

UNITED STATES SECRET SERVICE
 TREASURY DEPARTMENT

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ORIGIN <u>White House Detail Office</u> <u>Washington, D.C.</u>		FILE NO. <u>CO-2-34,030</u>
TYPE OF CASE <u>Protective Research</u>	STATUS <u>Closed</u>	TITLE OR CAPTION <u>Assassination of President John F. Kennedy</u>
INVESTIGATION MADE AT <u>Washington, D.C.</u>	PERIOD COVERED <u>November 22-23, 1963</u>	
INVESTIGATION MADE BY <u>SAIC Harry W. Geiglein</u> <u>SA Charles E. Taylor, Jr.</u>		

DETAILS

SYNOPSIS

This report relates to the measures employed to effect security of the President's car, 100-X, and the follow-up car, 679-X, on return from Dallas, Texas, following the assassination of President Kennedy.

DETAILS OF INVESTIGATION

This investigation was initiated on November 22, 1963, following receipt of instructions from ASAIC Floyd M. Boring, White House Detail, that steps be taken to effect security of the President's car (100-X) and the follow-up car (679-X) on their return from Dallas, Texas. President John F. Kennedy occupied the rear seat of SS-100-X when he was assassinated, and SS-679-X was directly behind the Presidential limousine at the time of the assassination. These two vehicles were driven to Love Field, Dallas, Texas, for immediate transportation to Andrews Air Force Base, Washington, D.C.

Following the arrival of President Lyndon B. Johnson and the remains of President Kennedy at Andrews Air Force Base, the reporting Special Agents conferred with Captain Milton B. Hartenblower, Duty Operations Officer, and Lt. Colonel Robert Best, Provost Marshal, Andrews Air Force Base, to arrange for landing instructions of the Air Force cargo plane transporting the subject vehicles and to escort these vehicles from Andrews Air Force Base. Also, arrangements were made with the U. S. Park Police for motorcycle escort of these automobiles to the White House Garage.

DISTRIBUTION <u>Chief</u> <u>Washington</u>	COPIES <u>Orig.</u> <u>2 cc</u>	REPORT MADE BY <u>Charles E. Taylor, Jr.</u> SPECIAL AGENT	DATE <u>11/27/63</u>
	<u>2 cc</u>	APPROVED <u>Harry W. Geiglein</u> SPECIAL AGENT IN CHARGE	DATE <u>11/27/63</u>

(CONTINUE ON PLAIN PAPER)

At 8:00 P.M. on November 22, 1963, SS-100-X and SS-679-X arrived at Andrews Air Force Base on Air Force Cargo Plane No. 612373 (C-130-E), which plane was assigned to the 78th Air Transport Squadron from Charleston Air Force Base and piloted by Captain Thomason. The plane was taxied to a point just off of Runway 1028, approximately 100 yards from the Control Tower at Andrews AFB, and a security cordon was placed around the aircraft while these vehicles were being unloaded.

On the plane accompanying these vehicles were Special Agents Kinney and Hickey.

The Presidential vehicles were driven under escort to the White House Garage at 22nd and M Streets, N.W., Washington, D.C., arriving at approximately 9:00 P.M. SS-100-X was driven by SA Kinney, accompanied by SA Taylor, and SS-679-X was driven by SA Hickey, accompanied by Special Agents Kaiser and Brett.

On arrival, SS-100-X was backed into the designated parking bin and SS-679-X was parked a few feet away. A plastic cover was placed over SS-100-X and it was secured. The follow-up car, SS-679-X, was locked and secured. Special Agents Kaiser, Brett, and the reporting Special Agent effected security, assisted by White House Policemen Snyder and Rubenstal.

At 10:10 P.M., Deputy Chief Paterni, ASAIC Boring, and representatives from Dr. Burkloy's office at the White House, William Martinell and Thomas Mills, inspected SS-100-X.

At 12:01 A.M., November 23, 1963, the security detail was relieved by Special Agents Paraschos and Kennedy and White House Policeman J. W. Edwards.

At 1:00 A.M., as per arrangements by Deputy Chief Paterni, a team of FBI Agents examined the Presidential limousine. This team was comprised of Orrin H. Bartlett, Charles L. Killian, Cortlandt Cunningham, Robert A. Frazer, and Walter E. ~~Frazer~~ THOMAS.

Mr. Orrin Bartlett drove the Presidential vehicle out of the bin. The team of FBI Agents, assisted by the Secret Service Agents on duty, removed the leatherette convertible top and the plexi-glass bubbletop; also, the molding strips that secure the floor matting, and the rear seat. What appeared to be bullet fragments were removed from the windshield and the floor rug in the rear of the car.

The two blankets on the left and right rear doors were removed, inspected, and returned to the vehicle. The trunk of the vehicle was opened and the contents examined, and nothing was removed. A meticulous examination was made of the back seat of the car and the floor rug, and no evidence was found. In addition, of particular note was the small hole just left of center in the windshield from which what appeared to be bullet fragments were removed. The team of agents also noted that the chrome molding strip above the windshield, inside the car, just right of center, was dented. The FBI Agents stated that this dent was made by the bullet fragment which was found imbedded in the front cushion.

During the course of this examination, a number of color photos were taken by this search team. They concluded their examination at 4:30 A.M. and the car was reassembled and put back in the storage bin.

At 8:00 A.M. on November 23, the security detail was relieved by Special Agents Hancock and Davis and White House Policeman J. C. Rowe. SA Gonzalez relieved SA Hancock at Noon and at 4:00 P.M., Messrs. Fox and Norton, Protective Research Section, photographed the Presidential limousine. At 4:30 P.M., SA Gonzalez contacted SAIC Douck and Deputy Chief Paterni and, at their request, the flowers, torn pieces of paper, and other miscellaneous debris were removed from the floor of the rear of the car (SS-100-X) and taken to the Washington Field Office. At that time, the special detail securing the Presidential limousine and the follow-up car was discontinued.

DISPOSITION

This case is closed with the submission of this report.

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