

BOOK REVIEW

Yearbook of the Hungarian Transport Museum 1971 to 1973 (A Közlekedési Múzeum Évkönyve).

Edited by Béla Czére, Budapest 1975, 397 p. In Hungarian. Summaries in Russian, German, French, English and Esperanto.

The first paper of the volume written by Béla Czére, general director of the Hungarian Transport Museum, gives a survey on the work of the Museum between 1971 and 1973. It was in this period that the new permanent exhibition of the Museum, covering an area of 3000 squares meters, has been inaugurated, to present the history of railway, navigation, highway and urban transport, air transport and astronautics, great many original vehicles and apparatuses. In addition, the Museum organized a coach exhibition in Paráđ and a ship exhibition in Tihany and has been largely responsible for the organization of the Széchenyi Museum in Nagycenk, in the former castle of count István Széchenyi, the great Hungarian reformer of the last century who had great merits in the fields of transport and of the regulation of Hungarian waterways. The Museum has been reported to actually keep some 7130 exhibits and 78 382 archival documents half of which have been collected in the 1971 to 1973 period. In the same period the Museum organized 23 temporary exhibitions in Budapest and in other Hungarian towns, as well as in Moscow, Dresden, Prague and Brno. The co-workers of the Museum (Mrs Farkas, F. Kopesándi, Á. Medveczki and J. Jaszinszky) report on the archives, on the exhibition of the vehicles without engine, on the collection of urban traffic items and on the map collection, respectively.

The second part of the book contains studies on the history of transport and methodology. L. Litár in „Museum, Publicity, Public Education” deals with the public relations and publicity tasks of museums in general, and especially of the Transport Museum. I. Lázár has been concerned with the restoration of a state carriage used by the Esztergom archbishop in the last century but earlier owned by the Habsburgs. T. Halász has been dealt with the history of the development of public property from the middle age to recent times, illustrated by great many statistical data.

J. Biró and P. Rév describe the history of Hungarian navigation, and of the Hungarian aircraft production, respectively. 26 Hungarian aviatc patents had been granted between 1896 and 1909. In Hungary, the first aircraft factory, established in 1912, was one of the most significant aircraft factories of the Austro-Hungarian Monarchy, where over 1000 aircraft had been manufactured. By the time of World War I, two more factories were founded. The history of the first motor works established in 1908, operating to 1922 in Arad — is described by S. Bálint. Á. Medveczki presents the old traffic regulations in Budapest; while G. Szentpéteri deals with the bridge and tunnel tolls. A study by I. Tisza has been concerned with ancient Hungarian shipman's calenders.

The third section of the yearbook is the history of eight special exhibits of the Museum, of considerable importance for the development of Hungarian transport.

The Yearbook is ended by the bibliography of scientific papers by the Museum co-workers written in the concerned period, including altogether 163 references. Studies are generously illustrated by exquisite photos.

F. Szabadváry