

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 144

**To be used in conjunction with
Current Special Instruction Book**

Effective 12:01 A. M. Pacific Time

SUNDAY, APRIL 24, 1966

**For the government of employes
only, who must also, while on
duty, have a copy of the current
SPECIAL INSTRUCTIONS
in their possession.**

Think! Is it Safe?

**F. S. BARLOW Jr., Superintendent
N. S. WESTERGARD, Vice-Pres. & Genl. Mgr.**

2 Westward

TERMINAL SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Rule 6A	Station Numbers	Car Capacity		STATIONS	Distance from Vancouver	FIRST CLASS				
		Sidings	Other Tracks			3	1	701	703	705
						S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	U. P. 458
WTXOP RKZBVY	10		Yard	.....VANCOUVER.....MX 1.9	0.0	L4.40AM	16.38AM	L11.43AM	L2.38PM	L8.38PM
IJPV	8		Jct.	.....NORTH PORTLAND Jct..KD 1.1	1.9	4.45	6.41	11.48	2.41	8.42
XPV	7	60	263	.....EAST ST. JOHNS..... 2.7	3.0	4.47	6.43	11.50	2.43	8.44
BIRXJPK	4		Yard	.....WILLBRIDGE.....BR 2.3	5.7	4.51	6.47	11.54	2.47	8.48
XV	2		Yard	.....LAKE YARD..... 2.0	8.0	4.55	6.50	11.58AM	2.51	8.52
PRKXBV				.....PORTLAND, Union Sts...VO	10.0	A5.05AM	A7.00AM	A12.05PM	A3.00PM	A9.00PM
TOBP RKXZV	0		Yard	.....PORTLAND, Hoyt St....OW	10.0					

Eastward

TERMINAL SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Rule 6A	Station Numbers	Car Capacity		STATIONS	Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks			700	702	2	704	4
						U. P. 457	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.
BWTYO PRKXZV	10		Yard	.....VANCOUVER.....MX 1.9	10.0	A9.51AM	A 1.49PM	A3.19PM	A 4.48PM	A 9.09PM
PIJV	8		Jct.	.....NORTH PORTLAND Jct..KD 1.1	8.1	9.46	1.45	3.15	4.44	9.04
XPV	7	60	263	.....EAST ST. JOHNS..... 2.7	7.0	9.44	1.43	3.13	4.42	9.02
BIPRXJK	4		Yard	.....WILLBRIDGE.....BR 2.3	4.3	9.40	1.39	3.09	4.38	8.58
XV	2		Yard	.....LAKE YARD..... 2.0	2.0	9.36	1.35	3.05	4.34	8.54
PRKXBV				.....PORTLAND, Union Sts...VO	0.0	L9.30AM	L 1.30PM	L3.00PM	L 4.30PM	L 8.50PM
PBTO RKXZV	0		Yard	.....PORTLAND, Hoyt St....OW	0.0					

When Single Track is used, Eastward Trains are Superior to Westward trains of the same class.

Rule (D97) is in effect on this Sub-Division.

At Portland, between Union Station and 18th Avenue on Eastward Main Track and 15th Avenue on Westward Main Track, Trains and Engines will be governed by Portland Terminal Railroad Company Rules.

At Willbridge, all trains from the Sixth Subdivision, will require a check of register in train order form.

At North Portland Jct., trains will not be required to comply with Rule D-83.

At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).

At Vancouver, all westward trains, except first class on Terminal Sub-Division, will require a check of register in train order form.

Westward

FIRST SUB-DIVISION

Eastward 3

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		STATIONS	Distance from Portland	FIRST CLASS	
		Siding	Other Tracks	201	251	1	3			2	4
				Daily	Daily	Daily	Daily			Daily	Daily
JBWOR YPKXZ	106		Yard	L 11.45AM	L 7.00AM	L 4.48AM	L 2.30AM	..... WISHRAM..... X 8.9	106.1	A 4.58PM	A 10.54PM
P	108	146	166	11.49	7.05	4.52	2.34	..... AVERY..... 9.9	103.2	4.55	10.50
P	94	126	8	11.59AM	7.15	5.02	2.44	..... NORTH DALLES..... 8.0	98.3	4.46	10.40
JP	95	76	139	12.07PM	7.23	5.11	2.52	..... LYLE..... YA 9.4	85.3	4.38	10.32
P	76	126	138	12.17	7.33	5.21	3.02	DNBINGEN-WHITESALMON.WS 3.4	75.9	4.29	10.23
P	78		40					..... UNDERWOOD..... 1.6	72.5		
P	71	85	7	12.22	7.38	5.26	3.07	..... HOOD..... 8.1	70.9	4.24	10.18
	68		12W				3.12	..... COOKS..... 6.3	65.8		10.13
P	60	130	20W 32E	12.34	7.50	5.38	3.18	..... HOME VALLEY..... 5.3	59.5	4.13	10.07
P	54	122	33	12.40	7.56	5.44	3.23	..... STEVENSON..... NS 5.0	54.3	4.08	10.02
P	48	126	33	12.45	8.01	5.49	3.28	..... NORTH BONNEVILLE.. 7.3	49.3	4.03	9.57
P	42	125	17	12.53	8.09	5.57	3.35	..... SKAMANIA..... 4.3	42.1	3.56	9.50
P	88		10E				3.40	..... PRINDLE..... 5.8	37.8		9.46
P	82	126		1.04	8.20	6.08	3.46	..... MT. PLEASANT..... 4.0	32.0	3.46	9.40
P	28	104	23	1.08	8.24	6.12	3.50	..... WASHOUGAL..... 4.3	28.0	3.42	9.35
PX	24	128	127	1.14	8.30	6.17	4.00	..... CAMAS..... MA 4.0	23.8	3.38	9.31
P	20	137	14	1.20	8.36	6.22	4.05	..... FISHER..... 8.3	19.8	3.33	9.26
P	15	82		1.26	8.42	6.28	4.11	..... McLOUGHLIN..... 3.4	14.5	3.28	9.21
		98	177	1.29	8.45	6.31	4.14	..... EAVAN..... 3.1	12.1	3.25	9.18
PWTY BOKXR VZ	10		Yard	A 1.35PM	A 8.50AM	A 6.35AM	A 4.25AM	..... VANCOUVER... MX	10.0	L 3.22PM	L 9.15PM

AUTOMATIC BLOCK

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

At Vancouver all westward trains to and eastward trains from Terminal Subdivision will register by ticket per Rule 83(A).

4 Westward

SECOND SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			STATIONS	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	Daily	1	3	Daily			Daily	2	4
WYT RVBOK IXZP	281		Yard			L 2.40AM	L 12.05AM	..... PASCO	1.6	231.8	A 7.05PM	A 1.10AM	

BETWEEN S. P. & S. JCT. AND PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

JVI				L 9.15AM	L 2.45AM	L 12.10AM	..... S. P. & S. JCT.	229.7	A 7.00PM	A 1.05AM
P	229	161	1	9.17	2.46	12.11	1.1	229.5	6.59	1.04
P	224	71	201	9.22	2.51	12.16	..... KENNEWICK KN	228.9	6.54	12.59
P	216	144	7W	9.31	2.59	12.24	4.6	215.8	6.46	12.51
P	203	144	4W	9.44	3.11	12.39	..... FINLEY FN	203.8	6.34	12.39
P	192	145	33	9.56	3.22	12.52	8.1	192.0	6.23	12.28
P	180	142	22	10.09	3.33	1.04	..... YELLEPIT	179.8	6.12	12.16
P	170	142	14	10.19	3.42	1.13	12.5	170.4	6.03	12.06AM
P	163		36				..... BERRIAN	162.2		
P	158	144		10.32	3.54	1.26	11.3	157.6	5.51	11.54PM
P	147	145	36	10.43	4.04	1.37	..... PLYMOUTH ... MO	146.7	5.41	11.43
P	141		19W				12.3	140.8		
P	131	144	6	10.59	4.18	1.53	..... PATERSON	130.8	5.27	11.27
P	125		28W	11.05	4.24	1.59	9.4	125.2	5.21	11.21
P	120	145	47	11.11	4.30	2.05	..... WHITCOMB	119.7	5.15	11.15
P	114	158		11.17	4.36	2.11	8.2	114.3	5.09	11.09
BWOYR JKXZP	106		Yard	A 11.30AM	A 4.45AM	A 2.20AM	..... ALDERDALE	106.1	L 5.00PM	L 11.00PM

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

Westward

THIRD SUB-DIVISION

Eastward 5

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			STATIONS	Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	201		1		3			4		2		
				Daily		Daily	Daily	Daily			Daily	Daily	Daily		
BKO PRT YZZ	381		Yard						..... YARDLEY..... YD 3.2	380.7				
BKP RXZ	378		Yard						... SPOKANE (N.P. Depot). SF 8.7	377.8					
LJPV XY									.... MARSHALL JCT.(N.P.) ME 8.8	368.8				

BETWEEN MARSHALL JUNCTION AND YARDLEY, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

BKQ PRTW XYZ	384		Yard						..... HILLYARD (G.N.) HU 4.8	384.3			
BKPR WOX	380		Yard			L 11.40PM	L 8.25PM		... SPOKANE (G.N. Depot). PD 3.3	379.8	A 5.00AM	A 10.00PM	

BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. KALISPELL DIVISION TIME TABLE AND RULES

L	P	Station	Capacity	Other	Time	Time	Time	Station	Capacity	Time	Time	Time
L		LJPVXY	377			L 6.01AM		..... FORT WRIGHT.. FW	377.2	A 4.50AM	A 9.50PM	
	P		371	125		6.08	L 11.45PM	..... OVERLOOK.....	371.1	4.42	9.43	
	JP		307	72	52	6.12		..... BORDNER..... BO	367.4	4.37	9.38	
	P		301	80	13	6.19		..... SOUTH CHENEY....	360.7	4.29	9.31	
	P		355	116		6.26		..... MOCK.....	354.6	4.21	9.24	
	P		350		17W			..... AMBER.....	349.5	4.16		
	P		343	126	23	6.38		..... RODNA.....	343.3	4.10	9 ³ 13	
	P		335	EB 134 WB 97	94	6.47		..... LAMONT..... A	334.7	4.02	9.06	
	P		324	125	16	6.58		..... MACALL.....	328.8	3.52	8.57	
	P		311	127	29	7.11		..... DENGE.....	311.1	3.40	8.46	
	P		300	125	12	7.24		..... HOOPER.....	309.5	3.29	8.35	
	P		292	EB 130 WB 72	38	7.33		..... WABTUONA... WA	300.9	3.20	8.28	
	P		290		42E	7.39		..... SPERRY.....	285.3	2.58	8.23	
	P		278	125	80	7.47		..... KAHLOTUS.....	277.8	2.51	8.17	
	P		269	90	5	8.05		..... FARRINGTON.....	268.6	2.38	8.06	
	P		263	112		8.17		..... BURR.....	262.8	2.30	7.59	
	JV							..... SNAKE RIVER JCT....	256.9			
	P		256	76	61	8.30		..... SNAKE RIVER... SR	256.3	2.21	7.51	
	P		254	126		8.33		..... VOTAW.....	254.0	2.17	7.48	
	P		251		65W	8.37		..... REDD.....	250.5	2.13	7.45	
	P		245	125	9	8.43		..... LEVEY.....	244.8	2.07 ¹	7.40	
	P		238	69		8.50		..... MARTINDALE.....	238.0	1.58	7.34	
	LJPV		234			8.55		..... AINSWORTH JCT....	233.5	1.52	7.30	
	PZXTY WRBOK IV		231		Yard	A 9.00AM		..... FARGO..... EN FA	231.3	L 1.40AM	L 7.20PM	

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

Rule 6A	Station Numbers	Car Capacity						STATIONS	Distance from Lyle			
		Sidings	Other Tracks									
BYR PX	G42		108					..... GOLDENDALE GD	41.6			
								6.3				
P	G35		19					..... CENTERVILLE	85.3			
								5.1				
P	G30		17					..... WARWICK	30.2			
								7.2				
	G28		6E					..... SWALE	23.0			
								6.1				
	G17		14					..... WAHIAKUM	16.9			
								3.5				
P	G13	25						..... KLOCKITAT KI	18.4			
								3.1				
	G10		7					..... PITT	10.3			
								10.3				
R PJX	85	70	139					..... LYLE YA	0.0			

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

Conditional Stops to Exchange U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents or on Flag.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
2	Stevenson & B.-White Salmon		East of Spokane
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Maryhill on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	Bingen-White Salmon & Camas	Pasco or Beyond	
3	Camas daily except Sunday to exchange U. S. Mail		
4	any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas & Bingen-White Salmon		Pasco or Beyond
4	Stevenson-Bingen-White Salmon & Maryhill	Portland and Vancouver	
4	Hooper	Any Station	Any Station where Scheduled to Stop

Westward

FIFTH SUB-DIVISION

Eastward 7

Rule 6A	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS	STATIONS	Distance from Wishram	SECOND CLASS	THIRD CLASS	
		Sidings	Other Tracks	105	103	251			102		
				Mixed	Mixed	Daily			Mixed		
				Saturday Only	Daily Ex. Sat. & Sun.				Daily Ex. Sunday		
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	L 2.15AM	..... BEND..... D	151.6	A 7.00AM		
P	T-144	45	23	f 7.11	f 11.15	2.25	..... 7.3	144.2	f 6.35		
XP	T-135	92	304	# 7.30	# 11.40	2.38	..... DESCHUTES.....	144.2	# 6.15		
JPV	T-132	80	42	f 7.35	f 11.46		..... 9.6	134.6	# 5.50		
P	T-130	44		f 7.40	f 11.52PM	2.45	..... REDMOND..... ED	134.6	f 5.45		
P	T-122	107	22	f 7.52	f 12.09AM	2.55	..... 9.8	132.3	f 5.31		
P	T-115	43	50	f 8.02	f 12.25	3.04	..... PRINEVILLE JOT... KN	132.3	f 5.18		
PK	T-110	93	219	# 8.12	# 12.35	3.11	..... 2.0	129.5	# 5.10		
P	T-105	46	175	# 8.25	# 12.55	3.19	..... TERREBONNE.....	129.5	# 5.00		
P	T-100	104	3	f 8.35	f 1.10	3.27	..... 7.9	121.6	f 4.39		
P	T-94	30	21	# 8.51	# 1.26	3.41	..... OPAL CITY.....	121.6	# 4.23		
P	T-90	103	36	f 9.13	f 1.48	4.01	..... 6.6	115.0	f 4.01		
P	T-80	103		f 9.24	f 1.59	4.12	..... OULVER.....	115.0	f 3.45		
P	T-71	108	13W	9.43	2.18	4.31	..... 4.8	110.2	f 3.26		
	T-68		4W	f 9.50	f 2.25		..... METOLIUS..... ME	110.2	f 3.19		
P	T-64	45		f 9.57	f 2.32	4.46	..... 5.2	105.0	f 3.11		
P	T-56	86	13	10.13	2.55	5.03	..... MADRAS..... MD	105.0	# 2.53		
P	T-55		30	# 10.20	# 3.01		..... 5.3	99.8	f 2.39		
P	T-47		36W	f 10.35	f 3.16	5.19	..... PAXTON.....	99.8	f 2.23		
P	T-40	92	8E	f 10.51	f 3.32	5.34	..... 5.8	94.0	f 2.04		
P	T-30	45	9E	f 11.10	f 3.51	5.54	..... GATEWAY.....	94.0	f 1.55		
P	T-26	43		f 11.18	f 3.59	6.02	..... 8.2	85.8	f 1.38		
P	T-18	105	12	f 11.35PM	f 4.16	6.19	..... SOUTH JOT..... SJ	85.8	f 1.13		
P	T- 6	83	9W	f 12.01AM	f 4.41	6.43	..... 8.7	80.1	f 1.04		
IVXJP	T- 2			12.10	4.50	6.52	..... KASKELA.....	80.1	L 1.00AM		
JBOPW REXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	..... 9.0	71.1			

Aria. Block

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

Nos. 102, 103 and 105 will stop on flag at Tuskan, Hardy and Axford to receive or discharge passengers.

8 Westward

SIXTH SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS			Distances from Portland	SECOND CLASS		
		Sidings	Other Tracks		231			230		
				Daily Ex. Saturday			STATIONS	Daily Ex. Monday		
JRXI P	4		Yard	8:30M	4.8	4.8	..... WILLBRIDGE..... BR	4:15AM		
X	A5	80		8:32	5.1	5.1	..... 0.8			
XP	A7	73	220	8:38	7.8	7.8	..... WILLBRIDGE SIDING..	4:13		
PJX	A10			8:45M	10.0	10.0	..... 2.8			
	A13	20				12.6	..... LINNTON..... IN	4:07		
	A20	34	79			19.9	..... 2.7			
BPX	A28	51	86			27.6	..... UNITED JCT..... UJ	4:00AM		
PX	A31	43				31.8	..... 2.6			
P	A39	20	58			39.4	..... HOLBROOK.....			
P	A46					45.8	..... 7.3			
	A47	52	20E			46.8	..... SCAPPOOSE.....			
P	A56	50	18			55.8	..... 7.7			
	A58					58.0	..... ST. HELENS..... H			
	A59		14W			59.8	..... 3.7			
P	A62	43	68			62.2	..... WATERVIEW.....			
	A67		21W			66.6	..... 8.1			
P	A71	20	6			71.9	..... GOBLE.....			
	A74		102			73.5	..... 6.4			
	A77		14			76.8	..... RAINIER.....			
P	A78	43				78.4	..... 1.0			
	A83		2E			88.8	..... AVON.....			
P	A87	20	5W			86.8	..... 9.0			
	A90	15	2W			90.8	..... MAYGER.....			
T2P BKXR	A100		Yard			99.7	..... 2.2			
JY	A106		17			105.6	..... LOGODA.....			
	A108		19E			108.8	..... 1.2			
B KR	A118		66			118.0	..... QUINCY.....			
							..... 2.9			
							..... OLATSKANIE..... CN			
							..... 4.4			
							..... MARSELAND.....			
							..... 4.6			
							..... WESTPORT.....			
							..... 3.3			
							..... WAUNA.....			
							..... 3.3			
							..... BRADWOOD.....			
							..... 1.6			
							..... CLIFTON.....			
							..... 4.9			
							..... BROWNSMEAD.....			
							..... 3.2			
							..... KNAPPA.....			
							..... 3.7			
							..... SVENSEN.....			
							..... 9.5			
							..... ASTORIA..... RO			
							..... 3.9			
							..... WARRENTON.....			
							..... 2.7			
							..... CAMP CLATSOP.....			
							..... 9.7			
							..... SEASIDE..... SD			

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

Westward

SEVENTH SUB-DIVISION

Eastward 9

Rule 6A	Station Numbers	Car Capacity		Distance from Warrenton	STATIONS			
		Sidings	Other Tracks					
JYR	A106		17	0.0	..... WARRENTON			
	F82		23	1.8	..... FLAVEL			
	F88		5E	2.7	..... HAMMOND			

Eastward trains are superior to Westward trains of the same class.

Westward

EIGHTH SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS	Distance from Portland	STATIONS	SECOND CLASS			
		Sidings	Other Tracks							
PXJ	A10			231			230			
				Daily Ex. Saturday			Daily Ex. Mon.			
				8.45 PM	10.0	..... UNITED JCT. UJ	A 4.00 AM			
	U11A		81W	8.49	11.0	..... BAN SPUR	3.55			
P	U12		4	8.52	11.7	..... BURLINGTON	3.52			
P	U18		8W	9.01	14.0	..... TUNNEL SPUR	3.42			
JXP	U17		25 5E	A 9.10 PM	17.1	..... BOWERS JCT.	L 3.30 AM			
P	U22	47	41		21.0	..... NORTH PLAINS NP				
	U23		24		22.3	..... VADIS				
	U26		11E		25.5	..... CHRISTIE				
P	U82	24	9		31.7	..... MANNING				
P	U80	20	6E		33.3	..... TOPELLE				
P	U43	39			43.1	..... BRAUN				
Y XPR	U49		Yard		48.5	..... VERNONIA				

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

10 Westward

NINTH SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	STATIONS		SECOND CLASS	
		Sidings	Other Trains		231			230		
JXP	U17		5E		Daily Ex. Saturday 9.10PM	17.1	..... BOWERS JCT	A 3.30AM		
	E21	43	31		9.22	20.9	..... MERLE	3.18		
YFXJ	E22				9.24	21.8	..... FOREST GROVE JCT	3.16		
X		75	23		9.40	26.7	..... BEAVERTON SIDING	3.00		
XP	E28		25		9.43	27.6	..... BEAVERTON	2.57		
JVP	E28A				9.45PM	28.1	..... BEBURG	2.55AM		

BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES

JVP	E31				10 05PM	81.2	..... GRETON	2.35AM		
PX	E32	74	15		10.08	82.1	..... TIGARD	2.32		
P	E36		9		10.20	86.1	..... TUALATIN	2.20		
P	E39	18			10.31	89.0	..... TONQUIN	2.10		
P	E42	19	7		10.42	88.0	..... WILSONVILLE	1.58		
P	E45	74			10.51	85.4	..... CURTIS	1.49		
P	E46		22		11.03	80.1	..... DONALD	1.37		
P	E55	72	8E		11.20	54.8	..... WEST WOODBURN	1.20		
	E57		9E		11.29	57.4	..... ST. LOUIS	1.11		
	E68		22		11.47	68.1	..... HOPMERE	12.53		
P	E64		8		11.50PM	64.1	..... QUINABY	12.50		
PX	E69	77	44		12 01AM	68.6	..... BUSH	12.40		
VBPXK	E71		Yard		12 15	71.2	..... SALEM	12.25		
PX	E73	113			12 20 ²³⁰	72.8	..... MINTO	12.20AM ²³¹		
P	E80		12		12.47	79.9	..... ORVILLE	11.53PM		
P	E85	72			1.02	84.8	..... SIDNEY	11.38		
	E88		16		1.12	87.9	..... TALBOT	11.28		
	E91		15W		1.21	90.8	..... DEVER	11.19		
EXBRP TKOJ	E97		Yard		2.00	96.8	..... ALBANY YARD	11.01		
VXP	E98		Yard		2.05	97.8	..... ALBANY	10.15		
P	E111		13E		2.40	111.1	..... FAYETTEVILLE	9.35		
	E114		4E		2.48	113.8	..... POTTER	9.28		
	E116	6			2.55	116.1	..... TULSA	9.20		
P	E124		19 24E		3.20	124.2	..... HARRISBURG	8.55		
P	E139		103		3.35	138.7	..... JUNCTION CITY	8.39		
	E133		6E		3.50	133.4	..... MEADOW VIEW	8.23		
	E135		9		3.54	135.0	..... AWBREY	8.18		
	E136		13W 21E		3.57	136.1	..... RHID	8.15		
BKXR PVY	E143		Yard		A 4.45AM	143.8	..... EUGENE	7.30PM		

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

Westward

TENTH SUB-DIVISION

Eastward 11

Rule 6A	Station Numbers	Car Capacity		Distance from Forest Grove Junction	STATIONS
		Sidings	Other Tracks		
JYPR	E23			0.0	..... FOREST GROVE JCT.....
X	F1		10E 3E	0.8	..... ORENCO.....
	F3		7E	2.0	..... EWELL.....
P	F5	4	38	4.5	..... HILLSBORO..... BO
	F8		12	7.9	..... CORNELIUS.....
P	F11		61	10.6	..... FOREST GROVE... FO

Eastward trains are superior to Westward trains of the same class.

Westward

ELEVENTH SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		Distance from Albany Yard	STATIONS
		Sidings	Other Tracks		
EBBXP TOR	E97		Yard	0.0	..... ALBANY YARD..... YD
JVX				0.9	..... S. P. CONN. ALBANY.....

Between S. P. Conn. Albany and Lebanon Conn. with Eleventh Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules

KPVX	S15		19	14.0	..... LEBANON..... BA
X	S15A	9		14.6	..... O. E. Conn.
PX	S15	69	228	15.9	..... LEBANON.....
P	S20		4E	20.9	..... (O. E. Siding)
	S22		8E	22.1	..... 1.1
	S24			22.1	..... WELDWOOD..... V
PY RBXJ	S20		Yard	24.3	..... 0.9
X	S22			24.3	..... WATERLOO.....
				28.8	..... 1.9
				31.9	..... NYE.....
					..... 2.2
					..... NARROWS.....
					..... 4.5
					..... SWEET HOME..... SW
					..... 1.1
					..... FOSTER.....

Eastward trains are superior to Westward trains of the same class.

Westward

TWELFTH SUB-DIVISION

Eastward

Rule 6A	Station Numbers	Car Capacity		Distance from Sweet Home	STATIONS
		Sidings	Other Tracks		
PYRB XJ	S20		Yard	0.0	..... SWEET HOME..... SW
	E6		19W	0.4	..... 6.4
	E8		10	8.1	..... MOLLEY.....
	H10		Yard	15.5	..... 1.7
					..... GALAPOOYA.....
					..... 7.4
					..... DOLLAR.....

Eastward trains are superior to Westward trains of the same class.

SPEED RESTRICTIONS

All Subdivisions—

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Terminal, First, Second and Third Subdivisions, advance warning signs are located 4500 feet, on the Fifth Subdivision 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

When operating against the current of traffic in double track territory or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH and for freight trains 49 MPH.

M.P.H.

Through crossovers and turnouts.....	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Ainsworth Jct., Scribner, east end Overlook Siding, east end South Jct. Siding, United Jct., Bowers Jct. and Forest Grove Jct.	25
Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts.....	30
Over spring switches when moving in trailing point direction actuating switch points and not using turnouts.....	30
Over spring switches when using turnouts.....	15
Freight and road switcher engines, Classes DE single or multiple units of 1500, 1600, 1750, 2400 or 2500 HP used in passenger service, except DE units 151 and 152.	65
Handling steam wrecking cranes, pile drivers or locomotive cranes	30
Handling scale test car.....	30
When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.	
When picking up train orders (except where hoop stands are located).....	25

SPEED RESTRICTIONS

Terminal Subdivision—

	M. P. H.	
	Psg. Frt.	
Maximum speed.....	70	50
Over Bridges between Vancouver and Willbridge.....	30	30

First Subdivision—

Maximum speed.....	79	60
At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets.....	10	10
Within the city limits of Vancouver.....	65	
At Lyle to dispatch U. S. Mail, Train 4.....	30	

Second Subdivision—

Maximum speed.....	79	60
Within the city limits of Kennnewick.....	35	35
Within the city limits of Pasco.....	25	25

Third Subdivision—

Maximum speed.....	79	60
Within the city limits of Pasco.....	25	25
Between Kahlotus and Snake River Jct.....	50	35
Within the city limits of Lamont.....	70	

Fourth Subdivision—

Maximum speed.....	30	
On curves 5 degrees and over.....	15	

Fifth Subdivision—

	Psg. Frt.	Mixed
Maximum speed.....	60	60
Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Over Bechtel Corporation trackage, Madras.....		10
Over C Street crossing, Culver.....	50	50
Between North City Limits and A Street, Redmond..	50	50
Between A and H Streets, Redmond.....	35	35
Between H Street and South City Limits, Redmond..	50	50
Between North City Limits and Revere Street, Bend..	50	50
Between Revere Street and end of line, Bend.....	25	25
Over Revere Street when using siding, Bend.....	10	10

Sixth and Seventh Subdivisions—

	Psg.	Frt.
Maximum speed.....	50	40
Through Linnton, Scappoose and Rainier.....	20	20
Within City Limits of St. Helens.....	40	
Over Church Street Crossing, St. Helens.....	30	30
Within City Limits of Columbia City and Goble....	40	
U. S. Government Trackage, Locoda.....		10
Between East City Limits and 14th Street, Astoria..	30	30
Between 14th Street and West City Limits, Astoria..	25	25
Between Astoria and Seaside.....	30	20
Over Young's Bay Draw Span, Bridge 102-6.....	12	12
Within City Limits of Warrenton, Gearhart and Seaside.....	20	
Over East and West Legs of Wye, Warrenton.....	10	10
Between Warrenton and Hammond.....	15	15

SPEED RESTRICTIONS

<u>Eighth Subdivision—</u>	M.P.H.
Between United Junction and Banks	25
Between Banks and Vernonia	20
Within City Limits of Vernonia	15

<u>Ninth, Tenth, Eleventh and Twelfth Subdivisions—</u>	M.P.H.
Maximum speed	35
Within City Limits of Beaverton	20
Between Beburg and Greton on S. P. tracks	20
Over Bridge 43-4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	
Between Cherry Avenue and North 5th Street, Salem	20
Between North 5th Street and West City Limits, Salem	15
Passing Paper Mill, Salem	5
Through Albany, Harrisburg and Junction City	20
Between North City Limits and Garfield Street, Eugene	20
Over Garfield Street and to end of line, Eugene	10
Between Forest Grove Junction and Forest Grove	25
Through Hillsboro and Forest Grove	20
Between Lebanon and Sweet Home	25
Through Sweet Home	20
Over Santiam Highway crossing, Sweet Home	10
Between Sweet Home and Calapooya	25
Between Calapooya and Dollar	12

SPRING SWITCHES WITH FACING POINT LOCK

<u>Second Subdivision—</u>	
Wishram	East yard lead switch.
<u>Third Subdivision—</u>	
Paseo	East switch of siding.
Vokaw	East switch of siding.
Burr	East switch of siding.
Hooper	East switch of siding.
Benge	East switch of siding.
Mock	West switch of siding.
Overlook	East switch of siding.
<u>Fifth Subdivision—</u>	
Dixon	Both switches of siding
South Junction	East Switch of siding
Paxton	East switch of siding
<u>Sixth Subdivision—</u>	
Willbridge Siding	Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

<u>First Subdivision—</u>	
Vancouver	{ East yard lead switch, End of double track.
<u>Sixth and Eighth Subdivisions—</u>	
United Junction	Junction of Sixth and Eighth Subdivisions.
Bowers Junction	Junction of Eighth and Ninth Subdivisions.

DRAW BRIDGES

<u>Terminal Subdivision—</u>
Willamette River, MP 5.3 center of draw, Interlocked.
Oregon Slough, MP 8.7 center of draw, Interlocked
Columbia River, MP 9.8 center of draw, Interlocked.

<u>Fifth Subdivision—</u>
Columbia River, MP T-1.3 center of draw, Interlocked

<u>Sixth Subdivision—</u>
Clatskanie River, MP 62.7 center of draw.
Blind Slough, MP 84.8 center of draw.
John Day River MP 94.8 center of draw.
Youngs Bay, MP 102.6 center of draw.
Skipanon Creek, MP 105.5 center of draw.

OVERHEAD RAILROAD CROSSINGS

<u>Second Subdivision—</u>	Miles from Portland
Union Pacific R. R.	228.4

<u>Third Subdivision—</u>	
Union Pacific R. R.	362.5
Northern Pacific Ry.	364.1

<u>Ninth Subdivision—</u>	
Southern Pacific Co.	35.8
Southern Pacific Co.	97.6

RAILROAD CROSSINGS

<u>Ninth Subdivision—</u>	Miles from Portland
Southern Pacific Co.	70.9
Southern Pacific Co.	71.0
Southern Pacific Co.	71.2
Southern Pacific Co.	71.5
Southern Pacific Co.	97.7
Southern Pacific Co.	97.9
Southern Pacific Co.	140.7

<u>Tenth Subdivision—</u>	
Southern Pacific Co.	26.8

COMMERCIAL AND STORAGE TRACKS

First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock.....	25.8	9	East end
Nu Lam Wood Products.....	26.0	10	East end
Hegewald Timber Co.....	52.7	60	West end
Stevenson Plywood Co.....	52.7	72	East end
Underwood Fruit & Whse. Co.....	75.0	12	East end
Dallesdam Setout.....	96.6	28	West end

Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
John Day Dam Relocation.....	148.6	100	East end
Ballast loading tracks.....	174.0	43	Both ends
Sampson Grain Co.....	182.5	20	West end
North McNary.....	195.0	13	East end
Kerley Chemical Corporation.....	220.3	6	West end
Kerley Chemical Lead Track.....	223.1	8	East end
Phillips Chemical Co. Nos. 1 & 2 & Gas Ice Corporation.....	223.9	143	East end
Drill Track.....	223.9	161	West end
Runaround Track.....	223.9	14	Both ends
Calif. Chemical Spray Corp.	223.9		
North Spur.....		35	West end
South Spur.....		18	West end
Run around track.....		16	Both ends

Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco—Standard Oil.....	234.2	12	West end
“ —Permante Cement Co.....	234.5	17	West end
“ —Tidewater Shaver.....	234.7	16	West end
“ —Shell Chemical Corp.....	234.7	7	West end
“ —Storage No. 1.....	234.7	19	West end
“ —Storage No. 2.....	234.7	19	West end
Ice Harbor Dam Trackage.....	241.2	13	West end
Burr Canyon.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	148	East end
Nemour's Powder.....	368.6	45	West end
Brick Yard.....	374.6	8	East end

Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	7	East end
Klickitat Springs.....	15.8	6	Both ends

Fifth Subdivision

	Miles from Wishram	Car Capacity	Switch at
Agency.....	107.5	7	East end

Sixth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	27	West end
Gasco.....	5.6	24	West end
Gasco.....	5.6	16	East end
Portland Tug and Barge.....	5.8	14	East end
Harbor Track.....	9.8	16	East end
Crown Zellerbach Corp.....	26.1	55	East end
Crown Zellerbach Corp. No. 4.....	30.1	5	East end
Crown Zellerbach Corp. No. 3.....	30.5	44	West end
Crown Zellerbach Tracks 1 & 2.....	30.5	38	Both ends
Trojan.....	40.7	11	East end
Prescott.....	41.9	2	East end
Goodat Crushed Rock.....	47.3	10	East end
Mill Creek Naval.....	96.2	20	East end
Tongue Point.....	96.8	19	East end

Seventh Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay.....	106.3	56	West end
Bioproducts.....	108.1	5	West end

Eighth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Banks—Kelley, Farquahar & Co....	27.5	5	West end
“ —Hudson House, Inc.....	27.5	5	West end
“ —Banks Lumber Co.....	27.5	7	East end
“ —V.S.P. & S.S. R.R., Inc.....	27.5	11	East end
Haydite.....	40.3	11	Both ends

Ninth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
General Motors.....	26.0	60	East end
Durham.....	34.4	6	East end
Albertson - Oregon Culvert Co.....	37.5	5	West end
Mulloy.....	40.2	7	East end
Loganville.....	53.6	4	West end
Waconda.....	61.3	7	East end
Chemawa B. P. A.....	65.9	38	West end
Roberts.....	75.4	22	East end
Pirtle.....	101.7	7	East end
Ehlen - Van Waters and Rogers.....	104.0	11	East end
Verdure.....	106.4	5	West end
Munson.....	113.3	1	East end
Miller Seed Co.....	118.3	3	West end
Cartney.....	121.4	7	East end

Eleventh Subdivision—

	Miles from Albany	Car Capacity	Switch at
Lebanon Lbr. Co.....	17.9	5	East end
Pacific Northwest Moulding Co....	18.2	2	East end
Kenshaws-Bauman Sales, Inc.....	20.7	7	East end
Bauman Lumber Co.....	20.8	14	East end
M. B. Christenson.....	21.3	8	East end
Bauman Lumber Co.....	21.9	2	West end
Kell Lbr. Co.....	23.9	4	East end
Willamette Fibre & Chipboard Co.	24.3	6	East end
Benjo Milling Co.....	24.5	6	East end
J. H. Baxter Company.....	24.7	6	East end
Mid Plywood Propane.....	26.0	3	East end
Mid Plywood, Inc.....	26.0	9	Both ends

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

INTERLOCKINGS

<u>Terminal Subdivision—</u>	Miles from Portland
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Willbridge—Whistle signal — • — will be sounded for route to Sixth Subdivision. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminal Subdivision. Lower unit governs movements to Sixth Subdivision.

At North Portland Jct.—Calling for diverging route through interlocking, the following whistle signals will be sounded:

From and to U. P. R. R. • —
 Stock Yards: From S.P. & S. Ry. • — •
 From U. P. R. R. • • • •

At Oregon Slough Bridge—Drawbridge operator subject to call to operate draw for river traffic and can be reached through the Willamette River Bridge (Tel. CA 8-9111, Extension 584) or Columbia River Bridge (Tel. OX 3-5873). Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

Eastward: For N.P. Ry. —
 For S.P. & S. Ry. • • —
 Westward: From S.P. & S. Ry. • — •
 From N.P. Ry. • • • •

Upper units of eastward home interlocking signal governs movement from Terminal Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

<u>Third Subdivision—</u>	Miles from Portland
Marshall Junction, N. P. Ry.....	368.8
Fort Wright, G. N. Ry.....	377.2

Telephone located at Signal 375.6 to enable crews to contact operator at Ft. Wright when signal indicates "APPROACH" or "STOP".

<u>Fifth Subdivision</u>	Miles from Wahram
Columbia River Draw Bridge.....	1.3

The following engine whistle signals will be sounded in calling for route:

Oregon Trunk Railway • • • •
 Union Pacific Railroad Co. — • —

COMPANY SURGEONS

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Dr. Merl L. Margason, Medical Director	} 1216 S. W. Yamhill, Portland, Oregon Telephone C Capitol 8-4151.
The Portland Clinic	} 1216 S. W. Yamhill, Portland, Oregon Telephone C Capitol 8-4151.

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver, Wash.
DR. W. S. SHEPHERD, Camas, Wash.
 Dr. K. F. STEFAN, Washougal, Washington
DR. WAYNE M. HENKLE, Bingen-White Salmon, Wash.
DR. H. W. HOLDERBY, Goldendale, Wash.
 Dr. ELSIE TUPPER, Goldendale, Wash.
THE DALLES CLINIC, The Dalles, Oregon
 Dr. JAMES R. SCHLICHTING, The Dalles, Oregon
 Dr. R. F. DUNLOP, Kennewick, Wash.
DR. JOSEPH L. GREENWELL, Pasco, Wash.
 Dr. A. M. GREGSON, Pasco, Wash.
DR. CHARLES G. SMICK, Ritzville, Wash.
 Dr. JOHN B. MURPHY, Cheney, Wash.
DR. E. B. COULTER, Spokane, Wash.
 Dr. EDWARD E. BIEVER, Spokane, Wash.
 Dr. GENE SLICHTER, Spokane, Wash.
BEND MEMORIAL CLINIC, Bend, Oregon
 Dr. SAMUEL TOEVS, Redmond, Oregon
 Dr. JOHN F. DORSCH, Redmond, Oregon
 Dr. T. J. HICKS, Madras, Oregon
 Dr. JAMES R. SCHLICHTING, Maupin, Oregon
DR. O. L. ZESCHIN, St. Helens, Oregon
 Dr. E. R. STARR, Rainier, Oregon
DR. OTTO GEORGE, Clatskanie, Oregon
 MEDICAL DENTAL CENTER, Astoria, Oregon
DR. R. W. PARCHER, Seaside, Oregon
DR. A. O. PITMAN, Hillsboro, Oregon
DR. GERALD B. SMITH, Woodburn, Oregon
DR. R. E. PURVINE, Salem, Oregon
DR. L. M. BAIN, Albany, Oregon
 Dr. ROLAND A. MARTIN, Albany, Oregon
DR. RALPH E. HERRON, Lebanon, Oregon
DR. ROBT. LANGMACK, Sweet Home, Oregon
 Dr. HAROLD B. DOWLING, Sweet Home, Oregon
DR. W. H. CHAPMAN, Eugene, Oregon
DR. LOUIS P. DEFRANK, Eugene, Oregon

OCULISTS

THE PORTLAND CLINIC, Portland, Oregon
DR. M. HARVEY JOHNSON, Portland, Oregon
DR. C. W. BROWNING, Astoria, Oregon
BEND MEMORIAL CLINIC, Bend, Oregon
DR. O. W. PATCHETT, Pasco, Washington
DR. ROBT. L. POHL, Spokane, Washington
SPOKANE EYE CLINIC, Spokane, Washington
DR. F. L. DUNNAVAN, Vancouver, Washington
DR. E. A. UNDERWOOD, Vancouver, Washington
DR. ROBT. H. BEDROSSIAN, Vancouver, Wash.
DR. ARTHUR A. BOBB, JR., Vancouver, Washington

G. S. SHOWALTER, Asst. Supt.
 W. W. GARRETT, Trainmaster
 G. I. SCOTT, Trainmaster
 T. D. GRAHAM, Trainmaster
 J. O. CURRIE, Jr., Trainmaster
 F. N. MOHNS Asst. Trainmaster

S. G. BUNTIN, Chief Dispatcher
 L. Z. DANIELS, Genl. Mechanical Supt.
 E. L. KENNARD, Supt. Motive Power
 J. J. SHEPCHER, Traveling Engr.
 H. E. CROFFUT, Traveling Engr.
 J. H. COLES, Traveling Engr.

THE HISTORY OF THE UNITED STATES

CHAPTER I
THE EARLY PERIOD

The first part of the history of the United States is the most interesting and important. It shows the growth of the nation from a few scattered colonies to a powerful and united people. The early period is marked by the struggle for independence and the establishment of a new government. The first step was the signing of the Declaration of Independence in 1776. This was followed by the adoption of the Constitution in 1787. The early years of the nation were a time of great difficulty and struggle. The government was weak and the people were poor. But through the efforts of the founders, the nation was able to overcome these difficulties and establish a strong and lasting government.

CHAPTER II

The second part of the history of the United States is the period of expansion and growth. This period is marked by the acquisition of new territory and the westward movement of the population. The Louisiana Purchase in 1803 was a major event in this period. It doubled the size of the nation and opened up new opportunities for settlement and development. The westward movement was driven by the desire for land and the search for new opportunities. The pioneers who went west were brave and hardworking men who built a new life for themselves in a new land. The westward movement was a major factor in the growth of the nation and the development of its character.

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The third part of the history of the United States is the period of the Civil War. This was a time of great conflict and struggle. The nation was divided into two warring camps, the Union and the Confederacy. The Civil War was fought from 1861 to 1865. It was a bloody and costly war that resulted in the preservation of the Union and the abolition of slavery. The Civil War was a turning point in the history of the United States. It established the principle of federalism and the supremacy of the Constitution. It also established the principle of equality and the right of all people to participate in the government.

The fourth part of the history of the United States is the period of reconstruction and reform. This period is marked by the efforts to rebuild the South and to reform the government. The Reconstruction era began in 1865 and lasted until 1877. It was a time of great difficulty and struggle. The South was in ruins and the people were poor. The government was weak and the people were divided. But through the efforts of the reformers, the nation was able to overcome these difficulties and establish a new and stronger government. The Reconstruction era was a time of great progress and reform. It established the principle of equality and the right of all people to participate in the government. It also established the principle of federalism and the supremacy of the Constitution.

The fifth part of the history of the United States is the period of the Progressive Era. This period is marked by the efforts to reform the government and to improve the lives of the people. The Progressive Era began in the late 19th century and lasted until the early 20th century. It was a time of great reform and progress. The Progressive Era was a time of great struggle and conflict. The reformers fought against the interests of the wealthy and powerful. They fought for the rights of the poor and the oppressed. The Progressive Era was a time of great progress and reform. It established the principle of equality and the right of all people to participate in the government. It also established the principle of federalism and the supremacy of the Constitution.

The sixth part of the history of the United States is the period of the New Deal. This period is marked by the efforts to reform the government and to improve the lives of the people. The New Deal began in 1933 and lasted until the early 1940s. It was a time of great reform and progress. The New Deal was a time of great struggle and conflict. The reformers fought against the interests of the wealthy and powerful. They fought for the rights of the poor and the oppressed. The New Deal was a time of great progress and reform. It established the principle of equality and the right of all people to participate in the government. It also established the principle of federalism and the supremacy of the Constitution.