



Condensed Information on Sgt. Marshall HOUTS from: WASH-SEC-OP-13 folder 14 MHZ -- 618 o September 1945

- 1.
- a. While still at Kyankpyn Major Charles J. TREES and Captain Carrol C. GARRETSON called HOUTS to their tent. (TREES was HOUTS' Commanding Officer and GARRETSON was Executive Officer to TREES.) TREES stated that GARRETSON had discovered fifty-one .45 calibre automatic pistols at Chittagong which were "charged out to no one." TREES and GARRETSON believed they could get a "good amount" of money from the sale of the weapons, but they wanted HOUTS' advice so they wouldn't get caught. (HOUTS had been in the FBI). They offered HOUTS one-third of the profit and, after several days, he agreed.
- b. On the night of 3-4 July 1945 HOUTS assisted in the clandestine delivery of the pistols to a Lt. Col. Tun Aung, a Burmese officer in the "Burma Rifles" for burial, until a market could be found.
- c. On 15 July 1945 HOUTS was questioned by the OSS investigator and assisted him in the recovery of the pistols.
- 2. During the first week that HOUTS was in Rangoon an informer told him that 90 swords had been buried in the compound of A. Habeeb. At GARRETSON's direction and expense HOUTS had the swords cleaned. On 25 May 1945 HOUTS delivered them to TREES' quarters. On 13 July 1945 TREES quarters were searched and 36 swords were found and confiscated by OSS. (Several classified documents were also found in TREES duffle bag.)
- 3. TREES, GARRETSON and personnel under their command misappropriated property (jewelry and old books) during the first two weeks of the occupation of Rangoon.
- 4. Six OSS personnel were killed in a plane crash early in June. Three parachutes were recovered from the crashed plane. GARRETSON and HOUTS had payamas and other articles of clothing tailored from the parachutes.
- 5. In Spring 1945 TREES and GARRETSON were involved in the illegal sale of opium.



- 6. In early July 1945 TREES and Houts were involved in an illegal money exchange.
- 7. Specific charges against HOUTS, as recommended by the investigating officer:
 - a. Misapplication of 50 .45 calibre automatic pistols and one Model M-3 submachine gun, property of the U.S.
 - **b.** Conspiracy with TREES and GARRETSON to misapply the above firearms.
 - c. Larceny of 86 swords.
 - d. Conspiracy with TREES and GARRETSON to feloniously take, steal and carry away 86 swords.
 - e. Conspiracy with TREES and GARRETSON to procure and deal in abandoned property found in Rangoon.

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approximate due of most value-line rell and are the pieces commonly used? A. I would say the most company used rail is 30 ice per 25 per cont of the main fine has 125 lbs per yard. Such od has par yard. The approximate against of the fig. 15 to 20 years. The plates are consolly used. 5-E-C-R-E-T S-TES THE WAS TO SEASON THE REALITY Charles Miles RECORD COPY

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- 2. How many ties exist per hiloseter of main line? What type of ties are could are ties treated; if so, in what manner? What is the average life of ties in main-tire service? Can you give an estimate of the average against lies now in the main line?
 - A. To the sest of my recollection, there are close to three thousand time our kilomater of main line. The time are of hard would but they are not treated. The average life of the time is about 15 years and I would say that the average ays of the time now on the main line is about 15 years.
- 5.2...cate and indicate also of principal froight classification yards and other feelight yards.
 - A. Our main classification yards were at Santa Ciara, Camaguay, Moron, Santiajo de Casa, and Guantanamo,
- C. Lucate and Cuscribe the principal repair shops for steem and for dienel locatorives.
 - A. We had complete repair shops for both stone and diesel locomotives in the castern outsiirts of Camaguay City. As a netter of fact, these shops are shown on the map of Camaguay City which appears on the road map of Cuba published by Esso Standard Oll, S.A. In 1956.
- 7. 2. Locate and describe the principal repair shops for freight and passanger cars.
 - A. The same stops in Capaquey City wore used for the repair of freight and passenger cars. The Consolidated Railweys of Cube did eil of their own repairs and in addition they did work for verious sugar mills in the area.
- 3. (. Is any part of the system electrified?
 - A. No
- 2. C. is there a division between lines operated by diesel and steed motive power?
 - A. No. The Constituent initiags of Cube had 84 dissels and six stem engines. The six stems engines were used more or less for energency work.
- (i), Q. What is the number and total length of tunnels?
 - A. There are no tunnels on the system.
- Q. State too number of locomotives in each major category, of diesel, steps and electric; and, inspirer as possible, break the totals down by horsepower, and and country of origin.
 - A. As I save stated, we had 84 dissal engines and aix stake engines. I sho not remarker the dutalis about these but I know that some of the classic ware 1600 horsepower, some 900 and some 600 to 650 horsepower (see 60-K-3.93,30).
- 12. C. Please give the number of passanger care and the number of frieght ware.
 - A. I'm afraid that I connot give you accurate figures. I know that we had ever two thousand freight care but I do not remomen the exact number not do I remomen the exact number of passenger care. (See 09-K-3,903,801). The "on tile" reterial contains this infermation.
- 13. Q. Work any possenger or freight cars equipped with roller bearings?
 - A. You, some, but I do not resember how many.
- 16. C. Are diesal locanutives operated in ouitiple?
 - A. Yes, but mot elways. It empends on the meight of the Irola and the grade of the lime.

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- 26. 2. What is the general pattern and direction of flow of this traffic?
 - A. From country to cities.
- 27. Q. That considerations determine the selection of the scans of transport for the anjor committee anvel: $\frac{1}{2}$
 - A. Price, ties, nature of commodity, and facilities.
- 28. Q. What pipelines, if any, are located in Cuba?
 - A. Hone to by knowledge.

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16. Q. Are diesel locomotives operated in cultiple?

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15. Q. Doos each freight troin carry a caboose on its reer end?

A. Yes

16. Q. What is the everege and maximum speed of passenger trains between stops?

A. Maximum speed was 50 miles per hour end average of not more than 30 miles per hour.

17. Q. Can you give the number of analoyous of the common carrier relirosds? Is there a sessonal variation in poployment?

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.

 Q. Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of novement.

A. I can speak only for the Consolidated Railweys of Cuba. The main traffic was on the Cuba Railroad and the Wastern Railroad of Cuba: The hosviest traffic was from Canaguay to Eusavitas. The Consolidated Railways of Cuba handled one third offsthe 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 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 Havene, I would estimate that in this traffic the railroads carried about six thousand passengers per day.

21. Q. Is delly commutation a significant factor in the movement of passengers.

A. It is not a significant factor.

22. Q. to loss-than-carloid powement of relative importance IA the total movement of Cuben freight?

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

 Q. With respect to imports and exports, what ports are used for greatest interchange of tennege between the relirouds and occan shipping? To what extent are these semports or any others used for interchange with constwise shipping?

A. Spanking for the Consolidated Railways of Cuba, I would say heavitas, Tirefa, Pastellilo, Suntlago de Cuba, Soqueron, Antilla, Sunta Crut del Sur, and Casilda. I would say that any interchange with coestwise shipping is insignificant.

26. Q. In what condition are the principal highways of Cubat

A. There is only one main highway on the island which runs practically the entire length of the island from Piner del Rio to hazene to Sentiage us two. This highway was in poor condition when a left tube in 1961.

25. Q. What assemblish are moved by secon transport and questal shipping?

A. Sugar, wood and gomeral composities.

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- 26. 2. What is the general pattern and direction of flow of tale traffici
 - A. From country to eltion.
- 27: Q. that considerations daterning the selection of the scans of transportfor the major commodities award?
 - A. Price, ties, nature of compodity, and facilities,
- 23. Q. what pipulines, If any, are located in Cuba?
 - A. None to my knowledge.

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