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GEOGRAPHIC SUPPORT STUDY

THE WAKHAN CORRIDOR AND ADJACENT AREAS

(Supplementary Notes to CIA/RR GR-56, November 1954)

CIA/RR GS 64-20

May 1964

CENTRAL INTELLIGENCE AGENCY

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FOREWORD

This report supplements CIA/RR GR-56, Roads, Paths, and Passes in the Wakhan Corridor, November 1954, which is generally still valid. Most of the sources of information in the present report are dated 1955-61 and cover a larger geographical area adjacent to the Wakhan Corridor in the USSR, China, and Pakistan. Military practices, border posts, passes, and climate have been treated in greater detail than in the earlier report. The accompanying Map 39543 of the Wakhan Corridor is based on a 1954 edition of the map that accompanied GR-56; more recent information has been added in color. Map 39586, showing Chinese military installations, also accompanies this report.

The basic accuracy of maps that have become available since 1954 has not improved. In addition, many populated places, streams, and hills that are close to each other bear the same name. Both factors compound the normal difficulty of producing accurate locational information in field reports and in finished intelligence.

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Afghanistan: Wakhan Corridor (39543)

China: Southwestern Sinkiang, Military and Related Facilities (39586)

THE WAKHAN CORRIDOR AND ADJACENT AREAS

I. Afghanistan

During the decade since 1954 the Soviet influence and presence was strongly developed in northern Afghanistan, although currently the trend is reversing. Under Soviet encouragement and assistance a jeepable road was pushed eastward from Ishkashim, much of the work probably devolving around a few critical stretches, as much of the distance is flat flood-plain suitable for wheeled vehicles except in wet weather. This "road" probably is completed to Qala Panja, and the difficult portion from Qala Panja eastward to Sust was reported under construction in 1960. During this time there have been several reports that a bridge across the Amu Darya was in progress, but none has been confirmed. Such reports could have originated from the fact that streams tributary to the Amu Darya were being bridged in the course of constructing the roads mentioned above. Telephone communication, which also used to end at Ishkashim, has been extended eastward to Sarhad-i-Wakhan. Along with these developments must have gone an increase in the number of homes and the construction of a few larger buildings for military or municipal use, such as the schools at Khandut and Qala Panja. During this time the number of men stationed in the Corridor has definitely increased and the number of posts occupied has probably increased also, but reporting on this area is inadequate.

II. Southeastern Tadzhikistan

A. Travel

Movement on foot across the southeastern corner of Tadzhikistan, the southern part of the Eastern Pamirs, is feasible at all times of the year with the exception of short periods of unusual cold or of severe wind during the winter.

Valleys in southeastern Tadzhikistan are broad, flat, and high -- some of them more than 5 miles wide and all of them above 12,000 feet. The mountains themselves, although reaching absolute elevations of 18,000 feet, rise with only moderately steep slopes to no more than 5,000 feet above the valleys. The extensive areas of loose, fragmented rock which cover much of the Eastern Pamirs are difficult to traverse, particularly over slopes, but they present no real obstacle to overland movement on foot. The local residents, predominantly Kirgiz, live in the larger valleys and only from mid-May until mid-October occupy the higher valleys, where they pasture their livestock on vegetation watered by melting glaciers and snowfields.

B. Climate

Climatically the Eastern Pamirs constitute the westernmost extension of the extreme continental high-mountain climate of Central Asia. It is characterized by great variations in temperature -- daily, seasonal, and annual -- and by low precipitation and humidity. Temperatures, although low in winter, are not so severe as in more moist areas at the same latitude and altitude. Average monthly temperatures at Murgab, located in a broad valley at an elevation of 12,000 feet above sea level, range from a low of 0°F in January to a high of 56.5°F in July. For southeast Tadzhikistan the average annual absolute minimum (the lowest temperature in an entire winter) ranges from -38°F to -43°F, and the record low is -52°F. Relative humidity is extremely low. From March through October, inclusive, no month averages less than 19 days during which the humidity drops to or below 30 percent. During the year an average of about 210 days are this dry. Precipitation is correspondingly low, with an average of less than 3 inches a year in Murgab and an all-time record of slightly over 6 inches. Although two-thirds of the annual precipitation falls from May through September, more than 60 percent of it is in the form of snow or sleet.

Snow cover is light and, for much of the cold period, intermittent. At Murgab the average depth of snow during the 10-day period of heaviest snow cover is less than 3 inches. The average dates of arrival of the first snow and disappearance of the last snow are 29 October and 7 May, respectively, but the ground is snow covered for an average of only 55 days scattered throughout this period. The Kirgiz regularly permit their livestock to forage in the open throughout the winter. The snowline in the Eastern Pamirs lies between 16,500 feet and 17,000 feet above sea level, only at Beik Pass descending as low as 15,800 feet. It is not the amount of snow but rather its drifting that presents an obstacle to overland movement. Strong winds are frequent, although average wind velocities are relatively low. In Murgab, the windiest month has an average wind speed of only 7 miles per hour -- a figure characteristic of average annual wind speeds in the Appalachian and Rocky Mountains of United States, and about half that recorded in the Great Plains and coastal areas. Wind causes duststorms, which are another serious obstacle to overland movement. They occur on an average of 16 days a year, with a record of 39 days.

In such a dry area, streams are a far less serious obstacle than elsewhere. Since much of the snow sublimes directly into the atmosphere, the primary sources of stream flow, melting glaciers and snowfields, do not provide large quantities of water. As might be expected, a large part of the annual flow occurs during the warm months -- 40 percent to 60 percent from July through September. Spring flow is relatively light -- 19 percent to 30 percent from March through June. Of greater significance is the daily fluctuation in flow, often twice as great in the afternoon as in the morning.

C. Soviet Border Practices

Soviet border posts along the Wakhan Corridor section of the USSR-Afghanistan boundary in southeastern Tadzhikistan are more thinly spread than they are farther to the west. Reports during the mid-1950's indicated that they were located at an average distance of about 10 miles from each other. A more recent report (1960) seems to show that, with better roads along the border and improved communication between posts, many posts have been abandoned. If this is so, the average distance between posts has probably been increased to 15 to 20 miles and the number of men assigned to each post has also been increased.

The USSR-China border in southeastern Tadzhikistan was, at least until the mid-1950's, more lightly guarded than the USSR-Afghanistan border. No recent detailed information is available, but the changing political situation has probably led to tightened security on the Soviet border with China.

As is customary in mountainous areas, Soviet border troops in southeastern Tadzhikistan are fully mounted and use dogs both for guarding the posts and for detecting and tracking fugitives. According to information dated 1960, a patrol usually consists of two or four armed and mounted men and one or two dogs. They cover a 6-hour route, and usually meet a neighboring patrol, and then return to the post. The first patrol of the day starts at 6 a.m. and the activity is said to continue day and night, implying that there are four 6-hour patrols in the 24 hours. There are no reliable reports of fences or other physical barriers being used along the land portion of the border (that is, east of Lake Victoria), but there are likely to be warning devices near the border that will alert the nearest post. In addition, the posts not only are in telephone communication with each other but also with stations located at close intervals along the border between posts.

III. Southwest Sinkiang and Northern Hunza

A. Travel

The China-Pakistan border divides the broad traversable valleys of the Chinese Pamirs from the barely passable landscapes of Hunza on the Pakistan side. South of the boundary in the deep valleys and towering ranges of Hunza, any movement across the ground is severely limited by drifted snow, high water, nearly vertical slopes, and precipitous rock walls. In both the Pamirs and Hunza, travel is easiest during the rather pleasant weather of September and October when temperatures are moderate, streams low, and plains areas least boggy.

The passes on the China-Hunza border area are most dangerous during and just after winter storms and during the weeks of spring thaw in April

and May. The southern approaches across secondary ridges, gorges, and narrow valleys are most dangerous during the months of April to September when snow on the heights melts rapidly and streams in the canyons are swollen.

Movement afoot across the main passes from China to Afghanistan and Hunza is probably possible at all seasons, but it must be assumed that enforced interruptions of a few days to several weeks will occur. Snow conditions vary from pass to pass, depending on how much snow is blown away. During the period of British rule in India the Mintaka Pass was in use throughout the year by a biweekly courier service to Kashgar, even though the pass has had an accumulation of snow as much as 40 feet deep in severe winters. Glaciers have formed near many of the passes. There are small ones at the southern approach to the Mintaka Pass and at the northern descent from the Kilik Pass. Approaches to the highest passes, such as the Parpik, cross large glaciers, and mountaineering equipment and experience are needed to traverse crevasses and hazardous ice slopes.

Caravans with loaded animals can use the passes to and from Hunza only during the summer. This probably applies to the passes between China and Afghanistan as well. Yaks, the best animals for any dangerous ground, are excellent animals for off-trail movement. They are useful for breaking snow-covered trails and packing them down for both horses, which need a broken trail to follow through deep snow, and men.

Between Afghanistan and China, besides the Wakhjir Pass and the Koktorok Pass, there are several little-known passes which natives of the area moving afoot might use depending on the season. The more northern of these passes are probably under observation from the USSR if not actually patrolled by Soviet troops.

Detours through Pakistan and Hunza would require unusually careful attention to details of support and to arrangements with local authorities. For example, the passes in the Baroghil Pass area are easily traversed, although much of the ground on the approaches is boggy. The use of these passes as detours into Hunza, however, is difficult because passage from the Karumbar Valley into the Chuparson Valley is virtually impossible except briefly in the spring and again in the fall. It is conceivable that in the Baroghil area supplies could be airdropped on soft ground on the Pakistan side and picked up by persons crossing the border from Afghanistan, without the necessity of having the aircraft enter Afghan airspace.

In traveling between Afghanistan and China it would be very arduous to bypass the Wakhjir Pass by detouring via the Irshad Pass and either the Kilik Pass or the Mintaka Pass. About 5 to 10 additional days would probably be required for this detour.

B. Climate

The Pamirs region of China is typically cold and dry, with considerable dust haze and few periods of strong wind, but low areas are likely to be too wet for easy travel in summer. Minimum temperatures in the Tash Kurghan Valley are below freezing 10 months of the year. At P'u-li (Tash Kurghan) midwinter lows of -30°F have been recorded, and only July and August are frost free. Monthly maximum temperatures are above 60°F only from June through September. Snow begins in September and accounts for almost all the precipitation.

The weather is rather pleasant in September and October when dry ground and moderate temperatures prevail. Southwest winds then begin to blow steadily, the dust haze of summer disappears, and visibility is good. In the Chinese Pamirs the first snow falls toward the end of September, but it is light and accumulates only in deep ravines. In both China and Pakistan the mountain streams, the main obstacle to cross-country movement in other seasons, are low, unless fed by the larger glaciers.

Winter extends from November through April. Rivers are very low and some roads may be under deep snow cover. The wind is usually mild and does not blow for many days at a time. Visibility is usually poor. Even in the winter, accumulations of snow and ice on south-facing slopes are subject to some daytime melting and become increasingly dangerous as the season wears on.

In spring the wind is predominately from the northwest and is dry. Visibility on windless days is variable because of dust retained in the air, and the high mountain peaks can seldom be seen from the plains. As the season advances, melting in the mountains produces the snow avalanches that are particularly characteristic of April. Additional snow may fall until the end of April.

The melting which begins in April or May continues during the 3 or 4 months of summer, and plains that are boggy in early summer dry out slowly. June and July are the months of greatest cloud cover. A predominance of light, variable winds permits dust haze to build up in summer.

In Hunza seasonal changes generally follow the same broad patterns as they do in the Pamirs region of China, and most modifications are the result of differences in terrain. Winter is equally long, but has more snowfall than the Pamirs because of the greater average elevations of the ridges. Temperatures are also comparable, but local variations in altitude are important in controlling the local cycles of thawing and freezing which strongly affect ground movement. On the high ridges deeply snow-covered south-facing slopes receive a great deal of sunlight because the latitude is low (Hunza is south of Washington, D.C. and the toe of sunny

Italy) and the daily cycle of thawing and freezing operates for many months. Winter lingers in the steep-walled, narrow gorges, which are little exposed to the sun, and in some inhabited valleys that receive as little as 3 to 4 hours sunlight a day in winter. Streams remain at flood levels for several months in spring and summer and the water level does not drop until late September.

C. Chinese Border Practices

Available reports convey the general picture of a buildup in strength between 1955 and 1960, with increasing reliance on Chinese troops in preference to troops of local origin. The total number of Chinese military forces stationed at various posts in the Pamirs (including P'u-li) and in Hunza border areas as of late 1959 was reported to be less than 700 men. However, a report of late 1960, [redacted] 25X1C 25X1C [redacted] indicates a total of approximately 2,500 men. The 1960 figure seems very high, but it may include border guards and civil police as well as regular Chinese troops. Furthermore, as of 1960 an improved capability for supply by road included the use of trucks between Kashgar on the one hand and P'ú-li, Dafdar, and advance posts on the other. This permits the maintenance of garrisons of a size that was previously impossible. Finally, since the invasion of India and the opening of the Sinkiang-Tibet highway the strategic importance of the area has increased, and Chinese forces in western Tibet probably now rely on the southern Sinkiang supply base at Yeh-ch'eng (Karghalik) rather than on Tibetan bases.

Another development concerning the border area has been the conclusion of two treaties to delimit the borders of China with Afghanistan and Pakistan. According to these treaties the borders are to be delimited along watersheds and to pass through all the major and minor passes, of which 13 are enumerated in the treaties. Shimshal Pass, which reverts to Pakistan, is not mentioned. Changes in the border will involve Chinese relinquishment of strategically valuable points south of the Khunjerab Pass (see Map 39586), but the Chinese transport capability in this area that will now revert to Hunza is so overwhelming compared to the Pakistani inability to maintain an effective military presence there that a logistic saving is achieved by Communist China at no real expense to its security. Therefore it is a matter of choice for the Chinese whether or not they will patrol the area to be relinquished and permit Hunza shepherds to use the Darband pastures within it.

25X1C [redacted] 25X1C

Besides observation of the passes themselves -- with

particular concern for the Mintaka, Kilik, Wakhjir, and Koktorok Passes -- the locally based troops and their auxiliaries have other responsibilities. These include control of Chinese pastureland and surveillance of foreign shepherds who have crossed the passes into China, construction of roads, and control and direction of the local forced-labor levies used for roadbuilding and other construction work.

The intensity with which the borders are patrolled varies with the season and the location. There is much more patrolling in summer than in winter. The three or four key passes probably are patrolled daily or twice a week in summer, and the minor passes, except possibly such difficult passes as Parpik, are patrolled once a week. Winter patrolling probably is managed by larger patrols moving out of the large posts such as Mintaka and Oprang, since many of the outposts are not continuously occupied in winter. Facilities on the Chinese side at the Mintaka Pass and possibly at the Kilik and Wakhjir Passes are probably such that continuous observation is possible except under cover of darkness or inclement weather. No intensification of partroling of this USSR border area under present conditions of Sino-Soviet friction has been reported. Beyik and Iligh Su posts, on the Chinese side, have a local police function. They serve as local headquarters for police administration of the economic and social activities of the population.

In contrast to the intensity with which the relatively accessible approaches to the passes are kept under surveillance and control on the Chinese side, control and surveillance on the Pakistan side are much less intense. The principal outpost at Kalam Darchi covers the Kilik and Mintaka Passes only. Reconnaissance and control of movement across other passes to the east are probably dependent today, as in 1960, on the cooperation of the Mir of Hunza and men under his direction.

APPENDIX A

PASSES IN OR NEAR THE WAKHAN CORRIDOR

Name	Location	Elevation (feet)
Passes between Afghanistan and Pakistan		
Agram An	36 18 N - 71 30 E	16,050
Anoshah Pass (Kach Pass)	36 49 N - 72 33 E	18,500
Baroghil Pass	36 54 N - 73 23 E	12,480
Darwazo An	36 54 N - 73 27 E	12,730
Delhi Sang Pass	36 56 N - 74 20 E	20,000
Dorah An	36 07 N - 71 15 E	14,800
Irshad Uwin Pass (2 passes)	36 50 N - 74 08 E	16,160 16,360
Ishtragh Pass	36 29 N - 71 39 E	16,950
Kan Khun An	36 53 N - 73 07 E	16,300
Khatinza An	36 25 N - 71 35 E	16,000
Khora Bhurt Pass	36 52 N - 73 56 E	15,200
Kotgaz An	36 34 N - 72 01 E	17,940
Mach An	36 13 N - 71 24 E	16,600
Munjan Pass	36 09 N - 71 06 E	?
Nuqsan An	36 24 N - 71 32 E	15,650
Ochhili Pass	36 54 N - 72 53 E	17,350
Phur Nisini Pass (Shah Golasch)	36 47 N - 72 39 E	17,200
Qalandar Uwin Pass	36 53 N - 73 54 E	19,390
Uni An	35 09 N - 70 17 E	15,750
Passes between Afghanistan and China		
Koktorok Pass (Kara Jilga Dawan)	37 16 N - 74 35 E	16,600
Tigarman Su Dawan (Kokrash Kol Dawan)	37 17 N - 74 50 E	15,600
Tokman Su Dawan (Mihman Yoli Dawan)	37 17 N - 74 44 E	15,950
Wakhjir Dawan	37 08 N - 74 29 E	16,150

Name	Location	Elevation (feet)
Sarik Tash Dawan	Between Tokman Su and Tigarman Su Passes	
West Koktorok Dawan	Between North Wakhjir and Koktorok Passes	
North Wakhjir Dawan	Between Wakhjir and West Koktorok Passes	
Passes between Afghanistan and The USSR		
Andamin Dawan (Pereval Benderskogo)	37 24 N - 74 14 E	?
Bash Gumbaz Pass	37 34 N - 73 28 E	?
Burgutay Dawan (Pereval Burgutay)	37 18 N - 74 05 E	?
Khargush Pass	37 29 N - 73 10 E	?
Kumdy Pass	37 32 N - 73 20 E	?
Urta Bel Pass (Pereval Urta Bel)	37 24 N - 74 30 E	14,100
Zhaman Shura Pass	37 26 N - 74 24 E	15,130
Passes within Afghanistan		
Daliz Pass	36 58 N - 73 30 E	13,060
Darwaz Pass	37 02 N - 73 39 E	?
Sardab Pass	36 40 N - 71 32 E	10,000
Waram Pass	37 18 N - 73 46 E	18,000
Passes between China and The USSR		
Berdasht Dawan	37 58 N - 74 55 E	15,500-16,000
Beik Pass	37 18 N - 75 02 E	15,470
Sari Koram Pass (Sarkan)	37 22 N - 75 07 E	17,400
Shindy Pass (Pereval Shindy, Lakshak, Neza-Tash)	37 36 N - 74 54 E	16,400
Passes between China and Pakistan		
Kharchanai Dawan	36 59 N - 75 01 E	16,600
Khunjerab Pass	36 52 N - 75 27 E	16,166
Kilik Dawan	37 05 N - 74 40 E	15,600
Kutejilga Dawan (Mutsjilga Dawan)	36 59 N - 75 18 E	18,200 ?
Mintaka Pass	36 59 N - 74 51 E	15,450
Parpik Pass	36 57 N - 75 25 E	19,532

APPENDIX B

BORDER-TROOP POSTS
1955-63

Name	Coordinates	Strength (number of soldiers, except as indicated)
	Afghanistan	
Baroghil	36 54 N - 73 23 E	21
Dehgol	36 23 N - 71 27 E	7
Gazkhan	37 01 N - 72 42 E	30
Ishkashim	36 41 N - 71 36 E	100 gendarmes
Khandut	36 57 N - 72 22 E	31
Pigash	36 53 N - 72 14 E	11
Pitkharam	36 56 N - 73 26 E	22
Munjan Pass	36 09 N - 71 06 E	11
Qala Bar Panja (Kalai-bar Pyandzh)	37 33 N - 71 28 E	100 infantry, 200 cavalry
Qala Panja	37 00 N - 72 37 E	43
Qazi Deh	36 41 N - 71 45 E	11
Rabat (Rerak ?)	37 50 N - 71 33 E	10
Sanglich Banda	36 13 N - 71 10 E	?
Sarhad-i-Wakhan	36 59 N - 73 27 E	11
Shikarf	36 43 N - 71 55 E	?
Topkhana Sanglich	36 30 N - 71 21 E	11
Urgand (Urgun)	36 47 N - 71 59 E	11
	USSR	
Akbeit	37 29 N - 74 48 E	100
Ak-Tash	37 38 N - 74 48 E	?
Alichur	37 45 N - 73 33 E	?
Andamin	37 24 N - 74 14 E	100
Bakhmir Mazar	37 23 N - 74 44 E	50
Bash-Gumbez	37 29 N - 73 32 E	300
Beik	37 20 N - 75 03 E	?
Burgutay	37 18 N - 74 05 E	50
Chesh-Tyube (Chashtafa; Imeni Kalinina)	37 41 N - 74 18 E	30
Darshay	36 47 N - 71 59 E	?

Name	Coordinates	Strength (number of soldiers, except as indicated)
	USSR (Continued)	
Dasht-i-Mirza Sulaiman	36 41 N - 71 46 E	?
Dzhangaldik	37 27 N - 73 13 E	50
Gunzhibay	37 27 N - 74 33 E	100
Isobuloq	37 26 N - 74 19 E	40
Kara-Bulak	37 27 N - 73 48 E	100
Kara-Dun	37 27 N - 74 00 E	?
Karatash	37 18 N - 73 56 E	30
Kara-Zhilga	37 17 N - 73 48 E	9
Khargush	37 22 N - 73 09 E	50
Khorog	37 30 N - 71 36 E	2,000 (Post also has airfield and military intelligence school)
Kyzylrabat	37 28 N - 74 44 E	1,000
Lyangarkisht	37 04 N - 72 43 E	500
Mazar-Tepe	37 21 N - 73 06 E ? 37 29 N - 73 24 E ?	?
Misga	37 02 N - 72 31 E	100
Muhammad Zhilga	37 24 N - 74 36 E	50
Nyut	36 40 N - 71 38 E	600 (Post also has airfield with 2 hangers)
Pas Khof	37 52 N - 71 32 E	100
Romanit	36 45 N - 71 55 E	?
Rushan (Qala Warmar)	37 57 N - 71 33 E	?
Salangurkol'	37 30 N - 74 26 E	?
Sasykkul'	37 41 N - 73 11 E	100
Shitkharv	36 51 N - 72 06 E	50
Sokhcharv	37 43 N - 71 33 E	50
Togaz	36 57 N - 72 15 E	?
Takhtamysh (Tokhtamysh)	27 50 N - 74 38 E	100
Tym	37 31 N - 71 31 E	?
Urta-Bel'	37 25 N - 74 29 E	35
Yul-Mazar	37 19 N - 72 58 E	100
Zagwand	37 02 N - 72 38 E	200
Zendabir	37 36 N - 73 49 E	40
Zhaman Shura Zhilga	37 26 N - 74 24 E	50
Zong (Jhong)	37 03 N - 72 37 E	100

Name	Coordinates	Elevation (feet)	Strength (number of soldiers, except as indicated)
		China	
Beyik	37 11 N - 75 15 E	12,250	100
Chikar	36 23 N - 75 47 E	12,530	?
Dafdar	37 21 N - 75 24 E	11,500	200
Furzid-i-dasht	36 22 N - 76 00 E	11,020	?
Iligh Su (Ili-su)	37 02 N - 75 40 E	13,000	?
Kamansu	37 04 N - 74 59 E	13,500	4
Khoshunkul	37 13 N - 75 22 E	Under 11,600	20
Khun Midan	Unlocated		10
Khush Bel	37 06 N - 74 40 E	15,250	50
Kilik (Kalip)	37 09 N - 74 45 E	13,600	50
Koktorok (Koshutak ?)	37 10 N - 74 41 E	13,900	100
Kokutak	37 10 N - 74 37 E	14,250	?
Lup Guz	37 01 N - 74 52 E	14,500	50
Mintaka	37 07 N - 75 04 E	12,750	250
Old Lup Guz	37 03 N - 74 53 E	14,200	(Reported in disuse)
Oprang	36 56 N - 75 33 E	13-14,000	15 to 30
Parpik	Unlocated		10
P'u-li (Tashkurghan)	37 48 N - 75 14 E	10,225	1,500
Shor Bulak	36 34 N - 75 50 E	9,660	40 to 50
Tigarman Su	Unlocated		10
[Wakhjir Pass]	37 07 N - 74 30 E		14
		Pakistan	
Gulkhoja	36 58 N - 74 50 E	14,000	?
Kalam Darchi	36 49 N - 74 43 E	10,300	?

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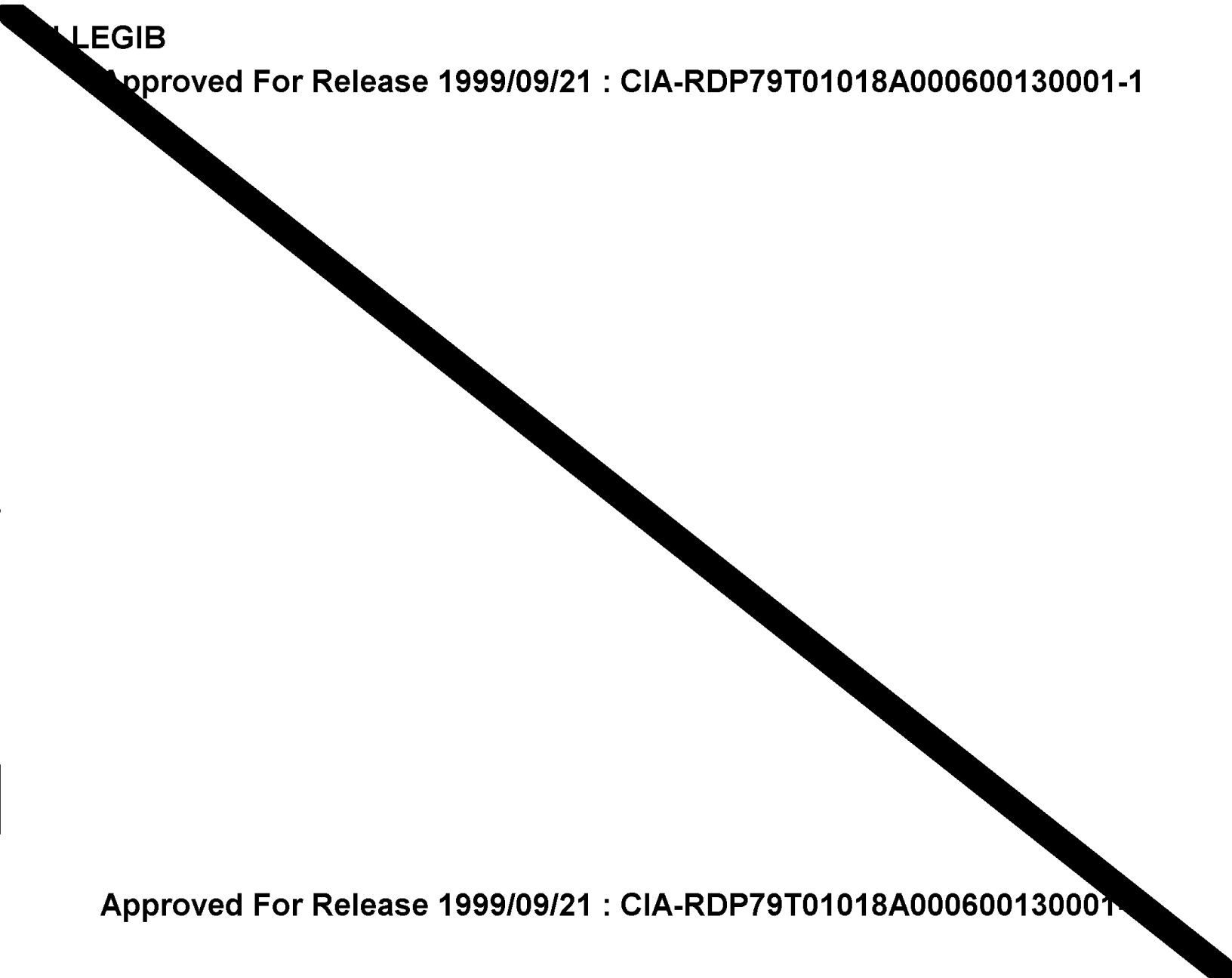

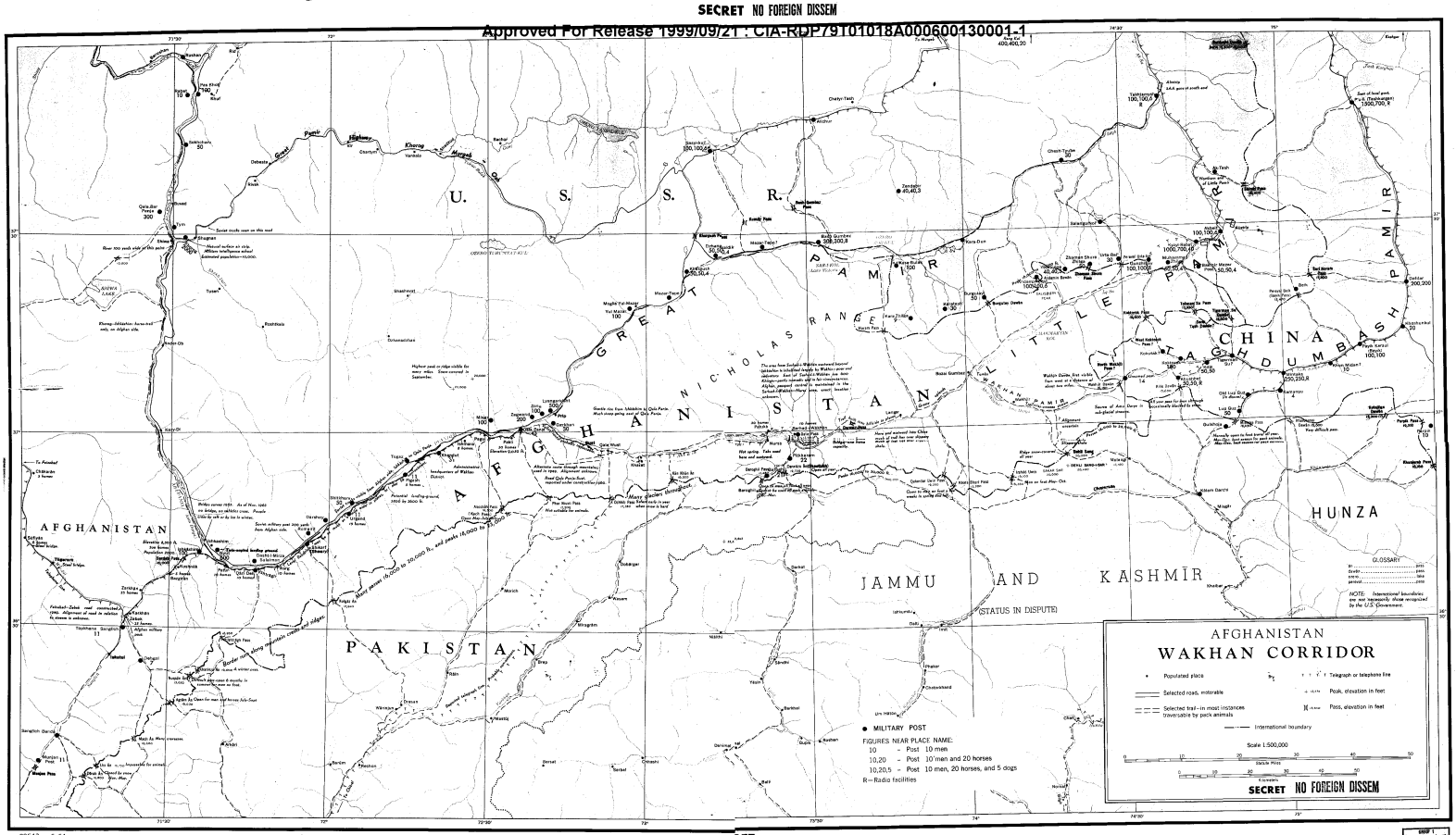

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CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

Project Initiation Memorandum

13 April 1964

Project No.: 60.2209

1. Subject of Proposed Project: The Wakhan Corridor and Adjacent Areas.

2. Statement of Problem: Essentially a problem of updating CIA/RR GR-56, dated November 1954, and adding information on nearby Chinese military facilities. Specific subjects to be covered: roads, trails, and passes in and near the Wakhan Corridor, location, strength, and area of responsibility of all border posts; Chinese military facilities SW of 40°N-78°E and including the Khotan area.

3. Requester: [redacted] 25X1A

4. Responsible Analysts: [redacted] 25X1A
Inputs from Messrs. [redacted]

5. Cooperation Desired From:
   a. Other Divisions of GRA: D/GC to provide one map. This may involve (1) remaking Map 13327, dated 1954, from scratch as no plates were retained or (2) adding manuscript information to a minimum number (5 to 10) of copies of Map 13327.
   b. Other Parts of CIA: Military Economic Research Area, OCR Special Register, and DDP Division D are unable to contribute. OCI Military Division has made a substantial contribution. OCR will contribute heavily from LY and lightly from FIB.
   c. Outside CIA: DIA Military Capabilities has contributed one document. NSA is being checked for possible contribution.

6. Estimated Manhours in D/GG: 300

7. Target Date for Issuance: 13 May 1964

8. D/GG Publication: CIA/RR GS

25X1C 9. Comments: [redacted] are also working on the project separately, over and above the D/GG effort. [redacted] plans to integrate the three contributions and submit a single report to the requester. 25X1C

25X1A [redacted] 25X1A

25X1A [redacted]
A/Assistant Director, GGR

17 April 64
Date

17 Apr 64
Date

15 APR 1964

GROUP 1
Excluded from automatic downgrading and declassification

S-E-C-R-E-T

SECRET

7 April 1964

MEMORANDUM FOR: Chief, Geography Division/ORR

SUBJECT : Geographic Study of the Wakhan Corridor and Adjacent Sinkiang Province, China

25X1C 1. It is requested that your office prepare a geographic study on the Wakhan Corridor and the adjacent border areas of Sinkiang, China. The purpose of this study is to provide [redacted] information 25X1C which will allow them to assess the validity of refugee claims [redacted] 25X1C 25X1D [redacted] 25X1D

2. The following points should be included in the study:

a. Roads and trails in the Wakhan Corridor, and those leading into Sinkiang directly or through either Soviet or Pakistan territory;

b. Passes associated with the above roads and trails, including approximate dates they are closed and any evidence that they can be crossed when presumably closed;

c. Chinese, Soviet, Pakistani, and Afghan border posts and control check points, including strength of each when known;

d. Chinese military facilities in Sinkiang south and west of 40-00N 78-00E, but including the Khotan (Ho-tien) area;

e. Information contained in [redacted] dated 10 February 1961, and similar reports. 25X1C

3. It is further requested this study be completed by 27 April 1964. If there are any questions relating to the project, please contact [redacted] extension 4341 or Red 9368. 25X1A

25X1A [redacted]

Chief

25X1A [redacted]

SECRET

GROUP 1
Excluded from automatic downgrading and declassification

To be Classified as necessary

GROUP I
Excluded from automatic down-grading and declassification

D/GG REQUEST FOR GRAPHICS

Date: 5 May 64

Check whether SENSITIVE /_/yes /X/ no

Sanitized Title (if any):

Actual Title: Afghanistan -- Wakhan Corridor

Map No.: 39543

Classification: SECRET Control:

Date Graphics Required: 19 May 64 Number of Copies: Halftone base - 50
With overlay - 100

D/GG Project Number: 60.2209 D/GG's Requester:

D/GG Analyst and Branch: [redacted] 25X1A Phone No.: 9280 (Red)

Remarks:

25X1A

Date Approved: 5 May 64 [redacted] SA/Ch/D/GG

Instructions: To be made up in triplicate: Two copies to D/GC, one of which will be returned to O/Ch/D/GG with map number. The third copy to be held in O/Ch/D/GG until the second is returned; the third copy with map number added to be sent to the Branch.

One D/GG Request for Graphics for each map, chart, etc.