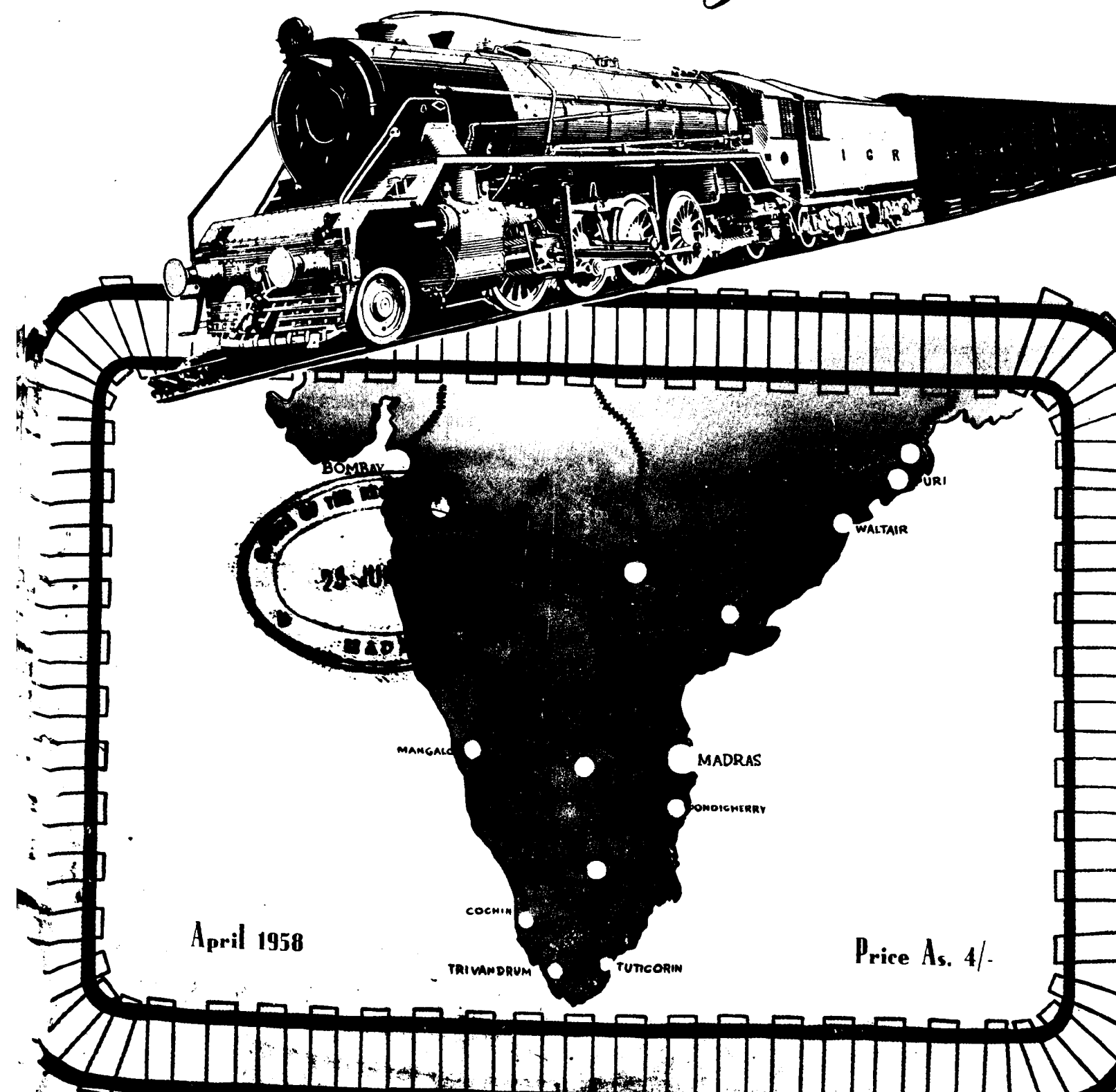


1257

SOUTHERN RAILWAYS

Magazine



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SOUTHERN RAILWAYS MAGAZINE

INDIAN RAILWAYS HOSPITAL SUPPLEMENT

Vol. IX No. 10

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Editorial Notice

The Editor invites contributions to the Magazine on a variety of topics—short stories, technical features written in simple English understandable to the laymen, Aspects of Railway Working, places of tourist interest, News from home line, activities on Railway Institutes etc. All copy should be brief and typed as far as possible.

Photographs illustrating social functions, sports events, scenic sports etc. are also invited. All contributions should reach the Editor not later than 5th of each month. Rejected Mss. will be returned provided sufficient stamps for postage are enclosed. No responsibility will be borne for copy lost in transit.

Views expressed in this Magazine should not be taken as having official authority.

All correspondence should be addressed to the Editor, "Southern Railways Magazine," Post Box No. 17, Tanjore, (South India).



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KAS

World's Railroad Men are Schooled in Diesel Operation at U. S. Plant

REPRESENTATIVES of the world's leading railroads are going back to school to learn about the newest type of locomotive equipment in use to day.

From as far as Turkey, South Africa, Indonesia, Pakistan and Latin America, railway engineers and supervisory personnel are attending courses here, where a school in diesel-electric locomotive operation and maintenance convenes periodically, Globe Press Service reports.

Two Indian engineers also attended a ten-week course at Erie about a year ago. They were from the Indian Iron & Steel Corporation which purchased some 80-ton GE diesel-electric locomotives.

Erie is the site of General Electric (U. S. A.) Company's Locomotive & Car Equipment Department, manufacturer of the new universal diesel-electric locomotive which is in use in many countries throughout the world. The "students" are employees of railroads that have purchased this revolutionary application of diesel-electric motive power.

GE established the school as a service to its customers. The courses cover every phase of diesel-electric operation and maintenance. There is no "tuition" the men pay only travelling and living expenses.

According to GE, "customers sending representatives to these schools benefit in many ways. Trained graduates know how to reduce maintenance costs through sound maintenance procedures. They learn how to keep locomotives at peak operating efficiency, with the result that there is a high availability of locomotive equipment at all times. Graduates of the school become more satisfied employees, too. They appreciate the fact that their companies have faith in them and they reflect this faith by doing a better job in operating and maintaining valuable railway equipment."

The current universal locomotive school got underway in early January. Among the students are 22 representatives of the South African Railways System—the largest railway system in Africa both in volume of traffic carried and total route miles.

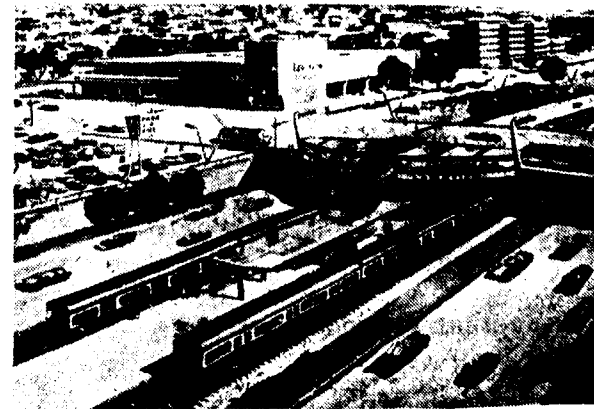
SAR recently purchased 45 Model U12B universal locomotives of 1200-hp., which will be delivered early in 1958.

Two of the South African representatives, both senior engineers, will attend the course from start to finish. The others will study only those subjects pertaining to their specialties.

As part of their course, the men will receive not only classroom training but also instruction right on the GE assembly line. An important phase of the teaching program is the dismantling and re-assembling of a diesel engine.

Field trips will be made by the students to other U. S. companies supplying components for the universal diesel-electrics, as well as to representative American railroad shops.

The school at Erie is only half of the training the men will receive. Later this year, a GE service engineer will take up residence in South Africa to supervise putting the locomotives in operation. When the 22 SAR representatives return from the U. S. they will work under the GE service engineer in the actual operation of the locomotives and will help train fellow employees in maintenance of the new equipment.



This American artist's conception shows the possible shape of New York and other metropolitan transportation in years to come. Future commuters will travel to downtown areas on a smooth, coordinated transportation system. In this coordinated system, which transportation experts predict will alleviate growing traffic congestion, commuters will be able to go where and when they want, quickly and conveniently.

</

Products of the Hungarian Railway Carriage and Machine Works, GYÖR—Hungary

THE Hungarian Railway Carriage and Machine Works were established 60 years ago in an ancient industrial and cultural center of Hungary, and in the course of time developed into one of the most important works of the country. The works have displayed successful export activity from the beginning and it is worth mentioning that about 40% of the 45,000 various railway coaches manufactured in the last 60 years were exported to all parts of the world, making a name also for other products, such as cranes, bridges, steel constructions, etc.

The successful start of the works is revealed by the fact that in 1897, the year following their foundation, rapid progress was guaranteed by orders for several hundred railway coaches. This was followed by continuously increasing orders for export, which still takes up a considerable part of the factory's production.

As a curiosity it has to be emphasized that in 1906 the passenger cars of the London Underground Railway were supplied by the Hungarian Railway Carriage and Machine Works. These cars, having been in many regards ahead of their times, were built with all-steel frames and in a sheeted body construction.

The up-to-date execution and excellent quality of already the first railway carriages, as well as the correct observance of delivery dates, acquired such reputation for the works, that their export activity could be continuously extended to further countries and railway association. For the past decades a great part of the export-deliveries was directed to European countries/England, Austria, Belgium, Bulgaria, Czechoslovakia, Germany, Italy, Rumania, Russia and later the Soviet Union and Turkey/but a good many overseas countries were also registered as customers of the works/Argentina, Burma, Chile, Costarica, South Africa, Egypt, East-India, China, etc./and thus the products of the Hungarian Railway Carriage and Machine Works, becoming famous throughout the world, have won full appreciation and a good reputation to the trademark "RABA".

During World-War II export was broken off and when the war was over the factory was left in ruins.



The year 1945 meant a new stage in its history. In the course of reconstruction the Győr works were not only restored but also enlarged and modernized. Changing over to planned economy, the previous manufacturing program, divided into many branches, was restricted and this ensured the vigorous development of up-to-date wagon-building, which remained

works and the dining and sleeping cars delivered there won many praises for the factory.

Keeping up with technical progress the governing idea has been to provide for the highest comfort of passengers on one hand, and to increase the speed of railway vehicles, on the other hand. The Hungarian Railway Carriage and Machine Works, recognizing the importance of these tasks have done their best to ensure that customers' requirements can be adhered to in every way and to this end have designed light-weight passenger cars of many types, where trouble-free running is warranted and the most comfortable accommodation provided for. In the new types tare weight is radically reduced by the use of special ste

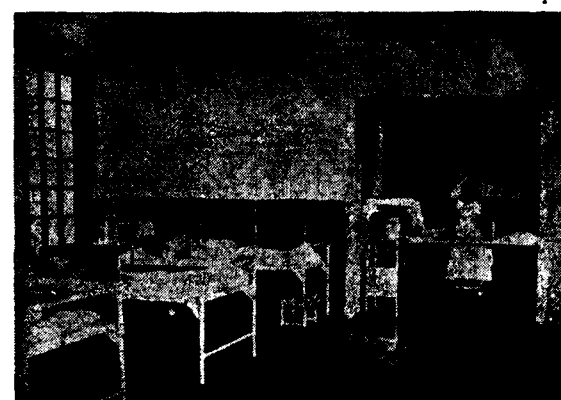
EASTERN RAILWAY HOSPITAL SECTION

Notes on the medical facilities available on the Eastern Railway

HOSPITALS

THERE are 10 hospitals with a total of 508 beds at present. The beds are to be increased to 880 during the second five year plan period as below—

Existing hospitals	Existing No. of beds	Proposed beds in the second five year plan
1. B. R. Singh Hospital, Sealdah	123	200
2. Kanchrapara Hospital	70	85
3. Howrah Hospital	12	100
4. Lillooah Hospital	24	40
5. Asansol Hospital	56	100
6. Dhanbad Hospital	34	54
7. Jamalpur Hospital	89	105
8. Dinapore Hospital	66	116
9. Gaya Hospital	12	40
10. Moghalsarai Hospital	22	40
	508	880



Female Ward in our Hospital.

- (1) Building to accommodate 16 additional beds at Jamalpur is almost nearing completion. Equipment is being arranged.
- (2) Works of construction of 50 bedded hospital at Howrah included in programme for

1957-58. Final approval of site by the Railway Board is awaited.



Male Ward in our Hospital.



Male Ward in our Hospital.

- (3) Plans have been prepared for extension at Lillooah and work is expected to be completed during the financial year 1957-58.
- (4) Extension of B. R. Singh Hospital buildings to increase accommodation approved, and work included in programme for 1958-59.
- (5) Works connected with extension of buildings at Dinapore are in progress and that at D

CENTRAL RAILWAY HOSPITAL SECTION**CENTRAL RAILWAY HOSPITALS**

THE total number of Hospitals provided on this Railway for treatment of employees and their family members is 12 (twelve) and the number of beds provided therein is 486 (Four hundred, eighty six) as under :

Hospitals	Number of beds provided
Byculla	86
Bhusawal	82
Jabalpur	21
Nagpur	20
Jhansi	48
Sholapur	10
Lallaguda	120
Kazipeth	6
Purna	6
Igatpuri	45
Bina	12
Kurduwadi	30
Total :	486

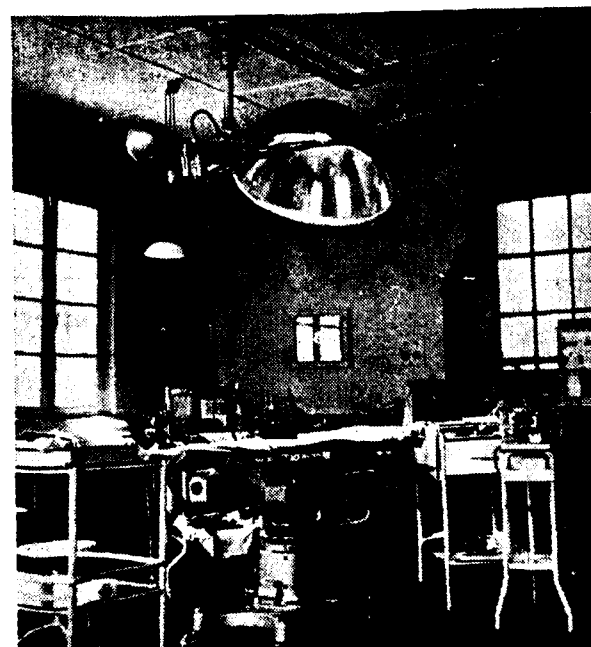


Igatpuri Hospital, inside view.

2. The proportion of beds provided is one bed for 376 employees. One hundred and five

per cent of the total number of beds were occupied per day in the year 1956—57.

3. Byculla Hospital is treated as Headquarters hospital and the cases requiring specialists consultation from other district Hospitals are referred to this Hospital for admission and investigation.
4. Eminent specialists as Honorary consultants have been appointed at Headquarters Hospital Byculla as under :—
 1. Physician
 2. Orthopaedic Surgery
 3. E. N. & T. Specialist
 4. Ophthalmologist (to be appointed) (from 1—4—58)
5. The modern medical and surgical facilities have been provided at all District Hospitals. Chest Clinics have been established at all District Hospitals. A Dental Clinic has



Operation Theatre Byculla Hospital.



Igatpuri Hospital.

CLEANLINESS LEADS TO HEALTH AND HAPPINESS

Clean orderly habits contribute to general health and welfare and as such to happiness and prosperity; they are more important than medicines.

Cleanliness prevents disease; medicine only attempts to cure.

Cleanliness of the person, of the houses and colonies, reflects discipline in the individual and the community. Discipline is the foundation stone for progress of oneself and the country. Cleanliness is a good habit. It is also cheap.

All Railwaymen should set an example of cleanliness. This will help others and themselves.