

FEDERAL BUREAU OF INVESTIGATION

1Date 1/2/64

Arnold Petersen, National Secretary and Treasurer, Socialist Labor Party (SLP) and New York Labor News Company, 61 Cliff Street, New York 38, New York, advised that he has been the National Secretary and Treasurer of the SLP since 1914.

He explained that approximately two weeks ago he received a letter from Horace Twiford, Houston, Texas, who is a National Committee Man at Large in the State of Texas for the SLP. Twiford advised, in his letter, that he had been contacted by a representative of the Federal Bureau of Investigation (FBI) in Texas who was inquiring about Lee Harvey Oswald. Petersen did not have a copy of this correspondence but stated that Twiford had indicated that Oswald had evidently received literature from the SLP. Petersen said that he had never heard of Oswald until the assassination of President Kennedy. After the receipt of Twiford's letter, he immediately had all records reviewed but no record was located pertaining to Oswald.

He added that Oswald could have written to their organization requesting literature and a regular form letter would have been sent to Oswald with any literature he requested. Petersen stated that the SLP has no organization in the State of Texas and that any literature forwarded to Oswald in Texas would have been initially sent to Twiford and he in turn would have forwarded same to Oswald. Petersen stated that usually these inquiries for literature are destroyed and he reiterated that his organization has no record regarding Oswald.

On 1/2/64 at 61 Cliff Street New York 38, New York File # NY 105-36431
by SAS ROGER H. LEE & JAMES O. INGRAM:rlc Date dictated 1/2/64

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UNITED STATES SENATE
TREASURY DEPARTMENT

Commission Exhibit No. 3086

ORIGIN	OFFICE	FILE NO.
Field	New Orleans	00-2-34,030
TYPE OF CASE	STATUS	TITLE OR CAPTION
Protective Research	Closed	Lee Harvey Oswald
INVESTIGATION MADE AT	PERIOD COVERED	Assassination of President John F. Kennedy
New Orleans, Louisiana	8-18-64	
INVESTIGATION MADE BY		
SA A. G. Vial & SAIC John V. Rice		
DETAILS		
<u>SYNOPSIS</u>		
At the request of Inspector Thomas J. Kolley, inquiries were made in New Orleans 8-18-64 to determine if there is any record of Lee Harvey Oswald, @ Alex Midoll, having traveled from New Orleans, La., to Dallas, Texas, on 9-25-63, by bus, train or airlines. Bus and train schedules are such that he could not have traveled during the hours indicated, and no record is maintained as to the passengers. There was no record of anyone having traveled by Trans Texas Airlines to Dallas on 9-25-63. Permanent records of Eastern Airlines and National Airlines are kept at Miami, and Delta Airlines records are maintained at Atlanta. The Miami and Atlanta offices were requested to make appropriate inquiries in their districts.		
<u>DETAILS OF INVESTIGATION</u>		
Reference is made to previous report submitted in this case.		
On 8-18-64, at 10:20 AM (CST), Inspector Thomas J. Kolley called the New Orleans Office and spoke with SA Adrian G. Vial. He advised that the Federal Bureau of Investigation had placed Oswald in New Orleans at 8:00 AM on 9-25-63; and that he allegedly went to Dallas, Texas, that same date, arriving between 6:00 PM and 9:00 PM. It was requested that this office check out any possible means of transportation Oswald could have used, such as bus, train and airlines, and that the manifests of all airlines from New Orleans to Dallas be checked for the names Lee Harvey Oswald and Alex Midoll; that if any record was available, the seating arrangements should be ascertained since Oswald may have been		
DISTRIBUTION	COPIES	REPORT MADE BY
Chief	Orig 22cc	W. J. RICE
Attn: Insp. Kolley (Airmail)	1	SPECIAL AGENT IN CHARGE
Miami	cc	APPROVED
Atlanta	cc	<i>John V. Rice</i>
		SPECIAL AGENT IN CHARGE
		DATE
		8-18-64

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with two Spaniards.

Inspector Kelley further requested that if airlines records are at a central location outside New Orleans, the appropriate offices of this Service should be telephonically contacted for expeditious check.

On 8-18-64 SA A. G. Vial ascertained that Delta and Eastern are the only two major airlines with direct flights from New Orleans to Dallas, and that National Airlines has flights from New Orleans to Houston, but not to Dallas. He further ascertained that the records, including manifests, are retained in New Orleans for only three months. Delta records are transferred to the General Acoog, Office, Atlanta, Georgia. Eastern records are transferred to the Division of Tickets, Miami, Florida, and National Airlines records are maintained in Miami.

At approximately 11:00 AM on 8-18-64 SA Vial telephonically furnished the above information to SAIO A. B. Wents, Atlanta, and at 11:10 AM to SA Robert J. Jamison, Miami.

SA Vial also ascertained that the fastest travel time from New Orleans to Dallas via Greyhound Bus is 16 hours, normal time 18 hours. One bus departs 12:45 AM and arrives Dallas 7:00 PM.

The fastest travel time to Dallas via Continental Trailways is 15 hours. One bus departs 10:30 AM and arrives 1:25 AM. Another departs 12:30 AM and arrives 3:15 PM.

It was ascertained that only the Texas and Pacific Railroad has direct service from New Orleans to Dallas. One train departs 8:15 AM and arrives Dallas 8:25 PM. The only other train departs 8:30 PM and arrives Dallas 9:00 AM.

The Southern Pacific RR carries passengers from New Orleans to Houston, Texas, but not to Dallas. The one train departs 12:30 PM and arrives Houston 9:15 PM.

It was ascertained by SAIO Rice that the Trans Texas Airlines has two flights daily from New Orleans to Dallas. One flight departs 6:40 AM. The other departs 3:15 PM and arrives Dallas 7:15 PM. Inquiry of Mr. Dan Johnson, of this airline, disclosed that the records are maintained in New Orleans, but that the names of Oswald or Hidell did not appear on the reservation list.

The above information was furnished Inspector Thomas J. Kelley by telephone at 1:15 PM on 8-18-64. He requested that the names of all passengers on the Trans Texas flight at 3:15 PM be ascertained and included in the report.

Later this same date I contacted Mr. Carl Blouin, Manager, Trans Texas Airlines, who after making further check of records advised that there were no Dallas passengers on that flight. This small airline makes many stops between New Orleans and Dallas.

Mr. Blouin pointed out that almost all Dallas passengers take Delta or Eastern airlines, which offer direct, non-stop service, and that Trans Texas usually takes on passengers for Dallas in intermediate stops in Louisiana and Texas.

Due to the time factor, it is apparent that Oswald could not have traveled to Dallas by train or bus; and if so, there is no record maintained by these carriers as to names of passengers.

DISPOSITION

This case is closed in New Orleans with submission of this report.

UNITED STATES SECRET
TREASURY DEPARTMENT2.
CO-2-34,030

ORIGIN Chief's Office		OFFICE Dallas, Texas	FILE NO. CO-2-34,030																								
TYPE OF CASE Protective Research		STATUS Closed	TITLE OR CAPTION Assassination of President Kennedy (Transportation from Dallas to Houston, Texas, on 9-25-63)																								
INVESTIGATION MADE AT Dallas, Texas		PERIOD COVERED 8-18/19-64																									
INVESTIGATION MADE BY SA William E. Patterson and SA Gene F. Wofford																											
DETAILS <p style="text-align: center;"><u>SYNOPSIS</u></p> <p>Call received from Washington requesting train, bus, and air schedules to Houston from Dallas on 9-25-63. Information obtained and furnished Inspector Kelley by telephone 8-18-64.</p> <p><u>DETAILS OF INVESTIGATION</u></p> <p>On August 18, 1964, Inspector Kelley contacted this office by telephone and requested that a check be made of all bus, rail, and air schedules for September 25, 1963. He requested that the schedules be obtained for transportation departing Dallas between the hours of 6 and 9 P.M. on the above-mentioned date, and their approximate arrival time at Houston, Texas. This information was subsequently obtained and furnished Inspector Kelley by telephone and he was advised that an M/R would follow with the complete information.</p> <p><u>Other Investigations</u></p> <p>The following is a list of commercial transportation departing Dallas, Texas, for Houston, Texas, on 9-25-63, between the hours of 6 P.M. and 9 P.M.</p> <table border="1"> <thead> <tr> <th></th> <th>Departs Dallas</th> <th>Arrives Houston</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Continental Trailways Bus Company</td> <td>5:45 P.M.</td> <td>10:30 P.M.</td> </tr> <tr> <td>8:10 P.M.</td> <td>2:00 A.M.</td> </tr> <tr> <td rowspan="2">Greyhound Bus Lines</td> <td>5:15 P.M.</td> <td>11:59 P.M.</td> </tr> <tr> <td>7:00 P.M.</td> <td>2:40 A.M.</td> </tr> <tr> <td>Burlington Line Railroad</td> <td>5:00 P.M.</td> <td>9:25 P.M.</td> </tr> <tr> <td rowspan="2">Braniff International Airways</td> <td>6:00 P.M.</td> <td>6:56 P.M.</td> </tr> <tr> <td>8:25 P.M.</td> <td>9:12 P.M.</td> </tr> <tr> <td>Trans Texas Airways</td> <td>8:30 P.M.</td> <td>10:45 P.M.</td> </tr> </tbody> </table> <p style="text-align: center;">UNCLASSIFIED</p>					Departs Dallas	Arrives Houston	Continental Trailways Bus Company	5:45 P.M.	10:30 P.M.	8:10 P.M.	2:00 A.M.	Greyhound Bus Lines	5:15 P.M.	11:59 P.M.	7:00 P.M.	2:40 A.M.	Burlington Line Railroad	5:00 P.M.	9:25 P.M.	Braniff International Airways	6:00 P.M.	6:56 P.M.	8:25 P.M.	9:12 P.M.	Trans Texas Airways	8:30 P.M.	10:45 P.M.
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DISTRIBUTION Chief ✓ Dallas	COPIES Orig & 2 2 cc	REPORT MADE BY <i>William E. Patterson</i> SPECIAL AGENT <i>Gene F. Wofford</i> SPECIAL AGENT IN CHARGE	DATE 8-19-64 8-19-64																								

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In regard to the air transportation schedules from Dallas to Houston, the flight scheduled for Trans Texas Airways on 9-25-63 proceeds to Houston via Beaumont, Texas. On the date in question on the flight listed on preceding page, there were 27 passengers on board and of this 27, all departed at Beaumont, Texas, with no one flying to Houston from Dallas. An attached flight manifest from Trans Texas shows the names of the 27 persons who from Dallas to Beaumont, Texas.

The Braniff International Airways flights to Houston from Dallas did not have passenger manifests since these are retained by the company only two months and are then destroyed. The only possible way to determine who was on the flight would be to check the name that appears on the ticket sold to the person making the flight. It should be noted that these tickets are filed according to date of purchase and not alphabetically or by flight number. A physical inspection was made of the ticket stubs for tickets purchased in Dallas, Texas, on September 24 and September 25, 1963 for all flights departing the Dallas area and no ticket could be found that had been sold to Lee Harvey Oswald or Aleck (Alak) J. Heidal (Reydal, Heidal). The only possible way to determine if the ticket was purchased from Dallas to Houston would be to know the exact date of purchase so that it could be checked in that manner.

DISPOSITION

This phase of the examination is considered closed.

ATTACHMENTS

1 copy of Trans Texas Airlines Form 578

WEP:rd

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COMMISSION EXHIBIT No. 3086—Continued

(B) GENERAL INVESTIGATION:

Immediately upon receipt of the above telephone call the reporting agent personally interviewed Mr. Edward Gronauer, Director of Passenger and Revenue Accounting, National Air Lines, Miami International Airport, Miami, Florida. In referring to their records of regularly scheduled flights from New Orleans to Houston on September 25, 1963, between the hours of 8:00AM and 6:00PM, Mr. Gronauer stated they had four (4) flights on that date between the times in question, beginning with Flight No. 35, departing New Orleans at 8:45AM; No. 217, departing at 10:55AM; No. 27, departing at 1:45PM; and No. 37, departing at 3:40PM.

Mr. Gronauer stated that their passenger manifests no longer include the names of the passengers. He added they do not make a recordak film of the tickets used in particular flights, but instead keep the actual flight tickets in their archives in care of Mr. Jake Lewis, 58 NE 7th Street, Miami, Florida.

Mr. Gronauer said that the only recordak film made is for the "off-line" tickets (those tickets sold by other carriers which are later used on National Air Lines.) On the possibility the subject may have used an "off-line" ticket, the recordak film was checked for the subject under both names and he was not found of record.

Mr. Gronauer said that the Federal Bureau of Investigation had previously checked their records but he did not know the nature of their inquiry nor the specific date involved.

On the same date, through Mr. Jake Lewis, National Airline Archives, 58 NE 7th Street, Miami, Florida, all the flight tickets used on National Air Lines on September 24, 25, and 26, 1963, were checked for the subject but he was not revealed under either name. Only one passenger with the Latin name of Garcia was of record for September 25, 1963, who traveled from New Orleans to Houston and terminated at Corpus Christi, Texas.

Mr. Lewis stated to his knowledge no other agency had checked their records for September 25, 1963.

Mr. Bert Warner, Assistant Supervisor, Sales Audit Department, Eastern Air Lines, was next interviewed at Miami International Airport, Miami, Florida. Mr. Warner stated that on September 25, 1963, they had only two (2) regularly scheduled flights from New Orleans to Dallas: No. 202, departing at 11:50AM; and No. 206, departing at 2:45PM. Mr. Warner produced the Eastern flight tickets used on both flights and the subject was not revealed under either name, and there was no record of passengers with Latin names using those flights. Mr. Warner stated they do not maintain a recordak film of "off-line" tickets.

(F) DISPOSITION:

On August 19, 1964, the above information was furnished to Inspector Thomas J. Kelley by means of long distance telephone call.

Unless otherwise directed, no further investigation is being conducted at Miami at this time.

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