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CIA/BI GR 67-6

October 1966

Intelligence Report

GUIDE TO THE PAO-T'OU AREA

DIRECTORATE OF INTELLIGENCE

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GUIDE TO THE PAO-T'OU AREA*

I. General Description

See Maps 54816 and 54817

Pao-t'ou (40°40'N 109°55'E) is the site of a newly developed Chinese Communist iron and steel base and the major industrial center of the Inner Mongolian Autonomous Region (IMAR). The city is also a regionally important transportation center, being served by railroads (see Figure 1), highways, and airlines. It is locally significant as a port on a stretch of the Yellow River (Huang Ho) navigable to small craft. With the recent industrial growth of the city, the population has increased markedly from about 80,000 in 1949 to an estimated 800,000 today.

Pao-t'ou was selected for development as an iron and steel center by the Chinese Communist regime because of its location near sources of minerals, fuel, and power needed for an important industrial center. Regionally, Pao-t'ou was a logical site for an economic center to serve the middle Yellow River area. Strategic reasons also were important in that Chinese Communist planners -- with World War II and Korean War experiences fresh in mind -- were anxious to construct new industrial centers in the interior away from the vulnerable coastal areas.

Present-day Pao-t'ou has evolved into four separate districts -- K'un-tu-lun, Shih-men, Ch'ing-shan, and Tung-ho -- each with its own post office. K'un-tu-lun is the site of the central post office, the sprawling Pao-t'ou Iron and Steel Complex, and a sizable lamasery (see Figure 2). It also is a key railroad junction. About 14 miles east of the Iron and Steel Complex is the old city of Pao-t'ou, now called Tung-ho. Industrial installations and storage areas extend east of Tung-ho for several miles along the railroad. A variety of industrial plants and houses for workers have been built between these two districts, in Shih-men and Ch'ing-shan (see Figure 3).

The city of Pao-t'ou is located on a flat plain of the Yellow River at an elevation of about 3,200 feet. The surface of the plain is broken by numerous small streams, mostly intermittant, that rise in the east-west trending Ta-ch'ing Shan (mountains) to the north. Mountain crests rise approximately 1,200 to 2,200 feet

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above the plains. Most slopes are steep, and the terrain is generally rugged. Northeast and east of Tung-ho the plain is only about 1 to 5 miles wide; to the northwest and west, however, it widens to about 10 miles or more, thus providing adequate land for construction of the newer districts of the city.

Natural vegetation in this semiarid region is sparse, consisting chiefly of short grasses with a few scattered shrubs. The few trees grow mainly in villages and are widely spaced elsewhere, even along watercourses. Small areas near Pao-t'ou are devoted to agriculture. Crops consist mainly of grains, mostly grown by dry farming but sometimes under irrigation. The major agricultural areas are in the Kuei-sui Plain east of the city, in the loop of the Yellow River centered at Wu-yüan in the west, and in the Ku-yang Basin north of the Ta-ch'ing Shan.

Until relatively recent times, Pao-t'ou was a small frontier village. The main commercial activity traditionally was the exchange of wool, hides, salt, and other agricultural and mineral products of northwest China for the foodstuffs and manufactured products of north China. The modern development of the city began in 1922 when the railroad line between Peking and Kuei-sui (now called Hu-ho-hao-t'e) was extended to Pao-t'ou. Economic development was slow, however, and from 1922 to 1949 the only modern industries were a small powerplant, a small-scale waterworks, and a tannery.

The development of Pao-t'ou took place in three phases. Planning was accomplished during the 1950-53 period and included the survey of all physical resources in the area, the requisition of Soviet aid, and the selection of a site for the Iron and Steel Complex. Construction began during the second phase (see Figure 4), 1954-57, with the acquisition of labor, housing, and materials and the building of auxiliary plants and railroads; the important line to Lan-chou and local lines to tap nearby mineral deposits were built during this period. Phase three, from 1958 to 1965, included the construction of the main plant area of the Iron and Steel Complex, the installation of equipment, and the initiation of production runs. Today the Iron and Steel Complex and its attendant industries dominate the Pao-t'ou landscape.

The development of the Iron and Steel Complex has attracted many other industries to the area, including a few heavy-fabrication plants, many light-fabrication plants, mechanical and heat-processing industries, thermal electric powerplants, ore concentration facilities, small iron smelters, a textile mill, and concrete and clay products plants. Facilities for processing food and grain have multiplied and include a large new modern sugar refinery. Large storage facilities are also located in the area.

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The phenomenal growth of Pao-t'ou in the last 10 years has focused considerable attention on the area (see Figures 5 and 6). The town offers a wide range of attractions for anyone interested in the industry, culture, and historical development of the planned hub of a large, heterogeneous industrial complex. Although the urban complex undoubtedly would be of greatest interest to the ordinary traveler, the hinterland of Pao-t'ou also would be of interest, both physically and culturally. Sharp contrasts exist between densely settled agricultural lands and adjoining barren, often dune-covered desert country, as well as between the settled agricultural communities of the Chinese and the nomadic encampments of the Mongols. Control of the famed and turbulent Yellow River that flows through the area is the most widely publicized of all environmental problems facing the Chinese Communist regime. Among the control measures that can be seen near Pao-t'ou are small dams designed to trap runoff on Yellow River tributaries, sand-dune stablization projects, and shelterbelts.

A list of industrial and other attractions in and near Pao-t'ou follows. Brief descriptions are provided for each attraction, with details that may suggest possible points of interest and discussion for visitors with specific technical or professional backgrounds. All of the attractions, however, are of sufficient general interest to appeal in some degree to any visitor to the Pao-t'ou area.

II. Places of Interest

A. Industrial Installations

1. Pao-t'ou Iron and Steel Complex

The Pao-t'ou Iron and Steel Complex, in the K'un-tu-lun district, is one of three integrated iron and steel bases in Communist China. This vast installation, comprising scores of workshops, was constructed with the aid of the Soviet Union and has been highly publicized. The iron smelting plant has the four largest and most modern blast furnaces in Communist China, capable of producing 90,000 tons of iron each year. The largest of these furnaces (see Figure 7) is approximately 1,513 cubic meters in volume. Two shops in the refractory materials plant produce about 100,000 tons of refractory materials a year. The steel plant has six large open-hearth furnaces and a large converter. The general machinery plant, constructed in 1959, has 14 shops. The coking plant has four coke furnaces, an ammonium workshop, and plants for coal preparation, coking, and chemical recovery.

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2. Shih-kuai Coal Mine

This mine (see Figure 8) is located 18 miles northeast of Pao-t'ou. Coking coal produced from the mine is used at the Iron and Steel Complex.

3. Powerplants

Three powerplants supply electrical power and steam to the industries of Pao-t'ou. The first is approximately 12 miles northwest of the Tung-ho district in the heart of the coke, iron, and steel combine. It was built with room for expansion in keeping with the total plan for this industrial city. The second plant is 10 miles northwest of Tung-ho. It is the newest of the plants and has the most modern design. The third plant is just northeast of Tung-ho, in an old section of town. Of the three plants, this is the least modern in design.

4. Heavy-Fabrication Plants

Two heavy-equipment plants and a vehicle plant are located within the Pao-t'ou industrial complex. One of the heavy-fabrication plants is situated near the coking plant of the Iron and Steel Complex. The other is along the branch rail line between the complex and the district of Tung-ho. The vehicle plant is near the second heavy-fabrication plant and probably operates in conjunction with it. In addition to its facilities for producing vehicles, it has a large area for testing equipment.

5. Construction-Materials Plants

Several construction-materials plants are located in Pao-t'ou. The Concrete Products plant produces cement pipes and telegraph poles. The absence of wood in the area and the prevalence of high winds and duststorms, which quickly erode wood, make this an important industry. The Pao-t'ou Refractory Materials plant, according to the Chinese, is capable of producing tiles at a rate considerably above normal. The Ceramics Factory of Pao-t'ou is now producing a Ts'ao-yuan brand of ceramics that is sold throughout the IMAR.

6. Pao-t'ou City Motor Vehicle Repair Plant

Pao-t'ou has a plant for repairing motor vehicles, but its location is not known. In 1958 this plant purportedly developed and manufactured a multipurpose motor vehicle. Actually, the vehicle probably was a product more of "Great Leap Forward" thinking than a machine of practical value.

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7. Pao-t'ou Sugar Refinery

The Pao-t'ou state-operated Sugar Refinery (see Figure 9), 12 miles east of Tung-ho on the north bank of the Yellow River, was planned and built with the aid of East Germany. It began production in December 1955. Equipment and safety devices are of modern design (see Figure 10). The plant is capable of processing 1,000 tons of sugarbeets daily and about 26,000 tons of refined sugar a year. Byproducts include fusel oil, alcohol, and yeast; the final residue is used as animal fodder or for paper pulp.

8. IMAR Woolen Mill

The IMAR Woolen Mill, probably in the Shih-men housing area, is engaged in combing, spinning, weaving, and dyeing serge, gabardine, and twill. Experimental labs also are equipped for the production of synthetic fibers. The mill has 100,000 spindles and 2,000 looms.

9. Pao-t'ou Woodcraft Factory

This plant manufactures furniture and presumably was planned to accommodate the growing city. It depends largely upon the rail lines for the importation of woods and probably is located near them, in either the Shih-men or Tung-ho district. The plant probably is using synthetic materials to supplement timber, which is in short supply.

10. Papermill

A papermill is situated in the vicinity of Pao-t'ou, but its exact location is not known. It may be located near a woodcraft factory or, since wood pulp is lacking in this area, it may be associated with a chemical plant for manufacturing a paper substitute. As the residue of the sugarbeet is used in making paper pulp, a road or rail connection must exist with the sugar plant.

11. Pao-t'ou Leather Factory

The main leather factory of the IMAR is the outgrowth of an old tannery in the Tung-ho district. It produces all types of leather goods and reportedly can manufacture more than 50,000 pairs of shoes a year (see Figure 11). A visitor would find this an opportune place from which to purchase tailored leather goods.

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B. Cultural Attractions in and Near Pao-t'ou

1. Educational and Health Institutions

In addition to general educational and medical facilities in the city, the Pao-t'ou Iron and Steel Complex reportedly sponsors and maintains educational and medical or public health facilities for the large labor force employed at the various factories.

2. Genghis Khan Shrine

In the Ordos Desert, about 50 miles south of the Yellow River, is the tomb of Genghis Khan (see Figure 12). The historian, archeologist, or casual visitor would be interested in this shrine grotto.

3. Geologic Features

Stratigraphically, the area within a 50-mile radius of Pao-t'ou is of significance. This area contains crystalline rock of pre-Cambrian origin having a predominance of iron ores and associated ore materials. A visiting geologist would be particularly interested in discussing with local geologists the granitization theory as it applies to this locality.

4. Paleontological Relics

The Cenozoic and Oligocene deposits of the Ordos Desert have yielded fossils of the hornless rhinoceros and fossils that reveal the development of the rodent. Conceivably, archeopaleontological finds might be obtained along the old Yellow River alluvial terraces of this area.

5. Pai-yun-o-po

The town of Pai-yun-o-po, 75 miles northwest of Pao-t'ou, offers additional attractions to the Pao-t'ou visitor. Industrially, the development of Pai-yun-o-po has kept pace with the growth of Pao-t'ou. Pai-yun-o-po is the ore-supply base for the Pao-t'ou Iron and Steel Complex, and the town has grown with the development of the local iron ore mines.

Culturally, the principal attraction in Pai-yun-o-po is the Obo festival, which is usually held in January and April. This is one of the most elaborate and meaningful Obo festivals celebrated in China, and it is attended by large crowds. Included among the events are feasts, dances, and rodeos. For the duration of the festival the Chinese Communists remove the normal tax imposed on slaughtering sheep and also relax the usual restrictions on purchases of cloth.

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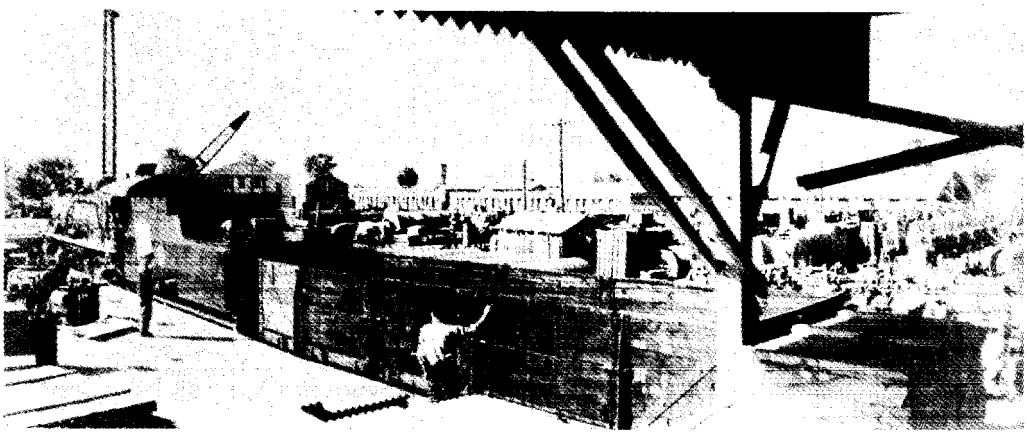

Figure 1. Construction material being shipped on Pao-lan Railroad. This railroad plays an important role in the development of industry and agriculture in the IMAR. 1964

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Figure 2. View of lamasery in district of K'un-tu-lun. 1959

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Figure 3. Workers' housing under construction. Plant buildings are visible in background. 1957

Figure 4. Beginning of construction of steel plant of Pao-t'ou Iron and Steel Complex. 1957

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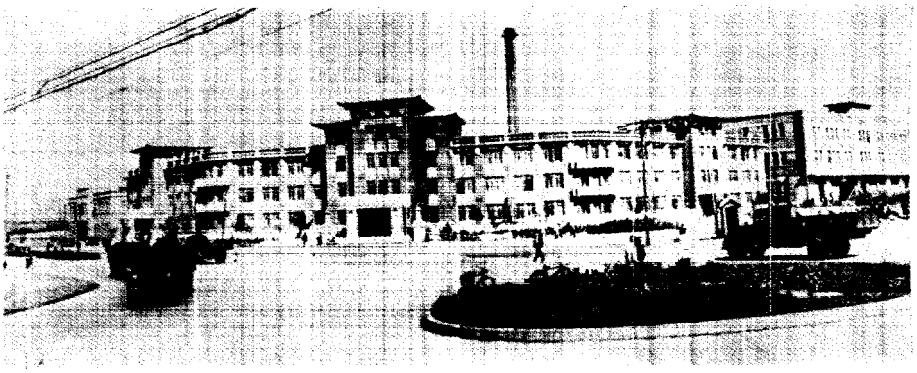

Figure 5. Main street of downtown Pao-t'ou. 1956

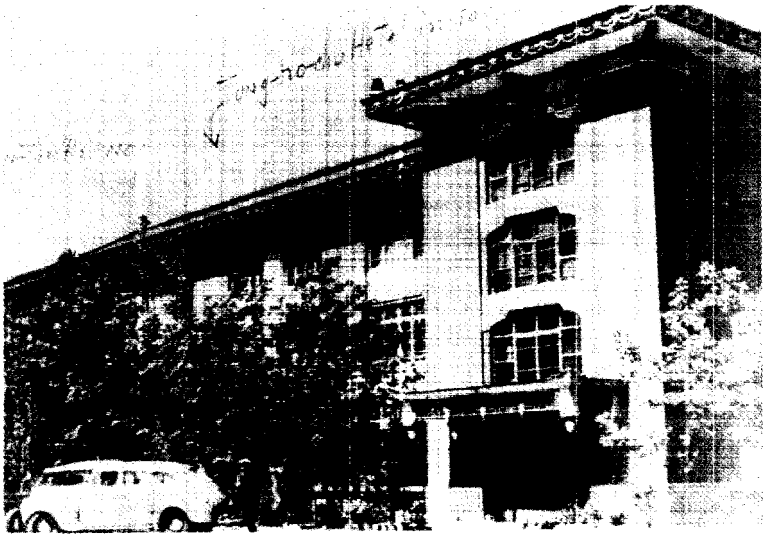

Figure 6. Hotel in downtown Pao-t'ou. 1959

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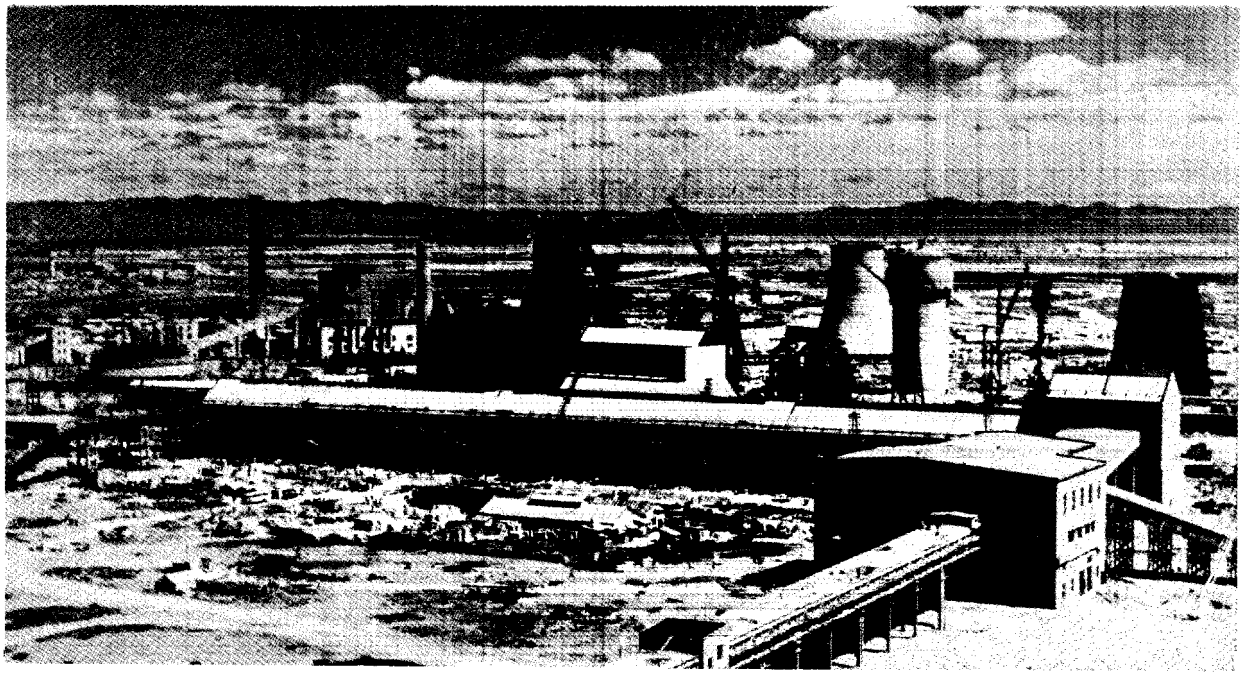

Figure 7. Blast furnace at iron smelting plant in Pao-t'ou. The extensive flat areas evident in this view are well suited to construction.

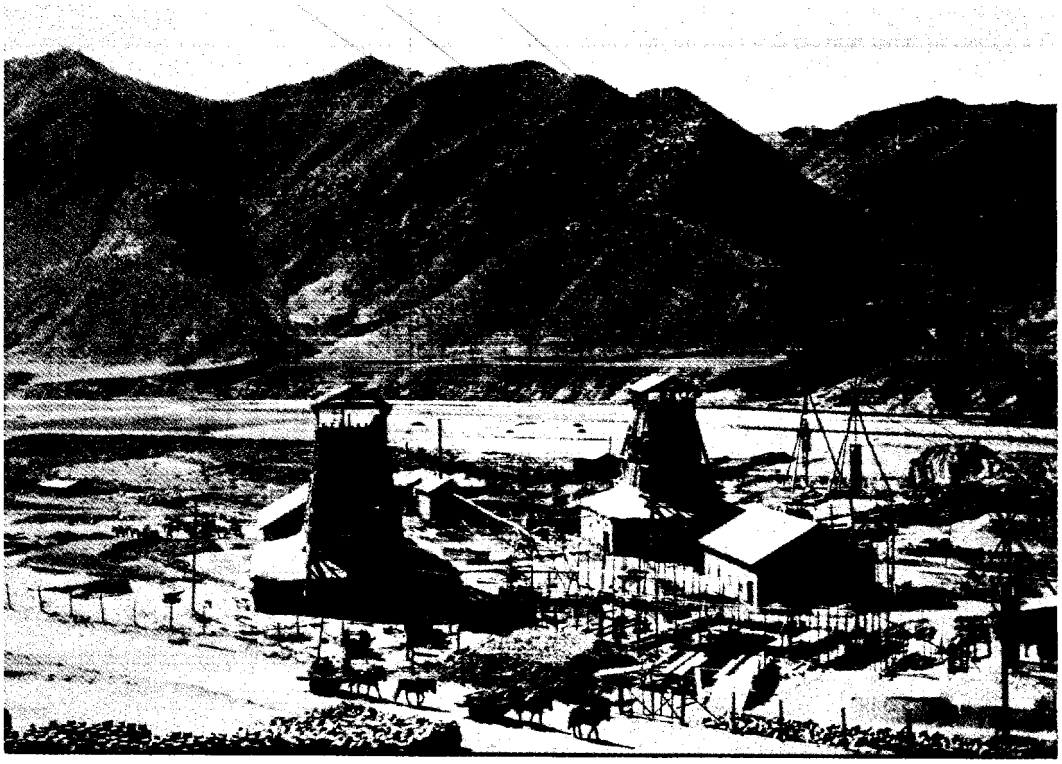

Figure 8. Shih-kuai coal mine in the Ta-ch'ing Shan, north of Pao-t'ou. This mine serves the Pao-t'ou Iron and Steel Complex. 1958

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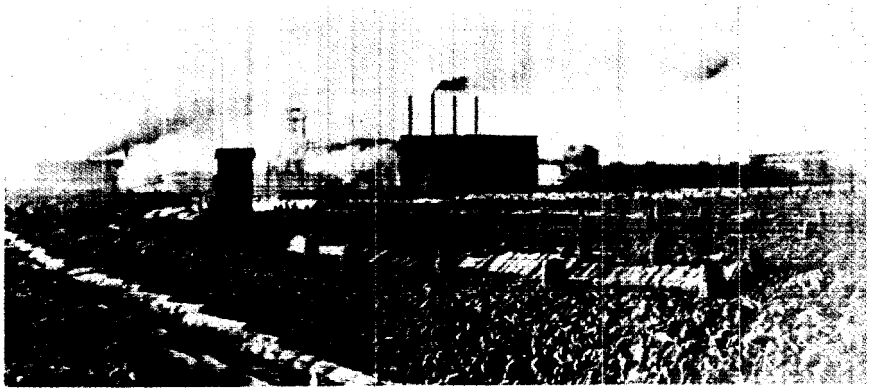

Figure 9. Pao-t'ou Sugar Refinery, with sugar-beets stacked in foreground. This refinery ships sugar to north and northwest China. 1964

Figure 10. Interior of Pao-t'ou Sugar Refinery. 1956

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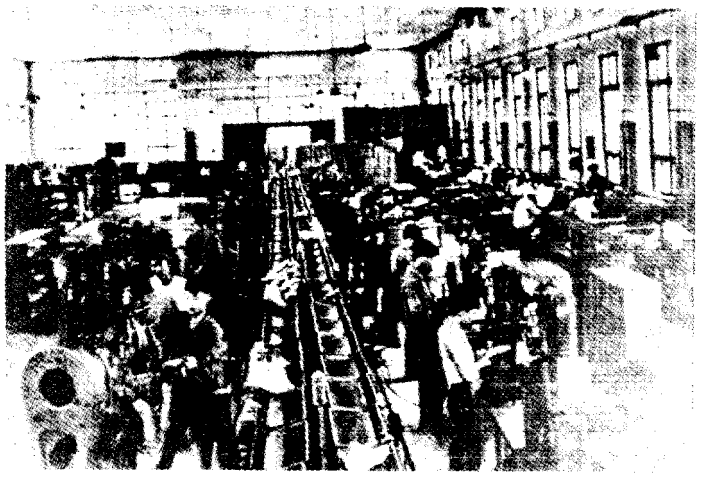

Figure 11. Shoe shop of Pao-t'ou leather factory. 1959

Figure 12. Tomb of Ghengis Khan
in Ordos Desert south of Pao-t'ou.

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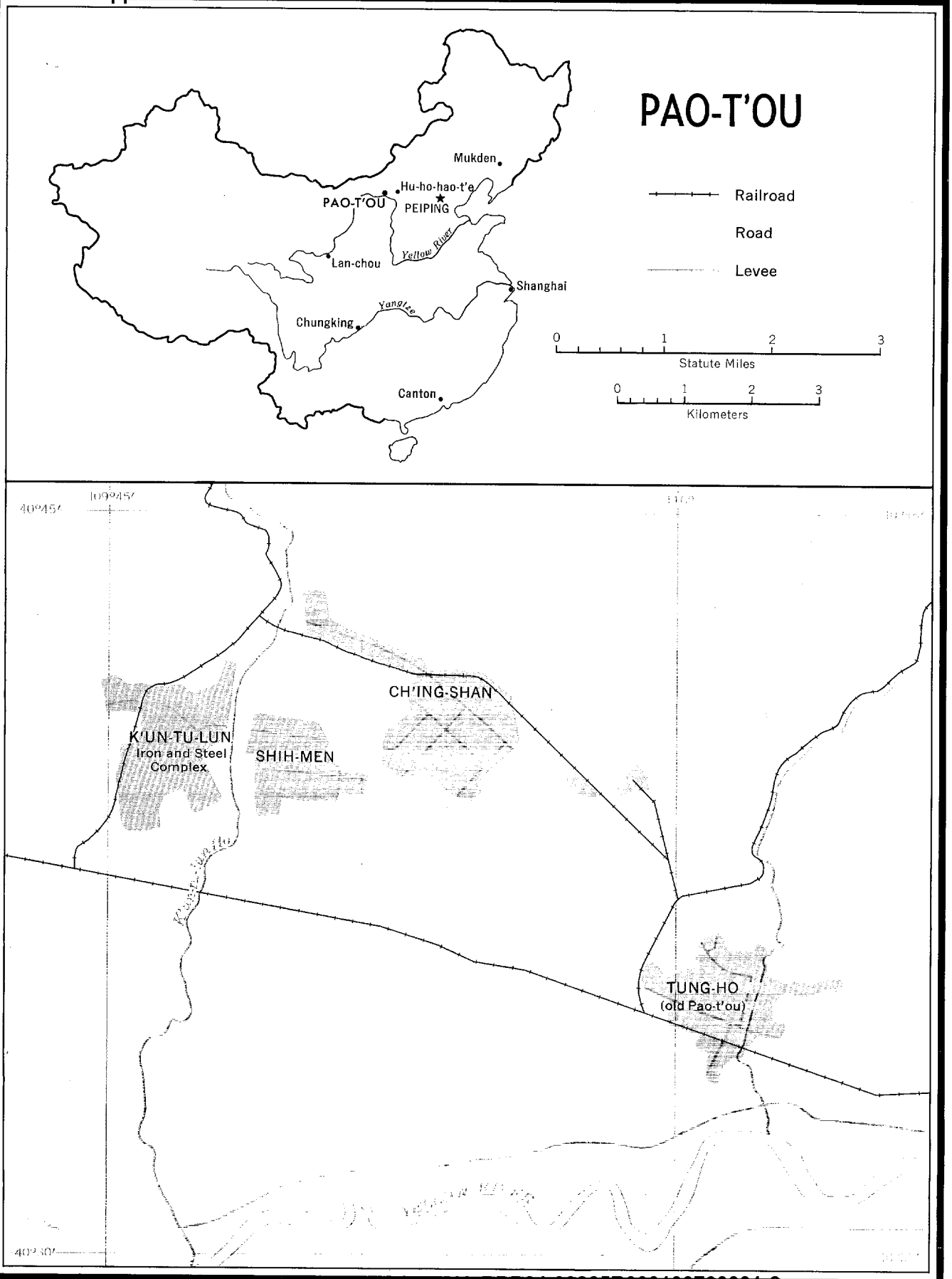

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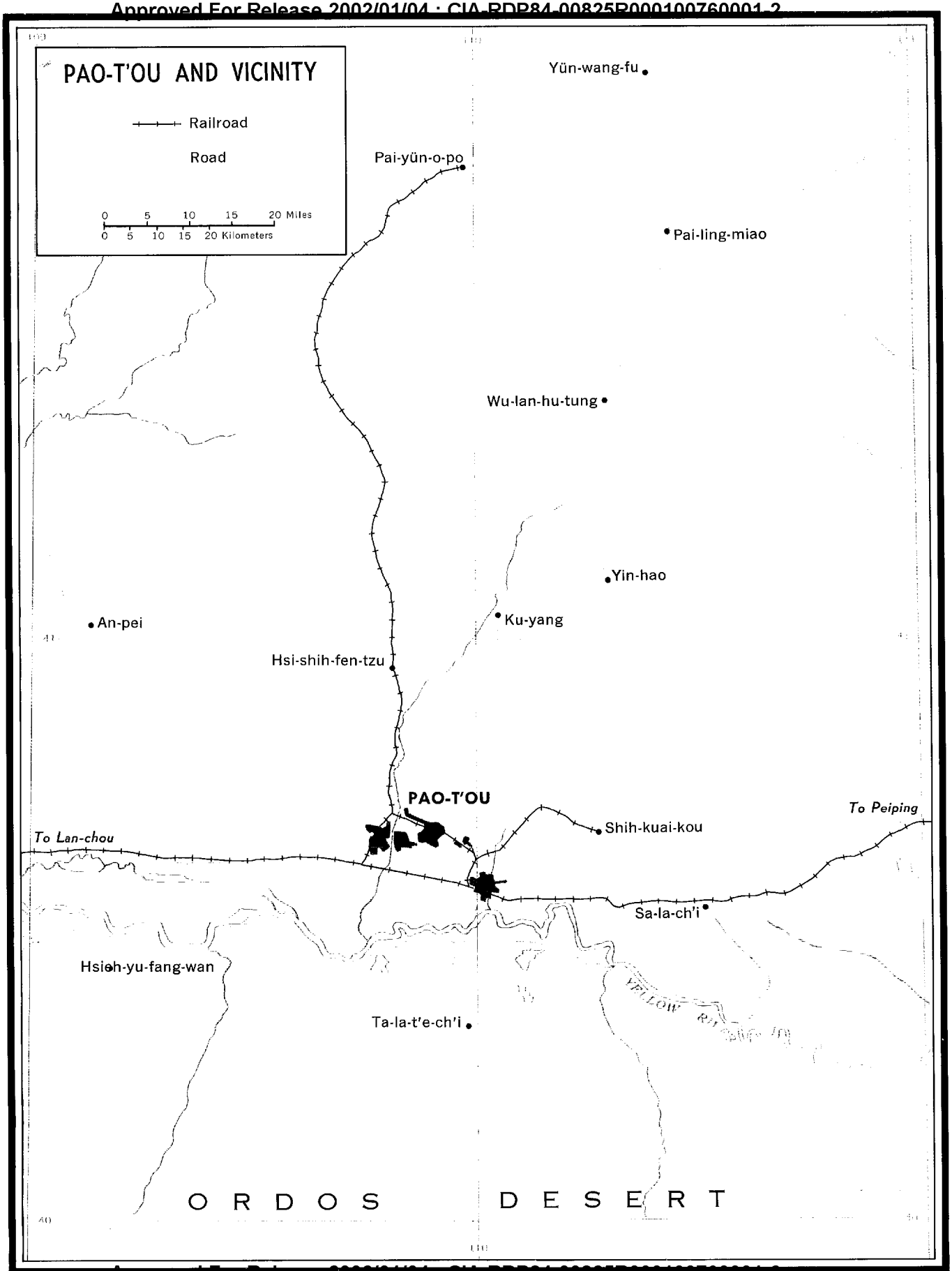

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1 Sept to Editing

2 Sept Begin editing process

9 Sept In editing

16 Sept " " ready for typing -

GR-67-6

22 Went to PD 22 Sept. - no maps ready - hold for maps

30 PD arranged with Printer to send text to Day.

7 Oct - Checks with CD on maps

14 Oct. Map in Drafting

24 Oct - " in Repro.

28 Oct - " " "

14 Nov. Maps may have been printed - check + if so [illegible] -

14 NOV - DISSEM

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4Feb66	RAN written; research began	
1Apr66	Analyst at orientation course; in abeyance.	
14Apr66	Analyst has returned and work resumed.	
21Apr66	Rough draft being reviewed in Branch	
29Apr66	Analyst's draft completed and given to Br.Ch.for his review 28Apr66. 6 May 66	
13May	In Br.Ch.review.	STATINTL
23May	[redacted] away for 2 weeks (16-27May)	
20-24Jun	No work this week.	
1July	no work " "	
8July	[illegible] slow [illegible]	
15	no work this week, BC has.	
22	"	STATINTL
29	No change	
5Aug	BC review completed - will be returned to analyst for [illegible]	
12 Aug	no work this week	
18	[illegible]	
26	[illegible]	
61.2246A	China Locality Guide: Pao-t'ou	[redacted]

To editing 1 Apr 66

Beginning editing [illegible]

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GR 67-

Project No. 61.2346A

Report No.

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Reque[redacted]

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Deadline for Delivery to the Requester

Reviewed and Approved by

Analyst [redacted]

Branch Chief

Special Asst.

Division Chief

Date Released

8.25.66

Sept 1, 66

1 Sept 66

1 Sept 66

Classification Unclass.

Control

Rec'd in Edit. 1 Sep 66

Editing Aid		Date
Typist	EFB	2 Sep
RTA	EFB	6-7 Sep
[illegible]	EFB	9 Sep
[illegible]	MED	20 Sep
[illegible]	EFB	20 Sep
	MED	20 Sep
Analyst	[illegible]	21 Sept

Instructions for Final Typing

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Other

Maps

Cartographic Branch

Map Number

Subject

None

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Other Instructions [illegible] As next week will be [redacted] last with GD/F and as [redacted] at the request of GRW, carefully reviewed the text, I am simply signing off on it. I think it efficient time-wise to get the text through editing while [redacted] is still with GD/F. [redacted]

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CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

Project Initiation Memorandum

Date: 1 December 1964

Project No.: 61.2246

1. Subject of Proposed Project: Locality Guides: China 25X1C

2. Statement of Problem: To prepare unclassified guides to six specified localities in Communist China [redacted] 25X1C

3. Requester: [redacted] 25X1C

4. Responsible Analyst, Branch: [redacted] GG/F

5. Cooperation Desired From: 25X1A 25X1A

   a. Other Divisions of GRA: Loan of maps from D/GL; possible cartographic support from D/GC.

   b. Other Parts of CIA: Loan of materials from OCR.

   [redacted] 25X1A

6. Estimated Manhours in D/GG: 50 hours per study -- total 300.

7. Target Date for Issuance: First study to be issued in January 1965; series to be completed by end of April 1965.

8. D/GG Publication: CIA/RR GS

9. Recommendations for Distribution of Finished Report:

   Ad hoc distribution, to be determined in consultation with requester upon completion of first study.

10. Comment: These guides are to be similar in content and organization to CIA/RR GP 61-98:L, August 1961.

Chief, Geography Division

Approved:

Chief, Geographic Research — Date

Assistant Director, ORR — Date

GROUP 1
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