

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1386
ANSWERED ON 06.12.2024

IMPLEMENTATION OF DAC IN INDIAN RAILWAYS

1386 SHRI NARAYANA KORAGAPPA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is not a fact that traditional manual screw coupling and uncoupling of locomotives, wagons, train formations are time-consuming, dangerous and outdated;
- (b) if so, the details thereof;
- (c) the plans for implementing Digital Automatic Coupler (DAC) which enables the instant connection of rail vehicles without human intervention; and
- (d) roadmap for enabling DAC for efficient train traffic management, division-wise, zonewise?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): ICF coaches, designed and developed during 1960s, were provided with screw coupling & side buffers, which require manual coupling of coaches.

However, detailed Safety protocols and clear hand signalling procedures are in place to avoid any mishaps/injury to staff during coupling/uncoupling/shunting activities.

More advanced LHB coaches fitted with Centre Buffer Coupler were introduced on Indian Railways (IR) in 1999-2000, in which coupling takes place without any manual intervention. IR have taken up the replacement of ICF coaches by LHB coaches in a phased manner.

No. of LHB coaches manufactured during 2004-14 vis a vis 2014-24 is as under:

Period	LHB Coaches Manufactured
2004-14	2,337
2014-24	36,933 (nearly 16 times)

Besides, most of the freight stocks (Wagons) are also equipped with Centre Buffer Couplers.

Further, advanced semiautomatic couplers have also been developed for use in Amrit Bharat & Vande Bharat Trains. These couplers also enable automatic coupling between coaches without any mutual intervention.
