

Oswald: New Orleans-Mexico travel; Secret Service investigation of HW 5/17/77

In earlier and hasty reading of SS Controls 1725, 1727 and 1737 I took the wrong impression, that an air record of the New Orleans departure had been found. It was the travel from New York to Texas that had been held for the FBI, which never picked it up.

These reports indicate the Secret Service had received a report that Oswald flew with two Latin types. I do not recall having read this earlier. I do recall checking to see if Oswald left New Orleans by plane.

What can make this more provocative is that the Secret Service seems to have found some reason for withholding what clearly can't be withheld and there would seem to be no purpose in withholding.

All three checks were requested the same day, 12/18.

There is probably no connection but this coincides in time with the attention to the Odio story. First and then forgotten attention.

It appears also that Kelley had a report of Oswald in Dallas 6-9 p.m. 9/25/63.

This coincides with the approximate time Odio had her visitors.

It also coincides with her description of the three men, two Latinos and Leon the American.

This means that Kelley could have been checking this story and no more.

But it is not certain.

It is also possible that the report he was checking was one of the countless ones that were without basis.

More than anything else it is the unnecessary secrecy with an innocent checking of a report that makes this provocative.

UNITED STATES SECRET SERVICE
TREASURY DEPARTMENT

ORIGIN Field	OFFICE New Orleans	FILE NO. 00-2-34,030
TYPE OF CASE Protective Research	STATUS Closed	TITLE OR CAPTION Lee Harvey Oswald
INVESTIGATION MADE AT New Orleans, Louisiana	PERIOD COVERED 8-18-64	Assassination of President John F. Kennedy
INVESTIGATION MADE BY SA A. G. Vial & SAIC John W. Rice		

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SYNOPSIS

At the request of Inspector Thomas J. Kelley, inquiries were made in New Orleans 8-18-64 to determine if there is any record of Lee Harvey Oswald, @ Alex Hidell, having traveled from New Orleans, La., to Dallas, Texas, on 9-25-63, by bus, train or airlines. Bus and train schedules are such that he could not have traveled during the hours indicated, and no record is maintained as to the passengers. There was no record of anyone having traveled by Trans Texas Airlines to Dallas on 9-25-63. Permanent records of Eastern Airlines and National Airlines are kept at Miami, and Delta Airlines records are maintained at Atlanta. The Miami and Atlanta offices were requested to make appropriate inquiries in their districts.

DETAILS OF INVESTIGATION

Reference is made to previous report submitted in this case.

On 8-18-64, at 10:20 AM (CST), Inspector Thomas J. Kelley called the New Orleans Office and spoke with SA Adrian G. Vial. He advised that the Federal Bureau of Investigation had placed Oswald in New Orleans at 8:00 AM on 9-25-63; and that he allegedly went to Dallas, Texas, that same date, arriving between 6:00 PM and 9:00 PM. It was requested that this office check out any possible means of transportation Oswald could have used, such as bus, train and airlines, and that the manifests of all airlines from New Orleans to Dallas be checked for the names Lee Harvey Oswald and Alex Hidell; that if any record was available, the seating arrangements should be ascertained since Oswald may have been

DISTRIBUTION Chief Attn: Insp. Kelley Miami Atlanta	COPIES Orig & 2cc oy (Airmail)	REPORT MADE BY	DATE
	cc	SPECIAL AGENT	1725
	cc	<i>Approved</i> <i>John W. Rice</i> SPECIAL AGENT IN CHARGE	DATE 8-18-64

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with two Spaniards.

Inspector Kelley further requested that if airlines records are at a central location outside New Orleans, the appropriate offices of this Service should be telephonically contacted for expeditious check.

On 8-18-64 SA A. G. Vial ascertained that Delta and Eastern are the only two major airlines with direct flights from New Orleans to Dallas, and that National Airlines has flights from New Orleans to Houston, but not to Dallas. He further ascertained that the records, including manifests, are retained in New Orleans for only three months. Delta records are transferred to the General Acctg. Office, Atlanta, Georgia. Eastern records are transferred to the Division of Tickets, Miami, Florida, and National Airlines records are maintained in Miami.

At approximately 11:00 AM on 8-18-64 SA Vial telephonically furnished the above information to SAIC A. B. Wentz, Atlanta; and at 11:10 AM to SA Robert J. Jamison, Miami.

SA Vial also ascertained that the fastest travel time from New Orleans to Dallas via Greyhound Bus is 16 hours, normal time 18 hours. One bus departs 12:45 AM and arrives Dallas 7:00 PM.

The fastest travel time to Dallas via Continental Trailways is 15 hours. One bus departs 10:30 AM and arrives 1:25 AM. Another departs 12:30 AM and arrives 3:15 PM.

It was ascertained that only the Texas and Pacific Railroad has direct service from New Orleans to Dallas. One train departs 8:15 AM and arrives Dallas 8:25 PM. The only other train departs 8:30 PM and arrives Dallas 9:00 AM.

The Southern Pacific RR carries passengers from New Orleans to Houston, Texas, but not to Dallas. The one train departs 12:30 PM and arrives Houston 9:15 PM.

It was ascertained by SAIC Rice that the Trans Texas Airlines has two flights daily from New Orleans to Dallas. One flight departs 6:40 AM. The other departs 3:15 PM and arrives Dallas 7:15 PM. Inquiry of Mr. Dan Johnson, of this airline, disclosed that the records are maintained in New Orleans, but that the names of Oswald or Hidell did not appear on the reservation list.

The above information was furnished Inspector Thomas J. Kelley by telephone at 1:15 PM on 8-18-64. He requested that the names of all passengers on the Trans Texas flight at 3:15 PM be ascertained and included in the report.

Later this same date I contacted Mr. Carl Blouin, Manager, Trans Texas Airlines, who after making further check of records advised that there were no Dallas passengers on that flight. This small airline makes many stops between New Orleans and Dallas.

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Mr. Blouin pointed out that almost all Dallas passengers take Delta or Eastern airlines, which offer direct, non-stop service, and that Trans Texas usually takes on passengers for Dallas in intermediate stops in Louisiana and Texas.

Due to the time factor, it is apparent that Oswald could not have traveled to Dallas by train or bus; and if so, there is no record maintained by these carriers as to names of passengers.

DISPOSITION

This case is closed in New Orleans with submission of this report.

UNITED STATES SECRET SERVICE
TREASURY DEPARTMENT

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New Orleans 8-18-64 ^{AGV} OFFICE Miami, Florida

FILE NO. J-CC-2-31,030

BASE	STATUS	TITLE OR CAPTION
Investigative Research	Closed-Miami	Person Identified:
LOCATION MADE AT	PERIOD COVERED	Name: Lee Harvey Oswald aka Alex Hidell
Miami, Florida	August 18, 1964	
ACTION MADE BY Robert J. Jamison and Ernest I. Aragon		

SYNOPSIS

Records of National and Eastern Air Lines, Miami, Florida, were checked under the names of Lee Harvey Oswald and Alex Hidell for travel on September 25, 1963, from New Orleans to Houston and from New Orleans to Dallas. Nothing was found to indicate the subject traveled under the given or similar names on the date in question from and to the respective cities. No record was found of passengers bearing Latin names who terminated their flight in Dallas.

A) INTRODUCTION:

On August 18, 1964, at 12:10PM, a long distance telephone call was received by SA Jamison, Miami, Florida, from SA Vial, New Orleans, Louisiana, advising that Inspector Thomas J. Kelley, Chief's Office, desired to substantiate certain information regarding Lee Harvey Oswald. According to SA Vial, Lee Harvey Oswald was alleged to have been in New Orleans as of 8:00AM on September 25, 1963, and in Dallas, Texas, from 6:00PM and 9:00PM on September 25, 1963. SA Vial requested that the flight manifests of Eastern Air Lines for September 25, 1963, from New Orleans to Dallas, be checked for flights between 8:00AM and 6:00PM on that date. It was further requested that the flight manifests of National Air Lines for September 25, 1963, from New Orleans to Houston, be checked for flights between 8:00AM and 6:00PM on that date, each under the names of Lee Harvey Oswald or Alex Hidell.

SA Vial further advised that two Spaniards were supposed to have accompanied Oswald on this trip, and it was also requested that copies of passenger manifests and seating arrangements on these flights be secured. SA Vial stated Inspector Kelley desired to be notified of the results immediately.

ACTION Chief New Orleans Miami	COPIES Orig & lcc lcc 2cc	REPORT MADE BY <i>Ernest I. Aragon</i>	DATE 8-19-64
		APPROVED <i>John A. Marshall</i>	DATE 8-19-64
		John A. Marshall SPECIAL AGENT IN CHARGE	172 8-19-64

(3) GENERAL INVESTIGATION:

Immediately upon receipt of the above telephone call the reporting agent personally interviewed Mr. Edward Cronauer, Director of Passenger and Revenue Accounting, National Air Lines, Miami International Airport, Miami, Florida. In referring to their records of regularly scheduled flights from New Orleans to Houston on September 25, 1963, between the hours of 8:00AM and 6:00PM, Mr. Cronauer stated they had four (4) flights on that date between the times in question, beginning with Flight No. 35, departing New Orleans at 8:45AM; No. 217, departing at 10:55AM; No. 27, departing at 1:45PM; and No. 37, departing at 3:40PM.

Mr. Cronauer stated that their passenger manifests no longer include the names of the passengers. He added they do not make a recordak film of the tickets used in particular flights, but instead keep the actual flight tickets in their archives in care of Mr. Jake Lewis, 58 NE 7th Street, Miami, Florida.

Mr. Cronauer said that the only recordak film made is for the "off-line" tickets (those tickets sold by other carriers which are later used on National Air Lines.) On the possibility the subject may have used an "off-line" ticket, the recordak film was checked for the subject under both names and he was not found of record.

Mr. Cronauer said that the Federal Bureau of Investigation had previously checked their records but he did not know the nature of their inquiry nor the specific date involved.

On the same date, through Mr. Jake Lewis, National Airline Archives, 58 NE 7th Street, Miami, Florida, all the flight tickets used on National Air Lines on September 24, 25, and 26, 1963, were checked for the subject but he was not revealed under either name. Only one passenger with the Latin name of Garcia was of record for September 25, 1963, who traveled from New Orleans to Houston and terminated at Corpus Christi, Texas.

Mr. Lewis stated to his knowledge no other agency had checked their records for September 25, 1963.

Mr. Bert Warner, Assistant Supervisor, Sales Audit Department, Eastern Air Lines, was next interviewed at Miami International Airport, Miami, Florida. Mr. Warner stated that on September 25, 1963, they had only two (2) regularly scheduled flights from New Orleans to Dallas: No. 202, departing at 11:50AM; and No. 206, departing at 2:45PM. Mr. Warner produced the Eastern flight tickets used on both flights and the subject was not revealed under either name, and there was no record of passengers with Latin names using those flights. Mr. Warner stated they do not maintain a recordak film of "off-line" tickets.

(F) DISPOSITION:

On August 19, 1964, the above information was furnished to Inspector Thomas J. Kelley by means of long distance telephone call.

Unless otherwise directed, no further investigation is being conducted at Miami at this time.

Field	OFFICE	Atlanta, Ga.	FILE NO	CO-2-34, CJC
OF CASE	STATUS	Closed	TITLE OR CAPTION	Lee Harvey Oswald ✓
Detective Research	PERIOD COVERED	8-18-64	Assassination of President John F. Kennedy	
LOCATION MADE AT	Atlanta, Georgia			
PERSONS MADE BY	A. B. Wentz and Richard C. Quinn			

SYNOPSIS

SA Richard C. Quinn examined records of Delta Air Lines, Atlanta, as per request of Inspector Kelley through New Orleans office for flights, New Orleans to Dallas, between 8 a.m. and 9 p.m. 9-25-63, for record of passage by Lee Harvey Oswald and Alex Hidell, and two Spaniards thought to have traveled with him. Nothing of interest found. Inspector Kelley advised by telephone afternoon of 8-18-64. He requested that names be obtained of all passengers purchasing tickets from New Orleans to Dallas on that date.

E. W. G. J.

DETAILS OF INVESTIGATION

Upon receipt of call from SA Vial, SA Quinn went to Delta Air Lines, Main Office, Atlanta Airport, and with Mr. Truman Haygood, in charge of records, went into this matter. Mr. Haygood advised that manifests are retained for only ninety days.

Flight 911 departed New Orleans 12:25 p.m.; arrived Dallas 1:34 p.m.

Attached is a poor Verifax copy of Seat Diagram prepared by the stewardess on Flight 911, 9-25-63, for first class passengers only. These names are not very plain, but obviously the names Oswald or Hidell are not among them. This form is prepared by the stewardess for her own convenience in serving meals. It is not required.

COPIES	Orig. & cc w/attachments	REPORT MADE BY	1737	DATE
		A. B. Wentz SPECIAL AGENT in Charge	<i>A. B. Wentz</i>	8-19-64
COPIES	cc	APPROVED		DATE
	cc			737
		SPECIAL AGENT IN CHARGE		

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Flight 715 left New Orleans at 3:25 p.m. and arrived at Dallas at 5:55 p.m. There was no manifest or any other document to show the names of passengers on this flight. There was no Seat Diagram form prepared by the stewardess as was mentioned for Flight 911 above.

At Inspector Kelley's request, SA Quinn checked the list of all tickets sold New Orleans to Dallas on 9-24-63 and 9-25-63. His original list is attached hereto for Chief. A copy is being retained here and one copy is being sent to New Orleans.

Attached also for Chief is a Verifax copy of manifest for Flight 821, 6-14-62, New York to Dallas.

Mr. Truman Haygood advised SA Quinn that local FBI called him several months ago checking the flight Oswald made from New York to Dallas. At that time the FBI requested that the manifest be preserved and they would pick it up. He has kept it since that time but they have not called for it. He stated, under the circumstances he did not feel that he could release the original, but gave us the attached copy. This shows two persons named Oswald as making this trip. I believe Inspector Kelley is familiar with the details of this trip.

On the bottom of the list prepared by SA Quinn, original being sent to Chief, shows a person by the name of Okrepki, no initials, purchased ticket 9-24-63 New Orleans to Houston, Flight 971. There was a notation that he had other transportation, Houston to Dallas, and he purchased ticket on Flight 884, Dallas to New Orleans, 9-26-63. We think this has no bearing, but since this individual may have been in Dallas on the 25th and/or 26th of September, the name is included.

DISPOSITION

Closed - Atlanta.

ATTACHMENTS - Chief

Original list prepared by SA Quinn as mentioned above.
Copy of Seat Diagram, Flight 911, 9-25-63.
Copy of manifest for Flight 821, 6-14-62, New York to Dallas.

Attachment for New Orleans

Copy of list prepared by SA Quinn as mentioned above.