GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 4368
TO BE ANSWERED ON 18.03.2026

PASSENGER AMENITIES AT ETAWAH AND FATEHPUR RAILWAY STATIONS

†4368. SHRI JITENDRA KUMAR DOHARE:
SHRI NARESH CHANDRA UTTAM PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) the present status of the facilities provided/being provided to the passengers at railway stations in the country particularly in Uttar Pradesh;

(b) the details of the passenger amenities available at the railway stations in Etawah and Fatehpur districts;

(c) the steps taken/being taken by the Government for the upgradation and expansion of basic amenities like-waiting rooms, drinking water, sanitation, lighting and Information Technology- based services;

(d) the details of the action taken so far in the said districts;

(e) whether accident-prevention systems, maintenance of tracks security arrangements at the stations and onboard trains have been strengthened in view of the passengers' safety; and

(f) if so, the details thereof particularly in Etawah and Fatehpur districts?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) Etawah and Fatehpur stations, located in Uttar Pradesh have been identified for development under Amrit Bharat Station Scheme.

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At Etawah station, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available. The works of improvement of station building, new G+1 station building at second entry, improvement of waiting hall, Pay & Use toilet, Divyangjan toilet, new parking, improvement of Passenger Reservation System room, circulating area at main entry and second entry have been completed. The work of 12 m Foot Over Bridge has been taken up.

At Fatehpur station, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

The works taken up for development of Fatehpur station have been completed which includes:

- **Improvement of main station building**
- **New second entry building**
- **New platform no. 4**
- **Improvement of circulating area and parking**
- **Divyangjan facilities**
- **12 m Foot Over Bridge**

In Etawah district, there are 11 stations namely Baidpur, Balrai, Bharthana, Ekdil, Etawah, Ghasara Halt, Jaswant Nagar, Saiphai, Samhon, Sarai Bhopat and Udi Mor Jn.

In Fatehpur district, there are 11 stations namely Aung, Bindki Road, Faizullapur, Fatehpur, Kanspur Gugauli, Katoghan, Khaga, Kurasti Kalan, Malwan, Rasulabad and Sath Naraini.

Amenities like waiting hall, platform shelter, drinking water arrangement, urinal, seating arrangement etc. are available at above stations.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

So far, 1,338 stations have been identified for development under this scheme, out of which, 157 stations including Etawah Junction station of Etawah district and Fatehpur station of Fatehpur district, are located in Uttar Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Uttar Pradesh are as following:

State	No. of Stations	Name of Stations
Uttar Pradesh	157	Achnera, Agra Cantt., Agra Fort, Aishbagh Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, Chandauli Majhwar, Chandausi, Chilbila, Chitrakut dham karwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn,

State	No. of Stations	Name of Stations
		Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn , Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, Renukoot, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth Nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn., Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai Jhansi, Vyasnagar, Zafarabad

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Uttar Pradesh have been taken up at a good pace. Till now, 23 stations in Uttar Pradesh have been completed. The name of stations completed in Uttar Pradesh are as following :

State	No. of stations	Name of stations
Uttar Pradesh	23	Ayodhya Dham Junction, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Khalilabad, Mailani Jn, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth Nagar, Suraimanpur, Swaminarayan Chappia, Ujhani

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Ghaziabad station: The structural works of station building at main entry side and second entry side, foundation work of new Foot Over Bridge-B at Tundla end, roof plaza, extension work of existing Foot Over Bridge-A, finishing work of electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up.**
- **Rampur Junction station: The works of new station building, platform shelter, platform surfacing, booking office, waiting hall and toilet**

have been completed. The works of circulating area and Foot Over Bridge have been taken up.

- **Shahjahanpur station: The works of platform shelter and platform surfacing at platform no. 1 and 2/3 have been completed. The works of improvement of station building, new station building at second entry, circulating area and Foot Over Bridge have been taken up.**
- **Shikohabad Junction station: The works of new station building, platform surfacing of platform no. 1/2, improvement of circulating area, parking and Divyangjan facilities have been completed. The work of 12 m Foot Over Bridge has been taken up.**

Amrit Bharat Station Scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**

- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

Amenities for passengers are provided as per laid down norms depending on category of the station, number of passengers being handled at the stations and the specific requirements of the station. The amenities have been generally well provided across stations on Indian Railways including those falling in Uttar Pradesh. The provision of high level platforms and Foot Over Bridges is envisaged to be completed in a phased manner.

Indian Railways is committed to make its railway stations accessible for Persons with Disabilities (Divyangjans) and passengers with reduced mobility as part of "Sugamya Bharat Mission" or 'Accessible India Campaign' of Government of India. In compliance of the Rights of Persons with Disabilities Act, 2016, "Guidelines on accessibility of Indian Railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility" have been circulated and notified in the Gazette of India. The guidelines include provisions of facilities for Divyangjans and passengers with reduced mobility such as entrance ramps, accessible parking, low height ticket counters/help booths, toilets, drinking water booths, subways/Foot Over Bridges with ramps/lifts, standard signages including Braille signages and tactile pathways for visual impairment, etc. which are being provided in a phased manner and on the principles of reasonable accommodation.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities like waiting room, drinking water arrangement, lighting etc. is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise, or constituency wise or state-wise. Uttar Pradesh is covered under the jurisdiction of five railway zones, namely East Central Railway, Northern Railway, North Central Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 3,794 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 3,694 crore has been incurred so far.

Safety:

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26 (upto 28.02.2026)	14 (90% lesser)

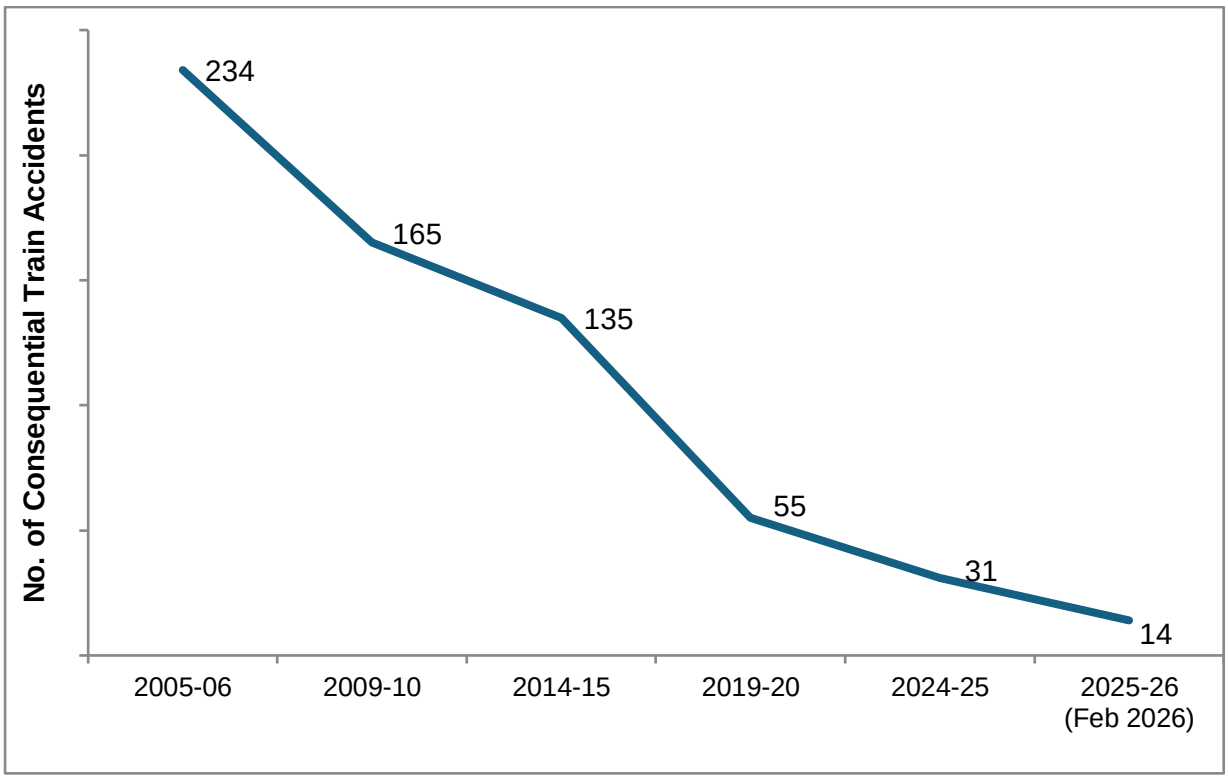
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers}}$$



The various safety measurestaken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure/Budget on Safety related activities (Rs. in Cr.)					
2013-14	**2022-23**	**2023-24**	**2024-25**	**2025-26**	**2026-27**
39,200	**87,336**	**1,01,662**	**1,14,022**	**1,17,693**	**1,20,389**

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.

4. **Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.**

5. **Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:**

SN	Section	Progress Route (Km)
(1)	Delhi-Mumbai route:	
i	Junction cabin – Palwal – Mathura –Nagda section	667
ii	Vadodara - Ahmedabad section	96
iii	Vadodara - Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana - Bardhaman – Howrah section	260

Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.

15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers

regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

27. **Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**

28. **Regular counselling and training of staff is undertaken.**

29. **Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking	837 Stations	3,691 Stations	More than 4 times

	(Stations)			
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90% reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24:Nil (All eliminated by 31.01.19)	Removed

4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Security:

The following steps are taken by the Railways in coordination with GRP/Local Police and other stakeholders for safety and security of peoples in trains and at stations:-

1. **On vulnerable and identified routes/sections, trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police of different States daily.**
2. **For immediate assistance passengers can make complaint on Rail Madad Portal directly or through Helpline Number 139 [integrated with Emergency Response Support System (ERSS) No.112].**
3. **Railways are in regular touch with passengers through various social media platforms like twitter& facebooketc. to enhance security of passengers and to address their security concern.**
4. **Surveillance is kept through CCTV cameras provided in number of coaches and at railway stations.**
5. **Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc.**
6. **Under 'Meri Saheli' initiative, focused attention has been provided for safety and security of lady passengers travelling alone by long distance trains for their entire journey i.e. from originating station to destination station.**
7. **State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of**

States/Union Territories for regular monitoring and review of security arrangements of the Railways.

Safety in Coaches:

The inherent design of rolling stock is done duly considering various safety provisions and passenger amenities etc in the coach. Further, modification and upgradation of coaches to enhance safety and amenities is a continuous and ongoing process on Indian Railways (IR). Following measures have been taken with regard to improving safety in coaches:

1. **Provision of Minimum two Fire Extinguishers in all coaches over Indian Railways.**
2. **Fire Detection & Suppression System has been provided in fire prone areas of Power cars and Pantry cars.**
3. **Fire and smoke Detection system has been provided in coaches as per extant guidelines.**
4. **Water mist type fire suppression system is being provided on pantry cars and power cars in phased manner.**
5. **Provision of emergency windows in coaches for evacuation in case of fire.**
6. **Use of Fire-retardant material as per global fire-retardant norms in coaches for seats/berths, panels, flooring, insulation, toilets etc for improved fire safety.**
7. **Use of fire retardant E-beam cable in coaches.**
8. **Use of different level of protection in the form of fuses, Miniature Circuit breaker (MCBs) and Motor protection Circuit Breakers (MPCBs) in the electrical circuits to prevent the damage from electrical faults/surges.**

9. **Provision of Aerosol based fire suppression system in electrical cabinets.**
10. **Further, up-gradation of material in line with global standards is regularly being carried out with fitment of new generation material in Amrit Bharat & Vande Bharat Sleeper trains.**
11. **Display of "Fire Notices" for widespread information in all coaches to inform and alert passengers regarding various “Do’s” and “Don’ts” to prevent fire. These include messages regarding not to carry any inflammable material, explosives, prohibition of smoking inside the coaches and penalties etc.**
12. **Prohibition of flame based cooking in coaches.**

Regular upkeep of various safety equipment/components as per the prescribed periodicity is carried out by the designated officials at Depots/Sheds for ensuring their proper functionality.

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