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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Tibet/India/Nepal	REPORT NO.	[REDACTED]	25X1A
SUBJECT	1. Travel Restrictions, Western Tibet 2. Road Construction, Tibet 3. Headquarters of K. I. Singh	DATE DISTR.	24 December 1953	
DATE OF INFO.	[REDACTED]	NO. OF PAGES	2	
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	RD	
	25X1C	REFERENCES		

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

SOURCE: [REDACTED]

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Travel Restrictions

1. In late October 1953 the Chinese authorities were not permitting ordinary travelers, with the exception of lamas, to enter the general area between Girang Dzong (N 28-28, E 85-16) and Mana La (N 31-05, E 79-25), and Tibetans within this area were finding it difficult to leave for travel to other parts of Tibet. The only permits allowing one to enter or leave this area were issued by the Chinese Communist authorities, who did not recognize permits granted by Tibetan officials.
2. The closing of the above area was affecting the wool trade. Wool from the central southern border regions of Tibet, which formerly went to Kalimpong and Darjeeling in India, was being diverted, as a result of these security controls, westward toward Ch'angtu (N 31-10, E 97-07).

Road Construction

3. In late October the Chinese Communist military authorities, using Tibetan labor, were building a road from Lhasa south to Yatung (N 27-26, E 88-53). More than ten thousand Tibetan laborers were employed on this road, which was to be 20 feet in width. The road was to pass through Gyangtse (N 28-57, E 89-38) and Phari Dzong (N 27-45, E 89-10). Between Lhasa and Gyangtse a concrete bridge was being constructed over the Brahmaputra River.
4. In addition to the Lhasa-Yatung road, a road between Phari Dzong and Zhikatse (N 29-15, E 88-53), seat of the Panchen Lama, was also under construction in early November 1953.
5. In early November the survey of the route for a major highway to western Tibet had been completed. This route was to pass through 25 Tasam stations¹ to Barkha (N 30-52, E 81-19), and thence to Sinkiang Province

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via Gartok (N 31-45, E 80-22), Rudog (N 33-27, E 79-42) and Lake Lighten (N 34-59, E 81-06) to Khotan (N 37-07, E 79-55).² Sections of the proposed route between Khotan and Gartok were under construction in November 1953.³

6. The Chinese Communist military had also completed surveys of proposed feeder roads from the main passes into India and Nepal to the major west route described above.⁴

Headquarters of K. I. Singh

7. In early November 1953 K. I. Singh was staying in a village near Tradum (N 29-39, 84-10), where the Chinese Communists had established for him a headquarters where he could organize and train Nepalese Communists.⁵

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Comments

1. Halts may be intended.
2. This may be the road described in paragraph 3 of [REDACTED].
3. [REDACTED] that the Sinkiang portion of the Sinkiang-Tibet highway, originating in Keriya, was open to traffic in May 1953. [REDACTED] that forced labor was being used on the road from the Kirghiz SSR to Khotan and its extension from Khotan to Tibet, in the fall of 1952. In [REDACTED] from a traveler who left Khotan early in 1953, the route from Khotan to Tibet was mentioned but without any report of work being done upon it.
4. [REDACTED] that Chinese Communist military units were making map surveys along the Tibetan frontier adjoining both India and Nepal in the summer of 1953.
5. [REDACTED] that the Chinese Communists maintained training centers for Nepalese Communists at Taklakhar and Tradum. [REDACTED] in April 1952 Dr. Kaiser Indra Singh's followers in Tibet were being trained by Chinese Communist army officers.

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