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25 YEAR RE-REVIEW

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Hungary	REPORT	
SUBJECT	Railroad Information	DATE DISTR.	21 October 1953
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This is UNEVALUATED Information

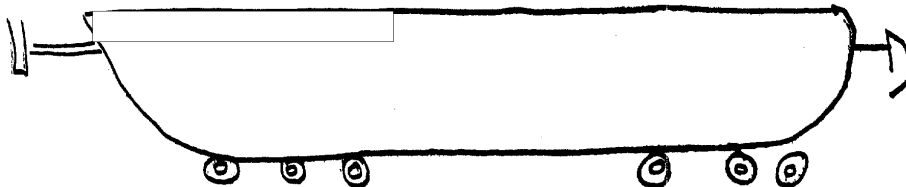
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. New Hungarian Freight Cars.

On 17 and 30 June 1953 a completely new type of Hungarian flatcar (sic.) was observed in use at the Moedling station in the Soviet Zone of Austria. The overall length was 14 - 15 m. and the car had six axles thus enabling it to carry weights up to 100 tons. Three of these flatcars were observed.



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2. Broad Gauge Tracks.

No broad gauge tracks exist as yet in Hungary on any of the main lines right up to the Soviet frontier.

3. Electrification of the Budapest-Hatvan line.

Electrification of the line was stopped several months ago and no attempt has been made to resume work. The reason for the stoppage is shortage of construction material and in particular copper for the overhead cables.

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4. Diesel Production.

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The Ganz factory has supplied [] diesel engines []

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[redacted]
to the USSR and the export drive is carried to such an extent that even home demands for spare parts (pistons etc.) are being given the lowest priority.

5. The New Hungarian "303" Steam Engine.

The prototypes of a new steam engine have been produced in Hungary and are being tested. This engine can reach a maximum speed of 150 km. It has three driving wheels and two sets of bogies and a five-axle tender. Its main innovation is a new-type automatic brake in addition to the [redacted] brake which can only be used when the engine exceeds the speed of 50 km. per minute. This brake is operated with the aid of the engine's main air container which is under pressure of 8 to 10 atmospheres.

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