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TREASURY DEPARTMENT
UNITED STATES SECRET SERVICE

WASHINGTON, D.C. 20220

CONFIDENTIAL

OFFICE OF THE CHIEF

September 8, 1964

MEMORANDUM

Q

TO: All Special Agents in Charge and Resident Agents

FROM: Chief

SUBJ: Presidential Protection -- Building and Route Surveys

At my request, the Assistant Chief for Security and the Special Agent in Charge of the White House Detail have submitted a written evaluation of a new Presidential protective technique we have been using since November 22, 1963. I believe their evaluation will be beneficial to all offices which are, or should be, conducting surveys of a similar nature. The salient portions of their report are reproduced as a part of this memorandum.

"A route and building survey of a route to be traveled by the President encompasses a block-by-block or area-by-area physical inspection and an interview with the occupants of the buildings which are adjacent or overlook the route. Conducting such a survey represents a considerable task. There is call for skill, ingenuity, and a capacity for evaluating and identifying danger points and the devising of countermeasures to be effected for the time the President is in the particular area. With this, there must be documented the information that is developed preparatory for taking steps that are necessary to offset each of the existing hazards. Also called for on the part of the personnel who engage in surveys is an adeptness in the art of good public relations work.

"Concerning the personnel and the manner of conducting surveys, during our testing process since November 1963, this has been done in various ways. As afore indicated, the work is extensive and a concentration of manpower is required although for a comparatively limited period. Thus, in New York City, in March 1964, a survey was made of the routes generally used by the President. These included the routes from the airports to downtown and

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between the hotels where he generally stops. This was done by Secret Service and Treasury Agents teaming with City Detectives. They worked in two-man teams and about 44 teams were used. Completion of the survey required approximately seven working days. Similarly, in May 1964, a survey was made in Chicago covering the route from O'Hare International Airport to the Conrad Hilton Hotel. The same team arrangement was used as in New York City. In Chicago, about 30 two-man teams, Secret Service and Treasury Agents teamed with Detectives, were employed. They worked about five days, although this does not include the clerical time for the preparation of reports and data forms. Likewise, this is not included in the total time shown above for New York City. In Atlantic City, a survey was made of the route from the airport to Convention Hall and in Newark, N. J., the route from the airport to the Lincoln Tunnel. In each of these surveys, the work was done by uniformed officers of the City Police or in rural areas by the New Jersey State Police having jurisdiction. The officers assigned generally worked individually. Surveys have been made in quite a number of other cities, such as Washington, D. C., San Francisco, Los Angeles, St. Louis, Miami, etc.

"Concerning the actual work of conducting an outer perimeter route survey, the first aspect is an observation process to identify vantage points for attack as by rifle fire or thrown objects. In this there must be taken into account roof tops, obstructions, overpasses, waterways, bridges, construction work, natural growth, terrain, and every other physical thing along the way that lends to covert design and presents a danger hazard.

"A related aspect is the building canvass with the occupant, or in the case of a public building, the manager or security officer being contacted and informed of the nature of the visit, i.e., for cooperation in the protection of the President of the United States, who, while in the city, passes the area. Obtained is any available security intelligence and identifying data concerning the person contacted which is recorded for future reference. There is left with the person contacted the telephone number of this Service and the Police Department interested so that information can be reported.

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"Pursuant to the observation and contact phases of a survey, there must be developed protective measures to offset each of the hazards uncovered. This is manifested in establishing posts of duty for agent personnel and police officers when the President is present and in employing such other safeguards as called for by each of the existing circumstances. In this same respect, by means of the survey, there is facilitated the advance programming for the security communications that will serve best needs while the President is there. Generally speaking, the communications facilities for a Presidential movement must be of scope to permit radio and/or telephone contact as between the President's car (plane, helicopter, train), Secret Service security cars, security aircraft, designated police cars, designated networks of security posts, Secret Service command posts, police headquarters, and others.

"Significant, it is felt, is that the results accomplished by any particular survey cannot be calculated to continue indefinitely. In this it is thought that the benefits derived are in direct relation to the length of time which elapses between the time of the survey and the time of the President's visit. If the elapsed time is extended, the benefit to be expected must diminish. This due to physical changes as from construction, from changes in occupancy of premises and for the fact that in dealing with the public, contacts must be kept current. This means that resurveys must be periodically conducted. However, a resurvey or bringing one to date is of course easier and less time consuming than an original one.

"Of interest to the question of the survey technique is that this has long been a standard protective procedure relative to inaugural parades. This has been upon the premise that the huge crowd assembled from country-wide and world-wide warranted the added precaution. Our security personnel has recognized that the same procedure was desirable incident to any public movement by the President but this could never be accomplished due to our continuing critical personnel situation. Therefore, the technique is not new or novel. Rather, it is a current all-out effort by means of borrowing other enforcement personnel and influencing police interest to thereby gain the result and the attending benefits.

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"Following are the views of the writers from our experience and observations concerning route surveys:

1. Route surveys are beneficial in providing increased protection for the President when he travels. Outer perimeter security hazards can be identified and countermeasures established to permit an increased degree of safety. Thus, agents and police personnel can be assigned to critical locations as on roof tops and other points lending to best possible protection.
2. When the President moves in an open car, a survey lends as a principal countermeasure against hidden attack from the outer perimeter. This from having advance intelligence and the support and cooperation of the citizens as developed through the advance contact with them.
3. Surveys conducted to date reflect that citizens generally are cooperative and eager to lend aid as by identifying and reporting suspicious persons and circumstances. Also, it has been found they are willing to assume a degree of responsibility for their particular area when called upon. We believe that when the President exposes himself, as in an open car, that this cooperation and aid by citizens is a vital security factor.
4. Route surveys produce a favorable psychological result. The belief that one is being watched is of itself a deterrent to a wrongful act.
5. We believe that if it was possible, it would be desirable that surveys be conducted exclusively by Secret Service personnel aided by personnel from local police organizations.

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This to have the benefit of persons who have the best experience in such endeavor. However, when this is not possible, surveys should be made regardless from where the personnel who do the work become available. We feel the benefits from surveys in any event outweigh the inexperience factor."

It is imperative that all offices complete their surveys as soon as possible in order that our protection capabilities be extended to the fullest.

James J. Hawley

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