

11/18/21

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 86

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

SUNDAY, MARCH 20, 1921

**SUPERSEDING TIME TABLE NO. 85 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

2		WESTWARD		FIRST SUB-DIVISION—BETWEEN PORTLAND AND ASTORIA												EASTWARD							
FOURTH CLASS	THIRD CLASS	FIRST CLASS								Car Capacity		Time Table No. 86 MARCH 20, 1921		Distance from Astoria		FIRST CLASS		THIRD CLASS	FOURTH CLASS				
181					23	27	25	21	Passing Tracks	Other Tracks	Distance from Portland					26	22	28	24				182
Local Freight					Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger				Local Freight
Daily Ex. Sunday					Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily				Daily Ex. Monday
L 6.30 AM					L 6.20 PM	L 5.20 PM	L 12.15 PM	L 8.15 AM	Yard		0.0	DN.....PORTLAND.....	DI OW	99.8	WT CO	A 9.00 AM	A 12.15 PM	A 4.40 PM	A 8.10 PM				A 1.30 PM
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																							
6.50					6.36	5.36	12.31	8.31	Yard		4.4	DN.....WILLBRIDGE.....	BA	95.4		8.44	11.59	4.24	7.54				1.10
6.59					6.41	s 5.43	s 12.37	s 8.37	35	78	7.3	D.....LINNTON.....	IN	92.6		s 8.37	s 11.52	s 4.17	7.48				1.02
7.01					6.42	5.45	12.38	8.38			7.9	P.....UNITED JUNCTION.....		91.9		8.34	11.46	4.14	7.47				1.00
7.14					6.50	f 5.55	f 12.48	8.46	33	6	12.6	.....HOLBROOK.....		87.2	W 3 MI. W.	f 8.23	11.37	f 4.03	7.40				12.48
7.35					7.02	s 6.10	s 1.04	s 9.00	39	8	19.9	D.....SCAPPOOSE.....	SQ	79.9		s 8.08	s 11.24	s 3.45	s 7.28				12.17
7.57					7.10	f 6.20	f 1.12	s 9.08	32	5	24.3	.....WARREN.....		75.5		f 7.57	11.16	f 3.35	7.20				12.01 PM
8.09					7.15	6.26	1.19	9.13	58		27.1	.....CORMICK.....		72.7		7.50	11.12	3.29	7.15				11.49
8.11					s 7.17	s 6.28	s 1.22	s 9.16		12	27.6	D.....ST. HELENS.....	H	72.2	W	s 7.48	s 11.11	s 3.27	s 7.12				11.47
8.27					7.23	6.37	1.31	9.22	52	5	31.3	.....WATERVIEW.....		68.5		7.38	11.03	3.18	7.02				11.32
8.35					7.27	s 6.41	s 1.35	f 9.26		10	33.2	D.....DEER ISLAND.....	DJ	66.6		s 7.33	f 11.00	s 3.13	s 6.58				11.24
8.50					7.34	f 6.50	f 1.46	9.34	28		37.2	.....CHARLTON.....		62.6		f 7.23	10.52	f 3.05	6.50				11.07
9.00					s 7.38	s 6.58	s 1.52	s 9.39	27	79	39.4	DN.....GOBLE.....	GB	60.4		s 7.17	s 10.48	s 2.57	s 6.45				10.48
9.45					s 7.52	s 7.20	s 2.10	s 9.52		6	45.8	D.....RAINIER.....	RA	54.0	W 2.4 MI. E.	s 7.00	s 10.35	s 2.40	s 6.32				10.01
21-22-182 9.52 10.32					7.55	A 7.25 PM	A 2.15 PM	181-182 9.54	60		46.8	P.....AVON.....		53.0	T	L 6.55 AM	10.32	L 2.35 PM	6.29				21-181 9.54
11.02					8.09			f 10.12	17		53.5	.....PYRAMID.....		46.3			f 10.12		f 6.12				9.22
11.13					s 8.15			s 10.17	60	14	55.8	.....MAYGER.....		44.0			s 10.06		s 6.06				9.11
11.28					s 8.23			s 10.26	34	12	59.3	.....QUINCY.....		40.5	W		s 9.57		s 5.57				8.55
11.42					s 8.31			s 10.34	54	75	62.2	DN.....CLATSKANIE.....	CN	37.6			s 9.49		s 5.49				8.40
12.01 PM					f 8.43			f 10.46	60	10	66.6	.....MARSHLAND.....		33.2			f 9.40		f 5.38				8.15
12.14					s 8.51			s 10.54		10	69.8	.....KERRY.....		30.0			s 9.31		s 5.30				8.00
12.20					s 8.56			s 10.58	33	53	71.2	.....WESTPORT.....		28.6			s 9.26		s 5.25				7.55
12.31					s 9.03			s 11.05		54	73.5	.....WAUNA.....		26.3			s 9.20		s 5.19				7.20
12.53					s 9.16			s 11.18	49		78.4	.....CLIFTON.....		21.4	W		s 9.08		s 5.07				6.55
1.22					f 9.35			s 11.37			84.9	.....BLIND SLOUGH.....	No Siding	14.9			f 8.51		s 4.51				6.33
1.30					s 9.39			s 11.41	26	5	86.5	.....KNAPPA.....		13.3			s 8.46		s 4.47				6.25
1.45					s 9.50			s 11.51	46	3	90.2	.....SVENSEN.....		9.6			s 8.38		s 4.38				6.10
2.10					10.05			f 12.05 PM	38		95.4	.....JOHN DAY.....		4.4			f 8.25		f 4.25				5.50
A 2.30 PM					A 10.20 PM			A 12.20 PM	Yard		99.8	DN.....ASTORIA.....	RO FD	0.0	WT OC		L 8.10 AM		L 4.10 PM				L 5.30 AM
181					23	27	25	21								26	22	28	24				182
Daily Ex. Sunday					Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily				Daily Ex. Monday
8 00 12.5					4.00 25.0	2.05 22.5	2.00 22.9	4.05 24.4								2.05 22.5	4.05 24.4	2.05 22.5	4.00 25.0				8 00 12.5
SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS. EXCEPTION: No. 25 IS SUPERIOR TO No. 28																							

WESTWARD										SECOND SUB-DIVISION — BETWEEN ASTORIA AND HOLLADAY										EASTWARD										3																							
3rd CLASS		SECOND CLASS				FIRST CLASS				Car Cap'city		Time Table No. 86 MARCH 20, 1921		Distances from Holladay		Water, Wyes, Turn Tables, Fuel, and Scales		FIRST CLASS				SECOND CLASS				3rd CLASS																											
61						23				43		53		21				22				52				24				44								62															
Mixed						Passenger				Passenger		Passenger		Passenger				Passenger				Passenger				Passenger				Passenger								Mixed															
Daily						Daily				Daily		Daily		Daily				Daily				Daily				Daily				Daily				Daily				Daily															
L 9.30AM						L 10.30PM				L 5.25PM		L 3.50PM		L 12.30PM		Yd		99.8		DN.....ASTORIA.....FD				19.3		WT 00		A 8.00AM				A 5.00PM				A 4.00PM				A 7.30PM								A 2.20PM					
f 9.37										f 5.32		f 3.55				Yd		101.5		1.7				17.6				f 4.52				3.55				f 7.22								f 2.10									
f 9.50						10.45				f 5.40		f 4.05		12.45				104.0		2.5				15.1				7.40				f 4.45				3.45				f 7.15								f 2.00					
s 9.55						f 10.50				s 5.45		A 4.10PM		s 12.50		58		105.6		1.6				13.5		Y		s 7.35				L 4.40PM				s 3.40				s 7.10								s 1.55 12.30					
f 10.00						10.52				f 5.49				f 12.54				107.0		1.4				12.1				f 7.28								f 3.35				f 7.06								f 12.24					
f 10.05						f 10.54				f 5.52				f 12.58		39		108.2		1.2				10.9				f 7.25								f 3.33				f 7.03								f 12.19					
f 10.10						10.56				f 5.55				f 1.02				109.7		1.5				9.4				f 7.21								f 3.28				f 6.59								f 12.13					
f 10.12						f 10.57				f 5.57				f 1.04		2		110.3		0.6				8.8				f 7.19								f 3.27				f 6.57								f 12.11					
f 10.18						f 11.00				f 6.01				f 1.08		23		112.1		1.8				7.0				f 7.15								f 3.22				f 6.52								f 12.04					
f 10.21						f 11.02				f 6.04				f 1.12		4		113.2		1.1				5.9				f 7.12								f 3.18				f 6.49								f 12.01PM					
10.23						11.03				6.05				1.13		15		113.7		0.5				5.4				7.11								3.17				6.47								11.58					
f 10.25						11.04				f 6.07				f 1.14				114.4		0.7				4.7				7.10								f 3.15				f 6.45								f 11.55					
s 10.34						f 11.08				s 6.11				s 1.18		14		115.7		1.3				3.4				s 7.06								s 3.12				s 6.42								s 11.47					
f 10.41						11.13				f 6.15				f 1.21				116.8		1.1				2.3				f 7.03								f 3.09				f 6.39								f 11.40					
f 10.45						11.15				f 6.17				f 1.23		23		117.4		0.6				1.7				f 7.02								f 3.07				f 6.37								f 11.35					
s 10.50						s 11.20				s 6.20				s 1.25		22		118.0		0.6				1.1		W		s 7.00								s 3.05				s 6.35								s 11.30					
A 10.55AM						A 11.25PM				A 6.25PM				A 1.30PM		56		119.1		1.1				0.0		Y		L 6.45AM								L 2.50PM				L 6.30PM								L 11.00AM					
61						23				43		53		21														22				52				24				44								62					
Daily						Daily				Daily		Daily		Daily														Daily				Daily				Daily				Daily								Daily					
1 25						0 55				1 00		0 20		1 00														1 15				0 20				1 10				1 00								1 55					
13 7						21 1				19 3		17 7		19 3														15 4				17 6				16 6				19 3								10 0					

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS:
No. 53 is superior to No. 52. No. 43 is superior to No. 44. No. 61 is superior to No. 62

WESWARD										THIRD SUB-DIVISION—BETWEEN WARRENTON AND FORT STEVENS										EASTWARD			
THIRD CLASS		SECOND CLASS				FIRST CLASS				Capacity of Side Tracks	Distances from Warrenton	Time Table No. 86		Distances from Fort Stevens	Water, Wyes and Tunnels and Scales	FIRST CLASS			SECOND CLASS				
		71				53						MARCH 20, 1921				52			70				
		Mixed				Passenger						STATIONS				Passenger			Mixed				
		Daily				Daily										Daily			Daily				
					L 12.55PM			L 4.10PM	58	0.0	D..... WARRENTON .....WA	3.8	Y	A 4.40PM			A 1.50PM						
					f 1.00			f 4.15	110	1.8	..... FLAVEL	2.0	W C Y	f 4.35			f 1.40					
					s 1.05			s 4.20	4	2.9	..... HAMMOND	0.9		s 4.30			s 1.35					
					A 1.15PM			A 4.25PM	Yard	3.8	D..... FORT STEVENS FN	0.0	Y	L 4.25PM			L 1.30PM						
					71			53						52			70						
					Daily			Daily						Daily			Daily						
					0.20 11.4			0.15 15.0			Time Over District. Average Speed Per Hour.			0.15 15.0			0.20 11.4						

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

EXCEPTIONS:

No. 71 is superior to No. 70

No. 53 is superior to No. 52

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
Grant Smith-Porter Bros. Co.	13.3
Columbia & Nehalem River Ry.	69.7
Oregon Timber & Log Co.	76.8
Big Creek Logging Co.	87.0

JUNCTIONS

NAME	Miles from Portland	Switch at
Vancouver Division	4.4	
United Railways Co.	7.9	
Grant Smith-Porter Bros. Co.	13.4	West end
Portland & Southwestern Ry.	20.1	East end
St. Helens Lumber Co.	27.0	West end
Deer Island Logging Co.	32.5	East end
Goble, Nehalem & Pacific Ry.	38.1	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.	76.8	East end
Big Creek Logging Co.	86.8	West end
Hammond Lumber Co.	105.1	Both ends
H. E. Noble Lumber Co.	119.1	East end
Hammond Lumber Co.	119.2	

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
3	1.2 miles east of Mayger	175 feet

YARDS

Linnton yard limits extend six hundred feet west of West Oregon Lumber Co. switch to one thousand feet east of east switch of the Clark - Wilson Lumber Co. loading track.

Rainier yard limits extend from yard sign five hundred feet east of east switch Reeds to yard sign five hundred feet west of west passing track switch Avon.

Astoria yard limits extend from Tongue Point to 2600 feet west of west switch at Warrenton on Second Sub-Division and to Ft. Stevens on Third Sub-Division.

Seaside yard limits extend from 500 feet east of East switch at Seaside to yard sign 900 feet west of wye switch Holladay. Attention is called to the use of Seaside yard limits by Hammond Lumber Co. engines

WATCH INSPECTORS

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

W. H. SEXTON	PORTLAND
SHULTZ & JACOBSEN	ASTORIA
E. M. YOUNG	RAINIER
L. S. BALL	SEASIDE

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES

DISTRICT	Ruling Grade	Class of Engine							
		D-2	D-3	D-4	D-6	L-1	L-5	L-4	N-3
		152	153			D-5	50	53	370
		150	157	154	159	55	55	54	350
		151	158	155		156			351
									352
Portland to Goble .....	.56	1325	1423	1364	1480	836	700	2000	
Goble to Portland .....	.52	1400	1507	1444	1564	900	712	2000	
Goble to Astoria .....	.31	1525	1650	1590	1690	1143	860	2100	
Astoria to Goble .....	.38	1500	1590	1525	1620	1100	810	2050	
Astoria to Flavel .....	.33	1525	1650	1590	1690	1143	860	2100	
Flavel to Astoria .....	.44	1480	1575	1512	1600	1084	810	2050	
Warrenton to Holladay	1.22	742	800	766	831	470	378	994	
Holladay to Warrenton .....	.70	880	950	909	985	557	448	1180	

E. M. HERRING, Dispatcher
E. D. LACKEY, Dispatcher
F. S. BARLOW, Dispatcher

S. A. GAGNON, Dispatcher
E. B. HEATH, Trainmaster
R. C. SCOFFERN, Chief Disp.

SPECIAL RULES

No. 1. Special Rules supersede rules and regulations of Transportation Department.

No. 2. **REGISTERING STATIONS.**

Portland, Astoria, Warrenton, Seaside, Fort Stevens.
Avon for trains 25, 26, 27, 28.
Trains taking down signals at Willbridge be governed by Rule 96.

No. 3. **STANDARD CLOCKS AND BULLETIN BOARDS.**

Portland, Astoria, Warrenton and Seaside.

No. 4. 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.

No. 5. **SPEED RESTRICTIONS.**

Maximum speed for passenger trains at any point must not exceed 45 miles per hour, and freight trains must not exceed 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.

Between Hanthorn Spur and Astoria water tank 8 miles per hour.

Over west end Young's Bay trestle 10 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.

Trains must not exceed schedule time between Rocky Point and Willbridge and engines backing up between these points must not exceed 20 miles per hour.

Over bridge 110-7 first curve west of Carnahan, 15 miles per hour.

Hammond Lumber Co. trains must not exceed a speed of fifteen (15) miles per hour in either direction between Seaside and Warrenton.

No. 6. When an order is put out to a train at a station, directing it to meet an opposing train at that station and the order contains the clause "..... gets this order at meeting point" the train receiving the order at the meeting point will hold the main track and the other train must take the siding.

No. 7. Rule 83-a will not apply at initial stations which are not telegraph stations, nor at telegraph stations except during office hours, or when an operator is on duty after office hours.

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. 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.

No. 10. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

No. 11. 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. 12. At Willbridge Portland division trains will be governed by position of the lower blades of train order semaphore.

No. 13. At Port Dock the track on south side of main track will be used as passing track.

No. 14. No. 21 will stop on flag at Burlington to discharge passengers from Portland; at Holbrook to pick up passengers for points west of Rainier; at Nehalem Junction to discharge passengers from Portland or Linnton; at 11th Street, Astoria, to receive passengers; on Saturdays at bridge tender's house at John Day draw bridge; and Saturdays at Port Dock, Astoria, to receive passengers.

No. 15. No. 22 will stop on signal at Port Dock and 11th Street, Astoria, to discharge passengers.

No. 16. No. 23 will stop on signal at Skipanon, Glenwood, Butterfield, Wahannah and Surf to discharge passengers only.

No. 17. No. 24 will stop on signal at points east of Rainier to let off passengers from points west of Rainier.

No. 18. No. 24 will stop on flag at Warren Sunday only and at Holbrook Saturday and Sunday only, and at John Day bridge tender's house on Saturdays only.

No. 19. No. 25 will stop at Junction with Deer Island Logging Co. on Monday and Thursday of each week to unload perishable express.

No. 20. At Linnton, No. 22 waits for connection with United Railway No. 2.

No. 21. **CLEARANCE TABLE**

	Height above Top of Rail										
	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'
	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide
Portland Division.	18'6"	18'0"	17'6"	17'0"	17'0"	16'6"	16'6"	16'0"	15'6"	15'0"	14'0"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

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. C. E. BROUS, Local Surgeon, Linnton, Oregon
DR. C. E. WADE, Local Surgeon, St. Helens, Ore.
DR. W. E. WELCH, Local Surgeon, Rainier
DR. M. G. EVANS, Local Surgeon, Clatskanie, Ore.
DR. E. J. JASPER, Local Surgeon, Westport
DR. J. A. FULTON, Local Surgeon, Astoria
DR. ARTHUR VAN DUZEN, Assistant Local Surgeon, Astoria.
DR. O. C. HAGMEIER, Local Surgeon, Seaside and Warrenton.

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 Sub-Division

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	6.0			25-26-27-28.
Orwood	6.2	7	East 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.
McNulty	25.9			25-26-27-28.
Standard Oil Co. Spur	28.4	8	West end	Not Passenger Stop.
Sommarstrom Ship Building Co. Spur ..	29.5	7	West end	Not Passenger Stop.
McBride	30.0			25-26-27-28.
Appleton's Crossing ..	32.0			26, 27. (Express only)
Tide Creek	35.8			25-26-27-28.
Nehalem Junction ..	38.0	4	East end	25-26-27-28.
Trojan	40.7	27	East end	Not Passenger Stop
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.
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.
Fluhner's Spur	55.4	7	East end	Not Passenger Stop.
Inglis	60.3	12	West end	21-24.
Palm	63.6	6	East end	21-24.
Woodson	68.5			21-24.
Bugby	75.2			21-24.
Parsons	76.8	2	East end	21-22-23-24.
Aldrich Point	81.7			21-24.
Brownmead	83.3	2	East end	21-22-23-24.
Burnside	91.4			21-22-24.
Fernhill	94.0			21-22-24.
Tongue Point	96.9			21-24.
Halco	97.5			21-22-23-24.

Second Sub-Division

11th St., Astoria	100.3			44-52-62
				43-53-61.
Merryweather	104.2			44-52-62
				43-53-61
Allendale	111.4	3	West end	44-62-43-61.

Third Sub-Division

Stock Yard Spur	106.1	6	East end	Not Passenger Stop.
Warrenton Clay Spur ..	106.3	65	West end	Not Passenger Stop.
Point Adams Spur	108.3	1	East end	Not Passenger Stop.