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1. At the beginning of May 1951, a joint Russian-Czech-Hungarian Committee of railway experts inspected the double-track railway line from Chop (USSR) to Miskolc. The purpose of the visit was, allegedly, to approve a project to rebuild this line to double-track Soviet broad gauge.
2. Work was scheduled to start during the summer of 1951. The number of laborers on the line has been increased and the dumping of building material along the line is in progress. The Czech mechanized method, which was successfully tested during the last few months in Czechoslovakia, will be used for this project. The tracks will be changed to broad gauge one at a time, the second being started only after the first is completed.
3. The Miskolc railway station is to be enlarged and rebuilt to the same pattern as Zahony (transloading station).
4. The laying of the second track on the single-track line from Zahony to Nyiregyháza to Debrecen is proceeding very slowly because of shortage of workers and material. This project will take 18 months to finish if it proceeds at the present rate and might possibly be postponed because of the project mentioned in paragraphs 1 and 2.\*
5. A so-called Stalin Strategic Road is to be built to the Hungarian frontier through Carpatho-Ukraine: Alsóveresce, Polena, Mukachevo, Berehovo and touching the Hungarian frontier at Beregsurány (F27). It will be built through Vasárosnameny (F06), crossing the river Tisza near Balsa, and through Kenezlő (K48), Olaszlinszka (K38), Szerencs, to Miskolc. Another line is scheduled later from Chop to Satoraljaujhely, and from Satoraljaujhely to Olaszlinszka, joining the Stalin Strategic Road.
6. The section of the road between Olaszlinszka and Szerencs is already under construction. The road-construction office is located in the mill at Olaszlinszka. The new road will be a double-layer concrete road 8 meters wide (made up of sections 4 x 10 meters). 2,500 to 3,000 workers are employed on this project and the number is increasing. A number of deportees are included in this figure. The road is a continuation of the concrete road built from Berehovo via Vasárosnameny to Nyiregyháza. It is finished up to Nyiregyháza. From Nyiregyháza the road leads across the Tisza River on the passenger and narrow-gauge railway bridge from Balsa (K48) to Kenezlő. The bridge was rebuilt during 1949. This road will

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Join the primary road leading from Miskolc to Budapest.

7. The reconstruction of the single-track standard-gauge line between Pusztaszabolcs and Pecs has begun. The double-track line between Budapest and Pusztaszabolcs was renewed by the mechanized system which was introduced by Czechoslovakia.

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Comment: The capacity of the transloading triangle, Chop-Zahony-Cierna nad Tisou (Czechoslovakia), from the USSR to Hungary and Czechoslovakia was found to be inadequate. For military considerations they are too close to one another. The bridge at Zahony is a bottleneck because of its single track. Also, as indicated, considerable time will elapse before the 112-kilometer line from Zahony to Debrecen has a second track added to it. Moreover, the Tisza River has to be crossed at a second point, Szolnok-Szajol, where the bridge is already overloaded with traffic to and from Rumania. The advantages of the new project are:

- a. The standard-gauge line will be considerably shortened. Zahony-Budapest is 335.6 kilometers; Miskolc to Budapest is 181.5 kilometers.
- b. Two bridges will be by-passed: Zahony and Szajol-Szolnok.
- c. There is only a secondary line which joins the Satoraljaiújhegy-Miskolc main line at Szerencs. The eventual rebuilding of the Zahony-Nyíregyháza line to broad gauge involves a big standard-gauge railway network which also has to be rebuilt to the new gauge.
- d. From Miskolc there are good connections, not only to the west and south of Hungary, but also to Czechoslovakia.
- e. The Chop-Cierna nad Tisou-Zahony transloading triangle becomes of secondary importance and will be used only as a subsidiary. The main traffic will be routed through Miskolc.
- f. The Miskolc - Budapest rail line will be electrified giving increased capacity. The lengths of the new broad-gauge lines are:
  - 1) Inside Czechoslovakia: from Chop to the Hungarian frontier - 24.3 kilometers.
  - 2) The line between Satoraljaiújhegy and Miskolc - 88.3 kilometers.
- g. When the rails were changed during 1947 - 1949, the roadbed on this section was broadened in anticipation of the change.

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