

Wednesday

TRANSPORTES DEL NORTE

Wednesday

MEXICO TO LAREDO

Bus No. 332 October 2, 1963 8:30

Drivers R. (ROGELIO) CUEVAS - R. (RAMON) GONZALEZ

Seat (No.)	Name of Passenger	Destination	Ticket No.
2	Miss COSIO	S.A.	13920
3	Mr. A. MARTINEZ	N. Ldo.	12619
4	MARGARET A. WOLFF	Ldo. 61840 exchange	
5	ROBERTO P. GONZALEZ	Mty.	7915
6	M. H. VILLANUEVA	Mty.	99232
7	PAULA RUSIONI	Ldo.	9511
8	J. M. DE CUBA	Ldo.	8940
9	" "	"	41
10	Operator		
11	AUGUSTO AGUILAR	Houston	13742
12	Chihuahuenses	Laredo, Tex.	13638
13			
14	Mr. EULALIO RODRIGUEZ	Houston	13921
15	A Viajes	Ldo.	13619
16	PH. VAN DER VORM	Laredo, Tex.	13927
17	JORGE DAVILA	Mty.	716
18	JOSE BARRIGA	Dallas	13740
19	and wife	"	741
20			
21	Mr. or Miss AGAPITO DEL RIO	S.A.	13928
22	Guadalajara	Laredo	
23	"		
24	"		
25	"		
26	"		
27	"		
28	"		
29	"		



COMMISSION EXHIBIT

Starting with Paula Rusioni we find out from the Assistant Manager of Transportes del Norte in Nuevo Laredo that he could find no record of ticket number 9511. [WCD 1063 p24](#)

FEDERAL BUREAU OF INVESTIGATION

1Date April 22, 1964

It has previously been determined that one PAULA RUSIONI apparently purchased a round-trip ticket, Laredo - Mexico City - Laredo, on September 11, 1963. RUSIONI was issued Ticket Number 9511, apparently in exchange for a ticket or Purchase Order Number 39532. RUSIONI was a passenger on Bus Number 332 and Bus Number 373 from Mexico City to Monterrey and Monterrey to Laredo, Texas, on October 2-3, 1963.

LEOBARDO MEDELLIN, Assistant Manager, Transportes del Norte, Nuevo Laredo, Mexico, advised that Ticket Number 9511 would be the Mexican or Transportes del Norte ticket and that Number 39532 would be a Greyhound Bus ticket number.

MEDELLIN advised that he conducted a complete check of the records of Transportes del Norte and could find no record of Ticket Number 9511. MEDELLIN advised that further check could be made at the headquarters of Transportes del Norte in Monterrey, Mexico.

On 4/17/64 at Nuevo Laredo, Mexico File # SA 105-2909

by SA ROBERT L. CHAPMAN/dnb Date dictated 4/20/64

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

For now we will skip over Seat #12 listing the name of the travel agency as opposed to Mr. LEE and return to it when we take a closer look at 13688.

Seat #15 on the other hand was specifically mentioned by **Mr. Ruiz Meza** who we find later is a footnote source in the WCR for Oswald having taken the Laredo-Dallas bus. [CE2121 p78](#) is more from **ANASTASIO RUIZ MEZA** who claimed to have seen Oswald on the bus. **Mr. RUIZ it turns out is employed in the Auditor's Office of the Customs section of the Mexican government ([CE2121 p73](#))** and just happens to be on the same bus as our traveler needs to be - even though like our traveler, his name is not listed on the passenger manifest but instead names the agency from which the ticket was purchased..

As we can see from the passenger list, **seat #15 is associated with "A. Viajos" - the travel agency -** and that Mr. RUIZ is NOT LISTED on the Del Norte passenger manifest at all as well as claiming to not have seen Mr. Van Der Vorm whose name does in fact appear on the manifest.

On April 5, 1964, ANASTASIO RUIZ MEZA, who resides at Sullana No. 710, Mexico, D. F., and who is employed in the Auditor's Office, Customs Section, Mexican Ministry of the Treasury and Public Credit, advised as follows:

He was a passenger on a Transportes del Norte bus which departed Mexico City at 8:30 a.m., October 2, 1963, en route to Laredo, Texas, and occupied seat No. 15 on that bus. Following his arrival in Laredo, he departed on a Greyhound Line bus with his final destination being Chicago, Illinois.

RUIZ recalled seeing for the last time the American whom he identified as OSWALD when the latter boarded the bus at Nuevo Laredo prior to the trip across the International Bridge to Laredo, Texas. RUIZ believed that the American had boarded the same Greyhound bus at Laredo on the morning of October 3, 1963, and continued the trip to Dallas, Texas, but stated he did not notice him nor did he pay particular attention to the other passengers.

RUIZ did not recall having seen the American speak to anyone at any time, and it appeared to RUIZ that the American was traveling alone. He commented that the American had given him the impression of being a quiet individual of a retiring nature.

RUIZ viewed a photograph of PHILIPPE PITER E. VAN DER VORM, as it appears on Mexican Government tourist form FM-8 No. 624820, which VAN DER VORM utilized upon entry to Mexico in September, 1963. RUIZ did not recall having seen this person as a passenger on either of the Transportes del Norte buses on the trip from Mexico City to Laredo in October, 1963.

CE2121 p73 & 78

Even though the Del Norte employees with help from a number of official sources could not find anything related to OSWALD within the Del Norte records, he like MEZA here are placed on the bus in the face of witness denials coupled with outright fibs.

The only bus going on to Chicago at this time is the same bus the FBI puts our Oswald on after using his exchange order - #1265 from Laredo to San Antonio leaving at 3am and arriving at 6:20am - leaving again at 7:10am and arriving in Dallas at 2:20om. Mr. MEZA did not notice Oswald on this bus - for the entire 430 mile 11 hour ride.

Next we have Mr. Van Der Vorm whose travel was confirmed via Del Norte. [WCD 735 p486](#) finally appears to offer evidence from someone actually listed on the manifest. We will find the same information offered by Del Rio who is also listed on this manifest.

1

DL 100-10461
RPG:pm

Under date of February 19, 1964, the Bureau advised that on February 10, 1964, **PHILIPPE PITER E. VAN DER VORM** had advised that he had **departed Mexico City at 8:30 a.m., on October 2, 1963, by a bus of the Transporte Del Norte Company en route San Antonio and Dallas, Texas. He stated that the bus arrived at Nuevo Laredo, Mexico, approximately 1 a.m., on October 3, 1963, and that the passengers at that point changed to a Greyhound bus. He said that the change of buses and the border crossing formalities, including luggage examination, required approximately two hours and that the Greyhound bus actually crossed the border at Laredo, Texas, approximately 3 a.m., October 3, 1963, and continued to Dallas arriving there in the early afternoon of the same day.**

Mr. VAN DER VORM did not recall having seen the subject aboard either of the buses on which he had been a passenger or in the Nuevo Laredo area. He added that in view of the subsequent publicity attached to the subject he felt sure that he would recall having seen him if such had been the case. Mr. VAN DER VORM related that the Greyhound bus on which he traveled had approximately 15 passengers, some being Americans and others, Mexicans. He stated that he was traveling alone on vacation and did not know the names of any of his fellow passengers.

Mr. VAN DER VORM went on to say that on October 3, 1963, he departed Dallas by bus en route Flagstaff, Arizona, as part of an extended vacation bus tour of the United States.

Mr. Vorm does not remember seeing Oswald on a bus with only 15 passengers for this 11 hour trip.

Finally, before we delve into Seat #12's ticket #13688, we have Mr. Del Rio who is both on the passenger manifest and on the list of passengers vaccinated at the border. Mr. Del Rio was most definitely on the Del Norte bus arriving at Laredo between 1-2am Oct 3rd. His daughter was contacted and showed the FBI her father's vaccination from Oct 3rd. (The vaccination records at Laredo reflect the same)

[WCD 766 p1](#)

After a note from Hoover setting out "summarizing recent developments" we are treated to the report on Del Rio and why it does not appear with so many others as a WC Exhibit. It seems the only

American on this bus which Rio took from Mexico City on the morning of Oct 2nd DID HAVE A ZIPPERED CASE yet that is about where the similarities end.

Commission No. 766

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

San Antonio, Texas

April 1, 1964

DEL RIO recalled only one person who did not appear to be of Latin American extraction. This person boarded the bus at Mexico City, Mexico, and continued the trip to the United States and boarded the Greyhound Bus in Laredo, Texas, with DEL RIO, and appeared to be traveling alone. This person was described as a white male, about thirty-eight years of age, with light brown eyes, about five feet ten inches in height, with thin to medium build, hair thin and believed black, weight about 150 to 160 pounds, clean shaven, and did not wear glasses. The man wore dark pants, a white short-sleeved shirt, and had no hat. DEL RIO saw no jacket. The man was wearing low-cut shoes, not dress shoes, but made of a rough material. The man was carrying a small dark-brown bag believed made of canvas or fabric material, not leather, the type that sailors carry. The bag had a zipper on top,

[WCD 1063 p71](#) is an April 21 report from Kemmy & Creeden which touches on a couple vital points. One being that Del Rio did remember Van Der Vorm on this bus and that there were **NO STOPS OR CHANGEOVERS in Monterrey**. That the bus they got on in Mexico City is the bus that took them to Laredo contrary to the FBI's telling of the story.

1Date April 21, 1964

It will be recalled that AGAPITO DEL RIO reportedly departed Mexico at Nuevo Laredo, Mexico, on October 3, 1963, the same date as an individual using the name of LEE HARVEY OSWALD. It will also be recalled that AGAPITO DEL RIO, on March 31, 1964, advised that he departed Mexico at Nuevo Laredo, Mexico, on October 3, 1963, via Transportes del Norte bus during the early morning hours. During that interview DEL RIO recalled only one person who did not appear to be of Latin American extraction on that bus, and, after viewing photographs of LEE HARVEY OSWALD, DEL RIO stated that the person appearing in these photographs was not identical with the man who was not of Latin American extraction on the bus.

On April 21, 1964, AGAPITO DEL RIO of 116 East Arsenal Street, San Antonio, Texas, was reinterviewed and shown two photographs of PHILLIPE PETER E. VAN DER VORM. One photograph was taken on April 6, 1964, and the other photograph was obtained from VAN DER VORM's Mexican tourist card. It will be recalled that PHILLIPE PETER E. VAN DER VORM was also reported to have departed Mexico at Nuevo Laredo, Mexico, on October 3, 1963. DEL RIO, upon viewing these photographs, stated that they were both of the same man and that the photograph taken on April 6, 1964, bore a striking resemblance to the man DEL RIO had seen on the bus (supra) although he did not say for certain that they were identical.

Inasmuch as DEL RIO, in the previous interview, had advised that he did not change busses at Monterrey, but rode the same bus from Mexico City to Laredo, Texas, he was questioned again on this point. He reiterated that he rode the same Transportes del Norte bus from Mexico City to Laredo, Texas, and did not change busses at any point in between.

WCR
p736

On October 1, Oswald paid his hotel bill through that night.¹¹⁰⁴ The hotel night watchman remembers helping Oswald obtain a taxicab at about 6:30 or 7 on the following morning.¹¹⁰⁷ Transportes del Norte bus No. 332 left as scheduled at about 8:30 a.m.; at Monterrey the passengers were shifted to a relief bus, No. 373, scheduled to depart for Laredo at 10 p.m. that evening.¹¹⁰³ Fellow passengers recall that Os-

On 4/21/64 at San Antonio, Texas File # SA 105-2909

by SAs JOHN M. KEMMY and JOHN J. CREEDEN Date dictated 4/21/64
JR./dmb

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The preceding composite of WCR p736 (travel from Mexico City to Laredo) and WCD 1063 p71 also helps confirm a number of things:

1. that if **Mr. Voorhees** (discussed shortly) arrives in Monterrey at 11pm bus #737 has already left at 2100 hours (9pm) and he could not possibly have seen the passenger the FBI claims is Oswald,
2. that the bus schedule shows an **8:30 or 9:30pm arrival time in Monterrey** which in turn agrees with an approximate 10pm departure and confirms which schedule we are using and finally
3. that the discrepancy between the **change of buses or not needs further investigation** – if and only if the evidence related to this leg of the trip can be authenticated.

So what kind of information or Evidence can we find related to the Monterrey to Laredo portion of this amazing race?

MONTERREY TO LAREDO – ONE BUS TWO BUS RED FISH BLUE FISH

Another footnote from the soon to be shown WCR p736 detailing the Mexico bus trip and designed to corroborate Oswald being on this Greyhound bus includes [CE2121 p61](#) which is a report about what **HERBERT ROBERT VOORHEES** says about a man he claims looked a lot like Oswald.

He clearly recalled seeing the American at the United States Customs checking station in Laredo, Texas, at about 1:30 a.m. on October 3, 1963, when a Mexican woman's luggage was being examined and the young American was standing by. The American was trying to dispose of a banana by eating it hurriedly, "gulping it down," and he was told by a Customs officer that he could carry the banana into the United States and did not have to gulp it down so fast.

He recalled talking with a "Mexican-American" man who sat across the aisle from him. This man was traveling with his wife and spoke English and Spanish. He could recall neither his name nor his destination.

He furnished as many other details about the above-described trip as he could recall and claimed he could not definitely state that the young American was identical with OSWALD; however, he considered photographs of OSWALD to be similar in every detail with the young American who was on the bus.

COMMISSION EXHIBIT No. 2121—Continued

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CE2460 [p1 March 31, 64](#) is taken from WCD872 and deals almost exclusively with Mr. Voorhees, a 74 year old man who freely admits in [CE2460](#) that he has trouble remembering the details of this trip yet tells us that his bus arrives in Monterrey at 11pm, he changed buses and arrives in Nuevo Laredo on this same bus as the FBI's Oswald. Yet once again we learn the substance of CE2460 is to explain away the

FM-11 for Mr. Voorhees which states that he left Mexico on October 3, 1963 by RAILROAD and not by bus.

117. HERBERT ROBERT VOORHEES, FM-5 No. 4325846,
issued by Mexican Immigration Service, Nuevo
Laredo, June 5, 1963.

VOORHEES entered Mexico at Nuevo Laredo on June 5, 1963, by train with final destination designated as Mexico, D. F. He was described on the tourist card as a male, American citizen; 73 years of age; a widower; retired; born in Beloit, Wisconsin; residence, Overland Park, Kansas. He presented a birth certificate as proof of citizenship. This tourist card carries the typewritten Spanish word "tren" (meaning **train**), and the Mexican Immigration form FM-11 which constitutes a recapitulation of departures of tourists at Nuevo Laredo on October 3, 1963, records that VOORHEES departed from Mexico by **railroad** with the final destination of "Overland, P. K." The departure of VOORHEES from Mexico was handled by Mexican Immigration Service employee ALBERTO ARZAMENDI **CHAPA**.

COMMISSION EXHIBIT No. 2460

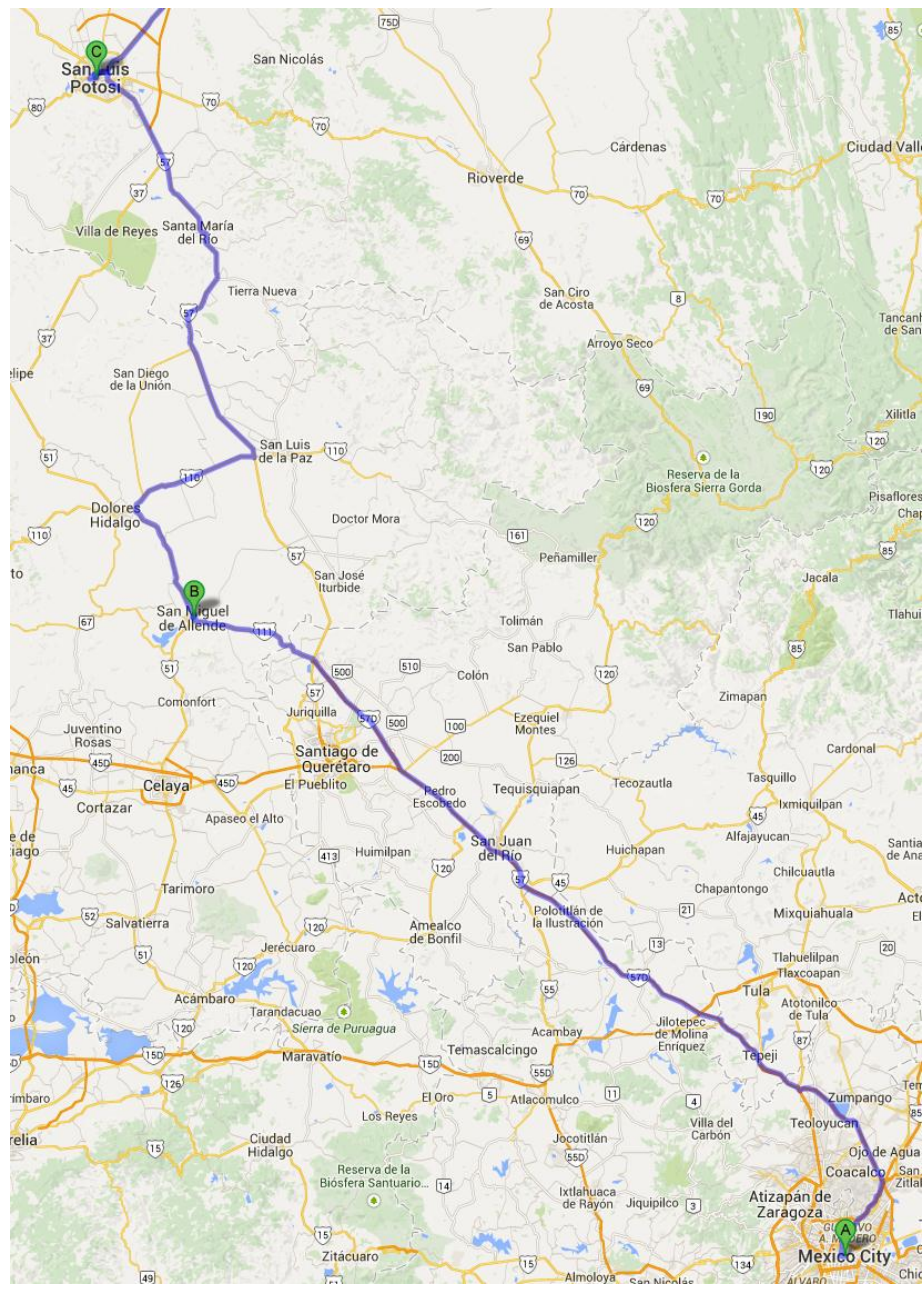
Not only do we have the conflict with Voorhees' FM-11 and his mode of transportation but when he finally does "refresh his recollection" we learn that **the bus he transfers to in Monterrey leaves AFTER the bus the FBI put Oswald on does by 1-2 hours.** The Del Norte bus leaving Mexico City at 8:30 arrives in Monterrey and departs at what appears like 9:30 PM (the bolded info in the schedule is PM and since it's about 4 hours from Monterrey to Nuevo Laredo a 10pm departure works). Furthermore, the bus Voorhees now CLAIMS to have been on leaving "about 11pm (11:30 actually) arrives in Laredo after the 3:00am bus Oswald MUST be on to get to Dallas before 4pm, leaves. **We fail to see how this man could have seen Oswald in the border crossing when they would have been there at different times.** Furthermore, the non-bold typeface of 11:30 suggests it is AM, not PM yet it would have to be PM since the final leg of the trip is 135 miles or about 3.75 hours from Monterrey arriving at 3:15am in Laredo. That is if anything can prove this person claiming to be Oswald even traveled this. ("TDN" next to the arrival at Laredo means Transporte Del Norte according to the bus schedule)

To recap, the **only Del Norte bus that the FBI could put Oswald on** which gets him to Laredo in time to catch a bus to Dallas to arrive before 4pm is the 8:30am bus #332 out of Mexico City. There are only 2 buses that leave Mexico City, one at 8:30am and one at 2:30pm (even though the schedule shows 3 buses, 2 in the PM and our 8:30am bus). As Voorhees states below, arriving in Monterrey at around 11pm **would NOT allow him** to have connected to the 8:30 bus which arrived in Monterrey in the evening of Oct 2nd departing at 9:30pm and arriving at the bridge around 1:30am to change buses, cross the bridge and process thru customs.

After refreshing his recollection about the bus trip from San Luis Potosi to Nuevo Laredo, he was certain the bus arrived at Monterrey, State of Nuevo Leon, Mexico, at about 11:00 PM on October 2, 1963, and all passengers had to change to a smaller bus of the same bus line, Transportes del Norte, to proceed to Nuevo Laredo. He did not see the American

Laredo, Tex.....	Lr	7 15	11 15	2 00	4 00	09 15	3 00
Laredo.. (4100) (TDN) &	Lr	10 30	12 30	3 15	5 45	2 00	
Monterrey.....	Lr	6 15	8 30	11 30	4 30	0 30	
Mexico City.....	Lr			0 00	0 00	8 30	

Oswald's bus leaves Monterrey before Voorhees arrives



Another group of men boarded the bus in San Luis Potosi (among a group of 10 people) which the FBI claims is the same bus that our traveling Oswald took at 8:30am from Mexico City. It is 580 miles from **Mexico City thru Potosi to Monterrey**. It is 260 miles from **Mexico City to San Luis Potosi** and at **40mph we have a 6-7 hour trip** meaning that **bus #332 would arrive in Potosi between 2:30 & 3:30pm**. (Right on time for Voorhees to leave for Monterrey at 2:40pm) This group, in WCD 1219 p1-4(b) [WCD 1219 p1\(b\)](#) claims **their bus left Potosi at 11am**. It is not possible for an 8:30am bus from Mexico City to get to Potosi in time to leave at 11am. **These men were not on bus #332 that left Mexico at 8:30am.**

(A) Interview of **HERBERT ROBERT VOORHEES**,
Passenger on Transportes del Norte Bus
**Traveling from San Luis Potosi to Nuevo
Laredo on October 2 to 3, 1963**

T-11 advised on **March 26, 1964**, that HERBERT ROBERT VOORHEES, true name HERBERT FRANCIS VOORHEES, who resides at Calle Masones No. 19, Apartment 10, San Miguel de Allende, Guanajuato, Mexico, furnished the following:

On October 2, 1963, he **left San Miguel de Allende, Guanajuato, at 7:30 a.m. by a "second-class yellow bus" for San Luis Potosi, San Luis Potosi, Mexico, where at about 2:40 p.m. on the same date he departed for Nuevo Laredo, Tamaulipas, Mexico, via a Transportes del Norte bus.**

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COMMISSION EXHIBIT No. 2121—Continued

WCD 1219

On approximately October 2, 1963, **ESQUIVEL and his three friends** left Guadalajara on a bus of a company called "Camiones Azules" (Blue Buses) bound for San Luis Potosi. Upon arrival in the latter place they transferred to a Transportes del Norte bus which stopped there en route to Monterrey from Mexico City. **It was his recollection that the bus left San Luis Potosi at approximately 11:00 AM.**

On the other hand, Mr. Voorhees says he left San Miguel de Allende at 7:30am for the 120 mile (3 hour) trip to San Luis Potosi arriving at about 10:30am. Yet instead of saying he took an 11 or 11:30am bus he states he leaves Potosi at 2:40pm after purchasing his ticket and eating lunch. [CE 2460 p3](#)

It is **320 miles from San Luis Potosi to Monterrey**. At the bus's average speed of 40mph and an 11am departure time we have an 8 hour trip giving our 4 men **an arrival time in Monterrey around 7pm**. There are no buses on that schedule that leave Mexico City at 8:30am and arrive in Monterrey around 7pm. **If the bus leaves at 2:40 per Voorhees it would arrive in Monterrey at around 10:40pm with the bus from Monterrey to Laredo leaving at 11:30pm.**

According to the schedule above, there is a Del Norte bus expected to **leave Monterrey at 11:30pm** and arrives in Laredo at **3:15AM** and then **leaves for San Antonio at 4:40am – almost 2 hours after bus run #578 leaves Laredo at 3am.** [CE 2460 p4](#) claims that Mr. Voorhees' bus arrived in Laredo at 2am.

The bus arrived at Laredo, Texas, at approximately 2:00 AM, October 3, 1963. While aboard the bus at Nuevo Laredo, State of Tamaulipas, Mexico, he had inquired if it would be possible with his type of bus ticket to leave the bus at Laredo, Texas, and later proceed to San Antonio, Texas.

It is HERE that the FBI switches and combines these two SEPARATE TRIPS into one recalled trip. **It is again not possible to leave Monterrey at 11:30pm and get to Laredo by 2am when we have almost 140 miles and a 3 hour and 45 minute trip.** The bus that left Mexico at 8:30am and leaves Monterrey at 9:30pm gets to the terminal in Laredo between 1:30 and 2:00am. **By combining these recollections of one trip unrelated to bus #332 and #373 the FBI creates the impression that witnesses who MAY have seen Oswald COULD have based on the timing.** In reality, the FBI uses the confusion they themselves create to hide the facts within the Evidence. H.O. LEE, if ever in Mexico, left by automobile according to the records initially provided, was driven by someone else and NOT on the buses the FBI tries to ram down our throats.

Next we prove most, if not all of **the Mexico City trip travel evidence was created** rather than discovered.

While we can expect the FBI to be overjoyed at discovering the "Oswald to Mexico" information the weekend of the assassination, we must remember it is solely based on the Mexican FM-11 recap report recording those who cross the border into and out of Mexico. This FM-11 as we remember is created from the cancelled FM-8 and FM-5 tourist visas. Our Oswald applied for a FM-5 – 6-month visa yet the evidence offered is an FM-8 good for only 15 days. We also keep remembering that the FM-11 records this person as leaving via "AUTO" which the FM-8 we are offered as evidence does not reflect. The writing of the word "AUTO" in this FM-11 was considered a simple mistake since – (and please notice the MO here) – the FM-8 from which the FM-11 was created did not have "AUTO" so the FM-11 must be a mistake (rather than the FM-8 being created after the fact to suit the needs of the story).

The idea that this person O.H. LEE traveled by AUTO is not allowable – furthermore, the exchange ticket claims that Mr. LEE traveled by Del Norte bus line to Laredo TX. With all this quality Del Norte evidence, one has to wonder how the FM-11 entry could possibly have him leaving by Auto - "Viaja en Auto".

ON PRESENTATION OF THIS ORDER

GREYHOUND LINES AGENT

AT LAREDO, TEXAS U.S.A. WILL ISSUE TO

M.R. H.O. LEE NAME OF PASSENGER

TICKETS AS SHOWN BELOW, VALID FOR MOTOR COACH TRANSPORTATION, AND HOTELS, SIGHTSEEING OR OTHER FEATURES.

FROM LAREDO, TEX. TO DALLAS, TEX.

VIA SAN ANTONIO, TEXAS

PASSENGER TRAVELING TO PORT OF ENTRY VIA T. DEL NORTE CAVANA

NO. OF TICKETS	TYPE OF TICKETS	@	AMOUNT
1	O.W. Full Fare	12.80	12.80
	O.W. 1/2		

NAME OF S. S. OR FLIGHT No.

DEL NORTE BUS TICKET #13688

A quick Del Norte recap:

- On March 9, 1964 the manager of the Mexico City Del Norte bus terminal informs us that a thorough search of his files shows **NO RECORD IDENTIFIABLE WITH OSWALD**
- In early December and again in mid-March we learn that a 2pm departure time cannot get Oswald to Dallas in time for his TEC meeting and to check into the YMCA by 4:30 Oct 3rd.
- There is a Del Norte bus which leaves at 8:30am on Oct 2nd which works for the timing – yet does not overcome the lack of evidence for his being on the bus at all, or for what we will now show: ticket #13688 was never used or issued – it was blank.
- None of the passengers who claimed to be on or were listed as being on bus #332 at 8:30am can place our Oswald on that bus and the testimony of Mr. VOORHEES conflicts in most every aspect with what his travel would actually have been.
- **Rolando BARRIOS** – an employee who was dismissed from the travel agency by manager Teresa Schaeffer Bequerisse – **is the source for both the Del Norte ticket order #14618 and the Greyhound exchange order #43599.** [CE2121 p64-72](#)

ALICIA DE VARELA T. ORTIZ
 No. 14618
 Y AGENTE DE MONTERREY A LAREDO
 A MONTECUCO PARRIS Y BARRIOS
 AL BUENOS AIRES 12 Cms. Y SUCEDER
 Septiembre 30 1963

Reproduced above is a "Solicitud de Reservación" (Reservation Request), also described as a "Ticket Purchase Order" of the "Agencia de Viajes Transportes Chihuahuenses" (Transportes Chihuahuenses Travel Agency), Mexico City, Mexico to R. E. O. LEE for "one seat from Mexico to Laredo, Tex. for Wednesday, October 2 at 00:30 for [redacted] confirmed No. 840300" in the amount of \$2.75 pesos (\$7.50 U. S.) and dated September 30, 1963.

Continuation Exhibit No. 2130

GREYHOUND INTERNATIONAL EXCHANGE ORDER
 ISSUED BY WESTERN GREYHOUND LINES
 43599
 LAREDO, TEX. U.S.A.
 PROJET
 LAREDO, TEX. to DALLAS, TEX.
 VIA SAN ANTONIO, TEXAS
 12.80
 12.80
 12.80
 A-20-C

AGENCIA DE VIAJES T. ORTIZ
 REFORMA 52-5
 OCTUBRE 2 1963

Continuation Exhibit No. 2131-Continued

PRIMERA CLASE AUTOMOVILES
Transportes del Norte
 DE MONTERREY, N. L.
 BOLETO DIRECTO
 93.75
 No. 13688

PRIMERA CLASE AUTOMOVILES
Transportes del Norte
 DE MONTERREY, N. L.
 LAREDO, TEX.
 BOLETO DIRECTO
 93.75
 No. 13688

So why go out of the way to find all these people who may have seen or traveled with Oswald when we have such a simple paper trail from Mexico City to Laredo. ROLANDO BARRIOS filled out the Sept 30th sales slip #14618 (CE2530) for this portion of the trip and charged 93.75 pesos. At the same time (and date) and with the same handwriting we should see the purchase for 160 pesos of the \$12.80 Greyhound Exchange order. While the amount is correct one has to wonder why it takes two separate visits to complete one transaction. As we can see above, there is nothing to connect these 3 vital pieces of evidence.

Can we find any evidence that relates ticket #13688 to our traveling Oswald? Can we find someone who would have handed Oswald these tickets in Mexico City at the Del Norte Terminal so that the two stubs find their way back to Monterrey while the original ticket is found in August 1964 in a suitcase in Marina's possession?

[CE 2121 p69-70](#) are interviews done at the **Del Norte terminal in Mexico City** where our traveling Oswald would have handed in the purchase order and gotten his ticket #13688. The following people were asked about the traveling gringo: Terminal Manager **MEDINA**, drivers **CUEVAS & GONZALEZ**, ticket salesman **CURIEL - who claims he is the man who exchanged #14618 for ticket #13688 and recorded the number of the ticket "13688" and the destination "Laredo" on the Del Norte passenger manifest for bus #332 (on the manifest?) before giving it to the passenger**, ticket salesman **SAUCEDO** who wrote the "CHIHUAHUENSES" opposite seat #12 as a result of a phone call from the travel agency. (if BARRIOS called after selling these tickets to O.H. LEE as he wrote on the sales receipts, why did he not simply give SAUCEDO the correct name?) Also recounted on p70 are ticket salesmen **ROJAS & GASCON** who claim to recognize their writing on the Del Norte Passenger Manifest (you remember, the passenger lists that are NOT kept for Del Norte buses) **yet could not recall one of the only Americans they came into contact that night.**

Ticket salesmen CANUTO S. ROJAS and JUAN GASCON advised that they recognized their handwriting on the October 2, 1963, manifest in connection with some of the reservations and ticket sales, but upon viewing photographs of OSWALD could not recall having seen him at the Mexico City terminal of Transportes del Norte.

On [p64](#) of this now infamous CE2121 taken from WCD 1084 we have a clarifying statement from the **Del Norte Mexico City Terminal Manager Ricardo MEDINA Beltran** who lets us know that seat #12 & #15 were reserved for another bus line or travel agency (even though we subsequently learn that Mexican Customs official RUIZ MEZA claimed ownership of seat #15 on this bus to Chicago).

Seat No.	Name of Passenger	Destination	Ticket No.
12	Chihuahuenses	Laredo, Tex.	13688
13			
14	Mr. EULALIO RODRIGUEZ	Houston	13921
15	A Viajes	Ldo.	13619
16	PH. VAN DER VORM	Laredo, Tex.	13927
17	JORGE DAVILA	Mty.	716
18	JOSE BARRIGA	Dallas	13740
19	and wife	"	741
20			
21	Mr. or Miss AGAPITO DEL RIO	S.A.	13928
22	Guadalajara	Laredo	
23	"		
24	"		
25	"		
26	"		
27	"		
28	"		
29	"		

**Seat #15 we find supposedly sold to a Customs Officer RUIZ MEZA
Seat #12 SHOULD have been listed for H.O. LEE since the reservation was taken and conveyed in that name**

MEDINA explained that seats No. 12 and No. 15 had been reserved for another bus line or travel agency and that the company would have no record with respect to the identities of the occupants of those seats.

Including BARRIOS at the travel agency, not a single one of these men was able to recall having seen OSWALD even after being shown photos. Whoever H.O. LEE was, if there was such a person at these locations, he obviously did not look like any of our Oswalds. (Much the same as Duran and Azcue who both denied that the man who shot Ruby was the man who visited them)

Okay. So the man who takes money from Mr. LEE does not give the passenger's name to the bus line to finalize the reservation. The man who hands Mr. LEE his ticket #13688 in Mexico City offers nothing to corroborate this and rather than this first stub going to Mexico City where the trip originates, it goes to Monterrey – the midpoint of the trip – with the rest of the Monterrey to Laredo tickets for some unknown reason.

Speaking of Monterrey, rather than finding out who this Mr. H.O. LEE is from the people who rode the bus with him, the Mexican Authorities in Monterrey provide an envelope with ticket stubs which includes two #13688 stubs for travel from Mexico City to Laredo TX and claim that this stub in that envelope is PROOF whoever had this ticket, used it.

(H) Inquiry at Monterrey, Nuevo Leon
Main Offices of Transportes del Norte

T-18, a confidential source abroad, provided the following information:

On April 2, 1964, RAMON TREVINO QUEZADA, Vice President and General Manager of Transportes del Norte at Monterrey, Nuevo Leon, caused a search to be made for and succeeded in locating an envelope containing the tickets surrendered by the passengers to the bus drivers for the Mexico City-Monterrey travel in bus No. 332 on October 2, 1963. Among those tickets was No. 13688 which reflected thereon that it had been used for seat No. 12 on that trip.

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COMMISSION EXHIBIT No. 2121—Continued

TREVINO advised that the company records reflect that following the arrival of bus No. 332 in Monterrey at 9:15 p.m., October 2, 1963, all passengers destined for Nuevo Laredo or beyond were transferred to bus No. 373, which was driven by ALVARO IBARRA and departed from Monterrey at 9:50 p.m. He explained further that because the company has thirteen trips daily between Monterrey and Nuevo Laredo, no effort is made to maintain a record of the passengers who board the bus at Monterrey in connection therewith. Mr. TREVINO explained that IBARRA recently married and resides at Nuevo Laredo, Tamaulipas.

On April 3, 1964, Mr. TREVINO stated he had located the portion of ticket No. 13688 for travel from Monterrey to Laredo and that its presence in the envelope for that trip of October 2-3, 1963, was definite indication that the travel was performed.

[CE2121 p110](#) – TREVINO QUEZADA says stubs #13688 are found in their envelope for bus #373 leaving at approximately 9pm (21:00) Oct 2nd from Monterrey to Laredo (bus schedule shows a 9:30pm departure). What he cannot explain is why there are 20 ticket stubs in the envelope while the passenger manifest and the envelope it was found in shows 12 from Mexico City to Monterrey and another 1 from Monterrey to Nuevo Laredo.

The following also states that the bus driver takes these stubs at the time they board the bus. If our traveling Oswald gave up ticket #13688 to the Mexico City drivers, either CUVAS or GONZALES, then they would be in an envelope for bus #332. Yet our envelope specifically says bus #373.

(F) Transportes del Norte Bus Line
Operation, Monterrey

The following information was furnished by T-18.

On April 19, 1964, RAMON **TREVINO QUEZADA**, vice president and manager of the Monterrey, Nuevo Leon, terminal of Transportes del Norte bus line, advised that tickets are taken up by the driver from passengers at the time they board the bus, and he deposits them in a mahila envelope, which is provided for that purpose in connection with each trip of a unit and driver. He stated the driver makes a notation on the outside of the envelope as to the number of passengers traveling over a determined section of the route, and the tickets inside the envelope should coincide or balance with the notation by the driver on the envelope.

With respect to the records of the company for the trip of bus No. 373 on October 2, 1963, from Monterrey to Nuevo Laredo, Tamaulipas, and Laredo, Texas, **TREVINO** advised that he was unable to explain the fact that the envelope carries the figure of "12" passengers from Monterrey, Nuevo Leon, to Nuevo Laredo, Tamaulipas, and Laredo, Texas, and "1" passenger from Nuevo Laredo to Laredo, although a total of "20" ticket sections were in the envelope for that particular trip. He stated, however, that the notation by the driver is a clerical function which he handles during the trip, often at night and under considerable stress and pressure, and he can only conclude that the driver made an error in writing "12" rather than "19" upon completing his collection of tickets and delivering the envelope at the conclusion of his run.

It was mentioned to **TREVINO** that the baggage manifest for the bus which arrived at Nuevo Laredo in the early morning of October 3, 1963, had listed the number of that bus as No. 396, and he advised that this notation could only be a clerical error by the baggage handler. He displayed a copy of a document referred to as a "traffic report" for Transportes del Norte at its Nuevo Laredo terminal for October 3, 1963, which recorded that bus No. 373 had arrived at that terminal at 1:35 a.m. with A. IBARRA as the driver. The "traffic report" for October 2, 1963, registered the arrival of bus No. 396

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COMMISSION EXHIBIT No. 2121—Continued

[CE 2536](#) is the Monterrey envelope. Only one of the two #13688 ticket stubs should be here and forms yet another point of conflict with the evidence. If this passenger gave bus #332's driver his ticket stub it would be in an envelope for bus #332, OCT 2, at 0830 since bus #373 resulted from a CHANGE OF BUSES and was only fed by bus #332 among other buses and those simply leaving Monterrey.

SOBRE DE VIAJE

373 **SALIDA** **2 OCT. 1963** **HORA 21:**

MONTERREY Y ENTRA **LAREDO TFX**

PERA ADRESA **Alvaro Ibarra**

AUTOMOVES A D A I

001

2

MONTERREY, N. L.

2 OCT. 1963

LAREDO, T. X.

MONTERREY

1	LAREDO	6	7
	LAREDO TFX	7	

BOLETO DE A BORDO

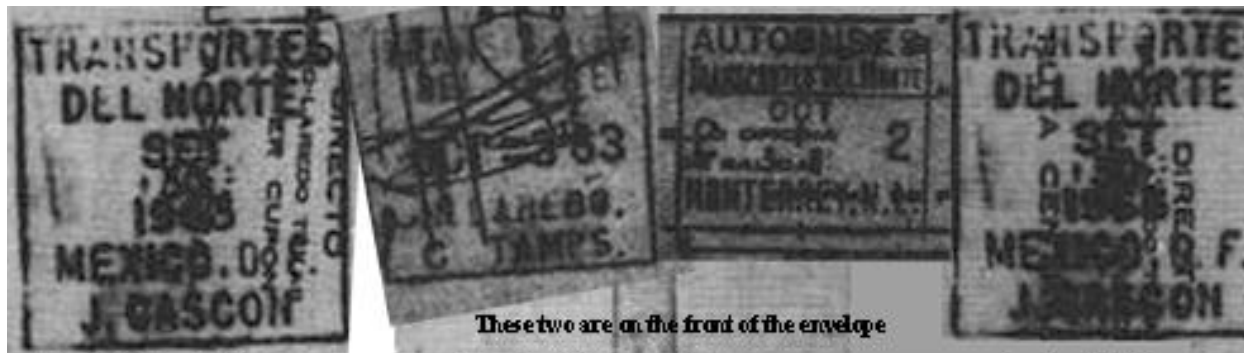
NOL. BOLETO NO. VALOR

ALVARO IBARRA

MONTERREY, N. L.

From WCD 1160 p13 [Ibarra link](#), we have **ALVARO IBARRA** who was the driver of bus #373 that our traveling Oswald and these others supposedly transferred to in Monterrey in addition to VOORHEES and a handful of others from San Luis Potosi who do not appear on the passenger manifest (if there ever was one for the Monterrey to Laredo portion of this trip). What we find here is that the stubs found in the

envelope do NOT indeed have the same date stamp on the back as the two date stamps on the front of the envelope.



Back of stub
"Sept 30"
SA 105-2909

Front of the envelope
"Oct 3" "2 OCT 2"

back of stub
"Sept 30"

Neither of these stamps on the front of the envelope matches either of the stubs

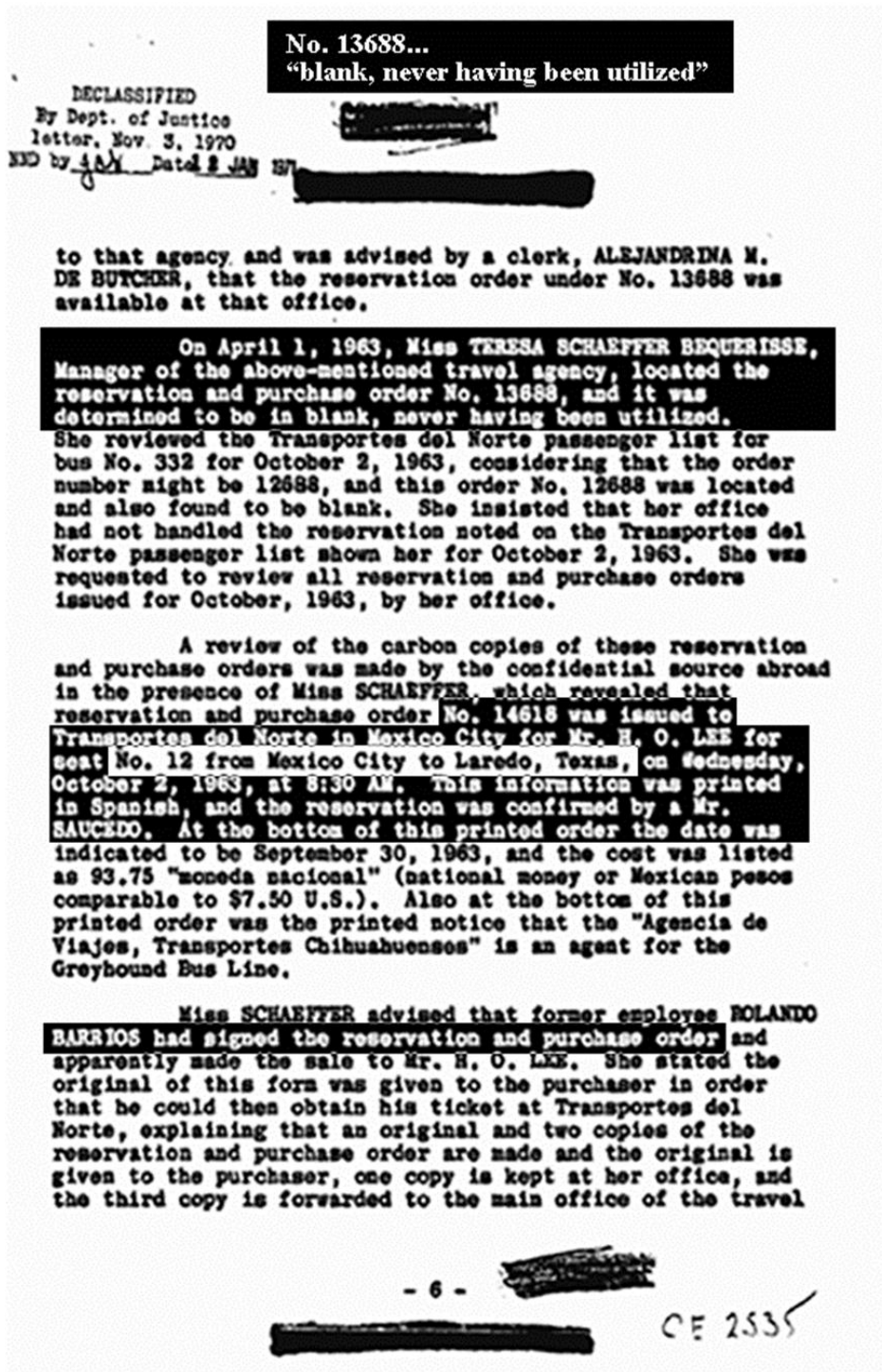
IBARRA stated that the only explanation he could offer for the discrepancy between number of cancelled tickets in the trip envelope and the 13 individuals accounted for on the face of the envelope is that tickets from some other trip were intermingled with tickets of Bus 373 on October 2-3, 1963.

IBARRA explained that if the date stamps on the backs of the tickets that were in Exhibit D-202 correspond with the date stamps on the front of the trip envelope, then he, IBARRA, made an error in recording the number of tickets inside the trip envelope. If the stamps on the backs of the tickets do not correspond with the stamps on the front of the trip envelope, the office in Monterrey, Nuevo Leon, Mexico, intermingled tickets from another trip with the ones in Exhibit D-202.

IBARRA pointed out the two stamps on the front of Exhibit D-202 are as follows: "Autobuses Transportes del Norte, October 2 2, Monterrey, N.L.," and "Transportes del Norte, October 3, 1963, N. Laredo C Tamps." and stated that one or the other of these stamps should appear on the back of each ticket that was in Exhibit D-202.

As we can plainly see, the stamps do not match. The tickets in this envelope are intermingled with other tickets. No one sees our man Oswald but do see men who MIGHT be similar to him. The FBI assumes that no one can add or subtract hours in a 24 hour clock so that 7 hour trips can be accomplished in 3 and 4 hour trips can be done in 2. Since there is literally no evidence which corroborates our Oswald having traveled on these buses – what does this tell us about ticket #13688?

Well, here it finally is. In early April, 1964, three weeks after the March 9th report informing us that there is **NO EVIDENCE OF OSWALD in the Del Norte records** and 3 weeks before the April 22nd report telling us that stubs #13688 are offered as D-2902 on April 7th as proof of the trip to Laredo [WCD 828 p1](#), Miss TERESA SCHAEFFER confirms that reservation and PO #13688 was blank, never having been utilized. She goes on to say that BARRIOS was dismissed due to some "financial problems" (p8).



(I need to note that PO #13688 may have been part of the series before PO#14618 issued on Sept 30th by BARRIOS and has nothing at all to do with the final ticket # given a passenger at the terminal.)

[CE 2535 p6](#) informs us that on April 1st PO/Reservation #13688 could not be found. On April 3rd we are told via TREVINO (President and GM of Del Norte Monterrey) that **TICKET #13688** stubs ARE FOUND in the bus #373 Monterrey to Laredo envelope. On April 2nd (p10) we are told by the Mexico City Del Norte Terminal salesman **ANGEL CURIEL** that it is he who exchanges the purchase order #14618 for ticket #13688 writing the destination and ticket number on the passenger manifest.

[CE2121 p70](#)

On April 2, 1964, **ANGEL CURIEL** informed that he is a ticket salesman at the Mexico City terminal of Transportes del Norte and that **he recognized his handwriting on the October 2, 1963, passenger list for bus No. 332 in connection with the items listed under "destination" and "ticket number."** He explained that he undoubtedly exchanged ticket No. 13688 for the travel agency purchase order and recorded the number of the ticket before delivering it to the passenger. **CURIEL viewed available photographs of OSWALD and stated he could not recall him in connection with his duties at the bus line.**

Since this transaction occurred on the morning of Oct 2nd at the Mexico City Del Norte Terminal and D-257 is supposedly the original ticket stub that Oswald would have kept and is found by Marina in Aug 1964, we would expect to see ticket agent "**A.CURIEL**" in the stamps on the backs of both the original ticket and the stubs. (Note: IBARRA tells us that if the dates don't match for the stubs and the envelope, Monterrey made a mistake and inter-mingled stubs.)

What we have instead is more to prove the **Evidence IS the Conspiracy**. Below I have created a composite of the Marina ticket stub with the stamp on its back, the two #13688 stubs from the Monterrey envelope and the statement of two other Del Norte ticket agents from the Mexico City Terminal. In essence, **Mr. JUAN GASCON** is either confirming that this ticket was issued by him on Sept 30th to who-knows-who, someone used his stamp on the morning of October 2nd with the incorrect date, or finally someone at some subsequent time created ticket #13688 – stamped the backs with Mr. Gascon's stamp and forgot to inform him about it.



COMMISSION EXHIBIT No. 2485



Ticket salesman CANUTO S. ROJAS and **JUAN GASCON** advised that they recognized their handwriting on the October 2, 1963, manifest in connection with some of the reservations and ticket sales, but upon viewing photographs of OSWALD could not recall having seen him at the Mexico City terminal of Transportes del Norte.

COMMISSION EXHIBIT No. 2485—Continued

Returning once again to the driver of bus #373 from Monterrey to Laredo ALVARO IBARRA on page 7 of WCD 1063, he simply does not corroborate ANY of the evidence offered by those supposedly traveling on this bus with Oswald. He could not recall any Immigration incident where our man Oswald is singled out and removed from the bus, could NOT recall anyone with bananas having to “gulp them down” at any point between Monterrey and the Texas side of the bridge in Laredo, and could NOT place him on this smaller bus carrying only 13 passengers.

FEDERAL BUREAU OF INVESTIGATION

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 4/7/64 at Nuevo Laredo, Mexico File # SA 105-2809

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

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LAREDO TO DALLAS – THE EVIDENCE IS THE CONSPIRACY

When researching what occurs at Laredo in the Greyhound/Del Norte terminal, a number of references are offered in the Warren Commission Documents. Surprisingly though, each of these refers to the search for PAULA RUSIONI who appears on the passenger manifest for bus #332 from Mexico City to Monterrey. The search proved fruitless as both her ticket and her person could not be located. In fact, only a handful of the passengers listed on this manifest were actually on the bus as we discussed in detail earlier.

The FACT that an exchange order was processed by Greyhound is only established by this COPY of the paperwork provided by TERESA SCHAEFFER on April 1st. This paperwork is maintained on the MEXICAN side of the equation and stands alone. I have found no information via Greyhound that this document is an authentic copy of anything in reality – it is simply a copy with all the weaknesses a copy of any document might have coming from the FBI.

FORM 127
PRINTED IN U.S.A.

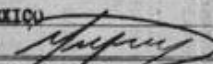
WESTERN GREYHOUND LINES
DIVISION OF THE GREYHOUND CORPORATION
371 MARKET STREET
SAN FRANCISCO, CALIFORNIA

INTERNATIONAL SALES REPORT

PERIOD FROM October 1st, 1963 TO October 31st, 1963

FORM NO. 127 NUMBER (1)	PASSENGER'S NAME	NUMBER OF TICKETS	ROUTING IN NORTH AMERICA		AMOUNT OF ORDER	AMOUNT OF TAX
			ORIGIN	DESTINATION		
43598	Mr. Rolando Hernández B.	1	Vancouver	Vancouver	7.30	
43599	Mr. H. O. Lee	1	Laredo, Tex.	Dallas, Tex.	12.80	
43600	CANCELLED					
48251	Mr. Cesar C. Alcocer	3	Laredo, Tex.	Elgin, Ill.	93.50	
48252		2	El Paso, Tex.	Laredo, Tex.	124.12	
48253	Mr. Abraham Leon K.	1	Miami, Flida.	Miami, Flida.	68.70	
48254	Mr. & Mrs. Adolfo Lara	2	Laredo, Tex.	New York, N.Y.	110.10	
48255	Miss Harlouchat	2	San Ysidro, Calif.	Los Angeles, Calif.	8.30	
48256	Mr. & Mrs. A. Villanueva	2	Laredo, Tex.	Laredo, Tex.	72.90	
48257	Mr. C. Bell	1	Laredo, Tex.	San Antonio, Tex.	4.60	
48258	Mr. Alfredo Barbel & Sra.	2	Laredo, Tex.	Laredo, Tex.	72.90	
48259	Miss Marilyn Goodwin	3	Laredo, Tex.	Los Angeles, Calif.	129.45	
48260	Mr. Francisco Flores	1	Laredo, Tex.	Chicago, Ill.	35.80	
48261	Mr. Arnold Montperous	1	Laredo, Tex.	New York, N.Y.	55.05	
15425	REFUND				(95.70)	

On April 1, 1964, Miss SCHAEFFER made available a copy of a form captioned: "Western Greyhound Lines (Division of the Greyhound Corporation), 371 Market Street, San Francisco, California, International Sales Report." This sales report covers the period from October 1, 1963, to October 31, 1963, and Miss SCHAEFFER advised that recorded on this form is a recapitulation of travel sales during the month of October, 1963, made by the agency as agents for the Western Greyhound Lines in connection with which Greyhound International Exchange Orders were issued to the travelers. There were twelve such sales recorded on the above-mentioned sales report, which reflects that the second entry or sale made involved the issuance of Greyhound International Exchange Order No. 43599 to one passenger, Mr. H. O. LEE, for travel from Laredo, Texas, to Dallas, Texas, total fare for that portion of the trip being recorded as \$12.80 U.S.

NAME OF AGENCY	AGENCIA DE VIAJES T.CH., S.A. DE C.V.	1	TOTAL OF ORDERS	699.82
STREET ADDRESS	Reforma # 52-5	2	TOTAL TAX	
CITY	Mexico, City	3	MISCELLANEOUS	25.56
COUNTRY	MEXICO	4	TOTAL (LINES 1, 2 AND 3)	725.38
SIGNATURE OF AGENT		5	COMMISSION ON LINE 1	69.96
(1) ATTACH AUDITOR'S COPIES OF ORDERS TO ORIGINAL REPORT		6	MISCELLANEOUS	
(2) A CHECK IN U.S. DOLLARS ON A U.S. BANK FOR THIS AMOUNT MUST ACCOMPANY REPORT		7	NET REMITTANCE (LINE 4 LESS LINES 5 AND 6)	655.40

It is one thing to have some paperwork yet what of the corroboration at Laredo?

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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2 3

From WCD 1063 page 4:

REYMUNDO 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.**

FEDERAL BUREAU OF INVESTIGATION

1Date April 15, 1964

RAUL TIJERINA, Ticket Agent, Grayhound Bus Station, was interviewed and shown a photograph of LEE HARVEY OSWALD. TIJERINA advised that he was the Ticket Agent on duty at the Grayhound 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 states 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 Grayhound 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 Grayhound 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.

On 4/6/64 at Laredo, Texas File # SA 105-2809
 by SA ROBERT L. CHAPMAN/dnb Date dictated 4/10/64

[CE 2537](#) under Hoover's signature is a collection of documents related to the exchange order in Laredo for a Greyhound bus ticket thru San Antonio to Dallas. It appears that Mr. RAUL TIJERINA's signature is on the back of the exchange order under the date OCT 3 - 1963. It also seems to include a portion of the ticket stub #8256009. Since this winds up being the **ONLY EXCHANGE ORDER THAT NIGHT** - and he signed and processed the order - one would think they would recognize a photo of Oswald; unless it was not Oswald doing the traveling.

This order is subject to the regulations of the individual transportation lines over which passenger is to travel. In issuing tickets over routes of other carriers Grayhound Lines acts only as selling agent.

FOR USE OF AGENT AT POINT OF REISSUE

THE FOLLOWING TICKETS ISSUED ON THIS ORDER

COMPANY	FORM NO.	TICKET NOS.	TICKETS		AMOUNT
			OW	RT	
C.G.L.	I	8256009	✓		12.80

GOOD FOR ONE TRIP AS SHOWN BELOW.	CENTRAL GREYHOUND LAREDO TEXAS	10-3 67	8666
GREYHOUND			VOID IF DETACHED
FROM LAREDO TEX	REISSUE	TO Dallas Tex.	VOID IF DETACHED
PASSENGER TICKET			VOID IF DETACHED
ENDORSEMENTS			VOID IF DETACHED
F.E.O. 43599			VOID IF DETACHED
Org. MEXICO			VOID IF DETACHED
FARE 12.80	FORM 1	TICKET NUMBER 8256009	VOID IF DETACHED

OCT 3 - 1963

DATE

R. Tijerina
AGENT

LAREDO, TEXAS
CITY AND STATE



HONORING AGENT
STAMP HERE

Present order or tickets to the originating agency.

ON PRESENTATION OF THIS ORDER
 GREYHOUND LINES AGENT **43599**
 AT LAREDO, TEXAS U.S.A WILL ISSUE TO
 M.R. H.O. LEE NAME OF PASSENGER
 TICKETS AS SHOWN BELOW, VALID FOR MOTOR COACH TRANSPORTATION, AND HOTELS, SIGHT-SEEING OR OTHER FEATURES.
 FROM LAREDO, TEX. TO DALLAS, TEX.
 VIA SAN ANTONIO, TEXAS
 DATE OF SALE OCTOBER 1 1963

COMMISSION EXHIBIT No. 2537-Continued

I hope we're all beginning to see the pattern here. While the PHYSICAL EVIDENCE says one thing, what it concludes cannot be corroborated anywhere along the route our man Oswald was given to take. Any and all evidence offered to circumstantially place him on these buses falls apart at the most cursory of glances. It's one thing to have inanimate objects help accuse a man of murdering the POTUS, but when real people are asked to confirm that they did one thing or another related to the man accused of this killing; their answers are anything but supportive of the physical evidence's conclusions.

If an impression was to be left by our traveling Oswald that he indeed was Lee Oswald and he had accomplished this travel, he certainly did not go out of his way as he had in the past to leave a lasting impression. Mr. O.H. LEE on the other hand is remembered by these witnesses as someone they MUST HAVE interacted with since the evidence showed it – albeit 4-6 months later. How many different bus drivers need to exhibit no memory at all of this man for us to accept he was not on any of these buses while at the same time offering details and memories of nearly everything else from that time period?

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.

[CE2577 p843](#) is the Greyhound bus schedule for September 1963. Continuing in the spirit of trying to find something the FBI got right, it appears as if this page of the schedule and specifically the areas I highlighted refers to the trip described in the footnotes of the WC Report p736 regarding Oswald's travel from Laredo to Dallas.

While it does not show the travel thru to an arriving time in Chicago as Yarborough states below, the

other timings for our Oswald's trip seem to have been lifted directly from the last column of this schedule. Additionally, the trip as described by Voorhees up to the point of his arrival time in Laredo is very similar to the 3rd column from the right with his bus leaving Monterrey at 11:30. If we remember, he leaves Potosi at 2:40pm on an 8-hour trip to Monterrey. The problem occurs when the FBI states he arrived in Laredo at 2am. It's a 4 hour trip from Monterrey to Nuevo Laredo. Leaving at 11:30 he does not arrive in Laredo until after 3am which is after the bus the FBI puts Oswald on, leaves.

Since he could not have made bus #373's connection in Monterrey leaving between 9:30 and 10pm, the FBI simply moved him from one bus run to another, on top of the fact that his FM-11 tells us he took a train on October 3rd, not a bus.

SAN ANTONIO—EAGLE PASS—LAREDO

280 9-11-63		READ UP					
		DL			L-C	L-C	L-C
Ly St. Louis, Mo. (CST) lr	2 45	8 25	-----	11 15	5 00	9 20	
Ly Springfield..... (261) lr	7 35	11 25	-----	5 45	11 30	3 20	
Ly Joplin, Mo..... lr	5 30	9 50	-----	4 05	8 45	1 35	
Ly Tulsa, Okla..... (263) lr	3 23	7 00	-----	12 30	5 40	10 30	
Ly McAlester, Okla..... lr	12 31	4 03	-----	9 13	2 25	7 30	
Ly Dallas, Tex. (271) lr	7 20	10 45	2 20	3 30	9 20	2 20	
Ly Fort Worth..... lr	7 18	11 38	2 20	6 40	A	2 05	
Ly Waco..... lr	4 40	8 18	11 58	1 19	6 21	11 30	
Ly Austin..... lr	2 00	5 14	9 04	10 54	3 34	9 00	
Ly San Antonio, Tex..... Lr	12 01	3 10	7 04	9 00	1 45	7 10	
Ly New Orleans, La (BGL) lr	4 30	7 15	11 30	1 45	7 38	1 00	
Ly Lake Charles, La. CGL lr	9 25	2 00	4 30	7 50	1 45	5 38	
Ly Beaumont, Tex..... lr	7 11	12 20	2 55	6 05	A	3 58	
Ly Houston, Tex. (277) Lr	5 45	10 28	12 55	4 15	10 15	1 48	
Ly Houston, Tex. (CGL) lr	4 55	8 55	11 35	3 25	9 00	12 48	
Ly San Antonio, Tex. (267) Lr	11 30	4 08	8 25	10 45	4 05	7 15	
← Run Numbers →	1166	6488	6492	582	580	578	
Ly San Antonio..... Lr	11 05	3 11	5 13	1 15	9 00	6 20	
▲ Lytle.....	10 20	2 18	5 05	-----	12 17	ss	
▲ Natalia.....	10 13	2 10	4 57	-----	12 10	ss	
▲ Devine.....	10 07	2 02	4 50	f	12 04	ss	
Moore.....	9 55	1 49	4 38	-----	11 52	f	
▲ Pearall.....	9 38	1 32	4 21	ss	11 34	5 00	
Melon.....	f	f	f	-----	f	f	
Derby.....	f	f	f	-----	f	f	
Ly Dilley..... Lr	9 16	1 12	4 01	6 40	11 13	4 43	
Ly Dilley.. (3822) (WGB) lr	9 00	↑	↑	6 25	↑	↑	
Ly Big Wells..... Lr	8 25	↑	↑	5 58	↑	↑	
Ly Carrizo Springs..... Lr	7 55	↑	↑	5 25	↑	↑	
Ly Eagle Pass..... Lr	7 00	↑	↑	4 38	↑	↑	
Ly Dilley..... Lr	9 05	1 01	3 50	6 29	11 02	4 43	
Millett.....	f	f	f	-----	f	f	
Gardendale.....	f	f	f	-----	f	f	
▲ Cotulla.....	8 43	12 40	3 25	ss	10 41	ss	
Artesia Wells.....	f	f	f	-----	f	f	
▲ Facial.....	8 05	12 04	2 50	f	10 05	ss	
Wabb.....	f	f	f	-----	f	f	
Ly Laredo, Tex..... Lr	7 15	11 15	2 00	4 40	9 15	3 00	
Ly Laredo.. (4100) (WGN) lr	-----	10 30	12 38	3 15	8 45	2 00	
Ly Montague..... Lr	-----	6 15	8 30	11 30	4 38	8 38	
Ly Mexico City..... Lr	-----	-----	-----	8 08	8 08	8 30	

[CE 2130](#) is part of footnote #1205 to the WCR statement that Oswald took bus #1295 from Laredo to Dallas. This along with the other footnotes confirm a bus was available at the times offered yet no one, including the man who did the exchange, can remember either the man or what winds up being the ONLY EXCHANGE TICKET issued on October 3rd.

WCR p736 and the confirmation of the bus schedule ([CE2130](#)) – yet once again our man Oswald is not recalled.

At about 1:35 a.m. on October 3, Oswald crossed the International Bridge from Nuevo Laredo into Texas.¹²⁰⁴ He traveled from Laredo to Dallas via San Antonio, on Greyhound bus No. 1265, substantially following Interstate Route 35 for the entire trip¹²⁰⁵ leaving Laredo at 3 a.m. and arriving in Dallas at about 2:20 p.m. on the same day.¹²⁰⁶

1205. CE 2577, 2121, pp. 61, 77-78; CE 2130, 2436, p. 6.
1206. CE 2120, p. 2; CE 2130, 2577.

FD-302 (Rev. 1-25-60)

FEDERAL BUREAU OF INVESTIGATION

Date 4/9/64

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.

(NOTE: Let's please remember that on October 3rd in New Orleans someone returned four books which Oswald had taken out on Sept 19th. ([CE2650](#)))

We are also treated to the work of SA Bruno Dreyer who interviewed employees of the San Antonio Greyhound bus terminal and determined that once again our ghost traveler left no lasting impression.

In the pages that follow WCD 1063 p43 we learn that no records are kept in San Antonio for passengers who boarded their buses elsewhere, like Laredo.

SA 105-2909

CD1063 49

On the morning of April 8, 1964, SA BRUNO F. DREYER appeared at the Greyhound Bus Terminal, 500 North St. Mary's Street, San Antonio, to contact Greyhound Bus Terminal personnel on duty just prior to and after departure of the Laredo-Chicago Greyhound Bus which was scheduled to arrive at San Antonio at 6:20 a.m. and depart at 7:10 a.m. This was done in an effort to contact the personnel that may have been on duty on the morning of October 3, 1963.

The following persons, all of whom were on duty between 6:20 a.m. and 7:10 a.m. on the morning of October 3, 1963, advised they did not recall anyone fitting the description or bearing a resemblance to LEE HARVEY OSWALD as best as they could recall and remember:

W. P. MAXWELL, Ticket Agent

Mrs. LULA VAN CLEAVE, Information Clerk

MORRIS CLARK, Baggage Agent

R. McMILLAN, Porter

JANIE M. JUDKINS, Cashier at Terminal Newsstand

Mrs. ODETTE SMITH, Cashier at Terminal Cafeteria

W. P. CONRING, Dispatcher

CURTIS BRANCH, Porter, Terminal Barber Shop

Rev. A. C. UZZLE, Porter, Mens' Room

ROSALIO VARGAS, Porter

So to this point we have shown that

- the FBI has the information about Oswald from **two 3x5 cards representing the FM-11 entries** for Lee Harvey Oswald entering Mexico and Harvey Oswald Lee departing Mexico
- the **FRONTERA evidence was created** based on the belief that Oswald was photographed leaving the Embassy at 12:22 on October 2nd - and had to leave after the photo was taken
- the **photo of Mystery Man was incorrectly back-dated to October 1** by Anne Goodpasture allowing the 8:30am bus on Oct 2nd to be a possibility
- the **purchase of this travel was done all at one time by agent BARRIOS** yet the Mexican travel portion is dated Sept 30 while the Greyhound portion is Oct 1
- the agent who claims to have exchanged PO#14618 for **ticket #13688** not only does not remember Oswald but his stamp is not on these tickets
- the man whose name appears in the stamp for this October 2nd 8:30am exchange claims he never saw Oswald that day AND the stamps from October 2nd are dated Sept 30th
- the **driver from Monterrey to Laredo negates** all the other witness testimony about incidents with Oswald and **Oswald with bananas** while letting us know that the Monterrey office combined ticket stubs from other trips in the bus #373 envelope – the numbers don't match
- the **Mexico City to Monterrey ticket stub** would have been in THAT bus's envelope so the driver could get paid – it is unknown how it winds up in bus #373's envelope
- the only exchange order that entire evening is not remembered by the man who handled the transaction
- the **driver of the Laredo to San Antonio portion of the trip does not recall Oswald** on this bus or a sack of bananas
- none of the **Laredo or San Antonio Greyhound personnel** recalls seeing Oswald on this trip
- the name of the driver of the bus from **San Antonio to Dallas** appears only once in the WCD's as referenced by Yarborough above - [FBI 105-82555 Sec 124 p26](#) tells us that the FBI will interview the **driver Ben JULIAN in Dallas** (this does not seem to have ever occurred)
- this bus arrives in Dallas per the schedule at 2:20pm giving our Oswald time enough to get to the TEC and register at the "Y" before 4:30.

PAGE THREE

PASSENGERS WERE GOING NORTH OF SAN ANTONIO.

BEN JULIAN, EXTRA DRIVER, WAS DRIVER OF GREYHOUND BUS TWENTY SIXTYFIVE WHICH LEFT SAN ANTONIO SEVEN TEN A. M., OCT. THREE, WITH THIRTY PASSENGERS.

CONTACT WITH PERSONNEL ON DUTY AT GREYHOUND TERMINAL, SAN ANTONIO, EARLY MORNING OF OCT. THREE LAST NEGATIVE.

DALLAS, WILL INTERVIEW **BEN JULIAN**, EXTRA DRIVER, GREYHOUND BUS CO.

SAN FRANCISCO, CHECK RECORDS GREYHOUND BUS CO. FOR IDENTITY OF TRAVELERS WHO USED ABOVE GTR-S FOR TRAVEL OUT OF SAN ANTONIO AND MAY HAVE BEEN ON BUS WITH OSWALD LEAVING SAN ANTONIO SEVEN TEN A.M., OCT. THREE LAST.

WCD 1063 among a dozen and a half other WC Docs gives us a great deal of information which in summary after summary shows the results regarding Oswald are all negative.

To wrap this analysis up in a final segment, I'd like to look at the information available from October 10th thru the weekend of the assassination. We will determine of the travel date parameters (if there are photos of Mystery Man on October 4th who the CIA says on the 9th may be LEE HENRY OSWALD, why do we start searching October 2nd?) and the names of American and Mexican assets who may have had their hands in this evidence enough to be in a position to assist in the creation of these fraudulent docs which ultimately become the Evidence - which in turn becomes the Conspiracy.