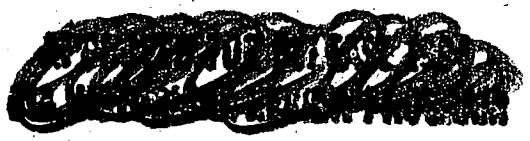

~~SECRET~~

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 86 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 pajamas and other articles of clothing tailored from the parachutes.

5. In Spring 1945 TREES and GARRETSON were involved in the illegal sale of opium.

~~SECRET~~

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.

14-00000

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

COUNTRY	Cuba	REPORT NO.	[illegible] 323/01853-64
SUBJECT	Railroads	DATE DISTR.	[illegible] July 1964
		NO. PAGES	4
		REFERENCES	Supplementary to [illegible] 3,303,601 CD/OO Case 83311 [illegible]
DATE OF INFO.	1961		
PLACE & DATE ACQ.	Cuba, 1961 and earlier		

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen. Refugee who left Cuba in January 1961.

He was employed by Consolidated Railroads of Cuba for about 30 years.

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

1. I am 45 years old and I started working in November 1930 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 Camaguey 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 [illegible] lbs per yard. About 35 per cent of the main line has 125 lbs per yard. [illegible] is [illegible] lbs per yard. The approximate age of most of the main line rails is 15 to 20 years. Tie plates are commonly used.

S-E-C-R-E-T

RECORD COPY

Pepe Delgado

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 00-K-3,903,307/.

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 00-K-3,903,801. The "ton 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 36.3 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, Pastelillo, 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.

Poor Original

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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14-00000

CONFIDENTIAL INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

COUNTRY	Cuba	REPORT NO.	[illegible]-K 323/01853-64
SUBJECT	Railroads	DATE DISTR.	[illegible] July 1964
		NO. PAGES	4
		REFERENCES	Supplementary to [illegible] 3,903,801 CD/OO Case 83311 C-[illegible]-50995
DATE OF INFO.	1951		
PLACE & DATE ACQ.	Cuba, 1951 and earlier		

THIS IS UNEVALUATED INFORMATION

SOURCE Cuban citizen. Refugee who left Cuba in January 1961.

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A. I would say the most commonly used rail is 90 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

CONFIDENTIAL INFORMATION REPORT

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