

Indian Railways to use Aluminium and Stainless Steel Coaches



Indian Railways, which earlier used Corten steel to manufacture coaches at its Integral Coach Factory is gradually shifting towards stainless steel which is used to manufacture German Linke Hofmann Busch coaches.

The minister of state for railways, Mr Rajen Gohain in a written reply in the Lok

Sabha said a specification for aluminium body coaches has been developed by the Research Designs and Standards Organization. He said that “The carrying capacity of an LHB coach is generally more by about 10% as compared to an ICF type coach. In spite of the increased carrying capacity, the weight of most variants of LHB

type coaches is marginally lesser as compared to that of the corresponding ICF type coach.”

The Indian Railways is also using stainless steel for manufacturing new generation electric multiple unit and diesel electric multiple unit coaches which are used in the suburban railway networks with the aim to increase the life of coaches.

The national carrier has also introduced stainless steel for the manufacturing of its wagons.

According to the press statement, the use of stainless steel in BOXNHL type of open wagons has led to a weight reduction of about 2.5 tonne and increase in carrying capacity of about 3 tonne with respect to the earlier BOXN wagons.

According to experts, stainless steel and aluminium have more strength and are lighter in weight which can be used to build low-weight coaches.

Platinum deficit to continue in 2017 – Report

The platinum deficit for 2016 will be lower than anticipated by the World Platinum Investment Council (WPIC) and will continue in 2017.

The global demand for platinum, that is used in catalytic converters, laboratory equipment and jewellery, is forecast to decrease by 3% year-on-year to 8.04 million oz. Total platinum supply is also expected to be marginally lower year-on-year at 7.87 million oz.

Mr Paul Wilson CEO of WPIC said that “The deficit for 2016 has been revised lower this quarter, reflecting a slowdown in retail jewellery sales in China, accentuated at the manufacturer level, due to the higher-than-expected levels of retailer jewellery recycling this year.”

But WPIC, the global market authority on physical platinum investment, continue to see medium-term growth prospects in China as significant.

As the platinum market reaches its fifth consecutive year of deficit in 2016, the forecast for next year is looking similar. WPIC said that 2017 will be the narrowest year since 2011.



Total platinum supply in 2017 is forecast to fall 2 percent to 7.75 million oz, while total platinum demand is also forecast to fall 2 percent year-on-year to 7.85 million oz.

The projected growth in jewellery demand will not be enough to make up for the expected declines in automotive, industrial and investment demand.

The WPIC reported that autocatalyst demand is expected to decline 1 percent next year as diesel's overall share of the autocatalyst market falls.

WPIC's director of research Mr Trevor

Raymond said that “At the moment, the 2016 percentage of diesels on European roads is 50 percent. Our forecast for next year includes a 48.5 percent diesel share, so that's a fairly aggressive fall.” He added that “As demand in the Chinese jewellery sector seems set on a downward trend, market balance will likely depend on the extent of growth in autocatalyst recycling and the level of physical investment. Unless the latter remains at similar levels to those seen in 2016, we could see the platinum market return to a surplus for the first time since 2011.”