

CHAPTER 5

Calling off the guards; strange omissions

Riding in the lead car of the Dallas motorcade, which also included Dallas Police Chief Jesse Curry (the driver), agent Winston Lawson and agent Forrest Sorrels, Dallas Sheriff Bill Decker told his men to in no way participate in the security of the motorcade.¹ As verified in several films and photos, Decker's men were standing idle at the corner of Main and Houston as mere spectators, nothing more. Indeed, Deputy Sheriff Luke Mooney told author Larry Sneed: "I was merely a spectator with a number of other plain clothes officers on Main Street just north of the Old Red Court House. We in the sheriff's department had nothing to do with security."² Decker had given this unusual order to his men after telling Forrest Sorrels the *previous day* that he had agreed to incorporate additional personnel for security purposes, and even offered his full support to the agent: Decker had agreed to furnishing fifteen of his men for duty!³ Author Gary Shaw has revealed: "These unusual orders had been delivered to Decker via a phone call from a still *unknown* source in the nation's capital."⁴ Gary Shaw told the author on August 23, 1993 that this was reported by two Dallas policemen, one of which was Roger Craig, the other being Allan Sweatt.⁵ Chief Curry wrote in his book that the security arrangements were directed from Washington,⁶ while Assistant Chief Glen King stated that the Secret Service had the primary responsibility for the security arrangements, as the role of the police was merely supportive.⁷ Keeping this in mind, it is quite possible that Secret Service agent Floyd Boring, stationed in Washington and in charge of planning the Texas trip, gave these unusual orders.

Incredibly, the *Dallas Morning News* on October 26, 1963 reported the following, based on an interview with DPD Chief Jesse Curry: "LARGE POLICE GUARD PLANNED FOR KENNEDY—Signs Friday pointed to the greatest concentration of Dallas police ever for the protection of a high-ranking dignitary when President Kennedy visits Dallas next month ... The deployment of the special force, he [Curry] said, is yet to be worked out with the U.S. Secret Service."⁸ Yet Homicide Detective Gus Rose said: "I didn't hear of any extraordinary security measures being set up thus we continued our normal rotation."⁹

Furthermore, Dallas Homicide Captain Will Fritz's men were taken out of the motorcade at the eleventh hour: from journalist Seth Kantor's notes in the Warren Commission volumes: "Will Fritz's men called off nite before by SS. Had planned to ride closed car w/ machine guns in car behind Pres.,"¹⁰ which could mean someplace behind JFK's car, as was the case in Chicago, Illinois, on March 23, 1963 and in New York on November 15, 1963.¹¹ Also, former Eisenhower Press Secretary Jim Haggerty stated on ABC on the day of the murder that he had "taken part in the security of many motorcades"¹² and that, in addition to the Secret Service follow-up cars, there were "specially-assigned men from the police or sheriff or municipal department". Yet Lawson testified to the Warren Commission, regarding the use of police squad cars: "This was not usual procedure."¹³ For his part, former agent Darwin Horn wrote: "Local officers were often involved in motorcades. They drove sometimes. In L.A. we

started a muscle car that was filled with agents and members of the LAPD SWAT team. That was [SAIC] Bob Powis' idea and it was soon copied throughout."¹⁴

As the HSCA put it, the Secret Service "prevented the Dallas Police Department from inserting into the motorcade, behind the Vice-Presidential car, a Dallas Police Department squad car containing homicide detectives. Agent Lawson didn't know who canceled the Dallas Police Department car"¹⁵ Lawson further claimed that "the DPD could have put it in on their own" and that he could not "recall who took it out."¹⁶ Lawson also told the Warren Commission: "... I do remember it being mentioned that they could have a car if it was so desired ... I don't know even who canceled it, whether they did or whether we had just said well it is not the normal procedure."¹⁷ Both Homicide Captain Will Fritz and Police Chief Curry wanted to have a car with their own men in the motorcade, in keeping with Haggerty's comments, above.¹⁸ In fact, Chief Curry protested the car's absence at the November 21, 1963 security meeting, while Fritz later told Curry: "I believe that had we been there we might possibly have got the man before he got out of the building or we would have maybe had the opportunity of firing at him while he was still firing."¹⁹ As HSCA attorney Belford Lawson put it: "Did Lawson knowingly approve Curry's plan ... and then suddenly retract the plan at the last minute?"²⁰

Also, JFK's Military Aide, General Godfrey McHugh, a devout Kennedy loyalist who was relegated to the distant VIP car in the Dallas motorcade,²¹ said that he was asked by the Secret Service "for the first time" to "ride in a car in the back [of the motorcade], instead, as normally I would do, between the driver and the Secret Service agent in charge of the trip."²² Indeed, McHugh had just occupied this very spot on JFK's previous trip to Florida, not to mention countless other times beforehand when either himself or fellow military aide, General Ted Clifton, rode in this position. (Greer admitted that many times an aide rode in the front seat of the limo with the driver and the supervisor,²³ as the film and photo record bears out.) McHugh admitted that this was "unusual": "That's exactly what I thought." The reason? "To give the President full exposure ... they told me it would be helpful *politically* to the President [emphasis added]."²⁴ There's that qualifier again: "politically". The HSCA's Mark Flanagan, who interviewed McHugh, reported: "Ordinarily McHugh rode in the Presidential limousine in the front seat. This was the first time he was instructed not to ride in the car so that all attention would be focused on the President to accentuate full exposure."²⁵

In addition, the Dallas Police, for all intents and purposes, ended their security at the Main/Houston turn—Assistant Chief Charles Batchelor testified to the Warren Commission: "I don't think anyone was stationed below Houston Street."²⁶ Author William Manchester wrote: "Possibly Curry's department met its responsibilities by deciding to end supervision of Friday's crowd at Houston and Main, a block short of the ambush"²⁷ Manchester further noted: "The weakest link in downtown Dallas was Dealey Plaza."²⁸ No argument there. Author James Hepburn was even more blunt: "... Dealey Plaza was the most dangerous spot on President Kennedy's route"²⁹

ASAIC Roy Kellerman, to FBI agents Sibert and O'Neill on the night of the murder: "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."³⁰

Kellerman would go on to deny ever saying such a thing.³¹

Lead Democratic National Committee advance man Jerry Bruno, interview with HSCA, December 13, 1977: "He said there were times when the SS agents were lax. Sometimes they'd say that they checked out a situation and they would not have done so." In addition to helping advance the Dallas trip, Bruno had also "advanced the Bogotá, Columbia trip and one to Italy in 1963 as well as an 11-state conservation trip which the President took before going to Texas that year."

On November 3, 1963, the day before the formal wheels are set into motion by ASAIC Boring regarding security planning for the Texas trip, Vice President Lyndon Johnson began his tour of the Benelux Countries. This was to become Stu Knight's last trip as head of the Vice-Presidential Detail—Chief Rowley announced that Rufus Youngblood would replace him near the end of November 1963.³² Youngblood's first trip with LBJ as the de facto leader of the V.P. Detail: Texas.³³ Youngblood later stated: "Stu's transfer and my promotion were to become effective *Monday, November 25, 1963.*"³⁴ [Emphasis added.] However, in spite of this curious timing, why wasn't Knight on the Texas trip? The question is: Where was Knight³⁵ ... and where was Behn? They were ostensibly both back in Washington, but the real question is: *why?* As head of the White House Detail, Behn *should* have been with JFK in Texas, especially in light of the hostile territory in Dallas and the rumors and fear the trip had caused Kennedy insiders (such as U.N. Ambassador Adlai Stevenson, advance man Marty Underwood, and Senator William Fulbright, to name a few). As Youngblood admitted to the author, Behn "got some flack 'cause he didn't make the trip to Dallas." According to Jerry terHorst in the *Flying Whitehouse*, Mr. Behn, who "traditionally accompanied" President Kennedy, "would never forgive himself or be forgiven by others" for missing the Texas trip.³⁶ Author James Hepburn noted: "The Secret Service was so unconcerned about the Texas trip that it even left its chief behind. At the time of the assassination, Jerry Behn was dining in a Washington restaurant."³⁷ As former Secret Service Chief U. E. Baughman wrote: "[the SAIC] or his *immediate assistant* is always with the President when he leaves the White House [emphasis added]."³⁸ This would be Behn and Boring, respectively. As earlier noted, Behn took a strange time to take his first full vacation during the three years he served JFK, coinciding with both the Florida and the Texas trips. Former agent J. Frank Yeager wrote: "The SAIC and ASAIC rotated their coverage and trips."³⁹ For his part, Larry Newman told the author that Behn, Boring, and Kellerman "would rotate trips".⁴⁰ However, Gerald Blaine told the author that the three supervising agents "would not generally rotate", and that Behn and Boring were "the two lead" agents, while Kellerman was "kind of third". Blaine even erroneously thought Behn was on the Florida trip, a testament to the frequency of his trips with the president.⁴¹ Former agent Samuel Sulliman said that, of the three top agents in question, there was "more [of] Behn" on the trips than Boring or Kellerman. When asked to describe the three supervisors, Sulliman said that Behn "was a quiet guy. When he gave you an

assignment—he was right. He had a calm manner.” The former agent said of Boring: “He was good. He had a little different type of working [manner].” Sullivan said nothing of Kellerman.⁴² Former agent Walt Coughlin wrote the author: “You’re right—Behn & Boring made most of the trips but Kellerman was just as experienced. Nothing sinister there either. Just that 1 & 2 get ‘more exposure’ than 3!”⁴³ The former agent later added: “They [Behn and Boring] were both wonderful, dedicated, caring men.”⁴⁴ Keeping all these comments into focus, the record does indeed indicate that SAIC Behn and ASAIC Boring were the primary agents on JFK’s trips (see below).

After Dallas, Youngblood would receive more than just a medal and a move up the ladder: he immediately became one of three ASAIC’s (with Boring and Kellerman),⁴⁵ later rising to the position of SAIC of the White House Detail, replacing his two absent superiors, Behn and Knight, as well as his superior in Dallas, ASAIC Roy Kellerman, who ended his career as an Assistant Administrator—a desk job.⁴⁶ Although Youngblood’s ghostwritten book⁴⁷ states that both Boring and Behn became Inspectors—a highly coveted position of power—after the assassination,⁴⁸ Behn told the author quite emphatically that he did *not* become an Inspector, although Floyd Boring undisputedly did.⁴⁹ In fact, Behn considered his January 1965 transfer out of the White House Detail a “demotion.”⁵⁰ Former agent Larry Newman told the author: “It was a demotion. Behn was close to Kennedy. Behn was extremely loyal to JFK.”⁵¹ Behn went with the other former SAIC (from LBJ’s detail), Stu Knight, to a division known as “Special Investigations”, which was a non-protective function, whose goal was to investigate violations of the Gold Act, among others. According to William Manchester, “Johnson replaced Behn with Youngblood.”⁵² Regarding LBJ’s rationale on the matter, former agent Larry Newman told the author: “Youngblood was a ‘good ole boy’ from the south; so was [‘Lem’] Johns [Youngblood’s assistant]. LBJ was worried that some of the agents were not loyal and were reporting to Bobby [Kennedy]. Behn was extremely loyal to JFK.”⁵³ When asked if Behn’s transfer was indeed a demotion, former agent Walt Coughlin responded: “Yes. LBJ saw him as a ‘Kennedy Guy’ and wanted Youngblood in that slot.”⁵⁴ Former agent Jerry Kivett wrote: “I never heard him [Behn] make that comment [re demotion]. However, given the prestige of being WHD SAIC, he may have felt that way.”⁵⁵ Former agent Darwin Horn wrote: “He was a very good [White House] Detail SAIC but politics did him in. It should not have happened.”⁵⁶ Knight did later become Chief of the Secret Service in 1973, replacing Rowley, while Behn was gone from the agency by January 1967. Rufus Youngblood was later pushed out of the Secret Service by Nixon aide H. R. Haldeman in 1971.⁵⁷

Incredibly, not only did Floyd Boring⁵⁸ rise to become an Inspector in 1965, there was later a “*Floyd Boring Award*”, established by the Department of the Treasury, United States Secret Service: “The United States Secret Service established the Law Enforcement Assistance Award in 1972. In 1998, the award was renamed ‘The Floyd Boring Award’. *Floyd Boring*, a now retired agent, *was responsible for the initial organizing of the Association of Former Agents of the United States Secret Service (AFAUSSS)* [in 1969]. His personal integrity, commitment to duty, and personal convictions exemplify the tenets of the Exploring program. The purpose of this award is to recognize Explorers who assist law enforcement agencies with meaningful and exceptional service.”⁵⁹ [Emphasis

added.] Presumably, this was for a job well done on another November day when another President (in this case, Truman) faced an assassination attempt via a conspiracy of multiple shooters.⁶⁰

There was one other crucial absent member of the Kennedy entourage: Press Secretary Pierre Salinger, who was on a crowded Cabinet plane bound for Japan via Hawaii with, among others, Secretary of State Dean Rusk and Secretary of the Treasury C. Douglas Dillon. As in the case of Agent Kellerman (a third-stringer), it was decided that a deputy, Malcolm Kilduff, yet another third-stringer, would take Salinger's place (Andy Hatcher was second behind Salinger).⁶¹ The author asked former agent Walt Coughlin, "Was Salinger on the majority of your trips, followed by Andy Hatcher, then Mac Kilduff?" Coughlin responded: "Yes ... Hatcher and Kilduff were assistants."⁶² Just as this was Kellerman's first major trip on his own without either Behn or Boring, this was (as confirmed by Agent Kinney)⁶³ Kilduff's *first* trip on his own, as well. The importance of Salinger's absence cannot be understated—he was a veteran of Presidential motorcades and planning of trips.⁶⁴ Agent Robert Lilley told the author that Salinger "would be extremely knowledgeable" about motorcade planning and Secret Service involvement, because the Secret Service "worked closely with Pierre on all our advance work."⁶⁵ In addition, Jim Haggerty, President Eisenhower's press secretary for eight years, had excellent first hand knowledge of the Secret Service and Security matters—he had taken part in the security of *many* motorcades.⁶⁶ In fact, not until 1997 did Salinger mention in his book that he had missed only "two or three trips" in his three years with President Kennedy: one of them was the ill-fated Texas trip.⁶⁷

Behn, Boring, and Kellerman:

Ratio of (#1) SAIC Behn to (#2) ASAIC Boring to (#3) ASAIC Kellerman (based primarily on shift reports, survey reports, films, and photos, in addition to interviews with former agents):

Numerous Washington, D.C. motorcades, 1963 (including February 20, 1963; March 27, 1963; June 4, 1963; October 1, 1963; October 15, 1963): SAIC Behn (with ASAIC Boring and Kellerman).

At least one in October 1963: ASAIC Boring.

March 18–20, 1963: Costa Rica: SAIC Behn (with Kellerman).

March 23, 1963: Chicago, Illinois trip: ASAIC Boring.

May 18, 1963: Nashville, Tennessee: SAIC Behn (with Kellerman).

June 5, 1963: El Paso, Texas: SAIC Behn (with Kellerman).

June 1963: Honolulu, Hawaii: SAIC Behn.

June–July European trip (encompassing *England, Ireland, Italy, Germany*): SAIC Behn (with Boring and Kellerman).

July 9, 1963: Cleveland, Ohio (All-Star Game): SAIC Behn.

August 1963 (death of Patrick Kennedy—hospital, etc.): SAIC Behn.

August 26, 1963: Cape Cod, Massachusetts: SAIC Behn.

JFK's *eleven-state* "Conservation Tour", late September 1963: SAIC Behn.

October 19, 1963: Boston, Massachusetts: ASAIC Boring.

October 30, 1963: Philadelphia, Pennsylvania: SAIC Behn.

November 1, 1963: Washington, D.C.: ASAIC Boring.

Cancelled November 2, 1963 Chicago, Illinois trip: ASAIC Boring.

November 6, 1963 trip to Fort Meyer, Virginia: SAIC Behn.

November 8–9, 1963 New York trip: ASAIC Kellerman alone (first, low-key, forgotten trip; *no motorcade*).

November 11, 1963, Veterans' Day: Arlington National Cemetery: ASAIC Kellerman; *no motorcade*).

November 14, 1963: Elkton, Maryland: ASAIC Boring.

November 14–15, 1963 (second, well-known New York trip *with* motorcade): ASAIC Boring.

November 15–18, 1963: Florida trip (encompassing *Palm Beach, Cape Canaveral, Miami, and Tampa*): ASAIC Boring.

November 21–23, 1963 trip (encompassing *Houston, San Antonio, Fort Worth, Dallas, and Austin*): ASAIC Kellerman alone.

November 22–23, 1963: Washington, D.C.: SAIC Behn with President Johnson.

Countless still and motion pictures of anonymous trips, Fall 1960 (JFK: President-elect) until Fall 1963: SAIC Behn, grand majority of the time; ASAIC Boring, a fair amount of the time; ASAIC Kellerman: only November 8–9, 1963 New York and November 21–22, 1963 Texas trips on his own. Kellerman is hardly mentioned at all in the voluminous Secret Service shift reports for the month of November 1963 (released by the ARRB in the late 1990s).

¹ Roger Craig, *Two Men in Dallas* video.

² *No More Silence*, p. 224.

³ 21 H 547, 572: DPD Stevenson Exhibit.

⁴ *Trauma Room One* by Charles A. Crenshaw, M.D., with J. Gary Shaw, D. Bradley Kizzia, J.D., Gary Aguilar, M.D., and Cyril Wecht, M.D., J.D. (New York: Paraview Press, 2001), p. 47 [pp. 53–54 of original 1992 edition of book entitled *JFK: Conspiracy of Si-*

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- lence by Crenshaw, Shaw, and Jens Hansen, published by Signet]. Dr. Grant Leitma conveyed these same statements to the author, based on his research, back in 1993.
- ⁵ Sweatt was also a source for the “Oswald as FBI informant” story: *JFK: The Book of the Film*, p. 132.
- ⁶ Chief Jesse Curry, *JFK Assassination File* (Dallas: American Poster & Publishing Co., 1969), p. 9.
- ⁷ 20 H 453, 463–5.
- ⁸ 22 H 626.
- ⁹ *No More Silence*, p. 337.
- ¹⁰ 20 H 391.
- ¹¹ See also 4 H 171–2 (Curry); 11 HSCA 530; RIF#154–10003–10012: Secret Service survey report, Chicago, Illinois, March 23, 1963.
- ¹² Former agent Darwin Horn, a member of Eisenhower’s WHD from 1954–7, wrote the author on February 28, 2004: “Haggerty may have been involved in the planning of some motorcades ... I liked him very much and he did me several excellent favors during our Geneva trip in 1955.”
- ¹³ 4 H 334.
- ¹⁴ Email to author dated February 28, 2004.
- ¹⁵ 11 HSCA 530; January 31, 1978 HSCA interview with Lawson; see also 4 H 334 and 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).
- ¹⁶ January 31, 1978 HSCA interview with Lawson.
- ¹⁷ 4 H 334.
- ¹⁸ See Curry, 4 H 171.
- ¹⁹ 21 H 570. See also Jim Marrs, *Crossfire* (New York: Carrol & Graf, 1989), p. 245, and *High Treason*, p. 132.
- ²⁰ 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).
- ²¹ Along with General Ted Clifton, the other military aide who often rode in the front seat of the limousine between the driver and the agent in charge.
- ²² CFTR radio (Canada) interview 1976 Interview with McHugh conducted late 1975 via phone.
- ²³ 2 H 129.
- ²⁴ CFTR radio (Canada) interview 1976 Interview with McHugh conducted late 1975 via phone.
- ²⁵ May 11, 1978 interview with the HSCA’s Mark Flanagan (RIF#180–10078–10465 [see also 7 HSCA 14]).
- ²⁶ 12 H 23. See also Jesse Curry, *JFK Assassination File*, p. 21, final two sentences; see also *The Killing of a President*, p. 8.
- ²⁷ William Manchester, *The Death of a President*, p. 33, 1988 edition, first full paragraph.
- ²⁸ Manchester, p. 149.
- ²⁹ From the recently released *Farewell America*—written in 1967, taken off the market in 1968—Chapter 14, entitled “Secret Service”, p. 298. (Herve Lamarre, the publisher of the original edition of *Farewell America*, admitted that the author of record, James Hepburn, was fictitious and that the true sources included Andre Ducret of the Surete, the man responsible for French President De Gaulle’s safety; Interpol; and, among others in French intelligence, Philippe Vasjoly, the chief French petroleum agent in the United States.)
- ³⁰ FBI RIF#124–10012–10239.
- ³¹ 18 H 707–8.
- ³² Youngblood, pp. 96–97. (See also 4 H 342 and 17 H 618.)
- ³³ During an interview with the author conducted on February 7, 2004, V.P. LBJ agent Jerry Kivett, who went to Dallas on November 19, 1963 and stayed there to conduct

the advance work for LBJ's trip to the Bottler's Association, said he "wasn't sure" that Knight was the SAIC of the V.P. LBJ Detail at that specific time, a further indication of how far out of the loop Knight apparently was—and how close the timing of Youngblood's promotion was planned pre-November 22, 1963 (and made a reality on November 22, 1963).

³⁴ Youngblood, p. 97.

³⁵ The author contacted Knight on October 22, 1992, and again on February 8, 1994, but he refused to discuss the matter at any length, referring me instead to Public Affairs Agent Jack Warner. Knight served Presidents Truman through Reagan and later rose to become Chief of the Secret Service. Good biographical information on Knight can be found in former agent Harry Neal's book *The Secret Service in Action*, pp. 137–140.

³⁶ TerHorst and Albertazzie, p. 214.

³⁷ *Farewell America*, p. 299.

³⁸ *Secret Service Chief*, p. 129.

³⁹ Letter to author dated January 24, 2004.

⁴⁰ Author's interview with Newman, February 7, 2004.

⁴¹ Author's interview with Blaine, February 7, 2004.

⁴² Author's interview with Sulliman, February 11, 2004.

⁴³ Email to author dated February 22, 2004.

⁴⁴ Email to author, also dated February 22, 2004.

⁴⁵ 2 H 111–2.

⁴⁶ 2 H 145; *The Washington Post*, March 30, 1984.

⁴⁷ Courtesy of Richard Hardwick: p. 5; author's interviews with Youngblood, October 22, 1992 and February 8, 1994.

⁴⁸ Youngblood, p. 178.

⁴⁹ This is duly noted by Behn during his JFK Library oral history (p. 10), his January 30, 1978 HSCA interview, as well as in his obituary from *The Washington Post* dated April 23, 1993—but only the obituary, conversely, makes mention that Behn *was* also an inspector, which Behn denied! Bizarre.

⁵⁰ This is also duly noted during Inspector Thomas Kelley's HSCA testimony (audio tape). See also 3 HSCA 328.

⁵¹ Author's interview with Newman, February 7, 2004.

⁵² Manchester, p. 631.

⁵³ Author's interview with Newman, February 7, 2004.

⁵⁴ Email to author dated February 29, 2004.

⁵⁵ Letter to author dated February 28, 2004.

⁵⁶ Email to author dated March 2, 2004.

⁵⁷ *Confessions of an Ex-Secret Service Agent*, p. 45.

⁵⁸ Although Jim Bishop reported that Behn and Boring were not popular with JFK, Dave Powers repudiated this to the author (*The Day Kennedy was Shot*, p. 40; letter of October 10, 1993), as did agent Sam Kinney on March 4, 1994, adding: "Floyd Boring and JFK got along perfect."

⁵⁹ See also the AFAUSS website: www.oldstar.org/Foundation.html

⁶⁰ By a quirk of fate, Boring was temporarily in charge of the WHD on November 1, 1950, the day of the Truman assassination attempt at Blair House. Furthermore, another agent, Stu Stout, who was guarding the inside of the President's temporary home from the would-be killers, assumed the very same position on November 22, 1963: safely tucked away inside a building—this time, the Trade Mart! In fact, going one step further, during the author's interviews of Boring, Lawton and Kinney, they all seemed to doubt Stout's documented involvement with the protective detail in Dallas, mainly because, according to Boring and Agent Rex Scouten, Stout died shortly thereafter.

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- ⁶¹ 20 H 405: Kilduff was Pierre's second assistant. See also Manchester, p. 12. Interestingly, Kilduff was at the Cellar the night before the assassination, along with several of the agents who were drinking in violation of regulations: 20 H 406–7.
- ⁶² Email to author dated February 29, 2004.
- ⁶³ Author's interview with Kinney, March 4, 1994. As noted a little earlier, former JFK Secret Service Chief U. E. Baughman stated in his book *Secret Service Chief*, p. 129, that the SAIC and his immediate assistant is always with the President when he leaves the White House, as protocol and common sense seemed to dictate; even author William Manchester said that Behn broke precedent by not accompanying JFK to Texas [Manchester, p. 232]. Coupled with Baughman's statement, the absence of both Behn and Boring from the Texas trip was unusual. See also *Car Crash Culture* by Mikita Brottman (New York: Palgrave, 2001), p. 168 (chapter authored by Pamela McElwain-Brown).
- ⁶⁴ See, for example, *Johnny, We Hardly Knew Ye*, pp. 419, 432, 450.
- ⁶⁵ Author's interview with Lilley, September 21, 1993.
- ⁶⁶ WFAA TV, November 22, 1963; Jim Haggerty from *The Chicago American*, November 23, 1963: "Hagerty Tells 2 Plots Against Ike. NEW YORK (AP)—James C. Hagerty, former press secretary to President Eisenhower and now an American Broadcasting Company executive said there were two plots against Eisenhower's life during his term. Hagerty said both plots had been traced to the Nationalist party of Puerto Rico. That group was accused of the abortive attempt earlier on the life of President Truman. Hagerty explained that in the spring of 1958 secret service agents learned an attempt would be made to toss grenades into Eisenhower's car during a trip thru a Midwest city. He said two grenades were found in the mail sent from outside the country to a fictitious name in care of a post office in a southwest city. The cities were not named. The second plan to assassinate Eisenhower, he said, was reported to the secret service in the spring of 1959 on word that Puerto Rican nationalists had met and decided to kill the President. Security measures were tightened and the reported attempt failed. Hagerty said no one was arrested in either plot."
- ⁶⁷ Pierre Salinger and William S. Butler, *John F. Kennedy, Commander in Chief* (New York: Penguin Studio, 1997), p. 30.