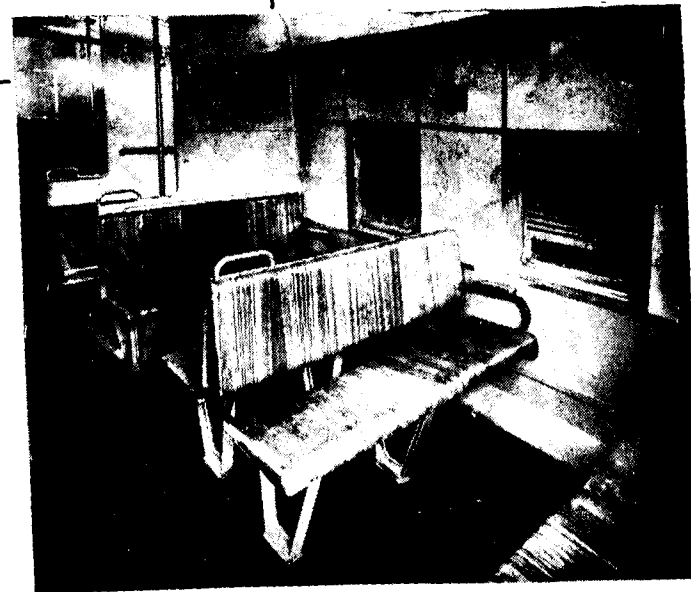


PROUD ACHIEVEMENT

The versatility of Hylam is very well demonstrated in this EMU coach—a proud Indian achievement. Hylam MSP 122 T was used for interior panelling and Hylam P 120 in the traction equipment of these first EMU coaches, manufactured by Messrs. Jessop & Co. Ltd., Calcutta



Here are some special features of Hylam:

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- ★ Excellent mechanical properties
- ★ Resistant to moisture
- ★ Hard and wear-resistant surface
- ★ Easy to install
- ★ Low maintenance cost

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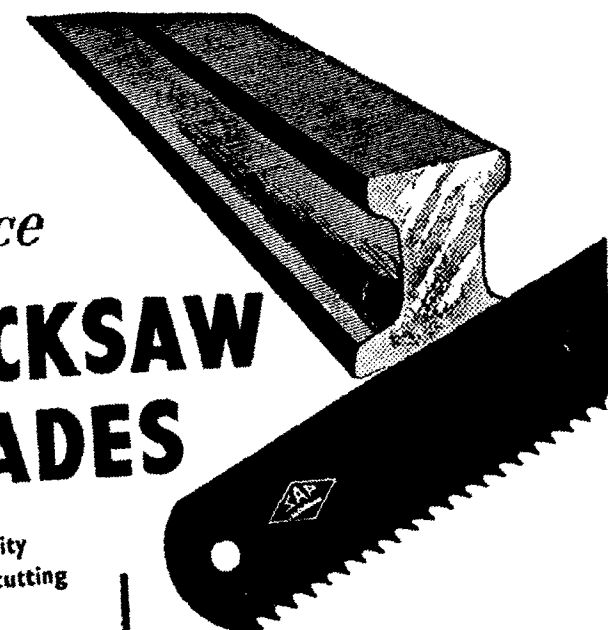
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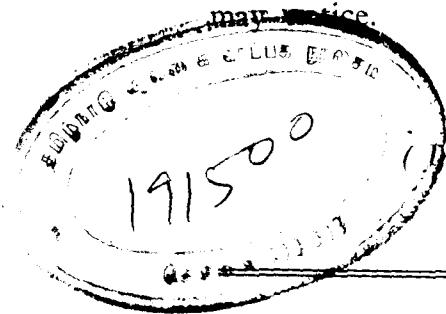
Buy your tickets only at the proper place. The authorised offices are (i) the Booking offices at the railway stations, (ii) the Town or City Booking Offices, (iii) the Out-agencies, (iv) Travel Agent. Never buy tickets from any other source as that may lead you to trouble. Please note that tickets are not transferable.

Buy your tickets in the proper time. You can avoid unnecessary excitement and trouble if you come to the station in good time, that is at least half an hour before the scheduled departure of your train. The Time Tables of the Railway are on sale at Booking Offices and Bookstalls.

Buy your tickets in the proper manner. Queue up at the Booking Window and you can get your ticket easier and quicker than by crowding at the counter.

By handing in the exact fare in good coins or currency you get the ticket easier and quicker, and save for yourself and the Booking Clerk time and trouble.

Check up your ticket and money before leaving the counter and draw the attention of the Booking Clerk to any discrepancy you may notice.



(Inserted in the interests of Travelling Public)

NOVEMBER 1959

SOUTHERN RAILWAYS MAGAZINE

3

RAILWAYS AND THEIR STORES

It was said by the great General Napoleon Bonapart that "the Army marches on its stomach". What he meant was that if the soldiers are well fed, then they would be able to fight properly, and there would therefore be a greater chance of winning a battle.

A statement somewhat similar could be made regarding the Railways. If they are well supplied by the Stores Department with raw and finished materials and ample spare parts for their rolling stock, then they would be able to keep going without any serious breakdown in their working and thereby deal with a greater amount of passenger and goods traffic and thus make a good profit.

As it is the Stores Department on which the Railways depend for the supply of all their materials, the success or failure of a Railway is dependent on the correct functioning of that department more than on anything else.

The Organisation of the Railway Stores Department is a matter of prime importance and the Controller of Stores who makes that department "tick", should be a man of very high qualities, such as absolute integrity, far-sight, prudence and drive.

Although he is the policy maker of the department, his eagle eye should encompass the working of the whole Stores Organisation and he must see to it that each one of his officers and senior subordinates perform the duties allotted to them with intelligence and a high sense of responsibility. The Controller of Stores by his own conduct should be able to inspire in his staff a deep sense of loyalty to the administration and a keen desire to emulate in all respects his own example. Efficiency should be the keynote of the working of the whole department and each section should of its own accord work as a team without fear or favour and give of its best and be proud to do it.

It is a moot point whether the Controller should be a technical man or a lay man with no technical knowledge at all. There are protagonists of each of the opposing views and each side has sufficient points in their favour to win an argument. Some say that a Technical man or Engineer given charge of a Stores Department as a Controller is likely to be a square peg in a round hole. He is likely to use his technical knowledge to the detriment of the working of the department. He may adhere so rigidly to specification and quality of materials to be purchased that in the long run delay the purchase to such an extent that the materials do not become available when required and so hamper the working of a technical department. On the other hand because of his intimate technical knowledge of the requirements he may pass stores at his discretion which are not hundred per cent to specifications and of poorer quality to that demanded, just to keep the consuming department going. The crux of the position then boils down not to whether a Controller of Stores should be technical or not, but rather how he makes use of that technical knowledge in the exercise of his functions as a Controller. On the other hand a non-technical Controller may vacillate because of his lack of technical knowledge in dealing with his purchase problems and so cause equal damage. What is wanted therefore is the Head of Department of a balanced mind prudent in his judgment and a high sense of integrity and responsibility together with a highly developed business acumen.

Having said this much of the Controller we must also assess the calibre of his deputies who undoubtedly aspire one day to occupy his chair. Their experience and dealings in matters of purchase and supply of stores and the knowledge of various stores codes and procedures should be both broad and deep. As it is the Deputy Controller of Stores who deal with the Deputies of other departments, their attitude should be one of helpfulness and compromise. They should be able to fathom the urgency of demands of other departments and arrange for supplies both expeditiously and generously. The best test of the value of a deputy of any department not necessarily the Stores Department is his ability to deal with routine and general matters and so leave their Controller to deal with superior matters and matters of policy. They should be able to guide and direct their senior and junior officers in their day to day problems.

Senior and junior officers will have their normal burdens to shoulder and these vary from day to day, depending on the nature of the work undertaken. The tone of the whole department depends upon the high or low ethical standards which these officers set for themselves and adhere to.

The Senior Subordinates and heads of section are really the key men of the department and because of their long association with a particular section they become experts, provided of course they are highly intelligent to start with. The Controller and his various officers depend and lean heavily on these hard working knowledgeable and dependable men. Because of intensity of their knowledge and experience, they usually get promoted to the official rung of the ladder towards the fag end of their service.

Every Stores Department has rules and codes, which must be observed religiously and every officer's powers and responsibilities are usually covered by these codes. Intimate knowledge of the Stores Code and procedure is the surest ground for carrying out the duties faithfully. As a matter of fact departmental examinations and promotions depend to a large extent on the knowledge of the code and stores procedure.

In the code each officer's powers are clearly indicated, whether these powers are in financial and personnel matters. On some Railways a Controller has the power to purchase materials upto Rs. 10,000/- for a single item, and for anything more costly he has to obtain the sanction of the General Manager who is given powers upto Rs. 1,00,000/- provided a sound justification exists.

For materials costing over 1 lakh of rupees these have to be bulked and sent to the Director General, Supply & Distribution. These demands refer to such items as timber, paints, steels, boilers, rails, sleepers etc. The D. G. S. & D. bulks the demands of all the railways and places his orders for bulk supply accordingly. If he so desires he can place one order or split the orders into several parts and call for global tenders and select the supplier who gives value for money.

Unfortunately one of the most difficult hurdles to cross is that of placing orders on the lowest tenderer. Financial pundits who have the last word in the expenditure of money are often an hindrance than a help. Many times materials are purchased at the lowest price which often cost the Railway more in the long run.

As a case in point we might cite the case of bulk purchase of synthetic paints to specifications. Now to buy synthetic paints to specification is a fallacy, because unscrupulous manufacturers know how to manipulate the ingredients and satisfy that the paint is up to specification. Yet in truth the paint may be of poor quality. It is therefore false economy to purchase synthetic paints to specification because their quality is so poor that additional paint has to be applied to keep the coaches in a reasonably presentable condition.

Brand paints on the other hand are paints by which manufacturers wish to make a name for themselves and therefore to produce a high quality of paint they cannot sell it below a certain fixed price. When we talk of I. C. I. "Duco" or "Dulux" we immediately become aware of quality and hence should be prepared to pay the price if we can afford it.

Normally a coach is given a burn off and a fully coat of paint once in three years, while a varnish coating is given every year in between. To keep the coaches reasonably attractive paint has to be mixed with varnish when it is synthetic paint and so more quantity is used and therefore painting costs go up in the long run.

Let us now examine the materials in demand on the Railways and their number in a legion. It will be possible to cover a small number of these items and to indicate the procedures adopted to obtain them.

As said earlier, some of the larger items as indicated are bulked for all the railways and are dealt with on a global tender basis by the D. G. S. & D. and these include such items as locomotive boilers, locomotives (steam, diesel and electric), timber, sleepers, coal and such like whose total annual values run to many lakhs and sometimes crores of rupees.

Besides these there are items which are within the power of the Controller of Stores to purchase such as manufactured and fabricated items whose value per item does not exceed Rs. 10,000/-. These items are generally obtained indigenously and thereby help the development of trade and manufacture on the railway zonal basis. Much could be said of these items both from the manufacturers and purchasers points of view but this would

from ordinary mild steel to the highest quality of spring steel, tool steel, alloy steel that the system of storage, recognition and issue should be fool proof. Where such large and valuable materials are stored the question of security and the devising of ways and means to prevent large scale thefts or petty pilferages requires careful and constant attention.

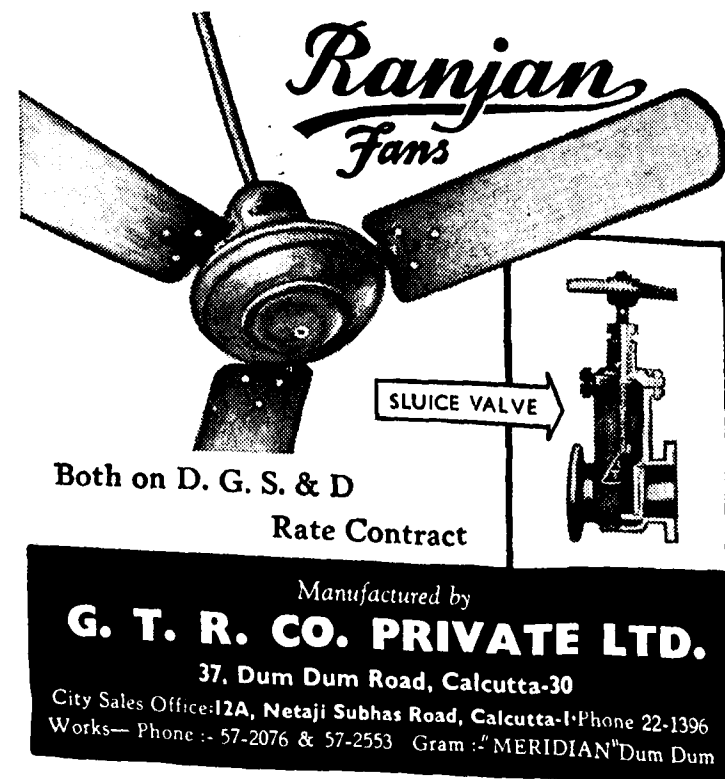
Fortunately the Railway Stores are fairly well organised in all its ramifications and all that is necessary is to get the machine to work efficiently expeditiously and without a major break down.

SENIOR RAILWAY APPOINTMENTS

Shri D. C. Baijal, and Shri Kripal Singh, General Managers, Northeast Frontier Railway and Eastern Railway, have been appointed Members of the Railway Board, Government of India. They will take charge of their new offices by November 3, 1959.

Shri Baijal will be succeeded by Shri Y. P. Kulkarni, Additional Member (Staff), Railway Board, and Shri Kripal Singh by Shri M. M. Khan, General Manager, Western Railway. Shri Khan's place will be taken by the General Manager of the Northern Railway, Shri B. B. Mathur. Shri M. K. Kaul, on return from leave, will take over as the General Manager of the Northern Railway.

Shri B. Mazumdar, Chief Commercial Superintendent of the South Eastern Railway, has been appointed as the new Additional Member (Staff), Railway Board, and he will be succeeded by Shri G. S. Khosla, Regional Superintendent of the South Eastern Railway.



Ranjan Fans

Both on D. G. S. & D Rate Contract

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Works— Phone : 57-2076 & 57-2553 Gram : MERIDIAN Dum Dum

Brief resume of “WRIGHT” Vertical Spindle—Horizontal Table-Surface Grinders

ONE of the main activities of Wright Electric Motors (Halifax) Limited over the past 15 years has been the manufacture of Vertical Spindle—Horizontal Table—Surface Grinders (British Patent No. 531, 584). Originally made in two sizes only, fitted with 8" diameter or 12" diameter cup-type grinding wheels, these machines have been generally adopted by a wide range of industries for roughing and finishing operations requiring a reasonable degree of accuracy and speed. We have actually supplied with our Table Surface Grinders, the following industries which have been selected at random from our records :—

Internal Combustion Engine Manufacturers and Repairers.

Agricultural Machinery Manufacturers and Repairers.

Engineering Works of all kinds.

Light Foundries, Ferrous and Non-Ferrous.

Aircraft Manufacturers and Repairers.

Dockyards and Shipbuilders.

Armament Manufacturers.

Navy, Army and Air Force Workshops.

Sheet Metal Works, Cabinet Makers, Welders.

Die Stamping and Metal Moulding Works.

Tool Makers.

Plastic Moulding Works.

Tile Works.

Electric Motor Manufacturers.

Switchgear Manufacturers.

Car and Cycle Manufacturers.

Makers of Electric and Gas Stoves.

Railway

vehicles may include the mounting of central buffer couplers and of side buffers. The Automatic Transition Coupler—also called 'Draw Coupler'—must permit coupling up one with the other as well as with a Centre Buffer Coupler, and must also not disturb the coupling of the existing Screw Coupler. Fig. (1) shows the stages of change-over to the Centre Buffer Coupler.

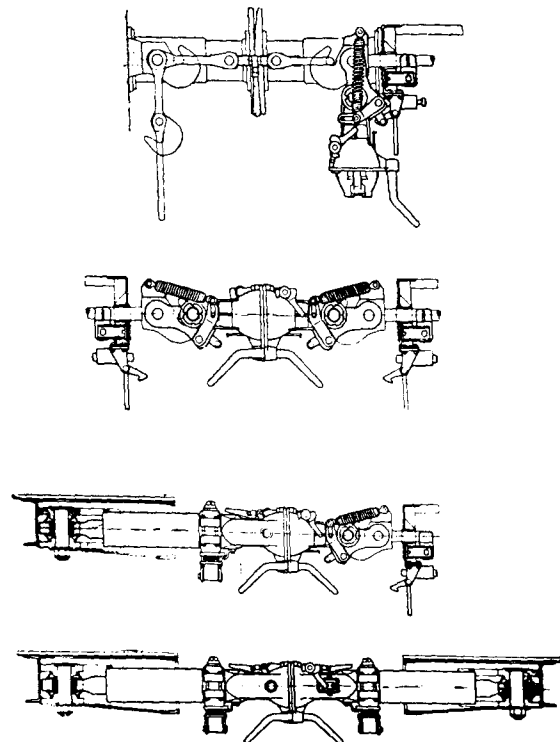


Fig. 1

Such a design of Centre Buffer Coupler and Draw Coupler, fully satisfying the U. I. C. and other conditions is offered by the Scharfenbergkupplung GmbH of West Germany, based on their fifty years of experience in design and manufacture of Automatic Couplers for Rail Vehicles. This coupler can be supplied as a normal type, for goods wagons, equipped with one or several 'automatic' pipe couplings for compressed air or vacuum type of brake system and also with an Auxiliary coupling permitting alternative coupling with a draw hook by hand (Transition Coupler)—Fig. 2. In case of using the Draw Coupler, however, this Auxiliary coupling is not required for the period of transition—Fig. 4. This Coupler can also be supplied equipped with cable boxes arranged laterally, and with compressed air uncoupling device. All coupling operations and opening or closing of the air pipes are effected

automatically (Fig. 3). If required, the cable boxes, in coupled-up condition, can be switched off also mechanically. A building-up system of attachments and the installation of other components required, makes it possible to modify the coupler for goods wagons into a fully automatic Coupler for Railcars. Care has been taken in the design and development work, to ensure that both coupler types can be coupled-up with each other.

Also, for this coupler the well-known Parallel Tight Lock, which is in for more than 50 years, has been provided. However, it has been transplaced in the coupler-head casing, as far as possible, in direction to the buffing face. This makes it possible to include the protruding centralizing device for the purpose of serving as a guiding face, as the coupler eye now—contrary to what happened with the couplers of the single position type which were hitherto in use—does not come out of the centralizing device any longer. Thus, a gathering range, even far greater than provided in U. I. C. Specifications, has been made possible.

In consideration of the U. I. C. requirements, the maximum strength up to breakage has been established to 150 t for tension, and to 250 t for compression. The elongation limit for tension is of approx. 115 t. But if required, manufacture of the couplers is possible for 200 t tension, 350 t compression and 145 t elongation limit.

The draw and buffer gear of any capacity can be supplied with the standard coupler head, such as—

Capacity	draw and buffer stroke	efficiency
50.3 t	50 mm	1325 mkg
50.3 t	100 „	2650 „
87 t	125 „	4020 „
104 t	125 „	4320 „

This provides for adaption of the Coupler to a rather wide range of prevailing conditions (see mkg diagrams in Fig. 2).

The Draw Coupler (Fig. 4) is supplied inclusive of draw hook and bar reaching till the shell sleeve, in order to obtain the fixing of the Draw Coupler on the draw hook in a correct manner. During the coupling operation of a car equipped with Centre Buffer

GOLDEN RULES OF CONDUCT FOR RAILWAYMEN

1. Do you plan your work daily? Get the more essential things done first and do not neglect the important ones sidetracking them to the fag end of the day.
2. Do not express casually careless opinion. Never venture forth an opinion unless asked for it.
3. Remember that most of our mental worries come either from trying to fight life hard or from trying to run away from life. Do neither.
4. Learn to accept people as they are, love them, respect them, praise them, encourage them, differ with them, but above all, learn the priceless art of give and take.
5. Cry neither for the moon, nor over spilt milk.
6. Accept the things that you cannot change; have the courage to change the things that you can, and possess the wisdom to know the difference.
7. Do not drive too hard a bargain with yourself.
8. Accept life as it is—its wonders, changes, disappointments, frustrations etc., etc.

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.