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Report of the U.S. Secret Service
on the Assassination of
President Kennedy

U.S. TREASURY DEPARTMENT
Washington, D.C.

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THE SECRETARY OF THE TREASURY
WASHINGTON

December 18, 1963

MEMORANDUM FOR CHIEF JUSTICE WARREN

Re: Report of United States Secret Service on
Assassination of President Kennedy

I am transmitting a report by Chief James J. Rowley of the United States Secret Service, dated December 18, 1963, on the assassination of President Kennedy.

The report covers the advance preparations of the Secret Service for the Presidential visit to Dallas on November 22, 1963, and its activities on that day in Dallas. It does not include investigative activities by the Secret Service to ascertain or to assist in ascertaining the identity of the President's killer or his motives. We have made available, and will continue to make available, to the F.B.I. all reports on such activities.

This report discloses a number of aspects of the Secret Service's operations which are not general public knowledge. The Secret Service is concerned lest detailed disclosure of its procedures might facilitate a future attempt on the life of the President. Therefore, I should like to ask that before the Commission makes public any of the material in this report, you consult with our General Counsel, G. d'Andelot Belin.

If the Commission desires any additional information from the Secret Service or this Department, we are of course at your service.

Douglas Dillon

13 copies with CONFIDENTIAL enclosures to:
The Honorable J. Lee Rankin
Second Street and Maryland Avenue, N.E.
Washington, D. C.

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REPORT OF UNITED STATES SECRET SERVICE
ON THE ASSASSINATION OF PRESIDENT KENNEDY

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TREASURY DEPARTMENT
UNITED STATES SECRET SERVICE

WASHINGTON, D.C. 20220

OFFICE OF THE CHIEF

December 18, 1963

TO: Secretary of the Treasury

FROM: Chief, U. S. Secret Service

James J. Fawley

Assassination of President Kennedy

INTRODUCTION

The Secret Service has responsibility for protecting the President, pursuant to 18 U.S.C. Section 3056 which reads in part as follows: "Subject to the direction of the Secretary of the Treasury, United States Secret Service, Treasury Department, is authorized to protect the person of the President of the United States, the members of his immediate family, the President-elect, the Vice President or other officer next in the order of succession to the office of President, and the Vice President-elect; protect a former President, at his request, for a reasonable period after he leaves office; ..."

Presidential protection includes not only physical security measures against direct threats or attacks against the President,

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but protection against accidental and impersonal dangers inherent in Presidential travel and other activities. This responsibility must be carried out, however, in a manner that will not interfere unduly with the official activities of the President or with his personal life.

I. ADVANCE PREPARATIONS FOR VISIT

On any Presidential visit out of Washington, D. C., the Secret Service makes extensive advance preparations. A chronological account of the preparations made in Dallas for the Presidential visit on November 22, 1963, appears as Appendix A to this report. The body of the report describes only those advance preparations which are believed to be directly relevant to the assassination of the President.

When the President proposes to make a trip away from the District of Columbia, overall planning responsibility for the trip is the province of the Special Agent in Charge of the White House Detail or whichever one of his assistants has been designated to make the trip in charge of the detail. The Special Agent in charge of the trip in turn assigns agents to act as advance agents at each destination of the proposed trip. The assigned advance agent works closely with the Special Agent in

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Charge of the District in which the visit is scheduled. He coordinates all local activities and works out a minute by minute schedule for the President's visit. He coordinates, through the Special Agent in charge of the proposed trip, all arrangements with the White House staff, with field offices of the Secret Service, with political party officials and others directly concerned with the President's visit. He also goes to the destination of the proposed visit and personally takes charge of coordination with local law enforcement agencies and other local officials.

On November 4, 1963, the Secret Service White House Detail was informed that the President planned to make a trip to Dallas on November 22, 1963. Assistant Special Agent in Charge (ASAIC) Roy H. Kellerman was designated to be in charge of the Texas trip and Special Agent (SA) Winston G. Lawson was assigned as advance agent in charge of preparations for the proposed Dallas visit. Final confirmation of the visit plans was received on November 8, 1963. (See Exhibit 1 - Tentative Itinerary for President's Visit on November 21-22).

A. Identification of Individuals Believed Dangerous to the President

The Secret Service has established procedures which are designed to identify in advance individuals in the area who might

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constitute a threat to the person of the President. These procedures are initiated as soon as possible after definite notification of a trip is received. They may be divided into two categories: (1) the activities of the Protective Research Section of the Service, and (2) activities on the scene of the visit under the direction of the advance agent in charge of preparations and the Special Agent in Charge of the District.

(1) Protective Research Investigation

On November 6, the Protective Research Section of the Secret Service, was informed by SA Lawson of the forthcoming visit of the President to Texas on November 21-23 and requested to make a suitable check to see if there were any identified individuals in the Dallas area known to the Service to have either threatened the person of the President or been brought to the attention of the Service as persons dangerous to the President. A search was then made of the files to see if any such individuals were known to be located in the areas where the President was to visit (Exhibit 2). The files of this Section contain information on persons who over the years have come to the attention of the Section as potentially dangerous to the President. The basic criterion for including an individual in

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the PRS file is information which indicates the individual may constitute a threat to the person of the President. The files include among others, individuals afflicted with mental illness manifesting itself in behavior hostile to the President, those who have made overt threats, and those who belong to organized groups which have specifically advocated assassination of U. S. public officials.

The number of names in the PRS files presently approximates 1,000,000, an unknown number of which are dead or inactive. A principal source of names is those who have written letters, sent packages, or made telephone calls to the White House which are thought to be threatening, or who have appeared in the vicinity of the White House making threats or conducting themselves in a way to arouse suspicion of hostile intentions. Other names are submitted to the Secret Service through established liaison procedures by the F.B.I., the C.I.A., and state and local police departments.

From the basic PRS files, certain names of seriously dangerous individuals are selected and also maintained in a trip file. This file contains approximately 100 high risk individuals. It is constantly changing as new names or new information is received.

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In addition, an album containing pictures of persons considered to be the most dangerous in the nation to the President, along with identifying information on these persons, is also maintained. Exhibit 3 describes in more detail the procedure for handling protective research information and subjects.

The trip file and the album were consulted to see if they contained any names of seriously dangerous individuals in the Dallas area. There were no such names located in the Dallas area, and Special Agent Lawson was so informed on November 8, 1963. If any names of such individuals in the Dallas area had been received by the Section between the date of the report to SA Lawson and the date of the Presidential visit, they would have been referred to the Dallas Office of the Secret Service. No names were received.

The name of Lee H. Oswald was not in the files of this Section.

If the Section had identified any individual in the Dallas area as seriously dangerous to the President, under established procedures that individual would have been placed under surveillance or other appropriate arrangements would have been made to ensure that he would not be in a position to cause any harm.

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(2) Liaison with Local Law Enforcement Agencies

One of the principal duties of agents preparing for a Presidential visit is to establish liaison with local enforcement agencies and, with their aid, to identify and neutralize any persons or situations believed to constitute a potential danger to the person of the President.

On November 12, 1963, SA Lawson went to Dallas and remained there until the Presidential visit. He had earlier notified Forrest V. Sorrels, Special Agent in Charge (SAIC) of the Dallas Office of the Secret Service, of the Presidential visit, and the latter had been in contact with the authorities in Dallas. Close liaison was established. Because of the incidents on the occasion of the visit of Ambassador Stevenson to Dallas earlier in the fall, special attention was given to extremist groups known to be active in Dallas. Appendix A describes the action taken in Dallas in more detail.

Over the years the local Secret Service offices around the country have established liaison with the local office or offices of the F.B.I. in their Districts. This was the case in Dallas prior to November 22, 1963. In accordance with the usual practice, the local F.B.I. office informed the local Secret Service office

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of any information which affected the President's visit. On October 30, 1963, the local F.B.I. office gave the local Secret Service office the name of a right wing individual in the Dallas area. An investigation was made. On November 21 and 22 the local F.B.I. office referred two pieces of information to the local Dallas office of the Secret Service. One involved scurrilous literature already in the hands of the Secret Service (Exhibit 4); the second involved possible picket trouble which the local police were aware of.

SA Lawson, SAIC Sorrels and SA Howlett met with Dallas law enforcement officials. SA Howlett also met with an informant. They followed up all leads and tips and checked scurrilous literature (see Exhibit 4). Their investigations did not bring to light the name or the individual, Lee H. Oswald, and he or his name was not known to them or any other Secret Service Agent in Dallas or elsewhere prior to the shooting of the President.

B. Route of the Presidential Motorcade

One of the principal concerns of the Secret Service in connection with a Presidential visit is the route which the President travels. It has always been the view of the Service that an open Presidential motorcade presents serious security

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hazards. To reduce these hazards a route is recommended which ensures that the motorcade will keep moving at a reasonable pace and avoid locations which pose unusual traffic, crowd control or other hazards. However, no President has ever permitted security considerations to be the sole factor in choosing a route.

One of SA Lawson's duties in Dallas was to assist in arrangements for a proposed Presidential motorcade from the airport to a luncheon site in downtown Dallas. The route which a Presidential motorcade travels depends on the nature of the trip, and the security precautions taken are necessarily adapted to the purpose of the trip. One of the purposes of the Dallas trip was to afford to as many of the people of Dallas as possible an opportunity to see the President in the limited time available. SA Lawson was so informed and was also informed by the White House staff that the motorcade from the airport to the luncheon site (the Trade Mart) should take approximately 45 minutes. On the basis of these instructions, SA Lawson and SAIC Sorrels mapped a tentative 10-mile route through Dallas, and on November 14 drove the entire route at the anticipated speeds of the motorcade. The width of the streets, the number of overpasses, turns and other points where problems with crowds might occur and other security factors were observed and noted.

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SA Lawson and SAIC Sorrels discussed the proposed route with Dallas Police Chief Curry. The Texas Department of Public Safety, with Major Gary Smith in charge, and the Dallas County Sheriff's Office, under Sheriff Bill Decker, were to assist the Dallas Police Department in arrangements for the President's visit. Since, however, all movements during the visit were to be within the Dallas city limits, it was agreed that all instructions to them would be coordinated through Dallas Police Chief Curry.

The route was also discussed with Mr. Jack Puterbaugh, representing the White House staff, and various local officials. On November 18, SA Lawson and SAIC Sorrels drove the selected route with Assistant Chief Batchelor, Dallas Police Department, and another Dallas police officer. Assistant Chief Batchelor took notes on police requirements for main intersections, crowd control, underpass and overpass policing, railroad crossings, police control of crowds in areas where large crowds were expected, and details for escort participation. They discussed the necessity of having extra police at turns and of cutting off traffic at certain times and at certain points as the motorcade progressed. Parking problems were also considered and the time of the trip verified. Assistant Chief Batchelor agreed after the survey trip

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had been completed that the route would be satisfactory, and the final route was fixed on the afternoon of November 13, 1963. Exhibit 5 shows the final route selected for the Presidential motorcade in Dallas on November 22, 1963.

On September 26, 1963, the Dallas Morning News reported that the President was planning to make a trip to Texas and would come to Dallas November 21 or 22 (Exhibit 6A). That he definitely would come to Dallas appeared in the Dallas Times Herald on November 3, 1963 (Exhibit 6B). That he would lunch at the Trade Mart appeared in the Dallas Times Herald on November 15, 1963 (Exhibit 6C). The selected route of the motorcade appeared in the November 19 Morning News (Exhibit 6D) and in the November 19 evening edition of the Dallas Times Herald (Exhibit 6E). This route was released locally in Dallas on the evening of November 13. Release of the route of this type of motorcade has normally been controlled by the White House or local officials. It is not handled by the Secret Service and was not handled in Dallas by the Service.

Once the Trade Mart had been announced as the luncheon site, those familiar with Dallas would be able to predict with reasonable

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certainty that if there was to be a motorcade before the luncheon, it would pass in front of the School Book Depository Building on the way in from the airport. This is so because from the West end of Main Street, Elm Street is the only entrance to the Stemmons Freeway, the direct route to the Trade Mart. Prior to the announcement of the Trade Mart luncheon site and the motorcade, it is doubtful whether anyone could predict with any certainty that the President would pass in front of the School Book Depository Building while he was in Dallas.

C. Check of Buildings along Route of Motorcade

Except for inauguration and other parades involving foreign dignitaries accompanied by the President in Washington, it has not been the practice of the Secret Service to make surveys or checks of buildings along the route of a Presidential motorcade. For the inauguration and certain other parades in Washington where the traditional route is known to the public long in advance of the event, buildings along the route can be checked by teams of law enforcement officers, and armed guards are posted along the route as appropriate. But on out-of-town trips where the route is decided on and made public only a few days in advance, buildings

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are not checked either by Secret Service agents or by any other law enforcement officers at the request of the Secret Service. With the number of men available to the Secret Service and the time available, surveys of hundreds of buildings and thousands of windows is not practical.

In Dallas, the route selected necessarily involved passing through the principal downtown section between tall buildings. While certain streets thought to be too narrow could be avoided and other choices made, it was not practical to select a route where the President would not be seen from roofs or windows of buildings. At the two places in Dallas where the President would remain for a period of time, Love Field and the Trade Mart, arrangements were made for building and roof security by posting police officers where appropriate. Similar arrangements for a motorcade of ten miles, including many blocks of tall commercial buildings is not practical. Nor is it practical to prevent people from entering such buildings, or to limit access in every building to those employed or having business there. Even if it were possible with a vastly larger force of security officers to do so, many observers have felt that such a procedure would not be consistent with the nature

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and purpose of the motorcade to let the people see their President and to welcome him to their city.

In accordance with its regular procedures, no survey or other check was made by the Secret Service, or by any other law enforcement agency at its request, of the Texas School Book Depository Building or those employed there prior to the time the President was shot.

D. Organization of Motorcade

The organization of Presidential protection during a motorcade, where the purpose of the trip is to permit large numbers of people to view the President, has been evolved over a period of years. That organization is designed to provide as much protection to the President as is feasible. Particular precautions are taken to ensure that the motorcade is not stopped and that at times when the speed of the motorcade slows, agents on foot are between the President and those observing. The organization followed in Dallas was identical to that regularly used for Presidential motorcades on trips.

The order of march in the Dallas motorcade was: (1) the pilot car; (2) the lead car; (3) the Presidential car; (4) the Presidential follow-up car; (5) the Vice Presidential car;

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(6) the Vice Presidential follow-up car; (7) 15 cars and three buses carrying Congressmen, the press, various Dallas and Texas officials, White House staff, Vice Presidential and gubernatorial staff. Numerous motorcycles driven by Dallas police officers were also part of the motorcade. Exhibit 7 (Final Survey Report, dated November 30, 1963, of SA Lawson) describes in detail advance security preparations, persons who participated and their locations.

The actual occupants of the various cars and their duties were as follows:

(1) The pilot car. This is usually a local law enforcement car driven and manned by local officers. It precedes the main party over the route by approximately one-quarter mile. Its function is to alert the local officers along the route that the Presidential motorcade is coming and to check ahead for any signs of trouble, disturbance or other complications. Occasionally it drops back to help with crowds. It is in radio communication with the lead car and other Dallas police cars and stations.

(2) The lead car. This car is normally another local police vehicle; it drives directly in front of the Presidential

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car. It is occupied by Secret Service and local police officers who are in contact with the pilot car by police radio and with the Presidential car, the Vice Presidential car, and the two follow-up cars by Secret Service portable radios. The lead car's main function is to spot trouble in advance and to direct whatever steps are necessary to counter the trouble. Those riding in the car are alert to crowd and traffic problems, to suspicious movements and possible unfriendly acts. They scan the crowd and the buildings on the route and act as appropriate.

At Dallas the lead car was an unmarked Dallas police four-door Ford sedan driven by Dallas Police Chief Curry with SA Lawson on the right front seat, Dallas County Sheriff Bill Decker in the left rear seat and SAIC Sorrels in the right rear seat. Lawson guided the speed of the lead car in accordance with the progress of the Presidential car. There was no constant fixed interval between the lead car and the President's car since this depended on the speed with which the vehicles were moving, and in crowded areas where the progress was slow the lead car would drop back to stay close to the President's car. A part of Lawson's job was to watch the crowd to help make suggestions to Chief Curry concerning the control of his escort motorcycles.

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Lawson frequently had to look back to check on the progress of the President's car and the rest of the time was scanning the area ahead and alongside the car for possible problems, including examination of overpasses or underpasses to see whether any persons had gathered overhead. Policemen had been posted at these locations to keep the people from standing over the path of the motorcade. Sorrels' assignment was to scan the area generally to look for trouble.

(3) The Presidential car. This is a specially built 1961 Lincoln convertible sedan. At Dallas it was driven by SA William A. Greer, and ASAIC Roy H. Kellerman rode in the right front seat. Kellerman was in charge of the Presidential detail at this time and was in radio communication with the lead and follow-up cars. He was one of the three men in charge of the White House Detail who alternate in command on the President's trips, the others being Special Agent in Charge Behn and ASAIC Boring. He was to scan the route generally. If the President's car should stop, Kellerman would get out of the car and stand alongside the car by the President.

The rear of the Presidential car was occupied by the President, who sat in the right rear seat, Mrs. Kennedy, who

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sat in the left rear seat, Governor Connally, who sat in the right jump seat in front of the President, and Mrs. Connally, who sat in the left jump seat in front of Mrs. Kennedy. Exhibit 8 contains diagrams and photographs of the car. At the rear of the car are steps on which Secret Service agents from the follow-up car can ride (see diagrams). There is a frame for the bubbletop (see diagrams and photographs) over the front seat of the Presidential car as well as two handles on the back of the front seat and hand holes in the frame itself for the President to use when he rides standing up in the car.

(4) The Presidential follow-up car. This is another specially built convertible sedan (Cadillac). It was occupied in Dallas by SA Kinney driving; Assistant to the Special Agent in Charge Roberts in the right front seat, in command of this car; SA Hill and SA McIntyre on the left running board, front and rear respectively; SA Ready and SA Landis on the right running board, front and rear respectively; SA Bennett and SA Hickey in the rear seat, left and right respectively.

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Messrs. Kenneth O'Donnell, Special Assistant to the President, and David Powers, of the White House staff, rode in the two jump seats. All of the agents were instructed to watch the route for signs of trouble. Like all the other agents, they were instructed to scan not only the crowds at street level but the windows and roofs of buildings, overpasses and crossings. They were instructed to watch particularly for any objects being thrown, for any sudden movements through the crowd, and for any movements toward the Presidential vehicle. In addition, the men on the running boards had specific assignments. The men in the front positions had instructions that whenever the President's car slowed down to a walking pace or stopped or whenever the crowd pressing in toward the motorcade made it impossible for the escort motorcycles to stay in position at the immediate rear flanks of the President's car, they were to get off the running boards immediately and move up to positions just to the rear of the President and the First Lady. The two men riding in the rear positions on the running boards were to get off and take positions toward the front of the President's

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car on their respective sides whenever it slowed down sufficiently to permit them to do so or came to a halt.

There are special steps and handles built into the President's car at the two rear corners especially so that agents riding the front running board of the Presidential follow-up car can ride there; the President had frequently stated that he did not wish to have the agents riding on these steps during a motorcade and had repeated this wish only a few days previously to agents assigned to him in Tampa. (In Dallas SA Hill, who had been assigned to Mrs. Kennedy and had not been in Tampa with the President, occasionally rode on the left rear step. Agent Ready, who was aware that the President had specifically stated his objection to agents' riding on the steps, did not ride the step in Dallas.)

(5) The Vice Presidential car. This was an open Lincoln Continental convertible. It was driven by Hurchel Jacks of the Texas Highway Patrol, and ASAIC Rufus W. Youngblood rode in the right front seat. Vice President Johnson occupied the right rear seat, Mrs. Johnson the center rear seat, and Senator Yarborough the left rear seat. ASAIC Youngblood was in charge of the Vice Presidential detail at this time.

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(6) The Vice Presidential follow-up car. This was a Mercury sedan driven by Joe H. Rich of the Texas Highway Patrol and occupied by ATSAIC Johns, SA Kivett and SA Taylor. The duties of these agents were comparable to those in the Presidential follow-up car except that they were assigned to protect the Vice President.

(7) Motorcycles. The Dallas police assigned in excess of fifteen motorcycles to the motorcade. Four to six motorcycles preceded the lead car and four motorcycles, two on each side, flanked the rear of the Presidential car. They provided some cover for the President, but their main purpose was to keep the crowd back.

E. The Bubbletop

In 1953 the Secret Service, working with the Ford Motor Company, succeeded in developing a portable, clear, plastic bubbletop especially designed for the Presidential car.

A similar device was fabricated for the present Presidential car; it is made of 1/4-inch Plexiglass material (Exhibit 9 - Specifications of the Bubbletop) and when not in use is carried in the trunk of the car. It is designed to protect the Presidential

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party from rain, snow or cold and to provide maximum possible visibility of the President and his party by the crowd along his route. It is not designed to be and is not bullet-proof. It reflects light at various angles and from some positions may give a distorted view of the occupants of the car, but it was not intended to afford any protection from fire of rifle or other firearms.

The bubbletop was not used on November 22. The White House staff had informed ASAIC Kellerman that the bubbletop should not be used in Dallas unless the weather was inclement. Since the weather was clear, the top was not used.

For the last three years the Secret Service has been trying to obtain a bubbletop with the following characteristics:

- (1) that it should be removable and constructed in small enough sections to fit in the storage chamber of the car trunk to meet the requirement for its frequent removal;
- (2) that it should offer reasonably good protection against a .45 calibre sidearm fired at a distance of ten feet;
- (3) that because the Lincoln was already greatly overweight and because of the need for quick hand removal,

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the weight of a new top could not substantially exceed that of the existing top; and

- (4) that it must be reasonably transparent and free from optical distortions that would block or distort any view of the President.

A number of conferences beginning in 1961 have been held with Swedlow, Inc., a plastics manufacturing company, which specializes in this type of material, and they have examined the Presidential vehicle.

Swedlow recently informed the Secret Service that it has been unable to design a suitable top because of the various requirements given to them. They have advised the Service from time to time of tests made and developments which they have undertaken, but thus far have reported no success.

In October 1963 the Service consulted with a retired Army colonel with long experience in this field; in mid-November 1963 this officer furnished the Service with names of two commercial concerns which might be helpful and advised the Service that he was procuring a sample of a plastic material which could be used for firearms penetration tests.

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II. NARRATIVE OF EVENTS IN DALLAS ON NOVEMBER 22, 1963

The Presidential aircraft touched down at Love Field, Dallas, Texas, at about 11:37 a.m., November 22, 1963. The weather was sunny with temperatures in the 70's. At 11:40 a.m., the President came out from the rear exit of his plane and down the ramp, together with Mrs. Kennedy, Governor and Mrs. Connally and other members of his party. ASAIC Kellerman and SA Hill also came out the rear exit. ATSAIC Roberts and SA's Ready, Lawton, McIntyre and Greer, came down the front ramp and with the exception of Greer (the driver of the President's car), promptly joined the others with the President and Mrs. Kennedy. ASAIC Youngblood, assisted by ATSAIC Johns, and SA's Kivett and Warren Taylor, took positions in proximity to the Vice President and Mrs. Johnson.

The President and Mrs. Kennedy then walked down a receiving line, shaking hands with fifteen to twenty persons of the local committee. The First Lady was presented with a bouquet of red roses, and the President with two charcoal drawings in a leather frame which he handed to SA Landis to hold. The President and Mrs. Kennedy then walked over to a lady seated in a wheelchair between the airplane and the chain link fence where the crowd was

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gathered. The President and his party were preceded and followed during this time by eight agents who were occasionally joined by others as their duties permitted.

After greeting the lady in the wheelchair, the President walked over to the chain link fence, where a large crowd of people were standing with hands extended to shake hands with the President and Mrs. Kennedy and in many cases to offer papers for autographing. For a period of between five and ten minutes the President and Mrs. Kennedy proceeded along the fence shaking hands and greeting the people. The photographers and press had come over from the area designated for them near the ramp of the President's plane and followed the Presidential party along the fence. The agents surrounding the President and Mrs. Kennedy formed a cordon around their backs and sides as they moved along to keep the press and photographers at a distance, which permitted the President and Mrs. Kennedy to move along, while at the same time the agents watched the crowd for any signs of threatening movement of any kind. They constantly scanned the people in the crowd and particularly their hands to see if any unusual objects might be contained or whether there were any sudden or unusual movements in the crowd. The crowd was good natured

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and friendly as the President and Mrs. Kennedy moved along. At one point Mrs. Kennedy seemed to fall slightly behind the President and the agents then made it possible for her to catch up with her husband. At one time Mrs. Kennedy turned away from the fence to proceed to the Presidential car accompanied by the agents guarding her, but then noticed that the President had continued down the fence and rejoined him. At another point where the fence makes a right angle the President started to move out to his car but then turned back and resumed the handshaking for an additional brief interval. All along this fence were Dallas policemen at frequent intervals, posted looking at the crowd, while in the crowd were a number of plain-clothesmen of the Dallas Police Department.

The Vice President and Mrs. Johnson also shook hands with people in the crowd, following the President and Mrs. Kennedy along the fence. During this time and throughout the occasion, they were guarded by four members of the Vice Presidential Detail, namely: ASAIC Youngblood, ATSAIC Johns, SA Kivett, and SA Warren Taylor. SA Taylor was detailed on this trip to accompany Mrs. Johnson.

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After greeting the people, the President and Mrs. Kennedy moved over to their car, which with the rest of the motorcade had moved up in position near him. During this time many of the party accompanying the President in the plane had taken their assigned seats in the motorcade and as the President and Mrs. Kennedy got into the car the agents took their assigned positions (Exhibit 10). As the motorcade started off slowly, Agents Hill and Ready, who were posted on the left and right front running board of the follow-up car, respectively, came forward to trot alongside the President's car, Hill for about 150 feet, and Ready somewhat less, and then as the procession gathered some speed they resumed their positions on the running boards.

The motorcade left the airport at 11:55 a.m., the President and his party having taken about fifteen minutes in greeting the dignitaries and the people behind the fence. The assignments and instructions of the front cars of the motorcade were as described in the previous section entitled "Organization of the Motorcade."

The motorcade moved along at a speed estimated by SA Greer, driving the President's car at between 15 and 30 miles per hour, through the relatively thinly populated sections at the outskirts

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of Dallas between the airport and the downtown section. There were crowds along the way but not heavy, nor did they press in from the sides of the curbs.

At one point in the more thinly populated area a group of women and children had a large sign out with a legend asking the President please to stop and shake hands. The President saw this sign and asked his driver, SA Greer, to stop, which he did; whereupon Hill and Ready ran forward and stood alongside the President's car with their backs to the President and Mrs. Kennedy, respectively, looking out toward the crowd. At the same time Kellerman got out of the front right door and stood alongside the car. The President shook hands with a number of the children and others in the group and after a few moments asked the driver to start up again.

On four occasions during the procession through the more crowded part of Main Street, a principal business section of Dallas, where the crowds got thick and pushed out over the curbs, progress was slowed to a point where Hill on the lefthand running board ran forward and moved up on the left rear step of the President's car since the motorcycle escort could not keep in position through such a thick crowd and was not able to keep

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the crowd at a distance from the President's car. Ready also moved forward to the right side of the President's car on more than one occasion but did not have so frequent a problem of having the crowd prevent the motorcycle escort on his side from staying in position at the President's right rear. Bennett also came forward on one occasion to help in getting the well-wishers away from the President's car.

On one occasion a teen-age boy came out from the crowd slightly to the right and rear of the follow-up car, running toward the President's car at a trot with an object in his hands which appeared to be a camera. Ready jumped off the running board, chased the boy briefly and gave him a light push back into the crowd. The crowds were close on both sides in this downtown area but at no point close enough to be able to touch the vehicles in the motorcade.

On a number of occasions as the Vice President's car was slowed down by the crowd, ASAIC Youngblood got out to keep the crowd from getting too close, while Agent Kivett in the follow-up car opened the door to be ready to do the same on at least one occasion.

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During the progress of the motorcade all the agents scanned the crowd for any signs of unexpected or untoward developments and included in their scanning the windows of the buildings beneath which they were passing. A good deal of confetti was thrown from building windows and on one occasion Agent McIntyre noticed a ball of confetti coming out a window, but it fell lightly and harmlessly in the crowd.

The crowd appeared good natured and friendly and no agents reported seeing pickets or unfriendly signs other than one picket sign having something to do with Cuba which was reported by Agent Landis.

As the motorcade reached the end of Main Street it turned right on Houston Street and proceeded North on Houston Street for approximately one block before taking a turn of approximately 120 degrees onto Elm Street, which at this point proceeds down a grade under a triple underpass leading to the Stemmons Freeway. The crowd had thinned out noticeably, although there were people on the sidewalks on both sides of the street and on the lawns which at this point flanked Elm Street. The cars were going at a speed estimated by Greer, the President's driver, and by others at about 12 - 15 miles per hour and by others somewhat higher.

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At this speed, and in the absence of heavy crowds, and since the people did not come into the street SA's Hill and Ready were on the running boards of the follow-up car.

When the President's car had proceeded approximately two hundred feet down Elm Street having turned left onto Elm Street from Houston Street, there was a sharp report. Exhibit 11 consists of two photographs which show the Elm-Houston Street area and the Texas School Book Depository Building. The reactions and actions of the agents in the cars are summarized below on the basis of statements which each made as soon as practicable after the event. These statements, along with others obtained from law enforcement officers who were a part of the motorcade, have not been edited or changed since they were given, and they are made a part of this report as Exhibit 12. They represent the immediate recollections of the agents and officers present.

A. The lead car

(1) SA Lawson, sitting in the front right-hand seat, gave the signal over the Secret Service radio that they were five minutes from the Trade Mart when the lead car reached the corner of Houston and Elm Streets. He noted the overpass under which his

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car was about to proceed, checked to see if the police officer posted there was in position, did not see the police officer immediately but noticed a few persons on the bridge. He then noticed the policeman on the overpass and made motions to indicate that these persons should be removed from over the path of the motorcade.

Just as the lead car was about to pass under this bridge he heard the first sharp report and, in more rapid succession, two more sounds like gunfire. He turned back. He could see persons to the left of the motorcade vehicle running away. He noticed Agent Hickey standing up in the follow-up car with the automatic weapon (AR-15) and first thought he had fired at someone. Both the President's car and the lead car rapidly accelerated almost simultaneously, with the President's car nearly overtaking the lead car. Lawson received a report over his radio that they should proceed to the nearest hospital. He noticed Agent Hill on the rear of the President's vehicle. A motorcycle escort officer pulled alongside the lead car and said the President had been shot. Chief Curry signalled over his radio for police to converge on the area of the incident. Lawson requested Chief Curry to let the hospital know that the group was on its way there.

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(2) SAIC Sorrels. -- As the motorcade turned into Elm Street, Sorrels heard SA Lawson make the announcement in the lead car that the motorcade was about five minutes away from the Trade Mart. He had noted just previously that they would not be over about five minutes late for their scheduled arrival. He looked up at the overpass and saw a policeman and others on the overpass.

When the lead car was about three-fourths of the distance between the Houston and Elm Street intersection and the underpass, he heard what sounded like a rifle shot and cried, "What's that?" as he turned to his right to look in the direction of the terrace on the right and the Texas School Book Depository Building. He thought the sound had come from that direction. Almost immediately he heard two more sounds which he was sure were shots and he yelled, "Let's get out of here!" He again looked to the right to see if he could observe the source of the shots. He noted that the President's car had accelerated and was pulling up almost alongside the lead car. A motorcycle escort pulled alongside and Chief Curry asked and was told that someone was hurt. The Chief immediately broadcast to his men to surround the School Book Depository Building and they were instructed to proceed to the nearest hospital.

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B. President's Car

(1) ASAIC Kellerman. -- Kellerman was riding in the front right seat of the President's car. As the car proceeded at the normal rate of about 12 to 15 miles per hour down the slight grade toward the underpass, he heard a noise like a firecracker exploding in the area to the rear of the car. He immediately heard what he believes was the President exclaiming, "My God, I'm hit." He turned around, two additional shots rang out and he saw the President slump into Mrs. Kennedy's lap and Governor Connally fall into Mrs. Connally's lap. He heard Mrs. Kennedy shout, "What are they doing to you?" Kellerman yelled at SA Greer, the driver, to "Step on it, we're hit", called to SA Lawson on the car radio to lead the motorcade to a hospital, and noted that SA Hill was on the rear of the car.

(2) SA Greer. -- Greer was driving the President's automobile and was looking at the overpass that he was about to pass under when he heard what he thought was a motorcycle backfire behind the President's car. After the second shot, he glanced over his right shoulder and saw Governor Connally start to fall. He knew then that something was wrong and immediately pushed the accelerator to the floor and at the same time Kellerman said, "Get out of here." He was not aware of anything striking the windshield of the Presidential car.

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C. Follow-Up Car

(1) SA Kinney. -- Kinney was the driver of the follow-up car. As the procession completed the left turn into Elm Street, Kinney had just heard the signal over the radio that the motorcade was within five minutes of the Trade Mart. At this point the follow-up car was about 5 feet behind the President's car. Just as the follow-up car had proceeded a very short distance on Elm Street, Kinney heard a shot. He glanced up from the tail lights of the President's car, which he watches in driving to gauge his distance. He saw the President lean toward the left and appear to grasp his chest with his right hand. After a second of pause, he heard two more shots. About this time SA Hill jumped from the left front running-board of the follow-up car and ran to the aid of the President and First Lady jumping up onto the rear of their car. Kinney saw one shot strike the President in the right side of his head and the President then fell in the seat to the left toward Mrs. Kennedy. He then stepped on the siren and the gas pedal at the same time and proceeded at a high rate of speed.

(2) ATSAIC Roberts--When Roberts heard the first of the three shots fired, he saw the President lean toward Mrs. Kennedy. He was not

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sure whether the President was hit by the first shot. He was not sure where the shot came from but looked to his right side and saw nothing. A moment later he heard two more shots and saw one of them hit the President in the head, at which time the President fell further over to his left. He saw Mrs. Kennedy leaning toward the President, then rising up in the seat and appear to be getting up on the back of the seat. He then saw Hill trying to get up on the left rear step and climbing up over the back of the President's car and placing himself over the President and Mrs. Kennedy. After the third shot, Roberts could not see the President from his position. SA Ready, on the right front running-board, started off the running-board when Hill was climbing up the back of the President's car. However, by that time both vehicles had accelerated considerably, and Roberts ordered Ready back into the car since he did not believe it would be possible for Ready to reach the President's car at that time. Roberts estimates that his car was traveling 15 to 20 miles an hour at the time of the shooting. Right after the third shot, Roberts radioed to Lawson that the President had been hit and asked Lawson to escort them to the nearest hospital fast but safely.

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Roberts noted the Vice President's car approximately a half block behind the follow-up car at the time of the shooting, and he and others waved for it to close in closer to the Secret Service car. The Vice President's car quickly closed the gap. Roberts also ordered SA McIntyre, on the left rear running-board, and Bennett, in the back seat, to assist in the protection of the Vice President as soon as they stopped at the hospital. He had drawn his gun and noted that others of the special Agents had drawn their guns and also saw SA Hickey in the rear seat with the AR-15, an automatic rifle, and asked Hickey to be careful with it.

(3) SA Hill. -- SA Hill was riding the front left running-board of the follow-up car. As the motorcade made a lefthand turn on Elm Street toward the underpass, he estimates they were traveling 12 to 15 miles an hour. He was scanning the people on the grass area to the left at this point when he heard a noise like a firecracker coming from his right rear. He turned his head to the right in that direction and in so doing, since he was to the left of the Presidential car, his eyes passed across the Presidential car. He saw the President hunch forward and then slump to his left. He immediately jumped from the follow-up car

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and ran toward the Presidential automobile. He heard a second firecracker-kind of noise which sounded somewhat different and saw the President slump more to his left. He jumped onto the left rear step of the Presidential automobile. He doesn't know how fast he was running but he knows that he was just barely able to get onto the rear step. Mrs. Kennedy turned and rose out of her seat as if reaching to her right rear. He forced her back into the seat and placed his body above President and Mrs. Kennedy.

(4) SA McIntyre. -- McIntyre recalls that the Presidential car was approximately 200 feet from the underpass marked, "Entering Thornton Freeway," when he heard the first shot. It sounded like a shot but he wasn't sure. It was followed quickly by two more shots within about 5 seconds. He began looking both left and right. The shot sounded as if it came from the right. Just after the second shot, he was looking at the President and saw the third shot strike his head. By this time he had drawn his gun but could not locate the source of the shots in the area to the right where he was looking.

(5) SA Ready. -- Ready, who was riding on the right front running-board of the follow-up car, recalls that about 12:30 they began the

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downgrade approach to the Thornton Freeway, traveling about 20 to 25 miles an hour. He estimates he was about 25 to 30 feet from President Kennedy. He was looking at the overpass when he heard what he thought was a firecracker. He looked to the right and somewhat to the rear, trying to locate the source, but was unable to. (Since he was on the right running-board when he looked to the right presumably his line of vision did not pass across the Presidential car, as did the line of vision of Agent Hill, and he did not see the President hit.) Then he heard another shot and someone in his car shouted, "He's shot." At this moment, he thought the follow-up car seemed to slow slightly. He started to leave the follow-up car toward the President's car but was immediately called back by Roberts as the cars picked up speed. He got down onto the street but does not know how many steps he may have taken before returning to the running-board.

(6) SA Landis. -- Landis was riding on the right rear running-board of the follow-up car. As this car continued around the corner from Houston Street into Elm Street, he continued to survey the crowd along the right-hand side and noticed it was rather scattered with hardly enough people to form a single row. He continued to look ahead toward an overpass. At this point, he heard what sounded like a rifle shot over his right shoulder. He looked at the President and saw him moving his head in a manner

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which to Landis seemed to indicate the President was trying to look in the direction of the sound. Landis did not realize then that President Kennedy had been shot. He immediately started looking over his right shoulder toward the modernistic building near the corner which the car had just passed. Seeing nothing there, he immediately started scanning the crowd at the intersection, gradually returning his gaze toward the President's car. He began to think that the sound had been that of a firecracker and recalls that SA Ready asked if it was a firecracker. Within a very few seconds the next shot was fired and Landis then thought that maybe one of the cars had had a blow-out. He looked at the right front tire of the President's car and saw that it was all right. He tried to see the right rear tire but could not see it because of the angle of vision. He thought of trying to run and jump onto the President's car but did not think he could make it because of the speed at which they were traveling. He decided he had better stay where he was, thinking that the best thing for the motorcade was to get out of the area as fast as possible. He had drawn his gun but doesn't know when. He remembers seeing the President leaning slightly toward Mrs. Kennedy, who had her arm around the President's shoulders, and seeing Agent Hill

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climbing on the back of the President's car. When he heard the second shot, he saw it hit the President's head and the President slump out of sight toward Mrs. Kennedy. He estimates the time-lapse between the first and second report at about 4 or 5 seconds. He thought that the shot had come from somewhere toward the front right-hand side of the road. When he looked in that direction, he saw the only person he can recall seeing clearly, who was a Negro male in light green slacks and a beige-colored shirt running from Landis' left to right, up the slope, across the grass, along the sidewalk, bending over while running. Landis started to point toward him but didn't notice anything in his hands. About this time, the follow-up car went under the underpass at a high rate of speed.

(7) SA Bennett. -- SA Bennett was in the right rear seat of the follow-up car. He recalls that, as the motorcade started down the grade after the intersection of Houston and Elm Streets, he heard what sounded like a firecracker. He immediately looked from the area on the right toward the President. At that moment he heard another noise like a firecracker and saw the shot hit the President about four inches down from the right shoulder, and the second shot followed immediately which hit the President's

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head. He immediately yelled, "He's hit" and reached for the AR-15 on the floor of the rear seat but Hickey had already picked it up. They peered toward the rear and particularly the right side. Bennett had drawn his revolver. He was unable to see anything or anyone who could have fired the shots. The President's car had immediately accelerated and the follow-up car followed.

(8) SA Hickey. -- Hickey was riding in the left rear seat of the follow-up car. Very shortly after turning into the intersection leading down to the underpass, Hickey recalls hearing a loud report which sounded like a firecracker. This appeared to him to come from the right rear and at ground level. He stood up and looked to his right and rear but nothing caught his attention except people shouting and cheering. A disturbance in his car caused him to look forward toward the President's car, which was perhaps two or three seconds later. The President was slumped forward and to his left and was straightening up to an almost erect sitting position as Hickey turned and looked. At this moment he heard two reports which he thought were shots and sounded different from the first noise. These were in very rapid succession and it appeared as if the President was struck in the right upper rear of his head, which caused him to fall forward and to his

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left again. He estimates that possibly 4 or 5 seconds elapsed from the time of the first report and the last. At this point he reached to the bottom of the car, picked up the AR-15, and turned toward the rear. At this point the cars were passing under the overpass and they had left the scene of the shooting. He kept the AR-15 ready as the car proceeded.

D. The Vice President

Meanwhile the Vice President's car was following the Presidential follow-up car at a distance estimated by ASAIC Youngblood, riding in front, as about two car lengths and by others as somewhat greater. When he heard the first explosion, Youngblood was not sure what it was and could not tell where the noise came from. He noticed that the movements in both the President's car and the follow-up car were abnormal and so turned back and with his left arm grasped and shoved the Vice President, by his right shoulder, down and towards Mrs. Johnson and Senator Yarborough, who were riding left of him on the back seat. At the same time he shouted "Get down!" to them more than once. This they all did. Youngblood looked around again but could see no source of trouble. He stepped over into the back seat and sat on the Vice President. He sat in a crouched position. During this

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time he heard two more shots. He doesn't know if they came after he was on top of the Vice President, but Mr. Johnson told him that was so. Agent Johns in the Vice-Presidential follow-up car jumped out and ran to the Vice President's car, but the vehicles speeded up suddenly. He was left in the street and caught a ride to the Hospital with a press car.

E. Information Not Included in Statements

No member of the Secret Service saw where any shots were fired from. None saw a rifle or any type of weapon in a window of the School Book Depository Building. None heard any person identify, or purport to identify, the source of the shots. None fired his own or any other weapon.

All the Secret Service agents assigned to the motorcade stayed with the motorcade all the way to the Hospital. None remained at the scene of the shooting, and none entered the School Book Depository Building at or immediately after the time of the shooting. (This was consistent with Secret Service procedure which requires that each agent stay with the President and Vice President and not be diverted by any distractions unless he must do so in order to protect the President and Vice President.)

III. SUBSEQUENT EVENTS

The events following the shooting of the President from the high-speed trip to Parkland Hospital to the landing of the

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President's plane at Andrews Field in Washington, and the subsequent trip with the President's body to Bethesda Naval Hospital and back to the White House, are described in detail in the attached individual reports of the agents, which also cover their participation from beginning to end. (Exhibit 12). Hasty improvisations were made at Parkland Hospital to guard the room where the President was taken, Mrs. Kennedy, Vice President Johnson, and to keep out unauthorized personnel and attempt to be as helpful as possible to Mrs. Kennedy and the Vice President and the immediate White House staff. When it had been determined that the President had died and the decision was made to return immediately to Love Field and thence to Washington, suitable security arrangements were made for the cars bearing the Vice President and Mrs. Johnson, as well as Mrs. Kennedy and the body of the late President, to go to Love Field. The arrangements which had been made for security at Love Field for the planned return of the President following the luncheon were suitably modified and security maintained at the Field and over the aircraft. A narrative summary of all these subsequent events can be supplied if desired.

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APPENDIX A

TO

REPORT OF THE UNITED STATES SECRET SERVICE ON
ASSASSINATION OF PRESIDENT KENNEDY

Narrative of Events Prior to Arrival of the President in Dallas

On November 4, 1963, SAIC (Special Agent in Charge) Gerald A. Behn of the White House Detail of the Service was informed by Mr. Kenneth O'Donnell, Special Assistant to the President, that the President was definitely planning to make a trip to Texas, as had been informally reported in the newspapers in September, and on that date ASAIC (Assistant Special Agent-in-Charge) Boring of the White House Detail informed SA (Special Agent) Winston G. Lawson that he was being assigned to go to Dallas to make the advance preparations for the proposed Presidential visit and that further information as to details would be available by November 8. Also on November 4, SAIC Behn, phoned SAIC Forrest V. Sorrels, in charge of the Secret Service Office in Dallas, to inform him of the President's forthcoming visit about November 21. He told him about two possible places which had been suggested as locations for the

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luncheon in honor of the President, the Dallas Trade Mart and the Women's Building at the State Fair Grounds. Behn said he understood that the Trade Mart was not so good as the Women's Building because of its many entrances and catwalks above the dining area. He asked Sorrels to examine these buildings and report back. Sorrels then went with SA Robert A. Steuart to inspect these buildings, as well as Market Hall, just across Industrial Boulevard from the Trade Mart. Upon returning, Sorrels promptly phoned Behn in Washington and told him:

- A. The Trade Mart posed security problems because there were three floors above the courtyard dining area, and each floor having balconies on all four sides and two suspended bridges or catwalks at each end, with many entrances on each floor;
- B. The Women's Building offered no special problems as to security, but had a low ceiling with many beams and was somewhat unsightly; and
- C. The Market Hall was not available on the date in question.

On November 8, 1963, ASAIC Roy Kellerman of the White House Detail gave Lawson a tentative schedule of the President's visit to Texas (Ex. No. 1) and the Dallas portion of the trip and advised him that Mr. Jack Puterbaugh, a representative of the Democratic National Committee would accompany him. Lawson

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telephoned the Dallas Secret Service Office to inform them that he, Mr. Jack Puterbaugh, representing the Democratic National Committee, and Chief Warrant Officer Arthur Bales, Jr., of the White House Communications Agency, would arrive in Dallas on Tuesday, November 12, at Love Field at approximately 7:30 p.m. Lawson sent a confirming memorandum of this call to the Dallas office. He also obtained the necessary motorcade car numbers and various colored lapel clips and badges to be used for identification purposes. Lawson notified the Protective Research Section of the Secret Service in Washington of the proposed trip to Dallas and requested that they make the necessary search of their indices and records. Further reference to this work will be made below.

On November 12, Lawson left Washington in the morning in an Air Force plane with other Secret Service agents who were the advance men for the Houston, San Antonio, Austin, and Fort Worth stops. The plane arrived at Love Field at 6:30 p.m., where Lawson and Messrs. Puterbaugh and Bales were met by SA Patterson of the Dallas office and taken to their hotel.

On November 13, Puterbaugh and Lawson went to the Dallas Secret Service office and met with SAIC Forrest V. Sorrels, who was in charge of that office, and the other agents of the Dallas office, and discussed in general the forthcoming visit of the President. The visit was to include a motorcade and a large luncheon for the President and First Lady, Vice President

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and Mrs. Johnson, and Governor and Mrs. Connally, sponsored by the Dallas Citizens Council, The Dallas Assembly, and the Science Research Center. Lawson, Sorrels, SA Steuart, and Puterbaugh went to the office of Mr. Robert Cullum, representing the local host committee for the luncheon, and discussed plans for the visit and the luncheon, including possible locations for the luncheon, arrangements for invitations and the like. They then went to the Dallas Trade Mart, one of the locations being considered for the luncheon site. (Ex. No.13) There they met with Mr. W. E. Cooper, Manager of the Trade Mart, and other representatives of the Trade Mart, and Mr. Sam Bloom, another member of the local committee, concerned with public relations arrangements. They looked over the building and its facilities, noting the large number of entrances and the balconies and bridges surrounding the dining area on all four sides as definite security problems which would require very special arrangements if that place should be selected. Later they went to the Women's Building at the State Fair Grounds, another site being considered, and inspected that building. This building had no special security problems but was low-ceilinged, inconvenient and not so attractive a location. They also discussed as a possible site the Market Hall, but learned that it was not available on the date in question, November 22. Later the group went to the office of Mr. Felix McKnight at the Dallas Times-Herald to discuss press

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arrangements. They informed him that local press credentials for press, photographers, and TV men would be required and that Mr. McKnight would be responsible for distribution of such credentials. Mr. McKnight said that he would be assisted in these functions by Mr. Sam Bloom, of the Sam Bloom Agency, a public relations firm. Later Lawson and Sorrels went to Love Field and met Aviation Director Coker and Assistant Aviation Director Megredy and examined the area proposed for spotting the three planes of the President, the Vice President, and the press. (Exs. No. 14 & 15) An area south and east of the east wing of the Terminal building and northeast of the air cargo building was selected.

On November 14, Lawson, Sorrels, and Puterbaugh went to the office of Mr. Eugene Locke, Democratic State Chairman, and discussed various aspects of the visit. They then went again to Love Field and met with Mr. Bales and Messrs. Coker and Megredy of the airport. The spotting of the three aircraft was again discussed, and later in the afternoon Lawson and Sorrels drove along a likely route from the airport to the Dallas Trade Mart, which they had selected as a possible one. They had been informed by the White House that the motorcade from the airport to the Trade Mart should take 45 minutes, and a route was selected which would consume approximately this amount of time at the approximate speeds which the agents estimated could be maintained by the motorcade in view of the crowds which were to be anticipated at various sections of the

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route. This was estimated at from about 5 - 10 miles per hour in the crowded areas to about 20 - 25 miles per hour elsewhere. The route was driven at this approximate speed, and the width of streets, the number of overpasses, turns where crowds might present problems by surging out from the corner were all observed. (Ex. No. 5) It was measured at about ten miles. It was understood that the route should give the people of Dallas the maximum opportunity possible to see the President and his party in the time available and was selected with this in mind.

During the day Lawson talked on the phone with the Democratic National Committee in Washington concerning the possible luncheon sites and told them that although the Dallas Trade Mart presented certain security problems, these were similar to problems which had been solved in the past.

Later on the same date, Lawson was told by Puterbaugh that the luncheon would be held at the Trade Mart, but this information was not to be disclosed until it was announced later.

On November 15, Lawson and Sorrels went to the Trade Mart and conferred there with Manager Cooper. They also went to the Dallas Police Headquarters and met with Chief of Police Jesse Curry, Assistant Chief Charles Batchelor, Deputy Chief N. T. Fisher, and other command officers of the Police Department.

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Since all movements during the visit were to be within the Dallas city limits, it was agreed that all instructions to the Texas Department of Public Safety, with Major Guy Smith in charge, and the Dallas County Sheriff's Office, under Sheriff Bill Decker, would be coordinated through Dallas Police Chief Curry.

Details concerning the size of the motorcade and possible routes were discussed on the assumption that the route would be from the airport to the Trade Mart although this was not yet disclosed as certain. Chief Curry had no particular changes to suggest on the route tentatively marked out by Lawson and Sorrels. Lawson, Sorrels, and Puterbaugh later met Mr. Cullum and Mr. John Stemmons, co-owner of the Dallas Market Center, for luncheon at the Baker Hotel and discussed further arrangements for the luncheon and the visit. At this point it was assumed by those present that the lunch would be held at the Dallas Trade Mart and there was discussion of the security problems, the number of luncheon guests to be invited (approximately 2,500 was the figure mentioned), and other aspects of the lunch. In mid-afternoon, a general meeting was held with Lawson, Sorrels, Puterbaugh, Deputy Police Chief Batchelor, Mr. Erik Jonsson, President of the Dallas Citizens Committee, Mr. Cullum, Mr. Felix McKnight, and other local representatives. All aspects of the visit were discussed,

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including the reception at the airport, the motorcade, and the luncheon. Press arrangements, power and communications support, luncheon programming, and seating arrangements were discussed, among other things.

Also on November 15 SA Howlett, of the Dallas office, conferred with the Dallas police concerning the identity of persons involved in unpleasant incidents at the time of Ambassador Stevenson's recent visit to Dallas. He went to Denton, Texas, a town some 40 miles north of Dallas. There he talked with an informant concerning the identity of some of the ringleaders of the demonstrations against Mr. Stevenson. The informant then returned to Dallas with Howlett, and together with Criminal Investigation Division personnel of the Dallas police, on November 20, went to Station KRLD to view films of these events. As the informant identified certain of the ringleaders, by name, it was arranged to make still photographs of these persons and a number of others whose identities were unknown, which were subsequently distributed to the Secret Service agents and Dallas police in charge of access to Love Field and the Trade Mart.

On November 16, Lawson and Sorrels met at the Trade Mart with Manager Cooper and others of his staff and Messrs. Cullum, McKnight, and Honeycutt, who was a television engineer. Details were worked out for the placing of cameras for film and TV, for pooling same, and other communications arrangements.

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Limitations were established on the balconies above the floor where the head table would be located so that tables of guests at the luncheon could not be placed above or within a specific distance from the President along the sides of the balconies above the luncheon site. At this time, Lawson and Sorrels also met with Messrs. Crotty and Saich of Crotty Brothers Caterers, who were the regular caterers for the Trade Mart, and discussed their arrangements for the lunch. Lawson requested from Crotty a list of the key personnel of the caterers, with their addresses and other information concerning them. This list was to include the supervisory personnel, the cooks and food handlers, and waiters who would be serving the head table or in its vicinity. This list, together with the names of the maid and porter and the organist at the luncheon, was subsequently furnished to Lawson and was transmitted by Sorrels to the Protective Research Section in Washington for checking. (Ex. 15) Other security arrangements were discussed in light of the unusual layout of the courtyard at the Trade Mart where the lunch was to be held. In addition to the balconies on three floors overlooking the luncheon, there were bridges between the balconies which presented vantage points from which the head table could be overlooked. The places of business of the lessees of the Trade Mart had doors opening to corridors leading to the balconies or courtyard, and security arrangements had to take into account how to restrict movements

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of the lessees and their customers. It was arranged that the lessees and their customers could be admitted up to 11 a.m. on the day of the luncheon with credentials checked by the Trade Mart's own guards, but thereafter, until the luncheon was over, the courtyard would be closed to these individuals, as would the rear escalator, and they would have no admission to the building except through one front entrance where the Secret Service would be able to check and direct them. (Ex.17) No freight would be delivered into the building or taken out from 11 to 2, but would be unloaded in freight area. Corridors into the courtyard were to be roped off. Access to the bridges at the balcony level was to be carefully controlled and it was agreed that one television camera would be allowed on 2nd floor bridge facing head table. It was arranged that a thorough check of the luncheon area for bombs would be made at a suitable time shortly before the luncheon.

On November 17, Lawson and Puterbaugh met with Mrs. Betty Harris, representing some of the local political groups, during the morning and discussed various aspects of the visit.

On November 18, Lawson met SA Kivett of the Vice Presidential detail in the morning and discussed aspects of the Vice President's two visits to Dallas -- his visit on the following day, for which Kivett was responsible, and the Vice President's participation in the activities of Friday, November 22.

Lawson, Sorrels, and Kivett then met with Mr. Wayne Hawks of

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the White House staff and Manager Cooper and others of his staff at the Trade Mart and went over the arrangements made there. Developments as to seating of the luncheon and of the head table were discussed, as well as arrangements for the food itself. It was arranged that the President's plate of food would be just one among the others as they were served and that the plate would be selected at random at the time, as would the waiter to serve the President. Subsequently, Lawson and Sorrels went to Love Field where they met with Assistant Aviation Manager Megredy. They discussed once again the problem of adequate space in which to spot the three planes in the Presidential party. Lawson was seriously concerned that the space provided would not be adequate for the planes, the motorcade and the area for the press, cameramen and TV. They surveyed the airport reception area to plan out the arrival and noted where the crowd would be allowed to stand behind a chain-link fence.

After this, Lawson and Sorrels met with Deputy Chief Sunday and Assistant Chief Batchelor and drove over the probable motorcade route with the two police officers.

Assistant Chief Batchelor took notes on the police requirements for the main intersections, controlling the crowd, policing underpasses and overpasses and railroad crossings, and made notes of requirements for motorcycle escort participation. The

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group discussed the need for extra police at turns and the necessity for blocking off cross-traffic at certain points at certain times. Lawson suggested, and the police readily agreed, that there would be no parking along the parts of the motorcade route, particularly the area downtown where it was anticipated that the crowds would be heavy. It was also agreed there would be no parking in the area around the Trade Mart. The approximate time of the motorcade was again verified. When the group reached the Trade Mart, there was discussion with the police of expeditious parking of the guests, assuring the proper access to the Trade Mart, roping off and policing the side parking lot, and security of the roof of the Trade Mart building. It was agreed that the police would provide an officer at the only point of access to the roof to prevent persons from going up there. The party then drove the route from the Trade Mart direct to the airport, noting the same type of items as on the route from the airport to the Trade Mart. The time and distance of this route were verified as about 12 - 15 minutes and about four miles.

Later, Lawson met with Mr. Puterbaugh, Mr. Locke, Mr. Bloom, Mrs. Harris, and others and discussed a number of matters, including the size and membership of the reception committee, the selected route for the motorcade, the number and identity of ad-table guests, seating of guests at the luncheon, and other matters pertaining to the luncheon arrangements.

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After this, Lawson went to Love Field to meet SA Grant, who was arriving from the President's trip to Florida and whose assignment was to assist Lawson in the advance work and especially to take charge of security arrangements at the Trade Mart on the morning of the 22nd prior to the luncheon.

On November 19, Lawson, Sorrels, and Grant met at the Trade Mart with Mr. Cooper and some of his staff, Assistant Chief Batchelor and Deputy Chief Stevenson of the Dallas Police, other Dallas police officers, and Deputy Chief Ray Burris of the Dallas Fire Department. At this meeting a complete security survey of the building was made with the Police and Fire Departments. Assignments of police to various posts of duty were made for check points at entrances and exits, corridors, balconies, freight area, stairways, foyer, kitchen, and with luncheon guests around the head table. The roping-off and policing of the parking lot were again discussed. It was decided to post a Trade Mart guard on the roof of an adjacent building known as Market Hall across Industrial Boulevard from the Trade Mart. The group discussed the screening of luncheon guests, lessees of the Trade Mart, and their customers. They arranged for ropes to be placed at all corridor entrances to the courtyard area on all floors, planned for the police to keep guests moving to their seats, and arranged for wooden screens to be installed at the escalator

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areas on the upper floors behind the head table to prevent access there. They discussed and made arrangements for securing the building at 7 a.m. on November 22, and having the police verify the authorized people already in the building at that hour. It was arranged for firemen to be placed strategically with portable equipment near the President, among the guests, in the kitchen, and to assist with the crowd in an emergency.

Later that evening, Lawson prepared his Preliminary Survey Report (Exhibit 18), and Sorrels had it forwarded promptly to Washington. As provided in new forms recently issued by the Secret Service on October 10, 1963, this report contained the following information: (1) itinerary, (2) post assignments, (3) list of the motorcade vehicles, (4) instructions to agents, (5) telephone, radio, and other communications information, (6) airport reception committee list, (7) samples of the identification clips and cards furnished for various groups having business in the security area to facilitate admission, (8) a sample luncheon invitation.

On November 20, Lawson, Sorrels and Grant went to Love Field to resolve the problem of getting more space for the parking of the three airplanes and for the motorcade and the press area. Major Nedbal, USAF advance officer, did not arrive at the expected time because of a personal emergency, but Sgt. Charles McCreedy, USAF, a member of the Presidential aircraft crew, confirmed Lawson's belief that more space

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would be needed for the reception area. After making measurements and discussing landing times and order of plane arrival, Sorrels and Megredy, the Assistant Aviation Manager, obtained the cooperation of Continental Airlines in making more space available.

Lawson, Sorrels and Grant then went to the Trade Mart to talk with Manager Cooper and others concerning developments. Later they returned to Love Field and met Major Nedbal and Mr. Megredy. Major Nedbal made additional measurements, replanned the parking of the airplanes, using additional space, and discussed other aspects of the President's arrival and reception, including the provision of crash and fire equipment at the landing area.

Lawson talked on the phone with Mr. Bill Moyers in Austin, Texas, and secured definite information as to the final motorcade seating arrangements for the Congressional cars in the motorcade.

Later Lawson met with Mr. Puterbaugh and Mrs. Harris to discuss problems that it was anticipated might arise in connection with picketing during the Presidential visit. This had been discussed previously with the Dallas police and the advance party had been informed of an ordinance passed by the Dallas City Council on November 18 which made it unlawful for any person, singly or in concert with others, to interfere with free entry to any premises where a meeting was being held or to interfere with the right of persons speaking at

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such an assembly (Exhibit 19). Apprehension had arisen among the local committee that because of the recent incident involving Ambassador Stevenson in Dallas, police enforcement of this ordinance might be over-zealous and possibly interfere with peaceful picketing. Sorrels then got in touch with Police Chief Curry, who advised that he had given instruction that peaceful pickets were not to be bothered by the police. Lawson, Puterbaugh, and Mrs. Harris noted items which had appeared in the newspapers concerning a request made by various prominent Dallas citizens that everybody should be on their good behavior and that Chief Curry had made a public request that all citizens be alert for possible troublemakers.

On November 21, Lawson went to the office of Mr. Bloom, of the Sam Bloom Agency, where he was joined by Sorrels and Grant. They discussed the press arrangements, head table and luncheon programming, motorcade signs, and vehicles which Mr. Bloom had obtained for use in the motorcade. Lawson confirmed with Bloom that the identification badges which had been furnished to Bloom were being distributed to the proper persons by Bloom and his group. Lawson, Sorrels and Grant then went to Love Field and checked with Mr. Megredy and Major Nedbal to make sure that the reception area plans

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for the space needed were still firm. They met there with Deputy Police Chief N. T. Fisher and other police officers and made a thorough security check of the entire airport reception area. Lawson arranged with Deputy Chief Fisher for the following dispositions:

Arrangements were made for the police to contain most of the general public behind a chain link fence about 4 feet high, allowing only authorized persons with identification on the apron by posting police at the gates along the fencing and to allow any of the public who wished to use the parking lot to watch from there, with police along the fences there.

Arrangements were made for sufficient police to park the spectators as fast as possible and to cut off traffic at certain points and times to permit free movement of the motorcade from and back to the airport.

Arrangements were made to have police stationed on the roof tops of the Terminal wing and air cargo Building, overlooking the reception area.

The police were to have men posted at the end of the reception area to prevent persons going around the perimeter.

Arrangements were made for police plain clothes officers to be scattered through the crowd.

Police were to maintain a check point at two service roads entering the reception area and not to allow the general public in that area. Trucks servicing airplanes in the

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terminal were to be allowed use of one of these roads except for times when the President's party was on the apron.

Reception committee parking was to be in an area between the two service roads leading to the apron.

Lawson, Sorrels and Grant then went to the Trade Mart and discussed various questions with the Trade Mart personnel and members of the local host committee and checked on the progress of arrangements. They completed the preparation of samples of identification to be given the police, (Exhibits 20 and 21).

They then went to the Continental Bus Company, where Lawson gave Mr. Robert Babcock and the driver-supervisor instructions for the drivers of the three buses to be used by press and others in the motorcade and gave them their identification for entry to the airport the next day.

The same three agents then went to a conference room in Chief Curry's office at Police Headquarters where they met with the Chief, Assistant Chief Batchelor and Deputy Chiefs Lumpkin, Fisher, and Lunday, and other officers. The make-up of the motorcade was diagramed on the blackboard and the use of motorcycles by the police was discussed in detail, including particularly the posting of two motorcycles on each side just to the rear of the Presidential car, where they could keep the crowd back and keep persons from reaching the President's car. It was noted that the President did not like to have motorcycles

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riding directly alongside of his car because of the loud noise they make. Use of motorcycles in keeping the motorcade moving and keeping it intact was discussed.

It was arranged for a pilot car to be provided by the Dallas police, which would precede the lead car of the motorcade along the route by about one quarter of a mile, to deal with any possible obstructions, blocking of the route by crowds, or suspicious matters of any kind. This car would also serve to alert the foot policemen stationed along the route. It would be in radio communication with the Chief in the lead car.

The police were given samples of all identification, including plastic pin-on badges and colored lapel clips, while pictures of the Secret Service, White House staff and White House communication pins were shown to the police. It was arranged that samples of the identifications should be shown to command officers as they posted their police officers.

Policing of the crowd and policing of pickets were discussed. Lawson referred to the new city ordinance of November 18 and advised the police that enforcement of this ordinance would, of course, be their responsibility in accordance with previous understanding.

At this meeting a call was received from Mr. Bloom concerning a scurrilous circular concerning President Kennedy (Exhibit 4), which had been distributed in the community.

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He told Chief Curry of this and Assistant Chief Batchelor obtained a copy of the circular. The police did not know who was responsible for the circular but were investigating. Although the circular was captioned "Wanted for Treason," it was concluded that it did not include a direct threat to the safety of the President. Sorrels agreed to check with the local U.S. attorney to see if the circular represented a violation of law and was subsequently informed that it did not.

Details were discussed with the police about the security arrangements at the Trade Mart, expeditious parking of guests so as to assure free access of the motorcade and security of the parking lot and the roped-off area where the President would alight.

Lawson and Sorrels then went to Love Field and met the special Air Force plane transporting the President's car and the Secret Service follow-up car. Agents Hickey and Kinney had accompanied these cars. The vehicles were unloaded. Although arrangements had been made for police guard for the vehicles in a downtown location, it was decided it would be preferable to secure them in the basement of an airport building and this was done. Sorrels arranged for a police guard to be placed on the vehicles over night and instructed the police to let no one near them until the police were relieved by Kinney and Hickey in the morning.

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Later Lawson met with Hickey, Kinney, Mr. Bales and Mr. Puterbaugh and went to the Trade Mart to check the program of arrangements for the luncheon on the following day. He checked the head table area, noted one danger spot where someone might inadvertently be knocked off the platform and remedied that situation. He checked to see that the ropes and wooden screens were in place as planned. The group noted that they were admitted upon identification by a regular Trade Mart guard and that another such guard was in the vicinity of the head table.

Later Lawson and Mr. Puterbaugh went to Mr. Bloom's office to get some motorcade signs and talked with his employees.

On the morning of Friday, November 22, Lawson talked over final arrangements with Messrs. Puterbaugh and Bales. Agent Kellerman called Lawson from Fort Worth to talk about the use of the bubble top on the President's car and informed him that the White House staff had given instructions that if the weather was not inclement the bubble top should not be put on. This was in accordance with the frequently expressed wishes of the President that the bubble top be used only in bad weather.

Lawson and Grant went to the Trade Mart early on the morning of November 22, checked over the security of the parking lot and area of the President's entrance and details

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of the security arrangements made inside. There they talked with Agent Steuart who had already been posted at the head table, and Agent Grant remained in charge to complete the final preparations for the luncheon which was to follow. SA Howlett checked two tunnels under the entrance with a Dallas Power and Light Company man and saw that a police officer was posted at the tunnel entrances. He later made an inspection with SA Steuart by crawling under the head table to look for dangerous objects and check stability of the platform.

Lawson then went to Love Field, where he checked to see if police security was in position at a special hole which had been cut in the fence for use of the motorcade. He also located the motorcade vehicles and drivers who were on hand and checked with Major Nedbal on the positions of the airplanes. He then answered questions from various local committees and representatives and started to form the motorcade. He gave further instructions to the drivers and the police at the press area.

Agent Hill telephoned from Fort Worth concerning the Dallas weather conditions and since the weather was clearing, the President's car was placed in position in the motorcade without the bubble top after first being checked for security hazards by Agents Hickey and Kinney.

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Lawson met with some members of the greeting committee and checked over some flowers to be presented to Mrs. Kennedy and the other ladies. He checked with Police Chief Curry, who was driving the lead car, and had the White House communications agency portable radio put into that car and checked. He then checked to see whether the escort motorcycles were in position down the apron and to see if the police were posted properly for crowd control.

Lawson then met the press plane as it arrived and gave instructions to the White House press and transportation staff. The travelling press were requested to go either to their buses or the press area marked off near the area spotted for the President's plane.

The Vice President's plane, Air Force No. 2, then arrived and Lawson met the White House Detail agents arriving on this plane. SA Kivett met the agents of the Vice President's Detail. The agents scheduled to be taken to the Trade Mart were shown to the police vehicles and instructed to report to Agent Grant at the Trade Mart. Lawson then went with the members of the Vice President's party who wished to greet the President's plane and the local reception committee to a point near where the President's plane would be spotted. The President's plane then arrived at 11:40 a.m. (5 minutes behind schedule) and Lawson went to the bottom of the rear ramp across from Vice President Johnson and the others greeting

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the President. Disposition of the agents at the airport reception area is shown in the preliminary survey and on the attached plan of airport. There were 21 agents of the Service on duty there at that time.

The final survey report of SA Lawson, dated November 30, 1963, (Exhibit 7), summarizes all the advance preparations made under prescribed headings, describes protective dispositions, lists the passengers expected on the two planes, the passengers in each car in the motorcade and the head table guests. It also states the numbers of Secret Service and police personnel provided by the various offices.