

4640 NOBLE AVENUE
SHERMAN OAKS, CALIFORNIA
91403

June 21, 1971

Dear Larry,

Many thanks for these xerox pages from Jerry Bruno's book -- I hadn't seen his book.

His recollections square with the record pretty much with some minor errors.

The thing that stands out in his account is the way Connally seems to frustrate every effort to move the luncheon site to the Woman's Fair Building. Connally was clearly running the show as far as trip planning.

Connally didn't care where the luncheon was held in Dallas as long as it was the Trade Mart - in late ~~existax~~ October or November *HE STARTS CARING*

In his account in Life Magazine in November 1967 Connally makes no mention of his insistence on the Trade Mart and instead dwells on something he never brought up until after the assassination. In his Life Magazine account Connally says that he was against having a motorcade because it would be too "exhausting" and "in the end I was overruled. The President's advance men, on the scene (Futerbaugh?) in Dallas, laid on the motorcade through the heart of downtown."

(Why Kennedy went to Texas, Life, 11/67:100A)

Connally, of course, realizes that to motorcade from Love Field through downtown (where else would you motorcade but downtown?) to the Trade Mart means you drive west past the Depository to the Trade Mart.

If you had a motorcade from Love Field through downtown to the Woman's Fair Building, then you would leave Love Field, turn left, to Industrial Boulevard, Industrial to Commerce or Main and Main east through downtown to Woman's Fair Building at Fair Park. If you went this route then you would pass some 320 feet away from the Book Depository (if on Main) or more if you took Commerce Street.

How on earth could they say a sniper/patsy shot JFK at that distance?

Of course, judging by the scenerie actually used, this plot could have placed the patsy on top of the Texas Theatre while the motorcade drove to Women's Fair building. The President would have been executed. The Problem would be with the credibility of the cover story. That might get sticky.

HLN6/21/71

But, as with the best made plans, things have a habit of getting screwed up. How are they ever going to explain why Oswald was looking for work along the motorcade route in early October when the route hadn't been planned? If only Oswald hadn't marked that map and if he hadn't gone looking for work up and down both of those routes. He was looking for work on Industrial Boulevard and Commerce Street -- the route to the Fair building.

Oh well - as it was - everyone accepts the fact that Oswald just happened to find a job on the route and it was all just one wierd chance encounter.

Of course, you and I knew that if Oswald had been working as a cargo handler at Love Field (he was offered a job out there) then they would have found a Carcano and three shells in some aircraft hanger. And everything would have wound up just the same. Or at Weiner Lumber at the entrance to Love Field. Or as a bellhop at the Adolphus Hotel (GD205:484)

It's really strange how that fella Oswald just happened to look for work along either of these two motorcade routes. Why he turned down a job at Love Field with more money to work in that Depository building.

Oswald gets a job there on October 15th and that's just about the time Governor Connally starts insisting he wants tiered seating arrangements -- for some strange reason -- and the Women's Fair Building has a low ceiling so Connally raises hell and gets the Trade Mart. The Trade Mart posed greater security problems but had a high ceiling.

I sure would like to talk to Bruno. Do you plan to interview him? I would like to show him that April 24th Dallas Times Herald story and get his comments.

That might make him wonder - especially the part where LBJ lays out the schedule that was followed in November. Why don't you set up an interview with him Larry and get his reaction to some of these things -- and some of the things on your mind?

What say?

Peace,

Fred
(and Marilyn)



4640 Noble Avenue
Sherman Oaks
91403



Mrs. Sylvia Meagher
Wenhoff Lane, Ocean Beach
Fire Island, New York

...H770

'Farley' June 1971

