

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 95

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

SUNDAY, SEPTEMBER 9, 1923

SUPERSEDING TIME TABLE NO. 94 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

2			WESTWARD										FIRST SUB-DIVISION—BETWEEN PORTLAND AND ASTORIA										EASTWARD		
FOURTH CLASS	THIRD CLASS	2nd CLASS	FIRST CLASS					Car Capacity	Distance from Portland	Time Table No. 95 SEPTEMBER 9, 1923	Distance from Astoria	Water, Wye, Turntables, Fuel and Scales.	FIRST CLASS					2nd CLASS	THIRD CLASS	FOURTH CLASS					
381	293	241	23	27	25	61	21	Passenger					Passenger	Passenger	Passenger	Passenger	26	22	28	62	24	242	294	382	
Local Freight	Time Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passing Tracks	Other Tracks	STATIONS	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Time Freight	Local Freight					
Leave Daily Ex. Sunday	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Wed. Fri. & Sun.	Arrive Daily Ex. Monday					
6.30 AM	8.40 PM	12.45 PM			6.20 PM	4.50 PM	1.10 PM	9.05 AM	8.15 AM	Yard	0.0	DN.....PORTLAND ..DI	99.8	WT C O	9.55 AM	12.01 PM	5.05 PM	5.40 PM	9.05 PM		12.30 PM	1.45 AM	1.30 PM		
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																									
6.55	9.05	382 1.10			6.36	5.06	1.26	9.21	8.31	Yard	4.4	DN.....WILLBRIDGE ..BA	95.4		9.39	11.44	4.49	5.24	8.49		12.10	1.20	241 1.05		
7.05	9.15	1.18			6.41	5.12	1.32	9.27	8.37	35	7.3	D.....LINTON ..IN	92.5		9.31	11.38	4.43	5.16	8.43		12.03 PM	1.07	12.47		
7.10	9.17	1.23 PM			6.42	5.14	1.33	9.28 AM	8.38		7.9	P UNITED JUNCTION ..	91.9		9.28	11.37	4.42	5.14 PM	8.42		11.57 AM	1.05	12.40		
7.25	9.32				6.52	5.26	1.43		8.48	33	6	HOLBROOK	87.2	W 3 MI. W.	9.18	11.28	4.32		8.33			12.47	12.23 PM		
7.55	9.54				7.06	5.44	1.57		9.03	39	10	D.....SCAPPOOSE ..SQ	79.9		9.03	11.15	4.17		8.18			12.18	11.59		
8.10	10.08				7.13	5.55	2.06		9.12	32	5	WARREN	75.5		8.54	11.07	4.07		8.10			12.01 AM	11.45		
8.20	10.16				7.18	6.00	2.11		9.16	58		CORMICK	72.7		8.49	11.02	4.01		8.04			11.48	11.35		
8.23	10.18				7.20	6.02	2.13		9.19	10	27.6	D.....ST. HELENS ..H	72.2	W	8.47	11.01	3.59		8.03			11.46	11.33		
8.40	10.29				7.25	6.12	2.20		9.27	52	5	WATERVIEW	68.5		8.40	10.53	3.53		7.55			11.31	11.20		
8.47	10.35				7.28	6.16	2.24		9.30	10	33.2	DEER ISLAND ..DJ	66.6		8.36	10.50	3.48		7.52			11.23	11.13		
9.03	10.47				7.35	6.25	2.32		9.37	28	37.2	CHARLTON	62.6		8.28	10.42	3.40		7.43			11.07	11.01		
9.15	10.55				7.39	6.30	2.36		9.42	27	39.4	D.....GOBLE	60.4		8.24	10.38	3.35		7.39			10.58	10.38		
9.42	11.10				7.50	6.45	2.46		9.53	16	45.3	REEDS	54.5	W 1.9 MI. E.	8.11	10.27	3.23		7.26			10.33	10.07		
9.45	11.12				7.52	6.47	2.49		9.56	12	45.8	DN.....RAINIER	54.0		8.10	10.26	3.22		7.25			10.32	10.05		
9.58	11.15				7.54	6.50 PM	2.51		9.58	60	46.8	P.....AVON	53.0	T	8.05 AM	10.24	3.19		7.23			10.28	9.58		
10.53	11.37				8.09		3.05		10.10	17	53.5	PYRAMID	46.3			10.10	3.05		7.08			10.01	9.01		
11.03	11.45				8.15		3.10		10.14	60	14	MAYGER	44.0			10.03	2.59		7.03			9.52	8.45		
11.17	11.56				8.23		3.13		10.22	34	12	QUINCY	40.5	W		9.55	2.52		6.55			9.37	8.25		
11.30	12.02 AM				8.29		3.25		10.30	54	75	DN.....CLATSKANIE ..CN	37.6			9.48	2.45		6.48			9.25	8.05		
11.50	12.25				8.40		3.35		10.42	60	10	MARSHLAND	33.2			9.37	2.34		6.38			9.07	7.47		
12.02 PM	12.40				8.46		3.43		10.50		10	KERRY	30.0			9.29	2.27		6.30			8.55	7.35		
12.08	12.50				8.49		3.47		10.54	33	53	WESTPORT	28.6			9.26	2.23		6.27			8.49	7.29		
12.18	1.01				8.55		3.52		11.01	54	73.5	WAUNA	26.3			9.20	2.18		6.22			8.30	7.20		
12.40	1.25				9.06		4.04		11.13	49	78.4	CLIFTON	21.4	W		9.08	2.06		6.10			7.55	6.59		
1.05	1.59				9.21		4.18		11.30		84.9	BLINDSLOUGH No Siding	14.9			8.52	1.51		5.55			7.32	6.33		
1.15	2.07				9.25		4.23		11.35	26	5	KNAPPA	13.3			8.47	1.47		5.51			7.25	6.27		
1.38	2.25				9.33		4.32		11.44	46	3	SVENSEN	9.6			8.38	1.38		5.42			7.13	6.12		
2.05	2.55				9.45		4.45		11.59	38	95.4	JOHN DAY	4.4			8.25	1.25		5.30			6.55	5.50		
2.30 PM	3.15 AM				10.00 PM		5.00 PM		12.15 PM	Yard	99.8	DN.....ASTORIA ..FD	0.0	WTOC		8.10 AM	1.10 PM		5.15 PM			6.30 PM	5.30 AM		
Arrive Daily Ex. Sunday	Arrive Tues. Thur. & Sat.	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Tues. Thur. & Sat.	Leave Daily Ex. Monday		
8.00	6.35	0.38			3.40	2.00	3.50	0.23	4.00						1.50	3.51	3.55	0.26	3.50		0.33	7.15	8.00		
12.5	15.0	12.5			27.2	23.4	26.1	20.7	25.0						25.5	26.1	25.5	18.2	26.1		14.4	13.7	12.5		
SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.																									

WESTWARD										SECOND SUB-DIVISION — BETWEEN ASTORIA AND HOLLADAY										EASTWARD										3	
1st CLASS		SECOND CLASS		FIRST CLASS						Car Cap'city		Time Table No. 95 SEPTEMBER 9, 1923		Distances from Holladay		Water, Wyes Turn Tables, Fuel and Scales		FIRST CLASS						SECOND CLASS		3rd CLASS					
		221										28		25		21												222			
		Mixed										Passenger		Passenger		Passenger												Mixed			
		Leave Daily Ex. Sund'y										Leave Daily		Leave Daily		Leave Daily												Arrive Daily Ex. Sund'y			
			22 8.00AM								Yd	99.8	DN.....ASTORIA.....FD	19.3	WT 0.0	s 8.00AM	s 1.05PM	s 5.05PM									s 1.55PM				
											Yd	101.5	1.7PORT DOCK.....	17.6				4.58													
		f 8.20										104.0	2.5SUNNYMEAD.....	15.1		7.45	f 12.50	4.50								f 1.37					
		s 8.27									58	105.6	1.6 D.....WARRENTON.....WA	13.5	Y	s 7.40	s 12.45	s 4.45								s 1.30PM					
		f 8.32										107.0	1.4SKIPANON.....	12.1		f 7.36	f 12.40	4.40								f 10.44					
		f 8.37									39	2	108.2	1.2COLUMBIA BEACH.....	10.9		f 7.33	f 12.37	f 4.37								f 10.40				
		f 8.43										109.7	1.5HUSTON.....	9.4		f 7.30	f 12.32	f 4.32								f 10.33					
		f 8.47									2	110.3	0.6CARNAHAN.....	8.8		f 7.28	f 12.31	f 4.31								f 10.31					
		f 8.54										112.1	1.8WEST.....	7.0		f 7.25	f 12.26	f 4.27								f 10.25					
		f 8.59									4	113.2	1.1CLATSOP.....	5.9		f 7.22	f 12.23	f 4.23								f 10.20					
		9.01									15	113.7	0.5McGUIRE.....	5.4		7.21	12.21	4.21								10.18					
		f 9.05										114.4	0.7BUTTERFIELD.....	4.7		7.19	f 12.19	f 4.20								f 10.15					
		s 9.10									14	115.7	1.3GEARHART.....GR	3.4		s 7.17	s 12.17	s 4.17								s 10.10					
		f 9.15									6	116.8	1.1WAHANNAH.....	2.3		f 7.13	f 12.13	f 4.13								f 10.06					
		f 9.17										117.4	0.6SURF.....	1.7		f 7.12	f 12.12	f 4.12								f 10.03					
		s 9.20									22	64	0.8 DN.....SEASIDE.....SD	1.1	W	s 7.10	s 12.10	s 4.10								s 10.00					
		s 9.25AM									56	119.1	1.1HOLLADAY.....	0.0	Y	7.00AM	12.01PM	4.00PM								9.50AM					
		Arrive Daily Ex. Sund'y														Leave Daily	Leave Daily	Leave Daily								Leave Daily Ex. Sund'y					
		1.25 13.6														1.00 19.3	1.04 17.5	1.05 17.5								1.25 13.6					
Time Over District. Average Speed Per Hour.																															

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
EXCEPTION:—No. 221 is superior to No. 222

WESTWARD										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. 95 SEPTEMBER 9, 1923				Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS			SECOND CLASS								
					223			51											52			224							
					Mixed			Passenger											Passenger			Mixed							
					Leave Daily Ex. Sunday			Leave Daily Ex. Sunday					STATIONS						Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday							
					11.50AM			12.50PM	58	0.0	D..... WARRENTONWA	3.8	Y	s 1.25PM				s 12.40PM											
					f 11.58			f 12.56	135	1.8	1.8			f 1.15				f 12.30											
					s 12.05PM			s 1.00	4	2.9	FLAVEL.....	2.0		s 1.10				s 12.25											
					s 12.10PM			s 1.05PM	Yard	3.8	0.9			51 1.05PM				223 12.20PM											
					Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday			HAMMOND.....	0.9		Leave Daily Ex. Sunday				Leave Daily Ex. Sunday											
					0.20 11.4			0.15 15.2			FORT STEVENS.....	0.0	Y	0.20 11.4				0.20 11.4											
										Time Over District. Average Speed Per Hour.																			

SPECIAL RULES

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

EXCEPTION:

No. 51 is superior to No. 52

No. 223 is superior to No. 224

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
EXCEPTION:
No. 51 is superior to No. 52
No. 223 is superior to No. 224

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 Dock and Terminal Co.	27.0	West end
Milton Creek Logging Co.	27.0	West end
Deer Island Logging Co.	32.5	East end
Goble, Nehalem & Pacific Ry.	38.1	East 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 from yard sign six hundred feet west of West Oregon Lumber Co. switch to yard sign 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 yard sign at Tongue Point to yard sign 2600 feet west of west switch at Warrenton on Second Sub-Division and to yard sign at Ft. Stevens on Third Sub-Division.

Seaside yard limits extend from yard sign 500 feet east of East switch at Seaside to yard sign 900 feet west of wye switch Holladay.

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.	
W. H. SAXTON	PORTLAND
L. A. HEIMARK	LINNTON
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-2	L-3	L-4	N-1	GNE7
		152	153	154	159	50	53	350	350	951	951
		151	158	155		55	54	351	352	957	957
Portland to Goble	.56	1325	1423	1364	1480	836	700	2000	836		
Goble to Portland	.52	1400	1507	1444	1564	900	712	2000	900		
Goble to Astoria	.31	1525	1650	1590	1690	1143	860	2100	1143		
Astoria to Goble	.38	1500	1590	1525	1620	1100	810	2050	1100		
Astoria to Flavel	.33	1525	1650	1590	1690	1143	860	2100	1143		
Flavel to Astoria	.44	1480	1575	1512	1600	1084	810	2050	1084		
Warrenton to Holladay	1.22	742	800	766	831	470	378	994	470		
Holladay to Warrenton	.70	880	950	909	985	557	448	1180	557		

L. H. JAMES, Dispatcher	S. A. GAGNON, Night Chief Disp.
E. M. HERRING, Dispatcher	R. C. SCOFFERN, Chief Disp.
E. D. LACKEY, Dispatcher	E. B. HEATH, Trainmaster
F. S. BARLOW, Dispatcher	C. W. MILLER, Trainmaster

SPECIAL RULES

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

REGISTERING STATIONS.

Portland, Astoria, Warrenton, Seaside, Fort Stevens.
Avon for trains 26 and 27. Linnton for all United Ry's trains.
Trains taking down signals at Willbridge be governed by Rule 96.

STANDARD CLOCKS AND BULLETIN BOARDS.

Portland, Astoria and Seaside.

No. 4. Deraill Switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Deraills must be left at derail at all times, except when in use.

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.
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.

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

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

Locomotives backing up will not exceed twenty (20) miles per hour.

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 over head electric wires over main line and passing track at Linnton from United Junction to East of East switch of passing track.

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 Port Dock the track on south side of main track will be used as passing track.

No. 13. No. 21 will stop on signal 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; Nehalem Jct. on Tuesdays and Fridays to discharge express; at 11th Street, Astoria to pick up passengers and on Saturdays at bridge tender's house at John Day draw bridge.

No. 14. No. 22 will stop on signal at Port Dock and 11th Street, Astoria, to discharge passengers, and at Nehalem Junction and Charlton to pick up express.

No. 15. No. 23 will stop on signal at all points west of Svensen to discharge passengers from Rainier and east, and at Skipanon, Huston, Allendale, Butterfield, Wahannah and Surf to discharge passengers only.

No. 16. Nos. 22 and 24 will stop on signal at points east of Rainier to let off passengers from points west of Rainier.

No. 17. No. 24 will stop on signal at Warren Sunday only; at Holbrook Saturday and Sunday only, and at John Day bridge tender's house on Saturdays only.

No. 18. No. 25 will stop on signal at 11th Street Astoria, and Port Dock to receive passengers.

No. 19. All Eastward trains will stop at Junction Stop Board, located 200 ft. west of United Junction, and will sound Whistle Signal 14 E, and not proceed until way is known to be clear.

CLEARANCE TABLE

	Height above Top of Rail										
	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'
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.
Harbor Track	9.8	60	East end	Not Passenger Stop.
Hubluc	10.2			25-26-27-28.
Burlington	11.9	60	West end	25-26-27-28.
Rocky Point	15.7			25-26-27-28.
Johnson	18.1			25-26-27-28.
Honeyman	22.0	7	Both ends	25-26-27-28.
McNulty	25.9			25-26-27-28.
Standard Oil Co. Spur	28.4	8	West end	Not Passenger Stop.
Assembly	29.4			21-24-25-26-27-28.
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	42.2	17	East end	21-24-25-26-27-28.
Oasis	43.4			25-26-27-28.
Rice's Spur	47.0	14	West end	Not Passenger Stop.
Fluhrer's Spur	55.4	7	East end	Not Passenger Stop.
Inglis	60.3			21-24-25-28.
Palm	63.6	6	East end	21-24.
Woodson	68.5			21-24-25-28.
Bugby	75.2			24-25.
Parsons	76.8	2	East end	21-22-23-24-25-28.
Aldrich Point	81.7			21-24.
Brownsmead	83.3	2	East end	21-22-23-24-25-28.
Ivy	88.5			21-22-24-25.
Burnside	91.4			21-22-24.
Fernhill	94.0			21-22-24.
Tongue Point	96.9			21-22-24-25.
Halco	97.5			21-22-23-24-25-28.

Second Sub-Division

8th St., Astoria	100.3			21-24-28-221-222.
Meriwether	104.2			21-28-221-222.
Allendale	111.4	3	West end	21-22-24-25-28-221-222.

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.