

KELLERMAN, ROY H.

Other Individuals and Organizations
Involved or Interviewed

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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.

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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.

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FD-302 (Rev. 1-25-60)

FEDERAL BUREAU OF INVESTIGATION

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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.

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.

On 11/27/63 at White House, W.D.C. File # 89-30 **CR7**
by SAs JAMES W. SIBERT and FRANCIS X. O'NEILL/dgr Date dictated 11/29/63

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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".

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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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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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Charge of the District in which the visit is scheduled. He coordinates all local activities and works out a minute by minute schedule for the President's visit. He coordinates, through the Special Agent in charge of the proposed trip, all arrangements with the White House staff, with field offices of the Secret Service, with political party officials and others directly concerned with the President's visit. He also goes to the destination of the proposed visit and personally takes charge of coordination with local law enforcement agencies and other local officials.

On November 4, 1963, the Secret Service White House Detail was informed that the President planned to make a trip to Dallas on November 22, 1963. Assistant Special Agent in Charge (ASAIC) Roy H. Kellerman was designated to be in charge of the Texas trip and Special Agent (SA) Winston G. Lawson was assigned as advance agent in charge of preparations for the proposed Dallas visit. Final confirmation of the visit plans was received on November 8, 1963. (See Exhibit 1 - Tentative Itinerary for President's Visit on November 21-22).

A. Identification of Individuals Believed Dangerous to the President

The Secret Service has established procedures which are designed to identify in advance individuals in the area who might

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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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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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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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Other Individuals and Organizations
Involved of Interviewed

~~CONFIDENTIAL~~ Kellerman, Roy H.

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. HCOM ELLIS H. HENDRIX - USN |
| 18. JOHN J. O'LEARY - SS | |
| 19. MR. EMORY ROBERTS - SS | |

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*Kellerman,
(Sp. Agent)*

ATTACHMENT #3 to Exh 7

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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)

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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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Exh 10

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Other Individuals and Organizations
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Kellerman, Roy H.

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

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

DECLASSIFIED
Treasury Dept. SS
letter of 8-12-65
per *f3x*

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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
Sorrel s , 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

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The Trade Mart - Dallas, Texas

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

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Car No. 1

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

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

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

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Mr. James J. Rowley

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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 Sorrells, 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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I, Winston G. Lawson, Special Agent, United States Secret Service, hereby give the following account, to the best of my knowledge, of my official duties from November 4 to November 21, 1963, concerning the visit of President Kennedy to Dallas, Texas, on November 22, 1963.

On about November 4, 1963, I was notified by telephone by ASAIC Boring, White House Detail, that I was being assigned to go to Dallas, Texas, concerning a proposed Presidential trip and that by November 8, 1963, further information would be available as to more details.

On November 8, 1963, Mr. Roy Kellerman, ASAIC, White House Detail, gave me a tentative schedule of the President's visit to Texas and other information concerning contacts and the scheduled Dallas portion of the trip. I telephoned the Dallas Secret Service Office with information that Mr. Jack Puterbaugh, Chief Warrant Officer Arthur Bales, Jr., White House Communications Agency, and myself would arrive in Dallas, Texas, aboard a special Air Force plane, on Tuesday, November 12, 1963, at Love Field at approximately 7:30 pm. The Dallas Office was requested to obtain room reservations and to meet us at the airport. I then dictated a confirming memorandum to the Dallas Office of this telephone call. I also obtained necessary motorcade car numbers and various colored lapel clips or badges to be used for identification purposes.

The Protective Research Section was notified of the President's proposed trip to Dallas on this same date. The indices were searched and no active subjects were of record.

Tuesday, November 12, 1963, I departed the White House with other Agents for Andrews Air Force Base. I departed Andrews Air Force Base at 8:20 am in U. S. Air Force plane No. 2815, a special flight carrying the advance groups for the Houston, San Antonio, Austin, Fort Worth, and Dallas, Texas, stops. I arrived at Love Field at 6:30 pm, and after Mr. Puterbaugh, Mr. Bales and myself were met by SA Patterson, Dallas Office, we were taken to the Sheraton-Dallas Hotel.

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On Wednesday, November 13, 1963, Mr. Puterbaugh and I went to the Dallas Secret Service Office, and met with SAIC Sorrels of that office, other Dallas Office Agents, and in general discussed the trip. Mr. Puterbaugh and I both made various phone calls and conducted general advance activities. SAIC Sorrels, Mr. Puterbaugh, SA Stewart and I then went to the office of Mr. Robert Cullum, President of Dallas Chamber of Commerce, a member of the Local Host Committee, and a local Dallas businessman. Plans for the President's visit were discussed. We all then went to the Trade Mart, one of the buildings under discussion for use as a luncheon site. We met with Mr. W. E. Cooper and other representatives of the Trade Mart, and Mr. Sam Bloom, another member of the Local Host Committee, and looked over the building and its facilities. We continued our discussions at lunch and Mr. Cullum then drove us to the Women's Building in the State Fair Grounds, another building under discussion as a luncheon site. After inspecting this building and its facilities, Mr. Cullum drove us to the office of Mr. Felix McKnight, Executive Editor of the Dallas Times Herald, who had been contacted by the White House Press Office to help arrange local Press arrangements.

On Thursday morning November 14, 1963, I again handled various details of this advance. At approximately Noon, SAIC Sorrels, myself and Mr. Puterbaugh went to the office of Mr. Eugene Locke and discussed various aspects of the visit. Also on Thursday, SAIC Sorrels and I went to Love Field and met with CWO Dales, WHCA, Mr. George Coker, Director of Aviation, and Mr. M. Howard Megredy, Assistant Director of Aviation, and discussed with them their recommendations as to where the three aircraft should best be "spotted". A discussion was had concerning an Air Force Survey Team, including the President's pilot, Colonel Swindal, and Major Nedbal, who had arrived at Love Field the morning of the 13th and discussed safety and servicing, and parking information. SAIC Sorrels and I drove one of the proposed routes from the airport to the Trade Mart at the approximate speed probably to be taken during the motorcade, and looked over other security factors along the route. There were other general arrangements, phone calls, and discussions concerning this advance which cannot be recalled on this date.

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On Friday, November 15, 1963, various general advance duties were conducted in my hotel room or the Secret Service Office. SAIC Sorrels and I went to the Dallas Police Headquarters and met with Chief of Police Jesse Curry, Deputy Chief Charles Batchelor, Deputy Chief N. T. Fisher, and a few other of Chief Curry's command officers. Details of the motorcade were discussed and possible routes, particularly from the airport to the Trade Mart, and we requested that a command officer be present at a general meeting of the local Committee to be held later that afternoon at the Baker Hotel. After returning to the local Secret Service Office and conducting other incidental advance preparations, SAIC Sorrels, Mr. Puterbaugh, and I met Mr. John Stemmons, co-owner of the Dallas Market Center, and the aforementioned Mr. Robert Cullum, President of the Chamber of Commerce, at the Baker Hotel for a working lunch. I returned to the Secret Service Office, and then at approximately 3 pm SAIC Sorrels and I joined Deputy Chief Batchelor, Dallas Police Department, Mr. Puterbaugh, Mr. Erick Jonsson, who was to be Master of Ceremonies at the luncheon, Mr. Cullum, Mr. McKnight, and other representatives of the Local Host Committee or interested parties. It had been announced that day that the Dallas Trade Mart would be the site of the luncheon and more aspects of the visit known at that time were discussed, including the motorcade downtown, Press arrangements, power and communications support, luncheon programming, and other factors. Other incidental advance details were handled by discussion and phone calls later that evening.

On Saturday, November 16, 1963, I met SAIC Sorrels, Mr. W. E. Cooper, other representatives of the Trade Mart, Mr. Cullum, Mr. McKnight and Mr. Honeycutt. Details were worked out for sound on film coverage area, live pool television, and other facilities. Also met Mr. Crotty and Mr. Saich, Crotty Bros. Caterers, and discussed catering and list of their key personnel. Various other details of the building and luncheon were discussed.

On Sunday, November 17, 1963, Mr. Puterbaugh asked me to meet with him and Mrs. Betty Harris, one of his local contacts. This activity was from approximately 9:30 am to 1:30 pm.

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I met Agent Kivett of the Vice Presidential Detail on Monday morning and discussed aspects of the Vice President's visit to Dallas; both the visit on Tuesday, November 19, which SA Kivett was preparing, and the Vice President's participation in the activities of Friday, November 22. SAIC Sorrels, SA Kivett, and myself met Mr. Wayne Hawks, White House Staff, who had come to Dallas for the morning to check on Press arrangements. We, along with Mr. Cooper, and other Trade Mart personnel, showed him the arrangements already made. The catering personnel list was given SAIC Sorrels and we discussed late developments as to seating, head table, and other luncheon factors. SAIC Sorrels and I also went to the airport and there met Mr. Megredy and discussed the problem of room to spot the three airplanes. We also went out to probable airport reception area for purposes of planning the arrival.

SAIC Sorrels and I met Deputy Chief Batchelor, Dallas Police Department, and another command officer and drove the selected route in a police car. Deputy Chief Batchelor took notes on police requirements for main intersections, crowd control, underpass and overpass policing, railroad crossings, police control of crowds in heavily anticipated crowd areas, and details for escort participation. We discussed having extra police at turns, necessity of cutting off traffic at certain points and at certain times as the motorcade progressed. No parking for parked vehicles, particularly in downtown and Trade Mart area streets, was discussed. The approximate time and the distance of the airport to Trade Mart was again verified. At the Trade Mart, the expeditious parking of guests to assure our free access to Trade Mart, roping and policing the side parking lot and security of roof was discussed. We then drove and made a security check of the remainder of the route from the Trade Mart to the airport, covering the same factors such as rail crossings, bridges, intersections, escort, with particular emphasis on coverage where we might go more slowly. Again the approximate time and distance which I had checked on my own surveys was verified.

I later went to a meeting in the Dallas Club with Mr. Puterbaugh, Mr. Eugene Locke, Mr. Sam Bloom, Mrs. Betty Harris and others. A discussion was held concerning the reception committee, head table guests, the selected route, guest

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seating, and possible new activity which might be added for the visit of the 22nd.

I left this meeting at approximately 6:45 and went to Love Field to meet SA Grant who was arriving from Florida. I met him and took him to his hotel.

On Tuesday, November 19, 1963, after conducting general advance details at my room and at the local Secret Service Office, SAIC Sorrels, SA Grant and I proceeded to the Trade Mart. We met with Mr. W. E. Cooper, and other Trade Mart officials, Deputy Chief Batchelor, Dallas Police Department, Deputy Chief M. W. Stevenson, Dallas Police Department, other Dallas Police officers and Deputy Chief Ray Burrell, Dallas Fire Department. We made a security survey of the building, its entrances and exits, posted police at checkpoints, in corridors, balconies, freight area, stairways, foyer, kitchen, with luncheon guests around head table; again discussed the roping off and policing of parking lot and adjacent roof. We discussed the screening of luncheon guests, lessees of the Trade Mart and their customers. We arranged for ropes to be placed at all corridor entrances to courtyard area on all floors, planned for police to keep guests moving to seats, and arranged for screens at escalator areas behind head table. We discussed securing building and verifying those authorized people already in the building when police security was placed at 7 am on November 22, 1963. Firemen were to be placed strategically with portable equipment near the President, among the guests, in the kitchen, and to assist with the crowd in an emergency.

SAIC Sorrels and I returned to his office where I prepared my Preliminary Survey Report. This was completed at approximately 7 pm and later that evening SAIC Sorrels took my report to the airport where it was sent to the White House Detail in Washington, D. C. I called the White House Detail with report of arrival information and requested that it be picked up.

In addition to making phone calls, and other arrangements concerning the advance, etc., on Wednesday, November 20, 1963, SAIC Sorrels, SA Grant and I went to Love Field where the problem of parking the three airplanes, room for motorcade formation and Press area were still being resolved. I was

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to meet Major Nedbal, United States Air Force, Air Force advance officer, to try to solve these problems. Major Nedbal did not arrive at the expected time because of a personal emergency. However, Sgt. Charles McCreedy, U. S. Air Force, member of Presidential aircraft crew, confirmed that we would need more space and other changes in the reception area after making measurements, discussing close landing times, and order of plane arrival. SAIC Sorrels and Mr. Megredy, Airport Assistant, obtained the cooperation of other airlines in making more space available. SAIC Sorrels, SA Grant and I went to the Trade Mart to talk with their personnel and other interested parties.

SAIC Sorrels and I returned to Love Field and met Major Nedbal and Mr. Megredy. Major Nedbal made measurements, replanned parking of airplanes using additional space and discussed other aspects of the President's arrival and reception.

At dinner with Mr. Puterbaugh and Mrs. Betty Harris it was brought to my attention that some local persons were worried that unfavorable publicity might arise if police were over-zealous in handling peaceful picketing. I called SAIC Sorrels who contacted Chief Curry who advised that peaceful picketers would not be bothered. I recall that we discussed news items appearing in the newspaper that various prominent Dallas business men had requested people to be on their good behavior and that Chief Curry had announced that the police would be especially watchful and asked that citizens be alert for possible trouble makers.

On Thursday morning November 21, 1963, I went to the office of Mr. Sam Bloom, Local Host Committee member, and discussed Press arrangements, head table and luncheon programming, motorcade signs and vehicles he had obtained. Confirmed that reception committee, head table guests, Local Host Committee and Press badges that had been made at my direction, were being disseminated to proper persons. SAIC Sorrels and SA Grant met me at Mr. Bloom's office and we went to Love Field. We met Mr. Megredy and Major Nedbal to see if the reception area plans were still firm as to positioning of airplanes, etc. We met Deputy Chief N. T. Fisher and other Police officers and made

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a security check of the airport reception area: Arrangements were made for Police to contain most of the general public behind a chain link fence, allowing only authorized persons on airport apron by having Police at gates along fencing; and to allow any of the public who desired to use the parking lot and watch from that vantage point with police also along these fences. Arrangements were made for sufficient Police to park spectators as fast as possible and to cut off traffic at certain areas and times to afford us free movement of the motorcade from and back to the airport. Arrangements were made for police on building roof tops since the President was expected to be at the airport about ten minutes. Police were to have men posted at the ends of the reception area to prevent persons from going around the perimeter. We also discussed the providing of plain clothes officers in the crowd. Police were to maintain a checkpoint at two service roads that entered the reception area and not allow the general public in that area. Trucks servicing airlines and the terminal were to be allowed use of one of these roads except for times when the Presidential party was on the apron. Reception committee parking was to be in this area but not the general public.

SAIC Sorrels, SA Grant and I went to the Trade Mart and answered various questions from Trade Mart personnel, Local Host Committee members and checked on progress of arrangements. We also completed preparing samples of identification to be given the Police. We then went to the Continental Bus Company where I gave Mr. Robert Babcock and a driver supervisor instructions for the drivers of the three buses to be used the next day and their identification which would permit them entry to the airport reception area.

SAIC Sorrels, SA Grant and I then proceeded to a conference room in Chief Curry's office at Police Headquarters. A meeting was held with Chief Curry, Deputy Chief Batchelor, Deputy Chief Lumpkin, Assistant Chief Lundee, Deputy Chief Fisher, and other command officers. The make-up of the motorcade was diagrammed on the blackboard and particular emphasis was placed on the use of motorcycles and police to keep the motorcade moving, intact, and persons from reaching the President's car.

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They were given samples of all identification from plastic pin-on badges to colored lapel clips, with the exception of Secret Service and White House Staff pins. These latter pins were described again and pictures of the Secret Service, White House Staff and White House Communications identification pins were shown. These samples were to be shown by the command officers as they posted Dallas police officers, or officers of County or State agency under their direction. Policing the crowd and particularly the policing of pickets was discussed. I advised that we relied upon them to enforce their own local ordinances and I was given a copy of the new city ordinance dated November 18, 1963, concerning agitation and picketing. I received a call from Mr. Sam Bloom while attending this meeting that a "smut" piece concerning President Kennedy had been distributed. I told Chief Curry of this and Deputy Chief Batchelor obtained for me a copy of one of these circulars which he had in his possession. They did not know who was responsible for the circulars. This circular did not include a direct threat and SAIC Sorrels also advised he was in possession of this circular and would check for Federal violation. Details were discussed about security at the Trade Mart, expeditious parking of luncheon guests to assure our free access to the Trade Mart, and security of the parking lot and roped off area where the President would alight.

SAIC Sorrels and I went to Love Field and met the special Air Force plane transporting the President's car and the Secret Service follow-up car. Agents Hickey and Kinney had accompanied these cars and the vehicles were unloaded. Although arrangements had been made for a police guard for the vehicles downtown, it was decided to secure them in the basement of the airport terminal. These vehicles were then escorted to the basement and SAIC Sorrels made arrangements for a Police guard to be placed on them overnight, and until the officers were relieved by Agents Kinney and Hickey. We then took Agents Hickey and Kinney to the Sheraton-Dallas Hotel. I had dinner with Agents Hickey, Kinney, Mr. Bales and Mr. Jack Paterbaugh after which at approximately 10 pm we went to the Trade Mart where I checked the progress of the

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Other Individuals and Organizations
Involved or Interviewed

Kellerman, Roy H.

*attach #10
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THE ASSASSINATION OF PRESIDENT JOHN F. KENNEDY
ON NOVEMBER 22, 1963, AT DALLAS, TEXAS

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12/18/63

Statement of Special Agent Winston G. Lawson, United States Secret Service,
concerning his activities and official duties on November 22, 1963, and until
his arrival in Washington, D.C., on November 23, 1963:

On Friday, November 22, 1963, I handled general advance details, talked over final arrangements with Mr. Jack Puterbaugh; Mr. Art Bales, White House Communications Agency; SAs Hickey and Kinney, and talked to various individuals on the phone before departing the Sheraton-Dallas Hotel. One of those who contacted me by phone was ASAIC Kellerman in Fort Worth concerning car seating and instructions as to whether the bubble top on the President's car was to be used. I also spoke with SAIC Sorrels, Dallas office, on the phone concerning his taking SAs Hickey and Kinney to the airport. I departed the Sheraton-Dallas Hotel with SA David Grant.

At about 8:50 a.m. we arrived at the Dallas Trade Mart. I looked over the security of the parking lot and area where the President was to enter the building. Inside the building I checked on details of the luncheon, answered various questions from interested parties, talked with Agent Steuart already on duty at head table, and left Agent Grant to complete the final preparations and survey for the President's visit and departed for Love Field.

I arrived at Love Field shortly after 9:30 a.m. and checked to see if police security was in effect on a special hole cut in fence for our motorcade's use. I also located the motorcade vehicles and drivers who had been asked to arrive by 9:30 a.m. I checked with Major Nedbal, USAF Advance Officer, on positioning of airplanes and other information. Questions of various press, Host Committee, political committee, communications and press technicians had to be answered. I started forming the motorcade, parking the vehicles and busses in proper positions, instructed drivers, checked and gave instructions to police at press area. I answered the security phone on a number of occasions and talked with Agent Hill in Fort Worth concerning Dallas weather conditions. The weather cleared and the President's car was placed in position for departure from airport without the bubble top covering it. I met some members of Greeting Committee and checked over flowers to be presented to Mrs. Kennedy and other ladies. I checked with Chief Curry as to location of Lead Car and had WHCA portable radio put in and checked. I also checked to see if escort vehicles were in position down the apron from reception area and checked to see if police were posted for crowd control.

About this time the press plane arrived and was met by me. White House Press and Transportation Staff were given instructions. I learned sound equipment, Presidential Seal, flags and a special chair had been sent by them direct to Trade Mart from Fort Worth, and so the police escort and vehicles arranged for these items to be taken to Trade Mart were not needed. Traveling press were requested to go either to their busses or press area.

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AF #2 then arrived and I met agents arriving on this plane. Those agents scheduled to be taken by police vehicles to the Trade Mart were shown to these vehicles with instructions to report to Agent Grant at Trade Mart. Agent Bennett was reminded that he would be working Presidential follow-up car on the movement. I then went with those members of AF #2 party who wanted to greet the President's plane and the local Reception Committee to a point near where President's plane would be spotted.

The President's plane, AF #1, was spotted and I positioned myself at bottom of the rear ramp across from Vice President Johnson and others greeting the President. I walked along behind the President as he spoke to this group and continued on to the fence with him. The follow-up car agents and ASAIC Kellerman were with him along the fence and watching the members of the press, so I checked to see if the motorcade was ready to leave when the President was. The motorcade inched forward and many members of it entered their cars. I instructed others to hurry to their vehicles and returned to area where President, Mrs. Kennedy, and others were still proceeding along the fence. The President and Mrs. Kennedy were soon guided towards their car, and after seeing the follow-up car agents were around his car keeping members of press and others out of the way, and doing their other normal functions, I ran to the Lead Car and joined SAIC Sorrels, Chief Curry, and Sheriff Decker.

The motorcade proceeded over the scheduled route from the airport. During the course of the trip I was watching crowd conditions along the route, requesting Chief Curry to give specific instructions to escort vehicles, keeping Lead Car in proper position in front of President's car depending on its speed and crowd conditions, watching for obstructions or other hazards, and in general performing normal duties of advance agent in the Lead Car. Chief Curry was giving instructions at my suggestion to escort vehicles for keeping crowd out of street, blocking traffic in certain areas, requesting pilot vehicle to speed or slow up, and giving orders needed for us to proceed unhampered.

The President's car made one unscheduled stop, apparently at his direction, which was not uncommon. This lasted only a few moments and motorcade proceeded on. On a few occasions I noticed agents leap off the follow-up car to intercept someone or when they thought someone was trying to reach the President's car. They were able to return to positions on the follow-up car.

The motorcade proceeded at about 15-20 miles per hour until the very heavy crowd concentration in the downtown area, when it slowed to approximately 10 miles per hour.

At the corner of Houston and Elm Streets I verified with Chief Curry that we were about five minutes from the Trade Mart and gave this signal over my
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portable White House Communications radio. We were just approaching a railroad overpass and I checked to see if a police officer was in position there and that no one was directly over our path. I noticed a police officer but also noticed a few persons on the bridge and made motions to have these persons removed from over our path. As the Lead Car was passing under this bridge I heard the first loud, sharp report and in more rapid succession two more sounds like gunfire. I could see persons to the left of the motorcade vehicles running away. I noticed Agent Hickey standing up in the follow-up car with the automatic weapon and first thought he had fired at someone. Both the President's car and our Lead Car rapidly accelerated almost simultaneously. I heard a report over the two-way radio that we should proceed to the nearest hospital. I noticed Agent Hill hanging on to the rear of the President's vehicle. A motorcycle escort officer pulled alongside our Lead Car and said the President had been shot. Chief Curry gave a signal over his radio for police to converge on the area of the incident. I requested Chief Curry to have the hospital contacted that we were on the way. Our Lead Car assisted the motorcycles in escorting the President's vehicle to Parkland Hospital.

Upon our arrival there at approximately 12:34 p.m., I rushed into the emergency entrance, met persons coming with two stretchers and helped rush them outside. Governor Connally was being removed from the car when the stretchers arrived and he was placed on the first one. Mr. Powers, myself and one or two others placed President Kennedy on a stretcher and we ran pushing the stretcher into the emergency area which hospital personnel directed us to. I remained outside the door where the President was being treated and requested a nurse to find someone who would know hospital personnel who should be admitted to the President's room. Other agents, in addition to some members of the White House staff, then stationed themselves at this door. ASAIC Kellerman and myself went to an office in emergency area and used a phone to contact the White House Dallas switchboard, who in turn contacted SAIC Behn, White House Detail in Washington. Mr. Kellerman informed Mr. Behn what had happened and we kept that line open to Mr. Behn's office during our stay at Parkland Hospital. I went outside into a corridor and noticed that agents had established security to the emergency area then proceeded to rear of hospital to make sure police security was keeping general public from the immediate area. Upon returning to the emergency room office, I again assisted in keeping line to Washington open, talked with Mr. Behn in Washington, requested the Dallas White House switchboard to contact Austin, Texas, where the 12 p.m. (midnight) to 8:00 a.m. Secret Service shift was resting and instruct those agents to take first available plane back to Washington, D.C. A few minutes later I learned a special Air Force plane would take them from Bergstrom AFB (Austin, Texas) to Washington, D.C., and requested the Dallas White House switchboard to notify those agents of this change. It was then I learned that Mrs. Kennedy wished to return to Washington, D.C., with the body of President Kennedy immediately, and I returned to rear of hospital to see if enough motorcade vehicles remained for transportation of agents, staff and others needing transportation to the airport.

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Vice President Johnson had already been taken to Love Field and was aboard AF #1. The President's car and the Secret Service follow-up car had already been taken to Love Field for loading aboard the special Air Force plane.

I requested the police to be ready to escort us to the airplanes and drivers to have their cars ready. Arrangements had already been made by someone else for a hearse to transport the coffin. Returning inside I learned the Medical Examiner could not release the body and located Sheriff Decker, who had returned to his office, by phone. I believe Dr. Burkley, the President's White House physician, talked with the Sheriff. The President's body was released and the coffin placed in a hearse from the O'Neill Mortuary. At about 2:04 p.m. agents accompanied the President's body and Mrs. Kennedy in the hearse, and other agents rode in a Lincoln automobile behind this hearse. Other staff members rode in other cars. I rode in a police car ahead of the hearse, and motorcycles escorted us to Love Field position of AF #1. We arrived at AF #1 at about 2:15 p.m. I helped remove the coffin from the hearse and place it aboard AF #1.

I remained outside the airplane until it departed for Washington, D.C., after Vice President Johnson was sworn in as President by Federal Judge Sarah Hughes.

Police and agents had removed all general public and press from the immediate area.

While waiting for the departure of AF #1, FBI Agent Vincent Drain, Dallas office, told me SAC Gordon Shanklin, FBI, Dallas, Texas, had some information. I spoke with Mr. Shanklin on the phone and he told me that an individual who had been arrested for the investigation of the killing of a police officer that afternoon had worked at the Texas Book Depository Building. I asked Mr. Shanklin to relay this to an agent on duty in the Dallas Secret Service office and then requested Chief Curry, who was with me, to speak with Mr. Shanklin on the phone.

After the departure of President Johnson and the body of President Kennedy aboard AF #1 at approximately 2:47 p.m., I proceeded to Police Headquarters with Chief Curry and Agent David Grant. En route we learned SAIC Sorrels was at Police Headquarters. Upon our arrival there I reported to SAIC Sorrels and remained at Police Headquarters under his direction.

At approximately 11:00 p.m. Inspector Kelley, Chief's Office, United States Secret Service, arrived and at approximately 1:00 a.m., on November 23, 1963, he requested me to return to Washington, D.C., on a special plane which was returning evidence from the Dallas Police in the killing of Police Officer Tippit and President Kennedy. I went to the FBI Dallas office, met FBI Agent Drain again, and proceeded with him and the packaged evidence to

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Carswell AFB. I departed Carswell AFB aboard USAF plane #276 at 3:10 a.m.,
C.S.T., November 23, 1963, and arrived at Andrews AFB at 6:30 a.m., E.S.T.

Winston G. Lawson
Winston G. Lawson
Special Agent, U. S. Secret Service

December 1, 1963

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Other Individuals and Organizations
Involved or Interviewed*Kellerman, Roy H.**12/18/63*

William R. Greer's Report on Dallas, Texas

attach 10

~~CONFIDENTIAL~~

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~~ ^{right side} 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 rushed 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

*Exh 12 to**Commission No. 3**Secret Service*

KP
Kellerman, Roy ZH

Exh 12

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

attach 11

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

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

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

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

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

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

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

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

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

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

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

RAK

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 p.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

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Chief

DATE: November 30, 1963

FROM : ASAIC Kellerman - 1-16 *PKK*

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.

Commission No. 3
Secret Service

Key Persons
Kellerman, Roy H.

Attach 12 to
Ex 12

~~12/18/63~~
12/18/63

- 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.

K P
Kellerman, Roy T.

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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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.

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

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

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

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

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

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

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

Upon arrival at Parkland Hospital, I immediately ran to President Kennedy. Mrs. Kennedy was lying over him. I said to Mrs. Kennedy to let us get the President. She said in effect that she was not going to move. I got one look at the President's head and remarked to ASAIC 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.

~~CONFIDENTIAL~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At 1:15 p.m. (according to my watch) the Vice President, in the presence of Mrs. Johnson, Mr. Cliff Carter, 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

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

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

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

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

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

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

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

Approved:



Emory P. Roberts

Gerald A. Behn
Special Agent in Charge.

Assistant to the Special Agent in Charge

Nov. 22, 1963.

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

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

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

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 F. Roberts
Emory F. Roberts.

K P
Kellerman, Roy H.
Attach 14

to Eth 12

12/18/63

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

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

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

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

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

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

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

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

~~CONFIDENTIAL~~
Commission No. 3
Secret Service

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

~~CONFIDENTIAL~~

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

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

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

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

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

~~CONFIDENTIAL~~

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

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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

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

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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.

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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 cataphalt.



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



Other Individuals and Organizations
Involved of Interviewed

Kellerman, Roy
Attached to
Exp. 12

THE WHITE HOUSE DETAIL
November 29, 1963

12/18/63

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

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

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

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

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

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

~~Commission No. 3~~
Secret Service

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

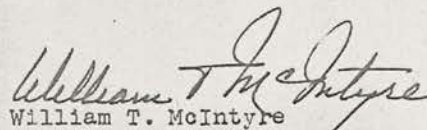
The Presidential vehicle was approximately 200 feet from the underpass when the first shot was fired, followed in quick succession by two more. I would estimate that all three shots were fired within 5 seconds. After the second shot, I looked at the President and witnessed his being struck in the head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


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

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

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

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


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



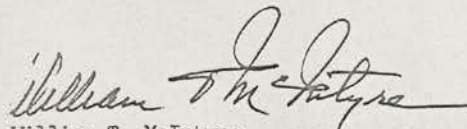
~~CONFIDENTIAL~~
November 22, 1963

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

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

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

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


William T. McIntyre
Special Agent
White House Detail

~~CONFIDENTIAL~~

Other Individuals and Organizations
Involved or Interviewed

*Kellerman, Roy H. Attach 17 to
Eph. 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;

*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.

Page Four of Statement of Special Agent Paul E. 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.

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 mellon. 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.

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. ASATC Kellerman and SA Hill immediately reached for their wallets. ASATC 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; ASATC 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.

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

Kellerman, Roy
Attach 19 to
Eth. 12

Saturday
November 30, 1963 *12/18/63*

~~CONFIDENTIAL~~

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

9/63

Commission No. 3
Secret Service

~~CONFIDENTIAL~~

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~~^{we} 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 ARL5 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. ^{we}

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 sheering. 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. ~~xxx~~^{we}

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~~At the point of impact of the bullet on the President's car, the car was moving at a speed of approximately 400~~
~~shots were fired. 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

~~CONFIDENTIAL~~

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~~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~~

RP

Kellerman, Roy

Attack 19 to

24h 12

~~11/18/63~~

Just prior to the shooting I was seated in the rear of SS-679-X on the left side. As 100-X made the turn and proceeded a short distance I heard what seemed to me that a firecracker exploded to the right and rear. I stood partially up and turned to the rear to see if I could observe anything. Nothing was observed and I ~~immediately~~ turned around and looked at the President's car. The President was slumped to the left in the car and I observed him come up. I heard what appeared to be two shots and it seemed as if the right side of his head was hit and his ~~hair~~ hair flew forward. I then reached down, picked up the AR 15, cocked and loaded it and stood part way up in the car and looked about. By this time, 100-X had 679-X had passed under the overpass and was proceeding at a high rate of speed towards the hospital.

Clint Hill who was lying on the trunk of the President's car looked into the car and then looked back at us and shook his head. Emory Roberts then turned around and said to words of this effect that we had to take care of the Vice President. He assigned two agents to go to him the minute we arrived at the hospital. He told me to stand by with the AR 15 in case there was any danger to the Vice President when we arrived at the hospital.

I did this, and after the Vice President was escorted into the hospital, I returned the gun to the car. Kenneth O'Donnell asked me to take him into the hospital. He couldn't get by the local police. I took him into the area where the President was and assisted the agent outside the door to keep the people away who didn't belong there. I was then relieved and went back to the cars where I assisted Agent Kinney to put the plastic top on 100-X. We were then told by Roy Kellerman to take the cars to the plane and stand by. I drove 100-X to the plane, loaded it in company with Agent Kinney. We stood by until the plane took off.

George W. Hickey
George W. Hickey
Special Agent
11-22-63

Commission No. 3
Secret Service

Other Individuals and Organizations
Involved or InterviewedOPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

Kellerman, Roy H. attacks 21
1-22-64h.0 to Ref. 12

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : SAIC Youngblood - Vice Presidential Detail ~~Confidential~~

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

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

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

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

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

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

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Secret Service

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Page 2

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

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

~~Confidential~~

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

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

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

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

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

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

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

~~Confidential~~

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

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

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

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

~~Confidential~~

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

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

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

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

~~CONFIDENTIAL~~

1-22-64.0

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

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

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

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

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

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

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

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

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

Rufus W. Youngblood

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

~~CONFIDENTIAL~~

OPTIONAL FORM NO. 10
5010-104

Other Individuals and Organizations
Involved of Interviewed

attach 23 to

UNITED STATES GOVERNMENT

Memorandum

Kellerman, Rogan, H.

1-22-61h.0

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : ASAIC Thomas L. Johns - Vice Presidential Detail

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

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

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

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

The motorcade and security personnel were as follows:

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

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

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

~~SECRET~~
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1-22-614,0
Page 2

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

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

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

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

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

~~CONFIDENTIAL~~

1-22-61h.0

Page 3

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

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

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

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

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

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

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

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

Other Individuals and Organizations
Involved of InterviewedOPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

1-22-64h.0

U.S. Secret Service

TO : Chief

DATE: Nov. 29, 1963

FROM : SA Jerry D. Kivett - Vice Presidential Detail

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

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

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

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

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

~~Confidential~~
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attach 24 to
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1-22-614.0

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

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

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

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

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

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

See additional statement for actions during and after assassination.

~~Confidential~~

Jerry D. Kivett
SA Jerry D. Kivett

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

November 29, 1963

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

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

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November 29, 1963

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

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

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November 29, 1963

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

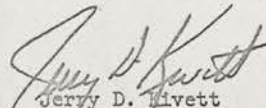
~~CONFIDENTIAL~~

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November 29, 1963

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

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


Jerry D. Livett
Special Agent

~~CONFIDENTIAL~~

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

Kennedy, John F. Mrs.

*attach 25 to**Exh. 12*

1-22-614.0

U.S. Secret Service

TO : Chief

DATE: November 29, 1963

FROM : SA Warren W. Taylor - Vice Presidential Detail

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

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

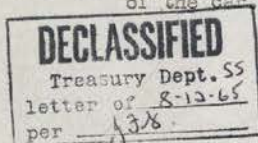
At 11:35 a.m., CST, I arrived at Love Field, Dallas, Texas, aboard AF-2 with Vice President and Mrs. Johnson. Vice President and Mrs. Johnson disembarked from the plane and I remained in close proximity to Mrs. Johnson while she and the Vice President went over to a crowd awaiting the President's arrival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

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

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

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

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



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

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

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

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

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

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per gsl

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

Warren W. Taylor

Warren W. Taylor
Special Agent, 1-22

DECLASSIFIED
Treasury Dept. 53
letter of 8-12-66
per gao

Other Individuals and Organizations
Involved or Interviewed*Kellerman, Roy
H.**attach 31 to
E.H.
PAGE # 1*OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Chief James J. Rowley

DATE: November 30, 1963

FROM : SA Berger, 1-16 - White House Detail

~~Confidential~~SUBJECT: Activities of this Special Agent in Dallas, Texas, on Friday,
November 22, 1963.

On Friday, November 22, 1963, this Special Agent was a member of the 4:00PM - 12:00AM shift under ATSAIC Stout which departed Fort Worth, Texas via USAF # 6970 at 11:20 A.M. arriving at Dallas, Texas, Love Field, at 11:40 A.M. Upon deplaning we were met by SA Lawson, the White House Detail Advance Agent, who instructed us to depart for the Dallas Trade Mart in waiting unmarked Dallas Police cars. Upon arriving at the Trade Mart, I reported to SA Grant, another White House Detail Advance Agent, who assigned me my designated post which was the press area in the second balcony.

When I received word from a newspaper man that the President had been shot I immediately went downstairs to tell ATSAIC Stout, who at this time was confirming the incident. At this time I saw Doctor Burkley and Chief Hendricks and asked them to accompany me to Parkland Hospital in a Police car which they did. Upon arriving at the hospital I assumed a post in the entrance of the emergency room. The remainder of the 4:00PM - 12:00AM shift then arrived with SA Johnsen being posted with me. Soon after Mr. Dave Powers asked where the priest was. With SA Johnsen holding our post the reporting agent went to the outside of the hospital where I saw two Catholic priests who I asked to accompany me to the emergency room.

Shortly thereafter FBI agent Vincent E. Drain, commission book # 5067, Dallas office arrived at the room entrance. He showed me his credentials & said he had received a telephone call from Director Hoover telling him to make himself available to us. This information was conveyed to ASAIC Kellerman. When I inquired of Agent Drain who the unidentified male was who accompanied him, he replied that he was a doctor friend of his. The agent & unidentified male then proceeded to the end of the hall. Approximately 5 minutes subsequent to the visit of agent Drain a unidentified CIA agent, after showing his credentials said that he would be available.

At approximately 1:30 PM, the Chief Supervising nurse, a Mrs Nelson started to enter the emergency room with an unidentified male (WM, 45yrs, 6'2", 185-190lbs, grey hair) As the reporting agent and SA Johnsen started to ask his identity he shouted that he was a FBI. Just as we began to ask for his credentials he abruptly attempted to enter the emergency room and had to be forcibly restrained by us. ASAIC Kellerman then appeared and asked this individual to go to the end of the hall.

~~Confidential~~

Continued on PAGE #2

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Secret Service*

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~~CONFIDENTIAL~~
Congressman Olin E. Teague, Texas witnessed this incident and verbally stated to this agent that if there are any inquiries in the future he would be more than glad to give a statement in the Service's behalf. Nurse Nelson was also interviewed by this agent in the presence of SA Johnsen and Congressman Teague and stated that the unidentified FBI agent had not shown us any credentials nor any to her.

At approximately 2:00PM the President's body was taken from the hospital to an awaiting hearse. At this time ASAIC Kellerman instructed me to drive the hearse which I did accompanied by ASAIC Kellerman, ATSAIC Stout, SA Hill and Mrs Kennedy. Shortly thereafter we arrived at Love Field under police escort. I then helped remove the casket from the hearse and into USAF # 26000. # 26000 departed Love Field at 2:47 PM arriving in Washington D.C. (Andrews AFB) at 6:00PM. I then escorted President Johnson to the White House via helicopter # 2.

Andrew E. Berger

Andrew E. Berger
Special Agent
1-16, White House Detail

APPROVED:

Gerald A. Behn
Special Agent in Charge
1-16, White House Detail

~~CONFIDENTIAL~~

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Chief James J. Rowley

DATE: November 30, 1963

FROM : SA Johnsen - White House Detail

~~CONFIDENTIAL~~

SUBJECT: Activities of Reporting Agent on November 22, 1963

KP
Kellerman, Roy
Attach 33 to
Eph. 12
12/18/63

I arrived at Dallas International Airport aboard USAF #6970 at 11:40 AM. I, together with ATSAIC Stout and SAs Sullimon, Berger and Olsson, was met upon deplaning by SA Lawson. SA Lawson directed us to two awaiting Dallas Police Department Detective cars. We were driven directly to the Dallas Trade Mart by two Dallas Police Department detectives.

Upon our arrival at the Trade Mart we were met by SA Grant who directed the two cars to a reserved parking area. The detectives were instructed by SA Grant to remain with their cars until the conclusion of the ceremonies at the Trade Mart and then to drive those agents who rode with them back to the airport.

We were then posted in the Trade Mart by SA Grant. As I remember ATSAIC Stout was seated directly in front of the podium of the speakers stand; SAs Olsson and Sulliman on either side of the speakers stand; and SA Berger in the 1st Balcony with the movie cameras. I was assigned to the ground floor press area. Upon being posted I was informed by SA Grant that the President should arrive in approximately 50 minutes. Being that there were no press in the area I was assigned I walked onto the speakers stand and made an additional safety and security check.

After having checked the speakers stand I walked to where SA Sulliman was posted. Shortly thereafter I was informed by the press that the President had been shot. I went to the Presidential Entrance of the Trade Fair and notified SA Grant. He instructed me to notify the others on my shift and go directly to the hospital the President had been taken to. ATSAIC Stout and the others on his shift rode to the hospital in our assigned detective cars.

Upon arriving at Parkland Hospital I positioned myself with SA Berger at the door leading to the President Kennedy's room. At various times I was taken from this post and positioned outside the Vice President's room with SA Bennett.

At approximately 1:30 P.M. I was outside of the President's room with SA Berger when Chief Nurse Nelson entered the President's room. She was followed by an unidentified man (WM, 40-45 yrs, 6'2", 185 lbs, grey hair). When SA Berger and I stopped him he said, "F.B.I.", and made a determined effort to enter the President's room. We stopped him and asked for his credentials. He again tried to forcibly enter the President's room and had to be restrained. After he had been subdued he produced his F.B.I. credentials. At this time ATSAIC Kellerman appeared and asked the F.B.I. agent to go to the end of the hall.

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~~CONFIDENTIAL~~

Congressman Olin E. Teague (D-Texas) witnessed this incident. SA Perger was assured by the Congressman that the F.B.I. man had not attempted to produce any identification and appeared to be determined to enter the President's room. He stated that if there were any inquiries that he would be more than glad to give a statement in our Service's behalf.

Nurse Nelson was interviewed by SA Berger in my presence. She stated that the F.B.I. agent had showed her no identification.

Approximately 5 minutes prior to leaving the hospital with the casket and Mrs. Kennedy I was instructed to remain at the Presidential door and wait to be advised that the casket was leaving the hospital and then to ride the follow-up car to the airport. During this period a Mr. Wright from the security staff came to me with an expended bullet and wished to turn it over to a Secret Service Agent. The only information I was able to get from him prior to the departure of Mrs. Kennedy and the casket was that the bullet had been found on a stretcher which President Kennedy may have been placed on. He also stated that he found rubber gloves, a stethoscope, and other doctors' paraphernalia on this same stretcher.

On the drive from the hospital to AF #1 I rode the follow-up car. Upon our arrival at AF #1 I assisted in placing the casket upon "SAF #26000. While awaiting for the departure of AF #1 I was instructed by STSAIC Stout to ride in the rear of the plane with the casket. This had been a request of President Johnson.

Upon our arrival at Andrews Air Force Base, Md., I positioned myself near the press area. After the statement to the press by President Johnson I rode helicopter #2 to the White House.

Richard E. Johnson
Richard E. Johnson
SA 1-16

APPROVED:

Gerald A. Behn
SAIC 1-16

~~CONFIDENTIAL~~

K. P. Kennedy, John F.
Kellerman, Roy #3
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. ^{1/} 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, & Heller, Firearms Investigation, Identification, and Evidence, 420 (1957). This results from two interrelated factors:

^{1/} By the term "bystanders" I mean everyone but the assassin(s) and the victims.

cc: Craig, Adams, Specter, Hall, Belin, Willens, Redlich, Eisenberg

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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.

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Acoustics. Apart from the difficulty of accurately recording earal 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;^{2/} (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

^{2/} This noise will be caused only when the bullet is travelling faster than the speed of sound. We have asked for, 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.

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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 - H, 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

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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.^{3/} 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.

^{3/} 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 2

B
↑

C

A

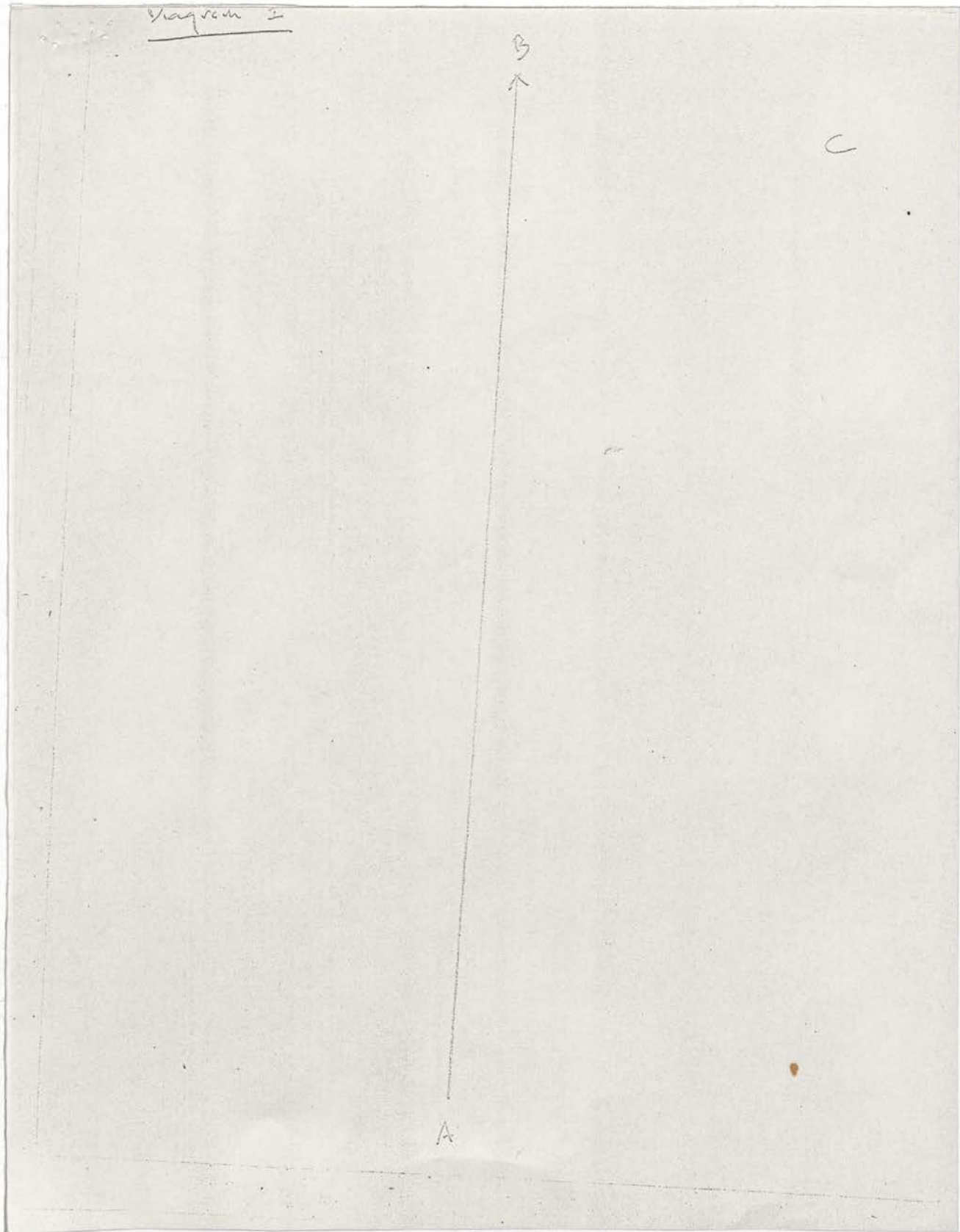
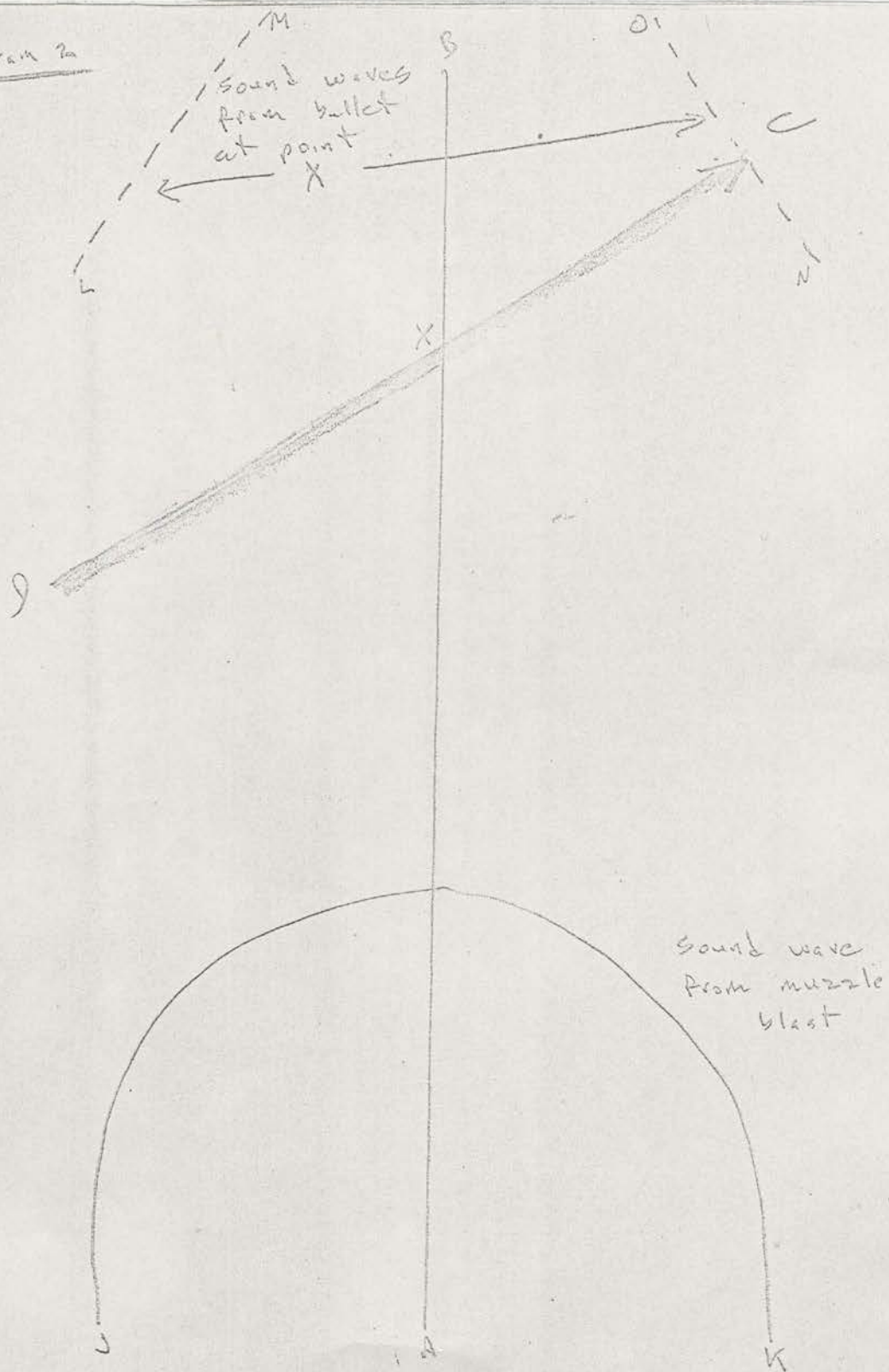


Diagram 2a



KP

Pres. Comm - 9

Kellerman, Roy H.

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

KP
Kellerman, Roy H 1 ~~INV 5~~

MEMORANDUM

March 11, 1964

TO: Mr. J. Lee Rankin

FROM: *AS* 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

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

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

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

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

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

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

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

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

Al [unclear]

AS:mln

K P
Kellerman, Roy *Kennedy, John F*
4-1

MEMORANDUM

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 Killion 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

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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

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

K P
Kellerman, Roy H. p p 1
United States Secret Service

TO : Chief - Attention Inspector Kelley DATE: March 16, 1964

FROM : ASAIC Roy H. Kellerman *AK* White House Detail

SUBJECT: Information Requested by the President's Commission

The following is the information requested by Congressman Gerald Ford (Michigan) during my appearance before the Commission on March 9, 1964:

- Q. Who informed the Protective Research Section of the Secret Service of the President's visit to Dallas, Texas, on November 22, 1963?
- A. On November 8, 1963, Special Agent Winston Lawson furnished this information to Mr. Robert I. Bouck, Special Agent in Charge of the Protective Research Section. This information was verified to me by Mr. Lawson, who was assigned to do the advance preparations for the President's visit to that city.
- Q. Re-check with the Protective Research Section to determine if any reports of protective research-type subjects in the Dallas, Texas, area were furnished to the agents of the White House Detail.
- A. The Protective Research Section did not furnish to the White House Detail any reports of protective research-type subjects in the Dallas area, as that office did not have any record of such subjects.

They did furnish information to the Houston office and the White House Detail on two subjects of interest in the Houston area.

Agents of the Dallas Office and Dallas Police developed information concerning Right Wing Extremists involved in the anti-Stevenson demonstration in Dallas as well as information concerning scurrilous handbills being distributed in Dallas. Special Agent Howlett, Dallas Office, had this background information and photographs available during his assignment at the Trade Mart and furnished it to the police at the Trade Mart.

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 | Thomas L. Johns |
| Roy H. Kellerman | Jerry D. Kivett |
| Samuel A. Kinney | Warren W. Taylor |
| Emory P. Roberts | Stewart G. Stout, Jr. |
| Clinton J. Hill | David B. Grant |
| William T. McIntyre | Samuel E. Sulliman |
| John D. Ready | Ernest E. Olsson, Jr. |
| Paul E. Landis, Jr. | John Joe Howlett |
| Glen A. Bennett | Andrew E. Berger |
| George W. Hickey, Jr. | Robert A. Steuart |
| Rufus W. Youngblood | 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