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Going Too Fast

CONTINUED FROM FRONT

years to install such technology, but the deadline has been extended repeatedly at the industry's request and is now the end of 2018.

The 7:34 a.m. accident left mangled train cars up on top of each other, with one hanging precariously over the freeway. The screech and clang of metal were followed by silence, then screams, as the injured cried out to rescuers and motorists pulled over and rushed to help.

More than 70 people were injured, 10 of them seriously. A Portland surgeon on his way to a shopping trip in Seattle stopped to aid victims at the scene of the derailment. Dr. Nate Selden, chair of neurological surgery at Oregon Health and Sciences University, said he and his son were two of hundreds trying to help survivors.

He assisted emergency medical professionals to apply first aid and assess the status of each victim.

Train passenger Emma Shafer found herself at a 45-degree angle, staring at the seats in front of her that had come loose and swung around.

"It felt oddly silent after the actual crashing," she said. "Then there was people screaming because their leg was messed up. ... I don't know if I actually heard the sirens, but they were there. A guy was like, 'Hey, I'm Robert. We'll get you out of here.'"

One of the dead was identified as Zack Willhoite, a customer service employee at a local transit agency and a railroad buff excited to be on the first passenger run of the new route.

He was a member of All Aboard Washington, an organization of rail advocates.

In 2015, an Amtrak train traveling at twice the 50 mph speed limit ran off the rails along a sharp curve in Philadelphia, killing eight people. Investigators concluded the engineer was distracted by reports over the radio of another

train getting hit by a rock.

In the Washington state crash, speed signs were posted two miles before the speed zone changed, according to Kimberly Reason of Sound Transit, the Seattle-area transit agency that owns the tracks.

Eric Corp, a councilman for the small town of DuPont near the derailment site, said he rode the train with about 30 or so dignitaries and others on a special trip Friday before the service opened to the public Monday.

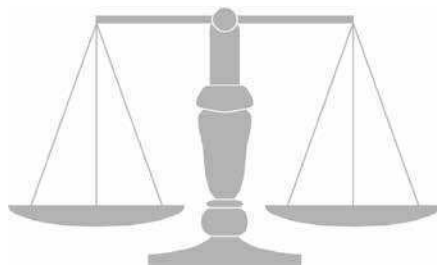
"Once we were coming up on that curve, the train slowed down considerably," he said.

The Amtrak Cascades service that runs from Vancouver, B.C. to Eugene is jointly owned by the Washington and Oregon transportation departments. Amtrak operates the service for the two states as a contractor and is responsible for day-to-day operations.

The Amtrak schedule called for the train to leave Seattle around 6 a.m. and arrive in Portland about 3 1/2 hours later.

--Associated Press contributed to this article.

LEGAL NOTICES



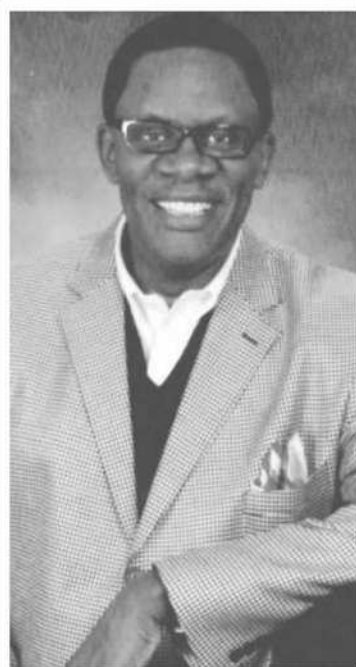
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Dr. Billy R. Flowers

Q: What age groups can a chiropractor help most?

A: This is like asking which age groups benefit most from good health. And yet, each age group has specific problems for which your chiropractor has specific answers.

Infant and Young Children

Other mothers are often amazed to see a mother carrying her infant out of the adjusting room. And yet,

since the delivery process itself causes a high percentage of subluxations, infants to need chiropractic care.

Obviously, children and infants are treated differently than adults. There are new, highly sophisticated methods of adjusting children and infants to insure the best possible results with the least possible discomfort. Though young children can't tell you they're in pain, their irritability is often a sign of the need to be checked.

Young Adults and Teenagers

More and more young adults and teenagers are getting involved in active sports. As a result, more and more of them are getting injured, requiring prompt chiropractic care.

Obviously half of the girls in our society develop scoliosis (curva-

ture of the spine) during puberty. Left untreated, scoliosis keeps getting worse over time. However, it can almost always be corrected when chiropractic care is initiated in time.

Needless to say, every teenage girl should be checked regularly for scoliosis and all teenagers and young adults should see their chiropractor regularly to make sure their newly active sports lives aren't creating spinal problems they'll have to live with the rest of their lives.

Adults

The world today is experiencing a terrible level of stress. Long work weeks, seemingly impossible deadlines and economic woes create incredible pressures. In addition, most adults breathe in polluted air,

drink chemically treated water and consume an average of nine pounds of food additives and chemical preservatives in a year, putting even more stress on their bodies. One sure way to keep the stress level from causing potentially dangerous subluxations is with regular chiropractic checkups.

Senior Citizens

Retirement age for many people has become just plain tiresome. Aches and pins, often the result of untreated subluxations, abound. Yet it hardly seems fair that having to suffer with pain or being drugged into numbness are fair rewards for all the years of hard work.

Depending on the degree of subluxations degeneration, your chiropractor can often provide help.

For senior citizens who've been fortunate enough to suffer minimal trauma in their lives, virtually complete spinal recovery should be almost as easy as it would be for younger people.

For those who have suffered needlessly for years, your chiropractor can often slow or stop the degeneration, making life more comfortable. It is certainly worth the effort so that our senior citizens get the dignity of health care they deserve.

Something for Everyone

As you can see, there are practically as many reasons to have regular chiropractic checkups as there are people. Make an appointment for yourself and your loved ones soon.

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