MEMORATUM FOR: 'Chief,

SUBJECT:

Observation of Flying Object Nee

s a mader of S During my trip inside the purty, I me one of four parsons who observed an unusual flying object wes. Following ore the details of my own observation of , this object, to the best of my recollection:

Our trip free train was planned according to timetables available in the train was primarily scheduled to leave the during daylight. Apparently the train officials responsible in the train schedules, and car schedule was eltered in the left train that the one of the train schedule of t Der accumolations vere in a "soft" alcaping com Tuescay (4) of the interestional type, consisting of air two-person compartments. The car was occupied as follows:

Compartment 1 .- Forter

Typel and a promise on American civilian who

traveling on private business. general who wore a hat with a second A Found Livilian, about 26 years ald, probably

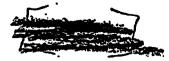
The cer was erremed with compartments all on one side, the left side as one faced forward, with an aicle on the right side. There were windows in the compartments and on the outside of the cisle, but not in the cisle. wall of the conjuments. Heavyer, during the time of the observation, the courts my compariment was open, so that movement of pursuas in the aisle until have been observable. My recollection in that the winder of my consentent may into been open a little very from the top. Frior to the time of observation, where all together in Compartment 4.

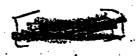
- the train traveled slowly along the wife of generally southerly direction. Before the train turned at the first went to his own concernment to rect and burned off the light in Compartment 3. At the train turned westward.
- 3. About ten minutes after we had respect the state of the preturned Compartment 4, and, with great excitement, said, "I just new a flying sameer?" The time was then about 1/10 hours. When asked where he had

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"Turn on the lights." Here to the index of the compartment, saying, "Turn on the lights." Shoulders to the window, and I looked over their shoulders. The through the window, to the south of the train, an object rescabling a searchlight at the end of the horizon, perhaps a little above the horizon. It did not three a bone but instead glowed with a receipt light, something like the glowing of an electric but plate. It looked like a circular light standing on edge, facing the train, and perhaps tilted alightly downard. I had the inspression that the searchlight was at a distance of perhaps four to six miles. The land was flat and without buildings, installations, or special vegetation. At the time of observation, twinight had fallen and the first few sters were out but it was attil light enough to see for some distance. The sky was elear, with no clouds.

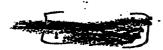
- "Eore, it's I then acticed an object slightly to the right of the searchlight. It bed two shining eyes and somed to be rising vertically. It then seemed to change course and to approach the train on more of a hardmental course but still escending slightly (traveling northward). I so not certain whother the body of the object changed position, but the eyes, which seemed to be fixed on the side of the object facing the truly during the excent. continued to face toward us. The eye on the left was brighter than the other but both have a white light, glowing like a firefly rather than conting a beam. On the harizontal course, the object gave the impression of gliding. He noise was heard and no exhaust glow or trail was seen by me. When the object appeared to be about to pass over the train. I ran to the other side of the train in order to look out the window on the nisle side, but I say nothing. The observation lasted about six or seven seconds, raybe less. The porter was standing in the corner of the aisle, forward, mast Comperiment 6, but did not seen to be looking out the window at the time.
- After the object had passed, we turned on the lights in the compartment, and the compartment, and the compartment, and the compartment was compartment in the compartment was compartment that we had seen constitling real and unusual. I asked if it could have been some kind of airplane and the others replied, "Ho, there was no resemblance."
- 6. A few mightes later, the later of returned to his empartment. The blan supported that I, as interpreter, was the parter the name of the last station which we had maded. I was reluctant to do so for fear of archising the porter's suspicion. However, the last station of the porter in the close and in a remishent way approached the question of the rance of the last and next stations, whether they were large, and has long we

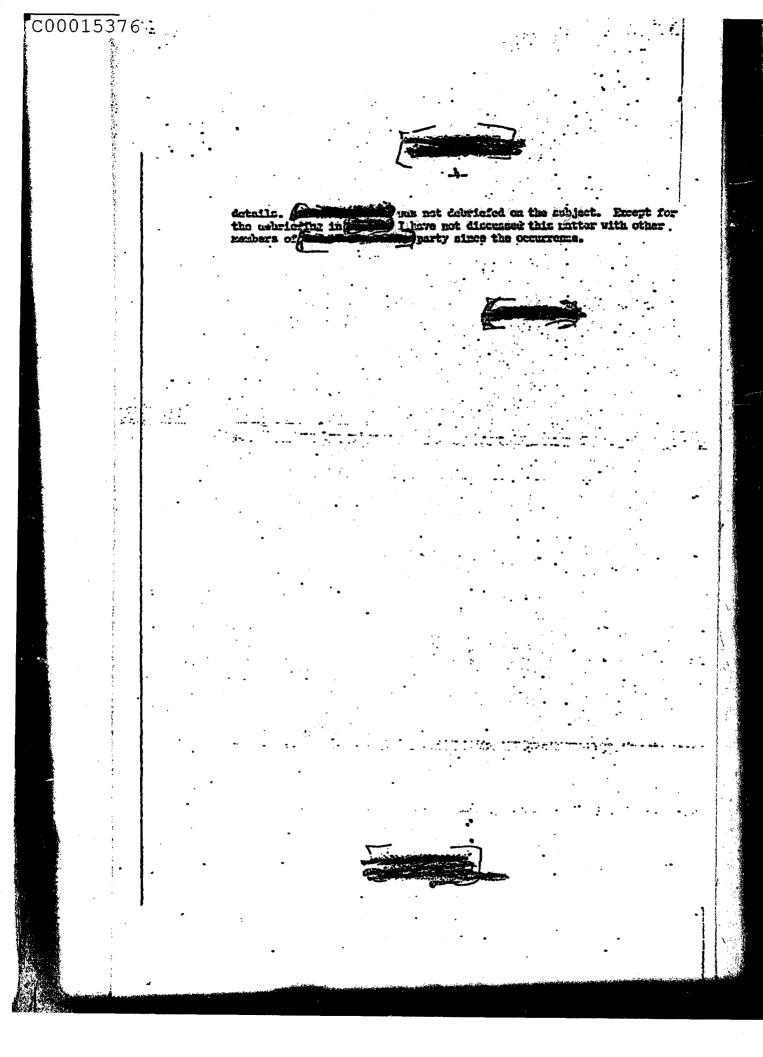




would stop at the next station, communing that we should like to obtain some vator or ten. The parter ensured in only gomest terms, not mening the stations, but saying, "The rest station vill be a longer stop end you will be able to get off to buy scrething. I returned to the compertment and told separate that the parter seems a little reluctant to give and told the porter seemed a little reluctant to grant any darming. A few minutes later the porter care into Compartment 4 and any darming. pulled from the window shade, saying (Tt's better this way). He clea multed the shades on the sinte Windows, but I do not recold his entering the shades expertment to pull the shades. After the stop at the next station, he gave me the name of the stations (stationary). The porter my have shown some slight excitorent when he pulled the shades, but I do not believe that his oxcitement was connected with our observation. I believe that the cause any have been his failure to follow the standard rule on see trains to pull the shades as soon as it became dark. He was late in doing this, and no doubt we were possing through some restricted area where such instructions must be observed strictly. I do not believe that either of the other two passengers in the car tipped off the porter that something important had hoppened. Zefore dark, the manufacture in Compartment in Compartment 5 had asked the porter to propure his bed because he had to get up at 0200 hours to get off the train. As far as I know, he went to bed quite some time before the occurrence. The civilian from Compartment 6 was seen in the nicle scretime after the occurrence but not at the time of the occurrence

- 7. I cannot describe the shape of the object which we observed, insanuch as I observed no silkoustte. I had the impression of a short object, probably shorter than an airplane, but in no way did I obtain an impression of the sill-outtte of an airplane. Perhaps the object could have had short wines. I am not certain whether it was or was not disc-shaped or circular. It supported to us that the object at first was further from the train than the secreblight. At all times, the searchlight appeared to be larger than the object and stationary. I cannot estimate the altitude reached by the object, but it was very high. I cannot estimate the speed at which the object traveled. It did not seem to be traveling very fest. On its horizontal course, it seemed to be gliding smoothly, and it reemed to be noving more playly as it approached the train than when first observed. It definitely did not which by at an unusual speed. I did not hear any noise which night have been associated with the object, and I believe that the sound of an airplane engine would have been heard over the train noises. I best deserved the eyes of the object when the object approached the train. They were distinctly two in number, set sport at a fixed distance, but I cannot estimate how ther spart they were. I observed no other, small lights on the object. I do not recall seeing any military traffic or installations of significance within half an hour on either side of the point of observati
- 8. Only and I were debriefed in the principal speaker; I provided only a few supplement





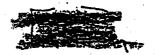
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Interrogation of Communication

1. The train was about one hour and ten minutes out of train had traveled for about 10 minutes after it turned east away from the time was about 7:10 PM.

- 2. The object was sighted out the left side of the train. The landscape was a bare plain to the horizon.
 - 3. The frain was moving at about 30 mph.
- h. The lights had been turned on in the train but it was not yet completely dark outside.
 - 5. The sky was clear.
 - 6. The state of the state of the compartment which was dark,
- 7. ment with H
- 8. Since into compartment and announced that he had seen a flying saucer.
 - 9. The lights were entinguished and all looked out the window.
- 10. Saw a search light which was described as a glow. There was no beam.
- . 11. When the object was pointed out to him he saw two white lights, like eyes, rise vertically and then move rapidly over the train. He looked out the opposite side of the train but could see nothing.
- 12. The body of the object appeared only as a darkened object agains the sky. It may have been square or round, he was not sure.
- 13. The lights were not quite equally spaced on the span of the object, being summant closer together than the distance to the tips.
 - Ili. There appeared to be stub mings on the object.
 - 15. The object appeared to be about 1/3 the size of the searchlight.
 - 16. It was not possible to estimate the distance to the object.
 - 17. The total time of sighting was estimated to be about 5 seconds.
- 18. About 10 minutes after the sighting, the steward came in the compartment and pulled the shade down. When they protested he said it



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the ld it was better this way. Source got the impression that they were passing a restricted area, however, he stated that it was customary to lower the shades when the lights were on.

19. Source went to see if he could learn the name of the station they had passed about 10 minutes before, but had no success.

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