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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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1. Up to September 1953, Hungary's locomotive and rolling-stock industries were under the control of the Ministry of Metallurgy and Mechanical Industry, Directorate of the Vehicle Industries.
2. The official designation of the Directorate, e.g., "of the Vehicle Industries" is a misleading term for a group of industries, the chief lines of which are locomotives, rolling stock, and their components, but which in actual fact produces a much wider range of products as shown below:
 - a. Steam locomotives,
 - b. Diesel-electric rail cars, switch engines, etc.
 - c. Passenger coaches, freight cars, tank cars, etc.
 - d. Steam cranes, mechanical handling equipment, etc.
 - e. Stationary diesel and gasoline engines, marine engines, outboard motors, portable compressors, pumps, steam and gas turbines, etc.
 - f. Medium and heavy bridges, military girder bridges.
 - g. Artillery ammunition.
3. The following plants formed the group of industries concerned:
 - a. The Hungarian Railroad Car and Machine Factory (Mavag) in Budapest with 9,500 employees, which produced steam engines, locomotives, heavy steel bridges, military girder bridges, pumps, compressors, steel sections of all kinds, artillery ammunition, etc.

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- b. The Ganz Railroad Car and Machine Factory (Ganz Vagon és Gépgyár) in Budapest with 6,000 employees, which produced diesel-electric rail-cars, static diesel engines, passenger railway coaches, tank cars, steam and gas turbines, pumps, miscellaneous large machines, etc. 90% of the factory's products were exported.
- c. The Wilhelm Plieck Railroad Car Works (Vagongyár) in Győr, with 6,000 employees, which produced passenger railway coaches, railway cars, electric fork trucks, railway steam cranes and other cranes, medium heavy bridges, machinery and plant of all kinds, etc.
- d. Small Motors Factory (Egyedi Kismotorgyár) in Budapest with 1,600 employees, which produced stationary gasoline and crude oil engines, marine engines for small craft, outboard motors.

- e. Dunakeszi Railroad Car Factory, Dunakeszi.

About 1,200 employees worked at the factory. This plant has in the past been a railway-car repair shop and is now being converted to a railway-car factory. It is scheduled to go into full operation in 1955, when the production of Ganz diesel-electric rail cars and trains is to be transferred to this plant, while the Ganz Railroad Car Factory will continue to produce the electric motors and undercarriages.

- f. Vehicle Equipment Factory (Járműfelszerelési Gyára) in Budapest.

- g. Szentendre Carts Factory, Szentendre.

It produced carts and wagons for the Hungarian Army, which still uses horse-drawn supply columns. There were 150 employees.

4. The following products were exported:

- a. Diesel-electric rail cars, stationary diesel engines, etc. to the Satellites, etc. 25X1
- b. Railroad cars, passenger railroad coaches, steam cranes, bridges, electric fork trucks to the USSR, Satellites, and China.
- c. Pumps, steam and gas turbines, etc.
- d. Steam locomotives to the USSR, Poland, [redacted] stationary steam engines to the USSR. 25X1
- e. Small stationary crude-oil and gasoline engines to Rumania, Bulgaria, Poland, China, and the USSR.

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