



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.



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** 

- 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.

21.104.5 CENTRAL INTERCIOENCE AGENCY. and september on an absoluted the property of the formation of the formation that the theory of the property o 8-4-C-A-4-T 20.50 READE: NO W-12016'33 1-70 5442 DATE DISTA 3: July 1964 Railroads NO PAGES ateler sees Supplementary to 00-20 3,003,601 2475.24 NO CD/23 Case 33311 MARIE & Caba, 1951 and earlier 50, 808 Cuban eltizen. Refugee who left Cube in January 1961. tia was employed by Consolidated Califoods of Cuba for about 20 years. The source of this information is normally evaluable for further Interrogetion, should this report generate additional requirements. 1. Ian 45 years old and I started working in Hovember 1940 as an office clark in the Mawana office of the Guantanano Western Railroad Company. In 1953 I was elected vice President of the Consolidated Sailways of Cuba, the Cuba Relirose and the Cuba Horthern Relirose. In February 1954 I was elected President of the Guantanama Wastern and Rica prisoner of the Cube Reilroad and the Cuben Rortharn Reilroad. In June 1953 I was elected Provident of the Consulidated Reilroads of Gube and I hald this position until October 1950 when the reilroads were conflicted by the Cuben Government by Lew Decree No 800. I finally left Cube on 6 Jan 61. Prisident of the Cube Railroad and the Cuben Hortharn Railroad. 2. §. Can you tell so what was the length of the nain lines operated by common corriers in Guos and what was the total length of all branch A. I can only seach for the mileggs of the Consolidator Railways of Cula, which ran from Santh Clara to Comegany to Santiago us Cuta to Contamons. I would say that the main line and the branches consined usual be 1900 plus miles. What valght of rell is most common on rain lines? What is the
approximate due of most main-line rell and are the pieces commonly used? 25 per cont of the main line has 125 lbs per years. Setting control lbs per years. The approximate ago of most of the control lbs to 20 years. The plates are canonally used. 5-6-C-A-E-T 8-1EL CAS 1.4.2 54.2 21 171 31 RECORD COPY

. a ...

- 2 -

00-X 313/01353-64

- 2. Now many ties exist per bliometer of main line? What type of ties are could are ties treated; if so, in what name? What is the average life of ties in main-ties acroice? Can you give an asticute of the average against ties how in the main line?
  - A. To the sest of my recollection, there are close to three thousand time our killmater of main line. The time are of herd would but they are not theated. The average life of the time is about 15 years and I would say that the except ayout for the time now on the main line is about 15 years.
- 3.2. cents and indicate also of principal froight classification yards and other feelunt yards.
  - A. Our main classification yards were at Sante Clare, Cameguay, Moran, Santiajo de Saue, and Guantanamo,
- 2. C. Lucate and describe the principal repair shops for steem and for diesel lucamostives,
  - A. We had complete repair shops for both stone and diesel locomotives in the castern outsfirts of Canagury City. As a netter of fact, these shops are shown on the map of Canagury City which appears on the road map of Caba 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 Capaquay City-more used for the repair of freight and passenger cars. The Consolidated Reliweys of Cube did all of their own repairs and in addition they did work for various sugar mills in the area.
- 3. G. is any part of the system electrified?
  - A. 85
- 5. C. is there a division between lines operated by diesel and steem motive power?
  - A. No. The Constituted Calibers of Cube had 84 dissels and six stem engines. The six stemm engines were used more or less for emergency work.
- (i), Q. What is the number and total length of tunnels?
  - A. There are no tunnels on the system.
- Q. Stele too number of locamatives in each major category, of diesel, steem and electric; and, inspire as possible, break the totals down by horsepower, against country of origin.
  - A. As I zero stated, we had 64 diesel engines and all steam engines. I show the remarker the details about these but I know that some of the diesels were 1000 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 affair that I commot give you accurate figures. I know that we had ever two thousand freight cars but I do not remander the exact number nor do I remander the number of passanger cars. Zoo 00-K-3,903,801. The 'on file' natural contains this information.
- 13. Q. Ware any possenger or freight cers equipped with roller bearings?
  - A. You, some, but I do not remember how many.
- 16. C. Are dissai locanatives spereted in suitiple?
  - A. Yes, but not always. It empends on the weight of the train and the trade of the lime.

1-1-C-2-E-

30 and

-E-C-A & T

eces 305/02/05/064

- 26. Q. What is the general pattern and direction of flow of this traffic?
  - A. From country to eltles,

14-00000

- Q. What considerations determine the selection of the scans of transport for the major committee moved?
  - A. Price, time, nature of commodity, and facilities.
- 23. Q. What alpailnes, if any, are located in Cuba?
  - A. Hone to by knowledge.

- ----

ومأذمم

	CENTRAL INTELLIGENCE AGENCY.
	the and the second of the second of the second Despite of the second States when the second of the Emmines (second ) is the second of the seco
	8-E-C-R-E-T
-	
cann	Cube
•	# 1500 NO 30 - 11 123/3163 - 64
salet,	Rail roads Date Date Date Date 27 July 1964
	Service Processing Control of the Processing
	ninets .
	3.455 constant is 01-2 1,903,601
0 47E 34	1951 Color 3311
CASE A	Cuba, 1951 and maritar
	- say UNIVATUATED SHOTBAT ON
\$50,800	Colon atalam Batana sha tata taha ta tanana 1961
	Cuban citizen. Refugee who left Cuba in January 1961.
	lia was employed by Consolidated Califoods of Cuba for about 20 years.
•	The source of this information is normally evaluable for further
	interrogation, should this report generate additional requirements.
1.	tan 45 years old and 1 started working in Hovember 1340 as an office
A	clark in the Mevane office of the Guentenamo Western Relicond Company. In 1953 I was elected Vice President of the Consolidated Sailways of
	Cuba, the Cuba Railroad and the Cuba Northern Railroad. In February
	1954 I was elected Provident of the Guantanamo Wastern and Yica Provident of the Cuba Railroad and the Guban Hortharn Railroad. In June
	1953 I was elected Prosident of the Consulidated Railroads of Cuba and
	I hald this position until October 1950 when the railrooms were config- cated by the Cuban Government by Lew Decree No 800. I finally left Cube
	on 4 Jan 61.
2.	Q. Can you toll me what was the length of the main lines operated by common corriers in Cube and what was the total length of all branch lines combined?
٠	A. I can only seem for the allegge of the Consolidated Railways of Cuba, which ren from Sent-Clara to Comeguey to Sentlage de Coba to Constancia. I would say that the main line and the branches combined would be 1900 plus niles.
. 3.	Q. What weight of rail is nost conson on rain lines? That is the
-	approximate ego of most main-line roll and are the pictos examily used?
	A. I would say the most comonly used rall is 30 its per pard. Asket
•	25 per cent of the main line has 125 lbs per yard. Sidings generally was 60 lbs par yard. The approximate ago of most of the rail lies rail is
	15 to 20 years. The plates are consonly used.
4.4	\$-E-C-A-E-T F.
	The Large
· · · · · · · · · · · · · · · · · · ·	1-113
	[1447] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154] 1 [154]
N. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	CHARLES CATE CATE OF THE STATE
	the second secon
	THE CORV
e	RECORD COPY
A STATE OF THE PARTY.	

Pan Daiann

\$-{-¢-4-*t*-7

00-K 323/01853-64

لربية فح ويواجز

Q. How many ties exist per Allenetar of main line? What type of ties are exact free treated; if so, in what manner? What is the average life of ties now in the main thin?

A. To this sest of my recollection, there are close to three thousand tree our Allocater of main line. The ties are of herd wood but they are not treeted. The average are of the ties is about 15 years and I would say that the average are of the ties in the main line is about 15 years.

5.C. coets and indicate also of principal freight classification yards and attached freight yards.

A. Our maio classification yards were at Santa Clara, Canaguay, Moran, Santiago de Case, and Guantanamo.

3. Lucate and describe the principal repair shops for steam and for diesel locateties.

A. We had complete repair shops for both stock and diesel locomotives in the control outsiles of Camagony City. As a natter of fact, those shops are shown on two map of Camagony City which appears on the road map of Camagony City which appears on the road map of Camagony City which appears on the road map of Camagony City which appears on the road map of Camagony City S.A. in 1956.

7. Q. Locate and describe the principal repair shops for freight and passenger cars.

A. The same shops in Canaguay City-ware used for the repair of freight and passenger cars. The Consolidated Reliways of Cube did all of their own repairs and in addition they did work for various sugar mills in the area.

3. C. Is any part of the system electrified?

14

A. Ho.

5. Q. is there a division between lines operated by diesel and steen motive power?

A. No. The Constituted Asitways of Cube had 84 dissols and six stems weglans. The six stems engines were used more or less for emergency work.

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

A. There are no tunnels on the system.

 Q. State tim number of locamotives in each major category, of diesel, stems 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 dissel engines and six stoom engines. a do not remember the dutalis about these but I know that some of the dissels were 1600 horsepower, some 900 and some 600 to 650 horsepower (som 600-K-3,903,30).

12. Q. Please give the number of passanger care and the number of frieght care.

A. I'm afraid that I cannot give you accurate figures. I know that we had ever two thousand fraight care but I do not remainer the exect number nor do I remainer the exect number of passanger care. Zee 90-K-3,903,801. The "on file" material contains this information.

13. Q. Warm may pessenger or froight cars equipped with roller bearings?

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

16. Q. Are diesel locomotives operated in cultiple?

A. Yes, but not always, it depends on the select of the Irpin and the

1-1-6-9-6-7

8-E-C-A-E-T

00-x 323/01953-64

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

A. Yes

- 16. Q. What Is the everage and maximum speed of passenger tribis 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 analoyous of the common carrier relireds?

  Is there a sessonal variation in poployount?
  - A. I can only speek for the Consolidated Railways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was wery slight.
- 18. Q. Can you describe the main freight havings pattern of the railway system of Cuba? Indicate major cosmodities and direction of novement.
  - A. I can speak only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Vostorn Railroad of Cuba. The hosviest traffic was from Canaguay to Lubavitas. The Consolidated Railways of Cuba handled one third officthe Cuban sugar crop, so that most of the traffic was from the sugar sills to the coast. However, the railway also handled cattle, rice, vogetables and oil and other commodities.
- Q. What is the average length of haul? (This was stated in a 1962 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 sense 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 computation a significant factor in the movement of passengers.
  - A. It is not a significant factor.
- 22. Q. to loss-than-cartoid powement of relative importance IA the total movement of Cuban 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 tennego between the relifereds and occan shipping? To what extent are these semports or any others used for interchange with contains shipping?
  - A. Speaking for the Consolidated Reliweys of Cuba, I would say Acavitas, Tarafa, Pastellillo, Suntlaço de Cuba, Boqueron, Antilla, Sunta Cruz del Sur, and Casildo. 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 havene to Santiage us took. This highway was in poor condition when a left Cube in 1961.
- 25. Q. that accommission are moved by motor trebanars and questal shipping?
  - A. Sugar, wood and governt composities.

8-6-6-A-E-T



## 1.0.0.0

ecek 323/01653-64

- 26. 3. What is the general pattern and direction of flow of this traffic!
  - A. Fine country to elties.
- 27: Q. that considerations datarning the selection of the scans of transportfor the major considities award?
  - A. Price, time, nature of consodity, and facilities.
- 29. Q. what pipolines, If any, are located in Cuba?
  - A. None to my knowledge.

1-E-C-A-E-T