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Date: 23 May 1968 File: Frank BARTES (New Crleans) SOURCE/CONTACT SUBJECT (ODGANIZATION (Alicia Cruz BUSTILLO) OR INDIVIDUAL) ÷., . . 18 April 1968 DATE OF DOCUMENT ÷ Services/V. Thorne . ORIGINATOR Services DIVISION OR STAFF CASE OFFICER To: OS/Personnel Security Div., Paul M. Evans FOR FURTHER DEPORTATION ON SUDACE/CONDACT/SUBJECT, PLEASE REVER TO SENSITIVE DOCIMENT FILED: CASE 520 SENSITIVE LOCUMENT CONTROL MADER (Check) : [7 COMPROL OF THE ARCON DOCUMENT WILL BE HANDLED IN ACCORDANCE WITH DCS R 10-80. 8-2-0-8-2-7 🗄 (Mass \$11144 Za) duma,

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.	iam 46 years old and 1 started clerk in the Havana office of in 1953 I was elected Vice Pr Cube, the Cube Railroad and t 1954 I was elected President	the Guantanamo Western esident of the Consolic he Cuba Northern Railro	Rail: sad Company. lated Railways of sad. In February	
	President of the Cube Railroa 1958 I was elected President I held this position until Oc , cated by the Cuban Government	d and the Cuban Northa of the Consolldated Rai tober 1960 when the rai	n Railroad. In Jun Troads of Cuba and Troads were confis-	\$
	on 4 Jan 61.			•
•	Q. Can you tell me what was common carriers in Cube and w lines combined?	the tength of the main hat was the total leng	th of all branch	
	A: 1 can only speak for the Cube, which ran from Senta Ci Quantanemo. I would say that Swould be 1400 glus miles.	are to Cameguay to San	tlago de Cuba to	
3	. Q. What weight of rell is mo approximate age of most main	ast common on mainiline line rail and are the	s? What is the plates commonly used	7
	A. I would say the most communication 25 per cent of the main line 60 lbs per yard. The approx 15 to 20 years. The plates	has 125 lbs par yard. Imate age of most of th	Eldings generally u	150
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Q. How many ties exist per kilometer of main line? What type of thes are used? Are ties treated; if so, in what manner? What is the avarage life of tles in main-line service? Sen 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 kilomiter of main line. The ties are of herd 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 yerds.

A. Our main classification yards wore at Santa Clare, Comeguay, Moron, Santiago de Cube, and Guentanamo.

Q. Locate and describe the principal repair shops for steam and for diesel 6. 🗉 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 OII, 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.

Q. is any part of the system electrified?

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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.

"Q. What is the number and total length of tunnels?

A. There are no tunnels on the system.

State the number of locomotives in each major category, of diesel, steam 11. Q. 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, sume 900 hand some 600 to 650 horsepower (see 00-K-3,903,801)

Q. Please give the number of pessanger care and the number of frieght care.

A. I'm afraid that I cannot give you accurate figures. I know that we had over two thousand fraight cars but I do not remember the exact number nor do I . remamber the number of passenger cars. (See 00-K-3,903,801. The "on file" natorial contains this information.

13. Q. Ware sny passanger or fraight cars equipped with roller beerings?

A. Yes, some, but I do not remember how many, 1. Gallensta

water of the part of the first of the

16. Q. Are dissel locomotives operated in multiple?

Same Den Brene and Berlin and Article and

A. Yes, but not always, it depends on the weight of the train and the grade of the line.

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j. to

15. Does each freight train carry a caboose on its rear end?

- 3 -

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 alles per hour.

- 17. Q. Can you give the number of employees of the common carrier railroads? is there a seasonal variation is employment?
 - I can only speak for the Consolidated Railways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was vary 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 heavlest 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.

Q. What is the average length of haul? (This was stated in a 1952 report 19. es 36.8 kllometers.)

A. I would say that in 1960 it was about the same as in 1952.

Q. What are the principal routes of passenger movement? How dense are 20. such movements? ie.

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.

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1. C. C.

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A. It is not a significant factor.

Alter Q. Is less-then carlied movement of relative hapolitance in the total movement of Cubin freight? 11

A. I would say that It is not vary important.

Q. With respect to imports and exports, what ports are used for greatest . 23. Interchange of tonnage between the railroads and ocean shipping? To what extent are these semports or any others used for interchange with coastulse. shipping?

Speaking for the Consolidated Raliways of Cubs, I would say Nuevitas, Tarafa, Pestellilo, Suntiago de Cuba, Boqueron, Antilla, Sunta Gruz del Sur, and Casiida. I would say that any interchange with constwise shipping is insignificant.

Q. In what condition are the principal highways of Cuba? 24.

A. There is only one main highway on the island which runs practically the antire langth of the Island from Piner del Rio to Havane to Santiego de Cube. This highway was in poor condition when i left fube in 1961.

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11月1日、影響 化一致 中国教会会部任王文 12月1日月

Q. When cannodities dre neved by never traisport and open this shipping? A. Sugar, wood and general connedities.

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26. what is the general pattern and direction of flow of this traffic!

country to citles.

27. Q. What considerations determine the selection of the mount of transport for the major commodities moved?

A. Price, time, nature of conmodity, and facilities.

- 28. Q. What pipelines, if any, are located in Cuba?
 - A. None to my knowledge.
 - र १६ अलिसियेकरों अन्यतास्य २ वर्षे प्रदेश संस्थान विस्तार प्रदाने त्या व त्याप्रस्थ से इत्राय्त्रमा दे प्रती भ दत्ताक हो ज़्य्यदुर्व हुन्दुन्यता तत्वा प्रती र ६४ प्रतान रेल्ट्रा या प्रती हो ति रोजियर्ग त्याप्रस्य त्यात सम्ध the the group of historia de la companya de

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CENTRAL INTELLIGENCE AGENCY

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

COUNTRY	Cube	REPORT NO.	00-K 3,903,801
SARCT	Condition of Relironds in Cube	DATE DISTE	8 June 1964
		NO PAGES	8
		REFERENCES	÷
DATE OF	1963	•	
PLACE & DATE ACQ.	, Dec 63	·····	·.
	THIS IS UNEVALUATED	INFORMATION	

Former executive of Consolidated Railroads of Cube who flad from Cube in 1961.

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

An 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.7

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 meintenance, lack of spare parts and general inefficiency, the railroads in Cube are all but inoperative.

I am told that this year $\sqrt{19647}$, for the first time since Castro has been holding his big meetings in Havane on May Day, he did not transport people from the country to Havana by reliroed. I judge from this that the reliroads were incapable of transporting large numbers of people as they had in the pest.

I have received from Cube a statement concerning the condition of the rolling stock of all railroads in Cubs for the fiscal year June 1962 - June 1963.

A converison with the statement of rolling stock of the Conselldated Reliroeds of Cube only for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Cestro seized the reliroeds) will show the deplorable condition of the rolling stock.

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F-94535 SECRET WHEN FILLED IN FOR FLELD USE 648 CB . BOLLES SHEET Cast y 100 10 11 08 18 14 18 14 19 18 18 18 18 18 18 18 X 22 20 or collections! ----DIDIB6336 1 1 6 CLINA 6 C Ballors **8**18 -Prest Bartos, Former President, Commuliated Ballways of Cuba (Cuba) 24 34 30 87 30 30 m CI CI CI CA 3 Ł1/ -TYPE CO.E عما . . 100.0 T. Douglas Singer -A 91968 ancelled w Wriesas, Louisians SUBJECT -47 48 48 50 81 82 83 84 0 2 2 0 1.001 A# 94585 Frank Bartes **BN A** Formerly of lisvens, Cuba St. How of New Orleans, Louisians 110 4 4 4.1 . . 0 C Sue Musice Ulans, Fills, Organization, Address ٠ 7. 1 0 61.10 NOT DISSEMINATED -----CHECK THIS SECTION IF RELEASABLE ELTRA DIDENINATION CONTROL THIS DEPORT MAY BE RELEASED TO A RELOW UNLESS OF STRICTED IN SECTION HAT DELETE DELETE 8. TOO CENERAL O. K. NOT 82 PART 2 ENTIRE TYPE DATA SUPPLIES BEQULARLY RELEASER AS. (S S. D. APPRRYAR LINT OF SARNET CORDULTANTS NTERNAL USE ON 4. OTHER/MISCELLAN ------2. OTS. COMMUNES WITH CIA 13 4. 8514 12 4 FIELD MANKS EDITORIAL COMMENT WH-21. To: WH14/41 TIELD OFFICE CASE STATUS THE RUL TANKA ABOMBANAN INFORMATION WITHIN IMAYOL PINAL MPORT ON THIS CASE YES ND . G. CHIEF DITAL MANCH - OTAPP 8 1. 15 m ArtH. Sun Mantest SALTIUN 448 SECRET 2 (60.41) • ana ng la ng la na kar

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