

# The Secret Service: IN THEIR OWN WORDS

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During the latter part of 1997, I decided to spend some time writing to many of the former Secret Service agents I had previously interviewed in addition to many new contacts. The results of this effort, coupled with previous correspondence from years past, make for an intriguing and unique look at the feelings and attitudes of these important people, especially in comparison to “official” history. I would like to share the fruits of my labor with the research community in the hope of demonstrating both the importance of working with primary sources/people and to further bolster the main thesis of my study of the Secret Service in regard to the fateful events of November 22, 1963.

Floyd Boring, the number two man on the White House Detail (WHD), confirmed what he had previously told me on 9/22/93 and 3/4/94 when he wrote “President Kennedy was a very congenial man knowing most agents by their first name. He was very cooperative with the Secret Service, and well-liked and admired by all of us.”<sup>1</sup> June Kellerman, the widow of the late Roy Kellerman, number three man on the WHD who rode in the presidential limousine on 11/22/63 in place of SAIC Jerry Behn (and/or Boring), wrote “Roy did not say that JFK was difficult to protect.”<sup>2</sup> Jerry Kivett, an LBJ Detail agent who rode in Johnson’s Secret Service follow-up car on 11/22/63, stated for the record “[JFK] was beloved by those agents on the detail and I never heard anyone say that he was difficult to protect.”<sup>3</sup>

Those who responded to more specific inquiries were equally strong in denouncing the “official” fiction that a) President Kennedy was difficult to protect and b) was responsible for the security deficiencies in Dallas. Arthur L. Godfrey, a top man on Kennedy’s WHD and one of the three Shift Leaders (designated ATSAIC) on the Texas trip,<sup>4</sup> stated the following: “All I can speak for is myself. When I was working [with] President Kennedy he never ask[ed] me to have my shift leave the limo when we [were] working it,” thus confirming what he had also told me telephonically on two prior occasions.”<sup>5</sup> Abraham Bolden, the first African-American agent of the WHD who was briefly on the WHD and who served mostly in the Chicago office,<sup>6</sup> confirmed our telephonic interview when he wrote “[n]o one could have killed our President without the shots of omission fired by the Secret Service. Observe the feet of [four] Secret

Service agents glued to the running boards of the follow-up car as bullets pierce the brain of our President.”<sup>7</sup> Bolden also strongly endorsed the greater part of my work, as reflected in later correspondence.<sup>8</sup> Dave Powers, close JFK aide who rode in the Secret Service follow-up car on 11/22/63, wrote the following: “Unless they [the Secret Service] were ‘running’ along beside the limo, the Secret Service rode in a car behind the President, so, no, they never had to be told to ‘get off’ the limo.”<sup>9</sup> Cecil Stoughton, the WH photographer who rode close to Kennedy’s car from July 1963 until November 22, 1963, authorized by a specific request from MRS. Kennedy,<sup>10</sup> stated “I did see a lot of the activity surrounding the various trips of the President, and in many cases I did see the agents in question riding on the rear of the President’s car. In fact, I have ridden there a number of times myself during trips...I would jump on the step on the rear of the [Lincoln] Continental until the next stop. I have made photos while hanging on with one hand...in Tampa [11/18/63], for example. As for the [alleged] edict of not riding there by order of the President--I can’t give you any proof of first hand knowledge.”<sup>11</sup> Stoughton went on to write: “I am bothered by your interest in these matters.” In a later letter, Stoughton merely corroborated his prior written statements: “I would just jump on and off [the limo] quickly--no routine, and Jackie had no further remarks to me.”<sup>12</sup>

In addition, key people I contacted had, in some fashion, either directly or indirectly corroborated past statements made by themselves or by others closely associated with themselves. For example, Jean Brownell Behn, widow of SAIC Jerry Behn,<sup>13</sup> previously told me on 11/18/95 that her husband did not like William Manchester’s book *The Death of a President* and confirmed she *also* did not believe JFK had ever conveyed to Jerry the idea of having the agents not ride on the rear of the limousine. In a follow-up letter she stated “The only thing I can tell you is that Jerry always said ‘Don’t believe anything you hear and only half of what you read’.”<sup>14</sup> Presumably, that goes for Manchester *and* Behn’s report dated 4/16/64 “official” history.<sup>15</sup> Donald Lawton, a WHD agent stationed at Love Field who had ridden on the rear of JFK’s limo in Chicago (3/23/63) and in Florida (11/18/63), had previously endorsed Sam Kinney’s view<sup>16</sup> during an earlier telephonic interview that JFK never ordered the agents around, including having them dismount the rear of the limo.<sup>17</sup> Apparently, Lawton feels uncomfortable speaking for himself, for when I attempted to get him to corroborate what he had previously told me (this time, in writing), he again fell back on a similar device while throwing in quite a



*Secret Service coverage in Berlin*

surprise: “*Since I am currently employed by the Secret Service I do not believe it appropriate that I comment on former or current protectees of the Service. If you spoke with Bob Lilley<sup>18</sup> as you stated, then you can take whatever information he passed on to you as gospel.* I must say, in all candor, of all the people I have met and worked alongside in law enforcement, Bob Lilley stands head and shoulders above all of them. I sincerely mean that.” (emphasis added)<sup>19</sup> Since Lilley unequivocally denied JFK *ever* interfered with the Secret Service, including the fraudulent notion of ordering the men off his car, Lawton, as he did with Kinney, used another to “speak” for him here: clever!<sup>20</sup> (Note: I also attempted to get Kinney to go on the record in writing, but I was too late: his widow Hazel informed me Sam passed away 7/21/97 while they were travelling through Iowa).<sup>21</sup>

Maurice Martineau, Acting SAIC of the Chicago office, who, while previously corroborating statements made by many of his colleagues, agreed JFK did not order the agents off the rear of the car or in other security matters,<sup>22</sup> stated “*I have heard rumors as to his Dallas trip in which he declined to use his armored car and/or agents on the car’s rear platform.*” (emphasis added)<sup>23</sup> Predictably, several others were also non-committal (to put it mildly). Michael Torina, Chief Inspector of the Secret Service on 11/22/63, wrote “I am not in a position to comment on our concerns in dealing with Presidential security matters.” (He did recommend Youngblood’s book).<sup>24</sup> Jack Puterbaugh, a Democratic National Committee advance man who rode in the pilot car in Dallas, stated he had “no personal information or observation in response to this question.”<sup>25</sup> Jerry Bechtle, a V.P. agent stationed at the LBJ Ranch on 11/22/63, also would not comment, claiming he had no first-hand knowledge about the procedures used to protect JFK.<sup>26</sup> Bechtle did say “our loyalty is to the office first,” while taking the liberty of forwarding my letter to Assistant Director of Public Affairs H. Terrence Samway. Not surprisingly, Samway wrote back: “In regard to your question concerning the protection of President Kennedy, the Secret Service does not consider it appropriate to comment on issues of this nature. Thank you for your interest.”<sup>27</sup> Meanwhile, former agents Bill Livingood<sup>28</sup>, John Joe Howlett<sup>29</sup>, and (WHD Secretary) Eve Dempsher<sup>30</sup> pretty much just provided “name, rank, and serial number” information.<sup>31</sup> It should be noted follow-up letters to P. Hamilton Brown<sup>32</sup>, Chuck Zboril<sup>33</sup>, Robert Bouck<sup>34</sup>, Bob Lilley<sup>35</sup>, John Norris<sup>36</sup>, Forrest Sorrels<sup>37</sup>, Marty Underwood<sup>38</sup>, Jerrol Custer<sup>39</sup>, and Aubrey Rike<sup>40</sup> went unanswered.<sup>41</sup>

Before detailing the remaining items of interest from my correspondence with these important people, I think it is crucial to note the timing of my correspondence and my replies (or lack thereof, in certain instances noted above) in regard to other interesting developments “independent” of my inquiries. First, the timing of the majority of my correspondence (November-December 1997) paralleled the release, publicity, and impressive sales of Seymour Hersh’s controversial book *The Dark Side of Camelot*, including the December 4, 1997, ABC special entitled “Dangerous World--The Kennedy Years” based on Hersh’s book. Both the book and the television special included interviews with former Secret Service agents Joseph Paoletta, Tony Sherman, Larry Newman, and Tim McIntyre (the latter rode in the follow-up car in Dallas on 11/22/63). All four former WHD agents expressed concern and dismay over Kennedy’s dalliances with women.<sup>42</sup> Tony Sherman: “I wanted out...I didn’t want a part of it...I got mad...I got angry at any president who doesn’t treat the White House like I think he

should...”<sup>43</sup>; Larry Newman: “It [JFK’s behavior] caused a lot of morale problems with the Secret Service...you felt impotent and you couldn’t do your job. It was frustrating...”<sup>44</sup>; Joseph Paoletta: “[He] acknowledged that the Secret Service’s socializing intensified each year of the Kennedy administration, to a point where, by late 1963, a few members of the presidential detail were regularly remaining in bars until the early morning hours.”<sup>45</sup> What about Tim McIntyre? His account is devastating and must be read at length:

“His shift supervisor, the highly respected Emory Roberts, took him aside and warned...that ‘you’re going to see a lot of shit around here. Stuff with the president. Just forget about it. Keep it to yourself. Don’t even talk to your wife’...*Roberts was nervous about it.* Emory would say, McIntyre recalled with a laugh, ‘How in the hell do you know what’s going on? He could be hurt in there. What if one bites him’ in a sensitive area? *Roberts ‘talked about it a lot’*, McIntyre said. ‘Bites’... “

In McIntyre’s view, a *public scandal about Kennedy’s incessant womanizing* was inevitable. ‘It would have had to come out in the next year or so. In the campaign, maybe.’ McIntyre said he and some of his colleagues...*felt abused by their service on behalf of President Kennedy...McIntyre said he eventually realized that he had compromised his law enforcement beliefs to the point where he wondered whether it was ‘time to get out of there. I was disappointed by what I saw’.*”(emphasis added)<sup>46</sup>

McIntyre felt this way after having only spent a *very* brief time with JFK before the assassination (he joined the WHD in the Fall of 1963).<sup>47</sup> In addition, these feelings of anger and impotence—especially by Roberts (and McIntyre)—loom large in the context of the actions and inactions of the Secret Service

**“Don’t believe anything you hear and only half of what your read.”**

on 11/22/63.

Soon after the airing of the aforementioned television program, current Secret Service Director Lewis C. Merletti wrote a letter to 3,200 current and 500 former agents reminding them not to talk about “any aspect of the personal lives of our protectees.” He further reminded the agents to recall their commission book oath, “to be worthy of trust and confidence.” Merletti said this “confidence ... should continue forever.”<sup>48</sup> Keeping in mind Assistant Director Samway’s letter to me mentioned above, what else could all this mean? Well, as we know, our current president, William Jefferson Clinton, is embroiled in a sex scandal and, to make matters interesting, several Secret Service agents may be subpoenaed to testify about what they saw, an unprecedented decision; former uniformed guard Lewis Fox, has already been ordered to testify, on a limited basis, in regard to what he alleged he saw.<sup>49</sup> History does indeed repeat itself; in the space of less than two months, a set of seemingly “unrelated” events involving the Secret Service, past and present, has unfolded in a major way.

Some more interesting items developed from my correspondence: Gaspard d’Andelot Belin, the General Counsel (and the Acting Secretary) of the Treasury Department on 11/22/63 and throughout the JFK-LBJ years, confirmed to me two things I suspected, but had no proof of; namely, Belin’s potential importance to both the hierarchy of the Secret Service in general and the subsequent investigation of the assassination, in particular.<sup>50</sup> I wrote Belin initially, asking him if he was ever the Acting Secretary of the Treasury in 1963, as well as in 1964: “*Fre-*

quently, but only briefly when *Secretary Dillon and one or both Under Secretaries were out of town.*” [emphasis added] As we know, Dillon was out of the country on a crowded cabinet plane bound for Japan on 11/22/63 while Belin was back in Washington. While he denied being any relation to David Belin (of Warren Commission/ Rockefeller Commission fame), Gaspard Belin wrote “*The General Counsel ranked next in the Treasury hierarchy. So I was often Acting [Secretary] but never in any important matter.*” [emphasis added]<sup>51</sup> Gaspard Belin is indeed a fascinating character— he was married to Harriet Lowell Bundy, a member of the William and McGeorge Bundy family.<sup>52</sup>

Even more important and potentially significant connections relate to another high-up Secret Service official: Deputy Chief Paul J. Paterni, Chief Rowley’s direct assistant who, like another deputy, ASAIC (number two man) of the WHD Floyd Boring, was a major behind-the-scenes player in regard to the aftermath of the assassination. Paterni was a member of the OSS during WWII and served (in Milan, Italy) with fellow OSS men James Jesus Angleton and Ray Rocca, later liaison to the WC.<sup>53</sup> What

makes this connection even more alarming is the following: Chief Inspector Michael Torina wrote to me, stating : “*Specifically, Paul Paterni (my very good friend) served from late 1930’s through mid-1960s*” (emphasis added)<sup>54</sup> — meaning, Paterni was a member of the OSS at the same time as he was a member of the Secret Service before the OSS was disbanded after 1945. Paterni’s plate was full in the immediate aftermath of the assassination:

- 1) He assigned Inspector Thomas Kelley to go to Dallas to speak to Lee Oswald— Kelley would not only end up talking to Oswald moments before Ruby silenced him forever, but Kelley would also end up, like Rocca, liaison to the WC, only this time for the Secret Service, of course (Kelley would also later testify before the HSCA—this time he was an Assistant Director)<sup>55</sup> ;
- 2) He was involved (with Boring) in the critical limousine inspection at the White House garage the night of the assassination when skull fragments, bullet fragments, and vehicle damage were “noted” hours before the FBI would get their hands on the car (as we know, some skull fragments disappeared, many questions remain regarding the bullet fragments, and the limousine, which was reported to have had a hole in the windshield, was sent away to be rebuilt).<sup>56</sup> Apparently, Paterni (and Boring) beat Chief Rowley and Kellerman to the punch in regard to overseeing this inspection<sup>57</sup> ;
- 3) Paterni was involved in the investigation of Lee Harvey Oswald’s income tax check on 11/22/63<sup>58</sup> ;
- 4) Paterni also was involved in matters involving Potential RS and the investigation of threats against JFK (as we know, nothing was found despite three known checks for Dallas, an impossibility)<sup>59</sup> ;
- 5) Paterni checked on the CIA connections of assassination suspects Thomas Mosely and Homer Echevarria for the Chicago field office (Paterni had been SAIC of this office in the 1950s).<sup>60</sup> The matter was then summarily dropped by Paterni’s headquarters, telling the field office agents ( Noonan and Tucker, former WHD agents) to send all memos, files, and notebooks to Washington and not to discuss the case with anyone.<sup>61</sup>

If that wasn’t enough, Torina’s partner in the Office of

Inspections, N. Jackson Krill, is also a former member of the OSS.<sup>62</sup> Krill was apparently Torina’s replacement as Chief Inspector—he also debriefed the agents after the assassination, including Robert Jamison, a Miami agent assigned to the Oswalds after the assassination.<sup>63</sup> Krill had been in the Kansas City, MO office and was close to President Truman’s brother.<sup>64</sup> The position of Chief Inspector was very influential—Torina had even completed the Secret Service’s Manual.<sup>65</sup> Evidently these military/ intelligence backgrounds weren’t all that uncommon— not only was WHD advance agent Win Lawson a former CIC agent<sup>66</sup>, but Lt. Col. George J. McNally, Chief of the Signal Corps on the Texas trip, was a former member of the Secret Service, 1935-1942.<sup>67</sup> In addition, Lt. Col. George Whitmeyer, who taught Army Intelligence, rode in the pilot car on 11/22/63, although he wasn’t scheduled to be in the motorcade in the first place (Lawson denied their similar backgrounds a factor),<sup>68</sup> and

Theodore Shackley of the CIA worked closely with the Secret Service on 11/18/63 in Miami, Florida, a mere four days before Dallas.<sup>69</sup> (Gerry Patrick Hemming had told me he was an actual guard for JFK in Miami and that Frank Sturgis was there as well, while DNC advanceman Marty

Underwood told me, based on his direct contacts with the CIA’s Win Scott, “the CIA, the FBI, and the Mafia knew [JFK] was going to be hit” on 11/22/63).<sup>70</sup>

Many of the written documents generated by the Secret Service and only recently released also corroborate my interviews and correspondence with the former agents. JFK’s trip to Chicago on 3/23/63 had Agent Lawton riding on the rear of the limousine, 6 motorcycles flanking and shielding the vehicle, a Mayor’s follow-up car with four detectives, a close follow-up car, a tremendous police presence *facing the crowd* and not the president (including *four* patrolman on overpasses, not just two), both Press Secretaries (Salinger and Hatcher, the top two men) on the trip, an active and involved Protective Research Section (a branch of the Secret Service that monitors threats made to the president—one threat was found), and, perhaps most importantly, press people and photographers close to JFK’s car (ASAIC Boring was the leader on this trip).<sup>71</sup>

The Philadelphia trip of 10/30/63 was similar in security effectiveness, this time with SAIC Behn on the trip (two PRS threats were found).<sup>72</sup> Likewise, the 11/14/63 trip to Elkton, MD, was in keeping with the last two trips mentioned above (one PRS threat); Boring was on this trip, and Salinger, the number one man, was on his own.<sup>73</sup> The *second* New York City trip was a model of good security, contrary to any misconceptions: close press, Salinger and Boring on the trip, a car with detectives, Dr. Burkley close behind JFK, and a strong PRS presence (although no threats were reported).<sup>74</sup> Art Godfrey, who did the advance on *both* New York trips, told me in his letter: “*I have no idea why [President] Kennedy went to New York City twice in Nov. 1963...I did the advance for both [of] these trips. I do not remember the 8<sup>th</sup> and 9<sup>th</sup> trip but the 14<sup>th</sup> and 15<sup>th</sup> trip [the second, well-known trip] was to address a convention at the Americana Hotel after which we went to Palm Beach for the weekend.*”<sup>75</sup> (emphasis added) Where are the survey reports for this *first* mysterious trip?

The President’s trips to Palm Beach, Cape Canaveral, Tampa, and Miami, Florida, 11/16-11/18/63, were all examples of good planning and security: Salinger (with Kilduff, #3 man on the totem pole), a strong PRS presence, Boring in charge (again), flat bed truck for the photographers, close press to JFK’s car, agents on/ near the rear of the limo, roofs of major buildings secured (Tampa), military units involved, PRS threats reported (Miami), and a good police

**“History does indeed repeat itself...”**

presence.<sup>76</sup> Finally, JFK's trip to San Antonio, Texas, to start the ill-fated Texas tour (11/21/63) incorporated a *police helicopter* utilized along the motorcade route, military police from Ft. Sam Houston, Stoughton close to JFK, and agents from the San Antonio field office.<sup>77</sup>

Some final anomalies from the written record: while Tim McIntyre and Glenn Bennett denied to the HSCA they were on the Florida trip, the recently-released shift reports state otherwise. In addition, these very same shift reports state agent Henry Rybka rode in the follow-up car in Dallas, making this the *third* erroneous document to so state.<sup>78</sup> Still, in regard to Rybka's "mistaken" placement in follow-up cars, while the NY shift reports for 11/8-9 place him there, other reports place him back in D.C. at the very same time.<sup>79</sup> Strange.

Finally, from Ralph Martin's Seeds of Destruction:



Agent Clink Hill follows behind Jackie and JFK at Love Field.



Joe Kennedy and His Sons (1995): In regard to the preparations for the 11/22/63 Dallas trip, General Godfrey McHugh is quoted as saying: "They'd asked me, for the first time, to please not ride in the President's car, because they want to give him full exposure. These are the exact words they used. Ken O'Donnell and the Secret Service said, 'the politicians here feel it's most important for the President to be given full exposure, to be seen coming and going...[McHugh said he normally rode in the car in which JFK was a passenger] "in the front, next to the driver, and [I] would take notes."<sup>80</sup> (emphasis added)

I recall what Marty Underwood said to me: "Everyone who had anything to do with Dallas in any way— Ken O'Donnell, the Secret Service— they're practically all dead now."<sup>81</sup> Certainly, we know that, in addition to Underwood, Roy Kellerman, Maurice Martineau, Abraham Bolden, John Norris, and Sam Kinney believed a conspiracy was afoot on or around 11/22/63.<sup>82</sup> We also have the written record to examine, with its treasure trove of clues and anomalies. It is shameful that it has taken so many years to get the crucial records in the first place.

### Notes and Sources:

1. Undated letter to author received 11/22/97.
2. Letter to author dated 12/2/97 confirming what she had conveyed to me on 3/2/92 and 9/27/92, respectively.
3. Letter to author dated 12/8/97.
4. The other two were Emory P. Roberts, commander of the agents in the JFK SS follow-up car, and Stewart G. Stout, Jr., stationed at the Trade Mart on 11/22/63. Strangely enough, both men died within six years after the assassination, the first two agents to become deceased, "officially" speaking [see the author's article in the Oct. 1997 *JFK/Deep Politics Quarterly*

Journal].

5. Letter to author dated 11/24/97 and phone interviews conducted on 5/30/96 and 6/7/96.
6. However, Bolden did participate in presidential security when JFK visited Chicago- for an example, see RIF 154-10003-10012 re: JFK's trip on 3/23/63 involving a motorcade from O'Hare Airport to the Conrad Hilton Hotel.
7. Letter to author dated 9/10/93; see also The Third Alternative- Survivor's Guilt: The Secret Service And The JFK Murder, JFK Lancer edition, p. 55.
8. Letters to author dated 12/13/93 and 12/31/93, respectively; see also The Third Alternative, pp. 46-47 (although Bolden disagreed with the notion of a benign security-stripping test, believing that the Secret Service's conduct spelled gross negligence or worse).
9. Letter to author dated 9/10/93.
10. The Memories, 1961-1963, by Cecil Stoughton w/ Ted Clifton and Hugh Sidey (1973), p. 160; see also Stoughton's motorcade films of the trip to Italy (July 1963), as well as his still photos taken from the follow-up car in Tampa, FL (11/18/63) and in Houston, TX (11/21/63) via the JFK Library [unpublished; in author's collection].
11. Letter to author dated 11/30/95.
12. Letter to author dated 11/20/97; see footnote #10, above.
13. Interviewed 3 times on 9/27/92 (Jerry passed away 4/21/93); Jerry told me that JFK never told the agents to not ride on the rear of the limousine: see The Third Alternative, p. 8, and the author's article in the Fall, 1997, Kennedy Assassination Chronicles.
14. Letter to author dated 11/28/97 (Note: I was unable to get much out of Behn's daughter Sandra Kane during a telephone conversation on 8/8/95).
15. Covered extensively by the author: see The Third Alternative, pp. 8-11, 62-64, 66, 75, 87-88, and 91, as well as the author's conference presentation videotapes at COPA (10/95 and 10/96) and at JFK Lancer 11/22/97).
16. Author's interviews with Sam Kinney conducted on 10/19/92, 3/5/94, and 4/15/94.
17. Author's interview with Don Lawton conducted on 11/15/95.
18. Lawton is referring to my interviews of Bob Lilley conducted on 9/27/92, 9/21/93, and 6/7/96 that I had mentioned both in my interview with Lawton referred to above *and* in my letter to him.
19. Letter to author dated 11/22/97.
20. see The Third Alternative, p. 10; see also footnotes 15 and 18 above.
21. Letter to author dated 11/20/97; see also the posted addendum to my Oct. 1997 *JFK/ Deep Politics Quarterly* article referred to above on the internet.
22. Author's interviews with Maurice Martineau on 9/21/93 and 6/7/96, respectively; see also The Third Alternative, pp. 8-11 and 63-64. The other colleagues were Rufus Youngblood (10/22/92 and 2/8/94; Youngblood died 10/2/96), Robert Bouck (9/27/92), John Norris (3/4/94), Marty Underwood (10/9/92), and the aforementioned Behn, Boring, Lawton, Kinney, Lilley, Powers, Stoughton, Godfrey, and Bolden.
23. Letter to author dated 11/23/97. Martineau would not clarify where-or by whom-these "rumors" originated, but it's a safe bet that it was from the Secret Service itself (see 18H803-809 and The Third Alternative, pp. 8-11)! One is reminded of those particular Parkland Hospital doctors who would

later change their previous statements to more closely resemble “official” history when it was for “the record.”

24. Letter to author dated 12/5/97.

25. Letter to author dated 1/3/98.

26. Letter to author dated 12/17/97.

27. Letter to author dated 1/16/98; this was the promised “answer” Bechtel told me I would get; see footnote #26.

28. Letter to author dated 11/19/97; previously interviewed in November of 1992.

29. Letter to author dated 11/26/97; Howlett was a Dallas office agent stationed at the Trade Mart on 11/22/63.

30. Letter to author dated 11/19/97.

31. In addition, I was informed that Andy Hutch, rookie WHD chauffeur on 11/22/63, passed away in 1991 (letter to author from Jacques Tanguy, friend/executor of last will, dated 7/27/96). Also, I received a bizarre letter from someone I thought was *the* John E. Campion, former ASAIC and later the Aide to the Asst. Chief for Security under JFK and LBJ, dated 11/20/97: “I’m sorry but I am not the John Campion referenced in Rufus Youngblood’s book. Both John and I lived in Arlington, Virginia, in the early 1960s. We became acquainted through the similarity of our names (exactly the same) and I had lunch with him at the White House in late 1962 or early 1963. He died some years later, probably in the 1970s” (emphasis added).

32. WHD agent assigned to Joe Kennedy, Sr. On 11/22/63; previously contacted on 9/30/92.

33. WHD agent who rode on the rear of JFK’s limo (w/ Lawton) on 11/18/63; previously interviewed on 11/15/95.

34. SAIC of PRS; previously interviewed on 9/27/92.

35. WHD agent under JFK, 1961 to Oct. 1963; see footnote #18.

36. Uniformed Division; previously interviewed 3/4/94.

37. SAIC of Dallas office; previously interviewed/ contacted 1/28/92 and 9/27/92 (letter sent approx. 1 year before Sorrels passed away on 11/6/93).

38. DNC advanceman responsible for Houston and Austin advances; interviewed 10/9/92.

39. Bethesda X-ray technician; videotaped 11/22/91 for High Treason 2.

40. O’Neal funeral home ambulance attendant; videotaped interview 11/22/97 at JFK Lancer conference.

41. For the record, Richard Johnsen (WHD), Winston Lawson (WHD) advance man who rode in the lead car in Dallas), Mark Crouch (friend/confidante of the late James K. “Jack” Fox, PRS photographer), Stu Knight (SAIC of V.P./ LBJ detail on 11/22/63), James Rowley (Chief; deceased 11/92), Robert Steuart (Dallas office agent stationed at the Trade Mart on 11/22/63), Jerry Parr (rookie Nashville office agent assigned to Marguerite Oswald after 11/24/63), Gerry Patrick Hemming, Beverly Oliver, Shari Angel, Palmer McBride, and Madeleine Brown are other past interview subjects that I did not attempt to write to.

42. Best conveyed on the ABC television special; see also Hersh, pp. 229-230 and 240-243.

43. *Ibid.*, pp. 241-243.

44. *Ibid.*, p. 230.

45. *Ibid.*, p. 244; this is corroborated by what Abraham Bolden told me, and it also is best exemplified by the drinking incident of 11/21-11/22/63.

46. *Ibid.*, pp. 240-241.

47. *Ibid.*, p. 240.

48. Wire service story picked up by many newspapers/ media outlets, an example of which was The Chattanooga Times in an article written by Sandra Sobieraj on 12/18/97.

49. WPXI-TV/ NBC affiliate, Pittsburgh, PA, broke the story that is currently major national news. Interestingly, the major paper of record in this city, The Pittsburgh Post-Gazette, did a major feature story on myself dated 1/26/98, the very same day that the announcement was made that the Secret Service (in general) may have to testify about the Clinton sex scandal, on the front page, a few short weeks before the Lewis Fox story broke.

50. Letter to the author dated 11/21/97; see 18 H 810-815 and 933-934.

51. see The Third Alternative, p. 41 and 131.

52. see The Fourth Decade, July 1997 issue--article by Don Scott; see also R. Winks, Cloak and Gown, p. 275.

53. J. Mader, Who’s Who in the CIA; R. Winks, Cloak and Gown, p. 363; B. Hersh, The Old Boys, p. 182.

54. Letter to author dated 12/5/97.

55. 3HSCA357.

56. CD80, pp.2-3; 5H67; 7H354, 403; 13H65; see also The Day Kennedy Was Shot by Jim Bishop (1992 edition), pp. 511-512, 546, 637; Lifton, p.

359; the fragment found by Kinney, believed to be the back of JFK’s skull, disappeared from the record: see The Third Alternative, pp. 95-96.

57. Manchester, p. 390 (1988 edition); see also The Third Alternative, pp. 124-125.

58. Jerry Rose, “The Feds Spring Into Action,” The Fourth Decade, May 1996; as Rose asks, “Why [was] Deputy Chief Paterni [willing to] indulge [Sorrels] in this curiosity?”

59. 3HSCA340.

60. R.I.F.#180-10074-10079 re: “Lem” Johns: worked under Paterni from 1957-1959.

61. R.I.F.#180-10104-10331; R.I.F. #180-10087-10137; 3HSCA 371, 372-379.

62. Mader.

63. 180-10074-10394.

64. Rowley Oral History, Truman Library, p. 31.

65. Bowen and Neal, The United States Secret Service, p. 209; Torina doesn’t appear to have been as close-mouthed as Krill—he admitted to author Manchester, two years before the assassination, that “wherever a Presidential motorcade must slow down for a turn, the entire intersection is checked in advance” (Manchester, p. 32n [1988 edition]).

66. 4H318 (at Fort Hollabird, MD, the same as Richard Case Nagell); see also Peter Dale Scott, Deep Politics and the Death of JFK, pp. 277-278.

67. Lt. Col. George J. McNally, A Million Miles.

68. HSCA interview w/ Lawson, 1/31/78.

69. R.I.F.#154-10002-10422.

70. The Third Alternative, pp. 29-30.

71. R.I.F.#154-10003-10012.

72. R.I.F.#154-10002-10417.

73. 154-10002-10418; see also Salinger’s 1997 book John F. Kennedy: Commander in Chief, p. 30: he mentions only missing “two or three” trips in his three years with JFK...one of them was the Dallas trip.

74. R.I.F.#154-10002-10419; an AP story from 11/15/63 even stated that “The (Secret) Service can overrule even the President where his personal security is involved.”

75. Letter to the author dated 11/24/97.

76. R.I.F.#154-10002-10420; R.I.F.#154-10002-10421; R.I.F.#154-10002-10423; R.I.F.#154-10002-10422.

77. R.I.F.#154-10002-10424.

78. see the author’s article, entitled “The Strange Actions (and Inaction) of Agent Emory Roberts,” Oct. 1996 JFK/ Deep Politics Quarterly.

79. see note 78.

80. p. 453; the author is grateful to Timothy Fattig for this citation; see also The Third Alternative, p. 67.

81. Author’s interview with Underwood 10/9/92.

82. see The Third Alternative

## **More on Vince Palamara from his local paper:**

### **JFK’s death is often focus of his research**

*By Mary Anne Lewis*

Pittsburgh Post-Gazette

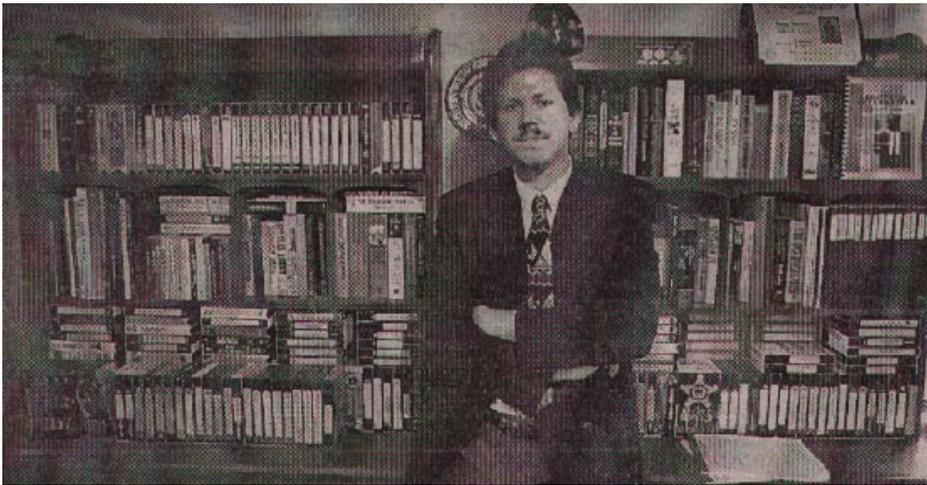
Vince Palamara wasn’t alive the day President John F. Kennedy was assassinated, and he’s never thought seriously of becoming a Secret Service agent.

But this 31-year-old’s intense fascination with these people and this pivotal event has made the Castle Shannon man a nationally known expert on the agents’ reactions that day. He’s often asked to speak at conferences on the assassination, sharing billing with another local Kennedy expert, Allegheny County Coroner Dr. Cyril H. Wecht, a dogged critic of the Warren Commission’s single bullet assassination theory.

Palamara has interviewed nearly three dozen agents from the Kennedy administration, including nine who were in Dallas that day. He has written and published his own book on the assassination. He is quoted in several Kennedy books. And he has given numerous presentations about the Secret Service actions during the assassination.

Tapes of some of his interviews with agents are in the

**JFK Lancer Productions & Publications**



**Vince Palamar stands in front of his bookcases full of information on the assassination of President John F. Kennedy.**

National Archives, after they were requested by the Assassination Records Review Board.

"I hear from people all over the world," says Palamara. "I'm sort of on my own in this area, so whenever anything comes up remotely connected to the Secret Service, it usually comes my way."

Palamara first became interested in the assassination when he was 12, watching a 1960s TV drama focusing on the Secret Service agents of the American frontier.

Watching the show, Palamara realized Secret Service agents were merely human beings. He also realized how little was said or written about the modern-day agency.

But it wasn't until he was an adult that his research became so focused, and he really began to question how effectively the Secret Service had protected the president. Once again, he was watching television, the Abraham Zapruder assassination film, for the umpteenth time.

"I started to notice the action of the agents in President Kennedy's limousine," says Palamara. "The driver turned back twice, and was looking at Kennedy when the fatal shot arrived."

By this time, Palamara had amassed a formidable cache of documents, books, tapes, and videos about the assassination. In an obscure book, he found an interview with a Secret Service agent who claimed the driver of the presidential limousine disobeyed his direct order to speed away the moment the first shot was fired.

"At that point, I realized, conspiracy or no conspiracy, the Secret Service was at the very least, negligent," he says, adding that he never interviewed either of the two agents involved in the exchange described above, both of whom are now dead.

Palamara, who works for the Federal Reserve in Pittsburgh, said his research keeps him busy.

"But [my research] is mainly done in my spare-time on the weekends. I have a wife and a job," he says, "My interest in all this stuff is 10-plus, but I try to remain detached."

Detachment, though, was difficult while interviewing Sam Kinney, the Secret Service agent who drove the limousine directly behind the president's the day of the assassination.

He said Kinney, who died last year, helped him further his main aim: to disprove popular folklore propagated by the Secret Service in the immediate aftermath of the assassination.

The 'official' history [is] that President Kennedy was one of the most difficult presidents to protect," says Palamara.

But Kinney maintained that Kennedy did not make the Secret Service's job any harder. He said Kennedy did not tell agents to take the bubble top off the limousine in Dallas, did not order agents off his limousine and did not reduce the number of Secret Service motorcycles in the motorcade. All those actions have been attributed to the president.

It was the Secret Service, according to Palamara, that was responsible for other changes in standard procedure which may have jeopardized the president's safety.

He said agents decided to alter the traditional parade route in Dallas, slowing down the procession and taking the motorcade around sharp corners. Overpasses were not cleared of spectators and no orders were given to police sharpshooters to monitor high-rise windows.

"The buck stops with the Secret Service," says Palamara. "Some take a sinister look and say the Secret Service was involved. Others say they're just covering their behinds."

Palamara knows, he has rankled some in the Service. An officer of a retired agents group once contacted Palamara, ordering him to "cease and desist," he says.

That scared me for about a month," he says, but then other agents reassured him his research was worthwhile.

Palamara has earned little money from appearances or his book, "Survivor's Guilt: The Secret Service and the JFK Murder," published by JFK Lancer Productions & Publications last year.

"This is no witch hunt," he says. "In one respect, I have tremendous admiration for [the Secret Service]. In another respect, I am tremendously disappointed with their conduct and behavior in Dallas. If they had done their job, we'd be in a different world today."

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## THE THIRD ALTERNATIVE

### Survivor's Guilt: The Secret Service and the JFK Assassination by Vincent Palamara UPDATED MATERIAL!



Not even born when President John F. Kennedy was brutally gunned down in Dallas, Vince Palamara brings fresh eyes to an old case. In fact, he became totally immersed in the subject at the tender age of twelve. In 1988, the twenty-fifth anniversary of JFK's murder, Vince began to do his own thinking on the topic; it was from this point he decided to concentrate on the Secret Service aspect, an area that has received a small amount of attention. Vince would soon contact over twenty different former agents, White House aides, and surviving family members, resulting in "*The Third Alternative, Survivor's Guilt: the Secret Service and the JFK assassination.*"

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