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Folder Title: Whistle Stop 10/12/1984
(1 of 2)

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WITHDRAWAL SHEET

Ronald Reagan Library

Collection: Clarey, Donald A.: Files

Archivist: mjd

OA/Box: ~~14306~~ OA 14307

FOIA ID:

File Folder: Whistle Stop (1)

Date: 09/14/2004

DOCUMENT NO. & TYPE	SUBJECT/TITLE	DATE	RESTRICTION
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1. Note

To Don re U.S. Car One, 1p

Nd

B7e

RESTRICTIONS

- B-1 National security classified information [(b)(1) of the FOIA].
- B-2 Release could disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA].
- B-3 Release would violate a Federal statute [(b)(3) of the FOIA].
- B-4 Release would disclose trade secrets or confidential commercial or financial information [(b)(4) of the FOIA].
- B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA].
- B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA].
- B-7a Release could reasonably be expected to interfere with enforcement proceedings [(b)(7)(A) of the FOIA].
- B-7b Release would deprive an individual of the right to a fair trial or impartial adjudication [(b)(7)(B) of the FOIA].
- B-7c Release could reasonably be expected to cause unwarranted invasion or privacy [(b)(7)(C) of the FOIA].
- B-7d Release could reasonably be expected to disclose the identity of a confidential source [(b)(7)(D) of the FOIA].
- B-7e Release would disclose techniques or procedures for law enforcement investigations or prosecutions or would disclose guidelines which could reasonably be expected to risk circumvention of the law [(b)(7)(E) of the FOIA].
- B-7f Release could reasonably be expected to endanger the life or physical safety of any individual [(b)(7)(F) of the FOIA].
- B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA].
- B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA].

September 19, 1984

MEMO TO STEVE STUDDERT

FROM: DON CLAREY

SUBJ: President Truman's Whistle Stop Campaign

In 1948 President Truman delivered nearly 200 speeches from the rear platform of his campaign train in his come-from-behind victory. Some days he gave over 15 speeches. If the President does a whistle-stop, I think he should do it along a route Harry Truman took.

The railroad car in which he traveled was the "Ferdinand Magellan", a car specially built for President Roosevelt. It weighs 285,000 pounds and is fully armored. According to the Department of Transportation, it is presently owned by the Gold Coast Railroad Museum in Florida and I understand that it will be in the Washington area between October 8 through 13. The museum is attempting to obtain Interior Department certification as a historic place.

America's track lines have without doubt deteriorated since 1948 and it would be necessary to check them. In addition some stations have disappeared. Moreover, a trip could disrupt ongoing freight operations. Also, to say it would be an advance and logistic challenge is to understate the problem a bit. Still, such a trip would be worth it. On the plus side is the fact that from the President's point of view it would be relatively easy: no motorcades, simply step out onto the platform and make remarks. The press would love it (albeit by the end of the line they wouldn't be able to stand up).

Attached are three schedules of President Truman taken from The Public Papers of Harry S. Truman for 1948.

OCTOBER 8, 1948

Albany, New York, 8:25 am
Schenectady, 10:00 am
Amsterdam, 10:30 am
Little Falls, 11:25 am
Utica, 12:10 pm
Rome, 12:43 pm
Oneida, 1:10pm
Syracuse, 1:50 pm
Auburn, 3:21 pm
Seneca Falls, 4:06 pm
Geneva, 4:45 pm
Rochester 6:40 pm

(I know this track is good as AMTRAK still runs between Albany and Buffalo daily.)

OCTOBER 11, 1948

Truman started with a breakfast speech in Cincinnati at the Netherlands-Plaza Hotel at 8:35 am

Hamilton, Ohio, 10:17 am

Dayton Memorial Hall at 11:50

Sidney, 1:10 pm
Lima, 2:05 pm
Ottawa, 2:40 pm
Deshler, 3:10 pm
Fostoria, 4:05 pm
Willard, 4:55 pm
Rittman, 6:30 pm

CONRAIL (Penna)

Akron Armory at 9:00 pm

October 14, 1948

Mankato, Minnesota, 8:08 am
Waseca, 9:06 am
Rochester, 10:25 am
Winona, 11:45 am
Sparta, Wisconsin, 1:03 pm
Elroy, 1:55 pm
University of Wisconsin, Madison, 4:25
Waukesha, 6:46 pm

INSTRUCTION TO ADVANCE OFFICE: Please have this memo sent to Henkel on the road. Red Tag copy to Don Clarey. Have Groomes or Roberts ask Charlie Shepherd (x7947) where the "Freedom Train" cars are today.

September 20, 1984

MEMORANDUM TO WILLIAM HENKEL
MARGARET TUTWILER

FROM STEPHEN M. STUDDERT

SUBJECT Guidance Requested ASAP

ISSUE #1:

Before I ride the rails of the Cuyahoga Steam Railroad from Independence (Cleveland suburb) to Akron to determine its feasibility, you need to be aware of the following.

In 1948, Truman did a rail whistle stop from Cincinnati north to Toledo. This is basically the same route Ford did in 1976 by motorcade. It appears that there is currently used trackage this entire route, but there is not a north-south passenger service. With great effort by Don Clarey, the now-restored railcar used by Truman has been located and is apparently available.

QUESTION: Would the campaign want to duplicate the Truman whistle stop route (maybe even using the same railcar). This could most probably be done in one long day, and might be the aggressive day Atwater wants for Ohio.

OR

Is the desire to do the Independence-Akron steam train?

Further, if I survey rails Saturday I will have to survey Louisville Monday morning (24th) as there is no Saturday commercial air service from Cleveland to Louisville, and I'm sleeping Sunday!!
This is still before your 25th pre-advance.

Need answer by Friday mid-day if I am to survey rails on Saturday.

ISSUE #2:

I will hit Harlingen/Brownsville around 8:00 pm today. Assignment is find hispanic theme event in Brownsville; airport rally at Harlingen. Dallas Morning News today reports recent heavy flooding now receding, but damage estimates in millions, 750 evacuated, 20 inches of rain since late Sunday, etc. Only 848 homes in Cameron County (population 225,000) has flood insurance. Hardest hit are "dirt-poor farmers and migrant workers." Los Fresnos, a rural community of about 3,000 people 15 miles southwest of Harlingen was one of the areas hardest hit.

QUESTION: When is proposed Brownsville event? Want to use the flood damage in any way to address the "caring" issue? If we blow into Harlingen, do an airport rally and blow out, do we risk getting hit on not caring?

The States' Rights Dixiecrats—came at a convention in July 17, 1948, one regular Democratic Philadelphia which had re the Presidential from Thurmond of ng mate, Governor ippi, march to the ge their choice by death knell of the was to be its first DE WORLD PHOTOS



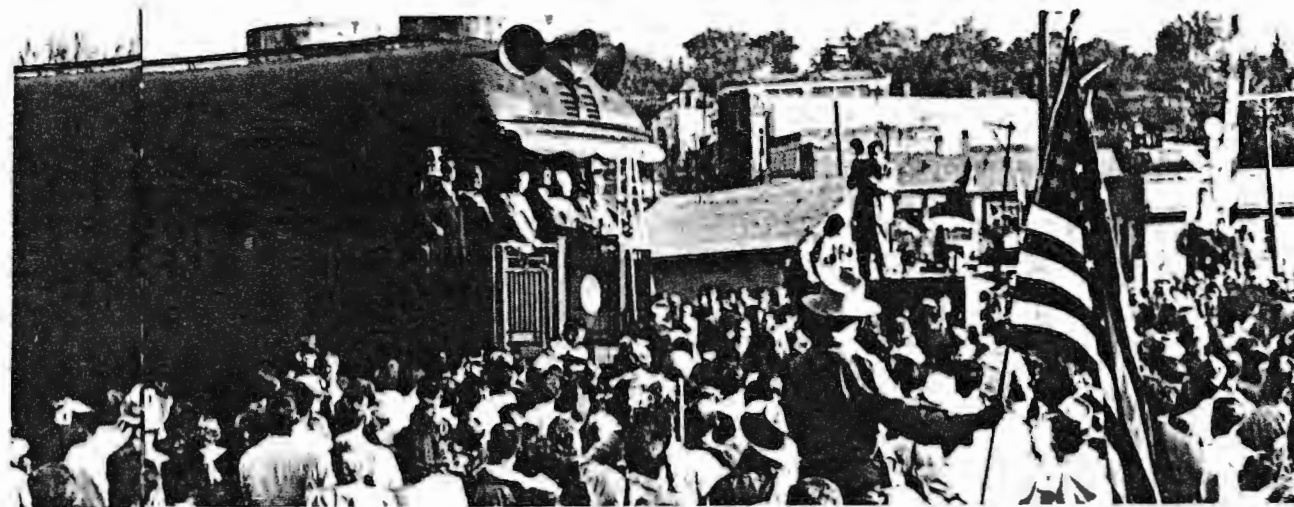
Airport in New York on July 31, 1948, to suggest the contempt they held for one another. Truman regarded Governor Thomas E. Dewey, now the GOP candidate for President, as a shallow, pretentious upstart; the Governor thought the President a clumsy bumpkin who was leading the nation into waters beyond his depth. One conviction they shared in common was that Truman was the underdog in the forthcoming campaign—and that spelled the difference between them. HARRY S. TRUMAN LIBRARY



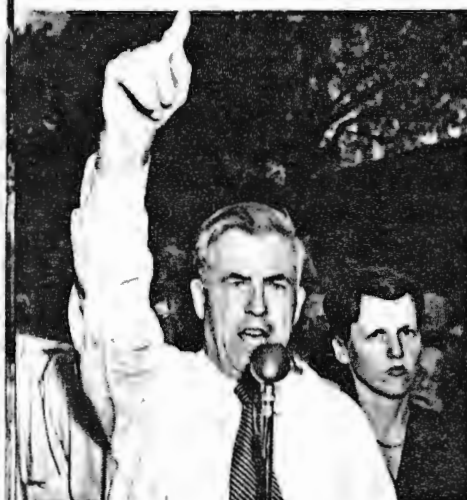
The "whistle-stop" belongs as distinctively to Truman as the "fireside chat" belonged to Franklin Roosevelt. He perfected in 1948 the technique of the meandering campaign train that wandered back and forth and up and down the countryside with as many as fifteen or twenty pauses a day, from 6 A.M. to midnight, so that the people could see the candidate in the flesh and hear him with their own ears.

Advance agents made certain that the local populace knew when to expect a Presidential visit. Almost without fail, they turned out en masse to welcome him, as this shot of a typical station-side crowd in a Middle Western town in September, 1948, shows. *The New York Times*,

BY GEORGE TAMES



Big speeches cost a lot of money for national broadcast time, and the Democratic campaign committee in 1948, tied to deficit financing, picked the occasions with extreme care. One of their earliest investments was in the National Plowing Contest at Dexter, Iowa, where, on Saturday, September 18, President Truman addressed an estimated 75,000 farm people. It was here that he uncorked his attack on "that no-account, do-nothing Republican Congress" that was to be the theme of his campaign. He took Iowa and Wisconsin in the election and cut deeply into Republican majorities in other farm states. UNITED PRESS INTERNATIONAL PHOTO



Revolt on the Left: Henry A. Wallace, Apostle of the Common Man, who had been ousted from the Vice Presidency in 1944 to make way for Truman, and then booted out of Truman's Cabinet, was the moving spirit and Presidential candidate of the Progressive Party of America in the 1948 campaign. This was an unstable compound of liberals and left-wingers that threatened for a time to deprive Truman of the vital labor and Negro vote. Its starkly Communist coloration drained the PCA of much of its effectiveness before election day. The picture above shows Wallace in a typical campaign posture at Charlotte, North Carolina, in August, 1948. WIDE WORLD PHOTOS

Hi Rail Trip



UP = OPS

Fred Yocum \Rightarrow

1 & 1:30

Hi Rail Car Cincinnati

3

anticipate

Cin Hamilton L

Report 7:00

2815 Spring Grove Avenue

(Main St) Can

4 mi from Downtown

Gen

Bob Stender

Enterprise zone

*I/We will attend the reception honoring the
U.S. Presidential Pullman Ferdinand Magellan
on Thursday, October 11, 1984*

name

number in party

THE GOLD COAST RAILROAD MUSEUM

*requests the honor of your presence
aboard the U.S. Presidential Pullman*

Ferdinand Magellan

and the

Virginia Dawn

at

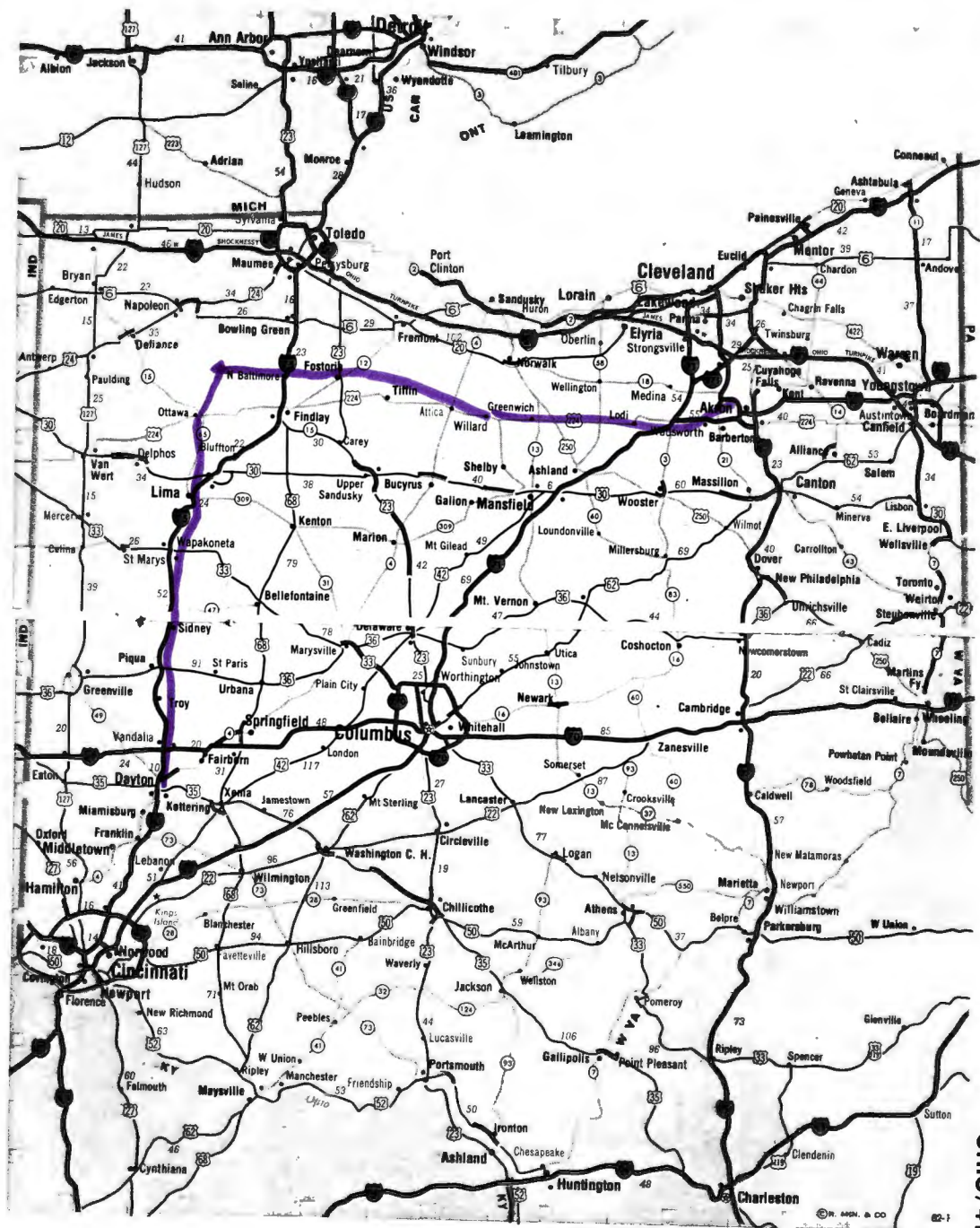
Union Station, Washington, D.C.

on

***Thursday, October 11, 1984
for cocktails and hors d'oeuvres
4:30 p.m. to 7:30 p.m.***

***Please join us in celebrating the
Ferdinand Magellan's first return
to the Nation's Capitol since 1954.***

R.S.V.P.



Don Clarey

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 Findley (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 Cincinatti (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
Superintendant of Operations
(o)216-379-3202
(h)216-650-1390

NOTE: Recommend you if possible key on the Cincinatti 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 Cincinatti, 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 Cincinatti 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.

**THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

INCOMING**RECEIVED**

DATE RECEIVED: SEPTEMBER 26, 1984

SEP 26 1984

NAME OF CORRESPONDENT: MR. ROGER W. SCHMORR

SCHEDULING
OFFICE

SUBJECT: INVITATION TO ATTEND DINNER ON BOARD FORMER
PRESIDENTIAL RAILROAD CARD, WASHINGTON, DC
OCT 14 84

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
MARY RAWLINS	ORG	84/09/26		/ /
REFERRAL NOTE: _____		/ /		/ /
REFERRAL NOTE: _____		/ /		/ /
REFERRAL NOTE: _____		/ /		/ /
REFERRAL NOTE: _____		/ /		/ /
REFERRAL NOTE: _____		/ /		/ /

COMMENTS: IV 841014 841014 DC WASHINGTON

ADDITIONAL CORRESPONDENTS: MEDIA: L INDIVIDUAL CODES: _____

MI MAIL USER CODES: (A) _____ (B) _____ (C) _____

*ACTION CODES:	*DISPOSITION CODES:	*OUTGOING
*A-APPROPRIATE ACTION	*A-ANSWERED	*CORRESPONDENCE:
*C-COMMENT/RECOM	*B-NON-SPEC-REFERRAL	*TYPE RESP=INITIALS
*D-DRAFT RESPONSE	*C-COMPLETED	*OF SIGNER
*F-FURNISH FACT SHEET	*S-SUSPENDED	*CODE = A
I-INFO COPY/NO ACT NEC		*COMPLETED = DATE OF
*R-DIRECT REPLY W/COPY *		*OUTGOING
*S-FOR-SIGNATURE		
*X-INTERIM REPLY		

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE
(ROOM 75, OEOB) EXT. 2590
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.



THE GOLD COAST RAILROAD MUSEUM

A Non-Profit Volunteer Organization

3398 S.W. 9th AVENUE • FORT LAUDERDALE, FLORIDA 33315

Please reply to:
632 E. Atlantic Ave.
Delray Beach, FL 33444

Scheduling
September 21, 1984

President Ronald Reagan
The White House
Washington, DC 20500

Dear Mr. President:

One of the most famous railroad cars in the history of our Country is the "Ferdinand Magellan," the former Presidential U. S. Car No. 1. This historic car is now owned by The Gold Coast Railroad Museum, an Official Florida State Railroad Museum, and has been nominated for designation as a National Historic Landmark.

We will be bringing this car to Washington for the week of October 8, 1984, which will be the first time in 27 years it has returned to its former home. To celebrate this historic occasion, the car will be furnished a Marine Corps Honor Guard during its stay at Union Terminal, and we have planned several receptions aboard the "Ferdinand Magellan" and its companion car, the "Virginia Dawn."

We would like to take this opportunity to invite you to attend a private formal dinner to be served in the dining room of the "Ferdinand Magellan" on the evening of October 14th at 8:00 PM. We hope you will be able to fit this into your busy schedule and join us for what we know will be a most enjoyable evening.

Looking forward to your favorable response, I am,

Very truly yours,

Roger W. Schmorrr
Executive Director

RWS:1

Harry S. Truman



BY
Margaret Truman

[CHAPTER]

One

WE WERE in the sitting room of the presidential car, the *Ferdinand Magellan*, racing across Kansas by night. The date was September 19, 1948, and my father, Harry S. Truman, was seated opposite me, reading a speech that he would make the following day in Denver. My mother sat beside me, reading a murder mystery.

It was a typical Truman family evening, unchanged by the admittedly unique circumstances surrounding it. We were hurtling into the climax of the wildest presidential campaign of the century. My father was fighting for his political life, and for something even more important—his political self-respect as a man and President. Yet the atmosphere in the *Ferdinand Magellan* was calm, tranquil to the point of serenity.

We had left Independence, Missouri, earlier in the day, and made a whistle-stop visit to Junction City, Kansas, at 11:05 P.M. As we roared across the immense prairie of western Kansas toward the Rockies, the engineer let the throttle out all the way. Dad was scheduled to speak at noon the following day in Denver, and it was to be broadcast over a national radio hookup. Maybe someone had told the engineer to take no chances on arriving late. At any rate, from the sound of the spinning metal wheels alone, I could tell that we were traveling at an unusual speed.

Then I noticed that Dad's eyes rose from the page he was reading, and he stared for a moment at the wall just above my head. This was very unusual. One of the most remarkable things

about my father is his power of concentration. He has always been able to read a book or a memorandum with the radio or the phonograph playing, and my mother and me conducting a first-class family argument. I am convinced that the world could be coming to an end, but he would not look up until he got to the bottom of the page he was reading.

My mother went into the dining room to discuss the menus with Mitchell, the steward who ran the car. Dad let his speech fall into his lap and stared almost grimly at the wall above my head. "Take a look at that thing," he said.

I twisted my neck, remembering that there was a speedometer up there to tell us how fast the train was going. At first I could not believe what I saw. We were hitting 105 miles an hour.

Like most twenty-four-year-olds, I considered myself indestructible, so this discovery only excited me. "Wow," I said, and rushed to the window to stare out at the black blur of landscape whizzing by.

I glanced back at my father and saw something very close to disgust on his face. I had obviously missed his point. "Do you know what would happen if that engineer had to make a sudden stop?"

Only then did I remember that the *Ferdinand Magellan* weighed 285,000 pounds—as much as the biggest engine on the line. It had been built for President Franklin D. Roosevelt during World War II, and its base was solid concrete, reinforced by a section of steel track embedded in it. It also carried three inches of armor plate and the windows were bulletproof. The goal was the safety of the President of the United States. But it made for problems on the right of way.

"If he had to stop suddenly," Dad said in the same calm, matter-of-fact voice, "we would mash those sixteen cars between us and the engine into junk."

He heard the car door opening and quickly added, "Don't say a word to your mother. I don't want her to get upset."

The person coming through turned out to be not Mother but Charlie Ross, the White House press secretary. He wanted to find out what the President thought of the latest draft of tomorrow's major speech. The President said he thought it was fine. Then, almost casually, he said, "Charlie, send someone to tell that engi-

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This calm, quiet, but authoritative situation that would have agitated of the man I am writing about in both my father and President of the he rarely raised his voice, never used language, and made a point of avoiding I love to argue, and one of the great family has been my father's constant favorite sport. I am not, of course, his temper, or *never* used salty language man. When the circumstances warranted sparks against the greatest temper-lo including his hero, Andrew Jackson. that he thought circumstances warranted of a hundred he preferred to play the

Charlie Ross, who had gone through third grade to the last year of high school with the same modesty that characterized Dad's style of the White House. He hated to use the word "summon" to summon a man peremptorily. Nine times a day he had to go to the aide's office. When he did, he usually greet him at the door of the office. He often than not the purpose of the call was to discuss one of the many problems confronting the President. For consideration for others, the total lack of consideration for Dad conducted the day-to-day affairs of the White House. The real source of the enormous loyalty around him.

To really understand Harry S. Truett's importance of humility in his thinking, never blowing your own horn, never for what you did or said, above all never better, smarter, tougher than other people, humility never meant that Dad downplayed his accomplishments, in his own mind.

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This calm, quiet, but authoritative way of dealing with a situation that would have agitated an average person was typical of the man I am writing about in this book, the man who was both my father and President of the United States. In our home he rarely raised his voice, never used profane or even harsh language, and made a point of avoiding arguments. My mother and I love to argue, and one of the great frustrations of our life as a family has been my father's constant refusal to join us in our favorite sport. I am not, of course, claiming that Dad *never* lost his temper, or *never* used salty language when talking man to man. When the circumstances warranted it, he could match his sparks against the greatest temper-losers in White House history, including his hero, Andrew Jackson. But it was very, very seldom that he thought circumstances warranted it. Ninety-nine times out of a hundred he preferred to play the calm peacemaker's role.

Charlie Ross, who had gone through school with him from the third grade to the last year of high school, often marveled at the modesty that characterized Dad's style in the day-to-day operations of the White House. He hated to use the buzzers on his desk to summon a man peremptorily. Nine times out of ten he preferred to go to the aide's office. When he did summon a man, he would usually greet him at the door of the Oval Room office. More often than not the purpose of the call was to get his opinion on one of the many problems confronting the nation. This constant consideration for others, the total lack of egotism with which Dad conducted the day-to-day affairs of the White House was the real source of the enormous loyalty he generated in those around him.

To really understand Harry S. Truman, you must grasp the importance of humility in his thinking. To him humility meant never blowing your own horn, never claiming credit in public for what you did or said, above all never claiming that you were better, smarter, tougher than other people. But this *practice* of humility never meant that Dad downgraded his worth, his accomplishments, in his own mind.

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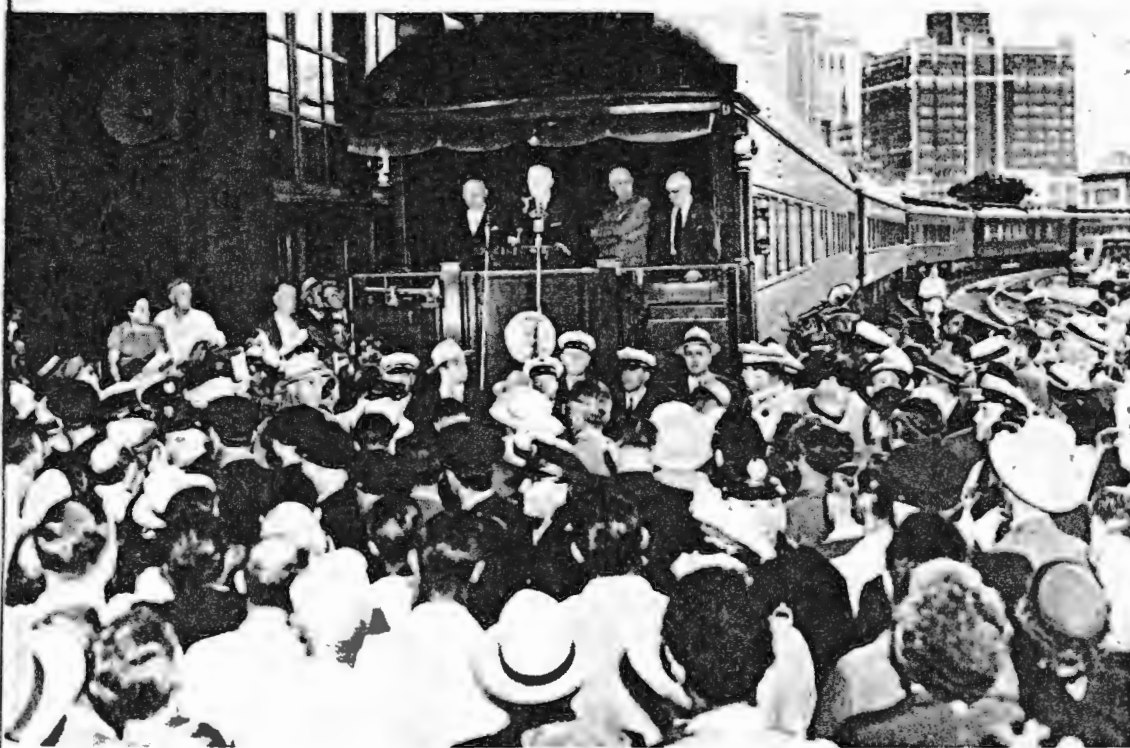
From Potsdam, Dad visited King
British cruiser HMS *Renown*.



George Marshall, talking



20. One of the few pictures of all three of us aboard the *Ferdinand Magellan*,
with not a handshaker in sight, during the 1948 campaign.



21. A typical campaign stop in 1948, early in the morning. Naturally,
you don't see me.

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Leaving Miami

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Arrive was

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Start in Dayton

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THE WHITE HOUSE
WASHINGTON

Moving Train

Assemble equipment in
Washington, move it
out as a unit to
Cincinnati along
the route of the Cardinal

— 10:25

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from Capitol Limited Rockville

RONALD W. REAGAN LIBRARY

THIS FORM MARKS THE FILE LOCATION OF ITEM NUMBER 1 LISTED ON THE
WITHDRAWAL SHEET AT THE FRONT OF THIS FOLDER.



THE FERDINAND MAGELLAN AS IT APPEARS TODAY

FRANK KERN PHOTO



PRESIDENT TRUMAN AT SACRAMENTO, CALIFORNIA, 1948

A. A. R. PHOTO



DINING ROOM

CITY OF FT. LAUDERDALE PHOTO



PRESIDENT ROOSEVELT AT FORT KNOX, KENTUCKY, 1943

FDL LIBRARY PHOTO

THE GOLD COAST RAILROAD'S FAMOUS U. S. PRESIDENTIAL CAR NO. 1 *FERDINAND MAGELLAN*

A National Registered Historic Site

The *Ferdinand Magellan* is owned and proudly displayed in Fort Lauderdale, Florida by the Gold Coast Railroad, a non-profit organization of volunteer railroad enthusiasts. It is unique among Pullman cars: It is the only one ever custom-built for the exclusive use of the President of the United States. Originally constructed by the Pullman Company in 1928, it was one of the last private cars ever built, and one of a group of six conventional private cars named after famous explorers. They were, in addition to the *Magellan*, the *David Livingstone*, *Henry Stanley*, *Marco Polo*, *Robert Peary*, and the *Road Amundsen*. These cars were all placed in general Pullman service at about the same time, and were owned and operated by the Pullman Company.

Until late 1942, the President of the United States rode in a standard, private Pullman when he traveled by train. He did not ride in a specific car, although the *Road Amundsen* was frequently assigned to him. White House aides Michael Reilly and Steve Early felt that the Chief Executive should have a custom-built railroad car—one that would afford maximum protection when he traveled by rail. President Franklin D. Roosevelt approved of the idea when he was told that such a car would be not only for his use, but for the use of future Presidents as well. The *Ferdinand Magellan* was chosen to become U.S. Car No. 1, so, in 1942, it was withdrawn from general service and returned to Pullman's Calumet shops near Chicago for complete rebuilding. The only Pullman car ever to be owned outright by the United States Government, the *Magellan* was to become the traveling home of three Presidents—Roosevelt, Truman, and Eisenhower—thus assuring for itself a place in our nation's history.

"Let's make it a little more comfortable," was President Roosevelt's comment to Mike Reilly. So, at Calumet, the number of staterooms was reduced from 5 to 4, creating more room in the dining room and observation lounge. Steel armor plate, $\frac{3}{8}$ " thick, was riveted onto the sides, floor, roof and end. Three inch, bullet-proof glass replaced conventional safety glass in the windows. Two escape hatches were constructed—one in the ceiling of the observation lounge and one on the side near the center of the car, above the shower bath. Special trucks, wheels and roller bearings were installed to support the additional weight. A standard, heavy-weight Pullman of the type built prior to World War II, weighed 160,000 pounds. The rebuilt *Magellan* weighs 285,000 pounds, or 142½ tons. Both the original and modified floor plans are on display inside, and many other Pullman blueprints and diagrams of the car are on hand, including a 1929 photograph showing the car as originally constructed.

The car painted original Pullman green, is 83½ feet long, 14½ feet high, and 10 feet wide. Inside, on either side of the front entrance aisle, are refrigerators, an ice hatch, and storage compartments. Next is the galley, pantry, and servants' quarters, the latter containing small upper and lower berths, a lavatory and shower, and a small closet. Overhead are hot and cold water storage tanks, air conditioning apparatus, blowers and fans.

The elegant dining room or conference room is the largest room in the car. It contains all the original furniture, including a beautiful solid mahogany table, 38" x 72", which seats eight. Matching chairs are upholstered in a green and gold striped satin damask. Wall candelabras and chandeliers are gold-plated. The 4 china

cabinets and 11 buffet drawers are felt-lined. The walls are paneled in limed oak, and the ceiling is ivory, etched in antique gold.

Between the dining room and observation lounge are four staterooms, D, C, B, and A. Guestrooms D and A are identical; each contains an upper and lower berth, toilet, closet, vanity table, chair, and medicine cabinet above the wash basin. Both are carpeted in dark green, with light green walls and brass electrical fixtures and hardware.

The two center rooms, C and B, form the Presidential Suite, with a connecting bathroom between. Stateroom C is the Presidential Stateroom, painted a blue-green, with matching deep-pile carpet, and satin-chrome fixtures. The lower bed is a permanent one, slightly larger than a conventional Pullman berth. An upper berth pulls down from above. Stateroom B, for the First Lady, is tastefully decorated in shades of peach and beige, with satin-chrome hardware. It is equipped with a full-sized, permanent bed, vanity table, closet, wash basin and cabinet. The connecting room has a bath tub and shower, toilet, wash basin, and cabinet, with bright chrome fixtures, and a black-and-white check linoleum floor.

The luxurious, 12-foot observation lounge is spacious and restful. It has soft cream woodwork, with green carpeting. Walls are padded and tufted in an attractive light brown material resembling leather. All the furniture throughout the car is original. In the lounge are two barrel chairs and a sofa, upholstered in medium blue, and four arm chairs in brown. Eight windows and sixteen light fixtures in the ceiling illuminate the lounge. Although portions of the interior have been repainted as part of the Gold Coast Railroad's maintenance program, all paint has been carefully matched with the original colors, so the decor remains unchanged.

Each room has a telephone. When the Presidential train was standing, the telephone system was connected to a trainside outlet provided by the Telephone Company. When the train was traveling, communication was handled by Signal Corps personnel in Communications Car #1401, a converted B&O baggage car. The open-end, brass-railed platform was often used by the President as a podium for speech-making. It has five microphone connections for the public address system and for radio broadcasting. On the roof above the platform are permanent loud-speakers, which carried the speeches to the crowds. Outputs for additional speakers, as well as for telephones, are in small boxes on either side of the observation platform.

Outside are many special devices. For example, under the car are 16 lockers for carrying 110-220VAC/32VDC electrical rectifiers, telephone equipment, public address amplifiers, AC/DC electrical inputs, a standby air compressor for the plumbing system, batteries, and 6,000 pounds of ice for the air conditioning. To cool the car, a water pump forces ice water through cold copper tubing up to a ceiling evaporator, where blowers force cool air out through ceiling ventilators which run the length of the interior. Thermostats control the temperature. During operation, steam, generated in the locomotive, travels in pipes under the car and is used for heating in the winter, as well as for hot water for the staterooms and galley. The main water tank holds 274 gallons, and there are 7 air storage tanks for the brakes, plumbing and air conditioning. Two 7½-kilowatt, 32-volt DC, axle-driven generators produce the necessary electricity to charge the batteries when the car is moving.

The rebuilt Magellan was presented to President Franklin D. Roosevelt on December 18, 1942, exactly 14 years to the day from the date it was outshopped. For security reasons during World War II, only the word "Pullman" appeared on the outside, so that from a distance this rolling fortress looked just like an ordinary private railroad car. Whenever it was part of a train, however, the train moved under the code word *POTUS*, meaning President of the United States. Every railroad knew that *POTUS* had the right of way over all other railroad traffic.

To lessen the chances of sabotage during World War II, the car did not have a permanent location in Washington, D. C. It was moved around when not in use and was stored variously on a siding at Washington's Union Station, the Potomac railroad yards, the Naval Gun Factory at the Navy Yard, and in the sub-basement of the Bureau of Engraving and Printing. At the Navy Yard, a special elevator was installed on the observation platform to enable President Roosevelt to board the car from a wheel-chair. This elaborate device was removed after Roosevelt's death, but photos of it are on display in the lounge. Many other photographs, Presidential menus, and official Pullman documents are also displayed.

On January 9, 1943, a 5-car train was quietly assembled in Washington. The President's Navy mess attendants from the yacht *Potomac* were summoned to perform the services ordinarily rendered by Pullman porters. Officials in charge of making up this special train were told not to issue any instructions that would cause speculation. The train left Washington at 10:00 P.M., with President Roosevelt aboard the Magellan, and traveled north, ostensibly to Hyde Park. However, it went only as far as Fort Meade, Maryland. An hour later, it headed south. Thus began the first leg of President Roosevelt's journey to the now-famous Casablanca Conference. Before dawn on January 11, 1943, the train arrived in Miami at S.W. 27th Avenue and Dixie Highway via the Florida East Coast Railway. Here, the President was driven by car to

Dinner Key, where he boarded a seaplane for Africa. The train then left for Jacksonville, but returned again at 8:00 A.M., January 26. At 6:00 P.M. on the 30th, the train left Miami for the return trip to Washington, with President Roosevelt aboard. A report of this trip by the Pullman Special Agent-Inspector, the late P. Clifton Darcey, is on display in the car. 23 years later, Mrs. Darcey wrote: "... I remember the trip so well. I didn't hear from him for almost a month. After he was gone about 5 days, the White House called me and said if I had to get in touch with him to call them. They would get word to him in 5 minutes. I never knew where he had been until I found the report, as I never asked any questions about any of the trips ..."

Franklin D. Roosevelt covered about 50,000 miles in the Magellan, preferring to travel at 35 miles per hour. This car was part of the 18-car funeral train that carried the President's body from Warm Springs, Georgia to Hyde Park, New York, April 13-15, 1945. Mrs. Roosevelt rode in the Magellan, which was next to the last car. The *Connasut*, normally second from the rear on Presidential trains, was the last car, into which the casket was placed by removing a side window. The heavy, bullet-proof glass in the Magellan could not be removed. Consequently, the Magellan was not used as the funeral car. Reports, photographs, and articles pertaining to this trip are displayed in the lounge, including a photo of Southern Railway's locomotive #1401, which pulled the train part of the way. This locomotive is now in the Smithsonian Institution.

After having been leased to the United States Government by the Association of American Railroads since 1942, the Magellan was sold to the Government in 1946 for \$10.00, and thereafter carried the official designation of U. S. Car No. 1. The actual cost of the car has never been revealed.

President Harry S. Truman perhaps traveled in the Magellan more than Roosevelt. In his famous 1948 barnstorming campaign alone, Truman covered 21,000 miles and delivered more than 300 speeches from the rear platform. Unlike Roosevelt, Truman preferred speeds up to 80 miles per hour. According to a letter from President Truman (which is on display), the heavy car "gave nightmares to every railroad engineer in the country who had to pull it on the back of his train."

The third and last President to occupy U. S. Car No. 1 was Dwight D. Eisenhower, who used it very little. He did use it occasionally on trips to Philadelphia, once on a trip to upstate New York, and also on a state visit to Canada in November, 1953 to address the Canadian Parliament at Ottawa. Rare photographs of this 1953 trip are on display, along with rear platform photographs of the three Presidents who used the Ferdinand Magellan between 1942 and 1953. The last time the Magellan was used officially was in 1954, when Mrs. Eisenhower went from Washington, D. C. to Groton, Connecticut to christen the world's first atomic submarine, *Nautilus*. After that, the car stood idle for four years.

It was declared surplus Government property in April, 1958 and was transferred to the U. S. Army's Fort Holabird in Maryland, ending 16 years of official service. All Army records of the car were ordered destroyed 6 months later. The radio, telephone, and public address equipment were removed and sold as surplus, but the historic car itself was eagerly sought after by those who knew about it. It was not until late 1958 that a member of the Gold Coast Railroad read about the car in a railroad trade publication. Losing no time, the founders of the Gold Coast Railroad, a Senator from the State of Florida, and the President of the University of Miami became interested parties. Negotiations resulted in the United States Government transferring the Magellan to the Florida Development Commission, who, in turn, gave the car to the University of Miami. The complicated transaction involved many forms and memos between Government agencies, copies of which the Railroad used in publishing its account of the transfer. The General Services Administration valued the surplus car at \$80,277.53, exclusive of its value as an historical property.

On January 15, 1959, the Magellan arrived at the University of Miami's South Campus, 9 miles south of Miami, where the Gold Coast Railroad was already giving train rides to the public in a coach and a caboose, pulled by a full-sized, steam locomotive. Since 1959, the Ferdinand Magellan has been one of the main attractions at the Railroad. On November 13, 1966, the Gold Coast Railroad moved its operations to Fort Lauderdale, and shortly thereafter outright ownership of the Magellan passed to the Gold Coast Railroad, Inc., a non-profit corporation.

Each year, over 10,000 visitors tour the Magellan. Admissions and donations, which are tax-deductible, help pay for maintenance materials. Preventive maintenance is performed on the car every week, year 'round, by unpaid volunteer members of the Gold Coast Railroad. No attempt is made to "modernize" or "improve" the original appearance. All efforts are toward preserving it, rather than changing it.

The stately Magellan is protected from the weather now, and rests on connecting trackage inside the Gold Coast Railroad's large Terminal Building at 3398 S.W. 9th Avenue, Fort Lauderdale, Florida, ¼-mile south of Fla. 84, between Highways I-95 and U. S. 1. It is open to visitors every Sunday afternoon.

THE WHITE HOUSE
Office of the Press Secretary
(Dayton, Ohio)

For Immediate Release

October 12, 1984

REMARKS OF THE PRESIDENT
TO REAGAN-BUSH RALLY

Old Montgomery County Courthouse
Dayton, Ohio

THE PRESIDENT: Thank you. Thank you very much. It's great to see your good former Governor, and my good friend, Jim Rhodes; the members of the Congress that you have met already here -- and please, send them back in this election, we need them in Washington -- (applause) -- and all of you, ladies and gentlemen.

It's great to be in Ohio again, and especially good to be in Dayton. (Applause.) I happen to like Ohio so much, that I decided to spend the day here. (Applause.) Now, as Jim told you, and I'm sure you all know, we're about to embark on a train trip through your state. And of all the things we've done in this campaign, there's nothing I've looked forward to more.

We're taking the whistle-stop tour of '84 to demonstrate that our government is once again on the right track. (Applause.) And our national renewal is not going to be derailed, (Applause.) I'll be traveling on the same train that Harry Truman used in the 1948 campaign. And all of us who remember what he said know that he spoke some very blunt truths. And that's what I hope to do today.

Sometime back I made a rather big statement. I said that this election is the most significant in half a century, And I said it because the issues of this campaign are so clear cut, and the differences in philosophy and approach to government are so great that this year America will either ratify the great turn that we made in 1980, or decide to go back to the old days and the old ways.

Well, in some ways I think we're like the pioneers who won the West -- we can stick together, stand together and move on together, or we can retreat in small groups from the challenges of a great new world. I think we'll decide as the pioneers did, (Applause.)

You know, like the pioneers, we might remember for a few minutes the desert we had to go through to get here. We've come a long way in less than four years.

MORE

Together, we have put all of that old tired talk about malaise and the Age of Limits behind us. We have, together, disproved two major myths -- fairy tales -- about America, that her best days were behind her, and that the people were powerless to solve problems. Do you remember when they were telling us that, and that we were -- (applause) -- going to have to get along with less? Well, we have restored hope and confidence, faith and courage and returned them as the birthright of every American.

In the economy, as you have been told, we reduced inflation by two-thirds down to 4.2 percent for the last year. We got the prime interest rate -- which, by 1980, was the highest since the Civil War -- we got that down by 40 percent. It's now down by 9 points. We cut unneeded federal regulations -- and this alone will save consumers and businesses about \$150 billion over the next 10 years. Do you know that with a task force cutting back on regulations we have eliminated your paper work -- government required paper work by 300 million manhours a year. (Applause.)

In education, we shifted the emphasis from how much government spends to how much students learn. (Applause.) And the result is a renewed commitment to excellence and Scholastic Aptitude Test scores that are going up again for the first time in 20 years. (Applause.) In fact, this year they jumped 4 points -- and that doesn't sound like much, but it is the biggest increase in 20 years. Now, not everything is going up. We got tough on street crime and violent crime, and the crime rate has dropped for 2 years in a row. And it's the first time it's done that in a long time. (Applause.)

We've made America less dependent on foreign oil. We deregulated the oil prices. And, oh my, they said that gasoline would go to \$2 a gallon. Well, gasoline prices are nearly a dime less than they were since we took office. (Applause.)

We saved the Social Security system from collapse while benefits continued to rise. And this is one -- let me just pause and say here -- this attack so falsely based that is frightening so many senior citizens unnecessarily -- I'm going to repeat what I said on a certain Sunday night recently. No one in our administration has any idea of pulling the rug out from under the people who are dependent on Social Security. (Applause.)

And there's one more item I'll mention. We cut tax rates by 25 percent for every taxpayer in the country.

Now, I want to talk about that, about taxes, because taxation is an issue with profound economic consequences. We cut personal tax rates for every taxpayer in the country to stimulate economic growth and boost economic expansion. And to the surprise of some people, but not to us, it worked. With lower taxes, the economy created over six million jobs in the last 21 months alone. With lower taxes, nearly 900,000 businesses were incorporated in the 17-month period that ended in May of this year. Now, that's good for all of us. But it's especially good for those who, through no fault of their own, have been unemployed. You know, when you create just one job, when you release just one man or woman from the prison of unemployment, then you've changed their lives forever. And that's the moral element of taxation, letting the economy bloom so that the poor and the disadvantaged can have a chance. (Applause.)

Now, my opponent promises to raise your taxes. That's what he says. And believe me --

AUDIENCE: Boo.

THE PRESIDENT: -- of all the promises he's made this year, that's the one he'd keep. (Applause.)

I believe that the American people will resoundingly reject his call for heavy new taxes, because, unlike him, they've learned from experience. They've learned that high tax rates discourage effort, investment, production and enterprise. But low tax rates stimulate those things, and that creates jobs, and jobs are exactly what Ohio and every other state needs more of. (Applause.)

Now, let's talk about what the tax increases he'll need to pay for all his promises will do to you personally. If my opponent is to keep all the promises that he has made in this campaign -- and we've priced them out -- he would have to increase taxes by the equivalent of \$1,890 per household. That's more than \$150 a month for every household. He started to expose more of his tax plans the other night. He said he would repeal indexing, which we passed to keep government from using inflation to force you into higher tax brackets. Now, that would mean an additional enormous tax increase. But now, he's pulled back from that. He says he goofed the other night. Well -- he didn't mean to say that, according to him. But, even so, his increases wouldn't be just a hardship, they'd be like a second mortgage. But the Mondale mortgage is a mortgage on your future, to pay for his campaign promises.

And let me tell you about that mortgage. The payments will get bigger and bigger and bigger. As he puts more heavy taxes on the people and on their businesses, the economy will slow down and -- slow down. And after that kills the recovery, he'll want to raise your taxes again and again to make up for it. Do you want to pay for his mistakes?

Q NO!

THE PRESIDENT: Well, my opponent says the deficit is the central issue. We say growth is the central issue. (Applause.) Now he says higher taxes are the answer. We say higher taxes are the problem, because they kill growth, kill creativity, and kill productivity. (Applause.)

We want to simplify the entire tax system, so we can bring yours, and everybody's, income tax rates further down -- not up. (Applause.) And that's why this election is about the future. Because it's about growth and opportunity for all Americans. We're talking about the kind of America we'll create for our children.

And I think this is why -- this being able to imagine a better future for our young people, and work toward it -- that's why so many of the young people of the country support our philosophy, and I'm pleased to see so many of them here today. (Applause.)

Q Four more years ... four more years ... four more years ... four more years ... four more years ...

THE PRESIDENT: All right -- all right. All right, if anyone doubts the great renewal in this country, let them look at the bright and shining optimism of our young people. (Applause.) Our high school students, college students, and our young working people. (Applause.) They -- they are a new nation unto themselves. And it seems to me that they understand and support our philosophy, because they are idealists. (Applause.)

They believe in people -- they believe that people deserve a change, and that they can create miracles when given a chance. I'll tell you, there have been moving moments and heartening moments in this campaign. But nothing,

nothing that I've seen has surpassed seeing the young people of our country give us their support. (Applause.)

AUDIENCE: Reagan, Reagan, Reagan, Reagan.

THE PRESIDENT: Thank you very much. Thank you. And Bush. (Applause.)

I know that you don't want to go back to the tired old past -- that time of timidity and taxes, that moment of misfortune and malaise, that Reign of Error. (Laughter.)

Let's talk a little more about that reign because our opponent's mistakes aren't limited to tax policy. Do you remember the grain embargo in which the American farmers paid for our opponent's foreign policy failures? (Applause.) Now, there's an example both of an unfair policy and of an artful attempt to get around it. My opponent says he always opposed it. Now, that's funny because, in fact, he supported it publicly, explicitly, and enthusiastically. He even questioned the patriotism of a Senator in his own party for calling it what it was -- a dumb idea. (Applause.)

But it's funny that he's having this little memory lapse. (Laughter.) As you know, the symbol of our party is an elephant, and elephants have long memories. (Applause.)

Your state, Ohio, would be helped by federal enterprise zones in which the run-down parts of a city get special help from tax incentives aimed at getting business men and women in there to open shops and run companies. Dayton, itself, has two state enterprise zones. They were created just more than a year ago and they've already attracted more than a dozen new businesses into the area. Now, that, too, would create jobs and growth and economic revitalization for troubled areas. But the federal enterprise zone bill has been held hostage by the liberal Democratic leadership in the House of Representatives -- the same people who want to work with my opponent to raise your taxes.

So tell me, are you, the good people of the Buckeye State, going to vote for them?

AUDIENCE: No.

THE PRESIDENT: Well, I think you've -- I think you've already answered my next question, which was, are you going to lend your support to the American opportunity team so that all of us together can build a better future for our children and for America? (Applause.)

It is the choice -- your choice -- and it's the clearest, most important choice in 50 years.

I think now I hear the train whistle. (Laughter.) You know, that train is the old U.S. 1. And as I said, Harry Truman spoke from the back of that train, and Franklin Roosevelt and Dwight Eisenhower also spoke from it. Well, I speak from it because we mean to continue their tradition of a strong and vital America. And I speak from it because I think all of this year will stay together and move forward with the force of a locomotive. (Applause.) We're on the right track; America's best days are ahead. And nothing can stop us because this train is bound for glory. (Applause.)

There is a mother out there with a tiny baby on her shoulders. And I -- (applause) -- and I can't help but say, seeing that baby, that's really -- there's another one -- (laughter) -- that's what it's really all about, that those little babies, when they begin to grow up, will find the same golden-dream America that we found when we were babies and growing up. (Applause.)

Thank you all. God bless you all. (Applause.) Thank you. (Applause.) Thank you all very much. (Applause.)

END

12:10 P.M. EDT

THE WHITE HOUSE

Office of the Press Secretary
(Dayton, Ohio)

For Immediate Release

October 12, 1984

REMARKS OF THE PRESIDENT
UPON DEPARTURE OF HEARTLAND SPECIAL

U.S. Car One
Dayton, Ohio

12:30 PM. EDT

THE PRESIDENT: This sounds a little old-fashioned, I know, but we could say, from an earlier day of telephones here, that talking to the Shuttle is kind of a party line. (Laughter.)

But I'm glad that you could all listen in, those wonderful people that are up there and what they're doing. And just to give you some idea of the miracle that's taken place in all this, and which if someone had his way several years ago, we wouldn't have had a shuttle program at all. He opposed it very much.

But the time that I was present out at Edwards Air Force Base in California for the landing of the Shuttle, they suddenly grabbed me and hustled me up on the platform, and they said, "It's -- you know -- getting close. It'll just be minutes now." And I got on the platform and I couldn't see anything in the sky. And I said, "Well, where are they right now?" They said, "They're just over Honolulu." (Laughter.) And, believe me, they knew they were on their glide path from Honolulu in. And in a matter of minutes, they landed there in California. That's quite a miracle that we have going up there. But there are going to be a lot more miracles in the days ahead here in this country of ours, thanks to people like you -- (applause.)

So, God bless you all. And I think now they're ready to pull out so we'll be on time at the next station. (Applause.) Thank you. (Applause.)

END

12:35 P.M. EDT

THE WHITE HOUSE
Office of the Press Secretary
(Sidney, Ohio)

For Immediate Release

October 12, 1984

REMARKS OF THE PRESIDENT
AT REAGAN-BUSH RALLY

U.S. Car One
The Heartland Special

Sidney, Ohio

2:00 P.M. EDT

THE PRESIDENT: Thank you. Well, ladies and gentlemen, thank you very much. It's wonderful to be here in Sidney. (Applause.) And great to be back in the Buckeye State. (Applause.)

How do you like our Heartland Special here? (Applause.) You know, Harry Truman rode this state in his whistle-stop tour of 1948, and he spoke some very blunt truths. And that's what I'm going to do. We're now three and a half weeks away from election day, and the American people are getting the full flavor of the clear choice that's facing them.

It's a choice between two fundamentally different ways of governing, and two different ways of looking at America. My opponent, Mr. Mondale, offers a future of pessimism, fear, and limits -- compared to ours, of hope, confidence, and growth. (Applause.)

Now, I don't fault his intentions. I know his intentions are good, and that he means well. But, we see things differently. He sees government as an end in itself, and we see government as something belonging to the people, and only a junior partner in our lives. (Applause.)

They see people merely as members of groups -- special interests -- to be coddled and catered to. Well, we look at them as individuals to be fulfilled through their own freedom and creativity. My opponent and his allies live in the past. They are celebrating the old and failed policies of an era that has passed them by -- as if history had skipped over those Carter-Mondale years.

On the other hand, millions of Americans join us in boldly charting a new course for the future. From the beginning, their campaign has lived on promises. Indeed, Mr. Mondale has boasted that America is nothing if it is not promises. Well, the American people don't want promises, and they don't want to pay for his promises.

I think you want promise. You want opportunity and workable answers. It's fitting that we're campaigning today on Harry Truman's train -- following the same route he took 36 years and one day ago. He was the last Democrat I voted for; indeed, I campaigned for him in 1948. (Applause.)

Yes, I spent a great deal of my life as a Democrat. I respected Harry Truman's ability to stand for what he believes; his consistency of principals, and his determination to do the right thing. And Mr. Truman could also make very plain the differences between himself and an opponent. And that's what I'm going to try to do today.

Let's start with the record: the record of the administration in which Mr. Mondale carried a full partnership. He -- Mr. Carter himself -- said, "There wasn't a single decision I made during four years in the White House, that Fritz Mondale wasn't involved in." Well, in those four years, they took the strongest economy in the world, and they pushed it to the brink of collapse.

MORE

They created a calamity of such proportions that we're still suffering the consequences of those economic time bombs.

That was no fresh-faced, well-fed baby they left on our doorstep in January of 1981. It was a snarling economic wolf with sharp teeth. The suffering of America, the deep and painful recession, and the outrageous and frightening inflation -- these things didn't start by accidental ignition or spontaneous combustion. They came about through the concerted mismanagement of an administration of which Mr. Mondale was a part and his liberal friends who controlled the Congress.

They gave us five -- in little more than a year -- five anti-inflation plans -- five different economic plans. And with them they managed to give us the worst four-year record of inflation in nearly 40 years. While it took them five plans to nearly triple inflation, it's only taken us one to cut it down by two-thirds. (Applause.)

Senior citizens were driven into panic by higher rents, exorbitant fuel costs, dramatically increasing food prices, and a federal health care cost which went up in those four years 87 percent. And they call that "fairness." They punish the poor and the young who struggled as prices of necessity shot up faster than others. Millions of Americans led a life of daily economic terror, fueled by these unrelenting costs.

Well, let's look at interest rates: My opponent has referred to something he calls "real" interest rates. Well, people don't pay interest rates based on some academic smokescreen, or foggy economic theory. What they know is that when Gerry Ford left office, the prime rate

was six and a quarter percent, and when Mr. Mondale left, it was 21 and a half percent, the highest in a 120 years.

AUDIENCE: Four more years, four more years, four more years.

THE PRESIDENT: All right. Okay, you talked me into it.
(Laughter.) (Applause.)

But in that time, the average monthly mortgage payments more than doubled. Young people couldn't buy homes, car loans were hard to get and expensive, the auto and the homebuilding industries were brought to their knees. It's little wonder that the American people were yearning for leadership back in 1980. After all this economic punishment, our opponents blamed you for living too well. They said that's what was at fault and that you had to sacrifice more.

Well, I found that it's not so much that our opponents have a poor memory of this ruinous past, they just have a darn good "forgetory." (Applause.) And one of the things they'd like most to forget is the misery index. Do you remember that?

That was where they added the unemployment rate and the inflation rate together. And in 1976, in that campaign, the misery index was 12.6, and they declared that Jerry Ford had no right to seek reelection being responsible for that kind of a misery index, 12.6.

But now came the 1980 campaign, and they never mentioned the misery index. And I don't think my opponent will mention it in this campaign, possibly because when he left the Vice Presidency, the misery index was more than 20 percent and now it's only 11.6.
(Applause.)

He's done a little slipping and sliding and ducking away from this record, but here in Ohio during the primaries, Senator Gary Hart got his message through by reminding the Ohio voters of the true record. And I quote, Senator Hart said, "Walter Mondale may pledge stable prices, but Carter-Mondale couldn't cut 12 percent inflation." "Walter Mondale", he added, "has come to Ohio to talk about jobs. But Carter-Mondale watched helpless as 180,000 Ohio jobs disappeared in the period between 1976 and 1980." Those are Gary Hart's words.

Well, those disastrous consequences didn't come about by accident. They came through the implementaton of the very policies of out-of-control spending, unfair taxation, and worship of big government that my opponent still supports.

His philosophy can be summed up in four sentences: If it's income, tax it. If it's revenue, spend it. If it's a budget, break it. And if it's a promise, make it. (Laughter.) (Applause.)

All this year, he has lavished his campaign with promises that staggered even his own Democratic opponents in the primary. Your own senator, Glenn, was heard to say in frustration, that Mr. Mondale, " ... has just promised everything to everybody with no thought of how it's going to be paid for." And then he said, "Fritz, you cannot lead this country if you've promised everybody everything."

But of course there is a predictable answer by one who makes so many promises. His answer is higher taxes and massive new tax increases are precisely what he proposes. A few weeks back he called his new plan, "Pay as you go." What it is, of course, is nothing but the old plan. You pay -- and he goes. (Laughter.) (Applause.)

Those tax increases to pay for his promises add to -- to the equivalent of \$1,890 per household. If Harry Truman had to apply a motto to this radical taxing scheme, he'd have to say -- not, "Your buck stops here" -- "Your buck never stops." (Laughter.)

When the centerpiece of his economic program is back-breaking tax hikes, you can see why my opponent spends so much time using outrageous scare tactics.

Now, that's not my opponent's only tax extravaganza. He came up with still another one in our debate. He said, "As soon as we get the economy on a sound ground as well, I would like to see the total repeal of indexing." Now, this tax is even worse, because it would be a dagger at the heart of every low and middle-income taxpayer in America. It would mean bone-crushing new levies against those who can least afford them.

Indexing was a reform that we passed -- it goes into effect on January 1st, this coming year -- to protect you from the cruel, hidden tax when government uses inflation to force you into higher tax brackets when you've maybe just gotten a cost-of-living pay raise trying to keep even.

Under his plan, here's what would happen to a family struggling on \$10,000 per year. By 1989 they would be paying over 73 percent more in income taxes. For families making \$30,000 a year, this tax would take over \$500 more in '89, nearly \$900 a year more for those making \$40,000, and these assume modest inflation. If we had their higher double-digit inflation rates back, then all those tax collections would more than double. And we're told that he mispoke -- that he actually meant to say just the opposite.

But, on several occasions, since 1982, he has expressly proposed the repeal of indexing. He's done this quite often. In politics, they call this sometimes, flip-flops. In this case -- forgive me -- I'm going to call it a "Fritz-flop." (Laughter.) (Applause.)

Indexing is one example, but there are many others. Yesterday he wanted to give a \$200 tax break to every family dependent. Today, he wants to raise taxes the equivalent of \$1890 per household. You know, he's done a lot of talk lately, about -- that there's a new, and an older Reagan. And he doesn't mean my age when he's talking that. He means that the old Reagan said things differently than the new Reagan is saying.

Well, the old Mondale said that tightening the budget and reducing deficits would worsen a recession. And a new Mondale thinks higher taxes lead to a healthy economy. The old Mondale publicly supported Jimmy Carter's wrong-headed grain embargo, and a new Mondale claims he opposed it privately. Awful privately -- (Laughter.) No one else ever heard him. (Laughter.)

The old Mondale sponsored National Bible Week in the United States Senate. I think that's fine. The new Walter Mondale says there's too much religion in politics. And the old Mondale called the Space Shuttle a "horrible waste -- a space extravaganza" -- and led the fight to kill it in the Senate. And the new Mondale praises American technological achievement.

But just when you're beginning to lose faith, you find there is some constancy. The old Mondale increased your taxes -- and the new Mondale will increase them again. (Applause.)

You know -- you know, in our debate I got a little angry all those times he distorted my record. And on one occasion I was about to say to him very sternly -- "Mr. Mondale, you are taxing my patience." (Laughter.) And then I caught myself. Why should I give him another idea? (Laughter.) (Applause.)

That's the only tax he hasn't thought about. (Laughter.) Well, from now until November 6th, we're going to make sure that the American people know about this choice on which their future depends.

We have two roads to tomorrow: We have the road of fear and envy that he proposes. And on his road you frighten the elderly with false statements; you strive to divide Americans against each other, seeking to promote envy and promote -- portray greed. Franklin Roosevelt warned us that the only thing we had to fear was fear itself. Well, sadly and tragically, I think the only thing my opponent has to offer is fear itself.

When I said the elderly citizens being frightened. Again, these repeated charges -- that somehow we're nursing a secret plan to undercut

the people who were on Social Security and reduce or remove their benefits. I said it on Sunday night and I will say it again: There is no one in this administration -- and if there was, they wouldn't be here long -- that has any intention of taking Social Security away from those people who have it and who deserve it. (Applause.)

We see things differently, as I said, because we see ourselves in a springtime of hope, ready to fire up our courage and determination to reach high and achieve all the best. We see a life where our children can enjoy -- at last -- prosperity without inflation. We see a life where they can enjoy the highest of creativity and go for the stars, not have their hopes and dreams crushed by politicians, or taxed away by greedy governmentalsists.

The American people are walking in tomorrow -- into tomorrow unashamed and unafraid. And, again, I have to say something that I've been saying so often across this country and I mean it with all my heart. One of the most thrilling things is to see so many young Americans present at these rallies. (Applause.)

Let me tell you -- (applause) -- let me tell you, you are what this campaign and this election are all about. There's one thing that the rest of us and the people of my generation have to do before we leave the scene, and that is restore this country -- as I think we've begun to do -- so that one day you will find the same America of unlimited hope and opportunity that we were promised and found when we were young that had been left to us by our parents. (Applause.)

You know, I know you're ready for great opportunity, and I know this may gall our opponents -- but it's time for the train to move on -- and I think maybe you'll all agree with me when I say just one more line: We think we've made a good beginning, but you ain't seen nothing yet. (Applause.)

All right. (Applause.)

AUDIENCE: Four more years. (Applause.)

THE PRESIDENT: Thank you very much. (Applause.)

AUDIENCE: Four more years. (Applause.)

THE PRESIDENT: Thank you. (Applause.) Thank you. (Applause.) Let me just add a little postscript, and then I've got to get on that train. I know in a crowd this size there must be many of you who are Democrats, as I once was. And, I must say this, you're not only welcome, but if you are here, I think you're here because -- like happened to me once -- you know longer can follow the policies of the leadership of your party.

It's true for millions of patriotic, right-thinking Democrats throughout this country. Well, I say to all of you, if you are here, don't be alone. Come on along with us, and between the two of us, between all of us, we'll get this whole thing straightened out -- day after tomorrow. (Applause.)

Thank you very much. (Applause.) Thank you. (Applause.)

END

2:20 P.M. EDT

THE WHITE HOUSE
Office of the Press Secretary
(Lima, Ohio)

For Immediate Release

October 12, 1984

REMARKS OF THE PRESIDENT
AT REAGAN-BUSH RALLY

U.S. Car One
The Heartland Special

Lima, Ohio

3:48 P.M. EDT

THE PRESIDENT: Thank you very much.

AUDIENCE: Four more years.

AUDIENCE: Four more years.

THE PRESIDENT: Well, all right. I wasn't going to do it. But if you insist, okay. Four more -- (Laughter.) All right. (Applause.) Thank you all.

It's great to be back in the Buckeye State and here in Allen County and the great city of Lima. (Applause.)

You know, you get to meet some important people -- heads of state, prime ministers, premiers, kings and queens. But I've always said that the best part of this job is remembering that George Bush and I are working for you and nobody else. (Applause.)

So, I just thought that I'd drop by today so you could hear a report from your two hired hands in Washington. (Applause.) In four years here, the unemployment rate in Lima has fallen 4.5 percentage points. (Applause.) And, you know, if you'll help me send a message to some Washington politicians this November, we'll get that rate down even further. (Applause.)

You've done a great job here in Lima. You've got agriculture; you've got basic industry. You've got some of the new industries that are opening up. You're helping keep our defenses strong by building the M-1 tank at the General Dynamics plant. (Applause.) You've got a refinery, a chemical company. The list keeps going. You're all the things a growing America is all about.

We're now three and a half weeks from election day. And the American people are getting the full flavor of the very clear choice that faces them. It's a choice between two fundamentally different ways of governing America and two distinct ways of looking at America.

My opponent, Mr. Mondale, offers a future of pessimism, fear and limits compared to ours of hope, confidence and growth. (Applause.) Now, I don't fault his intentions. I know he sincerely means it and feels that way. He sees government as some others do as an end in itself. And we see government as something belonging to the people

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and only a junior partner in our lives. (Applause.) They see people merely as members of groups -- special interests -- to be coddled and catered to. Well, we look at them as individuals to be fulfilled through their own freedom and creativity.

My opponent and his allies live in the past. They're celebrating the old and failed policies of an era that has passed them by. And, if history had skipped -- as if history, I should say, had skipped over these Carter-Mondale years. On the other hand, millions of Americans join us in boldly charting a new course for the future. (Applause.)

From the beginning their campaign has lived on promises. Indeed, Mr. Mondale boasts that America is nothing if it isn't promises. Well, the American people don't want promises, I don't think. They don't want to pay for his promises. They want promise. They want opportunity, and workable answers.

And it's fitting that we're campaigning today on Harry Truman's train -- following the same route that he took 36 years and one day ago. He happened to be the last Democrat I voted for. (Laughter.) And I campaigned for him in 1948. I respected his ability to stand for what he believes; his consistency of principals and his determination to do the right thing.

Mr. Truman could also make very plain the differences between himself and his opponent. And my friends, that's just what we're going to do today. (Applause.)

Let's start with the record --

Q Right ... right ...

THE PRESIDENT: The record of an administration in which Mr. Mondale carried a full partnership. Mr. Carter himself said that " ... there wasn't a single decision I made during four years in the White House that Fritz Mondale wasn't involved in." Well, in those four years, they took the strongest economy in the world and pushed it to the brink of collapse. (Applause.) They created a calamity of such proportions that we're still suffering the consequences of those economic time bombs.

There was no fresh-faced, well-fed baby lying on our doorstep on January 20 -- of 1981. It was a snarling, economic wolf with sharp teeth. The suffering of America -- the deep and painful recession, and the outrageous and frightening inflation -- these things didn't start by accidental ignition or spontaneous combustion.

They came about through the complete mismanagement of the administration of which Mr. Mondale was a part, and his liberal friends who controlled the Congress. (Applause.)

They gave us five -- count them -- just in a little more than a year -- as everything was going to pot, they gave us five different anti-inflation plans. And at the same time with them, managed to give us the worst four-year record of inflation in nearly 40 years. Now while it took them five plans to nearly triple inflation, it's only taken us one to cut it by about two-thirds. (Applause.)

Senior citizens were driven into panic by higher rents, exorbitant fuel costs, dramatically increasing food costs, and federal health care costs which went up a massive 87 percent in those four years. And they called that "fairness."

They punished the poor and the young who struggled as prices of necessity shot up faster than others. Millions of Americans led a life of daily economic terror -- fueled by those unrelenting costs.

Let's look at interest rates. My opponent has referred

to something that he calls now the "real" interest rates. Well, people don't pay interest rates on some academic smokescreen or foggy economic theory. What they know is that when Gerry Ford left office the prime interest rate was 6 and a quarter percent. And when Mr. Mondale left office, it was 21 and a half percent. (Applause.) That was the highest interest rate in 120 years.

Average monthly mortgage payments more than doubled. Young people couldn't buy homes; car loans were hard to get and expensive. The automobile and home building industries were brought to their knees. It's little wonder that the American people yearned for leadership in 1980.

And after all this economic punishment, our opponents blamed you -- because you lived too well. They told you you had to sacrifice more, that we were in an age of limits now. Well, I found out that it's not so much that our opponents have a poor memory of their ruinous past -- it's just that they have an awfully good "forgettery." (Laughter.) (Applause.)

And one of the things they like most to forget is the misery index. Now some of you young people are too young to remember that, but in the 1976 campaign -- eight years ago -- they figured out a gimmick. They added up the rate of inflation and the rate of unemployment, and the total was the "misery index." And at that time, in '76, it was 12.6. And they declared that the incumbent, Gerry Ford, had no right to seek reelection with that kind of a misery index.

Well, four years later, along came the 1980 campaign. They never mentioned the misery index.

And I don't think my opponent will mention it in this campaign -- possibly because it was over 20 when he left the Vice Presidency. And it's only 11.6 now. (Applause.)

My opponent has done a very good job of slipping, sliding and ducking away from his record. But here in Ohio during the primaries, Senator Gary Hart got his message through by reminding you, the Ohio voters, of the true record. And I quote -- he said, "Walter Mondale may pledge stable prices, but Carter-Mondale could not cure 12 percent inflation." "Walter Mondale," he added, "has come to Ohio to talk about jobs, but Carter-Mondale watched helpless as 180,000 Ohio jobs disappeared in the period between 1976 and 1980." Now, I didn't say that. Those are Gary Hart's words.

Those disastrous consequences didn't come about by accident. They came through the implementation of the very policies of out-of-control spending, unfair taxation and worship of big government that my opponent still supports.

His philosophy can be summed up in four sentences: If it's income, tax it. If it's revenue, spend it. If it's a budget, break it. And if it's a promise, make it. (Applause.)

All this year -- (applause) -- all -- (Applause.)

AUDIENCE: Four more years. (Applause.)

THE PRESIDENT: Thank you. (Applause.)

AUDIENCE: Four more years. (Applause.)

THE PRESIDENT: Okay.

AUDIENCE: Four more years.

THE PRESIDENT: All right.

AUDIENCE: Four more years.

AUDIENCE: Four more years.

THE PRESIDENT: Well, all this year, he has lavished his campaign with promises that staggered even his Democratic opponents. Ohio's own Senator Glenn was heard to say in frustration that Mr. Mondale, and I quote, "has just promised everything to everybody with no thought of how it's going to be paid for." And then again, Gary Hart responded and said, "Fritz, you cannot lead this country if you've promised everybody everything." (Applause.)

But, of course, there's a predictable answer by one who makes so many promises. That answer is: higher taxes. And massive new tax increases are precisely what he proposes. A few weeks back, he called his new plan "pay as you go." But what it is, of course, is nothing but the old plan. You pay, and he goes. (Laughter.) (Applause.)

Those tax increases to pay for his promises add up to the equivalent of \$1,890 per household. If Harry Truman had to apply a motto to his radical taxing scheme, he would have to say that -- you know that famous line, "The buck stops here." He would say this time, "Your buck never stops." (Laughter.)

When the centerpiece of his economic program is backbreaking tax hikes, you can see why he spends so much time using outrageous scare tactics. Now, that's not my opponent's only tax extravaganza. He came up with still another one in our debate. He said -- and I quote -- "As soon as we get the economy on a sound ground as well, I would like to see the total repeal of indexing."

Now, this tax is even worse because it would be a dagger at the heart of every low and middle income taxpayer in America. It would mean bone-crushing new levies against those who can least afford them. Indexing was a reform that we passed to protect you from the cruelest of taxes, the hidden tax when government uses inflation to force you into higher tax brackets just because you've gotten a cost of living pay raise.

And under the Mondale plan, here's what would happen to a family struggling on \$10,000 a year. By 1989, they would be paying over 73 percent more in income taxes if indexing, which begins on January 1st, is cancelled. For families making \$30,000 a year, the tax would take over \$500 more in '89, nearly \$900 a year more if someone was making \$40,000. These assume modest inflation. If we had this higher double-digit tax inflation back, the kind that they had, then all those tax collections would more than double what I've just told you.

Now, we're told since Sunday night that he misspoke, that he actually meant to just say the opposite. But on several occasions, on several occasions since 1982, he has expressly proposed the repeal of indexing. And he's done this quite often.

You know, in politics, they call that a flip-flop. In this case, you'll forgive me if I call it a Fritz-flop. (Laughter.) (Applause.)

Yesterday -- yesterday, he wanted to give a \$200 tax break to every family dependent and today he wants to raise taxes the equivalent of \$1,890 per household. You know, for some time, over the last several days at least, he was talking about a new Reagan and an old Reagan. Now, that had nothing to do with my age. The old Reagan was the first one. The new Reagan is now. And what he said that -- well, he inspired me to do a little of that old and new business. The old Mondale is on record as saying that

the budget and reducing deficits could worsen a recession. The new Mondale thinks higher taxes lead to a healthy economy. The old Mondale publicly supported Jimmy Carter's wrong-headed grain embargo. And the new Mondale claims that he opposed it privately, very privately. (Laughter.) The old Mondale sponsored National Bible Week in the U.S. Senate. I'm for that. The new Mondale says there's too much religion in politics. The old Mondale called the Space Shuttle a "horrible waste, a space extravaganza," and he personally led the fight in the United States Senate to kill the shuttle program. The new Mondale praises American technological achievement.

I had the privilege just a little while ago from the train of calling those people that are up there going around the earth right now while I'm riding on the train, those wonderful heroes of ours. (Applause.) But just when you're beginning to lose faith, however, you find that there is some constancy. The old Mondale increased your taxes, and the new Mondale will do it again.

You know, in our debate, I got a little angry all those times that he distorted my record. And on one occasion, I was about to say to him very sternly, "Mr. Mondale, you're taxing my patience." (Laughter.) And then I caught myself. Why should I give him another idea? (Laughter.) That's the only tax he hasn't thought of.

Well, from now until November 6th, we're going to make sure the American people know about this choice on which their future depends.

Incidentally, when I was in school, I learned that "30 days hath September, April, June and November. Now, I happen to realize that November only has six days. (Laughter.)

But just when you're beginning to -- well, let me just start again and say we have two roads to tomorrow. We have the road of fear and envy that he proposes. And on this road, you frighten the elderly with false statements. You strive to divide Americans against each other, seeking to promote envy and portray greed. Franklin Roosevelt warned us that the only thing we have to fear is fear itself. Well, sadly and tragically, the only thing my opponent has to offer is fear itself. (Applause.)

Well, that's the difference between us. We see America's best day ahead. We see ourselves in a springtime of hope, ready to fire up our courage and determination to reach high and achieve all the best. We see a life where our children can enjoy, at last, prosperity

without inflation. And we see a life where they can enjoy the highest of creativity and go for the stars -- not have their hopes and dreams crushed or taxed away by greedy governmentals. The American people are walking into tomorrow unashamed and unafraid. They're ready for this great era of opportunity.

And, I just have to say two more things here. Looking around -- and when I see these young people in these band uniforms of their respective schools -- (applause) -- I have to tell you that all over the country, in gatherings like this, I have been thrilled at seeing so many young people who are present here. (Applause.)

Because you know, they're what this campaign and this election is all about. Those of us -- my generation -- and a few generations in between them and mine -- all of us have a responsibility. All of us inherited an America that our parents and our grandparents had handed to us, in which the opportunity was unlimited. You knew, when you were growing up, that it was all dependent on you -- you could do anything out there. Fly as high and far as your own ability would take you, and you wouldn't be penalized for the effort.

And our responsibility now, after some years of that having been taken away from us, is to be able to make that same promise to them -- to all of you young people, that that's the kind of America we're going to turn over to you. (Applause.)

Q Four more years ... four more years ... four more years ... four more years ... four more years ...

THE PRESIDENT: All right. And because of that, I'll give you a promise of something that'll take place in those four more years. Another thing that I think has been shameful in political campaigning -- it was in the 1982 Congressional campaigns; it is shameful in this campaign. And that is, for political advantage to frighten so many of our senior citizens by telling them that we were somehow nursing a secret plan to reduce or take from them their Social Security benefits.

Well, there is no one in our administration with such a plan, and if there was one there -- he'd be gone. (Applause.) I just want to set the record straight. We are not going to do anything to reduce or to take from the people now getting Social Security -- those benefits -- or to take them from the people that are anticipating them when they come to their non-earning years. (Applause.)

Now, I know this may gall our opponents, but I'll conclude by saying -- I think all of you agree with us when we say: You ain't seen nothin' yet. (Applause.)

Thank you all very much. Thank you. (Applause.)

Q Four more years ... four more years ... four more years ...

THE PRESIDENT: Thank you.

END

4:12 P.M. EDT