

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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The Budapest-Pecs highway is almost completed. It is 230 kilometers with a concrete pavement, long, ~~with a concrete pavement~~ and starts from Stalinvaros or Dunapentele and ~~reaches~~ reaches Pecs via Szekes^zard. The Erosi-Szekes^zard section (with the exception of the section for Paks which was built later) was started in 1949 and completed in 1952. In several places the highway crosses the railroad by means of bridges and viaducts. At Macseknadas^e the highway turns toward the Mecsek mountains and continues in a twisted fashion until it reaches a grade of 5 percent, while the old road in places reached a grade of 18 percent. Just before reaching the city of Pecs, the highway will cross two large bridges, still under construction, straddling the valleys across from the city. The first viaduct is 180 meters ^{long} and is 32 meters above the floor of the Varas valley; the arches are made of reinforced concrete and are 96 meters wide, while the second viaduct is 140 meters long. The stretch of highway between the two viaducts is almost completed.

The construction firm has completed 75 percent of the excavating work and 95 percent of the reinforced-concrete work by means of very modern machinery (steam shovels, mixers, etc); the steam shovels and the graders were pulled by the large Staline^{ts} tractors. It is believed that the last stretch of the road will be completed next year; it will have a concrete pavement.

This is a very important highway as it connects the northern part of the country with the south; it provides a direct connection between the ~~part~~ coal mines of Pecs with the ^{steel} mining industry of Stalinvaros^{SZTALINVAROS} and the

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important machinery plants of Budapest.

With the exception of the stretch for Paks (16 kilometers), the highway will have a concrete and asphalt pavement, and will serve as a ~~specimen~~ high-speed highway.

The highway is 9 meters wide, the concrete strip is 20 centimeters thick (the upper part), while the Paks highway has a cover 3 centimeters thick.

It is needless to add that the highway has great strategic importance in that it will make it possible to transport troops quickly from the center of the country to the southern part.

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20 meters must be constructed in such a way as to have a minimum capacity of 40 tons. All the old bridges are being reinforced to reach this minimum capacity.

The most important among the new public works is the construction of the new strategic highway Budapest-Dunapentele-Szekszard-Pecs. This road with all ^{its} bridges will also have a minimum capacity of 40 tons.

This new superhighway crosses the Budapest-Fuztaszaboles railroad, by means of a new overpass. The main supports of this overpass are 17 meters high, and the overpass itself has a capacity of 50 tons. It was opened to traffic recently, thus accelerating communications between Budapest and Pecs.

The last stretch of this highway is still under construction. The 50-kilometer stretch between Szekszard and Pecs presented the greatest difficulties because of the many valleys that ^{run} parallel ^{to} one another. Two viaducts, one bridge and more than 100 small bridges have been constructed along this stretch. The viaducts are about 200 meters long. The highway has been constructed of the best materials. A Mixed Hungarian and Soviet mission ~~has~~ carried out the tests on the bridges.

