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1. Locomotives:

The average figure of railway engines out of service is 15-20 sets (Garnituren) for 3 - 6 and sometimes more hours per day. Because of the critical shortage in locomotives the Minister of Communications deals with each case personally and heavy fines are imposed, which only have the effect of embittering the railway personnel. In the only engine factory in the country (MAVAG, Budapest) all the leading technicians have been missing since the middle of the first week in July 1952 and it is believed that they have been dismissed.

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2. Flat cars:

The greatest pressure in the repair workshops is being put on the general overhaul of 200, 20-ton flat cars.

3. Safety signalling devices:

On the Budapest - Hegyeshalom stretch these are being re-organized so that trains can run on both tracks in the same direction simultaneously. This re-organization is being carried out from east to west and the work is in progress near Szár.

4. Traffic:

The sidings near Almasfuzitó which were formerly empty were on 11 July 1952 occupied by several hundred Polish tank cars which have been hired to help out the shortage.

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5. On 8 July 1952, the stations on the Szolnok - Debrecen - Nyiregyháza line were almost empty.
6. On 11 July 1952, two hospital trains were observed standing at Ács.
7. New Constructions:

In 1951 priority was given to the immediate building of new loading ramps and passing tracks in Sopron and Csorna, on the Győr - Sopron stretch. Csorna was completed, but has not yet been passed by the experts. No work has yet started at Sopron, but one passing track has been laid at both Kony and Rabatamási. This plan has now been shelved and no further urgency is attached to it.
8. An ore transloading station for trains with a capacity of 1,000 tons was to be built, with urgent priority, at Záhony. This was to be ready by the 15 September 1952.
9. The press reports about the new line between Rétszilás and Sztálinváros are correct.
10. Identity cards:

When the Ministry of Communications and Postal Affairs was split up in January 1952, the personnel of the new Ministry was given new identity cards. These must contain a photograph of the holder. According to the rules printed on page 3, article 3, the holders are entitled to use all forms of public transport free of charge, including 'trains running according to the war timetable.' The wording of page 2 of the identity card (title etc.) is printed in Hungarian, Russian, and French.
11. Reduction of personnel:

There is a commission charged with the reduction of personnel in the Ministry of Communications. The chairman is a 'Munkáskáder' - i.e. a man of working class origin who has been screened as politically reliable. He has ordained that of the 56 employees of the traction section, 23 are to be dismissed and when the head of this department protested, he explained that his knowledge of railway matters was confined to the fact that 'a train is a thing you get into and sit down on.'
12. Air raid shelters with 2.5 m. thick concrete walls are being built in Pécs, Hatvan, Miskolc, and Debrecen.
13. The railway accident between Kőbánya - Felső and Rákos on 4 June 1952 was accurately reported by the Voice of America. There were 35 - 40 dead, 40 seriously injured and about 300 injured altogether. At the weekly political meeting the station personnel was told that the signalman in charge of the points had been hanged and that the station master had been condemned to life imprisonment.
14. It is estimated that 500, 20-ton covered freight cars will be supplied by Poland to Hungary by the end of 1952. 1,000 covered freight cars were on order but could not be supplied to Hungary because of the lack of raw material.
15. During 1952, the Győr Car Factory was to construct 200, 60-ton coal cars in excess of the planned quantity for Russia. This delivery was to replace a delivery of foodstuffs already ordered.

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