

# SPOKANE, PORTLAND & SEATTLE R'Y CO.

## PORTLAND DIVISION

# TIME TABLE No. 97

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

# SUNDAY, SEPTEMBER 7, 1924

SUPERSEDING TIME TABLE NO. 96 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	Time Table No. 97 SEPTEMBER 7, 1924	Distance from Seaside	Water, Wyes, 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 Trains	Other Trains	Distance from Portland	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 Tues. Thurs. & Sat.	Arrive Daily Ex. Monday				
6.30 AM	8.30 PM	12.45 PM			6.00 PM	4.50 PM	1.20 PM	9.05 AM	8.10 AM	Yard	0.0	DN.....PORTLAND.....DI	118.0	WT CO	10.05 AM	11.55 AM	5.15 PM	5.40 PM	9.00 PM		12.30 PM	11.15 PM	1.30 PM	
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																								
6.55	8.55	1.10			6.16	5.06	1.36	9.21	8.26	Yard	4.5	DN.....WILLBRIDGE.....BA	113.5		9.49	11.39	4.59	5.24	8.44		12.10	10.55	1.05	
7.08	9.04	1.18			6.21	5.12	1.42	9.27	8.32	35	83	7.3	D.....LINNTON.....IN	110.7		9.43	11.33	4.53	5.16	8.38		12.03 PM	10.45	12.52
7.12	9.06	1.23 PM			6.22	5.14	1.43	9.28 AM	8.33			7.9	P UNITED JUNCTION ..	110.1		9.42	11.32	4.52	5.14 PM	8.37		11.57 AM	10.43	12.50
7.31	9.23				6.30	5.25	1.52		8.41	33	6	12.6	.....HOLBROOK.....	105.4	W	9.33	11.23	4.42		8.28			10.28	12.32
8.04	9.46				6.42	5.43	2.05		8.53	39	10	19.9	D.....SCAPPOOSE.....SQ	98.1		9.20	11.08	4.27		8.15			10.05	12.02 PM
8.24	10.00				6.48	5.53	2.14		9.02	32	5	24.3	.....WARREN.....	93.7		9.12	11.00	4.18		8.07			9.50	11.44
8.35	10.10				6.53	6.00	2.19		9.06	58		27.1	.....CORMICK.....	90.9		9.06	10.55	4.13		8.02			9.42	11.34
8.38	10.12				6.55	6.02	2.21		9.09	10		27.6	D.....ST. HELENS.....H	90.4	W	9.04	10.53	4.11		8.00			9.40	11.32
8.55	10.23				7.01	6.10	2.28		9.17	52	5	31.3	.....WATERVIEW.....	86.7		8.55	10.46	4.03		7.53			9.28	11.17
9.20	10.30				7.04	6.14	2.32		9.20		10	32.2	.....DEER ISLAND.....	84.8		8.51	10.42	3.59		7.50			9.22	11.10
10.00	10.43				7.11	6.24	2.40		9.26	28		37.2	.....CHARLTON.....	80.8		8.43	10.35	3.52		7.42			9.08	10.53
10.30	10.50				7.15	6.30	2.44		9.31	27	79	39.4	D.....GOBLE.....GB	78.6		8.38	10.30	3.47		7.38			9.01	10.30
10.53	11.08				7.27	6.42	2.54		9.43	16		45.3	.....REEDS.....	72.7	W	8.27	10.18	3.35		7.27			8.42	9.55
10.55	11.11				7.29	6.43	2.57		9.46		12	45.8	DN.....RAINIER.....RA	72.2		8.25	10.17	3.34		7.25			8.40	9.52
11.05	11.14				7.31	6.47 PM	2.59		9.48	60		46.8	P.....AVON.....	71.2	T	8.20 AM	10.14	3.32		7.22			8.37	9.48
11.30	11.36				7.49		3.15		10.00	17		53.5	.....PYRAMID.....	64.5			10.00	3.15		7.05			8.15	9.20
11.40	11.43				7.56		3.20		10.05	60	14	55.8	.....MAYGER.....	62.2			9.54	3.09		7.00			7.56	9.10
11.52	11.55				8.03		3.28		10.14	34	12	59.3	.....QUINCY.....	58.7	W		9.47	3.02		6.52			7.35	8.50
12.02 PM	12.05 AM				8.10		3.36		10.23	54	75	62.2	DN.....CLATSKANIE.....CN	55.8			9.40	2.55		6.45			7.20	8.35
12.20	12.25				8.20		3.46		10.35	60	10	65.6	.....MARSHLAND.....	51.4			9.28	2.43		6.34			6.59	8.15
12.30	12.43				8.27		3.53		10.45		10	69.8	.....KERRY.....	48.2			9.22	2.37		6.27			6.40	8.00
12.35	12.50				8.30		3.57		10.51	33	63	71.2	.....WESTPORT.....	46.8			9.18	2.33		6.23			6.23	7.53
12.45	1.02				8.35		4.02		10.58		54	73.5	.....WAUNA.....	44.5			9.12	2.28		6.17			5.58	7.40
1.02	1.27				8.47		4.13		11.10	49		78.4	.....CLIFTON.....	39.6	W		9.01	2.15		6.05			5.25	7.17
1.25	2.01				9.02		4.29		11.28		84.9	BLINDSLOUGH No Siding	33.1				8.45	2.00		5.50			4.45	6.45
1.32	2.10				9.05		4.33		11.34	26	5	86.5	.....KNAPPA.....	31.5			8.42	1.57		5.46			4.33	6.35
1.47	2.30				9.13		4.42		11.43	46	3	90.3	.....SVENSEN.....	27.8			8.32	1.47		5.37			4.05	6.17
2.10	2.55				9.25		4.55		11.56	38		95.4	.....JOHN DAY.....	22.6			8.20	1.35		5.25			3.35	5.50
2.30 PM	3.15 AM				9.40 PM		5.10 PM		12.10 PM	Yard	99.8	DN.....ASTORIA.....FD	18.2	W TO C		8.05 AM	1.20 PM		5.10 PM			3.15 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	Arrive Daily				Time Over District.			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thur. & Sat.	Leave Daily Ex. Monday		
8.00	6.45	0.38			3.40	1.57	3.50	0.23	4.00			Average Speed Per Hour.			1.45	3.50	3.55	0.26	3.50	0.33	8.00	8.00		
12.5	14.8	12.5			27.2	24.0	26.1	20.7	25.0						26.7	26.0	25.5	18.2	26.1	14.4	12.5	12.5		
SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.																								



WESTWARD										SECOND SUB-DIVISION — BETWEEN ASTORIA AND HOLLADAY										EASTWARD										3					
3rd CLASS		SECOND CLASS		FIRST CLASS										Car Cap'city		Time Table No. 97 SEPTEMBER 7, 1924		Distances from Seaside		Water, Wyes Turn Tables, Fuel and Scales		FIRST CLASS										SECOND CLASS		3rd CLASS	
		221												Passing Tracks																		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	18.2	WT 00	s 7.55AM	s 1.15PM	s 5.00PM							s 2.00PM						
														Yd	Yd	101.6	1.8	.....PORT DOCK.....	16.4										f 1.52						
																104.0	2.4	.....SUNNYMEAD.....	14.0			f 1.00							f 1.40						
		f 8.20															105.6	1.6	D.....WARRENTON.....WA	12.4	Y	s 7.35	s 12.55	s 4.40					21-28 1.35PM s 10.50						
		s 8.25												58		107.0	1.4	.....SKIPANON.....	11.0		f 7.31	f 12.52	4.36						f 10.44						
		f 8.32														108.3	1.3	.....COLUMBIA BEACH.....	9.7		f 7.28	f 12.48	f 4.33						f 10.40						
		f 8.37												39		109.7	1.4	.....HUSTON.....	8.3		f 7.25	f 12.45	f 4.29						f 10.33						
		f 8.43														110.3	0.6	.....GARNAHAN.....	7.7		f 7.24	f 12.43	f 4.28						f 10.31						
		f 8.47												2		112.1	1.8	.....WEST.....	5.9		f 7.20	f 12.39	f 4.24						f 10.25						
		f 8.54												23		113.2	1.1	.....CLATSOP.....	4.8		f 7.17	f 12.37	f 4.22						f 10.20						
		f 8.59												4		113.7	0.5	.....McGUIRE.....	4.3		7.15	12.35	4.20						10.18						
		9.01												15		114.4	0.7	.....BUTTERFIELD.....	3.6		7.13	f 12.33	f 4.18						f 10.15						
		f 9.05														115.7	1.3	.....GEARHART.....	2.3		s 7.11	s 12.31	s 4.16						s 10.10						
		s 9.10												14		116.7	1.0	.....WAHANNAH.....	1.3		f 7.08	f 12.28	f 4.13						f 10.06						
		f 9.15												6		117.4	0.7	.....SURF.....	0.6		f 7.07	f 12.27	f 4.12						f 10.03						
		f 9.17														118.0	0.6	DN.....SEASIDE.....SD	0.0	W	7.05AM	12.25PM	4.10PM						10.00AM						
		s 9.20AM												22		64																			
		Arrive Daily Ex. Sund'y																			Leave Daily	Leave Daily	Leave Daily						Leave Daily Ex. Sund'y						
		1.20 13.6																			0.50 21.8	0.50 21.8	0.50 21.8						1.15 14.6						
																					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	223			Capacity of Side Tracks	Time Table No. 97 SEPTEMBER 7, 1924	STATIONS	Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS	SECOND CLASS	224		
			Mixed			Distances from Warrenton							Mixed		
			Leave Daily Ex. Sunday										Arrive Daily Ex. Sunday		
			12.40PM			58	0.0	D.....WARRENTON.....WA	3.8	Y			s 1.30PM		
			f 12.48			100	1.8	.....FLAVEL.....	2.0				f 1.20		
			s 12.55			4	2.9	.....HAMMOND.....	0.9				s 1.15		
			s 1.00PM			Yard	3.8	.....FORT STEVENS.....	0.0	Y			223 1.10PM		
			Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday		
			0.20 11.4										0.20 11.4		

SPECIAL RULES  
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
EXCEPTION:  
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
Clarke & Wilson Lumber Co. (Interlocking Plant).....	38.0
Benson Timber Co. (Interlocking Plant).....	62.4

## OVERHEAD CROSSINGS

NAME	Miles from Portland
Knappton Logging 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 .....	4.5	
United Railways Co. ....	7.9	
Knappton Logging Co. ....	13.4	West end
Portland & Southwestern Ry. ....	20.1	East end
St. Helens Dock and Terminal Co. ....	27.0	West end
Deer Island Logging Co. ....	32.5	East end
Clarke & Wilson Lumber Co. ....	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
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 mile east of Linnton Depot.

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
SHULTZ & JACOBSEN .....	ASTORIA
H. 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	D-7	
		150	157	154	159	50	53	55	54	351	162
Portland to Goble .....	.56	1325	1423	1364	1480	836	700	2000	1580		
Goble to Portland .....	.52	1400	1507	1444	1564	900	712	2000	1650		
Goble to Astoria .....	.31	1525	1650	1590	1690	1143	860	2100	1780		
Astoria to Goble .....	.38	1500	1590	1525	1620	1100	810	2050	1720		
Astoria to Flavel .....	.33	1525	1650	1590	1690	1143	860	2100	1780		
Flavel to Astoria .....	.44	1480	1575	1512	1600	1084	810	2050	1625		
Warrenton to Holladay .....	1.22	742	800	766	831	470	378	994	935		
Holladay to Warrenton .....	.70	880	950	909	985	557	448	1180	1100		

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

## 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 26 and 27. Linnton for all United Ry's trains.  
Trains taking down signals at Willbridge be governed by Rule 96.

No. 3. STANDARD CLOCKS AND BULLETIN BOARDS.

Portland, Astoria 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.  
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 Jet. on Tuesdays and Fridays to discharge express; 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 11th Street, Astoria, to discharge passengers; 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 Port Dock to receive passengers.

No. 19. No. 28 will stop at 11th Street, Astoria, to discharge passengers.

No. 20. 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.

No. 21. 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, Pittcock Block, Portland  
DR. R. C. MCDANIEL, Asst. Surgeon, Pittcock Block, Portland  
DRS. DICKSON, COGHLAN & DAVIS, Oculists, Selling Bldg., Portland  
DR. C. E. BROUS, Local Surgeon, Linnton, Oregon  
DR. C. E. WADDE, Local Surgeon, St. Helens, Ore.  
DR. W. E. WELCH, Local Surgeon, Rainier  
DR. J. L. WOODEN, 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.
Jacobson Const'n Co. ..	5.8	8	East end	Not Passenger Stop.
Orwood .....	6.2	7	East end	Not Passenger Stop.
General Petroleum Spurs ..	6.7	24	East end	Not Passenger Stop.
San Francisco Sulphur Spur ..	6.9	7	West end	Not Passenger Stop.
Columbia Engineering Spur ..	7.0	7	West 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.
Union Oil Co. Spur ..	28.4	7	West end	Not Passenger Stop.
Assembly .....	29.4			21-24-25-26-27-28.
Western Spar Co. ....	29.5	7	West end	Not Passenger Stop.
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.
Shell Oil Co. ....	38.9	2	East end	Not Passenger Stop.
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.
Jacobson Reed Lumber Co. ..	44.8	10	East end	Not Passenger Stop.
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	Not Passenger Stop.
Woodson .....	68.5			21-24-25-28.
Parsons .....	76.8	2	East end	21-22-23-24-25-28.
Aldrich Point .....	81.7			21-24.
Brownmead .....	83.3	2	East end	21-22-23-24-25-28.
Ivy .....	88.5			21-22-24-25.
Fernhill .....	94.0			21-24.
Tongue Point .....	96.9			21-22-24-25.

## Second Sub-Division

11th St., Astoria .....	100.3			21-23-25-221-222.
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 .....	0.5	6	East end	Not Passenger Stop.
Warrenton Clay Spur ..	0.7	65	West end	Not Passenger Stop.
Point Adams Spur ..	2.7	1	East end	Not Passenger Stop.