

SECRET

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[REDACTED] WAS A TRAIN CONDUCTOR WHO, PERCHED ON HIS CONDUCTOR'S SEAT, USED TO PASS THE AREA FROM JUNE 1976 THROUGH DECEMBER 1979. HE DESCRIBED THE BACK AREA OF THE EAST BLOCK OF LY NAM DE STREET BETWEEN TRAN PHU AND PHAN DINH PHUNG STREETS AS OF LATE 1979 AS FOLLOWS
[REDACTED] COMMENT: THE RAILROAD WAS BUILT ON AN ABUTMENT ABOUT ONE METER HIGH, SO HE COULD HAVE A FAIRLY GOOD VIEW OF THE AREA.)

-NEXT TO THE RAILROAD WAS A ROW OF THATCHED HOUSES FOR RAILROAD REPAIRMEN. A BARBED-WIRE FENCE SEPARATED THE HOUSES FROM THE EAST BLOCK OF LY NAM DE STREET. FROM TRAN PHU STREET NORTHWARD THERE WERE:

-A ROW OF DILAPIDATED HOUSES.

-A ROW OF COLLECTIVE LATRINES.

-A WOODED/GARDEN AREA.

-A WATER TOWER.

-A WATER TANK WHERE PEOPLE FREELY CAME TO GET WATER, WASHED AND BATHED.

-A LOW HOUSE COVERED WITH CORRUGATED IRON SHEETS, WITHOUT WINDOWS ON THE BACK AND THE SIDES. THE ENTRANCE SHOULD BE FACING TOWARD LY NAM DE STREET. THE HOUSE WAS FENCED WITH BARBED WIRE AND HAD ELECTRIC WIRE CONNECTED TO ITS ROOF. IT WAS LOCATED ABOUT ONE METER AND ONE-HALF FROM THE RAILROAD, AND NOT MUCH HIGHER THAN THE RAILROAD ABUTMENT.

IT WAS QUIET ALL THE TIME.

-THE BACK OF THE NEXT BLOCK WAS FILLED WITH DILAPIDATED HOUSES, AND A LUMBER YARD TOWARD THE END, NEAR PHAN DINH PHUNG STREET. ([REDACTED] DESCRIPTION OF THE FRONT AREA ALONG LY NAM DE STREET DID NOT HAVE [REDACTED] DETAILS, BUT CORROBORATED [REDACTED] DESCRIPTION AS TO THE SIZE OF THE BUILDINGS.)

4. FROM 1980 TO AUGUST 1983 [REDACTED] DID NOT MAKE RUNS ON THIS PORTION OF THE RAILROAD, BUT THEN MOVED TO HIS IN-LAW'S HOUSE AT THE CORNER OF NAM NGU STREET AND PHAN BOI CHAU STREET, WHICH IS JUST A FEW BLOCKS SOUTH OF LY NAM DE AREA. NEITHER [REDACTED] NOR [REDACTED] HEARD OF ANY CAUCASIAN PRISONERS BEING HELD IN THE EAST SIDE OF LY NAM DE AFTER

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1975. IF THEY WERE, BOTH BELIEVE THEY WOULD NOT BE HELD HERE FOR LONG. THEY WOULD HAVE BEEN MOVED AWAY TO A MORE SECURE AREA. THEY WERE SKEPTICAL BECAUSE THE EAST SIDE WAS NOT SECURELY POSTED WITH GUARDS. PEOPLE COULD ROAM THROUGH. THE WATER TANK WAS A COMMON PLACE FOR LOCAL RESIDENTS. THE FENCE SEPARATING THE RAILROAD COULD BE PASSED THROUGH EASILY.

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