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Editorial

Another Important Loophole Missed In New Orleans

James L. Simmons is a lanky railroad employee who lives in Mesquite, Texas. In his testimony at the Clay Shaw conspiracy trial in New Orleans on Saturday, February 15, 1969, Simmons stated that he was standing on the railroad overpass just above Elm St. as the Presidential motorcade approached.

The defense had attempted to infer that the President fell to the rear as the car lurched forward at the time of the shooting. The Zapruder film proved to those who saw it that the President was propelled to the rear by the force of shots from the front. The questioning went like this:

Q. (Assistant District Attorney Alvin Oser question-

ing) Did the car speed up?

A. No, in fact the car stopped, or almost stopped.

Q. Then did the car speed up?

A. Yes, after they got the motorcycle policeman out of the way.

As the attorney calmly plodded on to the next question, this editor almost jumped out of his seat. So that is why the Secret Service driver did not burn-off in that especially powerful Presidential automobile! The damn police had him trapped!

Many of us have been puzzling over this point. We knew the shooting went on for almost six seconds. (Try holding your breath, or see how far you can run in six seconds.) Why did the car stop instead of plunging out of that spot?

Now we know. The police had the President literally trapped, while he was being shot to pieces from several directions.

Who were the policemen who had the opportunity to do such a deed? There were a total of eight motorcycle cops in front of the President. Three motorcycles abreast were three or four blocks ahead, and a second line of five motorcycles abreast were one half block ahead of the motorcade. Some of these officers had orders to stop at the underpass and hold the traffic while the President proceeded to Stemmons Expressway to the luncheon side at the International Trade Mart.

Names of the motorcycle officers (and apparently their numbers) are given in Vol. XX, page 489. The three out front were Sgt. S. C. Bellah—190, J. B. Garrick—132, and G. C. McBride—133. The five only half a block ahead of the President were: L. E. Gray—156, E. D. Brewer—137, W. G. Lumpkin—152, and H. R. Freeman—135.

Five of the eight officers were instructed to fall to the rear at the underpass and cover the motorcade from the rear on to the Trade Mart. The burden for the trapping of the President falls, most likely, on one of these five officers.

We have only talked to three policemen, but we always get the same answer: "We have been instructed not to talk about it at all." Simmons said he believed it was the motorcycle cop at the left front of the automobile who got in the way, and who made it appear he was trying to find out what the shooting was all about.

Whoever the man is, we hope he has been punished by conscience that will drive him out of his brain.

Number 60

John M. Crawford, 46, died in a mysterious plane crash near Huntsville, Texas on Tuesday, April 15, 1969. Crawford, pilot of the Department of Corrections plane took off late at night without authority and within minutes nose-dived into a muddy field a few miles from the airport. Five other persons also died in the crash.

Others who died were airport manager George Robert Clark, Mr. and Mrs. Charles Greene and the Greene's two children. Investigators found the cars of all three men at

the airport with ignition keys still in the locks and Mrs. Greene's purse on the seat of the Greene car.

The Dallas Morning News of Friday, April 18, 1969 says: "A stereo set was still playing in Clark's trailer home at the airport when investigators checked Wednesday morning, indicating he may have left in a hurry.

"An airport attendant said the position of the wheel blocks where the plane had been stored in its hangar indicated the departure had been carried out in a rush."

Crawford was a close friend of Jack Ruby, and Ruby carried Crawford's name and phone number in his pocket at all times.