

YOUNGBLOOD, RUFUS W.
1
Testimony

SCREENED
BY *[handwritten initials]* DATE *8-4-76*

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car on their respective sides whenever it slowed down sufficiently to permit them to do so or came to a halt.

There are special steps and handles built into the President's car at the two rear corners especially so that agents riding the front running board of the Presidential follow-up car can ride there; the President had frequently stated that he did not wish to have the agents riding on these steps during a motorcade and had repeated this wish only a few days previously to agents assigned to him in Tampa. (In Dallas SA Hill, who had been assigned to Mrs. Kennedy and had not been in Tampa with the President, occasionally rode on the left rear step. Agent Ready, who was aware that the President had specifically stated his objection to agents' riding on the steps, did not ride the step in Dallas.)

(5) The Vice Presidential car. This was an open Lincoln Continental convertible. It was driven by Hurchel Jacks of the Texas Highway Patrol, and ASAIC Rufus W. Youngblood rode in the right front seat. Vice President Johnson occupied the right rear seat, Mrs. Johnson the center rear seat, and Senator Yarborough the left rear seat. ASAIC Youngblood was in charge of the Vice Presidential detail at this time.

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 8/12/68
 3/11/84 NARS Date

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and friendly as the President and Mrs. Kennedy moved along. At one point Mrs. Kennedy seemed to fall slightly behind the President and the agents then made it possible for her to catch up with her husband. At one time Mrs. Kennedy turned away from the fence to proceed to the Presidential car accompanied by the agents guarding her, but then noticed that the President had continued down the fence and rejoined him. At another point where the fence makes a right angle the President started to move out to his car but then turned back and resumed the handshaking for an additional brief interval. All along this fence were Dallas policemen at frequent intervals, posted looking at the crowd, while in the crowd were a number of plain-clothesmen of the Dallas Police Department.

The Vice President and Mrs. Johnson also shook hands with people in the crowd, following the President and Mrs. Kennedy along the fence. During this time and throughout the occasion, they were guarded by four members of the Vice Presidential Detail, namely: ASAIC Youngblood, ATSAIC Johns, SA Kivett, and SA Warren Taylor. SA Taylor was detailed on this trip to accompany Mrs. Johnson.

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attach 2 to
Exhibit 18
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ATTACHMENT 2.

DALLAS LOVE FIELD

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

Youngblood, Rufus W.

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Exhibit 12 to Report of the U. S. Secret Service
on the Assassination of President Kennedy

Statements of Agents and Law Enforcement
Officers in Presidential Motorcade on
November 22, 1963 in Dallas

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DUTY ASSIGNMENT INDEX~~CONFIDENTIAL~~

(Also See Alphabetical Name Index Appended Hereunder)

Love Field - Dallas, Texas

Lawton, Donald J.	White House Detail
Warner, Roger C.	Special Agent - Dallas
Rybka, Henry J.	White House Detail
Patterson, William H.	Special Agent - Dallas
O'Leary, John J.	White House Detail

Motorcade Route - Dallas, TexasLead Car (Unmarked Ford)

Curry, J. E.	Chief of Police - Dallas - Driving
Decker, Bill	Sheriff - Dallas - Rear Left Seat
Sorrelz, Forrest V.	SAIC - Dallas - Rear Right Seat
Lawson, Winston G.	White House Detail - Right Front Seat

President's Car (Lincoln Bubble-Top)

Greer, William R.	White House Detail - Driving
Kellerman, Roy H.	White House Detail - Front Seat

Follow-Up Car (Cadillac Convertible)

Kinney, Samuel A.	White House Detail - Driving
Roberts, Emory P.	White House Detail - Front Seat
Hill, Clinton J.	White House Detail - Left Front Running Board
McIntyre, William T.	White House Detail - Left Rear Running Board
Ready, John D.	White House Detail - Right Front Running Board
Landis, Paul E.	White House Detail - Right Rear Running Board
Bennett, Glen A.	Protective Research Section - Rear Seat, Right
Hickey, George W., Jr.	White House Detail - Rear Seat, Left

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Page 2 -- Duty Assignment Index (Cont'd.)

~~CONFIDENTIAL~~Vice President's Car (Lincoln Convertible, 4-Door)

Jacks, Hurchel	Texas Dept. of Public Safety - Driving
Youngblood, Rufus W.	Vice Pres. Detail - Right Front Seat

V.P. Follow-Up Car (Mercury Sedan, 4-Door)

Rich, Joe Henry	Texas Dept. of Public Safety - Driving
Johns, Thomas L.	Vice Pres. Detail - Right Back Seat
Kivett, Jerry D.	Vice Pres. Detail - Right Front Seat
Taylor, Warren W.	Vice Pres. Detail - Left Back Seat

*

The Trade Mart - Dallas, Texas

Stout, Stewart G., Jr.	White House Detail
Grant, David B.	White House Detail
Sulliman, Samuel E.	White House Detail
Olsson, Ernest E., Jr.	White House Detail
Howlett, John J.	Special Agent - Dallas
Berger, Andrew E.	White House Detail
Steuart, Robert A.	Special Agent - Dallas
Johnsen, Richard E.	White House Detail

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Car No. 1

Wright, Milton T.	Texas Dept. of Public Safety - Driving
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STATEMENT INDEX

<u>Name</u>	<u>Tab No.</u>	<u>Official Duty Post</u>
Bennett, Glen A.	18	Protective Research Section
Berger, Andrew E.	31	White House Detail
Curry, J. E.	6	Chief of Police - Dallas
Decker, Bill	7	Sheriff - Dallas
Grant, David B.	27	White House Detail
Greer, William R.	10	White House Detail
Hickey, George W., Jr.	19	White House Detail
Hill, Clinton J.	14	White House Detail
Howlett, John J.	30	Special Agent - Dallas
Jacks, Hurchel	20	Texas Dept. of Public Safety
Johns, Thomas L.	23	Vice Pres. Detail
Johnsen, Richard E.	33	White House Detail
Kellerman, Roy H.	11	White House Detail
Kinney, Samuel A.	12	White House Detail
Kivett, Jerry D.	24	Vice Pres. Detail
Landis, Paul E.	17	White House Detail
Lawson, Winston G.	9	White House Detail
Lawton, Donald J.	1	White House Detail
McIntyre, William T.	15	White House Detail
O'Leary, John J.	5	White House Detail
Olsson, Ernest E., Jr.	29	White House Detail
Patterson, William H.	4	Special Agent - Dallas
Ready, John D.	16	White House Detail

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<u>Name</u>	<u>Tab No.</u>	<u>Official Duty Post</u>
Rich, Joe Henry	22	Texas Dept. of Public Safety
Roberts, Emory P.	13	White House Detail
Rybka, Henry J.	3	White House Detail
Sorrels, Forrest V.	8	Special Agent in Charge - Dallas
Steuart, Robert A.	32	Special Agent - Dallas
Stout, Stewart G., Jr.	26	White House Detail
Sulliman, Samuel E.	28	White House Detail
Taylor, Warren W.	25	Vice Pres. Detail
Warner, Roger C.	2	Special Agent - Dallas
Wright, Milton T.	34	Texas Dept. of Public Safety
Youngblood, Rufus W.	21	Vice Pres. Detail

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Involved of Interviewed*Youngblood,**Edh 7
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Mr. James J. Rowley

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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

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Mr. James J. Rowley

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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Other Individuals and Organizations
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Youngblood, Rufus
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ATTACHMENT #1

to Exh 7

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 REEDY | 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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*Youngblood,
Sp. Ag.*

ATTACHMENT #3 to Exh 7

12/18/63

SCHEDULED MOTORCADE LIST

Motorcycles

Pilot Car - Jack Paterbaugh, 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, Ready, 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)

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Assignment of Agents in MotorcadeLead CarSAIC Sorrels
SA LawsonPresident's CarASAIC Kellerman (front seat)
SA Greer (driver)Follow-Up CarATSAIC Roberts (front seat)
SA's Kinney (driver)
Hill (left front running board)
McIntyre (left rear " ")
Ready (right front " ")
Landis (right rear " ")
Bennett (rear seat - right)
Hickey (rear seat - left)Vice President's Car

ASAIC Youngblood

Follow-Up Car (Vice President)ATSAIC Johns
SA's Kivett
Taylor~~CONFIDENTIAL~~*Commission No. 3
Secret Service**Exh 10*

Other Individuals and Organizations
Involved of Interviewed

Youngblood, Rufus 12/18/63

CO-2-34030

FIELD OFFICE - Dallas, Texas
AGENT - Roger C. Warner
DATE - November 22, 1963

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On November 22, 1963, I was assigned, in connection with the Presidential Visit to Dallas, to Love Field Airport to provide help for advance preparations for the President's arrival, security of the Air Force I and II during the President's visit to Dallas, and as help in advance for departure of President from Dallas.

I arrived at the airport at approximately 10:30 A.M. in company with Special Agent Jerry Kivet, Vice Presidential Detail. At that time, I undertook duties to aid SA Lawson, Presidential Detail in lining up cars for the motorcade, passing out numbers for the automobiles, and other general duties.

At about 12 Noon the President arrived in Air Force I, and upon his departure from the plane he began shaking hands with citizens gathered along the fence, approximately 75 yards from the ramp on which the President deplaned. During the time the President was shaking hands with these citizens, I provided security and passage for the President to move around the fence meeting the people. The President then moved to his automobile and the motorcade left the airport.

As soon as the motorcade left Love Field I introduced myself to Special Agents Rybka and Lawton and aided them in securing Air Force I and II with armed Air Force sentries. Plans were also made at this time to secure the area for the President's return. Agents Rybka and Lawton, and I then went to the airport to have lunch.

About 12:30, plane crews of Air Force I and II and of the Press plane were alerted by public address system of the airport to return to their planes immediately. Agents Rybka, Lawton, and I immediately returned to the planes at which time we were informed by Special Agent Patterson, who was standing near the boarding area of Air Force I that the President had been shot.

No further information was received at that time relative to the condition of the President. Agents Patterson, Rybka, Lawton, and the undersigned immediately secured the boarding area of Air Force I and II, all buildings, and warehouses adjacent thereto. This was accomplished by directing police officers and airport personnel to clear the areas of both private citizens and airport personnel working in the immediate vicinity. In this manner, the lower end of Love Field adjacent to the terminal was completely secured along with warehouses and various outbuildings of the terminal itself. Also, parking lots were secured with no persons being allowed to sit in cars parked near the fence.

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*ExR 12 to
Commission No. 3.
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Youngblood, Rufus

Eth 12

The Assassination of President John F. Kennedy *attach 11*
on November 22, 1963, at Dallas, Texas

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The President with Mrs. Kennedy and official party arrived at Love Field, Dallas, Texas, aboard AF #1 (USAF 26000) at 11:40 a.m. (cst). After receiving members of the official reception party, the President and Mrs. Kennedy walked over to a fenced area and shook hands with many of the people who had gathered there to view their arrival. At the conclusion of greeting the gathering, the President, Mrs. Kennedy, Governor and Mrs. Connally entered the presidential limousine (special car: bubble-top, 1961 Lincoln Continental, seven-passenger, four-door convertible sedan). The President sat on the right rear seat with Mrs. Kennedy to the left of him. Governor Connally sat on the right jump seat and Ms. Connally sat on the left jump seat. I rode in the front (right side) and William Greer drove the vehicle.

In the Secret Service follow-up car, 1956 Cadillac touring sedan (top down), driven by SA Samuel Kinney, ATSAIC Emory Roberts rode in the right front seat, SA John Ready stood on the right front running board, SA Paul Landis on right rear running board, SA Clinton J. Hill on left front running board and William McIntyre on left rear running board. SA Glen Bennett rode in the right rear seat and SA George Hickey on the left rear seat. Mr. Kenneth O'Donnell and Mr. David Powers (White House staff) rode the left and right jump seats respectively.

Behind the follow-up car was the Vice President's car with Vice President and Mrs. Johnson and Senator Yarborough in the rear seat. SA Rufus Youngblood rode in the right front seat and a police officer drove the car. The following vehicles were four cars of congressional members, press cars, VIP bus and then press busses.

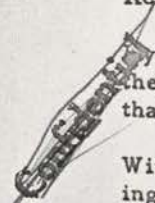
We departed Love Field at 11:55 a.m., along the planned motorcade route, enroute to a luncheon at the Trade Mart, given by the Democratic Citizens Council, scheduled for 12:30 p.m. cst. As the motorcade completed the main thoroughfare through Dallas, we made a sharp right turn, for about a 1/2 block, then a curved left turn into a slight downhill grade, entering an area with little or no spectators. We were still traveling at the normal rate of speed of from 12 to 15 miles per hour when I heard a noise, similar to a firecracker, exploding in the area to the rear of the car, about 12:30 p.m.

Immediately I heard what I firmly believe was the President's voice, "My God, I'm hit!" I turned around to find out what happened when two additional shots rang out, and the President slumped into Mrs. Kennedy's

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lap and Governor Connally fell into Mrs. Connally's lap. I heard Mrs. Kennedy shout, "What are they doing to you?"



Yelled at William Greer (the driver) to "Step on it, we're hit!" and grabbed the mike from the car radio, called to SA Lawson in the police lead car that we were hit and to get us to a hospital.

With SA Lawson riding in the police car they quickly formed the accompanying escort for the motorcade around our limousines and sped us through the streets to the emergency entrance of Parkland Memorial Hospital. Sometime during the ride to the hospital while looking back into the car I noticed SA Hill hanging on to the back of the car, laying across the trunk. When we got to the hospital I called to the agents to get two stretchers. The special agents of the follow-up car with the police ran into the hospital, obtained two stretchers on wheels. We placed the Governor on the first one at which time I noticed he was conscious and I spoke to him saying, "Governor, everything is going to be all right." His eyes were wide open and he nodded his head in agreement. Just before we removed the President, SA Hill took off his coat, placed it over the President's head and chest and we placed him on the stretcher. Both were taken into separate emergency rooms. The hospital staff appeared quickly and went immediately to work. I accompanied the President to the emergency room. His eyes were closed but I could see no visible damage to his face. The room was crowded with the medical people so I immediately walked out into a doctor's room, asked SA Lawson for the phone number of the White House switchboard in Dallas. SA Hill dialed the number to the White House operator in Washington and I talked with Gerald A. Behn, Special Agent in Charge, White House Detail. I informed him that we had an incident in Dallas, the President and Governor Connally had been shot and both were in emergency rooms at the Parkland Memorial Hospital. This I believe was about 12:38 p.m. cst. This direct telephone line from Dallas to SAIC Behn at Washington was kept open from this time until the plane departed. SAIC Behn was kept informed of all proceedings, plans or desires of both Mrs. Kennedy and President Johnson.

We immediately secured the corridors and the emergency room area, furnished the blood type of the President to the medical staff upon their request. It should be noted that Vice President and Mrs. Johnson were placed in a separate room away from the emergency room. Some time later SA Warren Taylor came to me and said the Vice President wanted to see me. Mr. Johnson asked me the condition of the President and the Governor. I advised him that the Governor was taken up to surgery, that



the doctors were still working on the President. He asked me to keep him informed of his condition. SA Kinney entered the emergency room area when I returned there and asked if it would be all right to drive the President's car and the follow-up car back to the airport, load them aboard the plane. I said "Yes" and told him to return the cars to Washington, D.C.

The 4 to 12 shift (ATSAIC Stout, etc.) joined us at the emergency room and the 8 to 4 shift (ATSAIC Roberts, etc.) immediately joined the Vice President and Mrs. Johnson.

Through Dr. Burkley, President's physician, we were advised officially of the death of the President which was registered on the death certificate as 1 p.m. cst. Between 1 p.m., and our departure from the hospital at 2:04 p.m. cst., a casket was obtained and with Mrs. Kennedy, SA Hill and Dr. Burkley riding in the hearse with the casket, SA Berger (Stout and Kellerman in front seat) drove the hearse with police escort to Love Field.

The Vice President and Mrs. Johnson had preceded us with Roberts shift to the airport and when we had arrived, the field had been secured and we rushed to AF 26000. All available special agents carried the casket from the ambulance up the rear steps and placed it in the rear section of the plane. When we boarded the plane, Vice President Johnson and his party were aboard the plane. The services of Federal Judge Sarah T. Hughes was obtained, she was brought into the plane, and Vice President Johnson was administered the oath of office and sworn in as President at 2:38 p.m. cst.

At 2:47 p.m., USAF 26000 was airborne for Washington, D. C., arriving at Andrews Air Force Base at 5:58 p.m., est.

While airborne, arrangements were made for a Naval ambulance from the New Naval Medical Center at Bethesda to be available at the airport. Upon landing we removed the casket, placed it into the ambulance. At the airport, Chief Rowley advised me that two FBI agents, Francis O'Neill, Jr., and James Siebert, had been assigned to this case and to allow them into the morgue at the U. S. Naval Hospital. I told Chief Rowley the cars would arrive at Andrews at about 8 p.m., and suggested he assign field agents to them to completely go over them for any evidence that might be found.

Mrs. Kennedy, Robert Kennedy and General McHugh sat in the rear of the ambulance; SAs Greer, Landis and myself with Dr. Burkley rode in the front to Bethesda, with a police escort. The body was immediately taken to the morgue and the family was assigned rooms in the Towers ~~to~~

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of the Center. Hill and Landis remained with Mrs. Kennedy in her quarters and William Greer and I remained in the morgue and viewed the autopsy examinations which were performed by Vice Admiral Gallway, Commanding officer, NNMC, Chief Pathologist Cdr. James Humes, Lt. Col. Pierre A. Finck who is Chief, Military Environmental Pathology Division and Chief of Wound Ballistics, Pathology Branch, and J. Thornton Boswell, Cdr. Medical Corps, USN, together with the Naval Medical Staff. SA O'Leary was also in the morgue briefly. Agents O'Neill and Siebert were present.

During the night Joseph Gawlers Sons, Inc., funeral directors, were notified by Robert Kennedy and Sargent Shriver and a new coffin was obtained. After the completion of the autopsy and before the embalming I summoned SA Hill down to the morgue to view the body and to witness the damage of the gunshot wounds. The embalming was performed after the autopsy by the staff of Joseph Gawlers.

Prior to our departure from the Naval Hospital I received all film, x-rays, that were used during this autopsy, and upon arrival at the White House I turned them over to SAIC Bouck.

We left the hospital at 3:56 a.m. in the Navy ambulance and with police escort motored to the White House. Mrs. Kennedy and Robert Kennedy rode in the hearse, SA Greer drove, Kellerman in the front seat, SAs Hill and Landis with members of the family rode in cars following the ambulance. We arrived at the White House at 4:24 a.m. The body was placed in the East Room.

On Wednesday, November 27, 1963, FBI Agents O'Neill and Siebert were given an oral statement along the lines of this report.

Roy H. Kellerman
Roy H. Kellerman
Assistant Special Agent in Charge

11-29-63

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OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Chief

DATE: November 30, 1963

FROM : ASAIC Kellerman - 1-16 *PK*

SUBJECT: Security measures taken for the late President Kennedy, and President Johnson, from Parkland Memorial Hospital, Dallas, Texas, to the US Naval Hospital, Bethesda, Maryland and to The White House on November 22 and 23, 1963.

When the late President Kennedy and the official motorcade departed Love Field, Dallas, Texas, on November 22, 1963, SA's Lawton (8-4) and Rybka (Garage) remained at the airport, to effect security at the plane during our absence.

On arrival at the emergency room at the Parkland Memorial Hospital, Dallas, Texas, the agents who worked the Secret Service follow-up car (ATSAIC Roberts shift) were utilized to cover the entrances and corridors leading to the emergency room. Shortly thereafter ATSAIC Stout (4P-12P) and his shift reported to me at the emergency room for instructions.

I then conferred with ASAIC Rufus Youngblood (who was in charge of security for the then Vice President Johnson), and told him to take ATSAIC Roberts and his shift to supplement his agents, and that I would take ATSAIC Stout and his agents with me until we returned to Washington, D. C. This change of shifts was immediately made at the hospital.

Vice President Johnson departed the Parkland Memorial Hospital prior to the departure of the body of President Kennedy, with ATSAIC Roberts shift working the Secret Service follow-up car. On their arrival at Love Field, ATSAIC Roberts and his shift completely secured the area where the President's plane was spotted.

Enroute to Washington, D. C., aboard AF #1 (USAF 26000) another conference was held with ASAIC Youngblood, where he was informed that he would have ATSAIC Stout and his shift with him on their arrival at Andrews AFB, Washington, D.C. I also informed him that I was accompanying the body of the late President Kennedy to the US Naval Hospital, Bethesda, Maryland, and would have with me Special Agents Hill, Landis, Greer and O'Leary.

When we arrived at Andrews AFB, Washington, D.C., the body of the late President Kennedy was placed in a US Navy ambulance, which was driven by SA Greer to the US Naval Hospital, Bethesda, Maryland with SA Landis and Dr. George Burkley and myself in the front seat. Mrs. Kennedy along with Mr. Robert Kennedy and General McHugh rode in the rear of the ambulance. SA's Hill and O'Leary rode in an accompanying vehicle.

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Key Persons
Youngblood, Rufus
Attach 12 to
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~~12/18/63~~
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- 2 -

At the US Naval Hospital, SA's Hill and Landis remained with Mrs. Kennedy near her quarters, located in the Towers of the Center. SA's Greer and O'Leary and myself accompanied the body to the morgue. SA O'Leary remained in the morgue only briefly.

SA Greer and myself remained with the body in the US Naval Hospital along with Agents Francis O'Neill, Jr., and James Siebert of the Federal Bureau of Investigation, witnessing the autopsy performed by members of the US Navy Medical Corps, and the embalming services done by the staff of Joseph Gawlers, Funeral Directors, Washington, D. C.

At 3:56 a.m., on Saturday, November 23, the body of the late President Kennedy was transported in a US Navy ambulance from the US Naval Hospital, Bethesda, Maryland, to the White House, with SA Greer driving the ambulance and myself riding in the front seat. Mrs. Kennedy and Mr. Robert Kennedy rode in the rear of the ambulance. SA's Hill and Landis rode in accompanying vehicles.

We arrived at the White House at 4:24 a.m., and the body was placed in the East Room.

~~Confidential~~

U. S. TREASURY DEPARTMENT
Washington, D.C.

KP
Youngblood, Rufus
U. S. Secret Service *attach*
13

November 29, 1963. *to Exh. 12*

To: Chief James J. Rowley

From: ATSAIC Emory P. Roberts, The White House Detail. ~~12/18/63~~

SUBJECT: Schedule of events prior to and after the assassination of President John F. Kennedy in Dallas, Texas on Friday November 22, 1963.

11:25 a.m. The President and Mrs. Kennedy with members of the Presidential Party departed Carswell A.F.B., Texas via USAF 26,000 (Jet, also known as AF 1) enroute to Love Field, Dallas, Texas.

The following members of the United States Secret Service were aboard this aircraft. ASAIC Roy T. Kellerman, in charge of White House Detail for the Texas trip, SA Clinton Hill in charge of Mrs. Kennedy's security, SA William Greer, Presidential driver, ATSAIC Emory P. Roberts, in charge of 8 am - 4 p.m. shift, with SA's John Ready, Donald Lawton and William McIntyre. SA John O'Leary was also aboard AF 1. Special Agent Glen Bennett of the 8 a.m. - 4 p.m. shift arrived Dallas, Texas aboard USAF 6970.

11:40 a.m. Presidential Plane arrived Love Field, Dallas, Texas, which was five minutes late according to schedule, as we were due there at 11:35 a.m.

After the usual greeting of approximately 20 people, upon deplaning, the President and Mrs. Kennedy walked to roped off area and shook hands with a number of the assembled persons gathered there, and autographed a few papers and pamphlets. I accompanied the President, as well as other Special Agents while he greeted the people. The President and Mrs. Kennedy returned to their car.

11:55 a.m. The President (right rear seat), Mrs. Kennedy (left rear seat) Governor John Connally (of Texas) (right jump seat) Mrs. Connally (left jump seat) ASAIC Roy T. Kellerman front seat, with SA William Greer driving, (SS car 100-X - top removed) departed Love Field.

SA Donald Lawton of 8 a.m. - 4 p.m. shift remained at Love Field with SA Warner and Rybka to set up security for the President's departure for Bergstrom AFB, Austin, Texas. The Presidential aircraft was due to depart Dallas at 2:35 p.m.

The following persons departed Love Field in Secret Service Follow-up car, 679-X and were located in and on running boards of car as follows:

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ATSAIC Emory P. Roberts - front seat - operating radio.
 SA Samael Kinney - driving (did an excellent job)
 Mr. Kenneth O'Donnell, Appointment Secretary to the President,
 left jump seat.
 Mr. David Powers, Presidential Aide, right jump seat.
 SA Glen Bennett, left rear seat.
 SA George Hickey, right rear seat (manning AR-15 (rifle))
 SA Clinton Hill, left running board, front.
 SA William McIntyre, left running board, behind Hill.
 SA John D. Ready, right running board, front.
 SA Paul Landis, right running board behind Ready.

Note: On shift report for Nov. 22, 1963, I listed SA Rybka as riding in center of rear seat, which was in error, as he was not in car. As mentioned above, he remained at Love Field.

The Presidential motorcade toured downtown Dallas, through huge crowds, that were sometimes so close, that motorcycles of the Dallas Police Department had to drop back from flanking the Presidential and Secret Service cars, so the two cars could get through. On several occasions the Special Agent working the running boards of the Follow-up car "hit" the ground and ran along side of the President's car; and SA Hill climbed on rear step of the President's car (left rear) where he remained until the crowd thinned and motorcycles had returned to their positions, flanking the rear of the President's car.

The Presidential motorcade was enroute to Trade Mart to Attend Luncheon, sponsored by the Dallas Citizens Council, The Dallas Assembly and the Graduate Research Center of the Southwest.

12:29 p.m. SA Winston Lawson (Advance Agent for Dallas stop) riding in lead car, gave "five minutes away," signal via radio, meaning five minutes away from Trade Mart. I immediately wrote 12:35 p.m. on Itinerary, as the time of arrival at Trade Mart.

12:30 p.m. First of three shots fired, at which time I saw the President lean toward Mrs. Kennedy. I do not know if it was the next shot or third shot that hit the President in the head, but I saw what appeared to be a small explosion on the right side of the President's head, saw blood, at which time the President fell further to his left. Mrs. Kennedy was leaning toward the President, however, she immediately raised up in the seat and appeared to be getting up on back of same. About this time I saw SA Clinton Hill trying to get on left rear step of the President's car. He got aboard and climbed up over the back of the car and placed himself over the President and Mrs. Kennedy. After SA Hill got on rear step of the President's car, it appeared that SA John Ready was about to follow and go for the right rear step, however, I told him not to jump, as we had picked up speed, and I was afraid he could not make it.

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It is estimated that we were traveling approximately 15-20 miles per hour at the time of the shooting and it is believed that the follow-up car was approximately 20 - 25 feet behind the President's car.

The crowd was very sparse, in fact only a few people were along the motorcade route at the time of the shooting.

Just after the third shot was fired, I picked up the car radio and said "Halfback (code name for SS. Follow-up car) to Lawson, the President has been hit, escort us to the nearest hospital, fast but at a safe speed." I repeated the message, requesting to be cautious, meaning the speed. I had in mind Vice President Johnson's safety, as well as the President's, if he was not already dead.

The Vice President's car was approximately one-half block behind the Secret Service car, at the time of the shooting, and some of us waved for it to close in closer to the Secret Service car. The Vice President's car quickly closed the gap.

When I turned around to wave the Vice President's car to come closer, at same time, trying to determine where shots had come from, I said, pointing to SA McIntyre, "They got him, they got him," continuing I said "You (meaning McIntyre) and Bennett take over Johnson as soon as we stop." (meaning the hospital)

I turned around a couple times, just after the shooting and saw that some of the Special Agents had their guns drawn, I know I drew mine, and saw SA Hickey in rear seat with the AR-15, and asked him to be careful with it.

12:34 p.m. Presidential motorcade arrived at Parkland Hospital. (I did not look at my watch, however, I overheard someone at the hospital say that it took four minutes to get there.

Upon arrival at Parkland Hospital, I immediately ran to President Kennedy. Mrs. Kennedy was lying over him. I said to Mrs. Kennedy to let us get the President. She said in effect that she was not going to move. I got one look at the President's head and remarked to ASAC Kellerman, "You stay with the President, I'm taking some of my men for Johnson." SA's McIntyre and Bennett were already with Vice President Johnson, having joined SAIC Rufus Youngblood and other Special Agents assigned to the Vice President, as the Vice President arrived at the hospital.

The first thing we did, was request a room for the Vice President. After getting the Vice President and Mrs. Johnson in a room, at the hospital, I said in effect to the Vice President, in the presence of Mrs. Johnson, Mr. Cliff Carter, Executive Assistant to the Vice President and SAIC Youngblood, as well as others, that I did not think the President could make it and suggested that we get out of Dallas as soon as possible.

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We (SAIC Youngblood and myself) suggested that he (Vice President) think it over, as he would have to be sworn in. I suggested that we leave Dallas via AF 1, and SAIC Youngblood agreed and suggested that we return to the White House.

SAIC Youngblood can give more details, as I left the Vice President from time to time, once to get Mr. Kenneth O'Donnell, as the Vice President did not want to leave Dallas, without permission or suggestion from someone on the President's Staff. I located Mr. O'Donnell in hallway, near room where President Kennedy was.

While trying to locate Mr. O'Donnell for the Vice President, I came across ASAIC Roy Kellerman, who was assisting someone to fill in the President's blood type on a card. I remarked, that it was the same as mine Blood Group O, Rh Positive. Kellerman had card in his hand which he got from his wallet with the President's blood type.

At this time, I explained to Mr. Kellerman that the Vice President would probably leave for Washington very soon aboard AF 1.

I returned with Mr. O'Donnell to the Vice President, and while Mr. O'Donnell and the Vice President were talking, I mentioned to ASAIC Johns to check if the car (President's) was impounded. (I know that the word "evidence" was used. SAIC Johns left immediately.

Shortly after arrival at the Parkland Hospital, I asked C.W.O. Ira Gearhart, White House Communication Agency, (Courier for President) to step into room next to Vice President Johnson, and stay with him.

One of the Special Agents assigned to Vice President Johnson called the airport and requested the Presidential plane to stand by to take Vice President Johnson to Washington, D.C.

I contacted the White House Signal Board and advised them to cancel all the other stops that had been planned for the President. I saw SA Richard Johnson (4-12 shift) in hallway and asked him to augment V.P. Detail, which he did.

I had made arrangements with the Dallas Police, in front of the Parkland Hospital to have an unmarked police car for the Vice President and two other cars for other passengers and Secret Service, to take the Vice President and Mrs. Johnson to the airport. SA Lem Johns double checked this.

I left the Vice President a second time upon the request of Mrs. Johnson, as she had stated that she would like to see Mrs. Kennedy. After Inquiry of an agent in hallway, I located Mrs. Kennedy and asked her, if it would be alright if Mrs. Johnson came to see her, to which she replied "yes." I returned to the room where the Vice President and Mrs. Johnson were and told Mrs. Johnson.

Mrs. Johnson followed me, with two Special Agents accompanying her.

~~CONFIDENTIAL~~

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Mrs. Johnson spent a very short time with Mrs. Kennedy, who was sitting in a chair outside of room where the President was. I returned to room where the Vice President was, with Mrs. Johnson.

I left again, this time upon request of the Vice President to double check with Mr. Kenneth O'Donnell, if it would be O.K. for the Vice President to take AF 1 and return to Washington, D.C. I located Mr. O'Donnell in hallway and he said "yes".

The Vice President was informed that Mr. O'Donnell stated that he could leave. The Vice President said in effect, that he didn't want to leave without the approval of a staff member or the Secret Service.

At 1:15 p.m. (according to my watch) the Vice President, in the presence of Mrs. Johnson, Mr. Cliff Carter, SA IC Youngblood and others, was informed by me, that the President was dead. Vice President Johnson said to Mr. Carter to make a note of it and someone mentioned the time as 1:13 p.m. Mr. Malcolm Kilduff, Assistant Press Secretary to President Kennedy came into the room about that time and it was decided that he would not release the death of the President, until the now President Johnson had left the hospital.

1:35 p.m. The now President Johnson, and I believe Mr. Cliff Carter departed Parkland Hospital in an unmarked police car, accompanied by SA IC Youngblood. As far as I know, SA IC Youngblood never left Vice President's side, from time of shooting to arrival at USAF 1, which was spotted at Love Field, awaiting for Vice President Johnson.

Mrs. Johnson rode in police car, directly behind President Johnson accompanied by Congressman Brooks, and SA's Warren Taylor, Jerry Kivett and Glen Bennett.

Follow-up car was driven by a Dallas Policeman, accompanied by another policeman and SA John Ready in front seat; rear seat ATSAIC Roberts, SA McIntyre and C.W.O. Gearhart, WHCA Courier.

SA Johns followed in another police car.

1:40 p.m. President and Mrs. Johnson arrived at Love Field and immediately boarded AF 1. Special agents were posted strategically in and around the aircraft. SA's Lawton and Rybka joined us upon arrival at airport, in effecting security. All blinds on aircraft were immediately drawn. I do not know who requested that this be done, however, I assisted in closing them.

We learned that Mrs. Kennedy was enroute to AF 1, however, we could not confirm same, then we heard that President Kennedy's body was also being brought to the aircraft. I informed Colonel Swindel (Aircraft Commander) and other members of AF 1, that we

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would not leave or do anything, until we cleared same with SAIC Youngblood. As we had a few too many people aboard USAF 1, I did ask a couple to get off.

After the arrival of Mrs. Kennedy and President Kennedy's body, I was informed by Col. James Swindel that a Federal Judge Hughes (woman) was enroute to AF 1, to swear in President Johnson. I immediately informed the police present and requested SA Ready to go to gate, to make sure that the Judge got in. When I saw Judge Hughes coming toward the aircraft, I went to meet her and escorted her to the front ramp and cleared her to go aboard, as no one was allowed to get aboard the aircraft, unless they were known personally or cleared by Secret Service. I did not go aboard and waited at bottom on ramp.

Upon arrival of ASAIC Kellerman with Mrs. Kennedy and President Kennedy's body, he advised me that the 4-12 shift (ATSAIC Stout's) would return to Washington, D.C. aboard AF 1. It is to be noted that SA Bennett of my shift (8 am - 4p.m.) also returned to Washington, D.C. via A.F. 1.

2:40 p.m. Approximately, SAIC Gerald A. Behn, in Charge of the White House Detail called Love Field, from Washington, D.C. and requested that I give him the time that A.F. 1 departed for Washington, D.C. I advised Mr. Behn that Judge Hughes was aboard swearing in President Johnson, and advised Mr. Behn when Judge Hughes departed A.F. 1.

2:47 p.m. A.F. 1 departed for Washington, D.C. with President and Mrs. Johnson, Mrs. Kennedy and President Kennedy's body.

I might mention that I assigned the Special Agents to the follow-up car, and each knew his assignment. For instance, SA Hill was assigned to work left rear of President's car (where Mrs. Kennedy was sitting), SA Ready was assigned to work the right rear of the President's car, then SA Landis was to work right front and SA McIntyre was to work the left front. As far as I can remember, SA Hill was the only one that had to jump on rear step of the President's car, while touring downtown Dallas, however, SA Ready would have done the same thing, if motorcycle was not at the President's corner of car.

3:15 p.m. ATSAIC Roberts, SA's Ready, Lawton, and McIntyre departed Love Field, Dallas, Texas via USAF 6970, and arrived Washington, D.C. (Andrews AFB) at 6:35 p.m.

Approved:

Gerald A. Behn
Special Agent in Charge.

Emory P. Roberts
Emory P. Roberts
Assistant to the Special Agent in Charge

Nov. 22, 1963.

At 11:55 a.m. this date The President, Mrs Kennedy, Gov. and Mrs. ~~Edndkdjkbkhhky~~ Connally of Texas (Kellarman - Greer) departed Love Field, Dallas Texas in SS 100-X (top removed)

F.U. car - Kinney Driving - Roberts front seat, Jump seat on left side Ken O'Donnell, jump seat right side, Dave Powers, rear seat left Bennett, center Rybka and right rear - Hickey.

Left running board: Hill on the front, McIntyre behind him.
Right " " : Front ready behind him Landis.

We had received a 5 minute away signal (radio) from Lawson (in lead car) meaning 5 minutes from Trade Mart - ~~were~~ the President was going.

About 1 minute later at 12:30 p.m. two or three shots were fired, at which time I saw the President lean over on Mrs. Kennedy. I knew he was hit. Just as the first or second shot was fired Hill ran from follow-up car to President's car - jumped aboard and placed himself over Mrs. Kennedy and the President.

Upon seeing the President shot, I radioed Lawson to escort us to the nearest hospital fast but at a safe speed.

During the downtown motorcade the streets were lined with people, however, in the area where the shots rang out. the crowd was very sparse, in fact only a few people.

It is estimated that we were traveling about 20 - 25 miles an hour at the time of the shooting, and it is believed that the follow-up car was approx. 25 feet behind the President's car.

I could not determine from what direction the shots came, but felt they had come from the right side.

I immediately asked everyone on car to look to see if they could determine where the shots came from, - no one seemed to know.

Emory P. Roberts
Emory P. Roberts.

~~Confidential~~

K P
Youngblood, Rufus
Attach 14
to EPH 12

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

12/18/63

Statement of Special Agent Clinton J. Hill, United States Secret Service, concerning his activities and official duties on November 22, 1963. Statement dated November 30, 1963.

I, Clinton J. Hill, Special Agent, United States Secret Service, arrived at Love Field, Dallas, Texas, at 11:40 a.m. on November 22, 1963, from Fort Worth, Texas, aboard Air Force No. One (USAF #26000) with President and Mrs. John F. Kennedy. President and Mrs. Kennedy debarked the aircraft first from the rear ramp followed by Governor and Mrs. John Connally and by three or four Congressmen and Senators, and then myself and ASAIC Roy H. Kellerman.

Upon alighting, President and Mrs. Kennedy were greeted by a small reception committee and Mrs. Kennedy was presented a bouquet of red roses. I ran over to the Secret Service Follow-up car immediately upon my arrival and placed my topcoat and a small folder containing information on this Dallas stop of the Texas trip on the floor of the car. I then went back to where the President and Mrs. Kennedy were greeting an elderly lady in a wheel chair.

The general public was restricted from the ramp area of Love Field by a permanent chain-link fence. There were a number of photographers and correspondents on the ramp area covering the arrival.

The President noticed the large number of people being restrained by the fence and walked over to the crowd and began shaking hands. He moved from his right to his left down the fence. Mrs. Kennedy accompanied him. I remained very close to Mrs. Kennedy observing the outstretched hands of well-wishers to make sure no weapons were extended toward Mrs. Kennedy and that nothing was handed to her. I accompanied Mrs. Kennedy behind the President along the fence and then to the Presidential automobile which was waiting to take President and Mrs. Kennedy and Governor and Mrs. John Connally to the Trade Mart for a luncheon, after a 45-minute motorcade through downtown Dallas.

President and Mrs. Kennedy entered the automobile with the President getting into the right rear seat and Mrs. Kennedy into the left rear seat. Mrs. Connally got into the left jump seat and Governor Connally into the right jump seat. SA William Greer was driving the automobile with ASAIC Roy H. Kellerman in the right front seat. I went to the left rear side of the Presidential automobile and stood on the airport ramp along side where Mrs. Kennedy was sitting.

As the Presidential automobile began to move forward at 11:55 a.m. I walked along side of the left rear of the automobile for about 150 feet, and since there were no people at all on the airport ramp I went back to the automobile immediately behind the Presidential Automobile and mounted the forward portion of the left running board.

~~CONFIDENTIAL~~
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Secret Service

Page Two of Statement of Special Agent Clinton J. Hill, dated Nov. 30, 1963:

~~Confidential~~

SA Sam Kinney was driving this Secret Service Follow-up car which was a 1955 Cadillac 9-passenger convertible specifically outfitted for use by the Secret Service. ATSAIC Emory Roberts was sitting in the right front seat and operating the two-way radio. SA John Ready was on the forward portion of the right hand running board; SA William McIntyre on the rear portion of the left hand running board; SA Paul E. Landis on the rear portion of the right hand running board; Mr. Kenneth O'Donnell, Presidential Appointment Secretary, was seated on the left side of the second seat; Mr. Dave Powers, Presidential Receptionist, was seated on the right side of the second seat; SA George Hickey was seated on the left side of the third seat; and SA Glen Bennett was seated on the right side of the third seat.

The Presidential Follow-up car was followed by a 1964 Lincoln 4-door convertible occupied by Vice-President and Mrs. Lyndon Johnson, Senator Ralph Yarborough, with ASAIC Rufus Youngblood in the right front seat. This automobile was followed by a Secret Service follow-up car for the Vice President, and then came automobiles occupied by photographers, correspondents, Senators and Congressmen.

Preceding the Presidential automobile was a Dallas Police Department Lead car in which SA Winston Lawson of the Secret Service was riding. Police motorcycles preceded and flanked the motorcade. There were two police motorcycles on the left side of the President's Secret Service follow-up car running abreast of one another between the automobile and the crowd of people.

My instructions for Dallas were to work the left rear of the Presidential automobile and remain in close proximity to Mrs. John F. Kennedy at all times. The agent assigned to work the left rear of the Presidential automobile rides on the forward portion of the left hand running board of the Secret Service follow-up car and only moves forward to walk alongside the Presidential automobile when it slows to such a pace that people can readily approach the auto on foot. If the crowd is very heavy, but the automobile is running at a rather rapid speed, the agent rides on the left rear of the Presidential automobile on a step specifically designed for that purpose.

As the motorcade moved from Love Field through downtown Dallas toward the Trade Mart, there were four (4) occasions before we reached the end of Main Street where I moved from the forward portion of the left running board of the follow-up car to the rear step of the Presidential automobile. I did this because the motorcycles that were along the left hand side of the follow-up car were unable to move up alongside the President's car due to the crowd surging into the street. The motorcycles were forced to drop back and so I jumped from the Follow-up car and mounted the President's car. I remained in this position until the crowd thinned and was away from the President's automobile, allowing the motorcycles to once again move up alongside of the automobile. When we approached the end of Main Street the crowd was noticeably less dense than had been the case prior to that point.

~~Confidential~~

Page Three of Statement of Special Agent Clinton J. Hill, dated Nov. 30, 1963:

~~Confidential~~
 The motorcade made a right hand turn onto Elm Street. I was on the forward portion of the left running board of the follow-up car. The motorcade made a left hand turn from Elm Street toward an underpass. We were traveling about 12 to 15 miles per hour. On the left hand side was a grass area with a few people scattered along it observing the motorcade passing, and I was visually scanning these people when I heard a noise similar to a firecracker. The sound came from my right rear and I immediately moved my head in that direction. In so doing, my eyes had to cross the Presidential automobile and I saw the President hunch forward and then slump to his left. I jumped from the Follow-up car and ran toward the Presidential automobile. I heard a second firecracker type noise but it had a different sound—like the sound of shooting a revolver into something hard. I saw the President slump more toward his left.

I jumped onto the left rear step of the Presidential automobile. Mrs. Kennedy shouted, "They've shot his head off;" then turned and raised out of her seat as if she were reaching to her right rear toward the back of the car for something that had blown out. I forced her back into her seat and placed my body above President and Mrs. Kennedy. SA Greer had, as I jumped onto the Presidential automobile, accelerated the Presidential automobile forward. I heard ASAIC Kellerman call SA Lawson on the two-way radio and say, "To the nearest hospital, quick." I shouted as loud as I could at the Lead car, "To the hospital, to the hospital."

As I lay over the top of the back seat I noticed a portion of the President's head on the right rear side was missing and he was bleeding profusely. Part of his brain was gone. I saw a part of his skull with hair on it lying in the seat. The time of the shooting was approximately 12:30 p.m., Dallas time. I looked forward to the jump seats and noticed Governor Connally's chest was covered with blood and he was slumped to his left and partially covered up by his wife. I had not realized until this point that the Governor had been shot.

When we arrived at Parkland Memorial Hospital, Dallas, I jumped off the Presidential automobile, removed my suit coat and covered the President's head and upper chest with it. I assisted in lifting the President from the rear seat of the automobile onto a wheel type stretcher and accompanied the President and Mrs. Kennedy into the Emergency Room. Governor Connally had been placed in an Emergency Room across the hall.

I exited the Emergency Room almost immediately because of the large number of doctors and nurses in the room, which was quite small. I asked a nurse standing outside of the Emergency Room in which the President was lying to please have everyone except those Medical Staff members necessary leave the emergency ward. She immediately began screening medical staff members.

I asked for the nearest telephone. ASAIC Kellerman exited the Emergency Room and told me to contact the White House in Washington and to keep the line open continually. I asked SA Lawson for the telephone number of the Dallas White

~~Confidential~~

Page Five of Statement of Special Agent Clinton J. Hill, dated Nov. 30, 1963:

~~Confidential~~ We departed Parkland Memorial Hospital at 2:04 p.m. SA Lawson rode in the Dallas Police Department Lead Car. A Secret Service follow-up car followed immediately behind the hearse. The motorcade arrived at Air Force One, Love Field, at 2:14 p.m.

At 2:18 p.m. the casket was placed aboard Air Force One with Mrs. Kennedy accompanying it. The casket was situated in the left rear corner of the aircraft where four seats had been removed. Mrs. Kennedy sat in one of the two seats immediately across the aisle from the casket.

The aircraft could not immediately depart because Vice-President Johnson had to be sworn in as the 36th President of the United States and it was necessary to wait for a Judge to arrive to do this. All personnel on Air Force One including Mrs. Kennedy were requested to witness the swearing in ceremony which took place in the Presidential Compartment of Air Force One at 2:38 p.m. I also attended.

I departed Love Field, Dallas, aboard Air Force One at 2:47 p.m. en route to Andrews Air Force Base, Maryland. I arrived at Andrews Air Force Base at 5:58 p.m. I assisted in moving the casket bearing the President's body from Air Force One to a U. S. Navy ambulance. Mrs. Kennedy got in the back of the ambulance with the casket as did Attorney General Robert Kennedy, who had joined Mrs. Kennedy aboard Air Force One upon arrival at Andrews Air Force Base. General Godfrey McHugh also rode in the back of the ambulance. The ambulance was driven by SA Greer with ASAIC Kellerman, SA Landis, and Admiral Burkley riding in the front seat. I followed in the car immediately behind the ambulance with Dr. John W. Walsh, Dave Powers, Kenneth O'Donnell and Larry O'Brien.

The motorcade departed Andrews Air Force Base for Bethesda Naval Hospital, Bethesda, Maryland, at 6:10 p.m. We were escorted by motorcycle police officers. The motorcade arrived Bethesda Naval Hospital at 6:55 p.m. Mrs. Kennedy, the Attorney General, SA Landis and I went immediately inside and via elevator to the 17th Floor of the hospital, the location of the Presidential Suite. Members of the immediate family and close friends were waiting in the suite.

The President's body was taken to the morgue at the hospital, accompanied by ASAIC Kellerman, SA Greer, and Admiral Burkley, for an autopsy. SA Landis and I secured the 17th Floor of the hospital and remained there with Mrs. Kennedy. We established a communications system with the White House and handled all telephone calls both incoming and outgoing, screening each and every call. Any person attempting to reach the 17th Floor was also screened.

At approximately 2:45 a.m., November 23, I was requested by ASAIC Kellerman to come to the morgue to once again view the body. When I arrived the autopsy had been completed and ASAIC Kellerman, SA Greer, General McHugh and I viewed the wounds. I observed a wound about six inches down from the neckline on the back just to the right of the spinal column. I observed another wound on

~~Confidential~~

Page Six of Statement of Special Agent Clinton J. Hill, dated Nov. 30, 1963:

the right rear portion of the skull. Attendants of the Joseph Gawler Mortuary were at this time preparing the body for placement in the casket. A new casket had been obtained from Gawler Mortuary in which the body was to be placed.

I went back to the 17th Floor of the hospital at approximately 3:10 a.m. The President's body was taken from the U. S. Naval Hospital, Bethesda, Maryland, at 3:56 a.m., accompanied by Mrs. Kennedy and Attorney General Kennedy, in the rear of a U. S. Navy ambulance driven by SA Greer. ASAC Kellerman rode in the right front seat. I rode in the right front seat of a White House limousine immediately behind the ambulance. The motorcade was accompanied by motorcycle police and arrived at the White House at 4:24 a.m. The casket was taken immediately to the East Room and placed in the center of the room on a catwalk.



Clinton J. Hill
Special Agent
U. S. Secret Service



Other Individuals and Organizations
Involved or Interviewed*Youngblood, Rufus W.**Attach 10 to**Exh. 12*THE WHITE HOUSE DETAIL
November 29, 1963*12/18/63*

The following events regarding the assassination of the late President Kennedy, are outlined to the best of my knowledge. No statement is based upon information released by any form of news media.

On Friday, Nov. 22, 1963, I was working on the 8 am to 4 pm shift of the Secret Service White House Detail, and was under the supervision of ATSAIC Emory Roberts. Other agents working that day were Jack Ready, Don Lawton, Glen Bennett, and two agents assigned to Mrs. Kennedy, Clint Hill and Paul Landis.

The Presidential aircraft, AF 1, arrived at Dallas Love Field, Dallas, Texas, at approximately 11:40 am on Nov. 22, 1963. The above-mentioned agents departed the front of the aircraft and assumed protective positions around the President when he departed the rear exit of AF 1. The President walked close to a large crowd and shook hands with the people for approximately 5 or 10 minutes. He then stepped into the Presidential limousine, an open car, and was seated to the right of Mrs. Kennedy, in the rear seat. Governor Connally and his wife were seated in the jump seats of the car, directly in front of the President and Mrs. Kennedy. The Governor was seated to the right of his wife. ASAIC Roy Kellerman was seated in the right front seat of the limousine.

As the motorcade departed Love Field, the President's car was closely followed by the Secret Service follow-up car, which maintained its position throughout the events of the day. Agent Roberts was seated in the front seat of the follow-up car, next to the driver. Kenneth O'Donnell was seated to the left of David Powers, in the jump seats of the car. Agents George Hickey, a driver, and Glen Bennett, were in the rear seat, with Bennett on Hickey's right. Agents Ready and Landis rode the right running board, with Landis behind Ready, and agent Clint Hill and I rode the left running board, Hill being in front of me.

The motorcade was scheduled to last approximately 45 minutes. As we passed through downtown Dallas, crowds were quite heavy, and two motorcycles, on either flank of the Presidential vehicle, were of considerable assistance in keeping the motorcade clear.

As the motorcade cleared the main downtown area, it made a right turn, went approximately one block, and then executed a left turn. After this turn, there was essentially no crowd, and green expanses of lawn stretched to the right and left of the motorcade.

~~CONFIDENTIAL~~ *Commission No. 3*
Secret Service

Directly in front of us was an underpass with a green sign with white lettering, stating "Entering Thornton Freeway".

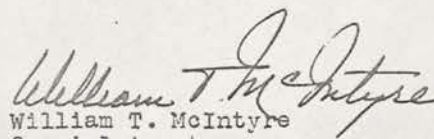
The Presidential vehicle was approximately 200 feet from the underpass when the first shot was fired, followed in quick succession by two more. I would estimate that all three shots were fired within 5 seconds. After the second shot, I looked at the President and witnessed his being struck in the head by the third and last shot. By that time, Mr. Roberts had used the radio in our car to direct the vehicles to a hospital. Most, if not all the agents in the follow-up car had drawn their weapons, and agent Hickey was handling the AR-15. None of us could determine the origin of the shots, and no shots were fired by any agent.

Upon arrival at the hospital, agent Bennett and I escorted then Vice-President Johnson into a vacant treatment room. Agents Youngblood and Kivett stayed with him while agent Taylor and I stood nearby. Agent Bennett established security outside the door to the room.

The shooting occurred at approximately 12:25 pm, and we had reached the hospital at approximately 12:30 pm.

Shortly after 1:30 pm, the Vice-President and Mrs. Johnson were taken to Love Field and placed aboard AF 1. Agents Lawton, Ready, and I established security around the aircraft. Within a short time, Mrs. Kennedy, accompanying the body of President Kennedy, arrived at Love Field, and boarded AF 1. AF 1 then departed Dallas, Texas, at what I think was about 2:15 pm.

At 3:15 pm, agents Roberts, Lawton, Ready, and I departed Dallas, Texas via AF 6970, the back-up plane, and arrived at Andrews Air Force Base at 6:30 pm. We all then returned to the White House, and submitted summarized reports of the day's events to Mr. Roberts.


William T. McIntyre
Special Agent
U. S. Secret Service

~~CONFIDENTIAL~~

November 22, 1963

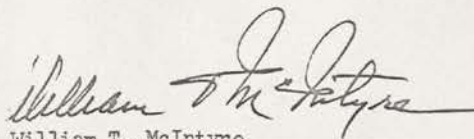
~~Confidential~~

On this date, at approximately 12:30 pm, at Dallas, Texas, I was assigned the post of the left rear area on the running board of the Secret Service Follow-up car. At this time, the President and Mrs. Kennedy were riding in the Presidential limousine, about 30 feet in front of my position.

As we approached the underpass leading to the Thornton Freeway, there was little, if any crowd present. I heard three shots fired and observing the President, noticed that he had been struck by at least one bullet, I thought in the head.

I recall a rolling lawn to the right of the area where the President was shot, and seem to also recall an expanse of lawn to the left of the Presidential vehicle.

I attempted to locate the origin of the shots, but was unable to do so. Both the Presidential vehicle and the Secret Service follow-up car immediately sped to the hospital.



William T. McIntyre
Special Agent
White House Detail

~~Confidential~~

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Youngblood, Rufus

attach 20 to

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12/18/63

~~Confidential~~

STATEMENT OF HURCHEL JACKS, TEXAS HIGHWAY PATROLMAN, MADE ON NOVEMBER 28, 1963.

My name is Hurchel Jacks, Texas State Highway Patrolman. I was assigned on November 22, 1963, to drive the Vice President Lyndon Johnson in the Motorcade from the Airport to the Trade Mart through downtown Dallas. Just prior to turning off Main onto Houston, I noticed it was approximately twenty eight minutes past 12 noon. We just turned from Main onto Houston, drove one block, and turned left. My car had just straightened up from making the left turn. I was looking directly at the President's car at that time. At that time I heard a shot ring out which appeared to come from the right rear of the Vice President's car. Mr. Rufus Youngblood, the Secret Service Agent riding in my car asked me what that was and at the same time he advised the Vice President and Mrs. Johnson to get down. He climbed to the rear of the seat with the Vice President and appeared to be shielding the Vice President with his own body. At that time I heard two more shots ring out. At that time he told me to get out of there as fast as possible. I moved my car up directly behind the Secret Service car following the President. We turned onto Stemmons Expressway and proceeded north. Mr. Youngblood asked if I could see anybody in the President's car. I told him I could not, but that they may be down using protective measures. We drove at a high rate of speed and exited at Wycliff exit off Stemmons Expressway. We turned right on Industrial Boulevard. Mr. Youngblood then asked me how far it was to the Trade Mart. I told him that we weren't going to the Trade Mart, that we had already passed the Trade Mart. We turned left onto Harry Hines and he asked if I knew where we might be going. I told him at that time we were turning left into Parkland Hospital. I told him that somebody must have been hit because we were heading for the hospital.

We drove to the emergency entrance of Parkland Memorial Hospital. The President's car was stopped in the ambulance parking place. At that time I saw that the Vice President, Mrs. Johnson and Senator Yarbrough was out of my car and safely in the hospital. I went back to the President's car to see if I might assist. At that time the Secret Service Agents were removing Governor Connally from the jump seat. I could see that Governor Connally had been hit just below the right shoulder blade in the back. They removed Governor Connally, then picked Mrs. Kennedy from over the President's body. At that time one of the Secret Service Agents said he has been hit, put your coat over him. One of the Agents removed his suit coat and spread it over the President's body from his chest up.

Before the President's body was covered it appeared that the bullet had struck him above the right ear or near the temple. They removed his body at that time. Reporters began to arrive. We were assigned by the Secret Service to prevent any pictures of any nature to be taken of the President's car or the inside.

Thomas D. Kelly
Witness
V 155

Hurchel Jacks
Hurchel Jacks

~~Confidential~~
Commission No. 3
Secret Service

Other Individuals and Organizations
Involved of Interviewed*Youngblood, Rufus W. attacks 21**1-22-64.0 to 1-22-64.12*OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : SAIC Youngblood - Vice Presidential Detail

~~Confidential~~

SUBJECT: Statement of SAIC Rufus W. Youngblood, Vice Presidential Detail (office 1-22), concerning details of events occurring in Dallas, Texas, on November 22, 1963.

At 11:35 a.m., AF-2 plane arrived at Love Field airport, Dallas, Texas. The Vice President, Mrs. Johnson, and others were aboard this plane including ATSAIC Thomas L. Johns, SA Warren W. Taylor, and myself of the Vice Presidential Detail (office 1-22). SA Jerry D. Kivett of the Vice Presidential Detail was on the ground in Dallas ahead of us.

We arrived before the Presidential aircraft, and the Vice President and Mrs. Johnson were met by numerous dignitaries when they disembarked from the plane. ATSAIC Johns, SA Taylor and myself were staying in the immediate vicinity of Vice President and Mrs. Johnson. SA Kivett was working intermittently with us and also keeping up with location of cars, the other airplane, etc.

Prior to the arrival of the Presidential aircraft, I led the Vice President and Mrs. Johnson to the reception line, and when AF-1 was in position and the ramp was in place, led them to the foot of the ramp. They greeted the President and the First Lady upon their arrival. We later followed the Presidential couple and when the Presidential couple went along the fence to greet the public, we did likewise but in a separate group. During this time, I was always in close proximity to the Vice President; Warren Taylor was in close proximity to Mrs. Johnson; and we were both being assisted by Johns and Kivett. When the President took his position in the Presidential vehicle, we did likewise in the Vice Presidential vehicle. The following persons were in the Vice Presidential vehicle when the motorcade departed from the airport at approximately 11:50 a.m., CST.

In the front seat: The driver, Herschel Jacks, Texas Highway Patrol
Other side front seat: ASAIC Youngblood
Rear seat, behind driver: Senator Ralph W. Yarborough
Rear seat, middle: Mrs. Johnson
Rear seat, behind ASAIC Youngblood: The Vice President

The above vehicle was a 4-door Lincoln convertible with the top down. I had a shoulder strap (DCN) portable 2-way radio with me on "Baker" frequency.

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Secret Service

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The following persons loaded into the Vice Presidential follow-up car:

The driver
 ATSAIC Johns
 SA Warren W. Taylor
 SA Kivett
 Mr. Cliff Carter, member of the Vice President's staff

Confidential

ATSAIC Johns had a portable radio which was the companion of the one I had--also on "Baker" frequency. This Vice Presidential follow-up car also had a portable, 2-way radio set on "Charlie" frequency.

When we departed from the airport, the motorcade order was:

Lead car
 Presidential car
 Presidential follow-up car
 Vice Presidential car
 Vice Presidential follow-up car
 Other cars--press, dignitaries, busses, etc.

During the motorcade, the order listed above was not changed and remained so until we arrived at the hospital.

Upon leaving the airport, we were proceeding to the Trade Mart and were due to arrive there at 12:30 p.m. We were proceeding at a slow pace to this destination, which was entirely normal due to the large crowds of people along both sides of the motorcade route. During our motorcade, the Presidential vehicle made some stops to greet well-wishers. Our speed and the stops were naturally controlled by the Presidential car. I was working both in and out of the Vice Presidential car on these stops. To my recollection, the Vice President did not leave the vehicle during the motorcade. Several times during the motorcade, I was in radio contact with the Vice Presidential follow-up car concerning times, distances, etc.

During the motorcade, I instructed our driver to keep some distance (about two or three car lengths) behind the Presidential follow-up car while we were going at slow speeds.

The motorcade had just cleared the congested downtown area and made a right turn. I recall observing an illuminated clock sign on a building--the time was 12:30 p.m., which was the time we were due to be at the Trade Mart. The motorcade then made a left turn, and the sidewalk crowds were beginning to diminish in size. I observed a grassy plot to my right in back of the small crowd of bystanders on the sidewalk; some tall buildings; a downhill grade ahead where the street went under what appeared to be a railroad overpass. We were about two car lengths behind the Presidential follow-up car at this time.

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~~Confidential~~

I heard an explosion--I was not sure whether it was a firecracker, bomb, bullet, or other explosion. I looked at whatever I could quickly survey, and could not see anything which would indicate the origin of this noise. I noticed that the movements in the Presidential car were very abnormal and, at practically the same time, the movements in the Presidential follow-up car were abnormal. I turned in my seat and with my left arm grasped and shoved the Vice President, at his right shoulder, down and toward Mrs. Johnson and Senator Yarborough. At the same time, I shouted "get down!" I believe I said this more than once and directed it to the Vice President and the other occupants of the rear seat. They all responded very rapidly. I quickly looked all around again and could see nothing to shoot at, so I stepped over into the back seat and sat on top of the Vice President. I sat in a crouched position and issued orders to the driver. During this time, I heard two more explosion noises and observed SA Hickey in the Presidential follow-up car poised on the car with the AR-15 rifle looking toward the buildings. The second and third explosions made the same type of sound that the first one did as far as I could tell, but by this time I was of the belief that they definitely were shots--not bombs or firecrackers. I am not sure that I was on top of the Vice President before the second shot--he says I was. All of the above related events, from the beginning at the sound of the first shot to the sound of the third shot, happened within a few seconds.

In my crouched position, I observed the people on the streets to scatter; heard some shouts; saw the motorcade increase speed, and I knew we were making a rapid evacuation. I shouted to the driver to stick with them and stay close. We then began moving very fast. I then called on my portable radio, which I had with me, to the Vice Presidential follow-up car and ordered them to switch to "Charlie" frequency. As I switched to "Charlie," I heard some transmission from the Presidential follow-up car. From fragments of what I heard and what I saw, I knew that the President had suffered injury. I could see an agent (who had previously run from the Presidential follow-up car, although I did not observe this when it happened) lying across the trunk turtle of the Presidential car above the President and Mrs. Kennedy. I heard enough radio transmission to know we were headed for a hospital. I could also see the agents in the Presidential follow-up car waving our car to come up close, and I told our driver to stay as close and go as fast as he could without having a wreck.

This driver wasn't talkative and he wasn't excitable. He responded to everything I said. He did an excellent job.

During this ride to the hospital, I had some brief conversations with the Vice President and Senator Yarborough in response to their questions. I told the Vice President that the President must have been shot or wounded, but I did not know his condition. I told the Vice President and Mrs. Johnson to follow me and the agents as closely and quickly as possible when we got to our destination. They agreed to do this.

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When we got to the hospital, my agents (SA's Kivett and W. Taylor) from the Vice Presidential follow-up car were on the ground by the time we stopped. Also, some agents from the Presidential follow-up car were coming back to assist us. We left the car immediately (Vice President and Mrs. Johnson and myself) and, surrounded by agents, went into the hospital and quickly into a corner of a large room with partitions. We did not stop to look at or for the Presidential car occupants. Senator Yarborough did not go with us. I told one agent (Glen Bennett, Protective Research Section) to stop any traffic into the room unless he knew the person to be a member of our party. Vice President and Mrs. Johnson and myself were in the corner of the room while SA's Kivett and W. Taylor were securing the room by evacuating a couple of occupants and closing blinds, shades, etc. They remained in our immediate proximity. We were shortly joined by ATSAIC Johns, Congressman Thornberry, Congressman Brooks, and Cliff Carter. ATSAIC Roberts, White House Detail, came in and told us that the President was badly wounded and probably would not live. I advised the Vice President that we should evacuate the hospital and go to the airplane and return to Washington, D.C., and the White House.

At this time I had no knowledge of whether the actions that caused the President to be shot were the work of one man, a small group, or what. I felt that the safest place for him, and in the best interests of all concerned, was in the White House. Others who were present also concurred. We were later joined by ASAIC Kellerman who reported the President's condition was very critical. Ken O'Donnell came to the room and told us the same thing, and said we should return to Washington.

During all of this time, many things occurred and I don't recall now the exact order. I talked to Mrs. Johnson and obtained information about Lynda and Lucy, and told SA Kivett to make the necessary calls to have them placed under Secret Service protection. Mrs. Johnson left the room briefly on two occasions, accompanied by SA's Kivett and W. Taylor. I had several conversations with the Vice President about moving the airplane, and at one time he considered moving it to Carswell Air Force Base and driving this distance. We also considered just moving it to another location at Love Field, and this is what I told SA Kivett to have them do, and to have enough fuel for cross-country flight. I told the Vice President that we would drive to the airport with he and Mrs. Johnson in separate cars; that I wanted him to stay down below window level; and that Mrs. Johnson would be accompanied by agents.

I had previously told ATSAIC Johns in the presence of the Vice President that he should go out of the hospital and get two cars on a stand-by, preferably unmarked police cars with police drivers who were familiar with Love Field, etc. I told him we would not return to the motorcade cars. I also told him that we would take an unknown route, and to make sure the drivers were thoroughly familiar with the area. ATSAIC Johns reported back that he had this set up.

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The Vice President and I were both questioning the feasibility of leaving the hospital by the same way in which we had entered it. I told ATSAIC Johns to check on the various exits from which we might enter the cars and make a hasty evacuation, and to get cars at other exits if this could be worked out. While he was gone, ASAIC Kellerman and Mr. Ken O'Donnell came into the room. We learned that the President had died.

The Vice President was concerned about wanting to leave quickly as he had been advised to do, and which he now felt that he should, but he was also very much concerned about leaving without Mrs. Kennedy. It was finally agreed, at the advice of Mr. O'Donnell and others of us, that we would leave the hospital and go to AF-1 (President Kennedy's former airplane), with Mr. O'Donnell and others bringing Mrs. Kennedy as soon as they could remove the body. We were told that Mrs. Kennedy would not leave without President Kennedy's body.

While we were in this room, we were visited by Malcolm Kilduff of the White House Press Secretary's office. I also recall other White House staff people coming in, among whom I think were Mr. Larry O'Brien and, I believe, Mr. Dave Powers. I remained in the room with the Vice President at all times. Mrs. Johnson made some notes regarding the situation.

We started to leave the room and to evacuate the hospital, and since ATSAIC Johns had not returned, I grabbed one of the agents and told him to run ahead and get the cars ready, and we started out.

As soon as we got outside, we loaded into an unmarked police car--the driver of which was Jesse Curry, Chief of Police, Dallas. The Vice President and I got into the back seat. He got in first and slumped below window-level, and I got in after him. Congressman Homer Thornberry got in the front seat. I was seated behind Congressman Thornberry.

Mrs. Johnson was in the company of SA's Kivett and W. Taylor, and also Congressman Brooks. SA Glen Bennett had also been working very closely with our group since our arrival at the hospital, and he got in the car with Mrs. Johnson.

I ordered the driver (Chief Curry) to drive out and head for Love Field. Congressman Albert Thomas was walking, and seeing Congressman Thornberry, he called out for us to stop and pick him up. I don't believe he saw the Vice President. I told the driver to continue but by this time Congressman Thomas was by the side of the car. The Vice President ordered the driver to stop, whereupon we immediately took the Congressman aboard and proceeded again. Congressman Thomas got in the front seat with Congressman Thornberry being moved over closer to the driver. The Vice President then requested that Congressman Thornberry climb over into the back seat, which he did. Congressman Thornberry

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took a position on the window side behind the driver. We then had the Vice President in the middle of the back seat.

We were momentarily blocked by traffic which was coming onto the hospital access road--a delivery truck, I believe. Rapid police assistance got us through this obstacle, and we continued to the airport. We had motorcycle escort which began using sirens. We asked Chief Curry to stop them from using sirens, which he did by use of his radio.

When we approached the apron at Love Field, I called on my portable radio that we would board AF-1 rapidly and to be ready to receive us aboard. They replied that the plane was ready.

The Vice President and I practically ran up the ramp, followed by the others. I gave several orders to agents and Air Force crewmen about checkpoints at front and rear of plane, and pulling down all shades.

The Vice President went to the stateroom area, and Mrs. Johnson joined us there. Congressmen Thornberry, Brooks, and Thomas were also there. The Vice President told me to observe all of the events that I could, and to tell my agents to make notes, and also to tell any of his staff to do likewise. I passed these instructions on to my agents. I went everywhere the Vice President did, and was present when he called Attorney General Kennedy. He asked the Attorney General about the legal aspects of taking the oath of the President, such as when, where, and who should administer it. The Vice President placed calls to the office of Federal Judge Hughes, and he received a call from the Justice Department. He instructed Marie Fehmer to take down the wording of the oath. The Vice President had another phone conversation with the Attorney General. The Vice President advised me and others that Judge Sara Hughes would be coming to the plane, and I advised other agents and had them pass the word to local security officials. He also asked me to check on the status and location of Mrs. Kennedy and the President's body, and inform him of their estimated time of arrival.

Mrs. Kennedy and the President's body arrived at the plane ahead of Judge Hughes. The Vice President and Mrs. Johnson went to Mrs. Kennedy's bedroom to comfort her.

When Judge Hughes arrived, the oath was administered, and Cecil Stoughton, White House photographer, took photos of this event. His photos show most of those who witnessed this event within the stateroom and thru the passageway door leading to the front of the plane. There were some other witnesses who were not in the pictures since we were on the side of the stateroom where the photographer was. These persons included myself, an Air Force steward, and an agent who was stationed at the rear of the plane with the President's body.

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The oath of office was administered at approximately 2:40 p.m., CST. Judge Hughes and Chief Curry disembarked from the plane, and the plane was airborne from Love Field, Dallas, at 2:47 p.m., CST, enroute to Andrews Air Force Base.

The foregoing account of events is true and accurate to the best of my recollections.

Rufus W. Youngblood

Rufus W. Youngblood
Special Agent in Charge, 1-22

~~Confidential~~

Other Individuals and Organizations
Involved of Interviewed

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

Youngblood, Rufus *Attache 2 3 to*
W. E. H. 12 1-22-614.0

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : ASAIC Thomas L. Johns - Vice Presidential Detail

SUBJECT: Statement regarding events in Dallas, Texas, on Friday,
November 22, 1963.

This personal statement is being submitted at the direction of
SAIC Rufus W. Youngblood, Vice Presidential Detail, office 1-22.

On Friday, November 22, 1963, I was assigned to the Vice Presidential
Detail, office 1-22, and was working the movements of Vice President Johnson
during his travels on this date with ASAIC Youngblood. ASAIC Youngblood
was riding the Vice President's car on all movements and I worked the
Vice Presidential follow-up car. Special Agent Warren W. Taylor was
also working all Vice Presidential movements on this date, and was assigned
to Mrs. Johnson. SA Taylor rode the Vice Presidential follow-up car
when Mrs. Johnson rode in the car with the Vice President.

On this same date, the Vice President and party arrived Love Field,
Dallas, Texas, at 11:35 a.m., CST. President Kennedy and party arrived
Love Field at 11:38 a.m., CST, and at 11:50 a.m., CST, the Presidential
and Vice Presidential motorcades departed Love Field en route to the
Trade Mart where the President was to speak.

The motorcade and security personnel were as follows:

- President's car
- Secret Service follow-up car
- Vice President's car: ASAIC Youngblood
- Vice Presidential security car: ATSAIC Johns, and
SA's Taylor and Kivett

The Vice Presidential security car was a 1963 or 1964 Mercury 4-door
sedan driven by a man whom I believe to be an employee of the Texas
Department of Public Safety. Mr. Cliff Carter, Aide to Vice President
Johnson, was seated in the middle front seat; SA Kivett, who was the
Vice Presidential Detail's advance man for Fort Worth-Dallas, was seated
in the right front seat; SA Taylor was seated in the left rear seat; and
I was seated in the right rear seat of this car.

The motorcade had passed through the downtown section of Dallas, and
at approximately 12:35 p.m., CST, I heard two "shots," not knowing whether
they were firecrackers, backfire, or gun shots. These two shots were
approximately two or three seconds apart, and at this time we were on a

~~Confidential~~

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Secret Service

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Page 2

slight downhill curve to the right. On the right-hand side of the motorcade from the street, a grassy area sloped upward to a small 2 or 3-foot concrete wall with sidewalk area. When the shots sounded, I was looking to the right and saw a man standing and then being thrown or hit to the ground, and this together with the shots made the situation appear dangerous to me. I estimate that the motorcade was going approximately 12 to 14 miles per hour at this time, and I jumped from the security car and started running for the Vice President's car. I felt that if there was danger due to the slow speed of the motorcade, I would be of more assistance and in a more proper location with the Vice President's car. Before I reached the Vice President's car, a third shot had sounded and the entire motorcade then picked up speed and I was left on the street at this point. I obtained a ride with White House movie men and joined the Vice President and ASAIC Youngblood at the Parkland Hospital.

I did not have any trouble keeping my balance when getting out of the security car, and it is on this that I base the estimated speed of the motorcade. Also, as the door of the security car opened to the rear, I lost some time in getting out and starting to run for the Vice President's car.

At no time did I see any details concerning persons in President Kennedy's car, as his security car was a large one with agents standing on the running boards and this obscured my view of the President's car.

I arrived at Parkland Hospital at approximately 12:45-12:50 p.m. and immediately joined ASAIC Youngblood with Vice President Johnson. In a few minutes I was directed by ASAIC Youngblood (at the request of Vice President Johnson) to go to ASAIC Kellerman and ask him to give a report on the condition of President Kennedy to Vice President Johnson. I found ASAIC Kellerman and conveyed this message to him, and then I returned to close proximity of Vice President Johnson. Mr. Ken O'Donnell came to the Vice President and advised that President Kennedy was in a "bad way" and advised Vice President Johnson to return to Washington, D.C. Those present with Vice President Johnson were Mrs. Johnson, Congressman Homer Thornberry, ASAIC Youngblood and, most of the time, Congressman Jack Brooks and Special Agents Jerry Kivett and Warren Taylor.

ASAIC Youngblood then requested that I obtain transportation (cars) for the Vice President, and to have drivers who were thoroughly familiar with any and all routes from the hospital to Love Field, and to have added police protection placed at Love Field. I went outside the hospital and spoke to an inspector--highest ranking police officer. We discussed cars for use of the Vice President, and possibly other members of his party, and he offered the use of several unmarked police cars. Chief Curry, Dallas Police, then joined us, and in further discussion they stated that they would send a large police detail to Love Field and "completely secure it." The Police Inspector himself then stated that he would drive Vice President Johnson to the airport.

~~Confidential~~

1-22-61h,0

Page 3

I returned to the Vice President and ASAIC Youngblood and heard Ken O'Donnell inform Vice President Johnson that President Kennedy had died. To the best of my knowledge I believe that the Vice President learned from Mr. O'Donnell that Mrs. Kennedy was getting a casket, and would proceed as soon as she could to AF-1 for return to Washington, D.C., with President Johnson on the same plane.

At the request of ASAIC Youngblood, I then went and got the hospital building superintendent, and with him started looking and checking out another exit to use from the hospital. I was gone about ten minutes, and when I returned to last location in the hospital of the Vice President and ASAIC Youngblood, I learned that they had just departed the hospital en route to AF-1.

I went outside the hospital, and with Mr. Cliff Carter and Mr. Jack Valenti, staff member and friend of Vice President Johnson, respectively, and Captain Cecil Stoughton, I obtained a police car and driver, and all of us drove to Love Field, and I went aboard AF-1 and rejoined the Vice President and ASAIC Youngblood.

I then conferred with Col. James Swindal, pilot of AF-1, and a decision was made to remove seats from small rear compartment of AF-1 for use of Mrs. Kennedy and the casket containing President Kennedy's body. Also, passengers on board were identified and a manifest started at front entrance to AF-1, the rear entrance being reserved for Mrs. Kennedy.

Via radio-telephone, I then talked with SAIC Behn, White House Detail, Washington, D.C., and informed him that Mrs. Kennedy and the body of President Kennedy would accompany the Vice President back to Washington, D.C.

At approximately 2:30 p.m., Federal Judge Sarah Hughes came aboard AF-1, and gave the Presidential Oath of Office to Vice President Johnson, witnessed by all at the request of the Vice President.

AF-1 then departed Love Field, Dallas, Texas, immediately following the above, at 2:50 p.m., CST, en route for Andrews Air Force Base, Maryland, and I was aboard the plane.

Thomas L. Johns
Thomas L. Johns
ASAIC, 1-22

~~Confidential~~

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

Other Individuals and Organizations
Involved or Interviewed*attach 24 to
Youngblood, Rufus Exh. 12
w. 1-22-614.0*

U.S. Secret Service

TO : Chief

DATE: Nov. 29, 1963

FROM : SA Jerry D. Kivett - Vice Presidential Detail

~~Confidential~~SUBJECT: Statement regarding events in Dallas, Texas, on Friday,
November 22, 1963.

I arrived Love Field, Dallas, Texas, at approximately 10:30 a.m., CST, from Fort Worth, Texas. I was driven from Fort Worth by SA Warner, Dallas Field Office, and SA Shannon was also in the car. SA Shannon had worked the previous midnight at Fort Worth and was catching a commercial flight from Dallas to Austin in order to work the following midnight at the LBJ Ranch.

Upon arrival at Love Field, I immediately contacted SA Lawson, and assisted him in advance arrangements prior to the arrival of the President and the Vice President. I assisted him in arranging motorcade cars and various other duties as he directed. I contacted the local representative of Continental Airlines and obtained four pillows to be used in case the President and his party wanted to sit on the back of the convertible. I was in constant contact with Art Bales as to the exact location and time of arrival of the Vice President and Presidential aircraft. I also conferred with Mr. Jack Peuterball (phonetic), political advance officer, on who was going to greet the Vice President when he arrived.

AF-2, with the Vice President and party aboard, arrived at 11:35 a.m., CST. I was at the foot of the ramp when Vice President and Mrs. Johnson and party disembarked. Vice Presidential Detail agents accompanying the Vice President were ASAIC Youngblood, ATSAIC Johns, and SA Taylor. Other White House Detail agents were also on board. The Vice President was greeted by the local committee consisting of 15 persons. ASAIC Youngblood and ATSAIC Johns remained in close proximity to the Vice President; SA Taylor remained in close proximity to Mrs. Johnson; and I was making sure that the Vice President and others moved to the proper area to greet the President, and also was keeping an eye on the Presidential plane so as to advise ASAIC Youngblood of its location.

AF-1, with the President and party aboard, arrived at 11:40 a.m., CST. The Vice President was at the foot of the ramp to greet President and Mrs. Kennedy when they descended the steps of the plane. After the President was greeted by the reception committee (same committee that greeted the Vice President), he walked past his automobile and up to the crowd which was behind a waist-high cyclone fence. He and Mrs. Kennedy began to shake hands with those assembled there. The Vice President and Mrs. Johnson also went past their cars to the fence and also started shaking hands. ASAIC Youngblood and ATSAIC Johns remained in close proximity to the Vice President, with SA Taylor in close proximity to

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Mrs. Johnson. I was alternating between remaining in close proximity to the Vice President and seeing that the Vice President's car and follow-up car were staying right behind the Presidential car and follow-up car as President and Mrs. Kennedy and Vice President and Mrs. Johnson moved down the fence to their left shaking hands.

When President and Mrs. Kennedy took their positions in their car, I assisted ASAIC Youngblood and ATSAIC Johns in getting Vice President and Mrs. Johnson in their car. The Vice Presidential car was a 1964 Lincoln convertible with the top down. The driver was Herschel Jacks, Department of Public Safety, and ASAIC Youngblood rode in the right front seat. In the back seat were Senator Yarborough, Mrs. Johnson, and the Vice President-- left to right. As the motorcade started moving out, I ran alongside the Vice President's car for approximately 15 to 25 yards and then jumped into the Vice Presidential follow-up car, a 1963 Mercury 4-door sedan. This vehicle was driven by Joe Rich, Department of Public Safety, with Cliff Carter, Executive Assistant to the Vice President, in the middle front seat, and I was in the right front seat. SA Taylor and ATSAIC Johns were in the back seat, left and right sides respectively. The motorcade proceeded out of the airport and along the motorcade route.

The entire route was well lined with people, and on several occasions when the crowds were large, I opened the door of the vehicle to be prepared to get out if necessary.

During the entire parade route, I could not see the Presidential car well, but I could see the Presidential follow-up car and observed the agents standing on the running board.

On one occasion (exact location unknown), the Presidential car stopped and a few well-wishers went over to the car to shake his hand. The stop was very brief and none of the crowd made an attempt to shake the Vice President's hand. During this time I had the door open and was standing halfway out of the car, prepared to go up to the Vice President's car if necessary. During the motorcade, as we moved further downtown, the crowd became increasingly heavy and I noticed numerous persons watching the motorcade from windows of the various buildings we passed. All agents in the Vice Presidential follow-up car were closely observing the crowd both along the streets and watching from the windows.

Approximately three minutes before the assassination, in the very downtown part of Dallas, I observed a young white male approximately 21 years old, running toward the Presidential car. As he got alongside the Presidential follow-up car, SA Ready, who was working the right front running board, jumped down from the follow-up car and forcibly shoved this individual back into the crowd. We continued along the motorcade route and turned off Main Street. At this point, SA Lawson in the lead car gave a "5-minutes to Trade Mark signal"--moments later the first shot was heard.

See additional statement for actions during and after assassination.

~~Confidential~~

Jerry D. Kivett
SA Jerry D. Kivett

Statement by Jerry D. Lavett concerning the events of November 22, 1963.

November 29, 1963

I was riding in the Vice Presidential follow-up car immediately behind the Vice President's car and the third car behind the President's car. The Vice President's car was a 1964 steel gray Lincoln convertible, borrowed from Ford Motor Company, Dallas, Texas and was driven by Herschel D. Jacks, Texas Department, Public Safety. ASAIC Youngblood was riding in the right front seat of this vehicle. In the back seat were Senator Yarborough, Mrs. Johnson, and the Vice President, left to right. The Vice Presidential follow up car was a 1963 yellow 4-door Mercury Sedan, also borrowed from Ford Motor Company, driven by Joe H. Rich, Texas Department, Public Safety. Cliff Carter, Executive Assistant to the Vice President was seated in the middle of the front seat and I was seated in the right front seat. In the rear seat was SA Taylor and ATSAIC Johns, left to right respectively. The motorcade had just made a right turn from Main Street and then made an immediate left turn on to Elm Street. The motorcade was heading slightly downhill toward an underpass. As the motorcade was approximately 1/3 of the way to the underpass, traveling between 10 and 15 miles per hour, I heard a loud noise - - - someone hollared "What was that?" It sounded more like an extremely large fire-cracker, in that it did not seem to have the sharp report of a rifle. As I was looking in the direction of the noise, which was to my right rear, I heard another report - - then there was no doubt in my mind what was happening - - I looked toward the Vice Presidential car, and as I did so, I could see the spectators, approximately 25-50, scattering - - some were falling to the ground, some were running up a small hill, and some were just standing there stunned - - here I heard the third shot. I could see the President's car, and observed Mrs. Kennedy, who seemed to be standing in the car and trying to get out. I was getting out of the car to get to the Vice President's car and assist Youngblood; I had reached for my gun but did not draw it for I could not tell where the shots were coming from; when I saw the Presidential car speed down the street, since I could not get to the Vice Presidential car, I fell back into the follow-up car and hollared to the driver to go-go, and the car lurched forward behind the Vice President's car. During this time, I don't know exactly what happened, but it seems that the Vice Presidential follow-up car was moving quite slow. ATSAIC Johns was out of the car (I have no knowledge of what actions he took), and as we moved out, ATSAIC Johns was left. SA Taylor was seated to my left rear, and since all the actions took place on my right, I do not know what action he took. Cliff Carter, to the best of my knowledge remained still in the middle front seat.

Once we left the area, I could see all three cars - - the President's car (I could not see any principal party and could only see Clint Hill on the back of the car) - - The follow-up car, with some agent holding the AR-15 pointed in the air - - The Vice President's car (I could not see the Vice President, but could see ASAIC Youngblood lying over the area where he had been sitting - - I don't recall seeing Mrs. Johnson or Senator Yarborough). We were traveling at a high rate of speed. ATSAIC Roberts said over the radio, and this is not a direct quote but to the best of my recollection - - To the hospital - to the hospital, as fast as possible - Lawson, are we going to the hospital? - Hurry, he's hit - - Then Roberts called to Youngblood, I answered since Youngblood was using Baker frequency with our follow-up car; however, I had a Charlie set in the follow-up car also. Roberts said

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November 29, 1963

to cover our man good, I replied that Youngblood had him covered - - at this point Youngblood, who had switched his radio to Charlie answered and stated that he had him covered and to take of, we were right behind them. It took approximately 4 minutes from the time the first shot was fired until we reached the hospital. As soon as we reached the hospital, ASAIC Youngblood and myself ran the Vice President into the Hospital and continued running with him until we reached an isolated room. SA Taylor immediately followed with Mrs. Johnson. As we were taking the Vice President into the hospital, Roberts informed him that the President had been shot and was critically injured and probably would die. Once inside the hospital, we had the Vice President and Mrs. Johnson in an isolated room. We pulled all window shades so as no one would know our exact location. At first it was the Vice President, Mrs. Johnson, Youngblood and myself. Moments later, Emory Roberts came in and said the President would not make it. A discussion followed as to what action would be taken and all agents were in agreement that we should leave the hospital as soon as possible, fly to Washington and go to the White House, which was the safest location for the Vice President to go. The Vice President asked for Congressman Homer Thornberry. and Congressman Jack Brooks to join him in the isolated room, he also asked that someone go to get coffee for he and Mrs. Johnson. Cliff Carter who also had come into the room went to get the coffee. Roy Kellerman came into the room and discussed the President's condition with the Vice President. The Vice President did not want to leave the hospital immediately and fly to the White House because he said it would appear presumptuous on his part. ASAIC Youngblood told me to get in touch with Austin, Texas and Washington, D. C. and have agents assigned to the Vice President's daughters immediately. I located a phone which was being manned by a member of a telephone company, who had accompanied the Presidential party and who had an open line to the Signal Board in Washington. I asked first for Chief Rowley, then Chief Paterni and ended up talking to Chief Wildy. I told him to call Austin and have an agent assigned immediately to Lynda Bird Johnson and as she could probably be located at Kinsolving Dormitory, University of Texas. That an agent should also be assigned immediately to Lucy Baines Johnson, who could best be located at National Cathedral for Girls, Washington, D. C. Since I was talking to the Signal Board I asked for Austin, Texas. I talked to SA Paine, advised him to get an agent with Lynda as soon as possible. He put SA Lockwood on the phone and I told him to find Lynda and stay with her until he heard further word and that she was probably at Kinsolving Dormitory, University of Texas. Upon completing these calls, I went back to the room where the Vice President was.

Mrs. Johnson stated that she would like to visit Mrs. Kennedy and Mrs. Connally. Someone, I don't remember who, I think it was a member of the hospital staff, showed Mrs. Johnson to Mrs. Kennedy's location and to Mrs. Connally's location where she visited briefly with each. She was accompanied at all times by SA Taylor and myself. Upon returning to the isolated room where the Vice President was located, I overheard Ken O'Donald tell the Vice President that the President was dead. It was then decided to leave the hospital immediately. ASAIC Youngblood told me to get in touch with Air Force One to advise them to fuel for a cross country flight and to move to another

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November 29, 1963

part of the airport. I located a phone which was opened to the Dallas Signal Board and contacted Air Force One, cannot recall who I talked to. I advised them to refuel the plane for a cross country flight, and to move it to another location. I was advised that the plane was refueled and ready to go and that they were in the process of trying to locate another location. I told him to call me back as soon as they moved to a new location. I returned to the room where the Vice President was and Youngblood told me we are leaving right now. We exited from the hospital by the same room we had entered. SA Taylor and myself accompanied Mrs. Johnson, placed her in an unmarked police Sedan and drove immediately behind the car carrying the Vice President to the airport. A car of Secret Service agents followed directly behind us. This vehicle (the one Mrs. Johnson was in) was driven by a uniform police officer, name unknown, with SA Taylor, SA Bennett, in the front seat; in the rear seat were Congressman Brooks, Mrs. Johnson, and myself, left to right. I requested Mrs. Johnson to crouch down in the seat so that she could not be seen from the outside, she did so immediately. Upon arrival to the airport (Love Field) SA Taylor and myself ran Mrs. Johnson up the ramp into the airplane. Upon instructions from ASAIC Youngblood, all window shades in the airplane were pulled down and check points were established at both doors leading to the Vice President's area of the airplane, (Air Force One). At first the Vice President was put in the State Room, i. e. where the beds were; however he said this was in bad taste and he moved up to the sitting room, i. e. where the table and television set are located. At first inside this area where the Vice President, Mrs. Johnson, Cliff Carter, Marie Fehmer, Jack Valenti, members of the Vice President's staff, Paul Glynn, Vice President's Air Force Valet, ASAIC Youngblood and myself. S. Taylor manned the check point at the front door leading to the State Room and SA Bennett manned the check point at the rear door leading to the State Room. There followed a series of conferences between the Vice President, Congressman Horner Thornberry, Congressman Jack Brooks, and Albert Thomas. The Vice President and the others in the State Room were also watching television accounts of the President's Assassination. I do not recall what necessarily was discussed and at one time or another various members of the White House staff came back to the State Room to talk to the Vice President. It was decided that the plane would remain and wait for Mrs. Kennedy and the President's body. Malcolm Kilduff asked me to inquire of the Vice President if he wanted any press to go back on the plane with him. I inquired of the Vice President wishes in this matter and he said yes, let me talk to Kilduff. I then asked Kilduff to come in and talk to the Vice President. About this time we received word that Mrs. Kennedy and the President's body were on the way. During the discussions that took place in the State Room, the Vice President stated that he had talked with the Attorney General and they agreed that the Vice President should take the oath of office of President of the United States as soon as possible. The Vice President added that he had been able to contact Judge Sarah T. Hughes and she would be at the plane in 10 minutes to administer the oath of office. About this time Mrs. Kennedy and the President's body arrived at the airplane. The Vice President and Mrs. Johnson attempted to console Mrs. Kennedy in the State Room where she was. It was cleared of all personnel exception of Vice President, Mrs. Johnson, Mrs. Kennedy,

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November 29, 1963

~~Confidential~~

ASAIC Youngblood, and a member or two of the White House staff, exactly who I cannot recall. Judge Hughes soon arrived and prepared to administer the oath of office. The Vice President invited all who wished to observe the proceedings into the State Room. I do not know exactly who was there, but to the best of my knowledge the following persons were there: Vice President, Mrs. Johnson, Mrs. Kennedy, Ken O'Donald, Dave Powers, Congressmen Brooks, Thomas, and Thornberry, Marie Fehmer, Elizabeth Carpenter, Cliff Carter, Jack Valenti, Paul Glynn, ASAIC Youngblood, ATSAIC Johns, myself, Mariam Smith of the United Press International and Captain Stoughton, White House photographer. The Vice President took the oath of office at approximately 2:40 PM in the airplane and it was airborne enroute to Washington, D. C., at 2:47 PM.

The foregoing account of events is to the best of my knowledge.

Jerry D. Livett
Jerry D. Livett
Special Agent

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OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

1-22-61h.0

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : SA Warren W. Taylor - Vice Presidential Detail

SUBJECT: Statement regarding events in Dallas, Texas, on Friday,
November 22, 1963.

On Friday, November 22, 1963, I was working as a Special Agent with the Vice Presidential Detail, U.S. Secret Service, on a special assignment with Mrs. Johnson in Dallas, Texas, for the President's visit there.

At 11:35 a.m., CST, I arrived at Love Field, Dallas, Texas, aboard AF-2 with Vice President and Mrs. Johnson. Vice President and Mrs. Johnson disembarked from the plane and I remained in close proximity to Mrs. Johnson while she and the Vice President went over to a crowd awaiting the President's arrival behind a fence surrounding the field. Vice President and Mrs. Johnson were at the foot of the ramp upon which the President and Mrs. Kennedy disembarked from AF-1 at 11:38 a.m., CST. Again, I was in close proximity to Mrs. Johnson. President and Mrs. Kennedy and Vice President and Mrs. Johnson all went back to the area of the general public and again shook hands for a short period of time. At 11:50 a.m., CST, the Presidential and Vice Presidential motorcades departed Love Field, and at that time I was working the Vice Presidential follow-up car.

The automobile in which I was riding was a late model Ford 4-door sedan driven by an unknown man whom I was later told is an officer with the Texas Department of Public Safety. Special Agent Kivett was riding in the front right seat, and ATSAIC Johns was in the right rear seat. Mr. Cliff Carter, a member of the Vice President's staff, was riding in the middle front seat, and I was in the rear left seat.

On the way to the Trade Mart where the President was to speak, large crowds of people were along the side of the road, and as we entered the downtown area, I observed extremely large crowds along the streets and in all of the windows of large buildings on the route.

Our automobile had just turned a corner (the names of the streets are unknown to me) when I heard a bang which sounded to me like a possible firecracker--the sound coming from my right rear. Out of the corner of my eye and off slightly to the right rear of our car, I noticed what now seems to me might have been a short piece of streamer flying in the air close to the ground, but due to the confusion of the moment, I thought that it was a firecracker going off.

As a matter of course, I opened the door and prepared to get out of the car. In the instant that my left foot touched the ground, I heard

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Youngblood, Rufus
attach 25 to
Exh. 12

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two more bangs and realized that they must be gun shots. Also at that instant, the car paused slightly and I heard something over the radio to the effect that something or someone had been shot. At that moment, the car picked up speed and I pulled myself back into the car. During the aforementioned I also noticed that ATSAIC Johns had completely jumped out of our car, and as we sped away, I believe he was knocked to the ground and left in the street. I recall hearing SA Kivett telling the driver to "go, go, stay right behind the car." During all of the aforementioned, I could see ASAIC Youngblood, in the Vice President's car immediately in front of us, jump to the back seat and cover the Vice President.

I was not looking at the President's car at the time and did not notice his car until we were well on our way to Parkland Hospital. When I did point my attention to the President's car, I could only notice SA Hill, White House Detail, lying across the trunk lid of the President's car. At no time subsequent to the first shot did I ever see the President or what had happened to him.

In approximately three minutes from the time of the last shot, we arrived at Parkland Hospital, Dallas. When we arrived at the hospital, I jumped out of the follow-up car, grabbed Mrs. Johnson from her car, and took her as quickly as possible into the hospital, following the Vice President. We went immediately to what I believe was a room in the emergency section of the hospital--a large room divided into sections by curtains hanging from the ceiling to the floor.

Vice President and Mrs. Johnson, accompanied by ASAIC Youngblood and SA Kivett, went immediately to one corner of the room, and I proceeded to move a secretary and an unknown negro male, whom I believe was a patient, out into the hall. I drew all the blinds and checked the entrances to the room. Finding SA Glen Bennett, Protective Research Section, who was temporarily assigned to the White House Detail, stationed at the doors to the above-mentioned room, I stood by inside the room awaiting instructions. During our short stay in the hospital, SA Kivett and myself accompanied Mrs. Johnson to and from a third floor room where she spoke briefly to Mrs. John Connally, wife of the Governor of Texas. Also during our brief stay at the hospital, I was told by ATSAIC Roberts, White House Detail, to call the Dallas White House switchboard and have them notify AF-1 to prepare for an immediate takeoff. I complied with his order and approximately one-half hour later the Vice President and Mrs. Johnson departed the hospital.

SA Kivett and myself stayed with Mrs. Johnson as we left the hospital and we jumped into an unmarked police car which happened to be standing by. The Vice President, accompanied by ASAIC Youngblood, jumped into another car, and we proceeded to the Dallas airport and AF-1. Also riding in the car with Mrs. Johnson, SA Kivett and myself were SA Glen Bennett and Congressman Jack Brooks. An unknown police officer was driving our car.

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An escort of two motorcycles accompanied the above two vehicles to Love Field without incident. When we arrived at Love Field, we immediately boarded AF-1 and I maintained a checkpoint in the forward compartment of the aircraft until the aircraft was airborne at approximately 2:50 p.m., CST. Between the time we boarded AF-1 and the time of takeoff, the Vice President was sworn in as President in his cabin. There were no unusual incidents during that period of time.

Warren W. Taylor
Warren W. Taylor
Special Agent, 1-22

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DECLASSIFIED
Authority *Trans Dept. 8/12/65*
By *mgj* *8/13/84*

KP
Youngblood, Rufus W.

Press Comm - 9

PRESS RELEASE

3/9/64

The Commission convened at 9:00 a.m. for the purpose of taking testimony. Present at the meeting were the Chairman, Congressman Ford, Senator Cooper and Congressman Boggs. The Chairman requested Congressman Ford to conduct the hearing. Four witnesses were sworn and testified. They were:

Assistant Special Agent in Charge Roy H. Kellerman

Special Agent William R. Greer

Special Agent Clinton J. Hill who was in the follow-up car and was assigned to protect Mrs. Kennedy.

Assistant Special Agent in Charge Rufus W. Youngblood, assigned to the protection of Vice President Johnson and was in the front seat of the Vice Presidential car.

Each of these agents testified as to the events of November 22 from early morning until return of the Presidential plane with the body of President Kennedy.

The following witnesses will be examined tomorrow:

Arnold Louis Rowland

Amos Lee Euins

James Richard Worrell

Robert H. Jackson

Mr. J. Lee Rankin, General Counsel, was confined to his home today with influenza.

March 9, 1964

KP
Youngblood, Rufus INV 5

MEMORANDUM

March 11, 1964

TO: Mr. J. Lee Rankin

FROM: Arlen Specter

SUBJECT: Witnesses Who Testified Before the Commission on March 9 and 10, 1964

On March 9, 1964, Roy H. Kellerman, William R. Greer, Clinton J. Hill, and Rufus W. Youngblood testified before the Commission. As you know, I interviewed those witnesses on March 3rd and 4th at which times they told me of the assassination events just as they were set forth in their statements previously provided to us by the Secret Service.

The testimony of the four Secret Service agents was very similar to the information provided in their prior interviews. Mr. Kellerman added a significant element when he testified before the Commission that he believed there must have been more than three shots. I then developed fully all of the factors which led to that conclusion. Mr. Greer told me on March 3rd that he recollected only two shots, but testified that he heard three shots. All four witnesses impressed me as being credible. Mr. Kellerman tended to elaborate on the events with explanations of the various occurrences. Mr. Greer testified in an abbreviated fashion sticking close to what he knew for sure. Mr. Hill was an extremely articulate witness and had a thorough grasp of all the factors about which he testified. Mr. Youngblood also was quite articulate and poised in his testimony.

In my opinion all these witnesses did their very best to recount the situation as they recollected it. Notwithstanding that, it is my conclusion that they do not accurately recall many of the details on the precise time or sequence of shots or their exact movements and reactions during the crucial 5 or 6 seconds.

Since the question had not been resolved as to the policy on interviewing witnesses with or without a verbatim transcript in advance of their testimony, I did not interview Robert H. Jackson, Arnold Louis Rowland, James Robert Worrell or Amos Lee Buins in advance of their being called to testify before the Commission. In my

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J. L. R.

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view their testimony would have been somewhat better organized and more coherent with a pre-testimony interview; but all factors considered, their testimony went reasonably well.

Mr. Jackson was the oldest and most mature of this group and was a very credible witness. Trained as a photographer, it is my conclusion that substantial reliance can be placed upon his observations, especially in view of his spontaneous declaration at that time, corroborated by the other witnesses in the automobile with him. Mr. Jackson gave the impression of being confident of the factors he recollected and was, in general, an impressive witness.

Arnold Louis Rowland presented the picture of being a good-looking, bright, well-dressed young man. While he has the face of an 18-year old, he has the carriage and demeanor of an individual somewhat older. He gave the impression of being alert and intelligent, and he testified that he had straight As during most of his high school career and had an I.Q. of 147. At the conclusion of his testimony he broke down when Senator Cooper asked a well-intended question as to whether it occurred to Mr. Rowland to call to the attention of a nearby policeman the presence in the window of the man with the gun. Rowland answered that that was a recurring dream which he had which indicated his deep emotional involvement in the event.

There are many details of Rowland's testimony which cast significant doubt as to whether he could have observed and remembered so much. He testified that he had told the FBI on two occasions about the negro gentlemen in the alleged assassination window which, of course, must be checked out. My impression was that the witness was telling the truth as he remembered it, but he had obviously thought about the subject on a great many occasions and has passed the assassination scene frequently which may provide the basis for his reconstruction of the event.

Congressman Ford did not notice that Rowland was starting to become upset and began to ask a line of questions which the Chief Justice interrupted. Congressman Ford asked me to ask the questions informally of Rowland which I did in the intervening recess, but they were not put on the record because Rowland did not return to the afternoon session. The Chief Justice very graciously sent Rowland on a tour of Washington with his chauffeur. Rowland told me that he passed by the assassination scene every day because it was on his way to work, but he had never gone back to the scene and stood there to try to recreate what he saw. I have drafted a brief memorandum to Congressman Ford on this subject which I am attaching to this memorandum for transmission to him if you approve.

James Richard Worrell was a very dull and inarticulate witness. He impressed me as being honest and straight forward, but not very alert. I do not place a great deal of reliance on his testimony and the position

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which he described he was in, when he looked up and saw the rifle, was a most awkward position. Worrell testified that he put his head straight back and looked up so that his eyes would have been looking straight upward in a line of extension of 180 degrees from his body. It is very possible that he did see the rifle but it is most likely that he turned in a somewhat different position if, in fact, he did see the rifle.

Amos Lee Euins was an inarticulate young negro boy (age 16) who, nevertheless, did a reasonably good job in relating what he saw. He impressed me as being credible and I evaluate his testimony as being believable. I concluded that it was not worthwhile to resolve the number of minor inconsistencies among his various statements and testimony.

Al [Signature]

Commission No. 1095



TREASURY DEPARTMENT
UNITED STATES SECRET SERVICE

WASHINGTON, D.C. 20220

OFFICE OF THE CHIEF

June 11, 1964

Mr. J. Lee Rankin
General Counsel
President's Commission on the
Assassination of President Kennedy
Washington, D. C.

RP

Dear Mr. Rankin:

There are attached statements made by Secret Service personnel, named below, shortly after November 22, 1963, of their recollection of the events surrounding the assassination of President Kennedy.

William R. Greer
Roy H. Kellerman
Samuel A. Kinney
Emory P. Roberts
Clinton J. Hill
William T. McIntyre
John D. Ready
Paul E. Landis, Jr.
Glenn A. Bennett
George W. Hickey, Jr.
Rufus W. Youngblood

Thomas L. Johns
Jerry D. Kivett
Warren W. Taylor
Stewart G. Stout, Jr.
David B. Grant
Samuel E. Sulliman
Ernest E. Olsson, Jr.
John Joe Howlett
Andrew E. Berger
Robert A. Steuart
Richard E. Johnsen

There are also attached three statements taken from Joe Henry Rich, Hurchel Jacks, and Milton T. Wright, members of the Texas Highway Patrol, who were assigned as drivers in the motorcade on November 22, 1963, in Dallas.

Statements by Special Agent in Charge Sorrels and Special Agent Winston Lawson have been previously made a part of the Commission's records.

Very truly yours,

James J. Rowley
James J. Rowley

Attachments