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TCS No. 1260/64-KH  
IB No. 79/64  
12 February 1964  
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MEMORANDUM FOR: Chief, Manufacturing and Service Division, ORR

25X1A ATTENTION :  MS/CST

THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS

FROM : Chief, CIA/PID (NPIC)

SUBJECT : Various Tibet Road Studies

REFERENCES : (a) Requirement No. C-RR3-80,751  
(b) Project No. C 1563/63

1. This memorandum is in response to the referenced requirement requesting an annotated map and memorandum showing the alignment and condition of the following roads or well defined tracks:

- a. Branch roads off the Szechwan-Tibet Road north toward Yushu (33 00N - 96 14E). Two supposedly exist: one leaves the road at Kantzu (Kang-to 31 38N - 100 02E) and the other from Chang-tu (31 09N - 97 15E).
- b. Branch road off the Szechwan-Tibet Road south toward Paiyu (31 13N - 98 49E).
- c. Branch Road NE from Pamei (30 37N - 101 55E) toward Tanpa (30 52N - 101 55E).
- d. Northern extension of the road to Sanpiling (28 52N - 99 47E). This road supposedly connects with the Tungolo (30 04N - 101 44E) - Batang (30 00N - 99 00E) road at Litang (29 59N - 100 22E).
- e. Along the Rongto Chu Valley from Rima (Lima 28 26N - 97 01E) toward the northwest.

2. The aforementioned roads are described in detail in the following text and their alignment is plotted on a series of enclosed maps CIA/PID/IB-P-232 thru P-236 and P-242/64. Their condition can be ascertained from the map legend. These maps are arranged alphabetical, in the same sequence as used in this memorandum.

**DECLASSIFICATION REVIEW BY NIMA / DoD**

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TIBET ROAD STUDIES

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a. There are two roads which proceed from Yu-shu, only one of which connects with the Szechwan-Tibet Highway. These roads are described in detail as follows:

(1) A single-lane improved road leaves Yu-shu in an easterly direction. The road tranverses relatively flat alluvial plains in a broad river valley. The road stays on the north side of this valley for approximately 25 miles where it joins with the Yangtze River Valley. At this point the road turns in a northwesterly direction along the west bank of the Yangtze River. Due to obliquity, the condition of the road at this point is extremely difficult to ascertain. However, a bridge was noted under construction over the Yangtze at approximately 33 08N - 97 06E. Upon completion it appears that it will be a 3 span thru-truss steel bridge. Two spans have already been completed. Obliquity precludes further analysis of this road.

(2) A second route, a single-lane improved road leaves Yu-shu in a southerly direction. It follows the west side of a broad river valley. Beyond Po-chin-kung-pa (32 53N - 96 51E) the road crosses rugged mountainous terrain which forms the divide between the Yangtze River and the Mekong River. The road reaches an altitude approximately 21,000 feet at one point along the route. Grades are steep and switch-backs can be found in the mountainous terrain. A great deal of snow is encountered along this section and, during the winter months, it must be considered an operational problem which would be difficult to overcome. The road drops down into the Mekong River Valley where improvements end. The narrow floor and steep walls of the valley presents the following problems for road construction; landslides, tributary drainage, and heavy vegetative growth. This unimproved road continues southward in the Mekong Valley. In some locales it is little more than an improved trail. At Te-lu-k'o (Approx. 31 33N - 97 13E) a single lane improved road begins and follows the Mekong Valley to Chang-tu (31 09N - 97 15E).

b. A single-lane, slightly improved road leaves the Szechwan-Tibet Road at Kang-to (Gang-to 31 38N - 100 02E). This road parallels the Yantze River on the east bank in a southeasterly direction. The road becomes improved and graded (Approx. 31 25N - 98 55E) at a point where the river flows to the southwest. The road continues to parallel the river with a slightly improved, single-lane branch road leading southward to Pai-yu (31 13N - 98 49E). The road follows the river to Rash Drango (Chun-lo-ssu 31 12N - 97 41E) where improvement ends and a trail begins. Two small wooden dock-type bridges, of limited capacity cross the Yantze in the area of this small village, but no roads were noted on the opposite bank of the river.

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Even though a section of this road is graded and improved, all streams are forded. The improved section is located on the lower slopes of the mountains that border the Yantze Valley. This location requires side hill cuts in talus slope material which is subject to landslides.

c. After careful detailed analysis of the available photography, a single-lane, graded improved road was observed proceeding south from Litang (29 59N - 100 23E). The road generally follows river valleys, but does cross through mountainous terrain with no major difficulty.

d. Rima is located at the confluence of the Rongto-chu and the Zayul-chu Rivers. The region northwest of Rima is characterized by lofty, rugged-alpine mountains, deep river valleys, and intermountain structural basins. The best possible road location in this type terrain would be in river valleys capable of accommodating road construction. The Rongto-chu River Valley contains all these qualifications. However, after careful detailed analysis of the photography, no road of major importance was observed nor any construction noted in this valley and the surrounding mountains. Clouds and obliquity prevent a thorough read-out of this area with available photography.

A military build-up has occurred in the Rima Area [redacted] resulting in improvement to the Zayul-chu Valley Road. This road leaves the Szechwan-Tibet Road at Rau (Approx. 29 30N - 96 47E) to continue southward in the Zayul-chu Valley to Rima. The road has been graded with a natural gravel surface and widened in some locations. New deck-type bridges was noted in the Rima Area. These bridges could very well be a temporary mobile-type bridge until permanent ones can be constructed. Maintenance on this road would be a difficult problem because of the landslides in this area.

e. The village of Pamei could not be located on any available map, however, the nearest village to Pamei's coordinates is Kueiyum (30 37N - 101 49E). The name Kueiyum is substituted in this memo for Pamei. A single-lane branch road leaves the Szechwan-Tibet Road at approximately 30 39N - 101 36E. This graded, improved road follows river valleys and high level plateaus before it makes an abrupt turn to the north near Tapao P. Just north of Tapao P., due to obliquity, the road is lost in a river valley. The road is comparatively straight with no steep grades. The soil appears to be very well drained, therefore excellent for road construction.

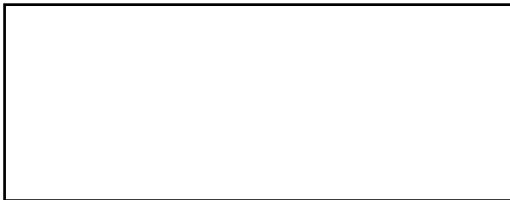
3. The following list of photographic missions contains most of the basic material from which this study was extracted:

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25X1D



25X1A

4. The photo analysis on this project was performed by  who may be contacted on extension 2546 should questions arise regarding this project. This requirement is considered complete.



ENCLOSURES:

6 Annotated Maps  
(CIA/PID/IB-P-232/64 thru P-235/64 and P-242/64)

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TIBET ROAD STUDY

Bridge U/C

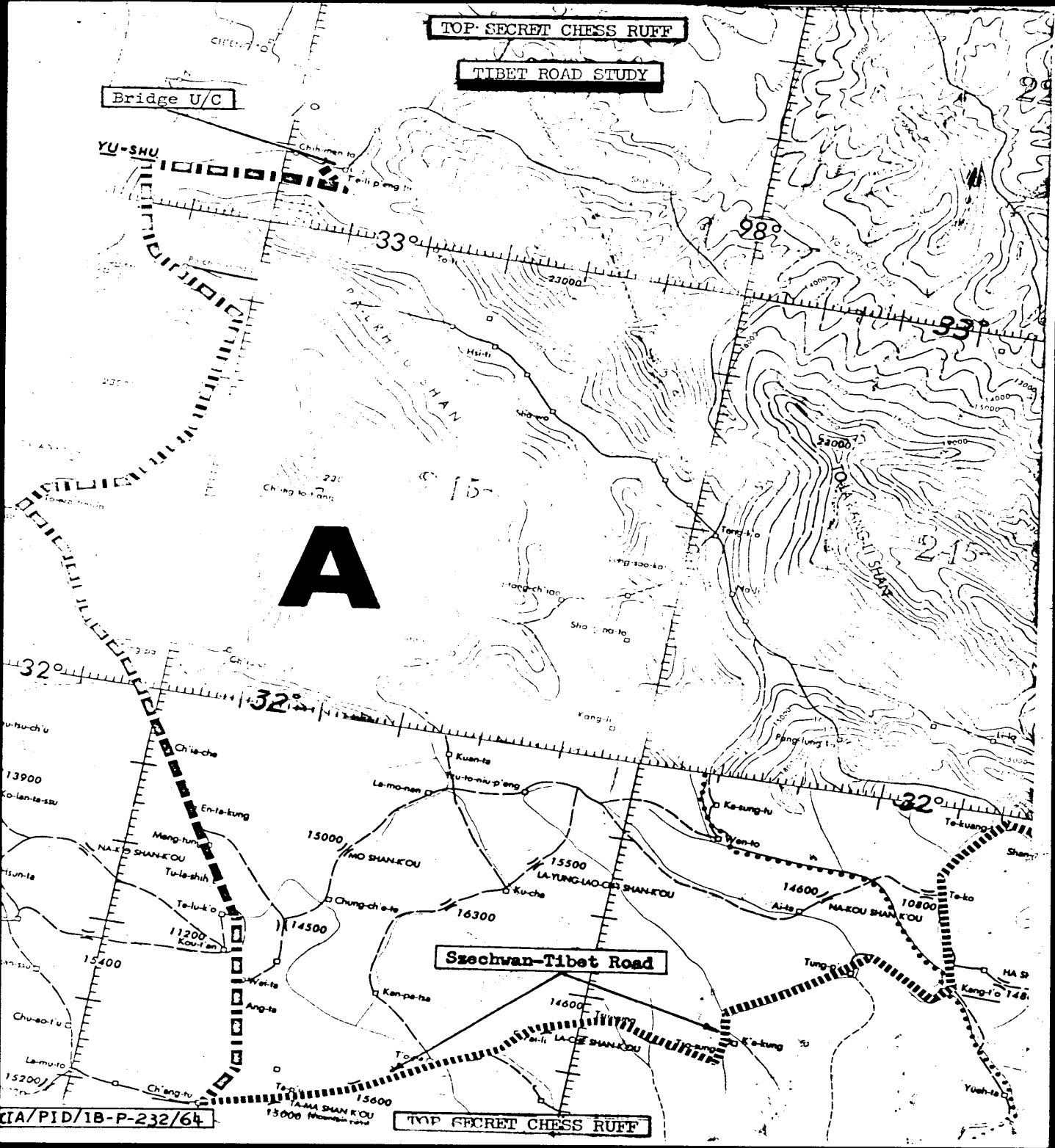
YU-SHU

A

Szechwan-Tibet Road

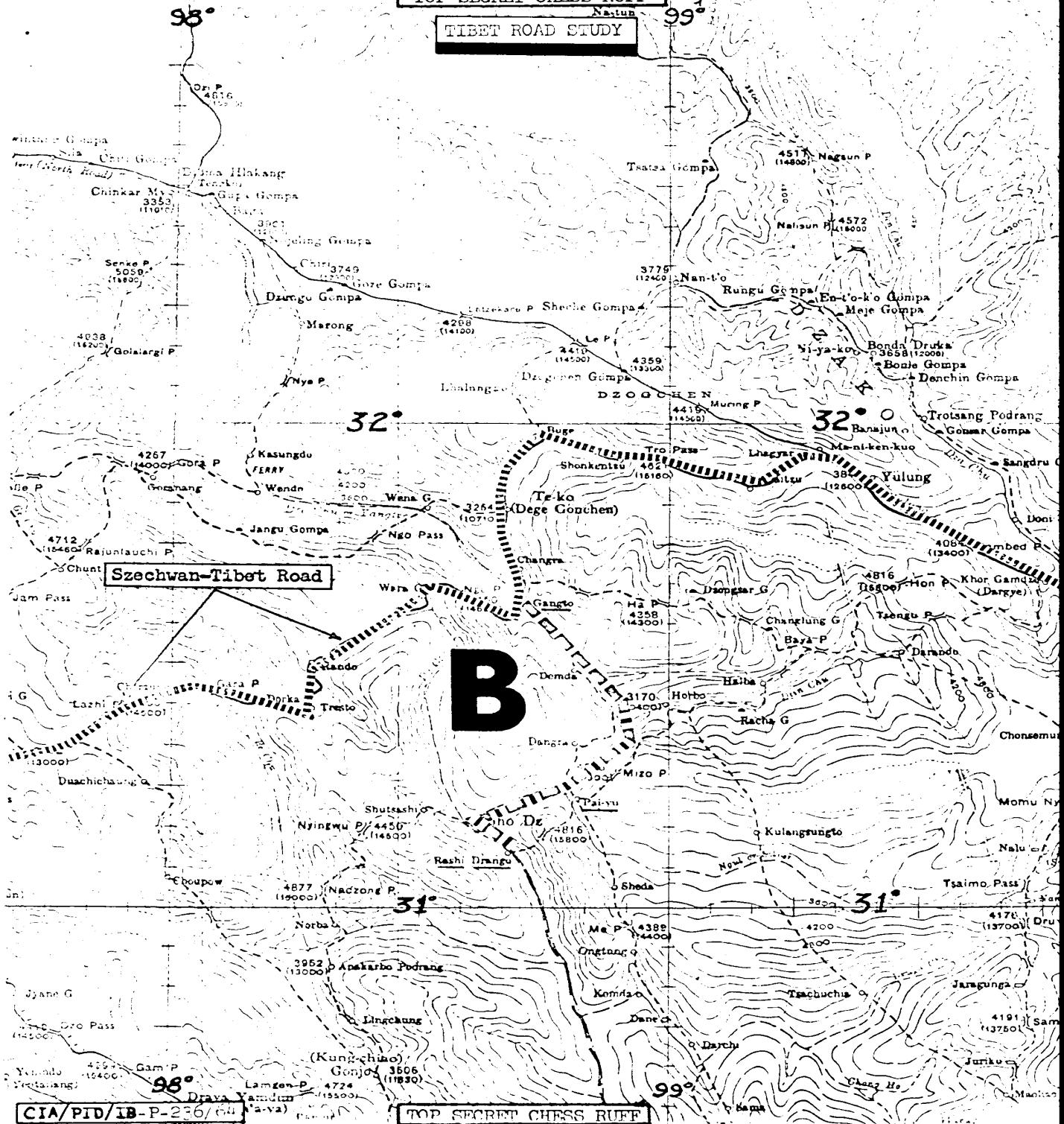
CIA/PID/18-P-232/64

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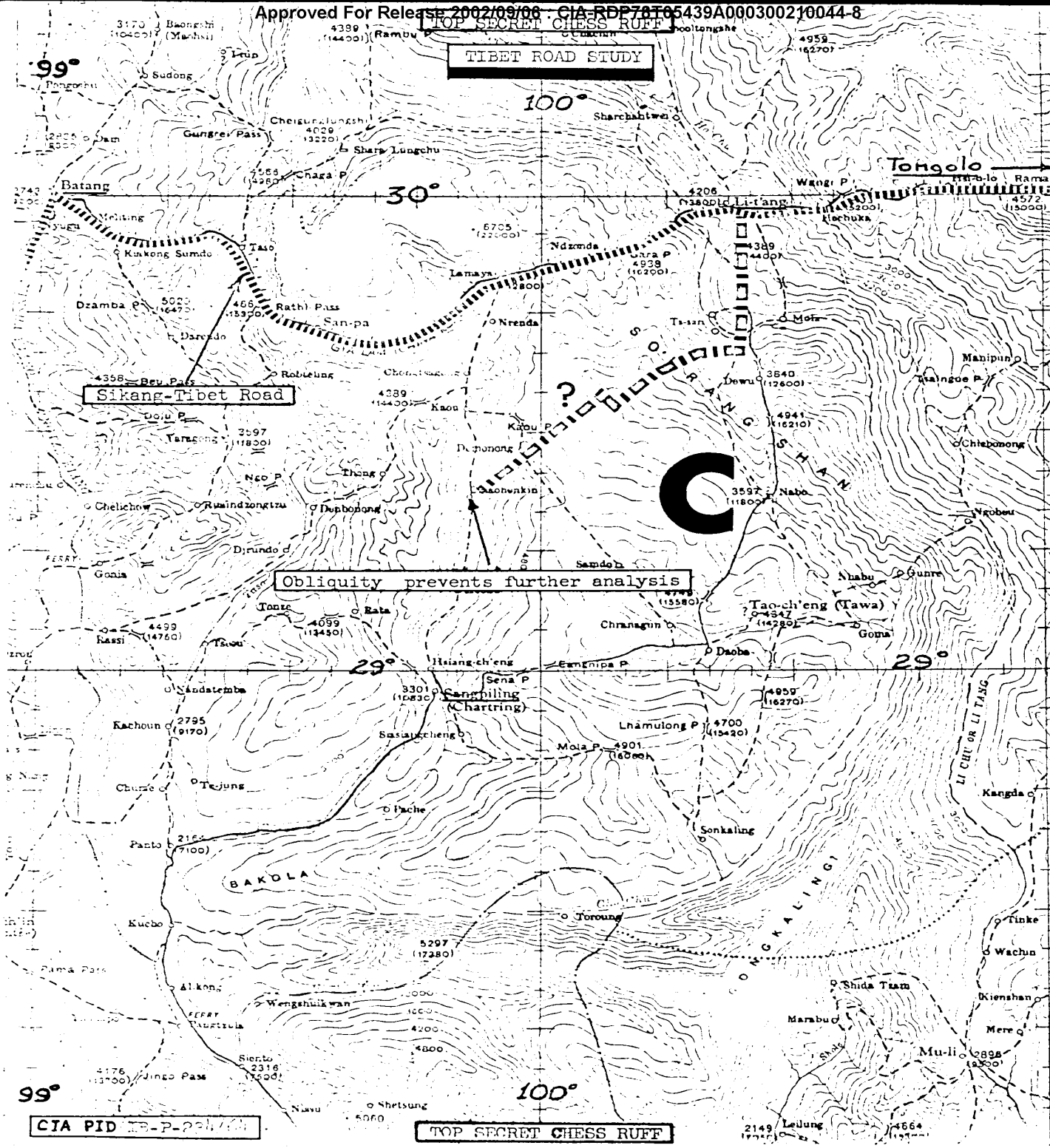
TIBET ROAD STUDY





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TIBET ROAD STUDY



Sikang-Tibet Road

Obliquity prevents further analysis

CIA PID 13-P-22474

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2149 Leilung (17700) 4564 (14900)

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TIBET ROAD STUDY

Szechwan-Tibet Road

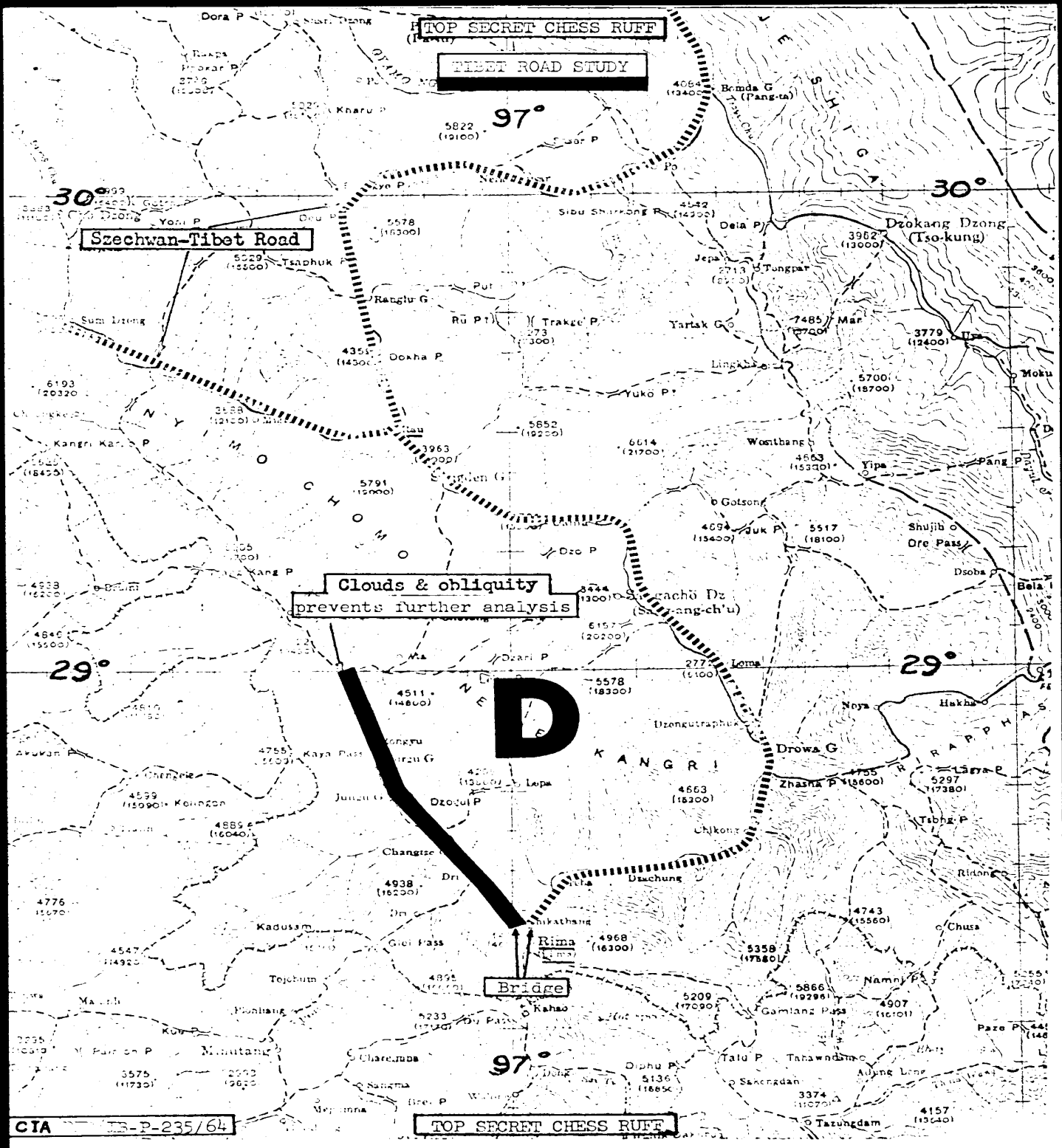
Clouds & obliquity prevents further analysis

D

Bridge

CTA TB-P-235/64

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TIBET ROAD STUDY

100°

101°

Szechwan-Tibet Road

Obliquity prevents further analysis

31°

31°

**E**

Sikang-Tibet Road

30°

30°

101°

CIA/PID/IB-P-242/64

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