



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

Dallas, Texas
June 12, 1964

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LEE HARVEY OSWALD

The investigation in the attached document was based on a request of the President's Commission on the Assassination of President Kennedy that determination be made of the approximate driving times over five specified routes in Dallas, Texas.

Attachment

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Date 6/11/64

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The following times and distances were computed at the times indicated by driving at legal speed limits and via the routes indicated:

1. From the Temple Shearith Israel, 9401 Douglas, to Phil's Delicatessen, 3531 Oak Lawn, a distance of 4.9 miles, it required 13 minutes to drive via the Club Bali Hai, 8200 Douglas Street, and the Gaylife Club, 6135 Sherry Lane. This is a reasonable direct route from 9401 Douglas Street to 3531 Oak Lawn.

It should be noted that the Club Bali Hai and the Gay Life Club are not on a reasonable direct route from the Temple Shearith Israel to Phil's Delicatessen at 11111 North Central Expressway. It should also be noted that the Club Bali Hai is located on the northeast corner of the intersection of Douglas Street and Sherry Lane.

2. From 223 South Ewing to the parking lot at the northwest corner of Main Street and Pearl Expressway, a distance of 4.1 miles, it required 15½ minutes to drive, starting at 10:30 AM, and via the Thornton Expressway, Industrial Boulevard and Main Street.

3. From 4611 Cole Avenue to 1312½ Commerce Street (Carousel Club), a distance of 3.8 miles, it required nine minutes to drive, late at night in light traffic and via Knox Street to Central Expressway, south to Elm Street, west to Murphy Street, south to Commerce Street, then east to 1312½ Commerce Street.

(It should be noted that the Pago Club is no longer located at 4611 Cole Avenue).

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on 6/9/64 at Dallas, Texas File # DL 44-1639

by Special Agent ROBERT M. BARRETT & IVAN D. LEE Date dictated 6/11/64

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From 4611 Cole Avenue to 1312½ Commerce Street, via Knox Street, west to Abbott Avenue, south to Armstrong Avenue, west to Turtle Creek Boulevard, then south via Turtle Creek Boulevard, Cedar Springs Road and Field Street to Ross Avenue, west to Griffin Street, south to Commerce Street, then east to 1312½ Commerce Street (Carousel Club), a distance of 4.2 miles, it required 17 minutes to drive late at night and in light traffic.

From 223 South Ewing to 1312½ Commerce Street (Carousel Club), via Thornton Expressway and Commerce Street, a distance of 3.6 miles, it required 5 minutes to drive, late at night and in light traffic.

From 223 South Ewing to 4611 Cole Avenue, via the Thornton Expressway, Commerce Street, North Central Expressway and Knox Street, a distance of 7.3 miles, it required 19 minutes to drive, late at night and in light traffic. From 223 South Ewing to 4611 Cole Avenue, via the Thornton and Stemmons Expressways, Oak Lawn Avenue, Armstrong Avenue, Abbott Avenue, Knox Street, a distance of 7.3 miles, it required 15 minutes to drive, late at night and in light traffic.

(It should be noted that it is 5.5 miles from 223 South Ewing to the Vegas Club at 3508 Oak Lawn, it required 10 minutes to drive at 2:30 PM, via the Thornton and Stemmons Expressways and Oak Lawn Avenue).

4. From the Dallas Morning News Building, Young and Houston Streets, to Parkland Memorial Hospital rear entrance, 5201 Harry Hines Boulevard, a distance of 3.7 miles, it required 10 minutes to drive, starting at 1:00 PM, via Houston Street to Elm Street, Stemmons Expressway, Industrial Boulevard and Hines Boulevard.

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5. From Parkland Memorial Hospital rear entrance, 5201 Harry Hines Boulevard, to 1312 $\frac{1}{2}$ Commerce Street (Carousel Club), via Harry Hines Boulevard, Cedar Springs Road, Ross Avenue, Griffin Street and Commerce Street, a distance of 3.7 miles, it required ten minutes to drive, starting at 1:30 PM. From the hospital to the Carousel Club via Hines Boulevard, Industrial Boulevard, Stemmons Expressway and Commerce Street, a distance of 4.1 miles, it required 9 minutes to drive.

It should be noted that the traffic conditions at 1:00 and 1:30 PM, on November 22, 1963, cannot be duplicated, in view of the emergency situation which existed at those times on that date.