

This document is made available through the declassification efforts  
and research of John Greenewald, Jr., creator of:

# The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

**Discover the Truth** at: <http://www.theblackvault.com>

E-C-R-E-T  
(When Filled In)

F 9-45-85

## SENSITIVE DOCUMENT CROSS REFERENCE SHEET

Date: 23 May 1968

SOURCE/CONTACT File: Frank BARTES (New Orleans)

SUBJECT (ORGANIZATION OR INDIVIDUAL) (Alicia Cruz BUSTILLO)

DATE OF DOCUMENT 18 April 1968

ORIGINATOR Services/V. Thorne

DIVISION OR STAFF Services

CASE OFFICER -

To: OS/Personnel Security Div., Paul M. EvansFOR FURTHER INFORMATION ON SOURCE/CONTACT/SUBJECT, PLEASE REFER TO  
SENSITIVE DOCUMENT FILES.

CASE - OR  
(Check)  SENSITIVE DOCUMENT CONTROL NUMBER 520

CONTROL OF THE ABOVE DOCUMENT WILL BE HANDLED IN ACCORDANCE WITH DCS R 10-80.

SECURITY

S-E-C-R-E-T  
(When Filled In)

SECRET  
A copy filed in

9-45-25

PROCESS SHEET FOR DOMESTIC CONTACT SERVICE COLLECTIONS									
FOR FIELD USE ONLY					FOR HEADQUARTERS USE ONLY				
FIELD NUMBER	REPORT NUMBER	DATE CODE	CASE NUMBER	RECEIVED	TYPE CODE	DATA ITEMS RECORDED	RELEASED		
000-0	00000	10101010	10101010	010572113166	A.94585	37 38 39	NO LA 16	01057	01057
J. SELECTING AREA					K. RELEASED				
Photographs of Fidel Castro and Other Cuban Personalities (Cuba)					01057				
G. CONTACT (Name, Title, Organization, Address)					PRO-DIA NO	65	TYPE CODE		
Frank Berrios Cuban refugee 1600 Mason Smith Ave. Metairie, La.					A.94585	GRAPHICS MAPS PUBLICATIONS PHOTOGRAPHS OTHER	66	01057	01057
H. SOURCE (Name, Title, Organization, Address)					ORGANIZATION NO	SUBJECT	AREA		
Documentary					O E C O	1. BASIC 2. POLITICAL 3. MILITARY 4. ECONOMIC 5. SOCIO-CULTURAL 6. OTHER, INC.	31 32 33 34	1	Y O V
I. SUB-SOURCE (Name, Title, Organization, Address)					INDIVIDUAL NO	1. S. I. T. 2. P. O. O. 3. M. I. L.	2 1 N I		
					INDIVIDUAL NO.	4. -	3		
					ORGANIZATION NO.	5. S. O. C. 6. G. E. O. 7. B. I. O.	4		
					ORGANIZATION NO.	8. - 9. M. I. S.	5		
J. METHOD OF COLLECTION					EVALUATION REQUESTED FROM:	USSR ONLY EXCHANGES (CHECK ONE)	RESPONSIVE TO SPECIFIC REQUIREMENTS		
<input type="checkbox"/> Interview <input type="checkbox"/> Trip Report						NO	OCA		
<input type="checkbox"/> Other Document <input checked="" type="checkbox"/> Other (specify below)						TO USSR			
						FROM USSR			
FIELD COMMENTS					HEADQUARTERS COMMENTS				
<p>On loan. Please return to HQ by <u>1 Feb 67</u>.</p> <p>Graphics Register may or may not be interested in these pictures, all of which were taken in Cuba in October 1966. Our contact met Castro at this time because he (our contact) was using his private airplane in the search for the downed plane in which Comandante Clemente was killed. If possible, it would appreciate it if you could have duplicates made for our system.</p>					<p>To SN/OCK attn: DD-25-Jan-67</p> <p>Cab 18 JAN 1967</p> <p>sl</p>				
C/I <u>PAR</u> <u>H/PY</u>					Case Officer	Division/Staff/Desk			
Form 100-70 100-70 Obsolete previous editions					SECRET	3	(20-61)		

## PRESENTATION FORM FOR GRAPHIC MATERIAL

Item(s) to be sent is triplicate with process sheet attached.  
 Item(s) contains explosive material. Item(s) may be handled.

29 December 1966

 GIFT LOAN

AREA

Cuba

SUBJECT

Photographs of Fidel Castro and Other Cuban Personalities

NUMBER OF ITEMS AND CATEGORIES (Select photographs, negatives, or slides)

5 black and white glossy prints

DATE OF EXPOSURE October 1959

CHECK CLASSIFICATION OF PHOTOGRAPHS WHEN SEPARATED FROM THIS FORM. (The classification need not be the same)

 FOR OFFICIAL USE ONLY  
 CONFIDENTIAL CIA OFFICIALS ONLY SECRET  
 UNCLASSIFIED

BRIEF SOURCE DESCRIPTION

Cuban refugee. Former official of a Cuban railroad.

IS SOURCE ABLE TO MAKE ADDITIONAL PHOTOGRAPHIC MATERIAL AVAILABLE?  Yes  No  
 MAY SOURCE'S NAME BE REVEALED TO GRAPHICS REGISTER, OCD, IF REQUIRED?  Yes  No

## DESCRIPTION OF MATERIAL

The pictures are numbered on the back in pencil in the upper left-hand corner.  
 The subjects are identified as follows:

No. 1 - Second from left with beard and eyeglasses, scratching his chin,  
 Raul Chibas, former President of Western Railways of Cuba; fourth from left in  
 shirt sleeves and dark glasses, Frank Bartes, former President of Consolidated  
 Railways of Cuba; Castro.

No. 2 - Seated from left to right - Frank Bartes; Rufo Lopez Fresquet,  
 former Minister of Treasury, Cuba; name unknown, but former head of Railway  
 Pension Fund and person who received publicity as kidnapper of racing driver  
 some years ago.

No. 3 - The only persons contact can identify are Fidel Castro, Frank  
 Bartes in shirt sleeves and dark glasses, and at far right of picture, hatless  
 and with hair mussed, Osmani Glenfuego, holder of various posts in the Castro  
 Government, at one time Public Works Minister.

No. 4 - Fidel Castro, Frank Bartes in white shirt and dark glasses, Raul  
 Chibas next to Bartes with eyeglasses and hand to beard.

No. 5 - From left to right - Frank Bartes, removing glasses, Raul Chibas,  
 center with hand to nose, Fidel Castro, soldier on Bartes' right is one of  
 Castro's bodyguards.

18 JAN 1967

## FOR HEADQUARTERS USE ONLY

OO-E NO.	CASE NO.	DATE FORWARDED TO OR BY OMP
21631-66		
OR CONTROL NO.		RETURN DEADLINE (IF LOAN)
NITRATE FILM EXPLOSIVE SHIP BY EXPRESS UNDER SPECIAL CARRIER RESPONSIBILITY		

FORM NO. 121 USE PREVIOUS  
1 FEB 67 EDITION  
14-00000

1471

SECRET

WHEN FILLED IN

9-575

## PROCESS SHEET FOR OO C COLLECTIONS

FOR FIELD USE ONLY

FIELD OFFICE	REPORT NUMBER	C. FORWARDED	CASE NUMBER	D. RECEIVED	E. FOR HEADQUARTERS USE ONLY
6 8 - 0 - 1 0 3 3 0	6 7 2 0 4	4 3 8 1 1 X	6 8 - 0 - 1 0 3 3 0	6 8 - 0 - 1 0 3 3 0	6 8 - 0 - 1 0 3 3 0

## F. SUBJECT AREA

Railroads (Cuba)

A 94585

## G. CONTACT (Name, Title, Organization, Address or 'T' Number)

Frank Gertes, former President, Consolidated Railways  
of Cuba  
1608 Mason Smith Ave.  
Metairie, La.

## H. SOURCE (Name, Title, Organization, Address or 'T' Number)

Same as contact

## I. SUB-SOURCE (Name, Title, Organization, Address)

- J. EXTRA DISSEMINATION CONTROL  
THIS REPORT MAY BE RELEASED TO  
1, 2, 3, 4 BELOW UNLESS RESTRICTED IN SECTION "E" →
- K. APPROVED LIST OF AGENCY CONSULTANTS
- L. APPROV'D EXTERNAL PROJECTS
- M. NON-USIS AGENCIES FOR HIS STUDIES
- N. USA

L.	CHECK THIS SECTION IF RELEASEABLE		
	MAY NOT BE RELEASED	DELETE PART 2 OF D.O.	DELETE ENTIRE D.O.
1.	X	8	9
2.	X	8	9
3.	X	8	9
4.	X	8	9

1. E	EXTRA	RELEASED
2. D	DISCRETE	RELEASED
3. B-C	RECORDS	RELEASED
4. D	DATA	RELEASED
5. D	DATA	RELEASED
6. D	DATA	RELEASED
7. D	DATA	RELEASED
8. D	DATA	RELEASED
9. D	DATA	RELEASED
10. D	DATA	RELEASED
11. D	DATA	RELEASED
12. D	DATA	RELEASED
13. D	DATA	RELEASED
14. D	DATA	RELEASED
15. D	DATA	RELEASED
16. D	DATA	RELEASED
17. D	DATA	RELEASED
18. D	DATA	RELEASED
19. D	DATA	RELEASED
20. D	DATA	RELEASED
21. D	DATA	RELEASED
22. D	DATA	RELEASED
23. D	DATA	RELEASED
24. D	DATA	RELEASED
25. D	DATA	RELEASED
26. D	DATA	RELEASED
27. D	DATA	RELEASED
28. D	DATA	RELEASED
29. D	DATA	RELEASED
30. D	DATA	RELEASED
31. D	DATA	RELEASED
32. D	DATA	RELEASED
33. D	DATA	RELEASED
34. D	DATA	RELEASED
35. D	DATA	RELEASED
36. D	DATA	RELEASED
37. D	DATA	RELEASED
38. D	DATA	RELEASED
39. D	DATA	RELEASED
40. D	DATA	RELEASED
41. D	DATA	RELEASED
42. D	DATA	RELEASED
43. D	DATA	RELEASED
44. D	DATA	RELEASED
45. D	DATA	RELEASED
46. D	DATA	RELEASED
47. D	DATA	RELEASED
48. D	DATA	RELEASED
49. D	DATA	RELEASED
50. D	DATA	RELEASED
51. D	DATA	RELEASED
52. D	DATA	RELEASED
53. D	DATA	RELEASED
54. D	DATA	RELEASED
55. D	DATA	RELEASED
56. D	DATA	RELEASED
57. D	DATA	RELEASED
58. D	DATA	RELEASED
59. D	DATA	RELEASED
60. D	DATA	RELEASED
61. D	DATA	RELEASED
62. D	DATA	RELEASED
63. D	DATA	RELEASED
64. D	DATA	RELEASED
65. D	DATA	RELEASED
66. D	DATA	RELEASED
67. D	DATA	RELEASED
68. D	DATA	RELEASED
69. D	DATA	RELEASED
70. D	DATA	RELEASED
71. D	DATA	RELEASED
72. D	DATA	RELEASED
73. D	DATA	RELEASED
74. D	DATA	RELEASED
75. D	DATA	RELEASED
76. D	DATA	RELEASED
77. D	DATA	RELEASED
78. D	DATA	RELEASED
79. D	DATA	RELEASED
80. D	DATA	RELEASED
81. D	DATA	RELEASED
82. D	DATA	RELEASED
83. D	DATA	RELEASED
84. D	DATA	RELEASED
85. D	DATA	RELEASED
86. D	DATA	RELEASED
87. D	DATA	RELEASED
88. D	DATA	RELEASED
89. D	DATA	RELEASED
90. D	DATA	RELEASED
91. D	DATA	RELEASED
92. D	DATA	RELEASED
93. D	DATA	RELEASED
94. D	DATA	RELEASED
95. D	DATA	RELEASED
96. D	DATA	RELEASED
97. D	DATA	RELEASED
98. D	DATA	RELEASED
99. D	DATA	RELEASED
100. D	DATA	RELEASED
101. D	DATA	RELEASED
102. D	DATA	RELEASED
103. D	DATA	RELEASED
104. D	DATA	RELEASED
105. D	DATA	RELEASED
106. D	DATA	RELEASED
107. D	DATA	RELEASED
108. D	DATA	RELEASED
109. D	DATA	RELEASED
110. D	DATA	RELEASED
111. D	DATA	RELEASED
112. D	DATA	RELEASED
113. D	DATA	RELEASED
114. D	DATA	RELEASED
115. D	DATA	RELEASED
116. D	DATA	RELEASED
117. D	DATA	RELEASED
118. D	DATA	RELEASED
119. D	DATA	RELEASED
120. D	DATA	RELEASED
121. D	DATA	RELEASED
122. D	DATA	RELEASED
123. D	DATA	RELEASED
124. D	DATA	RELEASED
125. D	DATA	RELEASED
126. D	DATA	RELEASED
127. D	DATA	RELEASED
128. D	DATA	RELEASED
129. D	DATA	RELEASED
130. D	DATA	RELEASED
131. D	DATA	RELEASED
132. D	DATA	RELEASED
133. D	DATA	RELEASED
134. D	DATA	RELEASED
135. D	DATA	RELEASED
136. D	DATA	RELEASED
137. D	DATA	RELEASED
138. D	DATA	RELEASED
139. D	DATA	RELEASED
140. D	DATA	RELEASED
141. D	DATA	RELEASED
142. D	DATA	RELEASED
143. D	DATA	RELEASED
144. D	DATA	RELEASED
145. D	DATA	RELEASED
146. D	DATA	RELEASED
147. D	DATA	RELEASED
148. D	DATA	RELEASED
149. D	DATA	RELEASED
150. D	DATA	RELEASED
151. D	DATA	RELEASED
152. D	DATA	RELEASED
153. D	DATA	RELEASED
154. D	DATA	RELEASED
155. D	DATA	RELEASED
156. D	DATA	RELEASED
157. D	DATA	RELEASED
158. D	DATA	RELEASED
159. D	DATA	RELEASED
160. D	DATA	RELEASED
161. D	DATA	RELEASED
162. D	DATA	RELEASED
163. D	DATA	RELEASED
164. D	DATA	RELEASED
165. D	DATA	RELEASED
166. D	DATA	RELEASED
167. D	DATA	RELEASED
168. D	DATA	RELEASED
169. D	DATA	RELEASED
170. D	DATA	RELEASED
171. D	DATA	RELEASED
172. D	DATA	RELEASED
173. D	DATA	RELEASED
174. D	DATA	RELEASED
175. D	DATA	RELEASED
176. D	DATA	RELEASED
177. D	DATA	RELEASED
178. D	DATA	RELEASED
179. D	DATA	RELEASED
180. D	DATA	RELEASED
181. D	DATA	RELEASED
182. D	DATA	RELEASED
183. D	DATA	RELEASED
184. D	DATA	RELEASED
185. D	DATA	RELEASED
186. D	DATA	RELEASED
187. D	DATA	RELEASED
188. D	DATA	RELEASED
189. D	DATA	RELEASED
190. D	DATA	RELEASED
191. D	DATA	RELEASED
192. D	DATA	RELEASED
193. D	DATA	RELEASED
194. D	DATA	RELEASED
195. D	DATA	RELEASED
196. D	DATA	RELEASED
197. D	DATA	RELEASED
198. D	DATA	RELEASED
199. D	DATA	RELEASED
200. D	DATA	RELEASED
201. D	DATA	RELEASED
202. D	DATA	RELEASED
203. D	DATA	RELEASED
204. D	DATA	RELEASED
205. D	DATA	RELEASED
206. D	DATA	RELEASED
207. D	DATA	RELEASED
208. D	DATA	RELEASED
209. D	DATA	RELEASED
210. D	DATA	RELEASED
211. D	DATA	RELEASED
212. D	DATA	RELEASED
213. D	DATA	RELEASED
214. D	DATA	RELEASED
215. D	DATA	RELEASED
216. D	DATA	RELEASED
217. D	DATA	RELEASED
218. D	DATA	RELEASED
219. D	DATA	RELEASED
220. D	DATA	RELEASED
221. D	DATA	RELEASED
222. D	DATA	RELEASED
223. D	DATA	RELEASED
224. D	DATA	RELEASED
225. D	DATA	RELEASED
226. D	DATA	RELEASED
227. D	DATA	RELEASED
228. D	DATA	RELEASED
229. D	DATA	RELEASED
230. D	DATA	RELEASED
231. D	DATA	RELEASED
232. D	DATA	RELEASED
233. D	DATA	RELEASED
234. D	DATA	RELEASED
235. D	DATA	RELEASED
236. D	DATA	RELEASED
237. D	DATA	RELEASED
238. D	DATA	RELEASED
239. D	DATA	RELEASED
240. D	DATA	RELEASED
241. D	DATA	RELEASED
242. D	DATA	RELEASED
243. D	DATA	RELEASED
244. D	DATA	RELEASED
245. D	DATA	RELEASED
246. D	DATA	RELEASED
247. D	DATA	RELEASED
248. D	DATA	RELEASED
249. D	DATA	RELEASED
250. D	DATA	RELEASED
251. D	DATA	RELEASED
252. D	DATA	RELEASED
253. D	DATA	RELEASED
254. D	DATA	RELEASED
255. D	DATA	RELEASED
256. D	DATA	RELEASED
257. D	DATA	RELEASED
258. D	DATA	RELEASED
259. D	DATA	RELEASED
260. D	DATA	RELEASED
261. D	DATA	RELEASED
262. D	DATA	RELEASED
263. D	DATA	RELEASED
264. D	DATA	RELEASED
265. D	DATA	RELEASED
266. D	DATA	RELEASED
267. D	DATA	RELEASED
268. D	DATA	RELEASED
269. D	DATA	RELEASED
270. D	DATA	RELEASED
271. D	DATA	RELEASED
272. D	DATA	RELEASED
273. D	DATA	RELEASED
274. D	DATA	RELEASED
275. D	DATA	RELEASED
276. D	DATA	RELEASED
277. D	DATA	RELEASED
278. D	DATA	RELEASED
279. D	DATA	RELEASED
280. D	DATA	RELEASED
281. D	DATA	RELEASED
282. D	DATA	RELEASED
283. D	DATA	RELEASED
284. D	DATA	RELEASED
285. D	DATA	RELEASED
286. D	DATA	RELEASED
287. D	DATA	RELEASED
288. D	DATA	RELEASED
289. D	DATA	RELEASED
290. D	DATA	RELEASED
291. D	DATA	RELEASED
292. D	DATA	RELEASED
293. D	DATA	RELEASED
294. D	DATA	RELEASED
295. D	DATA	RELEASED
296. D	DATA	RELEASED
297. D	DATA	RELEASED
298. D	DATA	RELEASED
299. D	DATA	RELEASED
300. D	DATA	RELEASED
301. D	DATA	RELEASED
302. D	DATA	RELEASED
303. D	DATA	RELEASED
304. D	DATA	RELEASED
305. D	DATA	RELEASED
306. D	DATA	RELEASED
307. D	DATA	RELEASED
308. D	DATA	RELEASED
309. D	DATA	RELEASED
310. D	DATA	RELEASED
311. D	DATA	RELEASED
312. D	DATA	RELEASED
313. D	DATA	RELEASED
314. D	DATA	RELEASED
315. D	DATA	RELEASED
316. D	DATA	RELEASED
317. D	DATA	RELEASED
318. D	DATA	RELEASED
319. D	DATA	RELEASED
320. D	DATA	RELEASED
321. D	DATA	RELEASED
322. D	DATA	RELEASED
323. D	DATA	RELEASED
324. D	DATA	RELEASED
325. D	DATA	RELEASED
326. D	DATA	RELEASED
327. D	DATA	RELEASED
328. D	DATA	RELEASED
329. D	DATA	RELEASED
330. D	DATA	RELEASED
331. D	DATA	RELEASED
332. D	DATA	RELEASED
333. D	DATA	RELEASED
334. D	DATA	RELEASED
335. D	DATA	RELEASED
336. D	DATA	RELEASED
337. D	DATA	RELEASED
338. D	DATA	RELEASED
339. D	DATA	RELEASED
340. D	DATA	RELEASED
341. D	DATA	RELEASED
342. D	DATA	RELEASED
343. D	DATA	RELEASED
344. D	DATA	RELEASED
345. D	DATA	RELEASED
346. D	DATA	RELEASED
347. D	DATA	RELEASED
348. D	DATA	RELEASED
349. D	DATA	RELEASED
350. D	DATA	RELEASED
351. D	DATA	RELEASED
352. D	DATA	RELEASED
353. D	DATA	RELEASED
354. D	DATA	RELEASED
355. D	DATA	RELEASED
356. D	DATA	RELEASED
357. D	DATA	RELEASED
358. D	DATA	RELEASED
359. D	DATA	

## CENTRAL INTELLIGENCE AGENCY

This document contains neither recommendations nor conclusions of the Central Intelligence Agency or the Intelligence Community. The CIA, U.S.C. Sects. 703 and 704, disclaims all responsibility for any statement or conclusion of which it may contain to the extent that such statement or conclusion is predicated upon information furnished by another.

S-E-C-B-S-T

COUNTRY	Cuba	REPORT NO.	
SUBJECT	Railroads	DATE DISTR.	27 July 1964
DATE OF INFO.	1961	NO. PAGES	4
PLACE & DATE ACQ.	Cuba, 1961 and earlier	REFERENCES	Supplementary to [redacted]
CD/00 Case 43011 C-BR4-50998			

THIS IS UNEVALUATED INFORMATION

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

He was employed by Consolidated Railroads of Cuba for about 20 years.

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

1. I am 46 years old and I started working in November 1940 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 mainlines? 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 80 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-B-S-T

20 AUG 1964

S-YES

REF ID: A6291  
Extracted from automatic  
downgrading and  
declassification

U-YES

STATE	ARMY	NAVY	AIR	FBI	FAC	
-------	------	------	-----	-----	-----	--

INFORMATION REPORT INFORMATION REPORT

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 [redacted]
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 [redacted] The "on 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 36.8 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 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 same ports or any others used for interchange with coastwise shipping?
- A. Speaking for the Consolidated Railways of Cuba, I would say Nuevitas, Tarifa, Pasterillo, Santiago de Cuba, Boqueron, Antilla, Santa Cruz del Sur, and Castillo. 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.

S-E-C-A-E-T

- 4 -

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.

- end -

Lang: 547

Q. What are the principal centers of maritime movement from Grand Rio?

A. Principally ports of La Habana, Cienfuegos, Santiago de Cuba, and Matanzas.

Q. Is it a difficult port to enter?  
A. It is a difficult port to enter.

The principal difficulties consist of the character of the bottom, the

currents, the strength of the winds, and the lack of a harbor.

A. What are the chief shipping routes?

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

The principal shipping routes are the Atlantic Ocean, the Caribbean Sea, and the Gulf of Mexico.

S-E-C-A-E-T

SECRET/SENSITIVE

94585

## PROCESS SHEET FOR OG C COLLECTIONS

FOR FIELD USE ONLY				FOR HEADQUARTERS USE ONLY			
A. FIELD OFFICE	B. REPORT NUMBER	C. FORWARDED	D. SUGGESTED	E. CASE NUMBER	F. INDEX NUMBER	G. RELEASED	H. NOT DISSEMINATED
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	11. 12. 13. 14. 15.	16. 17. 18. 19. 20. 21.	22. 23. 24. 25. 26. 27.	28. 29. 30. 31. 32. 33.	34. 35. 36. 37. 38. 39.	40. 41. 42. 43. 44. 45.	46. 47. 48. 49. 50. 51.
6 H - 0 - 1 0 2 9 4	0 6 1 9 4	6 2 8 8 8 X	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
F. SUBJECT AND AREA				G. DATA RELEASED			
Case 42888 (Cuba)				1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	11. 12. 13. 14. 15.	16. 17. 18. 19. 20. 21.	17. 18. 19. 20. 21. 22. 23.
B. CONTACT (Name, Title, Organization, Address or 'P' Number) Frank Bertes Former President, Consolidated Railways of Cuba New Orleans, Louisiana				18. 19. 20. 21. 22. 23.	24. 25. 26. 27. 28. 29.	30. 31. 32. 33. 34. 35.	36. 37. 38. 39. 40. 41.
B. SOURCE (Name, Title, Organization, Address or 'P' Number) <i>5-9188-0</i> Same as contact.				42. 43. 44. 45.	46. 47. 48. 49. 50. 51.	52. 53. 54. 55. 56. 57.	58. 59. 60. 61. 62. 63.
C. SUB-SOURCE (Name, Title, Organization, Address)				64. 65. 66. 67. 68. 69.	70. 71. 72. 73. 74. 75.	76. 77. 78. 79. 80. 81.	82. 83. 84. 85. 86. 87.
D. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO 1. 2. 3. 4. BELOW UNLESS RESTRICTED IN SECTION E-->				E. MAY NOT BE RELEASED	CHECK THIS SECTION IF RELEASEABLE		
F. APPROVED LIST OF AGENCY CONSULTANTS				O.K.	DELETE PART AS IS	DELETE ENTIRE S.O.	
G. APPROVED EXTERNAL PROJECTS				1	2	3	
H. NON-KING AGENCIES FOR HIS STUDIES				4	5	6	
I. USA				7	8	9	
FIELD REMARKS				EDITORIAL COMMENT			
				ATTACH. NOT RETURNED			
				TO CONTROL WITH P.S.			
				FILED			
FIELD OFFICE CASE STATUS THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE) OR AGENCY				CABIN			
EFFECT ADDITIONAL INFORMATION WITHIN 7 DAYS				CABIN			
FINAL REPORT ON THIS CASE				YES	NO	EDITOR	
S/IS LARRY		L.C.		45-7	EDITOR		BRANCH STAFF CHIEF

FORM 25 USE PREVIOUS EDITION

SECRET

STANZA 4000

## INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This document contains neither recommendations nor conclusions of the Central Intelligence Agency concerning the contents of the Espionage Laws, Title 18, U.S.C. from 770 to 774, the substance or existence of which is not otherwise set forth or indicated in this document.

C-O-H-F-I-D-E-H-T-I-A-L

COUNTRY	Cuba	REPORT NO.	
SUBJECT	Condition of Railroads in Cuba	DATE DISTR.	8 June 1968
		NO PAGES	2
		REFERENCES	
DATE OF INFO.	1963		
PLACE & DATE ACQ.	--, Dec 63		

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen.

Former executive of Consolidated Railroads of Cuba who fled from Cuba in 1961.

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

On file in CIA Library is a copy of "Consolidated Statements of Rolling Stock," years ending 30 Jun 59 and 58, published by the Consolidated Railroads of Cuba, and a copy (in Spanish) of a statement of the condition of the rolling stock of all Cuban railroads, published by the Cuban Ministry of Transport and dated Havana, 2 Jul 63, both of which documents are referred to in the following report. UNCLASSIFIED.

1. From time to time I have received information from some of my former employees who are still employed by the Consolidated Railroads of Cuba (which was taken over by Castro) giving me information as to the condition of the railroads.
2. The information which I have received from time to time is to the effect that because of poor maintenance, lack of spare parts and general inefficiency, the railroads in Cuba are all but inoperative.
3. I am told that this year 1967, for the first time since Castro has been holding his big meetings in Havana on May Day, he did not transport people from the country to Havana by railroad. I judge from this that the railroads were incapable of transporting large numbers of people as they had in the past.
4. I have received from Cuba a statement concerning the condition of the rolling stock of all railroads in Cuba for the fiscal year June 1962 - June 1963.
5. A comparison with the statement of rolling stock of the Consolidated Railroads of Cuba only for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Castro seized the railroads) will show the deplorable condition of the rolling stock.

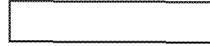
C-O-H-F-I-D-E-H-T-I-A-L

EX-1  
Excluded from automatic  
downgrading and  
declassification

MAIL	AIRTEL	TELETYPE	FAX	TELEX	NET	REC'D	FILED
------	--------	----------	-----	-------	-----	-------	-------

INFORMATION REPORT	INFORMATION REPORT
--------------------	--------------------

C-O-S-F-I-D-E-B-T-I-A-B



- 2 -

6. Of course, should Castro succeed in obtaining the locomotives which he has ordered from France, the condition of the railroads will be immeasurably improved.

- end -

Lang: 547

C-O-S-F-I-D-E-B-T-I-A-B

**SECRET**

F-945?57

三

**FIELD OFFICE CASE STATUS**  
**THIS REPORT MEETS/EXCEEDS TO REQUIREMENTS FROM (OFFICE OF AGENT).**

UNIVERSITY OF TORONTO LIBRARY SYSTEM

**CHINA REPORT ON 1978 SALES**

**PORN** **AN** **EXCUSE**

**THE DODGE BROTHERS** - **DETROIT** - **MICHIGAN**

10. The following table shows the number of hours worked by each employee.

10. The following table gives the number of hours worked by each of the 100 workers.

SECRET

3 180411