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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

SECRET

25X1

COUNTRY Hungary

SUBJECT Uranium Mining in Hungary

REPORT

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five reports on uranium mining in Hungary -- one on the industry in general, and four on mines in the Pecs area. 25X1

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INFORMATION REPORT INFORMATION REPORT

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SECRET

COUNTRY: HUNGARY

SUBJECT: Uranium fields east of PECS.

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REMARKS:

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1. [redacted] 25X1

[redacted] the only uranium fields east of ECS are those being prospected at BATASZEK. [redacted] 25X1

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[redacted]

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COUNTRY: HUNGARY/USSR

SECRET

SUBJECT: Organisation of the Uranium Mining Industry in Hungary.

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REMARKS:

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1. The entire uranium-mining industry in Hungary is run by an organi- 25X1
sation using the cover-name of the "Bauxite Mining Company" (BAUXIT BANYA VALLALAT). A company of the same name, which actually does mine Bauxite, has its headquarters in BUDAPEST, but the uranium-mining concern has its headquarters at PECS, SZÖLÖSI UT 80.

2. The premises it uses are the former SZÖLÖSI LAKTANYA Barracks. From here are directed the uranium mines west of PECS near KÖVAGO SZÖLÖS, and also the prospecting and preliminary exploration operation being conducted in other parts of the country. The bodies carrying out these operations are called "Exploration Sections" (SZAMU KUTATOCSI and are each given a number. Their location is as follows:-

No. 1 PECS (actually at KÖVAGO SZÖLÖS)

No. 2 BATASZEK (40 Kms E.N.E. of PECS)

No. 3 BALATONFÜRED on Lake BALATON.

No. 4 SOPRON (probably but not certain)

No. 5 AJKA (26 Kms west of VESZPREM)

No. 6 A place between BUDAÖRS and NAGYKOVACSI, west of BUDAPEST

3. Although all the above "Exploration Sections" are subordinate to 25X1
the headquarters in PECS, [redacted] SEDISHEV (f.n.u), the Russian Chief Engineer at BALATONFÜRED, has a regional responsibility covering SOPRON and AJKA.

4. The organisation is under complete Russian control. The head of 25X1
it is a Russian named BAZHANOV (f.n.u.) the Managing Director.

[redacted]

5. His deputy is a Hungarian called TAKACS Laszlo.

[redacted]

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25X1

6. The Welfare Officer was a Hungarian named HEROZEG Ferenc.

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7. HEROZEG's deputy was DONAT Karoly

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8. Chief Maintenance Engineer was TÖRÖK Jozsef.

9. The Personnel Manager was DOSZ Janos.

10. The accompanying plan (Appendix "A") shows the Headquarters of the Company at PECS. Items to note are:-

1. These are the Personnel offices into which new recruits for the mines are shown, and through which they have to pass in order to receive the necessary documentation, etc., prior to starting work.

10. No Hungarian was allowed into this building.

9. Hungarians were only allowed into this building if invited by a Russian.

11. These garages house many vehicles, both cars for officials and for the mines. Three or four are 25X1
normally always standing by in case of accident or breakdown occurring in the fleet running the shuttle service 25X1
between the mines and the railway loading station at MESZEK ZABOLOS.

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14. The Headquarters in PECS used W/T to communicate with the various uranium centres in Hungary. Such a link certainly existed in the case of BALATONFÜRED, where W/T messages from this PECS H.Q. were received by the Postal

authorities on behalf of the mining team.

The boundary on the south and west is a stone wall 2 m. high. On the north and east it is a wire fence 3 m. high. There are Russian and Hungarian guards at the two gates and a patrol circulating on the inside of the walls and fence.

No tall buildings overlook this site. The structures around it are mainly of the bungalow type. However, buses run constantly in front of the buildings as it is built on the main street of PECS.

11. Attached as Appendix "B" is an artist's view of the Headquarters' buildings [redacted] 25X1

12. The uranium mining company ran a hostel for its single male employees at the BAJCSI-ZSILINSZKI barracks in PECS. Married persons were accompanied in the town.

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APPENDIX "A"

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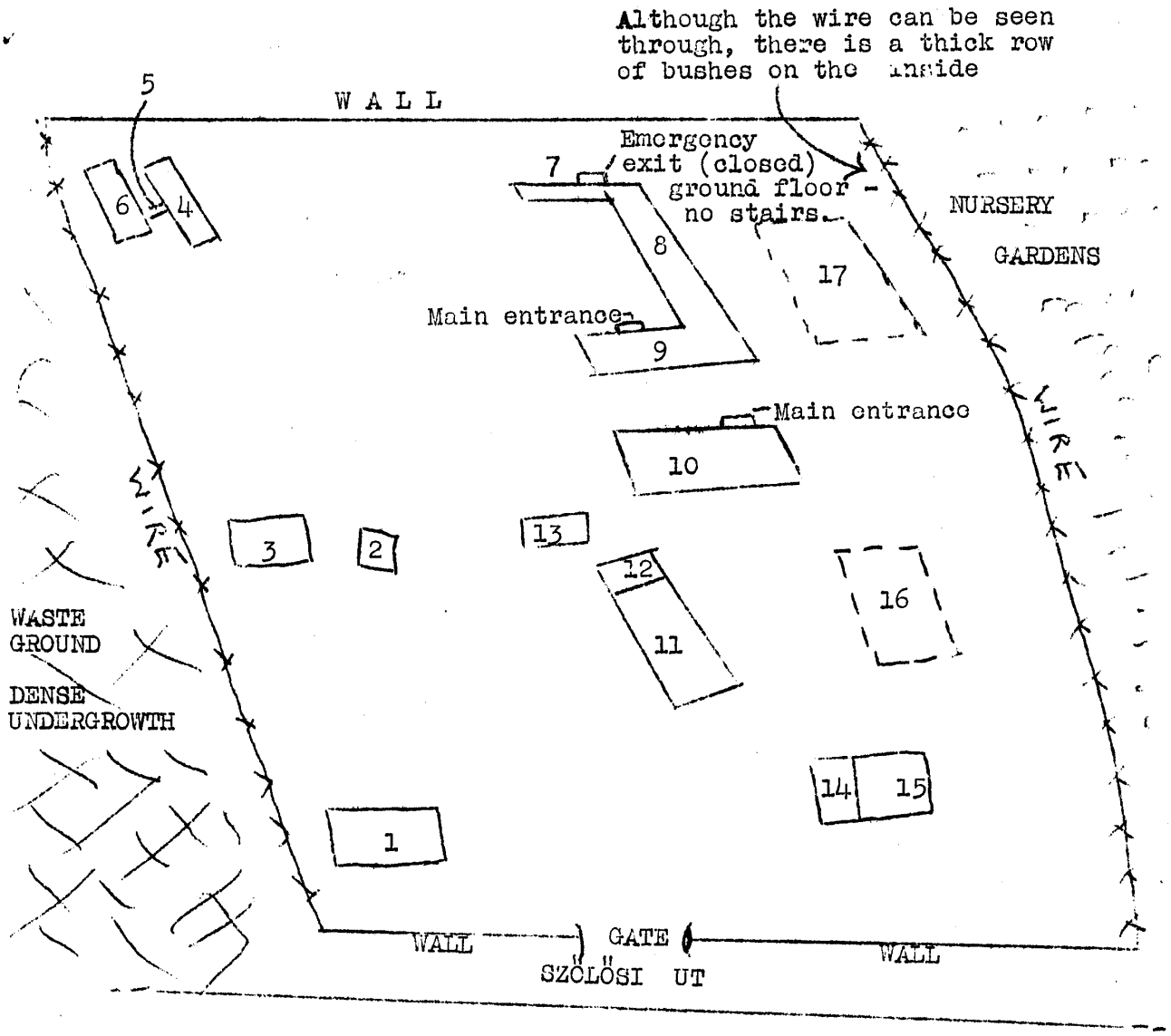

1. Personnel Office
2. [redacted] pumps (10,000 litre tank underneath 25X1
3. Spare garage (not used much)
4. Personnel officer (including office of Janos DUZS, Medical room, Finance office) consisting of ground floor and 1 storey
5. Canteen (in between 4 and 6 - ground floor only
6. Personnel offices and culture room
7. Offices. These are not stores themselves but are the offices where requisitions for stores are put in: Ground floor - spare parts for vehicles; 1st floor - engineering supplies; 2nd floor - general (clothing, etc.)
8. This is a storeyed building, the ground floor of which is a corridor loading from Block 9 to Block 7. Over the corridor is the Strong Room, containing completed maps, etc., of the mines. Access is only obtained from Block 9.

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9. Ground floor - Clerks
1st Floor - Board Room and Directors offices
2nd Floor - Secretaries (with door leading to Strong Room in Block 8.

10. Ground Floor - Geologists
1st Floor - Map Room
2nd Floor - Drawing Office.

11. Garage

12. Spare parts room for Vehicles

13. Oil storage

14. Telephone Exchange and W/T Room. There are no aerials visible on the roof. The sets are believed to be shortwave.

15. Despatch and Transport Section

16. Tennis court

17. Volley ball court

Note: In spite of the different number of floors in Block 8, as compared with Block 7 and 9, the roofs of all three are level. The same is not true of Blocks 4, 5 and 6, where Block 4 should be drawn higher than the others.

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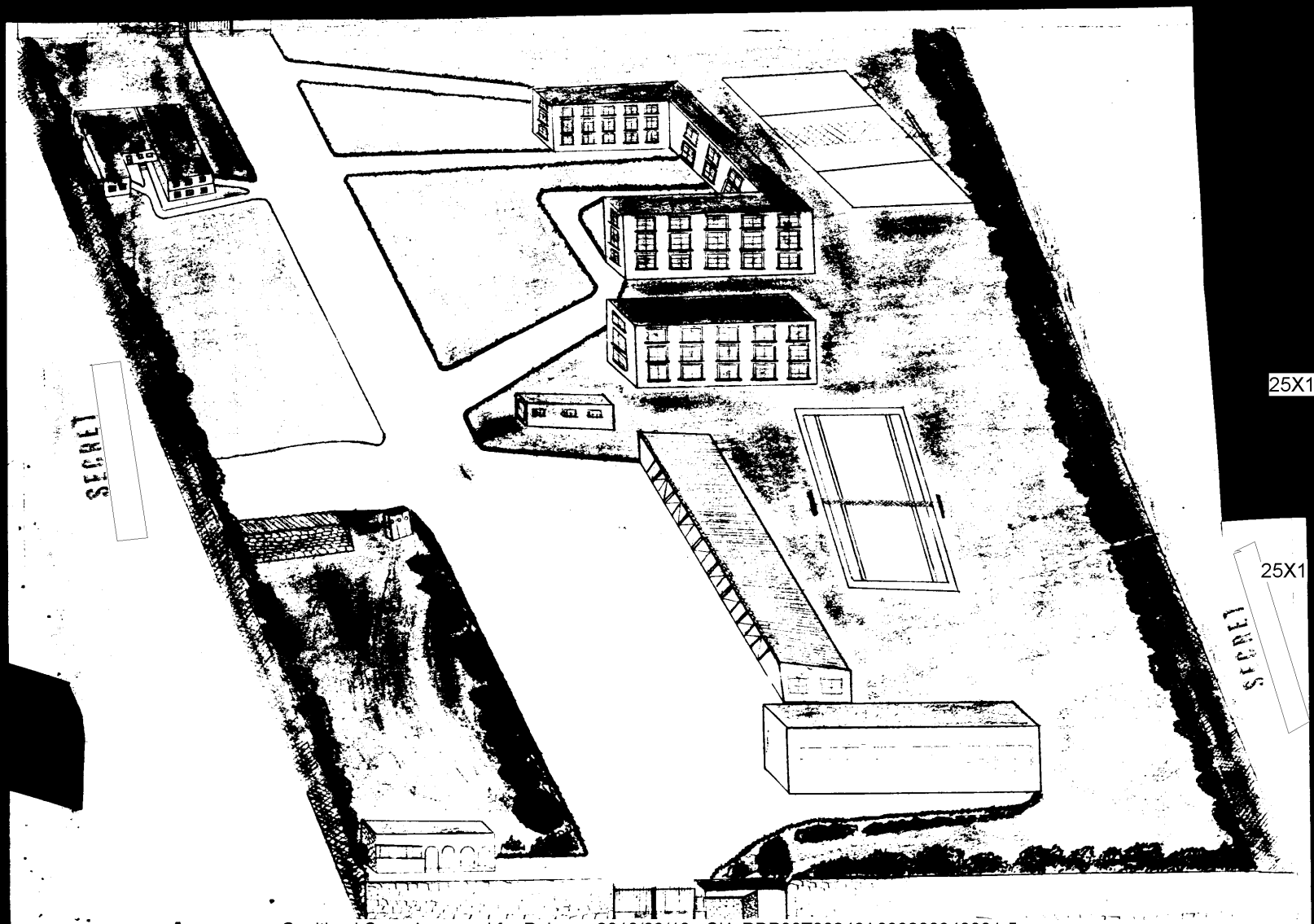

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COUNTRY: HUNGARY

SUBJECT: Uranium Mining at KOVAGOSZOLLOS

25X1

REMARKS:

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HUNGARY

SCIENTIFIC/ECONOMIC

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Uranium mining at KÖVAGOSZÖLLÖS

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1. Two pits with vertical haulage gear were in production, at least until the Hungarian revolution, in the area approximately 6 kilometres West of KÖVAGOSZÖLLÖS.

2. The Central Organization for Mining (Banyaszati Tervezo Intezet) of BUDAPEST V, Zvinyi utca 1 received instructions in August 1956 to prepare designs for mine-car washing plants (projects B1 and B2) for the pit-heads at KÖVAGOSZÖLLÖS. These washing plants provided for recovery of the uraniferous sand from the mine cars immediately after they had been emptied of coarser material by tipping. The process comprised a water-spray directed into the mine-car at a pressure of 2½ atmospheres while it was held at a suitable angle in a second tipper: the sand was washed off into one of two selectable sumps, allowed to settle during the idle eight-hour shift, and shovelled by hand into special mine-cars on a track below the sumps after the water had been pumped away. The installation thus provided some of the features of a settling machine. The design, which was elaborate in order to reduce the risk of any hold-up in procedure because of clogged or faulty pumps, was based on a through-put per eight hour shift of 150 mine-cars each with a capacity of 0.7 m^3. On the two shift system, therefore, it could be deduced that a maximum of

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210 m^3 of material would be brought to the surface daily. For further details of the plant see attached sketch. The designs B1 and B2 were identical in all respects, and were prepared by the water removal section of the Main Department of the Central Organization for Mining. The drawings for the first plant were required to be ready by October 15th 1956: a special praemium was offered for completion by this target.

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3. A completely separate organization was set up in September 1956 to design and provide the necessary equipment for the Hungarian uranium mines. This was located in BUDAPEST, Munkacsy M. ut, and was not accessible to employees of the Central Organization for Mining. though it continued to call on the latter organization for the design of special plant.

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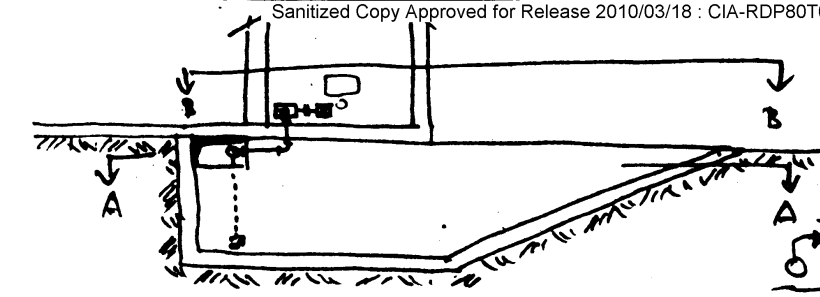

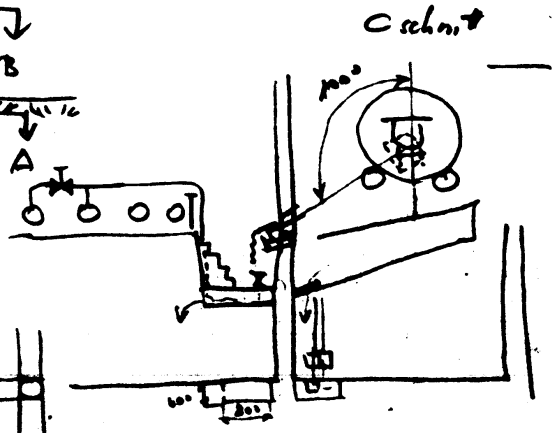

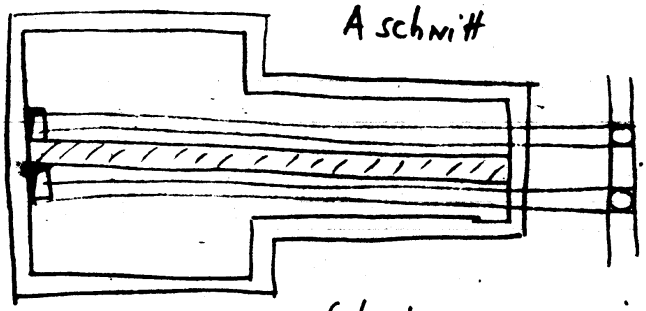

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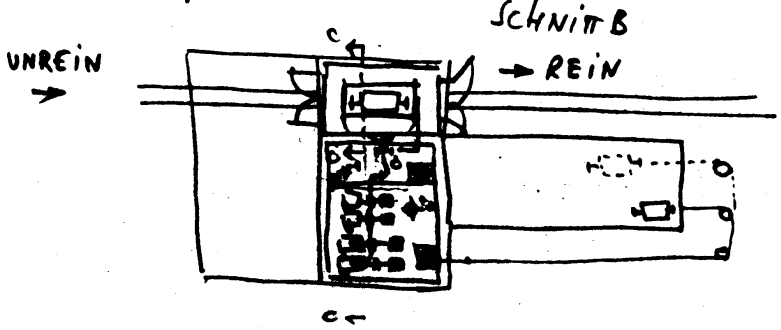

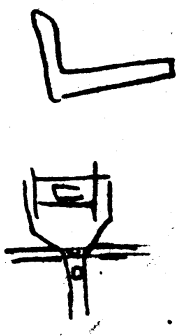

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COUNTRY: HUNGARY.

25X1

SUBJECT: Development Projects of the Bauxite Mining Co. in PECS

25X1

REMARKS: 1.

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BAUXITE MINING Co. is the cover name used by the URANIUM MINES at Pecs. This would account for the Soviet interest in the Co.

2. firm received their contracts direct from the 25X1
Bauxite Mining Co. in PECs and there was no direct contact with the parent authority in Budapest,

3.

There is a street named Bajcsi-Zsilinszky utca in Pecs-Kertvaros and this was where the H.Q. of the Bauxite Mining Co. was located.

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Economic/Scientific

Development Projects of the Bauxite Mining Co. in PECS

1. The Bauxite Mining Co. in PECS, which is subordinate to the Bauxite Mining Co. in BUDAPEST (a joint Russo-Hungarian undertaking), employs 600-700 workers. Its director is a Russian named KOGOMOLOV (f.n.u.).

2. During 1956 the Company had completed the sinking of 3 shafts at PECS to a depth of 50 metres; production was however negligible (only a few wagon-loads being raised). During 1957 it was planned to raise the number of shafts to five and the full planned production would be 30,000 tons of ore per month.

3. An appropriation of 3 milliard forints was made for the period 1956-7 to enable the Bauxite Mining Co. to complete its development projects. This money was to be spent only on houses and surface installations, since all mining machinery was to be supplied by the Russians. Up to the end of November 1956, 500 million forints had already been spent.

4. Among the projects completed as a result of contracts granted by the Bauxite Mining Co. were:-

a) the erection of four buildings for the mechanical separation of ore, designed to deal with the full planned production of 30,000 tons per month,

b) the laying of railway tracks to the area of the new shafts, the installation of loading facilities, the building of a new railway station at KOVAGOSZÖLLÖS and the construction of a connecting track from KOVAGOSZÖLLÖS to MOHACS,

c) the renovation of quays and loading facilities at MOHACS to enable the ore to be shipped away by barge,

d) the construction of office buildings and houses for miners. Provisional barracks for the workers were of brick construction.

5. Power for these new installations at PECS was to be provided from a power station constructed at KOMLO.

6. An agreement entered into by the Bauxite Mining Co. in BUDAPEST provided for the allocation of 10% of all production to the Hungarians. The balance was to be supplied to Russia in payment for the machinery.

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DATE:

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COUNTRY: HUNGARY 25X1

SUBJECT: The PECS Uranium Mines.

25X1

REMARKS: 25X1

3. The accent appears to have been laid on speed where transport of the ore was concerned. High speeds were the rule between the mine and MESCEKSZABOLCS station, even in PECS. The police apparently declined to take any action. 25X1

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1. The only place in Hungary at which uranium ore is produced in bulk is at a site 1 kilometre S.W. of KOVAGOSZOLOS, a village 9 kilometres West of the centre of PECS. In other parts of Hungary, prospecting and limited mining operations are carried out with a view to ascertaining the whereabouts and richness of deposits, but at PECS, there exists fully-equipped plant for extracting the ore on a quantity basis. It has been in operation for the past two years or so. 25X1 25X1

2. There are four shafts at PECS, one of which is in the process of being built. The main shaft is 140 metres in depth and 4 metres square and has tunnels leading off it at the base for several hundred metres. There are also tunnels leading off it at a depth of 100 metres connecting it with the other two subsidiary shafts 25X1 25X1

3. The two shafts are 100 metres deep and 4 metres square and have no tunnels branching off at intermediate depths. The tunnels which branch off at the base do not interconnect, but they may be linked up in the near future. They both, however, have branches leading into the lower half of the principle shaft and trucks are sent up by this route should the other two be unable to cope with the ore being mined at any one moment. 25X1 25X1

4. The size of the main tunnels is $2\frac{1}{2}$ - 3 metres high by $2\frac{1}{2}$ - 3 metres wide. This has enabled a double track of 64 centimetre narrow-guage rail to be laid to transport the ore. Side tunnels are only 2 metres wide, and contain only a single track. The tunnels extend for several hundred metres. 25X1

5. each of the shafts had about 15 or 20 groups of miners working in it during each shift. Each group consisted of 8, 10 or 12 men, (depending on the richness of the seam,) for instance the new shaft D employed only 15 men.

6. The system of extracting the ore was that four men from each group would be responsible for loading into the trucks, the rest (whatever the size of the group) would act as hewers and do the necessary shoring-up of the 25X1 25X1

pit sides.

7. In the case of shafts was worked by compressed air, supplied by the air pumping stations apparatus, like most of the other machinery at PECS, was Russian. It could only take one truck at a time, each truck being $\frac{1}{4}$ cubic metre in capacity and taking a load of 250 kilograms. The complete turn-around took 10 minutes. This time was due to the fact that the travelled at a rate of only 40 metres per minute and a great deal of time was needed to unload the ore from the truck into hoppers at the pit-head. Once a truck had started on its journey no other trucks could go until the first one had returned.

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9. Shaft a newly-opened one, was 6 metres square and, by the middle of July had reached a depth of 8 - 10 metres. It was, at that time, intended to take it to a depth of 80 metres and to begin production by the beginning of December.

The pit-head superstructure was to be of steel (as opposed to the timber superstructure of the other pits) and an inspection was made of a steel superstructure on a coal-mine at KOMLO, soon to be dismantled, in order to see if it would be suitable. It is not known what decision was taken in the matter.

25X1

10. In the case of shafts two men were responsible for loading the at the bottom of the pit, and 2 men for unloading it at the top.

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11. The methods of mining at PECS were in no way unusual and closely resembled those used in coal-mining, i.e. picks, shovels, pneumatic drills and blasting. No mechanical cutters or loaders were used.

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12. In addition to these shafts there were numerous trenches which had been

dug in an ateempt to find uranium deposits. They were located mainly between the air-compressing station and the main PECS - SZIGETVAR road, and to the west of the track which led through the site. There was also a long trench dug round the others, but it was not continuous. The depth of the trenches was 3 metres, the width 80 cms - 1 metre, the length varied from 5 - 40 metres. (These figures are only approximate). There were from forty to fifty trenches in all. 25X1

13. a marquee, used for the chemists and geologists at the camp, of whom there were about a dozen. There was a Russian soldier on duty outside and no Hungarians were allowed in. The Marquee and three shafts were surrounded by a barbed-wire fence which had watch-towers five metres high at the four corners. These were manned by Russian troops, equipped with automatic weapons. Powerful searchlights were used at night. 25X1

14. The buildings are eight three-storey blocks of flats for miners and their families. Each block accomodates 40 - 50 families. This whole estate was recently erected within a period of three months. 25X1

15. The building is 150 metres long by 40 metres broad and is on ground floor level only. It houses the machine repair works. 25X1

16. The building consists of a ground floor plus one storey and contains tools and spare parts. It is 30 metres broad and 40 metres long. 25X1

17. The building measures 25 metres by 80 metres and is on ground level only. It houses all the large complete pieces of machinery (i.e. not spare parts). 25X1

18. The pumping station (35 x 35 m) has only a ground floor and contains four Hungarian MAVAG air-compressors with which it pumps air into four reservoir tanks all interconnected. From these, pipes run about 1 metre underground to the various pieces of machinery around the mine. Another pipe (internal diameter 20 cms) takes compressed air to the uranium prospecting area near BAKONYA, a distance of seven kilometres. This pipe is laid on the ground and is made of 8 mm iron. The air pressure is believed to be twelve atmospheres, although the tanks are built to withstand a pressure of fifteen. This applies to the PECS mine only, for by the time the air reaches BAKONYA, the pressure has dropped to six atmospheres. The machines both at PECS and BAKONYA, work at a pressure of 3 or 4 atmospheres. 25X1

19. Building is the repair and assembly shop for diesel engines, (of the compressors etc., not vehicle engines.)

20. The building is 5 metres by 5 metres in size and is used as a store-room for the fitters' tools etc. It jutts on to the larger building P (5 m x 25 m) where the pit baths are. The annexe Q is the electric welding shop.

21. The four buildings are small fitters' workshops (welding, stores etc.)

22. The whole of the area around the PECS mines is heavily guarded by Russian troops. There were no Hungarian troops. There are no wire fences or other obstacles apart from the enclosure A Russian patrol circulates round the perimeter of the mine area about once every hour, day and night. It consists of motor-cycles or a light car and keeps to the farm-tracks etc.

23. Mining went on at PECS during the whole day and night. There were three eight hour shifts, the change-over times being 6 a.m., 2 p.m. and 10 p.m. There were no catering facilities at the mine, but the surface workers were allowed a half-hour break for food during their shift. The miners underground were not allowed a break, but they were paid extra for the half-hour worked. Only one shift a day was worked among those surface-workers not directly concerned with the mining.

24. The ore was taken away from the mine-hoppers in a fleet of 3-tonners. The only type used was the Russian URALZISZ 150, the cruising speed of which, when loaded was as high as 80 - 90 kms. per hour. Each was covered with a tarpaulin, and the ore was piled up in two heaps. It was never allowed to be so high that it could fall out in transit, and care was always taken to prevent spilling the ore on to the road.

25. A minimum of 50 left the mines every day, and travelled at high speed to the loading centre at MESCEKSZABOLCS. Each was guarded by a Russian armed soldier. MESCEKSZABOLCS is a small station to the north east of PECS. Near the station were coal-mines . It is not known whether coal from these mines was also loaded at MESZEKSZABOLCS station, but certainly, four or five sidings, wired off and closely guarded, were reserved for trains collecting the uranium ore.

26. The method of loading, (which went on day and night) was that

backed up a ramp slightly above the level of the trucks and then tipped the ore into them. (The ORALZISZ 150 is equipped with a hydraulic tip.) The railway trucks were heavy, eight wheeled trucks with a covered roof. This roof was pitched at an angle on either side [redacted] Three door-flaps on either 25X1 side were hinged to this centre strip and folded backw ards for loading. Unloading was effected by opening sliding doors in the side [redacted] Each truck is believed to carry 30,000 kilograms of ore (i.e. 300 MASZA, each MASZA being of 100 kilograms). 25X1 The loading of these trucks was carried out under the supervision of Russian officials, some in military uniform, others in civilian clothes. Once loaded, the trains were immediately dispatched; no loaded trains ever waited in the sidings. Departing trains always headed in the direction of PECSVARAD, never back towards PECS itself. They always carried an armed Russian guard.

25X1

27. A plan exists for bringing railway tracks right up to the pit-heads themselves, and joining these to the nearest point of the PECS-SZIGETVAR railway, south of the mine. A start was made [redacted] by building an embankment out towards the south from the main group of pits, from which point it was to follow along the east side of the track leading to the main road. It is not known what progress was made on this project [redacted]

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28. Delegations of Russians were sometimes received at the PECS mines. On one occasion, it was noticed that even BAZHANOV f.n.u., Russian director of all uranium 25X1 mining and prospecting in Hungary, showed the utmost deference to the Russian visitors who went into the marquee [redacted] and also down into the pits. On another occasion, when the Hungarian minister of Defence came to see the mines, he did not go into the enclosed area [redacted] Whether this was b ecause he did not wish to, or because he was not allowed 25X1 to, is not known.

29. [redacted] three days after the outbreak of the 25X1 Revolution, when it was learnt that Russian troops were to move in to the area to protect the mines and even supply labour, Hungarian miners set off explosive charges at the at the bottom of the three main shafts. This completely destroyed the installations in the shafts [redacted] and caused the sides to collapse. It is not known 25X1 what damage was caused to the tunnels but constant humping was always necessary in the three mines before, they should, if this information be true, now at least be flooded.

SECRET CONTROL - U.S. OFFICIALS [redacted] 25X1

the sides of the shafts would have to be widened before new could be installed, in order to reach solid ground, undamaged by the explosions. 25X1

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30. key members of the Hungarian staff at BALATONFURED, a uranium prospecting site on the north side of lake BALATON, were addressed by SEDISHEV, the principlal Russian official, and were told that they would be taken to the U.S.S.R. in order to protect them from the insurgents. It is not known whether this was carried out.
