

E-C-R-E-T
(When Filled In)

F 9-45-85

SENSITIVE DOCUMENT CROSS REFERENCE SHEET

Date: 23 May 1968

SOURCE/CONTACT File: Frank BARTES (New Orleans)

SUBJECT (ORGANIZATION OR INDIVIDUAL) (Alicia Cruz BUSTILLO)

DATE OF DOCUMENT 18 April 1968

ORIGINATOR Services/V. Thorne

DIVISION OR STAFF Services

CASE OFFICER -

To: OS/Personnel Security Div., Paul M. Evans

FOR FURTHER INFORMATION ON SOURCE/CONTACT/SUBJECT, PLEASE REFER TO
SENSITIVE DOCUMENT FILED:

☐ CASE -, OR

(Check) ☒ SENSITIVE DOCUMENT CONTROL NUMBER 520

CONTROL OF THE ABOVE DOCUMENT WILL BE HANDLED IN ACCORDANCE WITH DCS R 10-80.

SECURITY

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SECRET

A-100 F-1000

9-45-25

PROCESS SHEET FOR DOMESTIC CONTACT SERVICE COLLECTIONS

FOR FIELD USE ONLY				FOR HEADQUARTERS USE ONLY			
FIELD OFFICE	REPORT NUMBER	RECEIVED DATE	CASE NUMBER	RECEIVED DATE	REPORT NUMBER	RECEIVED DATE	CASE NUMBER
01-00	11168						
SUBJECT AND AREA				RECEIVED			
Photographs of Fidel Castro and Other Cuban Personalities (Cuba)				01057 2113166			
G. CONTACT (Name, Title, Organization, Address)				INDIVIDUAL NO.			
Frank Bortos Cuban refugee 1608 Mason Smith Ave. Metairie, La.				A. 94585			
H. SOURCE (Name, Title, Organization, Address)				ORGANIZATION NO.			
Documentary				SUBJECT			
I. SUB-SOURCE (Name, Title, Organization, Address)				INDIVIDUAL NO.			
J. METHOD OF COLLECTION				EVALUATION REQUESTED FROM			
<input type="checkbox"/> Interview <input type="checkbox"/> Other Document				<input type="checkbox"/> Trip Report <input checked="" type="checkbox"/> Other (specify below)			
FIELD COMMENTS				HEADQUARTERS COMMENTS			
On loan. Please return to WFO by 1 Feb 67. Graphics Register may or may not be interested in these pictures, all of which were taken in Cuba in October 1953. Our contact met Castro at this time because he (our contact) was using his private airplane in the search for the downed plane in which Emilio Gienfuegos was killed. If possible, I would appreciate it if you could have duplicates made for our contact.				To SN/OCK attn: [redacted] DD-25-Jan 67 Ceb 18 JAN 1967 el			
Case Officer				Division/Staff/Desk			
PAR HPT				RA			

SECRET

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(20-41)

PRESENTATION FORM FOR GRAPHIC MATERIAL		29 December 1966
1. SOURCE TO BE IDENTIFIED IN TRIPLICATE WITH PROCESS SHEET ATTACHED 2. TYPE: <input type="checkbox"/> GIFT <input type="checkbox"/> LOAN		
TITLE Cuba		
SUBJECT Photographs of Fidel Castro and Other Cuban Personalities		
NUMBER OF ITEMS AND CATEGORY: 5 black and white glossy prints DATE OF EXPOSURE: October 1959		
CHECK CLASSIFICATION OF PHOTOGRAPHS WHEN SEPARATED FROM THIS FORM. (The classification need not be the same) <input type="checkbox"/> FOR OFFICIAL USE ONLY <input type="checkbox"/> CIA OFFICIALS ONLY <input type="checkbox"/> SECRET <input type="checkbox"/> CONFIDENTIAL <input checked="" type="checkbox"/> UNCLASSIFIED		
BRIEF SOURCE DESCRIPTION Cuban refugee. Former official of a Cuban railroad.		
IS SOURCE APT TO MAKE ADDITIONAL PHOTOGRAPHIC MATERIAL AVAILABLE? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No MAY SOURCE'S NAME BE REVEALED TO GRAPHICS REGISTER, OGD, IF REQUIRED? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
DESCRIPTION OF MATERIAL		
The pictures are numbered on the back in pencil in the upper left-hand corner. The subjects are identified as follows: No. 1 - Second from left with beard and eyeglasses, scratching his chin, Raul Chibas, former President of Western Railways of Cuba; fourth from left in shirt sleeves and dark glasses, Frank Bortas, former President of Consolidated Railways of Cuba; Castro. No. 2 - Seated from left to right - Frank Bortas; Raul Lopez Fresquet, former Minister of Treasury, Cuba; name unknown, but former head of Railway Pension Fund and person who received publicity as kidnapper of racing driver some years ago. No. 3 - The only persons contact can identify are Fidel Castro, Frank Bortas in shirtsleeves and dark glasses, and at far right of picture, hatless and with hair mussed, Omani Cienfuegos, holder of various posts in the Castro Government, at one time Public Works Minister. No. 4 - Fidel Castro, Frank Bortas in white shirt and dark glasses, Raul Chibas next to Bortas with eyeglasses and hand to beard. No. 5 - From left to right - Frank Bortas, removing glasses, Raul Chibas, center with hand to nose, Fidel Castro, soldier on Bortas' right is one of Castro's bodyguards.		
18 JAN 1967		
FOR HEADQUARTERS USE ONLY		
OO-E NO. 21131-66	CASE NO.	DATE FORWARDED TO OR BY GMP
OR CONTROL NO.	RETURN DEADLINE (IF LOAN)	
NITRATH FILM EXPLOSIVE: CHIP BY EXPRESS UNDER SPECIAL CARRIED REGULATIONS		

FORM NO. 121 USE PREVIOUS EDITIONS.

(47)

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PROCESS SHEET FOR OO C COLLECTIONS

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FIELD OFFICE		REPORT NUMBER		FORWARDED		CASE NUMBER		RECEIVED		REPORT NO.	
1	2	3	4	5	6	7	8	9	10	11	12
6	8	0	1	0	3	3	0	7	2	0	4
1	2	3	4	5	6	7	8	9	10	11	12
1	2	3	4	5	6	7	8	9	10	11	12
1	2	3	4	5	6	7	8	9	10	11	12

F. SUBJECT AND AREA

Railroads (Cuba)

A94585

G. CONTACT (Name, Title, Organization, Address or "F" Number)

Frank Bortas, Former President, Consolidated Railways
of Cuba
1608 Mason Smith Ave.
Metairie, La.

H. SOURCE (Name, Title, Organization, Address or "F" Number)

same as contact

I. SUB-SOURCE (Name, Title, Organization, Address)

EXTRA RELEASED
1 2 3 4 5 6 7 8 9 10 11 12
13 14 15 16 17 18 19 20 21 22 23 24
25 26 27 28 29 30 31 32 33 34 35 36

TYPE CODE 40 NOT DISSEMINATED 40

GRAPHICS, DATA, PUBLICATIONS, REPORTS, OTHER

SUBJECT		AREA	
47	48	49	50
51	52	53	54
55	56	57	58
59	60	61	62
63	64	65	66
67	68	69	70
71	72	73	74
75	76	77	78
79	80	81	82
83	84	85	86
87	88	89	90
91	92	93	94
95	96	97	98
99	100	101	102

NOT DISSEMINATED

J. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO 1, 2, 3, 4 BELOW UNLESS RESTRICTED IN SECTION "H"		K. MAY NOT BE RELEASED		CHECK THIS SECTION IF RELEASABLE		L. ALWAYS SUFFICIENTLY WELL KNOWN	
1. APPROVED LIST OF AGENCY CONSULTANTS		1	2	1	2	1	2
2. APPROVED EXTERNAL PROJECTS		3	4	3	4	3	4
3. NON-USA AGENCIES FOR HIS STUDIES		5	6	5	6	5	6
4. USA		7	8	7	8	7	8

FIELD REMARKS

EDITORIAL COMMENT

FILEX file
CASE file
X-REF file
FILES file

FIELD OFFICE CASE STATUS
THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE OR AGENCY)

SAPET ADDITIONAL INFORMATION WITHIN DAYS

FINAL REPORT ON THIS CASE

YES

670

LARRY

BROOKS

EDITOR

BRANCH-STAFF CHIEF

FORM 7-68

25

USE PREVIOUS EDITION

SECRET

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

8 (20-41)

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

COUNTRY	Cuba	REPORT NO.	
SUBJECT	Railroads	DATE DISTR	27 July 1964
		NO. PAGES	4
		REFERENCES	
		Supplementary to	
DATE OF INFO.	1961	CD/00 Case 43811	
PLACE & DATE ACQ.	Cuba, 1961 and earlier	C-RR4-50998	

THIS IS UNEVALUATED INFORMATION

SOURCE:

Cuban citizen. Refugee who left Cuba in January 1961.

He was employed by Consolidated Railroads of Cuba for about 20 years.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

1. I am 46 years old and I started working in November 1940 as an office clerk in the Havana office of the Guantanamo Western Railroad Company. In 1953 I was elected Vice President of the Consolidated Railways of Cuba, the Cuba Railroad and the Cuba Northern Railroad. In February 1954 I was elected President of the Guantanamo Western and Vice President of the Cuba Railroad and the Cuban Northern Railroad. In June 1958 I was elected President of the Consolidated Railroads of Cuba and I held this position until October 1960 when the railroads were confiscated by the Cuban Government by Law Decree No. 890. I finally left Cuba on 4 Jan 61.

2. Q. Can you tell me what was the length of the main lines operated by common carriers in Cuba and what was the total length of all branch lines combined?

A. I can only speak for the mileage of the Consolidated Railways of Cuba, which ran from Santa Clara to Camagney to Santiago de Cuba to Guantanamo. I would say that the main line and the branches combined would be 1400 plus miles.

3. Q. What weight of rail is most common on main lines? What is the approximate age of most main-line rail and are tie plates commonly used?

A. I would say the most commonly used rail is 80 lbs per yard. About 25 per cent of the main line has 125 lbs per yard. Sidings generally use 60 lbs per yard. The approximate age of most of the main line rail is 15 to 20 years. Tie plates are commonly used.

S-E-C-R-E-T

20 AUG 1964

S-YES

GROUP 1
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declassification

U-YES

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INFORMATION REPORT

INFORMATION REPORT

4. Q. How many ties exist per kilometer of main line? What type of ties are used? Are ties treated; if so, in what manner? What is the average life of ties in main-line service? Can you give an estimate of the average age of ties now in the main line?

A. To the best of my recollection, there are close to three thousand ties per kilometer of main line. The ties are of hard wood but they are not treated. The average life of the ties is about 15 years and I would say that the average age of the ties now on the main line is about 15 years.

5. Q. Locate and indicate size of principal freight classification yards and other freight yards.

A. Our main classification yards were at Santa Clara, Camaguey, Moron, Santiago de Cuba, and Guantanamo.

6. Q. Locate and describe the principal repair shops for steam and for diesel locomotives.

A. We had complete repair shops for both steam and diesel locomotives in the eastern outskirts of Camaguey City. As a matter of fact, these shops are shown on the map of Camaguey City which appears on the road map of Cuba published by Esso Standard Oil, S A, in 1956.

7. Q. Locate and describe the principal repair shops for freight and passenger cars.

A. The same shops in Camaguey City were used for the repair of freight and passenger cars. The Consolidated Railways of Cuba did all of their own repairs and in addition they did work for various sugar mills in the area.

8. Q. Is any part of the system electrified?

A. No.

9. Q. Is there a division between lines operated by diesel and steam motive power?

A. No. The Consolidated Railways of Cuba had 84 diesels and six steam engines. The six steam engines were used more or less for emergency work.

10. Q. What is the number and total length of tunnels?

A. There are no tunnels on the system.

11. Q. State the number of locomotives in each major category, of diesel, steam and electric; and, insofar as possible, break the totals down by horsepower, age and country of origin.

A. As I have stated, we had 84 diesel engines and six steam engines. I do not remember the details about these but I know that some of the diesels were 1600 horsepower, some 900 and some 600 to 650 horsepower. (See [redacted])

12. Q. Please give the number of passenger cars and the number of freight cars.

A. I'm afraid that I cannot give you accurate figures. I know that we had over two thousand freight cars but I do not remember the exact number nor do I remember the number of passenger cars. (See [redacted]) The "on file" material contains this information.

13. Q. Were any passenger or freight cars equipped with roller bearings?

A. Yes, some, but I do not remember how many.

14. Q. Are diesel locomotives operated in multiple?

A. Yes, but not always. It depends on the weight of the train and the grade of the line.

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

A. Yes.

16. Q. What is the average 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 railroads? Is there a seasonal variation in employment?

A. I can only speak for the Consolidated Railways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was very slight.

18. Q. Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of movement.

A. I can speak only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Western Railroad of Cuba. The heaviest traffic was from Camaguey to Nuevitas. The Consolidated Railways of Cuba handled 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, vegetables 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 1952.

20. Q. What are the principal routes of passenger movement? How dense are such movements?

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. Is less-than-carload movement of relative importance in the total movement of Cuban freight?

A. I would say that it is not very important.

23. Q. With respect to imports and exports, what ports are used for greatest interchange of tonnage between the railroads and ocean shipping? To what extent are these seaports or any others used for interchange with coastwise shipping?

A. Speaking for the Consolidated Railways of Cuba, I would say Nuevitas, Tarafa, Pastellillo, Santiago de Cuba, Boqueron, Antilla, Santa Cruz del Sur, and Casilda. I would say that any interchange with coastwise shipping is insignificant.

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

A. There is only one main highway on the island which runs practically the entire length of the island from Pinar del Rio to Havana to Santiago de Cuba. This highway was in poor condition when I left Cuba in 1961.

25. Q. What commodities are moved by motor transport and coastal shipping?

A. Sugar, wood and general commodities.

26. Q. What is the general pattern and direction of flow of this traffic?
- A. From country to cities.
27. Q. What considerations determine the selection of the means of transport for the major commodities moved?
- A. Price, time, nature of commodity, and facilities.
28. Q. What pipelines, if any, are located in Cuba?
- A. None to my knowledge.

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Lang: 547

[illegible]

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PROCESS SHEET FOR OGC COLLECTIONS

FOR FIELD USE ONLY

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FIELD OFFICE		REPORT NUMBER	FORWARDED	CASE NUMBER	RECEIVED	DECLASSIFIED
1 2 3 4 5	6 7 8 9 10	11 12 13 14 15	16 17 18 19 20 21	22 23 24 25 26	27 28 29 30 31 32	33 34 35 36 37 38
68-0-10294		06194	42888	06724	38	6145
7. SUBJECT AND AREA Case 42888 (Cuba)						
8. CONTACT (Name, Title, Organization, Address or "F" Number) Frank Bortas Former President, Consolidated Railways of Cuba New Orleans, Louisiana						
9. SOURCE (Name, Title, Organization, Address or "F" Number) Same as contact.						
10. SUB-SOURCE (Name, Title, Organization, Address)						
11. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO 1, 2, 3, 4 BELOW UNLESS RESTRICTED IN SECTION "E"						
12. CHECK THIS SECTION IF RELEASABLE						
O. K. AS IS DELETE PART DELETE ENTIRE S. O.						
13. APPROVED LIST OF AGENCY CONSULTANTS						
14. APPROVED EXTERNAL PROJECTS						
15. NON-USE AGENCIES FOR THIS STUDY						
16. USA						
17. FIELD REMARKS						
18. EDITORIAL COMMENT						
ATTACH. NOT RETURNED TO CONTROL WITH P.S. FORK CANT K-11 FILED cm						
19. FIELD OFFICE CASE STATUS THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE OR AGENCY)						
20. EXPECT ADDITIONAL INFORMATION WITHIN 180 DAYS						
21. FINAL REPORT ON THIS CASE YES NO						
LARAY lat YES						
22. BRANCH STAFF CHIEF						

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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This document contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Cuba	REPORT NO.	
SUBJECT	Condition of Railroads in Cuba	DATE DISTR.	8 June 1964
		NO PAGES	2
		REFERENCES	

DATE OF INFO. 1963
PLACE & DATE ACQ. --, Dec 63

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen.

Former executive of Consolidated Railroads of Cuba who fled from Cuba in 1961.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

On file in CIA Library is a copy of "Consolidated Statements of Rolling Stock," years ending 30 Jun 59 and 58, published by the Consolidated Railroads of Cuba, and a copy (in Spanish) of a statement of the condition of the rolling stock of all Cuban railroads, published by the Cuban Ministry of Transport and dated Havana, 2 Jul 63, both of which documents are referred to in the following report.- UNCLASSIFIED.

1. From time to time I have received information from some of my former employees who are still employed by the Consolidated Railroads of Cuba (which was taken over by Castro) giving me information as to the condition of the railroads.
2. The information which I have received from time to time is to the effect that because of poor maintenance, lack of spare parts and general inefficiency, the railroads in Cuba are all but inoperative.
3. I am told that this year 1964, for the first time since Castro has been holding his big meetings in Havana on May Day, he did not transport people from the country to Havana by railroad. I judge from this that the railroads were incapable of transporting large numbers of people as they had in the past.
4. I have received from Cuba a statement concerning the condition of the rolling stock of all railroads in Cuba for the fiscal year June 1962 - June 1963.
5. A comparison with the statement of rolling stock of the Consolidated Railroads of Cuba only for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Castro seized the railroads) will show the deplorable condition of the rolling stock.

C-O-N-F-I-D-E-N-T-I-A-L

GROUP 1
Excluded from automatic
downgrading and
declassification

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- 2 -

6. Of course, should Castro succeed in obtaining the locomotives which he has ordered from France, the condition of the railroads will be immeasurably improved.

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PROCESS SHEET FOR SIC COLLECTIONS		FOR FIELD USE ONLY																				FOR HEADQUARTERS USE ONLY																																							
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SIC NO.		SIC NO.										SIC NO.										SIC NO.										SIC NO.																													
1. SUBJECT AND AREA		Frank Barrios, Former President, Consolidated Railways of Cuba (Cuba)																				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100																																							
2. CONTACT (Name, Title, Organization, Address or "F" Number)		J. Douglas Singer New Orleans, Louisiana																				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100																																							
3. SOURCE (Name, Title, Organization, Address or "F" Number)		Frank Barrios Formerly of Havana, Cuba Now of New Orleans, Louisiana																				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100																																							
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6. APPROVED LIST OF AGENCY CONSULTANTS																																																													
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