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1. Hospital Trains Up to March 1951, the MAV Car Repair Shop at Pestszentlőrinc was engaged only on normal repair work for 2- and 4-axle passenger coaches. During the summer of 1951, this plant was instructed to undertake the transformation of 2- and 4-axle third class cars into hospital coaches.
2. Over 40 of these cars were converted; the assembly shed of this yard has a capacity of 40 four-axle coaches and during the summer the shed was filled completely by these conversion jobs.
3. The workers of the factory were informed that these coaches were made up into trains and sent to Korea.
4. The composition of these 24-coach hospital trains was as follows:
 - a. 1 - "DN" guard van
 - b. 2 - "GP" goods vans (two axle)
 - c. 21 - "CA" converted 4-axle third class coaches.
5. It is known that two trains of this composition were sent out from this yard. According to rumors these trains were in fact retained in the USSR to replace Soviet hospital trains sent to Korea under Hungarian colors.
6. Since the fall of 1951, the Pestszentlőrinc yard had reverted to normal repair work and, as of late January 1952, was working on the repair of "CN" 2-axle third class coaches and of "G" 15 ton, 2-axle freight cars.
7. During the fall of 1951, a large number of "CN" coaches were replaced by freight cars fitted with benches, particularly on the Lake Balaton lines. On the latter, there are now very few "CA" coaches in service.

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8. Flat cars Since 3 November 1951, the MAVAG (Budapest) Factory has been mass-producing 60-ton flat cars of the "NVN", 8-axle type. During November and December, the monthly output was 20. From January 1952, this figure has been increased to 28 per month.

 Comment: It can be assumed that small scale production of these "NVN" flat cars began some time before they were put into series production. The number turned out by the end of January 1952 is thus estimated at about 75-80 cars. The 1952 production, if maintained at the present rate, will give over 300. This is more than the requirements of the entire Hungarian Army, so it may be assumed that these are destined for the USSR or for other satellite states, presumably for the transportation of tanks.

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