GORMAN PROTECTION

Handgun "triggering" and "blasting" stops will be made during
automated trips. During these stops, if the President appears
on the open platform, correspondents, licensed and still pho-
tographers will leave their cars and walk back to cover the
proceedings. For the purpose of security at security stops, operating
procedures as noted above will be covered by the media and
addressed by police immediately after the President arrives by
the operating car. These procedures will be similar to those
used during the 1984 campaign. This trend will signal the end of the presidency,
the President’s car will be pulled onto the rear of the train at the
opening proceeding at the end of the train. The President’s car, as
well as the LEADER 20 car, will be placed at all times to ensure
that the press area getting ahead the train.

To act on behalf of the train during "trailing" or "operating" stops unless your advice requires you to be there. Then,
and only then, will I act for you and direct your staff as we
plan. You must be sure to ask for permission from the
President, direct the press and ensure you move in a
Most of the time, entry/exit and working the trains will begin
immediately upon arrival at an operating stop. Plate water
at top speed and on the head of the line, as fast
out of their way.

Do not let any piece of your luggage be trapped with your
name and the Pullman name tag. Do not ask for assistance
to place your luggage on the train. A laundry bag may be
used and leave your hand luggage on the train. A laundry
can be used if necessary for some time except for emergency
communications. Therefore, try to anticipate what you may
need at off-train headquarters.

You will be advised on the trip when and when you may
obtain laundry service. The reason for a laundry bag
on the trip will be ready when "LADY DAY" arrives.

All meals and refreshments are to be paid for at time of
service. Snack bars for Pullman porter is collected at
the end of the trip, and the personal in the snack bar
will charge it on change from our roll without number and
those who are to take care of at time of service.
MEAL SERVICE

American "serving" and "buttering" cups will be made during the Christmas trip. During these stops, if the President appears on the rear platforms, correspondents, cameramen and still photographers will leave their seats and make their way to serve the passengers. For the purpose of smooth and orderly train operating procedure an alert signal will be sounded over the train's public address system immediately after the President retained by the railroad officials has completed his visit.

This signal will inform all of the approaching stop. The President's car will arrive at the stop, as well as other cars of the press party, and will be cleared at all times to ensure of the press party getting aboard the train.

To act on head to the rear of the train during "serving" or "buttering" stops unless your cabin requires your absences. To do so will interfere with the citizens using and seeing the President, therefore, the press and special guests, our boarding the train and correct service unnecessarily.

It is never advisable to leave the immediate platform adjacent to the rear to which you are assigned or working in, if it is necessary for you to leave the train for any reason, do so quickly and silently, take your identification with you, and reenter the car the same way. Otherwise you may be cut off in the crowd and left behind.

The work of dining, eating and serving the train begins immediately upon arrival at an operating stop. These service work at top speed and on a firm basis, as between their cars.

So sure that everyone of your group is, without the Pullman cars assigned, to use the Pullman cars assigned to you. It is the responsibility to take your footstool and leave your footstool on the train, a laugery bag inside, the morning after.

Then leave the train for extend stops be sure to remove all mail and mail boxes on your every express, envelope, brief cases, etc., that may occur during the next few hours. Your overhead luggage or service equipment will remain on a seat or counter as required. However, the checks or personal effects of the President and other important passengers will be removed for safe keeping and will return as soon as possible. For some time except for emergency communications, therefore, you may to communicate with anything you may need at off-train headquarters.

You will be notified on the trip when and where you may obtain laundry service. This, under the reason for a laundry bag at the same time. If you will be ready when "laundry day" arrives.

All meals and refreshments are to be paid for at time of service. Schedules for Pullman meals will be collected at the end of the trip, but the personal for the dining car will charge no charge for railroads to the public and those washers should be taken care of at time of service.
Numbers of the official party

The President

Mrs. Truman (Aide to Ombudsman)

Mr. Truman

Mrs. Truman

Mr. Thomas G. Connolly, Secretary to the President.

Mrs. Charles C. Robb, Secretary to the President.

Mr. Clay W. Clifford, Special Councillor to the President.

Mrs. Charles J. Hardby, Administrative Assistant.

Major General Harry E. Vaughan, USA, Military Aide.

Colonel Herbert H. Lannom, Jr., USA, Air Force Aide.

Captain Robert L. Danceley, USA, Naval Aide.

Brigadier General Galen P. O'Connor, Physician to the President.

Miss Jane Cherry, Personal Secretary.

Mr. Jake Younger, Official Photographer.

Mr. George C. Crane, NA, USA, wagon, USA.

Dr. George E. Bacchetti, MA, Branch Head.

Major George Mabley, MD, Assistant Surgeon.

Miss Maury Lee Ondul

Mr. H. E. McDonald

Miss A. P. Lawrett, USA, USA.

Mr. Harry Chardowy, USA, USA.

Mr. John Smoothy.

Secretary Service agents.

One guide from Mr. Connolly’s office to be added.
Members of the official party

The President

Mrs. Truman (Chair in Wheel)  Alice Truman

Sen. Matthew J. Connelly,  Secretary to the President

Mrs. Charles G. Ross,  Secretary to the President

Gen. Clark D. Clifford,  Special Counsel to the President

Gen. Charles A. Eddy,  Administrative Assistant

Major General Harry H. Vaughan, USA,  Military Aid

Colonel Robert E. Layton, AF, USA,  Air Force Aid

Col. Robert J. Beamis, USAF,  Naval Aid

Brigadier General Wallace K. George,  Physician to the President

Staff

Elia Jane Carney,  Personal Secretary

Mr. Fred Haugen,  Official Photographic

Mr. Dewey G. Long,  Chief, US Air Force

Mr. William Parsee  Major George Chapple, USA

Elia Gail McMillan  Miss Mary Lou Smith

Mr. W. C. Rebholz  Mr. J. V. Leverich, Jr., USA

Mr. Harry J. Chambers  Mr. Jack Rohrbach

Secret Service agent

(one girl from Mr. Connolly's office to be added)
The Associated Press
The Associated Press
International News Service
United Press Association
United Press Association

Baltimore Sun
Baltimore Sun
Baltimore Sun
Chicago Daily Sun
Chicago Daily Sun
Chicago Daily Sun
Chicago Star
Chicago Star
Chicago Star

The New York Times
The New York Times
The New York Times
The New York Times
The New York Times
The New York Times
The New York Times

The New York Times

The New York Times

The New York Times

The New York Times

Cleveland Plain Dealer
Cleveland Plain Dealer
Cleveland Plain Dealer
Cleveland Plain Dealer

Kansas City Star
Kansas City Star
Kansas City Star
Kansas City Star
Kansas City Star

Kansas City Star

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Kansas City Star

Kansas City Star

Kansas City Star

Kansas City Star
Mr. Ernest D. Vessone
Mr. Douglas D. Carroll
Mr. Robert C. Blain
Mr. Herman Smith

Listed Members

Mr. George Fleming
Mr. Charles T. Marsh
Mr. Thomas L. Satter
Mr. George W. Childs
Miss Doris Phenon
Mr. Leonard B. Short
Mr. Robert T. Callahan
Mr. Thomas F. Raymond
Mr. Joseph J. Fox
Mr. Michael L. Moore
Mr. Anthony R. Lanahan
Mr. Charles J. Grose, Jr.
Mr. Thomas Tully
Mr. Charles Van Laverden
Mr. Lawrence W. Ford
Mr. James L. Wight
Mr. Elmer Woody
Mr. T. F. Bagdade
Mr. Fletcher Ruckle
Mr. Robert L. Hixson
Mr. James King
Mr. J. A. Hearn McCarthy
Mr. LeRoy Spilker
Mr. Herman Vought
Mr. Robert Hensley
Mr. Arthur Wehr
Mr. John H. Swank
Mr. Dexter Stock

The Associated Press
International News Service
United Press Association
United Press Association

Baltimore Sun
Scripps-Howard Newspaper Alliance
United Features Syndicate
United Features Syndicate
Dail Syndicate
Chicago Daily News
The Baltimore Sun
The Washington Post
The Chicago Sun-Times
The Washington Star
Christian Science Monitor
The New York Times
The New York Daily News
The New York Herald Tribune
The New York Post
The Chicago Tribune
The Baltimore Evening Sun
The Detroit News
Lead States News (leaves party on 78th)
Cheyenne Fitch Steiker
Louisville Courier-Journal
Kansas City Star
Ray Hughes Register and Tribune
Syracuse Evening News
Pamplona Herald-Observer
Denver Post
Lynne Daily Herald
Pensacola Press
The Management
Mr. Samuel Green, Pittsburgh Courier
Mr. David L., Central News Agency of China
Mr. Joseph Glimmer, Chinese News Service
Mr. David Kerr, Washington Navy Yard News
Mr. Norman Grimes, New Republic
Mr. Joe Epstein, Mt. Linda Post Dispatch (Am at Chicago)

UNITED
Mr. William Miller, Mutual Broadcasting System
Mr. John Adams, Columbia Broadcasting System
Mr. Frank Marchella, National Broadcasting Company
Dr. Edwin Snyde, Tex-Ags Public Service
Mr. Rynson B раств, American Broadcasting Company
Mr. Keith Williams, IBEW Engineer

STILL
Mr. Byron M. Rollins, Associated Press Fotos
Mr. Frank Gessner, Americas Newspicture
Mr. Alfred L. Man, International Newspicture
Mr. Thomas F. Kinsky, Life Magazines

BROADCAST
Mr. Charles Nash, NBC News of the Day
Mr. Robert Simons, representing NBC News of the Day; Universal Newsradio
Mr. Bill Postonnow, Fox Midwest News
Mr. John Horstman, Fox Midwest News

NEWSPAPER
Mr. Joseph Paradela, The Associated Press
Mr. John Langmeier, Chicago Tribune
Mr. Harry B. Teicher, New York Times
Mr. Thomas F. Kinsky, Life Magazines

ADVERTISING
Mr. Russell E. Zinkins (entire text)
Mr. Charles R. Green, Washington to Pittsburgh
Mr. J. R. Wells, Pittsburgh to Chicago
Mr. L. G. Hensley, Chicago to Chicago
Mr. L. R. Baker, Chicago to Los Angeles
Mr. A. R. Baker, Chicago to Los Angeles
Mr. J. R. Pulido, Chicago to Los Angeles

MAILING REPLY AGENTS
One representative for entire trip to handle mail correspondence for the newspapers and news radio networks.
Mr. Samuel Gross, Pittsburgh Post 
Pittsburgh Post 

Mr. David L., Central News Agency of China 

Mr. Joseph Meir, Chinese News Service 

Mr. David Karr, Washington Newspaper-Press Association 

Mr. Norman Grusser, New Republic 

Mr. Joe Griselli, St. Louis Post Dispatch (St. Louis Citizen) 

Rutland 

Mr. William Willson, National Broadcasting System 

Mr. John A. Lee, Columbia Broadcasting System 

Mr. Frank Brown of Smith, National Broadcasting Company 

Mr. Edward Kevy, Trans-Judic Press Service 

Mr. Byron Self, Associated Press 

Mr. Edith Williams, American Broadcasting Company 

Mr. Keith Williams, NBC Network 

U.S. 

Mr. Byron R. Williams, Associated Press Feature 

Mr. Frank Truscott, Associated Press Pictures 

Mr. Alphonse J. Rice, International News Pictures 

Mr. Thomas A.连夜, Life Magazine 

Mr. Charles Howell, B.C. New Mexico 
Representing General News of the Copy Universal News 

Mr. Andrew Williams, Associated Press Photographers 

Mr. Will Rounce, Texas News 

Mr. John Rounce, Texas News 

Mr. Joseph Padula, Associated Press 

Mr. Jack Langenberg, Associated Press 

Mr. Harry Picard, Associated Press 

Mr. Paul Chick, Associated Press 

Mr. J. S. Linkin (entire trip) 

Mr. Charles S. Brown, Washington to Pittsburgh, 

Mr. E. H. Keltner, Pittsburgh to Chicago, re- 

Mr. S. O. Blum, Chicago to Chicago, re- 

Mr. L. R. Boll, Chicago to Los Angeles 

Mr. L. R. Boll, Chicago to Los Angeles 

Mr. J. B. Rice, Chicago to Los Angeles 

Rutland, New Hampshire 

One representative for active help to handle film assignments for the correspondents and editors.
Trip of the President

Travel: June 7, 1910

Dr. Washington... [Pennsylvania Railroad]...10:05 a.m. A.M.
Parc Parcel Luggage... 10:17 a.m. A.M.

Arr. Washington D.C. 10:30 a.m. A.M.

1st: Start for New York

2nd: Arr. New York. 10:30 a.m. A.M.

3rd: Parc Parcel Luggage... 10:42 a.m. A.M.

4th: Change crews on inspection equipment... 10:55 a.m. A.M.

5th: Arr. Scranton, Pa. 11:05 a.m. A.M.

6th: Change crews, par, water, inspection equipmen.... 11:18 a.m. A.M.

7th: Arr. Scranton, Pa. 11:30 a.m. A.M.

8th: Parc Parcel Luggage... 11:42 a.m. A.M.

9th: Change trains, crews, par, water, inspection equipmen.... 11:55 a.m. A.M.

10th: Parc Parcel Luggage... 12:07 a.m. A.M.

11th: Change crews, par, water, inspection equipmen.... 12:19 a.m. A.M.

12th: Start for Chicago

13th: Arr. Chicago... 1:30 a.m. A.M.

14th: Change crews, par, water, inspection equipmen.... 1:42 a.m. A.M.

15th: Start for St. Louis

16th: Arr. St. Louis... 3:30 p.m. P.M.

17th: Change crews, par, water, inspection equipmen.... 3:42 p.m. P.M.

18th: Start for Louisville

19th: Arr. Louisville... 3:42 p.m. P.M.

20th: Change crews, par, water, inspection equipmen.... 3:55 p.m. P.M.

Note: This document appears to be a travel itinerary for a trip of the President, listing the schedule of arrivals and departures at various cities along the route. The dates and times are in 1910, and the locations include Washington D.C., New York, Scranton, Chicago, and Louisville. The document mentions changes of crews, par, water, and inspection equipment at certain points along the journey.
<table>
<thead>
<tr>
<th>Event</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>De. Washington</td>
<td>10:05</td>
</tr>
<tr>
<td>Pass Newberly Loop</td>
<td>10:17</td>
</tr>
<tr>
<td>En. West Point, N.Y.</td>
<td>10:30</td>
</tr>
<tr>
<td>Read engine coupled</td>
<td>10:32</td>
</tr>
<tr>
<td>Brake test</td>
<td>10:34</td>
</tr>
<tr>
<td>Pass Locust Grove, N.Y.</td>
<td>10:36</td>
</tr>
<tr>
<td>En. Baltimore, Md.</td>
<td>11:10</td>
</tr>
<tr>
<td>Change reversing equipment</td>
<td></td>
</tr>
<tr>
<td>En. Baltimore, Md.</td>
<td>11:47</td>
</tr>
<tr>
<td>Prov. reel for Daily News</td>
<td></td>
</tr>
<tr>
<td>Ar. Harrisburg, Pa.</td>
<td>1:32</td>
</tr>
<tr>
<td>Change reverse for inspection</td>
<td></td>
</tr>
<tr>
<td>Ar. Harrisburg, Pa.</td>
<td>1:32</td>
</tr>
<tr>
<td>Pass Berks</td>
<td>1:38</td>
</tr>
<tr>
<td>Ar. Altoona, Pa.</td>
<td>2:14</td>
</tr>
<tr>
<td>Change reverse for inspection</td>
<td></td>
</tr>
<tr>
<td>Ar. Altoona, Pa.</td>
<td>2:14</td>
</tr>
<tr>
<td>Pass Altoona</td>
<td>2:19</td>
</tr>
<tr>
<td>Ar. Pittsburgh, Pa.</td>
<td>3:06</td>
</tr>
<tr>
<td>Change train crew, time, order, inspection, up newspapers, telegrams, etc.</td>
<td></td>
</tr>
<tr>
<td>Ar. Cleveland, Ohio</td>
<td>4:10</td>
</tr>
<tr>
<td>Change crew, time, order, inspection,</td>
<td></td>
</tr>
<tr>
<td>Ar. Indianapolis, Ind.</td>
<td>5:20</td>
</tr>
<tr>
<td>1st call from west platform</td>
<td></td>
</tr>
<tr>
<td>Ar. Indianapolis, Ind.</td>
<td>5:20</td>
</tr>
<tr>
<td>2nd call from west platform</td>
<td></td>
</tr>
<tr>
<td>Fr. Bayne, Ind.</td>
<td>12:30</td>
</tr>
<tr>
<td>Pass Barst, Ind.</td>
<td>1:05</td>
</tr>
<tr>
<td>Ar. Gary, Ind.</td>
<td>2:05</td>
</tr>
<tr>
<td>3rd call from west platform</td>
<td></td>
</tr>
<tr>
<td>Ar. Gary, Ind.</td>
<td>2:05</td>
</tr>
<tr>
<td>4th call from west platform</td>
<td></td>
</tr>
</tbody>
</table>
Friday, June 3, 1949
(continued)

with MIL operation official present, and must take
first to secure measurements from rear of train to
place of leading engine.

Dr. Gary, Indiana..................2:35 p.m.c.t.t.
Ar. Ottowa, Union Station........2:35 p.m.c.t.t.

Train will pull into GILLES STATION on the
mainline track, after party離開 the
locomotive will be 200 feet out of Indiana of
the leading engine, the leading engine
will add 40 times for the engineer to
be seated. It is 7:15 p.m. railroad will deliver
equipment and close entire train to the
F. A. / E. railroad station ready for departure
not later than 4:00 p.m.c.t.t.

The Presidential party will leave the train
immediately upon arrival at MILLS STATION
and travel by car to the Union Station
remain during the afternoon and evening. At
6:30 a.m. railroad clocks, the President
party will leave the Presidential house and driven to
the Union Station, attend the Democratic Convention
association meeting. The President
will speak at 9:00 p.m., central / time $300 p.m.

The party will leave the station immediately
after the conclusion of the President's speech,
and travel by train to the Northwestern
railroad station and board the trains.

To N.H.C. One Southerner was delayed to
10:15 a.m. to change the time it is
being delayed in the press, and is not
what it is now. The railroad station to provide transpor-
tation for urgent messages before the train
and the local headquarters. Also, a railroad
and local headquarters.

When the train is moved into the MDW station
as 4:00 p.m.c.t.t., a special gate of headlines
should be established and covered by police, or
railroad officers. Persons of this to pass
the railroad are not allowed to cross the
train, and not to pass anyone of the party
the car have reason to board the train to observe
of the main party.

Saturday, June 4, 1949

Dr. Clinton, Iowa..................12:30 a.m.c.t.t.
Dr. Clinton, Iowa..................12:30 a.m.c.t.t.
Dr. Clinton, Iowa..................12:30 a.m.c.t.t.
Dr. Clinton, Iowa..................12:30 a.m.c.t.t.

Mr. Combs, Iowa..................12:30 a.m.c.t.t.
Mr. Combs, Iowa..................12:30 a.m.c.t.t.

Belief time to take train out of automatic trains
control system.

Ar. Lodder, Nebraska..............2:15 a.m.c.t.t.
Saturday, June 5, 1942
(continued)

From central to town the Presidential party will
leave the train and transfer to the HUMPHREYS hotel
where temporary headquarters will be established and
where official party will remain overnight.

During the day the President will participate in
press, station activities, visit Joe's Town and
make an address at 9:00 p.m. central standard time.

This equipment will be parked in the Denver
station during the leave days. Equipment will be
pulled up into the area with sufficient space
in order to provide parking, water, etc.

Sufficient space will be provided for the police
will not interpose with regular depot traffic at a point
readily accessible for automobiles.

32 Note: It is believed that numbers of the press,
staff and SS will desire rooms during the leave in
Denver in addition to those set aside for the official
party. Therefore it is suggested that members of the
staff, press, etc., be encouraged to secure their
rooms having been cleared. This will expedite the early
serving number of officers and passengers from the train
to the train. A cooler shorter service between the
trains and hotel (similar to B-4-7 train arrangement)
would be desirable.

Sunday, June 6, 1942

Lv. Omaha, Neb., (Union Pacific Rly.) 7:30 a.m.

Pass Valley, Neb. 8:26 a.m.

Pass Howett, Neb. 9:15 a.m.

Pass Grinnell, Neb. 9:28 a.m.

Pass Council, Neb. 9:55 a.m.

Pass Central City, Neb. 9:57 a.m.

Lv. Grand Island, Neb. 9:57 a.m.

Change engine crews, crew, water.

Certain P-4's are ready if needed, passengers
in charge, go up to depart on train.

Lv. Grand Island, Neb. 10:05 a.m.

Pass Slipher, Neb. 10:14 a.m.

Lv. Uncas, Neb. 10:14 a.m.

Stop to permit members of the party to
attend church services.

Lv. Uncas, Neb. 10:24 a.m.

Pass Deyton, Neb. 10:26 a.m.

Pass Council, Neb. 10:40 a.m.

Pass Council City, Neb. 10:42 a.m.

Pass Ouray, Neb. 10:44 a.m.

Lv. North Platte, Neb. 10:45 a.m.

Change train and engine crew.

Lv. North Platte, Neb. 10:50 a.m.
Change the engine envelope doors.

Dr. Podhajsky, Vps. ........................................ 5:37 p.m. m.s.t.

Change the engine envelope doors.

Dr. Podhajsky, Vps. ........................................ 5:37 p.m. m.s.t.

Pass Cockpit Bump, Vps. ................................ 5:09 p.m. m.s.t.

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Pass Cockpit Bump, Vps. ................................ 5:09 p.m. m.s.t.

Pass Cockpit Bump, Vps. ................................ 5:09 p.m. m.s.t.
Dear, June 7, 1945

Mr. Green, New York........................................................................

Change crews, tie, water and .....Lunch...

Mr. Green, New York........................................................................

Mr. Biggels, Idaho...........................................................................

Change crews

Mr. Biggels, Idaho...........................................................................

Pass Alexander, Idaho.....................................................................

Pass Palouse, Idaho.........................................................................

Pass Freeman, Idaho........................................................................

Pass Palouse, Idaho.........................................................................

Pass Plummer, Idaho........................................................................

Pass Low, Idaho................................................................................

Pass Bingham, Idaho........................................................................

Pass City, Idaho................................................................................

Pass Green, Idaho............................................................................

Pass Idaho, Idaho............................................................................

Mr. Pendleton, Idaho........................................................................

Change trains and engine crews, tie, water

Pendleton, Idaho............................................................................

Pass Donner, Idaho...........................................................................

Pass Blackstone, Idaho.....................................................................

Pass Idaho, Idaho............................................................................

Pass Idaho, Idaho............................................................................

Pass Blackstone, Idaho.....................................................................

Pass Blackstone, Idaho.....................................................................

Pass Idaho, Idaho............................................................................

Mr. Pendleton, Idaho........................................................................

Pass Idaho, Idaho............................................................................

Pass Idaho, Idaho............................................................................

Leave trains and drive to San Frary.

All members of the party except certain members of the crew, signal detail, and possible some of the staff who spent the night at the Valley.

Trains will be held at Bingham until 11 a.m.

June 8, then to return except some exhumed over.

There will be a conference with party leaving from San Frary to Idaho Falls by motor
cars and locomotives.

Readers and some detail will work out the details for the San Frary layover and motor trip to Idaho Falls.
<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 a.m.</td>
<td>Pass Sheep Interchange</td>
</tr>
<tr>
<td>8:20 a.m.</td>
<td>Jr. Garrison, Nez Perce</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>Operating stop</td>
</tr>
<tr>
<td>9:45 a.m.</td>
<td>Jr. Garrison, Nez Perce</td>
</tr>
<tr>
<td>10:05 a.m.</td>
<td>On the engine crew, service train,</td>
</tr>
<tr>
<td></td>
<td>and helper engine</td>
</tr>
<tr>
<td>10:30 a.m.</td>
<td>Jr. Hannah, Bonner</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>Pass Beaver, Bonner</td>
</tr>
<tr>
<td>11:30 a.m.</td>
<td>Jr. Pendleton, Bonner</td>
</tr>
<tr>
<td>12:00 p.m.</td>
<td>On the engine crew, service train,</td>
</tr>
<tr>
<td></td>
<td>and helper engine</td>
</tr>
<tr>
<td>12:30 p.m.</td>
<td>Jr. Pendleton, Bonner</td>
</tr>
<tr>
<td>1:00 p.m.</td>
<td>Pass Hays Bridge, Idaho</td>
</tr>
<tr>
<td>1:30 p.m.</td>
<td>Jr. Kootenai, Idaho</td>
</tr>
<tr>
<td>2:15 p.m.</td>
<td>Jr. Kootenai, Idaho</td>
</tr>
<tr>
<td>2:35 p.m.</td>
<td>Pass Union Pacific crossing</td>
</tr>
<tr>
<td>3:06 p.m.</td>
<td>Jr. Spokane, Washington</td>
</tr>
</tbody>
</table>
Washington State tour

Sundays, May 5, 1940

Ar. Spokane...11:30 a.m. a.m.

Brief talk from your platform.

Ar. Spokane............-12:00 noon.

Leave trains and drive to timbered
and中介机构 talk at Spokane.

Drive to President and lunch train.

Le. Prosser...........-12:00 noon.

Ar. Yakima...........-1:05 p.m. p.m.

Brief talk from your platform over
trains No. 34.

Le. Yakima...........-2:15 p.m. p.m.

Le. Ellensburg...........-3:30 p.m. p.m.

Brief talk from your platform.

Le. Ellensburg...........-5:36 p.m. p.m.

Le. Bellingham...........-9:00 p.m. p.m.

Leave trains at Bellingham and drive
to Governor's mansion and spend night.

Thursday, June 19, 1940

Leave Governor's mansion and drive
to Seattle - through by ferry to Pier
6, Seattle Ferry Terminal - touchdown
by plane at Olympic Hotel.

Proceed to Seattle and drive through
Seattle, home to Governor's mansion
for observation and spend night.

Friday, June 20, 1940

Le. Spokane...11:30 a.m. a.m.

Centralia, Wash. - 1:05 p.m. p.m.

Brief talk from trains, dinner.

Centralia..................-3:45 p.m. p.m.

Le. Wallula, Wash. - 11:45 a.m. a.m.

Leave trains at Wallula, enter cars and
drive through Vancouver (optional - brief
talk in Vancouver) proceed to Portland.

Spends sight see Portland and return
by train to Spokane.

Le. Hood (Santo Portlend),-7:00 p.m. p.m.
Friday, Dec. 11, 1964

(continued)

Notes: The party leaves town at 1:15 P.M. immediately and proceeds into Portland where all others will be met out and Southern Pacific crews and train crews to be used, etc., are met out to help, where President will board the train. The hotel is a stop for dinner. The party will be leaving from Portland as an unknown point upon reconvening of Southern Pacific operating officials. B&G 5217 is to be on a real estate investment trip.

Dr. Salem, Oregon..................................................3:35 p.m.

Dr. Salem, Oregon..................................................3:45 p.m.

Dr. Salem, Oregon..................................................3:55 p.m.

Dr. Salem, Oregon..................................................4:05 p.m.

Dr. Salem, Oregon..................................................4:15 p.m.

Dr. Salem, Oregon..................................................4:25 p.m.

Dr. Salem, Oregon..................................................4:35 p.m.

Dr. Salem, Oregon..................................................4:45 p.m.

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Dr. Salem, Oregon..................................................6:55 p.m.

Dr. Salem, Oregon..................................................7:05 p.m.

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Dr. Salem, Oregon..................................................11:45 p.m.

Dr. Salem, Oregon..................................................11:55 p.m.

Dr. Salem, Oregon..................................................12:05 p.m.

Dr. Salem, Oregon..................................................12:15 p.m.

Dr. Salem, Oregon..................................................12:25 p.m.
leave L.A. and drive to Ambassador Hotel.

Address Los Angeles Press Club

Speake 1135 p.m., California Daylight Time

In Los Angeles.................. 4:00 p.m. California Daylight Time

DETAILS OF RETREAT THAT HAVE NOT BEEN NOTED OUP.