

GREER, WILLIAM R.

Other Individuals and Organizations  
Involved of Interviewed

BA 89- 3a  
FXO/JWS:kss  
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On November 22, 1963, Special Agents FRANCIS X. O'NEILL, Jr. and JAMES W. SIBERT witnessed the arrival of the President's body on Air Force #1 at Andrews Air Force Base. They accompanied the body in the White House motorcade to the Bethesda Naval Hospital, Bethesda, Maryland. During the course of the subsequent autopsy of the President's body, which was witnessed by aforementioned Agents, they spoke to Mr. ROY KELLERMAN, Assistant to the Agent in Charge of the White House Detail of the Secret Service, and Mr. WILLIAM GREER, a Secret Service Agent who was the chauffeur of the President's vehicle at the time of the assassination. Mr. KELLERMAN was also present in the presidential vehicle, riding next to the driver at the time of the assassination.

Mr. KELLERMAN advised that as the ranking Secret Service Agent with the President's party, he was responsible for the presidential security in Dallas. He stated the advanced security arrangements made for this specific trip were the most stringent and thorough ever employed by the Secret Service for the visit of a President to an American city.

He advised the presidential vehicle had just completed traversing through a throng of people of approximately 250,000, and he had just breathed a sigh of relief as they were approaching an underpass.

He advised he heard a shot and immediately turned around, looking past Governor CONNALLY, who was seated directly in back of him, to the President. He observed the President slump forward and heard him say, "Get me to a hospital." Mr. KELLERMAN then heard Mrs. KENNEDY say, "Oh, no!", as the President leaned towards her. He immediately advised the driver to take the President to the nearest hospital. He said that from the time of the shooting to the time they got to the hospital took approximately eight minutes.

He stated he distinctly heard three shots. He advised he did not see the Governor get hit, nor did he observe the second bullet hit the President.

Mr. KELLERMAN said that the President was breathing and gasping for breath on arrival at the hospital, but did not appear to be conscious.

BA 89- 30  
FXO/JWS:kss

2

Special Agent GREER advised that he was at the wheel of the presidential limousine which was carrying President KENNEDY and his wife and Governor CONNALLY and his wife as well as Special Agent KELLERMAN. He advised that the throngs of people were great and that he had just emerged from the congested area of people and was proceeding into an open area of the highway, which a short distance away passed beneath an overpass.

GREER stated that he first heard what he thought was possibly a motorcycle backfire and glanced around and noticed that the President had evidently been hit. He thereafter got on the radio and communicated with the other vehicles, stating that they desired to get the President to the hospital immediately.

GREER stated that at the time that this incident occurred, he was traveling at the rate of 12 miles per hour and following this incident he "floored" the limousine, following the police escort to the hospital. He estimated that it took him approximately eight minutes to arrive at that location. GREER stated that they have always been instructed to keep the motorcade moving at a considerable speed inasmuch as a moving car offers a much more difficult target than a vehicle traveling at a very slow speed. He pointed out in this connection that on numerous occasions he has attempted to keep the car moving at a rather fast rate, but in view of the President's popularity and desire to maintain close liaison with the people, he has, on occasion, been instructed by the President to "slow down."

GREER stated that he has been asking himself if there was anything he could have done to have avoided this incident, but stated that things happened so fast that he could not account for full developments in this matter.

CR 7

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Mr. ROY H. KELLERMAN advised that he is the Assistant Special Agent in Charge of the White House detail, United States Secret Service. He stated he has been an agent with that organization since December 19, 1941.

On November 22, 1963, he was the senior Secret Service agent assigned to President KENNEDY in Dallas, Texas.

He advised that Air Force Plane Number One arrived at Love Field, Dallas, Texas, on the morning of November 22, 1963. Upon departing from the plane, the President was met by Vice President JOHNSON.

Prior to getting into the White House Limousine which was waiting for the President, the President and the First Lady went to the fence separating the apron from the taxi area. He shook hands with many of the people there.

He then came to his limousine. Protocol dictates that the President be seated in the right rear of the vehicle. The President seated himself in this position and the First Lady sat next to him. Governor JOHN CONNALLY and his wife then entered the vehicle. Mrs. CONNALLY seated herself in the jump seat of the vehicle in front of Mrs. KENNEDY and the Governor was seated in the jump seat in front of the President.

Special Agent WILLIAM GREER of the United States Secret Service was the driver of the Presidential vehicle. Mr. KELLERMAN advised that he sat in the front of Governor CONNALLY, next to agent GREER. KSP

He advised that the President's Car can be covered with a bullet proof bubble, however, it is not used on too many occasions. It was not used on this occasion.

CR 7

On 11/27/63 at White House, W.D.C. File # 89-30  
by SAs JAMES W. SIBERT and FRANCIS X. O'NEILL/dgr Date dictated 11/29/63

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BA 89-30  
JWS:FXO/dgr  
2

The President's seat can be adjusted to a height of approximately ten inches. The only person who can adjust this seat is the President himself. This seat was not elevated on November 22.

KELLERMAN advised that preceding the Presidential vehicle out of Love Field, there was what is known as a lead car. This car belonged to the Dallas City Police Department, in which were Special Agent WINSTON LAWSON, United States Secret Service who was in charge of the Advanced Security in Dallas for the Presidential visit. This car is equipped with a portable radio connected with the Presidential car. The vehicle also had contact with the Dallas City Police Department. In addition to the lead vehicle, there was a motor cycle escort in front of the lead vehicle, along side the lead vehicle and along side the Presidential car. In the rear of the Presidential car was another White House Limousine containing Secret Service Agents. These agents walked along side the Presidential vehicle until the vehicle left the area of the apron. The agents then got into their car and followed immediately in back of the President.

KELLERMAN went on to say that the vehicle passed through the center of town doing the normal speed which was adjusted by the number of people in the crowd and on the streets through which the Presidential vehicle passed. The vehicle went through the center of town on a street, which name KELLERMAN did not recall. Towards the end of town, the vehicle came to a sharp right turn in the street. Few people were on either side at this time. In a matter of a block, the road veered to the left. There were extremely few people on either side of the road at this point. The vehicle was still going at the normal speed which KELLERMAN estimated to be approximately 15 miles per hour. The Secret Service car following the Presidential vehicle was "tight close at hand".

CR7

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BA 89-30  
JWS:FXO/dgr  
3

KELLERMAN advised he does not recall passing the Texas State Book Repository Building. He advised the vehicle appeared to be going down a small decline at which time everybody in the car was seated.

KELLERMAN said he heard a noise like a firecracker

At this point, KELLERMAN advised he had been in almost daily contact for the past three years, with the President, and said he could pick his voice out from any group of people.

Upon hearing a noise like a firecracker, he distinctly and positively heard the President say "My God, I've been hit". KELLERMAN advised he immediately turned his head to the left rear and almost instantaneously heard two additional shots.

Upon turning his head to the left, he observed President KENNEDY with his left hand in back of him appearing to be reaching to a point on his right shoulder. The President fell on Mrs. KENNEDY's lap. She stated "My God, what are they doing to you?" Governor CONNALLY never said a word. Through the corner of his eye, he noticed that Governor CONNALLY appeared to be falling back face up in the lap of his wife. KELLERMAN stated he immediately turned around and advised Mr. GREER, "Get going, we've been hit". KELLERMAN had the microphone in his hand and radioed to LAWSON stating "we've been hit, lead us to a hospital immediately. Tell the police to escort us as fast as they can." He turned back again to the rear of the vehicle and saw Special Agent CLINTON HILL of the Secret Service climbing up on the back of the vehicle. HILL had been one of the agents in the follow-up vehicle immediately in back of the Presidential car. KELLERMAN stated that at this time, to the best of his recollection, the President was lying in the lap of Mrs. KENNEDY. He observed that Governor CONNALLY was now lying with his head up in the lap of Mrs. CONNALLY. KELLERMAN advised he asked agent HILL if he was all right and told him to hang on.

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BA 89-30  
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The Presidential vehicle arrived at the Parkland Memorial Hospital in a matter of minutes. KELLERMAN stated he immediately jumped out of the vehicle and told hospital personnel to bring two stretchers. As the stretchers came out, KELLERMAN and GREER opened the back door of the Presidential car. Governor CONNALLY's eyes were open. He was told by KELLERMAN "Governor CONNALLY, everything is going to be all right". The Governor nodded his head in the affirmative. Three persons got into the vehicle at this time and lifted the Governor onto the first stretcher. They then got back in the Presidential car and with the assistance of KELLERMAN and GREER lifted the President from the lap of Mrs. KENNEDY and put him on the second stretcher. He described the President's head as lying partially on the lap of Mrs. KENNEDY and back against the rear cushion of the back seat. According to KELLERMAN, the President at this time was alive because he noticed that he was breathing. KELLERMAN advised he did not notice the extent of the injury to the President although he noticed a wound in the back of his head. The President's eyes were shut.

KELLERMAN advised the President was immediately taken into the Emergency Ward where several doctors began working with a feverish activity on Mr. KENNEDY to save his life. Several moments late, KELLERMAN stated the President died.

Mr. KELLERMAN said that from the time of this incident he has been going over in his mind the entire activity concerning the assassination of the President. The information that he has furnished to interviewing agents is factual and to the best of his knowledge is everything that occurred on November 22, 1963.

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Mr. WILLIAM ROBERT GREER, Special Agent, U.S. Secret Service, assigned to the White House detail, who resides at 9513 Sheridan, Seabrook Acres, Maryland, was interviewed at The Secret Service Office in the White House and furnished the following information.

GREER serves in the capacity of Senior Agent assigned to driving the President's vehicle in motorcades. Two of the White House vehicles to be used in the Dallas Presidential visit had been flown into Love Field, Dallas, Texas in a C-130 type aircraft on the morning of November 22, 1963. GREER was in company with the Presidential party which arrived at Love Field in Air Force I, a jet used by President KENNEDY. On the President's arrival, all of the vehicles to be used in the motorcade were in position on the ramp and soon after the party had landed, they took their positions in the awaiting cars and the motorcade departed for downtown Dallas.

It is normal procedure for the vehicle bearing the President to be the second car in the motorcade, which follows the lead car generally occupied by local police and the Secret Service Agent who had conducted the advance survey of the route prior to the date of the President's visit. In the Dallas parade GREER was driving the seven-passenger Lincoln Continental "bubble-top" and as customary, President KENNEDY was sitting on the right of the rear seat. Mrs. KENNEDY was seated to his left, Governor CONNALLY was seated directly in front of the President on the "jump-seat" which folds down on the floor between the front and rear seats. Mrs. CONNALLY was seated to the left of her husband on the "jump-seat" and Special Agent ROY H. KELLERMAN, of the Secret Service, was seated to the right of GREER. As this vehicle departed from the ramp at Love Field, additional Secret Service Agents were on foot surrounding the vehicle until it emerged from the crowded area.

The lead car, which was directly in front of the Presidential vehicle, was a police vehicle occupied by members of the City of Dallas Police Department and Secret Service Agent LAWSON, who had conducted the advanced survey of the Dallas route. GREER estimated that the motorcade was traveling at a speed of 15 to 20 miles per hour down the main thoroughfare, which was lined on both sides by vast crowds of people and many additional

On 11/27/63 at Washington, D.C. File # BA 89-30  
by SAs JAMES W. SIBERT & FRANCIS X. O'NEILL Date dictated 11/27/63  
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BA 89-30  
 JWS;FXO:mk  
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persons were observing the motorcade through open windows in office buildings along both sides of the route. The weather was balmy and clear and many of the people were without coats.

The procession made a right turn, facing in the direction of the Book Depository Building and then a left turn, bringing the motorcade in front of this building which was then on the right. The same speed was maintained as the motorcade passed in front of this building and GREER estimates that he had crossed the center line of the building when he heard a noise which sounded like a motorcycle backfire. On hearing this noise he glanced to his right toward KELLERMAN and out of the corner of his eye noticed that the Governor appeared to be falling toward his wife. He thereafter recalls hearing some type of outcry after which KELLERMAN said, "Let's get out of here." He further related that at the time of hearing the sound he was starting down an incline which passes beneath a railroad crossing and after passing under this viaduct, he closed in on the lead car and yelled to the occupants and a nearby police motorcyclist, "Hospital, Hospital!" The lead car sped in the direction of Parkland Hospital closely followed by GREER, who at times floored the accelerator.

On arrival at the hospital, GREER and KELLERMAN jumped out of the vehicle and first removed Governor CONNALLY, who was placed on a stretcher. CONNALLY was removed first in order to push the "jump seat" forward thus permitting removal of the President. GREER recalls helping take the President's stretcher into the emergency operating room. It is his recollection that the President was breathing when removed from the vehicle and transported into this room.

GREER stated that since he was occupied with driving the vehicle, he did not have much opportunity to observe the activity occurring in the rear of the vehicle after the President and Governor were shot.

The following description of Agent GREER was obtained through observation and interview:

Name	WILLIAM ROBERT GREER
Address	9513 Sheridan Street, Seabrook Acres, Maryland
Nationality	American
Race	White
Sex	Male
DOB	9/22/09
Place of Birth	Northern Ireland
Height	5'10"

CR 7

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BA 89-30  
JWS;FXO:mk  
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Weight  
Eyes  
Hair  
Marital Status  
Occupation

175 lbs.  
Blue  
Brown, greying  
Married - one son  
Secret Service Agent since  
November, 1950, after previously  
serving with uniform force, Secret  
Service, since 10/1/45.

CR 7

AS:mla

*KP  
Greer, William*

MEMORANDUM

February 28, 1964

TO: Mr. J. Lee Rankin  
 FROM: Arlen Specter  
 SUBJECT: Written Material Requested in Your Memorandum of February 25, 1964

Attached is an outline of proposed questions as follows:

<u>Witness</u>	<u>Page</u>
SA Greer . . . . .	3
ASAIC Kellerman . . . . .	5
SA Hill . . . . .	6
SAIC Youngblood . . . . .	7
Messrs. Brennan, Rowland, Ewins, Worrell, and Jackson . . . . .	8

Expected Testimony - The essentials of the evidence to be presented by the above key witnesses is set forth in the comprehensive memorandum on Phase I dated February 18, 1964, as follows:

<u>Witness</u>	<u>Page</u>
SA Greer . . . . .	40-41
ASAIC Kellerman . . . . .	41
SA Hill . . . . .	42-43
SAIC Youngblood . . . . .	47
Messrs. Brennan and Rowland . . . . .	49-51
Messrs. Ewins and Jackson . . . . .	52-54
Mr. Worrell . . . . .	54

The four Secret Service Agents are the best eyewitnesses from the Presidential motorcade who will testify on the basic facts of the assassination including time, place, number of shots, spontaneous statements of the key people, and reactions of the victims. The balance of the above witnesses were present at the assassination scene and have provided the best information on the source of the bullets (each having stated that he saw a rifle in an upper-floor window of the Texas School Book Depository Building) and the identity of the assassin (Mr. Brennan having identified Oswald and Messrs. Rowland and Ewins having described an individual with the gun in a way which is consistent with Oswald's appearance).

- 2 -

Reasons for these Witnesses Appearing Before the Commission

These four Secret Service Agents were selected from among the numerous agents involved in the President's trip to Dallas because SA Greer and ASAC Kellerman were the closest to the assassination since they were riding in the President's car. Those two witnesses heard the spontaneous exclamations of President Kennedy and Mrs. Kennedy, and those agents were in a position to witness the immediate reactions of President Kennedy and Governor Connally.

From the President's follow-up car, SA Hill has crucial information to provide since he was probably the first to notice President Kennedy's reaction to the first shot which impelled SA Hill to leave the follow-up car and board the President's automobile. SA Hill rode in the rear seat with the victims to Parkland Hospital and observed their conditions at close range. The third important car in the motorcade was the Vice President's car and from that automobile SAIC Youngblood has important testimony to provide concerning his observations of the assassination and his immediate reaction in shielding the body of Vice President Johnson.

Eyewitnesses Brennan, Arnold Rowland, Ruins, Jackson and Worrell are essential since each witnessed a rifle in an upper floor window of the Texas School Book Depository Building from which the shots presumably came. Mr. Brennan has made an identification of Lee Harvey Oswald and these other four witnesses corroborate the presence, at or near the key window, of a rifle and a man who fits Oswald's general description.

- 3 -

OUTLINE OF QUESTIONS

FOR SA WILLIAM R. GREER:

I. Background and Experience

- A. Age
- B. Education
- C. Special Training
- D. Tenure with the Secret Service
- E. Duties with the Secret Service
- F. Other Investigative or Protective Experience

II. Activities on Trip to Dallas Prior to the Time of Assassination

- A. Witness's Mode of Travel to Dallas (Optional)
- B. President's Automobile
  - 1. Identification of photographs of car
  - 2. Identification of scale drawing of car
  - 3. Description of the car
    - a. Convertible with top down
    - b. Non-bullet proof bubble top (Not on)
  - 4. Mode of travel of the car to Dallas (Optional)
- C. President Kennedy's Activities at Love Field (Optional)
- D. Organization of Motorcade (Optional)
  - 1. Number of cars
  - 2. Occupants of the cars in general
  - 3. Number of motorcycles
- E. Positions of People in the Presidential Car
- F. Events Prior to Arrival at Elm and Houston
  - 1. Size of the crowd
  - 2. Speed of automobile at various times
  - 3. Stopping of the President's car for President Kennedy to greet the crowd

III. Events at the Assassination

- A. Scene (Optional)
  - 1. Estimate of width of the street
  - 2. General description of Dealey Plaza
  - 3. Surrounding buildings
  - 4. Size of the crowd
- B. Speed of President's Car as It Proceeded on Elm after Turning off Houston
- C. Path of the Car (Straight line)
- D. Precise Time of Assassination
- E. The Shots
  - 1. Number of shots
  - 2. Spacing of the shots
  - 3. Description of the shots (Whether the shots sounded the same and what they sounded like)

- 4 -

- F. What, if anything, did he see of President Kennedy & Governor Connally (SA Greer saw Connally fall)
- G. What, if anything, was said by:
  - 1. President Kennedy
  - 2. Mrs. Kennedy
  - 3. Governor Connally
  - 4. Mrs. Connally
  - 5. SA Kellerman
  - 6. Replies by any of the above and SA Greer
- H. The Bullets
  - 1. Did any strike the windshield
  - 2. Did any ricochet off any other part of the car
  - 3. Were any observed in the car
- I. The Windshield
  - 1. Identify photographs of the windshield
  - 2. What damage, if any, was noted immediately after the shots
  - 3. How did the damage change
  - 4. Was the damage all on the inside (Did the witness feel the outside of the windshield)

IV. Trip to Parkland Hospital and Activities There

- A. Precisely when did SA Greer Accelerate the President's Car
- B. Did the witness Radio Ahead
- C. Speed to the Hospital
- D. Escort to Hospital
- E. Route to the Hospital
- F. Time of Arrival at Hospital
- G. President Kennedy's Observable Condition on Arrival
- H. Governor Connally's Observable Condition on Arrival
- I. Action of Hospital Personnel in Removing Victims from Car
- J. Where did Witness Wait at Parkland Hospital (Optional)
- K. With Whom was Witness at Parkland Hospital
- L. Relevant Conversations, if any, at Parkland Hospital

V. Return to Washington (Optional)

- A. Method of Transporting President Kennedy's Body from Parkland Hospital to Love Field
- B. Time of Departure from Dallas
- C. Time of Arrival in Washington
- D. Return of the Car
- E. Later Observations of the Car
- F. Presence at Autopsy

- 5 -

FOR ASAC ROY H. KELLERMAN:

- I. Background and Experience (Same as for SA Greer)
- II. Activities on Trip to Dallas Prior to the Time of Assassination  
(Same as for SA Greer)
- III. Events at the Assassination - In addition to lines of questioning for SA Greer, the following:
  - J. SA Kellerman's Observations of President Kennedy's Reaction to the Initial Shot
  - K. President Kennedy's Statement "My God, I'm hit" after the first shot
  - L. Consequence of the Later Bullet Striking President Kennedy
  - M. Reaction of Governor Connally Being Struck
  - N. Sequence of the Above Events
  - O. Mrs. Connally's Reactions and Statements, if any
  - P. Mrs. Kennedy's Statements ("what are they doing to you?")
  - Q. Mrs. Kennedy's Climbing Out Onto the Trunk of the Car
  - R. Action of SA Hill in Boarding the President's Car
  - S. Action of SA Hill in Moving into Rear Seat
  - T. Action of Mrs. Kennedy in Moving Back into Rear Seat
  - U. Change in Position of President Kennedy's Body upon Entry of SA Hill into Back Seat. (One photograph shows what is presumably President Kennedy's foot sticking out over the side of the rear right hand portion of the car)
  - V. What Opportunities were Present for ASAC Kellerman to Shield the President after the First Shot
  - W. What Impediment was Presented to ASAC Kellerman's Shielding the President by the Glass Partition Separating the Front and Rear Seats
  - X. What Impediment was Presented to ASAC Kellerman's Shielding the President by the Presence of Passengers in the Jump Seats
- IV. Trip to Parkland Hospital and Activities There - In addition to lines of questioning for SA Greer, the following:
  - M. Establishing General Security Arrangements at Parkland Hospital
  - N. Security Arrangements for Vice President Johnson
  - O. Witness's Participation, if any, in Decision for Immediate Return to Washington, D. C.
- V. Return to Washington (Same as for SA Greer)

- 6 -

FOR SA CLINTON J. HILL:

- I. Background and Experience (Same as for SA Greer)
- II. Activities on Trip to Dallas Prior to the Time of Assassination -  
In addition to lines of questioning for SA Greer, it may be desirable to elicit greater particularity from SA Hill on the following:
  - (1) Size of the crowds enroute from Love Field to Elm and Houston.
  - (2) The signs held by individuals in the crowd.
  - (3) The stopping of President Kennedy's car enroute.
  - (4) The effort of male teenager to reach the President's car.
- III. Events at the Assassination - In addition to the lines of questioning proposed for SA Greer and ASAC Kellerman, special attention should be directed to the following areas:
  - (1) President Kennedy's reaction to the first shot which prompted SA Hill to leave the follow-up car and board the President's car.
  - (2) Mrs. Kennedy's movement onto the back of the Presidential car.
  - (3) Mrs. Kennedy's statement to SA Hill. ("They've shot his head off!")
  - (4) SA Hill's acts in moving from the back of the car into the rear seat, including the movements of President Kennedy's body and Mrs. Kennedy.
- IV. Trip to Parkland Hospital and Activities There - In addition to lines of questioning for SA Greer, the following:
  - M. Placement by SA Hill of his Coat over the President's Head and Upper Chest
  - N. Mrs. Kennedy's Unwillingness to Leave the President. SA Hill's acts in assisting in taking President Kennedy into the Emergency Room
  - O. President Kennedy's Condition Upon Arrival at Parkland Hospital, including the Absence of Part of his Skull
  - P. SA Hill's Telephone Conversation with Attorney General Robert Kennedy Immediately after Arrival at Parkland Hospital
- V. Return to Washington (Same as for SA Greer)



- 7 -

FOR SAIC REFUS W. YOUNGBLOOD:

- I. Background and Experience (Same as for SA Greer)
- II. Activities on Trip to Dallas Prior to the Time of Assassination  
(Same as for SA Greer)
- III. Events at the Assassination - In addition to the general questions to be propounded to preceding witnesses, the following topics should be covered on SAIC Youngblood:
  - (1) The precise time of the assassination. (SAIC Youngblood saw an illuminated clock sign on the Texas School Book Depository Building showing the time as 12:30 p.m. when the motorcade was at or near Elm and Houston.)
  - (2) Action he took in shielding Vice President Johnson.
  - (3) When he took that action.
  - (4) Reaction of Vice President Johnson.
- IV. Trip to Parkland Hospital and Activities There- In addition to lines of questioning for SA Greer, the following:
  - M. SAIC Youngblood's Directions to the Driver to Stay Behind the President's Car on the Trip to the Hospital
  - N. Security Arrangements for Vice President Johnson at Parkland Hospital
  - O. Discussions and Decisions to Return Immediately to Washington, D. C.
- V. Return to Washington (Same as for SA Greer)

- 8 -

FOR HOWARD LESLIE BURNHAM, ARNOLD LOUIS HOWLAND, AMOS LEE RUIES  
AND JAMES RICHARD WOODRILL:

Similar lines of questioning may be used for these four witnesses who stood near the intersection of Elm and Houston Streets when the President's motorcade passed by. All four witnesses observed the presence of the rifle on an upper floor of the Texas School Book Depository Building which was presumably the sixth floor window from which the shots allegedly came. These witnesses should be questioned as follows:

- (1) Circumstances preceding their arrival on the scene. (Optional)
  - (a) Their whereabouts and prior activities during the morning of November 22nd.
  - (b) Decision to observe the motorcade at the intersection of Elm and Houston.
- (2) Time of witnesses' arrival at Elm and Houston.
- (3) Precisely where witnesses were located from the time of their arrival at Houston and Elm until the shots were fired.
- (4) Specific activities of each witness from the time of his arrival at Houston and Elm until the shots were fired.
- (5) Specifically what each witness observed, including time sequence.
- (6) Specifically what each witness heard, including time sequence.
- (7) Specific comments made by each witness to any other individual concerning what each witness heard or observed.
- (8) Perhaps question the witnesses concerning the fact that they gave prior statements or affidavits -- consider resolving or explaining inconsistencies between prior statements or between a prior statement and current testimony.

FOR ROBERT H. JACKSON:

The questions of this witness will follow, in general, those for the four preceding witnesses, except that his location at the time of the assassination was in the seventh or eighth car of the Presidential motorcade. That factor and the reason for his presence in the motorcade should be developed in lieu of Question 1, with the balance of Questions 2 through 8 following the proposed questions for the preceding four witnesses.

AS:mln

*Greer, (Sp. Ag.)*  
MEMORANDUM

*Kennedy, John F*  
*4-1*

March 12, 1964

TO: Mr. J. Lee Rankin  
FROM: Arlen Specter  
SUBJECT: Interview of FBI Agents Present at Autopsy

On March 12, 1964, I interviewed Special Agents Francis X. O'Neill and James W. Sibert in my office from approximately 10:00 a.m. to 10:45 a.m.

SA O'Neill and SA Sibert advised that the autopsy surgeons made substantial efforts to determine if there was a missile in President Kennedy's body to explain what happened to the bullet which apparently entered the back of his body. They stated that the opinion was expressed by both Commander Humes and Lt. Col. Finck that the bullet might have been forced out of the back of the President's body upon application of external heart massage. They stated that this theory was advanced after SA Sibert called the FBI laboratory and talked to SA Killian who advised that a bullet had been found on a stretcher at Parkland Hospital. SA Sibert relayed that information to the doctors.

SA O'Neill and Sibert advised that they did not recall any discussion of the theory that the bullet might have been forced out of the body by external cardiac massage until after SA Sibert reported the finding of the bullet on the stretcher; however, neither agent could conclusively rule out the possibility that such a hypothesis was advanced prior to that time, but each expressed the opinion that he thought that theory was expressed after information was obtained about the bullet on the stretcher. SA Sibert advised that he made no notes during the autopsy. SA O'Neill stated that he made only a few notes, which he destroyed after his report was dictated. SA O'Neill advised that he is sure that his notes would not have shown when the Doctors expressed the thought that the bullet might have been forced out by external heart massage, in relation to the time that they learned of the presence of the bullet on the Parkland Hospital stretcher.

I also questioned SA Sibert and SA O'Neill about their interviews of ASAC Kellerman and SA Greer on the portions of the FBI report which Kelleher and Greer have repudiated.

SAs Sibert and O'Neill stated that they interviewed SAs Kellerman and Greer formally on November 27, 1963, and talked to them only informally at the autopsy. SA O'Neill stated that he is certain that he had a verbatim note on Kellerman's statement that the President said "Get me to a hospital" and also that Mrs. Kennedy said "Oh, no." SA O'Neill stated that he was

- 2 -

sure those were direct quotes from Kellerman because O'Neill used quotation marks in his report which indicated that he had written those precise words in his notes, which notes have since been destroyed after the report was dictated. SA O'Neill noted that Mr. Kellerman did not repeat that language in the interview of November 27, 1963, and that in the later interview O'Neill took down what Kellerman said without leading or directing him in any way.

I also asked the two Special Agents about the language in their reports that Greer glanced around and noticed that the President had evidently been hit and thereafter got on the radio and communicated with the other vehicles, stating that they "desired to get the President to the hospital immediately." SAs O'Neill and Sibert advised that to the best of their recollection SA Greer told them just that, but they probably did not make any notes on those comments since their conversation with Greer was an informal one at the time of the autopsy and they did not have an opportunity to make extensive notes in accordance with their normal interviewing procedures.

Dictated from 11:45 a.m. to 12:00 noon

*KP  
Greer, William A*

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*12/18/63*

- 17 -

Lawson frequently had to look back to check on the progress of the President's car and the rest of the time was scanning the area ahead and alongside the car for possible problems, including examination of overpasses or underpasses to see whether any persons had gathered overhead. Policemen had been posted at these locations to keep the people from standing over the path of the motorcade. Sorrels' assignment was to scan the area generally to look for trouble.

(3) The Presidential car. This is a specially built 1961 Lincoln convertible sedan. At Dallas it was driven by SA William A. Greer, and ASAIC Roy H. Kellerman rode in the right front seat. Kellerman was in charge of the Presidential detail at this time and was in radio communication with the lead and follow-up cars. He was one of the three men in charge of the White House Detail who alternate in command on the President's trips, the others being Special Agent in Charge Behn and ASAIC Boring. He was to scan the route generally. If the President's car should stop, Kellerman would get out of the car and stand alongside the car by the President.

The rear of the Presidential car was occupied by the President, who sat in the right rear seat, Mrs. Kennedy, who

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Secret Service*

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Greer, William R  
12/18/63

~~CONFIDENTIAL~~

- 24 -

II. NARRATIVE OF EVENTS IN DALLAS ON NOVEMBER 22, 1963

The Presidential aircraft touched down at Love Field, Dallas, Texas, at about 11:37 a.m., November 22, 1963. The weather was sunny with temperatures in the 70's. At 11:40 a.m., the President came out from the rear exit of his plane and down the ramp, together with Mrs. Kennedy, Governor and Mrs. Connally and other members of his party. ASAIC Kellerman and SA Hill also came out the rear exit. ATSAIC Roberts and SA's Ready, Lawton, McIntyre and Greer, came down the front ramp and with the exception of Greer (the driver of the President's car), promptly joined the others with the President and Mrs. Kennedy. ASAIC Youngblood, assisted by ATSAIC Johns, and SA's Kivett and Warren Taylor, took positions in proximity to the Vice President and Mrs. Johnson.

The President and Mrs. Kennedy then walked down a receiving line, shaking hands with fifteen to twenty persons of the local committee. The First Lady was presented with a bouquet of red roses, and the President with two charcoal drawings in a leather frame which he handed to SA Landis to hold. The President and Mrs. Kennedy then walked over to a lady seated in a wheelchair between the airplane and the chain link fence where the crowd was

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Commission no. 3  
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*KP Greer, William R.*~~Kennedy, John F. 2~~~~CONFIDENTIAL~~

- 27 -

After greeting the people, the President and Mrs. Kennedy moved over to their car, which with the rest of the motorcade had moved up in position near him. During this time many of the party accompanying the President in the plane had taken their assigned seats in the motorcade and as the President and Mrs. Kennedy got into the car the agents took their assigned positions (Exhibit 10). As the motorcade started off slowly, Agents Hill and Ready, who were posted on the left and right front running board of the follow-up car, respectively, came forward to trot alongside the President's car, Hill for about 150 feet, and Ready somewhat less, and then as the procession gathered some speed they resumed their positions on the running boards.

The motorcade left the airport at 11:55 a.m., the President and his party having taken about fifteen minutes in greeting the dignitaries and the people behind the fence. The assignments and instructions of the front cars of the motorcade were as described in the previous section entitled "Organization of the Motorcade."

The motorcade moved along at a speed estimated by SA Greer, driving the President's car at between 15 and 30 miles per hour, through the relatively thinly populated sections at the outskirts

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*Commission No. 3  
 Secret Service*

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Greer, William  
R.

~~CONFIDENTIAL~~

- 23 -

12/18/63

of Dallas between the airport and the downtown section. There were crowds along the way but not heavy, nor did they press in from the sides of the curbs.

At one point in the more thinly populated area a group of women and children had a large sign out with a legend asking the President please to stop and shake hands. The President saw this sign and asked his driver, SA Greer, to stop, which he did; whereupon Hill and Ready ran forward and stood alongside the President's car with their backs to the President and Mrs. Kennedy, respectively, looking out toward the crowd. At the same time Kellerman got out of the front right door and stood alongside the car. The President shook hands with a number of the children and others in the group and after a few moments asked the driver to start up again.

On four occasions during the procession through the more crowded part of Main Street, a principal business section of Dallas, where the crowds got thick and pushed out over the curbs, progress was slowed to a point where Hill on the lefthand running board ran forward and moved up on the left rear step of the President's car since the motorcycle escort could not keep in position through such a thick crowd and was not able to keep

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Commission No. 3  
Secret Service



*KP Greer, William*

*McIntyre, William*

~~CONFIDENTIAL~~

- 30 -

During the progress of the motorcade all the agents scanned the crowd for any signs of unexpected or untoward developments and included in their scanning the windows of the buildings beneath which they were passing. A good deal of confetti was thrown from building windows and on one occasion Agent McIntyre noticed a ball of confetti coming out a window, but it fell lightly and harmlessly in the crowd.

The crowd appeared good natured and friendly and no agents reported seeing pickets or unfriendly signs other than one picket sign having something to do with Cuba which was reported by Agent Landis.

As the motorcade reached the end of Main Street it turned right on Houston Street and proceeded North on Houston Street for approximately one block before taking a turn of approximately 120 degrees onto Elm Street, which at this point proceeds down a grade under a triple underpass leading to the Stemmons Freeway. The crowd had thinned out noticeably, although there were people on the sidewalks on both sides of the street and on the lawns which at this point flanked Elm Street. The cars were going at a speed estimated by Greer, the President's driver, and by others at about 12 - 15 miles per hour and by others somewhat higher.

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per NCAS J3N

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*Commission No. 3  
Secret Service*

Other Individuals and Organizations  
Involved of Interviewed

~~Greer~~

*Greer,*

*Exh 7  
12/18/63*

Mr. James J. Rowley

- 7 -

*Sp. Agent 1-16-602.111*

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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Secret Service.*

Other Individuals and Organizations  
Involved of Interviewed

~~Confidential~~

*Greer, William*

ATTACHMENT #2 to Exh 7

*12/18/63*

PROPOSED MANIFEST - AF #1  
FORT WORTH TO DALLAS

- |                                 |                                  |
|---------------------------------|----------------------------------|
| 1. THE PRESIDENT                | 20. MR. JOHN READY - SS          |
| 2. MRS. JOHN F. KENNEDY         | 21. MR. DONALD LAWTON - SS       |
| 3. MR. KENNETH O'DONNELL        | 22. MR. WILLIAM T. MCINTYRE - SS |
| 4. MR. LAWRENCE O'BRIEN         | 23. MR. HENRY RYEKA - SS         |
| 5. MR. DAVID POWERS             | 24. MR. WILLIAM GREER - SS       |
| 6. BRIG. GEN. GODFREY T. MCHUGH | 25. CONG. R. ROBERTS             |
| 7. MISS PAMELA TURNURE          | 26. CONG. J. BECKWORTH           |
| 8. MISS EVELYN LINCOLN          | 27. CONG. O. TEAGUE              |
| 9. MR. MALCOLM KILDUFF          | 28. MSCT JOSEPH GIORDANO - USA   |
| 10. MRS. MARY GALLAGHER         | 29. CWO IRA GEARHART - USA       |
| 11. DR. GEORGE BURKLEY          | 30. CONG. J. WRIGHT              |
| 12. MISS CHRIS CAMP             | 31. MR. MERRIMAN SMITH - PRESS   |
| 13. GOVERNOR CONNALLY           | 32. MR. F. CORMIER - PRESS       |
| 14. MRS. CONNALLY               | 33. MR. B. BASKIN - PRESS        |
| 15. SENATOR R. YARBOROUGH       | 34. MR. B. CLARK - PRESS         |
| 16. MR. ROY H. KELLERMAN - SS   | 35. MR. GEORGE THOMAS            |
| 17. MR. CLINT HILL - SS         | 36. HMCN ELLIS H. HENDRIX - USN  |
| 18. JOHN J. O'LEARY - SS        |                                  |
| 19. MR. EMORY ROBERTS - SS      |                                  |

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*Com No. 3*

Other Individuals and Organizations  
Involved of Interviewed

~~Confidential~~

*of record,  
Sp. Agent*

ATTACHMENT #3 to Exh 7

*12/18/63*

SCHEDULED MOTORCADE LIST

Motorcycles

Pilot Car - Jack Puterbaugh, 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)

*Commission No. 3  
Secret Service*

~~Confidential~~

Other Individuals and Organizations  
Involved or Interviewed

*Greer,  
Sp. Ag.*

10

*12/18/63*

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Assignment of Agents in Motorcade

Lead Car

SAIC Sorrels  
SA Lawson

President's Car

ASAIC Kellerman (front seat)  
SA Greer (driver)

Follow-Up Car

ATSAIC 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

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per NCAS gsh

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*Commission No. 3  
Secret Service*

*Exh 10*

Other Individuals and Organizations  
Involved or Interviewed*Greer, William R.*

12/18/63

attach 10

## William R. Greer's Report on Dallas, Texas

November 22, 1963. 11.35 AM. I arrived at Love Field, Dallas, Texas aboard USAF Plane #26000 from Fort Worth, Texas. My assignment at Dallas was to drive the President's Lincoln Convertible Limousine.

When I got off the plane, I went to where the President's Limousine and the Cadillac Followup Automobile were parked. I had the President's coats and hat and placed them on the front seat.

After the President and Mrs Kennedy had shook hands with some of the people at the airport the President, Mrs Kennedy, Governor and Mrs Connally entered the automobile with the President seated on the right side of the rear seat and Mrs Kennedy sitting on the left side, Governor Connally sat on the right jump seat in front of the President and Mrs Connally sat on the left jump seat. ASaIC Kellerman sat on the right front seat and I was driving.

After we left the airport, we drove several miles at speeds ranging from 15 to 30 miles per hour depending on the crowds. When we reached the ~~r~~ in business section of Dallas the crowds were very large and the motorcycle Police along side the President's automobile had a hard time keeping the people back.

When we came to a point where the crowd had thinned out, there was a right turn for about half a block and then a left turn. At this point, I would say the President's automobile was traveling about 12 to 15 miles per hour.

A short distance ahead, the street passed under a railroad or expressway. A building stood on ~~side~~ <sup>right side</sup> of the street, that would have been the last building we would have had to pass before entering the underpass.

The President's automobile was almost past this building and I was looking at the overpass that we were about to pass under in case someone was on top of it, when I heard what I thought was the backfire of a motorcycle behind the President's automobile. After the second shot, I glanced over my right shoulder and saw Governor Connally start to fall, I knew then that something was wrong and I immediately pushed the accelerator to the floor and Mr. Kellerman said, get out of here.

We mashed up to the police escort and I called to the motorcycle police, Hospital. Mr. Kellerman was calling to the lead automobile on the radio to get to the nearest hospital fast. I drove as fast as I could to the hospital and helped to get the President into the emergency room. I guarded the emergency room door until the doctors and nurses had completed their duty. I then drove an official automobile behind the ambulance to Love Airfield, Dallas. I boarded USAF Plane #26000 and returned to Andrews AFB, Wash. D.C. From Andrews AFB, I drove the U.S. Navy ambulance with the President's Body, accompanied by Mrs Kennedy and the Attorney General to the U.S. Naval Medical Center.

I assisted Mr. Kellerman while the autopsy was being performed and then drove the ambulance with the President's body to the White House.

*William R. Greer*  
William R. Greer

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Commission No. 3

~~Secret Service~~

*KP  
Greer, William*

*Exh 12*

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

~~CONFIDENTIAL~~ *12/18/63*

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 Mrs. 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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*Commission No. 3  
Secret Service*

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

~~Confidential~~ 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

~~Confidential~~



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 ~~\_\_\_\_\_~~

RHK

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4.

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

~~Confidential~~

~~CONFIDENTIAL~~  
Other Individuals and Organizations  
Involved or Interviewed

*Greer, William R.  
12/18/63*

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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*Commission No. 3  
Secret Service*

DUTY ASSIGNMENT INDEX

(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

Page 2 -- Duty Assignment Index (Cont'd.)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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~~CONFIDENTIAL~~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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## Page 2 -- Statement Index (Cont'd.)

<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

OPTIONAL FORM NO. 10  
5010-104

UNITED STATES GOVERNMENT

# Memorandum

*Key Persons  
Greer, William R.  
Attach 12 to  
Ex 12*

TO : Chief

DATE: November 30, 1963

FROM : ASAIC Kellerman - 1-16 *AK*

~~ASAIC Kellerman~~ *12/18/63*

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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letter of 8-12-65  
per NCAS 938

*Commission No. 3  
Secret Service*



- 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.

Other Individuals and Organizations  
Involved or Interviewed*Speer, William R.  
Attacks 12 to  
Exh 12*THE TRIP AND ASSASSINATION OF PRESIDENT KENNEDY IN DALLAS, TEXAS, NOV. 22, 1963*12/18/63*

NOVEMBER 21, 1963:

I, Special Agent Kinney and Special Agent Hickey arrived Love Field in Dallas, Texas at 6:05 pm. We were on a Air Force plane C-130, #12373. Capt. Roland H. Thomason AC, USAF. On board this cargo craft was the President's Limousine, 100-X and Secret Service car 679-X. Upon arrival, I was met by SAIC Forrest V. Sorrels, (Dallas Field Office) and Special Agent Winston G. Lawson, (White House Detail), that was doing the Dallas advance of the President's visit. I and SA Hickey proceeded to unload the two cars and were escorted to the garage that was located under the main terminal of the airport. The arrangements were made for over night security of cars and policemen from Dallas force were put on duty thru the night. SAIC Sorrels, SA Lawson, SA Hickey and myself then proceeded to the Sheraton Hotel in downtown Dallas where reservations had been by SA Lawson. After checking in the hotel, we had changed cloths and at approx. 8:30 pm, I met with SA Lawson, SA Hickey, Mr. Jack Puterbaugh and Warrent Officer Bales USA WHC. We then proceeded to dinner. On the way to dinner we stopped enroute at the place where President Kennedy was to luncheon on Nov. 22, 1963. We spent approx. 30 min. checking the seating and speaking stands. After securing the Mart, we proceeded to have dinner. After dinner approx. 2 hours, we then returned to the Sheraton Hotel and made our arrangements for the following day, Nov. 22, as to the time and place to meet for transportation to Love Field for the following days activities and turned to our rooms for the night.

NOVEMBER 22, 1963:

SA Hickey and I arose from our beds about 7:00 am. We dressed and packed our bags, then went down to the lobby and checked out of the hotel. We went to the coffee shop for our breakfast. At approx. 8:00 am we went into the lobby to wait transportation to Love Field. At approx. 8:30 am SAIC Sorrels picked SA Hickey and I up in front of the Sheraton hotel and we went to Love Field. We arrived there approx. 9:00 am. SA Sorrels took us directly to the two cars, with the understanding that he would be back at 11:00 am to escort the cars to their location for the President's arrival at 11:35 am.

SA Hickey and I proceeded with our duties of getting the two cars ready for the day, which consisted of cleaning, checking oil, water and batteries. Then a security check. We had the tops down on both cars. It had rained all night and was raining when we arrived at the airport. I had on two occasions gone outside to check the weather. The last check at approx. 10:30 am, the sky had cleared and that meant to us that the bubble-top would stay off.

At approx. 11:00 am SA Sorrels came to the garage, to escort SA Hickey and me to the location. At this time SA Hickey stayed with the two cars and I was helping SA Lawson and SA Sorrels line up the motorcade, placing the some ten cars that were to be used.

When the President arrived at approx. 11:40 am I took My place behind the driver wheel in the follow-up car 679-X. After a few greetings by the President we proceeded on with the motorcade thru downtown Dallas and on to the Shopping Mart where the President was to have lunch. We had gone about 30 to 40 min. and had just made a right turn off Main St. and on block , a left turn onto Elm St. A five min signal had been given to agents waiting at the Mart.

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I was driving SS 679-X, follow-up. As we turned off Main Street (left) about 4 minutes from our destination of Trade Mart. The first shot was fired as we were going into an underpass. The first shot was fired, I glanced ~~at~~ the taillight of SS-100-X, glanced at the President and it appeared that he had been shot because he slumped to the left. Immediately he sat up again.\* At this time the second shot was fired and I observed hair flying from the right side of his head. With this, simultaneously with the President's car, we stepped on the gas. I released the siren at that time. I did hear three shots but do not recall which shots ~~xxx~~ were those that hit the President.

\*At this time Clint Hill jumped off and ran to the President's car, jumped on the back, and laid out across the trunk in a prone position where he rode the entire trip to the hospital. \*

Pulling up parallel to the lead car, <sup>they were</sup> notified ~~them we~~ were heading for the hospital, whereupon the motorcycle escort, the lead car, President's car and follow-up proceeded to the hospital at a high rate of speed. We pulled into the emergency entrance of the hospital whereupon Gov. Connally was removed and then the President, and taken inside.

After this, maybe 15 or 20 minutes later, I put the bubble and canvas cover on the car, assisted by SA Hickey. Then under motorcycle escort, both cars proceeded to Love Field, whereupon I notified the crew to get the ramp down and we drove the cars onto the plane and secured them, awaiting departure.

*Samuel A. Kinney*  
Samuel A. Kinney  
Special Agent  
11-22-63

**Confidential**

CONT.

THE TRIP AND ASSASSINATION OF PRESIDENT KENNEDY IN DALLAS, TEXAS, NOV. 22, 1963

As we completed the left turn and on a short distance, there was a shot. At this time I glanced from the taillights of the President's car, that I use for gaging distances for driving. I saw the President lean toward the left and appeared to have grabbed his chest with his right hand. There was a second of pause and then two more shots were heard. Agent Clinton Hill jumped from the follow-up car and dashed to the aid of the President and First Lady in the President's car. I saw one shot strike the President in the right side of the head. The President then fell to the seat to the left toward Mrs. Kennedy. At this time I stepped on the siren and gas peddle at the same time. Agent Greer driving the President's car did the same. The lead car (ahead of the Pres. car) and motorcycles were told to go to the nearest hospital. The President's car and 679-X then proceeded to the hospital at a high rate of speed, taking approx. 6 min. Upon arrival I jumped from my car and ran to the right rear of the President's car, where I assisted in removing Gov. Connally and the President.

After all had been removed from the President's car I opened the trunk of the car and put on the bubble-top and a canvas cover. This took approx. 20 to 30 min. I asked for a motorcycle to escort the President's car and 679-X back to Love Field. We left promptly not stopping enroute to Love Field. On the way to the airport I called by radio to Maj. Nedbaugh, USAF, to have C-130 crew at the plane with ramp down for loading of the two cars. This was carried and the cars were loaded and the plane secured, awaiting our orders to depart Love Field enroute to Andrews Air Force Base, Maryland. The plane departed Love Field at 3:35 pm. We arrived AAFB, Md at 8:05 pm. We were met at AAFB by 4 or 5 agents from the Washington, Field Office and some 6 motorcycles. We were then escorted non-stop to the White House garage. After reaching the garage the cars were secured by an all night watch by White House Police and Secret Service agents, pending an investigation.

Statement made Nov. 30, 1963 By:

*Samuel A. Kinney*  
 Samuel A. Kinney  
 Special Agent  
 White House Detail  
 U.S. Secret Service  
 Washington, D. C.

*KP  
Greer, William*

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

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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per NCAS jsk

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Secret Service*

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 and I was afraid he could not make it.

Page 3.

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.

Page 4.

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.



Page 5.

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, SAIC 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 SAIC Youngblood. As far as I know, SAIC 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

Page 6.

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  
Assistant to the Special Agent in Charge

Nov. 22, 1963.

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

F.W. 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.

KP  
Greer, William

Attach 14

to Eth 12

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.

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per NCAS jst

~~Confidential~~

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

~~\_\_\_\_\_~~  
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. ASAIIC 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 ASAIIC 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:

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

~~Confidential~~  
House switchboard and he gave it to me. I dialed the Dallas White House operator and told him to connect me with the White House in Washington and to keep this line open continuously. He did so.

ASAIK Kellerman came out of the Emergency Room again and took the telephone and asked for SAIC Gerald A. Behn, Secret Service, The White House, Washington. This was approximately 12:39 p.m. Kellerman told Behn that there had been a double tragedy; that the President and Governor Connally had both been shot and that I would keep him advised. I took over the telephone and told Mr. Behn that the situation was extremely critical. The operator cut into the line and said The Attorney General wanted to talk to me. He asked me what the situation was and I advised him that the President had been injured very seriously and that I would keep him advised as to his condition.

Mr. Kellerman came back out of the Emergency Room and said, "Clint, tell Gerry that this is not for release and not official, but the man is dead." I told that to Mr. Behn and then requested that he immediately contact the Attorney General and other members of the President's family so that he could advise them of the situation rather than having them hear it over some news media.

I then received a request from Mr. O'Donnell to obtain a casket immediately so that we could transport the body back to Washington, D. C., as quickly as possible. I contacted the Hospital Administrator and asked for the name of the nearest mortuary. He said it would be O'Neil, Inc. I telephoned them and identified myself and requested that they bring the best casket immediately available at the mortuary to the Parkland Memorial Hospital Emergency Entrance and deliver it to me. The casket arrived in about twenty minutes at approximately 1:40 p.m. We wheeled it immediately into the Emergency Room where the President's body lay.

I advised the Air Force Aide that we wanted Air Force No. One moved to a different location at Love Field and to have it secured completely away from the view of the General Public. I requested that no press be admitted to the area in which Air Force One was to be placed. I requested SA David Grant to notify the Dallas Police that we did not want to use the same entrance to Love Field that previously had been planned. I then went with the Hospital Administrator and checked the shortest and most direct route from the Emergency Room to the emergency platform where the O'Neil hearse was waiting. I advised ATSAIC Stuart Stout of the route and requested that it be cleared of personnel.

The President's body, accompanied by Mrs. Kennedy, exited the Emergency Room at approximately 1:58 p.m. and proceeded to the emergency entrance platform. The casket was placed in the back of the O'Neil, Inc., hearse and Mrs. Kennedy, Admiral George Burkley (the President's Physician), and I entered the back of the hearse with the casket. SA Andrew Berger drove the hearse; ATSAIC Stuart Stout rode in the center front seat and ASAIK Kellerman rode in the right front seat.

~~Confidential~~

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

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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

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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. ASAIC 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 catepalt.

*Clinton J. Hill*

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

Other Individuals and Organizations  
Involved or Interviewed

*Greer, William R.*

*Attach 17 to  
E4h. 12*

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

*12/18/63*

Statement of Special Agent Paul E. Landis, Jr., United States Secret Service, concerning his activities and official duties on November 22, 1963.

On November 22, 1963, I arrived at Love Field Airport, Dallas, Texas, at 11:35 a.m., having traveled from Ft. Worth, Texas, to Dallas, Texas, on board U. S. Air Force Flight #6970. Upon my arrival I disembarked from the aircraft and immediately walked to where the motorcade vehicles were parked. Special Agent Sam Kinney was the first person that I recognized, and I remember speaking to him and standing by the Follow-up car and jokingly asking him if he could tell me where the Follow-up car was.

After speaking to Sam, I walked over to Special Agent Win Lawson just to double check to see if I was still assigned to working the Follow-up car as had previously been arranged. He was standing by the front right fender of the car in which the President would be riding, and he told me that I was still to ride in the Follow-up car.

Only a very few moments later the President's Aircraft was pulling up to its mooring spot and I moved up to where I would be near the President and First Lady when they disembarked from the aircraft.

There appeared to be a very large crowd at the airport and most of the people were restrained behind a chain-link fence which was about four or five feet high. On the opposite side of the fence from the crowd there was a very narrow sidewalk and curbing which ran along the fence-line.

There were several people on the same side of the fence as the President but most of them were photographers.

As soon as the President and First Lady disembarked from the Aircraft, Mrs. Kennedy was presented a bouquet of roses. The President was also presented what appeared to be two hand-drawn charcoal portraits of himself and Mrs. Kennedy in a black leather and glass folding frame. I believe that this was given to him by a lady wearing a red coat.

Just after the President received the black leather frame I held out my hand and he handed it to me. I had been standing just off to Mrs. Kennedy's left, slightly in front of her. She was on the left side of the President.

At this time the President and First Lady started walking towards the crowd which was restrained behind the fence. On the way, they did stop for a few seconds to talk to an elderly lady in a wheel chair who was on the field area about thirty feet from where the above presentations were made.

They then walked over to the crowd and walked along the fence from their right to their left. At first I was in front of the President, clearing a pathway through the photographers and observing the crowd reaching over the fence;

**DECLASSIFIED**  
Treasury Dept. SS  
letter of 8-12-65  
per NCAS *gjs*

*Commission No. 3  
Secret Service*

Page Two of Statement of Special Agent Paul E. Landis, Jr., dated Nov. 30, 1963:

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but I noticed that Mrs. Kennedy was moving along slower and becoming separated from the President so I asked another agent, I don't recall who, to move up where I was and I dropped back to assist Special Agent Clinton Hill who was next to Mrs. Kennedy. I continued to keep a pathway clear for Mrs. Kennedy, removing small hand signs that had been dropped in her pathway on the sidewalk and occasionally cautioning to watch out for the curbing. At one point, where the direction of the fence made a right angle turn to the left of the way we were moving, I do remember reaching up and holding a fairly large flag away that someone was waving over the fence. Only a few feet further and the fence and sidewalk made another 90 degree turn in the direction in which we were originally moving.

At this point we stopped momentarily and started in the direction of the cars which were slightly behind us and had been moving along towards us. Mrs. Kennedy asked where the President was and SA Hill noticed him continuing along the fence shaking hands with the crowd; so Mrs. Kennedy returned to the fence and did the same.

Only a short distance later the President and First Lady stopped shaking hands and entered their automobile. I stood by the right rear side until the car started moving and then hopped on the right rear portion of the right running board of the Follow-up car. I was standing with my right leg on the running board and my left leg up over and inside the Follow-up car. I stayed in this position until we were leaving the Airport area and remarked that, "I might as well get all the way in," and I did so. I glanced at my watch but I don't recall the time.

Special Agents Glen Bennett and George Hickey were seated to my left respectively in the rear of the Follow-up car. Mr. David Powers was seated directly in front of me in the center portion of the Follow-up car and Mr. Kenneth O'Donnell was seated on Mr. Power's left. Special Agent Sam Kinney was driving and ATSAIC Roberts was seated in the right front seat. Special Agents John Ready, Clinton Hill, and Tim McIntyre were standing on the right front, left front, and left rear portions of the running board, respectively.

The motorcade had not proceeded far when ATSAIC Roberts asked me to get back on the outside running board, "Just in case," which I immediately did. The crowd was about two deep along each side of the road and I would guess that we were traveling about twenty miles per hour.

As the motorcade proceeded towards the main business section of downtown Dallas I watched the crowd for anyone trying to run towards the President's car or any person who might be holding anything harmful in his hands. I observed the rooftops and windows of the buildings along the route. On the outskirts of town most of the buildings were of a one or two story type structure and very few people were on the rooftops. The crowd was three or more deep along the street as we proceeded towards downtown Dallas with most intersections more heavily crowded. The outskirts seemed to consist mostly of used car lots, junk

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Page Three of Statement of Special Agent Paul E. Landis, Jr., dated Nov. 30, 1963:

dealers, auto parts stores, and this typical type of neighborhood. At one intersection there were some Cuban Pickets but I don't recall exactly what their signs said except that they did have "Cuba" on them.

A little further towards town some people had a sign asking the President to please stop and shake hands, which he saw as he passed and stopped. I immediately ran up to his car as it stopped and assumed a position next to him and observed the crowd as it merged on the car, especially watching the hands. Most of the people were children but I do remember one of the adult ladies who was holding the sign, remarking, "It worked, our sign worked!"

At various places along the route I remember Mr. Dave Powers standing up and taking movies of the President's car and the crowd.

The closer we came to downtown Dallas the larger the crowds became. At several places they were forcing their way into the street and there was just barely enough room for the cars to get through. There were two motorcycle escorts on each side of the President's and the Follow-up car and in several instances the crowd was so close that the motorcycles could not get through and had to drop completely behind the Follow-up car. During these instances SA Clint Hill would run up and jump on the left rear bumper of the President's car and he would ride there until the crowd was further back away from the President's car.

Just before we reached the heart of downtown Dallas, I remember noticing some new looking, very high, multi-storied skyscrapers and I remarked to Jack Ready that there were even people way up on the roof of one. I think the motorcade made a right turn onto Main Street, as that is the only street sign I saw and remembered. I remember thinking to myself that about every town I know of has a Main Street.

I'm not sure how far we traveled on Main Street, but I do know that this is where the crowd seemed heaviest. The buildings were tall on both sides of the street but I didn't notice many people in the windows. I continued to scan the crowds on the street and the buildings along the route. I glanced at the President's car somewhere along Main Street and saw Clint Hill again standing on the left rear bumper behind Mrs. Kennedy who was seated to the President's left. Governor Connally was seated in front of the President and Mrs. Connally was in front of Mrs. Kennedy.

The crowd lined both sides of the street and in several places was right out into the street leaving barely enough room to get through.

Not long after we turned onto Main Street there was one boy who, I would say, was in his early teens who ran out from the crowd after the President's and Follow-up cars had passed and tried to overtake the President's car. I saw him coming and tapped SA Ready on the shoulder and pointed towards him. He was carrying a camera. SA Ready jumped off the running board, overtook the boy and pushed him back into the crowd.

~~CONFIDENTIAL~~

Page Four of Statement of Special Agent Paul B. Landis, Jr., dated Nov. 30, 1963:

When we reached the end of Main Street we turned right and approached a gradual left turn. As we approached the intersection and while we were turning left, the crowd seemed to thin and almost disappear around the turn. I then made a quick surveillance of a building which was to be on the President's right once the left turn was completed. It appeared to be the last one in sight. It was a modernistic type building, approximately eight stories high, and it had large glass windows. I also seem to recollect orange paneling or siding. None of the windows were open, and I did not see anyone standing by them. I surmised that the building was closed or that all its employees were out on the street corner.

As the President's car continued around the corner, I continued to survey the crowd along the righthand side of the road and noticed that it was fairly scattered, with hardly enough people to form a single line. I continued to look ahead to an overpass over the route we were traveling. At approximately this point, I would say, the President's car and the Follow-up car had just completed their turns and both were straightening out.

At this moment I heard what sounded like the report of a high-powered rifle from behind me, over my right shoulder. When I heard the sound there was no question in my mind what it was. My first glance was at the President, as I was practically looking in his direction anyway. I saw him moving in a manner which I thought was to look in the direction of the sound. I did not realize that President Kennedy had been shot at this point.

I immediately returned my gaze, over my right shoulder, toward the modernistic building I had observed before. With a quick glance I saw nothing and immediately started scanning the crowd at the intersection from my right to my left. I observed nothing unusual and began to think that the sound had been that of a fire cracker but I hadn't seen any smoke. In fact, I recall Special Agent Jack Ready saying, "What was it? A Fire Cracker?" I remarked, "I don't know; I don't see any smoke." So far the lapsed period of time could not have been over two or three seconds.

All during this time I continued to scan the crowd, returning my gaze towards the President's car. It must have been another second or two before the next shot was fired because, as I recall having seen nothing out of the ordinary, I then thought that maybe one of the cars in the motorcade had had a blowout that had echoed off the buildings. I looked at the right front tire of the President's car and saw it was all right. I then glanced to see the right rear tire, but could not because the Follow-up car was too close.

I also thought of trying to run and jump on the President's car but did not think I could make it because of the speed at which we were traveling. I decided I had better stay where I was so that I would at least be near the First Lady, to whom I am assigned. I think that it was at this point that I thought, "Faster, Faster, Faster," thinking that we could not get out of the area soon enough. However, I don't have any idea as to how fast we were then moving.

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Page Five of Statement of Special Agent Paul E. Landis, Jr., dated Nov. 30, 1963:

I had drawn my gun, but I am not sure exactly when I did this. I did leave my suit coat unbuttoned all during the motorcade movement, thinking at the time that I could get to my gun faster this way, if I had to.

I glanced towards the President and he still appeared to be fairly upright in his seat, leaning slightly toward Mrs. Kennedy with his head tilted slightly back. I think Mrs. Kennedy had her right arm around the President's shoulders at this time. I also remember Special Agent Clinton Hill attempting to climb onto the back of the President's car.

It was at this moment that I heard a second report and it appeared that the President's head split open with a muffled exploding sound. I can best describe the sound as I heard it, as the sound you would get by shooting a high powered bullet into a five gallon can of water or shooting into a melon. I saw pieces of flesh and blood flying through the air and the President slumped out of sight towards Mrs. Kennedy.

The time lapse between the first and second report must have been about four or five seconds.

My immediate thought was that the President could not possibly be alive after being hit like he was. I still was not certain from which direction the second shot came, but my reaction at this time was that the shot came from somewhere towards the front, right-hand side of the road.

I did not notice anyone on the overpass, and I scanned the area to the right of and below the overpass where the terrain sloped towards the road on which we were traveling. The only person I recall seeing clearly was a Negro male in light green slacks and a beige colored shirt running from my left to right, up the slope, across a grassy section, along a sidewalk, towards some steps and what appeared to be a low stone wall. He was bent over while running and I started to point towards him, but I didn't notice anything in his hands and by this time we were going under the overpass at a very high rate of speed. I was looking back and saw a motorcycle policeman stopping along the curb approximately adjacent to where I saw the Negro running.

After we rode under the overpass I again looked at the President's car and saw Special Agent Clint Hill lying across the trunk. He was looking back towards the Follow-up car shaking his head back and forth and gave a thumbs-down sign with his hand.

ATSAIC Roberts asked if anyone got the exact time of the shooting and someone said "about 12:30 p.m.;" then someone told me to get inside the car and pulled me by the arm. My sun glasses fell off and Special Agent Bennett handed them to me. By now we were on an Expressway and a few people were standing in spots along the way waving as we went by.

~~Confidential~~

Page Six of Statement of Special Agent Paul E. Landis, Jr., dated Nov. 30, 1963:

ATSAIC Roberts was telling the other agents in the Follow-up car to cover Vice-President Johnson as soon as we stopped.

Sometime around 12:37 p.m. we arrived at Parkland Memorial Hospital. I immediately ran to the left rear side of the President's car, reached over and tried to help Mrs. Kennedy up by taking hold of her shoulders. She did not want to let go of President Kennedy whose head she held in her lap and she was bending over him. She said something like, "No, I want to stay with him!"

Agent Hill had in the meantime opened the left rear door of the Presidential Convertible, stepped inside and took Mrs. Kennedy by the arm. She released the President and someone said, "Cover up his head." Agent Hill took off his suit coat and covered up the President's head. I also remember Mr. Powers leaning in the car and saying, "Oh, No!, Mr. President! Mr. President!"

By this time someone was lifting the President's body out of the right side of the car. Agent Hill helped Mrs. Kennedy out of the car, and I followed. Mrs. Kennedy's purse and hat and a cigarette lighter were on the back seat. I picked these three items up as I walked through the car and followed Mrs. Kennedy into the hospital.

The President's body was taken directly to an Emergency Room, and I think I remember Mrs. Kennedy following the people in but coming out almost immediately. The door to the Emergency Room was closed and I stayed by Mrs. Kennedy's side. Someone, in the meantime, had brought a chair for Mrs. Kennedy to sit in and she sat just outside of the Emergency Room. There were several people milling around and with the help of a nurse we cleared all unauthorized personnel out of the immediate area.

Someone came out of the Room that the President was in and asked if anyone knew his Blood Type. ASAIC Kellerman and SA Hill immediately reached for their wallets. ASAIC Kellerman gave the man the information first.

At one point someone else came out of the President's Room again and said he was still breathing. Mrs. Kennedy stood up and said, "Do you mean he may live?" No one answered.

Most of the time while in the hospital I stayed right next to Mrs. Kennedy. Twice, I believe, she went into the Room where the President was; however, I remained outside by the door. A short time later I still remember several people standing around, and I asked a doctor for help in clearing the area.

At approximately 2:00 p.m. the President's body was wheeled from the hospital in a coffin into an ambulance. Special Agent Andrew Berger drove the ambulance; ASAIC Kellerman and ATSAIC Stout were in the front seat. Mrs. Kennedy, Admiral Burkley, and Agent Hill rode in the rear of the ambulance with the President's body.

~~Confidential~~

Page Seven of Statement of Special Agent Paul E. Landis, Jr., dated Nov. 30, 1963:

I rode in the Follow-up car behind the ambulance which departed the hospital at 2:04 p.m.

At 2:14 p.m., the President's body arrived at Love Field Airport and several Secret Service agents immediately carried it on board U. S. Air Force No. One via the rear door. I followed on board behind Mrs. Kennedy and then moved to the forward section of the plane. I witnessed the swearing in of President Johnson at 2:39 p.m. in the center compartment on board Air Force #1, and at 2:47 p.m. departed Love Field Airport, Dallas, Texas, via Air Force No. One, with Mrs. Kennedy and the body of the late President Kennedy.

Upon our arrival at Andrews Air Force Base, Md., at 5:58 p.m. I helped carry the late President Kennedy's coffin from Air Force #1. The body was placed in an ambulance which departed Andrews Air Force Base at approximately 6:10 p.m., driven by Special Agent William Greer. ASAIC Kellerman, Admiral Burkley, and I rode in the front seat of the ambulance. Mrs. Kennedy and Attorney General Robert Kennedy rode in the rear of the ambulance with President Kennedy's body.

The above party arrived at Bethesda Naval Hospital, Bethesda, Md., at approximately 6:55 p.m. Special Agent Hill and I escorted Mrs. Kennedy to the 17th Floor where we immediately secured the area. Only hospital personnel assigned to the area, Kennedy family members and friends, and authorized personnel were allowed in the area.

I only left the 17th Floor twice while Mrs. Kennedy was there. Once, to find ASAIC Kellerman in the hospital morgue and give him a telephone message from Chief Rowley. The other time was to find a White House driver.

At 3:56 a.m., on November 23, 1963, Mrs. Kennedy and Attorney General Robert Kennedy departed Bethesda Naval Hospital via ambulance, accompanying the late President John F. Kennedy's body to the White House. Special Agent William Greer was driving and ASAIC Kellerman accompanied. Special Agent Clinton Hill rode in the first limousine behind the ambulance and I rode in the second limousine.

The above Party arrived at the White House at 4:24 a.m.

*Paul E. Landis, Jr.*

Paul E. Landis, Jr.  
Special Agent  
U. S. Secret Service



Other Individuals and Organizations  
Involved or Interviewed

*Espeer, William*  
*Attach 19 to*  
*Eph. 12*

Saturday  
November 30, 1963

*12/18/63*

To: Gerald A. Behn, Special Agent in Charge, White House Detail, United States Secret Service

From: George W. Hickey, Jr., Special Agent, White House Detail, White House garage, United States Secret Service

Subject: Activities of S.A. George W. Hickey, Jr. from the time he arrived at Love Airfield, Dallas, Texas, Thursday, November 21, 1963, to the time he departed from the above Love Airfield, Friday, November 22, 1963

Report: Thursday, November 21, 1963

I arrived at Love Airfield, Dallas, Texas at 6:05 p.m. via U.S.A.F. C 130 plane #12373. U.S.A.F. flight order number 597, dated November 15, 1963 giving the names and rank of the crew of the above plane is attached to this report and initialed by me this date. S.A. Samuel Kinney was the senior agent aboard this plane which was being used in Presidential support to transport Secret Service Cars 100X and 679X. We were met at the airport by S.A.I.C. Forest V. Sorrels of the Dallas Field Office and S.A. Winston G. Lawson, the advance agent for the White House Secret Service Detail. S.A. Kinney unloaded 679X and I unloaded 100X from the plane. The drivers of the above cars accompanied by agents Sorrels and Lawson then drove to the garage beneath the airport's main terminal building where security was placed on the cars by the Dallas Police Department as arranged by S.A.I.C. Sorrels.

Agents Kinney, Hickey, Lawson and Sorrels then drove in a Dallas field office car to the Sheraton Hotel in Dallas where reservations had been made for us. Agent Kinney and I then went to our room to wash and change clothes before dinner.

We met with Agent Lawson, Warrant Officer Arthur Bales of the White House Signal Agency and Jack Puterbaugh, a Democratic National Committee man for that area at about 8:30 p.m. at the hotel, and drove to the Dallas Trade Mart where the President was to speak the next day. The premises were checked by Agent Lawson for final security details. At about 9:15 p.m. we departed and went to dinner. Finished about 11:00 p.m. and proceeded back to the Sheraton Hotel where we parted company and went to our respective rooms.

Friday, November 22, 1963

Awoke about 7:00 a.m., washed, packed suitcase, checked out of hotel and had breakfast. About 8:30 a.m. Agent Sorrels met Agent Kinney

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Treasury Dept. SS  
letter of 8-12-65  
per NCAS *JK*

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

page 2 -

and me outside the hotel and drove to the airport arriving about 9:00 a.m. We went directly to the garage and relieved the police of the security of the cars. Washed and cleaned both cars and checked outside, inside and underneath for security violations - none found. We drove the cars to the area where the President was to be met about 11:00 a.m. Cars were kept under close observation until the arrival of the President, when Agent William Greer of the White House Detail took over control of 100X and Agent Kinney 679X.

The President and his party then ~~we~~<sup>they</sup> proceeded up to the fence holding the crowd back and greeted and shook hands with them. I assisted Agents on the detail to make a path for them and helped Agent Greer keep the cars abreast of the President as he moved along the length of the fence.

After the President and his party entered and were seated in 100X I entered 679X as I had been instructed to do by Agent Lawson. I was seated in the rear left side seat. The shift leader, Emory Roberts, had instructed me to take control of the AR15 rifle whenever I was riding in 679X as an extra man. I did this and had the ammunition clip ~~xxx~~ inserted in the rifle and placed the rifle within easy reach of me. <sup>7/24/68</sup>

The motorcade then left the airport and proceeded along the parade route. Just prior to the shooting ~~xxx~~ the Presidential car turned left at the intersection and started down an incline toward an underpass followed by 679X. After a very short distance I heard a loud report which sounded like a firecracker. It appeared to come from the right and rear and seemed to me to be at ground level. I stood up and looked to my right and rear in an attempt to identify it. Nothing caught my attention except people shouting and cheering. A disturbance in 679X caused me to look forward toward the President's car. Perhaps 2 or 3 seconds elapsed from the time I looked to the rear and then looked at the President. He was slumped forward and to his left, and was straightening up to an almost erect sitting position as I turned and looked. At the moment he was almost sitting erect I heard two reports which I thought were shots and that appeared to me completely different in sound than the first report and were in such rapid succession that there seemed to be practically no time element between them. It looked to me as if the President was struck in the right upper rear of his head. The first shot of the second two seemed as if it missed because the hair on the right side of his head flew forward and there didn't seem to be any impact against his head. The last shot seemed to hit his head and cause a noise at the point of impact which made him fall forward and to his left again. <sup>7/24/68</sup>

~~Confidential~~

page 3 -

~~At the end of the last report I reached to the bottom of the car and~~  
~~picked up the AR 15 rifle, cocked and loaded it, and turned to the~~  
~~rear. At this point the cars were passing under the over-pass and~~  
~~as a result we had left the scene of the shooting. I kept the AR 15~~  
~~rifle ready as we proceeded at a high rate of speed to the hospital.~~  
 Possibly four or five seconds elapsed from the time of  
 the first report and the last.

At the end of the last report I reached to the bottom of the car and picked up the AR 15 rifle, cocked and loaded it, and turned to the rear. At this point the cars were passing under the over-pass and as a result we had left the scene of the shooting. I kept the AR 15 rifle ready as we proceeded at a high rate of speed to the hospital.

Agent Clint Hill was riding across the rear and the top of 100X in a horizontal position. He looked into the rear of 100X and turned toward 679X and shook his head several times. I received the impression that the President at the least was very seriously injured. A few moments later shift leader Emory Roberts turned to the rest of us in the car and said words to the effect that when we arrive at the hospital some of us would have to give additional protection to the Vice President and take him to a place of safety. He assigned two of the agents in the car to this duty. I was told to have the AR 15 ready for use if needed.

When we arrived at the hospital the President and Governor Connally were taken inside and about the same time the Vice President had arrived. I requested him to come into the hospital to a place of safety and he was surrounded by his detail and the other assigned agents, and myself and led into the hospital. When he entered I returned the gun to 679X as ordered by Agents Roberts.

By this time a great number of police had arrived with newsmen and others in the motorcade, and Agent Kinney and I stood by the cars. Agent Kinney requested that I go and see if I could find out what was to be done with the cars. As I was on my way into the hospital to do this, Mr. Kenneth O'Donnell asked me to take him to where the President was as he could not get by the police. I did this and he joined Mrs. Kennedy and Mr. Dave Powers outside the President's operating room.

Agent John D. Ready was stationed outside this room and he requested that I take his place for a few moments and to allow no unauthorized persons to enter or linger outside the door and to care for Mrs. Kennedy if necessary. I did this until Agent Ready returned and relieved me.

As I was leaving to go back to the area where Agent Roberts was, Mr. Dave Powers asked me to get a priest which I did. Agent Roberts informed me to wait until later when a decision might be made about the cars. Upon returning to the vehicles, I assisted Agent Kinney to put the tops on the cars.

*gwt*

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page 4 -

~~CONFIDENTIAL~~

A short time later Agent Roy Kellerman told Agent Kinney and me to take the cars to the plane and stand by for orders. Agent Kinney drove 679X and I 100X to the plane and loaded them and secured the plane, allowing no one to enter except the regular crew.

After Airforce #1 left, we received orders to depart for Washington, D.C. and return the cars to the garage and preserve any evidence that might be in them. Departed Love Airfield, Dallas, Texas via U.S.A.F. plane #12373 at 3:35 p.m.

The above report has been initialed by the below signed on each of its four pages, including the attached flight sheet.

*epw*

George W. Hickey, Jr.  
George W. Hickey, Jr.  
Special Agent, U.S.S.S.

~~Confidential~~

K.F. Kennedy  
 Greer, William R.

March 7, 1964

MEMORANDUM

TO: J. Lee Rankin

FROM: Melvin A. Eisenberg

SUBJECT: Actual evidence concerning the shots  
 fired in the course of the assassination.

Among the most crucial questions to be considered in determining the identity of the President's assassin or assassins are the number of shots fired in the course of the assassination, the spacing between the shots, and the location of the site or sites from which the shots were fired. A great deal of evidence is relevant to these questions; for example, the number of wounds, the path of the missiles causing each wound, the position of the rifle believed to have fired the recovered bullet and bullet fragments, the position and number of the empty cartridge cases believed to have been fired in this rifle, the number of recovered bullet and bullet fragments, and visual observations of bystanders. <sup>1/</sup> In addition, a mass of evidence has been collected concerning the aural observation of bystanders. The purpose of this memorandum is to point out that very little weight can be assigned to this last category of evidence.

A leading firearms textbook states flatly that "Little credence . . . should be put in what anyone says about a shot or even the number of shots." Hatcher, Jury, & Weller, Firearms Investigation, Identification, and Evidence, 420 (1957). This results from two interrelated factors:

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<sup>1/</sup> By the term "bystanders" I mean everyone but the assassin(s) and the victims.

cc: Craig, Adams, Specter, Ball, Balin, Willens, Redlich, Eisenberg

- 2 -

the difficulty of accurate perception of the sound of gunshots, and the acoustics of gunshots.

Perception. The sound of a shot comes upon a witness suddenly, and often unexpectedly. The witness is not "ready" to record his perception. The same is usually true of subsequent shots following hard on the heels of the first. For these reasons such sounds "are generally extremely inaccurately recorded in [one's] memory." Ibid. Hatcher cites an example in which a deer hunter was asked how many shots had been fired by another hunter who was less than one hundred yards away. The deer hunter said, "Five." Actually, only two shots had been fired.

The perception of distance is as unreliable as the perception of number:

"[T]he observation of a sound is often unclear and subjective. A loud noise may appear to have been produced nearby, while a weak sound may seem to have been transmitted from some distance. This difficulty of estimating the distance from the site at which the sound is produced to the place where it is heard is increased considerably if the sound is of a nature unknown to the listener." Soderman & O'Connell, Modern Criminal Investigation, 43 (5th ed. 1962)

Similarly, as to the characteristics of the sound:

"Another subject frequently discussed in criminal cases is the report made by various types of weapons. People will go into court and swear on occasion that a weapon fired was a certain type and even make and model. Unless a great many other factors are known, such evidence may be sincere but it is utterly ridiculous." Hatcher at 417.

Obviously, during the assassination the surprise, emotion, confusion, and noise were much greater than is even usually the case, and bystanders' aural perception of the gunshots is therefore to be accorded even less weight than is usually the case.

- 3 -

Acoustics. Apart from the difficulty of accurately recording aural perceptions of gunshots, the acoustics of gunshots are such that the witness' perceptions may lead him to draw inaccurate conclusions.

(a) Number of shots. The firing of a bullet causes three noises: (1) the muzzle blast, caused by the smashing of the hot gases which propel the bullet into the relatively stable air at the gun's muzzle; (2) the noise of the bullet, caused by the shock wave built up ahead of the bullet's nose as it travels through the air; <sup>2/</sup> (3) the noise caused by the impact of the bullet into its target. Each of these noises can be quite sharp and may be perceived as separate "shots" by an inexperienced or confused witness.

(b) Direction. If a bullet travels faster than the speed of sound the acoustics are such that an observer at right angles to the path of the bullet may perceive the shot to have been fired from a site somewhere opposite to him. The reasons for this are illustrated in the accompanying diagrams, adapted from Soderman & O'Connell. In diagram 1, "A" is the killer, "B" is the victim, "C" is the witness, and A - B is the actual line of the bullet's flight. Diagram 2 shows the resulting sounds, J - K is the sound wave emanating from the muzzle blast. L - M and O - N are the sound waves produced by the bullet's shock waves when the bullet was at point K. Because the bullet

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<sup>2/</sup> This noise will be caused only when the bullet is travelling faster than the speed of sound. We have asked Fox, but not yet obtained, the precise velocity of the type of bullet used in the assassination. However, it can be safely assumed that, as a military rifle bullet, it was travelling much faster than the speed of sound.

- 4 -

is travelling faster than the speed of sound, the noise caused by the bullet at point X will reach C before the noise caused by the muzzle at Point A. Because the ear locates noises at right angles to the source of a sound wave, C, hearing the sound wave O - N, will think that the bullet was fired from point D.

It must be emphasized that the above discussion is not merely theoretical, but is based upon the analysis and observations of professional criminal investigators. Furthermore this discussion is borne out by the very fact that the testimony of the bystanders to the assassination varies enormously. (Similar variances occur in the testimony relating to the Tippit killing.)

In my opinion in examining the Secret Service Agents, the utmost care should be taken to avoid giving the Commission the impression that the aural perception of these agents have much validity. These witnesses may or may not be more familiar with the sound of gunshots fired in the open than the other bystanders. Probably they are not. The fact is, that the contemporaneous reaction of the two agents in the President's car does not indicate that they were immediately aware that the sounds that they heard were gunshots.

Kellerman states that "he heard a shot and immediately turned around looking past Governor Connally . . . to the President." (7.3) This statement seems to be contradictory by the photographic evidence which shows Kellerman looking forward and quite unconcerned after the President had been shot the first time. It is also belied by his failure to take any affirmative action to protect the President



apart from speeding up the car which apparently did not occur until after the third shot had been fired. (Another contradiction in Kellerman's testimony should be noted. In his first interview on November 22, he stated that the President said "Get me to a hospital." (7.3). In his next interview, 5 days later on November 27, he stated that the President said "My God, I've been hit." (7.7). This contradiction should be carefully brought out in examining him.) Greer stated on November 22 that "he first heard what he thought was probably a motorcycle backfire and glanced around and noticed that the President had been evidently hit. He thereafter got on the radio and communicated with the other vehicles, stating that they desired to get the President to the hospital immediately." He reiterated the gist of this testimony in a second interview on November 27. (7.10). In other words, Greer appears to have heard one shot, and thought that that sound was a motorcycle backfire.

Even if the agents do have more familiarity with such sounds, many of the other factors which sap the credibility of aural perception of gunshots would still be applicable.<sup>3/</sup> I do not mean to imply that the agents should not be examined on this subject, but no impression be given that their testimony is sacrosanct.

I intend in the near future to analyze the recorded testimony of bystanders as to the number of shots, etc., giving particular attention to factors which may have affected their perception. In addition, I think that we should have expert testimony on the subjects discussed in this memorandum.

<sup>3/</sup> It is true, however, that since the Secret Service Agents riding in the President's car were located at the target point, their perception was probably less distorted by the acoustic factors than the perception of persons at right angles along the path of the bullet.

Diagram 1

B



C

A

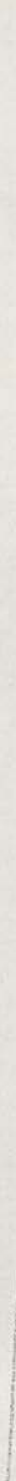
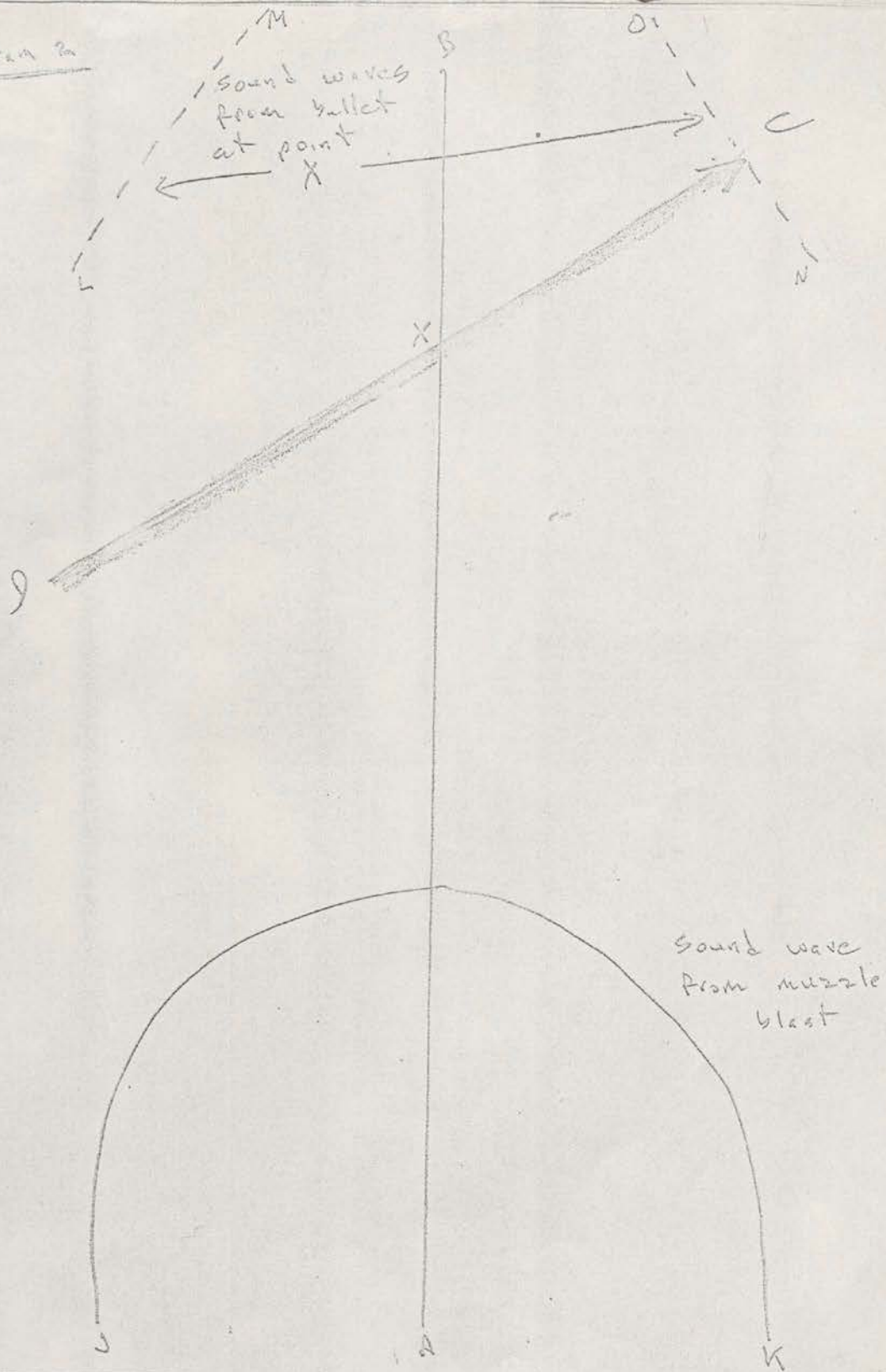


Diagram 2



KP  
Greer, William C.  
Pres Comm - 9  
3/9/64

PRESS RELEASE

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

*K.P.*  
*Greer, William H.* ~~INT 5~~

MEMORANDUM

March 11, 1964

TO: Mr. J. Lee Rankin

FROM: *A* 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 Euins in advance of their being called to testify before the Commission. In my

*noted*  
*3-16-64*  
*J. L. R.*

- 2 -

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

- 3 -

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 [unclear]*

Commission No. 1095 -



TREASURY DEPARTMENT  
UNITED STATES SECRET SERVICE

WASHINGTON, D.C. 20220

OFFICE OF THE CHIEF

June 11, 1964

KP

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

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.  
Glen 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