

**POLITICS AND PRESIDENTIAL PROTECTION:
THE MOTORCADE
HSCA VOLUME NO. 11
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The choice of a motorcade route that included a turn too sharp to maintain a speed of 40 miles per hour and that passed directly in front of the Texas School Book Depository Building and the grassy knoll has invited speculation about the possibility of a conspiracy on the part of the Secret Service to engineer the President's death. This staff report concludes that Secret Service concerns about security yielded to political considerations in several areas: the decision to hold a motorcade at all; the choice of the Trade Mart as opposed to the Women's Building for the luncheon site; the decision to use the Main-Houston-Elm St. route from east to west; and the number and position of motorcycles near or behind the President's limosine. The report raises questions about the efficiency of the Secret Service Protective Research Section in obtaining and disseminating information about the full profile of threats to the President. For example, Roy Kellerman, special agent in charge of the Texas trip, was never given information from the customary pre-trip check with PRS, an omission Kellerman described as "unusual." A final category of the report describes provisions for the placement of motorcycles and notes discrepancies between Dallas Police accounts and Secret Service accounts of planning meetings. The report begins with a discussion of political concerns that seemed to dictate the boundaries of Secret Service protection, yet by concluding with several specific examples of the "uniquely insecure" protection offered in Dallas the report criticizes both procedure and performance.

Staff Report (includes summaries of remarks by Gov. Connally, Secret Service agents Forrest Sorrels, Winston G. Lawson, Roy Kellerman, Gerald Behn)

Volume 11 pages 507-537

507-515 Governor Connally's views on a downtown motorcade; politics in Texas; negotiations among Gov. Connally, White House staff and Secret Service on sites; on 9/26/63, the Dallas Morning News printed an article announcing JFK's visit to several Texas cities on Nov. 21 and 22, 1963.

516-522 Secret Service participation in site selection and motorcade mapping; publication of motorcade route in Dallas Times Herald on afternoon of Nov. 20, 1963.

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522-530 Standard operating procedure by Secret Service mentioned at several points; the operation of the Secret Service Protective Research Section; breakdown in communicating information about threats; no mention of Oswald; Secret Service intervention changed Dallas Police plans for motorcycles alongside presidential limosine; last minute instructions by an unnamed Dallas Police sergeant to Officer Marion L. Baker to ride his motorcycle behind the press car rather than next to JFK; contrast to motorcycle number and placement in Houston the day before Dallas; criteria used by Secret Service that trigger a check of buildings along a motorcade.