



THIS COPY 4S NOT FOR RELEASE.

Condensed Information on Sgt. Marshall HOUTS from: WASH-SEC-OP-13 folder 14 MHZ -- 618 o September 1945

1.

- a. While still at Kyankpyn Major Charles J. TREES and Captain Carrol C. GARRETSON called HOUTS to their tent. (TREES was HOUTS' Commanding Officer and GARRETSON was Executive Officer to TREES.) TREES stated that GARRETSON had discovered fifty-one. 45 calibre automatic pistols at Chittagong which were "charged out to no one." TREES and GARRETSON believed they could get a "good amount" of money from the sale of the weapons, but they wanted HOUTS' advice so they wouldn't get caught. (HOUTS had been in the FBI). They offered HOUTS one-third of the profit and, after several days, he agreed.
- b. On the night of 3-4 July 1945 HOUTS assisted in the clandestine delivery of the pistols to a Lt. Col. Tun Aung, a Burmese officer in the "Burma Rifles" for burial, until a market could be found.
- c. On 15 July 1945 HOUTS was questioned by the OSS investigator and assisted him in the recovery of the pistols.
- 2. During the first week that HOUTS was in Rangoon an informer told him that 90 swords had been buried in the compound of A. Habeeb. At GARRETSON's direction and expense HOUTS had the swords cleaned. On 25 May 1945 HOUTS delivered them to TREES' quarters. On 13 July 1945 TREES quarters were searched and 36 swords were found and confiscated by OSS. (Several classified documents were also found in TREES durile bag.)
- 3. TREES, GARRETSON and personnel under their command misappropriated property (jewelry and old books) during the first two weeks of the occupation of Rangoon.
- 4. Six OSS personnel were killed in a plane crash early in June. Three parachutes were recovered from the crashed plane. GARRETSON and HOUTS had payamas and other articles of clothing tailored from the parachutes.
- 5. In Spring 1945 TREES and GARRETSON were involved in the illegal sale of opium.



- 6. In early July 1945 TREES and Houts were involved in an illegal money exchange.
- 7. Specific charges against HOUTS, as recommended by the investigating officer:
 - a. Misapplication of 50 .45 calibre automatic pistols and one Model M-3 submachine gun, property of the U.S.
 - **b.** Conspiracy with TREES and GARRETSON to misapply the above firearms.
 - c. Larceny of 86 swords.
 - d. Conspiracy with TREES and GARRETSON to feloniously take, steal and carry away 86 swords.
 - e. Conspiracy with TREES and GARRETSON to procure and deal in abandoned property found in Rangoon.

7 1 104 5 CENTRAL INTERCIOENCE AGENCY. t alforming tha footname. Defense as me can be fina be be with the second of a second as footname. Defense is the final final final be the final model from the footname of a second as for the final 8-4-C-A-E-T Cubb 18.855 BANKS 43-1016 CM 3-00 X4 (C) DATE DISTE 2: July 1964 Railroads NO PAGES atelet sets Applementary to N-4 3, 203, 601 63/23 Case 33311 THE SUPPLEMENTAL CATED NOT COME TO Q. Can you tell me what was the length of the main lines ascrated by common corriers in Guas and what was the total length of all branch lines combined? A. I can only stock for the sileogo of the Consolidated Reliways of Cula, which rea from Senth Clara to Comeguey to Sentiago we Cuba to Contanone. I would say that the main line and the branches combined would be 1400 plus niles. Next valght of rell is now; common on rain lines? Mag is the
approximate also of most main-line rell and are the places extractly used? A. I would say the most company used rail is 00 iss per yard. So per cont of the main like has 125 lbs per yard. Society are of lbs par yard. The approximate ago of that of the minister is to 20 years. The plates are company used. · . \$-E-C-R-E-T 8-1E L Charles Marie RECORD COPY

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- The many sies exist per hilloteter of main line? What type of ties are could are ties treated; if so, in what manner? What is the average life of ties in main-tire service? Can you give an estimate of the average against ties now in the main line?
 - A. To the sest of my recollection, there are close to three thousand time our kilometer of main line. The time are of hard would but they are not treated. The average life of the time is about 15 years and I would say that the average age of the time now on the main line is about 15 years.
- S. C. cate and indicate size of principal freight classification yards and other feelight yards.
 - A. Our main classification yards were at Santa Giara, Camaguay, Moran, Santiato de Suse, and Guantanamo.
- 5. C. Lucate and describe the principal repair shops for steem and for glenet locanotives.
 - A. We had complete repair shops for both state and diesel locomotives in the castern outsilets of Camagony City. As a matter of fact, these shops are shown on the roop of Camagony City which appears on the road map of Cuba published by Esso Standard Oll, S A. In 1956.
- 7. 2. Locate and describe the principal repair shops for freight and passanger cars.
 - A. The same stops in Camajusy City-more used for the repair of freight and passenger cars. The Consolisated Reliweys of Cube did eil of their own repairs and in addition they did work for various sugar mills in the area.
- 3. C. Is any part of the system electrified?
 - A. No.
- 5. C. Is there a division between lines operated by diesel and steem motive power
 - A. No. The Constillered Callways of Cube had 84 dissels and six steem engines.
 The six statem engines were used more or less for emergency work.
- 12. Q. What is the number and total length of tunnels?
 - A. There are no tennels on the system.
- Q. Stale too number of locomotives in each rejor category, of diesel, steam and electric; and, inspire as possible, break the totals down by horsepower, ago and country of origin.
 - A. As I have stated, we had 64 diesel engines and six steam engines. \$6 not remarker the dutails about these but I know that some of the diesels were 1500 horsepower, some 900 and some 600 to 650 horsepower (see 60-K-3.923.307).
- 12. C. Please give the number of passanger care and the number of frieght ware.
 - A. I'm afraid that I connot give you accurate figures. I know that we had over two thousand freight care but I do not remomer the exact number nor da i remomer the exact number of passenger care. /ioo 00-K-3,903,801. The 'on file' naterial contains this information.
- 13. Q. Ware any possenger or freight cers equipped with roller beerings?
 - A. You, some, but I do not remember home many.
- 16. C. Are diese: locamotives operated in multiple?
 - A. Yes, but my sleave, it empends on the meight of the train and the

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15. Q. Book each freight train carry a caboose on its rear end?

A. Vad

16. Q. What is the everage and maximum speed of passenger trains between stops?

A. Maximum speed was 50 miles per hour and average of not more than 30 miles per hour.

17. Q. Can you give the number of employees of the common carrier religneds? Is there a sessonal variation in amployment?

A. I can only speak for the Consolidated Railways of Cuba which had ever 19 thousand employees. There was a seasonal variation but it was very slight.

 Q. Can you describe the main freight haulage pattern of the railway system of Cubal Indicate major commodities and direction of novembet.

A. I can spotk only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Wastern Railroad of Cuba. The hosviest traffic was from Canaguey to Rusvitas. The Consolidated Railways of Cuba Nondled one third of the Cuban sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the railway also handled Cattle, rice, yegstables and oil and other commodities.

19. Q. What is the average length of haul? (This was stated in a 1952 report as 36.8 kilometers.)

A. I would say that In 1960 It was about the same as in 1962.

20. Q. What are the principal routes of pessenger coverent? Now dense are such sovements?

A. I would say to and from Havana. I would estimate that in this traffic the railroads carried about six thousand passengers per day.

21. Q. is daily commutation a significant factor in the movement of passengers.

A. It is not a significant factor.

22. Q. to loss-then-carloid powement of relative deportance is the total movement of Cuben freight?

A. I would say that It is not vary important.

 Q. With respect to imports and exports, what ports are used for greatest interchange of tonnage, between the relifereds and occan shipping? Its west extent are these semports or any others used for interchange with continues anipping?

A. Speaking for the Consolidated Rallways of Cuba, I would say husvitas, Tarafa, Pastellilo, Suntlaço de Cuba, Soqueron, Antilla, Suntla Crut del Sur, and Casilda. I would say that any interchange with coastwise snipping is tasignificant.

14. Q. In what condition are the principal highways of Cuba?

A. There is only one cain highway on the island which runs practically the entire larges of the island from Piner del Rio to Felena to Santiage or tune. Tale highway was in poor condition when 8 left Eube in 1961.

25. Q. thes exempdities are moved by motor tradeport and seneral shipping?

A. Sugar, wood and gameral commodities.

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- 26. 3. What is the general pattern and direction of flow of this traffic?
 - A. From towntry to cities.
- 27. Q. What considerations determine the selection of the means of transport for the major commodities mayod?
 - $\odot A_{\star}$. Price, time, nature of connodity, and facilities.
- 23. Q. Wast pipelines, if any, are located in Cuba?
 - A. None to my knowledge.

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