

MONDAY, NOVEMBER 18, 1963

At 10:00 a.m., Monday, November 18, 1963, Deputy Chief R. H. Lunday and Assistant Chief Charles Batchelor met Mr. Lawson and Mr. Forrest Sorrells of the Secret Service at Love Field near the large employees' parking lot at the south end of the field. We drove from this point onto the apron at Love Field where it was believed the presidential planes might be parked. We briefly looked over the surroundings and the expected route which the convoy would follow off the apron and out of Love Field. It was decided that the point at which this roadway intersects Cedar Springs immediately north of the Ramada Inn was to be the beginning point at which Lunday would be responsible for the assignment of men on the parade route.

Lunday was driving the car occupied by Batchelor, Mr. Sorrells and Mr. Lawson. We ran the parade route at the speeds suggested by Mr. Lawson, timing the route in its entirety. As we passed each signalized intersection, Batchelor wrote down the number of men to be assigned. Mr. Lawson suggested that at all points at which the convoy would turn, additional manpower be assigned. He stated that his experience had been that at these turning points, there were usually large crowds.

He also stated that we should have men on each railroad and traffic overpass that the presidential party would go under, and that these people should be instructed not to let anyone stand over the immediate path of the presidential party. Mr. Lawson also requested that a man be placed under the underpass at Hines and Inwood Lane for security. Batchelor listed every intersection where there was a signal light, every railroad overpass and every traffic overpass on the route. There were from two to four men assigned at each of these points.

Our total running time for the route from Love Field to the Trade Mart was 38 minutes. In some open areas, we drove as fast as 30 MPH. In areas we believed would have large crowds of people, the speed was reduced to 10 MPH. We ran traffic controls with red lights and siren until we got to Ross and Harwood. We then began to observe traffic control. We returned to Love Field and dropped Mr. Sorrells and Mr. Lawson off at their car.

Monday afternoon, Deputy Chief G. L. Lumpkin and Chief J. E. Curry discussed the motorcade. Curry stated that Lumpkin would drive his car. At that time it was suggested that there be a pilot car well out in front to be on the alert for accidents, fires or other things that would have a bearing on whether or not the main motorcade would change its route before reaching any spot where trouble might arise.