Ex. Sunday			Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday		
9.30 10.5	7.00 14.3			3.30 28.5	1.55 24.4	1.55 24.4	3.49 26.6							2.10 21.6	3.45 26.6	1.55 24.4	3.40 27.0			8.00 12.5	9.30 10.05		
SPECIAL RULES—EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF SAME CLASS. EXCEPTION: No. 25 IS SUPERIOR TO No. 28																							

WEST BOUND										SECOND DISTRICT — BETWEEN ASTORIA AND HOLLADAY										EAST BOUND										3
SECOND CLASS			FIRST CLASS							Car Cap'city	Passing Tracks	Other Tracks	Distances from Portland	Time Table No. 66 APRIL 9, 1916		Distances from Holladay	Water, Ways Turn Tables, Fuel and Scales	FIRST CLASS								SECOND CLASS				
		98					23	39	21									37	35		22	36	38	24						
		Local Freight					Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger							Local Freight	Time Freight						
		Daily Ex. Sunday					SATURDAY ONLY	Daily	Daily	SUNDAY ONLY	Daily Ex. Sunday		Daily	SUNDAY ONLY	Daily	Daily							Daily Ex. Sunday	Daily Ex. Sunday						
		L 5.25AM					L 9.50PM	L 3.45PM	L 12.10PM	L 8.45AM	L 6.20AM	Yd	99.8	DN.....ASTORIA.....RO	19.3	R W T O P	A 8.10AM	A 11.25AM	A 2.15PM	A 5.50PM					A 6.05PM					
		5.43					10.05	f 4.00	f 12.25	f 9.00	f 6.35		104.0	.....SUNNYMEAD No Siding	15.1		f 7.55	f 11.10	f 2.00	f 5.35					5.46				
		5.50					f 10.10	s 4.05	s 12.30	s 9.10	s 6.40	43	105.6	D...WARRENTON.....WA	13.5	J R Y	s 7.50	s 11.05	s 1.55	s 5.30					A 8.45AM	L 5.40PM				
		5.56					10.13	f 4.08	f 12.34	f 9.15	f 6.43	3	107.0	.....SKIPANON.....Spur	12.1		f 7.46	f 11.00	f 1.50	f 5.27					8.40				
		6.02					f 10.16	f 4.12	f 12.38	f 9.19	f 6.46	9	108.2	.....COLUMBIA BEACH Spur	10.9		f 7.43	f 10.55	f 1.47	f 5.23					8.33				
		6.10					10.20	f 4.15	f 12.42	f 9.24	f 6.49		109.7	.....GLENWOOD No Siding	9.4		f 7.40	f 10.49	f 1.44	f 5.20					8.26				
		6.14					f 10.22	f 4.17	f 12.44	f 9.27	f 6.51	2	110.3	.....CARNAHAN.....Spur	8.8		f 7.38	f 10.46	f 1.42	f 5.18					8.22				
		6.21					f 10.25	f 4.20	f 12.48	f 9.32	f 6.54	23	112.1	.....WEST.....	7.0		f 7.34	f 10.40	f 1.37	f 5.15					8.15				
		6.26					10.28	f 4.23	f 12.51	f 9.35	f 6.57	3	113.2	.....CLATSOP.....Spur	5.9		f 7.32	f 10.35	f 1.34	f 5.12					8.10				
		6.33					10.31	f 4.26	f 12.54	f 9.40	f 6.59		114.4	.....BUTTERFIELD No Siding	4.7		f 7.29	f 10.30	f 1.31	f 5.09					8.03				
		6.38					s 10.34	s 4.29	s 12.58	s 9.46	s 7.02	14	115.7	.....GEARHART.....GR	3.4		s 7.27	s 10.25	s 1.28	s 5.06					7.58				
		6.42					10.36	f 4.31	f 1.02	f 9.51	f 7.05		116.8	.....WAHANNAH No Siding	2.3		f 7.23	f 10.20	f 1.25	f 5.03					7.52				
		6.45					10.37	f 4.33	f 1.03	f 9.53	f 7.07		117.4	.....SURF.....No Siding	1.7		f 7.22	f 10.18	f 1.23	f 5.02					7.48				
		6.50					s 10.40	s 4.35	s 1.05	s 10.00	s 7.10	34	118.0	D...SEASIDE.....SD	1.1	R W	s 7.20	s 10.15	s 1.20	s 5.00 4.45					35-22 7.45 7.10					
		A 6.55AM					A 10.45PM	A 4.40PM	A 1.10PM	A 10.05AM	A 7.15AM	23	119.1	.....HOLLADAY.....	0.0	Y	L 7.15AM	L 10.05AM	L 1.10PM	L 4.40PM					L 7.00AM				
		98					23	39	21	37	35						22	36	38	24					84	94				
		Daily Ex. Sunday					SATURDAY ONLY	Daily	Daily	SUNDAY ONLY	Daily Ex. Sunday						Daily	SUNDAY ONLY	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday				
		1.25 12.8					0.50 21.8	0.50 21.8	0.55 19.8	1.15 14.5	0.50 21.8			Time Over District. Average Speed Per Hour.			0.50 21.8	1.10 16.5	0.55 19.8	0.50 21.8					1.00 12.4	0.25 14.5				

SPECIAL RULES
EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. EXCEPTIONS:
 No. 35 is superior to No. 22. No. 37 is superior to No. 36. No. 21 is superior to No. 38. No. 39 is superior to No. 24. No. 93 is superior to No. 84.

WEST BOUND				THIRD DISTRICT—BETWEEN WARRENTON AND FORT STEVENS														EAST BOUND					
SECOND CLASS				FIRST CLASS								Capacity of Side Tracks	Distances from Warrenton	Time Table No. 66 APRIL 9, 1916		Distances from Fort Stevens	Water, Ways Turn Tables and Scales	FIRST CLASS		SECOND CLASS			
95	91	89	87																	88	90	92	94
Local Freight	Mixed	Mixed	Mixed																	Mixed	Mixed	Mixed	Time Freight
Daily Ex. Sunday	Daily	Daily	Daily																	Daily	Daily	Daily	Daily Ex. Sunday
L 8.45AM	L 4.05PM	L 12.30PM	L 6.45AM							43	0.0	D..... WARRENTON .....WA	3.8	J R Y		A 7.40AM	A 1.45PM	A 4.45PM	A 5.40PM				
A 8.55AM	s 4.15	s 12.35	s 6.55							Yard	1.8	DN..... FLAVEL .....X	2.0	R W Y		s 7.30	s 1.35	s 4.35	L 5.30PM				
	s 4.20	s 12.40	s 7.00							4	2.9	.....HAMMOND .....Spur	0.9			s 7.20	s 1.30	s 4.30				
	A 4.25PM	A 12.50PM	A 7.10AM							5	3.8	.....FORT STEVENS.....	0.0	Y		L 7.15AM	L 1.25PM	L 4.25PM				
95	91	89	87													88	90	92	94				
Daily Ex. Sunday	Daily	Daily	Daily													Daily	Daily	Daily	Daily Ex Sunday				
0.10 10.8	0.20 11.2	0.20 11.2	0.25 9.1													0.25 9.1	0.20 11.2	0.20 11.2	0.10 10.8				
Time Over District. Average Speed Per Hour.																							

SPECIAL RULES

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS

EXCEPTIONS :

No. 87 is superior to No. 88

No. 89 is superior to No. 90

No. 91 is superior to No. 92

SPECIAL RULES
EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS
EXCEPTIONS:
 No. 87 is superior to No. 88
 No. 89 is superior to No. 90
 No. 91 is superior to No. 92

GRADE CROSSINGS

NAME	Miles from Portland
P. & S.W. Ry. (Interlocking Plant).....	20.3
St. Helens Lumber Co. (Interlocking Plant).....	26.9
G. N. & P. Ry. (Interlocking Plant).....	38.1
Benson Timber Co. (Interlocking Plant).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
Hammond Lumber Co.	46.0
Columbia & Nehalem River Ry.	69.7
Oregon Timber & Log Co.	77.3
Crossett Western Lumber Co.	87.0

JUNCTIONS WITH LOGGING ROADS

NAME	Miles from Portland	Switch at
Portland & Southwestern Ry.	20.1	East end
St. Helens Lumber Co.	27.0	West end
Columbia County Logging Co.	32.5	East end
Goble, Nehalem & Pacific Ry.	38.0	East end
Noyes Holland Logging Co.	51.4	West end
Benson Timber Co.	62.3	East end
Colum. & Nehalem Riv. Ry.	69.8	West end
Oregon Timber & Log Co.	77.4	West end
Crossett Western Lum. Co.	86.8	West end

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
1	5.0 miles west of Doris	273 feet
2	5.2 miles west of Doris	165 feet
3	1.2 miles east of Mayger	175 feet
4	.6 miles east of John Day	176 feet

YARDS

Linnton yard limits extend five hundred feet west of United Junction switch to five hundred feet east of east switch of passing track.

Astoria yard limits extend from Tongue Point to 390 feet west of Smith's Point switch.

Warrenton yard limits extend from 2500 feet east of East switch to 2600 feet west of west switch on Second Dist.

Flavel yard limits extend from Warrenton to Fort Stevens.

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.

A. & C. FELDENHEIMER.....PORTLAND
AL. W. FIELD.....
J. A. SHANER.....ASTORIA

SPEED TABLE

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

S. A. GAGNON, Dispatcher
E. D. LACKEY, Dispatcher
E. M. HERRING, Dispatcher

SPECIAL RULES

- No. 1. Special Rules supersede rules and regulations of Transportation Department.
No. 2. Trains will date from time due to leave initial station.

INITIAL STATION.

First District.
Willbridge for trains 21, 23, 25, 27, 181, 93.
Doris for trains 26, 28.
Astoria for trains 22, 24, 182, 94.

Second District.
Astoria for trains 21, 23, 35, 37, 39, 93.
Holladay for trains 22, 24, 36, 38, 84.
Warrenton for train 94.

Third District.
Warrenton for trains 87, 89, 91, 95.
Flavel for train 94.
Fort Stevens for trains 88, 90, 92.

- No. 3. Unless some form of block signals are used, trains in same direction must keep at least ten minutes apart, except in closing up at stations, and operators must space trains ten minutes apart, using the train order signal for that purpose. They must show on clearance card the time train will be allowed to depart. Conductors and enginemen must respect the time marked on clearance card. Trains must approach all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.

REGISTERING STATIONS.

- No. 4. Portland, Astoria, Warrenton, Seaside, Fort Stevens.
Doris for trains 25, 26, 27, 28.
Third District trains register arriving and departing time at Fort Stevens by card at Warrenton.

STANDARD CLOCKS AND BULLETIN BOARDS.

- No. 5. Portland and Astoria.
No. 6. Derail Switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times, except when in use.

SPEED RESTRICTIONS.

- No. 7. Maximum speed for passenger trains at any point must not exceed forty-five (45) miles per hour and freight trains must not exceed thirty (30) miles per hour.
Through Town of Linnton, 20 miles per hour.
Through City of Goble, 10 miles per hour.
Through City of Rainier, 8 miles per hour.
Between Tongue Point and west end of Young's Bay, 20 miles per hour.
On Pacific Ave., Hammond, 8 miles per hour.
Between Flavel and Fort Stevens, 20 miles per hour.
Trains must not exceed time table schedule between Warrenton and Astoria.

- No. 8. Attention is called to electrification of main line and passing track at Linnton from United Junction to East of East Switch of passing track, and overhead wires and United Railway trains in yard limits, Linnton.

- No. 9. Draw Bridges are located: Clatskanie River, 0.5 miles West of Clatskanie; Blind Slough; John Day River, 0.6 miles east of John Day, Young's Bay, 2.8 miles west of Astoria; Skipanon Creek, 0.1 miles East of Warrenton.

- No. 10. At Willbridge Portland division trains will be governed by position of the lower blades of train order semaphore.

- No. 11. No. 22 will stop on flag at Alderbrook to receive passengers only.

- No. 12. No. 23 will stop on flag at Alderbrook, Surf and Wahannah to discharge passengers only and at Skipanon, Glenwood, Clatsop and Butterfield to let off passengers from points east of Astoria.

- No. 13. No. 24 will stop on flag Warren and Linnton to let off passengers from points west of Rainier.

- No. 14. No. 24 will stop on flag at Allendale and Warren Sunday only.

- No. 15. No. 87 will wait at Warrenton for connection with No. 35 and No. 89 with No. 21; No. 91 with 39; No. 22 with No. 88; No. 38 with No. 90; and No. 24 with No. 92.

- No. 16. At Linnton, No. 26 waits for connection with United Railway No. 2; No. 22 with United Railway No. 4, and No. 28 with United Railway No. 6 and No. 8.

Capacity of Engines in Addition to Weight of Engines, Tenders and Caboosees

DISTRICT	Rating Grade	CLASS OF ENGINE							
		D-2	D-3	D-4	D-6	L-1	L-4	N-1	N-3
		150-151	152 157 158	153 154 155	159	50	53 54	350 351 352	370
Portland to Astoria	.56	1425	1575	1525	1450			1650	2050
Astoria to Portland	.52	1475	1600	1575	1500			1700	2100
Astoria to Holladay	1.22	1800	1900	1850	1850	1200	925	2000	2400
Holladay to Astoria	.70	1800	1900	1850	1850	1200	925	2000	2400

COMPANY SURGEONS

DR. E. B. McDANIEL, Chief Surgeon, Electric Bldg., Portland
DR. R. C. McDANIEL, Asst. Surgeon, Electric Bldg., Portland
DRS. DICKSON, COGHLAN & DAVIS, Oculists, Selling Bldg., Portland
DR. S. M. MANN, Local Surgeon, Linnton
DR. W. E. WELCH, Local Surgeon, Rainier
DR. W. H. LOTT, Local Surgeon, Westport.
DR. J. A. FULTON, Local Surgeon, Astoria
DR. FRANK VANDOREN, Local Surgeon, Seaside.

Surgeons will attend when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere, unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

STRETCHERS

are located at the following points:

Portland.....Baggage Room
Rainier.....Station
Astoria.....Station

BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE

First District				
NAME	Miles from Portland	Car Capacity	Switch at	Flag Stops for Trains
Portland, G&C Spur...	5.6	33	West end	Not Passenger Stop.
Claremont Tavern...	6.0			25-26-27-28.
Orwood Spur...	6.2	7	East end	Not Passenger Stop.
Col. Engr. Works...	6.9	7	West end	Not Passenger Stop.
West Ore. Lbr. Spur...	8.3	15	West end	Not Passenger Stop.
Ban's Spur...	9.8	55	East end	25-26-27-28.
Burlington Spur...	11.7	60	West end	25-26-27-28.
Rocky Point...	15.7			25-26-27-28.
Johnson's Crossing...	18.1			25-26-27-28.
Honeymans...	22.0	7	Both ends	21-25-26-27-28.
McBride...	30.0			25-26-27-28.
Tide Creek...	35.8			25-26-27-28.
Nehalem Junction...	38.0	4	East end	25-26-27-28.
Prescott Spur...	42.2	17	East end	21-24-25-26-27-28.
Oasis...	43.4			25-26-27-28.
Reeds...	45.3	16	Both ends	Not Passenger Stop.
Plues...	46.4	13	East end	Not Passenger Stop.
Rice's Spur...	47.0	14	West end	Not Passenger Stop.
Rinearson Spur...	51.4	3	West end	21-22-23-24.
Downings...	52.8			21-24.
Fluhrer's Spur...	55.4	7	East end	Not Passenger Stop.
Inglis, 2 tracks...	60.3	27	West end	21-23-24.
Palm...	63.7			21-24.
Woodson...	68.5			21-24.
Kerry Spur...	69.8	10	West end	21-22-23-24.
Bugby...	75.2			21-24.
Parsons Spur...	77.4	2	West end	21-22-23-24.
Aldrich Point...	81.7			21-24.
Burnside...	91.4			21-22-24.
Fernhill...	94.0			21-24.
Tongue Point...	96.9			21-24.
Alderbrook...	97.5			21-24.
11th St., Astoria...	100.3			22-35-36-37-38-39

Second District

Merryweather.....	104.2			22-35-36-37-38-39
Allendale	111.4			22-35-36-37-38-39

Third District

Stock Yard Spur....	106.1	8	East end	Not Passenger Stop.
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R. E. WHITE, Asst. Chief Dispatcher
A. KASE, Chief Dispatcher

A. L. RYAN, Trainmaster and Traveling Engineer
P. McKAY, Asst. Superintendent