



LEE HARVEY OSWALD

In Reply, Please Refer to  
File No.

New Orleans, Louisiana  
March 25, 1964

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SCHROEDER further pointed out that normally mail departing from Austin, Texas, on the above Star Route, arriving Houston, Texas, about 4:00 a.m. on September 24, 1963, would depart Houston, Texas, via Train No. 2 at 9:25 a.m., September 24, 1963, and arrive in New Orleans, Louisiana, about 5:30 p.m., September 24, 1963. He is unable to determine from the records in his office if any variation in scheduled times existed in Houston or New Orleans on September 24, 1963.

On March 23, 1964, Mr. J. D. Fuchs, Manager, Winn-Dixie Store #1425, 4303 Magazine Street, New Orleans, advised that, as previously reported, the store hours on September 24 and 25, 1963, were from 8:00 AM to 7:00 PM. On both dates, cash registers were cut off at 4:00 PM or within a few minutes thereafter to recap the d.a./s work.

Mr. Fuchs related that he does not maintain the time records of himself and the other employees at the store. These records are in possession of their main office located in Harahan, Louisiana. Each employee, on coming on duty, signs the time in on the card and as the employee leaves for any reason, such as lunch, the employee places the time out on the card. This is all done by the employee and no time clock is used. It is necessary for each employee to record exactly the time in and out and no employee is to remain in the store after the employee finishes his duties and signs out on the card.

On March 23, 1964, Mr. David A. Segura, Assistant Office Manager, Winn-Dixie Louisiana, Inc., 600 Edwards Avenue, Harahan, Louisiana, produced the time cards for T. F. Fisher and J. D. Fuchs for the week ending September 26, 1963. On examining these cards, he said they should be for the week ending September 27, 1963, and that the "26" was apparently an error on the part of Store 1425 only. The card for T. F. Fisher reflects that, on Tuesday (September 24, 1963), she worked a total of six hours from 1:00 PM to 7:00 PM. On Wednesday (September 25, 1963), she worked for a total of five hours from 8:00 AM to 1:00 PM.

The card for J. D. Fuchs reflects that on Tuesday (September 24, 1963), he worked a total of nine hours from 6:00 AM to twelve noon and 1:00 PM to 4:00 PM. On Wednesday,

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(September 25, 1963) he worked a total of 10½ hours from 6:00 AM to noon and from 1:00 PM to 5:30 PM.

Mr. Segura stated that these cards are maintained for a period of two years and, if they are ever needed, a subpoena duces tecum should be directed to Mr. David A. Segura, Assistant Office Manager, Waco-Sixie Louisiana, Inc., 600 Edwards Avenue, Harahan, Louisiana.

Mrs. Ruth St. Clair, Clerk, Office of the Postal Inspector, Room 2002, Post Office, New Orleans, Louisiana, advised on March 20, 1964, that post office box number 30061 is a combination lock box located in the Lafayette Substation. The lock boxes in this substation are available to the public 24 hours a day, seven days a week.

On March 24, 1964, Mr. Lee Robertson, Postal Inspector, Room 2002, United States Post Office, New Orleans, Louisiana, advised that his records reflect that there has never been any airlift of mail involving mail traveling between Austin, Texas, and New Orleans, Louisiana. He learned from Mr. Henry J. Tio, Transfer Clerk of the United States Post Office, that train #2 of the Southern Pacific Railroad, known as the Sunset Limited, arrived in New Orleans, Louisiana, at 6:00 PM on September 24, 1963. Mr. Tio's records reflect that there were two cars of bulk mail and one car of preferential mail, which consisted of first-class mail. According to Mr. Tio, the first-class mail is unloaded on arrival at Union Station in New Orleans prior to the mail cars being switched over to the track alongside the post office. The earliest possible time that any of this first class mail could reach the post office dock would be 6:15 PM on September 24, 1963, with the time varying between 6:15 PM and 6:40 PM, according to the arrival of that particular train. He stated that there would have been some delay in the handling of mail destined for New Orleans since they customarily transfer mail to Louisville and Nashville Railroad train #34, which departs Union Station at 5:50 PM. It is necessary to have this mail ready to unload

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first from the car in order to make connections with the Louisville and Nashville train when the Southern Pacific train is on time. Their records reflect that the connection was not made in view of the lateness of the arrival of Southern Pacific train #2.

On March 24, 1964, Mr. Marcus M. McWaters, Director of the Operation Division of the United States Post Office, New Orleans, advised that upon the arrival of the mail from train #2 of the Southern Pacific Railroad, it is taken to the Incoming Section of the Post Office and goes to the Primary Section. Sometime during the night, this mail is worked and the mail destined to boxes in the Lafayette Substation is separated into one bin. No further separation is made of this box mail for the Lafayette Substation until it actually arrives at the substation. At 4:30 AM the morning following the receipt of the mail, the mail for the various substations throughout New Orleans is "pulled down" and transferred to trucks for dispatch to the substation. The mail for the Lafayette Substation is dispatched about 4:55 AM to coincide with the arrival of the first employee of the substation.

Mr. McWaters stated that the Lafayette Substation does not have any employees on duty during the evening hours. He checked his records and found out that the Lafayette Substation was closed at 5:45 PM on September 24, 1963 by Clyde Ventura, Assistant Station Superintendent. The first employee on duty at the substation was Substitute Clerk, R. Tankersley, who reported for duty and opened the substation at 4:40 AM. He stated that the first employee arrives about that time to receive the first dispatch of mail from the main post office. The box mail is sorted at the substation after receipt and this sorting and distribution of mail into the boxes would be completed about 7:00 AM. He said that the area in which the boxes are located is accessible to the public 24 hours a day, but there is no mail put in the boxes between 5:45 PM and 5:00 AM the following day.