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1-16-602.111  
11-19-63

ATTACHMENT 1.

ITINERARY

11:35 AM

Arrive airport. Will be received by approximately 17 persons. Appropriate dress will be business suit.

11:45 AM

Depart airport via motorcade. The motorcade is taking a longer route than necessary to the Trade-Mart where the luncheon is being held to afford the people of Dallas a chance to see the President.

12:30 PM

The President arrives at the Trade-Mart, 2100 Stemmons Freeway.

12:40 PM

The head table is seated and the luncheon begins.

1:25 PM

The luncheon is over. Short introductions of head to guests will be made. The President will be introduced and the President will speak.

1:50 PM

The President leaves the luncheon area.

2 PM

The Presidential motorcade departs the Trade-Mart.

2:20 PM

The Presidential motorcade arrives at the airport.

2:30 PM

The President's plane departs for Austin, Tex.

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1-16-602.111  
11-19-63

ATTACHMENT 2.

DALLAS LOVE FIELD

- |  |  |
|--|--|
| 1. Point where President deplanes      | SAIC Sorrels<br>SA Lawson  |
| 2. Crowd - fence area                  | ATSAIC Roberts and SA's Ready,<br>McIntyre and Bennett (Follow-<br>up car) |
| 3. Press area                          | SA Lawton (Remain at airport<br>to set up return)                          |
| 4. Motorcade area                      | SA Warner (remain at airport<br>for return)                                |
| 5. Proximity of Mrs. Kennedy           | SA Hill<br>SA Landis   |
| 6. Proximity of Vice President         | ASAIC Youngblood<br>ATSAIC Johns   |
| 7. Point where Vice President deplanes | SA Kivett  |

TRADE MART

- |                                      |                                  |
|--------------------------------------|----------------------------------|
| 1. Point where President's car stops | SA Grant                         |
| 2. Seated in front of Head Table     | ATSAIC Stout<br>ASAIC Youngblood |
| 3. Left Front - Head Table           | SA Sulliman                      |
| 4. Right Front - Head Table          | SA Olsson                        |
| 5. Lobby check point                 | SA Howlett                       |
| 6. Press area - balcony              | SA Berger                        |
| 7. Behind Head Table                 | SA Steuart                       |
| 8. Press Area - First Floor          | SA Johnsen                       |

The Presidential and Vice Presidential follow-up car Agents will supplement these posts upon their arrival.

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1-16-602.111  
11-19-63

ATTACHEMENT 3.

MOTORCADE

Lead Police Vehicles

Lead Car

President's Car (SS 100X)

Secret Service Follow-up Car (SS 679X)

Vice President's Car (Lincoln Convertible)

Vice President's Follow-up Car

Wire Service Car

Press Photo Car

Press Photo Car

Press Photo Car (local press)

Congressional Car

Congressional Car

Congressional Car

Congressional Car

White House Staff Car

Press Bus

Press Bus

Staff and Dignitary Bus

Extra Cars

Rear Police Vehicles

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1-16-632.111

11-19-63

ATTACHMENT 4

INSTRUCTIONS TO AGENTS

ATSAIC Roberts and SA's Ready, McIntyre and Bennett will work the Presidential follow-up car throughout this entire movement. They will be joined by SA's Hill and Landis from the First Lady's Detail. As noted in Post Assignments, SA Lawton will remain at the airport with SA Warner, Dallas office, to set up the President's departure.

The 4 p.m. to 12 m.m. shift of ATSAIC Stout and SA's Sulliman, Johnsen, Olsson and Berger will be ~~made~~ at the airport upon their arrival by SA Lawson and transported to the Trade-Mart in Dallas police vehicles. Upon their arrival at the Trade-Mart they will be met by SA Grant for posting. Immediately upon the President's departing the Trade-Mart, they should return to the airport in the same police vehicles.

There will be the following identification, samples of which are in Attachment No. 7: local press badge, Committee badge, head table badge, airport reception committee badge, WH press badge, WH communications support badge and lapel pins for Trade-Mart personnel, head table waiters, drivers, and plain clothes officers.

Agents will wear their red and white permanent lapel pin and WH Communications and White House Staff will wear their corresponding lapel pin.

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1-16-602.111  
11-19-63

ATTACHEMENT 5.

COMMUNICATIONS

Communications arrangements were made by CWO Arthur Bales, Jr., WHCA. These facilities are as follows:

1. Telephone: A Dallas switchboard will be operating with the usual capabilities. Phones will be spotted at locations where the President will visit.  
  
The dial number is Riverside 1-3421.
2. Radio: A Charlie base radio station will be in operation.
3. A communications center is located at the Sheraton Hotel.
4. Recording of the President's speech will be made at the Trade-Mart.

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1-16-602.111  
11-19-63

ATTACHMENT 6.

AIRPORT RECEPTION COMMITTEE LIST

Mayor & Mrs.	Earl Cabell
President, Chamber of Commerce	Bob Cullum
Head of Council of Churches	Luther Holcomb
Vice Chairman, Democratic Committee	Cliff Cassidy
Committeeman	John Gray
State Chairman	Eugene Locks
Head, Citizens Council	Mr. & Mrs. Erik Jonsson
Head, Dallas Assembly	Dawson Sterling
President, AFL-CIO	Charlie King
Exec. Secretary, AFL-CIO	Allen Maley
Pres. Negro Chamber of Commerce	James E. Smith
Head of Demo. Clubs	Dave Moss
County Judge	Lew Sterrett
U. S. Attorney	Barefoot Sanders
Dallas Women's Club, Council Pres.	
Vice President, State AFL-CIO	George Miner
Vice President, State AFL-CIO	David Keeler

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The Dallas Citizens Council  
The Dallas Assembly  
The Science Research Center  
request the pleasure of  
the company of

SAMPLE

at a luncheon in honor of  
The President and Mrs. Kennedy  
The Vice-President and Mrs. Johnson  
The Governor and Mrs. Connally  
Friday, the twenty-second of November  
at twelve noon  
The Trade Mart

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FILE No. 1-16-602.



TREASURY DEPARTMENT  
UNITED STATES SECRET SERVICE

Washington, D. C.

White House Detail

November 30, 1963

FINAL SURVEY REPORT

Re:

Visit of the President, Mrs. Kennedy, the Vice President, and Mrs. Johnson to Dallas, Texas, where they were scheduled to attend a luncheon and the President was to speak. This luncheon was sponsored by the Dallas Citizens Council, the Dallas Assembly, and the Science Research Center on November 22, 1963.

Mr. James J. Rowley  
Chief, U. S. Secret Service  
Washington, D. C.

Sir:

INTRODUCTION

Reference is made to my preliminary survey report dated November 19, 1963.

This survey was conducted by SA Winston Lawson, Office 1-16, and SAIC Forrest Sorrels, Office 3-3, and assisted by SA David Grant, Office 1-16, from November 13 through November 22, 1963. SA Jerry Kivett, Office 1-22, coordinated the Vice President's plans for the visit from November 18 through November 22, 1963.

A large crowd was on hand to greet the Presidential Party at the airport. The motorcade route was lined by crowds which were quite large, especially in the downtown area. The invited guests were awaiting the arrival of the Presidential Party at the Trade Mart, the site of the luncheon and speech.

Appropriate attire for this luncheon was a business suit.

ITINERARY

11:35 a.m. The Vice President and Mrs. Johnson accompanied by other members of the party arrived at Love Field, Dallas, Texas, aboard AF #2. (See attached Proposed Manifest for AF #2 - Fort Worth to Dallas.) Attachment #1

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Mr. James J. Rowley

- 2 -

1-16-602.111

11:40 a.m.

The President, Mrs. Kennedy, and Governor and Mrs. Connally, accompanied by other members of the party, arrived at Love Field, Dallas, Texas. (See attached Proposed Manifest for AF #1 - Fort Worth to Dallas.) Attachment #2.

The President was met by members of the party from AF #2 and the local reception committee. Mrs. Kennedy, Mrs. Johnson, and Mrs. Connally were presented flowers. (See preliminary report reception committee list. Mr. George Miner and Mr. David Keeler were deleted.)

The President, Mrs. Kennedy, the Vice President and Mrs. Johnson walked along the airport fence shaking hands and greeting the crowd. The motorcade vehicles were being loaded at this time. (See Scheduled Motorcade List.) Attachment #3.

11:55 a.m.

The Presidential Party departed the airport.

12:29 p.m.

Appropriate signal given by SA Lawson from Lead Car that we were approximately five minutes from destination - the Trade Mart.

12:30 p.m.  
(Approx.)

Because of what appeared to be the sound of a firecracker or gunfire, also because of unusual activity in the Presidential and follow-up cars, we immediately accelerated movement of Lead Car. Information was received over the two-way radio that we should proceed to the nearest hospital, and we were escorted speedily to the Parkland Hospital. The President and Governor Connally were placed on stretchers and were immediately taken to the Emergency Room for medical attention. (See my statement and statements from other agents as to activities during this incident.)

Note: Separate reports containing information on activities at the hospital and subsequent trips of the Vice President and the body of the President to Love Field and their departure for Washington, D. C., will be submitted as soon as practical.

Note: The following is the approximate scheduling of events and itinerary for the remainder of the visit.

12:35 p.m.  
(Approx.)

Presidential Party should arrive at the Trade Mart, 2100 Stammers Freeway in parking lot on Industrial Boulevard.

Confidential

# Confidential

Mr. James J. Rowley

- 3 -

1-16-602.111

- Presidential Party were to be greeted by Mr. John Stemmons and Mr. Trammel Crow, representatives of the Trade Mart, and escorted to an indoor garden area behind the head table to meet head table guests. Other luncheon guests arriving in the motorcade were to be escorted to tables, and the head table guests be shown to their places. "Hail to the Chief" would be played by an organist upon the President's appearance at the head table. (See attached Head Table List.) Attachment #4.
- 12:45 p.m. (Approx.) Head table served. Many other luncheon guests should have been served some of their luncheon.
- 1:20 p.m. (Approx.) Luncheon serving completed, short introductions by Mr. Erik Jonsson, remarks, introduction of the President, President's speech.
- 1:55 p.m. (Approx.) Presidential Party leaves head table area, is escorted to motorcade formation area in same parking lot and motorcade is formed. Time is allowed for President to meet luncheon guests or crowd outside the Trade Mart, if he so desired.
- 2:05 p.m. (Approx.) Presidential motorcade departs Trade Mart.
- 2:20 p.m. (Approx.) Presidential motorcade arrives at Love Field. Time was allowed for President to bid good-by to any assembled crowd. Presidential Party departs and the members board their respective airplanes.
- 2:30 p.m. (Approx.) The President and party board AF #1, which departs for Austin, Texas. Immediately following was the Vice President and party aboard AF #2.

## ROUTES

See Map Attachment. Attachment #5.

### Dallas Love Field to Trade Mart

Motorcade proceeds southeast along airport apron past parking lot toward Continental Hangar; bearing right before Continental Hangar and proceeds out onto airport entrance road; left on airport entrance road to right of median strip; left on Mockingbird Lane; left on Lemmon Avenue; right on Turtle Creek Boulevard; bear left onto Cedar Springs Road; left on Harwood; right on Main Street; right on Houston Street; left on Elm Street;

Confidential

Mr. James J. Rowley

- 4 -

1-16-602.111

bear right on access road to Stemmons Freeway (Interstate 35-E); continuing northwesterly on Freeway; exit at Wycliff-Industrial Boulevard Exit; right on Industrial Boulevard; right into side parking lot of Trade Mart (parking lot roped off); stop at side door near front of building. Distance ten miles. Time 40-45 minutes.

Trade Mart to Dallas Love Field

Proceeds northwesterly out of parking lot; right on Industrial Boulevard; left on Harry Hines Boulevard; exit at Mockingbird Lane Exit; right on Mockingbird Lane; left on airport entrance road; right towards special entrance cut in fence west of Continental Hangar (same entrance used on inbound trip); continue north along airplane parking area; left along employee parking lot direct to AF #1 and AF #2 on airport apron. Distance four miles. Time 12-15 minutes.

Note: The Parkland Hospital is located on the original route to the Trade Mart and Love Field. These routes were not varied.

SECURITY

All Presidential movements on this visit were within the confines of the Dallas city limits, and state and county law enforcement agencies assisted the Dallas Police.

Love Field, Dallas, Texas

Love Field is the Municipal Airport for Dallas and is capable of handling the type Presidential aircraft used on this trip. The Air Force Operational and Safety Advance was conducted by Major Charles Nedbal, USAF, and safety, servicing, crash and fire equipment, other normal checks, measurements and positioning of planes were conducted under his direction.

Security at the airport was provided by agents of this Service and the Dallas Police Department with augmentation by the Sheriff's Department and the Texas Department of Public Safety personnel. The general public was contained behind a chain link fence or parking lot fence. Only authorized airport or air line personnel, Air Force personnel, Reception Committee, local press representatives, members of the official traveling party, communications support personnel, local Host Committee Members, and security personnel were to be admitted to the airport reception area. Service trucks for air lines using an access road in the area were to be admitted to the apron until arrival of the Presidential Party and then detained until motorcade departure. The same condition prevailing on the motorcade's return to the airport.

Mr. James J. Rowley

- 5 -

1-16-602.111

The general public was contained behind a chain link fence with police crowd and check point control. In addition, general public was contained behind parking lot fence with police control. The press area was located near the rear ramp of AF #1 and was formed by ropes and stanchions with police to contain the press and move the press area ropes if needed. Agents were deployed around the President and Mrs. Kennedy and the Vice President and Mrs. Johnson as they walked along the fence to the crowd area. Police were also used on adjacent and near-by airport building roofs, for traffic control, and to keep the public from access roads and other areas not to be used by the public. Plain-clothes officers were stationed in and around the general public. (See attached airport area map - Attachment #6 - and airport reception area diagram - Attachment #7.)

Route - Security

Security of the route was effected by agents of this Service traveling with the motorcade, escorting police automobiles and motorcycles, and strategically deployed police along the route.

Uniformed police were utilized at main intersections, both for crowd and traffic control. Outriders of escorting motorcycles were used for traffic control at secondary intersections as the motorcade proceeded along the route and to clear any traffic ahead. Motorcycles were utilized ahead of the pilot car, the lead car, the right and left flanks of the President's car and Secret Service follow-up car to keep the people off the street. Other motorcycles and a police car were utilized at the rear of motorcade to keep it intact and prevent any vehicle from passing the motorcade.

Additional police officers were stationed along the motorcade route in areas where large crowds were expected and where the motorcade might be moving more slowly. City trucks were positioned along the motorcade route with personnel assigned to clear the streets of refuse or other objects thrown into the street.

All bridges, overpasses and railroad crossings on the route were policed. There was no scheduled passenger rail traffic on the two rail crossings which bisected the route during the time the motorcade was to pass. Police were stationed at these crossings to control any freight switching.

Possible picketing and embarrassing incidents were discussed. The police were to enforce local ordinances in this respect. A copy of a local ordinance dated November 18, 1963, concerning picketing or interference with private or public assemblies is attached. Attachment #8.

Mr. James J. Rowley

- 6 -

1-16-602.111

Trade Mart Security

This is a four-story building of concrete and steel construction where showrooms are leased to manufacturers and manufacturers' agents. An indoor courtyard over 300 feet long, 100 feet wide, and four stories high is located in the middle of the building with skylights overhead and balconies overlooking the courtyard from the second, third and fourth floors. Two tri-level suspension bridges extend across the courtyard. The kitchen and serving area are located on the first floor at the north end of the courtyard and an indoor garden and fish pool are located at the south end.

Security at the Trade Mart was effected by agents of this Service, Dallas Police, and personnel from the Dallas County Sheriff's Department and the Texas Department of Public Safety. Only invited luncheon guests, lessees, bona fide showroom customers or other authorized personnel identified by previously designated badges or identification were allowed in the building. The screening of lessees and their customers was made by Trade Mart personnel and doubled checked by police officers and an agent of this Service. Police and an agent of this Service screened luncheon guests and other persons authorized to enter the building.

No lessee or customer was to be allowed in the courtyard or balcony area. No luncheon guest was to be seated behind the head table on any floor. Wooden screens were placed on all floors behind the head table at the escalator areas obstructing view of anyone overlooking head table from the rear. Officers were placed to keep people moving to their seats. Check points were maintained on all floors to assure that only authorized persons were permitted in the courtyard and balcony areas. Usherettes assisted luncheon guests to find their correct numbered tables. No persons were to be allowed on suspension bridges except television technicians and one live television camera, which was on a pre-designated bridge. The Trade Mart is secured overnight by Trade Mart guards. Additional security of the building was implemented at 7:00 a.m. on November 22, 1963, by Dallas Police and later augmented by Secret Service agents. No freight deliveries were to be made to the showrooms during the President's visit. Only the main entrance was to be used by the luncheon guests, lessees, and their customers, and police were posted at all doors. Uniformed police and plain-clothes officers were deployed in corridors, balconies, main lobby, head table area, luncheon table area, kitchen, and other areas. In addition, places were provided at tables to seat agents in front of the head table positions of the President and Vice President. Only key Trade Mart personnel were to be admitted to the courtyard area. Usherettes were either employees of the Trade Mart or members of their families.

Confidential

Mr. James J. Rowley

- 7 -

1-16-602.111

Catering for the luncheon was furnished by Crotty Bros., Boston, Massachusetts, the contract caterers for the Trade Mart. They normally operate the Trade Mart cafeteria on food service. The President's food supply was to come from the general food supply, and the head table waiters, food preparers, and Crotty Bros. personnel were listed and names and data sent by SAIC Sorrels, Dallas, to our Protective Research Section for processing. Any catering personnel in proximity to the head table were identified by green lapel clips.

The Dallas Fire Department conducted a safety inspection and had firemen deployed in the Trade Mart with protective equipment. The Dallas Health Department inspected the kitchen area and facilities.

The general public was not allowed in the parking lot area where the motorcade would pass and was to stop. No public vehicles were allowed to park in the lot. It was secured by ropes and barricades. Police officers were placed on the roof of the Trade Mart, Market Hall, and Dallas Home Furnishings Mart, as they overlooked the point where the President would alight from his vehicle. Police were also utilized for crowd, traffic, and parking control at the Trade Mart.

Special instructions were sent to lessees of the Trade Mart by W. E. Cooper, General Manager, Dallas Market Center. (See attachment #9.)

See Trade Mart diagram. Attachment #10.

#### POST ASSIGNMENTS

The following changes from the preliminary report should be noted: SA Rybka remained at the airport to help effect security of the departure with SA Lawton and SA Roger Warner. SA Taylor was assigned to be in close proximity to Mrs. Johnson and work the Vice Presidential Detail follow-up car in addition to those agents previously mentioned in the preliminary survey report.

SS-100-X, Presidential car, was driven by SA Greer with ASAIC Kellerman in the front seat.

SS-679-X, Presidential follow-up car, was driven by SA Kinney and worked by ATSAIC Roberts and SAs Hill, Landis, Ready, McIntyre, Bennett, and Hickey. Mr. O'Donnell and Mr. Powers, White House Staff, were also in this car.

The Vice Presidential car, a Lincoln Convertible, was driven by Herschel Jacks, Texas DPS Officer, with ASAIC Youngblood in the front seat. The Vice Presidential Detail follow-up car, a Mercury Sedan, was driven

Confidential

Mr. James J. Rowley

- 8 -

1-16-602.111

by Joe H. Rich, Texas DPS Officer, and worked by ATSAIC Johns and SAs Kivett and Taylor. Mr. Cliff Carter, Executive Assistant to the Vice President, also rode in this car.

#### INSTRUCTIONS TO AGENTS

In addition to instructions to agents contained in the preliminary survey report, the following should be noted:

Changes of the personnel for both the Presidential Detail and the Vice Presidential Detail follow-up cars should be noted as above in past assignments.

Agents at the Trade Mart proceeded to Parkland Hospital by police vehicles when word was received of injury to the President and his arrival at Parkland Hospital.

It should be noted that a green lapel clip for head table waiters and key catering personnel was listed as identification in Instructions to Agents in the preliminary report (Attachment #4) but not listed on attachment sheet #7. An additional lapel clip (gray) was added after the preliminary report was submitted and was used as identification for airport and air lines personnel in close proximity to the Presidential and Vice Presidential aircraft.

#### AUTOMOBILES

SS-100-X and SS-679-X arrived at Dallas, Texas, Love Field, at approximately 6:15 p.m. aboard an Air Force plane on November 21, 1963. They were accompanied by SAs Hickey and Kinney. They were unloaded and escorted to the basement of the Airport Terminal Building, and Dallas Police afforded protection of these automobiles until relieved by SAs Kinney and Hickey on November 22, 1963. Mr. Dick Fisher, Lincoln-Mercury Division, Ford Motor Company, Dallas, Texas, furnished seven cars for use by the official party.

Mr. Sam Bloom, local Host Committee, made available two sedans as extra cars, three convertibles for press photography pool and two station wagons and one panel truck from Earl Hayes Chevrolet, Dallas, Texas. The station wagons and truck were to transport White House Press sound gear and White House Staff equipment, i.e., Presidential Flags, Seal, Chair, to Trade Mart and return. This equipment, however, was sent direct to the Trade Mart in Dallas from Fort Worth after its use at the Presidential breakfast at Fort Worth.

Mr. Sam Bloom also made arrangements for three Continental busses for transportation of some of the official party and the press. (See previously mentioned motorcade list attachment.)

Confidential

Mr. James J. Rowley

- 9 -

1-16-602.111

PROTECTIVE RESEARCH

Notice of the proposed Presidential trip to Dallas was furnished to the Protective Research Section on November 8, 1963. The indices were searched, and no active subjects were of record. No subsequent information was received from the Protective Research Section of any subject requiring attention.

A list of catering personnel, wash room attendants, and the organist who might be in close proximity to the President at the Trade Mart and a list of persons who would serve the food were forwarded to the Protective Research Section by SAIC Sorrels, Dallas Office, on November 18, 1963.

On November 21, 1963, at a police meeting in Chief Curry's Office, I was given a copy of a locally distributed circular (Attachment #11) describing President Kennedy as being wanted for treason. The distributors of the circular were not known to the police. SAIC Sorrels has forwarded copies of this circular to the Protective Research Section for record purposes, and an investigation is being conducted.

Informants of the Right Wing Movement were interviewed by SA Howlett, Dallas Office, to identify any possible trouble makers. Motion-picture films of the assault on Ambassador Stevenson which occurred in Dallas were viewed with members of the Criminal Intelligence Division of the Dallas Police Department at Station KLRD TV-Radio. Still photographs were obtained of persons involved in this incident. SA Howlett was on duty at check point entrance at Trade Mart with copies of these pictures. Detectives in the lobby and luncheon area were also furnished copies of these photographs and were screening for these individuals. A number of individuals who resembled those in these photographs were placed under surveillance at the Trade Mart.

At approximately 12:30 p.m. November 22, 1963, President Kennedy and Governor Connally of Texas were struck by gunfire while riding in SS-100-X during a motorcade to the Trade Mart. The President died at Parkland Hospital, Dallas, Texas, at 1:00 p.m. CST, November 22, 1963.

COMMUNICATIONS

To the information contained in communications attachment in preliminary report, the following should be added:

Charlie Radio communications between Dallas Base Station and the following points were maintained with portable or installed equipment:

Confidential



Mr. James J. Rowley

- 10 -

1-16-602.111

Lead car; President's car; Presidential follow-up car; Vice Presidential Detail follow-up car; White House Communications Agency car; the Trade Mart; the Airport; and AF #1 and AF #2.

The Vice Presidential car and Vice Presidential follow-up car were using portable sets with Baker Frequency for their own car to car communication. As previously stated, the Vice Presidential Detail follow-up car also had a portable set on the Charlie Frequency to maintain communications with the rest of the Charlie Net. En route to the Parkland Hospital, ASAIC Youngblood issued instructions on his portable shoulder strap radio that personnel riding in the Vice Presidential follow-up car should switch radio from Baker to the Charlie Frequency.

A police vehicle was assigned to the White House Communications Agency Communications Center, Third Floor, at Sheraton-Dallas Hotel to escort White House Communications Agency personnel with messages to the Presidential Party.

#### PRESS AND PHOTOGRAPHERS

Press and photographer coverage was under the direction of Mr. Malcolm Kilduff, White House Press Office, assisted by Mr. Wayne Hawks, White House Staff.

A press area was roped off at the airport for press coverage. Live television under a local pool arrangement was telecast from the airport.

Live television and radio under a local pool arrangement were arranged at the Trade Mart. Press phones were located on the main floor of the Trade Mart in addition to phones and teletype machines in the fourth floor Press Room. A press area was provided along a wall to the left of the head table. Still camera and sound on film camera positions were provided on the second floor balcony to left of head table. The White House Correspondents and Photographers and other press representatives traveling on the press plane were provided with regular "Trip of President Tags" - green printing as previously mentioned in the identification attachment to preliminary survey report.

Local press arrangements were coordinated through Mr. Sam Bloom and Mr. Felix McKnight of the Local Host Committee. Mr. Bloom's office arranged for printing local press badges (badge sample attached to preliminary survey report), and these badges were to be distributed to accredited local press. These numbered press badges were controlled by Mr. Bloom's representatives.

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CONCLUSION

Persons assisting and cooperating with this Service in preparation for this visit:

- Mr. Robert Cullum, President, Dallas Chamber of Commerce
- Mr. Sam Bloom, Sam Bloom Agency, Dallas, Texas
- Mr. Felix McKnight, Executive Editor, Dallas Times Herald, Dallas, Texas
- Mr. M. Howard Megredy, Assistant Director of Aviation, Love Field, Dallas, Texas
- Mr. John Stemmons, Dallas Market Center, Dallas, Texas
- Mr. W. E. Cooper, Dallas Market Center, Dallas, Texas
- Chief Jesse Curry, Dallas Police Department, Dallas, Texas
- Assistant Chief Charles Batchelor, Dallas Police Department, Dallas, Texas
- Deputy Chief M. W. Stevenson, Dallas Police Department, Dallas, Texas
- Deputy Chief R. H. Lunday, Dallas Police Department, Dallas, Texas
- Deputy Chief N. T. Fisher, Dallas Police Department, Dallas, Texas
- Sheriff William Decker, Dallas County, Dallas, Texas
- Major Guy Smith, Texas Department of Public Safety
- Lieutenant C. H. Cheshire, Texas Department of Public Safety
- Deputy Chief Raymond Burress, Dallas Fire Department, Dallas, Texas
- Mr. Jack Puterbaugh, Representative of Democratic National Committee  
(handled political contacts)
- CWO Arthur Bales, Jr., White House Communications Agency (coordinated communications, public address and power facilities)

Approximate number of personnel participating in overall security measures were:

Dallas Police, uniformed	
Trade Mart	180
Route	90
Escort	20
Love Field	55
Cruising	100
Dallas Police, detectives	40
Texas Department of Public Safety, uniformed	40
Rangers	5
plain-clothes	16
Dallas County Sheriff Department	14
Dallas Fire Department	26
Agents, Office 1-16 (White House Detail)	20
Agents, Office 1-22 (Vice President's Detail)	4
Agents, Office 3-3 (Dallas Office)	4

Confidential

Mr. James J. Rowley

- 12 -

1-16-602.111

Attachments: #1 - Proposed Manifest - AF #2, Fort Worth to Dallas  
#2 - Proposed Manifest - AF #1, Fort Worth to Dallas  
#3 - Scheduled Motorcade List  
#4 - Head Table List  
#5 - Map Attachment  
#6 - Airport Map  
#7 - Airport Reception Area Diagram  
#8 - Local Ordinance No. 10046, Dallas, Texas  
#9 - Special Instructions to Lessees of Trade Mart  
#10 - Trade Mart Diagram  
#11 - PRS Circular

Very truly yours,

*Winston G. Lawson*

Winston G. Lawson  
Special Agent

Approved:

*Gerald A. Behn*

Gerald A. Behn  
Special Agent in Charge

Attachments (11)

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ATTACHMENT #1

PROPOSED MANIFEST - AF #2  
FORT WORTH TO DALLAS

- |                         |                                    |
|-------------------------|------------------------------------|
| 1. THE VICE PRESIDENT   | 17. SAM SULLIMAN - SS              |
| 2. MRS. LYNDON JOHNSON  | 18. RICHARD JOHNSEN - SS           |
| 3. CLIFF CARTER         | 19. ERNEST OLSSON - SS             |
| 4. GEORGE REDDY         | 20. ANDREW BERGER - SS             |
| 5. MARIE FEHMER         | 21. PAUL E. LANDIS - SS            |
| 6. ELIZABETH CARPENTER  | 22. RUFUS YOUNGBLOOD - SS          |
| 7. GENERAL CLIFTON      | 23. LEM JOHNS - SS                 |
| 8. CONG. J. BROOKS      | 24. GLEN BENNETT - SS              |
| 9. CONG. A. THOMAS      | 25. SP-7 GEORGE MILLER - USA       |
| 10. CONG. H. THORNBERRY | 26. LT. GOV. PRESTON SMITH         |
| 11. CONG. G. PURCELL    | 27. ATTORNEY GENERAL WAGGONER CARR |
| 12. CONG. J. YOUNG      | 28. SPEAKER BYRON TUENELL          |
| 13. CONG. W. ROGERS     | 29. MRS. PRESTON SMITH             |
| 14. CONG. G. MAHON      | 30. MRS. WAGGONER CARR             |
| 15. CONG. H. GONZALEZ   | 31. MRS. BYRON TUENELL             |
| 16. STEWART STOUT - SS  | 32. WARREN TAYLOR - SS             |

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ATTACHMENT #2

PROPOSED MANIFEST - AF #1  
FORT WORTH TO DALLAS

1. THE PRESIDENT
2. MRS. JOHN F. KENNEDY
3. MR. KENNETH O'DONNELL
4. MR. LAWRENCE O'BRIEN
5. MR. DAVID POWERS
6. BRIG. GEN. GODFREY T. MCHUGH
7. MISS PAMELA TURNURE
8. MISS EVELYN LINCOLN
9. MR. MALCOLM KILDUFF
10. MRS. MARY GALLAGHER
11. DR. GEORGE BURKLEY
12. MISS CHRIS CAMP
13. GOVERNOR CONNALLY
14. MRS. CONNALLY
15. SENATOR R. YARBOROUGH
16. MR. ROY H. KELLERMAN - SS
17. MR. CLINT HILL - SS
18. JOHN J. O'LEARY - SS
19. MR. EMORY ROBERTS - SS
20. MR. JOHN READY - SS
21. MR. DONALD LAWTON - SS
22. MR. WILLIAM T. MCINTYRE - SS
23. MR. HENRY RYEKA - SS
24. MR. WILLIAM GREER - SS
25. CONG. R. ROBERTS
26. CONG. J. BECKWORTH
27. CONG. O. TEAGUE
28. MSGT JOSEPH GIORDANO - USA
29. CWO IRA GEARHART - USA
30. CONG. J. WRIGHT
31. MR. MERRIMAN SMITH - PRESS
32. MR. F. CORMIER - PRESS
33. MR. B. BASKIN - PRESS
34. MR. B. CLARK - PRESS
35. MR. GEORGE THOMAS
36. HMCM ELLIS H. HENDRIX - USN

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SCHEDULED MOTORCADE LIST

Motorcycles

Pilot Car - Jack Puterbaugh, Deputy Chief G. L. Lumpkin, Detectives Turner and Sinkle

Motorcycles

Lead Car - Chief Curry, Sheriff Decker, SAIC Sorrels, SA Lawson

President's Car (SS-100-X) - President, Mrs. Kennedy, Governor Connally, Mrs. Connally, ASAIC Kellerman, SA Greer driving

Motorcycles (position varied)

SS Follow-Up Car (SS-679-X) - SA Kinney driving, ATSAIC Roberts, SAs Hill, Landis, Reedy, Bennett, McIntyre.

Note: See Post Assignments Section for additional persons who were in follow-up car.

Vice President's Car - Vice President, Mrs. Johnson, Senator Yarborough, (Lincoln Convertible) DPS driver Herschel Jacks, ASAIC Youngblood

SS Follow-Up Car - DPS driver Joe H. Rich, ATSAIC Johns, SAs Kivett and Taylor (Mercury)

Car #1 - Mayor and Mrs. Earle Cabell, Congressman Ray Roberts (Comet Convertible)

Telephone Car - Wire Services, WH Press Officer

Press Pool Convertible - Pool White House Newsreel and Motion Picture (Chevrolet)

Press Pool Convertible - Pool White House Still Photographers (Chevrolet)

Press Pool Convertible - Local Press Pool of both Still and Newsreel Photographers

Car #2 - Congressmen Rogers, Thomas, Thornberry and Mahon (Mercury Convertible)

~~Confidential~~

- 2 -

ATTACHMENT #3

SCHEDULED MOTORCADE LIST

Car #3 - Congressmen Beckworth, Teague, Brooks and Wright  
(Mercury Convertible)

Car #4 - Congressmen Purcell, Gonzalez, Young and Patman  
(Lincoln Sedan)

Car #5 - Extra car for unplanned guests, or other VIPs needing transportation  
(Mercury Station Wagon)

Official Party Bus - White House Staff, Vice President's Staff, Governor's  
(Continental Staff, Airport Reception Committee if going in motorcade  
Bus Co.)

Press Bus - White House and Traveling Press  
(Continental  
Bus Co.)

Press Bus - White House and Traveling Press  
(Continental  
Bus Co.)

White House Communications Car - White House Communications Agency Personnel

Western Union Car - Western Union Personnel

Extra Car - For unexpected developments  
(Chevrolet)

Extra Car - For unexpected developments  
(Chevrolet)

Local TV and Press Auto

Police Car

Motorcycles

~~Confidential~~

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ATTACHMENT #4

HEAD TABLE LIST

1. PRESIDENT
2. MRS. KENNEDY
3. VICE PRESIDENT JOHNSON
4. MRS. JOHNSON
5. GOVERNOR AND MRS. CONNALLY
6. SENATOR YARBOROUGH
7. MR. AND MRS. ERIK JONSSON
8. MR. AND MRS. DAWSON STERLING
9. DR. AND MRS. LLOYD BERKNER
10. MAYOR AND MRS. EARLE CABELL

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I, Winston G. Lawson, Special Agent, United States Secret Service, hereby give the following account, to the best of my knowledge, of my official duties from November 4 to November 21, 1963, concerning the visit of President Kennedy to Dallas, Texas, on November 22, 1963.

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On about November 4, 1963, I was notified by telephone by ASAIC Boring, White House Detail, that I was being assigned to go to Dallas, Texas, concerning a proposed Presidential trip and that by November 8, 1963, further information would be available as to more details.

On November 8, 1963, Mr. Roy Kellerman, ASAIC, White House Detail, gave me a tentative schedule of the President's visit to Texas and other information concerning contacts and the scheduled Dallas portion of the trip. I telephoned the Dallas Secret Service Office with information that Mr. Jack Puterbaugh, Chief Warrant Officer Arthur Bales, Jr., White House Communications Agency, and myself would arrive in Dallas, Texas, aboard a special Air Force plane, on Tuesday, November 12, 1963, at Love Field at approximately 7:30 pm. The Dallas Office was requested to obtain room reservations and to meet us at the airport. I then dictated a confirming memorandum to the Dallas Office of this telephone call. I also obtained necessary motorcade car numbers and various colored lapel clips or badges to be used for identification purposes.

The Protective Research Section was notified of the President's proposed trip to Dallas on this same date. The indices were searched and no active subjects were of record.

Tuesday, November 12, 1963, I departed the White House with other Agents for Andrews Air Force Base. I departed Andrews Air Force Base at 8:20 am in U. S. Air Force plane No. 2815, a special flight carrying the advance groups for the Houston, San Antonio, Austin, Fort Worth, and Dallas, Texas, stops. I arrived at Love Field at 6:30 pm, and after Mr. Puterbaugh, Mr. Bales and myself were met by SA Patterson, Dallas Office, we were taken to the Sheraton-Dallas Hotel.

On Wednesday, November 13, 1963, Mr. Puterbaugh and I went to the Dallas Secret Service Office, and met with SAIC Sorrels of that office, other Dallas Office Agents, and in general discussed the trip. Mr. Puterbaugh and I both made various phone calls and conducted general advance activities. SAIC Sorrels, Mr. Puterbaugh, SA Stewart and I then went to the office of Mr. Robert Cullum, President of Dallas Chamber of Commerce, a member of the Local Host Committee, and a local Dallas businessman. Plans for the President's visit were discussed. We all then went to the Trade Mart, one of the buildings under discussion for use as a luncheon site. We met with Mr. W. E. Cooper and other representatives of the Trade Mart, and Mr. Sam Eloom, another member of the Local Host Committee, and looked over the building and its facilities. We continued our discussions at lunch and Mr. Cullum then drove us to the Women's Building in the State Fair Grounds, another building under discussion as a luncheon site. After inspecting this building and its facilities, Mr. Cullum drove us to the office of Mr. Felix McKnight, Executive Editor of the Dallas Times Herald, who had been contacted by the White House Press Office to help arrange local Press arrangements.

On Thursday morning November 14, 1963, I again handled various details of this advance. At approximately Noon, SAIC Sorrels, myself and Mr. Puterbaugh went to the office of Mr. Eugene Locke and discussed various aspects of the visit. Also on Thursday, SAIC Sorrels and I went to Love Field and met with CWO Pales, WHCA, Mr. George Coker, Director of Aviation, and Mr. M. Howard Megredy, Assistant Director of Aviation, and discussed with them their recommendations as to where the three aircraft should best be "spotted". A discussion was had concerning an Air Force Survey Team, including the President's pilot, Colonel Swindal, and Major Nedbal, who had arrived at Love Field the morning of the 13th and discussed safety and servicing, and parking information. SAIC Sorrels and I drove one of the proposed routes from the airport to the Trade Mart at the approximate speed probably to be taken during the motorcade, and looked over other security factors along the route. There were other general arrangements, phone calls, and discussions concerning this advance which cannot be recalled on this date.

CONFIDENTIAL

CONFIDENTIAL

- 3 -

On Friday, November 15, 1963, various general advance duties were conducted in my hotel room or the Secret Service Office. SAIC Sorrels and I went to the Dallas Police Headquarters and met with Chief of Police Jesse Curry, Deputy Chief Charles Batchelor, Deputy Chief N. T. Fisher, and a few other of Chief Curry's command officers. Details of the motorcade were discussed and possible routes, particularly from the airport to the Trade Mart, and we requested that a command officer be present at a general meeting of the local Committee to be held later that afternoon at the Baker Hotel. After returning to the local Secret Service Office and conducting other incidental advance preparations, SAIC Sorrels, Mr. Puterbaugh, and I met Mr. John Stemmons, co-owner of the Dallas Market Center, and the aforementioned Mr. Robert Cullum, President of the Chamber of Commerce, at the Baker Hotel for a working lunch. I returned to the Secret Service Office, and then at approximately 3 pm SAIC Sorrels and I joined Deputy Chief Batchelor, Dallas Police Department, Mr. Puterbaugh, Mr. Erick Jonsson, who was to be Master of Ceremonies at the luncheon, Mr. Cullum, Mr. McKnight, and other representatives of the Local Host Committee or interested parties. It had been announced that day that the Dallas Trade Mart would be the site of the luncheon and more aspects of the visit known at that time were discussed, including the motorcade downtown, Press arrangements, power and communications support, luncheon programming, and other factors. Other incidental advance details were handled by discussion and phone calls later that evening.

On Saturday, November 16, 1963, I met SAIC Sorrels, Mr. W. E. Cooper, other representatives of the Trade Mart, Mr. Cullum, Mr. McKnight and Mr. Honeycutt. Details were worked out for sound on film coverage area, live pool television, and other facilities. Also met Mr. Crotty and Mr. Saich, Crotty Bros. Caterers, and discussed catering and list of their key personnel. Various other details of the building and luncheon were discussed.

On Sunday, November 17, 1963, Mr. Puterbaugh asked me to meet with him and Mrs. Betty Harris, one of his local contacts. This activity was from approximately 9:30 am to 1:30 pm.

CONFIDENTIAL

CONFIDENTIAL

- 4 -

I met Agent Kivett of the Vice Presidential Detail on Monday morning and discussed aspects of the Vice President's visit to Dallas; both the visit on Tuesday, November 19, which SA Kivett was preparing, and the Vice President's participation in the activities of Friday, November 22. SAIC Sorrels, SA Kivett, and myself met Mr. Wayne Hawkins, White House Staff, who had come to Dallas for the morning to check on Press arrangements. We, along with Mr. Cooper, and other Trade Mart personnel, showed him the arrangements already made. The catering personnel list was given SAIC Sorrels and we discussed late developments as to seating, head table, and other luncheon factors. SAIC Sorrels and I also went to the airport and there met Mr. Magredy and discussed the problem of room to spot the three airplanes. We also went out to probable airport reception area for purposes of planning the arrival.

SAIC Sorrels and I met Deputy Chief Eatchelor, Dallas Police Department, and another command officer and drove the selected route in a police car. Deputy Chief Eatchelor took notes on police requirements for main intersections, crowd control, underpass and overpass policing, railroad crossings, police control of crowds in heavily anticipated crowd areas, and details for escort participation. We discussed having extra police at turns, necessity of cutting off traffic at certain points and at certain times as the motorcade progressed. No parking for parked vehicles, particularly in downtown and Trade Mart area streets, was discussed. The approximate time and the distance of the airport to Trade Mart was again verified. At the Trade Mart, the expeditious parking of guests to assure our free access to Trade Mart, roping and policing the side parking lot and security of roof was discussed. We then drove and made a security check of the remainder of the route from the Trade Mart to the airport, covering the same factors such as rail crossings, bridges, intersections, escort, with particular emphasis on coverage where we might go more slowly. Again the approximate time and distance which I had checked on my own surveys was verified.

I later went to a meeting in the Dallas Club with Mr. Puterbaugh, Mr. Eugene Locke, Mr. Sam Bloom, Mrs. Betty Harris and others. A discussion was held concerning the reception committee, head table guests, the selected route, guest

CONFIDENTIAL

seating, and possible new activity which might be added for the visit of the 22nd.

I left this meeting at approximately 6:45 and went to Love Field to meet SA Grant who was arriving from Florida. I met him and took him to his hotel.

On Tuesday, November 19, 1963, after conducting general advance details at my room and at the local Secret Service Office, SAIC Sorrels, SA Grant and I proceeded to the Trade Mart. We met with Mr. W. H. Cooper, and other Trade Mart officials, Deputy Chief Eatchelor, Dallas Police Department, Deputy Chief M. W. Stevenson, Dallas Police Department, other Dallas Police officers and Deputy Chief Ray Burrell, Dallas Fire Department. We made a security survey of the building, its entrances and exits, posted police at checkpoints, in corridors, balconies, freight area, stairways, foyer, kitchen, with luncheon guests around head table; again discussed the roping off and policing of parking lot and adjacent roof. We discussed the screening of luncheon guests, lessees of the Trade Mart and their customers. We arranged for ropes to be placed at all corridor entrances to courtyard area on all floors, planned for police to keep guests moving to seats, and arranged for screens at escalator areas behind head table. We discussed securing building and verifying those authorized people already in the building when police security was placed at 7 am on November 22, 1963. Firemen were 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.

SAIC Sorrels and I returned to his office where I prepared my Preliminary Survey Report. This was completed at approximately 7 pm and later that evening SAIC Sorrels took my report to the airport where it was sent to the White House Detail in Washington, D. C. I called the White House Detail with report of arrival information and requested that it be picked up.

In addition to making phone calls, and other arrangements concerning the advance, etc., on Wednesday, November 20, 1963, SAIC Sorrels, SA Grant and I went to Love Field where the problem of parking the three airplanes, room for motorcade formation and Press area were still being resolved. I was

to meet Major Nedbal, United States Air Force, Air Force advance officer, to try to solve these problems. Major Nedbal did not arrive at the expected time because of a personal emergency. However, Sgt. Charles McCreehy, U. S. Air Force, member of Presidential aircraft crew, confirmed that we would need more space and other changes in the reception area after making measurements, discussing close landing times, and order of plane arrival. SAIC Sorrels and Mr. Megredy, Airport Assistant, obtained the cooperation of other airlines in making more space available. SAIC Sorrels, SA Grant and I went to the Trade Mart to talk with their personnel and other interested parties.

SAIC Sorrels and I returned to Love Field and met Major Nedbal and Mr. Megredy. Major Nedbal made measurements, replanned parking of airplanes using additional space and discussed other aspects of the President's arrival and reception.

At dinner with Mr. Puterbaugh and Mrs. Betty Harris it was brought to my attention that some local persons were worried that unfavorable publicity might arise if police were overzealous in handling peaceful picketing. I called SAIC Sorrels who contacted Chief Curry who advised that peaceful picketers would not be bothered. I recall that we discussed news items appearing in the newspaper that various prominent Dallas business men had requested people to be on their good behavior and that Chief Curry had announced that the police would be especially watchful and asked that citizens be alert for possible trouble makers.

On Thursday morning November 21, 1963, I went to the office of Mr. Sam Bloom, Local Host Committee member, and discussed Press arrangements, head table and luncheon programming, motorcade signs and vehicles he had obtained. Confirmed that reception committee, head table guests, Local Host Committee and Press badges that had been made at my direction, were being disseminated to proper persons. SAIC Sorrels and SA Grant met me at Mr. Bloom's office and we went to Love Field. We met Mr. Megredy and Major Nedbal to see if the reception area plans were still firm as to positioning of airplanes, etc. We met Deputy Chief N. T. Fisher and other Police officers and made

a security check of the airport reception area: Arrangements were made for Police to contain most of the general public behind a chain link fence, allowing only authorized persons on airport apron by having Police at gates along fencing; and to allow any of the public who desired to use the parking lot and watch from that vantage point with police also along these fences. Arrangements were made for sufficient Police to park spectators as fast as possible and to cut off traffic at certain areas and times to afford us free movement of the motorcade from and back to the airport. Arrangements were made for police on building roof tops since the President was expected to be at the airport about ten minutes. Police were to have men posted at the ends of the reception area to prevent persons from going around the perimeter. We also discussed the providing of plain clothes officers in the crowd. Police were to maintain a checkpoint at two service roads that entered the reception area and not allow the general public in that area. Trucks servicing airlines and the terminal were to be allowed use of one of these roads except for times when the Presidential party was on the apron. Reception committee parking was to be in this area but not the general public.

SAIC Sorrels, SA Grant and I went to the Trade Mart and answered various questions from Trade Mart personnel, Local Host Committee members and checked on progress of arrangements. We also completed preparing samples of identification to be given the Police. We then went to the Continental Bus Company where I gave Mr. Robert Babcock and a driver supervisor instructions for the drivers of the three buses to be used the next day and their identification which would permit them entry to the airport reception area.

SAIC Sorrels, SA Grant and I then proceeded to a conference room in Chief Curry's office at Police Headquarters. A meeting was held with Chief Curry, Deputy Chief Batchelor, Deputy Chief Lumpkin, Assistant Chief Lundee, Deputy Chief Fisher, and other command officers. The make-up of the motorcade was diagrammed on the blackboard and particular emphasis was placed on the use of motorcycles and police to keep the motorcade moving, intact, and persons from reaching the President's car.

CONFIDENTIAL

- 8 -

They were given samples of all identification from plastic pin-on badges to colored lapel clips, with the exception of Secret Service and White House Staff pins. These latter pins were described again and pictures of the Secret Service, White House Staff and White House Communications identification pins were shown. These samples were to be shown by the command officers as they posted Dallas police officers, or officers of County or State agency under their direction. Policing the crowd and particularly the policing of pickets was discussed. I advised that we relied upon them to enforce their own local ordinances and I was given a copy of the new city ordinance dated November 18, 1963, concerning agitation and picketing. I received a call from Mr. Sam Bloom while attending this meeting that a "smut" piece concerning President Kennedy had been distributed. I told Chief Curry of this and Deputy Chief Batchelor obtained for me a copy of one of these circulars which he had in his possession. They did not know who was responsible for the circulars. This circular did not include a direct threat and SAIC Sorrels also advised he was in possession of this circular and would check for Federal violation. Details were discussed about security at the Trade Mart, expeditious parking of luncheon guests to assure our free access to the Trade Mart, and security of the parking lot and roped off area where the President would alight.

SAIC Sorrels and I 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 and the vehicles were unloaded. Although arrangements had been made for a police guard for the vehicles downtown, it was decided to secure them in the basement of the airport terminal. These vehicles were then escorted to the basement and SAIC Sorrels made arrangements for a Police guard to be placed on them overnight, and until the officers were relieved by Agents Kinney and Hickey. We then took Agents Hickey and Kinney to the Sheraton-Dallas Hotel. I had dinner with Agents Hickey, Kinney, Mr. Bales and Mr. Jack Puterbaugh after which at approximately 10 pm we went to the Trade Mart where I checked the progress of the

CONFIDENTIAL



CONFIDENTIAL

- 9 -

arrangements for the luncheon. I checked the head table area, noted a spot where some one might walk inadvertently off the platform and placed a small tree there, checked for ropes, wooden screens and other planned arrangements. We were admitted upon identification by a Trade Mart guard and another guard was in the vicinity of the head table. After leaving the Trade Mart, Mr. Puterbaugh had an appointment at Mr. Bloom's office and I wished to pick up some motorcade signs from Mr. Bloom if they had not already been sent to my hotel. Mr. Bales and Agents Hickey and Kinney waited for us while Mr. Puterbaugh and I were talking with one of Mr. Bloom's employees. The motorcade signs had been sent to my hotel. Mr. Puterbaugh and I rejoined Mr. Bales, Agents Kinney and Hickey and returned to the hotel. I picked up the motorcade signs at the hotel desk after which Mr. Bales and I went to our room at approximately 11:30.

*Winston G. Lawson*

Winston G. Lawson  
Special Agent  
U. S. Secret Service

December 3, 1963

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WANTED

EXHIBIT - 4

FOR

# TREASON

**THIS MAN** is wanted for treasonous activities against the United States:

1. Betraying the Constitution (which he swore to uphold):  
He is turning the sovereignty of the U. S. over to the communist controlled United Nations. He is betraying our friends (Cuba, Katanga, Portugal); and befriend- ing our enemies (Russia, Yugosla- via, Poland).
2. He has been **WRONG** on innumerable issues affecting the security of the U. S. (United Nations- Berlin wall- Missile removal- Cuba- Wheat deals- Test Ban Treaty, etc.)

3. He has been lax in enforcing Com- munist Registration laws.
4. He has given support and encour- agement to the Communist insp- ired racial riots.
5. He has illegally invaded a sover- eign State with federal troops.
6. He has consistantly appointed Anti-Christians to Federal office: Upholds the Supreme Court in its Anti-Christian rulings. Aliens and known Communists abound in Federal offices.
7. He has been caught in fantastic LIES to the American people (in- cluding personal ones like his previous marriage and divorce).

CONFIDENTIAL

November 23, 1963

*Confidential*

Approximately in front of the building from which I understand the shots came, I gave a signal over the White House Communication Agency portable radio which I had with me, to alert the Agents at the Trade Mart that we were about five minutes from their location. I was riding in an unmarked police car, which is termed the lead car, with Chief Jesse Curry, Dallas Police, Sheriff Bill Decker, Dallas County, and SAIC Sorrels, Dallas office. This car was the car directly in front of the President's car. We were controlling the motorcade from this position depending upon the speed of the President's car. I had been looking at crowd conditions along the route, with respect to the position and speed of the President's car, and the police and follow-up car Agent's efforts to keep the crowd out of our path. I looked up and saw the railroad overpass, which we were about to go under and checked to see if people were standing directly over our path, as we had arranged to have officers on these type bridges. I noticed a few individuals and tried to make motioning efforts to the officer I could see standing on the bridge to have the individuals moved to the side, so that they would not be directly over the car.

It was about the time our car was arriving at this bridge when I heard the first shot. I believe I heard two more sharp reports and looking back saw people scurrying away from the route, as though they were taking cover.

Almost immediately the President's car leaped ahead. We also rapidly accelerated. I heard a report over a radio (either the police

*Confidential*

November 23, 1963

- 2 -

or our own network) that we should proceed to a hospital.

Chief Curry gave instructions over his radio for officers to converge on the area where the incident occurred. I gave a radio signal that we would not stop at the Trade Mart. I also requested Chief Curry to contact the hospital for doctors, and stretchers. The motorcycles cleared a path to the Parkland Hospital. We arrived at the hospital, put the President and Governor Connally on stretchers and rushed into the emergency room area, where they were immediately given medical attention.

*Winston G. Lawson*  
Winston G. Lawson  
Special Agent

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**Confidential**

THE ASSASSINATION OF PRESIDENT JOHN F. KENNEDY  
ON NOVEMBER 22, 1963, AT DALLAS, TEXAS

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Statement of Special Agent Winston G. Lawson, United States Secret Service, concerning his activities and official duties on November 22, 1963, and until his arrival in Washington, D.C., on November 23, 1963:

On Friday, November 22, 1963, I handled general advance details, talked over final arrangements with Mr. Jack Puterbaugh; Mr. Art Bales, White House Communications Agency; SAs Hickey and Kinney, and talked to various individuals on the phone before departing the Sheraton-Dallas Hotel. One of those who contacted me by phone was ASAIC Kellerman in Fort Worth concerning car seating and instructions as to whether the bubble top on the President's car was to be used. I also spoke with SAIC Sorrels, Dallas office, on the phone concerning his taking SAs Hickey and Kinney to the airport. I departed the Sheraton-Dallas Hotel with SA David Grant.

At about 8:50 a.m. we arrived at the Dallas Trade Mart. I looked over the security of the parking lot and area where the President was to enter the building. Inside the building I checked on details of the luncheon, answered various questions from interested parties, talked with Agent Steuart already on duty at head table, and left Agent Grant to complete the final preparations and survey for the President's visit and departed for Love Field.

I arrived at Love Field shortly after 9:30 a.m. and checked to see if police security was in effect on a special hole cut in fence for our motorcade's use. I also located the motorcade vehicles and drivers who had been asked to arrive by 9:30 a.m. I checked with Major Nedbal, USAF Advance Officer, on positioning of airplanes and other information. Questions of various press, Host Committee, political committee, communications and press technicians had to be answered. I started forming the motorcade, parking the vehicles and busses in proper positions, instructed drivers, checked and gave instructions to police at press area. I answered the security phone on a number of occasions and talked with Agent Hill in Fort Worth concerning Dallas weather conditions. The weather cleared and the President's car was placed in position for departure from airport without the bubble top covering it. I met some members of Greeting Committee and checked over flowers to be presented to Mrs. Kennedy and other ladies. I checked with Chief Curry as to location of Lead Car and had WHCA portable radio put in and checked. I also checked to see if escort vehicles were in position down the apron from reception area and checked to see if police were posted for crowd control.

About this time the press plane arrived and was met by me. White House Press and Transportation Staff were given instructions. I learned sound equipment, Presidential Seal, flags and a special chair had been sent by them direct to Trade Mart from Fort Worth, and so the police escort and vehicles arranged for these items to be taken to Trade Mart were not needed. Traveling press were requested to go either to their busses or press area.

Confidential

Confidential

AF #2 then arrived and I met agents arriving on this plane. Those agents scheduled to be taken by police vehicles to the Trade Mart were shown to these vehicles with instructions to report to Agent Grant at Trade Mart. Agent Bennett was reminded that he would be working Presidential follow-up car on the movement. I then went with those members of AF #2 party who wanted to greet the President's plane and the local Reception Committee to a point near where President's plane would be spotted.

The President's plane, AF #1, was spotted and I positioned myself at bottom of the rear ramp across from Vice President Johnson and others greeting the President. I walked along behind the President as he spoke to this group and continued on to the fence with him. The follow-up car agents and ASAIC Kellerman were with him along the fence and watching the members of the press, so I checked to see if the motorcade was ready to leave when the President was. The motorcade inched forward and many members of it entered their cars. I instructed others to hurry to their vehicles and returned to area where President, Mrs. Kennedy, and others were still proceeding along the fence. The President and Mrs. Kennedy were soon guided towards their car, and after seeing the follow-up car agents were around his car keeping members of press and others out of the way, and doing their other normal functions, I ran to the Lead Car and joined SAIC Sorrels, Chief Curry, and Sheriff Decker.

The motorcade proceeded over the scheduled route from the airport. During the course of the trip I was watching crowd conditions along the route, requesting Chief Curry to give specific instructions to escort vehicles, keeping Lead Car in proper position in front of President's car depending on its speed and crowd conditions, watching for obstructions or other hazards, and in general performing normal duties of advance agent in the Lead Car. Chief Curry was giving instructions at my suggestion to escort vehicles for keeping crowd out of street, blocking traffic in certain areas, requesting pilot vehicle to speed or slow up, and giving orders needed for us to proceed unhampered.

The President's car made one unscheduled stop, apparently at his direction, which was not uncommon. This lasted only a few moments and motorcade proceeded on. On a few occasions I noticed agents leap off the follow-up car to intercept someone or when they thought someone was trying to reach the President's car. They were able to return to positions on the follow-up car.

The motorcade proceeded at about 15-20 miles per hour until the very heavy crowd concentration in the downtown area, when it slowed to approximately 10 miles per hour.

At the corner of Houston and Elm Streets I verified with Chief Curry that we were about five minutes from the Trade Mart and gave this signal over my

Confidential

Confidential

portable White House Communications radio. We were just approaching a rail-road overpass and I checked to see if a police officer was in position there and that no one was directly over our path. I noticed a police officer but also noticed a few persons on the bridge and made motions to have these persons removed from over our path. As the Lead Car was passing under this bridge I heard the first loud, sharp report and in more rapid succession two more sounds like gunfire. I could see persons to the left of the motorcade vehicles running away. I noticed Agent Hickey standing up in the follow-up car with the automatic weapon and first thought he had fired at someone. Both the President's car and our Lead Car rapidly accelerated almost simultaneously. I heard a report over the two-way radio that we should proceed to the nearest hospital. I noticed Agent Hill hanging on to the rear of the President's vehicle. A motorcycle escort officer pulled alongside our Lead Car and said the President had been shot. Chief Curry gave a signal over his radio for police to converge on the area of the incident. I requested Chief Curry to have the hospital contacted that we were on the way. Our Lead Car assisted the motorcycles in escorting the President's vehicle to Parkland Hospital.

Upon our arrival there at approximately 12:34 p.m., I rushed into the emergency entrance, met persons coming with two stretchers and helped rush them outside. Governor Connally was being removed from the car when the stretchers arrived and he was placed on the first one. Mr. Powers, myself and one or two others placed President Kennedy on a stretcher and we ran pushing the stretcher into the emergency area which hospital personnel directed us to. I remained outside the door where the President was being treated and requested a nurse to find someone who would know hospital personnel who should be admitted to the President's room. Other agents, in addition to some members of the White House staff, then stationed themselves at this door. ASAIC Kellerman and myself went to an office in emergency area and used a phone to contact the White House Dallas switchboard, who in turn contacted SAIC Behn, White House Detail in Washington. Mr. Kellerman informed Mr. Behn what had happened and we kept that line open to Mr. Behn's office during our stay at Parkland Hospital. I went outside into a corridor and noticed that agents had established security to the emergency area then proceeded to rear of hospital to make sure police security was keeping general public from the immediate area. Upon returning to the emergency room office, I again assisted in keeping line to Washington open, talked with Mr. Behn in Washington, requested the Dallas White House switchboard to contact Austin, Texas, where the 12 p.m. (midnight) to 8:00 a.m. Secret Service shift was resting and instruct those agents to take first available plane back to Washington, D.C. A few minutes later I learned a special Air Force plane would take them from Bergstrom AFB (Austin, Texas) to Washington, D.C., and requested the Dallas White House switchboard to notify those agents of this change. It was then I learned that Mrs. Kennedy wished to return to Washington, D.C., with the body of President Kennedy immediately, and I returned to rear of hospital to see if enough motorcade vehicles remained for transportation of agents, staff and others needing transportation to the airport.

Confidential

Vice President Johnson had already been taken to Love Field and was aboard AF #1. The President's car and the Secret Service follow-up car had already been taken to Love Field for loading aboard the special Air Force plane.

I requested the police to be ready to escort us to the airplanes and drivers to have their cars ready. Arrangements had already been made by someone else for a hearse to transport the coffin. Returning inside I learned the Medical Examiner could not release the body and located Sheriff Decker, who had returned to his office, by phone. I believe Dr. Burkley, the President's White House physician, talked with the Sheriff. The President's body was released and the coffin placed in a hearse from the O'Neill Mortuary. At about 2:04 p.m. agents accompanied the President's body and Mrs. Kennedy in the hearse, and other agents rode in a Lincoln automobile behind this hearse. Other staff members rode in other cars. I rode in a police car ahead of the hearse, and motorcycles escorted us to Love Field position of AF #1. We arrived at AF #1 at about 2:15 p.m. I helped remove the coffin from the hearse and place it aboard AF #1.

I remained outside the airplane until it departed for Washington, D.C., after Vice President Johnson was sworn in as President by Federal Judge Sarah Hughes.

Police and agents had removed all general public and press from the immediate area.

While waiting for the departure of AF #1, FBI Agent Vincent Drain, Dallas office, told me SAC Gordon Shanklin, FBI, Dallas, Texas, had some information. I spoke with Mr. Shanklin on the phone and he told me that an individual who had been arrested for the investigation of the killing of a police officer that afternoon had worked at the Texas Book Depository Building. I asked Mr. Shanklin to relay this to an agent on duty in the Dallas Secret Service office and then requested Chief Curry, who was with me, to speak with Mr. Shanklin on the phone.

After the departure of President Johnson and the body of President Kennedy aboard AF #1 at approximately 2:47 p.m., I proceeded to Police Headquarters with Chief Curry and Agent David Grant. En route we learned SAIC Sorrels was at Police Headquarters. Upon our arrival there I reported to SAIC Sorrels and remained at Police Headquarters under his direction.

At approximately 11:00 p.m. Inspector Kelley, Chief's Office, United States Secret Service, arrived and at approximately 1:00 a.m., on November 23, 1963, he requested me to return to Washington, D.C., on a special plane which was returning evidence from the Dallas Police in the killing of Police Officer Tippit and President Kennedy. I went to the FBI Dallas office, met FBI Agent Drain again, and proceeded with him and the packaged evidence to

**Confidential**



Confidential

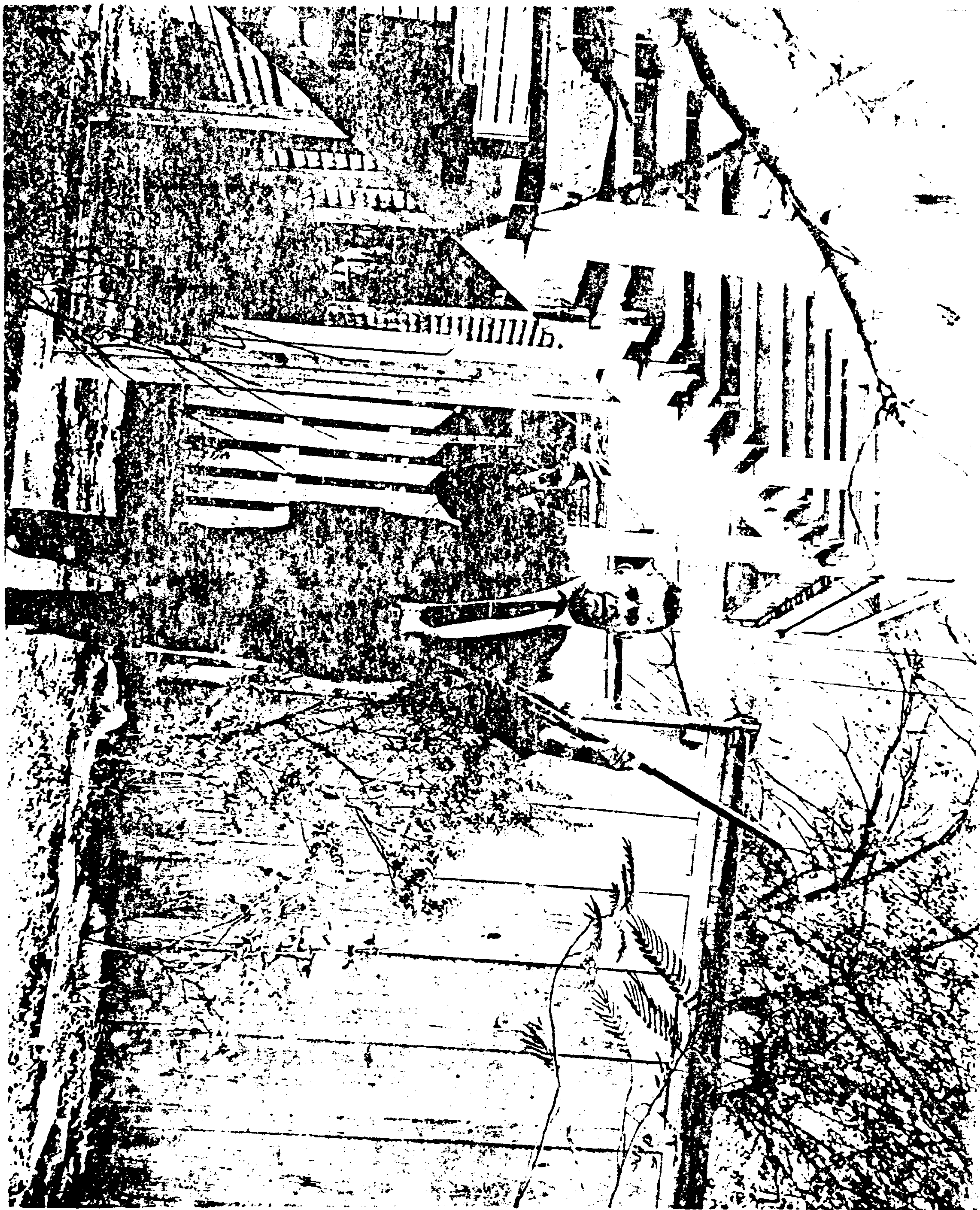
Carswell AFB. I departed Carswell AFB aboard USAF plane #276 at 3:10 a.m.,  
C.G.T., November 23, 1963, and arrived at Andrews AFB at 6:30 a.m., E.S.T.

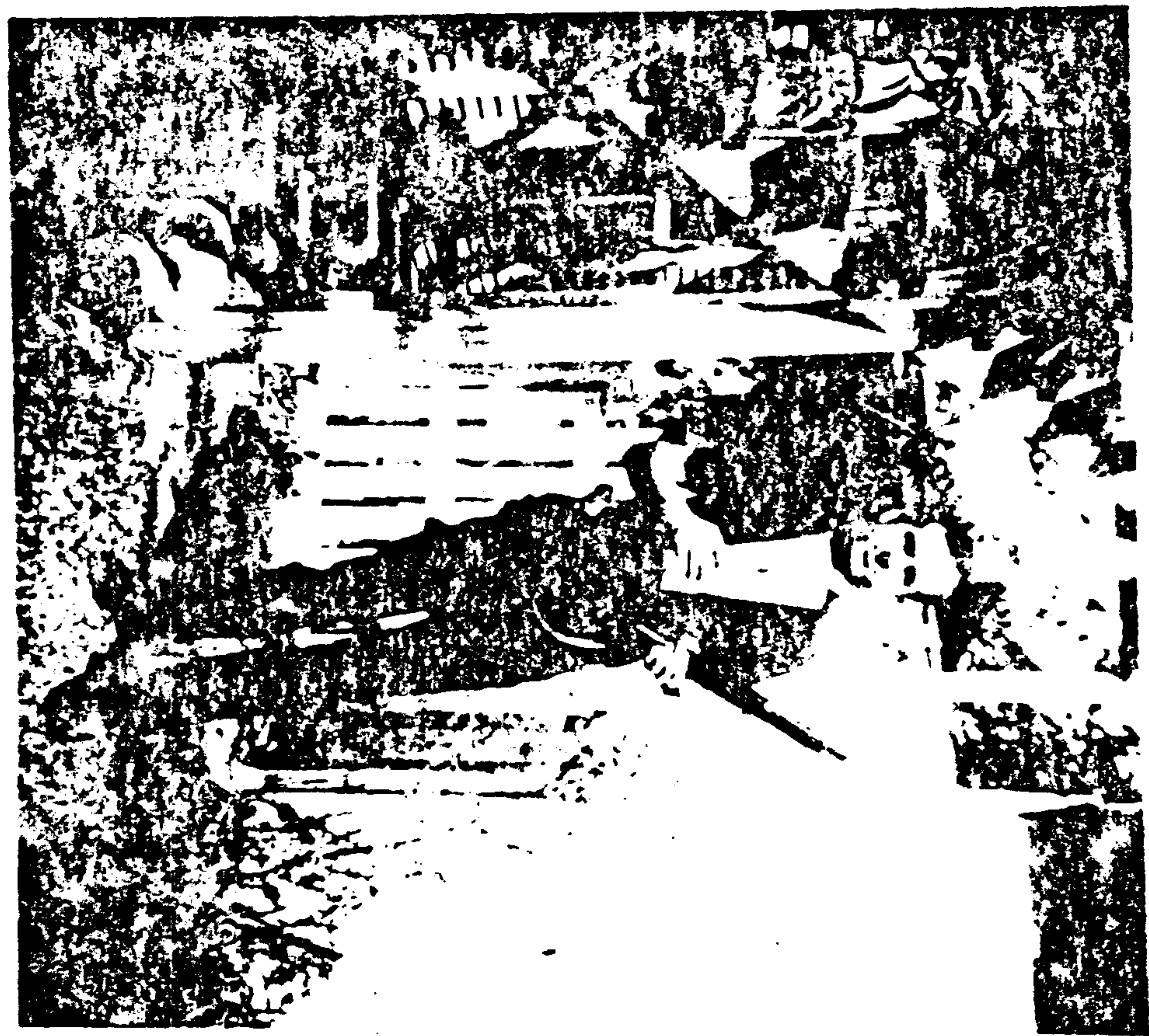
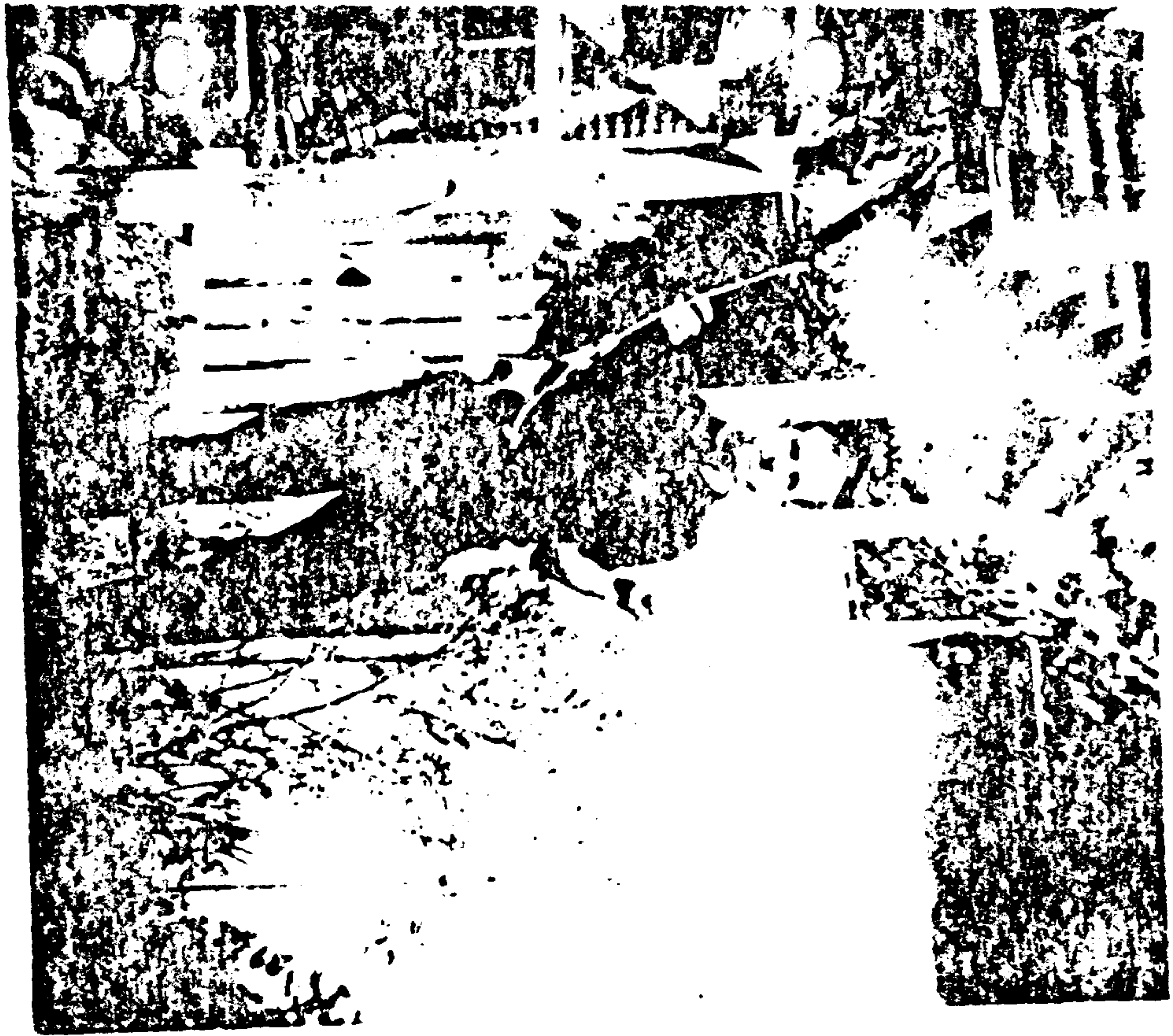
Winston G. Lawson  
Winston G. Lawson  
Special Agent, U. S. Secret Service

December 1, 1963

Confidential







May 28, 1964

BY COURIER SERVICE

- 1 - Mr. Belmont
- 1 - Mr. Rosen
- 1 - Mr. Malley
- 1 - Mr. Shroder
- 1 - Mr. Rogge

YIT  
 Honorable J. Lee Rankin  
 General Counsel  
 The President's Commission  
 200 Maryland Avenue, Northeast  
 Washington, D. C.

Dear Mr. Rankin:

Reference is made to the telephone call from Mr. Howard P. Willens of your staff to Mr. George H. Scatterday of this Bureau on May 22, 1964. Mr. Willens requested that this Bureau interview Mr. Abraham Bolden of the United States Secret Service concerning statements attributed to Mr. Bolden alleging improprieties on the part of United States Secret Service Agents in the protection of the late President John Fitzgerald Kennedy.

*(Assassination of)*  
 Enclosed for your assistance are two copies of a self-explanatory communication from our Chicago, Illinois, Office dated May 25, 1964, relating to this matter which confirms information telephonically furnished to Mr. Willens by Mr. Scatterday on May 25, 1964.

For your information copies of the enclosed communication have been made available to the United States Secret Service. No further action is contemplated in this matter; however, if any pertinent information is brought to our attention, you will be promptly notified.

62-109060

Sincerely yours,

1- 62-109090 (President's Commission)

RDR/map  
 (12)  
 Enclosures (2)

- 1 - Mr. W.C. Sullivan
- 1 - Mr. R.E. Lennan
- 1 - Mr. O.H. Bartlett
- 1 - Mr. C.D. DeLoach

62-109060

NOT RECORDED

UNREC

AFTER

SEE PAGE TWO FOR NOTE 199

DUPLICATE YELLOW

3170

58 JUN 3 1964

**NOTE:**

For full details see the following memos Rosen to Belmont dated 5-22-64, captioned, "President's Commission on the Assassination of President Kennedy," GHS/pab; D. J. Brennan, Jr., to W. C. Sullivan, same caption, dated 5-22-64, GAD/mls; and Rosen to Belmont captioned, "President's Commission on Assassination of the President," dated 5-25-64, GHS/mpd.

Bolden is the Negro Secret Service Agent who was arrested by Secret Service on 5-19-64 for trying to sell information to a member of a counterfeit ring for \$50,000. After arrest, Bolden alleged improprieties on the part of other Secret Service Agents in protecting President Kennedy and threatened to tell the President's Commission about it. Willens of the Commission requested we interview Bolden. Bolden appeared at our Chicago Office on 5-25-64 and on the advice of his attorney, refused to make a statement. However, Chicago ascertained he had no specific information concerning the actual assassination. The Commission was advised of the results of this contact on 5-25-64. Secret Service was notified on 5-22-64 we were going to interview Bolden at the Commission's request as well as the fact Bolden refused to make a statement on 5-25-64.