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Last Updated: 09/26/2024

DIAGRAMS

W. NORTH ST.

ENTER

OAK
X
V
H
F.

"U.S.
CARL"

A U D I E N C E

D
A
I
S

P
R
E
S
S

WHISTLESTOP TOUR
SIDNEY, OHIO
OCTOBER 12, 1984

TOWER

TRAIN
STATION

DRUM

D
A
I
S

"U.S. CAR 1"

AUDIENCE

ALLEY

10'

WAYNE ST.

ABANDONED
WAREHOUSE

"HEARTLAND
EXPRESS"
LIMA, OHIO
OCT. 12, 198



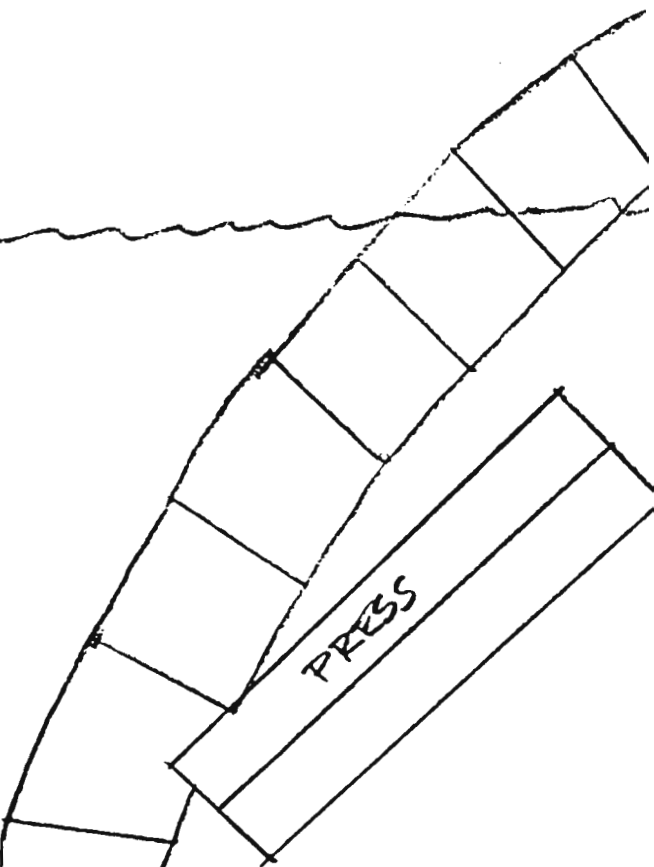
OLD
TRAIN
DEPOT

"U.S. CAR 1"
POTUS
X



T A F
ST.

T H I R D
ST.

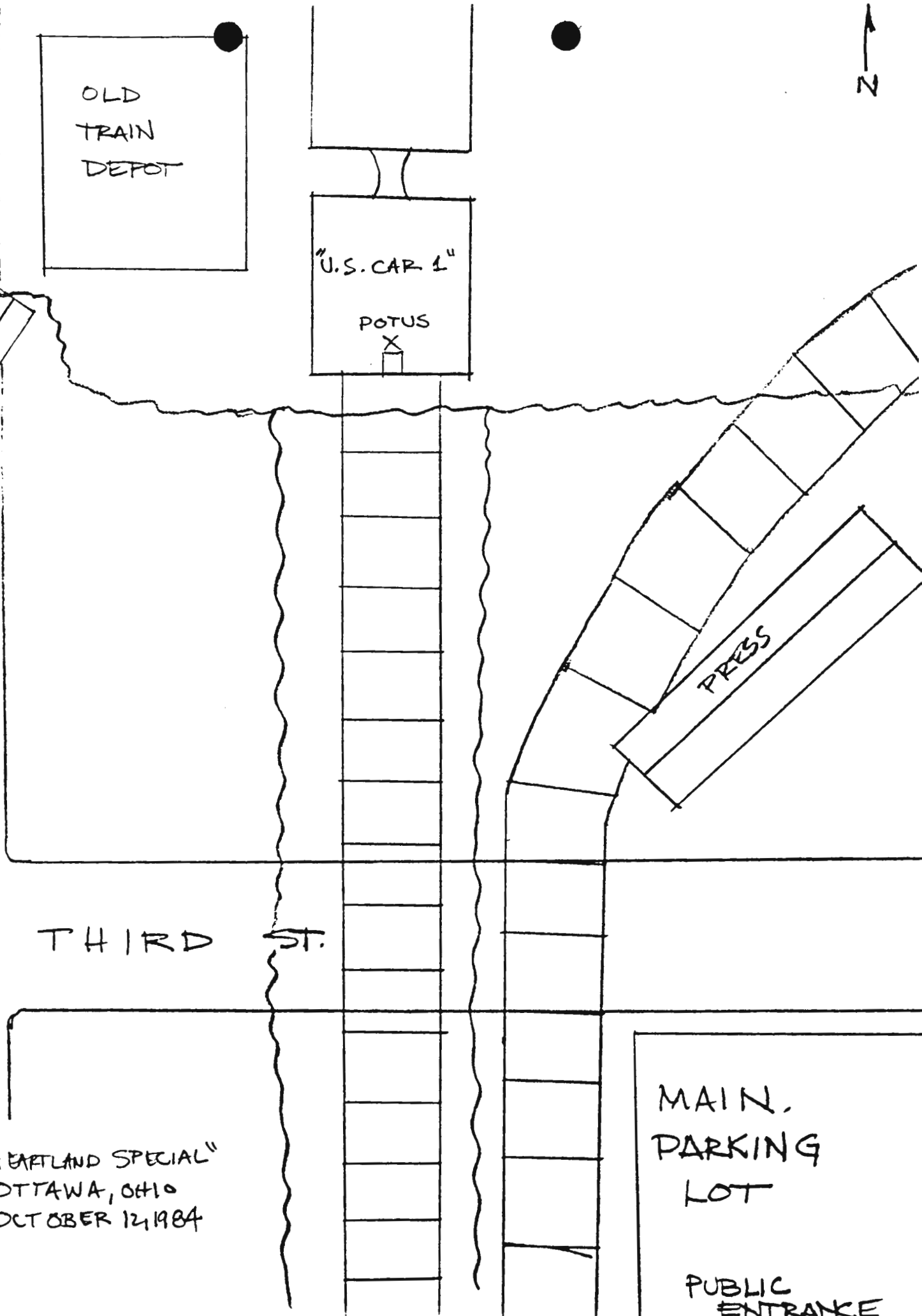


PRESS

"HEARTLAND SPECIAL"
OTTAWA, OHIO
OCTOBER 12, 1984

MAIN,
PARKING
LOT

PUBLIC
ENTRANCE



PAI
TORE

"U.S. CAR 1"
POTUS
X

DEALER
CITY
HALL
(PRESS EDIT)

RR

ENTER

MAIN ST.

PRESS PLATFORM

U.S.
POST
OFFICE

TRAIN
STATION

WHISTLESTOP TOUR
DEALER, OHIO
OCTOBER 12, 1984

ER

G.S.
STATION

U.S. CAR 1"
POTUS
X

LIMO

PRESS
X

LOUISIANA AVE.

MOBILE

THIRD STREET

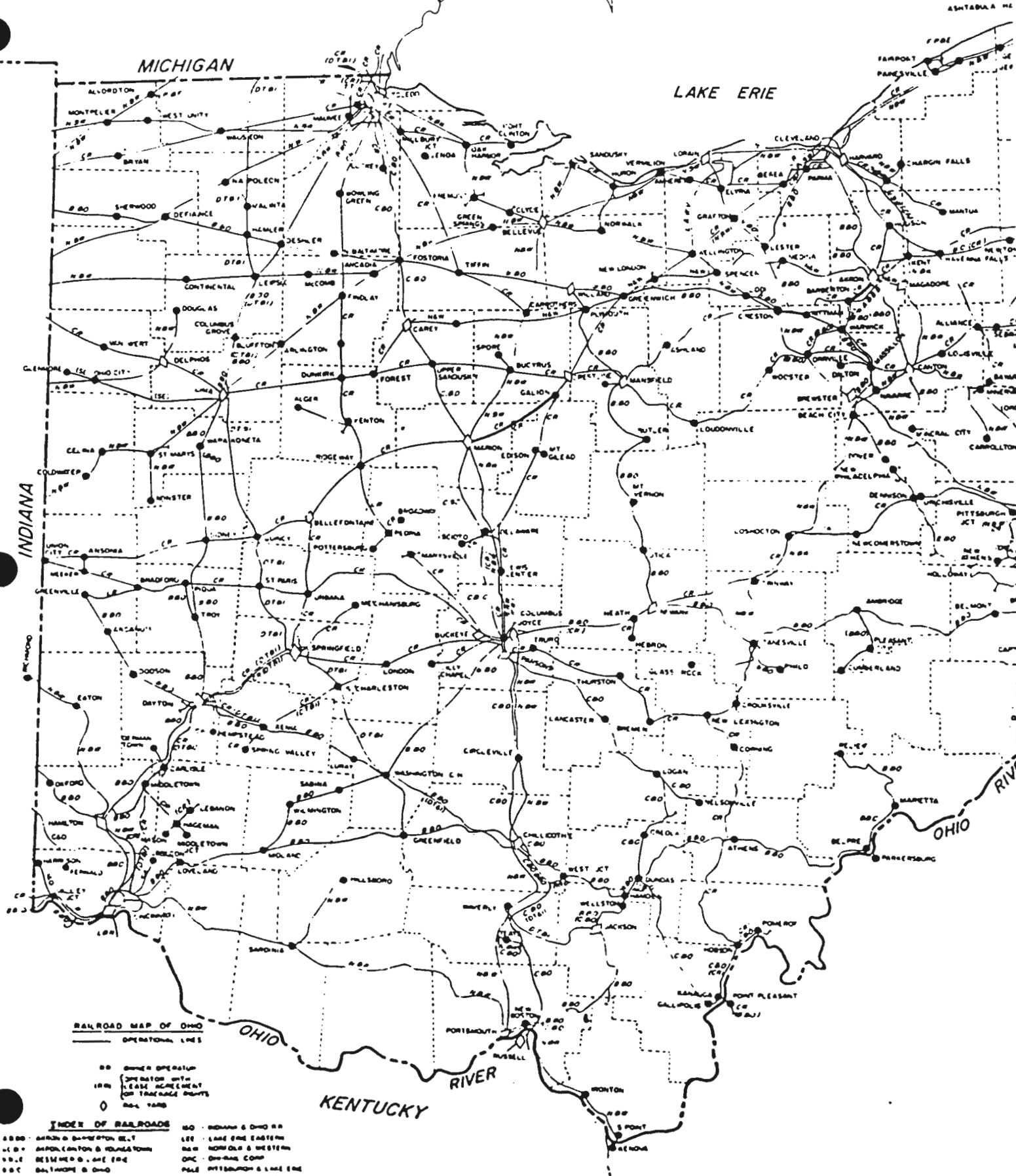
"HEARTLAND SPECIAL"
PERRYSBURG, OHIO
OCTOBER 12, 1984

HOTEL

HOTEL CONTACTS

DAYTON	DAYTONIAN HILTON LUDLOW AT THIRD ST. DAYTON, OHIO 45402	513-461-4700 JULIE CHMIEL
SIDNEY	HOLIDAY INN 575 ST. RT. 47 SIDNEY, OHIO 45365	513-492-1131 PHYLLIS SCHLAGETTER
LIMA	RAMADA INN 1210 NEUBRECHT RD. RT. 75 & 81 LIMA, OHIO 45805	419-118-4251 CRYSTAL ZIMMERMAN
OTTAWA	HOLIDAY INN 820 TRENTON AVE. FINDLAY, OHIO 45840	419-423-8212 FRANK HOLLY
DESHLER	HOLIDAY INN NORTH SCOTT ST. NAPOLEON, OHIO 43545	419-592-5010 MARGARET BUSCH
PERRYSBURG	HOLIDAY INN FRENCH QUARTER 10630 FREMONT PIKE PERRYSBURG, OHIO 43551	419-874-3111 MAGGIE IRWIN

OHIO RAILROADS

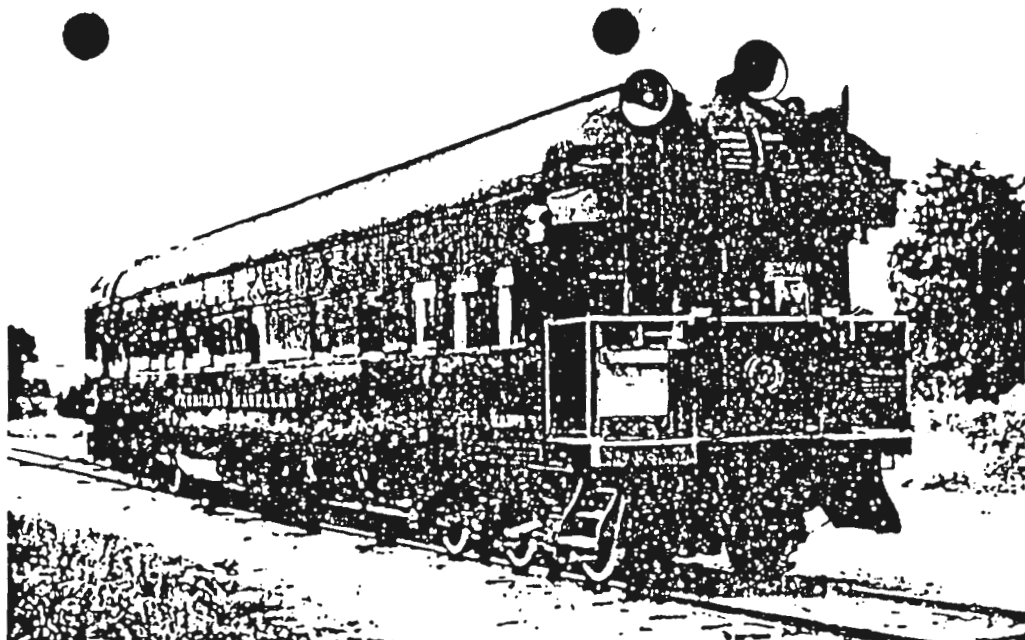


RAILROAD MAP OF OHIO
OPERATIONAL LINES

OO OPERATOR
 ORR OPERATOR WITH
 ORR LEASE AGREEMENT
 FOR THROUGH SERVICE
 O RAILROAD

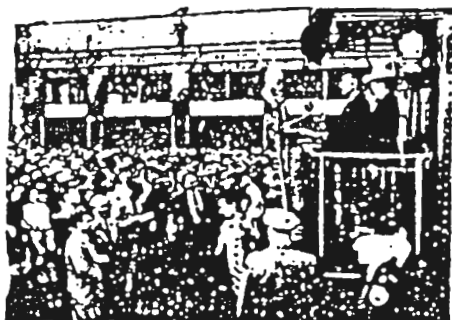
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| AE | AKRON & CLEVELAND R.R. | 152 | MAHON & WESTERN |
| AF | AKRON & CLEVELAND R.R. | 153 | OHIO & CINCINNATI |
| AG | AKRON & CLEVELAND R.R. | 154 | PITTSBURGH & LANE R.R. |
| AH | AKRON & CLEVELAND R.R. | 155 | PIONEER & FAVORITE |
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THE FERDINAND MAGELLAN AS IT APPEARS TODAY

FRANK KERN PHOTO



PRESIDENT TRUMAN AT SACRAMENTO, CALIFORNIA 1948

A. A. P. PHOTO



DINING ROOM

CITY OF FT. LAUDERDALE PHOTO



PRESIDENT ROOSEVELT AT FORT KNOX, KENTUCKY, 1943

FDP 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 *Roald 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 Roald 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, $\frac{3}{4}$ " 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 built-in. 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 train-side 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, 1915. Mrs. Roosevelt rode in the Magellan, which was next to the last car. The *Connaught*, 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

WASHINGTON

October 6, 1984

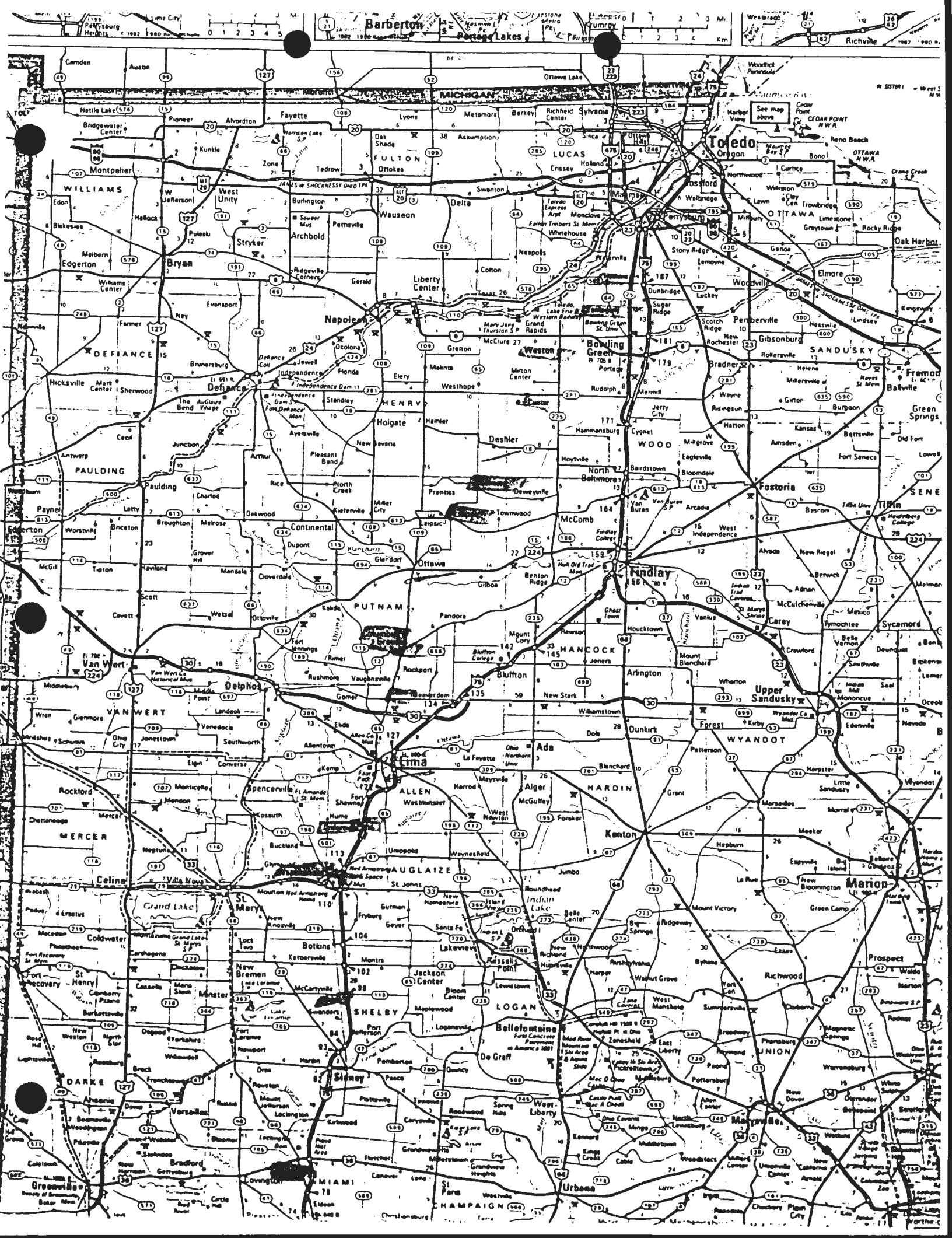
MEMORANDUM FOR FRED CORLE & JIM LAKE, JR

THROUGH: JIM HOOLEY
FROM: BRENT JOHNSON
SUBJECT: TRAIN ROUTE & SLOW DOWNS

Flyers have been printed for each of five different segments of the Whistlestop Tour. They list towns passed through and approximate times. A notebook has been prepared with basic information on the tour.

Please develop your own creative ideas for natural "color" along the train route. Some might include:

- turnout scools
- fire engines
- kids on horses
- prizewinning cows with sign
- Jim has farmer contacts
- barn signs
- signs on light poles
- hotair baloons
- flags
- tractors
- bells
- haywagons
- school buses with kids on top
- Burma Shave signs
- farm implement dealer at mile 102 could line up tractors and honk



SITE

MEDIA RELEASE : FRI, OCT 5

OCTOBER 12

— President's train trip in Ohio

The President is departing Andrews at 9:50 a.m.

He will arrive at Wright-Patterson AFB at 11:00 a.m.

He will motorcade to the Old Montgomery Hall for a rally at 11:25

He will leave at noon for the Dayton Union Station

The Presidential Train will depart at 12:15 p.m.

The train will arrive in Sidney at 1:05 p.m.

The President will give remarks

The train will depart at 1:35 p.m.

The train will arrive in Lima at 2:40 p.m.

The President will give remarks

The train will depart at 3:10 p.m.

The train will arrive in Ottawa at 3:40 p.m.

The President will give remarks

The train will depart at 4:10 p.m.

The train will arrive in Deshler at 4:40 p.m.

The President will give remarks

The train will depart at 5:10

The train will arrive in Perrysburg at 6:00 p.m.

The President will give remarks

The President will motorcade to Toledo Express Airport

He will depart at 6:55 p.m. for Andrews.

WIK D/A

REAGAN-BUSH '84

The President's Authorized Campaign Committee

NEWS

REAGAN-BUSH '84

The President's Authorized Campaign Committee

NEWS

REAGAN-BUSH '84

The President's Authorized Campaign Committee

NEWS

YOU ARE INVITED TO SEE AND HEAR
THE PRESIDENT
OF THE UNITED STATES
RONALD REAGAN



IN DAYTON!

AT THE KICK-OFF OF HIS WHISTLE STOP TRAIN TOUR OF OHIO

FRIDAY, OCTOBER 12

COURTHOUSE SQUARE

MAIN AND THIRD STREET, DOWNTOWN
FREE AND OPEN TO THE PUBLIC! (Rain or Shine)

"GATES OPEN" 9:30 A.M. PROGRAM BEGINS 10:30 A.M.
PRESIDENTIAL ADDRESS AT 11:25 A.M.

WHISTLE STOP TOUR

WITH THE PRESIDENT OF THE UNITED STATES)

RONALD REAGAN



SEE IT PASS THROUGH

TIPP CITY - TROY - PIQUA

FRIDAY, OCTOBER 12

PASSING THROUGH AT APPROXIMATELY

12:15 P.M. - 1:05 P.M.

PRESIDENT REAGAN WILL BE TRAVELING ABOARD
HARRY S. TRUMAN'S FAMOUS TRAIN CAR, "U.S. CAR ONE,"
BE THERE EARLY! BRING THE WHOLE FAMILY!

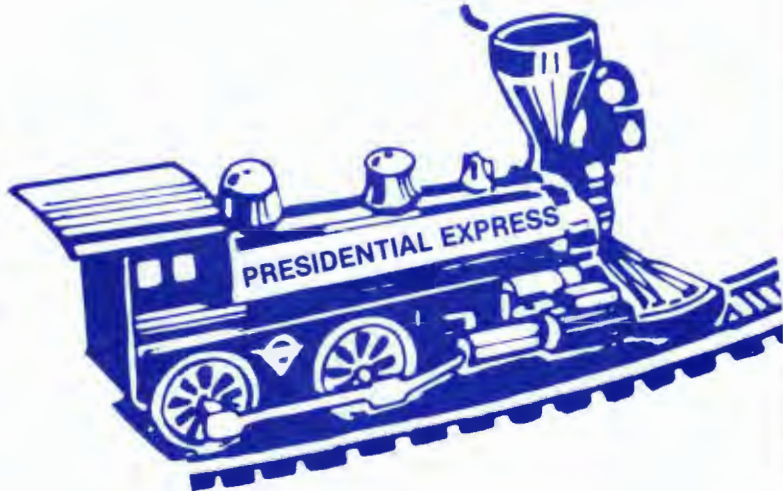
SHOW THE FLAG!

Paid for by Reagan-Bush '84: Paul Laxalt, Chairman, Angela M. Buchanan Jackson, Treasurer

WHISTLE STOP TOUR

WITH THE PRESIDENT OF THE UNITED STATES)

RONALD REAGAN



SEE IT PASS THROUGH

ANNA - WAPAKONETA CRIDERSVILLE

FRIDAY, OCTOBER 12

PASSING THROUGH AT APPROXIMATELY

1:35 P.M. -2:40 P.M.

PRESIDENT REAGAN WILL BE TRAVELING ABOARD
HARRY S. TRUMAN'S FAMOUS TRAIN CAR, "U.S. CAR ONE,"
BE THERE EARLY! BRING THE WHOLE FAMILY!

SHOW THE FLAG!

WHISTLE STOP TOUR

WITH THE PRESIDENT OF THE UNITED STATES)

RONALD REAGAN



SEE IT PASS THROUGH

CAIRO - COLUMBUS GROVE

FRIDAY, OCTOBER 12

PASSING THROUGH AT APPROXIMATELY

3:10 P.M. - 3:40 P.M.

PRESIDENT REAGAN WILL BE TRAVELING ABOARD
HARRY S. TRUMAN'S FAMOUS TRAIN CAR, "U.S. CAR ONE,"
BE THERE EARLY! BRING THE WHOLE FAMILY!

SHOW THE FLAG!

WHISTLE STOP TOUR

WITH THE PRESIDENT OF THE UNITED STATES)

RONALD REAGAN



SEE IT PASS THROUGH

LEIPSIC - BELMORE

FRIDAY, OCTOBER 12

PASSING THROUGH AT APPROXIMATELY

4:10 P.M. - 4:40 P.M.

PRESIDENT REAGAN WILL BE TRAVELING ABOARD
HARRY S. TRUMAN'S FAMOUS TRAIN CAR, "U.S. CAR ONE,"
BE THERE EARLY! BRING THE WHOLE FAMILY!

SHOW THE FLAG!

WHISTLE STOP TOUR WITH THE PRESIDENT OF THE UNITED STATES **RONALD REAGAN**



SPEAKING IN **DESHLER, OHIO!**

EVERYONE INVITED TO SEE AND HEAR PRESIDENT REAGAN
ARRIVE ON "U.S. CAR ONE" (TRUMAN'S FAMOUS TRAIN CAR)

FRIDAY, OCTOBER 12 • Main Street at Railroad Crossing

BE THERE EARLY!

**GATES OPEN 3:00 P.M. • PROGRAM 4:10 P.M. • ARRIVAL 4:40 P.M.
BRING THE FAMILY AND BE PART OF HISTORY!**

Paid for by Reagan-Bush '84: Paul Laxalt, Chairman, Angela M. Buchanan Jackson, Treasurer

WHISTLE STOP TOUR

WITH THE PRESIDENT OF THE UNITED STATES)

RONALD REAGAN



SEE IT PASS THROUGH

CUSTAR - WESTON TONTOGANY - HASKINS

FRIDAY, OCTOBER 12

PASSING THROUGH AT APPROXIMATELY

5:10 P.M. - 6:00 P.M.

PRESIDENT REAGAN WILL BE TRAVELING ABOARD
HARRY S. TRUMAN'S FAMOUS TRAIN CAR, "U.S. CAR ONE,"
BE THERE EARLY! BRING THE WHOLE FAMILY!

SHOW THE FLAG!

BUDGET

INVOICE COVER SHEET
OHIO WHISTLE STOP
FRIDAY, OCTOBER 12, 1984

CITY;

VENDOR NAME:
(PARTY TO BE PAID)

VENDOR ADDRESS:

CONTACT PERSON;

PHONE: (OFFICE) (HOME)

ITEM:

COST: \$

INITIAL LOCAL MEETINGS

WEDNESDAY, OCTOBER 3, 1984

ATTENDEES: JIM HOOLEY

DAYTON HILTON 513-461-4700

BRENT JOHNSON

KEY LOCAL CONTACTS

SUGGESTED INITIAL SCHEDULE

FRIDAY: PROVIDE LOCAL CONTACT SHEET
MEET TRUCK TRAIN WITH JIM & BRENT

SATURDAY: LOCAL COMMITTEE MEETING IN LATE AFTERNOON WITH
ADVANCEMAN

SUNDAY: SIGN PAINTING PARTY

SUGGESTED COMMITTEE STRUCTURE

1. CROWD BUILDING

LEAFLETS

PHONE BANKS

MAILING (OPTIONAL)

ADVERTISING (RADIO & NEWSPAPER)

SCHOOLS

GROUPS (CIVIC, RELIGIOUS, SOCIAL, BUSINESS, ETC.)

2. ENTERTAINMENT

PROGRAM

EMCEE

BANDS (NO LIMIT)

3. DECORATIONS

BANNERS

HAND HELD FLAGS

LARGE FLAGS

BALLOONS

HAND PAINTED SIGNS

4. SITE FACILITIES

OUT HOUSES

ROPE & BARRELS

STAGE (ENTERTAINMENT &/OR SPEAKING)

PRESS PLATFORM

FIRST AID

CONCESSIONS (FOOD & BEVERAGE)
CONTRACTOR (CARPENTRY)
SOUND
LIGHT
PERMITS (NOISE, STREET CLOSING)

5. STAFF/PRESS OFFICE

VOLUNTEERS (5) TO BEGIN SUNDAY OR MONDAY

6. VOLUNTEERS

OTHER ITEMS DISCUSSED

1. APPROXIMATE SCHEDULE TIMES
2. PRESS (DON'T TALK MUCH)
3. COUNTY/TOWN PROCLAMATION FOR PRESIDENT REAGAN DAY
4. RESEARCH FORMER PRESIDENTIAL TRIPS, OBTAIN NEWS CLIPPINGS

MEMORANDUM

To: JIM HOOLEY
FROM: BRENT JOHNSON
SUBJECT: MAILINGS

I ORDERED CHECKS FOR THE FOLLOWING. THEY WILL BE SENT TO THE CONTACT TODAY, ARRIVING FRIDAY.

COUNTY REPUBLICAN HOUSEHOLDS

1. DAYTON 42,784 PIECES @ 20¢ = \$8556.80

CONTACT

KAY STEVENS
14 WEST FOURTH STREET
DAYTON, OH 45402
513/223-7607 (O)

INVOICE

U. S. POSTMASTER
1111 EAST FIFTH STREET
DAYTON, OH 45401
513/227-1100

2. OTTAWA 4,008 PIECES @ 20¢ = \$801.60

CONTACT

BOB FAWCETT
1402 EAST MAIN STREET
OTTAWA, OH 45875
419/523-5412 (O)
523-3364 (H)

INVOICE

U. S. POSTMASTER
404 EAST MAIN STREET
OTTAWA, OH 45875
419/523-3008

OCTOBER 11, 1984

MEMORANDUM TO: JIM HOOLEY
FROM: BRENT JOHNSON
SUBJECT: PRINTING ORDER

	<u>ITEM</u>	<u>QUANTITY</u>	<u>COMPLETION</u>	<u>COST</u>
1.	ENVELOPES	50,000	FRIDAY, 1:00pm	
2.	DAYTON TICKETS	95,000	FRIDAY, 5:00pm	
		500 (color)		
3.	SPEAKING FLYERS	225,000	SATURDAY, 8:00am	
4.	PASS THROUGH FLYERS	54,000	SATURDAY, 12:00	

PROOF: 4:00 THURSDAY

CONTACT: NAN STEWART
CANE ENTERPRISES
5703 WEBSTER STREET
DAYTON, OHIO
898-2263

DIRECTIONS: I-75 North
NEEDMORE ROAD EXIT RIGHT
THROUGH TWO LIGHTS
LEFT TURN ON WEBSTER STREET
TURN LEFT IN NEW BUILDING COMPLEX