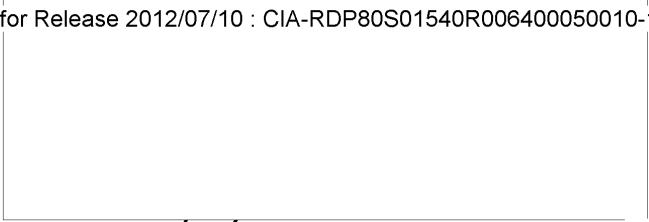


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INFORMATION REPORT

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COUNTRY Hungary

REPORT

SUBJECT Machine Tool Factory in Budapest

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report concerning the Budapest Machine Tool Factory

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INFORMATION ON A MACHINE-TOOL FACTORY IN BUDAPEST

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The machine-tool factory is located in the 13th district of Budapest, Vaci Avenue Ut 19 (Vaci ~~Street~~ 19), and can be located more exactly on the sketch. Formerly called "Salgotarjani Gepgyar" (Salgotarjan Machine-Tool Factory), it is now called "Budapesti Szerszamgepyar" in Hungarian. It was severely damaged in the war and has only been in operation again since 1947.

The work force consists of about 1,300 employees, of ^{whom} ~~which~~ one-fourth are women. The work is done in two shifts, except for the foundry, where only one shift works. There is no shortage of workers. On the contrary, the factory operation is insufficient for the available work force. For that reason working conditions are not favorable and the average wage is below the standard for this type of work.

The factory is under civil administration, the superior state authority being the Ministry of Mining and Machine Building. General manager of the factory is Communist Karoly Antal; party secretary is Istvan Szabo; trade union secretary Sandor Racs, also a Communist; foundry manager is Jozsef Trammer, ^{without party affiliation.} ~~party boss.~~

The production schedule is as follows:

- 1.) weekly, one turning lathe 150 centimeters long;
- 2.) daily, two turning lathes 120 centimeters long, received in semi-finished state from the Kobanya Machine-Tool Factory, finished and then delivered to Kobanya;
- 3.) daily, two mechanics' bench vises, likewise delivered to Kobanya;
- 4.) daily, one ~~simultaneous~~ bottling machine for ^{filling} 250 bottles, ^{simultaneously.}

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The production schedule is in general adhered to, although delays often occur in the delivery of raw material, which comes principally from the Matyas Rakosi Works in Csepel.

Almost the entire production is exported to Rumania, China and the USSR by trucks of the "TEFU" (State Freight Transfer Enterprise), since the factory itself owns only two ^{3-ton} Csepel trucks ~~and one passenger auto~~ and one passenger auto.

In the ground-floor foundry and machine shop section, measuring about 65 ~~by~~ 15 meters over-all, the following equipment is located: (8)

- two old molding machines (capacity of 40 units each per shift);
- four new, completely automatic molding machines, delivered from the USSR since 1952 ^[combined?] (capacity of 2,000 units per shift);
- four new Hungarian pneumatic hammers, (250 strokes [? Füllungen ?] per hour;
- two smelting furnaces, capacity of six tons together per shift;
- three overhead cranes, ~~of~~ five tons each;
- one smelting oven being built;

In the alloy ~~work~~ shop section (5):

- two automatic cutting machines;
- three grinding machines;
- one crane, ~~of~~ two tons.

In the forge and ^{fitter's} ~~work~~ shop (4), about 20 by 10 meters, ground-floor:

- one electric furnace;
- three grinding machines;
- two drilling machines;
- one lathe.

In the ground-floor assembling shop, 40 by 12 meters:

- one grinding machine;
- two drilling machines;
- two lathes;
- one crane, ~~of~~ five tons.

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The factory has no plant ^{guards} ~~protection~~. There is only one fire-fighting unit of ten trained workers.

At the entrance to the factory is a doorkeeper. Entry to the factory is permitted only with permission of the management.

Explanation of the sketch:

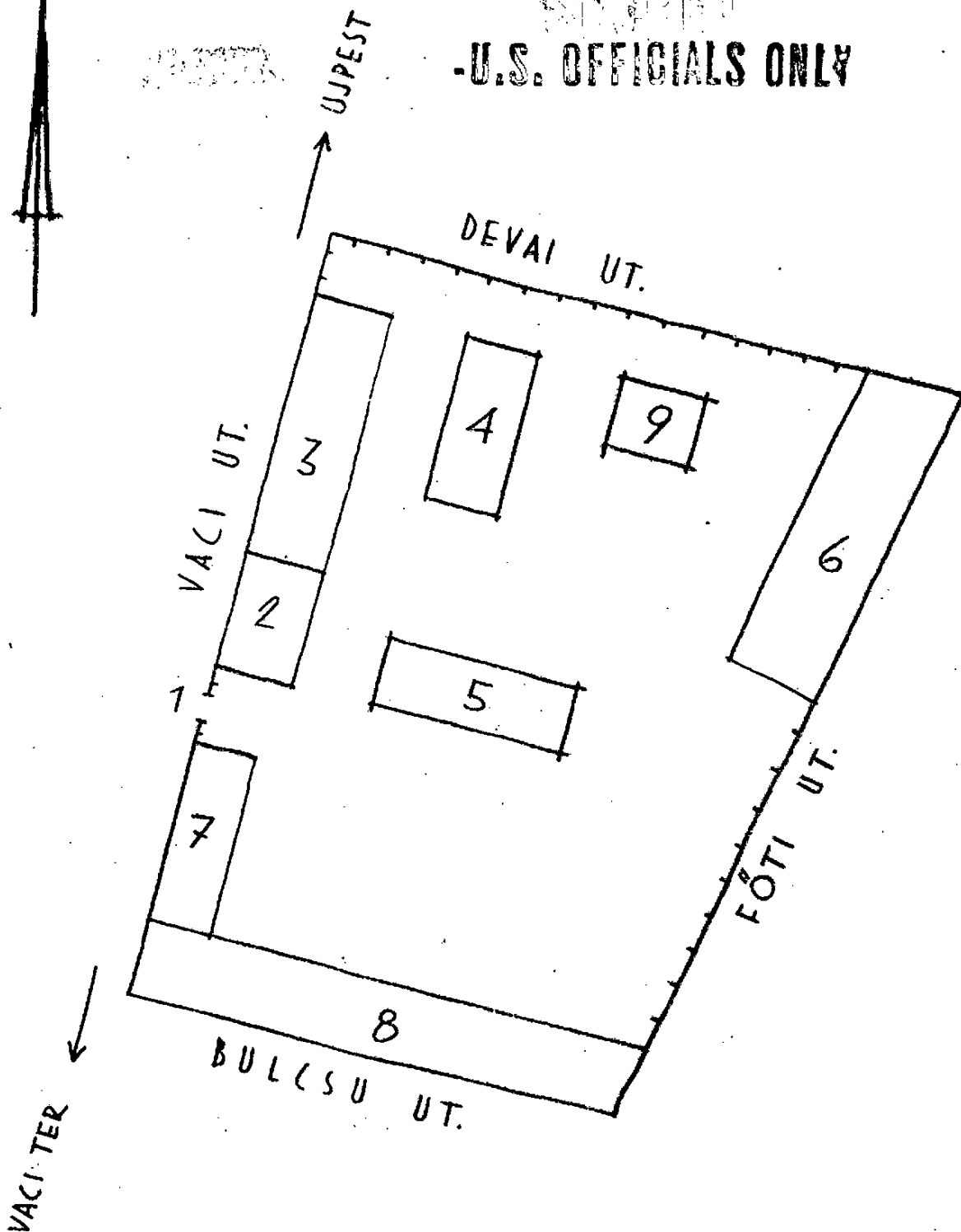
1. Entrance
2. Ground-floor turning section, about 15 by 10 meters
3. Administrative office
4. Forge and ^{Fitter's} ~~mechanical~~ shop
5. ~~Alloy work shop~~ Alloy work shop on the ground-floor, about 25 by 10 meters
6. Assembling shop
7. Management and engineering offices
8. Foundry and machine shop
9. Boilerhouse with central heating installation, air compressing installation, and emergency power installation.

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