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**I** MAGERY  
**A** NALYSIS  
**D** IVISION

**P. I.**  
**NOTES**

~~TOP SECRET~~

**8 JULY 1966**

handle via Talent-KEYHOLE control only

**DECLASS REVIEW by NIMA/DOD**

GROUP 1  
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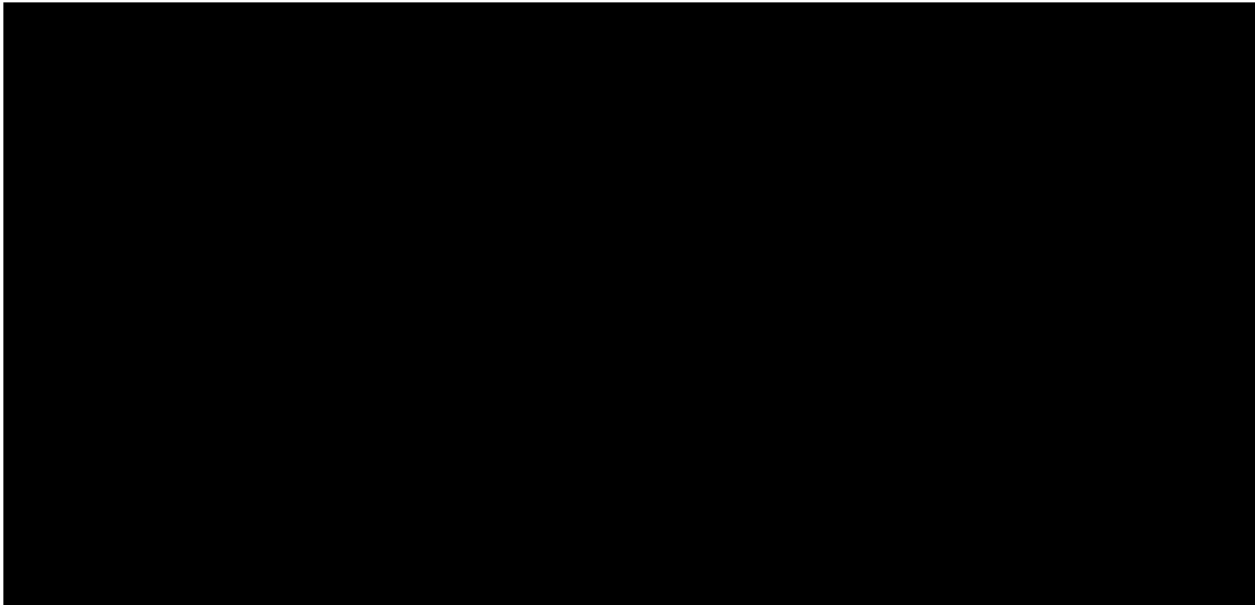
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PI NOTES, A PUBLICATION OF CIA IMAGERY ANALYSIS DIVISION, HIGHLIGHTS SIGNIFICANT INTELLIGENCE ITEMS DERIVED FROM PHOTOGRAPHY, AS WELL AS CURRENT DEVELOPMENTS IN THE "PI" FIELD.

P.I. NOTES 40/66



25X6

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USSR

25X1D

A large installation somewhat resembling the Soviet Sensitive Operations Complexes has been newly identified under construction on [REDACTED] at 57-08N 61-45E, approximately 9 nm northwest of Altynay and 41 nm northeast of Sverdlovsk, USSR. Located in a wooded area, the installation has a rail support area under construction with 8 rail sidings and 2 travelling cranes, two excavations in clearings, several areas of ground scarring, support-type buildings, and a new road network. A review of past coverage indicates the installation was in a very early stage of construction as of [REDACTED] (TOP SECRET RUFF)

25X1D

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NORTH VIETNAM

25X1D

Analysis of [REDACTED] reveals that the southern operable limit of the North Vietnamese Vinh-Dong Hoi rail line has now been extended to Xom Dui (UTM coordinates XE060803). A short 225 foot rail segment extends from the vicinity of the operable limit to the Rao Nay (River). Leading from the west

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bank of the Rao Nay (River), at UTM coordinates XE060798, across from the above mentioned short rail segment, a new road is in the initial stages of construction, extending to Route 110 at UTM coordinates XE071773. (CONFIDENTIAL)

25X1D

Analysis of [REDACTED] reveals road construction and road improvement activity in the Lai Chau (22-04N 103-10E) area. Road improvement is in progress for a distance of 7 nm from Lai Chau southward to Muong Tong (21-57N 103-09E), along the alignment of Route 4. South of Muong Tong, new road construction is in evidence for 6.5 nm along Route 191 alignment to 21-52N 103-08E. If extended an additional 31 nm, this route will provide a motorable by-pass of Route 6/19 from Lai Chau to Dien Bien Phu (21-23N 103-01E).

(CONFIDENTIAL NO FOREIGN DISSEM EXCEPT  
[REDACTED])

25X1C

CHINA

25X1D

Analysis of [REDACTED]

25X1D

[REDACTED] reveals that the Chinese Kuei-yang (26-35N 106-42E) to Kun-ming (25-04N 102-41E) rail line is possibly complete and in use.

25X1B

The western section of the railroad is now complete from Kun-ming to 26-35N 103-37E, and is probably complete from this point eastward to the western end of an approximately [REDACTED] at 26-41N

25X1B

104-38E. The status of the [REDACTED] which extends from 26-41N 104-38E to 26-43N 104-40E could not be determined. The eastern section of the railroad is complete from Kuei-yang to Shui-cheng (26-34N

25X1B

104-52E) and probably is complete from Shui-cheng westward to 26-43N 104-40E, at the eastern end of the [REDACTED]

25X1B

Probable rolling stock was observed near both the eastern and western [REDACTED]. In addition, rolling stock was observed in rail yards at Shui-cheng, Hsuan-wei (26-13N 104-05E), and at An-shun (26-15N 105-55E). (TOP SECRET RUFF)