

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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1. Rolling Stock

- a. In June 1954 the Győr Railroad Car Factory completed and handed over to the Russians 19 second-class passenger coaches and seven 60-ton tank cars.
- b. The Győr Railroad Car Factory was engaged in the construction of 75 6-axle flat cars as of August 1954.
- c. Seven hundred freight cars have been ordered from East Germany, to comprise the following categories:
 - (1) Two-axled 20-ton flat cars, weight empty 12.5 tons to cost up to 18,000 DME per car;
 - (2) 28-ton coal tip cars, weight empty 11 tons, to cost up to 16,000 DME per car.
- d. The total number of tank cars being rented by the Hungarian State Railroads (Mav) is 100, all 20-tonners.

2. Reduction in speeds.

Maximum train speeds in Hungary have been reduced as follows, owing to the condition of the tracks:

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|------------------------------|------------------|
| a. Freight trains: | 40 km. per hour; |
| b. Passenger trains: | 50 km. per hour; |
| c. Express and motor trains: | 60 km. per hour. |

3. Fuel Supplies

- a. Coal reserves at the beginning of August 1954 were sufficient for ten days, but had dropped to 9 days by 13 August. The coal allocated to Mav for July 1954 was

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222,000 tons, plus the peat-pakura production from Zalaegerszeg. This latter is to be doubled, but at the moment production is at a standstill owing to shortage of labor. To make things more difficult, the flooded areas are demanding peat for bedding for their cattle, to replace the straw swept away by the floods. The Minister of Mail and Transportation has ordered that reserves were to be increased to 14 days by the middle of September 1954.

b. In order to save coal, the National Planning Office on 2 July 1954 instructed the Ministry of Mail and Transportation to arrange for considerable reductions in passenger and freight traffic. The proposed reductions in passenger traffic were quite impracticable. It is not yet known what actual measures are being taken.

4. Mav Directorate of Material Supply.

This department, which moved to the Bőszörményi ut, Budapest in March 1954 has exchanged offices with the Disz Youth organization, which was located at Muzeum ut 11. The object of this is alleged to have been so that the Disz might impress the foreign visitors attending the University Games in July 1954, with a more modern building. This Mav department was only to remain at the Muzeum ut. address for a short time before moving again.

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