

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.

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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 Steuart 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 Bales, 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 Hanks, 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. Magredy 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 Eichelor, 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. Paterbaugh and Mrs. Betty Harris it was brought to my attention that some local persons were worried that unfavorable publicity might arise if police were overzealous 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 Puterbaugh after which at approximately 10 pm we went to the Trade Mart where I checked the progress of the

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arrangements for the luncheon. I checked the head table area, noted a spot where some one might walk inadvertently off the platform and placed a small tree there, checked for ropes, wooden screens and other planned arrangements. We were admitted upon identification by a Trade Mart guard and another guard was in the vicinity of the head table. After leaving the Trade Mart, Mr. Puterbaugh had an appointment at Mr. Bloom's office and I wished to pick up some motorcade signs from Mr. Bloom if they had not already been sent to my hotel. Mr. Bales and Agents Hickey and Kinney waited for us while Mr. Puterbaugh and I were talking with one of Mr. Bloom's employees. The motorcade signs had been sent to my hotel. Mr. Puterbaugh and I rejoined Mr. Bales, Agents Kinney and Hickey and returned to the hotel. I picked up the motorcade signs at the hotel desk after which Mr. Bales and I went to our room at approximately 11:30.

Winston G. Lawson

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

December 3, 1963

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