

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Karaganda Oblast)	REPORT	[Redacted]	25X1
SUBJECT	1. Pokrovo-Tsentralnyy Copper Mine and Copper and Zinc Mine No. 15 near Dzhezkazgan 2. Forced Labor Camp at Dzhezkazgan	DATE DISTR.	APR 8 1955	
DATE OF INFO.	[Redacted]	NO. OF PAGES	5	
PLACE ACQUIRED	[Redacted]	REQUIREMENT	[Redacted]	25X1
	[Redacted]	REFERENCES	[Redacted]	25X1

This is UNEVALUATED Information

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

1. The mine complex of Pokrovo-Tsentralnyy Copper Mine and Copper and Zinc Mine No. 15 was located near Dzhezkazgan (N 47-51, E 67-14).<sup>1</sup> [Redacted] the deposits were good for seventy years. The quality of the ore in Pokrovo-Tsentralnyy Mine was poor, ranging from three to 11 percent (sic). The ore in Mine No. 15 had a metal content of 18 to 20 percent. The output of Pokrovo-Tsentralnyy Mine averaged 800 tons of ore per shift, or 1,600 tons per day. See pages 3 and 4 for sketch and legend of the Pokrovo-Tsentralnyy and No. 50 Copper Mines and Copper and Zinc Mine No. 15. 25X1
2. The copper or zinc ore was loaded into mine railway cars, which unloaded the ore at the bunkers. The ore was then reloaded in eight-ton amounts and hauled to the surface in skips, from which it was transferred to other ore cars running on elevated tracks. See pages 3 and 5 for sketch and legend showing transportation of copper from the mines.
3. Both electricity and compressed air were used to power the mechanical equipment in the mines. [Redacted] Kingir (N 47-47, E 67-46), located in the direction of Balkhash, was the source of the electric power. 25X1
4. The mines were operated in two 12-hour shifts, seven days per week, year round. There were 280 workers in Pokrovo-Tsentralnyy Mine, including 30 at the surface. Mine No. 15 employed 130 workers, including 15 to 17 at the surface. About 20 percent of the workers were Soviet citizens (Great Russians), and the remaining

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	ev	X		
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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80 percent were composed mostly of foreigners.

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- 5. Prior to early 1953, the forced laborers were not paid for their work. However, at that time a system of cost-accounting was instituted, and the forced laborers were paid according to the following scales:

<u>Job</u>	<u>Category</u>	<u>Monthly Pay (rubles)</u>
Loaders	2, 3, 4	50, 100, 150
Timber-men	6, 7	200, 250
Timber-cutters	3	70
Ore car handlers	3, 4	70
Drillers	5	150
Blasters	5	150
Machinists	7	250
Engineers (a few)		

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The higher the category rating, the more pay received per month. However, it was the policy of the mine administration to pay out no more than 100 rubles per month; the rest was held on account until the worker's release or for times when he could not work, such as periods of illness. Free (contrast) workers were paid at much higher rates. For example, blasters received 1,200 rubles monthly, machinists 2,000 to 3,000 rubles, and engineers 3,000 to 5,000 rubles.

- 6. Part of the ore was shipped to Karsakpay (N 47-50, E 66-45) to a smelting plant. Some of the ore also was transported to a metallurgical plant at Temir-Tau (N 50-05, E 72-56), connected with Karaganda by a broad-gauge rail line. The balance of the ore was shipped to various points in the USSR, names and places unknown.
- 7. Dzhezkazgan was connected with Dzhezdý (approximately N 48-20, E 67-00) by broad-gauge railroad.

Forced Labor Camp at Dzhezkazgan

- 8. Step-lager P. Ya. 3921 (Steppe-camp, post box 3921), a forced labor camp for political prisoners, was located in Dzhezkazgan. There were a number of ethnic and national groups in the camp, including PWs, Western Ukrainians (called Zapadniki /Westerners/ by the Soviets), Crimean Tartars, Ingush, Chechens, Iranians, Austrians, and Russians. They were not segregated until 1951, at which time they were fenced off in separate barracks. The chief of the forced labor camps in this area was a General Kharmalov (fnu).

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Legend for Sketch Map of Pokrovo-Tsentralnyy Copper Mine and Mines Nos. 15 and 50 near Dzhezkazgan (see page 4)

1. Mine water pumps: Both for removing seepage water and supplying water under pressure to drills.
2. Drainage ditches for seepage water.
3. New tunnels.
4. Mine railway siding.
5. Transformer (umformer): Changes AC current to DC for electric mine locomotive.
6. Tunnels being worked.
7. Screen.
8. Winch.
9. Mine plow.
10. Ore and personnel elevators for Pokrovo-Tsentralnyy Mine.
11. Ore and personnel elevators for Mine No. 50.
12. Ore and personnel elevators for Mine No. 15.

Legend for Sketch Showing Transportation of Copper from the Mines (See page 5)

1. Power shovel.
2. Ore car of regular surface railroad.
3. Trestle and trackage for mine surface railway.
4. Electric mine surface rail locomotive.
5. Skip.
6. Pulleys and other tackle for elevators.
7. Engine house for powering elevators.
8. Electric mine railway locomotive.
9. Bunker.
10. Mine railway ore cars.
11. Ore-car unloading trip device.
12. Mine shaft.
13. Personnel elevator.

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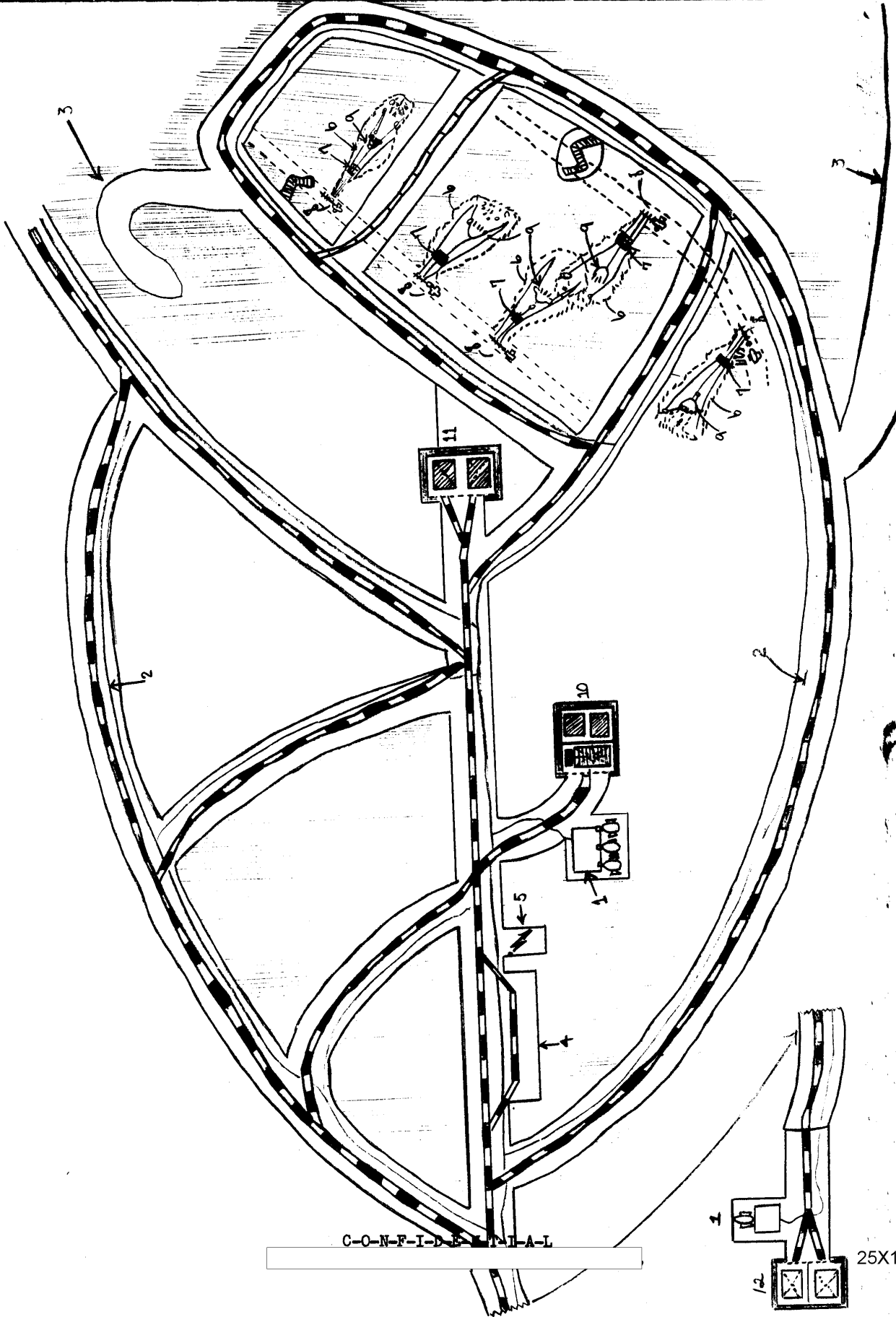
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Sketch Map of Pokrovo-Tsentrallyy Copper Mine and Mines Nos. 15 and 50 near Dzhezkazgan



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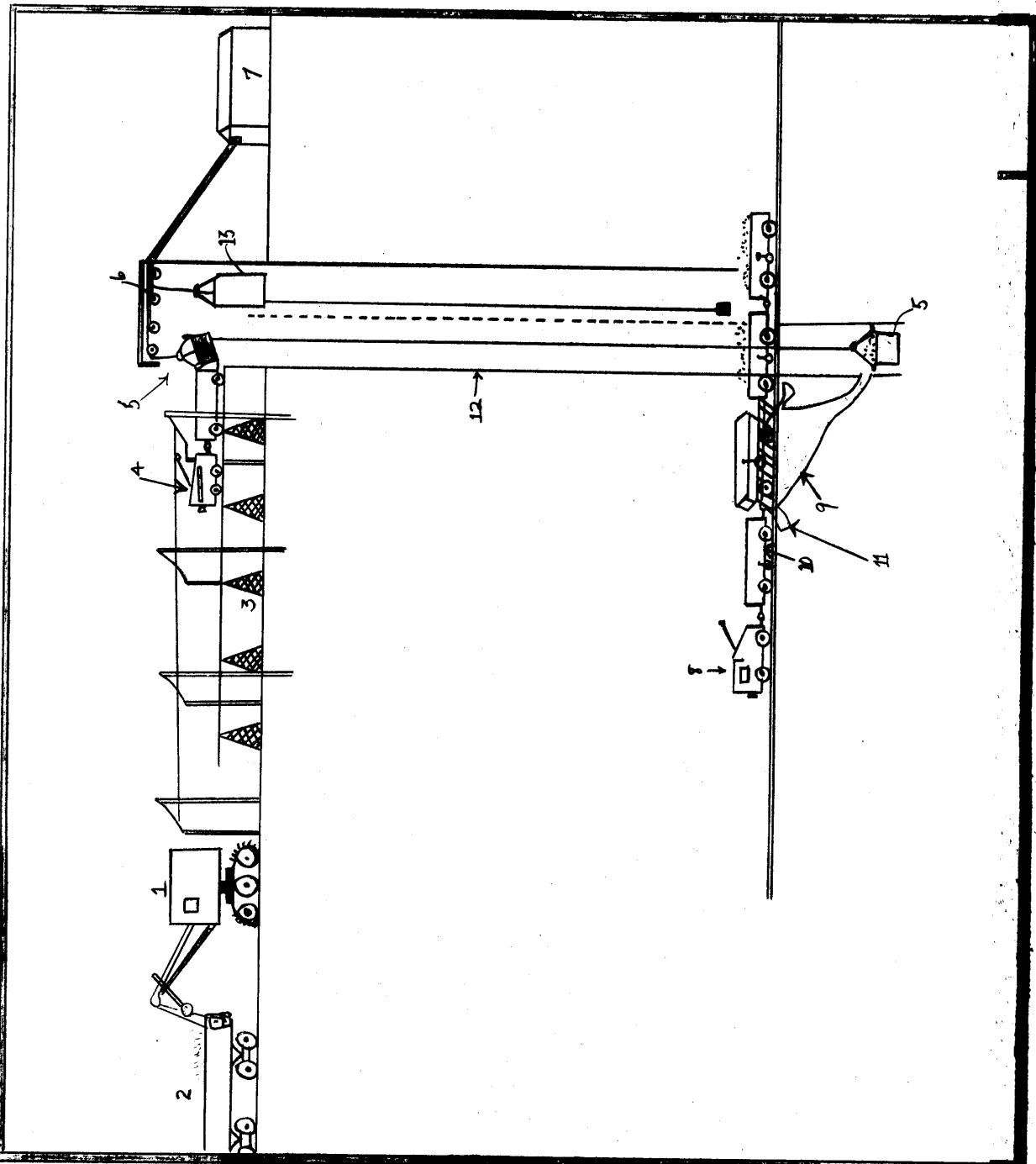
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Sketch Showing Transportation of Copper from the Mines



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