

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 69

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

SUNDAY, OCTOBER 22, 1916

SUPERSEDING TIME TABLE NO. 68 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

C. A. VERMILLION, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, Acting General Superintendent

2		WEST BOUND										FIRST DISTRICT—BETWEEN PORTLAND AND ASTORIA										EAST BOUND			
FOURTH CLASS		THIRD CLASS		FIRST CLASS				Car Capacity		Time Table No. 69 OCTOBER 22, 1916		Distance from Astoria		Water, Wyes Turn Tables, Fuel and Scales.		FIRST CLASS				THIRD CLASS		FOURTH CLASS			
181	93			23	27	25	21	Passenger	Passenger	Passenger	Passenger	Yard		DN.....PORTLAND.....OW	99.8	RWTF	A 9.15 AM	A 12.20 PM	A 4.40 PM	A 9.50 PM			A 1.15 AM	A 3.20 PM	
Local Freight	Time Freight			Passenger	Passenger	Passenger	Passenger	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily			Time Freight	Local Freight	
Daily Ex. Sunday	Daily Ex. Saturday			Daily	Daily	Daily	Daily																Daily Ex. Monday	Daily Ex. Sunday	
L 6.00 AM	L 9.00 PM			L 6.15 PM	L 5.15 PM	L 12.25 PM	L 8.10 AM	Yard		0.0	DN.....PORTLAND.....OW	99.8	RWTF	A 9.15 AM	A 12.20 PM	A 4.40 PM	A 9.50 PM					A 1.15 AM	A 3.20 PM		
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																									
6.25	9.34			6.31	5.31	12.41	8.26	Yard		4.4	DN.....WILLBRIDGE.....BA	95.4	J	8.59	12.04 PM	4.24	9.34					12.50	2.55		
6.39	9.44			6.36	s 5.37	*12.47	s 8.31	35	78	7.3	D.....LINNTON.....IN	92.5		s 8.53	s 11.58	s 4.18	9.29					12.33	2.40		
6.44	9.46			6.37	5.38	12.48	8.32			7.9	.....UNITED JUNCTION.....	91.9	P	8.50	11.53	4.14	9.28					12.30	2.30	
7.05	10.00			6.44	f 5.48	f 12.58	8.42	83	6	12.6	.....HOLBROOK.....	87.2	W	f 8.42	11.45	f 4.04	9.19					12.05 AM	2.00	
7.39	10.22			6.56	s 6.05	s 1.15	s 8.56		47	19.9	D.....SCAPPOOSE.....SQ	79.9		s 8.17	s 11.31	s 3.48	s 9.06					11.38	1.15		
8.07	10.35			7.03	f 6.15	f 1.25	s 9.04	32	5	24.3	.....WARREN.....	75.5		f 8.07	11.23	f 3.38	8.58					11.22	12.52	
8.20	10.45			7.08	6.21	1.31	9.11	43	30	27.1	.....CORMICK.....	72.7		8.00	11.17	3.32	8.53					11.12	12.36	
8.27	10.47			f 7.09	s 6.23	s 1.33	s 9.12		12	27.6	D.....ST. HELENS.....HU	72.2		s 7.59	s 11.16	s 3.31	s 8.52					11.10	12.34		
8.45	10.58			7.15	6.31	1.42	9.19	52	5	31.3	.....WATERVIEW.....	68.5	W	7.50	11.09	3.22	8.45					10.58	12.15	
9.02	11.05			7.18	s 6.36	s 1.47	f 9.23		10	33.2	.....DEER ISLAND.....	66.6		s 7.43	11.06	s 3.17	s 8.41					10.47	12.05 PM	
9.20	11.20			7.25	f 6.45	f 1.57	9.30	28		37.2	.....CHARLTON.....	62.6		f 7.34	10.59	f 3.08	8.33					10.30	11.44	
9.35	11.28			s 7.29	s 6.50	s 2.03	s 9.35	27	79	39.4	D.....GOBLE.....GB	60.4	T	s 7.28	s 10.55	s 3.03	s 8.28					10.22	11.33		
10.05	11.51			s 7.42	s 7.05	s 2.20	s 9.49		8	45.8	D.....RAINIER.....RA	54.0	W	s 7.10	s 10.40	s 2.48	s 8.15					9.55	11.00		
10.20	11.55			7.44	A 7.10 PM	A 2.25 PM	9.51	60		46.8	P.....DORIS.....	53.0	R T	L 7.00 AM	10.37	L 2.40 PM	8.13					9.52	10.47		
11.19	12.20 AM			8.00			f 10.05	17		58.5	.....PYRAMID.....	46.3			f 10.23		f 8.00					9.25	9.12	
11.33	12.28			f 8.06			s 10.16	14		55.8	.....MAYGER.....	44.0			f 10.16		s 7.54					9.16	9.01	
11.54	12.40			f 8.14			s 10.25	51		59.3	.....QUINCY.....	40.5	W		f 10.07		s 7.45					9.02	8.45	
12.12 PM	12.50			s 8.23			s 10.33	44	52	62.2	DN.....CLATSKANIE.....CN	37.6			s 9.59		s 7.37					8.51	8.32		
12.38	1.04			f 8.33			f 10.44	60		66.6	.....MARSHLAND.....	33.2			f 9.46		f 7.23					8.33	8.12	
1.05	1.20			f 8.45			s 10.56	33	40	71.2	.....WESTPORT.....	28.6			f 9.34		s 7.11					8.16	7.50	
1.20	1.27			f 8.51			s 11.03		54	73.5	.....WAUNA.....	26.3			f 9.28		s 7.04					8.07	7.40	
1.50	1.44			f 9.04			s 11.16	49		78.4	.....CLIFTON.....	21.4	W		f 9.16		s 6.50					7.48	7.20	
2.20	2.04			f 9.19			f 11.31		84.9	.....BLIND SLOUGH.....No Siding BS	14.9			f 9.01		f 6.34						7.25	6.58	
2.28	2.10			f 9.24			s 11.36		35	86.5	.....KNAPPA.....	13.3			f 8.56		s 6.29					7.19	6.52	
2.45	2.22			f 9.32			s 11.46		46	90.2	.....SVENSEN.....	9.6			f 8.47		s 6.19					7.05	6.38	
3.08	2.40			9.45			f 11.59	38		95.4	.....JOHN DAY.....	4.4			f 8.35		f 6.05					6.45	6.20	
A 3.30 PM	A 3.00 AM			A 10.00 PM			A 12.15 PM	Yard		99.8	DN.....ASTORIA.....RO	0.0	RWTF		L 8.20 AM		L 5.50 PM					L 6.25 PM	L 6.00 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	6 00 16.6			8.45 26.6	1.55 24.4	2.00 23.4	4 05 24.4									2 15 20.8	4.00 24.9	2.00 23.4	4.00 24.9			6 50 14.6	9 20 10.7		
Time Over District. Average Speed Per Hour.																									
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
THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Cap'city	Distances from Holladay	Time Table No. 69 OCTOBER 22, 1916	Distances from Holladay	Water, Wyes, Turn Tables, Fuel, and Scales	FIRST CLASS			SECOND CLASS			THIRD CLASS										
93	Time Freight	Daily Ex Sunday	89	87	83	21	Passenger	24						80	84	88	94													
																		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Time Freight	Daily Ex. Sunday				
L 3.15 ^{AM}			L 5.00 ^{PM}	L 3.30 ^{PM}	L 8.40 ^{AM}	L 12.25 ^{PM}	Yd	99 8	DN.....ASTORIA.....RO	19 3	R W T O P	A 5.40 ^{PM}					A 8.15 ^{AM}	A 2.25 ^{PM}	A 4.40 ^{PM}		A 6.05 ^{PM}									
3.33			f 5.15	f 3.45	f 8.55	f 12.40		104 0	.....SUNNYMEAD No Siding	15 1		f 5.25					f 8.00	f 2.06	f 4.25		5.46								
A 3.40 ^{AM}			s 5.20 ²⁴	A 3 50 ^{PM}	s 9.05	s 12.45 ⁸⁴	43	105 6	D.....WARRENTON.....WA	13 5	J R Y	s 5.20 ⁸⁹					s 7.55 ²¹ 7.20	s 2.00 ²¹ 12.01 PM	L 4.20 ^{PM}		L 5.40 ^{PM}									
			f 5.23		f 9.11	f 12.49	3	107 0	.....SKIPANON.....Spur	12 1		f 5.16					f 7.16	f 11.53											
			f 5.27		f 9.17	f 12.52	9	108 2	.....COLUMBIA BEACH Spur	10 9		f 5.12					f 7.13	f 11.47											
			f 5.31		f 9.23	f 12.56		109 7	.....GLENWOOD.....No Siding	9 4		f 5.08					f 7.09	f 11.40											
			f 5.33		f 9.27	f 12.58	11	110 3	.....CARNAHAN.....Spur	8 8		f 5.06					f 7.07	f 11.36											
			f 5.37		f 9.33	f 1.02	23	112 1	.....WEST.....	7 0		f 5.02					f 7.02	f 11.28											
			f 5.40		f 9.38	f 1.05	3	113 2	.....CLATSOP.....Spur	5 9		f 4.59					f 6.59	f 11.23											
			f 5.43		f 9.43	f 1.08		114 4	.....BUTTERFIELD No Siding	4 7		f 4.56					f 6.56	f 11.17											
			s 5.47		s 9.48	s 1.11	14	115 7	.....GEARHART.....GR	3 4		s 4.53					s 6.52	s 11.12											
			f 5.50		f 9.53	f 1.15		116 8	.....WAHANNAH.....No Siding	2 3		f 4.49					f 6.49	f 11.06											
			f 5.52		f 9.57	f 1.17		117 4	.....SURF.....No Siding	1 7		f 4.47					f 6.47	f 11.03											
			s 5.55		s 10.00	s 1.20	22	60	D.....SEASIDE.....SD	1 1	R W	s 4.45					s 6.45	s 11.00												
			A 6.00 ^{PM}		A 10.05 ^{AM}	A 1.25 ^{PM}	23	119 1	.....HOLLADAY.....	0 0	Y	L 4.35 ^{PM}					L 6.30 ^{AM}	L 10.55 ^{AM}											
93			89	87	83	21						24					80	84	88		94									
Daily Ex Sunday			Daily	Daily	Dai y	Daily						Daily					Daily	Daily	Daily		Daily Ex. Sunday									
0.25 14 5			1 00 19.3	0.20 17.7	1.25 13.6	1 00 19 3						1.00 19.3					1.05 17.8	1.31 12.7	0.20 17.7		0.25 14.5									
Time Over District. Average Speed Per Hour.																														

SPECIAL RULES
EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. EXCEPTIONS:
 No. 83 is superior to No. 84 No. 87 is superior to No. 88

WEST BOUND										THIRD DISTRICT—BETWEEN WARRENTON AND FORT STEVENS										EAST BOUND				
THIRD CLASS		SEC JND CLASS				FIRST CLASS				Capacity of Side Tracks	Distances from Warrenton	Time Table No. 69 OCTOBER 22, 1916		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS		SECOND CLASS			THIRD CLASS			
93		87	85	81									82			86	88		94					
Time Freight		Mixed	Mixed	Mixed									Mixed			Mixed	Mixed		Time Freight					
Daily Ex. Sunday		Daily	Daily	Daily							Daily	Daily	Daily		Daily Ex. Sunday									
L 3.40AM		L 3.50PM	L 12.45PM	L 7.20AM					43	0 0	D..... WARRENTON .....WA	3 8	J R Y		A 7.55AM	A 2.00PM	A 4.20PM		A 5.40PM					
A 3.50AM		s 3.55	s 12.50	s 7.25					Yard	1 8	DN..... FLAVEL .....X	2 0	R W Y		s 7.50	s 1.55 1.30	s 4.15		L 5.30PM					
		s 4.00	s 12.55	s 7.30					4	2 9	.....HAMMOND .....Spur	0 9			s 7.45	s 1.20	s 4.10						
		A 88 4.05PM	A 86 1.05PM	A 82 7.37AM					Yard	3 8	.....FORT STEVENS.....	0 0	Y		L 81 7.37AM	L 85 1.10PM	L 87 4.05PM						
93		87	85	81											82	86	88		94					
Daily Ex. Sunday		Daily	Daily	Daily											Daily	Daily	Daily		Daily Ex Sunday					
0.10 10.8		0.15 15 0	0.20 11 02	0.17 13.4											0.18 12.7	0.25 9.1	0.15 15 0		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. 81 is superior to No. 82
No. 85 is superior to No. 86
No. 87 is superior to No. 88

SPECIAL RULES
EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS.
EXCEPTIONS:
 No. 81 is superior to No. 82
 No. 85 is superior to No. 86
 No. 87 is superior to No. 88

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
Big Creek Logging 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
Big Creek Logging Co.	86.8	West end
Bear Creek Logging Co.	90.9	West end

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
1	1.2 miles east of Mayger	175 feet
2	.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 District.

Flavel yard limits extend from Warrenton to Fort Stevens.

Seaside yard limits extend from 500 feet east of East switch at Seaside to end of track at Holladay.

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

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.** **TERMINAL STATION.**
Willbridge for trains 21, 23, 25, 27, 181, 93. Willbridge for trains 22, 24, 26, 28, 182, 94.
Doris for trains 26, 28. Doris for trains 25, 27.
Astoria for trains 22, 24, 182, 94. Astoria for trains 21, 23, 181, 93.

Second District.
Astoria for trains 21, 83, 87, 89, 93. Astoria for trains 24, 80, 84, 88, 94.
Warrenton for trains 88, 94. Warrenton for trains 87, 93.
Holladay for trains 24, 80, 84. Holladay for trains 21, 83, 89.

- Third District.**
Warrenton for trains 81, 85, 87, 93. Warrenton for trains 82, 86, 88, 94.
Flavel for train 94. Flavel for train 93.
Fort Stevens for trains 82, 86, 88. Fort Stevens for trains 81, 85, 87.
- No. 3. Unless some form of block signals are used, passenger trains in same direction must keep at least fifteen minutes apart, and other trains ten minutes apart, except in closing up at stations, and operators must space passenger trains fifteen minutes apart and other 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. Flavel for trains 93 and 94.
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. 21 will stop on flag at Holbrook for passengers for points west of Rainier.
- No. 12. No. 22 will stop on flag at Halco to receive passengers only.
- No. 13. No. 23 will stop on flag at Halco to discharge passengers only.
- No. 14. No. 24 will stop on flag Warren and Linnton to let off passengers from points west of Rainier.
- No. 15. No. 24 will stop on flag at Allendale and Warren Sunday only and at Holbrook Saturday and Sunday only.
- No. 16. At Warrenton No. 85 waits for connection with No. 21.
- No. 17. 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.
- No. 18. All trainmen and others interested are hereby warned that the majority of cattle guards on Portland Division are closer to tracks than required standard of the Public Service Commission of Oregon.

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

DISTRICT	Ruling 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	L-5 50 55	53 54	350 351 352	370
Portland to Astoria	.56	1325	1423	1364	1480	836	700	1456	1780
Astoria to Portland	.52	1400	1507	1444	1564	900	712	1535	1872
Astoria to Holladay	1.22	742	800	766	831	470	378	815	994
Holladay to Astoria	.70	880	950	909	985	557	448	966	1180

E. M. HERRING, Dispatcher
A. KASE, Chief Dispatcher

COMPANY SURGEONS

DR. E. B. MCDANIEL, Chief Surgeon, Electric Bldg., Portland
DR. R. C. MCDANIEL, Asst. Surgeon, Electric Bldg., Portland
DRS. DICKSON, COGHAN & 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....	11.9	60	West end	25-26-27-28.
Rocky Point.....	15.7			25-26-27-28.
Johnson's Crossing..	18.1			25-26-27-28.
Honeyman's	22.0	7	Both ends	21-25-26-27-28.
McBride.....	30.0			25-26-27-28.
Appleton's Crossing.	32.0			26, 27.
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.
Tryon 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	21-23-24.
Aldrich Point.....	81.7			21-24.
Burnside.....	91.4			21-22-24.
Fernhill.....	94.0			21-22-24.
Tongue Point.....	96.9			21-24.
Halco.....	97.5			21-24.
11th St., Astoria.....	100.3			21, 22, 24, 85, 86, 87, 88.

Second District

Merryweather.....	104.2			85, 86, 87, 88.
Allendale.....	111.4			87, 90.

Third District

Stock Yard Spur....	106.1	8	East end	Not Passenger Stop.
---------------------	-------	---	----------	---------------------

E. B. HEATH, Trainmaster
P. McKAY, Asst. Superintendent