

*BEST COPY
Available*

6/17/98

CHANGED TO: TS S C
DDI Memo 4 Apr 77
DIA REG 77/163
Date: 060472 By: 025

CENTRAL CONFIDENTIAL GROUP
INTELLIGENCE REPORT

[Redacted] **FUD**
567

COUNTRY China

DATE: 25X1C

SUBJECT Economic Information: Roads, Airfields, and Tele-
phones in Sinkiang Province

INFO. [Redacted]
DIST. 27 March 1947

25X1A

PAGES 3

ORIGIN [Redacted]

25X1X

SUPPLEMENT

ATTACHMENT Map



Roads

1. General: At present a major part of Sinkiang's roads have only a sand surface. Where the sand is firm it does not present great difficulty to vehicles, but where the sand is soft, passage to ordinary cars and trucks is difficult or impossible. In most places the use of automobiles is impracticable. Jeeps, weapons carriers and 6x6 trucks are much more suitable. Soviet-built trucks are better adapted to travel in Sinkiang than American trucks because the Soviet trucks are lower geared. Sinkiang drivers prefer Soviet trucks because they are more familiar with them. On sand roads 15 or 20 miles per hour is frequently the maximum attainable speed. Because of the extreme winter cold and the absence of anti-freeze, frozen engines are a serious problem. On the Sufu (Kashgar Kona Shahr (75-58,39-29). Kuerhio (Koria) (85-55,41-45) road, for instance, an engine can freeze in 15 or 20 minutes in the winter time. For this reason trucks are often driven 24 hours a day, or during halts the engines are kept idling. Water is so scarce throughout much of Sinkiang that sufficient water, as well as gasoline and food, must be carried to last for the entire trip.
2. Lanchou (103-41,36-03)--Hami (Kumul) (93-27,42-48): There is a good road between Lanchou and Hsingsingshia (95-09,41-48), 250 kilometers a day can easily be covered. Every 200 kilometers there are inns and good accommodations. There are eating places at Hami and Anhsi (95-57,40-32) but not at Hsingsingshia. The road from Hsingsingshia to Hami is across a desert.
3. Hami--Tihua (Urumchi) (87-35,43-48): The northern road from Hami to Tashihou (91-10,43-45) is finished only about as far as Barkol (Chenhsi) (92-55,43-36). A cross-desert road from Toghucha (Sanpu) (92-50,43-00) to Chik Tam (90-37,43-00) was built a year or two ago. As there are no inns along this road, most trucks go via the road to the north, through Ch'ichiaoching (91-36,43-28). The road between Ch'ichiaoching and Chik Tam is bad and mountainous. The northern road from Ch'ichiaoching to Tihua, via Ch'i-t'ai (89-28,44-01), is passable except in winter, when it is impractical because of snow. From Ch'ichiaoching to Ch'i-t'ai the road is very hilly. The southern road from Ch'ichiaoching to Tihua, via T'ulufan (Turfan) (89-09,42-56), is better than the northern road, but is extremely hot in the summer. At T'ulufan, at the edge of a depression, the temperature goes as

25X1A

CONFIDENTIAL

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 15 October 1965 from the Director of Central Intelligence to the Archivist of the United States.

- high as 130°F. In winter time the short road from T'ulufan to T'ok'ohsün (Toksun) (88-29,42-47) freezes at night and melts during the day, bogging trucks. A year or two ago an alternate, hard, water-free road was built to the south, connecting these towns. The road from T'ok'ohsün to Tihua has a hard sand surface.
4. Tihua--Ining (Kuldja) (81-14,43-55)--USSR: This road is sometimes known as the International Highway. It is a macadamized road. 30% of the bridges along this road are concrete. The rest are wooden, liable to being washed out by the mountain streams. The wooden bridges must be repaired or replaced every two or three years. No repair work has been done on this road in three years.
 5. Wusu (84-37,44-27)--T'ach'eng (82-57,46-45): This is a hard sand road. "Terrible winds" are encountered in the mountains.
 6. Qmin (83-48,46-33)--Ch'enghua (88-07,47-52): This is a hard sand road. The trip from Qmin to Ch'enghua requires two or three days.
 7. Ch'enghua--Ch'i-t'ai: Properly speaking, no road exists between these two towns. However, the desert sand is so firm that the route is traversable except in winter, when snow renders it impossible.
 8. T'ok'ohsün--Sufu (Kashgar Kona Shahr): From T'ok'ohsün to Yench'i (Kara Shahr) (86-19,42-04) the road goes through swampy country. This road is difficult for trucks to pass in the spring (May to June) because of the mud. The rest of the year the road is passable. From Yench'i to K'uerhlo the road has a hard sand surface. The trip from K'uerhlo to Ak'osu (Ak Su Yangi Shahr) (79-56,41-08) over a sand road, ordinarily requires four days, stops being made at Iant'ai (Bugur Bazar) (84-10,41-46), K'uch'e (Kucha) (82-54,41-43) and Paich'eng (82-00,41-47). The southern road from Ak'osu to Sufu, via Pach'u (Laral Bashi) (78-15,39-46), a "mule road". The northern road, via Chong Qara (76-57,40-09), is better. Although the northern road is comparatively hilly, vehicles can make 15 to 20 miles per hour. Source once went from Sufu to Tihua in twelve days. Ordinarily twenty days are spent in making this trip.
 9. Sufu--USSR: The road west from Sufu, through Irkeshtam (73-53,39-40), has a hard sand surface and is easy to travel. Other roads from Sufu to the USSR are difficult.
 10. Pach'u--Yeherhch'iang (Yarkand) (77-20,38-25): The direct route from Pach'u to Yeherhch'iang was termed "no road" by source.
 11. Sufu--Chigelik (88-15,39-30): There is a gravel road from Sufu through Yeherhch'iang to Khotan (Hotien) (79-56,37-07). The Khotan--Yütien (Keriya) (81-42,36-52) road is a sandy or "jeep road". The road from Yütien to Chigelik is a mule road. At present it is impassable to vehicles but is being improved. The stretch from Ch'iehmo (Charchan Bazar) (85-32,38-08) to Chigelik will have a gravel surface. There is a minor road or trail from Yütien to Ch'iehmo along the mountains to the south.
 12. Chigelik--K'uerhlo: Two and a half days are required to cover this route. The road was built recently; it consists of a roadbed of brush with sand over it. This road has the disadvantage of shifting sands in the vicinity and its liability to being flooded. There are two small wooden bridges built of blue poplar (matchwood), with a capacity of two or three tons. These bridges can be expected to last at most for three years and may have to be replaced every year.
 13. Chigelik--Anhsi: The "road" from Chigelik to the Kansu border, indicated on the National Geographic map of China, does not exist, but a gravel road from Chigelik to Anhsi, running near the Altyn Tagh range, was built last year.

CONFIDENTIAL

CONFIDENTIAL

25X1A

CENTRAL INTELLIGENCE GROUP

- 5 -



14. Trails: Ining is connected with Ak'osu by a very difficult mule road through the Muz Art Dawan (Muzart Pass) (80-34,42-23). The trails into India are difficult even by mule back.


New Road Construction

15. The new road between Chigelik and K'uerhlo, and the construction in progress between Yltien and Chigelik, are strategically necessary because, if the road were cut between K'uerhlo and Ak'osu, or further south, the whole of Southern Sinkiang would be isolated.
16. Hsining (101-49,36-37)--Chigelik: The route to Hami, through the Kansu corridor, is vulnerable to Mongol attack, and raids have occurred. If this corridor were cut, all of Sinkiang would be isolated. For this reason a southern road is being built from Hsining, in Ch'inghai, westward and across the Altyn Tagh to Chigelik. 800 kilometers of this road have been completed and 400 kilometers remain to be constructed. The road will be finished sometime this year.
17. A reconnaissance party was sent across the Takla Makan Desert to determine whether a cross-desert road from K'ueh'e to the south was feasible. It was found that this was impossible because of too much shifting sand.

Road Building Materials

18. Road construction in Sinkiang is handicapped by lack of materials. The brush used in the construction of the Chigelik--K'uerhlo road grows in the vicinity. As throughout much of Sinkiang, there were no trees in the area, the nearest ones being at the foot of the Tien Shan to the north. Pebbles found at Khotan were used in surfacing some of the southern roads.

Truck Transportation

19.  in Sinkiang a fleet of about 200 trucks were in operation hauling goods and passengers. It is not known whether the trucks are still in use.

Air Transportation

20. The principal airfields are those used by the Sino-Soviet Airline, at Suibing (111), (80-49,41-03), Tihua and Hami. The flight from Lanchou to Tihua requires six hours. There are a number of small airfields in the south, as at Khotan, Yel'erh-ch'iang and Ak'osu. These generally have no proper installations and are suitable only for such small craft as reconnaissance planes. The flat nature of much of Sinkiang lends itself well to airplane landings. A four-motored airplane safely made a forced landing at Yench'i. There are a number of small airfields in the USSR near the Sinkiang border.

Telephone Communication

21. Telephone calls can be made from Lanchou to Tihua and from Tihua to K'uerhlo. Formerly the line extended to Suf'u, but "bandits" have cut it down and burned the poles.

CONFIDENTIAL

CONFIDENTIAL

25X1A

CENTRAL INTELLIGENCE GROUP

CONFIDENTIAL

MONGOLIAN PEOPLE'S
REPUBLIC

NINGSIA

KANSU

CH'INGHAI

SINKIANG PROVINCE

- - - Boundaries
- Motor Routes
- Trails (some being improved)

U.S.S.R.

TAKLA MAKAN

INDIA

TIBET

