

railroad overpasses and traffic overpasses had men assigned according to plan. The twenty-six (26) reservists, five (5) patrolmen and fifteen (15) detectives were assigned to patrol mid-block for security. Thirty-eight (38) officers, among which were three-wheel motorcycle officers and officers having cars who were assigned to the parade route from Mockingbird Lane and Cedar Springs to Pacific and Harwood, had assignments to report to the Trade Mart immediately after the motorcade had passed. This was for the purpose of containing what was expected to be large crowds of people along the bank of Stemmons Freeway Service Road and Industrial Boulevard. These same officers had third assignments after the luncheon at the Trade Mart along Hines and Mockingbird Lane which was the return route to Love Field.

About 9:30 a.m., November 22, 1963, Deputy Chief G. L. Lumpkin, joined by Homicide Detectives F. M. Turner and B. L. Senkel and Lt. Colonel George Whitmeyer, U. S. Army, Dallas Sub-section Commander, proceeded to Love Field over the route, as pilot car, to be taken by the President on the return trip. At this time, Detectives Senkel and Turner and Colonel Whitmeyer were told that our mission would be to travel the motorcade route from Love Field to the Trade Mart. They were instructed we would travel approximately one-fourth (1/4) mile ahead of the motorcade, and that we would be alert for motor vehicle accidents, fires and obstructions along the route. We would report anything we observed in the crowd or along the route that would be detrimental to the main party.

We would observe buildings and other points as security measures and should anything arise that, in our opinion, might cause the motorcade to be stopped or to be placed in danger, it was to be immediately radiod by Channel 11 to the lead car occupied by Chief J. E. Curry, Sheriff J. E. Decker and two Secret Service agents.

Upon arrival at Gate 28 at Love Field, we found a crowd of several thousand people congregated behind a chain link fence separating the field proper from the service entrances. We found that there had been an area roped off outside of the fence where a number of newspaper photographers had congregated.

We contacted Mr. Forrest Sorrells and Mr. Lawson and were introduced to Mr. Jack Putervaugh, a member of the White House Staff, whom Mr. Lawson had requested to ride in the pilot car. About this time, the Vice-President's planes landed and taxied into position in front of Gate 28. A few minutes later, the presidential plane landed and taxied into position in the vicinity of Gate 28. The presidential party alighted and, at that time, Lumpkin instructed Turner to ride in the right front seat where he