

Re: LEE HARVEY OSWALD

BATCHELOR advised that on Friday, November 22, 1963, the entire Traffic Division was assigned the traffic control of the intended route of the Presidential motorcade from the Love Field area to the Trade Mart on Stemmons Expressway, and that a portion of the squad patrol was assigned to assist the Traffic Division in the protection of the President. He advised the remainder of the squad patrol was assigned regular patrol duties throughout the city, as is their usual assignment. He advised the only squad cars in service that day and not specifically assigned to the Presidential motorcade were the uniformed officers of the squad patrol.

BATCHELOR advised that on November 22, 1963, Platoon Number 2, under the command of Captain CHARLES E. TALBERT, was on duty on the 7:00 A.M. to 3:00 P.M. shift, and that units of this platoon were the only marked units which would have occasion to be in the Oak Cliff area of Dallas. BATCHELOR explained that the city area within the Dallas City Limits is divided into seventy-six distinct districts to allow for population expansion; however, as many as two to three districts are frequently patrolled by one squad car.

BATCHELOR advised that the address 1026 North Beckley in the Oak Cliff Section of Dallas falls within District Number 91 and that the Daily Detail Sheet for Platoon Number 2 on November 22, 1963, revealed the following cars and officers had been assigned on the 7:00 A.M. to 3:00 P.M. shift in District Number 91 and all adjacent surrounding districts:

Officer W. D. MENTZEL, assigned Districts 91 and 92, Car Number 84;
H. M. ASHCRAFT, assigned Districts 93 and 94, Car Number 24;
O. H. LUDWIG, assigned Districts 108 and 109, Car Number 242;
Officer DAVID L. PATE, assigned Districts 24 and 25, Car Number 32.

BATCHELOR advised further that each group of squad cars is under the supervision of a Sergeant, who coordinates assignments of his units throughout the city. BATCHELOR advised that

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these officers might be more cognizant of the location of their cars at any particular time and that each of these officers frequently makes a log on the activities of his squad. BATCHELOR advised that Sergeant H. F. DAVIS was in charge of the "90" series cars during the 7:00 A.M. to 3:00 P.M. shift, November 22, 1963, and that Sergeant W. G. JENNINGS was in charge of the "100" series cars during that period.

BATCHELOR advised that Squad Car Number 170 was not in operation in the City of Dallas during November 1963. He advised his records indicated Car Number 170 was a 1961 Ford four-door sedan, which was sold by his department in April 1963, and that the number "170" was not reassigned until February 1964, at which time the number was given to one of the new Ford squad cars purchased during that month. BATCHELOR advised his records further indicated that Patrolman J. M. VALENTINE was the sole occupant of Car Number 207 on November 22, 1963.

In an effort to determine whether or not any officers of his department were acquainted with any of the occupants of 1026 North Beckley, Oak Cliff, which would explain squad car officers blowing a horn at or near that address, Assistant Chief BATCHELOR checked all complaint calls for the year 1963 of complaints answered by officers of his department. BATCHELOR advised his records indicated that on February 14, 1963, Officer R. W. HIGH answered a "Drunk" complaint at 1026 North Beckley from 2:03 P.M. to 2:16 P.M. On July 28, 1963, Officer Q. M. NORMAN answered a call of "Disturbing the Peace" from 1:26 A.M. to 1:58 A.M. On September 23, 1963, Officer BOB E. CONNOR answered a call emanating from 1026 North Beckley with regard to "Auto Theft" from 5:47 P.M. to 6:15 P.M. Officer's report on this call indicated the call was in relation to a suspicious Renault automobile parked at the rear of the Gulf Service Station across the street from 1026 North Beckley.

BATCHELOR advised his records indicated that Officer R. W. HIGH had the day off on November 22, 1963, and that officers CONNOR and NORMAN were assigned to Platoon Number 3 and assigned to work the 3:00 P.M. to 11:00 P.M. shift on November 22, 1963, and, therefore, would not have been in the vicinity of 1026 North Beckley.