

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 93

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

MONDAY, MARCH 12, 1923

SUPERSEDING TIME TABLE NO. 92 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	SECOND CLASS		FIRST CLASS					Car Capacity	Distance from Portland	Time Table No. 93 MARCH 12, 1923					Distance from Astoria	Water, Wyes, Turn Tables, Fuel and Scales.	FIRST CLASS					SECOND CLASS		THIRD CLASS	FOURTH CLASS
381	298	241	23	27	25	81	21	26	22			28	62	24	242	294			382								
Local Freight	Time Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Time Freight	Local Freight												
Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday												

6.30 AM	8.30 PM		2.30 PM	6.20 PM	4.40 PM	1.10 PM	9.05 AM	8.15 AM	Yard	0.0	DN	PORTLAND	DI OW	99.8	WT CO	9.55 AM	12.10 PM	5.10 PM	5.45 PM	9.05 PM	12.30 PM		1.45 AM	1.30 PM
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BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES

6.55	²⁴ 8.55		2.55	6.36	²⁸ 4.56	1.26	9.21	8.31	Yard	4.4	DN	WILLBRIDGE	BA	95.4		9.39	11.54	²⁷ 4.54	5.29	²⁹³ 8.49	12.10		1.20	1.05	
7.05	9.07		s 3.05	6.41	s 5.03	s 1.32	²⁶ 9.30	8.37	35	78	D	LINNTON	IN	92.5		s 9.30	s 11.48	s 4.47	s 5.18	8.44	s 12.03 PM		1.07	12.47	
7.07	9.10		3.10 PM	6.42	5.05	1.33	9.32 AM	8.38		7.9	P	UNITED JUNCTION		91.9		9.28	11.47	4.46	5.15 PM	8.43	11.57 AM		1.05	12.40	
7.20	9.27			6.50	f 5.16	f 1.43		8.47	33	6		HOLBROOK		87.2	W 3 MI. W	f 9.18	11.37	f 4.36		8.33			12.47	12.20	
7.40	9.53			7.02	s 5.32	s 1.57		²⁶ 9.02	39	10	D	SCAPPOOSE	SQ	79.9		s 9.02	s 11.23	s 4.20		s 8.18			12.20	12.02 PM	
7.55	10.10			7.11	f 5.43	f 2.06		f 9.12	32	5		WARREN		75.5		f 8.52	11.14	f 4.11		8.09			12.02 AM	11.48	
8.02	10.18			7.16	5.49	2.11		9.17	58			CORMICK		72.7		8.47	11.09	4.05		8.03			11.48	11.40	
8.05	10.20			s 7.17	s 5.51	s 2.13		s 9.18	10	27.6	D	ST. HELENS	H	72.2	W	s 8.46	s 11.08	s 4.04		s 8.02			11.45	11.38	
²⁶ 8.39	10.33			7.24	5.59	2.20		9.25	52	5		WATERVIEW		68.5		³⁸¹ 8.39	11.00	3.56		7.55			11.25	11.27	
8.50	10.40			7.28	s 6.03	f 2.24		f 9.29	10	33.2	D	DEER ISLAND	DJ	66.6		s 8.35	f 10.57	s 3.52		s 7.52			11.15	11.20	
9.05	²⁹⁴ 10.55			7.35	f 6.13	f 2.32		9.37	28	37.2		CHARLTON		62.6		f 8.27	10.48	f 3.43		7.43			²⁹³ 10.55	11.07	
9.17	11.03			s ²⁴ 7.39	s 6.18	s 2.36		s 9.42	27	79	D	GOBLE	GB	60.4		s 8.23	³⁸² 10.43	s 3.38		s ²³ 7.39			10.42	²² 10.43	
9.42	11.27			7.50	8.30	2.48		9.53	16	45.3		REEDS		54.5	W 1.9 MI. E.	8.11	10.31	3.26		7.26			10.08	10.08	
9.45	11.30			s 7.52	s 6.32	s 2.50		s 9.55	12	45.8	DN	RAINIER	RA	54.0		s 8.10	s 10.30	s 3.25		s 7.25			10.05	10.05	
²¹⁻²²⁻³⁸² 9.57	11.35			7.55	s 6.35 PM	2.52		³⁸¹⁻³⁸² 9.57	60	46.8	P	AVON		58.0	T	8.05 AM	³⁸¹ 10.27	3.23		7.23			9.59	²¹⁻³⁸¹ 9.57	
10.56	12.02 AM			8.10		²² 3.10		f 10.13	17	53.5		PYRAMID		46.3		f 10.13	²¹ 3.10	²⁵ 3.10		f 7.07			9.22	9.15	
11.05	12.12			s 8.17		s 3.15		s 10.18	60	14		MAYGER		44.0			s 10.07	s 3.03		s 7.02			9.08	9.02	
11.20	12.25			s 8.25		s 3.23		s 10.27	34	12		QUINCY		40.5	W	s 9.58	s 2.55		s 6.54				8.48	8.43	
11.32	12.37			s ²⁹⁴ 8.32		s 3.30		s 10.35	54	75	DN	CLATSKANIE	CN	37.6		s 9.51	s 2.48		s 6.47				²³ 8.32	8.25	
11.50	12.55			f 8.43		f 3.40		f 10.45	60	10		MARSHLAND		33.2		f 9.40	f 2.37		f 6.37				8.10	7.59	
12.03 PM	1.08			s 8.51		s 3.47		s 10.53	10	69.8		KERRY		30.0		s 9.32	s 2.30		s 6.30				7.53	7.40	
12.10	1.15			s 8.53		s 3.50		s 10.58	33	53		WESTPORT		28.6		s 9.28	s 2.27		s 6.27				7.47	7.32	
12.20	1.25			s 8.59		s 3.55		s 11.03	64	73.5		WAUNA		26.3		s 9.22	s 2.22		s 6.22				7.35	7.20	
12.40	1.45			s 9.11		s 4.06		s 11.15	49	78.4		CLIFTON		21.4	W	s 9.10	s 2.10		s 6.10				7.10	6.50	
1.05	2.10			9.28		f 4.20		f 11.32		84.9		BLIND SLOUGH	No Siding	11.9		f 8.53	f 1.55		s 5.55				6.47	6.28	
1.15	2.17			f 9.32		s 4.24		s 11.37	26	5		KNAPPA		13.3		s 8.48	s 1.52		s 5.52				6.40	6.22	
²⁸ 1.43	2.35			f 9.41		f 4.32		s 11.46	46	3		SVENSEN		9.6		s 8.38	f ³⁸¹ 1.43		s 5.42				6.25	6.10	
2.10	2.55			9.55		f 4.45		f 12.01 PM	38	95.4		JOHN DAY		4.4		f 8.25	f 1.30		f 5.30				6.05	5.50	
2.30 PM	3.15 AM			s 10.10 PM		s 5.00 PM		s 12.15 PM	Yard	99.8	DN	ASTORIA	RO FD	0.0	W TO C		8.10 AM	1.15 PM		5.15 PM				5.45 PM	5.30 AM

Time Over District. Average Speed Per Hour.

8.00	6.45	0.40	3.50	1.55	3.50	0.27	4.00			1.50	4.00	3.55	0.30	3.50	0.33	8.00	8.00
12.5	14.8	11.5	26.1	24.4	26.1	17.6	25.0			25.5	25.0	25.5	16.8	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	Distances from Portland	Time Table No. 93		Distances from Holladay	Water, Wyes Turn Tables, Fuel and Scales	FIRST CLASS						2nd CLASS	3rd CLASS	
	221		28	25	45	21	43	41			Passing Tracks	Other Tracks			22	42	28	44	46	24		222	
	Mixed		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Mixed					
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Sunday Only			Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday					
	8.00AM		10.20PM	5.05PM	3.30PM	12.25PM	12.10PM	9.00AM	Yd	99.8	DN.....ASTORIA.....FD	19.3	W T O O	8.00AM	11.05AM	1.10PM	1.40PM	4.40PM	5.05PM	1.55PM			
	f 8.07			5.12	f 3.36		f 12.16	f 9.07	Yd	101.5	.....PORT DOCK.....	17.6			f 10.58	f 1.02	f 1.33	f 4.33	4.58	f 1.47		
	f 8.17		10.35	f 5.20	f 3.45	12.40	f 12.25	f 9.15		104.0	.....SUNNYMEAD.....	15.1		7.40	f 10.50	f 12.50	f 1.25	f 4.25	4.50	f 1.36		
	s 8.25		f 10.40	s 5.25	s 3.50PM	12.45	s 12.30PM	s 9.20	58	105.6	D.....WARRENTON.....WA	13.5	Y	s 7.35	s 10.45	s 12.45	1.20PM	4.20PM	s 4.45	21-23 1.30PM s 10.50			
	f 8.30		10.43	f 5.29		f 12.49		f 9.23		107.0	.....SKIPANON.....	12.1		f 7.28	f 10.40	f 12.42			4.40	f 10.44		
	f 8.35		f 10.46	f 5.32		f 12.52		f 9.27	39	2 108.2	.....COLUMBIA BEACH.....	10.9		f 7.25	f 10.37	f 12.38			f 4.37	f 10.40		
	f 8.42		10.48	f 5.36		f 12.56		f 9.29		109.7	.....HUSTON.....	9.4		f 7.21	f 10.33	f 12.35			f 4.33	f 10.34		
	f 8.45		f 10.49	f 5.38		f 12.58		f 9.31	2	110.3	.....CARNAHAN.....	8.8		f 7.19	f 10.32	f 12.33			f 4.32	f 10.32		
	f 8.52		f 10.52	5.43		f 1.03		f 9.35	23	112.1	.....WEST.....	7.0		f 7.15	f 10.26	f 12.29			f 4.27	f 10.24		
	f 8.57		f 10.54	f 5.47		f 1.07		f 9.38	4	113.2	.....CLATSOP.....	5.9		f 7.12	f 10.23	f 12.27			f 4.23	f 10.20		
	8.59		10.55	5.48		1.08		9.39	15	113.7	.....McGUIRE.....	5.4		7.11	10.22	12.25			4.22	10.18		
	f 9.02		10.57	f 5.49		f 1.10		f 9.41		114.4	.....BUTTERFIELD.....	4.7		7.10	f 10.20	f 12.24			f 4.20	f 10.15		
	f 9.08		f 11.00	s 5.53		s 1.13		s 9.43	14	115.7	.....GEARHART.....	3.4		s 7.06	s 10.17	s 12.22			s 4.17	s 10.10		
	f 9.12		11.03	f 5.56		f 1.16		f 9.46	6	116.8	.....WAHANNAH.....	2.3		f 7.03	f 10.13	f 12.18			f 4.14	f 10.05		
	f 9.16		11.06	f 5.57		f 1.18		f 9.47		117.4	.....SURF.....	1.7		f 7.02	f 10.12	f 12.17			f 4.12	f 10.03		
	s 9.20		s 11.10	s 6.00		s 1.20		s 9.50	22	66 118.0	D.....SEASIDE.....SD	1.1	W	s 7.00	s 10.10	s 12.15			s 4.10	s 10.00			
	s 9.25AM		s 11.15PM	s 6.05PM		s 1.25PM		s 9.55AM	56	119.1	.....HOLLADAY.....	0.0	Y	6.45AM	10.00AM	12.05PM			4.00PM	9.50AM		
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only						Leave Daily	Leave Sunday Only	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
	1.25 13.6		0.55 21.1	1.00 19.3	0.20 17.6	1.00 19.3	0.20 17.6	0.55 21.1			Time Over District. Average Speed Per Hour.			1.15 15.4	1.05 17.5	1.05 17.5	0.20 17.6	0.20 17.6	1.05 17.5	1.25 13.6			

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS:
No. 41 is superior to No. 42. 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. 93		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS		SECOND CLASS	
	223		53	51	52			54	224						
	Mixed		Passenger	Passenger	Passenger	Passenger		Mixed							
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday						
	11.50AM		3.50PM	12.50PM	58	0.0	D.....WARRENTON.....WA	3.8	Y	s 1.20PM	s 4.20PM		s 12.40PM		
	f 11.58		f 3.57	f 12.56	135	1.8	.....FLAVEL.....	2.0		f 1.13	f 4.13		f 12.30	
	s 12.04PM		s 4.00	s 1.00	4	2.9	.....HAMMOND.....	0.9		s 1.10	s 4.10		s 12.25	
	s 12.10PM		s 4.05PM	s 1.05PM	Yard	3.8	.....FORT STEVENS.....	0.0	Y	s 1.05PM	s 4.05PM		s 12.20PM	
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
	0.20 11.4		0.15 15.2	0.15 15.2			Time Over District. Average Speed Per Hour.			0.15 15.2	0.15 15.2		0.20 11.4		

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
EXCEPTIONS:
No. 223 is superior to No. 224
No. 51 is superior to No. 52
No. 53 is superior to No. 54

GRADE CROSSINGS

Table with 2 columns: NAME, Miles from Portland. Rows include P. & S.W. Ry. (Interlocking Plant), St. Helens Lumber Co. (Interlocking Plant), G. N. & P. Ry. (Interlocking Plant), Benson Timber Co. (Interlocking Plant).

OVERHEAD CROSSINGS

Table with 2 columns: NAME, Miles from Portland. Rows include Grant Smith-Porter Bros. Co., Columbia & Nehalem River Ry., Oregon Timber & Log Co., Big Creek Logging Co.

JUNCTIONS

Table with 3 columns: NAME, Miles from Portland, Switch at. Rows include Vancouver Division, United Railways Co., Grant Smith-Porter Bros. Co., Portland & Southwestern Ry., St. Helens Dock and Terminal Co., Milton Creek Logging Co., Deer Island Logging Co., Goble, Nehalem & Pacific Ry., Benson Timber Co., Colum. & Nehalem Riv. Ry., Oregon Timber & Log Co., Big Creek Logging Co., Hammond Lumber Co., H. E. Noble Lumber Co., Hammond Lumber Co.

LOCATION AND LENGTH OF TUNNELS

Table with 3 columns: No., LOCATION, Length. Row 3: 1.2 miles east of Mayer, 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

Table with columns: DISTRICT, Ruling, Class of Engine (D-2, D-3, D-4, D-6, L-1, L-4, N-3), and various weight/capacity values.

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.

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, Warrenton 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 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 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, on Saturdays at bridge tender's house at John Day draw bridge, and at 8th Street, Astoria, to pick up passengers.

No. 14. No. 22 will stop on signal at 8th Street, Astoria, and Port Dock to discharge passengers, and at Nehalem Junction and Charlton to pick up express.

No. 15. No. 23 will stop on signal at Skipanon, Glenwood, 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 and 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 Eighth 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, Linnton, and will sound Whistle Signal 14 E, and not proceed until way is known to be clear.

CLEARANCE TABLE

Table with columns: Height above Top of Rail (1' to 11'), and various clearance dimensions for Portland Division.

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 employes 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

Table with columns: NAME, Miles from Portland, Car Capacity, Switch at, Flag Stops for Trains. Rows include Portland, G&C Spur, Claremont, Orwood, Ban's Spur, Burlington Spur, Rocky Point, Johnson's Crossing, Honeymans, McNulty, Standard Oil Co. Spur Assembly, Sommarstrom Ship Building Co. Spur, McBride, Appleton's Crossing, Tide Creek, Nehalem Junction, Trojan, Prescott Spur, Oasis, Rice's Spur, Tryon, Downings, Fluhrer's Spur, Inglis, Palm, Woodson, Bugby, Parsons, Aldrich Point, Brownsmead, Burnside, Fernhill, Tongue Point, Halco.

Second Sub-Division

Table with columns: NAME, Miles from Portland, Car Capacity, Switch at, Flag Stops for Trains. Rows include 8th St., Astoria, Merryweather, Allendale.

Third Sub-Division

Table with columns: NAME, Miles from Portland, Car Capacity, Switch at, Flag Stops for Trains. Rows include Stock Yard Spur, Warrenton Clay Spur, Point Adams Spur.