

FEDERAL BUREAU OF INVESTIGATION

FD-302 (Rev. 5-22-64)

1Date May 6, 1964UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

MIGUEL MORENO IBARRA, Chief of Mexican Customs Inspectors, International Bridge, Nuevo Laredo, Mexico, viewed the photograph of the "Bee 4" bag marked Commission Exhibit C 254, and stated that the yellow markings on the side of the bag were made by a Mexican Customs Inspector at Nuevo Laredo, Mexico, and denotes that this particular bag passed through Customs on September 26, 1963.

IBARRA explained that the yellow crayon marking system was one of two methods of marking luggage used by the Mexican Customs Inspectors. The other method is to seal the bag with tape or with a Customs sticker.

When the Mexican Customs official is busy with a lot of people passing through Customs, he will usually use the yellow crayon marking system. If the Customs official has more time he will use a sticker or colored tape and will initial the tape or sticker.

IBARRA explained that on September 26, 1963, there were six persons on duty in addition to the chief, and any of these persons could have checked the bag and made the yellow markings thereon.

Case #

Number JOHN M. KERRY
April 30, 1964Office SAN ANTONIOReference 105-2560Bureau File: 105-82555Subject LEE HARVEY OSWALDCharacter INTERNAL SECURITY - RUSSIA - CUBA

Synopsis

Investigation Greyhound bus station, U. S. A. miles, International Bridge, Laredo, Texas, to arrive at Puerto del Norte, Nuevo Laredo, Texas, concerning 1970s travel of OSWALD negative. Explanation of Flecha note and luggage guide list set out. Interviews with some persons who departed Mexico at Nuevo Laredo, Mexico, on 10/3/63 negative regarding OSWALD. Interviews with other persons who rode Greyhound bus early a.m., on 10/3/63 for portions of trip between San Antonio, Texas, and Dallas, Texas, negative regarding OSWALD. LEWIS C. BRADFORD, Austin, Texas, observed an individual in Morgan's Gun Shop, Fort Worth, Texas, on the day before Texas-SMU football game played in Dallas, Texas, on 11/2/63, which individual was considered by BRADFORD to be rude and impertinent. This individual, who told BRADFORD he had been in Marine Corps, purchased rifle ammunition. BRADFORD could not recall caliber requested. At that time BRADFORD was with his wife and brother-in-law, H. V. WHITSON; when photographs of OSWALD were published in life magazine all three agreed individual in Morgan's Gun Shop was OSWALD. WHITSON informed BRADFORD he knew this individual who had hung out at WHITSON'S used car lot. Efforts to determine if OSWALD rented safety deposit box, Laredo, Texas, negative.

- P -

REMARKS:

Commission Exhibit No. 2129

SEARCHED

On 5/5/64 at Nuevo Laredo, Mexico File # SA 105-2909by SA ROBERT L. CHAPMAN/dnb Date dictated 5/5/64

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16-74222-1 GPO

COMMISSION EXHIBIT No. 2129

COMMISSION EXHIBIT No. 2128-Continued

1Date April 15, 1964

HARRY SMITH, Manager, Greyhound Bus Station, Laredo, Texas, advised that Greyhound Bus records at Laredo, Texas, disclosed a record of Exchange Order Number 43599 and shows this order processed at Laredo in the amount of \$12.80. Mr. SMITH stated that \$12.80 is the price of a one-way Greyhound Bus ticket from Laredo, Texas, to Dallas, Texas. Exchange Order Number 43599 was issued for Greyhound Bus ticket Number 8256009 and was issued by RAUL TIJERINA, Ticket Agent on duty from 12:00 midnight to 8:30 a.m. on October 3, 1963.

Mr. SMITH advised that according to Greyhound records, this was the only International Exchange order ticket issued on October 3, 1963. Mr. SMITH further advised that RAUL TIJERINA was on duty with REYMUNDO VERA, a porter, and that bus driver J. C. ROBISON was the driver of the Greyhound Bus that departed Laredo, Texas, at 3:00 a.m. on the morning of October 3, 1963, enroute to San Antonio and Dallas, Texas.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 15, 1964

RAUL TIJERINA, Ticket Agent, Greyhound Bus Station, was interviewed and shown a photograph of LEE HARVEY OSWALD. TIJERINA advised that he was the Ticket Agent on duty at the Greyhound Bus Station, Laredo, Texas, from midnight to 8:30 a.m. on the morning of October 3, 1963, and that he issued Ticket Number 8256009 on International Exchange Order Number 43599. TIJERINA stated that he does not recall this transaction specifically, and, after viewing a photograph of LEE HARVEY OSWALD, advised that he does not recall having issued a Greyhound Ticket Number 8256009 specifically to LEE HARVEY OSWALD and that the photograph did not appear to be familiar to him, TIJERINA.

TIJERINA advised that he had been previously interviewed concerning this matter and could not recall LEE HARVEY OSWALD having passed through the Greyhound Bus Station at Laredo, Texas, on the morning of October 3, 1963.

TIJERINA verified that the porter on duty with him the early morning of October 3, 1963, was REYMUNDO VERA.

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 15, 1964

REYMONDO VERA, Porter, Greyhound Bus Station, Laredo, Texas, was interviewed and was exhibited a photograph of LEE HARVEY OSWALD.

VERA advised that from the Greyhound Bus records, he had verified that he was on duty between midnight and 8:30 a.m. of October 3, 1963, but that he does not recall LEE HARVEY OSWALD as having been in the Greyhound Bus Terminal on the morning of October 3, 1963.

1Date April 15, 1964

J. C. ROBISON, Bus Driver, Greyhound Bus Station, Laredo, Texas, advised that he was the driver of the Greyhound bus that departed Laredo, Texas, at 3:00 a.m. on the morning of October 3, 1963, enroute to San Antonio and Dallas, Texas. ROBISON advised that he was the driver of the bus only from Laredo, Texas, to San Antonio, Texas. ROBISON checked the "Dispatcher's Sheet" for October 3, 1963, which showed that he, ROBISON, departed Laredo, Texas, at 3:00 a.m. enroute to San Antonio, and that he had 21 passengers aboard, 20 of whom were enroute to San Antonio, Texas. Of the 20 going to San Antonio, 7 were continuing on north of San Antonio which could be to Dallas, and 3 were going east of San Antonio, which could be to Houston, Texas.

ROBISON viewed the photograph of LEE HARVEY OSWALD and advised that he could not recall LEE HARVEY OSWALD having been on the bus that he was driving from Laredo, to San Antonio, Texas, and further stated that he did not recall any person with a sack of bananas on the October 3, 1963, bus, from Laredo to San Antonio, Texas.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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1Date April 15, 1964

PEDRO MOLANO, Terminal Manager, Transportes del Norte, advised that Bus Number 373 arrived in Nuevo Laredo, Mexico, from Mexico City at 1:35 a.m., October 3, 1963, and was driven by ALVARO IBARRA whom, Mr. MOLANO stated, was presently in Monterrey, Mexico, but would return to Nuevo Laredo, Mexico, on April 7, 1964.

1Date April 15, 1964

ALVARO IBARRA, Driver of Transportes Del Norte Bus Number 373 from Monterrey, Nuevo Leon, Mexico, to Nuevo Laredo, Tamaulipas, Mexico, the early morning of October 3, 1963, was interviewed at Multifamiliar Apartment Building, Nuevo Laredo, Mexico. Police Officer RODOLFO GUZMAN, Nuevo Laredo Police Department, was present during the interview.

IBARRA advised that he could not recall any incident with Mexican Immigration that he could place as being on October 3, 1963. IBARRA stated that Bus Number 373 that he drives from Monterrey to Nuevo Laredo, Mexico, is the direct connection for Chicago, Illinois, and almost daily Mexican Immigration takes persons off the bus to check their papers since people of all nationalities ride this bus.

IBARRA could recall no one with bananas and stated that he drove Bus Number 373 all the way to the Greyhound Terminal in Laredo, Texas, and was with the bus and the passengers as they checked through the Mexican and American authorities.

IBARRA viewed a photograph of LEE HARVEY OSWALD, and he stated that he had commented when he first saw OSWALD's photograph in newspapers following the assassination of President KENNEDY that the "face of OSWALD did not appear unfamiliar." IBARRA continued that he was not sure if he had ever seen OSWALD and could not place him on Bus Number 373 from Monterrey, Nuevo Leon, Mexico, to Nuevo Laredo, Mexico, and Laredo, Texas, on the morning of October 3, 1963.

IBARRA advised that he, IBARRA, was the only driver and the entire run from Monterrey is at night and only covers a period of approximately four hours, whereas the trip from Mexico City to Monterrey, Mexico, on the connecting bus covers a much longer period, including daylight hours, and has two bus drivers.

On 4/6/64 at Nuevo Laredo, Mexico File # SA 105-2909

by SAs ROBERT L. CHAPMAN and LEOPOLDO E. ARMIJO/dnb Date dictated 4/10/64

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On 4/7/64 at Nuevo Laredo, Mexico File # SA 105-2909

by SAs LEOPOLDO E. ARMIJO and ROBERT L. CHAPMAN/dnb Date dictated 4/13/64

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Date April 15, 1964

WALTER SEAWELL, Inspector in Charge, U. S. Customs, Laredo, Texas, advised that the normal procedure at the International Bridge on the midnight to 8:00 a.m. shift concerning the checking of busses from Mexico is that the bus will pull into the U. S. Customs check points at the International Bridge and all passengers will unload. Those persons who have been to the interior of Mexico and do not have smallpox vaccinations must report to the United States Public Health Service for vaccinations. Those passengers who are not citizens must report to Immigration and Naturalization Service and produce proper documents for entrance into the United States. All baggage is checked through the U. S. Customs by the Customs Inspector. The United States Department of Agriculture Inspector checks for plants and helps Customs or other Inspectors. All Inspectors on duty, that is, U. S. Department of Agriculture, U. S. Public Health, Immigration and Naturalization Service, or U. S. Customs Service, may assist each other since they are the only authorities on duty at the International Bridge between midnight and 8:00 a.m.

Mr. SEAWELL advised that Customs records disclose that two busses entered the United States from Mexico between midnight and 8:00 a.m. on the morning of October 3, 1963, and that these two busses contained a total of 15 passengers and 32 pieces of luggage. Mr. SEAWELL advised that the passengers are not identified and that only the baggage claim ticket number is listed on the Customs record and that this record is actually filled out by the employees of the Mexican Bus service prior to the bus entering the United States and that this baggage form that is filled out by the bus company employees is turned over to the U. S. Customs Inspector by the driver of the bus.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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Date April 15, 1964

VICTOR GUNNOE, U. S. Customs Inspector, International Bridge, Laredo, Texas, advised that he was on duty at the International Bridge from midnight, October 3, 1963, until 8:00 a.m., October 3, 1963.

GUNNOE was shown photograph of LEE HARVEY OSWALD, and he advised that he did not recall LEE HARVEY OSWALD having checked through the International Bridge, Laredo, Texas, during his shift from 12:00 midnight to 8:00 a.m., October 3, 1963.

GUNNOE advised he did not recall any incident where an individual had checked with the Customs Inspector or any authorities on duty concerning the entry of bananas into the United States. GUNNOE advised that it is legal for people to bring bananas into the United States and that any inquiry concerning the entry of bananas would have been answered by any American authorities on duty at the International Bridge with the statement that the bananas could be brought into the United States.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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1Date April 15, 1964

WILLIAM S. HUNTER, U. S. Immigration Inspector, Immigration and Naturalization Service, International Bridge, Laredo, Texas, advised that he was on duty between midnight and 8:00 a.m. on the morning of October 3, 1963.

HUNTER was exhibited the photograph of LEE HARVEY OSWALD, and he advised that he did not recall OSWALD having passed through the U. S. Immigration and Naturalization Service on the morning of October 3, 1963.

HUNTER further advised that he did not recall any incident where a person had made inquiry concerning the entry of a sack of bananas into the United States on the morning of October 3, 1963.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 15, 1964

ABRAHAM DILLY, U. S. Border Quarantine Inspector, U. S. Public Health, International Bridge, Laredo, Texas, advised that he was the U. S. Quarantine Inspector on duty at the International Bridge from 12:00 midnight to 8:00 a.m. on October 3, 1963.

DILLY was exhibited a photograph of LEE HARVEY OSWALD, and he advised that he did not recall LEE HARVEY OSWALD having been checked through the International Bridge between 12:00 midnight and 8:00 a.m. on October 3, 1963.

DILLY advised that he did not recall any incident where anyone had asked concerning the entry of bananas on the morning of October 3, 1963.

On 4/6/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 15, 1964

RAY W. BAKER, Plant Quarantine Inspector, U. S. Department of Agriculture, International Bridge, Laredo, Texas, advised that he was on duty at the International Bridge from 12:00 midnight until 8:00 a.m. the morning of October 3, 1963.

BAKER viewed a photograph of LEE HARVEY OSWALD, and he advised that he did not recall OSWALD having passed through the International Bridge during his shift from midnight to 8:00 a.m. on October 3, 1963.

BAKER advised that the situation concerning the entry of bananas into the United States is that they can be brought into the United States by anyone and that inquiries concerning the entry of bananas would have been answered to the effect that the bananas could be brought into the United States. BAKER advised that he did not specifically recall anyone asking or making any inquiry concerning the entry of bananas on the morning of October 3, 1963.

On 4/5/64 at Laredo, Texas File # SA 105-2909
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COMMISSION EXHIBIT No. 2129—Continued

1Date April 15, 1964

M. L. MURPHY, U. S. Customs, Laredo, Texas, furnished a copy of "Inward Manifest of Baggage Car, Bureau of Customs," Form 7533-A. Mr. MURPHY stated that this form is filled out by the Mexican transportation company on all passengers coming from Mexico to the United States. Mr. MURPHY furnished the "Inward Manifest of Baggage Car" form filled out by Transportes Del Norte for Bus Number 396 (note this should be for Bus Number 373) from Monterrey, Mexico, to Laredo, Texas, for October 3, 1963. The driver of the Transportes Del Norte bus was A. IBARRA, who surrendered the Form 7533-A to U. S. Customs Inspector VDG (VICTOR D. GUNNOE) who marked this form "cleared 10/3/63, VDG 2:30 AM." This form lists the baggage by claim check number and reflects that 18 pieces of baggage were on the bus.

On 4/8/64 at Laredo, Texas File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/13/64

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 16, 1964

LEOBANCO MEDELLIN, Assistant Manager, Transportes Del Norte Bus Company, Nuevo Laredo, Mexico, advised that on the morning of October 3, 1963, between the hours of 12:00 midnight and 8:00 a.m. only two busses arrived at Nuevo Laredo, Mexico, and crossed to Laredo, Texas. These two busses should have been Bus Number 352 from Monterrey, Nuevo Leon, Mexico, and Bus Number 373 from Monterrey, Nuevo Leon, Mexico. Transportes Del Norte Bus Number 352 arrived at Laredo, Texas, at 1:25 a.m.

MEDELLIN stated Transportes Del Norte Bus Number 373 arrived from Monterrey, Nuevo Leon, Mexico, at approximately 1:25 a.m. and crossed into Laredo, Texas, at approximately 2:30 a.m. and the driver was ALVARO IBARRA.

MEDELLIN stated that the "Inward Manifest of Baggage Car," Form Number 7533-A, showing Bus Number 396 arriving in Laredo, Texas, at 2:30 a.m. and being driven by A. IBARRA is in error as to the number of the bus since it definitely should have been marked Bus Number 373.

MEDELLIN further advised that Transportes Del Norte Bus Number 396 on October 3, 1963, departed Nuevo Laredo, Mexico, for Monterrey and Mexico City at 2:30 a.m. and was driven by bus driver RUBEN GONZALEZ. This same bus, Number 396, had arrived in Nuevo Laredo, Mexico, from Monterrey on October 2, 1963, at 8:30 p.m. Bus Number 396 did not return to Nuevo Laredo, Mexico, until October 5, 1963, at 3:00 p.m., and it was driven by A. IBARRA.

On 4/15/64 at Nuevo Laredo, Mexico File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/15/64

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COMMISSION EXHIBIT No. 2129—Continued

1Date April 17, 1964

On April 7, 1964, GILBERTO CAZARES GARZA, Chief of Mexican Immigration, Nuevo Laredo, Mexico, advised that HELIO TUEXI MAYDON and ZEFERINO ESPINOSA RAMOS were the Immigration Inspectors on duty at the Mexican Immigration headquarters, International Bridge, Nuevo Laredo, Mexico, on the 6:00 a.m. to 2:00 p.m. shift on September 26, 1963. ZEFERINO ESPINOSA RAMOS was in charge of the shift. The stamp of RAMOS or of HELIO TUEXI MAYDON would appear on the entry permits of all persons entering Mexico at Nuevo Laredo, Mexico, between 6:00 a.m. and 2:00 p.m. on September 26, 1963, by bus or automobile, according to GILBERTO CAZARES GARZA.

On 4/7/64 at Nuevo Laredo, Mexico File # SA 105-2909
by SA ROBERT L. CHAPMAN/dnb Date dictated 4/13/64

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COMMISSION EXHIBIT No. 2129—Continued

FEDERAL BUREAU OF INVESTIGATION

1Date April 17, 1964

SA 105-2909

On April 7, 1964, ROBERTO RAMOS, Manager of Flecha Roja (Red Arrow) Bus Lines, Nuevo Laredo, Mexico, advised that Red Arrow Bus from Nuevo Laredo, Mexico, to Mexico City, Mexico, normally carries a total of 41 passengers and is normally loaded to capacity. RAMOS advised that no passenger manifest is made, and the only record is the baggage guide that contains the names of only those persons on the bus with baggage.

Mr. RAMOS stated that the baggage guide for Bus Number 516 that departed Nuevo Laredo, Mexico at 2:00 p.m. on September 26, 1963, enroute to Mexico, D. F., was prepared by ALFONDRÓ CONTRERAS, and the person who drives all of the busses that operate between Nuevo Laredo, Mexico, and Laredo, Texas, connecting Continental passengers with Flecha Roja or Red Arrow Bus Lines for trips into Mexico is EDUARDO CERVERA.

Baggage Guide List of Red Arrow Bus No. 516

Nuevo Laredo to Mexico City

9/26-27/63

EXHIBIT D-107

On 4/7/64 at Nuevo Laredo, Mexico File # SA 105-2909
 by SA ROBERT L. CHAPMAN/dnb Date dictated 4/13/64

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SA 105-2909

Exhibit D-107 is the baggage guide list or manifest (Guia de Equipajes) dated September 26, 1963, at Nuevo Laredo, Mexico, for Red Arrow bus number 516. This manifest shows that bus 516 departed from Nuevo Laredo, Mexico, at 2:15 p.m. en route to Monterrey, Mexico, and Mexico City. The driver of the bus was listed as ROBERTO MORALES.

The baggage guide list (D-107) was originally reported on pages 10 and 11 of San Antonio report in this case dated December 17, 1963, in which it was reported that the list disclosed that 18 passengers boarded the bus at Nuevo Laredo on September 26, 1963, 6 of whom were destined to Monterrey and 12 to Mexico City. As a result of the information developed from Mr. ROBERTO RAMOS as previously reported and from Mr. ALEJANDRO CONTRERAS which is to be reported hereinafter, it has now been established that the baggage list indicates the number of pieces of luggage checked on the bus rather than the number of passengers.

As a matter of ready reference, exhibit D-107 is set forth as follows:

Seat No.	Person	Destination	Baggage Claim Check	Type of Baggage	Customs Check
1	PABLO VASQUEZ	Mexico City	#257512	Veliz	Marked
2	-----	Mexico City	#257513	"	"
3	S. MORAN	Mexico City	#257580	"	"
4	ALFREDO BRESENO	Mexico City	#257577	"	"
5	ROSA SORQUIS	Mexico City	#257578	"	#7318061

SA 105-2909

6.	1. GONZALES	Mexico City	#257579	"	#7318060
7.	ANDRES MORALES	Monterrey	#257575	"	Marked
8.	-----	Monterrey	#257574	Caja (box)	"
9.	GPE. MARTINEZ	Monterrey	#257576	Veliz	Marked
10.	(INU) ROVEN	Mexico City	#320438	Maletin (small handbag)	"
	(NOTE: Probably should have been Bowen per entry at Seat 15).				
11.	HARRY J. MITCHELL	Monterrey	#320200	"	"
12.	-----	Monterrey	#320202	Veliz	"
13.	-----	Monterrey	#320201	"	"
14.	LEE H. OSWALD	Mexico City	#320435	"	"
15.	(INU) BOWEN	Mexico City	#320441	"	"
16.	-----	Mexico City	#320440	"	"
17.	JOHN MC FARLAND	Mexico City	#320437	"	#7317276
18.	-----	Mexico City	#320436	"	#7317277

Mexican Customs Inspector of baggage into Mexico placed the notation "marked" when luggage or veliz contained clothing and articles of small value. Whenever luggage contained clothing or other articles of great value, it was given a customs inspection number for entry into Mexico, thus accounting for the customs inspection numbers as opposed to the customs notation "marked."

The correct baggage claim checks for entries at seats 17 and 18 should have been previously reported as checks number 320437 and 320436 and the numbers 7317276 and 7317277 should have appeared as indicated above in

Date 4/9/64

the Customs Check column at seats 17 and 18 respectively. The number 731P061 should have appeared in the Customs Check column at seat 5.

The afore-mentioned baggage list when previously recorded in the December 17, 1963, report made at San Antonio indicated that the lines appearing in the list at seats 2, 8, 12, 13, 16 and 19 denoted that individuals were aboard the bus traveling with the persons listed in the seats immediately preceding the seats in question.

In light of the revelations of Messrs. RAMOS and CONTRERAS, it has been ascertained that the lines drawn at the points in question, in fact, represent additional pieces of luggage belonging to the individuals listed in the preceding seats or to members of their party.

In addition, the baggage list as set forth herein has been amended from the list appearing in the December 17, 1963, report made at San Antonio in that the name "ROIC" for the person recorded at seat 5 has been changed to "ROSA" in light of the comments of Mr. CONTRERAS.

The abbreviated first name "APE," for the person recorded at seat 9 as reported in the earlier report has been amended to "GPE.," most likely the abbreviation of the female name GUADALUPE. In this connection, the first letter in the abbreviation of the name at seat 9 on D-107 appears to more closely resemble the letter "G" in the name "GONZALES" for the person recorded in seat 6. The name OSWALD in the list as previously reported has been changed to OSWALJ as the best possible interpretation of the hand printing.

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COMMISSION EXHIBIT No. 2129—Continued

L. H. YARBROUGH, dispatcher, Greyhound Bus Terminal, 500 North St. Mary's Street, advised the records of his office reflect that Greyhound Bus #1265 was used in making the Laredo-Chicago run which left Laredo, Texas, at 3:00 a.m. on October 3, 1963, and arrived in San Antonio at about 6:20 a.m., October 3, 1963, with 20 passengers. It carried seven passengers going north of San Antonio. The bus was operated by J. C. ROBISON, 119 Ferncliff, Apartment B, San Antonio.

The records reflect that Greyhound Bus #1265 left San Antonio at 7:10 a.m., October 3, 1963, with a total of 30 passengers. The driver of this bus from San Antonio to Dallas was BEN JULIAN, an extra operator who resides in Dallas, Texas. After viewing the photograph of LEE HARVEY OSWALD, Mr. YARBROUGH stated he does not recall ever seeing this individual or anyone fitting his description.

On 4/7/64 at San Antonio, Texas File # SA 105-2909

by SA BRUNO E. DREYER/csh Date dictated 4/9/64

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COMMISSION EXHIBIT No. 2130