CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Karaganda Oblast)	REPORT	
SUBJECT	Coal Mines Nos. 17 bis and 19 at Karaganda	DATE DISTR.	APR 4 1955 25X1
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This is UNEVALUATED Information

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

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1. Coal Mines Nos. 17 bis and 19 in Karaganda were subordinate to Maletovugol Trust, which was headed by Kopinets (fnu), an engineer. Mine No. 19 was opened in 1936 and Mine No. 17 bis in 1937. About 80 percent of the coal in the area was common coal (prostoy ugol), 15 percent coke, and five percent anthracite.

Mine No. 19

2. Mine No. 19 was divided into five sections (uchastki). Lyakhov (fnu) was the director of the mine. It was a horizontal mine, about 3.5 kilometers wide, with six tunnels (gorisont). Three tunnels had been exhausted, two were being partially worked, and the third was held in reserve. The coal seam was .8 to 1.0 meters thick; the pitch (uklon) was 18 degrees. The face was 1.8 meters high, with a layer of rock over and below the coal. Three of the tunnels were 300 meters long, one was 280 meters, and the two others were 270 meters each. The mine floor (strek: sic) ran approximately northeast and southwest, 1.5 kilometers and 2 kilometers in length, from the main tunnel, respectively.

3. There were three shifts per 24-hour period, with 400-420 workers, forced laborers, per shift in the mines and about 50 surface laborers; 20 of the surface laborers were free workers.

4. Following were the norms for the five sections of Mine No. 19:

First Section, First Brigade : 140 tons per shift
Second Section, Second Brigade: 140 tons per shift

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STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC		OCR CV	x		

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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Third Section, Third Brigade : 172 tons per shift
Fourth Section, Fourth Brigade: 150 tons per shift
Fifth Section, Fifth Brigade : 130 tons per shift

Total 732 tons per shift

As a rule, these norms were not fulfilled; production was from 50 to 200 tons less per shift than planned.

5. Failure to fulfill the norms resulted from very bad living conditions and poor food. Both punishments and incentives were meted out in an attempt to improve the workers' production. MGB (sic) authorities promised shortened sentences, better food, and earlier release, but with little success. Only two or three prisoners out of 3,000 were released prior to the termination of their sentence.

Mine No. 17bis

6. Mine No. 17bis, which is adjacent to Mine No. 19, varied from two to four kilometers in width. It had six tunnels, each 200 meters long and pitched at 18 to 20 degrees. The coal seam in this mine was also .8 to 1.0 meters thick, sandwiched between two layers of rock in a working face 1.8 meters high. The coal from this mine was of the coking variety.

7. There were three shifts per 24-hour period, with about 260 to 300 workers per shift. Approximately 30 to 40 workers were employed on the surface, of whom 20 were free workers. The production norm averaged about 12 tons per person per shift.

8. Mine 17bis (see pages 7 -10), considered an up-to-date mine, was mechanized about 50 percent. The following equipment was used in each section: One cutting machine or Makarov combine, one ST-11 conveyor, one or two electric locomotives, and two drilling machines.

Mechanical Equipment

9. The following equipment was used generally in coal mines:

a. Cutting machine: Length 1.8 m, width .9 m, height .4 m, weight 1,000 kilograms.

b. Conveyor ST-11.

c. Electric mine locomotives: Four wheels, two axles, could haul 30 loaded cars.

d. Makarov combine: For cutting and loading coal, operated by two men.

e. Simple cutting machine: Operated by two men.

f. Kameron pump: Height 1.5 m, width .6 m, length 1.5 m; operated by one man.

g. Baranova drilling machine: Length .6 m, height .25 m, weight 21 kilograms.

h. Mine railway cars: Narrow-gauge, four wheels; one-ton capacity.

Ethnic Composition of the Workers

10. About 60 percent of the workers in Mines Nos. 19 and 17bis were from the many national minorities of the USSR. Only about 25 percent were Great Russians and some 15 percent foreigners.

Prospecting

11. There were four prospecting parties in the Karaganda area. 25X1

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new coal deposits had been discovered in the vicinity of Dubovskoye near Karaganda. It was said that the deposits were large enough to last a century. 25X1
The following coal mines were located there: Nos. 7, 42, 72, 102, 106, and two others Camp No. 4 was located in Dubovskoye. 25X1

Pay Scales for Forced Laborers in the Karaganda Coal Mines

12. Until 1948, forced laborers were not paid for their work in the Karaganda coal mines. However, in that year a system of cost accounting (khozraschët) was instituted, and they began to receive a small amount of compensation. Following is the pay-rate system adopted for forced laborers, based upon 100 percent norm fulfillment: 25X1

Skills	Category of Pay	Monthly Pay (rubles)
Loaders	2, 3, 4	50 - 115
Timberers	6, 7	170 - 210
Ore-car operators	3, 4	80 - 115
Workers on safety devices	5	150
Drillers	5	150
Machinists	7	210

Workers who overfulfilled their norm received extra pay, amount not indicated by source. Workers who failed to fulfill their norm had their salaries withheld by the mine administration.

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Annotations for Sketch Map of Coal Mine No. 19 in Karaganda (see pages 5 and 6)

1. and 2. Engine house for mine railway.

3. Bunker (bunker) and conveyer for transloading coal from mine railway to regular surface railroad coal cars.

4. Broad-gauge rail line for transporting coal from the mine.

5. Mine railway.

6. Mine railway turntables.

7. Conveyer system, reversible, non-continuous, for transferring coal cut from the working face (saboy) to the mine coal cars.

8. Coal-cutting machine: Cuts sections of coal 40 m x 5 cm x 2.2 m per hour.

9. Mine railway coal car loaded by conveyor machine.

10. Mine ventilator.

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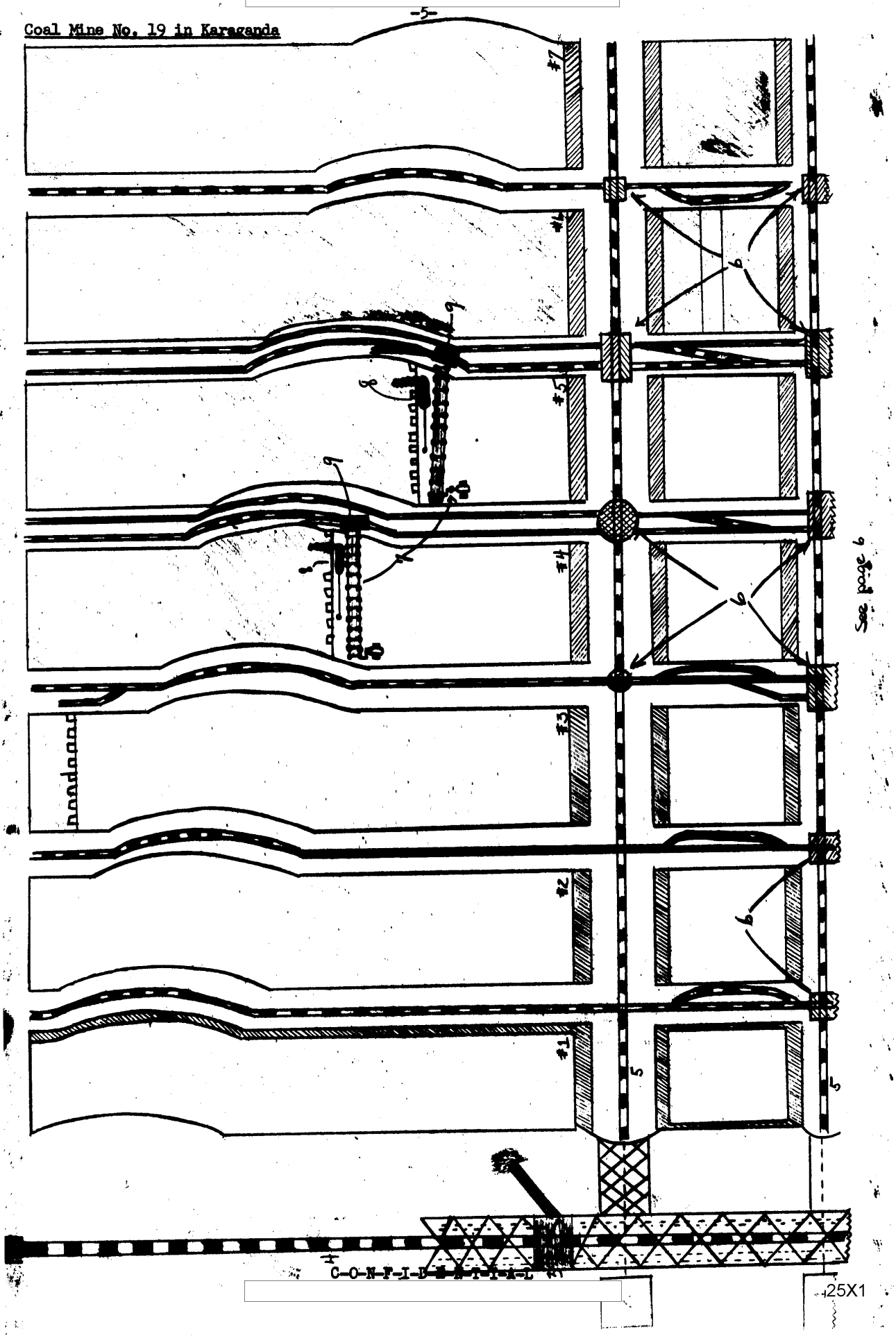
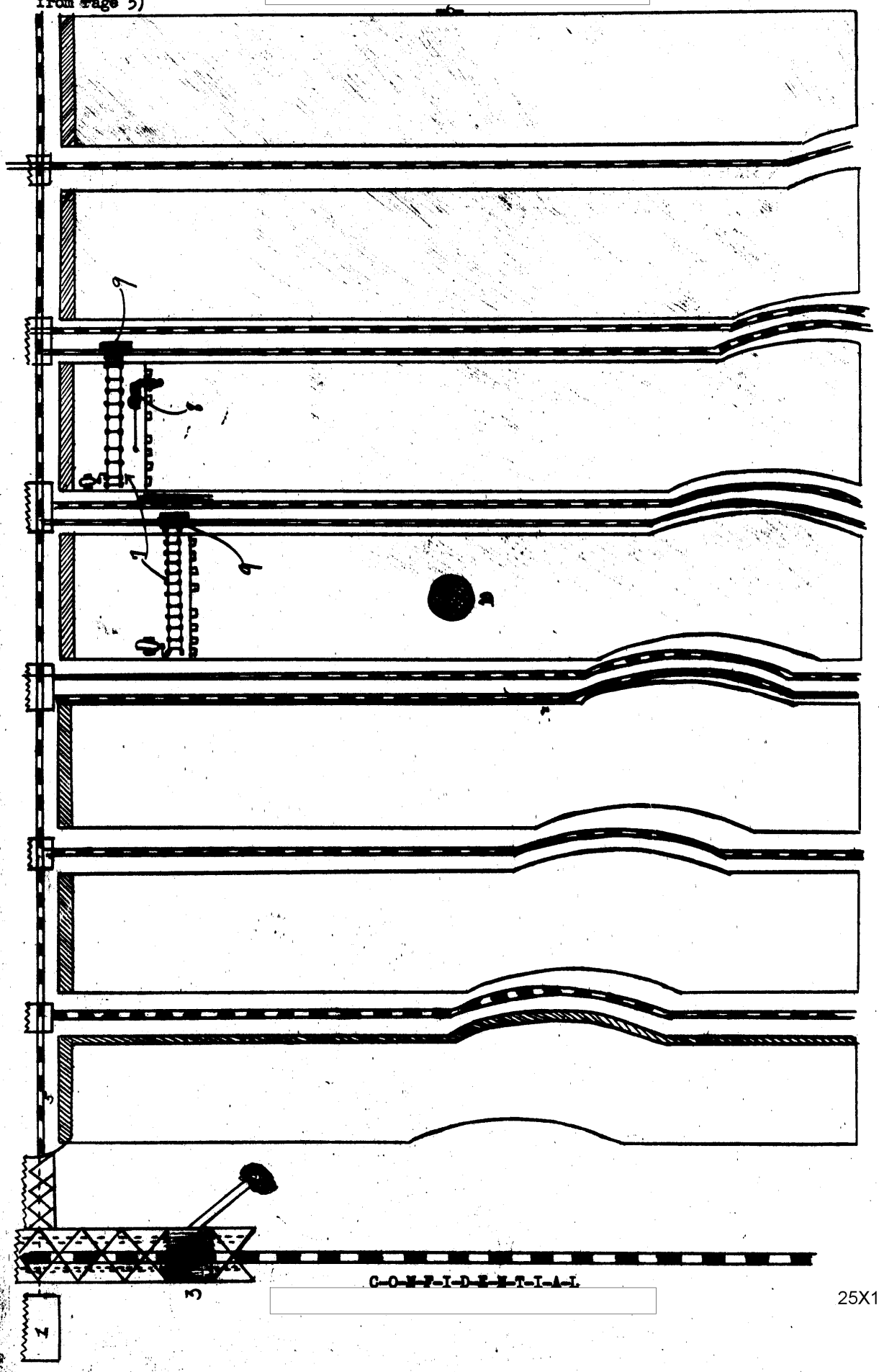
Coal Mine No. 19 in Karaganda



Coal Mine No. 1-y in Karaganda (continued from Page 5)

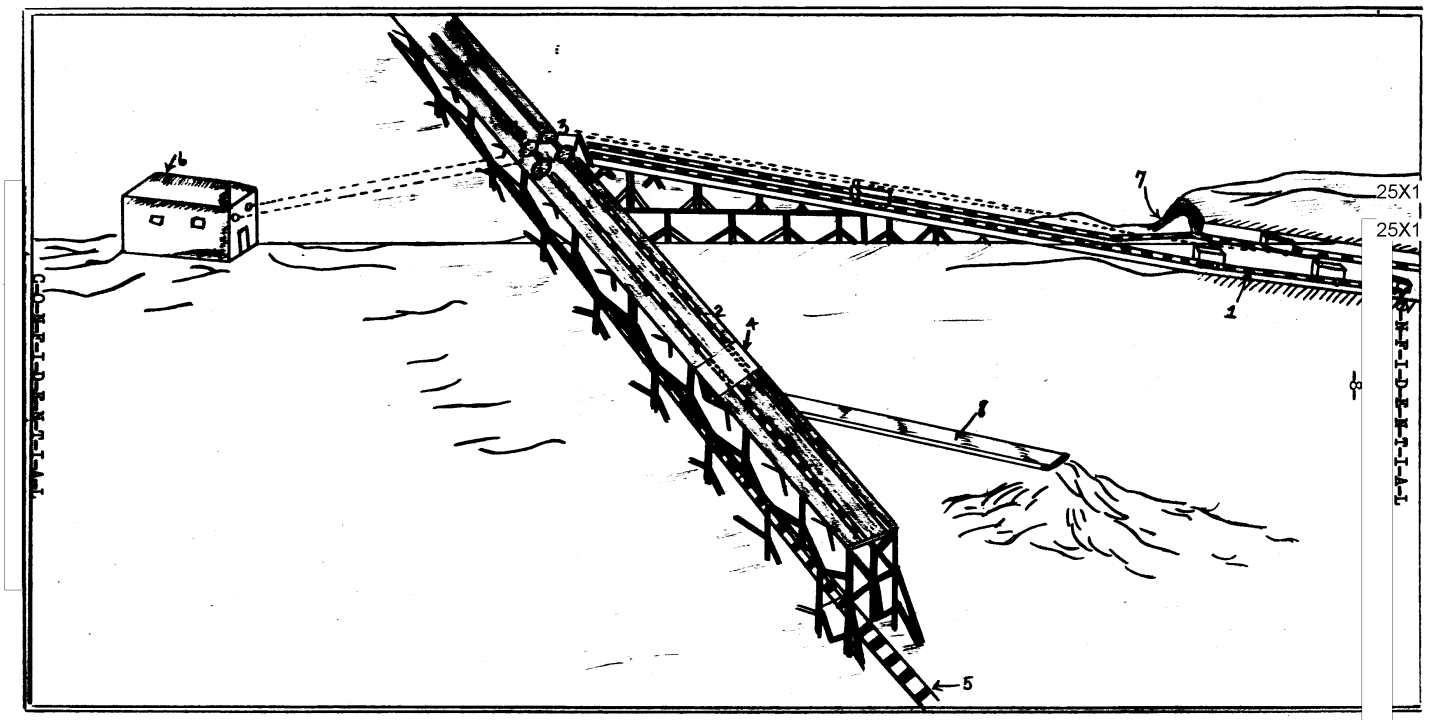


Legend for Sketch of Mine and Surface Railway Systems for Handling Coal in Coal Mine No. 17bis at Karaganda; see page 8)

1. Mine railway.
2. Elevated surface mine railway.
3. Turn-tables for switching direction of mine cars.
4. Coal chute emptying into surface rail coal cars.
5. Broad-gauge surface rail line.
6. Engine house for mine railway.
7. Mine entrance.
8. Conveyor.

Legend for Sketch of Coal Mine No. 17bis at Karaganda (see pages 9 and 10)

1. Coal-cutting machine.
2. Conveyer system.
3. Mine railway coal car loaded by conveyer.
4. Mine railway.
5. Main tunnel rail-line leading to surface and elevated surface railway.
6. Alternate conveyer system for hauling coal to surface.
7. Mine ventilater.
8. Elevated surface railway.



Mine and Surface Railway Systems for Handling Coal in Coal Mine No. 17 bis in Karaganda

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Coal Mine No. 17bis in Karaganda

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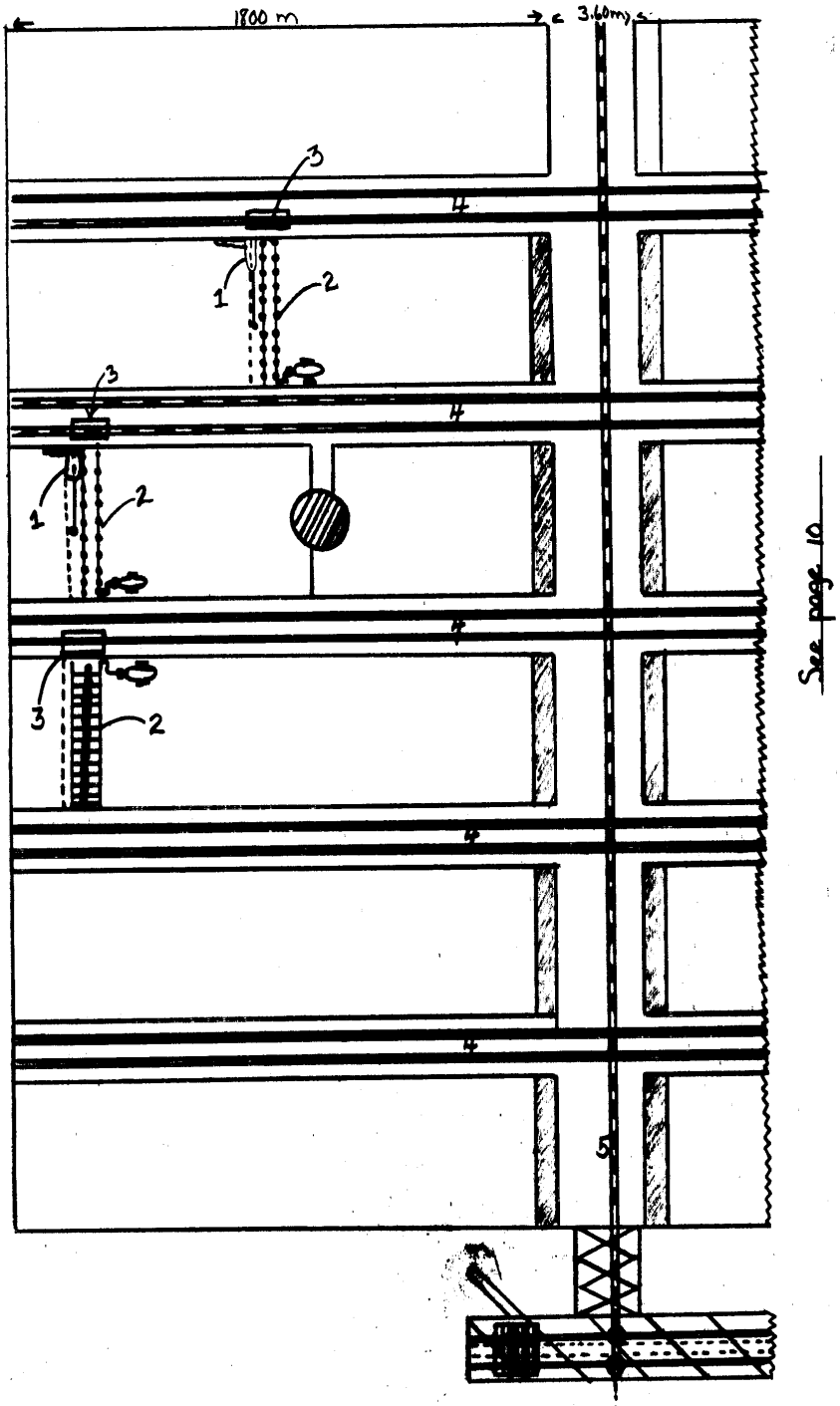

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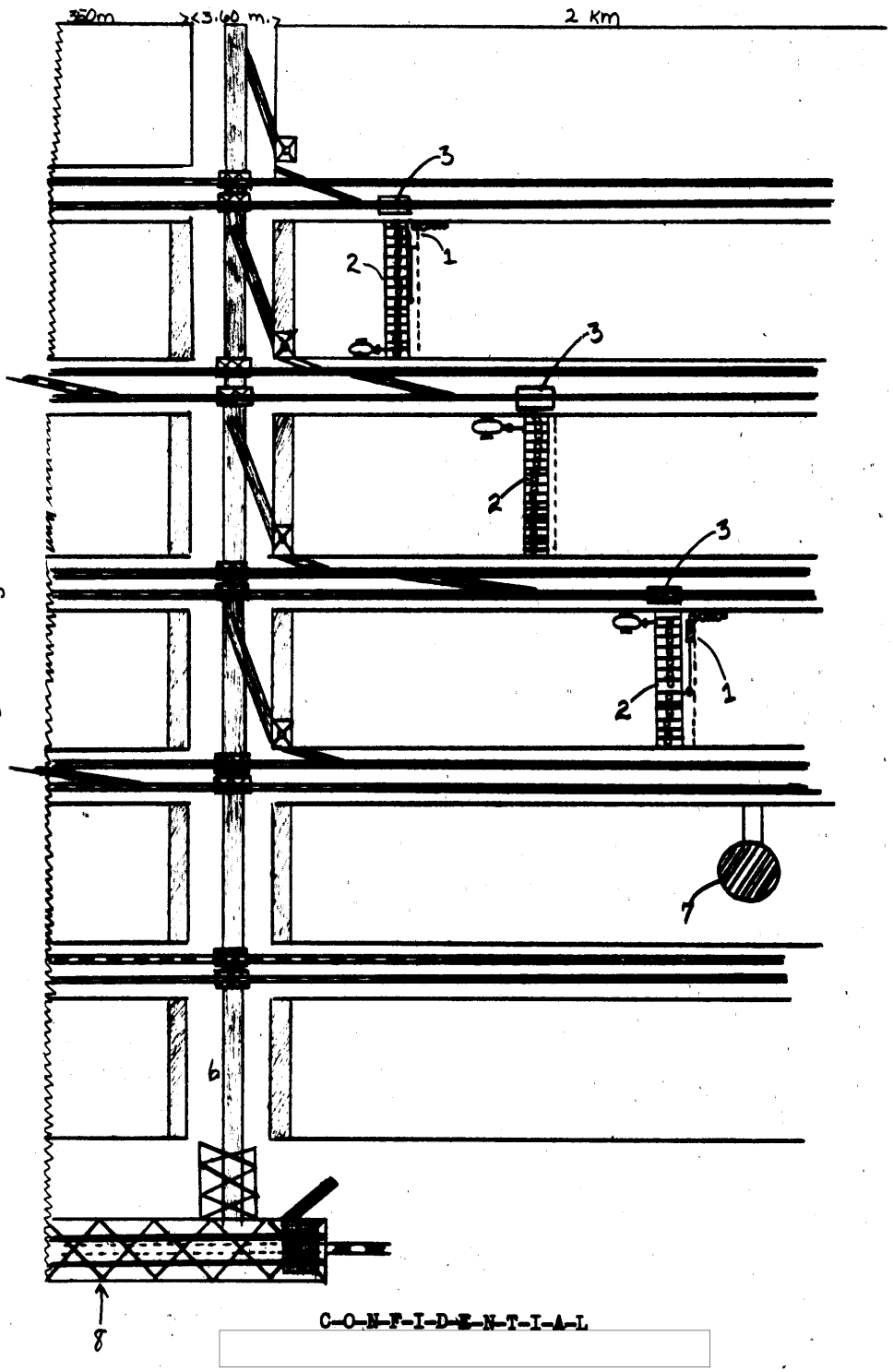
Coal Mine No. 17bis in Karaganda (Continued from page 9)



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