

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

HO 105-1291

## Copy to:

Report of: SA EDWIN DALRYMPLE  
Date: 3/24/64  
Office: Houston

Field Office File #: Houston 105-1291  
Bureau File #: 105-82555

Title: LEE HARVEY OSWALD

Character: INTERNAL SECURITY - R - CUBA

## Synopsis:

Records of Houston, Texas, Post Office reflect Star Route mail truck which departed Austin, Texas, 10:00 PM on 9/23/63 arrived Houston, Texas, 2:40 AM, 9/24/63. Mail Superintendent stated this mail "invariably" proceeds to New Orleans on Southern Pacific train number 2, scheduled to arrive New Orleans 5:30 PM daily, unless train number 2 is reported more than one hour behind schedule. Records reflect train number 2 arrived Houston, Texas, 8:50 AM, 9/24/63 (ahead of schedule), departed Houston 9:46 AM (21 minutes behind schedule) and arrived New Orleans, Louisiana, 6:00 PM, 9/24/63. Mail Superintendent at Houston advised above facts considered conclusive evidence mail departing Austin 10:00 PM, 9/23/63, arrived New Orleans 6:00 PM, 9/24/63.

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DETAILS: AT HOUSTON, TEXAS:

Previous investigation disclosed unemployment check for LEE HARVEY OSWALD was placed in regular mail at Austin, Texas, on September 23, 1963, and would normally have left Austin at 10:00 PM on September 23, 1963, by Central Freight Lines truck via Star Route number 48703-T en route Houston, Texas. Investigation at Austin disclosed the above mail truck would normally arrive at Houston on or before 4:00 AM and mail received from Austin would be transferred to train number 2 which would transport it from Houston to New Orleans, with a

scheduled arrival at New Orleans at 5:30 PM, September 24, 1963. Investigation reported below was conducted to determine if these mail routing procedures were followed on September 23 - 24, 1963.

On March 23, 1964, JACOB LUTZI, JR., General Superintendent of Mails, U. S. Post Office, Houston, Texas, confirmed the general procedures of routing mail as outlined above. Mr. LUTZI checked permanent records maintained by his office and reported that the regular mail received from Austin on September 24, 1963, although scheduled to arrive at 4:00 AM by Star Route truck, actually arrived at 2:40 AM. LUTZI stated this was not unusual inasmuch as this mail truck was invariably arriving at Houston and subsequent to September 23, 1963, the schedule was actually changed to show its arrival at 3:00 AM each date.

With respect to mail arriving from Austin by the above route, LUTZI and HENRY A. TATSCHE, Assistant Superintendent of Mails, reported that this mail would "invariably" proceed from Houston to New Orleans via Southern Pacific train number 2 scheduled to depart Houston at 9:25 AM and to arrive at New Orleans at 5:30 PM. LUTZI stated on very rare occasions information would be received that Southern Pacific train number 2, which originates in California, was to be one hour or more late in arriving at Houston, and on those rare occasions the mail for New Orleans would be transported by truck to the Union Station in Houston and placed aboard train number 50 which travels via Baton Rouge, Louisiana, to New Orleans. Train Number 50 is scheduled to leave Houston at 9:05 AM and to arrive at New Orleans at 6:35 PM. LUTZI stated the latter procedure is very seldom utilized and regular mail is otherwise always transported by Southern Pacific train number 2, regular mail never being dispatched to New Orleans by air or by any other mode of transportation. LUTZI checked other records on file in his office and reported that on September 24, 1963, Southern Pacific train number 2 from California actually arrived at Houston at 8:50 AM, being five minutes ahead of schedule. His records indicated this train left Houston at 9:45 AM on September 24, 1963, en route New Orleans, this departure being twenty minutes later than the scheduled departure at 9:25 AM. These records indicated the reason for this slight delay was "loading mail."

LUTZI stated that the above shipment of mail from Austin invariably arrives several hours before the departure of train number 2 for New Orleans and no difficulty is

OFFICE OF THE DIRECTOR



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WASHINGTON, D. C. 20535

HO 105-1291

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BY COURIER SERVICE

experienced in processing this mail and having it ready for the train to New Orleans. LUTZI pointed out that other shipments of mail are received throughout the early morning from various points and it is possible to process mail received at the Houston Post Office as late as 7:30 AM and still dispatch it for New Orleans on the 9:25 AM train. LUTZI stated that the above facts constitute "conclusive evidence" to him that all mail for New Orleans received from Austin by the Star Route truck which arrived at Houston at 2:40 AM on September 24, 1963, left Houston at 9:45 AM on September 24, 1963, on Southern Pacific train number 2 for New Orleans.

On March 23, 1964, H. J. ADAMS, Superintendent of Transportation, Southern Pacific Company, Houston, Texas, checked permanent records on file in his division and advised these records indicated that Southern Pacific train number 2 arrived at Houston, Texas, from California at 8:50 AM on September 24, 1963, and departed Houston at 9:46 AM on September 24, 1963, en route New Orleans. ADAMS stated these records further show that this train actually arrived at New Orleans at 6:00 PM on September 24, 1963, this being thirty minutes later than the scheduled arrival time. ADAMS stated the above train number 2 would have proceeded to the New Orleans Union Passenger Station, and he would estimate it would take approximately thirty minutes to one hour for mail transported on this train to be unloaded and transferred to the New Orleans Post Office.

Honorable J. Lee Rankin  
General Counsel  
The President's Commission  
200 Maryland Avenue, Northeast  
Washington, D. C.

Dear Mr. Rankin:

Reference is made to your letter dated August 28, 1964, concerning a recontact with Mrs. Virginia Louise Davis who, with her husband, operates the Sports Drome Rifle Range in Dallas, Texas.

Enclosed are two copies of a memorandum dated September 4, 1964, Dallas, Texas, captioned "Lee Harvey Oswald" which reveals interviews with Mr. and Mrs. Davis. Also enclosed are six pages, 12 by 8½ inch lined tablet paper and two sheets of 7 by 5½ inch memorandum paper of the "F. B. McIntire Equipment Company" referred to by Mr. and Mrs. Davis as the "sign-in" register.

Mr. and Mrs. Davis have requested the "sign-in" register be returned to them upon the completion of its use by the President's Commission.

Sincerely yours,

Enclosures (10)

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