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

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- 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 duffle 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.

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- 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.

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approximate e.g. of most main-line rell and are the places extendly used? A. I would say the most company used rail is 00 iss per yard. So per cont of the main time has 125 lbs per yard. Soding the old lbs par yard. The approximate ago of most of the minister to to 20 years. The plates are company used. · . \$-E-C-R-E-T 8-1E: 131 2130 2850 RECORD COPY

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- The many sies exist per hiloseter 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-life 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 ties are of herd moud but they are not treated. The average life of the ties is about 15 years and I would say that the excrete age of the ties now in the main line is about 15 years.
- S. C. cate and indicate size of principal freight classification yards and other feelight yards.
 - A. Our wais classification yards were at Sante Ciera, Comeguay, Moran, Santiajo de Lawe, and Guentenamo.
- 5. C. Lucate and describe the principal repair shops for steam and for dissel-
 - A. We had complete repair shops for both state and diesel locomotives in the castern outsiirts of Camaguay City. As a matter of fact, these shops are shown on the reap of Camaguay City which appears on the read 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 Canaguay City-word used for the repair of freight and passenger cars. The Consolidated Railways 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. 85.
- 2. 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 steen engines. The six steem engines were used more or less for energency 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 loconatives in each rejor category, of diesel, steam and electric; end, inspire as possible, break the totals down by horsepower, and end country of origin.
 - A. As I have stated, we had 64 diesel engines and six states engines. I do not remarker the dutails about these but I know that some of the diesels were 1000 horsepower, some 900 and some 600 to 650 horsepower (see 60-K-3.923.307).
- 12. C. Please give the number of passenger care and the number of frieght care.
 - A. I'm afraid that I cannot give you accurate figures. I know that we had ever two thousand freight cars but I do not remomer the exact number not do I remomer the exact number of passanger cars, \(\sum_{0.00} 00 R = 3.903.501 \). The fine file natural contains this information.
- 13. Q. Ware any possenger or freight cers equipped with roller bearings?
 - A. You, some, but I do not remaker how many.
- 16. Q. Are diesal locomotives operated in multiple?
 - A. Yes, but my sleave, it empends on the meight of the train and the

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20. Q. What are the principal routes of pessenger roverent? Now dense are such poverents?

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

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

A. It is not a significant factor.

22. Q. to loss-then-carled 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 relirodes and occan shipping? To sent extent are these semports or any others used for interchange with constwine snipping?

A. Spanning for the Consolidated Railways of Cuba, I would say Ausvitas.

Tirdia, Pastellilo, Suntiaço de Cuba, Boqueron, Antilla, Sunta Crez del Ser,
and Casilcia. I would say that any interchange with coestwise shipping is
foolgolficant.

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 larger of the island from Piner del Rio to Falenc to Santiage or tune. Tale highway was in poor condition when t left tube in 1961.

25. Q. Whot assemblities are moved by motor trebasors and conetal shipping?

A. Sugar, wood and gamerat commodities.

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

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Q. How many ties exist per Allenetar of main line? What type of ties are exact free treated; if so, in what manner? What is the average life of ties now in the main thin?

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A. Our maio classification yards were at Santa Clara, Canaguay, Moran, Santiago de Case, and Guantanamo.

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

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3. C. Is any part of the system electrified?

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5. Q. is there a division between lines operated by diesel and steen motive power?

A. No. The Constituted Asitways of Cube had 84 dissols and six stems weglass. The six stems engines were used more or less for emergency work.

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

A. There are no tunnels on the system.

 Q. State tim number of locamotives in each major category, of diesel, stems 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 dissel engines and six stoom engines. a do not remember the dutalis about these but I know that some of the dissels were 1600 horsepower, some 900 and some 600 to 650 horsepower (som 600-K-3,903,30).

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13. Q. Warm may pessenger or froight cars equipped with roller bearings?

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

16. Q. Are diesel locomotives operated in cultiple?

A. Yes, but not always, it depends on the select of the Irpin and the

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- 15. Q. Does each freight troin carry a caboose on its reer and?
 - A ...
- 16. Q. What is the everege 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 analoyous of the common cerrier relireds?
 In there a sessonal variation in amployment?
 - 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.
- Q. Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of novement.
 - A. I can speak only for the Consolidated Reliweys of Cube. The main traffic was on the Cube Reliroed and the Western Reliroed of Cube. The bosviest traffic was from Cameguey to Kusevitas. The Consolidated Reliweys of Cube handled one third of the Cuben sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the reliway also handled cattle, rice, vogatables and oil and other commodities.
- 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 novement? Now dense are such movements?
 - A. I would say to and from Navana. I would estimate that in this traffic the railroads carried about six thousand passengers per day.
- 21. Q. is delly computation a significant factor in the movement of passengers.
 - A. It is not a significant factor.
- 22. Q. to loss-than-cartood powement of relative importance IA the total movement of Guban freight?
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- Q. With respect to imports and exports, what ports are used for greatest interchange of tennego between the relifieds and occan shipping? To what extent are these semports or any others used for interchange with construise shipping?
 - A. Speaking for the Consolidated Rallways of Cuba, I would say heavitas, Tarafa, Pastellilo, Suntiaço de Cuba, Boqueron, Antilla, Sunta Crut del Sur, and Caslida. I would say that any interchange with coestwise shipping is insignificant.

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- 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 Piner del Rio to havene to Santiage of Cook. This highway was in poor condition when a left Cube in 1961.
- 25. Q. Whos assendition are moved by motor transport and questal shipping?
 - A. Sugar, wood and gomerat compodities.

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- 26. 2. What is the general pattern and direction of flow of tale traffic!
 - A. Fine country to elties.
- 27. 9. That considerations daterning the selection of the scans of transportfor the major considities asyod?
 - A. Price, time, nature of compodity, and facilities,
- 29. Q. what pipulines, If any, are located in Cuba?
 - A. None to my knowledge.

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