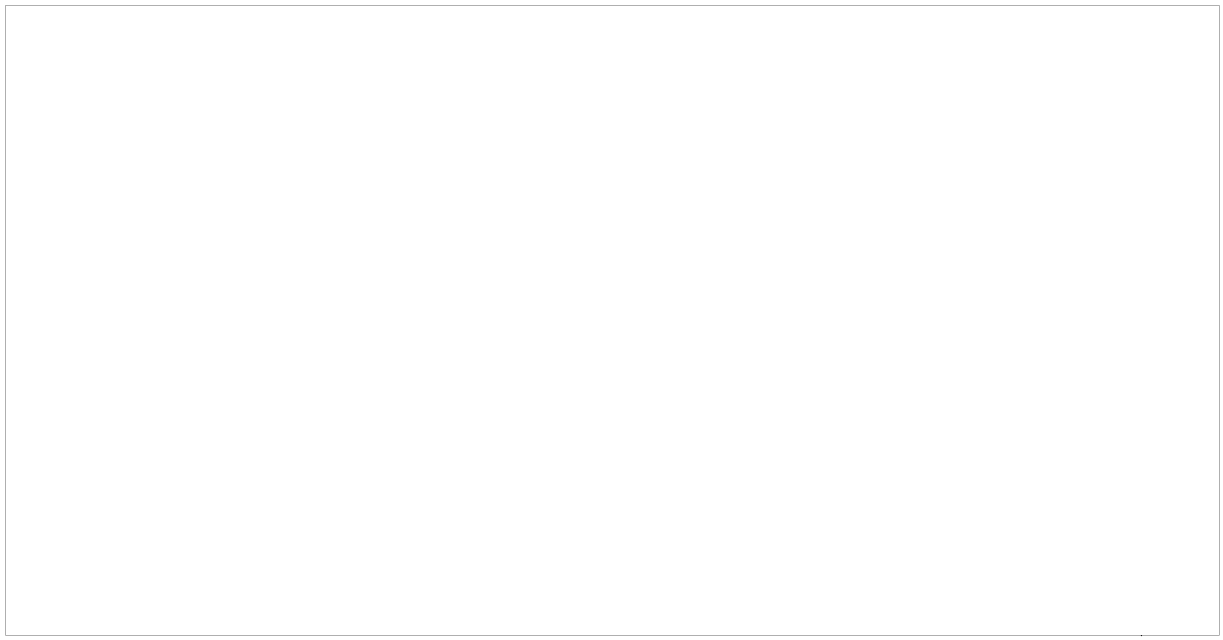

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HUNGARIAN RAILROADS AND BRIDGES

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HUNGARIAN RAILROADS AND BRIDGES

Each of the six regional administrations has the following sections: a) underground construction, b) track construction, c) buildings and warehouses, and d) bridge construction.

The "mobile technical inspections" are similar to the "mobile construction sectors" which the Germans formed during the war. These sections must be prepared to work anywhere at any time; their duty is construction and maintenance. They are to have the technical equipment which will allow them to function, in case of war, at home and abroad.

The service for the upkeep of stations is to be continued temporarily but its functions will be limited. Works of a strategic character are performed by other companies which are directly related to the Ministry of Communications.

The main railroad projects under the Five-Year Plan are: a) replacement of railroad installations, b) reconstruction and modification of stations, c) increased number of cars and locomotives, and d) replacement of the safety devices (switches and signal systems).

Up to now, use has been made of old, light rails of various types which do not weigh more than 18 to 28 kilograms per running meter. These rails are too light to permit the Russian, the new Hungarian ("Goliath", type 424 and 52), and the American locomotives ("Truman") to operate on certain lines.

A Russian control commission, which inspected the Hungarian rail net from November 1948 to February 1949, has announced that the Hungarian railroad system did not meet the needs of military traffic. In order to meet the immediate needs, it has been decided to lay new rails which weigh 47 kilograms per running meter. Only 6-meter lengths of rail were available, whereas the normal length is 12 meters. Attempts to overcome the deficiency in longer rails by welding together shorter rails did not prove satisfactory.

Reconstruction of stations -- At present, the rails of the stations can

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support only 100-axle trains. They are to be changed so as to handle 160-axle trains (Russian military convoys).

In other places, new sidetracks and loading ramps with heavy rails and warehouse have been built.

The Five-Year Plan and the projects of the Administration of Railroads call for the transformation of 60 stations in the area under the Budapest administration. These reformations are for the purpose of improving freight traffic and especially of avoiding long waits in stations and at important traffic centers for military convoys.

Safety installations -- No definite decision has been taken on the choice of signal and switch system. Consideration is being given to the English system which is extremely safe in peace-times but easy to sabotage. In case of war, permanent guarding of the switches would be required.

Main workshops of the "MAV" --

A new bridge-building plant at the Marshalling yard in the Southeastern part of Budapest

The main shop at Istvantelek, a northern suburb of Budapest, (primarily locomotives)

Large shop at Szolnok

Large shop at Szombathely

Main supply depot for road supplies at Budafok-Haros

The Budapest - Cegled line is now undergoing repairs

The Gyor - Kisber and the Mor - Szekesfehervar lines have been relaid with rails weighing 47 kilograms per running meter

II The MAV Administration at Szombathely

Director	Dr Ferenc Andavari, member of Communist Party
Asst Director	Josef Szuch, technical advisor

1st Bureau (Secretariat and Personnel

Chief	Dr Zoltan Baloch, member of Communist Party
Assistant	Antal Tarodi (Hobor), member of Communist Party

2nd Bureau (Constructions and Maintenance)

Chief	Szentikralyi
Assistant	Istvan Tancos, member of Communist Party

3rd Bureau (Passenger Traffic)

Chief	Lajos Celeki, Chief Inspector
Assistant	Joseph Makk, Inspector, member of Communist Party

4th Bureau (Supplies

Chief	Gyorgy Kocsis, Chief consultant
Assistant	Laszlo Szaboki (Sladovics), inspector, Communist

5th Bureau (Accounting)

Chief	Istvan Keresztesi, auditor, former functionary
Assistant	Istvan Vasarhelyi, auditor

6th Bureau (Freight Traffic)

Chief	Dr Szekely
Assistant	Joseph Molnar

7th Bureau (Insurance)

Chief	Ferenc Kiss, Communist

Included in the 7th Bureau is the Political Administration with its Chief Nauder Hars.

Main supply depot at Szinbatgekt abd Celldomok

Secondary depots at Szombathely, Cell, Zalaegerszeg, Papa, Tapolca, and Sopron

Warehouses at Veszprem, Veszpremkulso, Kormend, Zalaegerszeg, and Papa.

III Harbor and canal works

The shipyards at Ujpest have been almost completely rebuilt.

Important repairs are being made in the harbors of Csepel, Visegrad, Erosi, Budafok, Budafoldvar, Kalogsapaks [?], Mohacs, Adony, Nagymaros, Vac, and Baja and also the freight harbor of Ujpest.

The Sio Canal, connecting the Danube River and Lake Balaton, has been

put in service.

IV Railroad constructions

Since the liberation, the Hungarian plants have built 2,015 passenger cars. The reconstruction of 4,145 kilometers of railroad lines has also been effected.

V Some measures which have been taken by Hungary on orders from the USSR

Acting on orders from the Soviet military authorities, the General Administration of Hungarian Railroads has ordered all of its regional administrations to build up large reserves of coal without delay. These stocks will be stored in the Ferencvaros and Rakos classification yards of the Budapest region; in the stations of Komarom, Kisber, Papa, Boba (near Sumeg), Celldomok, Szekesfehervar, Zela-Szentivan, and Balaton-Szemes in western Hungary; in the station of Apatfalva on the last section of the Hungarian-Rumanian line; and in the stations of Puspokladany, Szajol, and Kaba on the line running toward Russia.

An extensive, special telephone system, for the exclusive use of the Russian, is being installed along the lines mentioned in the foregoing paragraph.

At the same time as the strategic reorganization of the railroad system by the Soviet Military Control Commission, this same body also assumed control, in April, of the truck traffice on the Hungarian highways so as to be prepared if the railroads should be knocked out in case of war. The two state enterprises for highway traffice, "Mogurt" and "Mateosz", which are "mixed Hungarian-Soviet companies, have been placed under the military government and given large sums of money by the government, which is acting upon orders from Moscow. This money will be used to increase the fleet of trucks and to modernize the garages and repair shops throught the country.

The political police, a special army along with the regular army, has formed a "highway traffic corps" which has several hundred large trucks.

VI Coordination of railroad and highway transportation

Motor coaches are replacing the railroads on secondary lines; the

railroads are used almost exclusively for military purposes. In 1948, 100 Renault motor coaches were purchased. By the end of 1948, a coach line had completely replaced the railroad line between Kaposvar and Dombovar.

The next line to use motor coaches will be the Sopron-Gyor line which will be divided into three sectors - Sopron to Esterhasa, Esterhasa to Csorna, and Csorna to Gyor. The three passenger trains which used to operate between Sopron and Gyor have been reduced to one.