

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Hungary	REPORT	<input type="text"/>	25X1
SUBJECT	Railroads and Rolling Stock	DATE DISTR.	4 August 1954	
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 (FOR KEY SEE REVERSE)

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- Railroad traffic problems in Hungary during 1953 were primarily the result of the chronic lack of coal; but despite this lack, traffic in autumn 1953 was better than in previous years. During January and the beginning of February, however, passenger traffic had to be completely suspended on 30 lines. This was necessary because supplies of coal at railway stations were exhausted and snow and other climatic conditions prevented rapid replenishment. On 3 February, the situation was such that passenger traffic was stopped throughout the entire railroad network in order to permit the running of international trains as well as those used to transport workers and goods. This restrictive measure lasted for 15 days.
 - During autumn 1953 an average of 15,000 cars was loaded each day, as compared with the normal average of 12,000 cars a day. The same improvement was made in regard to tonnage. The average carload in 1952 was 13.6 tons but rose to 14.2 tons in autumn 1953. Moreover, the average coal consumption of a locomotive was only 9.5 kilograms compared with 10.6 kilograms in 1952. The latter figure is based on 100 kilometer-ton of goods transported. In this way, enough coal was saved by October to fulfill the annual economy goal set by the railroad directors which was 150,000 tons. Between 1 October and 31 December 1953, the Budapest-Ferencváros coal supply dump was able to set aside 9,400 tons which was 1,900 tons more than had formerly been required. During the same period, the Budapest-Keleti supply dump saved 3,300 tons, while 3,600 tons were saved at the Haman Kato (sic) supply dump.
 - The Hungarian railroads had no shortage of locomotives in spite of the use of poor quality coal and the frequent repairs that had to be made as a result. The shortage of freight cars became continually worse as the construction of new cars did not meet replacement needs. In order to increase the load capacity, gondolas of the KZ type in the 21,000 and 22,000 series, which normally carried 20 tons, were transformed to carry 26 tons. The cars weighed

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(NOTE: Washington distribution indicated by "X"; field distribution by "#")

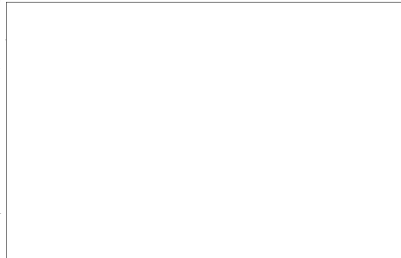
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eight tons each while the total weight was 34 tons with an axle pressure of 17 tons. This pressure held up without difficulty on the first-class tracks, but the chassis of the cars were damaged by the excessive weight and thus accelerated the deterioration of the rolling stock.



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