

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 39.

EFFECTIVE 12:01 A. M.

SUNDAY, JUNE 1st, 1902.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.								EFFECTIVE 12:01 A. M. JUNE 1st.				EAST BOUND.									
Third Class.		Second Class		First Class		First Class		Water, Coal, Boiler Fuel and Wyn.	Car Capacity.	Distance from St. Paul.	Distance from Spokane.	Telegraph Cuts.	Telegraph Offices.	First Class		First Class		Second Class		Third Class	
No. 9		No. 15		No. 13		No. 3								Passenger Daily		Passenger Daily		No. 4		No. 14	
Way Freight Daily		Time Freight Daily		Passenger Daily		Passenger Daily						Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily			
1.10	PM De	11.30	A M De	8.00	PM De	7.20	A M De	W. O. T.	1476.9	Spokane	0.0	Q	DN	9.00	A M Ar	9.30	PM Ar	12.10	PM Ar	11.10	PM Ar
1.25		11.45	Mt 15	8.08		7.26			55	Fort Wright	3.9			8.51		9.22		11.45	Mt 15	10.55	
2.15		12.25	PM	8.23		7.43			87	Highland	9.0			8.39		9.07		11.05		10.30	
3.00		12.55		8.36		7.55		W.	73	Lyons	12.4	YA	DN	8.31		8.59		10.40		10.15	
3.30		1.20		8.46	Mt 14	8.05			87	Osgood	17.7			8.22		8.46	Mt 14	10.00		9.55	
3.55		1.35		8.53		8.14	Mt 4	W.	66	Espanola	21.8			8.14	Mt 4	8.35		9.35		9.35	
4.30		2.05		9.04	Mt 13	8.25			181	Waukon	24.4			7.58		8.23		9.05		9.04	Mt 13
5.05		2.40		9.15		8.36	Mt 14	W.	106	Edwall	34.0	WE	D	7.45		8.12		8.36	Mt 14	8.31	
5.45		3.20		9.28		8.55			190	Mogoo	42.2	SO		7.21		7.50	Pa 10	7.50		7.50	14 Pa
6.40	Mt 10	4.00		9.47		9.09		W. O.	140	Harrington	50.9	HR	DN	7.01	Pa 10	7.33		7.01	4 Pa	6.40	Mt 10
7.18	Mt 14	4.30		9.59		9.20			82	Miller	57.6	CO		6.42		7.18	Mt 14	6.25		5.55	
7.45		4.43		10.05		9.26			22	Downs	61.9			6.33		7.11		6.05		5.30	
8.25		5.00	Mt 13	10.13		9.34		W.	111	Lamona	66.9			6.23		7.02		5.45		5.00	Mt 13
9.15		5.45		10.28		9.51			74	Odessa	78.1	OD	DN	6.02		6.42		4.50		4.05	
10.00		6.25	Mt 14	10.43		10.04		W.	84	Job	85.0			5.44		6.26	Mt 14	4.05		3.10	
10.30		7.10		10.54		10.15			87	Krapp	92.9			5.31		6.13		3.30		2.35	
11.00	PM Ar	7.45	Ar	11.03	Ar	10.27	Ar	W. O. T.	228	Wilson Creek	107.2	E	DW	5.18	Ar	5.53	Ar	3.00	De	2.00	PM De
12.08	AM De	8.20	De	11.01	De	10.33	De		66	Stratford	106.9			5.00		5.43		1.55		10.45	Mt 13
12.55		8.55		11.23		10.45	Mt 10		65	Adrian	114.4			4.48		5.30		1.25	Mt 10	10.00	
1.25	Mt 13	9.25		11.35		10.58			105	Ephrata	122.1	FR	DN	4.36		5.18		12.55		9.20	
2.00		10.05		11.48		11.11		W.	43	Winchester	130.5			4.20		5.02		12.03	Mt 13	8.20	
2.45		10.50		12.03	Mt 13	11.26	AM		87	Quincy	138.9			4.11		4.53		11.15	Mt 13	7.40	
3.15		11.15	Mt 13	12.13		11.34			55	Crater	145.8			4.03	Mt 13	4.43		10.30		7.00	
4.03	Mt 4	11.35		12.20		11.42		O. Sm. E.	78	Trinidad	147.6	DI	DN	3.50		4.31		9.20		6.00	
4.40		12.05	A M	12.31		11.55		W. Sm. E.	67	Vulcan	154.4			3.39		4.20		8.45		5.00	Mt 13
5.00	Mt 10	12.40	12 Pa	12.40	Pa 12	12.03	PM		84	Columbia River	158.8			3.31		4.18		8.20		4.25	
5.25		1.00		12.46		12.09			85	Rock Island	162.0			3.23		4.02		8.00		4.00	
5.55		1.20		12.54		12.18		W.	67	Malaga	167.6			3.14		3.52		7.40		3.30	
6.20		1.45		1.02		12.27			117	Wenatchee	173.9	WC	DN	3.02	Mt 15	3.37		7.15		3.02	4 Pa
7.20		3.02	Mt 14	1.17		12.39		W.	65	Old Mission	180.4	OM	D	2.39	Pa 10	3.12		6.25		1.37	Mt 14
8.30		3.50		1.37	Mt 10	1.01		W.	55	Peshastin	189.8			2.23		2.52		5.50		12.45	
9.30		4.45		1.57		1.21			221	Leavenworth	197.4	CH	DN	2.15	Mt 13	2.43	PM De	5.30	PM De	12.30	AM De
10.00	AM Ar	5.10	A M Ar	2.05	Mt 4	1.30	PM Ar	W. O. T.													
No. 9 daily		No. 15 daily		No. 13 Daily		No. 3 daily								No. 4 daily		No. 14 Daily		No. 16 daily		No. 10 daily	

West Bound Trains have Absolute Right Over East Bound Trains of the Same Class. See Rule 43.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered.

Trains must not follow each other out of Stations less than 15 minutes apart.

Destroy All Time Tables of Previous Date. [See Rule No. 5.]

NOTE—No. 4 will stop on signal at any Agency or open Telegraph Station East of Leavenworth to take on passengers for points east of Spokane.

Standard clocks are located at telegraph offices at Spokane and Leavenworth. Trains on this division will be governed by Pacific Standard Time.

Conductors of all trains, and Engineers running without Conductors, must register their arrival and departure at Spokane, Wilson Creek

and Leavenworth, stating whether they are or not carrying signals. No train will be considered registered unless such notation is made, and in case of omission, Conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

Trains will date from time due to leave terminals. Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; Spokane, Wilson Creek and Leavenworth for freight trains.

All trains will reduce speed to 8 miles per hour through city of Spokane, over Crab Creek bridge west of Edwall, and Bridge No. 347, 1 1/2

miles west of Crater. When trains have double headers the engines must be uncoupled and run separately over these bridges.

Trains will not exceed 20 miles per hour over bridge 335, 4 miles west of Odessa.

In doing switching on the boat track at Wenatchee the engine must, in every case, set cars in and not drop them in. Any switching necessary to place cars in right order to go to the boat track must be done on other tracks at Wenatchee.

All except first-class trains must be under absolute control while passing through yard limits of Spokane, Wilson Creek and Leavenworth.

BETWEEN LEAVENWORTH AND SEATTLE.

3

WEST BOUND								EFFECTIVE 12:01 A. M. JUNE 1st.										EAST BOUND					
Class	Third Class	Second Class	First Class	First Class	First Class	First Class	Water, Coal, Meal, Timber and Wyn.	Car Capacity	Distance from St. Paul.	Station	Distance from Spokane.	Telegraph Code	Telegraph Office	First Class	First Class	First Class	First Class	Second Class	Third Class				
No. 9	No. 9	No. 15	No. 5	No. 1	No. 13	No. 3							No. 4	No. 14	No. 2	No. 6	No. 16	No. 10					
	Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Freight Daily					
	8:30 PM Da	8:10 A M Da			2:10 AM Da	1:35 PM Da	W.C.T.	231	1872.5	Leavenworth 6.4	187.4	CH DN	2:10 AM Ar	2:38 PM Ar			4:50 PM Ar	11:05 PM Ar					
	4:20 Mi 14	7:00			2:28	1:55		42	1619.6	Drury 7.0	304.0		1:52	2:23			4:20 Mi 9	10:35					
	4:50	7:30			2:42	2:11	W.	50	1683.9	Chiwaukum 7.0	308.9	OY D	1:42	2:11			4:00	10:16					
	5:25	8:00			2:58	2:39		85	1830.3	Nasau Creek 7.0	315.3		1:27	1:55			3:25	9:45					
	5:50	8:35			3:08	2:35		55	1883.9	Merritt 7.0	318.3	CK N	1:28	1:50			3:10	9:30					
	6:25	9:00			3:21	2:40	Mi 14	43	1938.9	Gaynor 7.0	322.9		1:12	1:38			2:49	9:10					
	7:00	9:40			3:32	3:00		43	1701.4	Barns 7.0	326.7		1:04	1:29			2:20	8:55					
	7:50	10:20			3:45	3:15	W.T.	214	1705.4	Cascade Tunnel 8.0	330.0	GN DN	12:53	1:18			1:55	8:36					
	8:10 Mi 18	10:35			3:55	3:25	W.C.T.	90	1799.0	Wellington 8.0	345.0	WF DN	12:43	1:08	Pa 16		1:18	8:10 Mi 9					
	8:35	10:55			4:05	3:35		35	1712.3	Alvin 8.0	347.3		12:38	12:52			1:00	7:30					
	8:55	11:10			4:13	3:43		43	1715.4	Ogda 8.0	349.9		12:17	12:42			11:55	7:00					
	9:20	11:25 Mi 14			4:23	3:52	W.T.	53	1718.4	Madison 8.0	349.9	MA DN	12:05	12:30	AM		11:25	6:25					
	9:50	11:45			4:33	4:02		41	1721.7	Nippon 8.0	349.0		11:51	12:18			10:40	5:50					
	10:10	12:05			4:43	4:12		30	1736.3	Tonga 8.0	349.4		11:40	12:05	PM Mi 18		10:10	5:10					
AM Da	10:20 PM Ar	1:10	PM Mi 14		4:33	4:05	W.C.T.	105	1730.3	Skykomish 8.0	354.7	KY DN	11:25	11:50	De Ar		9:20	4:30					
		1:25			4:54	4:38		68	1734.4	Grotto 8.0	354.7		11:08	11:38			8:20	3:30					
Mi 14		1:50 Mi 18			5:24	4:45	W.	138	1739.4	Baring 8.0	354.8	BA D	10:59	11:29			8:00	1:50					
		2:15			5:38	5:00		96	1744.4	Index 8.0	354.8	KX DN	10:46	11:16			7:10	1:15					
		2:55			5:57	5:18	Mi 14	113	1753.4	Gold Bar 8.0	377.7	GB D	10:25	10:55			5:57	11:55					
		3:30			6:02	5:22		17	1755.7	Wallace 8.0	380.9		10:20	10:50									
		4:00			6:10	5:31	W.C.	78	1759.9	Sultan 8.0	384.4	SU DN	10:12	10:41	Mi 9 Pa 10		5:25	10:41					
		4:30			6:25	5:45		88	1766.7	Monroe 8.0	381.0	MO D	9:57	10:27			4:40	9:30					
		5:00			6:40	6:00		53	1773.4	Snohomish 8.0	397.4	S DN	9:42	10:12			4:05	8:30					
					6:53	6:11	W.	33	1773.9	Lowell 8.0	397.7	W DN	9:29	10:02			3:40	7:30					

West-Bound Trains have Absolute Right over East-Bound Trains of the same class. See Rule 43.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered. Trains must not follow each other out of Stations less than 15 minutes apart.

Trains in the same direction down grade between Skykomish and Leavenworth must keep at least 15 minutes apart and operators will block trains as provided in this rule.

All trains must use 15 minutes between Seattle and Everett.

Trains will date from time out to leave terminals. Spokane, Leavenworth, Skykomish and Lowell for freight trains.

Trains and light engines will stop at drawbridge one-fourth mile east of Snohomish.

All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.

Freight trains will not exceed speed of scheduled freight trains in same direction between Leavenworth and Skykomish.

Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brake and leave them set, until trainmen examine each car, then release them, and trainmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" are working.

All retainers must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skykomish.

NOTE—All trains (and light engines) are operated under a block system between the depot at Cascade Tunnel, and the east switch of the passing track at Wellington.

No westbound train (or engine) must pass the depot at Cascade Tunnel, and no eastbound train (or engine) must pass the east switch of the passing track at Wellington, to enter the block, without a clearance card, properly filled out, in the possession of the conductor and engineer, respectively.

Only one train is permitted to enter or use the block at the same time.

Seattle yard limit extends to the yard-limit board east of Ballard. All trains except regular passenger trains will run under control between this yard-limit board and Seattle, expecting to find main track occupied.

West-bound trains will not exceed schedule time between Baring and the east mile-board at Gold Bar.

All except first class trains must be under absolute control while passing through yard limits Leavenworth, Skykomish, Lowell, Pacific Avenue and Everett.

Light trains will use Northern Pacific tracks between Lowell and Terminal, and will be governed by N. P. time table between these points

BETWEEN PACIFIC AVENUE AND BROWNSVILLE.

EAST-BOUND				WEST-BOUND			
Second Class No. 7 Freight Daily	Second Class No. 11 Mixed, Tuesday Thursday Saturday Daily	First Class No. 5 Passenger Daily	First Class No. 1 Passenger Daily	First Class No. 2 Passenger Daily	First Class No. 6 Passenger Daily	Second Class No. 12 Mixed Monday, Wednesday, Friday Daily	Second Class No. 8 Freight Daily
	6.00 AM De		10.20 AM De			9.30 PM Ar	
	6.05		10.25			9.35	
	6.15		10.30			9.40	
	6.35		10.45			9.50	
	6.50		10.57			8.20	
	7.10		11.09			8.20	
	7.15		11.17			8.00	
	7.20		11.20			7.45	
	7.55		11.30			7.30	
	8.30		11.45			7.00	
	8.45		11.51			6.45	
	9.15		12.01	PM		6.30	
	9.25		12.06	PM		6.05	
10.50 AM De	10.00 AM Ar	7.00 AM De	12.25 PM Ar			5.45 PM De	5.45 PM Ar
10.55	Tuesday Thursday	7.01	12.30			5.40	5.40
11.10		7.06	12.38			5.30	5.30
11.30	Mi 3	7.11	12.45			4.55	4.55
12.30 PM		7.27	1.10			4.20	4.20
		7.37	1.20				
		7.42	1.28				
1.20	Mi 3	7.57	1.43				
1.48	Mi 3	8.02	1.48				2.15
2.40	Mi 3	8.10	1.56				1.48
3.20		8.28	2.08				1.30
3.50		8.40	2.20				1.03
4.30		8.55	2.37				9.50
5.15		9.07	2.50				8.55
6.10		9.27	3.10				7.45
7.00	PM Ar	9.40	3.25				6.45
							5.45 AM De

ALL TRAINS WILL USE NORTHERN PACIFIC TRACKS BETWEEN TERMINAL AND N. P. JUNCTION, 1.2 MILES.

9.46	3.80	D. N.	N. P. Junction
9.55	3.35	D. N.	Pacific Avenue
No. 7 Daily	No. 5 daily	No. 1 Daily	No. 2 Daily

East-Bound Trains have absolute right over trains of the same class in opposite direction. (See Rule 43.)

SPECIAL RULES--Pacific Avenue to Brownsville.

All except first-class trains must be under absolute control while passing through yard limits at Everett, Burlington, and between Happy Valley and Whatcom.
Terminal yard limit commences 500 feet east of junction switch, east of coal chute and extends to draw bridge at west end of terminal yard on Coast Line and around the point on the freight track (old Coast Line) to Everett jet. yard limit board. Between the hours of seven (7) p. m. and seven (7) a. m. the yard limit rules are suspended between Everett Junction and Terminal Yard and all trains will be operated by train orders over this district.
Switch at Everett Junction will be kept set for main line.
Destroy all time tables of previous date. See rule No. 5.
Standard clocks are located at telegraph office at Terminal.
Trains on this division will be governed by Pacific Standard time.
Conductors of all trains, and Engineers running without conductors, must register their arrival and departure at Pacific Avenue, N. P. Junction, Terminal, Whatcom, Blaine and Brownsville, stating whether they are or not carrying freight. Conductors of trains

No trains will cross international boundary at Blaine without permission of customs officers.
All west bound trains must test air brakes before leaving Chuskaunt.
Trains must not follow each other out of stations less than 15 minutes apart.
Pacific Avenue, Whatcom and Brownsville are terminals for passenger trains. Terminal, Whatcom and Brownsville for freight trains.
All trains must stop at draw bridges and railroad crossings at a distance not exceeding 200 feet from same.
Conductors of trains hauling logs must stop on all summits and see that brakes are properly set before descending grades.
Trains 7 and 8 will not carry passengers.
Passenger trains must not exceed 30 miles per hour, and freight trains 15 miles per hour descending Chuskaunt Hill.
All trains will be handled under absolute control and without regard to making scheduled time at all points where land or snow slides or falling rock are liable to be encountered.

J. C. DEVERY, Chief Train Dispatcher.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Latitude N. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Latitude N. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Latitude N. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST						EAST	WEST						EAST	WEST			
Fort Wright Spur	1480.7	Port Wright	0.3	West	46	Wood and Iverson Spur	1771.3	Monroe	3.0	East	5	Hals Spur	54.3	Stanwood	1.5	West	4			
Sand Spur	1639.0	Trinidad	2.0	West	16	Cascade Cedar Spur	1775.2	Snohomish	0.3	East	40	Morrison Mill Spur	61.6	Fir	2.5	East	6			
Gravel Spur	1639.3	Trinidad	2.3	West	35	Crescent Spur	1780.0	Lowell	0.5	West	25	Milittown	62.3	Fir	2.3	East	6			
Boat Track	1652.3	Wenatchee	0.0	West	87	House Track	1781.1	Lowell	0.0	East	25	Hawley Spur	62.4	Fir	2.0	West	3			
Woods Spur	1688.1	Chiwaukum	2.5	East	3	Power House Spur	1782.2	Everett	0.1	West	10	Skagit Spur	69.8		2.0	East	5			
Foss River Spur	1728.0	Tonga	1.0	East	5	Sand Spur	1782.2	Edmonds	3.4	West	7	Burlington Quarry	72.3	Burlington	5.5	East	14			
Kirby Mill Spur	1732.0	Skykomish	1.1	East	12	Hall Hill Mill Co.	1782.2	Everett Jct.	5.5	East	4	Samish Pit	77.0	Belfast	5.5	East	33			
Skykomish Mill Co.'s Spur	1732.4	Skykomish	3	East	13	Hell Hill Spur	1782.2	Everett Jct.	1.0	East	36	Desmond Spur	81.7	Alger	1.4	West	6			
Berlin Spur	1733.6	Skykomish	1.3	West	1	Nell House Spur	1782.2	Everett Jct.	1.0	West	24	Gaudett Spur	82.3	Alger	0.0	East	12			
Grotto Mill Spur	1735.6	Grotto	0.5	East	8	Everett Milling Co.	1782.2	Everett Jct.	1.5	East	10	Samish Lake Spur	85.3	Samish Lake	1	East	80			
G. N. Shingle Co.'s Siding	1739.6	Grotto	3.5	Both ends	24	Clark-Nickerson Mill	1782.2	Everett Jct.	1.8	West	45	Owens Spur	85.3	Off Samish Sp'r	1	West	8			
Heybrook Spur	1744.7	Index	1.5	East	2	Whelsham Spui	1782.2	Everett Jct.	1.9	West	3	Lindley Spur	85.3	Off Lake	1	East	3			
Rilla Quarry Spur	1745.7	Index	0.5	West	5	Neffs Spur	1782.2	Long Siding	1.0	East	50	Puget Sound Mill Track	94.9	Fairhaven	0.0	West	9			
Soderburg Spur	1746.9	Index	7	West	12	Blackman Spur	1782.2	Long Siding	0.4	East	9	Export Mill Spur	95.0	Fairhaven	0.0	West	10			
May Creek Spur	1748.6	Gold Bar	0.5	West	3	Union Sleigh	1782.2	Marysville	1.5	East	8	Cannery Track	95.3	Fairhaven	0.0	Both Ends	15			
Robinson's Spur	1752.6	Gold Bar	5	East	26	Cox's Spur	1782.2	Marysville	2.0	West	2	Pacific Sheet Mill	95.3	Fairhaven	4	East	3			
Black Bros. Spur	1757.4	Wallace	0.0	West	26	Zindorf Spur	1782.2	Marysville	3.9	East	2	Mill Spur (Simpson)	98.3	New Whatcom	1.0	West	8			
Rileys Spur	1757.7	Sultan	3.1	East	4	British Spur	1782.2	Silvana	4.4	East	15	Henry Spur	103.0	Brennan	1.0	East	6			
Caseys Spur	1759.5	Sultan	1.3	East	5	English Spur	1782.2	Silvana	2.9	East	87	Enterprise Spur	109.3	Ferndale	3.1	East	6			
Owens Spur	1763.6	Monroe	4.7	East	16	Norman Spur	1782.2	Silvana	1.1	East	5	McDonald Spur	113.0	Custer	1.3	East	3			
Holmquist Spur	1767.3	Monroe	1.0	East	4	Rabels Spur	1782.2	Silvana	1.8	West	5	Blaine Spur	119.0	Blaine	1.9	East	3			
Monroe Gravel Pit	1768.3	Monroe	0.0	West	56	Manley & Church Spur	54.3	Stanwood	1.4	East	6	Hazelmere Spur	122.4	Blaine	3.4	West	4			

DERAIL SWITCHES.

Derail Switches must always be set for derail except when in actual use, whether there are any cars on these tracks or not.
 Port Wright Spur, 200 feet from main track.
 Galena, on Industry Track 200 feet east of west head block.
 Harrington House Track, 135 feet from west Switch.
 Downs, 130 feet from west Switch.

Wilson Creek, Coal Chute track.
 Trinidad Sand Spur, 145 feet from west head block.
 Chiwaukum, on siding 90 feet west of head block, east end.
 Cascade Tunnel, east passing track lead, 30 feet from main line.
 Wellington, west end passing track.

Wellington Safety Switch, 70 feet west of station, on main line.
 Alvin, 150 feet east of west passing track switch head block.
 Power House Spur, 105 feet from head block.
 Samish Lake, M. P. 85.2, on Spur, 3535 feet north from head block.
 Chuckanut, east end siding.
 B. B. & R. Transfer Track east end.

Capacity of Different Classes of Engines in Tons in Addition to Weight of Engine, Tender and Caboose—Cascade Division.

STATIONS.	Rating Grade	GOING EAST							GOING WEST.								
		20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb	20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Everett to Skykomish	1 0	1200	1000	865	775	715	575	435	385								
Skykomish to Cascade Tunnel	2 2	600	480	410	360	340	276	200	185								
Cascade Tunnel to Leavenworth	Down																
Leavenworth to Wilson Creek	1 0	1200	1000	890	800	740	600	460	410								
Wilson Creek to Spokane	8	1330	1200	1050	960	890	840	560	500								
Spokane to Wilson Creek	1 0	1200	1000	890	800	740	610	460	416								
Wilson Creek to Leavenworth	1 0	1200	1000	890	800	740	612	460	416								
Leavenworth to Cascade Tunnel	2 2	600	480	400	360	340	275	200	185								
Cascade Tunnel to Lowell	Down																

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Time Inspectors: Spokane, G. O. H. DORR; Leavenworth, F. S. TAYLOR; Everett, S. O. WALLGREN; Seattle, J. F. HUNTER.

J. D. FINN, Supt. Terminals. M. K. JONES, Assistant Superintendent. H. E. BYRAM, Superintendent. H. A. KENNEDY, Assistant General Superintendent. F. E. WARD, General Superintendent.

