

Richard Nixon Presidential Library
White House Special Files Collection
Folder List

<u>Box Number</u>	<u>Folder Number</u>	<u>Document Date</u>	<u>Document Type</u>	<u>Document Description</u>
48	4	10/15/1960	Memo	Memorandum to Advance Men. RE: Train Advancing. 2 pgs. 5 duplicates not scanned.
48	4	10/1/1962	Memo	Memorandum to Advance Men. RE: Train Advancing. 2 pgs.
48	4	09/27/1961	Report	Transcript of Statement by Richard Nixon announcing candidacy in the 1962 California governor's race. 2 pgs.

October 15, 1960

MEMORANDUM TO ADVANCE MEN

RE: TRAIN ADVANCING

There are, of course, a number of special requirements involved in advance arrangements for the train. In general, train stops will fall into three categories:

1. Whistle-stop -- speech from rear platform of train.
2. Off-train station rally -- speech from railroad station or platform built near train tracks.
3. Off-train, downtown rally -- motorcade from train to auditorium or other point for speech.

Other than the general provisions covered below, an off-train downtown rally is set up about the same as a regular campaign stop from an airplane. The train pulls into the station and the party moves to cars to drive to the hotel or meeting place. The station should, of course, be decorated and there should be a crowd and a band -- just as at an airport.

Off-train station rallies:

The train should stop at a pre-determined point so that the official party can move from the rear car to the platform as quickly as possible. The Vice President will leave the train and take his place on the platform as soon as the train stops. He should be introduced as quickly as possible -- get the preliminary program over before the train arrives and have the band play to fill the interval.

There must be a press section with tables, phones, etc., the same as at an ordinary rally. Be sure that the members of the press are able to move from their cars at the forward part of the train back to the press tables.

At conclusion of speech, the party will return directly to the train and leave for the next stop.

Whistle-stops:

These will be the most frequent train stops and require some special arrangements. The train should be stopped so that the rear platform is in the best position for the VP's speech. This is done, with the cooperation of local railroad people, by placing a stake at the point where the engineer is to stop the engine -- calculating the length of the train from there back to the speaking point. Your job is to decide on position of rear platform. RR men will do the rest.

Location should be determined on the basis of the best place to assemble a crowd.

The rear platform of the train will serve as the speaker's platform -- and the local MC should be prepared to step right up onto this platform to introduce the top dignitaries. Then the top state or local candidate should introduce the VP -- who will come out to the platform from the door to his car.

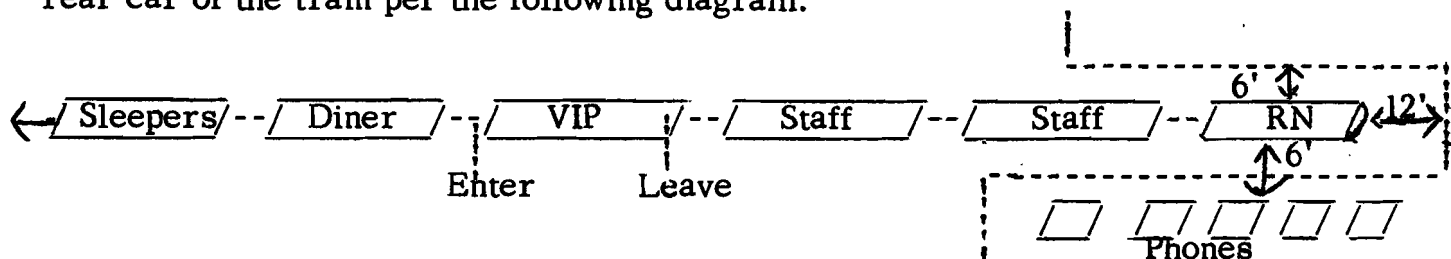
The number of candidates and officials to be introduced should be held to an absolute minimum. Do not go below candidates for Congress. If there is a Republican mayor, he should be introduced, or perhaps serve as MC.

The group to be introduced should wait at the foot of the steps to the rear platform and as each name is called, the individual goes up on the platform, waves, then down the other side. Only two or three people should remain on the platform when the VP comes out to speak. There isn't room for any more.

Immediately at the conclusion of the speech, the train will pull out -- so any presentations should be made before the speech, as soon as the VP comes out.

There should, of course, be a band and decorating in the area.

For safety of the crowd, it is essential to provide rope barriers around the rear car of the train per the following diagram.



The rope across the back is, of course, a drop line -- and is put in place as soon as the train has pulled into position - before the crowd is allowed to fill in behind the train on the tracks. There must be a 6-foot lane kept clear on both sides of the rear car for its full length -- and a 12-foot area kept clear behind the rear of the train.

Local railroad officials will generally be happy to provide ropes and stanchions for the above purpose.

No press tables are required. The press will stand inside the secured area. Phones should be provided within easy access -- either LD terminal on tables alongside the train forward of the rear car or pay booths in the same location, or both.

Advancing for whistle-stops is generally simpler than for regular rallies since no motorcades or hotels are involved. Be sure, however, that the location for the stop is carefully selected; that the publicity is given great emphasis; and that everything is done to insure a big crowd and lots of color. All the basic crowd-building ideas should be used -- plus any others you think of.

The train will carry its own PA and speaker system -- so this does not need to be provided on the ground.

General Provisions:

It is customary on the campaign train to let a group of dignitaries from stop B board the train at stop A and ride into their area with the VP. A VIP lounge car is provided for this purpose. The group to board the train must never total more than 40 persons. This will include some state officials who will ride all the way through their state. Clear with the office before setting a number to board at any stop.

The local committee must provide numbered credentials to those who are to board the train. They will also have to provide one-way transportation to the preceding stop. It should be clearly understood in advance that only those with proper credentials and only the number approved will be permitted to board. Refreshments will be available to traveling VIP's. Have a local committee member check the VIPs on.

Basic contact with the railroad is the station-master at each stop.

October 15, 1960

MEMORANDUM TO ADVANCE MEN

RE: TRAIN ADVANCING

There are, of course, a number of special requirements involved in advance arrangements for the train. In general, train stops will fall into three categories:

1. Whistle-stop -- speech from rear platform of train.
2. Off-train station rally -- speech from railroad station or platform built near train tracks.
3. Off-train, downtown rally -- motorcade from train to auditorium or other point for speech.

Other than the general provisions covered below, an off-train downtown rally is set up about the same as a regular campaign stop from an airplane. The train pulls into the station and the party moves to cars to drive to the hotel or meeting place. The station should, of course, be decorated and there should be a crowd and a band -- just as at an airport.

Off-train station rallies:

The train should stop at a pre-determined point so that the official party can move from the rear car to the platform as quickly as possible. The ~~Vice President~~ will leave the train and take his place on the platform as soon as the train stops. He should be introduced as quickly as possible -- get the preliminary program over before the train arrives and have the band play to fill the interval.

There must be a press section with ~~tables~~, phones, etc., the same as at an ordinary rally. Be sure that the members of the press are able to move from their cars at the forward part of the train back to the press ~~tables~~.

At conclusion of speech, the party will return directly to the train and leave for the next stop.

Whistle-stops:

These will be the most frequent train stops and require some special arrangements. The train should be stopped so that the rear platform is in the best position for the VP's speech. This is done, with the cooperation of local railroad people, by placing a stake at the point where the engineer is to stop the engine -- calculating the length of the train from there back to the speaking point. Your job is to decide on position of rear platform. RR men will do the rest.

Location should be determined on the basis of the best place to assemble a crowd.

The rear platform of the train will serve as the speaker's platform -- and the local MC should be prepared to step right up onto this platform to introduce the top dignitaries. Then the top state or local candidate should introduce the VP -- who will come out to the platform from the door to his car.

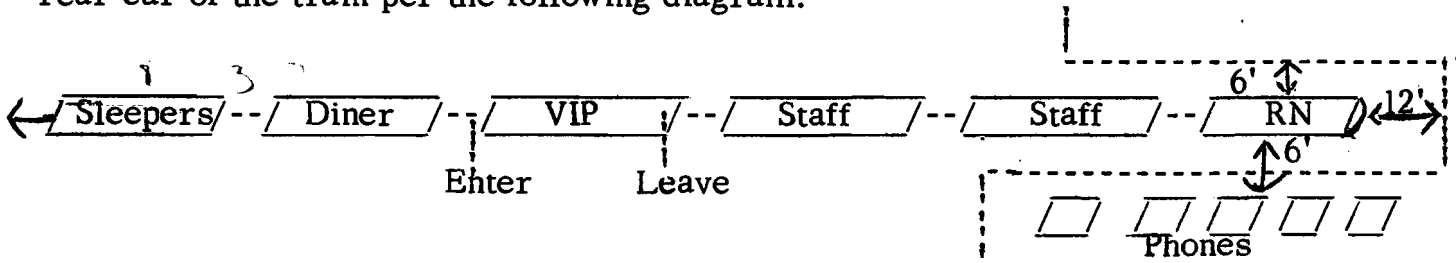
The number of candidates and officials to be introduced should be held to an absolute minimum. ~~Do not go below candidates for Congress.~~ If there is a Republican mayor, he should be introduced, or perhaps serve as MC.

The group to be introduced should wait at the foot of the steps to the rear platform and as each name is called, the individual goes up on the platform, waves, then down the other side. Only two or three people should remain on the platform when the VP comes out to speak. There isn't room for any more.

Immediately at the conclusion of the speech, the train will pull out -- so any presentations should be made before the speech, as soon as the VP comes out.

There should, of course, be a band and decorating in the area.

For safety of the crowd, it is essential to provide rope barriers around the rear car of the train per the following diagram.



The rope across the back is, of course, a drop line -- and is put in place as soon as the train has pulled into position - before the crowd is allowed to fill in behind the train on the tracks. There must be a 6-foot lane kept clear on both sides of the rear car for its full length -- and a 12-foot area kept clear behind the rear of the train.

Local railroad officials will generally be happy to provide ropes and stanchions for the above purpose.

No press tables are required. The press will stand inside the secured area. Phones should be provided within easy access -- either LD terminal on tables alongside the train forward of the rear car or pay booths in the same location, or both.

Advancing for whistle-stops is generally simpler than for regular rallies since no motorcades or hotels are involved. Be sure, however, that the location for the stop is carefully selected; that the publicity is given great emphasis; and that everything is done to insure a big crowd and lots of color. All the basic crowd-building ideas should be used -- plus any others you think of.

The train will carry its own PA and speaker system -- so this does not need to be provided on the ground.

General Provisions:

It is customary on the campaign train to let a group of dignitaries from stop B board the train at stop A and ride into their area with the VP. A VIP lounge car is provided for this purpose. The group to board the train must never total more than 40 persons. This will include some state officials who will ride all the way through their state. Clear with the office before setting a number to board at any stop.

The local committee must provide numbered credentials to those who are to board the train. They will also have to provide one-way transportation to the preceding stop. It should be clearly understood in advance that only those with proper credentials and only the number approved will be permitted to board. Refreshments will be available to traveling VIP's. Have a local committee member check the VIPs on.

Basic contact with the railroad is the station-master at each stop.

Transcript of Statement by
RICHARD NIXON
at opening of press conference
Statler-Hilton Hotel
Los Angeles, California
September 27, 1961

Ladies and gentlemen, before I go to your questions I have a brief statement I would like to make. I have been greatly honored since my return to California by the fact that many of my fellow Californians as well as many people throughout the country have urged me to seek the Governorship of this State. I have reached the decision on this question -- a decision I would like to announce tonight.

This decision is one that will disappoint many of those who have urged me to seek the Governorship because those ^{who} have urged me in many cases have put their requests on the ground that I should run and be elected Governor so that I could then run for and be elected President in 1964.

I cannot accept this proposition. Since my return to California I have had an opportunity to see first hand some of the problems of this State and of its government in Sacramento. I have reached some conclusions about those problems and those conclusions can be summed up in a sentence: The Government, the State House in Sacramento is in a mess and somebody has to clean it up.

We find today that our government expenditures in this state are the highest in the nation, and efficiency in the state government is among the lowest. We find that law enforcement in the State of California is below the national average. We find that our education has been short-changed because of pay-offs for political boondoggling, and most important of all, we find that the jobs that are necessary to provide employment for the 250,000 new job applicants that come into this State every year are not keeping pace with the new increase in population.

These are complex problems. They are difficult problems. And I have reached the conclusion, as I know not only many Republicans but many Democrats and Independents in this State have reached, that the amiable but bungling man who presently is the Governor of this State cannot clean up this mess for which he is partially and in many instances substantially responsible.

California needs a new Governor. It needs a new leader. And among the attributes that new Governor and new leader must have, in my opinion, are these:

He must be a man, first of all, who is strong enough in his own right that he can be independent of any pressure group and can always speak and act for all the people of this State.

He must be a man who is strong enough and who is respected enough to attract in the state government men and women of the highest caliber to take the posts that are there to be served and to be handled.

And finally, and most important of all, the next Governor of this State must be a man who will devote not part but all of his energies to this job. He cannot do as Governor Brown did: be elected Governor, and then, within six months, start running for the Presidency of the United States of America.

That is why tonight I have two decisions to announce to the people of California and to the people of this nation.

First, I shall not be a candidate for President of the United States in 1964.

I shall be a candidate for Governor of the State of California in 1962.

In making this announcement, I base it on several circumstances, a few of which I would like to share with this group tonight. First, There is a selfish reason: I often hear it said that it is a sacrifice for men or women to serve in public life. For me, I have found it to be the other way around. On my return to private life, I have found that, from a salary standpoint, the income has been beyond anything I could ever have dreamed. And I have found, of course, other things in private life that are very attractive. But after fourteen years as a Congressman, as a Senator, and as Vice President of the United States, I find that my heart is not there -- it is in public service. I want to be in public service. And I have concluded that, as far as my present opportunities are concerned, the most challenging, the most exciting position that I can seek, and in which I could serve, next to being President of the United States, is to be Governor of what will be the first state in the nation.

I also have reached this conclusion, because I believe that I will be able to unite the members of my own Party, attract members of the Democratic Party, and independent voters in sufficient numbers, as I have on the five previous occasions that I have been a candidate for public office in this state -- sufficient numbers to win.

Then I have, in conclusion, this one thought to leave with the people of this State and the people of the Nation, for that matter, for they have a stake in what happens in California. This conclusion has regard to what I will try to work for as a candidate and what I will try to work for as Governor of this State. California in 1963 or 1964 will be the first state of this nation in population. I want California to be the first state of the nation in education, not only in quantity, but in quality. I want it to be the first state in law enforcement and not in crime. I want it to be the first state in urban development, in the beauty of our cities, our parks and our beaches. I want it to be the first state in the quality of top-rate people we bring into government and not in the quantity of second-raters for whom we make government jobs.

I want it to be the first state in efficiency of government, and not in waste. Above everything else, I want California to be the first state in opportunity -- opportunity for all and not just in terms of hand-outs.

I was born in this state. My wife and I grew up here, we were educated here, and we were married here. I am proud to be a Californian. I look forward to the opportunity of running for office and for becoming the Governor of this State.

In California just a year ago we heard about the new frontier for America. California is the frontier and I want the first state of this nation to be a proud example of America. It is in that spirit that I announce tonight my decision to seek the Governorship of California.