

CHAPTER 3

The bubble top: another myth dispelled

Although not bulletproof and used primarily—but not always—for inclement weather, the bubbletop that came with the president's limousine was a shielding device that was assembled from six different pieces. When the rear and front pieces were fastened onto the car, leaving the middle section open, this bubbletop configuration could provide both an open car and some semblance of protection, as well. In fact, Presidents Kennedy, Johnson, Nixon, Ford, Carter, and Reagan all rode in vehicles that had the ability to open the top while maintaining closure on the front and rear sections of the roof.¹ According to agents Thomas J. Kelley, Joseph Paoletta, Bob Lilley, Bill Greer, Sam Kinney, Roy Kellerman, Gerald O'Rourke, Larry Newman, Darwin Horn, and Winston G. Lawson, the bubbletop would deflect a bullet and/or shield the President via the sun's glare off of it, among other factors; even local newsman Jim Lehrer concurred (more on these gentlemen in a moment).² Former agent J. Walter Coughlin wrote the author: "Could the angle of the bubble [have] changed the course of the bullet? Maybe! Could the bullet have hit the metal in the bubble? Maybe!"³ For his part, Rufus Youngblood wrote in his book *20 Years in the Secret Service*: "The plexiglas canopy, at best, would cause little more than the *slight deflection* of a hi-velocity bullet"⁴ [Emphasis added.] Anything would probably have helped. Kinney told the author: "It may have distorted Oswald's sight, or possibly a ricochet [would have occurred]."⁵ Just the fact that most people thought the bubble top *was* bulletproof was protection enough—if someone draws a gun on you, would you say, "How do I know those aren't blanks in that thing?" Agent Lawson wrote to the author: "It of course was not bulletproof, as I'm sure most people thought."⁶ Even O'Donnell wrote: "The bubble top, incidentally, was neither bulletproof nor bullet-resistant, *as many people assumed.*"⁷ [Emphasis added.] In fact, it appears that SAIC Forrest V. Sorrels of the Dallas Office was fooled, as well, judging by this pre-assassination FBI airtel:

AIRMAIL Date: 11/21/63

TO: DIRECTOR, FBI (63-4296-12)

FROM: SAC, DALLAS (94-188)

SUBJECT: CRIMDEL

Re: Dallas airtel to Bureau, 11/13/63

Item 1. PRESIDENTIAL VISIT TO DALLAS, TEXAS, NOVEMBER 22, 1963

FORREST SORRELS, U.S. Secret Service, advised on 11/20/63 that due to previous experiences of Ambassador ADLAI STEVENSON and others with some dissident groups in the city of Dallas, the *bullet-proof-bubble type Lincoln* automobile was being flown to Dallas in an Air Force Transport plane and that the

President would use same. He stated that he did not anticipate using this automobile either in Ft. Worth or Houston during the President's visits this week in those Texas cities."⁸

[Emphasis added.]

And, if that wasn't enough, none other than former agent Floyd Boring himself stated to researcher Dan Robertson: "He [JFK] was responsible for his own death," and that the bubbletop was bullet-proof and that Kennedy wouldn't let the Secret Service put it on the limo.⁹

A newsman that day, Bill Ryan of NBC, believed it was "a tragic mistake" not to have the bubbletop on the car and said so to a television audience of millions.¹⁰ However, initially, the top was on the car at Love Field—Dallas Police Department (DPD) motorcycle officer Stavix Ellis, who *also* thought the bubbletop was bulletproof, said: "[at Love Field] ... he [JFK] had walked over to a little fence and was talking to everybody and shaking hands. Some of the Secret Service boys seemed worried about this *while other agents were taking the bulletproof top off the car.*"¹¹ [Emphasis added.] Betty Harris, an aide to Bill Moyers, told the HSCA that she "approached Sorrels about the bubbletop and together they had the special agents remove the glass top."¹² DPD motorcycle officer Sam Bellah also conveyed to a newspaper reporter in 1988 that the bubbletop was removed, thus corroborating his partner Ellis.¹³ In this regard, Dallas Morning News photographer Tom Dillard snapped a picture of the limousine at Love Field the morning of November 22, 1963 with the windows fully raised in anticipation of the top going on the car, which appears to have been the plan for that day although, to be fair, it had been raining that morning, then the sky had cleared. William E. Sale, an airman first class aircraft mechanic assigned to Carswell Air Force Base, was sitting under the left wing of Air Force One at Dallas Love Field when JFK was assassinated. Mr. Sale had a couple of interesting thoughts on the matter: "We [crew of 7–8 airmen] remarked among ourselves as to why they [the Secret Service] left the *bullet proof bubble* off the limo. It had been raining earlier and *we thought the spray from the motorcade would soak them as they traveled the route.*"¹⁴ [Emphasis added.] Mrs. Kennedy did want the bubbletop on; that much is indisputable.¹⁵

Most importantly, with regard specifically to November 22, 1963, it was Secret Service agent Sam Kinney's *sole* decision to remove the top that morning, as Kinney stated with conviction on three different occasions to the author.¹⁶ Sam forcefully told the author: "It was my fault the top was off [the limousine in Dallas]—I am the sole responsibility of that." In addition, Kinney's oft-ignored report dated November 30, 1963 confirms this fact,¹⁷ as does the former agent's recently-released February 26, 1978 HSCA interview: "... SA Kinney indicated that he felt that his was the responsibility for making the final decision about whether to use the bubble-top."¹⁸ Regarding the removal of the bubbletop, Kennedy,¹⁹ O'Donnell,²⁰ Lawson,²¹ Sorrels,²² Kellerman,²³ Bill Moyers,²⁴ and Betty Harris²⁵ had no *direct* bearing on the decision that was ultimately made independently by Kinney, although they have all been blamed, while the crucial, singular role of Kinney was ignored. (Apparently, HSCA attorney Belford Lawson was equally confused on this matter, for he wanted to know "[t]he reasons why

Lawson and Kellerman each stated that the other called him about the bubble-top.”²⁶ O'Donnell even testified to the Warren Commission in 1964 that he would have made the decision regarding the top “under normal circumstances [emphasis added],”²⁷ although, importantly, O'Donnell does *not* explicitly say he was the one responsible when asked the direct question from Counsel Arlen Specter. Apparently, Dallas did not apply as a “normal circumstance”. However, a full eight years later, O'Donnell wrote in his book that he was responsible for telling ASAIC Roy Kellerman: “If it's not raining, have the bubbletop off.”²⁸ And, if that weren't confusing enough, advance man Marty Underwood said that O'Donnell had wanted the bubbletop on the car in Dallas.²⁹ Agent Lawson wrote to the author: “The one thing I do know was that I was told that if the rain stopped in Dallas to have the bubbletop off and if not to have it on. Unfortunately, it quit raining and was sunny.”³⁰ This multiplicity of responsibility is disturbing, in and of itself; it's a pattern we have seen before (the alleged agents-on-the-limo policy) and one that we shall see again and again. In fact, it appears that this multiplicity of responsibility has confused even former agent Radford Jones: “As the others have indicated to you a check of various books etc. indicate that an aide to the President instructed that the top should be removed. One book indicates that Kenny Powers [sic] a close associate of the President may have ordered it to be removed. I am not sure if he acknowledged the correctiveness [sic] of this. I believe he passed away several years ago. Other books indicate different views. I have no personal knowledge, as I was not in Dallas that day.”³¹ Likewise, Inspector—later Assistant Director—Thomas Kelley displayed his confusion during his HSCA testimony: “I am not the best witness on that I think ... I have heard various interpretations of why [the top was removed].”³²

Regarding this bubbletop decision, this was Sam Kinney's personal choice based on his much-debated belief that JFK was on a political trip, nothing more: “I walked out the door and said ‘the sun is shining, that's it: the top stays off’ because we were down there on a political move.”³³ In this regard, fellow agent Frank Yeager also made the distinction regarding “parades involving political events”;³⁴ there must be something to this qualifier.³⁵ Nevertheless, Presidential aide Larry O'Brien testified to the Warren Commission that the substantial purpose of the trip was *not* political (and mentions only the Secret Service, not O'Donnell, as being involved in the bubbletop decision).³⁶ In any event, the weather was not to blame, for Bob Lilley told the author that there were many times the bubbletop was on the car during the brightest and hottest days imaginable. (An example of this is the Bogotá, Columbia trip which he was on, riding the back of the limousine with Roy Kellerman. Other examples include JFK's trips to Washington, D.C., July 11, 1961; Mexico City, June 1962; Chicago, October 1962; Washington, D.C., October 10, 1962; Washington, D.C., February 1963; England, June 1963; and part of Ireland, June 1963. All these examples, save for Chicago, October 1962, were good-weather trips).³⁷

Sam Kinney, Bill Greer, Forrest Sorrels, and Betty Harris regretted Sam's decision for years after the assassination, proof enough that JFK was not a factor in its removal on November 22, 1963.³⁸ As Sam added: “That's one of my 30-year concerns, whether I made the right decision, and I've decided if we were going there tomorrow I'd do the same thing,” further noting that the six-piece bubble-

top³⁹ cost \$40,000 dollars—in 1963 dollars—and, if someone decided to take the top off during the motorcade, they would have had to drop off an agent to watch it to prevent souvenir hunters from taking the pieces away, leading the author to believe that this after-the-fact removal, even just a partial removal of the top, had happened before.

As for the bubbletop itself, John E. Campion, the Aide to the Assistant Chief for Security, wrote a December 5, 1963 Memorandum “Specifications of Bubble Top” that included this information: “The bubble top material of the President’s limousine is ¼” thick Plexiglass.”⁴⁰ It would seem that this material would, at the very least, deflect a shot. And, again, the glare from the sun would shield a prospective assassin’s view, not to mention the psychological effect of having the top on the car, especially in light of the fact that it was “common knowledge” that the bubbletop was bulletproof (even if it was not).

Roy Kellerman testified to the Warren Commission about the bubbletop: “I would think that it would be deterred for, let’s say, the velocity of a missile coming in at great speed, I think it would deter it”⁴¹ Thomas Kelley testified to the HSCA: “... if we had a bubbletop [on the car in Dallas] there would have been some obfuscation of the assassin’s view. It is a deterrent.”⁴² Agent Robert Lilley also believed that it “might deflect a bullet”, while Joseph Paoletta wrote: “An interesting thought[:] just before JFK arrived it had been raining—we used to call it Kennedy weather—and *the top was removed*—although not bullet proof, it might have deflected the bullet.” [Emphasis added.] Richard Greer, son of the late William Greer, said that, regarding his father: “He only did remark several times that he felt that one thing did kind of bother him about events that did unfold in Dallas ... the decision was made, and I don’t know by whom, not to put the bubble top on ... he [his father] felt the bubbletop might have shielded the assassin’s view perhaps of the President or it may have possibly have deflected a shot and the President might have been alive today.”⁴³ Former agent Jerry O’Rourke wrote the author: “The bubble top was plastic and wasn’t even bullet resistant but it is possible it could have deflected the bullet if the bullet was not coming straight on.”⁴⁴ Larry Newman told the author that the bubbletop “would have deflected a bullet”, adding: “If a shot had hit a twig out of that window, it would have ricocheted.” He said the top was also used on trips to France and Caracas, Venezuela due to rock-throwing incidents. The former agent also said the top was used for “inclement weather”.⁴⁵ Former agent Darwin Horn wrote: “You [are] correct about the bubble-top in Dallas. It might have helped.”⁴⁶ Newsman Jim Lehrer said: “... had the bubble top been there, even though it wasn’t necessarily bulletproof in a full sense, it might have deflected the thing and maybe the president would have survived.”⁴⁷ Lawson wrote to the author: “Would Oswald have tried the shots if it remained on? Would a bullet have hit one of the metal strips which kept the various sections in place? Would the curvature of the top either [have] deflected a bullet or caused a bad sight picture for a rifle shot?”⁴⁸ Lawson said much the same thing to *The Dallas Morning News* in 2003: “Though the bubbletops were not bulletproof, the metal and the contour of the covering, says Lawson, would have made it difficult for a bullet to do much damage, and might have kept a gunman from even firing in the first place.”⁴⁹

Although Mr. Kinney was adamant to the author, we have to take into account Jim Lehrer's "eyewitness" account reported in his 1992 book *A Bus of My Own* where he alleges that he saw fellow agent Forrest Sorrels order the bubbletop off.⁵⁰ While Agent Kinney could still be partly correct (he may have actually physically removed it), we have to also take into account the crucial fact that neither Jim Lehrer nor Forrest Sorrels revealed this matter to the Warren Commission in 1964.⁵¹ Kinney told the author: "Forrest Sorrels, I knew him very well. He was the agent in charge of [the] Dallas [office]. He had nothing to do with it."⁵² The HSCA reported that, as with the motorcade route decision, the team of Betty Harris and Bill Moyers⁵³ had a hand in this decision to remove the bubbletop.⁵⁴ Interestingly, while the Committee took testimony from Moyers, they took Harris's word that it was Moyers who made the final decision on the matter.⁵⁵ In fact, during Betty Harris's appearance on CBS television on November 22, 1988, she states that *she* made the decision to remove the top. Harris went on to say that she used to have nightmares about her alleged decision; no mention of Moyers, JFK or anyone else. Finally, Agent Bill Greer told a reporter in 1983 that he was involved in the decision to put the bubbletop *on* the car.⁵⁶

In any event, no matter which *specific* agent was involved, judging from the regret these people (Kinney, Sorrels, Greer,⁵⁷ Lawson,⁵⁸ and even Betty Harris) evoked, this was another *Secret Service* decision,⁵⁹ not a JFK desire, as "official" history has proclaimed.⁶⁰ Even Agent Abraham Bolden "never believed that Kennedy said that" he wanted the bubbletop off.⁶¹ As a recent book noted: "... [A]gents on duty that day admitted they felt they had failed to do their job ... They regretted ... not making the president ride in a closed car."⁶² While, clearly, this is more of a matter of options not explored than a sinister factor, the fact that the agency did not fully explore these options is alarming, as is the blame game associated with it.

Interestingly, in *mid-November 1963*, the Secret Service was working with an Army consultant on trying to devise a *bulletproof* bubbletop.⁶³

Note: When the President visited military bases or traveled in motorcades in the capital, Washington, D.C., there was hardly any real overt protection noticeable, such as motorcycles flanking the car, agents on or near the rear of the limousine, or a full bubbletop, unless during certain weather conditions, with a few notable exceptions when a display of force was demonstrated. This was because the Secret Service and the President were on very friendly, well-traveled grounds—on military bases, our troops, in conjunction with the Secret Service, provide the best-case scenario for protection. In the Capitol, the Secret Service checks all the buildings along the route, and armed guards are posted along the path the President's car would take. In addition, manholes are checked and sealed.⁶⁴ For example, during JFK's Inaugural Parade held on January 20, 1961, "A complete survey of all buildings, water mains, sewers and underground conduits and other facilities along the parade route [was] made prior to the departure of the President from the White House to the Capitol."⁶⁵ It should also be noted that when JFK was a *candidate* for the presidency in 1960 the Secret Service did *not* protect candidates. Ironically, not until immediately after the death of his brother Robert did the agency protect candidates.⁶⁶ For his part, V.P. Nixon already had Secret Service protection on the campaign trail in

1960. That said, Senator Kennedy's motorcades were often surrounded by many motorcycles on all sides.

¹ Examples of this can be found in the 1995 documentaries *The Secret Service* and *Inside The Secret Service*, as well as on the 1996 video *Presidential Limousines*. See also *The U.S. Secret Service* by Ann Graham Gaines, p. 46.

² Kelley: September 1978 HSCA audiotapes [3 HSCA 350–1]; author's interviews with Paolella, Lilley, Richard Greer (Bill's son), and Kinney; Kellerman: 2 H 65–66; O'Rourke: letter to author dated January 15, 2004; Newman: interview with author February 7, 2004; Horn: email to author dated March 8, 2004; Lawson: letter to author dated January 12, 2004, as well as Lawson's interview in *The Dallas Morning News* November 22, 2003. Lehrer's November 19, 2003 interview on *JFK: Breaking the News*.

³ Letter to author dated January 15, 2004.

⁴ Youngblood, pp. 108–9.

⁵ Author's interview with Kinney, March 4, 1994.

⁶ Letter to author dated January 12, 2004.

⁷ *Johnny, We Hardly Knew Ye*, p. 26.

⁸ The vehicle was used in all the Texas stops except for Fort Worth.

⁹ Researcher Dan Robertson's interview with Floyd Boring 2006 (conveyed to the author via an email dated June 6, 2006).

¹⁰ ABC video, Bill Ryan, November 22, 1963.

¹¹ Larry Sneed, *No More Silence* (Dallas: Three Forks Press, 1998), p. 143.

¹² 11 HSCA 526.

¹³ *Fairfield (Texas) Recorder*, November 17, 1988 (provided to the author by Bellah); Bellah also stated this fact to the author in a letter dated March 20, 2004.

¹⁴ Undated sale letter provided to the author by researcher Martin Shackelford.

¹⁵ Manchester, p. 122 (Manchester interviewed Mrs. Kennedy on April 7, 1964; May 4, 1964; May 7, 1964; May 8, 1964; and July 20, 1964 [p. 664]).

¹⁶ Author's interviews with Kinney, October 19, 1992; March 5, 1994; and April 15, 1994.

¹⁷ 18 H 730.

¹⁸ RIF#180–10078–10493.

¹⁹ An example: from *The Flying White House*, p. 208: "Kennedy had ordered the 'bubble-top' removed from his bulletproof Lincoln limousine so that people could see him and Jackie more easily." (See also *Standing Next to History: An Agent's Life Inside the Secret Service* by Joseph Petro with Jeffrey Robinson, New York: Thomas Dunne Books, 2005, pp. 20–21.) To be fair, former agent Gerald W. O'Rourke, *not* in Dallas (an important distinction) but on the Texas trip, wrote: "[The] President did ask us to remove the bubble top so the public could see him much better." [Letter to author dated January 15, 2004.] O'Rourke did not clarify if he was specifically referring to the Dallas trip. If he was, the information was second-hand due to his absence.

²⁰ Presidential aide Ken O'Donnell was the other scapegoat, with JFK, for the security deficiencies in Dallas. Greer stated during his February 28, 1978 HSCA interview: "There was talk about putting the bubbletop on ... but it was decided since the weather was improving, not to do so ... Kenny O'Donnell made the final decision." This statement was disputed by Agent Kinney to the author. In fact, much of O'Donnell's Warren Commission testimony must be taken with a grain of salt—while O'Donnell claimed that JFK felt "the picture of Dallas as painted—and as a reflection of their press in many ways—was not the real picture of Dallas" [7 H 444], Kennedy himself is on record as saying, "We're heading into nut country today." [*The Death of a President*, p. 121.] In addition, O'Donnell claimed that it was Mrs. Kennedy's choice to have the autopsy performed at Bethesda Naval Hospital (as opposed to Walter

- Reed) [7 H 455], a matter in some dispute to this day. Also, O'Donnell testified that the shots "... came from the right rear. That would be my best judgment." However, O'Donnell later told Tip O'Neill that the last two shots came from the picket fence on the knoll. O'Neill told O'Donnell that was not what he was on record as saying. "You're right," O'Donnell told O'Neill, "I told the FBI what I had heard, but they said it couldn't have happened that way and that I must have been imagining things. So I testified the way they wanted me to. I just didn't want to stir up any more pain and trouble for the family." [*Man of the House*, by Tip O'Neill (New York, Random House, 1987), p. 178.]
- ²¹ 4 H 348.
- ²² Jim Lehrer, *A Bus of My Own* (Putnam Publishing Group, 1992), p. 83.
- ²³ 2 H 66–67.
- ²⁴ 11 HSCA 526.
- ²⁵ Ibid.
- ²⁶ RIF#180–10093–10320: May 31, 1977 Memorandum from HSCA's Belford Lawson to fellow HSCA members Gary Cornwell and Ken Klein (revised August 15, 1977); see also 4 H 39 (Lawson) and 2 H 66–67 (Kellerman).
- ²⁷ 7 H 445–6. Interestingly, no mention is made of the bubbletop decision in Helen O'Donnell's lengthy work *A Common Good: The Friendship of Robert F. Kennedy and Kenneth P. O'Donnell* (New York: William Morrow & Co., 1998). Helen, Kenny's daughter, also wrote [Author's Note]: "Much of the material in this book has been gathered from the private tapes of my father, Kenneth P. O'Donnell." For his part, former Eisenhower WHD agent Frank D. Slocum, a member of the Los Angeles field office during the JFK years, wrote the author on January 16, 2004: "The decision involving the bubble top, stops, etc. would have been made after a survey by a team of White House agents, and WH staff and a report back to the White House senior staff for a final decision."
- ²⁸ *Johnny, We Hardly Knew Ye*, p. 26.
- ²⁹ Harrison Edward Livingstone, *High Treason 2* (New York: Carroll & Graf, 1992), pp. 441, 443. Underwood, who was in Houston and was not involved at all in the decision, believes JFK made the decision.
- ³⁰ Letter to author dated January 12, 2004.
- ³¹ Letter to author dated January 16, 2004. Actually, Jones was even more confused, perhaps deliberately so: I had asked him about the agents-off-the-limo allegations, not the bubbletop!
- ³² 3 HSCA 351.
- ³³ Author interviews 1992–4; the agent said much the same on the *Today* show November 22, 1993, which was the only television interview of Kinney.
- ³⁴ See Chapter 1. Inspector Kelley testified to the HSCA [3 HSCA 347]: "Usually in these areas where there is a *political connotation* to the motorcade the route will be published and usually has to be published [emphasis added]." Again, there must be something to this "political" qualifier.
- ³⁵ For what it's worth, former agent Gerald Blaine called JFK's stop in Dallas a "*campaign trip*" [emphasis added]; author's interview with Blaine, February 7, 2004.
- ³⁶ 7 H 458, 459–460.
- ³⁷ Films and photographs of these trips from the author's collection. See also *JFK: A Life in Pictures*, pp. 182, 185, and *John F. Kennedy* by Lois Anderson, p. 10.
- ³⁸ Author's three interviews with Kinney, 1992–4; author's interview with Richard Greer October 7, 1991; Jim Lehrer, *A Bus of My Own* (Putnam Publishing Group, 1992), p. 83. *CBS News*, November 22, 1988 (Harris).
- ³⁹ Greer said it was a six-piece bubbletop: 2 H 114. Also: Rick Goudreau's 1996 video *Presidential Limousines* also mentions that the bubbletop came in six pieces.
- ⁴⁰ CD 3 Exhibits.
- ⁴¹ 2 H 65–66.

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- ⁴² 3 HSCA 351.
- ⁴³ Audiotaped interview of Richard Greer, October 7, 1991.
- ⁴⁴ Letter to author dated January 15, 2004.
- ⁴⁵ Interview with author February 7, 2004.
- ⁴⁶ Email to author dated March 8, 2004.
- ⁴⁷ Lehrer's November 19, 2003 interview on *JFK: Breaking the News*.
- ⁴⁸ Letter to author dated January 12, 2004.
- ⁴⁹ *The Dallas Morning News*, November 22, 2003.
- ⁵⁰ "A Bus of My Own" by Jim Lehrer (Putnam Publishing Group, 1992), p. 83.
- ⁵¹ See 11 H 464–7 (Lehrer); 7 H 332–360; 13 H 55–83 (Sorrels). See also Lehrer's November 19, 2003 interview on *JFK: Breaking the News*.
- ⁵² Author's interview with Kinney March 4, 1994.
- ⁵³ Moyers also acted as a conduit to Agent Bill Payne on the printing of the motorcade route (11 HSCA 520; *The Class of the 20th Century*, video, 1992), and Betty Harris was also working with the Secret Service.
- ⁵⁴ 11 HSCA 526.
- ⁵⁵ 11 HSCA 526, 536, referencing Harris's August 16, 1978 testimony on the matter, not Moyers, who was deposed on the same day!
- ⁵⁶ *Asheville (North Carolina) Citizen-Times*, November 6, 1983.
- ⁵⁷ Author's interview with Greer's son, Richard, October 7, 1991.
- ⁵⁸ Lawson to *The Dallas Morning News*, November 22, 2003.
- ⁵⁹ Incredibly, the HSCA Report [p. 183, footnote 2: referencing an August 16, 1978 deposition with Betty Harris] flatly asserted: "The Secret Service was not involved in the decision"!
- ⁶⁰ Chief James Rowley to the Truman Library in 1988 (p. 52 of his oral history); Dan Rather on CBS, November 22, 1996; the video/DVD *Air Force One: The Planes and the Presidents*; the History Channel's *Assassinations That Changed The World*, 1996; and the History Channel's *JFK: A Presidency Revealed* (2003) all recently joined the JFK-was-to-blame chorus. Secretary of the Treasury C. Douglas Dillon got the propaganda ball rolling when he wrote on December 18, 1963 that what happened on November 22, 1963 was in accordance with the "frequently expressed wishes of the President that the bubble top be used only in bad weather" (CD 3, "Report of U.S.S.S. on the Assassination of President Kennedy", p. 21).
- ⁶¹ Author's interview with Bolden, September 16, 1993.
- ⁶² Ann Graham Gaines, *The U.S. Secret Service* (Philadelphia: Chelsea House Publishers, 2003), pp. 44–45.
- ⁶³ CD 3, p. 23.
- ⁶⁴ Baughman, pp. 39–40; films courtesy of the JFK Library. See also Bishop, p. 38.
- ⁶⁵ Protective Survey Report dated January 16, 1961, *Inaugural Activities of the President on January 20, 1961*, conducted by SAIC James M. Beary (1–15 [Washington Field Office]) and SA H. S. Knight (1–16 [WHD]). Interestingly, it is also noted: "No one will be permitted in the trees, shrubbery or buildings which overlook the North Portico of the Capitol and Inaugural stands during the ceremonies."
- ⁶⁶ Youngblood, p. 226.