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REPORT

CD NO.

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COUNTRY Hungary; Czechoslovakia; USSR

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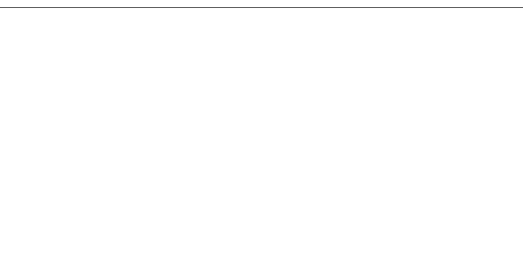
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DATA ON HUNGARIAN FACTORIES AND RAILROADS, MAY-JUNE 1950



50X1-HUM

30 June 1950

A. Gyor

1. The Soviet armored units which arrived in April from Koszeg entrained between 12 and 16 May at the Gyor-Szabadhegy railroad station. The station was blocked for almost a week.

About 200 Soviet troops with motor vehicles and tanks remained at Gyor in the barracks on Venez Jene ut. The divisional markings were black with yellow. It is rumored that these troops are waiting for young Soviet replacements, perhaps recruits.

2. In the Teleky barracks on Teleky utca, there is a training center for Border Guards. There are 1,200 to 1,500 soldiers in the barracks. Most of the training is given on the parade ground.

3. The Frigyes barracks are full of infantry replacements who will be sent to units after basic training.

4. A small unit of Hungarian fighters was recently stationed at the Gyor airfield. The source has seen four Hungarian aircraft but believes there are also Soviet ships at the field because he has heard of four Soviet pilots who were stationed there.

There is a civil airline, the ships of which fly the "HALIT" flag, operating between Gyor and Papa.

- 1 -

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50X1-HUM

A small detachment of AVO [Hungarian State Security Authority] guards the airfield.

5. MAVAG and the large Gyor Railroad Car Factory are now building aircraft engines. MAVAG is continuing to build tractors, plows, and electric streetcars.

6. The "Fekal" Factory produces artificial fertilizer from a mixture of ground peat and stable manure. Sixty of every 100 carloads are sent to the USSR. The director of the factory is Jozsef Szanka, a former workman and ardent Communist.

**B. Szekesfehervar**

1. At the end of April, several Soviet convoys of tanks, motor vehicles, artillery, and mortars arrived at Szekesfehervar. Some of the Soviet garrison have gone on leave and will be replaced by recruits.

2. The source saw about 50 aircraft at the Szekesfehervar airfield. These bore Hungarian markings which could be seen easily since the railroad runs about 300 meters from the field.

**C. Budapest and Vicinity**

1. There are 50 to 60 aircraft with Hungarian markings at the Budaors airfield.

2. There is a new underground munitions factory about one kilometer from Diosd, on the right-hand side of the road from Torokbalint to Diosd.

3. A new factory is under construction very close to the lead factory in Nagyteteny. The interior has not yet been completed. It is said to be a new leather factory.

4. A large, apparently industrial, installation is being erected on the Nagyteteny side of the industrial railroad line running from the steam-electric power station toward Kelenfold. Large quantities of construction materials and tiles are being brought up, and two large sheds for housing the workers have been built.

5. The Nadasd barracks on Haller utca in Budapest are used by AVO. At present, 300 recruits are being trained here. One of the AVO headquarters is apparently located in the barracks because the yard is always full of autos and trucks. The troops are equipped with long Soviet rifles and the noncommissioned officers with machine pistols.

6. The new steam flour mill ("Hungaria gozmalnok hantobe N. V.," Hungaria Steam Flour Mills state enterprise) built in 1949 is located in Budapest IX, Soroksari ut 48. Originally 500 were employed here, but this number has now been reduced to 200 and will be reduced even more.

This is the most modern steam flour mill in Europe and is built of aluminum. It is a show place to which visitors and foreign delegations are taken.

- 2 -

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50X1-HUM

17 June 1950

## 1. Rolled Tin Plant, Budapest XIV, Erzsébet Kiralye ut

Before and during the war, the installation worked exclusively for the Armed Forces, making Vecsey hand grenades, gas masks, cartridge casings of various calibers, etc. In 1946, household articles were made. At present, the plant is again producing the war materiel mentioned above for the Hungarian Armed Forces.

Opposite the main entrance on Erzsébet ut, across the yard, is the machine tool section. On the ground floor are 40 automatic presses, and on the second floor is the shipping department, where military inspectors from the Ministry of National Defense supervise the assembly of hand grenades by special workmen. Tests are conducted in a special area of the yard which has been set aside for this purpose.

Production is high, even exceeding the established plan.

On the other side of the factory (Ilosvay utca) is the foundry section where aluminum scrap is melted and the tin rolling mill. The cartridge casings are also produced here.

## 2. "Danubia" Factory, Budapest XIV, Zuglo es Lajos utcak

This factory was seized by the Soviets immediately after the liberation and is now working for them.

At one time, the factory made clocks. Since 1948, the Soviets have restored some of the machinery which had been dismantled and sent away. The factory is reportedly producing rifles for the Soviet and Hungarian armies.

Only Soviet workers are employed in one sector. Every 4 weeks, 180 to 200 cases filled with the products are sent away on trucks. The production plans of the factory are not known.

## 3. "Fodor Bela es Fia" Factory, Budapest XIII, Revesz utca

This factory constructs parts for bridges and houses and metal pontoons. There are two 50-ton cranes in the yard. In the shop are one 10-ton crane, 4 motor lathes, 1 vertical planer, 1 horizontal planer, 1 shaper, 6 drills, 8 electric soldering sets, 1 autogenous welding set, and 3 mechanical metal-cutting saws.

## 4. MAVAG, Budapest VIII, Kobanyai es Orczy utcak

Three fourths of the production is earmarked for the USSR. Semi-finished locomotives are brought to MAVAG and completed for the USSR. There is also a foundry for aluminum and copper.

The factory completes semifinished motors and makes car axles and crankshafts for various types of motors.

## 5. Ujpest port

The Ganz Shipyard has built three motor cargo vessels, for river and ocean use, for the USSR. Freighter No 3 was built in 1948, Freighter No 2 in 1949, and Freighter No 8 in 1950. Of eight vessels to be built, three are now afloat.

- 3 -

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50X1-HUM

## 6. Hungarian Armament Plant, Budapest, Gubacsi es Soroksari utca

This plant is under Soviet control and management. The production of pistols, rifles, machine pistols, and light and heavy machine guns is steadily increasing.

## 7. Motor Division of Manfred Weiss Works, Csepel.

This division, which employs about 3,000 workers, has three sections: motorcycles, automobile engines, and aircraft engines. Production is 120 to 140 percent of the established plan.

The aircraft engine section is under complete Soviet control because the largest part of the production is destined for the USSR.

The division is equipped with new Swiss machinery and some which the Soviets have returned.

## 8. Heavy Industry Installations of Diosgyor, near Miskolc; iron and steel [see appended sketch]

The old metallurgical plant in Diosgyor, "O-gyar," is still working on Soviet reparations. A Soviet military force is stationed at the plant as guards. The products of the factory are rails, switch parts, and other railroad equipment. All shipments are marked "Reparations."

The new plant, the gun factory, is located near the old in the direction of Lillafured and produces only war materiel. Production details are lacking, but during the war cannons, tanks, and parts were made. Special passes are required to gain entry to the factory.

In the western part of the Diosgyor Commune is the Diosgyor Paper Mill, where the paper for Hungarian bank notes is made, as well as other paper. It is a large, four-story building.

16 June 1950

During the past 2 years, a large railroad classification yard [see appended sketch] was built east of Biel. During the war, this was Hungarian territory, but it is now again Czechoslovakia. This yard is called Cierna nad Tisou. It is 2,200 meters long and 1,000 meters wide; in May 1950 there were 27 standard-gauge tracks and five Soviet-gauge. The main buildings are south of the old railroad line, at the site of the old railroad shop, 1½ kilometers from Chop.

At the end of 1949, there were only sheds here, but there are already three large five-story housing units for the railroad workers, guards, and inspectors.

North of the old line, a locomotive-servicing installation, larger than any in Budapest, has been erected.

Between the main lines, eight cranes have been set up in a diagonal line (according to the sketch).

In the northern part of the area are five large buildings (silo elevators) which handle Hungarian grain, unloading it from standard-gauge cars and reloading into Soviet gauge. During the transfer, there is so much dust that the elevators are visible only from a short distance.

- 4 -

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Three thousand persons, working in three shifts, are permanently employed just for the transshipment of freight. They are paid on a piece-work basis and earn 10,000 to 12,000 crowns a month plus work clothes and food. The wages are good and the living costs low, but the workers cannot leave the zone. One worker saved 250,000 crowns but does not know what to do with his money. A meal in the workers' restaurant costs about 7 crowns.

There are hardly any security measures noticeable during the day, with only six armed guards on duty at the station. However, if anyone wishes to leave the station and approach the transshipping and loading zone, he is immediately stopped and required to show his papers.

Rail traffic: Daily, 25 loaded freight trains leave for the east; five loaded and 20 to 30 empty freight trains arrive from the east.

The five trains from the east are usually loaded with pig iron, most of which is sent on to Diosgyor and Csepel, although a small part is also sent to other parts of Czechoslovakia. Beside iron, the trains bring wool, frozen meat, butter, and eggs. Trains of tankcars with crude oil, gasoline, and kerosene occasionally arrive from the USSR. The destination of the trains is not given in the train papers; the trains are dispatched in relays toward the first large station.

Industrial and semifinished products, special apparatus (tachometers and optical equipment), railroad equipment, and textiles are sent to the USSR in addition to grain. The workers who transship the goods are selected for their trustworthiness.

The station master of Cierna nad Tisou, Miklos Orban, is also the commissar of the district.

From Cierna nad Tisou, there is a sector of railroad toward Mukachevo on which there are both standard- and wide-gauge tracks.

According to rumor, the existing transshipment facilities in the Cierna nad Tisou district will be greatly enlarged.

The petroleum industry in Mukachevo which went to the USSR from Hungary after the war is working at full capacity. For propaganda purposes, the newspapers and the Communist Party reports are always emphasizing the imports -- "gifts" -- from the USSR, but there is never a line about what is "exported" to the USSR.

In the Feltorony Commune, on the Hungarian border, the land mines are being cleared. Hungarian military authorities said that the old Hungarian border would soon be restored.

11 May 1950

There is a horological factory at Attila ut 44 in Pesterzsobet (Budapest) with 500 employees. In a special building, there is a division for making chronometers for aircraft instrument panels. During the winter, the factory exported many clocks to the USSR and Rumania.

The aluminum plant of Almasfuzito is being enlarged.

It appears that there are Soviet depots in the modern warehouses at Mohacs.

- 5 -

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50X1-HUM

On the Rakos-Rendezo-Rakos Freight Yard sector (Budapest suburb), the railroad line is being strengthened along an 11-kilometer section. The old "J" rails are being replaced by new, 33-meter "J" rails of Czechoslovak manufacture.

Last year, work was started on a new, double-track railroad line between Vac and Aszod, north of Budapest and east of the Danube River. This new line would be of the greatest strategic importance. The work is being speeded up and the line is to be completed by 1 September 1950. The roadbed from Vac to Vacratot is finished; one track is being used as far as Mariaudvar to transport construction material. The new line will have 33-meter "J" rails of Czechoslovak manufacture. The line is to be electrified after the electrification of the Budapest-Miskolc line. The connection with the Aszod-Balassagyarmat line will be near Galgacsza.

In the northern part of the old factory ("O-Gyar") in Diosgyor, according to unverified reports, infantry rifles and ammunition are being made, as well as rails, railroad cars, locomotives, and other products from the iron and steel mills.

There are day shifts and night shifts; the number of workers is being increased continually. Special trains bring the nearby workers to the plants every morning. A 60-car train with workers just from Hejocsaba Commune arrives every day.

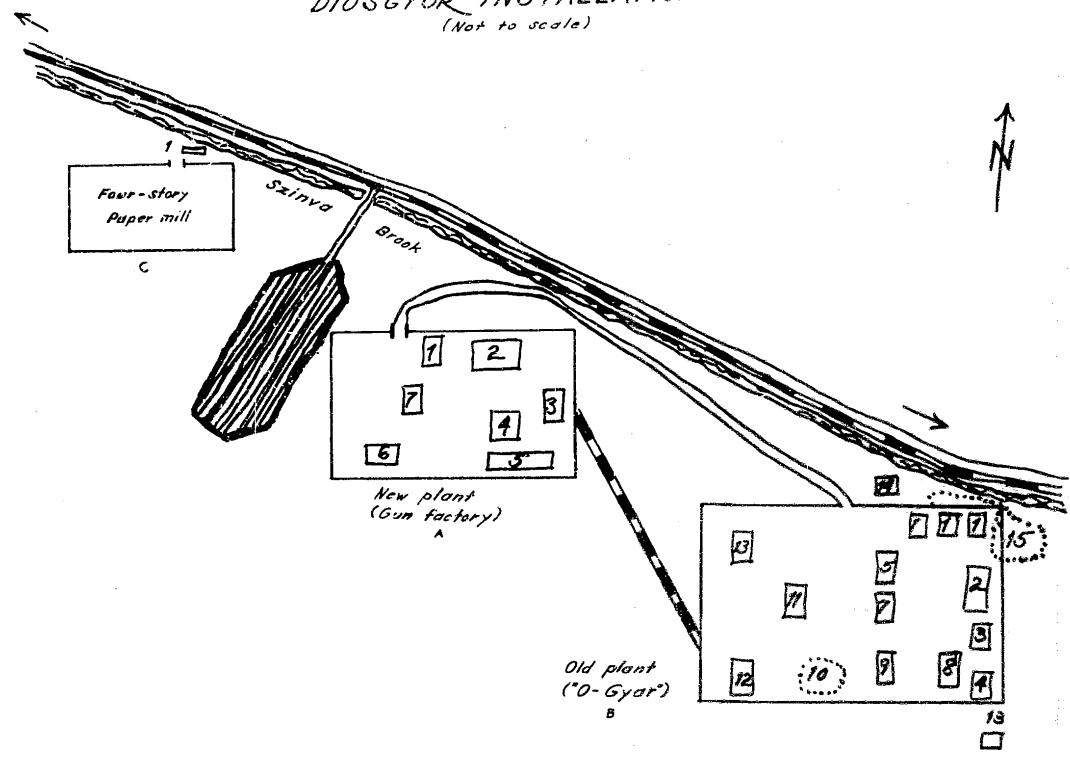
There is a "Social Section" located behind the administrative office at Gate No 1. This section, recently organized, is actually composed of special investigators who have recruited among the workers a group of informers to spy on the non-Communist employees.

It is almost impossible to enter the grounds without a special pass. The entire area, except the large slag pile in the eastern part, is surrounded by a fence. It is difficult and dangerous to approach the grounds and to gain entry by climbing over the slag.

- 6 -

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### DIOSGYÖR INSTALLATIONS (Not to scale)



- 7 -  
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50X1-HUM

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Key to Installations at Diosgyor

## A. New Plant (Gun Factory)

1. Gas generator
2. Dump
3. Assembly shop
4. Offices
5. Machinery section
6. Electric power plant
7. Forge shop

## B. Old Plant ("O-Gyar")

1. Water towers
2. Electric power plant
3. Offices
4. Laboratory
5. Rolling mill
6. Steel foundry
7. Martin blast furnace
8. Gas blast furnace
9. Iron foundry
10. Scrap-iron pile
11. Mechanical workshop
12. Railroad switch division
13. Water pump (50 meters higher than factory area)
14. Slag pile
15. Unidentified

## C. Paper Mill

- Ground floor: Boilers
- 2d floor: Paper mill
- 3d floor: Cutting machines
- 4th floor: Sorting, packing.

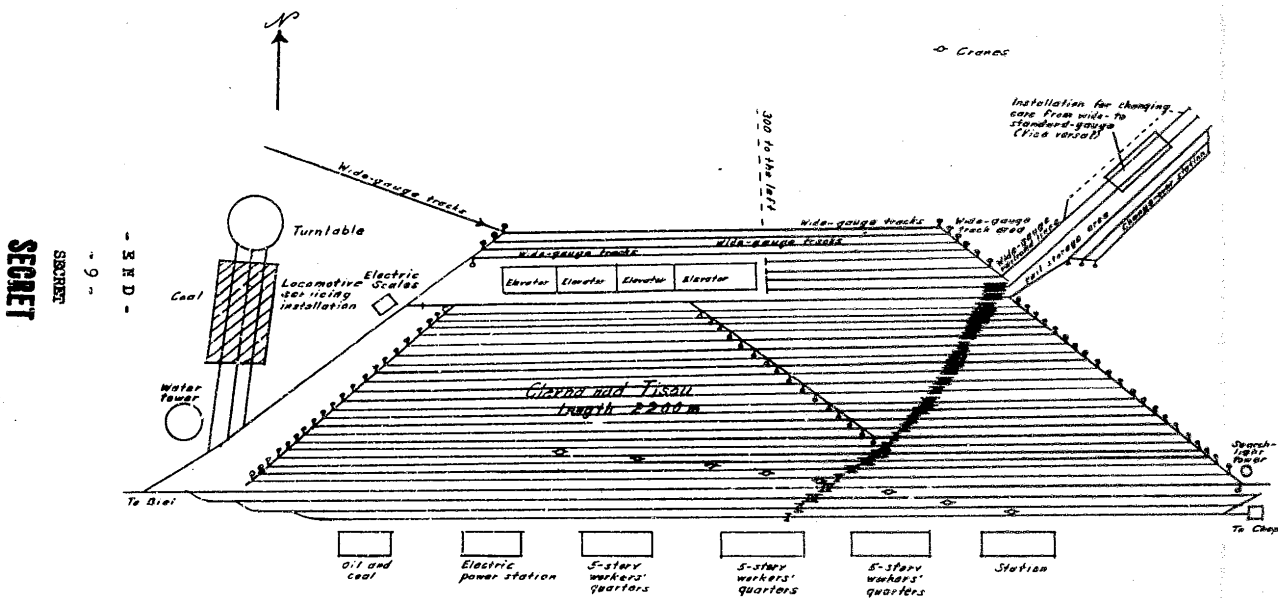
- 8 -

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### CIERNA NAD TISOU RAILROAD STATION (Not to scale)



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