

Time Inspectors are located as shown below :

The Ball Railroad Time Service, Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha.
 Spokane.....T. J. Morris
 Tekoa.....S. Simmons
 Colfax.....Ivor M. Wilson
 Moscow.....A. J. Botten
 Walla Walla.....Martin Jewelry Co.
 Pendleton.....Herb Green
 Yakima.....Noble Jewelry Co.
 Wallace.....E. W. Phillips
 Pomeroy.....L. T. Christopherson
 Lewiston.....M. L. Haines 'Diamond Shop'
 Kellogg.....R. J. Coats

Standard clocks are located as shown below :

Spokane.....Dispatcher's Office
 Spokane.....Telegraph Office
 Spokane.....Enginemen's Register Room
 Ayer.....Telegraph Office
 Wallula.....Telegraph Office
 Umatilla.....Telegraph Office
 Umatilla.....Enginemen's Register Room
 Dishman.....Telegraph Office
 Tekoa.....Telegraph Office
 Tekoa.....Enginemen's Register Room
 Colfax.....Telegraph Office
 Moscow.....Telegraph Office
 Starbuck.....Telegraph Office
 Walla Walla.....Passenger Depot
 Walla Walla.....Enginemen's Register Room
 Pendleton.....Telegraph Office
 Yakima.....Telegraph Office
 Yakima.....Roundhouse
 Kellogg.....Telegraph Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room

Railroad Surgeons are located as shown below :

| NAME | TITLE | PLACE | TERRITORY |
|-----------------------|-------------------|----------------------|---|
| Donald H. Jessop... | Chief Surgeon... | Portland, Ore..... | Portland. |
| Harry M. Bouvy... | Specialist..... | Portland, Ore..... | Portland. |
| J. B. Flynn..... | Specialist..... | Portland, Ore..... | Portland. |
| C. M. Doland..... | Division Surgeon. | Spokane, Wash..... | Tekoa to Spokane. |
| M. B. Grieve..... | District Surgeon. | Spokane, Wash..... | Tekoa to Spokane. |
| F. C. Harvey..... | Specialist..... | Spokane, Wash..... | Spokane. |
| Alexander Reid..... | District Surgeon. | Umatilla, Ore..... | Umatilla to Stanfield. |
| Albert J. Nelson..... | District Surgeon. | Tekoa, Wash..... | Colfax to Spokane. |
| W. A. Mitchell..... | District Surgeon. | Colfax, Wash..... | Starbuck to Tekoa and Colfax to Moscow. |
| Douglas McIntyre. | District Surgeon. | St. John, Wash..... | Winona to Tekoa. |
| C. K. Osburne..... | District Surgeon. | Starbuck, Wash..... | Walla Walla to Pomeroy. |
| Wallace A. Pratt... | District Surgeon. | Walla Walla, Wash.. | Pendleton to Walla Walla. |
| E. J. Rhoades..... | District Surgeon. | Walla Walla, Wash.. | Pendleton to Walla Walla. |
| L. G. Spaulding... | District Surgeon. | Kennewick, Wash.... | Grandview to Umatilla. |
| Marvin Munsell... | District Surgeon. | Grandview, Wash.... | Yakima to Kennewick. |
| A. J. Helton..... | District Surgeon. | Yakima, Wash..... | Yakima to Spokane. |
| J. W. Sherfey..... | District Surgeon. | Pomeroy, Wash..... | Pomeroy to Starbuck. |
| W. W. Day..... | District Surgeon. | Dayton, Wash..... | Walla Walla to Dayton |
| Mowery & Mowery. | District Surgeons | Wallace, Idaho..... | Tekoa to Burke. |
| T. R. Mason..... | District Surgeon. | Kellogg, Idaho..... | Tekoa to Wallace. |
| J. L. Gilleland..... | District Surgeon. | Pullman, Wash..... | Moscow to Colfax. |
| Chas. L. Gritman... | District Surgeon. | Moscow, Idaho..... | Colfax to Moscow. |
| Wm. P. H. Habel... | District Surgeon. | Lewiston, Idaho..... | Riparia to Lewiston. |
| H. J. Kavanaugh... | District Surgeon. | Pendleton, Ore..... | Arlington to LaGrande. |
| J. P. Brennan..... | District Surgeon. | Pendleton, Ore..... | Umatilla to Pendleton. |

F. N. FINCH,
General Manager

G. L. WHIPPLE,
General Superintendent Transportation

M. C. WILLIAMS, Superintendent Spokane, Wash.

B. A. DANES, Trainmaster Walla Walla, Wash.

C. F. ROBERTS, Chief Train Dispatcher.....Spokane, Wash.
 J. S. ELLISON, Train Dispatcher.....Spokane, Wash.
 L. L. WYCKOFF, Train Dispatcher.....Spokane, Wash.
 J. A. GARRETT, Train Dispatcher.....Spokane, Wash.
 J. A. WALSH, Train Dispatcher.....Spokane, Wash.

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY



Washington Division

TIME - TABLE No. 50

Effective Sunday, June 18, 1933

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

| SECOND CLASS | | | FIRST CLASS | | | | | | | Distance from Huntington | Time-Table No. 50 June 18, 1933 |
|------------------------------|------------------------------|------------------------------|---------------------------|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------------|--------------------------|-----------------------------|------------------------------------|
| 691 Time Freight Daily | 251 Time Freight Daily | 255 Time Freight Daily | 563 Passenger Daily | 561 Passenger Daily | 112 Passenger Daily | 17 Passenger Daily | 11 Passenger Daily | 5 Mail and Express Daily | 21 Passenger Daily | | |
| | | 10.45 AM | | | | 6.10 PM | | | 10.15 AM | 0.0 | HUNTINGTON |
| | | 5.00 PM | | | | 9.20 PM | | | 1.15 PM | 99.5 | LA GRANDE |
| | | | | | 12.18 AM | 12.01 AM | | | 3.45 PM | 173.8 | PENDLETON |
| | | 4.05 AM | | | | | | | | 177.5 | RIETH |
| | 10.25 PM | | | | | | | | 9.45 PM | 400.3 | SPOKANE |
| | 2.55 AM | | | | | | | | 11.59 PM | 296.4 | AYER |
| | 7.45 AM | | | | | | | | 1.25 AM | 243.1 | WALLULA |
| | 1.00 PM | | | | A 1.30 AM | | | | 2.30 AM | 215.8 | UMATILLA |
| | 8.00 PM | 12.30 PM | | | | 5.05 AM | A 4.45 AM | 3.45 AM | 6.45 PM | 305.3 | THE DALLES |
| | | | | | | | | | | 389.5 | PORTLAND |
| 7.30 PM A | 5.00 AM A | 8.00 PM A | 11.15 PM | 1.00 PM | | A 7.35 AM | | A 6.10 AM | 9.00 PM A | 394.3 | ALBINA |
| 12.30 AM | | | 2.30 AM | 3.34 PM | | | | | | 480.6 | CENTRALIA |
| 5.00 AM | | | 5.00 AM | 5.02 PM | | | | | | 534.6 | TACOMA |
| A 6.45 AM | | | A 6.30 AM | A 6.15 PM | | | | | | 569.6 | ARGO |
| | | | | | | | | | | 572.7 | SEATTLE |
| (11.15) | (30.35) | (33.15) | (7.15) | (5.15) | (1.12) | (13.25) | (7.00) | (2.25) | (10.45) | | |
| | | | 25.3 | 34.9 | 35.0 | 29.0 | 40.4 | 34.8 | 36.2 | | |
| Thru Time | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | |

CONDENSED TIME-TABLE

EASTWARD

| Time-Table No. 50 June 18, 1933 | Distance from Portland | FIRST CLASS | | | | | SECOND CLASS | | | |
|------------------------------------|---------------------------|--------------|-----------------|-----------------|------------------|------------------|------------------|---------------------|---------------------|---------------------|
| | | 20 Mixed | 18 Passenger | 12 Passenger | 111 Passenger | 562 Passenger | 564 Passenger | 260 Time Freight | 252 Time Freight | 692 Time Freight |
| HUNTINGTON | 389.5 | A 10.35 PM A | 9.00 AM | | | | | A 7.30 AM | | |
| LA GRANDE | 290.0 | 7.10 PM | 6.10 AM | | | | | 9.20 PM | | |
| PENDLETON | 215.7 | 3.55 PM | 3.30 AM | | A 3.20 AM | | | | | |
| RIETH | 212.0 | | | | | | | 12.05 PM | | |
| SPOKANE | 367.5 | | | A 7.00 AM | | | | | A 12.30 AM | |
| AYER | 263.6 | | | 4.20 AM | | | | | 4.00 PM | |
| WALLULA | 210.3 | | | 3.10 AM | | | | | 12.01 PM | |
| UMATILLA | 183.0 | 2.05 PM | | 2.10 AM | 2.15 AM | | | 9.30 AM | 10.30 AM | |
| THE DALLES | 84.2 | 11.20 AM | 11.55 PM | 11.45 PM | | | | | 4.50 AM | |
| PORTLAND | 0.0 | 8.15 AM | 9.35 PM | 9.30 PM | | A 6.15 PM A | 6.15 AM | | | |
| ALBINA | 1.6 | | | | | | | | 12.05 AM | A 7.35 AM |
| CENTRALIA | 91.1 | | | | | 3.39 PM | 2.55 AM | | | 12.05 AM |
| TACOMA | 145.1 | | | | | 2.10 PM | 12.40 AM | | | 8.40 PM |
| ARGO | 180.1 | | | | | | | | | 6.25 PM |
| SEATTLE | 183.2 | | | | | 1.00 PM | 11.15 PM | | | |
| (572.7) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time | | (14.20) | (11.25) | (9.30) | (1.05) | (5.15) | (7.00) | (22.00) | (24.25) | (13.10) |
| Average Speed per Hour | | 27.5 | 34.1 | 33.6 | 38.3 | 34.9 | 26.2 | | | |

| Time per Mile | Miles per Hour | Time per Mile | Miles per Hour |
|---------------|----------------|---------------|----------------|
| 51" | 70.6 | 1' 25" | 42.3 |
| 52" | 69.2 | 1' 30" | 40. |
| 53" | 67.9 | 1' 40" | 36. |
| 54" | 66.6 | 1' 45" | 34.3 |
| 55" | 65.4 | 1' 50" | 32.7 |
| 56" | 64.2 | 2' | 30. |
| 57" | 63.1 | 2' 10" | 27.6 |
| 58" | 62. | 2' 15" | 26.6 |
| 59" | 61. | 2' 20" | 25.7 |
| 1' | 60. | 2' 30" | 24. |
| 1' 1" | 59. | 2' 40" | 22.5 |
| 1' 2" | 58. | 2' 45" | 21.8 |
| 1' 3" | 57.1 | 2' 50" | 21.2 |
| 1' 4" | 56.2 | 3' | 20. |
| 1' 5" | 55.3 | 3' 9" | 19. |
| 1' 6" | 54.5 | 3' 20" | 18. |
| 1' 7" | 53.7 | 3' 31" | 17. |
| 1' 8" | 52.9 | 3' 45" | 16. |
| 1' 9" | 52.1 | 4' | 15. |
| 1' 10" | 51.4 | 5' | 12. |
| 1' 12" | 50. | 6' | 10. |
| 1' 15" | 48. | 7' 30" | 8. |
| 1' 20" | 45. | 10' | 6. |

| WESTWARD | | | | | SIXTH SUBDIVISION | | | Distance from Spokane | Time-Table No. 50 | |
|--------------|---------------------|---------------------|-----------|--|-------------------|---------------------|-----------|-----------------------|-------------------|--|
| SECOND CLASS | | | | | FIRST CLASS | | | | June 18, 1933 | |
| 251 | 269 | 391 | 261 | | 591 | 15 | 11 | | | |
| Time Freight | CMSt. P&P Time Frt. | Freight | Freight | | Motor Passenger | CMSt. P&P Passenger | Passenger | | | |
| Daily | Daily | Daily Except Sunday | Daily | | Daily | Daily | Daily | | | |
| WFTOP | 10.25 PM | 5.00 PM | | | | 10.00 PM | 9.45 PM | 0.0 | | |
| 2,690 P | 10.35 | 5.08 | | | | 10.04 | 9.49 | 1.7 | | |
| 2,720 P | 10.47 | 5.16 | | | | 10.11 | 9.54 | 5.3 | | |
| 3,450 WP | 11.05 | 5.24 | | | | 10.20 | 10.00 | 9.5 | | |
| 2,683 P | 11.13 | 5.40 | | | | 10.35 | 10.11 | 16.8 | | |
| 2,680 P | 11.21 | 5.50 | | | | 10.42 | 10.17 | 22.0 | | |
| 2,755 WP | 11.33 | 6.02 | | | | 10.49 | 10.22 | 27.0 | | |
| 2,682 P | 11.40 | 6.17 | | | | 10.59 | 10.30 | 34.4 | | |
| 2,683 P | 11.50 | 6.26 | | | | 11.04 | 10.34 | 38.4 | | |
| 2,319 P | 11.58 PM | 6.41 | | | | 11.12 | 10.41 | 45.0 | | |
| 2,716 P | 12.05 AM | 6.53 | | | | 11.19 | 10.47 | 50.2 | | |
| 150 | | 7.02 | | | | 11.25 | 10.52 | 54.4 | | |
| 2,335 WFYP | 12.20 | | | | | | | 56.9 | | |
| 2,683 P | 12.33 | A 7.15 PM | | | | A 11.35 PM | 11.00 | 61.1 | | |
| 3,247 P | 12.43 | | | | | | 11.06 | 65.9 | | |
| 2,682 P | 12.53 | | | | | | 11.11 | 70.3 | | |
| 2,070 WYP | 1.12 | | 8.00 AM | | | | 11.16 | 74.5 | | |
| 2,780 P | 1.26 | | 8.15 | | | | 11.25 | 82.4 | | |
| 2,683 P | 1.42 | | 8.30 | | | | 11.32 | 88.0 | | |
| 2,290 P | 1.57 | | 8.45 | | | | 11.41 | 94.2 | | |
| WFYP | 2.10 | | A 9.00 AM | | | | 11.50 | 100.0 | | |
| 227 | 2.55 | | | | | | 11.59 PM | 103.9 | | |
| 4,709 P | 3.18 | | | | | | | 108.9 | | |
| 204 | | | | | | | | 110.1 | | |
| 4,721 P | 4.00 | | | | | | | 114.2 | | |
| 313 | | | | | | | | 117.8 | | |
| 318 | | | | | | | | 123.5 | | |
| 4,711 P | 4.40 | | | | | | | 123.6 | | |
| 4,715 WP | 5.10 | | | | | | | 125.5 | | |
| 4,710 P | 5.35 | | | | | | | 126.7 | | |
| 4,710 P | 5.55 | | | | | | | 134.5 | | |
| 1,470 YIP | 6.20 | | 3.35 AM | | | | | 141.8 | | |
| | | | | | | | | 147.8 | | |
| WFYP | 6.45 | | | | | | | 154.6 | | |
| 4,724 P | 7.45 | | 3.50 | | | | | 154.7 | | |
| 4,702 P | 8.15 | | 7.55 | | | | | 155.3 | | |
| 540 | 8.30 | | 8.08 | | | | | 157.2 | | |
| 4,718 P | 8.55 | | | | | | | 165.0 | | |
| WFTYP | A 9.15 AM | | A 8.45 AM | | | | | 170.3 | | |
| | | | | | | | | 173.5 | | |
| | | | | | | | | 176.9 | | |
| | | | | | | | | 184.5 | | |

Westward trains are superior to trains of the same class in the opposite direction.— See Rule 72.
 At Spokane Union Station, trains and engines will be governed by rules and regulations of the Oregon-Washington Railroad & Navigation Company.
 Train arriving at Hooper Jct. on Connell Branch as No. 391 will run as No. 391 Hooper Jct. to Ayer.
 Train arriving at Attalia on Yakima Branch as No. 261 will run as No. 261 Attalia to Wallula.
 No. 11 will stop at any station to discharge revenue passengers from east of Ayer.
 No. 11 will stop on flag at Hooper Jct. for revenue passengers.

| SIXTH SUBDIVISION | | | | | EASTWARD | | | Distance from Portland | Time-Table No. 50 | |
|-------------------|-----------------|---------------------|--|--|--------------|---------|-----------|------------------------|-------------------|--|
| FIRST CLASS | | | | | SECOND CLASS | | | | June 18, 1933 | |
| 12 | 592 | 16 | | | 252 | 262 | 392 | | | |
| Passenger | Motor Passenger | CMSt. P&P Passenger | | | Time Freight | Freight | Freight | | | |
| WFTOP | | | | | | | | | | |
| 2,690 P | | | | | A 12.30 AM | | | | | |
| 2,720 P | | | | | 12.15 AM | | | | | |
| 3,450 WP | | | | | 11.50 PM | | | | | |
| 2,683 P | | | | | 11.05 | | | | | |
| 2,680 P | | | | | 10.42 | | | | | |
| 2,755 WP | | | | | 10.07 | | | | | |
| 2,682 P | | | | | 9.45 | | | | | |
| 2,683 P | | | | | 9.15 | | | | | |
| 2,319 P | | | | | 8.55 | | | | | |
| 2,716 P | | | | | 8.00 | | | | | |
| 150 | | | | | 7.42 | | | | | |
| 2,335 WFYP | | | | | 7.15 | | | | | |
| 2,683 P | | | | | 6.40 | | | | | |
| 3,247 P | | | | | 6.20 | | | | | |
| 2,682 P | | | | | 6.00 | | | | | |
| 2,070 WYP | | | | | 5.30 | | A 8.15 PM | | | |
| 2,780 P | | | | | 5.05 | | 7.55 | | | |
| 2,683 P | | | | | 4.40 | | 7.35 | | | |
| 2,290 P | | | | | 4.20 | | 7.15 | | | |
| WFYP | | | | | 4.00 | | 7.00 PM | | | |
| 227 | | | | | | | | | | |
| 4,709 P | | | | | 3.00 | | | | | |
| 204 | | | | | | | | | | |
| 4,721 P | | | | | 2.30 | | | | | |
| 313 | | | | | | | | | | |
| 318 | | | | | | | | | | |
| 4,711 P | | | | | | | | | | |
| 4,715 WP | | | | | 2.00 | | | | | |
| 4,710 P | | | | | 1.30 | | | | | |
| 4,710 P | | | | | 1.05 | | | | | |
| 1,470 YIP | | | | | 12.45 | | | | | |
| | | | | | 12.15 | | A 3.15 PM | | | |
| WFYP | | | | | | | | | | |
| 4,724 P | | | | | 12.01 PM | | 3.00 PM | | | |
| 4,702 P | | | | | 11.25 AM | | | | | |
| 540 | | | | | 11.10 | | | | | |
| 4,718 P | | | | | 10.55 | | | | | |
| WFTYP | | | | | 10.30 AM | | | | | |

Westward trains are superior to trains of the same class in the opposite direction.— See Rule 72.
 At Spokane Union Station, trains and engines will be governed by rules and regulations of the Oregon-Washington Railroad & Navigation Company.
 No. 12 will stop at any station to discharge revenue passengers from west of Ayer.
 No. 12 will stop on flag at Hooper Jct. for revenue passengers.

| WESTWARD | | | | YAKIMA BRANCH | | | | EASTWARD | | | | | | |
|--|--------------|-----------------|-----------------|-----------------|----------------------|------------------------------------|----------------|----------|----|-----------------------|-----------------|-----------------|-----------------|---------|
| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Yakima | Time-Table No. 50 June 18, 1933 | | | | Distance from Attalia | FIRST CLASS | | SECOND CLASS | |
| | 261 | 595 | 591 | 593 | | STATIONS | | | | | 592 | 594 | 596 | 262 |
| | Freight | Motor Passenger | Motor Passenger | Motor Passenger | | | | | | | Motor Passenger | Motor Passenger | Motor Passenger | Freight |
| WFTYOP | 9.30PM | | 8.10PM | | 0.0 | DN-R | YAKIMA | X | Ny | 98.1 | A 7.30AM | | A 9.30PM | |
| 2,046 | 9.40 | | 8.18 | | 3.5 | | UNION GAP | | | 94.6 | 7.20 | | 9.10 | |
| IP | | | | | 6.8 | | N. P. CROSSING | | | 91.3 | | | | |
| 1,600 | 9.50 | | 8.25 | | 7.3 | | PARKER | | | 90.8 | 7.10 | | 8.55 | |
| | | | | | 8.7 | | N. P. CROSSING | | | 89.4 | | | | |
| 1,640 | 10.00 | | 8.35 | | 11.3 | D | DONALD | X | Do | 86.8 | 6.59 | | 8.35 | |
| Spur | | | | | 12.7 | | DUNBRO | X | | 85.4 | | | | |
| 1,000 | 10.05 | | 8.40 | | 13.6 | | SAWYER | | Sr | 84.5 | 6.53 | | 8.20 | |
| 1,010 | | | | | 14.5 | | FLINT | | | 83.6 | | | | |
| 2,027 | 10.15 | | 8.46 | | 16.5 | | BUENA | | Ba | 81.6 | 6.46 | | 8.06 | |
| 400 | | | | | 17.9 | | CUTLER | | | 80.2 | | | | |
| 3,671 | 10.35 | | 8.54 | | 19.6 | DN-R | ZILLAH | X | Ah | 78.5 | 6.39 | | 7.58 | |
| 1,000 | 10.40 | | 8.58 | | 21.8 | | BOONE | | | 76.3 | 6.33 | | 7.50 | |
| 177 | | | | | 22.2 | | DALTON | | | 75.9 | | | | |
| 2,723 | 10.48 | | 9.04 | | 24.7 | | GRANGER | X | | 73.4 | 6.27 | | 7.40 | |
| 107 | | | | | 26.5 | | NORINE | | | 71.6 | | | | |
| Spur | | | | | 29.1 | | BAIRD | | | 69.0 | | | | |
| 2,675 | 11.05 | | 9.16 | | 30.9 | | EMERALD | | | 67.2 | 6.13 | | 7.20 | |
| 1,872 | 11.15 | | 9.23 | | 34.6 | R | MIDVALE | | | 63.5 | 6.06 | | 7.10 | |
| 1,872 | YP | 9.23PM | | 5.44AM | 34.6 | R | MIDVALE | | | 63.5 | A 6.06AM | A 9.45PM | | |
| 1,500 | P | A 9.32PM | | A 5.53AM | 37.4 | D-R | SUNNYSIDE | | Si | 66.3 | 5.56AM | 9.35PM | | |
| 1,872 | YP | 11.15 | | 9.45 | 34.6 | R | MIDVALE | | | 63.5 | 5.44 | | 7.10 | |
| 556 | | | | | 36.5 | | WANETA | | | 61.6 | | | | |
| 538 | | | | | 38.2 | | FORSELL | | | 59.9 | | | | |
| 2,625 | WP | 11.35 | | 9.59 | 40.4 | DN | GRANDVIEW | X | Gw | 57.7 | 5.33 | | 6.50 | |
| 505 | | | | 10.06 | 43.3 | | CAPP | | | 54.8 | 5.26 | | | |
| 2,296 | P | 11.55PM | | 10.14 | 47.3 | | NORTH PROSSER | | | 50.8 | 5.18 | | 6.20 | |
| 623 | | | | 10.19 | 49.8 | | BIGGAM | | | 48.3 | 5.12 | | | |
| 256 | | | | | 52.5 | | MEEK | | | 45.6 | | | | |
| 2,708 | | 12.20AM | | 10.28 | 55.1 | | CHAFFEE | X | | 43.0 | 5.02 | | 5.50 | |
| 374 | | | | 10.34 | 58.8 | | CORRAL | | | 39.3 | 4.55 | | | |
| 2,179 | WP | 12.40 | | 10.40 | 61.6 | D | BENTON CITY | | Be | 36.5 | 4.50 | | 5.25 | |
| 2,696 | | 12.55 | | 10.51 | 66.8 | | ACTON | | | 31.3 | 4.39 | | 5.05 | |
| 517 | | | | | 69.9 | | GROSSCUP | | | 28.2 | | | | |
| 2,695 | P | 1.10 | | 11.00 | 71.8 | | LEDBEDER | | | 26.3 | 4.30 | | 4.45 | |
| 2,728 | | 1.25 | | 11.10 | 77.3 | | LESLIE | | | 20.8 | 4.20 | | 4.25 | |
| 5,596 | WYP | 2.10 | | 11.30 | 84.9 | DN | KENNEWICK | X | Kn | 13.2 | 4.05 | | 4.00 | |
| 700 | | 2.30 | | 11.38 | 89.4 | | HEDGES | | | 8.7 | 3.51 | | 3.45 | |
| | | | | | 90.8 | | N. P. CROSSING | | | 7.3 | | | | |
| 2,699 | P | 2.45 | | 11.44 | 91.4 | | VILLARD | | | 6.7 | 3.46 | | 3.35 | |
| 520 | | 3.00 | | 11.52 | 94.7 | | TWO RIVERS | | | 3.4 | 3.41 | | 3.25 | |
| 368 | | | | | 96.1 | | PURDY | | | 2.0 | | | | |
| 886 | YIP | A 3.20AM | | A 11.59PM | 98.1 | | ATTALIA | | | 0.0 | 3.35AM | | 3.15PM | |

(5.50) 16.8 (0.09) 18.7 (3.49) 25.7 (0.09) 18.7 Thru Time (3.55) 25.1 (0.10) 16.8 (0.10) 16.8 (6.15) 15.7
Average Speed per Hour
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Train arriving at Midvale as No. 591 will run as No. 595 Midvale to Sunnyside and as No. 596 Sunnyside to Midvale.
Train arriving at Midvale as No. 592 will run as No. 593 Midvale to Sunnyside and as No. 594 Sunnyside to Midvale.

| WESTWARD | | | | TEKOA-AYER BRANCH | | | | EASTWARD | | | | | |
|--|--------------|----------|-------------|-------------------|-----------------------|------------------------------------|---------------------|----------|----|--------------------|-------------|-----------|---------------------|
| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Spokane | Time-Table No. 50 June 18, 1933 | | | | Distance from Ayer | FIRST CLASS | | SECOND CLASS |
| | 396 | 391 | 75 | 77 | | STATIONS | | | | | 76 | 78 | 392 |
| | Freight | Freight | Passenger | Passenger | | | | | | | Passenger | Passenger | Freight |
| WFTYOP | | 1.30AM | | 9.00AM | 49.3 | DN-R | TEKOA | | K | 115.9 | | A 4.30PM | A 3.00AM |
| 1,738 | P | 1.50 | | 9.10 | 55.0 | R | SELTICE | | | 110.2 | | 4.15 | 2.40 |
| 1,645 | W | | | 9.19 | 60.9 | D | FARMINGTON | | Fm | 104.3 | | 4.04 | 2.15 |
| | | | | | 62.0 | | N. P. CROSSING | | | 103.2 | | | |
| 628 | | | | 9.28 | 66.8 | | WALTERS | | | 98.4 | | 3.52 | 1.50 |
| | | | | | 69.9 | | N. P. CROSSING | | | 95.3 | | | |
| 1,918 | | | | 9.35 | 70.3 | D | GARFIELD | | Gr | 94.9 | | 3.45 | 1.40 |
| 942 (W.M.P. 90.4) | | | | 9.44 | 75.7 | | ELBERTON | | | 89.5 | | 3.33 | 1.20 |
| 756 | | | | 9.55 | 81.9 | | GLENWOOD | | | 83.3 | | 3.19 | 12.55 |
| 1,640 | WFIY | | | 10.10 | 88.0 | D-R | COLFAX | | Ca | 77.2 | A 7.25AM | 3.05 | 12.30 |
| | | | | 8.40PM | 88.1 | | S. C. & P. CROSSING | | | 77.1 | | | |
| 3,053 | | | | 8.47 | 90.5 | | CREST | | | 74.7 | 7.18 | 2.55 | 12.01AM |
| 1,740 | | | | 8.52 | 92.9 | | MOCKONEMA | | | 72.3 | 7.13 | 2.50 | 11.50PM |
| 1,518 | | | | 9.00 | 96.9 | | DIAMOND | | | 68.3 | 7.04 | 2.44 | 11.30 |
| 844 | | | | 9.07 | 100.6 | | THERA | | | 64.6 | 6.56 | 2.35 | 11.00 |
| 1,470 | | | | 9.20 | 107.5 | D | ENDICOTT | | Di | 57.7 | 6.41 | 2.24 | 10.30 |
| 1,323 | WY | | | 9.30 | 113.3 | D-R | WINONA | | Wa | 51.9 | 6.29 | 2.14 | 10.00 |
| 1,738 | P | 1.50 | | | 55.0 | R | SELTICE | | | 99.8 | | | |
| 685 | | | | | 57.6 | | WARNER | | | 97.2 | | | |
| 660 | | 2.10 | | | 60.5 | | FLETCHER | | | 94.3 | | | |
| | | | | | 63.2 | | S. C. & P. CROSSING | | | 91.6 | | | |
| | | | | | 63.2 | | N. P. CROSSING | | | 91.6 | | | |
| 1,743 | | 2.30 | | | 63.8 | D | OAKESDALE | | On | 91.0 | | | |
| 543 | | | | | 69.1 | | COMAN | | | 85.7 | | | |
| 1,180 | | 3.05 | | | 71.8 | | THORNTON | | | 83.0 | | | |
| | | | | | 72.3 | | S. C. & P. CROSSING | | | 82.5 | | | |
| 1,482 | | 3.25 | | | 77.6 | | SUNSET | | | 77.2 | | | |
| 140 | | | | | 80.4 | | HUNTLEY | | | 74.4 | | | |
| 620 | | | | | 82.1 | | JUNO | | | 72.7 | | | |
| 1,497 | W | 4.00 | | | 84.7 | D | ST. JOHN | | Sj | 70.1 | | | |
| 1,420 | | 4.30 | | | 91.4 | | WILLADA | | | 63.4 | | | |
| 2,683 | | 5.00 | | | 98.5 | | GRAVEL PIT | | | 56.3 | | | |
| 1,323 | WY | 5.35 | | | 102.9 | D-R | WINONA | | Wa | 51.9 | | | |
| 2,357 | | 5.45 | 9.37 | 11.01 | 117.3 | | SUTTON | | | 47.9 | 6.21 | 2.07 | 9.37 |
| 1,382 | WFIY | A 5.59AM | 9.50 | 11.11 | 123.9 | D-R | LACROSSE | | Ja | 41.3 | 6.09 | 1.57 | 9.05PM |
| 2,209 | | | 10.01 | 11.20 | 129.6 | | JERTTA | | | 35.6 | 5.57 | 1.47 | |
| 363 | | | | | 133.2 | | SCHRECK | | | 32.0 | | | |
| 2,220 | | | 10.13 | 11.31 | 135.2 | | HAY | | | 30.0 | 5.46 | 1.35 | |
| 2,180 | | | 10.29 | 11.44 | 143.3 | | CANYON | | | 21.9 | 5.30 | 1.19 | |
| 2,946 | PW | | 10.55 | 11.55AM | 147.8 | DN-R | RIPARIA | | Ax | 17.4 | 5.15 | 1.10 | |
| | | | | | 147.9 | | N. P. CROSSING | | | 17.3 | | | |
| 604 | PY | 6.20PM | 11.05 | 12.05PM | 152.7 | R | TUCANNON | | | 12.5 | 4.55 | 12.55PM | |
| 2,054 | | 6.25 | 11.07 | | 153.6 | | PATAHA | | | 11.6 | 4.52 | | |
| 2,747 | | 6.45 | 11.19 | | 162.5 | | RIFTON | | | 2.7 | 4.37 | | |
| | WFIY | A 7.00PM | 11.30PM | | 166.2 | DN-R | AYER | | Jd | 0.0 | 4.30AM | | Daily Except Sunday |

(0.40) 18.8 (4.29) 14.3 (2.50) 27.2 (3.05) 33.5 Thru Time (2.55) 26.5 (3.35) 28.8 (5.55) 12.6
Average Speed per Hour
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

| WESTWARD | | SPOKANE-TEKOA BRANCH | | | | | | | Distance from Spokane | Time-Table No. 50 June 18, 1933 | |
|--------------------------------------|---------------------|---|--|---------------------------------------|-----------------|---|----------|----------------|-----------------------|------------------------------------|--|
| SECOND CLASS | | FIRST CLASS | | | | | STATIONS | | | | |
| 381 CMS St. P & P Freight (64) | 387 Freight | 69 Spokane Internat'l Passenger (2) | 95 CMS St. P & P Passenger (216) | 91 CMS St. P & P Passenger (16) | 77 Passenger | | | | | | |
| Daily Except Sunday | Daily Except Sunday | Daily | Daily Except Sunday | Daily | Daily | DN-R SPOKANE 1.9 N. P. CROSSING 0.8 EAST SPOKANE 1.2 HILL 2.6 DN DISHMAN 3.1 CHESTER 3.6 REDLIN 2.5 D MICA 2.8 FREEMAN 2.4 LOCKWOOD 0.9 DN-R MANITO 0.7 BELL 0.4 COEY 4.1 ROCKFORD 3.3 DARKNELL 3.4 D FAIRFIELD 4.9 RAHM 3.5 LATAH 7.2 DN-R TEKOA 49.3 | | | | | |
| WFTOP | 8:50 PM | 6:45 PM | 11:45 PM | 8:05 AM | 7:45 AM | 7:25 AM | 0.0 | DN-R SPOKANE | | | |
| IP | 8:56 | 6:54 | A 11:50 PM | 8:10 | 7:50 | 7:30 | 1.9 | N. P. CROSSING | | | |
| 4,716 | 8:59 | 7:00 | | 8:13 | 7:53 | 7:33 | 2.7 | EAST SPOKANE | | | |
| 2,538 | | | | | | | 3.9 | HILL | | | |
| 3,000 | 9:15 | 7:20 | | A 8:20 AM | 8:00 | 7:40 | 6.5 | DN DISHMAN | | | |
| 1,797 | 9:40 | 7:35 | | | 8:04 | 7:44 | 9.6 | CHESTER | | | |
| 940 | 10:05 | 7:50 | | | 8:10 | 7:50 | 13.2 | REDLIN | | | |
| 1,654 | 10:35 | 8:00 | | | 8:15 | 7:55 | 15.7 | D MICA | | | |
| 2,014 | 11:30 | 8:10 | | | 8:20 | 8:00 | 18.5 | FREEMAN | | | |
| 522 | | | | | | | 20.9 | LOCKWOOD | | | |
| | A 11:50 PM | 8:20 | | | A 8:25 AM | 8:05 | 21.8 | DN-R MANITO | | | |
| | | | | | | | 22.5 | BELL | | | |
| 984 | | | | | | | 22.9 | COEY | | | |
| 1,274 | | 8:35 | | | | s 8:15 | 27.0 | ROCKFORD | | | |
| 2,172 | | 8:45 | | | | 8:21 | 30.3 | DARKNELL | | | |
| 1,646 W | | 9:00 | | | | s 8:28 | 33.7 | D FAIRFIELD | | | |
| 345 | | | | | | | 38.6 | RAHM | | | |
| 1,289 | | 9:30 | | | | s 8:45 | 42.1 | LATAH | | | |
| WFTYO | | A 10:00 PM | | | | A 9:00 AM | 49.3 | DN-R TEKOA | | | |

Thru Time (3.00) 7.3 (3.15) 15.2 (0.05) 22.8 (0.15) 26.0 (0.40) 32.7 (1.35) 31.1 Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Oregon-Washington Railroad & Navigation Company.

| SPOKANE-TEKOA BRANCH | | EASTWARD | | | | | | | Distance from Ayer | Time-Table No. 50 June 18, 1933 | |
|---|-----------------|--|---------------------------------------|---------------------|--------------------------------------|-----------|----------|-----------|--------------------|------------------------------------|--|
| FIRST CLASS | | SECOND CLASS | | | | | STATIONS | | | | |
| 68 Spokane Internat'l Passenger (1) | 78 Passenger | 94 CMS St. P & P Passenger (217) | 90 CMS St. P & P Passenger (15) | 388 Freight | 382 CMS St. P & P Freight (63) | | | | | | |
| Daily | Daily | Daily Except Sunday | Daily | Daily Except Sunday | Daily Except Saturday | | | | | | |
| WFTOP | DN-R SPOKANE | 165.2 | A 11:50 AM | A 6:15 PM | A 6:10 PM | A 9:35 PM | | A 2:00 AM | A 11:55 PM | | |
| IP | N. P. CROSSING | 163.3 | 11:43 AM | 6:08 | 6:01 | 9:26 | | 1:50 | 11:40 | | |
| 4,716 | EAST SPOKANE | 162.5 | | 6:05 | 5:58 | 9:23 | | 1:45 | 11:35 | | |
| 2,538 | HILL | 161.3 | | | | | | | | | |
| 3,000 | DN DISHMAN | 158.7 | | f 5:58 | 5:47 PM | 9:15 | | 1:34 | 11:20 | | |
| 1,797 | CHESTER | 155.6 | | f 5:53 | | 9:09 | | 1:22 | 11:05 | | |
| 940 | REDLIN | 152.0 | | | 5:47 | 9:02 | | 1:07 | 10:50 | | |
| 1,654 | D MICA | 149.5 | | s 5:43 | | 8:58 | | 12:57 | 10:35 | | |
| 2,014 | FREEMAN | 146.7 | | f 5:38 | | 8:54 | | 12:47 | 10:20 | | |
| 522 | LOCKWOOD | 144.3 | | | | | | | | | |
| | DN-R MANITO | 143.4 | | f 5:33 | | 8:49 PM | | 12:32 | 10:05 PM | | |
| 984 | BELL | 142.7 | | | | | | | | | |
| 1,274 | COEY | 142.3 | | | | | | | | | |
| 2,172 | ROCKFORD | 138.2 | | s 5:23 | | | | 12:16 | | | |
| 1,646 W | DARKNELL | 134.9 | | 5:16 | | | | 12:05 AM | | | |
| 345 | D FAIRFIELD | 131.5 | | s 5:10 | | | | 11:50 PM | | | |
| 1,289 | RAHM | 126.6 | | | | | | | | | |
| WFTYO | LATAH | 123.1 | | s 4:55 | | | | 11:25 | | | |
| | DN-R TEKOA | 115.9 | | 4:40 PM | | | | 11:00 PM | | | |

Thru Time (0.07) 16.3 (1.35) 31.1 (0.23) 17.0 (0.46) 28.4 (3.00) 16.4 (1.50) 11.3 Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Oregon-Washington Railroad & Navigation Company.

| WESTWARD | | | MOSCOW BRANCH | | | EASTWARD | | | |
|--|--------------------------------|-------------|----------------------|------------------------------------|----------------|----------|----------------------|-------------|---------------------|
| Length of sidings in feet and location of water, fuel, interlocking plants, telegraph stations, scales and telephones. | SECOND CLASS | FIRST CLASS | Distance from Moscow | Time-Table No. 50 June 18, 1933 | | | Distance from Colfax | FIRST CLASS | SECOND CLASS |
| | 379 | 75 | | STATIONS | | | | 76 | 378 |
| | Freight | Passenger | | | | | | Passenger | Freight |
| | Daily Except Sunday and Monday | Daily | | | | | | | |
| WT | 12.30AM | 7.20PM | 0.0 | D-R | MOSCOW | Mo | 28.1 | A 8.45AM | A 5.30AM |
| 648 | 12.42 | 7.28 | 4.0 | | GARRISON | | 24.1 | 8.33 | 5.10 |
| 509 | | | 6.9 | | HOLLAND | | 21.2 | | |
| 208 | | | 7.9 | | WHITLOW | | 20.2 | | |
| | | | 8.8 | | N. P. CROSSING | | 19.3 | | |
| 1,245 | 1.00 | s 7.40 | 9.4 | D | PULLMAN | Xn | 18.7 | s 8.20 | 4.45 |
| 302 (W.M.P. 16.2) | 1.15 | f 7.47 | 12.4 | | ARMSTRONG | | 15.7 | f 8.08 | 4.30 |
| | | | 13.7 | | McAVOY | | 14.4 | | |
| 982 | 1.30 | s 7.55 | 15.4 | | ALBION | | 12.7 | s 8.00 | 4.20 |
| 1,039 W | 1.45 | f 8.03 | 18.4 | | SHAWNEE | | 9.7 | f 7.52 | 4.08 |
| 498 | 1.55 | f 8.08 | 20.3 | | PARVIN | | 7.8 | f 7.47 | 4.00 |
| 402 | 2.10 | f 8.17 | 23.6 | | RISBECK | | 4.5 | f 7.38 | 3.45 |
| WFIY | A 2.30AM | A 8.30PM | 28.1 | D-R | COLFAX | Ca | 0.0 | 7.25AM | 3.30AM |
| | (2.00) | (1.10) | | | (28.1) | | | Daily | Daily Except Sunday |
| | 14.1 | 24.1 | | | | | (1.20) | 21.1 | (2.00) |
| | | | | | | | | | 14.1 |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

| WESTWARD | | | CONNELL BRANCH | | | EASTWARD | | | |
|--|---------------------|-------------|-------------------------|------------------------------------|----|----------|-----------------------|--------------|--|
| Length of sidings in feet and location of water, fuel, interlocking plants, telegraph stations, scales and telephones. | SECOND CLASS | FIRST CLASS | Distance from La Crosse | Time-Table No. 50 June 18, 1933 | | | Distance from Connell | SECOND CLASS | |
| | 391 | 392 | | STATIONS | | | | 392 | |
| | Freight | Freight | | | | | | Freight | |
| | Daily Except Sunday | Daily | | | | | | | |
| WFY | 7.00AM | 0.0 | D-R | LA CROSSE | Ja | 52.9 | A 9.05PM | | |
| Spur | | 3.5 | | BENNER | | 49.4 | | | |
| 840 | 7.15 | 4.6 | | PAMPA | | 48.3 | 8.50 | | |
| 671 | 7.40 | 14.7 | | HOOPER | X | 38.2 | 8.20 | | |
| 1,627 WYP | A 7.50AM | 15.7 | N-R | HOOPER JCT. | Hr | 37.2 | 8.15PM | | |
| | | 17.9 | | PALOUSE FALLS | | 35.0 | | | |
| 1,738 W | | 23.5 | D | WASHUCNA | Fn | 29.4 | | | |
| 295 | | 29.3 | | McADAM | | 23.6 | | | |
| 316 | | 33.9 | | WACOTA | | 19.0 | | | |
| 1,127 | | 37.4 | D | KAHLOTUS | Ho | 15.5 | | | |
| 483 | | 42.3 | | ESTES | | 10.6 | | | |
| 550 | | 46.1 | | SULPHUR | | 6.8 | | | |
| 725 | | 51.0 | | CURRY | | 1.9 | | | |
| 1,021 WY | | 52.9 | D-R | CONNELL | N | 0.0 | | | |
| | | (52.9) | | | | | Daily Except Sunday | | |
| | (0.50) | (0.50) | | | | | 18.8 | (0.50) | |
| | 18.8 | 18.8 | | | | | | 18.8 | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Train arriving at Hooper Jct. on Sixth Subdivision as No. 392 will run as No. 392 Hooper Jct. to LaCrosse.

| WESTWARD | | | WALLACE BRANCH | | | EASTWARD | | | | |
|--|--------------|-----------------------|---------------------|------------------------------------|-----------------|----------|---------------------|-------------|---------------|---------|
| Length of sidings in feet and location of water, fuel, interlocking plants, telegraph stations, scales and telephones. | SECOND CLASS | FIRST CLASS | Distance from Tekoa | Time-Table No. 50 June 18, 1933 | | | Distance from Burke | FIRST CLASS | SECOND CLASS | |
| | 179 | 393 | | STATIONS | | | | 86 | 178 | 394 |
| | Mixed | Freight | | | | | | Passenger | Mixed | Freight |
| | Sunday | Daily Except Saturday | | | | | | | | |
| WFTYO | | 11.30PM | 0.0 | DN-R | TEKOA | K | 86.9 | A 4.30PM | A 9.30PM | |
| 205 | | | 2.1 | | TILMA | | 84.8 | | | |
| 300 | | | 5.6 | | BASIL | | 81.3 | | | |
| 1,297 | | 11.50PM | 7.0 | f | LOVELL | | 79.9 | f 4.14 | 9.00 | |
| 355 | | | 8.8 | | CHERPA | | 78.1 | | | |
| 424 | | | 10.5 | f | OLMSTEAD | | 76.4 | | | |
| 980 | | 12.10AM | 12.2 | | WATT | | 74.7 | 4.05 | 8.30 | |
| 957 | | 12.23 | 15.4 | s | PLUMMER | Mr | 71.5 | s 3.58 | 8.10 | |
| | | | 17.0 | | WEST PLUMMER | | 69.9 | | | |
| 1,240 WFT | | 12.55 | 22.8 | f | CHATCOLET | | 64.1 | f 3.43 | 7.45 | |
| Spur | | | 26.3 | f | O'GARA | | 60.6 | f 3.36 | | |
| 700 | | | 28.3 | | LACON | | 58.6 | 3.32 | | |
| 2,081 W | | 1.25 | 30.6 | s | HARRISON | Rn | 56.3 | s 3.27 | 7.20 | |
| 3,686 | | 1.40 | 34.0 | s | SPRINGSTON | | 52.9 | s 3.20 | 7.10 | |
| 150 | | 1.55 | 38.4 | f | BLACK LAKE | | 48.5 | f 3.13 | 6.59 | |
| 500 | | 2.10 | 41.4 | s | MEDIMONT | | 45.5 | s 3.08 | 6.51 | |
| 1,100 | | 2.25 | 45.4 | s | LANE | | 41.5 | s 3.01 | 6.42 | |
| 1,464 | | 2.40 | 49.2 | s | ROSE LAKE | | 37.7 | s 2.55 | 6.32 | |
| 707 | | 2.50 | 52.1 | f | DUDLEY | | 34.8 | f 2.50 | 6.24 | |
| 1,551 (W.M.P. 60.2) | | 3.10 | 57.9 | s | CATALDO | | 29.0 | f 2.41 | 6.10 | |
| 2,000 Y | 1.35PM | 3.30 | 62.6 | R | ENAVILLE | | 24.3 | s 2.33 | A 8.45AM 6.00 | |
| 980 | 1.40 | 3.35 | 64.2 | f | PINE CREEK | | 22.7 | f 2.30 | 8.35 5.55 | |
| | | | 66.4 | f | SMELTERVILLE | | 20.5 | | | |
| | | | 67.3 | f | BRADLEY | | 19.6 | | | |
| 1,339 F | A 2.00PM | 4.00 | 69.3 | D-R | KELLOGG-WARDNER | Dn | 17.6 | s 2.20 | 8.15AM 5.40 | |
| Spur | | | 72.6 | | SHONT | | 14.3 | | | |
| 1,602 | | 4.25 | 75.9 | f | OSBURN | | 11.0 | f 2.07 | 5.10 | |
| Spur | | | 77.7 | | ARGENTINE | | 9.2 | | | |
| WFTO | A 5.00AM | A 11.45AM | 80.3 | D-R | WALLACE | Wc | 6.6 | 2.00PM | 5.00PM | |
| | | | 80.4 | | N. P. CROSSING | | 6.5 | | | |
| | | | 80.6 | | N. P. CROSSING | | 6.3 | | | |
| | | | 84.1 | | N. P. CROSSING | | 2.8 | | | |
| | | | 84.2 | | GEM | | 2.7 | | | |
| | | | 84.5 | | N. P. CROSSING | | 2.4 | | | |
| | | | 84.6 | | FRISCO | | 2.3 | | | |
| Spur | | | 85.1 | | DORN | | 1.8 | | | |
| Spur | | | 85.9 | | MACE | | 1.0 | | | |
| 400 W | | | 86.9 | D | BURKE | B | 0.0 | | | |
| | | | | | (86.9) | | | Daily | Sunday | |
| | (0.25) | (5.30) | (2.40) | | | | (2.30) | (0.30) | (4.30) | |
| | 16.1 | 14.6 | 30.1 | | | | 32.1 | 13.4 | 17.8 | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

No. 86 will stop at any station to discharge revenue passengers from Wallace Branch.

| WESTWARD | | ENAVILLE BRANCH | | EASTWARD | |
|---------------------|------------------------|------------------------------------|-----------------|---------------------------|------------------------|
| SECOND CLASS | | Time-Table No. 50 June 18, 1933 | | SECOND CLASS | |
| | 179 Mixed Sunday | Distance from Pritchard | STATIONS | Distance from Enaville | 178 Mixed |
| | 11.30AM | 0.0 | PRICHARD | 21.5 | A10.50AM |
| 1,254 | f 11.40 | 2.2 | BEAVER | 19.3 | f 10.30 |
| 197 | f | 3.0 | JARVEY | 18.5 | f |
| Spur | f | 3.5 | CEDAR CREEK | 18.0 | f |
| 585 | f 11.55AM | 5.3 | ANDERSON | 16.2 | f 10.15 |
| | f 12.01PM | 6.5 | HEDLUND | 15.0 | f 10.10 |
| 1,172 (W.M.P. 12.2) | f 12.10 | 8.3 | CARTER | 13.2 | f 10.00 |
| | f | 11.2 | JOKI | 10.3 | f |
| 1,000 | f 12.30 | 11.9 | STEAMBOAT | 9.6 | f 9.40 |
| Spur | f | 12.5 | NURMI | 9.0 | f |
| Spur | f | 13.3 | SIPLO | 8.2 | f |
| Spur | f | 14.0 | SMITH | 7.5 | f |
| Spur | f | 14.4 | PRATT | 7.1 | f |
| Spur | f | 15.5 | HAIGHT | 6.0 | f |
| Spur | f | 16.5 | HALLSTROM | 5.0 | f |
| 515 | f 1.00 | 17.6 | LINFOR | 3.9 | f 9.10 |
| 2,000 | A 1.30PM | 21.5 | ENAVILLE | 0.0 | 8.50AM |
| | | | (21.5) | | Sunday |
| | (2.00) 10.8 | Thru Time | | (2.00) 10.8 | Average Speed per Hour |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

| WESTWARD | | SIERRA NEVADA BRANCH | | EASTWARD | |
|--------------|--|------------------------------------|--------------------|-------------------------------------|--|
| SECOND CLASS | | Time-Table No. 50 June 18, 1933 | | SECOND CLASS | |
| | | Distance from Bradley | STATIONS | Distance from Sierra Nevada Mine | |
| | | 0.0 | BRADLEY | 4.1 | |
| | | 4.1 | SIERRA NEVADA MINE | 0.0 | |

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

| WESTWARD | | POMEROY BRANCH | | EASTWARD | |
|--------------|---|------------------------------------|------------------------|---------------------------|---------------------------|
| SECOND CLASS | | Time-Table No. 50 June 18, 1933 | | SECOND CLASS | |
| | 155 Mixed Daily Except Sunday | Distance from Pomeroy | STATIONS | Distance from Starbuck | 156 Mixed |
| 1,767 | WT 9.35AM | 0.0 | D-R POMEROY Py | 28.9 | A 2.55PM |
| 1,326 | f 9.50 | 4.4 | ZUMWALT | 24.5 | f 2.30 |
| 192 | f 10.05 | 9.8 | HOUSER | 19.1 | f 2.12 |
| 491 | f 10.15 | 12.6 | DODGE | 16.3 | f 2.04 |
| 1,009 | W 10.20 | 14.4 | CHARD | 14.5 | f 1.55 |
| 508 | f 10.30 | 17.5 | JACKSON | 11.4 | f 1.45 |
| 1,009 | f 10.45 | 20.9 | DELANEY | 8.0 | f 1.35 |
| | WFTY A 11.20AM | 28.9 | D-R STARBUCK Sa | 0.0 | 1.15PM |
| | | | (28.9) | | Daily Except Sunday |
| | (1.45) 16.5 | Thru Time | | (1.40) 17.3 | Average Speed per Hour |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

| WESTWARD | | TUCANNON-PENDLETON BRANCH | | | | EASTWARD | | | | |
|--------------|-------------------------|---|----------------------|------------------------------------|--------------------------|--------------------------------|-----------------|------------------|----------------|---------------------------|
| SECOND CLASS | | FIRST CLASS | | Time-Table No. 50 June 18, 1933 | | FIRST CLASS | | SECOND CLASS | | |
| | 361 Freight Daily | 365 Freight Daily Except Sunday | 77 Mixed Daily | 77 Passenger Daily | Distance from Spokane | 78 Mixed | 78 Passenger | 366 Freight | 362 Freight | 396 Freight |
| 604 | PY | | | 12.05PM | 152.7 | R TUCANNON | 98.7 | A 12.55PM | | A 6.20PM |
| 205 | | | | | 155.4 | POWERS | 96.0 | | | |
| 840 | PWFTY | | | s 12.15 12.30 | 156.5 | D-R STARBUCK X Sa | 94.9 | s 12.45 12.30 | | 6.00PM |
| 1,020 | | | | | 162.0 | RELIEF | 89.4 | 12.15 | | |
| 1,418 | | | | 12.54 | 167.6 | ALTO | 83.8 | 12.03PM | | |
| 398 | | | | | 172.1 | McKAY | 79.3 | | | |
| 1,225 | | | | 1.08 | 175.2 | MENOKEN | 76.2 | 11.48AM | | |
| 1,374 | WT | 12.50PM | | s 1.17 | 179.4 | R BOLLES | 72.0 | s 11.40 | A 8.50AM | |
| 1,357 | | 1.25 | | s 1.25 | 184.0 | D PRESCOTT X Sy | 67.4 | s 11.32 | 8.30 | |
| 600 | | 1.40 | | 1.35 | 189.8 | ENNIS | 61.6 | 11.22 | 8.00 | |
| 545 | | 1.44 | | 1.37 | 190.9 | BERRYMAN | 60.5 | 11.20 | 7.55 | |
| 1,047 | | 1.55 | | 1.43 | 194.2 | HADLEY | 57.2 | 11.14 | 7.40 | |
| 1,134 | | 2.04 | | 1.48 | 197.1 | VALLEY GROVE | 54.3 | 11.09 | 7.25 | |
| 673 | | 2.10 | | 1.52 | 198.9 | RUSSELL | 52.5 | 11.05 | 7.20 | |
| | | | | | 203.5 | N. P. CROSSING | 47.9 | | | |
| | | | | | 204.1 | W. W. V. RY. CROSSING | 47.3 | | | |
| WFTYOP | 11.00PM | A 2.25PM | 2.10PM | A 2.05PM | 204.6 | DN-R WALLA WALLA X Z Bu | 46.8 | A 10.50AM | 10.55AM | 7.00AM A 11.45AM |
| | | | | | 206.6 | W. W. V. RY. CROSSING | 44.8 | | | |
| | | | | | 206.7 | WALRY | 44.7 | | | |
| 717 | | | | | 207.1 | LANGDON | 44.3 | | | |
| 619 | 11.15 | | 2.18 | | 209.0 | STATE LINE | 42.4 | 10.40 | | 11.20 |
| 1,200 | 11.20PM | | 2.21 | | 210.8 | SPOFFORD | 40.6 | 10.37 | | 11.10 |
| | | | | | 214.4 | W. W. V. RY. CROSSING | 37.0 | | | |
| 2,036 | W 12.15AM | | s 2.30 | | 214.5 | D MILTON X Co | 36.9 | s 10.30 | | 10.30 |
| 836 | | | | | 216.6 | PRUNEDALE | 34.8 | | | |
| 626 | 12.30 | | 2.37 | | 217.6 | BARRETT | 33.8 | 10.20 | | 9.45 |
| 757 | 12.50 | | 2.43 | | 220.5 | BADE | 30.9 | 10.10 | | 9.30 |
| 2,458 | 1.15 | | 2.49 | | 224.0 | BLUE MOUNTAIN | 27.4 | 10.03 | | 9.10 |
| 1,082 | 1.40 | | 2.55 | | 227.3 | DOWNING | 24.1 | 9.56 | | 8.55 |
| Spur | 2.00 | | s 3.00 | | 229.8 | D WESTON X Wt | 21.6 | s 9.51 | | 8.40 |
| 1,032 | W 2.30 | | s 3.07 | | 233.5 | D ATHENA X Cn | 17.9 | s 9.44 | | 8.25 |
| 2,068 | 3.05 | | s 3.15 | | 238.1 | ADAMS | 13.3 | s 9.35 | | 8.05 |
| 870 | 3.25 | | 3.19 | | 240.7 | BLAKELEY | 10.7 | 9.30 | | 7.50 |
| 662 | 3.50 | | 3.24 | | 243.8 | HAVANA | 7.6 | 9.25 | | 7.35 |
| 1,370 | 4.15 | | 3.29 | | 246.7 | SAXE | 4.7 | 9.20 | | 7.20 |
| | WYO A 5.00AM | | A 3.45PM | | 251.4 | DN-R PENDLETON X Fd | 0.0 | 9.10AM | | 7.00AM |
| | | | | | | (98.7) | | Daily | Daily | Daily Except Sunday |
| | (6.00) 7.8 | (1.35) 15.9 | (1.35) 29.6 | (2.00) 25.9 | Thru Time | | (1.40) 28.1 | (2.00) 25.9 | (1.50) 13.7 | (4.45) 9.9 |
| | | | | | Average Speed per Hour | | | | | (0.20) 11.4 |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 366 is superior to No. 365

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).

| WESTWARD | | | DAYTON BRANCH | | | EASTWARD | | |
|--|--------------------|---------------------|------------------------|------------------------------------|----------------------|---------------------|--------------------|--|
| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Turner | Time-Table No. 50 June 18, 1933 | Distance from Bolles | SECOND CLASS | | |
| | 367 Freight | 365 Freight | | | | 366 Freight | 368 Freight | |
| | Tuesday and Friday | Daily Except Sunday | | | | | | |
| 1,502 T | 10.30AM | | 0.0 | TURNER X | 24.9 | A 10.30AM | | |
| 1,305 | 10.38 | | 2.1 | WHETSTONE | 22.8 | 10.22 | | |
| Spur | 10.50 | | 5.5 | RONAN | 19.4 | 10.10 | | |
| 1,355 WT | A 11.15AM | 11.45AM | 11.7 | D-R DAYTON X Da | 13.2 | A 9.40AM | 9.45AM | |
| | | | 11.8 | N. P. CROSSING | 13.1 | | | |
| | | | 11.8 | N. P. CROSSING | 13.1 | | | |
| | | | 12.0 | N. P. CROSSING | 12.9 | | | |
| 828 | | 11.55AM | 15.2 | LONG | 9.7 | 9.25 | | |
| | | | 16.0 | N. P. CROSSING | 8.9 | | | |
| 411 | | | 16.5 | DUMAS | 8.4 | | | |
| 969 | | 12.05PM | 18.8 | HUNTSVILLE | 6.1 | 9.15 | | |
| 654 | | | 20.4 | TAGGARD | 4.5 | | | |
| Spur | | | 20.9 | LOYD | 4.0 | | | |
| 1,254 | | 12.35 | 21.3 | D WAITSBURG X Bg | 3.6 | 9.05 | | |
| 1,374 WT | | A 12.50PM | 24.9 | R BOLLES | 0.0 | 8.50AM | | |
| | | | | (24.9) | | Daily Except Sunday | Tuesday and Friday | |
| | (0.45) 15.6 | (1.05) 12.2 | Thru Time | | (0.50) 15.8 | (0.45) 15.6 | | |
| | | | Average Speed per Hour | | | | | |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

| WESTWARD | | | WALLULA BRANCH | | | EASTWARD | | |
|--|----------------|-------|-------------------------|------------------------------------|-----------------------|-------------|-------|--|
| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | FIRST CLASS | | Distance from Wallula | Time-Table No. 50 June 18, 1933 | Distance from Wallula | FIRST CLASS | | |
| | 45 Mixed | Daily | | | | 46 Mixed | Daily | |
| | | | | | | | | |
| WFYP | 3.30AM | 0.0 | DN-R WALLULA Jn | 31.1 | A 12.05AM | | | |
| 730 | f 3.46 | 7.7 | REESE | 23.4 | f 11.45PM | | | |
| 250 | 3.52 | 10.2 | DIVIDE | 20.9 | f 11.35 | | | |
| 1,509 WP | s 4.02 | 15.2 | D Touchet X Ch | 15.9 | s 11.20 | | | |
| 686 | f 4.11 | 19.6 | LOWDEN X | 11.5 | f 11.10 | | | |
| | | 22.3 | REAVIS | 8.8 | | | | |
| 618 | f 4.20 | 24.2 | WHITMAN | 6.9 | f 11.00 | | | |
| 948 | f 4.30 | 28.6 | FINCH | 2.5 | f 10.50 | | | |
| | | 28.9 | W. W. V. RY. CROSSING | 2.2 | | | | |
| 401 | | 29.1 | ARTESIA | 2.0 | | | | |
| WFTYOP | A 4.40AM | 31.1 | DN-R WALLA WALLA } Z Bu | 0.0 | 10.45PM | | | |
| | | | (31.1) | | Daily | | | |
| | (1.10) 26.7 | | Thru Time | | (1.20) 23.3 | | | |
| | | | Average Speed per Hour | | | | | |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Time Inspectors are located as shown below:
The Ball Railroad Time Service, Chicago, Ill.
R. V. Owens, General Supervisor of Time Service, Omaha.
Spokane..... T. J. Morris
Tekoa..... S. Simmons
Colfax..... Ivor M. Wilson
Moscow..... A. J. Botten
Walla Walla..... Martin Jewelry Co.
Pendleton..... Herb Green
Yakima..... Noble Jewelry Co.
Wallace..... E. W. Phillips
Pomeroy..... L. T. Christopherson
Lewiston..... M. L. Haines 'Diamond Shop'
Kellogg..... R. J. Coats

Standard clocks are located as shown below:
Spokane..... Dispatcher's Office
Spokane..... Telegraph Office
Spokane..... Enginemen's Register Room
Ayer..... Telegraph Office
Walla Walla..... Telegraph Office
Umatilla..... Telegraph Office
Umatilla..... Enginemen's Register Room
Dishman..... Telegraph Office
Tekoa..... Telegraph Office
Tekoa..... Enginemen's Register Room
Colfax..... Telegraph Office
Moscow..... Telegraph Office
Starbuck..... Telegraph Office
Walla Walla..... Passenger Depot
Walla Walla..... Enginemen's Register Room
Pendleton..... Telegraph Office
Yakima..... Telegraph Office
Yakima..... Roundhouse
Kellogg..... Telegraph Office
Wallace..... Telegraph Office
Wallace..... Enginemen's Register Room

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY |
|-----------------------|-------------------|-------------------------|---|
| Donald H. Jessop... | Chief Surgeon... | Portland, Ore. | Portland. |
| Harry M. Bouvy... | Specialist..... | Portland, Ore. | Portland. |
| J. B. Flynn..... | Specialist..... | Portland, Ore. | Portland. |
| C. M. Doland..... | Division Surgeon. | Spokane, Wash. | Tekoa to Spokane. |
| M. B. Grieve..... | District Surgeon. | Spokane, Wash. | Tekoa to Spokane. |
| F. C. Harvey..... | Specialist..... | Spokane, Wash. | Spokane. |
| Alexander Reid..... | District Surgeon. | Umatilla, Ore. | Umatilla to Stanfield. |
| Albert J. Nelson..... | District Surgeon. | Tekoa, Wash. | Colfax to Spokane. |
| W. A. Mitchell..... | District Surgeon. | Colfax, Wash. | Starbuck to Tekoa and Colfax to Moscow. |
| Douglas McIntyre. | District Surgeon. | St. John, Wash. | Winona to Tekoa. |
| C. K. Osburne..... | District Surgeon. | Starbuck, Wash. | Walla Walla to Pomeroy. |
| Wallace A. Pratt... | District Surgeon. | Walla Walla, Wash. . | Walla Walla. |
| E. J. Rhoades..... | District Surgeon. | Walla Walla, Wash. . | Pendleton to Walla Walla. |
| L. G. Spaulding... | District Surgeon. | Kennewick, Wash. ... | Grandview to Umatilla. |
| Marvin Munsell... | District Surgeon. | Grandview, Wash. ... | Yakima to Kennewick. |
| A. J. Helton..... | District Surgeon. | Yakima, Wash. | Yakima to Spokane. |
| J. W. Sherfy..... | District Surgeon. | Pomeroy, Wash. | Pomeroy to Starbuck. |
| W. W. Day..... | District Surgeon. | Dayton, Wash. | Walla Walla to Dayton. |
| Mowery & Mowery. | District Surgeons | Walla Walla, Idaho. ... | Tekoa to Burke. |
| T. R. Mason..... | District Surgeon. | Kellogg, Idaho. | Tekoa to Wallace. |
| J. L. Gililand..... | District Surgeon. | Pullman, Wash. | Moscow to Colfax. |
| Chas. L. Gritman... | District Surgeon. | Moscow, Idaho. | Colfax to Moscow. |
| Wm. P. H. Habel... | District Surgeon. | Lewiston, Idaho. | Riparia to Lewiston. |
| H. J. Kavanaugh... | District Surgeon. | Pendleton, Ore. | Arlington to LaGrande. |
| J. P. Brennan..... | District Surgeon. | Pendleton, Ore. | Umatilla to Pendleton. |

F. N. FINCH, General Manager
G. L. WHIPPLE, General Superintendent Transportation
M. C. WILLIAMS, Superintendent Spokane, Wash.
B. A. DANES, Trainmaster Walla Walla, Wash.
C. F. ROBERTS, Chief Train Dispatcher..... Spokane, Wash.
J. S. ELLISON, Train Dispatcher..... Spokane, Wash.
L. L. WYCKOFF, Train Dispatcher..... Spokane, Wash.
J. A. GARRETT, Train Dispatcher..... Spokane, Wash.
J. A. WALSH, Train Dispatcher..... Spokane, Wash.

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY



Washington Division

TIME - TABLE No. 50

Effective Sunday, June 18, 1933

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha.
 Spokane.....T. J. Morris
 Tekoa.....S. Simmons
 Colfax.....Ivor M. Wilson
 Moscow.....A. J. Botten
 Walla Walla.....Martin Jewelry Co.
 Pendleton.....Herb Green
 Yakima.....Noble Jewelry Co.
 Wallace.....H. M. Huemann
 Pomeroy.....L. T. Christopherson
 Lewiston.....M. L. Haines 'Diamond Shop'
 Kellogg.....R. J. Coats

Standard clocks are located as shown below:

Spokane.....Dispatcher's Office
 Spokane.....Telegraph Office
 Spokane.....Enginemen's Register Room
 Ayer.....Telegraph Office
 Wallula.....Telegraph Office
 Umatilla.....Telegraph Office
 Umatilla.....Enginemen's Register Room
 Dishman.....Telegraph Office
 Tekoa.....Telegraph Office
 Tekoa.....Enginemen's Register Room
 Colfax.....Telegraph Office
 Moscow.....Telegraph Office
 Starbuck.....Telegraph Office
 Walla Walla.....Passenger Depot
 Walla Walla.....Enginemen's Register Room
 Pendleton.....Telegraph Office
 Yakima.....Telegraph Office
 Yakima.....Roundhouse
 Kellogg.....Telegraph Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY |
|----------------------|-------------------|----------------------|--|
| Donald H. Jessop... | Chief Surgeon... | Portland, Ore..... | Portland. |
| Harry M. Bouvy... | Specialist..... | Portland, Ore..... | Portland. |
| J. B. Flynn..... | Specialist..... | Portland, Ore..... | Portland. |
| C. M. Doland..... | Division Surgeon. | Spokane, Wash..... | Tekoa to Spokane. |
| M. B. Grieve..... | District Surgeon. | Spokane, Wash..... | Tekoa to Spokane. |
| F. C. Harvey..... | Specialist..... | Spokane, Wash..... | Spokane. |
| A. W. Christopherson | District Surgeon. | Hermiston, Ore..... | Umatilla to Stanfield. |
| Albert J. Nelson... | District Surgeon. | Tekoa, Wash..... | Colfax to Spokane. |
| W. A. Mitchell.... | District Surgeon. | Colfax, Wash..... | Starbuck to Tekoa and Colfax to Moscow. |
| Douglas McIntyre.. | District Surgeon. | St. John, Wash..... | Winona to Tekoa. |
| C. K. Osburne..... | District Surgeon. | Starbuck, Wash..... | Walla Walla to Pomeroy. |
| Wallace A. Pratt.. | District Surgeon. | Walla Walla, Wash.. | Pendleton to Walla Walla. |
| E. J. Rhoades..... | District Surgeon. | Walla Walla, Wash.. | Pendleton to Walla Walla. |
| L. G. Spaulding... | District Surgeon. | Kennewick, Wash.... | Grandview to Umatilla. |
| Marvin Munsell... | District Surgeon. | Grandview, Wash.... | Yakima to Kennewick. |
| A. J. Helton..... | District Surgeon. | Yakima, Wash..... | Yakima to Spokane. |
| J. W. Sherfy..... | District Surgeon. | Pomeroy, Wash..... | Pomeroy to Starbuck. |
| W. W. Day..... | District Surgeon. | Dayton, Wash..... | Walla Walla to Dayton |
| Mowery & Mowery.. | District Surgeons | Wallace, Idaho..... | Tekoa to Burke. |
| T. R. Mason..... | District Surgeon. | Kellogg, Idaho..... | Tekoa to Wallace. |
| J. L. Gilleland.... | District Surgeon. | Pullman, Wash..... | Moscow to Colfax. |
| | District Surgeon. | Moscow, Idaho..... | Colfax to Moscow. |
| Wm. P. H. Habel... | District Surgeon. | Lewiston, Idaho..... | Riparia to Lewiston. |
| H. J. Kavanaugh... | District Surgeon. | Pendleton, Ore..... | Arlington to LaGrande. |
| J. P. Brennan..... | District Surgeon. | Pendleton, Ore..... | Umatilla to Pendleton. |

F. N. FINCH,
General Manager

G. L. WHIPPLE,
General Superintendent Transportation

M. C. WILLIAMS, Superintendent Spokane, Wash.

W. H. GUILD, Assistant Superintendent Walla Walla, Wash.

C. F. ROBERTS, Chief Train Dispatcher.....Spokane, Wash.
 J. S. ELLISON, Train Dispatcher.....Spokane, Wash.
 L. L. WYCKOFF, Train Dispatcher.....Spokane, Wash.
 J. A. GARRETT, Train Dispatcher.....Spokane, Wash.
 J. A. WALSH, Train Dispatcher.....Spokane, Wash.

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY



Washington Division

Supplement No. 2

TO

TIME - TABLE

No. 50

Effective Sunday,

Jan. 21, 1934

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

| WESTWARD | | | | | YAKIMA BRANCH | | | | | EASTWARD | | | | | |
|--|----------------|-----------|-----------------|-----------------|---------------|----------------------|--|-----------------|-----------------|-----------------------|-------------|--------|----------------|--------------|----------------|
| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | | Distance from Yakima | Supplement No. 2 to Time-Table No. 50 Jan. 21, 1934 | | | Distance from Attalia | FIRST CLASS | | | SECOND CLASS | |
| | 261 | 595 | 591 | 593 | STATIONS | | 592 | 594 | 596 | | 262 | | | | |
| | Freight | Mixed | Motor Passenger | Motor Passenger | | | Motor Passenger | Motor Passenger | Motor Passenger | | Freight | | | | |
| | Daily Ex. Sun. | Sunday | Daily Ex. Sun. | Daily | | | | | | | | | | | |
| WFTYOP | 9.30PM | 7.00PM | 8.10PM | | 0.0 | DN-R | YAKIMA | Ny | 98.1 | A | 7.30AM | | | A | 9.30PM |
| 2,046 | 9.40 | 7.10 | 8.18 | | 3.5 | | 3.5 UNION GAP | | 94.6 | | 7.20 | | | | 9.10 |
| IP | | | | | 6.8 | | 3.3 N. P. CROSSING | | 91.3 | | | | | | |
| 1,600 | 9.50 | 7.20 | 8.25 | | 7.3 | | 0.5 PARKER | | 90.8 | | 7.10 | | | | 8.55 |
| | | | | | 8.7 | Rock Sigs | 1.4 N. P. CROSSING | | 89.4 | | | | | | |
| 1,640 | 10.00 | 7.30 | 8.35 | | 11.3 | D | 2.6 DONALD | Do | 86.8 | s | 6.59 | | | | 8.35 |
| Spur | | | | | 12.7 | | 1.4 DUNBRO | | 85.4 | | | | | | |
| 1,000 | 10.05 | 7.37 | 8.40 | | 13.6 | | 0.9 SAWYER | Sr | 84.5 | f | 6.53 | | | | 8.20 |
| 1,010 | | | | | 14.5 | | 0.9 FLINT | | 83.6 | | | | | | |
| 2,027 | 10.15 | 7.45 | 8.46 | | 16.5 | | 2.0 BUENA | Ba | 81.6 | s | 6.46 | | | | 8.06 |
| 400 | | | | | 17.9 | | 1.4 CUTLER | | 80.2 | | | | | | |
| 3,671 | 10.35 | 7.53 | 8.54 | | 19.6 | DN-R | 1.7 ZILLAH | Ah | 78.5 | s | 6.39 | | | | 7.53 |
| 1,000 | 10.40 | 7.59 | 8.58 | | 21.8 | | 2.2 BOONE | | 76.3 | | 6.33 | | | | 7.40 |
| 177 | | | | | 22.2 | | 0.4 DALTON | | 75.9 | | | | | | |
| 2,723 | 10.48 | 8.07 | 9.04 | | 24.7 | | 2.5 GRANGER | | 73.4 | f | 6.27 | | | | 7.30 |
| 107 | | | | | 26.5 | | 1.8 NORINE | | 71.6 | | | | | | |
| Spur | | | | | 29.1 | | 2.6 BAIRD | | 69.0 | | | | | | |
| 2,675 | 11.05 | 8.23 | 9.16 | | 30.9 | | 1.8 EMERALD | | 67.2 | f | 6.13 | | | | 7.15 |
| 1,872 | 11.15 | 8.33 | 9.23 | | 34.6 | R | 3.7 MIDVALE | | 63.5 | | 6.06 | | | | 7.05 |
| 1,872 | | 8.33PM | 9.23PM | 5.44AM | 34.6 | R | 2.8 MIDVALE | | 63.5 | A | 6.06AM | A | 9.45PM | A | 8.56PM |
| 1,500 | | A 8.43PM | A 9.32PM | A 5.53AM | 37.4 | D-R | SUNNYSIDE | Si | 66.3 | | 5.56AM | | 9.35PM | | 8.46PM |
| 1,872 | 11.15 | 8.56 | 9.45 | | 34.6 | R | 1.9 MIDVALE | | 63.5 | | 5.44 | | | | 7.05 |
| 556 | | | | | 36.5 | | 1.7 WANETA | | 61.6 | | | | | | |
| 538 | | | | | 38.2 | | 2.2 FORSELL | | 59.9 | | | | | | |
| 2,625 | 11.35 | 9.12 | 9.59 | | 40.4 | DN | 2.9 GRANDVIEW | Gw | 57.7 | s | 5.33 | | | | 6.50 |
| 505 | | 9.20 | 10.06 | | 43.3 | | 4.0 CAPP | | 54.8 | | 5.26 | | | | |
| 2,296 | 11.55PM | 9.30 | 10.14 | | 47.3 | | 2.5 NORTH PROSSER | | 50.8 | f | 5.18 | | | | 6.20 |
| 623 | | 9.37 | 10.19 | | 49.8 | | 2.7 BIGGAM | | 48.3 | f | 5.12 | | | | |
| 256 | | | | | 52.5 | | 2.6 MEEK | | 45.6 | | | | | | |
| 2,708 | 12.20AM | 9.51 | 10.28 | | 55.1 | | 3.7 CHAFFEE | | 43.0 | f | 5.02 | | | | 5.50 |
| 374 | | 10.02 | 10.34 | | 58.8 | | 2.8 CORRAL | | 39.3 | f | 4.55 | | | | |
| 2,179 | 12.40 | 10.10 | 10.40 | | 61.6 | D | 5.2 BENTON CITY | Be | 36.5 | s | 4.50 | | | | 5.25 |
| 2,696 | 12.55 | 10.29 | 10.51 | | 66.8 | | 3.1 ACTON | | 31.3 | | 4.39 | | | | 5.05 |
| 517 | | | | | 69.9 | | 1.9 GROSSCUP | | 28.2 | | | | | | |
| 2,695 | 1.10 | 10.42 | 11.00 | | 71.8 | | 5.5 LEDBEDER | | 26.3 | | 4.30 | | | | 4.45 |
| 2,728 | 1.25 | 10.56 | 11.10 | | 77.3 | | 7.6 LESLIE | | 20.8 | | 4.20 | | | | 4.25 |
| 5,596 | 2.10 | 11.15 | 11.30 | | 84.9 | DN | 4.5 KENNEWICK | Kn | 13.2 | s | 4.05 | | | | 4.00 |
| 700 | 2.30 | 11.30 | 11.38 | | 89.4 | | 1.4 HEDGES | | 8.7 | f | 3.51 | | | | 3.45 |
| | | | | | 90.8 | | 0.6 N. P. CROSSING | | 7.3 | | | | | | |
| 2,699 | 2.45 | 11.36 | 11.44 | | 91.4 | | 3.3 VILLARD | | 6.7 | f | 3.46 | | | | 3.35 |
| 520 | 3.00 | 11.45 | 11.52 | | 94.7 | | 1.4 TWO RIVERS | | 3.4 | f | 3.41 | | | | 3.25 |
| 368 | | | | | 96.1 | | 2.0 PURDY | | 2.0 | | | | | | |
| 886 | A 3.20AM | A 11.59PM | A 11.59PM | | 98.1 | | ATTALIA | | 0.0 | | 3.35AM | | | | 3.15PM |
| | | | | | | | (98.1) | | | | Daily | | Daily Ex. Sun. | Sunday | Daily Ex. Mon. |
| | (5.50) | (4.59) | (3.49) | (0.09) | | | Thru Time | | | (3.55) | (0.10) | (0.10) | (6.15) | | |
| | 16.8 | 19.6 | 25.7 | 18.7 | | | Average Speed per Hour | | | 25.1 | 16.8 | 16.8 | 15.7 | | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Train arriving at Midvale as No. 591 will run as No. 591 Midvale to Sunnyside and as No. 594 Sunnyside to Midvale.
 Train arriving at Midvale as No. 592 will run as No. 593 Midvale to Sunnyside and as No. 592 Sunnyside to Midvale.
 Train arriving at Midvale as No. 595 will run as No. 595 Midvale to Sunnyside and as No. 596 Sunnyside to Midvale.