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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The road from Nongkhai (N 17-52, E 102-42) to Udon (N 17-20, E 102-45) is the best in the area. In the past four or five months considerable maintenance and repair has been done on this road. Several pieces of heavy earth-moving machinery and three big road-rollers are in continuous use. It is being widened in several places, but until it is tarred, a large force of men will have to work continually to keep it repaired.
2. The road from Udon to Sakon Nakhon (N 17-12, E 104-02) is poor, although maintenance work is done on it fairly regularly.
3. The road from Sakon Nakhon to Nakon Phanom (N 17-12, E 104-47) is about as good as the road from Nongkhai to Udon. Traffic is light on this stretch and there is less need for intensive repair and maintenance.
4. The road from Nakon Phanom to That Phanom (N 16-57, E 104-42) is poor, but passable in a jeep.
5. The road from Udon to Korat (Nakon Ratchasima Changwat) (N 15-00, E 102-10) is narrow but comfortable for a jeep. It is possible to average 35 miles an hour, although the pounding would probably break the springs of a less hardy vehicle. Since the railroad runs from Korat to Udon, there is less road traffic, especially busses and trucks.
6. From Korat to Lopburi (N 14-48, E 100-37) the road is very poor and little or no maintenance work is being done. An average of 20 miles an hour is possible on this section, but only at the cost of punishing the vehicle and passengers.
7. From Lopburi to Bangkok for about 30 miles the road is tarred and in excellent condition. From the end of the tarred section to a point about ten miles out of Bangkok, the road is dirt and in fair condition and repair. Macadamizing

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is being done on parts of this stretch, but it is only partially completed. The route has been considerably improved in the past two years, especially the bridges.

8. A recent trip by jeep was made in two days from Nongkhai to Bangkok, the first day from Nongkhai to Korat and the second day from Korat to Bangkok. The driving time for each day was ten hours.
9. Gasoline is available in every town of any size; this eliminates the necessity of carrying extra gasoline.
10. Although the route is called a military road and is supposedly being maintained for possible use by army equipment and vehicles, it would become practically impassable after a week of use by military trucks, since the base is mostly gravel and crushed stone.

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