

UNITED STATES GOVERNMENT

Memorandum

TO : MR. BELMONT

DATE: 12/3/63

FROM : LEO J. GAUTHIER *ljk*

SUBJECT: LEE HARVEY OSWALD, AKA;
ASSASSINATION OF PRESIDENT
JOHN FITZGERALD KENNEDY,
NOVEMBER 22, 1963, DALLAS,
TEXAS
AFO

*Bill [unclear]
[unclear]
[unclear]
J.B.W.*

DIAGRAM NO. 1 (Sixth Floor of the Texas School Book Depository Building, 411 Elm Street, Dallas, Texas)

Detailed measurements were made of the Sixth Floor of this building on December 2, 1963. The work of gathering data was accomplished during the evening hours between 8:40 p.m. and 11:40 p.m. at a time when no one other than the watchman (EDDIE PIPER) was in the building.

Two photographs have been selected, considered to be suitable for incorporation in the design to graphically illustrate the conditions of the areas immediately inside the window where the assassin fired the fatal shots and where the rifle was discarded among cardboard cartons.

All of the technical facts developed have been set forth to scale in Diagram No. 1.

DIAGRAM NO. 2 (The Incoming and Outgoing Ramps of the Garage Area and Plan View of the "Jail Office" of the Dallas Police Department, Dallas, Texas)

Detailed measurements were made of the basement area on December 3, 1963, during the hours of 8:30 a.m. to 11 a.m. Assistant Chief of Police CHARLES BATCHELOR, Dallas Police Department, upon request, demonstrated the parking of two police squad cars which he stated were held in readiness to transport OSWALD to the county jail on November 24, 1963, and the position each vehicle occupied on the outgoing ramp at the time OSWALD was fatally wounded.

- ① - Mr. BELMONT
- 1 - Inspector MALLEY
- 1 - SAC SHANKLIN
- 1 - 89-43
- 1 - 44-1639

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Mr. BERT HALL, Dallas Manager, Armored Service Co., 1800 Leonard Street, Dallas, who was the driver of the armored car hired by the Dallas Police to stand by to move OSWALD, made Armored Car No. 46 (2½ ton Chevrolet, 1961) available for photographing and detailing for size. Assistant Chief BATCHELOR indicated the exact location of this truck on the outgoing ramp. The body of the truck was inside the building on the ramp, with the front of the truck and driver compartment outside the building. This method of parking permitted the door of the driver's compartment to be fully open at any time. Three officers were stationed at both sides of the truck with instructions to deny admittance to any unauthorized individuals. Assistant Chief BATCHELOR stated that the truck in this position narrowed the entrance considerably and assisted his police officers in keeping maximum guard at this point. He further stated that it was the intention of the police that in the event the van was used (some thought was also given to using a squad car as a decoy), OSWALD would enter the armored compartment from a door located in the rear of the truck. A side door to this truck permits entrance to a center compartment. The driver compartment is completely separated from the two rear compartments.

Although the armored truck could have been placed one full truck length down the ramp toward the point where OSWALD was led out of the jail office, BATCHELOR stated that the decision to park the truck where they did park it was due to the fact that the engine was not operating satisfactorily, and also because the driver, BERT HALL, felt it desirable to hold the front wheels of the truck on a more level grade just outside the entrance rather than take the chance of the brakes not holding this piece of heavy equipment on a steep ramp. Chief BATCHELOR stated that had the brakes not held or had the engine stalled, it would have materially interfered with the scheduled operation of the Police Department to move the prisoner at a most critical moment. He further indicated the route used to move OSWALD after he had reached the basement floor on the prisoner elevator through the jail office space and on to the vehicle ramp, where OSWALD was fatally wounded. OSWALD's killer, JACK RUBY, according to BATCHELOR, gained entrance to the garage by walking down the ramp from Main Street. The outgoing ramp to Commerce Street was blocked by the armored truck and the two police cars.

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All of the technical facts developed are diagrammatically set forth to scale in Chart No. 2.

3-Dimensional Exhibits

A considerable amount of technical data is being gathered which will permit the construction of a very accurate and detailed model of the assassination site and the area in the police garage where OSWALD was killed. The police department has been very cooperative in furnishing aerial photographs, construction plans, etc., which will be most valuable to the Bureau in reconstructing the facts around these two incidents.

Assistant Chief BATCHELOR realizes that the Bureau is doing a very thorough job in connection with the investigation of the killing of OSWALD and the Department would appreciate very much if a copy of the diagrams that are being prepared by the FBI can be made available to them when possible.

RECOMMENDATION: None. For information only.