

JPO on locking of Vestibule between General and AC Coaches

Ref.: Point No. 14(i) of GM MoM No. 41/2024 dt. 5.9.2024.

1. The issue of locking of vestibule between General and AC coaches was discussed in the GM's meeting with PHODs and DRMs held on 3.9.2024.

The following points were noted:

- a. Presently, there are no clear guidelines from Railway Board regarding whether to keep the vestibules between General and AC coaches open or not.
- b. In the ICF coaches, there was no provision of vestibules between General and AC Coaches. However, in LHB coaches, such provision is there.
- c. In the absence of clear instructions in this regard, the vestibules are kept open, at least during day time. Even if some passengers object to people from general coaches entering into AC coaches through open vestibules, the gates are not closed in the absence of clear guidelines in this regard.
- d. Even if some AC attendants close the vestibules on request of passengers, catering personnel open the vestibules on the plea that they have to sell their items to passengers in general coaches.
- e. It may not be possible for TTEs/ Conductor/ Attendant to prevent movement of persons from general coaches to AC coaches, if the vestibules are kept open.
- f. Records of all the passengers having reserved tickets and travelling in reserved coaches are available in the PRS system. However, no record of passengers having general ticket is available with the Railways.
- g. A large number of complaints are received through Rail Madad regarding misuse of toilet, water etc. of AC coaches by general passengers. It is obvious that if the vestibules are open and there is none to prevent entry, passengers of general coaches will be inclined to use better facilities of AC coaches. It is also possible that criminals might be entering trains through general coaches, and entering adjacent AC coaches to commit crime using the vestibules, at right opportunity, when any passenger is found not attentive. It is human nature that passengers travelling in AC coaches in comfortable atmosphere tend to feel secure, and sleep without taking proper care of their belongings, keeping their mobile phones in charging condition. It is very easy for criminals entering through general coaches, using open vestibules, to commit crime and flee away.

- h. It is not possible to man all the trains with RPF round the clock, to prevent entry of unauthorized persons from General coaches to AC coaches using vestibules.
2. In view of the above, there was consensus in the meeting that clear policy should be spelled out from HQ regarding how the vestibules between General coaches and AC coaches should be kept, and who will be responsible to ensure the implementation of the guidelines.
3. GM advised PCCM, PCME and PCSC to issue JPO in this regard, communicated vide the referred MoM.
4. The Committee has examined the issue in detail, and the following guidelines are issued for implementation in the jurisdiction of WR:
 - a. The vestibule shutter between General and AC coaches must be kept closed all the time.
 - b. It should be locked with universal lock, the keys of which should be kept with the AC attendant.
 - c. It will be primarily the responsibility of the AC attendant to ensure that the vestibule shutters are always in locked condition.
 - d. The train Conductor/ TTE of the adjacent AC coach will also be responsible to ensure implementation of the above orders by the attendant.
 - e. A sticker may be pasted on the top of the vestibule towards both AC coach side as well as General coach side that in case of any emergency, any one may call 139 for any assistance.
 - f. Catering personnel will not be permitted to open the vestibules for movement to and from General coaches.
 - g. In case of any problem in executing the above guidelines, the AC attendant/ Conductor will inform their control for assistance of RPF at the next station.
 - h. RPF officials will attend the AC coaches at all RPF manned stations to check and ensure that the above vestibule gates are closed and locked. If there is any discrepancy, they will ensure closing of the gate in co-ordination with the attendant/ conductor, and inform the matter to Security Control, for communicating the same to Mechanical/ Commercial control, for appropriate action.
5. The instructions given above will be reviewed by the committee after 6 months. If

there is any suggestion from any division/ official, the same may be communicated to PCCM/WR, which will be taken into account for deciding changes in the policy, if any.

6. Copy of the decision taken may be shared with Mechanical Directorate of RB also for information.

Submitted to GM/WR for kind approval.