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Last Updated: 09/26/2024

THE WHITE HOUSE

WASHINGTON

REMINDER

BILL:

Raise with Deaver theme of "Heartland Express"
for TP's train trip.

*Bull
What are
the time frames?*

September 25, 1984

MEMORANDUM TO WILLIAM HENKEL

FROM STEPHEN M. STUDDERT

SUBJECT Ohio Railroad Survey

This is a fantastic series of events; there is a certain romance about American railroads that can be captured! I love this event notion.

Based on the number of crossings, the population base, and for example the large turnouts for any steam train that passes through, it would not surprise me to see a total turnout of a million or more. There will be good crowds at ALL communities.

This will be a monumental task for the Secret Service, and the most complex advance of this campaign for us. But I believe the potential impact fully warrants the effort. This potentially is one hell of a day.

The full Truman route may (or may not) be too long of a route for one day. Considering trip length and the recent Cincinatti rally, you may wish to begin at Dayton. The entire route is exactly 300 miles; 240(+-) if you start at Dayton.

Top allowable train speed Cincinatti north to Deshler is 50 mph; Deshler east to Akron is 60 mph maximum. I estimate it will average 30mph north to Deshler because of safety, the high number of surface crossings and the population base which will surely crowd the track. The number of crossings is significantly reduced eastbound from Deshler to Akron (many more overpasses) which should reduce the number of people surrounding that section of the route; most crossings are at towns which will also congregate the people. We should average 35 or even 40 mph east to Akron. Also, this stretch of track is more rural.

We left Cincinatti at 7:15 a.m. and I reached Akron at 6:30 p.m. In our hi-rail truck, we never got over 35 miles per hour, and usually averaged 25.

I "hi-lined" the entire route in a truck on the rails, accompanied about 50% of the way by Tom Quinn, who dropped off at Deshler to return home. Surveyed was the same route followed by President Truman in 1948, and in the same order. There are some very minor track modifications but it is basically the same. The stops discussed unless otherwise stated are the Truman '48 stops.

Every stop the President does can be done from the train, with the possible exception of the first (Cincinatti and Dayton) and last stops. This is also how Truman did it. Don Clarey is locating the Truman speeches for each stop.

I-75 basically parallels the tracks within 3 or 4 miles from Cincinatti to just north of Lima. Nearly all of the way there is some highway parallel.

EVENT DAY:

There are two thoughts on this. Friday is a work day, but so also schools which can come as groups are in session. Saturday no school but also no work. Friday, in the farm communities, the kids from the outlying areas are in town in school.

TV coverage is probably stronger Friday night, but then there are no Saturday morning shows for follow-up coverage. Saturday train rides get minimal Saturday night TV, but good Sunday morning show coverage. Friday rides get lower-readership Saturday morning print; Saturday rides make higher-readership Sunday morning print.

The major Friday media advantage may be that you can probably make the magazines; Saturday probably will not make mags.

This is a judgement call for somebody way above me.

STOP ONE: CINCINATTI (milepost 0)

Truman started the day with a breakfast event in a downtown hotel.

RECOMMENDATION: If we start at Cincinatti, start with a large morning crowd event at the Cincinatti Union Terminal ("CUT"). My concern is that it may be too early to raise the proper crowd.

This very well known local landmark is an old (1934) railroad passenger terminal which has been converted into a retail art-deco shopping facility, but shops are not doing well. Inside space of the terminal has been chopped up and would be impossible to use. There is a very large, sloping area at the front that would be very appropriate for a rally. There is more than adequate parking, and ingress/egress are good. If an event were held here, the President could proceed through the interior of the terminal and exit the rear directly onto a train.

The trackage northbound from Cincinatti has MANY crossings, passes through the industrial sections, some residential, and then some rural.

First suburban villages passed are Wyoming (west side of track) and Lockland (East side of track). This is really one town but the track splits it into two towns. The main street, Elm Avenue, crossed the track and I would imagine a fairly large crowd there. Do NOT recommend stop.

Next village was Glendale, a picturesque village with an old train station on the town square on the west side of track. Anticipate good crowd but do NOT recommend stop.

Next was the Tri-County Mall, a major shopping center on the North outskirts of Cincinnati at I-275. Could expect crowd here; do NOT recommend stop.

STOP TWO: HAMILTON (population 38,000)

Truman's second stop was Hamilton, an industrial community surrounded by farms twenty miles north of Cincinnati DUT.

RECOMMENDATION: There is an old rail depot on the edge of downtown in a seedy neighborhood. About four blocks north of the depot the tracks cross the main street and there is a large parking lot area that could be used for an event site. One block further north along the tracks at Dayton Street is also a possible event site.

Leaving Hamilton the train proceeds through low-population agriculture area, paralleling a state highway. Passed through tiny Trenton (milepost 33). Do NOT recommend stop. Passed through West Middleton (milepost 37.5); told to expect good crowd where Eaton Road crossed track. Do NOT recommend stop. Skirt Poasttown (milepost 40); Do NOT stop. Passed through tiny Carlisle (milepost 44); do NOT stop. Passed along Miamisburg (milepost 49); will draw crowd; do NOT recommend stop.

STOP THREE: DAYTON (milepost 60)

Truman's third stop was Dayton. He left the train and went to a crowd event inside the downtown Memorial Hall.

Dayton sucks. The Dayton passenger terminal is closed and in severe disrepair; do NOT recommend we do anything there. The train passes through the heavy industrial heart of old Dayton. The only way to do anything in downtown Dayton without leaving the train may be to speak from the train to a crowd assembled on a street below at a crossing.

If you plan to start ChooChoo One at Dayton, you should consider doing a 9 or 9:30 a.m. crowd event away from the railroad, then board and go.

Northbound from Dayton the tracks pass for about ten miles through wooded nothing. Tipp City (milepost 74) is the first population seen after downtown Dayton. The train passed through downtown of this pleasant little town. Should have crowd; Do NOT recommend stop.

Next town is Troy (milepost 79.2). The train passes through downtown where several streets cross the tracks. East Main Street crosses two blocks east from the town square. There will be a crowd. Do NOT recommend stop.

Next village is Piqua (milepost 87.3). The tracks pass on the far outskirts of town; Do NOT stop. Then woods again until Sidney.

STOP FOUR: SIDNEY (milepost 97.8)

The tracks pass near the heart of town, but are on an elevated embankment above the town. The depot is closed to passenger service. The only real open space is at the Sidney ramp track, an open loading yard area adjacent to the track and near the depot. You could do 5000+ in that area.

RECOMMENDATION: The flavor of this town is such that it would be inappropriate to pass through and not stop.

Train continues through rural farm area until Anna (milepost 105.5), where the train passes through this tiny village. There will be a crowd; do NOT stop.

Next is Wapakoneta (milepost 115), a pleasant farming community where the track passes through the center of town within one block of the courthouse. There will be a nice crowd; do NOT recommend stop.

Next village is Cridersville (milepost 124). The track goes right through the center of this tiny hamlet. A crowd will be here; do NOT stop.

STOP FIVE: LIMA (milepost 130 - population area 100,000).

Truman did a stop here at 2:05 p.m.

The tracks enter Lima through the industrial section and pass on the outskirts of the commercial section about two blocks off the main town square. (Reagan did a major crowd event in this square in 1980; Ford did a major crowd event in 1976.)

RECOMMENDATION: The old, small, brick train station is still used as a passenger station, and the surrounding open space could with some work handle a large crowd.

Next farming village is Cairo (milepost 136.6), where the tracks bisect main street. Expect crowd; Do NOT stop.

Next is Columbus Grove (milepost 143.2), another farming town where the tracks cut across the central downtown area. Expect good crowd; do NOT stop.

STOP SIX: OTTAWA (milepost 150)

This is a little larger farming-based community twenty miles west of Findlay. Proper crowd raising should draw large numbers from Findlay (where Ford drew huge crowd in 1976). Truman's stop here in 1948 was at the depot at 2:40 p.m.

RECOMMENDATION: The Ottawa depot is a well maintained, small brick depot with lots of charm. There is a pretty good size open area on the southwest side of the depot, or across the tracks on the east side is a little larger area. The depot is about two blocks from central downtown.

Next is Lipsec (milepost 156), a quaint, clean farm village where the tracks cross main street in mid-downtown. Expect crowd; Do NOT stop.

Next is Belmore (milepost 160.7), a tiny farming hamlet. Some crowd; Do NOT stop.

STOP SEVEN: DESHLER (milepost 164.8) (milepost 62.4 on the E-W line which begins here)

Truman did a stop here in 1948 at 3:10 p.m. Nixon reportedly came here in 1972 (not by train).

Deshler is a small, older community where the tracks cut across the one block-wide Main Street. There is a very small old depot adjacent to Main Street. It is also where the B&O line turns eastward.

RECOMMENDATION: Any event here would have to be where the tracks hit the depot at Main Street. This town is so small you may wish to think twice about a stop, but they say Nixon drew well in 1972.

Next is Hoytville (milepost 56.2), a "widespot" in the road. Will be small crowd; Do NOT stop.

Next is North Baltimore (milepost 50.7), a small farm-oriented village just west of I-75 with a one block wide, two block long Main Street crossed by the tracks. A fair crowd will be here; Do NOT stop.

Next is Bloomdale (milepost 44.1), another very small farming hamlet. The tracks cross Main Street one block from the center of town. At the crossing there is a nice park which would be a good place for the town's crowd. Do NOT stop.

STOP EIGHT: FOSTORIA (milepost 36.8)

Truman was here at 4:05 p.m. and did an event at the train depot.

RECOMMENDATION: The depot is located eight to ten blocks from downtown. It is a difficult location for a crowd event as it has very limited space. One block east of the depot and across the tracks north is a grass park-like area which when coupled with the area around the siding could afford adequate space for a good crowd event of 10-15,000, maybe more.

Next is Bascom (milepost 30.4) is a tiny farming hamlet where the track passes one block from the center of Main Street. A crowd can gather at the Bascom Elevator Company parking lot; Do NOT stop.

Next is Tiffin (milepost 24.3). Truman did not stop here, yet it is larger than several other stops, including Fostoria. The old passenger depot is now closed. There is a pretty good open space on the north side of the track across from the depot that could accomodate a crowd event; there is no space at the depot itself. The depot is about three to four blocks from downtown. The tracks also go immediately adjacent to lovely Heidelberg University where there are several lawn areas that could accomodate a good crowd in a more pleasing environment than by the depot, and yet he can speak from the train.

Next is Republic (milepost 15.8), another small farming community. The tracks cross a main road about six blocks from downtown. A small crowd projected; Do NOT stop.

Next is Attica Junction (milepost 8.1), a tiny place with about 800 residents. Do NOT stop.

STOP NINE: WILLARD (milepost 0 or 204.2 on the new eastbound post system)

Truman did an event here at 4:55 p.m.

Willard is primarily a railroad/manufacturing town. Truman spoke at the depot which has since been torn down.

RECOMMENDATION: If you stop here, there is a lot of open space just southeast of the train data center. This is one block from the end of main street, along the tracks. They tell me there are a lot of railroad people around here who were there for the Truman 1948 event.

Next is Boughtonville (milepost 198.1) a nothing place with a handfull of houses. Keep going!

Next is Greenwich (milepost 193.2), another tiny place with a 1500 population. There are a couple places where people will gather. Do NOT stop.

Next is Nova (milepost 181.1) a tiny farming community. The tracks pass on the north end of town, about five blocks from the "downtown" area. Do NOT stop.

Next is Sullivan (milepost 176), another small town. The downtown area is several blocks south of the tracks. There would be a crowd at the tracks; Do NOT stop.

Next is Homerville (milepost 171) south of the tracks. Train does not really pass through the town. Do NOT stop.

Next is Lodi (milepost 165), a small community adjacent to an elevated track, but surrounded by several other communities. There is no depot in Lodi. There would be crowds as usual; Do NOT stop.

Next is Sterling (milepost 155) another tiny community. Do NOT stop.

SITE TEN: RITTMAN (milepost 151)

Truman stopped here in this small community at 6:30 p.m. at the depot.

The small depot still exists, adjacent to a main street. There is not a large area, but may be the best location for the town itself, where Truman did it.

Next is Warwick (milepost 144). The tracks are at a wide spot in the road. Do NOT stop.

Next is Barberton (milepost 137), a good sized community but the tracks pass through on the edge of it, not close to the downtown. There will be good crowds; do NOT stop.

SITE ELEVEN: AKRON (milepost 129.5)

Truman terminated his ride at the Akron depot, time unknown, went to a hotel, then did a 9:00 p.m. rally at the Armory.

I'm not sure how you want to end this ride, Bill. You may want to do a major outside rally at the Akron depot, but by this time it should be dusk and the site leaves much to be desired. The Akron depot now belongs to the University of Akron and is contiguous to the campus. The main part of the campus is two blocks away. The depot is now used by the university's transportation department. I did not have time to study event sites in Akron.

RAILROAD EQUIPMENT INFORMATION

ENGINES: There is a railroad dispatcher who spent the day with us who worked the Truman 1948 train. He says that train used diesel engines. Also, technical wisdom says use diesel: redundancy possible, higher horsepower, faster acceleration, replacement equipment immediately available, crew familiarity, and they don't have to stop to take on water. Also, some passenger cars require certain power engines.

CARS: The Chessie System does not have passenger cars, but obtains them and passenger engines on a regular basis from Amtrak; they recommend we use Amtrak passenger car equipment which they can arrange for. The Chessie does have three old, very comfortable riding, "office cars," special cars configured with a rear observation platform, a lounge, seating area, and bedroom. Two are reported to be in excellent condition. Amtrak has a brand new "office car." The Amtrak 10,000 is an inspection car, built for Augustus Bush and has been used by Presidents in the past. Chessie knows how to get it.

Don Clarey is finding out how to get the actual Truman car, which is reportedly restored, still armored, and available. I do not know the technical compatibility with the engine equipment, but I'm led to believe it can be made to work.

RAILROAD CONTACT INFORMATION:

Chessie Railroad Contacts in Cincinnati (for all Southwest Ohio):

Daniel R. Sabin (head guy)
(super good guy--very helpful)
Manager Operations
(o) 513-369-5355
(h) 513-677-0445

James L. Cashwell
Manager Engineering
(o) 513-369-5415
(h) 513-474-4829

Akron Chessie System contact (for Deshler to Akron):

William "Bill" J. Booth
Superintendent of Operations
(o) 216-379-3202
(h) 216-650-1390

NOTE: Recommend you if possible key on the Cincinnati end and on Sabin in particular: He's the best of the railroad's people we dealt with, is a young, can-do manager, and he controls the largest portion of the track. He's very quick on the up-take. Booth was also very nice, but a little older and not as can-do.

These train routes are on the B&O Railroad Company (Baltimore and Ohio), a unit of the Chessie System. It is called the Toledo subdivision, part of the western division of the Chessie System. The charter railroad of this particular part of the B&O was the Cincinnati, Hamilton, and Dayton (CH&D). The B&O was the first operating railroad in the United States.

PRE-ADVANCE RECOMMENDATIONS

Go by train car from start point of either Cincinnati or Dayton, and be rolling at 7 a.m. (first daylight). It will take you a full 12 hours to see the route if you stop to properly look at each site. A train car will move much faster than the hi-rail truck we took. Sabin says they can lay on a single railcar and a single engine for this purpose if they get early notice, as he has to get it brought in. Good luck.

Put Spencer on press plane for 10/1-2 trip

Dayton = 34,000 - Perryburg 30,000
 Dayton Sta 5,000
 Sidney 20,000
 Lima 25,000
 Ottawa 20,000
 Deshler 20,000

THE WHITE HOUSE

WASHINGTON

October 2, 1984

Radio 15,000
 Newspaper 3,000
 Handbills 5,000
 25,000

Henkel

Dayton 34,000
 Site Prep 120,000
 Crowd King 25,000
 179,000

MEMORANDUM FOR MICHAEL K. DEEVER

FROM WILLIAM HENKEL

SUBJECT THE PRESIDENT'S WHISTLE STOP THROUGH OHIO - FRIDAY,
 OCTOBER 12, 1984

Attached is a proposed summary schedule for the trip.

EVENT CONCEPT

The President's Whistle stop through Ohio will begin with a "kick-off" rally at the Old Montgomery County Courthouse Mall in downtown Dayton. The President will motorcade from there to Dayton Union Station, where he will board the presidential train. A small crowd will be at Union station to send the President off. Union Station is not designed in a manner to accomodate a large "kick-off" Rally. However, I feel strongly ~~recommend~~ that a small ticketed crowd be present for a ceremonial farewell. The presidential train will proceed along a northern route, stopping first in Sidney, where the President will de-train and proceed to a dais adjacent to the train for remarks, using U.S. Car One as the backdrop. From Sidney, the President will proceed to Lima, passing through several small communities en route. In Lima the President will again make remarks from an adjacent dais, using the presidential car as a backdrop. From Lima, the train will continue north stopping in Ottawa, where the President will make remarks from the rear platform of U.S. Car One, using the renovated Ottawa Train Depot as a backdrop. From Ottawa, the train proceeds to Deshler, where the President will again speak from the rear platform of his car. The final stop on the route is Perrysburg, Ohio. The President will make remarks to the crowd from the platform of U.S. Car One, de-train and proceed to the motorcade for boarding. The motorcade will proceed to Toledo Express Airort, where Air Force One will depart en route Andrews AFB.

There are several small communities along the President's route where we expect good crowds and which lend themselves to the President moving outside his car to wave while the train proceeds slowly up the track.

STATUS REPORT

9 CSX and the Chessie Railroad System have been most cooperative in planning and implementing this event. Current plans call for the train to be assembled in Washington at Union Station beginning October 5. U.S. Car One will arrive in Washington hopefully by October 9, so the entire train, intact, is available for the USSS, WHCA, etc. to perform any necessary adjustments to the train. The train will then be moved from Washington to Dayton, Ohio on October 9. A "dry-run" of the Presidential route will be run on Wednesday, October 10. This dry-run is essential for all components of the advance team: exact stopping points for the train will be taped; WHCA hook-ups will be marked; and crowd control and safety procedures will be finalized. The dry-run also has positive publicity benefits.

The Chessie system, in conjunction with AMTRACK, is securing the following cars for our purposes:

Ferdinand Magellan - U.S. Car One, made available by the Gold Coast Railroad.

Chessie Executive Office Car - Sr. Staff, Dr., Mil. Aide, Fischer, etc.

Diner Car - seats 32 passengers at 8 tables and has a lounge area. This will be used for guests and staff. In addition, an office area will be created with typewriters.

Virginia Davis

Diner Car - to be used for USSS, WHCA & Advance as Command/Control car.

Baggage Car - WHCA/NSC

5 Coach Cars - these typical metrorail cars seat 60 passengers and will be used for the press.

Diner Car - will be set up as the working White House press office, equipped with typewriters, etc.

Baggage Car - Equipped as press filing center.

While the exact configuration of the train is still to be determined, I feel confident we have enough resources available to accomodate the traveling presidential party, a reasonable number of guests and a larger than usual press contingent. Should it be determined that additional cars will be necessary, Chessie must be contacted as soon as possible in order to locate and move them to Washington. This, of course, will impact on the cost of the train.

CSX/Chessie Railroad Systems are in the process of computing costs for assembling the train, moving it to Washington and from Washington to Ohio, performing a dry-run and the Presidential run. These figures should be available by COB October 3.

Following the pre-advance on October 1, I held a meeting with USSS, WHCA, the Military Office and members of my staff to digest the proposal and attain assessments of the various components. Everyone seems comfortable with the time frame we are working within and the resources available to us. The outstanding issue of this entire trip is determining the press logistics of filing time, filing locations, etc. Charles Bakaly will be working with the network producers to try to meet their needs without creating unnecessary holding time in the President's schedule.

ISSUE

Will Mrs. Reagan accompany the President on the Whistle Stop?

YES _____

NO _____

PROPOSED SUMMARY SCHEDULE

THE PRESIDENT'S WHISTLE STOP THROUGH OHIO

Friday, October 12, 1984

9:30 a.m. THE PRESIDENT proceeds to Marine One for boarding.

9:35 a.m. MARINE ONE departs the White House.

9:45 a.m. MARINE ONE arrives Andrews AFB.

9:50 a.m. AIR FORCE ONE departs en route Dayton, Ohio.

Flight Time: 1 hr. 10 mins.

Time Change: None

11:00 a.m. AIR FORCE ONE arrives Wright-Patterson AFB, Dayton, Ohio.

OPEN PRESS COVERAGE

11:05 a.m. Motorcade departs en route Old Montgomery County Courthouse Mall.

Drive Time: 20 mins.

11:25 a.m. Motorcade arrives Old Montgomery County Courthouse Mall.

THE PRESIDENT proceeds to holding area.

Ruffles & Flourishes

Announcement (off-stage)

"Hail to the Chief"

11:30 a.m. THE PRESIDENT proceeds to dais for Reagan-Bush '84 Rally.

OPEN PRESS COVERAGE

_____ makes brief remarks and
introduces THE PRESIDENT.

11:35 a.m. THE PRESIDENT proceeds to podium for remarks.

OPEN PRESS COVERAGE

10/2/84 7:00 p.m.

11:50 a.m. THE PRESIDENT concludes remarks and proceeds to holding area.

THE PRESIDENT arrives holding area.

11:55 a.m. THE PRESIDENT proceeds to motorcade for boarding.

12:00 noon THE PRESIDENT departs en route Dayton Union Station.

Drive Time: 5 mins.

12:05 p.m. THE PRESIDENT arrives Dayton Union Station and proceeds to U.S. Car One for boarding.

NOTE: Small crowd will be present for "send-off".

12:15 p.m. Train departs Dayton en route Sidney, Ohio.

Rail Time: 50 mins.

By-pass: Tipp City
Troy*
Piqua

1:05 p.m. Train arrives Sidney, Ohio.

Pre-program.

1:15 p.m. THE PRESIDENT detrains and proceeds to dais for remarks.

OPEN PRESS COVERAGE

1:25 p.m. THE PRESIDENT concludes remarks and proceeds to U.S. Car One for boarding.

Post-program.

1:35 p.m. Train departs Sidney en route Lima, Ohio.

Rail Time: 1 hr. 5 mins. (63 mins.)

By-pass: Anna
Wapakoneta*
Cridersville

2:40 p.m. Train arrives Lima, Ohio.

Pre-program.

- 2 -

10/2/84 7:00 p.m.

2:50 p.m. THE PRESIDENT detrains and proceeds to dais for remarks.

OPEN PRESS COVERAGE

3:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

Post-program.

3:10 p.m. Train departs Lima en route Ottawa, Ohio.

Rail Time: 30 mins.
By-pass: Cairo
Columbus Grove

3:40 p.m. Train arrives Ottawa, Ohio.

Pre-program.

3:50 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

4:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

Post-program.

4:10 p.m. Train departs Ottawa en route Deshler, Ohio.

Rail Time: 30 mins.
By-pass: Leipsic
Belmore

4:40 p.m. Train arrives Deshler, Ohio.

Pre-program.

4:50 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

5:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

Post-program.

5:10 p.m. Train departs Deshler en route Perrysburg, Ohio.

Rail Time: 50 mins.
By-Pass: Custar
Weston
Tontogany
Haskins

6:00 p.m. Train arrives Perrysburg, Ohio.

Pre-program.

6:10 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

6:20 p.m. THE PRESIDENT concludes remarks and proceeds to motorcade for boarding.

6:25 p.m. Motorcade departs en route Toledo Express Airport.

Drive Time: 25 mins.

6:50 p.m. Motorcade arrives Toledo Express Airport.

6:55 p.m. AIR FORCE ONE departs Toledo, Ohio en route Andrews AFB.

Flight Time: 1 hr. 10 mins.
Time Change: None

8:05 p.m. AIR FORCE ONE arrives Andrews AFB.

8:10 p.m. MARINE ONE departs en route The White House.

8:20 p.m. MARINE ONE arrives The White House.

Handwritten

October 4, 1984

MISCELLANEOUS NOTE

From 10/4 Meeting

- Press want to add extra car for edit rooms.
- Need office space/set-up for McFarlane . . . will put secure phone in compartment of 2nd car . . . still needs work area, etc.
 - check w/Rogers for payment
- ISSUE: Hooley, need publicity & notification plan for alerting various towns of street closings, etc.
- Need to manifest cars
- HOOLEY: NEED SIGNS IDENTIFYING WHO IS IN WHAT CARS
- Press Credentials:
 - National for those traveling on train for entire trip
 - Locals for each separate stop
- STAFF CREDENTIALS:
 - USSS will design & obtain a staff credential for everyone traveling on train ie: train personnel, staff, guests, etc.
- HOOLEY: WILL NEED EXTRA PARA-MEDIC PERSONNEL AT EACH STOP IN CASE OF ACIDENTS (MILITARY NOT PLANNING ON SENDING EXTRA SUPPLY OF MEDICS)
- CHESSIE EXECUTIVE CAR: will put secure phone for McFarlane, Baker, etc. in sleeping compartment
- Set-up work space for Osborne in G/S car
- GROOMES/HEAD: ARRANGEMENTS FOR TYPEWRITERS, XEROX, SUPPLIES, ETC. FOR STAFF CAR
- BILLY DALE: ACTION ON SETTING UP PRESS CARS & WH PRESS OFFICE CAR
- If we have to add Toledo, would drop Perrysburg
- Press filing center at Perrysburg at hotel.

THE WHITE HOUSE

WASHINGTON

October 2, 1984

MEMORANDUM FOR WILLIAM HENKEL

FROM KAREN GROOMES

SUBJECT ROUGH SCHEDULE FOR THE PRESIDENT'S WHISTLE STOP
THROUGH OHIO - FRIDAY, OCTOBER 12, 1984

The following rough schedule is based on the time it took our pre-advance to travel the President's route, assuming the President would travel at approximately the same speed we did.

The rail times are based on the time it took us to travel the route, but have been rounded off some time (ie. if rail time was 63 mins., I allowed 1 hr. 5 mins or if rail time was 31 mins, I reflect 30 mins.). I have allowed approximately 10 mins. between the time the President concludes his remarks until the time the train departs en route its next destination. Realistically, I think it will take at least this long to get press & staff re-boarded (ie. Kathy Osborne jogging through the gravel & back to the train and climbing the steps to the train - in her heels!) Obviously, this is only a first rough draft. Press logistics will impact on this plan heavily as we have all discussed. Another factor which will certainly affect the timing is what the President chooses to do at the small communities we highlighted yesterday for crowd events (Troy, Wapakoneta and Leipsic). While the day does not appear unusually long for the President and he starts at a reasonable hour, the driving force is PRESS FILING TIME.!

I have talked with Bill Hart (my Chessie contact in Baltimore) regarding our plans. He is starting to detail exact time it will take to move the train, intact, from Washington to Dayton. He is also working on his appraisal of how long it will take to assemble the train, when he thinks everything should be in Washington from a railroad perspective, etc. Bill is also making contact with AMTRAC to begin identifying number of cars available, passenger capacity, various designs available, etc. Finally, he is in contact with the owners of U.S. Car One to ensure that the car is compatible with their system, and other such technical things. I left it with Bill that we would talk after our 1:30 p.m. meeting to try to give him a better perspective on our requirements, time frame we would like to work within, etc. He strongly recommends that everything be intact in Washington and ready to roll by COB Oct. 9. The train could then be moved to Dayton, final "touch-ups" done there, and ready for a "dry" run on October 11. I think Bill is going to be our best contact on this end to get things accomplished. It may be a good idea, once we have "our ducks in a row" to try to get him here for a meeting or set up a conference call with him. I think the meeting would be more productive. In any case, the enthusiasm and cooperation we encountered yesterday from the Chessie people is matched in the Baltimore office.

I have also had several conversations with Don Clarey this morning. In his last conversation with the U.S. Car One owners, their only plea was could they go ahead with their planned reception on Oct.10, due to conclude by 7:30 p.m. - they have already sent out 250 invitations. Otherwise, they are more than willing to postpone their other scheduled functions. My first reaction to Don was "no", but I asked him to sit tight until we could nail down the parameters of this undertaking. Don will be available for our 1:30 p.m. meeting today.

FIRST DRAFT SUMMARY SCHEDULE

THE PRESIDENT'S WHISTLE STOP THROUGH OHIO

Friday, October 12, 1984

9:35 a.m. MARINE ONE departs the White House.

9:45 a.m. MARINE ONE arrives Andrews AFB.

9:50 a.m. AIR FORCE ONE departs en route Dayton, Ohio.

Flight Time: 1 hr. 10 mins.

Time Change: None

11:00 a.m. AIR FORCE ONE arrives Wright-Patterson AFB, Dayton, Ohio.

OPEN PRESS COVERAGE

11:05 a.m. Motorcade departs en route Old Montgomery County Courthouse.

Drive Time: 20 mins.

11:25 a.m. Motorcade arrives Old Montgomery County Courthouse.

THE PRESIDENT proceeds to holding area.

Ruffles & Flourishes

Announcement (off-stage)

"Hail to the Chief"

11:30 a.m. THE PRESIDENT proceeds to dais for Reagan-Bush '84 Rally.

OPEN PRESS COVERAGE

_____ makes brief remarks and
introduces THE PRESIDENT.

11:35 a.m. THE PRESIDENT proceeds to podium for remarks.

OPEN PRESS COVERAGE

11:50 a.m. THE PRESIDENT concludes remarks and proceeds to holding room.

THE PRESIDENT arrives holding area.

11:55 a.m. THE PRESIDENT proceeds to motorcade for boarding.

12:00 noon THE PRESIDENT departs en route Dayton Union Station.

Drive Time: 5 mins.

12:05 p.m. THE PRESIDENT arrives Dayton Union Station and proceeds to U.S. Car One for boarding.

12:15 p.m. Train departs Dayton en route Sidney, Ohio.

Rail Time: 50 mins.

By-pass: Tipp City
Troy*
Piqua

1:05 p.m. Train arrives Sidney, Ohio.

1:15 p.m. THE PRESIDENT detrains and proceeds to dais for remarks.

OPEN PRESS COVERAGE

1:25 p.m. THE PRESIDENT concludes remarks and proceeds to U.S. Car One for boarding.

1:35 p.m. Train departs Sidney en route Lima, Ohio.

Rail Time: 1 hr. 5 mins. (63 mins.)

By-pass: Anna
Wapakoneta*
Cridersville

2:40 p.m. Train arrives Lima, Ohio.

2:50 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

3:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

3:10 p.m. Train departs Lima en route Ottawa, Ohio.

Rail Time: 30 mins.

By-pass: Cairo
Columbus Grove

3:40 p.m. Train arrives Ottawa, Ohio.

3:50 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

4:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

4:10 p.m. Train departs Ottawa en route Deshler, Ohio.

Rail Time: 30 mins.

By-pass: Leipsic*
Belmore

4:40 p.m. Train arrives Deshler, Ohio.

4:50 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

5:00 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

5:10 p.m. Train departs Deshler en route Perrysburg, Ohio.

Rail Time: 50 mins.
By-Pass: Custar
Weston
Tontogany
Haskins

6:00 p.m. Train arrives Perrysburg, Ohio.

6:10 p.m. THE PRESIDENT proceeds to rear platform of U.S. Car One for remarks.

OPEN PRESS COVERAGE

6:20 p.m. THE PRESIDENT concludes remarks and proceeds inside U.S. Car One.

6:30 p.m. Train departs en route de-training position.

Rail Time: 5 mins.

6:35 p.m. Train arrives.

THE PRESIDENT detrains and proceeds to motorcade for boarding.

6:40 p.m. Motorcade departs en route Toledo Express Airport.

Drive Time: 25 mins.

7:05 p.m. Motorcade arrives Toledo Express Airport.

THE PRESIDENT proceeds to Air Force One for boarding.

- 5 -

7:10 p.m. AIR FORCE ONE departs en route Andrews Air Force Base.

Flight Time: 1 hr. 10 mins.

8:20 p.m. AIR FORCE ONE arrives Andrews AFB.

8:25 p.m. MARINE ONE departs en route The White House.

8:35 p.m. MARINE ONE arrives The White House.

0016100100

THE WHITE HOUSE

WASHINGTON

September 28, 1984

MEMORANDUM FOR WILLIAM HENKEL

FROM: KAREN ROBERTS

SUBJECT: RICK AHEARN'S SURVEY OF DAYTON, OHIO

Rick has looked at a number of different sites in Dayton, including the train depot, for a kick-off rally.

POSSIBLE SITES

Old Courthouse downtown (outside on Main Street)

County Fairgrounds - Racetrack

(Convention Center - not surveyed because it is booked for 10/12 and 10/13)

RECOMMENDATION

Outside Rally downtown in front of the Old Courthouse.

- * The Old Courthouse is 3 blocks from the Train Depot.
- * Several Presidents have spoken from the Old Courthouse steps.
- * The sun angle should be just about perfect.
- * Plenty of room for a crowd

The only negative here is that the press platform would have to be stage right and not head on (large tree in the way). Everything else would be great according to Rick.

He envisions The President arriving at Wright-Patterson AFB and motorcading to the back of the Old Courthouse (9-10 miles...10-15 min. motorcade). The event would be staged on the steps. Following the rally, there would be a short motorcade (3 blocks, 3-5 mins.) to the train depot for the train boarding and departure.

The train depot is currently closed and boarded up. The outside is somewhat overgrown. Rick tried every door and window to get him (can you picture him scrounging around in one of his nice suits around a grubby, boarded up train depot??). At any rate, he couldn't get in but he did find a peep hole. Inside, he said, the place is clean and neat and looks like it could be opened right up.

Rick said that a small event could be done at the depot but if done outside, the sun angle would be wrong for that time of day.

Rick's second choice for the event would be the racetrack at the fairgrounds. He didn't give me any details on that site as he was really in favor of the downtown site.

ADVANCE TEAM ACCOMODATIONS

Daytonian Hilton...very closed to the event sites.

THE WHITE HOUSE

WASHINGTON

September 28, 1984

MEMORANDUM FOR WILLIAM HENKEL

FROM CDR W. G. SUTTON, USN *Woody*
NAVAL AIDE TO THE PRESIDENT

SUBJECT Presidential Train Ride

1. The magnitude of military support required relates directly to the length of the train ride and the number of stops/events enroute. Assuming current scheduling and the short train ride option from Dayton to Deshler on 12 October as discussed in your 27 September meeting, the following considerations must be addressed:

A. All ongoing special projects within the military office organization will be suspended due to manpower limitations.

B. Military aircraft and ground transportation in support of USSS and WHCA will be voluminous and highly visible.

C. Although the emergency missions can be covered by HMX-1, additional DoD helicopter assets will be required by USSS for track surveillance and security team movements.

D. The radio coverage required will be extensive and highly visible.

E. A significant design, engineering, and installation effort will have to be accomplished on the train. A generator car and/or a military command and control car may have to be added in conjunction with the "wiring" of the other cars.

F. Temperature range is predicted to be from a nighttime low of 44 to a daytime high of 65. This part of Ohio averages only .5 inches of rain per week during the middle of October.

2. Even for the short ride option DoD cost will be well over one million dollars. A major cost, however, which is not recoupable is the manpower required.

3. This event will take a major effort, but it can be done. It is critical that we determine the date, length of the ride, number of stops, and composition of the train (i.e. passengers) as soon as possible.

THE WHITE HOUSE

WASHINGTON

September 27, 1984

MEMORANDUM FOR WILLIAM HENKEL

FROM

KAREN GROOMES *KHG*

SUBJECT

INITIAL MEETING - OHIO WHISTLE STOP
Thursday, September 27, 1984

The following issues surfaced out of the initial meeting between the various representatives of a pre-advance team regarding the Ohio Whistle Stop:

- Are we trying to duplicate Truman's route/event or make this the best possible "creative" event for the President? Do we accomplish the latter by doing the first?
- Is it feasible to accomplish the entire route from Dayton to Akron or only a portion of it?
- What disruption will such an event cause to the normal operation of the railroad system? At whose cost? Potential negative impact?
- Will we be able to use the Truman Car? If so, what would be the President's best use of it?
- Considering the current schedule for the Truman Car in DC, what turn-around time is required to get it to Ohio? On what date must it be in Ohio?
- How many cars would be required to accomplish this trip? Can we guarantee this number is available to us? At what cost?
- Supposedly, three major Ohio College campuses have homecoming football games the weekend of 10/12 which would provide excellent base for color events, crowds, etc. - need to verify this.
- Need site in Dayton for morning "kick-off" event.
- Press logistics: filing stories, equipping car(s) with necessary power, etc. to accomodate press, etc.

- Rally site in Akron for "wrap-up" event, should this be the final stop.
- General concern over securing route from USSS standpoint. There are as many as nine crossings in one mile - securing these crossings could pose a real problem.
- Safety of the general public along the route is of grave concern to the USSS. USSS feels they can reasonably control speech sites. However, they are concerned with the homes located within 50-60 feet of the tracks along the route - what's to keep a child from being too close to the tracks and being killed?
- Limited number of resources for large number of stops - ie: mags, intersection control, etc.
- USSS has proposed flatbed with armored sides for the President to speak from. Would have him speak from one side of the tracks, not to the a crowd surrounding him from the back of the car as Truman would, thus giving somewhat more control over the crowd.
- Explosives along track present concern.
- USSS suggested organizing local volunteer groups, such as fire department, etc., to assist in crowd control (& police-tape entire route?).
- Awaiting determination from Roger Stone on priority of areas along route. If we need to shorten trip, would we be better served by doing the Dayton to Dreshler portion (south to north) or the Dreshler to Akron route (west to east)? Per Studdert, Dayton to Dreshler/Fostoria is the best portion of the tracks.
- Readership of Saturday newspapers down dramatically, per Stone. Scheduling the event on Saturday, Sunday or any weekday other than Friday would give us better readership in local papers. However, by scheduling event on Saturday or Sunday, you would not get the network play you would during the week.
- Does possibility exist of splitting trip into two days with an overnight, should it be determined that the entire route from Dayton to Akron is politically critical?

- Military Office would have severe technical problems in that their entire "up-grading" process would have to be shut down in order to support this event (ie: helo upgrades, etc.).
- Would require all military personnel assets.
- Military does not foresee any ERS support problems.
- WHCA foresees problem with delaying action in that it will take all-out effort to resolve electrical power problem - generator cars will be required to support communications of the President, staff, USSS & press.
- Number of stops and length of entire route of concern to all concerned.
- What kind of access will WHCA have to the cars in order to wire for communications. Gorton estimates it will take at least seven days.
- Studdert believes there are three "office cars" available from the Chessie system, should we want to use them (located in Richmond or Baltimore presently?). They are theater-style seating, approximately 20 PAX, and mostly windows.
- Supporting nine advance teams could present manpower concerns, should we duplicate the route from Dayton to Akron (Dayton to Sidney to Lima to Ottawa to Deshler to Fostoria to Willard to Rittmann to Akron). In addition to nine teams, each component would also have an over-all team leader, similar to foreign trips. The large manpower & support requirements could seriously impact on the quality of support in those trips leading up to or following the Whistle stop.
- Must take into consideration costs of each component of the advance team. Reagan-Bush '84 really pays, but who would foot bill for 20 agents hopping on a helo to leapfrog to the next stop??
- Is there potential political fall-out vis-a-vis negative press associated with the cost of the event?
- Should we scale down events prior to (Michigan) and immediately following (Alabama, Georgia & South Carolina) the Whistle Stop so resources are not as strained. Must we necessarily have 50,000 at a college campus in order to deem the event a success?

- Is it necessary to delay the date of the trip to October 16th?
- The Bush-Ferraro debate in Philadelphia is October 11th and the proposed Whistle stop is October 12 - does this buy us anything?
- Each component of the pre-advance team is to prepare a draft of the pros & cons of supporting this event, prior to the pre-advance departure on Monday a.m. At the conclusion of the pre-advance, these concerns, if they still exist, will be incorporated into a memo to JAB & MKD along with the general observations of the pre-advance.