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FILE NO.1-16-602.111



TREASURY DEPARTMENT
UNITED STATES SECRET SERVICE

7

Washington, D. C.

White House Detail

November 30, 1963

FINAL SURVEY REPORT

Re: Visit of the President, Mrs. Kennedy, the Vice President, and Mrs. Johnson to Dallas, Texas, where they were scheduled to attend a luncheon and the President was to speak. This luncheon was sponsored by the Dallas Citizens Council, the Dallas Assembly, and the Science Research Center on November 22, 1963.

Mr. James J. Rowley
Chief, U. S. Secret Service
Washington, D. C.

Sir:

INTRODUCTION

Reference is made to my preliminary survey report dated November 19, 1963.

This survey was conducted by SA Winston Lawson, Office 1-16, and SAIC Forrest Sorrels, Office 3-3, and assisted by SA David Grant, Office 1-16, from November 13 through November 22, 1963. SA Jerry Kivett, Office 1-22, coordinated the Vice President's plans for the visit from November 18 through November 22, 1963.

A large crowd was on hand to greet the Presidential Party at the airport. The motorcade route was lined by crowds which were quite large, especially in the downtown area. The invited guests were awaiting the arrival of the Presidential Party at the Trade Mart, the site of the luncheon and speech.

Appropriate attire for this luncheon was a business suit.

ITINERARY

11:35 a.m. The Vice President and Mrs. Johnson accompanied by other members of the party arrived at Love Field, Dallas, Texas, aboard AF #2. (See attached Proposed Manifest for AF #2 - Fort Worth to Dallas.) Attachment #1



Confidential

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COMMISSION EXHIBIT 768

Confidential

Mr. James J. Rowley

- 2 -

1-16-602.111

11:40 a.m. The President, Mrs. Kennedy, and Governor and Mrs. Connally, accompanied by other members of the party, arrived at Love Field, Dallas, Texas. (See attached Proposed Manifest for AF #1 - Fort Worth to Dallas.) Attachment #2.

The President was met by members of the party from AF #2 and the local reception committee. Mrs. Kennedy, Mrs. Johnson, and Mrs. Connally were presented flowers. (See preliminary report reception committee list. Mr. George Miner and Mr. David Keeler were deleted.)

The President, Mrs. Kennedy, the Vice President and Mrs. Johnson walked along the airport fence shaking hands and greeting the crowd. The motorcade vehicles were being loaded at this time. (See Scheduled Motorcade List.) Attachment #3.

11:55 a.m. The Presidential Party departed the airport.

12:29 p.m. Appropriate signal given by SA Lawson from Lead Car that we were approximately five minutes from destination - the Trade Mart.

12:30 p.m.
(Approx.) Because of what appeared to be the sound of a firecracker or gunfire, also because of unusual activity in the Presidential and follow-up cars, we immediately accelerated movement of Lead Car. Information was received over the two-way radio that we should proceed to the nearest hospital, and we were escorted speedily to the Parkland Hospital. The President and Governor Connally were placed on stretchers and were immediately taken to the Emergency Room for medical attention. (See my statement and statements from other agents as to activities during this incident.)

Note: Separate reports containing information on activities at the hospital and subsequent trips of the Vice President and the body of the President to Love Field and their departure for Washington, D. C., will be submitted as soon as practical.

Note: The following is the approximate scheduling of events and itinerary for the remainder of the visit.

12:35 p.m.
(Approx.) Presidential Party should arrive at the Trade Mart, 2100 Stemmons Freeway in parking lot on Industrial Boulevard.

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 3 -

1-16-602.111

Presidential Party were to be greeted by Mr. John Stemmons and Mr. Trammel Crow, representatives of the Trade Mart, and escorted to an indoor garden area behind the head table to meet head table guests. Other luncheon guests arriving in the motorcade were to be escorted to tables, and the head table guests be shown to their places. "Hail to the Chief" would be played by an organist upon the President's appearance at the head table. (See attached Head Table List.) Attachment #4.

- 12:45 p.m. (Approx.) Head table served. Many other luncheon guests should have been served some of their luncheon.
- 1:20 p.m. (Approx.) Luncheon serving completed, short introductions by Mr. Erik Jonsson, remarks, introduction of the President, President's speech.
- 1:55 p.m. (Approx.) Presidential Party leaves head table area, is escorted to motorcade formation area in same parking lot and motorcade is formed. Time is allowed for President to meet luncheon guests or crowd outside the Trade Mart, if he so desired.
- 2:05 p.m. (Approx.) Presidential motorcade departs Trade Mart.
- 2:20 p.m. (Approx.) Presidential motorcade arrives at Love Field. Time was allowed for President to bid good-bye to any assembled crowd. Presidential Party departs and the members board their respective airplanes.
- 2:30 p.m. (Approx.) The President and party board AF #1, which departs for Austin, Texas. Immediately following was the Vice President and party aboard AF #2.

ROUTES

See Map Attachment. Attachment #5.

Dallas Love Field to Trade Mart

Motorcade proceeds southeast along airport apron past parking lot toward Continental Hangar; bearing right before Continental Hangar and proceeds out onto airport entrance road; left on airport entrance road to right of median strip; left on Mockingbird Lane; left on Lemmon Avenue; right on Turtle Creek Boulevard; bear left onto Cedar Springs Road; left on Harwood; right on Main Street; right on Houston Street; left on Elm Street;

Confidential

Confidential

Mr. James J. Rowley

- 4 -

1-16-602.111

bear right on access road to Stemmons Freeway (Interstate 35-E); continuing northwesterly on Freeway; exit at Wycliff-Industrial Boulevard Exit; right on Industrial Boulevard; right into side parking lot of Trade Mart (parking lot roped off); stop at side door near front of building. Distance ten miles. Time 40-45 minutes.

Trade Mart to Dallas Love Field

Proceeds northwesterly out of parking lot; right on Industrial Boulevard; left on Harry Hines Boulevard; exit at Mockingbird Lane Exit; right on Mockingbird Lane; left on airport entrance road; right towards special entrance cut in fence west of Continental Hangar (same entrance used on inbound trip); continue north along airplane parking area; left along employee parking lot direct to AF #1 and AF #2 on airport apron. Distance four miles. Time 12-15 minutes.

Note: The Parkland Hospital is located on the original route to the Trade Mart and Love Field. These routes were not varied.

SECURITY

All Presidential movements on this visit were within the confines of the Dallas city limits, and state and county law enforcement agencies assisted the Dallas Police.

Love Field, Dallas, Texas

Love Field is the Municipal Airport for Dallas and is capable of handling the type Presidential aircraft used on this trip. The Air Force Operational and Safety Advance was conducted by Major Charles Nedbal, USAF, and safety, servicing, crash and fire equipment, other normal checks, measurements and positioning of planes were conducted under his direction.

Security at the airport was provided by agents of this Service and the Dallas Police Department with augmentation by the Sheriff's Department and the Texas Department of Public Safety personnel. The general public was contained behind a chain link fence or parking lot fence. Only authorized airport or air line personnel, Air Force personnel, Reception Committee, local press representatives, members of the official traveling party, communications support personnel, local Host Committee Members, and security personnel were to be admitted to the airport reception area. Service trucks for air lines using an access road in the area were to be admitted to the apron until arrival of the Presidential Party and then detained until motorcade departure. The same condition prevailing on the motorcade's return to the airport.

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 5 -

1-16-602.111

The general public was contained behind a chain link fence with police crowd and check point control. In addition, general public was contained behind parking lot fence with police control. The press area was located near the rear ramp of AF #1 and was formed by ropes and stanchions with police to contain the press and move the press area ropes if needed. Agents were deployed around the President and Mrs. Kennedy and the Vice President and Mrs. Johnson as they walked along the fence to the crowd area. Police were also used on adjacent and near-by airport building roofs, for traffic control, and to keep the public from access roads and other areas not to be used by the public. Plain-clothes officers were stationed in and around the general public. (See attached airport area map - Attachment #6 - and airport reception area diagram - Attachment #7.)

Route - Security

Security of the route was effected by agents of this Service traveling with the motorcade, escorting police automobiles and motorcycles, and strategically deployed police along the route.

Uniformed police were utilized at main intersections, both for crowd and traffic control. Outriders of escorting motorcycles were used for traffic control at secondary intersections as the motorcade proceeded along the route and to clear any traffic ahead. Motorcycles were utilized ahead of the pilot car, the lead car, the right and left flanks of the President's car and Secret Service follow-up car to keep the people off the street. Other motorcycles and a police car were utilized at the rear of motorcade to keep it intact and prevent any vehicle from passing the motorcade.

Additional police officers were stationed along the motorcade route in areas where large crowds were expected and where the motorcade might be moving more slowly. City trucks were positioned along the motorcade route with personnel assigned to clear the streets of refuse or other objects thrown into the street.

All bridges, overpasses and railroad crossings on the route were policed. There was no scheduled passenger rail traffic on the two rail crossings which bisected the route during the time the motorcade was to pass. Police were stationed at these crossings to control any freight switching.

Possible picketing and embarrassing incidents were discussed. The police were to enforce local ordinances in this respect. A copy of a local ordinance dated November 18, 1963, concerning picketing or interference with private or public assemblies is attached. Attachment #8.

Confidential

Confidential

Mr. James J. Rowley

- 6 -

1-16-602.111

Trade Mart Security

This is a four-story building of concrete and steel construction where showrooms are leased to manufacturers and manufacturers' agents. An indoor courtyard over 300 feet long, 100 feet wide, and four stories high is located in the middle of the building with skylights overhead and balconies overlooking the courtyard from the second, third and fourth floors. Two tri-level suspension bridges extend across the courtyard. The kitchen and serving area are located on the first floor at the north end of the courtyard and an indoor garden and fish pool are located at the south end.

Security at the Trade Mart was effected by agents of this Service, Dallas Police, and personnel from the Dallas County Sheriff's Department and the Texas Department of Public Safety. Only invited luncheon guests, lessees, bona fide showroom customers or other authorized personnel identified by previously designated badges or identification were allowed in the building. The screening of lessees and their customers was made by Trade Mart personnel and doubled checked by police officers and an agent of this Service. Police and an agent of this Service screened luncheon guests and other persons authorized to enter the building.

No lessee or customer was to be allowed in the courtyard or balcony area. No luncheon guest was to be seated behind the head table on any floor. Wooden screens were placed on all floors behind the head table at the escalator areas obstructing view of anyone overlooking head table from the rear. Officers were placed to keep people moving to their seats. Check points were maintained on all floors to assure that only authorized persons were permitted in the courtyard and balcony areas. Usherettes assisted luncheon guests to find their correct numbered tables. No persons were to be allowed on suspension bridges except television technicians and one live television camera, which was on a pre-designated bridge. The Trade Mart is secured overnight by Trade Mart guards. Additional security of the building was implemented at 7:00 a.m. on November 22, 1963, by Dallas Police and later augmented by Secret Service agents. No freight deliveries were to be made to the showrooms during the President's visit. Only the main entrance was to be used by the luncheon guests, lessees, and their customers, and police were posted at all doors. Uniformed police and plain-clothes officers were deployed in corridors, balconies, main lobby, head table area, luncheon table area, kitchen, and other areas. In addition, places were provided at tables to seat agents in front of the head table positions of the President and Vice President. Only key Trade Mart personnel were to be admitted to the courtyard area. Usherettes were either employees of the Trade Mart or members of their families.

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 7 -

1-16-602.111

Catering for the luncheon was furnished by Crotty Bros., Boston, Massachusetts, the contract caterers for the Trade Mart. They normally operate the Trade Mart cafeteria on food service. The President's food supply was to come from the general food supply, and the head table waiters, food preparers, and Crotty Bros. personnel were listed and names and data sent by SAIC Sorrels, Dallas, to our Protective Research Section for processing. Any catering personnel in proximity to the head table were identified by green lapel clips.

The Dallas Fire Department conducted a safety inspection and had firemen deployed in the Trade Mart with protective equipment. The Dallas Health Department inspected the kitchen area and facilities.

The general public was not allowed in the parking lot area where the motorcade would pass and was to stop. No public vehicles were allowed to park in the lot. It was secured by ropes and barricades. Police officers were placed on the roof of the Trade Mart, Market Hall, and Dallas Home Furnishings Mart, as they overlooked the point where the President would alight from his vehicle. Police were also utilized for crowd, traffic, and parking control at the Trade Mart.

Special instructions were sent to lessees of the Trade Mart by W. E. Cooper, General Manager, Dallas Market Center. (See attachment #9.)

See Trade Mart diagram. Attachment #10.

POST ASSIGNMENTS

The following changes from the preliminary report should be noted: SA Rybka remained at the airport to help effect security of the departure with SA Lawton and SA Roger Warner. SA Taylor was assigned to be in close proximity to Mrs. Johnson and work the Vice Presidential Detail follow-up car in addition to those agents previously mentioned in the preliminary survey report.

SS-100-X, Presidential car, was driven by SA Greer with ASAIC Kellerman in the front seat.

SS-679-X, Presidential follow-up car, was driven by SA Kinney and worked by ATSAIC Roberts and SAs Hill, Landis, Ready, McIntyre, Bennett, and Hickey. Mr. O'Donnell and Mr. Powers, White House Staff, were also in this car.

The Vice Presidential car, a Lincoln Convertible, was driven by Herschel Jacks, Texas DPS Officer, with ASAIC Youngblood in the front seat. The Vice Presidential Detail follow-up car, a Mercury Sedan, was driven

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 8 -

1-16-602.111

by Joe H. Rich, Texas DPS Officer, and worked by ATSAIC Johns and SAs Kivett and Taylor. Mr. Cliff Carter, Executive Assistant to the Vice President, also rode in this car.

INSTRUCTIONS TO AGENTS

In addition to instructions to agents contained in the preliminary survey report, the following should be noted:

Changes of the personnel for both the Presidential Detail and the Vice Presidential Detail follow-up cars should be noted as above in past assignments.

Agents at the Trade Mart proceeded to Parkland Hospital by police vehicles when word was received of injury to the President and his arrival at Parkland Hospital.

It should be noted that a green lapel clip for head table waiters and key catering personnel was listed as identification in Instructions to Agents in the preliminary report (Attachment #4) but not listed on attachment sheet #7. An additional lapel clip (gray) was added after the preliminary report was submitted and was used as identification for airport and air lines personnel in close proximity to the Presidential and Vice Presidential aircraft.

AUTOMOBILES

SS-100-X and SS-679-X arrived at Dallas, Texas, Love Field, at approximately 6:15 p.m. aboard an Air Force plane on November 21, 1963. They were accompanied by SAs Hickey and Kinney. They were unloaded and escorted to the basement of the Airport Terminal Building, and Dallas Police afforded protection of these automobiles until relieved by SAs Kinney and Hickey on November 22, 1963. Mr. Dick Fisher, Lincoln-Mercury Division, Ford Motor Company, Dallas, Texas, furnished seven cars for use by the official party.

Mr. Sam Bloom, local Host Committee, made available two sedans as extra cars, three convertibles for press photography pool and two station wagons and one panel truck from Earl Hayes Chevrolet, Dallas, Texas. The station wagons and truck were to transport White House Press sound gear and White House Staff equipment, i.e., Presidential Flags, Seal, Chair, to Trade Mart and return. This equipment, however, was sent direct to the Trade Mart in Dallas from Fort Worth after its use at the Presidential breakfast at Fort Worth.

Mr. Sam Bloom also made arrangements for three Continental busses for transportation of some of the official party and the press. (See previously mentioned motorcade list attachment.)

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 9 -

1-16-602.111

PROTECTIVE RESEARCH

Notice of the proposed Presidential trip to Dallas was furnished to the Protective Research Section on November 8, 1963. The indices were searched, and no active subjects were of record. No subsequent information was received from the Protective Research Section of any subject requiring attention.

A list of catering personnel, wash room attendants, and the organist who might be in close proximity to the President at the Trade Mart and a list of persons who would serve the food were forwarded to the Protective Research Section by SAIC Sorrels, Dallas Office, on November 18, 1963.

On November 21, 1963, at a police meeting in Chief Curry's Office, I was given a copy of a locally distributed circular (Attachment #11) describing President Kennedy as being wanted for treason. The distributors of the circular were not known to the police. SAIC Sorrels has forwarded copies of this circular to the Protective Research Section for record purposes, and an investigation is being conducted.

Informants of the Right Wing Movement were interviewed by SA Howlett, Dallas Office, to identify any possible trouble makers. Motion-picture films of the assault on Ambassador Stevenson which occurred in Dallas were viewed with members of the Criminal Intelligence Division of the Dallas Police Department at Station KLRD TV-Radio. Still photographs were obtained of persons involved in this incident. SA Howlett was on duty at check point entrance at Trade Mart with copies of these pictures. Detectives in the lobby and luncheon area were also furnished copies of these photographs and were screening for these individuals. A number of individuals who resembled those in these photographs were placed under surveillance at the Trade Mart.

At approximately 12:30 p.m. November 22, 1963, President Kennedy and Governor Connally of Texas were struck by gunfire while riding in SS-100-X during a motorcade to the Trade Mart. The President died at Parkland Hospital, Dallas, Texas, at 1:00 p.m. CST, November 22, 1963.

COMMUNICATIONS

To the information contained in communications attachment in preliminary report, the following should be added:

Charlie Radio communications between Dallas Base Station and the following points were maintained with portable or installed equipment:

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 10 -

1-16-602.111

Lead car; President's car; Presidential follow-up car; Vice Presidential Detail follow-up car; White House Communications Agency car; the Trade Mart; the Airport; and AF #1 and AF #2.

The Vice Presidential car and Vice Presidential follow-up car were using portable sets with Baker Frequency for their own car to car communication. As previously stated, the Vice Presidential Detail follow-up car also had a portable set on the Charlie Frequency to maintain communications with the rest of the Charlie Net. En route to the Parkland Hospital, ASAIC Youngblood issued instructions on his portable shoulder strap radio that personnel riding in the Vice Presidential follow-up car should switch radio from Baker to the Charlie Frequency.

A police vehicle was assigned to the White House Communications Agency Communications Center, Third Floor, at Sheraton-Dallas Hotel to escort White House Communications Agency personnel with messages to the Presidential Party.

PRESS AND PHOTOGRAPHERS

Press and photographer coverage was under the direction of Mr. Malcolm Kilduff, White House Press Office, assisted by Mr. Wayne Hawks, White House Staff.

A press area was roped off at the airport for press coverage. Live television under a local pool arrangement was telecast from the airport.

Live television and radio under a local pool arrangement were arranged at the Trade Mart. Press phones were located on the main floor of the Trade Mart in addition to phones and teletype machines in the fourth floor Press Room. A press area was provided along a wall to the left of the head table. Still camera and sound on film camera positions were provided on the second floor balcony to left of head table. The White House Correspondents and Photographers and other press representatives traveling on the press plane were provided with regular "Trip of President Tags" - green printing as previously mentioned in the identification attachment to preliminary survey report.

Local press arrangements were coordinated through Mr. Sam Bloom and Mr. Felix McKnight of the Local Host Committee. Mr. Bloom's office arranged for printing local press badges (badge sample attached to preliminary survey report), and these badges were to be distributed to accredited local press. These numbered press badges were controlled by Mr. Bloom's representatives.

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 11 -

1-16-602.111

CONCLUSION

Persons assisting and cooperating with this Service in preparation for this visit:

Mr. Robert Cullum, President, Dallas Chamber of Commerce
Mr. Sam Bloom, Sam Bloom Agency, Dallas, Texas
Mr. Felix McKnight, Executive Editor, Dallas Times Herald, Dallas, Texas
Mr. M. Howard Megredy, Assistant Director of Aviation, Love Field, Dallas, Texas
Mr. John Stemmons, Dallas Market Center, Dallas, Texas
Mr. W. E. Cooper, Dallas Market Center, Dallas, Texas
Chief Jesse Curry, Dallas Police Department, Dallas, Texas
Assistant Chief Charles Batchelor, Dallas Police Department, Dallas, Texas
Deputy Chief M. W. Stevenson, Dallas Police Department, Dallas, Texas
Deputy Chief R. H. Lunday, Dallas Police Department, Dallas, Texas
Deputy Chief N. T. Fisher, Dallas Police Department, Dallas, Texas
Sheriff William Decker, Dallas County, Dallas, Texas
Major Guy Smith, Texas Department of Public Safety
Lieutenant C. H. Cheshire, Texas Department of Public Safety
Deputy Chief Raymond Burress, Dallas Fire Department, Dallas, Texas
Mr. Jack Puterbaugh, Representative of Democratic National Committee
(handled political contacts)
CWO Arthur Bales, Jr., White House Communications Agency (coordinated communications, public address and power facilities)

Approximate number of personnel participating in overall security measures were:

Dallas Police, uniformed	
Trade Mart	180
Route	90
Escort	20
Love Field	55
Cruising	100
Dallas Police, detectives	40
Texas Department of Public Safety, uniformed	40
Rangers	5
plain-clothes	16
Dallas County Sheriff Department	14
Dallas Fire Department	26
Agents, Office 1-16 (White House Detail)	20
Agents, Office 1-22 (Vice President's Detail)	4
Agents, Office 3-3 (Dallas Office)	4

Confidential

COMMISSION EXHIBIT 768—Continued

Confidential

Mr. James J. Rowley

- 12 -

1-16-602.111

Attachments: #1 - Proposed Manifest - AF #2, Fort Worth to Dallas
#2 - Proposed Manifest - AF #1, Fort Worth to Dallas
#3 - Scheduled Motorcade List
#4 - Head Table List
#5 - Map Attachment
#6 - Airport Map
#7 - Airport Reception Area Diagram
#8 - Local Ordinance No. 10046, Dallas, Texas
#9 - Special Instructions to Lessees of Trade Mart
#10 - Trade Mart Diagram
#11 - PRS Circular

Very truly yours,

Winston G. Lawson

Winston G. Lawson
Special Agent

Approved:

Gerald A. Behn

Gerald A. Behn
Special Agent in Charge

Attachments (11)

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COMMISSION EXHIBIT 768—Continued

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ATTACHMENT #1

PROPOSED MANIFEST - AF #2
FORT WORTH TO DALLAS

- | | |
|-------------------------|------------------------------------|
| 1. THE VICE PRESIDENT | 17. SAM SULLMAN - SS |
| 2. MRS. LYNDON JOHNSON | 18. RICHARD JOHNSEN - SS |
| 3. CLIFF CARTER | 19. ERNEST OLSSON - SS |
| 4. GEORGE REEDY | 20. ANDREW BERGER - SS |
| 5. MARIE FEHMER | 21. PAUL E. LANDIS - SS |
| 6. ELIZABETH CARPENTER | 22. RUFUS YOUNGBLOOD - SS |
| 7. GENERAL CLIFTON | 23. LEM JOHNS - SS |
| 8. CONG. J. BROOKS | 24. GLEN BENNETT - SS |
| 9. CONG. A. THOMAS | 25. SP-7 GEORGE MILLER - USA |
| 10. CONG. H. THORNBERRY | 26. LT. GOV. PRESTON SMITH |
| 11. CONG. G. PURCELL | 27. ATTORNEY GENERAL WAGGONER CARR |
| 12. CONG. J. YOUNG | 28. SPEAKER BYRON TUENELL |
| 13. CONG. W. ROGERS | 29. MRS. PRESTON SMITH |
| 14. CONG. G. MAHON | 30. MRS. WAGGONER CARR |
| 15. CONG. H. GONZALEZ | 31. MRS. BYRON TUENELL |
| 16. STEWART STOUT - SS | 32. WARREN TAYLOR - SS |

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COMMISSION EXHIBIT 768—Continued

Confidential

ATTACHMENT #2

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. MSGT 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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COMMISSION EXHIBIT 768—Continued

Confidential

ATTACHMENT #3

SCHEDULED MOTORCADE LIST

Motorcycles

Limousine Car - Jack Puterbaugh, Deputy Chief G. L. Lumpkin, Detectives Turner and Sinkle

Motorcycles

Limousine 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)

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 Continental - DPS driver Herschel Jacks, ASAIC Youngblood

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)

Confidential

COMMISSION EXHIBIT 768—Continued

~~Confidential~~

- 2 -

ATTACHMENT #3

SCHEDULED MOTORCADE LIST

Car #3 - Congressmen Beckworth, Teague, Brooks and Wright
(Mercury Convertible)

Car #4 - Congressmen Purcell, Gonzalez, Young and Patman
(Lincoln Sedan)

Car #5 - Extra car for unplanned guests, or other VIPs needing transportation
(Mercury Station Wagon)

Official Party Bus - White House Staff, Vice President's Staff, Governor's
(Continental Staff, Airport Reception Committee if going in motorcade
Bus Co.)

Press Bus - White House and Traveling Press
(Continental
Bus Co.)

Press Bus - White House and Traveling Press
(Continental
Bus Co.)

White House Communications Car - White House Communications Agency Personnel

Western Union Car - Western Union Personnel

Extra Car - For unexpected developments
(Chevrolet)

Extra Car - For unexpected developments
(Chevrolet)

Local TV and Press Auto

Police Car

Motorcycles

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COMMISSION EXHIBIT 768—Continued

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ATTACHMENT #4

HEAD TABLE LIST

1. PRESIDENT
2. MRS. KENNEDY
3. VICE PRESIDENT JOHNSON
4. MRS. JOHNSON
5. GOVERNOR AND MRS. CONNALLY
6. SENATOR YARBOROUGH
7. MR. AND MRS. ERIK JONSSON
8. MR. AND MRS. DAWSON STERLING
9. DR. AND MRS. LLOYD BERKNER
10. MAYOR AND MRS. EARLE CABELL

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COMMISSION EXHIBIT 768—Continued