



In Reply, Please Refer to
File No.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON 25, D.C.

March 12, 1964

(M) Information That ERNESTO RODRIGUEZ,
New Orleans, Louisiana, Possessed Tape
Recordings of OSWALD's Spanish

T-17 advised as follows:

On November 27, 1963, a widow named Mrs. MARIA RODRIGUEZ DE LOPEZ made the statement in Mexico, D. F., Mexico, that her son-in-law, a Cuban named ERNESTO RODRIGUEZ, 212 Jefferson Parish, New Orleans, Louisiana, telephone No. Vernon 5-9658, operates a Spanish school in New Orleans and had tape recordings of Spanish conversations by OSWALD. Mrs. RODRIGUEZ DE LOPEZ stated her son is opposed to Cuban Premier FIDEL CASTRO.

According to T-17, ERNESTO RODRIGUEZ, President of the Modern Language Institute, New Orleans, Louisiana, advised that OSWALD contacted him on one occasion during the last week of July or early August, 1963, and inquired concerning a Spanish language course offered at the Institute. OSWALD did not take any courses, and RODRIGUEZ had no taped recordings of OSWALD's voice. He had no knowledge of OSWALD's Spanish-speaking ability.

LEE HARVEY OSWALD

BACKGROUND OF INQUIRY

On November 28, 1963, and again on March 6, 1964, a confidential source abroad made available the original of a passenger list or manifest relating to departure No. 2, Bus No. 340, October 2, 1963, of the "Transportes Frontera, S. A. de C. V." bus line, which has its headquarters in Monterrey, Nuevo Leon, Mexico, and its Mexico City Terminal at Buenavista Street No. 7.

The confidential source abroad advised that the above-mentioned passenger list or manifest was clear evidence that LEE HARVEY OSWALD had departed from Mexico City on the bus connected therewith, which had left Mexico City at 1:00 p.m. and was scheduled to have arrived at Nuevo Laredo, Tamaulipas (across the border from Laredo, Texas), at 5:30 a.m., October 3, 1963.

The information recorded on the passenger list is handwritten; the names are not complete; and portions of it are not legible; however, the following constitutes an effort to reproduce as closely as possible the information which appears on the list:

<u>Seat No.</u>	<u>Ticket No.</u>	<u>Name of Passenger</u>	<u>Destination</u>
1	39633	Fco. Saucedo	Monterrey
2			
3	39634	Fco. Saucedo	Monterrey
4		Oswid	Laredo
5	10347	Sra. Landeros	Laredo
6	39640	Adrian Hernandez	Mty.
7	10357	Juana	Laredo
8	39649	Angel Gallegos	Monterrey
9	10343	Sra. Morales	Laredo
10	Pase	Nicolas Gonzalez	Torreon
11	10351	Rafael Flores	Laredo
12	10354	Gautier ? (Gastino)	Laredo
13		Angel Perez	
14	39650	Antonio Cazarez	Mty.
15	10356	Sra. Aguilar	Laredo
16	10355	Sra. Franco	Laredo
17	10352	Constantino Garcia	Laredo
18	39659	Eliasar Gonzalez	Monterrey
19	10353	Constantino Garcia	Laredo
20	39661	Ynignos (Iniguez ?)	Mty.

At the top of the manifest the name "Transportes Frontera" is handwritten, and in Spanish the following headings are printed:

RESERVATIONS FOR 13 O'CLOCK,

DESTINATION Laredo, DEPARTURE NO. 2,

ON BUS NO. 340, DATE 2, MONTH, October of 1963.

The underlined portions are blanks which had been completed in ink.

Following the list of passengers are the notations:
"9 Laredo, 7 Monterrey."

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COMMISSION EXHIBIT No. 2122—Continued

Handprinted at the bottom of the page is: "DRIVER, DIONISIO REYNA, FCO. SAUCEDO." There also appear the numbers "13 - 2."

On the left-hand margin of the manifest are the handwritten figures "78" and "16." At the top right-hand corner thereof are the numerals "186" and "41" and under these "227." On the back side of the document are the numbers "146.30" and "108.80" and thereunder, as though a column of addition, "255.10."

INQUIRY AT TRANSPORTES
FRONTERA BUS TERMINAL

The information which follows was made available by a second confidential source abroad on March 9, 1964:

On March 5, 1964, GILBERTO LOZANO GUIZAR advised that he is the Manager of the Mexico City Terminal of Transportes Frontera Bus Company, Buenavista Street No. 7, which has a franchise for "through service" between Mexico City, Monterrey and Laredo, Mexico, but is not permitted to sell tickets or pick up passengers at intermediate localities.

LOZANO stated that the Transportes Frontera Company has made a complete study of its records and procedures and has now arrived at the conclusion that the person designated as "OSWLD" on the October 2, 1963, passenger manifest did not purchase a ticket and could not have traveled on the trip to which it relates. He pointed out that the list of passenger reservations, tickets sold, and passengers actually boarding the bus in Mexico City are recorded on the form which is provided for that purpose and is maintained on a clip board on the counter from which ticket sales normally are made by the ticket salesman and dispatcher, FRANCISCO ALVARADO. He admitted that ALVARADO occasionally is assisted during rush hours or a temporary absence from the counter by the baggage handler, LUCIO LOPEZ MEDINA, who may receive and record reservations on the manifest but does not handle the actual receipt of payment for tickets.

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COMMISSION EXHIBIT No. 2122—Continued

According to Mr. LOZANO, a reservation is recorded by assigning a seat number as available and recording opposite the seat number assigned, the name and destination of the individual requesting the reservation. That reservation is respected under normal conditions until two hours before departure time; however, in the event all seats are not filled, it may be held until the actual departure of the bus. Prior to the departure of the bus, a final check is made of passengers in connection with tickets sold for that particular trip, and at that time the dispatcher communicates by radio to the company headquarters in Monterrey the number of "paying" passengers on the bus in relation to the Monterrey or Laredo destinations for which they purchased tickets.

FRANCISCO ALVARADO, ticket salesman and dispatcher for Transportes Frontera, advised that he prepared most of the handwriting on the October 2, 1963, manifest on which the name "OSWLD" and destination "Laredo" appear opposite Seat No. 4. He stated that he did not write the "OSWLD" reservation information and it was his opinion that the reservation had been made and the information recorded by the baggage handler, LUCIO LOPEZ. With respect to the manifest for October 2, 1963, ALVARADO furnished the following explanations:

He is quite certain at the present time that the individual designated on the list as "OSWLD" did not purchase a ticket and did not travel on the trip relating to that manifest. No ticket number was recorded for that person, and a search of the company's records in Monterrey had failed to locate a ticket stub which was not otherwise accounted for in connection with that particular trip.

The notations by ALVARADO of "9 Laredo, 7 Monterrey" reflected that he had reported by radio to the Monterrey office of the company that the bus had departed with nine "paying" passengers for Laredo and seven "paying" passengers destined for Monterrey. Listed under "NAME OF PASSENGERS" were "OSWLD" with no ticket number, indicating he did not travel; "ANGEL PEREZ" with no ticket number or destination, which confirmed that he had not purchased a ticket and had not boarded the bus; and "NICOLAS GONZALEZ," Seat No. 10, listed as having traveled on a pass to Torreon.

ALVARADO explained that the passenger manifest was merely a worksheet, and he often used it for extraneous notations, usually arithmetical. He was unable to account for the number "76" on the left-hand margin of the manifest. He believed that the number "16" was his summation of the total number of paying passengers on the bus. The numbers in the upper right-hand corner appear to represent the addition of "186" and "41," but ALVARADO could offer no explanation for the notations. The "13" and "2" at the bottom of the manifest were his notations to the effect that the bus departed at 13:00 hours on October 2, 1963.

ALVARADO and GILBERTO LOZANO stated that the notations on the back of the manifest referred to advances of funds made by ALVARADO to LOZANO from the cash for repairs, parts or other requirements. They related that the passenger lists are not kept as a permanent record, and, when the manifest was located in the "trash" at the request of investigators of the Mexican Presidential Staff, the blanks at the top of the form had not been filled in as to time, destination, trip number, bus number, and date, but they had completed those blanks from their personal knowledge in order to make that data clear to the investigators. They also had listed the names of the drivers on the form at that time. They affirmed that the handwritten "Transportes Frontera" at the top of the document had been added by some official of the Mexican Government after the document was borrowed from them.

Both LOZANO and ALVARADO stated that they had no recollection of LEE HARVEY OSWALD, could not recognize his photograph as being of any individual who had been at the terminal or travelled on that bus line, and have no personal knowledge with respect to his contacts and activities in Mexico. They could offer no explanation as to how Mexican authorities had arrived at the conclusion that OSWALD had travelled on the Transportes Frontera bus of October 2, 1963, but pointed out that after the name was located on the manifest, they had not been given an opportunity of reviewing, analyzing or checking out the data thereon.

LUCIO LOPEZ MEDINA, baggage and freight handler at

Transportes Frontera, related that he often assists the ticket salesman by recording reservations and is quite certain that he wrote the "OSWALD" and "LARED" opposite Seat No. 4 on the passenger manifest of October 2, 1963. He stated that he also had recorded the reservations and ticket sales to "FCO. SAUCEDO," one of the drivers, opposite Seats Nos. 1 and 3, "ANGEL CALLEGOS," Seat No. 8, and possibly other items on the manifest. He acknowledged that he had no personal recollection of OSWALD, could not recognize his photograph as being of anyone who had been at the bus terminal, and did not believe that OSWALD had embarked on the bus of October 2, 1963.

LOPEZ MEDINA expressed the belief, however, that the reservation was made by the individual in person, as he did not recall having received a reservation by telephone from any person who spoke very little Spanish. He stated that he has no knowledge of English.

GILBERTO LOZANO stated that his company, the Flecha Roja, and Transportes del Norte are the only bus lines which afford direct service between Mexico City and Nuevo Laredo, Tamaulipas.

INQUIRY AT FLECHA ROJA
BUS TERMINAL

On March 7, 1964, JESUS SAUCEDO, Comptroller at the terminal of the Flecha Roja (Red Arrow) bus company, Heroes Ferrocarrileros Street No. 45, Mexico City, Mexico, advised that the full and complete name of the company is Servicios Unidos Autobuses Blancos, Flecha Roja, S.A. de C.V. (The Unified Services of White Autobuses Red Arrow, Incorporated) and that the company provides bus service to numerous localities within Mexico, as well as to Nuevo Laredo, Tamaulipas, and Laredo, Texas. He explained that two trips daily are made to Nuevo Laredo and Laredo, where the line makes connection with the Continental Trailways Bus System of the United States, departures from Mexico City being scheduled for 3:15 p.m. and 7:30 p.m. each day and arrival at Nuevo Laredo 19 hours later.

SAUCEDO advised that a passenger list is prepared in duplicate for reservations and ticket sales for a given trip; that the original is carried by the driver, and the carbon copy is transmitted to him for final checking and auditing of the operation in connection with each bus.

With the assistance of Mr. SAUCEDO, a search was made of the passenger manifests of the company for all trips to Laredo for October 1, 2 and 3, 1963, without locating any information identifiable with the name LEE HARVEY OSWALD.

INQUIRY AT TRANSPORTES DEL
NORTE BUS TERMINAL

On March 9, 1964, RICARDO BELTRAN MEDINA, Manager of the Mexico City terminal of the bus line known as Transportes Del Norte at Avenida Insurgentes Sur 137, reported that his company provides bus transportation to and from various localities of Northern Mexico but principally to Nuevo Laredo and Laredo, Texas, where it makes connections with the Greyhound Lines in the United States. He explained that the company makes two trips daily from Mexico City to Laredo with departures scheduled at 8:30 AM and 9:00 PM, and arrivals in Laredo at 2:00 AM and 2:30 PM, respectively.

Mr. BELTRAN stated that his office makes passenger reservations and ticket sales manifests in duplicate and maintains a copy thereof as a permanent record. He stated very emphatically that those records had been searched by agents of the Mexican Presidential Staff, the Ministry of Government, the Federal Judicial Police, and himself, and no record had been located which might be identifiable with LEE HARVEY OSWALD. He mentioned that he had assisted with the various searches made of the company's records and that he, personally, had extended the search to include lists for several days prior to and following October 1, 1963, with completely negative results.

BELTRAN advised that his company, the Flecha Roja, and Transportes Frontera are the only bus lines which are chartered for direct service between Mexico City and Nuevo Laredo, Tamaulipas, or Laredo, Texas.