

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 604
ANSWERED ON 29.11.2024

ACCIDENTS DURING MANUAL COUPLING

604 SMT. PRIYANKA CHATURVEDI:

SHRI DEREK O' BRIEN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government maintains any data of accidents and deaths caused related to manual coupling of train coaches since 2019, State-wise, if so, the details thereof, if not reasons therefor;
- (b) the measures taken by Government to prevent accidents due to manual coupling;
- (c) whether Government plans to replace manual coupling by automatic counterparts to prevent such accidents in the future; and
- (d) if so, the details thereof and if not, the reasons therefor?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 604 BY SMT. PRIYANKA CHATURVEDI AND SHRI DEREK O' BRIEN ANSWERED IN RAJYA SABHA ON 29.11.2024 REGARDING ACCIDENTS DURING MANUAL COUPLING

(a) to (d): ICF coaches, designed and developed during 1960s, were provided with screw coupling & side buffers, which require manual coupling of coaches. More advanced LHB coaches were introduced on Indian Railways (IR) in 1999-2000. These LHB coaches are provided with Centre buffer couplers 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)

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.

Induction training and refresher training at regular intervals is imparted to concerned field staff to avoid the possibility of any unfortunate incidences during coupling/decoupling/shunting etc. Safety Protocols and clear hand signalling procedures are in place to avoid any mishaps/ injury to staff during coupling/uncoupling/shunting activities.

A recent unfortunate incident happened in East Central Railway due to miscommunication between railway staff and was not on account of coupling/uncoupling requirements. Further, safety drives are regularly carried out, which includes counseling staff to remain cautious during work.
