



FEDERAL BUREAU OF INVESTIGATION

REC-15

REPORTING OFFICE NEW ORLEANS	OFFICE OF ORIGIN DALLAS	DATE 12/16/63	INVESTIGATIVE PERIOD 12/5-13/63
TITLE OF CASE LEE HARVEY OSWALD, aka.		REPORT MADE BY SASTEPHEN M. CALLENDER	TYPED BY /ush
		CHARACTER OF CASE INTERNAL SECURITY - R	

REFERENCES:

Little Rock teletype to Director, 12/6/63.
 Newark teletype to Director, 12/6/63.
 Dallas airtel to New Orleans, 12/7/63.
 Report of SA STEPHEN M. CALLENDER, 12/12/63,
 at New Orleans.

- P -

LEADS

No leads are being set forth in this report since leads are being handled immediately upon receipt.

*Copies noted as destroyed 12/14/76
 7B*

5 COPIES DESTROYED

36 FEB 14 1973

APPROVED <i>[Signature]</i>	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN SPACES BELOW	
COPIES MADE: ⑩ - Bureau (105-82555)RM 3 - Dallas (100-10461)RM 2 - New Orleans (100-16601) <i>1 cc Logan, Wash DC 1 cc [unclear] 3/16/64</i> 5 cc bulky ramp 4/15/64 100 645 RB [unclear]		105-82555-955	
		DEC 19 1963	
DISSEMINATION RECORD OF ATTACHED REPORT		NOTATIONS	
AGENCY.....	<i>Pres. Comm.</i>	<i>[Handwritten notes and signatures]</i> SOVIET SECURITY	
REQUEST RECD.	<i>2 copies</i>		
DATE FWD.	<i>1/13/64</i>		
HOW FWD.	<i>Express</i>		
BY.....	<i>REL/iff</i>		

NO (100-16601) /sz/bap

INFORMANTS:

IDENTITY

NO T-1 is [REDACTED]
New Jersey Bell Telephone Company,
Dover, New Jersey, whose identity
should be protected because of his
position.

NO T-2 is [REDACTED]
[REDACTED] Southwest Bell Telephone
Company, Fort Smith, Arkansas, whose
identity should be protected because
of his position.

NO T-3 is [REDACTED]
[REDACTED] Metairie District
Office, Southern Bell Telephone and
Telegraph Company, New Orleans,
Louisiana, whose identity should be
protected because of her position.

NO T-4 [REDACTED]
[REDACTED] Western Union
Telephone and Telegraph Company,
228 Carondelet Street, New Orleans,
Louisiana, contacted by SA NATHAN
O. BROWN.

WHERE LOCATED

Newark teletype to
Director, 12/6/63,
(New Orleans file
89-69-1088).

Little Rock teletype
to Director, 12/6/63,
(New Orleans file
89-69-1080).

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page 35

Instant report,
page 40

B
(COVER PAGE)

NO 100-16601
SMC/ush

ADMINISTRATIVE

Previous 302's concerning contacts with Greyhound Bus Company personnel at New Orleans, and Continental Trailways Bus Company personnel at New Orleans and Alexandria, Louisiana, have previously been furnished to the Dallas Office.

Contact at the New Orleans Public Library was as a result of Dallas airtel to New Orleans December 7, 1963, which advised that on December 4, 1963, a printed card from the New Orleans Public Library had been found among OSWALD's possessions at the home of Mrs. RUTH PAINE, Irving, Texas.

It is noted that JOHN M. MURRET, 6622 Louis XIV Street, New Orleans, Louisiana, has previously been interviewed in this matter.

Contact at Radio Station WSMB, New Orleans, Louisiana, was as a result of information telephonically furnished by KEITH W. RUSH, Radio Station WSMB, who advised that a female receptionist at the station had reportedly been contacted by OSWALD and requested to be allowed to make a tape for a later broadcast.

As a result of the interview of JAMES STEVENS at Jackson, Mississippi, on December 11, 1963, which is set forth in the details of this report, a lead to conduct investigation at Marathon Shores, Florida, was set out.

Telephone toll record check concerning long distance calls made from the residence of CHARLES F. "DUTZ" MURRET, 757 French Street, New Orleans, Louisiana, (telephone number HU 8-4326) was previously made and results incorporated in FD-302's which were submitted under the caption, "Assassination of President JOHN F. KENNEDY, AFO," Bufile 62-109060, and are not being restated in this report.

Leads to interview subscribers and/or recipients of calls from this residence have been set forth by separate communication and leads are not being restated.

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**UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION**

Copy to:

Report of: SA STEPHEN M. CALLENDER Office: NEW ORLEANS
Date: December 16, 1963

Field Office File No.: NO 100-16601 Bureau File No.: 105-82555

Title: LEE HARVEY OSWALD

Character: INTERNAL SECURITY - R

Synopsis:

Greyhound Bus Co., New Orleans, La., officials advised one way bus tickets to Mexico City from New Orleans are prepared in three sections, first section for travel from New Orleans to Lake Charles, La., second section for travel from Lake Charles, La., to Laredo, Texas, and third section from Laredo, Texas, to Mexico City. Third section can not be used on Mexican bus lines for travel from Laredo, Texas, to Mexico City, but must be turned in at Laredo, where traveler is issued ticket on Mexican bus line. Greyhound Bus drivers who left New Orleans 2:45 p.m., 9/25/63, en route Laredo, Texas, via Lake Charles, La., do not recall observing any passenger resembling LEE HARVEY OSWALD on their buses. Continental Trailways Bus leaves New Orleans daily for Laredo, Texas, at 4:40 p.m., arriving Laredo at 1:20 p.m. following day. Another Continental Trailways Bus leaves New Orleans daily at 8:15 p.m., arriving next day Laredo, Texas, 7:35 p.m. Bus drivers for these Continental Trailways Buses leaving New Orleans, 9/25/63, for Laredo and drivers of buses connecting with these Laredo bound buses unable to recall any one possibly identical with LEE HARVEY OSWALD on their buses. Photo of OSWALD displayed to Canal Streetcar employees and Tulane Avenue bus operators employed on 9/24/63, but they were unable to recall seeing OSWALD on their streetcars or buses on 9/24/63. Subscribers of telephone numbers called from telephone of Mrs. CHARLES F. MURRET identified and no pertinent information

105-82555-955

NO 100-16601
SMC:gas

obtained. OSWALD donated to New Orleans Public Library an unidentified item and acknowledgement sent him on 10/9/63. ARTHUR ALBERT HEBERT vaguely recalls OSWALD as student in art class at Beauregard Junior High School. No record of any contact by OSWALD with Radio Station WSMB, New Orleans, La.

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DETAILS:

NO 100-15601/bap

CONTACT AT GREYHOUND BUS COMPANY,
NEW ORLEANS, LOUISIANA

1

Date 12/13/63

Mr. E. A. REIMHERR, Terminal Manager, Greyhound Bus Terminal, 1710 Tulane Avenue, furnished the following information relative to the purchasing and handling of tickets sold by his company at New Orleans.

He informed that when a traveler buys a ticket that this ticket may come in one or more sections depending upon the travelers destination.

For example if a traveler purchased a one way ticket from New Orleans, Louisiana to Mexico City, this ticket would come in three sections. This ticket is known as Greyhound form number three. The first section of this ticket is for travel from New Orleans, Louisiana to Lake Charles, Louisiana via Southern Greyhound Lines. Section number two is designated for travel from Lake Charles, Louisiana to Laredo Texas via Central Lines. Section number three of this ticket is for travel from Laredo, Texas to Mexico City, Mexico.

As far as Mr. REIMHERR knows, travelers who have purchased Greyhound tickets to Mexico City use the Mexican bus line called Transportes Del Norte.

Then if a round trip ticket is purchased from New Orleans, Louisiana to Mexico City, Mexico the ticket would consist of a total of six sections and this ticket is known as Greyhound form number six. The first three sections are the same as previously enumerated and the last three sections for travel are as follows:

Section number four designates travel from Mexico City, Mexico to Laredo, Texas. Section number five designates travel from Laredo, Texas to Lake Charles, Louisiana via Central Greyhound Lines. Section number six designates travel from Lake Charles, Louisiana to New Orleans, Louisiana via Southern Greyhound Bus Lines.

Mr. REIMHERR said the value of a one way from New Orleans to Mexico City costs \$30.25. A round trip ticket from New Orleans to Mexico City and return costs \$54.45.

On 12/13/63 at New Orleans, Louisiana File # NO 100-16601

by SA STEPHEN M. CALLENDER/bda Date dictated 12/13/63

2-

NO 100-16601

Mr. REIMHERR said that the following is the administrative handling of the various sections of the travelers' tickets from New Orleans, Louisiana to Mexico City on a one way fare.

The first section of the ticket is kept by the bus driver who travels from New Orleans to Lake Charles, Louisiana. At Lake Charles, Louisiana the driver turns in the ticket to the terminal manager at Lake Charles, Louisiana, who in turn, forwards this ticket to the accounting division of the Southern Greyhound Lines at Lexington, Kentucky.

The second section of the ticket remains with the traveler from Lake Charles, Louisiana until the bus driver who drives the bus to Laredo, Texas takes this ticket. This bus driver then turns the second section of the ticket into the Greyhound terminal manager at Laredo who in turn forwards this second section to Central Greyhound Lines accounting office in San Francisco, California. The third section of the ticket cannot be used on Mexican bus lines, therefore, the holder of the ticket turns in this third section and in place of this section he is issued a ticket on the Mexican line. The third section of the ticket is then forwarded to the accounting section of Central Greyhound Bus Lines, San Francisco, California by the Mexican ticket agent. Mr. REIMHERR advised that all Greyhound bus tickets are numerically sequenced and have to be accounted for by his office. He pointed out that at the end of each week or whenever an excessive amount of copies of tickets sold accumulate, he then forwards these copies to the Southern Greyhound Accounting Division, in Lexington, Kentucky for accounting purposes.

Date 12/5/63

1

Mr. V. H. HOLSHOUSER, Superintendent, Southern Greyhound Lines Regional Office, 720 South Galvez Street, furnished the following information upon reviewing Photocopy of the sixth part of Greyhound ticket #185273 date issued August 31, 1963 :

This part of ticket #185273 is the sixth part of the ticket showing transportation from Lake Charles, Louisiana, to New Orleans, Louisiana. There is no record available in the Regional Office, Southern Greyhound, which will show the date of travel from Lake Charles to New Orleans. He pointed out the o p e r a t o r punch marks in the endorsement space on this part of the ticket represents a cancellation of this portion of the ticket by the driver. The large punch mark near the word "GREYHOUND" is probably a punch mark of the baggage section, as it is too large to represent a driver's punch mark.

From a review of the Coach Operator Punch Card Record, he identified the punch mark shown on the sixth part of this ticket to be those of either Driver CECIL MAYFIELD or E. J. BERGERON, as the punch record of these drivers is similar to the punch marks on the sixth part of ticket #185273.

The drivers daily log for MAYFIELD, Badge #1258, dated September 24, 1963, shows MAYFIELD left Lake Charles, Louisiana, 12:30 PM September 24, 1963, and arrived at New Orleans 7:15 PM, September 24, 1963, and it was possible that the sixth portion of ticket #185273 was handled by MAYFIELD on this return trip to New Orleans.

The drivers daily log for BERGERON, Badge #1291, dated September 24, 1963, disclosed that BERGERON was off-duty on this date; however, the log for September 25, 1963, shows BERGERON left New Orleans driving a bus to Baton Rouge, Louisiana, at 10:30 PM and continued driving to Lake Charles, Louisiana, arriving at 3:45 AM, September 26, 1963. Mr. HOLSHOUSER pointed out that he was of the opinion that driver BERGERON did not handle the sixth part of ticket #185273.

On 12/5/63 at New Orleans, Louisiana File # NO 89-69
 by SA JAMES E. SCHMIDT, JR. /jm Date dictated 12/5/63

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NO 89-69

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He pointed out that if the first part of ticket #185273 was used at New Orleans on September 24, 1963, it was not possible for either MAYFIELD or BERGERON to have handled the first part of this ticket. He believed perhaps the date of September 24, 1963, may have been the date of return by the holder of this ticket, #185273, since the punch marks on the sixth portion of this ticket seems to match BERGERON's punch record.

Mr. HOLSHOUSER advised that he possibly could identify the driver handling the first part of ticket #185273 if same would be made available to him, and that the second and fifth parts of this ticket should be reviewed for identification of driver by the Superintendent of General Greyhound Lines in Houston, Texas.

Mr. HOLSHOUSER pointed out that the date of issuance was August 31, 1963, and that he was of the opinion that this ticket was probably used shortly after issuance date, and that the date of September 24, 1963, was probably the date on which the last portion of this ticket, #185273, was turned in when used by the holder of this ticket.

The drivers daily log identifies the bus driver and time of run but this log does not identify tickets by number for any trip, nor does it show the total number of passengers that were aboard the bus when it began its run. However, he pointed out that the register record or trip sheet submitted by the driver will disclose the date, time, driver and the number of passengers aboard the bus when leaving the bus station and also the bus destination. He advised that the tickets which are collected by the bus driver are placed in a separate envelope and forwarded to the accounting section of Southern Greyhound for further handling and that no entry is made by the bus driver on this register to identify tickets by ticket number.

NO 88-88

3

Therefore, it is not possible to identify a passenger by the ticket number which may have been issued to the passenger.

-- He advised that on September 24, 1963, the bus leaving New Orleans for Lake Charles at 5:45 PM was driven by Operator #1180, EDWARD G. CONRAD, who resides at 20 Soniat Place, New Orleans. He pointed out that Operator CONRAD has changed assignments since September 24, and that he is presently on no. run and will not return to New Orleans until December 7 or 8, 1963. A review of the register submitted by CONRAD for September 24, shows he left New Orleans at 5:45 PM with 26 passengers aboard, en route to Lake Charles, Louisiana. This record further disclosed that upon arriving at Lake Charles there were a total of 10 passengers continuing on beyond Lake Charles. He pointed out there was no way to identify the numbered tickets collected by the bus driver as these tickets are placed in an envelope by the driver without any identification except the total number of tickets enclosed and forwarded to the accounting section, Lexington, Kentucky.

NO 100-16601

JES/bap

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The following investigation was conducted by SA
(A) JAMES E. SCHMIDT on December 11, 1963:

Mr. V. H. HOLSHOUSER, Superintendent, Regional Office, Southern Greyhound Bus Lines, New Orleans, advised that Bus Number 1198 was driven by operator WILLIAM E. LEE, on run from New Orleans at 2:45 PM, September 25, 1963, for Lake Charles, Louisiana.

He advised there was not a "Double Header" out of New Orleans on September 25, 1963, however, there are two buses leaving at the same time, 2:45 PM, for Lake Charles, Louisiana. One bus is considered a through bus originating in Miami, Florida, continuing through New Orleans, and the other is a local bus originating at New Orleans. The local bus Number 1249 was driven by Operator Number 1177, F. A. McLAUGHLIN, 420 Deckbar Street, New Orleans.

Mr. HOLSHOUSER advised that any passenger holding a ticket from New Orleans to Laredo, Texas, would not be permitted to board the local bus, but would be directed by the driver of the local to the through bus at the time of boarding. He advised that the "Schedule" number assigned to a bus is for accounting purposes and no other reason.

Date 12/12/63

Mr. WILLIAM E. LEE, 648 Claiborne Towers, New Orleans, advised he is employed as a Bus Operator for Southern Greyhound Bus Lines, New Orleans, and he furnished the following information regarding his driving Bus Number 1198 leaving New Orleans at 2:45 PM on September 25, 1963, for Lake Charles, Louisiana:

Bus Number 1198 is a bus through New Orleans originating at Miami, Florida, and arrived in New Orleans with 20 passengers continuing past New Orleans. This run from New Orleans to Lake Charles is not his regular run and was handled by him as an extra and he does not recall much of the details. He advised the dispatcher's records show he left New Orleans with 42 passengers aboard, indicating that 22 passengers boarded at New Orleans. Upon viewing a photograph of LEE HARVEY OSWALD, he was not able to state specifically that OSWALD was not on his bus. There is a possibility that OSWALD may have boarded this 2:45 PM bus on September 25, 1963, however, he does not pay any particular attention to the passengers, other than to make sure they are on the right bus according to the bus ticket in their possession. His only responsibility is to make sure the total number of passengers is correctly recorded showing how many passengers continue on past Lake Charles, Louisiana, which is the change point between Southern Greyhound and Central Greyhound.

LEE said there was another local bus for Lake Charles, Louisiana, leaving New Orleans at the same time which was driven by operator McLAUGHLIN, but he is not able to give any details on this bus. He does not specifically recall any other bus leaving New Orleans at 2:45 PM on September 25, 1963, nor does he recall any transfers to his bus from any other bus at Baton Rouge, Louisiana, on this run.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601

by SA(A) JAMES E. SCHMIDT, JR. /bap Date dictated 12/12/63

Date 9/12/63

Mr. F. A. McLAUGHLIN, 420 Deckbar Street, Metairie, Louisiana, advised that he is employed as a Bus Operator for Southern Greyhound Bus Lines, New Orleans, and he furnished the following information regarding his driving Greyhound Bus Number 1249 leaving New Orleans 2:45 PM on September 25, 1963;

McLAUGHLIN related he drove the local Bus Number 1249 from New Orleans to Lake Charles on September 25, 1963, as there are two buses which leave at the same time each day, 2:45 PM. The other bus is considered a through Bus which originates in Miami, Florida. This through bus handles all the passengers going west past Lake Charles, Louisiana, and his bus would accept such passengers only when the through bus was over loaded. He referred to the dispatchers sheet for September 25, 1963, which disclosed the following:

Bus Number 1249 left New Orleans at 2:45 PM, Driver Number 1177 (McLAUGHLIN) with 35 passengers aboard, one by Baton Rouge and none by Lake Charles. Bus Number 1198 left New Orleans at 2:45 PM, Driver Number 1342 (LEE) with 42 passengers aboard, with 36 by Lake Charles. Bus Number 1597 left New Orleans at 2:45 PM, Driver Number 1368 (A. C. LANGFORD) with 8 passengers aboard with one by Lake Charles.

McLAUGHLIN advised that he does not recall observing anyone resembling LEE HARVEY OSWALD having boarded Bus Number 1249 on September 25, 1963, and pointed out that according to the dispatcher's records, he did not carry any passenger who boarded his bus at New Orleans past Lake Charles, therefore, he does not believe OSWALD was on his bus. He advised that the through bus, Number 1198, driven by operator WILLIAM E. LEE, arrived in New Orleans from Miami with 20 through passengers and left New Orleans with 42 passengers, which indicates this bus loaded twenty-two new passengers and of these 42 passengers, 36 continued past Lake Charles, Louisiana.

He pointed out that if a passenger attempted to board his bus with a ticket for passage past Lake Charles he would send this passenger to the through bus, which is usually parked next to his bus for loading purposes.

Regarding Bus Number 1597, which left New Orleans at

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601

by SA(A) JAMES E. SCHMIDT, JR. /hap Date dictated 12/12/63

the same time as the other two busses, 2:45 PM, September 25, 1963, Mr. McLAUGHLIN advised this was a Western Greyhound bus and was being returned September 25, 1963 to Western. Bus 1597 carried only 8 passengers when leaving New Orleans with only one past Lake Charles, however, the records disclosed this bus was taken off the run at Baton Rouge, Louisiana, and the only passenger shown as past Lake Charles must have been transferred to through Bus Number 1198 at Baton Rouge, Louisiana.

McLAUGHLIN advised that he was relieved at Lake Charles by F. O. LEONARD, driver for Central Greyhound Bus Lines and he further recalls that on the evening of September 25, 1963, after arriving in Lake Charles, Louisiana, he had his evening meal with operator WILLIAM E. LEE, who drove Bus Number 1198 that evening as an extra driver.

McLAUGHLIN advised that he can be contacted through his wife, Mrs. EVELYN McLAUGHLIN, 619 South Carrollton Avenue, telephone UN 6-7620.

Mr. McLAUGHLIN explained that when he used either the word "by" or "past" before the name of a city it meant the passenger or passengers would continue travel beyond the city mentioned.

NO 100-16601 /lyc

The following investigation was conducted by SA (A) JAMES E. SCHMIDT, JR.; on December 12, 1963:

Mrs. A. C. LANGFORD, 305 North Pierce Street, Jefferson Parish, advised her husband is employed by Southern Greyhound Bus Lines, New Orleans, however, he is presently on vacation at the home of his parents in the country area near West Point, Mississippi.

Mrs. LANGFORD produced a copy of her husband's Driver's Payroll Report for September 25, 1963. This report listed A. C. LANGFORD, #1368, as operator of bus under schedule #4875 (bus number not shown) from New Orleans to Baton Rouge, Louisiana, departing from New Orleans 2:55 p.m. and arriving Baton Rouge, Louisiana at 4:50 p.m. It also shows LANGFORD returned to New Orleans via another bus as a rider. This form does not list disposition of bus driven by LANGFORD to Baton Rouge nor does it list the number of passengers from New Orleans to Baton Rouge.

Mrs. LANGFORD advised that she expects her husband to return to New Orleans on Monday, December 16, 1963. She advised that if it is necessary to contact him prior to his return, he can be contacted at the home of his parents, A. C. LANGFORD, SR., Route 2, Montee, Mississippi. LANGFORD, SR. owns a farm in a rural area out of Mantee, Mississippi located about 30 miles out of West Point, Mississippi on Highway #15 toward Memphis, Tennessee. She said if the farm cannot be located, her brother-in-law, THURMAN LANGFORD resides in West Point, Mississippi, address unknown, West Point telephone 1629, and he can give better directions to the LANGFORD's farm.

1

Mr. A. C. LANGFORD, 305 North Pierce Street, Jefferson Parish, telephonically furnished the following information from his parents' home near West Point, Mississippi:

He advised he is an operator for Southern Greyhound Bus Lines, New Orleans, Louisiana. He recalls that on September 25, 1963 he did make a short run to Baton Rouge, Louisiana, but does not recall the exact time he left New Orleans. His Driver's Payroll Report will list the exact time, but he believes it was about 2:45 p.m. He returned to New Orleans from Baton Rouge, Louisiana the same afternoon on another bus as a rider.

LANGFORD does not recall LEE HARVEY OSWALD being a passenger on his bus to Baton Rouge on the afternoon of September 25, 1963, but remembers there were only a few passengers on his bus when he left New Orleans. He believes one of these passengers was listed as "by" Baton Rouge, Louisiana. This "by" passenger was a white male, of average size and shape with light colored thinning hair on the front of his head. He has no information regarding possible luggage in possession of this white male passenger and he does not recall handling any luggage on this trip.

LANGFORD advised he could give no details as to the transfer of this passenger to another bus at Baton Rouge, nor does he know what disposition was made of the bus he drove from New Orleans. He believes this bus was cut out at Baton Rouge, which can be verified at the Baton Rouge Greyhound Bus Terminal.

LANGFORD advised he will return to New Orleans on December 16, 1963, at which time he desired to view a photograph of OSWALD to determine if OSWALD could be the white male passenger who was listed as a "by" passenger at Baton Rouge on September 24, 1963.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601

by SA (A) JAMES E. SCHMIDT, JR. /lyc Date dictated 12/12/63

NO 100-16601

The following investigation was conducted by SA MCINNIS L. WARD at Lake Charles, Louisiana:

On December 11, 1963, EUGENE SANDERS, Terminal Manager, Greyhound Bus Lines, 404 Broad Street, advised records of his company reflect the following information:

Greyhound Bus #1198, Schedule #637, departed New Orleans, Louisiana, at 2:45 PM September 25, 1963, and arrived at Lake Charles, Louisiana, on time, at 8:05 PM the same day. This bus left New Orleans with 39 passengers and arrived at Lake Charles with 37 passengers. The other two passengers departed from the bus between New Orleans and Lake Charles. The driver of this bus was W. E. LEE, who operates out of the New Orleans terminal. LEE was relieved at Lake Charles by J. D. KENNEDY, a driver who operates out of the Houston terminal.

Bus #1198 departed Lake Charles on time at 8:40 PM September 25, 1963, with 35 passengers and with KENNEDY as driver. Of the 35 persons, six were destined North of Houston, Texas, and 24 by Houston and West of that city. Mr. KENNEDY was scheduled to drive the bus to the Houston terminal where he was to be relieved by another driver, identity not reflected in these records.

Bus #1198 is the regular express bus from Miami, Florida, to Los Angeles, California, and as such, would have carried passengers from New Orleans to San Antonio, Texas, without change. On this date, however, a "double" was dispatched at New Orleans. The other bus, #1249, Schedule #4875, also departed New Orleans at 2:45 PM, September 25, 1963, and arrived at the Lake Charles terminal on time, at 8:05 PM the same date. This bus left New Orleans with eight passengers and arrived at Lake Charles with five passengers. The other three

NO 100-16601

passengers departed from the bus between New Orleans and Lake Charles. The driver of Bus #1249 from New Orleans to Lake Charles, was F. A. MC LAUGHLIN, who operates out of the New Orleans terminal. MC LAUGHLIN was relieved at Lake Charles by F. O. LEONARD, a driver who operates out of the Beaumont, Texas, terminal.

Bus #1249 also departed Lake Charles on time, at 8:40 PM, September 25, 1963, with nine passengers and with LEONARD as driver. Of the 9 passengers, three were destined by Houston and West of that city and none were destined North of Houston. Mr. LEONARD was scheduled to drive the bus to the Houston terminal where he was to be relieved by another driver, identity not reflected in these records.

Mr. SANDERS explained that when he used the word "by" before the name of a city it meant the passenger or passengers would continue to travel beyond the city mentioned.

Date 12/12/631

Mr. A. J. PROVOST, Operating and Terminal Supervisor, Southern Greyhound Lines, 220 St. Phillip Street, advised that Greyhound Bus #1597 from New Orleans to Baton Rouge on September 25, 1963, arrived at 4:50 PM and this bus was cut off at Baton Rouge. Four persons were on this bus on arrival with one scheduled to go by Lake Charles.

Mr. PROVOST advised that this person who was scheduled to go by Lake Charles could have gotten Bus #1249 to Lake Charles which left Baton Rouge at 5:00 PM on September 25, 1963. He advised when Bus #1249 left Baton Rouge it had seven persons on it and five of these persons were to go by Lake Charles. This bus was scheduled from New Orleans to Lake Charles and the driver was F. A. MC LAUGHLIN, #1177, from New Orleans.

Mr. PROVOST advised the person on this bus #1597 may have left Baton Rouge on Bus 1198, which left Baton Rouge at 5:00 PM. This bus originated at Miami, Florida, destination Los Angeles, California. Upon departing Baton Rouge, there were 39 persons on this bus with 37 to go by Lake Charles. The driver of this bus was W. E. LEE, #1342, an extra driver from New Orleans, Louisiana.

Mr. PROVOST explained that when he used the word "by" before the name of a city he meant the passenger or passengers would continue to travel beyond the city mentioned.

On 12/12/63 at Baton Rouge, Louisiana File # NO 100-16601
 by SA ELMER B. LITCHFIELD /jm Date dictated 12/12/63

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NO 100-16601/bap

CONTACT WITH
CONTINENTAL TRAILWAYS BUS COMPANY

Date 12/6/63

The information set forth hereinafter was furnished by Mr. ELMER E. BILBRAY, Supervisor of Revenue Accounting, Continental Trailways Bus Company.

A one-way bus ticket purchased at New Orleans with the final destination of Brownsville, Texas, would normally be handled in this manner. The selling office sends a portion of the ticket with an agent's report to Continental at Alexandria, Louisiana. The final destination bus driver would pick up from the passenger the passenger's portion of the ticket, and this ticket would be sent with a driver's report to Mr. C. WALTERS, who is in charge of the accounting of Continental tickets at 2805 Logan Street, Dallas, Texas. There are several Continental Division offices throughout the United States. The Division Office for New Orleans is at Alexandria, Louisiana, and when tickets are sold at New Orleans, the number is prefixed by the letter "S."

In regard to ticket S377012 purchased on September 25, 1963, for a one-way trip from New Orleans, Louisiana to Brownsville, Texas, Mr. BILBRAY stated a thorough search of his records failed to locate that portion of the ticket which the passenger would normally turn over to the final destination bus driver, who in turn would make out a report which would reach Dallas, Texas, with the passenger's portion of the ticket. Mr. WALTERS' employees sort the thousands of tickets and route them to the various Continental division offices throughout the United States.

Because of the thousands of tickets involved, and by manner in which they are handled, it is not unusual to be unable to locate the passenger's portion of the ticket. Mr. BILBRAY stated there are many reasons why a ticket could be missing; perhaps the passenger never used the ticket or perhaps it was misrouted by Dallas or lost or misplaced when it reached one of several Continental division offices.

On 12/6/63 at ALEXANDRIA, LOUISIANA File # NO 100-16601
 by SA PAUL R. LANCASTER /jm Date dictated 12/6/63

Date 12/6/63

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Available tickets furnished by Mr. ELMER E. BILBRAY, Supervisor of Revenue Accounting, Continental Trailways Bus Company, Alexandria, Louisiana, were searched in an effort to locate Continental Trailways Bus Ticket S377012, which was sold on September 25, 1963, at New Orleans, Louisiana for a one-way trip to Brownsville, Texas. This search was undertaken to locate the passenger's portion of the aforesaid ticket; however, the search was unproductive.

On 12/6/63 at Alexandria, Louisiana File # NO 100-16601
by SA PAUL R. LANCASTER /im Date dictated 12/6/63

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Date December 10, 1963

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The information set forth hereinafter was furnished by ELMER B. BILBRAY, Supervisor of Revenue Accounting, Continental Trailways Bus Company General Office, 425 Bolton Avenue.

The General Office of Continental Trailways Southern Bus Company is in Alexandria, Louisiana. Continental Southern's western-route goes as far as Houston, Texas.

Referring to a prior interview on November 29, 1963, Mr. BILBRAY stated that when the office receives the agent's ticket report with the seller's ticket stub, and the purchaser's ticket stub that has been picked up by the final destination bus driver, the agent's ticket report is checked against a sampling of the purchaser's stubs that have been picked up by the final destination bus driver. After this cross-checking and sampling is completed, the tickets are destroyed at Alexandria, Louisiana.

If a ticket was sold by an agent of Continental Southern, for example, the Continental Bus terminal at New Orleans, the seller's copies of the ticket and the passenger's portion of the ticket that was picked up by the final destination bus driver would ultimately come to the general office at Alexandria, Louisiana, where they are cross-checked, sampled, and destroyed.

Within the Continental Southern System, it is possible to identify the driver of a given bus if the time and date the bus left a given location is known. For example, it is necessary to know the time and date a bus left New Orleans for Houston, Texas in order to run down and identify the bus driver.

When a passenger has luggage to be checked aboard a bus, he shows his ticket to the baggage agent, who punches or marks the ticket to indicate that baggage has been checked. The baggage agent has a two-section baggage ticket and he gives one section to the passenger and the other is attached to the baggage. It is possible for the purchaser to travel in one bus and his baggage to travel in another bus. At the destination point, the passenger gives his baggage ticket to the baggage clerk, who decks the number against the number of the ticket attached to the baggage and then after verifying that the two numbers are the same, he gives the baggage to the passenger and destroys the two matching stubs.

On 12/10/63 at Alexandria, Louisiana File # NO 100-16501
by SA PAUL R. LANCASTER /lyc Date dictated 12/10/63

Date 12/10/63

MAJOR J. GREEN, Terminal Manager, Continental Trailways Bus System, 1314 Tulane Avenue examined his listings of bus schedules connections between New Orleans, Louisiana and Laredo, Texas, and stated that the schedules referred to have been in effect since March 1, 1961. He offered the following information:

One bus daily leaves New Orleans, Louisiana at 4:40 p.m. and arrives at Laredo, Texas at 1:20 p.m. the following day;

One bus daily leaves New Orleans, Louisiana at 8:15 p.m. and arrives at Laredo, Texas at 7:35 p.m. the following day.

GREEN stated that one bus arrived daily at Laredo, Texas, at 9:55 p.m. but emphasized that this bus had departed the same day from Houston, Texas, at 12:30 p.m.

He examined additional records and advised that the bus route from New Orleans to Laredo passed through Houston, Texas, Beaumont, Texas, Corpus Christi, Texas, and Alice, Texas, prior to arriving at Laredo, Texas. He stated for information that the total cost of bus passage from New Orleans, Louisiana, to Mexico City, Mexico, is \$30.25 and stated that exactly \$10.00 of that total charge represents the cost of bus transportation from Laredo, Texas, to Mexico City, Mexico. He added that the round trip fare is \$54.45.

GREEN stated a passenger can carry a small parcel onto the bus and in this case no record is ever made of this baggage. He also said the passenger can check his baggage and in this case a baggage ticket stub is furnished him and another stub attached to his baggage. He stated no baggage ticket stubs are retained by his bus lines for later reference. He also stated that a customer need not be a passenger to utilize the Continental Trailways "Express" Service as the customer can ship baggage following the same procedure as set out above, but in addition, two copies of a shipping order are made for future reference by his bus company. He stated an audit copy of this shipping order is kept by the Continental Trailways System and forwarded to the District Office of the bus lines, 425 Bolton Avenue, Alexandria, Louisiana. He added

On 12/10/63 at New Orleans, Louisiana File # NO 100-16601

by SA JAMES ROYCE PECK /bal:lyc Date dictated 12/10/63

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that a delivery copy of the shipping order is attached to
baggage in question and the person named on the shipping
as "receiver" can call for the shipment at the destination
and receive same after properly identifying himself.

1Date 12/11/63

The information set forth hereinafter was furnished by Mr. ELMER E. BILBRAY, Supervisor of Revenue Accounting, Continental Trailways Bus Company, General Office, 425 Bolton Avenue, Alexandria, Louisiana.

Mr. BILBRAY furnished the following information concerning the Continental bus which left New Orleans at 4:40 PM on September 25, 1963, and was due to arrive at Laredo, Texas, at 1:20 PM on September 26, 1963.

Continental bus Number 5120 left New Orleans at 4:40 PM on September 25, 1963, and was driven by W. D. CAMMACK, who resides in a house trailer c/o General Delivery, Buras, Louisiana. Mr. CAMMACK drove this bus to Lake Charles, Louisiana. Prior to arriving at Lake Charles, Louisiana, bus number 5120 stopped at Kinder, Louisiana, so that persons travelling to points beyond Lake Charles could transfer to Trailways Bus Number 5133.

The bus which picked up the passengers at Kinder, Louisiana, was bus number 5133, which originated at Jackson, Mississippi. This bus was driven from Jackson, Mississippi, to Alexandria, Louisiana, where bus drivers were changed, and bus driver CHARLES B. ALBRIGHT, 1804 Magnolia Drive, Alexandria, Louisiana, drove bus number 5133 from Alexandria, Louisiana, through Kinder, Louisiana, and on to Beaumont, Texas. At Beaumont, Texas, drivers were switched, but the same bus, number 5133, was used. The name of the new bus driver at Beaumont, Texas, is D. B. WELLS, 1402 Caplin, Houston.

From Houston, Texas, and other points west, it is not known at Alexandria, Louisiana, what bus numbers or drivers were used to make the trip to Laredo, Texas.

Mr. BILBRAY is going to locate the drivers' trip reports which show the number of passengers boarding and getting off the bus along the route.

On 12/11/63 at Alexandria, Louisiana File # NO 100-16601

by SA PAUL R. LANCASTER /jm/jas/bap Date dictated 12/11/63

Date December 11, 1963

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The information set forth hereinafter was furnished by Mr. CHARLES ALBRIGHT, 1804 Magnolia Drive. Mr. ALBRIGHT drives a bus for Continental Southern Trailways, Alexandria, Louisiana.

Mr. ALBRIGHT's memory was refreshed with xerox copies of Continental Southern Trailways Trip Report and Time Slips dated September 25, 1963, by bus driver CAMMACK; trip report dated September 25, 1963, by bus driver ALBRIGHT; and trip-report dated September 26, 1963, by bus driver D. B. WELLS.

Mr. ALBRIGHT left Alexandria, Louisiana, on Wednesday, September 25, 1963, at 8:20 PM and arrived at Kinder, Louisiana, at approximately 10:00 PM. At Kinder, Louisiana, he rendezvoused with Mr. CAMMACK who had left New Orleans, Louisiana, at 4:40 PM enroute to Lake Charles, Louisiana. CAMMACK had fourteen passengers that got on CAMMACK'S bus at New Orleans and who departed at Kinder, Louisiana. These fourteen passengers boarded ALBRIGHT'S bus. Twelve of these fourteen passengers were going to Hollingsworth, Louisiana, (the bus drivers call this town Holl, but actual name of the town as it is most commonly known is Ragley, Louisiana, near DeQuincy, Louisiana). ALBRIGHT said the twelve passengers were undoubtedly draftees who were on their way to Fort Polk, Louisiana. The other two passengers were destined for a point beyond Houston, Texas.

ALBRIGHT only saw his passengers when they boarded his bus; he completes his run when he arrives at Beaumont, Texas, where he arrived at 12:05 AM on September 26, 1963. He was driving bus number 5133. ALBRIGHT got off of the bus and the bus continued on to Houston, Texas, driven by D. B. WELLS who arrived in Houston at 2:15 AM with four passengers destined for a point beyond Texas. These four passengers consisted of the two passengers ALBRIGHT had picked up at Kinder, Louisiana, from CAMMACK'S bus and two passengers ALBRIGHT had picked up in Alexandria, Louisiana.

Mr. ALBRIGHT stated that because of the length of time and due to the fact that he only saw the passengers

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From the point beyond Kinder, at one time, he was unable to furnish any information whatsoever concerning the passengers. He stated there are no rest stops between Kinder and Beaumont, Texas, nor is there a rest stop at Beaumont, Texas, at that hour of the morning.

.. From time to time on infrequent basis, ALBRIGHT has taken passengers that were destined ultimately for Laredo, Texas; however, Mr. ALBRIGHT could not remember any of these passengers or the month or day they may have been passengers on his bus.

ALBRIGHT said he did not recall any of the four passengers showing a ticket with the destination of Laredo, Texas, or Mexico City, Mexico.

12/12/63

Date

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Mr. WOODROW D. CAMMACK, General Delivery, Buras, Louisiana, advised he is employed as Bus Operator for the Continental Trailways Bus Line, New Orleans, on the regular run from Venice, Louisiana, to New Orleans. However, every Wednesday he handled the 4:40 PM run from New Orleans to Lake Charles, Louisiana, as an extra trip.

CAMMACK advised that he did drive the 4:40 PM Trailways Bus from New Orleans on September 25, 1963, however, he is not able at this time to recall anyone resembling LEE HARVEY OSWALD having been a passenger on this bus. He pointed out that he has handled the Lake Charles run since the middle of this year and he does not recall ever having a passenger present a ticket to him which showed destination Laredo, Texas, or Mexico City, Mexico.

Any passenger having a destination past Lake Charles, Louisiana, would have to change to another Trailways bus at Kinder, Louisiana, where the Lake Charles bus makes contact with the Trailways Bus out of Alexandria, Louisiana. He advised that this contact is usually made at 9:55 PM at Kinder and all the passengers going west board the other bus, which bus is usually driven by the regular driver out of Alexandria, CHARLIE ALBRIGHT, who resides in Alexandria, Louisiana.

CAMMACK advised that if any luggage is checked onto the bus, he and the other driver would have to change the luggage from one bus to the other and he does not recall handling any luggage checked through to Laredo, Texas, at any time.

He viewed a photograph of LEE HARVEY OSWALD and was not able to identify OSWALD as having been on Trailways Bus leaving New Orleans at 4:40 PM September 25, 1963.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601

by SA (A) JAMES E. SCHMIDT, JR. /hap Date dictated 12/12/63

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CONTACT WITH NEW ORLEANS
PUBLIC SERVICE COMPANY EMPLOYEES

NO 100-16601/lav

EARL SPENCER ANDERSON, New Orleans Public Service Bus Operator, Badge 171, has advised that an individual boarded his bus one evening with two suitcases and inquired as to the best route to the Greyhound Bus Station. ANDERSON instructed this individual to get off the Magazine bus at Canal and Camp Streets and transfer to the Canal streetcar from which he should transfer to the Tulane bus at Canal and Elks Place.

Date 12/13/63

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Mr. HERMAN PALMER, Superintendent of Transportation, New Orleans Public Service, Inc., 317 Baronne Street, advised that Magazine bus run number one which is scheduled to depart from Audubon Park and Magazine Street at 6:01 PM on September 24, 1963, was scheduled to arrive at Canal and Camp Streets, at 6:28 PM. He stated that the following Canal streetcars were scheduled to leave Canal and Wells Streets at the indicated times and were operated by the designated streetcarmen on September 24, 1963. He added that the running time to Canal and Camp Streets is approximately 1½ minutes and that the running time from Canal and Wells Streets to Canal and Rampart Streets is 6 minutes.

<u>Train Number</u>	<u>Time at Canal & Wells</u>	<u>Operator</u>
24	6:27	#927-H. MILLER #912-E. BLANCHARD
31	6:32½	#961-W. HASTINGS #950-L. J. CAVALIERE
36	6:38	#907-H. LETT- LLIER #856-L. TONGUIS

Mr. PALMER identified the following Tulane busses which were scheduled to leave Canal and Elks Place at the times indicated and were operated by the designated bus drivers.

<u>Bus Number</u>	<u>Time</u>	<u>Operator</u>
24	6:28	#441-E. J. LAIS
3	6:35	#401-E. MONTELEON
5	6:42	#406-M. MC GRAIL

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by SA MILTON R. KAACK /lav Date dictated 12/13/63

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<u>Bus Number</u>	<u>Time</u>	<u>Operator</u>
11	6:49	#419 S. G. ADAMS
13 --	6:56	#438 R. MULLEN

NO 100-16601/lav

The following streetcar men who operated Canal streetcars on September 24, 1963, were interviewed by SA's MILTON R. KAACK and ROBERT M. WHOMSLEY on December 12, 1963, and observed a photograph of LEE HARVEY OSWALD and advised that they had never seen him and could furnish no information concerning him.

EDMOND P. BLANCHARD, streetcarmens badge #912, residence address 641 Fairmont Drive, Harvey, Louisiana.

LEED TONGUIS, streetcarmens badge #856, residence address 8338 Palm Street, New Orleans, Louisiana.

HARRY MILLER, streetcarmens badge #927, residence address 2924 Ursuline Street, New Orleans, Louisiana.

HENRY LETLLIER, streetcarmens badge #907, residence address 173 Oakland Street, Kenner, Louisiana.

The following streetcarmen who operated streetcars on September 24, 1963 were interviewed by SA MILTON R. KAACK on December 13, 1963 and observed a photograph of LEE HARVEY OSWALD and advised they had never seen him and could furnish no information concerning him.

LEONARD J. CAVALIERE, badge #950, residence address 4705 Palmyra Street, New Orleans, Louisiana.

WARREN HASTINGS, badge #961, address 918 North Rendon Street, New Orleans, Louisiana

The following bus operators who operated Tulane busses on September 24, 1963, were interviewed by SA MILTON R. KAACK and ROBERT M. WHOMSLEY on December 12, 1963 and observed a photograph of LEE HARVEY OSWALD and advised they had never seen him and could furnish no information concerning him.

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SIDNEY G. ADAMS, badge 419, address 430 Monticello Street, Jefferson Parish, Louisiana.

RICHARD E. MULLEN, badge 438, address 749 Canton Street, Jefferson Parish, Louisiana.

EDWIN J. MONTELEON, badge 401, address 212 Douglas Drive, Jefferson Parish, Louisiana.

EDWARD J. LAIS, badge 441, address 301 West Avenue, Harahan, Louisiana.

MICHAEL MC GRAIL, badge 406, address 4613 Cross Street, Jefferson Parish, Louisiana.

The identities of the above persons interviewed had previously been furnished on December 12, 1963, by Mr. HERMAN PALMER, Superintendent of Transportation, New Orleans Public Service, Inc.

NO (109-16601) /sw

RESULTS OF CHECK OF TOLL TELEPHONE CALLS MADE
FROM RESIDENCE OF CHARLES F. MURRET
757 FRENCH STREET, NEW ORLEANS, LOUISIANA

NO 100-16601

NOB/jab

NO T-3 advised on December 9, 1963 that the toll records for telephone number HUNter 8-4326, New Orleans, Louisiana, which is listed in the name of DUTZ MURRET, 757 French Street, New Orleans, reflect that on July 7, 1963 a collect telephone call was made to this number from JOHN MURRET who was calling from telephone number 883-0926 at Barling, Arkansas. -- Records reflect this was a station-to-station call made at night and that charges were accepted by the answering party. The reverse side of this toll ticket reflects that the connection was made at 7:21 PM and the call lasted for 3 minutes 57 seconds. The ticket reflects this call was made from a coin operated pay station.

6400 Louis XIV Street

The above information is available only upon the issuance of a subpoena duces tecum directed to Mr. J. W. HAMMETT, General Attorney, Southern Bell Telephone and Telegraph Company, New Orleans, Louisiana.

AT MORRISTOWN, NEW JERSEY

Detective LARRY WILLENS, New Jersey State Police, Morristown, New Jersey, advised SA WILLARD ST. MARIE, JR. Dec. 6, 1963, that he could locate no record for ELSTETH KULIK OR ANN GARRETT.

AT NEWARK, NEW JERSEY

Mrs. HELENE VON ZELL, Rental Agent, Abington Towers, 402, Mount Prospect Avenue, advised SA RAYMOND F. HOYLE on December 6, 1963 that ELSTETH KULIK is an airline stewardess, employed by Eastern Airlines. She resides in apartment 1B at that address and has been there for about six months.

FRANK HOGAN, Identification Officer, Records and Identification Bureau, Newark, New Jersey, Police Department, advised SA HOYLE on December 6, 1963 that he could locate no record for KULICK..

On December 11, 1963 the Newark Division advised ~~ELSTETH KULIK~~, 402 Mt. Prospect Avenue, Newark, New Jersey, Texas, on December 11, 1963 stated she has known JOHN MURRET, New N.Y. Orleans, for the past 2 1/2 years. As a personal friend he has telephoned her occasionally, the last time in September, 1963. KULIK stated she does not know MURRET's mother or father or their relationship with anyone else, in particular with OSWALD. KULIK had telephone number 334-1034 at One Mohican Place, Lake Hiawatha, New Jersey, but she moved in June, 1963.

Mrs. ANN GARRET, Box 150, Verona, New Jersey, advised on December 11, 1963 that she does not know anyone in New Orleans and does not recall ever receiving a call from New Orleans. She stated she does not know JOHN MURRET, ELSTETH KULIK or LEE HARVEY OSWALD. She believed this could be a wrong number call.

On December 9, 1963 the Atlanta Division advised Mrs. ALLEN WALLER, Jamaica House, Alden Avenue, N.E., Atlanta, Georgia, stated that her husband, ALLEN WALLER, is traveling out of town, selling ladies apparel. She advised that they have no knowledge of LEE HARVEY OSWALD. Mrs. WALLER stated that the only people they know in New

NO 100-16601/lrs

Orleans are the MURRETs, and that her husband is a good friend of MARTIAL MURRET. She advised that the only contacts they have had with the MURRETs were about five months ago when their baby was born and they received a call from MARTIAL MURRET. They were in contact again in September when they were making arrangements to go to New Orleans for the wedding of MARTIAL MURRET. They attended this wedding at which time they met the rest of the MURRET family.

Mrs. CHARLES F. MURRET, 757 French Street, New Orleans, Louisiana, advised SA JOSEPH G. ENGELHARDT on December 13, 1963, that ~~MARTIAL MURRET~~ is actually the middle name of her son whose full name is JOHN MARTIAL MURRET who resides at 6622 Louis XIV Street, New Orleans. La., ACK

NO 100-16601/jab

NO T-1 advised on December 6, 1963 that telephone number DE 4-1034 was listed to ELSTETH KULIK, #1 Mohican Place, Lake Hiawatha, New Jersey and was disconnected on June 28, 1963. KULIK now resides at 402 Mt. Prospect Avenue, Newark, New Jersey, telephone number 485-1541. (This number was formerly HU 5-1541).

Telephone number DE 4-0607 which had been listed to Mrs. ANN GARRET, Jacksonville Road, Towaco, New Jersey, was disconnected June 21, 1963 and the final bill was sent to Mrs. GARRET at Box 150, Vernon, New Jersey.

The above records are available only upon issuance of a subpoena duces tecum directed to Mr. ELDON KUMZE, Manager, New Jersey Bell Telephone Company, Dover, New Jersey.

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NOB/st

AT FORT SMITH, ARKANSAS

On December 6, 1963, records of the Holiday Inn Motel, Fayetteville, Arkansas, reflect that JOHN M. MURRET, 757 French Street, New Orleans, Louisiana, checked into the Holiday-Inn Motel, July 6, 1963. No business firm was listed and there were five persons in the party. Identity of other persons in party not shown. Automobile listed was 1962 Ford, Arkansas license 4-12122. No local or long distance telephone calls were made from rooms occupied by MURRET and party.

Records of Arkansas State Police, Fort Smith, Arkansas, reflect Arkansas license 4-12122 is registered to the Auto Rental Service, Inc., Fort Smith. Inquiry at Auto Rental Service, Inc., reflects that car purchased by Crawford County Motor Company, Van Buren, Arkansas. A check at Crawford County Motor Company, reflects vehicle, a 1962 Ford, bearing Arkansas license 4-12122, was sold to JOHN KEETON, 621 Drennen Street, Van Buren, Arkansas.

NO T-2 advised that his records failed to reflect any such number as 883-0926 listed at Barling, Arkansas. It was noted that there are only four numbers used in dialing at Fort Smith, Arkansas, of which Barling is a suburb. A check of coin telephone number 39026, indicates it to be a public telephone booth at Exposition Park, Fort Smith, Arkansas, which was disconnected in June, 1963 and has not been reissued. Telephone number Hillcrest 2-9591, Fayetteville, Arkansas, is a coin operated pay station located at the Holiday Inn Motel.

The above information pertaining to telephone records is obtainable only upon issuance of a subpoena duces tecum directed to BOB ROBERTSON, District Manager, Southwest Bell Telephone Company, Fort Smith, Arkansas.

On December 6, 1963, the San Antonio Division advised that telephone number DI4-4581, belongs to the Ramada Inn, a motel located at Loop 410 and San Pedro Drive, San Antonio, Texas.

NO 100-16601/jab

NY: 1B, 400 Mt. Prospect Avenue, Newark, N.J.

On December 10, 1963 the San Antonio Division advised that the night manager, Ramada Inn, San Antonio, Texas advised that his registration card number 5028 reflects E. KULIK checked in on June 19, 1963, and was assigned room 299. He advised that the record indicates that KULIK was from New York City and an employee of Eastern Airlines. He stated she checked out at 5:57 AM on June 20, 1963 and had no charges on her account other than for the one day's rent of the room. Ramada manager advised that this room is permanently reserved for crew members of the Eastern Airlines.

On December 6, 1963 the Mobile Division advised Mobile, Alabama has telephone area code 205. Mobile number 342-6465 is listed to Jesuit House of Studies, 3959 Loyola Lane, Spring Hill College of Mobile. EUGENE JOHN MURRET is a scholastic at Jesuit House of Studies.

On December 12, 1963 NO T-4 advised SA NATHAN O. BROWN that a check of microfilm records at Western Union Telephone and Telegraph Company, New Orleans, Louisiana reflects that there were no records of telegrams on file prior to January 1, 1963.

FEDERAL BUREAU OF INVESTIGATION

Date 12/13/63

Mrs. DOROTHY MOONEY, Manager, Jack Tar Trade Winds Motel-Hotel, East Beach, advised that she had searched and caused to be searched all records of the hotel for information as to telephone calls to the hotel on June 6 and 8, 1963, from any party named MURRET, but with negative results.

Mrs. MOONEY stated that during the 6/6-6/8 period, the hotel was packed with a ministers convention.

Mrs. MOONEY was successful in locating hotel registration card #6193, dated June 8, 1963, which reflected that a Mr. and Mrs. MURRET, 757 French Street, New Orleans, Louisiana, a party of two, registered for one night at the hotel and were assigned Room #300. She said the record of phone calls on 6/8-9/63, failed to reflect any calls placed from Room #300 on these dates.

Advice was furnished by Mrs. MOONEY that since the hotel was so full, MURRET may have telephoned on the two occasions for reservations and for confirmation of same. She said there was no way she could suggest to determine just who MURRET may have talked with on 6/6/63 and 6/8/63, since she said the hotel's regular public number is ID-5-2351.

On 12/10/63 at Biloxi, Mississippi File # 100-16601

by SA H. WARREN TOOL, JR./scr Date dictated 12/10/63

NO 100-16601/bap

NEW ORLEANS
PUBLIC LIBRARY

Date 12/12/631

JEROME CUSHMAN ^{La.} librarian, New Orleans Public Library, 2119 Loyola Avenue, New Orleans, Louisiana, advised that his records reflect that LEE HARVEY OSWALD did donate to the New Orleans Public Library an item, which he believes was a book, although, he could not substantiate it.

He said that he has no way of determining the title of the book or the identity of the item that OSWALD donated; although, his records reflect that on October 9, 1963, he sent to LEE HARVEY OSWALD, 4907 Magazine Street, New Orleans, an acknowledgment card bearing the following words:

"New Orleans Public Library

"The Directors wish to acknowledge with appreciation your gift to the New Orleans Public Library.

"All gifts are accepted with the understanding that they will be utilized to the best interest of the Library in the judgment of the staff.

"We hope you will remind others that we are always interested in acquiring materials which will be of value in extending the Library's program."

On 12/11/63 at New Orleans, Louisiana File # NO 100-16601

by SA JOHN B. LEE, JR./cay Date dictated 12/12/63

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ACQUAINTANCE

NO 100-16601/bap

1Date December 13, 1963

Mr. JOHN G. MARTIN, 5312 Memphis Street, New Orleans, Louisiana, and principal of Beauregard Junior High School, 4621 Canal Street, New Orleans, advised that his records are negative for a student by the name of ~~ARTHOR~~, ~~ARTHER~~, or ~~ARTHUR~~ ABEAR, as ever attending Beauregard Junior High School.

L.A. When advised that LEE HARVEY OSWALD had submitted this name to Warren Easton High School as being a friend or associate, MARTIN stated that he was of the opinion that OSWALD was mistaken in the spelling and that the pronunciation of HEBERT in the New Orleans area is "ABEAR".

He further advised that his records show that an ARTHUR ALBERT HEBERT attended Beauregard Junior High School from 1952 through 1955. He stated that HEBERT was in the eighth and ninth grades with LEE HARVEY OSWALD.

He also stated that his records show that the only course HEBERT and OSWALD had together was ninth grade art with Miss JULIA SNIDER who has left teaching and is residing somewhere in New Orleans.

He further advised that his records do not show what high school HEBERT attended subsequent to Beauregard Junior High School, but advised that this information could be obtained from the Department of Census and Child Accounting, Orleans Parish School Board, 703 Carondelet Street, New Orleans, Louisiana.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601
 by SA JOHN B. LEE, JR. :gas Date dictated 12/13/63

1Date December 13, 1963

Miss HARRIET MUNTZ, Supervisor, Department of Census and Child Accounting, Orleans Parish School Board, 703 Carondelet Street, New Orleans, Louisiana, advised that her records reflect that ARTHUR ALBERT HEBERT, 721 Hidalgo Street, telephone number HU 8-6414, New Orleans, attended Beauregard Junior High School from 1952 to 1955. She said the records show that he attended Fortier High School from 1955 to 1958.

She further advised that her records do not contain the name of any ARTHOR, ARTHUR, or ARTHUR ABEAR.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601
by SA JOHN B. LEE, JR. :gas Date dictated 12/13/63

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