

**SOUTH CENTRAL RAILWAY**



No.SCR/P-HQ/227/ET/18/INST/OPTG-II

Headquarters Office,  
Personnel Branch,  
Secunderabad.  
Dt: 27/11/2024.

All Concerned

Sub: -Selection to the ex-cadre post of Instructor ( Operating ) Level-7 of 7<sup>th</sup> CPC Pay Matrix, at ZRTI/MLY.

Ref:-PCPO/SC's Notification No.SCR/P-HQ/227/EC/Vol.III Dt:09.09.2024

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A sample question booklet for selection to the post of ex-cadre post of Instructor (Operating) Level-7 of 7<sup>th</sup> CPC Pay Matrix, at ZRTI/MLY is enclosed.

The questions are only indicative in nature.

Actual question paper may contain questions not only from sample questions booklet but also covering from the syllabus.

The candidates may note this point.

Encl: As above

  
( B. Venkata Subbaiah )  
APO/Trf

for Principal Chief Personnel Officer.

C/- Principal/ZRTI/MLY for information.

Dy.CPO/Gaz – for kind information and it is requested to upload the sample question booklet containing of objective type questions with answers as per the syllabus enclosed with the notification on the official website.

## **SOUTH CENTRAL RAILWAY**

Office of the Principal/Zonal Railway Training Institute, Moula-Ali, Hyderabad- 500040.

No.SCR/P.ZRTI/40/V

Date: 18.11.2024

PCPO/SC


Sub: Question bank for Instructor/Operating.

Ref: PCPO/SC's Letter No.SCR/P-HQ/227/EC/Vol.III dated 09.09.24.

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With reference to your letter cited, question bank consisting of 1341 multiple choice questions related to Operating, 110 multiple choice questions related to Personnel matters and 100 multiple choice questions related to Official Language for instructor/Optg. exam are hereby submitted as desired.

Encl: As above.

  
(S.Nagaramana Sarma)  
Vice Principal  
for Principal/ZRTI/MLY

Copy: COM/G: for kind information please.



***MULTIPLE CHOICE  
QUESTION BANK  
FOR  
INSTRUCTOR OPTG  
EXAM  
Nov;2024***

**Exhaustive Multiple Choice Questions in G&SR, BWM, Accident Manual**

1. GR for IR [open lines] is first administered by Govt in the year \_\_\_\_\_ for the time being used for the public carriage of passengers, animals or Goods  
[A] 1968 [B] 1970 [C] 1975 [D] 1976
2. Total Number of GRs in G&SR 2020  
[A] 224 [B] 334 [C] 344 [D] 454
3. Total Number of GRs in Chapter III of G&SR 2020  
[A] 75 [B] 78 [C] 80 [D] 85
4. Total Number of GRs in Chapter IV G&SR 2020  
[A] 65 [B] 66 [C] 67 [D] 68
5. Total Number of GRs in Chapter V G&SR 2020  
[A] 23 [B] 25 [C] 26 [D] 27
6. In G&SR Rules applying to railway servants generally are mentioned in  
[A] Chapter I [B] Chapter II [C] Chapter III [D] Chapter IV
7. G&SR Rules pertaining to Signals are mentioned in  
[A] Chapter I [B] Chapter II [C] Chapter III [D] Chapter IV
8. G&SR Rules pertaining to working of trains generally are mentioned in  
[A] Chapter I [B] Chapter II [C] Chapter III [D] Chapter IV
9. G&SR Rules pertaining to Control and working of stations are mentioned in  
[A] Chapter V [B] Chapter VI [C] Chapter VII [D] Chapter VIII
10. G&SR Rules pertaining to Accidents and unusual occurrences are mentioned in  
[A] Chapter V [B] Chapter VI [C] Chapter VII [D] Chapter VIII
11. G&SR Rules pertaining to System of working are mentioned in  
[A] Chapter VII [B] Chapter VIII [C] Chapter IX [D] Chapter X
12. G&SR Rules pertaining to The Absolute block system are mentioned in  
[A] Chapter VII [B] Chapter VIII [C] Chapter IX [D] Chapter X
13. G&SR Rules pertaining to Automatic Block system are mentioned in  
[A] Chapter VII [B] Chapter VIII [C] Chapter IX [D] Chapter X
14. G&SR Rules pertaining to Block working are mentioned in  
[A] Chapter XIV [B] Chapter XV [C] Chapter XVI [D] Chapter XVII
15. G&SR Rules pertaining to Permanent way and works are mentioned in  
[A] Chapter XIV [B] Chapter XV [C] Chapter XVI [D] Chapter XVII
16. G&SR Rules pertaining to Level crossings are mentioned in  
[A] Chapter XIV [B] Chapter XV [C] Chapter XVI [D] Chapter XVII
17. G&SR Rules pertaining to Working of trains in electrified sections of railways are mentioned in  
[A] Chapter XIV [B] Chapter XV [C] Chapter XVI [D] Chapter XVII
18. The Section under which General Rules for Open Lines of the Railways 1976 have been framed by the Government of India is  
[A] 197 [B] 198 [C] 175 [D] 48

19. Every Railway Servant is bound by the General Rules, the Subsidiary Rules and special instructions under Railways Act 1989 Section  
[A] 197 [B] 198 [C] 175 [D] 48
20. Latest Amendment slip issued to G&SR is  
[A] 18 [B] 17 [C] 16 [D] 15
21. Staff on leaving service, G&SR Book shall be .  
[A] Keep it with himself [B] Submit to another staff who requires it  
[C] Return to Railway Administration [D] Sell it outside
22. Total number of Chapters in General & Subsidiary Rules are  
[A] 16 [B] 17 [C] 18 [D] 20
23. Total number of Appendices in General & Subsidiary are  
[A] 16 [B] 17 [C] 18 [D] 20
24. The definition of 'Act' as per G&SR means the section under Railways Act 1989 is  
[A] 24 [B] 25 [C] 26 [D] 28
25. General Rules can be framed by  
[A] Government of India [B] Authorised Officer  
[C] General Manager [D] Railway Board
26. Approved special instructions are issued or approved by  
[A] COM [B] Authorised Officer [C] CRS [D] Railway Board
27. The authorized officer of South Central railway is  
[A] PCOM [B] GM [C] COM [G] [D] PCSO
28. Subsidiary rules are framed by  
[A] COM [G] [B] PCSO [C] Authorised Officer [D] Railway Board
29. A fixed stop signal of a station controlling the entry of trains into next block section is  
[A] FSS [B] LSS [C] Outer [D] Home
30. This includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains.  
[A] shunting [B] connection [C] communication [D] Obstruction
31. Message despatched from a block station to the block station in rear on double line or to next block station on either side on a single line, that the block section is obstructed or is to be obstructed is  
[A] Shunting [B] Caution order [C] Block Forward [D] Block back
32. Message despatched from a block station to the block station in advance on double line, that the block section is obstructed or is to be obstructed is  
[A] Shunting [B] Caution order [C] Block Forward [D] Block back
33. When Points by their operation a train approaching them can be directly diverted from the line upon which it is running is known as  
[A] Trailing Points [B] Facing Points [C] Derailing switch [D] Trap Point
34. The Mark at which infringement of fixed standard dimensions occurs, where two lines cross or join one another is known as  
[A] Lime mark [B] Starter signal [C] Fouling Mark [D] Fog signal mark

35. An arrangement, secured by the setting of points or other approved means, to protect the line from the danger of obstruction from other connected line or lines is known as  
 [A] Interlocking [B] Level crossings [C] Line clear [D] Isolation
36. \_\_\_\_\_ is arrangement of signals, points and other appliances, operated from a panel, so interconnected by mechanical locking or \_\_\_\_\_ locking or both that their operation must take place in proper sequence to ensure \_\_\_\_\_  
 [A] Interlocking, electrical, safety [B] Interlocking, electrical, security  
 [C] Safety, electrical, interlocking [D] Isolation, electrical, safety
37. Departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits  
 [A] Material train [B] Dip Lorry [C] RRV [D] Tower wagon
38. \_\_\_\_\_ is movement of a \_\_\_\_\_ or vehicles with or without an \_\_\_\_\_ or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose  
 [A] Shunting, train ,engine [B] Shunting, vehicle, engine [C] Shunting, vehicle, track machine [D] Hand Shunting, vehicle, engine
39. As per G&SR 'Night' means  
 [A] 22.00 hrs to 08.00hrs [B] 20.00 hrs to 06.00hrs [C] Sunrise to Sunset [D] Sunset to Sunrise
40. Class 'C' station on a single line or double line or multiple line remotely controlled from the block station in rear is known as  
 [A] Gate signal [B] Intermediate Block Post [C] Home signal [D] Automatic signal
41. Arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an IB Post is  
 [A] Gate signal [B] LSS [C] Intermediate Block signalling [D] Automatic signalling
42. Authority given to the Loco Pilot of a train, under the system of working, to enter the block section with his train is  
 [A] ATP [B] Home signal [C] Starter [D] Green flag by SM
43. A train, which has started under an A T P and has not completed its journey, is  
 [A] train [B] Running train [C] stabled train [D] none of these
44. Permission given from a block station to a block station in rear for a train to leave the latter and approach the former;  
 [A] Line Clear [B] Block forward [C] Block Back [D] Authority to proceed
45. Permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter  
 [A] Authority to proceed [B] Block forward [C] Block Back [D] Line Clear
46. Special instructions are issued by  
 [A]CTM [B] CSO [C] Authorised Officer [D]Railway Board
47. At a Block station the Station Limits are between  
 [A] two outermost signals [B] two outer signals [C] two FSS [D] Two LSS
48. The station limits at Class 'D' station are available between  
 [A] two platform ends [B] outer signals [C] outermost signals [D] none of above
49. The person on duty who is for the time being responsible for the working of the traffic within station limits is

[A] Guard [B] Loco Pilot [C] SM [D] TI

**50.** On Double line class 'B' station Multiple Aspect Signalling, station section lies between

[A] outermost facing points to LSS [B] BSLB to LSS  
[C] Either A or B [D] none of above

**51.** On single line 'B' class MAS station, Station section lies between

[A] two Advance Starters [B] two SLBs  
[C] two outer most points [D] any one of the above

**52.** Home Signal of a station is provided in

[A] Station Section [B] Block section [C] Axle counter section [D] None of these

**53.** Last Stop signal of a station is provided in

[A] Station Section [B] Block section [C] IB section [D] None of these

**54.** Station Section is available at

[A] Class 'A' station [B] Class 'B' station [C] class 'C' station [D] Class 'D' station

**55.** The system adopted for the time being for the working of trains on any portion of a railway is known as

[A] system of controlling [B] direction of traffic  
[C] System of working [D] none of these

**56.** Block stations are sub-classified

[A] A, B, C, D [B] B and C [C] A, B, C, Spl class [D] none of above

**57.** At a 'A' class station the distance to be kept free beyond Home signal, before granting line clear is

[A] 300m [B] 400m [C] 200m [D] 180m

**58.** The classification of a station shall be mentioned in the

[A] SWR [B] WTT [C] Both A&B [D] none of these

**59.** Any Block Station which cannot be worked under Class 'A' Class 'B' or Class 'C' conditions is termed as

[A] A class [B] B class [C] D class [D] Special class

**60.** Apart from Physical copy of the Rule Books, Railway Administration can also permit a copy of the Rule Books to be supplied to the Railway Servant to be kept as

[A] Zerox copy [B] Digital copy [C] Electronic copy [D] Only physical copy

**61.** Staff acknowledgement shall be taken whenever amendments to rule books are issued for G&SR, Block working Manual, Accident manual & WTT in this register

[A] Acknowledgement [B] Correction slip [C] Assurance [D] Book No Optg-4

**62.** Before taking independent charge, whenever LPs / AL Ps / SMs / Guards / Switchmen join this Zonal Railway, on transfer, they shall attend

[A] G & SR Initial course [B] G&SR Refresher course  
[C] Technical initial course [D] Technical refresher course

**63.** No Railway Servant directly connected with the working of trains shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation before the commencement of his duty within



[A]6 hours      [B]8 hours      [C]10 hours      [D]12 hours

**64.** The signal that should not be exhibited if train parting is observed by any Railway Servant, is

[A] stop hand [B] proceed with caution [C] proceed      [D] none of these

**65.** Apart from putting both his hands together above his head and separate them smartly, if any railway servant notices that a train has parted, he shall try to attract the attention of the LP and Guard by

[A] shouting and gesticulating      [B] show stop hand signal

[C] show proceed hand signals      [D] none of these

**66.** When there is a severe storm endangering the safety of passengers trains, SM shall

[A] detain the train      [B] refuse to grant line clear

[C] Both A & B      [D] Either A or B

**67.** Wind velocity can be measured by

[A] galvanometer      [B] ammeter      [C] thermo meter      [D] anemometer

**68.** Every railway servant shall be \_\_\_\_\_ with the rules relating to his duties whether supplied or not with a copy or translation of the rules relating to his duties and the \_\_\_\_\_ shall ensure that he does so,

[A] knowledgeable, in charge of Station      [B] following, Sr.DOM

[C] Conversant, Railway administration      [D] Remember, PCOM

**69.** Every railway servant is responsible for the \_\_\_\_\_ and \_\_\_\_\_ of the property of the Railway Administration under his charge

[A] Safety, Security      [B] Security, Protection

[C] Safety, Punctuality      [D] Security, Punctuality

**70.** Every railway servant shall be in attendance for duty at such \_\_\_\_\_ and such \_\_\_\_\_ and for such \_\_\_\_\_ as may be fixed in this behalf by the Railway Administration and shall also attend at any other time and place at which his services may be required.

[A] Times, places, periods      [B] Times, Places, years

[C] Hours, Places, periods      [D] Times, situations, periods

**71.** No railway servant shall, without the permission of \_\_\_\_\_, absent himself from duty or alter his appointed hours of attendance or \_\_\_\_\_ duty with any other railway servant or \_\_\_\_\_ his charge of duty unless properly relieved.

[A] Branch officer, exchange, leave      [B] Superior, exchange, leave

[C] Superior, interchange, leave      [D] Inspector, interchange, withdraw

**72.** If any railway servant while on duty desires to absent himself from duty on the ground of illness, he shall immediately report the matter to \_\_\_\_\_ and shall \_\_\_\_\_ his duty until a competent railway servant has been placed in charge thereof.

[A] Branch officer, not perform      [B] Superior, stop

[C] Superior, not leave      [D] Inspector, leave

**73.** A railway servant shall-

[A] give all reasonable assistance and be careful to give correct information to the public

[B] when asked, give his name and designation without hesitation.

[C] Either 'A' & 'B'      [D] Both 'A' & 'B'

**74.** The rule No. of G&SR for Supply of copies of rules is

[A] GR 2.01      [B] SR 2.01      [C] GR 2.02      [D] GR 2.03

**75.** The rule No. of G&SR for keeping Electronic copy of Rule books is given in



[A] GR 2.01 [B] SR 2.01 [C] SR 2.02 [D] GR 2.03

**76.** The rule No. of G&SR for upkeep of the copy of rules is

[A] GR 2.01 [B] SR 2.01 [C] GR 2.02 [D] GR 2.03

**77.** The rule No. of G&SR for attendance for duty is mentioned in

[A] GR 2.05 [B] GR 2.06 [C] GR 2.07 [D] GR 2.08

**78.** The rule No. of G&SR for Absence from duty is mentioned in

[A] GR 2.05 [B] GR 2.06 [C] GR 2.07 [D] GR 2.08

**79.** The rule No. of G&SR for taking alcoholic drink, sedative, narcotic, stimulant drug or preparation is mentioned in

[A] GR 2.07 [B] GR 2.08 [C] GR 2.09 [D] GR 2.10

**80.** When any railway servant is intoxicated or suspected to be in a state of intoxication, immediately the official in-charge shall make arrangements for

[A] Continue on duty [B] Relief from duty [C] Issue major penalty [D] Take no action

**81.** If a railway doctor is not available in case Railway servant found to be intoxicated, official in charge may.

[A] Call Sarpanch of village

[B] Take witness of other staff available

[C] Summon Civil Doctor

[D] Not take any action

**CHAPTER NO. I I I**

- 82.** Signals used for controlling movement of trains as per G & SR are  
 [A]fixed signals [B] hand signals [C] detonators [D]all the above
- 83.** Normally fixed signals are placed on the left side of track of an approaching train, provided on right side under the authorization of  
 [A] GM [B]CRS [C] DRM [D] PCOM
- 84.** Whenever fixed signals are placed on the right side of the track of an approaching trains the can be identified through  
 [A] Caution order [B]Arrow mark [C] Miniature light [D] LR trips
- 85.** The signal which tells about the aspect of stop signal ahead is  
 [A]outer [B] Distant [C] advance starter [D] none of these
- 86.** The marker board that is provided to identify Distant Signal in colour light area is.  
 [A]'IB'' [B]'P' [C] 'G' [D]'A'
- 87.** The normal aspect of Distant signal is  
 [A]caution [B]attention [C] stop [D] proceed
- 88.** Whenever one yellow light is exhibited in Distant signal the Aspect is  
 [A]caution [B]attention [C] proceed slow [D] proceed
- 89.** Whenever two yellow lights are exhibited in Distant signal the Aspect is  
 [A]caution [B]attention [C]stop [D] proceed
- 90.** The indication of the Distant signal in Caution Aspect is  
 [A] stop dead [B] proceed and be prepared to stop at the next stop signal  
 [C]proceed and be prepared to pass the next stop signal at a restrictive speed  
 [D]proceed
- 91.** The indication of the Distant signal in Attention aspect is  
 [A]stop dead [B] proceed and be prepared to stop at the next stop signal  
 [C]proceed and be prepared to pass the next stop signal at a restrictive speed  
 [D]proceed
- 92.** Whenever Inner Distant is provided, the aspects that Distant Signal is capable of displaying,  
 [A]attention, proceed [B] caution, attention  
 [C]stop, proceed [D] stop, caution
- 93.** The normal aspect of Distant signal on double distant signal area is  
 [A]caution [B]attention [C] stop [D] proceed
- 94.** When colour light Distant signal is combined with Gate/LSS, normal aspect of that signal is  
 [A] stop [B] caution [C] attention [D] proceed
- 95.** In rear of the stop signal Distant signal is provided at a distance of not less than  
 [A] 1200M [B] 1500M [C] 1000M [D] 400M

- 96.** Wherever double distant is provided, from the stop signal, distant signal location is  
 [A] 1000M [B] 1200M [C] 1400M [D] 2000M
- 97.** Wherever two Distant signals are provided the board that is eliminated is.  
 [A] BSLB [B] signal warning board [C] SLB [D] caution indicator
- 98.** At stations provided with Advanced starter and starter, the sequence of taking off signals is  
 [A] first starter and then home [B] first starter and then advanced starter  
 [C] first advanced starter and then starter [D] none of these
- 99.** When a colour light Distant is combined with LSS/Gate signal, this marker is not required  
 [A] 'A' marker [B] 'C' marker [C] 'G' marker [D] 'P' marker
- 100.** The marker Board by which Colour light Calling-on signal is identified by  
 [A] 'P' [B] 'IB' [C] 'G' [D] 'C'
- 101.** Calling-on signal may be provided below any stop signal except  
 [A] FSS [B] LSS [C] IB signals [D] home
- 102.** Calling ON signal in 'ON' position will show  
 [A] miniature yellow light [B] single yellow light  
 [C] miniature white light [D] no light
- 103.** The light that is displayed when colour light Calling-on signal is taken 'OFF'  
 [A] miniature yellow [B] miniature red [C] green [D] White
- 104.** The Aspect of the Calling-on signal when taken 'OFF' is  
 [A] stop [B] caution [C] proceed slow  
 [D] Stop draw ahead with caution and be prepared to stop short of any obstruction
- 105.** Calling-on signal cannot be taken "OFF" during  
 [A] reception end point failure [B] despatch end point failure  
 [C] Starter failure [D] home signal failure
- 106.** Calling-on signal can be taken "OFF" during  
 [A] reception end point failure [B] despatch end point failure  
 [C] Advance starter failure [D] Distant signal failure
- 107.** Condition for taking off calling on signal is that the train has been brought to a  
 [A] stand at the points [B] stand at a distant signal  
 [C] stand at the stop signal [D] none of these
- 108.** The indication of the Calling-on signal when taken 'OFF' is  
 [A] proceed and be prepared to stop at next stop signal  
 [B] stop and then draw ahead with caution and be prepared to stop short or any obstruction  
 [C] stop dead [D] proceed cautiously

- 109.** The occasions when Calling-on signal can be used are  
 [A]receiving a train on obstructed line [B]when signal above is defective  
 [C] both A & B [D] none of the above
- 110.** To take “OFF” Calling-on signal, the train must come to a stop on  
 [A] Axle counter [B] free zone [C] calling on zone [D] distant signal
- 111.** The time required to assume ‘OFF’ position when Calling-on signal is taken “OFF”  
 [A] 60 secs [B]time as prescribed in SWR [C] 120 secs [D] 240 secs
- 112.** The types of shunt signal are  
 [A]disc type [B] miniature semaphore [C] position type [D]all the above
- 113.** Shunt signal may be provided below any stop signal except  
 [A]LSS [B]FSS [C]Starter [D]none of above
- 114.** Shunt signal below stop signal, in ‘ON’ position will show  
 [A]red light [B]two white lights horizontally[C]no light [D]yellow light
- 115.** The Aspect of independent shunt signal at ‘ON’ is  
 [A]stop [B]caution [C]attention [D] no light
- 116.** The Aspect of the shunt signal when taken ‘OFF’ is  
 [A]proceed slow [B] caution [C] attention [D]proceed
- 117.** The colour lights exhibited in Position light shunt signal in ‘OFF’ position is.  
 [A]two white lights horizontally [B] two white lights diagonally  
 [C] two green lights [D] two yellow lights
- 118.** Shunt signal detects  
 [A] Home signal [B] LSS [C] points over the route [D] no points
- 119.** The type of shunt signal that shall be provided in colour light area is  
 [A]miniature semaphore [B]disc type [C] position type [D]none of above
- 120.** The authority to pass defective Independent shunt signal or shunt signal below stop signal at “ON”. Is[  
 [A] T.369 (1) [B] T.806 [C]T.369 (3b) [D]T.369 (3b)+PHS
- 121.** The authority for the LP When Shunting Permitted Indicator is defective, is  
 [A] T.369 (1) [B] T.806 [C]T.369 (3b) [D]T.369 (3b)+PHS
- 122.** Detailed working instructions about Shunting Permitted Indicator are available in  
 [A] G&SR [B] Accident Manual [C]SWR [D]WTT
- 123.** I. B signal is identified by this marker board  
 [A]’IB” [B]’P’ [C] ‘G’ [D]’A’
- 124.** The marker by whichGate signal in Automaticsection when gate is closed is identified by  
 [A]’G’ [B] Illuminated ‘A’ [C] Both A& B [D] none of the above
- 125.** In Automatic signalling territory, when a semi-automatic stop signal is required to protect a level crossing gate, the signal shall be provided with \_\_\_\_\_ marker, in addition to the illuminated “A” marker  
 [A] No marker [B] Illuminated ‘G’ [C] Illuminated ‘AG’ [D] none of the above

- 126.** In Automatic signalling territory, a semi-automatic stop signal when level crossing gate is closed and locked against road traffic and points, are correctly set for mainline and locked for the route, \_\_\_\_\_ shall be lit.  
 [A] No marker [B] only 'A' marker [C] only 'AG' marker [D] none of the above
- 127.** In Automatic signalling territory, a semi-automatic stop signal when the level crossing gate is either open to road traffic or has failed, but points, are correctly set for main line and locked for the route, \_\_\_\_\_ shall be lit  
 [A] No marker [B] only 'A' marker [C] only 'AG' marker [D] none of the above
- 128.** In Automatic signalling territory, a semi-automatic stop signal when points,are not correctly set and locked for the route or have failed, irrespective of LC gate position, \_\_\_\_\_ marker shall be lit.  
 [A] No marker [B] only 'A' marker [C] only 'AG' marker [D] none of the above
- 129.** If both 'A' and 'AG' marker are extinguished, in Automatic signalling territory, a semi-automatic stop signal above shall be deemed to work as a \_\_\_\_\_ signal.  
 [A] Automatic signal [B] Manual stop signal  
 [C] Semi Automatic signal [D] none of the above
- 130.** In case of 'A' and 'AG' markers are lit together, in Automatic signalling territory, a semi-automatic stop signal above shall be deemed to work as a \_\_\_\_\_ signal.  
 [A] Automatic signal [B] Semi Automatic signal  
 [C] Manual stop signal [D] none of the above
- 131.** When a fixed signal is not in use, it shall be distinguished by  
 [A]two crossed bars [B] two parallel bars [C] two horizontal bars [D] one vertical bar
- 132.** Route indicators are treated as  
 [A]permissive signals [B]stop signals [C]subsidiary signals [D]Duplicate signals
- 133.** The type of Route indicators are of  
 [A] junction [B] stencil [C] multi lamp [D]all the above
- 134.** Whenever the miniature light repeater in the colour light signaling territory is found to be defective and aspect is not visible, the corresponding signal shall also be treated as  
 [A] defective [B] not defective [C] working without repeater [D] none of these
- 135.** The joint inspection conducted before a signal is newly erected or shifted is by signal sighting committee consisting of  
 [A]TI, LI, SI [B]TI, TXR, SI [C]PWI, LI, SI [D]TI, LI, SE[elec]
- 136.** When a signal is newly erected or shifted, caution order shall be given for a period of  
 [A]30 days [B]90 days [C]60 days [D]10 days
- 137.** When a signal is newly erected or shifted, in addition to issuing of caution order, it shall be notified in  
 [A] SOB [B] Station Diary [C] TSR [D] Sign 'ON' register
- 138.** Signal sighting committee will go on footplate inspection once in  
 [A] one month [B] two months [C] three months [D] four months
- 139.** The minimum equipment of signals at a class "B" station with M A S are  
 [A] Distant, Home [B] Distant, Home, starter  
 [C] Warner, home, starter [D] Outer, home, starter

- 140.** At a class “C” MAS station the minimum equipment of signals are  
 [A] Distant, Home [B] Distant, Home, starter  
 [C] Warner, home, starter [D] Outer, home, starter
- 141.** Shunting limit board/Advanced starter is provided at a single line station where shunting[obstruction] is permitted out side the outermost facing points in the direction of  
 [A]approaching train [B] departing train [C] the yard [D]towards the station
- 142.** At a Class ‘B’ station, Single line with MAS, the distance from Home signal to outermost facing points shall not be less than  
 [A] 120 M [B] 180M [C] 300M [D] 400 M
- 143.** BSLB is provided at ‘B’ class station with multiple aspect signals where  
 [A]outermost points are trailing point [B] no points [C] either A or B [D] both A or B
- 144.** The distance from Home signal to B S L B shall not be less than  
 [A] 120 M [B] 180M [C] 300M [D] 400 M
- 145.** The marker board by which Gate signal is identified by  
 A] ‘IB’ B] ‘P’ C] ‘G’ D] ‘A’
- 146.** Detailed working instructions about outlying siding are incorporated in  
 A] SWR B] G&SR C] WTT D] Engg.manual
- 147.** The marker board for indicating the Outlying siding points are  
 [A] ‘A’ [B] ‘IB’ [C] ‘S’ [D] ‘G’
- 148.** Home signal lever/switch will be normalized after the passage of  
 [A]engine [B] whole of the train [C] first vehicle [D]Last vehicle of the train
- 149.** Before the arrival of the train, to avoid complaints from road user, taking off the approach signals can be delayed to ensure that gate is closed only for  
 [A] 20 minutes [B] 10 minutes [C] 15 minutes [D] 30 minutes
- 150.** SM shall test the working of the reception signal daily and record results of the tests in  
 [A] TSR [B] C.O. register [C] station diary [D] PN exchange book
- 151.** The speed of a goods train while entering terminal yard is restricted to  
 [A] 8kmph [B] 10kmph [C] 15kmph [D] 20kmph
- 152.** Signals taken OFF for a departing train may be put back to ON  
 [A]to avert an accident [B]for crossing of a train  
 [C]for precedence of a train [D] any of the above
- 153.** Authority of receiving a train which has passed home signal at ‘ON’ without proper authority  
 [A]T/369 3(b) [B]restart memo countersigned by Guard [C] PHS [D] all the above
- 154.** To put back starter/advanced starter for departing train LP of the train should be advised by a  
 [A]written memo [B] C.O. [C] T.369 (3b) [D] none of above
- 155.** In case of Class ‘D’ stations ‘ENGINE STOP’ board provided beyond the point/place on platform where train is required to be stopped at distance of  
 [A] 10mtrs [B] 15 mtrs [C] 120mtrs [D] 180mtrs

- 156.** In case of Class 'D' stations, 'Warning Board' is provided on approach end in rear of the 'D'; class station from 'ENGINE STOP' board at distance of  
 [A] 800mtrs [B] 1000 mtrs [C] 1200mtrs [D] 1500mtrs
- 157.** In case of Class 'D' stations, 'Warning Board' is painted yellow background with black letter  
 [A] 'P' [B] 'A' [C] 'C' [D] 'H'
- 158.** Certificate of competency of Shunting Master/Pointsmen issued after initial/refresher training is  
 [A] T.25 [B] T.36 [C] T.336 [D] T.338
- 159.** The aspect in the normal position of fixed signals except Automatic Signals is  
 [A] stop [B] caution [C] proceed [D] most restrictive aspect
- 160.** Even though departure signals are taken off, LP shall stop at stations where stoppages are scheduled in the  
 [A] VG [B] CTR [C] WTT [D] SOB
- 161.** The points on single line, that must be set against the blocked line, immediately after the arrival of a train at the station  
 [A] rear [B] front [C] either end [D] none of above
- 162.** The points on double line, that must be set against the blocked line, immediately after the arrival of a train at the station  
 [A] rear [B] front [C] yard end [D] none of above
- 163.** When all the lines at a station are blocked by passenger carrying trains, and still line clear is granted for a train, the points shall be set for line occupied by  
 [A] main line engine is facing [B] loop line engine is facing  
 [C] main line SLR is facing [D] loop line SLR is facing
- 164.** The indications that must be checked by the SM to see that the points are in working condition after the operation of every motor operated point, are  
 [A] normal [B] reverse [C] either A or B [D] none of the above
- 165.** On Single Line the Signal over lap shall be reckoned from  
 [A] facing points [B] trailing points [C] facing end points [D] Home signal
- 166.** On Single line MAS the Signal Over Lap shall not be less than  
 [A] 100m [B] 110m [C] 120m [D] 180m
- 167.** The Station Master shall personally ensure nominated line is clear not only upto berthing place but also for an adequate distance beyond it for a stopping train on a line where the provision is not made with  
 [A] track circuits [B] axle counters [C] either A or B [D] none of these
- 168.** IB signals may be provided only on  
 [A] Single line [B] Double line  
 [C] Either Single/Double line [D] Automatic section
- 169.** SM can take 'Off' IB signals on single line section only after  
 [A] Establishing direction of traffic [B] Obtaining Line clear  
 [C] Either 'A' or 'B' [D] Both 'A' and 'B'



- 170.** The signals that are prohibited to be used for shunting purposes is/are  
 [A] outer                      [B] home                      [C] LSS                      [D] All the above
- 171.** Slip siding is intended to protect  
 [A] Outlying siding              [B] Block section              [C] station section              [D] station limits
- 172.** Catch siding is intended to protect  
 [A] Outlying siding              [B] Block section              [C] station section/station              [D] station limits
- 173.** The provision of catch siding is compulsory where the falling gradient towards station is steeper than  
 [A] 1 in 80 [B] 1 in 100              [C] 1 in 260              [D] 1 in 400
- 174.** The provision of slip siding is compulsory where the falling gradient towards block section is steeper than  
 [A] 1 in 80 [B] 1 in 100                      [C] 1 in 260                      [D] 1 in 400
- 175.** Catch and slip sidings shall not be used for  
 [A]stabling              [B] shunting                      [C] stabling/shunting                      [D] none of above
- 176.** Normal setting of catch siding points wherever is provided is for  
 [A]loop line              [B] catch siding              [C] main line                      [D] none of these
- 177.** Catch/Slip siding points key can be extracted from the block instrument, only when the block instrument position is in  
 [A] TCF/TGT              [B] line closed                      [C] TOL                      [D] none of these
- 178.** During day/night the Trap indicator wherever provided in open position shall show  
 [A]white target/white light                      [B]no target/green light  
 [C]red target/red light                      [D]knife edge/green light
- 179.** During day/night the Trap indicator wherever provided in closed position shall show  
 [A]white target/white light                      [B]no target/green light  
 [C]red target/red light                      [D]knife edge/green light
- 180.** All points shall normally be set for the  
 [A]loop line                      [B] turn out                      [C] straight line                      [D] main line
- 181.** SM shall ensure the notice that has to be issued whenever points/signals/Block Instrument is disconnected by SI/ ESM is  
 [A]reconnection notice              [B] disconnection notice              [C] failure memo                      [D]none of these
- 182.** Whenever the points/signals/block are disconnected SM shall inform cabin man/CASM/SWM under exchange of  
 [A] message              [B] PN                      [C] verbal order                      [D] intimation not necessary
- 183.** When the disconnected signal/point is reconnected, SI/ESM shall test jointly with  
 [A] TI                      [B] S&T khalasi                      [C] pointsman                      [D] SM on duty
- 184.** From the time of disconnection to reconnection, the trains shall be admitted by  
 [A] Hand signals              [B] fixed signals                      [C] piloting                      [D] none of above
- 185.** Whenever signal Inspector is testing the signal, the remark shall be recorded in  
 [A] TSR              [B] Station Diary                      [C] PN exchange book                      [D] S & T failure register

- 186.** The certificate of competency for Signal maintainer is valid for  
 [A] Two years [B] Three years [C] Four Years [D] Five years
- 187.** The certificate of competency for Signal maintainer is issued by Principal of  
 [A] ZRTI [B] STTC [C] STC [D] IRICET
- 188.** Disconnection/Reconnection notice is given in form No.  
 [A] T.431 [B] T.726 [C] RS 6 [D] T.351
- 189.** On completion of Engineering work, original certificate by the Engineering official for safe passage of train shall be given to  
 [A] SI/ESM [B] SM [C] SCOR [D] TI
- 190.** In case of Joint work with engineering officials, SI/ESM shall give reconnection notice only after getting  
 [A] Certificate from Engg. official [B] information of completion of Engg. Work  
 [C] SCOR instructions [D] Instructions from ASTE/DSTE
- 191.** By waving green flag by day and a white light by night up and down vertically as high and as low as possible indicate  
 [A] move slowly [B] move towards person signalling  
 [C] train parting [D] coupling
- 192.** Violently waving a white light horizontally across the body of a person indicates  
 [A] train parting [B] move away from the person showing  
 [C] proceed [D] stop dead
- 193.** A green flag/green light moved slowly up and down indicates  
 [A] stop dead [B] move towards person signalling  
 [C] move away from person signaling [D] proceed
- 194.** A green flag/green light moved side to side across the body indicates  
 [A] stop dead [B] move towards person signalling  
 [C] move away from person signaling [D] proceed
- 195.** Detonators are also known as  
 [A] fog signals [B] flare signals [C] illuminating signal [D] none of these
- 196.** VTP is painted alternatively  
 [A] black & yellow [B] white & yellow [C] black & white [D] yellow
- 197.** FSP is painted alternatively  
 [A] black & yellow [B] white & yellow [C] black & white [D] yellow and red
- 198.** From either side of SM office, the VTP is located at a distance of  
 [A] 150m [B] Not less than 180m [C] 180m [D] 350m
- 199.** The number of detonators that are given to each fog signalman is  
 [A] 8 [B] 10 [C] 16 [D] 20
- 200.** From outermost signal the FSP is located at a distance of  
 [A] 180m [B] 120m [C] Not less than 270m [D] 270m

- 201.** Nominated fog signalmen are two from each department  
 [A] engineering and S&T [B] Engineering and operating  
 [C] mechanical and operating [D] only from engineering
- 202.** The register in which fog signalmen's assurance will be taken is  
 [A] TSR [B] station detonator [C] Station diary [D] SWR assurance
- 203.** Testing of detonator shall be done by moving an empty wagon hauled by a locomotive at a speed of  
 [A] 11 to 13kmph [B] 15 to 20 kmph [C] 8 to 11kmph [D] 12 to 15 kmph
- 204.** No. of detonators which shall be kept in stock at a station is prescribed by  
 [A] DRM [B] DOM [C] COM [D] DEN
- 205.** The knowledge of staff that are required to use detonators shall be tested once in  
 [A] month [B] two months [C] three months [D] four months
- 206.** TI/SM/PWI shall test detonators once in  
 [A] 3 months [B] 6 months [C] 8 months [D] 12 months
- 207.** Placing of detonators are done to identify  
 [A] obstruction [B] location of signals in foggy whether  
 [C] Either 'A' or 'B' [D] location of trains in block section
- 208.** Life of a detonator manufactured during 2010 and afterwards is  
 [A] 3 years [B] 5 years [C] 7 years [D] 10 years
- 209.** The maximum number of extensions after successful testing of the detonator is  
 [A] one [B] two [C] three [D] any number
- 210.** Guard shall in case of fog shall switch on  
 [A] both LED light of SLR & Flashing Red tail lamp [B] Only LED light of SLR [C] only flashing Red tail lamp [D] Only side lights
- 211.** The signals to be used to warn the incoming train of an obstruction at night shall be a  
 [A] flashing amber light [B] red flag [C] red flashing H/S lamp [D] none of these
- 212.** The signals to be used to warn the incoming train of an obstruction during day shall be a  
 [A] flashing amber light [B] red flag [C] red light of H/S lamp [D] red flashing H/S lamp
- 213.** Whenever a signal/point/block instrument is defective, SM shall make an entry in  
 A] S&T failure register B] PN exchange register  
 C] relay room key register D] crank handle register
- 214.** Whenever a signal is detecting a point becomes defective, these points are treated as  
 A] interlocked B] non interlocked C] working D] none of above
- 215.** A blank signal under complete power off situation is to be treated as  
 A] defective signal B] signal at off C] no signal D] none of above
- 216.** Pre-warning about defective reception signal is not required when there is  
 A] calling on signal B] adv. starter C] Isolation D] none of above
- 217.** When home is defective and pre warning is given, the LP may pass such signal on receipt of

- [A] PHS at the foot of the defective signal T.369[3b]+PHS [B] PHS at the first facing points [C] [D] PN through SPT
- 218.** The condition that the SM shall fulfill before granting line clear when Loco Pilot is pre warned about the defective signal,  
A] taking off signal B] granting line clear C] Both A & B D] Either A or B
- 219.** Advance authority to pass defective signal is  
[A] T.369[3b] [B] T.369[1] [C] T/C.1425 [D] T.409
- 220.** When train is received on Calling ON, cancellation in Podanur panel takes  
[A] 120 seconds [B] 240 seconds [C] As prescribed in SWR [D] 90 seconds
- 221.** The axle counter shall be reset only after ensuring that the monitored portion is  
[A] vacant [B] occupied [C] obstructed [D] none of above
- 222.** Whenever axle counters provided for loop line are to be reset, it should be done by station master on duty along with one  
A] operating B] S&T C] A or B D] none of above
- 223.** Authority to pass defective starter signal [if it is not LSS] is  
A] T.369[3b]+ PHS B] calling on signal taken off C] Either A or B D]. PLCT
- 224.** The authority given to LP when I B distant fails in "OFF" position before dispatching  
A] PLCT B] T.369 [3b] C] PLCT + T.369 [3b] D] none of above
- 225.** On Double line section in Up direction when LSS is defective Authority to proceed is  
[A] T.369[3b] [B] T/C.1425 [C] T/D.1425 [D] PLCT
- 226.** On Single line token less section, when LSS is defective Authority to proceed for DN train is  
[A] T.369[3b] [B] PLCT [C] T/C.1425 [D] T/D.1425
- 227.** The authority required by Loco Pilot when passes starter at "ON" partly and stopped before Advanced Starter,  
A] memo countersigned by Guard B] T.369 [3b]+PHS  
C] Advanced starter off or PLCT D] all the above
- 228.** During day when Gate signal is at ON, the LP shall wait for  
A] one minute B] two minute C] three minute D] four minute
- 229.** When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman not available, LP may pass the gate after ensuring it is closed on the hand signals of  
A] Gangman B] train crew C] patrolman D] PWI
- 230.** During night when Gate signal is at ON, the LP shall wait for  
A] one minute B] two minute C] three minute D] four minute
- 231.** When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman exhibiting hand signals. LP may  
A] stop at the gate B] proceed at MPS C] proceed cautiously D] none of above
- 232.** When LP passed the Gate signal at ON and gateman is not available, the LP of the first train shall report the matter to the  
A] SM of station where train stops B] need not report  
C] SM or rear station D] SM of next station

- 233.** Gate-cum-distant signal will be located in rear of the gate at a distance of  
 [A] 90 meters [B] 120 meters [C] 180 meters [D] 350 meters
- 234.** If a signal is showing white light in place of a colour light, it is treated as signal is showing  
 A]most restrictive aspect B]caution aspect C]attention aspect D]stop aspect
- 235.** The signal shall be treated as defective, whenever colour light signal is flickering / bobbing and does not assume a steady aspect at least for  
 [A] 20 sec [B] 30 sec [C] 60 sec [D] 120 sec
- 236.** The authority given to the loco pilot at station when I B S is defective  
 A] PLCT B] T.369 [3b] C] Both A & B D]Either A or B
- 237.** The facility that is provided for I. B signal is  
 [A] Phone connecting the rear SM [B] Phone connecting the advance SM  
 [C] Phone connecting the SCOR [D] Phone connecting the TPC
- 238.** When I B S is at “ON” immediately the Loco Pilot shall stop and contact  
 A] SM of advance station B] SCOR C] SM in rear station D] TPC
- 239.** When IBS is at “ON” and the telephone is out of order, Loco Pilot shall wait for  
 A] two minutes B] three minutes C] four minutes D] five minutes
- 240.** When IBS is at “ON” and the telephone is out of order, Loco Pilot after waiting for five minutes shall proceed when view is clear/not clear upto next stop signal at a speed of  
 A] 10/8kmph B] 25/10kmph C] 20/10kmph D] 15/8kmph
- 241.** The button to be operated by rear SM, to reset axle counter of I B S if fails due to improper counting  
 [A] PB-1 [B] PB-2 [C] PB-3 [D] PB-4
- 242.** Wherever I B S is provided, LSS is interlocked with  
 [A] axle counter [B] Block Instrument [C] IBS [D] trailing points
- 243.** Wherever I B S is provided, I B S is interlocked with  
 [A] axle counter, [B] Block Instrument [C] LSS [D] trailing points
- 244.** Which indication will appear to the SM in rear when Loco Pilot passes I B S at “ON”?  
 [A] K1 [B] K2 [C] K3 [D] K4
- 245.** The indication that will appear when Loco Pilot passes LSS in “OFF” position is  
 A] K1 B] K2 C] K3 D] K4
- 246.** When Loco Pilot passes LSS in “OFF” position, indication will appear which will become normal by putting back  
 A] FSS knob/lever B] LSS knob/lever C] Gate key knob/lever D] IBS knob/lever
- 247.** The indication that will appear when Loco Pilot passes IBS in “OFF” position is  
 A] K1 B] K2 C] K3 D] K4
- 248.** When Loco Pilot passes IBS in “OFF” position, indication will appear which will become normal by putting back  
 A] FSS knob/lever B] LSS knob/lever C] Gate key knob/lever D] IBS knob/lever
- 249.** The indication that appear along with buzzer, whenever IBS or IB distant bulb fused is  
 [A] K1 [B] K2 [C] K3 [D] K4

- 250.** Over the trailed through points, under no circumstances should a train be  
 [A] move forward [B] backed [C] run with MPS [D] none of these
- 251.** The Loco Pilot shall whistle intermittently when his engine explodes detonator and take every possible caution as necessary including  
 A] increase of speed B]stop the train C]proceed with MPSD]reduction of speed
- 252.** After exploding the detonator, if no obstruction found further, the Loco Pilot, can pick up normal speed after proceeding cautiously up to a distance of  
 [A] 500 meters [B] one KM [C] 1.5 KM [D] 2 KM
- 253.** When LP notices a signal warning of an obstruction, except detonator, he shall  
 [A] proceed cautiously [B] proceed upto next station and report  
 [C] stop after noticing the obstruction [D]stop immediately
- 254.** When the Loco Pilot notices a signal warning of an obstruction and no further details are noticed, shall stop during day/night for  
 A]one/two minute B] two/three minutes C]3/4 minutes D]none of these
- 255.** When LP notices a signal warning of an obstruction and no further details are noticed, after stopping one/ two by day/night, he shall proceed upto the next block station  
 A] cautiously B]with MPS C] at 20kmph D]at 30 kmph
- 256.** In rear of FSS, the Signal warning board is located at a distance of  
 [A] 180 meters [B] 400 meters [C] 1000 meters [D] 1400 meters
- 257.** The LP shall clearly understand that if no signal indication is available from the Warning board he should control the speed as if the stop signal ahead is  
 [A] in OFF position [B] may be taken OFF [C] at ON [D] none of above
- 258.** The road learning trips that are given to the Loco Pilot/Guard who has not operated on a section for 6 months to 2 years , is  
 [A]one trip [B] two trips [C] three trips [D] Six trips
- 259.** The road learning trips that are given to the Loco Pilot/Guard who has not operated on a section for 3 to 6 months, is  
 [A]one trip [B] two trips [C] three trips [D] Six trips
- 260.** The road learning trips that are given to the Loco Pilot/Guard on Automatic section is  
 [A]one trip [B] two trips [C] three trips [D] Six trips
- 261.** In addition to normal LR trips, additional LR trips for LP/Guard may be given with the approval of  
 [A]Sr.DOM [B] Sr.DME [C] Sr.DEE [D] Controlling branch officers
- 262.** LP/ALP/Guard should record in the register maintained in crew booking point about the lapse of road learning in a section in advance of  
 [A]one week [B] 10 days [C] 15 days [D] 30 days
- 263.** The Loco Pilot and guard will be given three no. of L R trips before they are booked for regular working including one trip between  
 A]sunset to sunrise B] 06.00hrs to 20.00hrs C]21.00hrs to 07.00hrs D]20.00hrs to 06.00hrs
- 264.** In case of the existing section is being added with 2nd/3rd/4th line or existing signalling system is being upgraded to Automatic one. running staff may move in such sections during day and when view ahead is clear/ during night and when view ahead is not

clear, for the first trip with a restricted speed of

A) 40/15 kmph B) 30/15 kmph C) MPS D) None of the above

**265.** To record observations of Loco Pilot during his run must be maintained in all lobbies

[A] TSR B] rough journal book C] S&T and track failure register D] CTR

**266.** The rule No. of G&SR for Commissioning of fixed signals is mentioned in

[A] GR &SR 3.22 [B] GR &SR 3.24 [C] GR &SR 3.26 [D] GR &SR 3.28

**267.** The rule No. of G&SR for points affecting movement of trains is mentioned in

[A] GR &SR 3.36 [B] GR &SR 3.38 [C] GR &SR 3.40 [D] GR &SR 3.42

**268.** The rule No. of G&SR for rules for Points and disconnection & reconnection is mentioned in

[A] GR &SR 3.51 [B] GR &SR 3.52 [C] GR &SR 3.53 [D] GR &SR 3.54

**269.** The rule No. of G&SR for placing of detonators in thick, foggy or tempestuous weather impairing visibility is mentioned in

[A] GR &SR 3.59 [B] GR &SR 3.60 [C] GR &SR 3.61 [D] GR &SR 3.62

**270.** The rule No. of G&SR for description of warning signals is mentioned in

[A] GR &SR 3.65 [B] GR &SR 3.66 [C] GR &SR 3.67 [D] GR &SR 3.68

**271.** The rule No. of G&SR for passing IB stop signal at 'On' is mentioned in

[A] GR &SR 3.72 [B] GR &SR 3.73 [C] GR &SR 3.74 [D] GR &SR 3.75

**272.** The rule No. of G&SR for duties of SM in case of approach stop signal is defective is mentioned in

[A] GR &SR 3.68 [B] GR &SR 3.69 [C] GR &SR 3.70 [D] GR &SR 3.72

**273.** The rule No. of G&SR for duties of SM in case of departure stop signal is defective is mentioned in

[A] GR &SR 3.68 [B] GR &SR 3.69 [C] GR &SR 3.70 [D] GR &SR 3.71

**274.** The rule No. of G&SR for duties of SM generally when signal is defective is mentioned in

[A] GR &SR 3.68 [B] GR &SR 3.69 [C] GR &SR 3.70 [D] GR &SR 3.71

**275.** The rule No. of G&SR for duties of engine crew in respect of signals is mentioned in

[A] GR &SR 3.75 [B] GR &SR 3.76 [C] GR &SR 3.77 [D] GR &SR 3.78

**276.** The rule No. of G&SR for reporting of defects in S&T and Engineering by LPs is mentioned in

[A] GR &SR 3.85 [B] GR &SR 3.84 [C] GR &SR 3.83 [D] GR &SR 3.82

**277.** In thick, foggy or tempestuous weather impairing visibility and his engine explodes two detonators within a distance of 10 metres apart, the Loco Pilot will control his train immediately and will follow the aspect of

[A] Distant signal ahead [B] stop signal ahead [C] outermost signal ahead [D] LSS

**278.** During dense fog maximum speed of a train on Automatic block system when it is showing single yellow light shall be restricted to

A] 25kmph B] Restricted speed to stop at next stop signal C]  
60kmph D] 30kmph

**279.** During dense fog maximum speed of a train on Automatic block system when signal showing two yellow lights shall be restricted to

A] 25kmph B] Restricted speed to stop at next stop signal C]  
60kmph D] 30kmph



**280.** During dense fog maximum speed of a train on Automatic block system when signal showing green light shall be restricted to

A] 25kmph    B] Restricted speed to stop at next stop signal    C] 60kmph    D] 75kmph

**281.** During dense fog maximum speed of a train on Automatic block system when signal showing green light and fog safety device is provided shall be restricted to

A] 25kmph    B] Restricted speed to stop at next stop signal    C] 60kmph    D] 75kmph

**282.** During dense fog and fog safety device is provided maximum speed of a train on Absolute block system shall be restricted to

A] 25kmph    B] Restricted speed to stop at next stop signal    C] 60kmph    D] 75kmph

**CHAPTER IV**

- 283.** Control office should advise the standard time daily by a general call to the stations at  
[A] 08.00 hours [B] 16.00 hours [C] 00.00 hours [D] 12.00 hours
- 284.** All SMs should correct the time at 1600 hrs and make an entry in the  
A) TSR B) S&T failure register C) Attendance register D) PN exchange register
- 285.** At Class 'D' stations without telephone connection, clerk in charge shall correct their station clocks daily with the time of  
A) Guard of last stopping train for the day B) LP of last stopping train for the day  
C) Guard of first stopping train for the day D) LP of first stopping train for the day
- 286.** No passenger train shall be dispatched from a station before  
A) Time mentioned in 'e-train' app B) Advertised time  
C) Time of boarding of last passenger D) SCOR instructions to be followed
- 287.** Guard shall set his watch by the station clock or the clock at the authorized place of reporting for duty and communicate the time to the LP and make entry in the  
A) memo book B) CTR C) TSR D) defective register
- 288.** The time of reporting before the scheduled departure for LPs, Guards and ALPs is prescribed by  
A) Sr.DME B) Sr.DOM C) DRM D) ADRM
- 289.** ODC shall be allowed to be attached by a train for transport only with prior sanction of  
[A] CRS [B] COM(G) [C] TXR [D] PCOM
- 290.** Maximum Permissible speed for each section of the railway is given by  
A) PCE B) PCOM C) DRM of concerned division D) CRS
- 291.** Unless permitted under approved special instructions the maximum speed permitted on turn out/cross over is  
[A] Depends on layout [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
- 292.** Even under normal circumstances subject to observance of permanent / temporary speed restrictions in force all Passenger carrying trains should run at  
A) booked speed (B) maximum permissible speed C) 110kmph D) 100kmph
- 293.** Loco Pilot shall not make up between any two stations more time than is allowed in  
A) PTT B) RTT C) Sheet time table D) WTT
- 294.** Whenever Officers and Inspectors & Guards shall check speed of trains and if it is found that speed has been exceeded, they should inform LP at next stop and submit a report to  
[A] DOM [B] DME/DEE [C] Either 'A' or 'B' [D] Both 'A' & 'B'
- 295.** The speed of trains over Non-Interlocked points, turnouts and crossover shall not exceed  
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
- 296.** In case speedometer is defective at crew changing station it should be further worked  
[A] 15kmph [B] 10 KMPH [C] 10% reduction of speed [D] with relief or repair
- 297.** In case speedometer is defective between crew changing stations it should be further worked  
[A] 15kmph [B] 10 KMPH [C] 10% reduction of speed upto next crew changing station  
[D] with relief or repair
- 298.** The speed of a passenger/goods train on 1 in 8 ½ turnout (straight switch) is restricted to

A) 25/10kmph      B) 5/10kmph      C) 20/10kmph      D) 10/15kmph

299. The speed of a passenger/goods train on 1 in 8 ½ turnout (curved switch of 52/60 km rails) on PSC sleepers is restricted to  
 [A] 8 kmph [B] 10 KMPH      [C] 15 KMPH      [D] 30 KMPH
300. Maximum speed of a train on 1 in 8 ½ symmetrical split curved **thick web switch** of 52/60 km rails on PSC sleepers is restricted to  
 [A] 8 kmph [B] 10 KMPH      [C] 15 KMPH      [D] 30 KMPH
301. Isolation is necessary where the trains are to run through a station at a speed exceeding  
 [A] 50 kmph    [B] 110 KMPH      [C] 75 KMPH      [D] 15 KMPH
302. Rule pertaining to Engine Pushing is mentioned in  
 [A] GR&SR 4.08      [B] GR&SR 4.10      [C] GR&SR 4.12      [D] GR&SR 4.14
303. 'Patrol' or 'Search-light' special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of  
 [A] 8 kmph      [B] 15kmph      [C] 25kmph      [D] 40kmph
304. Engine pushing is not permitted without the prior permission of  
 A) SM of advance station      B) SM of rear station  
 C) SM of the notice station      D) none of above
305. When engine is pushing a train and Guard is travelling in brake van, which is leading, the speed shall not exceed  
 [A] 25kmph      B) 10kmph      C) 8kmph      D) walking speed
306. When engine is pushing a train and Guard is not travelling in leading vehicle, the speed shall not exceed  
 [A] 25kmph      B) 10kmph      C) 8kmph      D) walking speed
307. When the train is working without BV, while pushing back the LP has to observe the hand signals of guard and proceed with  
 [A] 25kmph      B) 10kmph      C) 8kmph      D) walking speed
308. When engine is pushing a train without guard the duties of guard is devolved on  
 [A] Pointsman    [B] ALP      [C] station master    [D] none of these
309. In case of train is pushed back, it can be received on double line by  
 [A] Home signal    [B] T.369(3b)      [C] Pilot out memo    [D] Pilot in memo
310. In case of train is pushed back, it can be received on Single line by  
 [A] Home signal    [B] PLCT    [C] Pilot out memo    [D] Pilot in memo
311. The colour of marker lights on both sides of engine exclusively deployed for shunting purpose shall be  
 [A] White    [B] red      [C] amber      [D] red and yellow
312. When head light is defective after putting marker lights 'on' train can go with a restricted speed of  
 A) 40kmph    B) severest speed of the section    C) A or B whichever is less      D) A or B whichever is more
313. LP shall ensure head light produces illumination to see ahead clearly for a distance of  
 [A] 120 mtrs      [B] 180 mtrs      [C] 200 mtrs    [D] 250 mtrs
314. Last vehicle indicator during night shall be  
 [A] L.V board of approved design    [B] retro reflective L.V board

[C] Red flashing light

[D] red flag

315. Side lights shall show towards engine in normal position

A)red

B)white

C)green

D)yellow

316. Side lights shall show towards rear in normal position

A) red

B)white

C)green

D)yellow

317. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards **rear** is

A)red

B)white

C)green

D)yellow

318. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards **engine** is

A)red

B)white

C) green

D)yellow

319. The trains for which Side lights may be **dispensed** with is

A) EMU trains

B) Goods trains

C) Express trains

D) Both A&amp; B

320. What shall be fixed behind an assisting engine when it is attached in rear of a train?

A) Tail board

B) Tail lamp

C) red marker lights

D) tail board/tail lamp

321. It will be the duty of the Guard to ensure the last vehicle only in rear is affixed with

A) Tail lamp

B) tail board

C) red flag

D) tail board/tail lamp

322. In rear Light engines **or** coupled engines shall have

A) Tail board

B) Tail lamp

C) red marker lights

D) Both A or B

323. The bell signal the SM has to give in rear when he observes that a train has passed without tail lamp/tail board where BPAC is not provided is

A) Six pause one

B) Six pause two

C) Six pause three

D) Six pause four

324. The bell signal the SM has to give in advance when he observes that a train has passed without tail lamp/tail board where BPAC is not provided is

A) Six pause one

B) Six pause two

C) Six pause three

D) Six pause four

325. When a Station Master observes that a train has passed without tail lamp/tail board where BPAC is not provided, shall stop the trains proceeding on adjacent line and issue

A) PLCT

B) T.369 (3b)

C) caution order

D) verbal orders

326. In case of obstruction on track, during day Guard must exhibit

A)red flag

B) flashing red light

C)steady red light

D)amber light

327. In case of obstruction on track, during night Guard to exhibit hand signal lamp showing

A) Red flag

B) flashing red light

C) steady red light

D) amber light

328. Whenever alarm chain is pulled the Guard shall record the fact in the

A)TSR

B)Station diary

C)memo book

D)CTR

329. The number of washers to be provided in personnel equipment of Guard/LP is

[A] 5/3

[B] 3/5

[C] 3/3

[D] 5/5

330. Whenever alarm chain is pulled, Guard shall record the fact in CTR and submit a special report to

A)DOM

B)DME

C)DRM

D)DSC

- 331.** Guard shall report to the Station Master of the next important station, any stoppage or other irregularities in train working and record the details in  
 A)TSR                      B)Station diary                      C)memo book                      D)CTR
- 332.** Guard shall report to SM of the next important station, any stoppage or other irregularities in train working record the details in CTR and send a special report to the  
 A)DOM                      B)DME                      C)DRM                      D)DSC
- 333.** Rule pertaining to LP, ALP and Guards equipment is mentioned in  
 [A] GR&SR 4.17      [B] GR&SR 4.18                      [C] GR&SR 4.19                      [D] GR&SR 4.20
- 334.** ALPs shall posses as personal equipment along with a hand bag while working a train  
 [A] Rough journal      [B] Tail lamp/board      [C] WTT                      [D] Both 'A' & 'B'
- 335.** LPs shall posses as personal equipment while working a Passenger train  
 [A] Rough journal      [B] Tail lamp/board      [C] First aid box                      [D] Both 'B' & 'C'
- 336.** Guards shall posses as personal equipment while working a Passenger train  
 [A] 6 Washers      [B] Hammer cum screw driver      [C] First aid box                      [D] Either 'A' or 'B'
- 337.** The full form of OTL of BV equipment is  
 A)over time leave                      B)one time lock                      C)one time leak                      D)one time lever
- 338.** Dy.SS/TNC of the originating station shall record the intactness and availability of the BV equipment in the register and obtain acknowledgement of  
 [A] Guard      [B] S.E (C&W)                      [C] LP when without guard      [D] all the above
- 339.** Fire-Extinguishers: Replacement shall be done once in  
 [A] 3 months                      [B] 6 months                      [C] 12 months                      [D] 3 years
- 340.** The 2/4 wire telephone will be tested by SE/JE-Tele. once in  
 [A] 3 months                      [B] 6 months                      [C] 12 months      [D] 3 years
- 341.** Contents of the EL Box shall be tested by the SE / JE-TL. once in  
 [A] 3 months                      [B] 6 months                      [C] 12 months      [D] 3 years
- 342.** At destination station, Guard shall obtain acknowledgement about the intactness of OTL and seal of Dy.SS or SE / JE-C&W in the  
 [A] Rough journal or VG      [B] CTR                      [C] LTM                      [D] RS-5
- 343.** BV equipment in working condition shall be loaded in MEMU/EMU shed in  
 [A] Space available in driving power car                      [B] Guard lineBox  
 [C] Low tension compartment in each motor coach                      [D] LP line box
- 344.** BV equipment in working condition shall be loaded in DEMU/DHMU shed in  
 [A] Space available in driving power car                      [B] Guard lineBox  
 [C] Low tension compartment in each motor coach                      [D] LP line box
- 345.** In case shunters are required to work any train outside station limits, special instructions to be obtained from  
 [A] ADRM                      [B] DRM                      [C] Sr.DME/DEE                      [D] Sr.DOM
- 346.** In case of emergency the Assistant Loco Pilot can be authorized to drive the train at a restricted speed up to the nearest point where he can be relieved, not exceeding  
 A)30kmph      B)40kmph      C)60kmph      D)MPS
- 347.** When leading compartment of an **electric engine** is defective and the train is driven from trailing compartment by Assistant LP, the speed shall not exceed  
 [A] 8 kmph      [B] 40 KMPH                      [C] 15 KMPH                      [D] 30 KMPH

- 348.** When leading compartment of an electric loco is defective and the train is driven from trailing compartment by loco pilot the speed shall not exceed  
 [A] normal speed [B] 40 KMPH [C] 15 KMPH [D] 30 KMPH
- 349.** Maximum No. of officials/staff including engine crew at any time on the engine except in emergencies  
 [A] 2 [B] 3 [C] 5 [D] 6
- 350.** Other than crew of the train, the authority for others permitted to travel in engine is  
 [A] Ist Privilege pass [B] Ist class duty pass [C] Engine Pass [D] any of the above
- 351.** The number of persons permitted to travel in the brake-van of goods trains, in addition to the Guard, should not exceed  
 [A] 2 [B] 3 [C] 5 [D] 6
- 352.** Trains not carrying passengers may be run without guard with the orders of the  
 A)DOM B)Sr.DOM C)DRM D) either A or B
- 353.** Maximum number of coaches in addition to the officers inspection coach attached in rear of SLR of Passenger or Mail & Express trains is  
 [A] 2 [B] 3 [C] 5 [D] 1
- 354.** Maximum number of bogies or its equivalent attached in rear of rear brake van by a goods train is  
 [A] 2 [B] 3 [C] 5 [D] 1
- 355.** Maximum number of damaged vehicle or damaged engine shall be attached behind the rear brake van of goods/mixed train.  
 [A] 2 [B] 3 [C] any number if certified by SSE(C & W/LOCO) [D] 1
- 356.** Attaching of damaged vehicle/engine may done during  
 A) day time B) clear weather C) any time D) Both A & B
- 357.** Damaged vehicle/engine when attached to a goods train shall be accompanied by a competent railway servant deputed by the  
 A) Mechanical department B) operating department  
 C) S & T department D)none of these
- 358.** Damaged vehicle/engine will be attached to a goods train by the SM only on receipt of written advise in duplicate by  
 A)TXR B)SSE/loco C) either A or B D)none of these
- 359.** G&SR Rule pertaining movement of damaged vehicle of damaged engine is mentioned in  
 [A] SR 4.23 [B] SR 4.24 [C] SR 4.25 [D] SR 4.26
- 360.** G&SR Rule pertaining working of train without guard is mentioned in  
 [A] SR 4.23 [B] SR 4.24 [C] SR 4.25 [D] SR 4.26
- 361.** G&SR Rule pertaining CTR is mentioned in  
 [A] SR 4.23 [B] SR 4.24 [C] SR 4.25 [D] SR 4.26
- 362.** G&SR Rule pertaining Vehicle Guidance is mentioned in  
 [A] SR 4.23 [B] SR 4.24 [C] SR 4.25 [D] SR 4.26
- 363.** G&SR Rule pertaining Exchange of All right signals is mentioned in

[A] SR 4.40      [B] SR 4.41      [C] SR 4.42      [D] SR 4.43

**364.** G&SR Rule pertaining Material trains is mentioned in

[A] SR 4.65      [B] SR 4.62      [C] SR 4.42      [D] SR 4.38

**365.** G&SR Rule pertaining working of Track tamping machines is mentioned in

[A] SR 4.65 [B] SR 4.62      [C] SR 4.42      [D] SR 4.38

**366.** Certificate of competency issued by Principal/ZRTI after successful initial/refresher training of Guard is

[A] T.25      [B] T.28      [C] T.27      [D] none of the above

**367.** All irregularities in connection with the working of trains or accidents must be reported by Guard in the

[A] Rough journal or VG      [B] CTR      [C] LTM      [D] RS-5

**368.** Whenever vehicles are attached/detached to a train at intermediate stations, the entries in the VG must be made by the

A)Guard      B)Station staff      C)Loco Pilot      D)none of these

**369.** Before starting, the guard will be responsible for checking the load on the train check and tally wagon numbers, booking and destination stations, type of wagons etc., with entries on the

[A] VG      [B] CTR      [C] LTM      [D] RS-6

**370.** Full form of CTR is

A) Cumulative train report      B) Combined train report  
C) Consolidated train report      D) Combined traffic report

**371.** CTR is given in form number

A) T.720      B) T.722      C) T.724      D) T.726

**372.** Under Exceptional circumstances short formation trains not carrying passengers,not exceeding how many eight wheeler units may be run without guard and brakevan

A) 4      B) 10      C) 7      D) none of the above

**373.** Trains not carrying passengers may be run without guard and with out brakevan with the orders of the

[A] Sr. DOM      [B] Dy. CHC      [C] DOM      [D] Either A or C

**374.** LP on being informed train working without guard shall ensure continuous air pressure from engine to the rearmost vehicle and ensure working of rear most

[A] 3 pistons      [B] 6 pistons      [C] 4 pistons      [D] none of the above

**375.** In case of train working without guard the LV indicator invariably fixed to the tail end of the rear most vehicle by

[A] SM      [B] station staff      [C] LP      [D] ALP

**376.** The intimation through which Station Master gives to the loco pilot with necessary endorsement stating that the train is to run without Guard is

A) Verbal orders      B) train notice      C) train order      D) caution order

**377.** Where IBS is provided, the SM shall not dispatch a train in rear of the train running without Guard unless it reaches the

A) IBS      B) First stop signal      C) station ahead      D) none of these

**378.** In Automatic block territory, **no train** shall be allowed to follow a train without brake van until it arrives complete at the next



A) Reporting station    B) station    C) automatic signal    D) gate lodge

**379.** Running of goods train without guard is strictly prohibited during and during

- [A] Tempestuous weather    [B] Total interruption of communications  
[C] Temporary single line working    [D] any of the above

**380.** G&SR Rule pertaining Damaged or defective vehicles(Hot Axle) is mentioned in

- [A] SR 4.26    [B] SR 4.27    [C] SR 4.28    [D] SR 4.29

**381.** Trucks loaded with girders, machinery, long timber etc. shall be inspected by Guard at stopping stations and if the fastenings have

- A)slackened    B)loads shifted    C)either A or B    D)none of these

**382.** In case a hot axle box found running between stations, immediately the train shall be

- A) Cleared block section    B) brought to a stop  
C) Run with normal speed    D) restricted speed which is safe to run

**383.** In case a hot axle box found running between stations, immediately the train shall be brought to a stand and after attending LP should exercise his **discretion** with regard to

- A) Clear block section    B) stop    C) proceed    D) restricted speed which is safe to run

**384.** When SM receives advice of Hot axle, that train shall preferably be admitted on

- [A] line provided with sand hump    [B] loop line    [C] Main line    [D] none of these

**385.** If an axle box of a vehicle is found running hot at a station, where the C&W staff are not provided the vehicle shall be

- [A] Permitted in same condition    [B] Permitted with attention of LP & Guard  
[C] Detached at the station    [D] Detached at station where C&W staff are available

**386.** The Fit to proceed must be possessed by the Loco Pilot of the train till the train reaches

- A)next station B)next junction station C)station where loco is changed    D) its destination

**387.** The check that shall be conducted at the station after loading/un loading; or tipping; or while clearing stabled stock from a station; or increase of invalid BPC, is

- A) Guard and SM    B) LP and SM    C)Guard and LP    D)SM, Guard & LP

**388.** The types of Guages that Guards working freight trains should posses are BP pressure and

- [A] Wheel measuring    [B] track level    [C] Feed Pipe    [D] flat tyre measuring

**389.** Compatible loco when attached Goods trains should be cleared with twin pipe brake system subject to endorsement in

- [A] Rough journal    [B] CTR    [C] VG    [D] BPC

**390.** All the instructions which are applicable to electric engine shall also be applicable for working of trains by diesel engine having

- [A] Speedometer    [B] twin cab    [C] single cab    [D] ACD

**391.** Universal key is provided with the Guard in his personnel equipments to ensure

- [A] Carriages are locked after passengers entrain    [B] SLR is locked if not leased  
[C] SLR is locked if leased    [D] luggage portion is closed and locked

**392.** For originating train, responsibility for closing the compartment of Guard's SLR lies with

- [A] LP and ALP    [B] Guard of train    [C] TXR staff    [D] SM of the station

**393.** For coaching trains at the originating station the Guard shall ensure before signing in BPC

- [A] Endorsement by the station staff      [B] Endorsement by the Guard  
 [C] Endorsement by the TXR staff      [D] none of the above
- 394.** Before leaving BV/SLR of the train the Guard shall  
 [A] Lock the BV/SLR    [B] apply the hand brakes of BV/SLR  
 [C] Endorsement is made in rough journal      [D] drop in BP pressure
- 395.** As and when there is change of traction the Loco Pilot/ Guard should  
 [A] Release the formation    [B] conduct GLP check    [C] conduct brake continuity test  
 [D] Conduct brake continuity test / release the formation
- 396.** The test that should be conducted whenever train engine is changed, is  
 A) Brake continuity      B) air discontinuity    C) brake power      D) feel test
- 397.** Whenever train engine is changed, air continuity test should be conducted and same shall be recorded by the LP and Guard in their  
 A) rough journal book      B)BPC      C)CTR      D)VG
- 398.** Guard and Loco Pilot shall prepare a GLP check memo jointly on a plain sheet in  
 [A] one copy      [B] duplicate      [C] triplicate      [D] Quadruplet
- 399.** At stations, where PA system is not provided, to start the train SM shall arrange by ringing beats for UP/DN trains is  
 A) two/three      B) three/two      C) three/four      D) four/three
- 400.** Guard shall report to Station Master of the next station, any stoppage or other irregularities in train working, record the details in the  
 [A] VG      [B] CTR      [C] LTM      [D] RS-6
- 401.** While at a station, the Loco Pilot is to obey orders of  
 [A] GD      [B] TLC      [C] L.I      [D] SM
- 402.** LP and Assistant Loco Pilot shall identify each signal; call out to each other the signal's  
 A) Position      B) aspect      C) indication      D) location
- 403.** The validity of CC rake BPC is  
 A) 30+5 days      B)7500 KM    C) A or B which ever is earlier      D)none of these
- 404.** The validity of Premium rake BPC is  
 [A] Till destination[B] 12 days      [C] 30 days      [D] 35 days
- 405.** The grace period given for Premium end to end BPC is  
 A) one day      B) two days      C) Five days    D) four days
- 406.** The validity of End to end BPC is  
 A)12+3 days      B)upto loading point and further upto destination    C)TXR point to destination  
 D)two TXR checking points
- 407.** LP and ALP shall look back frequently during journey to see whether the train is following in a  
 A) safely      B) properly    C) both A & B      D) none of these
- 408.** The Loco pilot /ALP and Guards must look back at the Gang Staff and Level Crossing Gates to see whether any  
 [A] Stop hand signal is exhibited      [B] proceed hand signal is exhibited

[C] need not see

[D] none of these

**409.** S M shall arrange a competent railway servant to show all right signals for a run through train from

[A] Station side [B] off side [C] any side as per convenience [D] none of these

**410.** The following are exempted from exchanging 'All right' signals

[A] LP/Motormen of DMUs, EMUs [B] LP of a train W/O guard

[C] Guards of A/C SLRs [D] none of these

**411.** To ensure brake continuity, except front side of loco and rear side of L V the position in which the Cut off angle cock must be in is

A) Open B) closed C) vertical D) horizontal

**412.** A goods train having 56 wagons, the B P pressure in BV shall be

A) 4.5 kg/cm<sup>2</sup> B) 4.6 kg/cm<sup>2</sup> C) 4.7 kg/cm<sup>2</sup> D) 4.8 kg/cm<sup>2</sup>

**413.** A goods train having 58 wagons, the B P pressure in B V shall be

A) 5 kg/cm<sup>2</sup> B) 4.6 kg/cm<sup>2</sup> C) 4.8 kg/cm<sup>2</sup> D) none of these

**414.** A banking Engine or assisting engine, if attached shall not assist in

A) Building air pressure B) Releasing the formation C) Protection D) Creating Vacuum

**415.** BPC becomes invalid when the rake is stabled for more than 24 hrs at

A) Loco Yard B) Traffic Yard C) Train Examination yard D) Any of the above

**416.** Empty / Load handle shall be kept in load position when the gross load is above

[A] tare weight [B] 42.5 tonnes [C] 90 tonnes [D] CC+6+2

**417.** At the first opportunity, after starting, destroy a part of vacuum/air pressure in order to get an idea of the trains

A) air continuity B) brake power C) motive power D) air discontinuity

**418.** Fresh B P C is required whenever eight-wheeler vehicles are attached or detached, to/from a goods train by more than

[A] 10 [B] 4 [C] one [D] 10% of total wagons

**419.** At the starting station, for all passenger carrying trains of all description brake power must be

[A] 100 percent [B] 85 percent [C] 90 percent [D] 95 percent

**420.** F P pressure in loco/BV shall be

(A) 5kg/cm<sup>2</sup>/4.8kg/cm<sup>2</sup> (B) 6kg/cm<sup>2</sup>/4.8kg/cm<sup>2</sup>  
(C) 5kg/cm<sup>2</sup>/5.8kg/cm<sup>2</sup> (D) 6kg/cm<sup>2</sup>/5.8kg/cm<sup>2</sup>

**421.** The D V isolating handle in vertical position indicates DV is in

A) Working position B) closed position C) isolated position D) none of these

**422.** D V isolating handle in horizontal position indicates D V is in

A) Working position B) open position C) isolated position D) none of these

**423.** Creation of B P pressure causes

A) Application of brakes B) Release of brakes C) Brake continuity D) none of these

**424.** Reduction of B P pressure causes

A) Application of brakes B) release of brakes C) brake continuity D) none of these

- 425.** The effective brake power in case of Mail/Express at the originating station shall be 100% and enroute should be not less than  
 A) 100%                      B) 95%                      C) 90%                      D) not specified
- 426.** The effective brake power in case of passenger and CC rakes at the originating station should not be less than 100% and enroute shall be  
 A) 100%                      B) 95%                      C) not specified                      D) 90%
- 427.** When a train is held up at F S S, the Loco Pilot shall depute Assistant Loco Pilot to go to Station. after  
 [A] 10 minutes                      [B] 15 minutes                      [C] 5 minutes                      [D] none of these
- 428.** The Guard shall protect in rear when a train is held up at F S S for more than  
 A) 5minutes                      B) 10minutes                      C) 15minutes                      D) 20minutes
- 429.** If Guard notices any danger condition in the train, he shall try to attract the attention of  
 A) Gateman                      B) Station master                      C) Loco pilot                      D) SCOR
- 430.** If Guard failed to attract the attention, when notices any danger condition in the train, he may stop the train gradually by applying  
 A) Air pressure brake                      B) inform SM/Guard                      C) loco brake                      D) loco hand brake
- 431.** The number of hand brakes of vehicles that must be applied whenever the engine is to be detached out side station limits when the gradient is **not** steeper than 1 in 600 is  
 A) BV+6                      B) BV+12                      C) BV+18                      D) BV+all
- 432.** The number of hand brakes of vehicles that must be applied whenever the engine is to be detached out side station limits when the gradient is steeper than 1 in 600 is  
 A) BV+6                      B) BV+12                      C) BV+18                      D) BV+all
- 433.** The guard of the train has to verify application of train brakes by observing  
 [A] Drop in FP pressure                      [B] Speaking to LP on walkie-talkie  
 [C] Practically observing reduction in speed of train                      [D] Drop in BP pressure
- 434.** When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not over shoot the  
 [A] platforms                      [B] starter                      [C] shunt signal if any                      [D] none of these
- 435.** Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the  
 A) A9                      B) SA9                      C) Both A & B                      D) none of these
- 436.** The whistle code, that is given by the Loco Pilot when SM / Station Staff does not exchange 'all-right' signals is  
 A) 00                      B) 000                      C) \_\_ \_\_ 00                      D) 00\_\_
- 437.** Whistle Board in case of approach to manned level crossing gates is at a distance of  
 A) 250m                      B) 350m                      C) 450m                      D) 600m
- 438.** When engine whistle fails on run, after clearing block section cautiously and  
 [A] continue with 40 kmph                      [B] Advise PRC/TLC and act accordingly  
 [C] Ask for repair or relief                      [D] none of these
- 439.** Engine Whistle code for Guard to Protect in rear is  
 A) 00                      B) 000                      C) 0000                      D) -- -- 00

- 440.** Engine Whistle for Guard to come to Engine is  
 A)00                      B)000                      C)0000                      D) -- -- 00
- 441.** Whistle code while Passing Signal at 'ON' with proper Authority  
 A) 0-0                      B)00-                      C) \_\_ 0 \_\_                      D) \_\_00
- 442.** Engine whistle code 0 0 - indicates  
 A) Defective signal                      B) alarm chain pulled  
 C) Guard to come to engine                      D) passing signal at on with proper authority
- 443.** The Bell Code used in EMU/DMU trains while passing Automatic Signal or IBS at 'ON' when telephone is defective is  
 A)0 pause 0                      B)00pause 00                      C)000pause000                      D)00000
- 444.** The Bell Code used in EMU/DMU for Zone of Speed restriction is over and to resume normal speed is  
 A)0 pause 0                      B)00pause 00                      C) 000pause000                      D)000000
- 445.** Whenever train stopped without clearing fouling mark, to prevent any movement on the fouled line the Guard shall inform the SM at once by  
 (A) Showing green flag (B) waving white light (C) exchange of PN (D) exhibiting stop hand signal
- 446.** At Stations, to ensure clearing of the fouling mark the LP of the train shall bring his engine to a stop as close as possible to the  
 [A] Starter indicator                      [B] starter                      [C] platform end                      [D] none of these
- 447.** After clearance of the loop line cross-over points, when a train passes through loop lines at a station the LP and Guard shall  
 [A] look for T/P or T/G board                      [B] ask SM whether to proceed with normal speed  
 C] Guard to inform on walkie talkie                      [D] exchange all right signals
- 448.** Loop Line clearance Board with legend 'T/Loop' to be provided at stations at a distance of  
 [A] 180M                      [B] 400M                      [C] 600M                      [D] 720M
- 449.** Material train shall be ordered to work with the permission of  
 [A] DRM                      [B] DOM                      [C] PCOM                      [D] DEN
- 450.** A material train may enter or work in the Loco yard only with the permission of the  
 [A] PCOR/TLC                      [B] CCC                      [C] SM                      [D] SCOR
- 451.** Except in emergency working of material trains carrying labourers shall not be permitted between  
 [A] 20.00 hrs to 06.00hrs                      [B] 22.00 hrs to 06.00hrs  
 [C] 18.00hrs to 06.00hrs                      [D] Sunset to Sunrise
- 452.** To despatch a material train for working in the block section and return back to the same station, authority given to the LP  
 [A] PLCT                      [B] ATP W/O line clear                      [C] T/462                      [D] T/A.462
- 453.** The authority given to the LP to despatch a material train for working in the block section and proceed to the next station  
 A) T.462                      B) T/A.462                      C) T.465                      D) none of these
- 454.** Dividing of material train in the B/S is prohibited where the gradient is steeper than.  
 A) any gradient                      B) 1 in 100                      C) 1 in 260                      D) 1 in 400

- 455.** The validity of material train BPC in case of UIC rakes subject to examination of the train by TXR once in fortnight is  
 A) 30 days                      B) 21 days                      C) 15 days                      D) none of these
- 456.** BPC of a material train is valid for 30 days subject to examination of the train by TXR in case of UIC rakes once in  
 A) a month                      B) 3 weeks                      C) fortnight                      D) a week
- 457.** The effective brake power of material train shall not be less than  
 [A] 100 %                      [B] 85 %                      [C] 90 %                      [D] 95 %
- 458.** While stabling a material train at a station, the responsibility to secure it lies with the  
 A) Guard    B) Station Master    C) SM & Guard                      D) Guard and PWI
- 459.** The maximum speed of T T M is  
 A) 10kmph                      B) 20kmph                      C) 30kmph                      D) Prescribed through JSC
- 460.** The maximum speed of T T M over points and crossing is  
 A) 20kmph                      B) 30kmph                      C) 40kmph                      D) as per JSC
- 461.** TTM is permitted to work in the block section only during  
 A) line block                      B) integrated block    C) shadow block                      D) all the above
- 462.** When TTM's are following each other the distance to be kept between each is  
 [A] 120 metres                      [B] 150 metres                      [C] 75 metres                      [D] one OHE mast
- 463.** Tamping unit shall not be moved inside the traffic yard without the permission of  
 [A] SM                      [B] SSE/Machines                      [C] CCC                      [D] ADEN

**CHAPTER V**

- 464.** The officials to sign and issue the SWR are  
 [A] DOM& DEN [B] DSTE & DEN [C] DOM&DSO [D] DOM&DSTE
- 465.** SWR diagram must be signed by  
 [A] DEN, DEE [B] DSTE, DOM [C] DOM,DSTE&DEN [D] TI& SSE(SIG)
- 466.** Appendix 'G' (rules for electrified section) of SWR must be signed by  
 [A] DOM&DSTE [B] DOM & DEN [C] DOM,DSTE& DEE [D] TI& SSE(SIG)
- 467.** SWR should be issued afresh once in  
 [A] 3 years [B] 5 years [C] one year after completion of half years [D] 10 years
- 468.** After issue of following number of amendment slips SWR should be issued afresh  
 [A] 3 [B] 4 [C] 5 [D] 7
- 469.** Fresh declaration shall be obtained from a member of staff in the following case  
 [A] A new member of staff joins the station  
 [B] A member of the staff resumes duty after an absence of 15 consecutive days or more.  
 [C] any change in the SWR [D] Any of the above
- 470.** The prescribed printed forms shall only be used  
 [A] T/D.1425 [B] T/369(3b) [C] T/462 [D] T/409
- 471.** Written authority for Loco Pilot to receive a train on to an obstructed line  
 [A] T/511 [B] pilot in memo [C] T/369(3b) [D] T/509
- 472.** While receiving a train on an obstructed line, STOP hand signal shall be exhibited from the point of obstruction at a distance of not less than  
 [A] 45metres [B] 20 metres [C] 120 metres [D] 180 metres
- 473.** Written authority for Loco Pilot to receive a train on to non signalled line  
 [A] T/511 [B] pilot in memo [C] T/369(3b) [D] T/510
- 474.** Written authority to start a train from a station having common starter,  
 [A] T/511 [B] pilot out memo [C] T/512 [D] T/509
- 475.** To despatch a train from non-signaled line, where tangible authority is not given as A T P, authority to be given in addition to ATP  
 [A] T/511 [B] pilot out memo [C] T/512 [D] T/509
- 476.** As per G & S R signals used for controlling shunting operations shall be  
 [A] Fixed signals or hand signals or verbal [B] fixed and hand only  
 [C] Fixed signals only [D] none of these
- 477.** The speed during shunting operations shall not exceed  
 [A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
- 478.** The maximum shunting speed of wagons containing Explosives shall not exceed  
 [A] 10 kmph [B] 15kmph [C] 8 kmph [D] Either A or B
- 479.** Except in case of doubt the shunting staff need not accompany during shunt movement of light engine/s on to a  
 [A] Siding [B] LP in leading cab [C] attaching to formation [D] Free line

- 480.** Slip coaches shall not be kept on blocked line in the rear of a  
 [A] Passenger train [B] light engine [C] shunting engine [D] stabled load
- 481.** While performing shunting on passenger carrying trains, the shunting engine or train engine, before coming on to the formation should be stopped before the formation at a distance of  
 [A] 45 metres [B] 20 metres [C] 15 metres [D] 10 metres
- 482.** At station where separate shunting staff are not employed, shunting operations shall be personally supervised by  
 [A] Points man [B] Loco pilot [C] SM [D] Guard
- 483.** While backing a full train from one line to another via main line, shunting shall be supervised by  
 [A] Points man [B] Loco pilot [C] SM [D] Guard
- 484.** Carriages containing passengers shall not be moved for shunting purpose without the personal orders of the  
 [A] SM& LP [B] GD &SM [C] GD [D] GD&LP
- 485.** While performing shunting, the points which are not protected by signals must be locked by following methods  
 [A] Clamped and padlocked [B] cotter bolted and padlocked  
 [C] Either A or B [D] Both A & B
- 486.** While shunting wagons containing explosives, the supervision shall be done by  
 [A] Points man [B] Loco pilot [C] SM [D] Guard
- 487.** The maximum shunting speed of wagons containing **POL** products shall be  
 [A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
- 488.** Where shunting operations are supervised by Guard/SM, LP shall be given in Form No.  
 [A] T/A.806 [B] written memo [C] T/806 [D] T.608
- 489.** The gradient that is considered as steep gradient for the purpose shunting of roller bearing wagons  
 [A] 1 in 400 [B] 1 in 600 [C] 1 in 260 [D] 1 in 150
- 490.** Shunting of roller bearing vehicle on a steep gradient shall be done only with locomotive attached towards the  
 [A] As per convenience [B] falling gradient [C] Raising gradient [D] none of these
- 491.** For shunting purpose, the gradient considered as steep gradient for non roller bearing wagons.  
 [A] 1 in 150 [B] 1 in 600 [C] 1 in 400 [D] 1 in 260
- 492.** Maximum Hand shunting speed is  
 [A] 8 kmph [B] 6 kmph [C] 2-3 kmph [D] 5 kmph
- 493.** While stabling goods train, minimum no. of vehicles hand brake to be applied from in addition to hand brakes of B/V are  
 [A] 3 from each end [B] six wagons from each end  
 [C] Nine from each end [D] 10 from engine 5 from B/V



- 494.** The station master after taking all precautions for stabling and securing the load/train/loco, supported by PN, must inform to  
 [A] Guard [B] Loco Pilot [C] SM at other end [D] SCOR
- 495.** The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by  
 [A] SM in charge [B] SM/ASM on Duty [C] SM/ASM off Duty [D] LP
- 496.** Remarks should be made in Red ink to the effect that 'Line No. \_\_\_\_ is blocked and all precautions for securing the load have been taken' in  
 [A] Train Signal Register [B] Station Diary [C] Both 'A' and 'B' [D] None of these
- 497.** When Loco is stabled with or without train at a station and secured, the LP of the train must sign in  
 [A] Train Signal Register [B] Station Diary [C] Stabled train register [D] Memo Book
- 498.** When load/train is stabled with or without loco at a station and secured, the Guard of the train must sign in  
 [A] Train Signal Register [B] Station Diary  
 [C] Stabled train register [D] Rough journal Book
- 499.** In case the loco is to be unmanned, LP has to take  
 [A] Written permission from SM [B] Oral permission from SM  
 [C] Oral permission from SCOR [D] Oral permission from TPC/LI/SSE (LOCO)
- 500.** G&SR Rule pertaining to receiving a train on obstructed line is mentioned in  
 [A] SR 5.06 [B] SR 5.07 [C] SR 5.08 [D] SR 5.09
- 501.** G&SR Rule pertaining to receiving a train on Non signalled line is mentioned in  
 [A] SR 5.09 [B] SR 5.10 [C] SR 5.11 [D] SR 5.12
- 502.** G&SR Rule pertaining to Despatch a train from Non signalled line is mentioned in  
 [A] SR 5.09 [B] SR 5.10 [C] SR 5.11 [D] SR 5.12
- 503.** G&SR Rule pertaining to Despatch a train from a line provided with common starter is mentioned in  
 [A] SR 5.09 [B] SR 5.10 [C] SR 5.11 [D] SR 5.12
- 504.** G&SR Rule pertaining to Securing of vehicles at station is mentioned in  
 [A] SR 5.13 [B] SR 5.14 [C] SR 5.23 [D] SR 5.24

## CHAPTER – VI

- 505.** When Loco Pilot of the train experienced any abnormal condition in the track, stop his train at next  
 [A] Block section [B] station section [C] home signal [D] any of these
- 506.** When Loco Pilot of the train experienced any abnormal condition in the track, in case of IBS and Automatic block territories, to stop the movement of trains he must inform  
 [A] SM [B] Loco pilots of following trains [C] both A & B [D] none of these
- 507.** When 'lurch' is reported and subsequently a train is sent with engineering official, caution order is given to the LP to  
 [A] Stop dead at the expected portion of the track

[B] Stop dead sufficiently short of the expected portion of the track

[C] Simply proceed with 10 kmph

[D] observe SR of 8 kmph

**508.** When 'lurch' is reported and subsequently a train is sent in the absence of engineering official, CO is given to the LP to stop dead if considered safe, proceed at a speed of

[A] 10 kmph

[B] 15kmph

[C] 30 kmph

[D] 8 kmph

**509.** Rail fracture of less than 30mm, the speed of first train shall be

[A] 10 kmph

[B] 15kmph

[C] 30 kmph

[D] 8 kmph

**510.** Rail fracture of less than 30mm, the speed of second and subsequent trains shall be

[A] 10 kmph

[B] 15kmph

[C] 30 kmph

[D] 8 kmph

**511.** The Station Master who received the message about the rail fracture through LP, he shall arrange to issue caution order of

[A] 10 kmph

[B] 15kmph

[C] 30 kmph

[D] 8 kmph

**512.** Rail fracture of > 30 mm or multiple fractures, to pass trains track is to be certified by

[A] AEN

[B] PWI

[C]key man

[D] Gang mate

**513.** On Double line Authority to dispatch the train against the established direction of traffic for any reason other than introduction of TSL working,

[A] CLCT

[B] T/J.602

[C] PLCT

[D] T/369(3b)

**514.** For introducing TSL working between the nearest stations they shall be provided with

[A] cross-overs between UP & DN lines [B] cross-over between main & loop line

[C] Motor points only

[D] MACLS only

**515.** During T S L working the block instruments shall be kept and locked in

[A] TOL position

[B] Line closed position

[C] Line clear position

[D] TOL position for wrong line trains only

**516.** The train that shall not be dispatched on T/J.602.

[A] Goods train

[B] track machine

[C] Light engine

[D] Pass. Carrying train

**517.** When a train is dispatched on T/J602, when view ahead is clear, the speed shall not exceed

[A] 25 kmph

[B] 10 kmph

[C] 15 kmph

[D] MPS

**518.** During Temporary Single Line working, Authority given to Loco Pilot and Guard

[A] PLCT

[B] CLCT

[C] T/D.602

[D] T/369(3b)

**519.** During T S L working, the speed of first train shall be

[A] 25 kmph

[B] 10

[C] 15

[D] MPS

**520.** During T S L working the speed of second and subsequent trains shall be

[A] 25 kmph

[B] 10

[C] 15

[D] MPS

**521.** During TSL working when the train is proceeding on wrong line, the train shall be despatched by issuing Authority

[A] Pilot out memo

[B] T/D 602

[C] T/511

[D] Both A&B

**522.** During T I C on double line authority to the Loco Pilot

[A] T/C.602

[B] PLCT

[C] T/B.802

[D] CLCT

**523.** During T I C on double line, the Loco Pilot to proceed with a restricted speed of

[A] 25/10 kmph [B] 15/8 kmph [C] 20/10 kmph [D] 15/10 kmph

**524.** When trains are dealt on T/C 602, the time interval between two trains shall be

[A] 15 minutes+ running time [B] 30 minutes [C] 15 minutes [D] 30 minutes+ running time

**525.** During TIC on double line, when a train is stopped in the block section on account of accident, Guard shall protect the train by placing detonators at

[A] 250,500,510 metres [B] 600/1200, 1210 and 1220 metres

[C] 90,180 and 150 metres [D] 400,800,810 and 820 metres

**526.** During TIC on Double line, if train held up at FSS, if no one from the station turns up Guard shall protect the train in rear and ALP may be sent to station after

[A] 5 minutes [B] 10 minutes [C] 15 minutes [D] 15 minutes or running time

**527.** When motor trolley / Tower car is sent for opening communication, it shall be accompanied by

[A] Engg. Official not below rank of PWI [B] loco pilot of any train waiting

[C] Points man [D] Guard or off duty SM

**528.** Authority for light engine/vehicle which is going to open communications

[A] T/A.602 [B] T/B.602 [C] T/C.602 [D] T/D.602

**529.** When enquiry is made for more than one train during TIC on S/L, the forms given to the light engine/vehicle which is going to open communication

[A] T/A.602+T/E.602 [B] T/B.602+T/E.602 [C] T/C.602+CLCT [D] T/D.602+Pilot out memo

**530.** Speed of light engine/vehicle, going for opening of communication, is restricted to

[A] 15/10 kmph [B] 10/8 kmph [C] normal speed [D] 25 kmph

**531.** After opening communication, A T P for the light engine/vehicle to come back is

[A] CLCM [B] PLCT [C] T/B.602 [D] CLCT

**532.** DN CLCT is prepared in Form No

[A] T/D.1425 [B] T/G.602 [C] T/H.602 [D] T/F.602

**533.** When there is even flow of trains, enquiry and reply messages are sent through

[A] Loco pilot [B] SM off duty [C] points man [D] Guard

**534.** After opening the communication, the speed of first train waiting shall be

[A] 25/10 kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph

**535.** If enquiry is made for more than one train and reply is also received, after a clear interval of 30 minutes the second train can be allowed to go with a restricted speed of

[A] 25/10 kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph

**536.** As soon as any one of the communication restored, the Station Master must send a message to the SM of other station in the prescribed form

[A] T/E.602 [B] T/G.602 [C] T/H.602 [D] T/I.602

**537.** If it is required to dispatch a relief engine or relief train into obstructed block section, it can be dispatched by issuing

[A] T/A.602 [B] T/B.602 [C] T/C.602 [D] T/D.602

**538.** On Double line, when train stopped in section and unable to proceed when assistance has been asked, protection is required in

[A] Front & adjacent line [B] rear and adjacent line and front

[C] Rear and adjacent line [D] none of these

**539.** If a passenger train/goods train does not turn up, S M shall arrange to send competent railway servant even after normal running time and

[A] 5/10 minutes [B] 10/20 minutes [C] 20/30 minutes [D] 15/25

**540.** If for any reason, a train is brought to a stand, the hand brakes of Locomotive and formation brakes shall be applied for more than if stoppage is more than

[A] 5 minutes [B] 10 minutes [C] 20 minutes [D] 15 minutes

**541.** If the stoppage happened (more than 15 minutes) on a grade steeper than 1 in 150 for roller bearing stock(goods train), the number of hand brakes to be applied in addition to the application of brake van hand brake.

[A] 6 wagons from each end [B] 6 from each end and 6 in centre

[C] 10 inside engine+5 inside B/V or one third whichever is more [D] all wagons

**542.** When engine disabled, LP will request the Guard to arrange for a relief engine if the LP expects that putting the engine in working order will take more than

[A] 5 minutes [B] 10 minutes [C] 20 minutes [D] 30 minutes

**543.** If Loco Pilot enters block section with out authority and subsequently sends his Assistant Loco Pilot with a memo to SM in rear, that S M shall give

[A] PLCT [B] Caution order [C] T/A.602 [D] T/369(3b)

**544.** If Loco Pilot enters block section with out authority and subsequently sends his Assistant Loco Pilot with a memo to SM in advance, that S M shall give

[A] PLCT [B] Caution order [C] T/A.602 [D] T/369(3b)

**545.** When a train parts, If the Loco Pilot finds it necessary to proceed to the station ahead, he shall, on approaching the station give following whistle code

[A] -- 0 0 [B] - 0 -- 0 [C] - 0 0 [D] 0 -- 0

**546.** When a train parts on its journey, the tonnage of the train shall be jointly checked by

[A] SM&GD [B] GD&LP [C] SM,GD &TXR [D] SM,GD & LP

**547.** When train stopped due to engine unable to haul the load and If it is not possible to get the relief engine or push back the train, to clear block section the crew can decide to

[A] Divide [B] wait till relief engine comes [C] unload material [D] none of these

**548.** During divided train working, the Guard will prepare a written permission give to Loco Pilot to proceed to the next station in the form

[A] T/A.602 [B] Caution order [C] T/609 [D] Written memo

**549.** During divided train working, At night or in thick,foggy or tempestuous weather impairing visibility the second portion of the train left in section shall be protected in the front by

[A] Guard [B] ALP [C] both ALP and guard [D] none of these

**550.** The light engine which is coming on T/609 to pick up the second portion shall come with a restricted speed of

[A] 25kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph

**551.** When a goods Train runs without Guard has to be divided, the Loco Pilot shall bring first portion by preparing

[A] T/A.602 [B] Caution order [C] T/609 [D] Written memo

**552.** When a train without guard is divided in the section, after dropping the first portion, light engine returning to pickup second portion shall proceed on authority

[A] T/A.602

[B] Caution order

[C] T/609

[D] Written memo

**553.** In case of fire accident in a passenger carrying train, the first objective to be achieved is

[A] Safety of passengers [B] Extinguish fire [C] isolate fire coach [D] Switch off power supply

**554.** If a fire is noticed in a running train, the LP shall at once stop the train. The vehicles behind the one on fire shall be

[A] Cooled by pouring water

[B] detached

[C] Cut off electrical connections

[D] none of these

**555.** In the event of a fire on any part of the electrical equipment, the affected part is to be completely

[A] Isolated from power supply

[B] put off fire

[C] First 'A' and then 'B'

[D] none of these

**556.** The following shall not be used for extinguishing fires on electrical equipment.

[A] Dry chemical powder

[B] Carbon dioxide

[C] water

[D] none of these

**557.** G&SR Rule pertaining to LP experiencing abnormal condition in the track is mentioned in

[A] SR 6.01 [B] SR 6.05 [C] SR 6.06 [D] SR 6.07

**558.** G&SR Rule pertaining to rail breakage is mentioned in

[A] SR 6.01 [B] SR 6.05 [C] SR 6.06 [D] SR 6.07

**559.** G&SR Rule pertaining to TSL working is mentioned in

[A] SR 6.01 [B] SR 6.02 [C] SR 6.06 [D] SR 6.07

**560.** G&SR Rule pertaining to Train parting is mentioned in

[A] SR 6.07 [B] SR 6.08 [C] SR 6.09 [D] SR 6.10

**561.** G&SR Rule pertaining to Divided train working/Portion of train left in section is mentioned in

[A] SR 6.07 [B] SR 6.08 [C] SR 6.09 [D] SR 6.10

**562.** G&SR Rule pertaining to Fire in train is mentioned in

[A] SR 6.07 [B] SR 6.08 [C] SR 6.09 [D] SR 6.10

### **CHAPTER VII, VIII, IX**

**563.** Bell Signal Code given by LP/Motorman is 00----00 indication is

1. Passing Automatic signal at "ON"

2. Semi - Automatic Signal at ON" with "A"/ "AG" marker illuminating

3. Passing IBS signal at ON, with SM's PN

4. Passing Gate signal at ON

Which of these statements is correct?

A. 1,2,3

B.1,2,4

C.2,3,4

D.1,3,4

**564.** When LSS fails on single line automatic block system, Authority to Loco Pilot is ----- and the speed of the train is restricted to ----

(A) PLCT (T/C 1425 or T/D 1425) &amp;15 kmph

(B) T. /369(3(B), 10 kmph up to next automatic stop signal

- (C) T 369 (3B) +T/A 912 &25 kmph  
 (D) PLCT (T/C 1425 or T/D 1425) &10 kmph

- 565.** In Automatic block system If train is required to push back, and Loco pilot unable to contact through telephonically, If the competent railway servant is sent to station in rear, Station master in rear shall issue -----pushing back the train.  
 (A) PLCT (B) Caution order (C) T/509 (D)T/A 602
- 566.** In Automatic Block signaling territory, passenger carrying trains can be dispatched once a \_\_\_\_\_has been allowed behind the train running without Guard.  
 (A) Non-passenger train with guardmarker (B) Light engine  
 (C) Either 'A'/'B' (D) Rajdhani express
- 567.** When only \_\_\_\_\_ is lit, the level crossing gate is either open to road traffic or has failed, but points are correctly set for main line. LP to follow Gate & automatic rules.  
 (A) 'A' marker (B) 'G' marker (C) 'AG' marker (D)'P' marker
- 568.** If both 'A' and 'AG' markers are lit, Signal shall be deemed to work as a Manual stop signal and LP shall pass only on assumption of \_\_\_\_\_or on receipt of\_\_\_\_\_.  
 (A) 'off' position  
 (B) T/369(3b) and PHS  
 (C) Either 'A' or 'B'  
 (D) none of the above
- 569.** If 'A' and 'AG' markers are not to be lit together In case of 'A' and 'AG' markers are lit together, signal above shall be deemed to work as a \_\_\_\_\_ signal and LP shall pass only on assumption of 'off' position or on receipt of T/369(3b) and PHS.  
 (A) Automatic  
 (B) Semi automatic  
 (C) Manual stop  
 (D) Gate
- 570.** Automatic Signal assumes \_\_\_\_\_ aspect as the train passes the signal.  
 (A) Stop  
 (B) Caution  
 (C) Attention  
 (D) Proceed
- 571.** When LP has passed any Automatic Stop Signal at ON condition and visibility ahead is not clear then what will be the speed of the train?  
 (A) Not exceeding 10 Kmph  
 (B) Not exceeding 15 Kmph  
 (C) 8 Kmph  
 (D) None of the above
- 572.** When LP passes an automatic stop signal at ON, LP shall under no circumstances exceed -----  
 -- during Day/Night even if subsequent signal is at "off"  
 (A) 10 KMPH  
 (B) 15 kmph  
 (C) Exercise great caution and be prepare to stop short of any obstruction  
 (D) Any of the above
- 573.** SMR/TI shall renew the competency certificates (Automatic section) for  
 (A) SMs  
 (B) Guards of that station  
 (C) SMs and points men  
 (D) None of these
- 574.** Relief loco/train shall proceed with a restricted speed of  
 (A) 25kmph  
 (B) 15/10 kmph  
 (C) normal speed  
 (D) 15/8 kmph
- 575.** During dense fog, fog safety device provided and working maximum speed of a train on Automatic block system when signal showing green light shall be restricted to

- (A) 75kmph.
  - (B) Restricted speed to stop at next stop signal
  - (C) 60kmph.
  - (D) 30kmph.
- 576.** During dense fog, maximum speed of a train on Automatic block system when signal showing two yellow lights shall be restricted to
- (A) 25 KMPH
  - (B) Restricted speed to stop at next stop signal
  - (C) 60 KMPH
  - (D) 30 KMPH
- 577.** On Ghat sections and Automatic territories minimum \_\_\_\_\_no. of road learning shall be provided in both directions including \_\_\_\_\_night trips
- (A) 3 and 1
  - (B) 6 and 2
  - (C) 2 and 2
  - (D) 4 and 2
- 578.** When LP has passed any Automatic Stop Signal at ON condition and visibility ahead is not clear then what will be the speed of the train?
- (A) Not exceeding 10 Kmph
  - (B) Not exceeding 15 Kmph
  - (C) 8 Kmph
  - (D) None of the above
- 579.** What should the station staff do if they notice a train running on the wrong line without the flasher light switched on during TSL working in automatic signalling territory?
- (A) Ignore the train
  - (B) show proceed hand signal
  - (C) Stop the train immediately
  - (D) Show white light
- 580.** In Automatic Block System during obstruction of one line when signals are operative and communications are available the decision to introduce Temporary single line working is decided by
- (A) Station Master
  - (B) Sr.DSTE/DSTE
  - (C) Sr.DOM/DOM(In-charge)
  - (D) Section controller
- 581.** Who is responsible for deciding the failure of signals as prolonged?
- (A) Section Controller
  - (B) Sr.DOM/DOM(In-charge)
  - (C) Loco Pilot
  - (D) Sr.DSTE/DSTE
- 582.** What must be done before a train enters an affected section during a prolonged signal failure?
- (A) The train must be rerouted
  - (B) The train must be allowed to proceed without advising to the crew
  - (C) The train must be brought to a stand and advised about circumstances to LP and train manager
  - (D) The train must be inspected
- 583.** What is the role of the Station Master during a prolonged signal failure?
- (A) To control train movement in the block section
  - (B) To inform the passengers
  - (C) To repair the signals
  - (D) To manage the train schedules
- 584.** What should be ensured before introducing working during a prolonged signal failure?
- (A) All signals are operational
  - (B) All trains have left the station
  - (C) All trains dispatched have arrived at the station
  - (D) All staff are informed

- 585.** Who will inform the concerned duty station master about the prolonged failure by exchanging private numbers?
- (A) Section controller
  - (B) SSE(Signals)
  - (C) ESM
  - (D) Power controller
- 586.** What form must the Station Master provide to the Loco Pilot during a prolonged signal failure but communication available?
- (A) T/369(3b)
  - (B) T/B 912
  - (C) T/D 912
  - (D) T/C 912
- 587.** What must the Loco Pilot do before passing a Starter/Manual/Midsection Gate signal with authority T/D 912
- (A) Proceed without stopping
  - (B) Wait for a proceed hand signal
  - (C) Check the signal lights
  - (D) Call the Station Master
- 588.** Who has the authority to control the movement of trains between two block stations during a signal failure?
- (A) The Divisional Operations Manager
  - (B) Transportation Inspector
  - (C) The Station Masters of either block station
  - (D) Train Manager
- 589.** Which of the following is NOT included as a means of communication when signals fail?
- (A) Control Telephone
  - (B) Station to Station fixed telephone
  - (C) Walkie-talkie
  - (D) Fixed telephone with CUG sim
- 590.** During working of trains on T/D 912, as soon as the signals are put right by the S&T officials in writing Whose permission should be obtained for resuming normal working of trains on Automatic Block System.
- (A) Section controller
  - (B) SM at other end station
  - (C) SM of the station
  - (D) AOM
- 591.** The Loco Pilot/Motorman of the first train entering the affected section on authority form T/D 912 shall proceed with utmost caution and must not run at a speed exceeding
- (A) 25 KMPH
  - (B) 30 KMPH
  - (C) 15 KMPH
  - (D) 20 KMPH
- 592.** When using communication methods other than Track circuit/Axle counter, the system of calling station name followed by establishing identity of the station master and cross checking of Private number given for \_\_\_\_\_ shall be adopted
- (A) last preceding train
  - (B) last three trains
  - (C) all the trains in SM duty
  - (D) No need to cross check
- 593.** The second and subsequent trains speed with authority T/D 912 is
- (A) 25 KMPH
  - (B) 15 KMPH
  - (C) Sectional speed
  - (D) 30 KMPH
- 594.** Who shall be kept advised of all train movements taking place in the affected section during movement of trains on authority T/D 912
- (A) Section controller
  - (B) AOM



- (C) Sr.DOM  
(D) S&T Officials
- 595.** On Single line automatic signalling territory when Direction of traffic cannot be established and communication is available, the authority for the trains to enter in to section is  
(A) PLCT + T/A 912  
(B) T/A 912  
(C) T/D 912  
(D) T.369(3b)+T/A 912
- 596.** The speed of the train with authority T/B 912 is when view is clear  
(A) 15 kmph  
(B) 25 kmph  
(C) 30 kmph  
(D) sectional speed
- 597.** LP of train with authority T/ B 912 is received at the station by  
(A) Home signal  
(B) T.369(3b)  
(C) T/509  
(D) T/510
- 598.** In automatic block signalling territory,Who makes the final decision to introduce temporary single line working  
(A) Sr.DOM/DOM(In charge)  
(B) Section controller  
(C) Station master  
(D) Traffic Inspector
- 599.** Nomination of stations between which TSL working to be done ,shall be decided by \_\_\_\_  
(A) Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge)  
(B) Sr.DSTE/DSTE  
(C) Section controller  
(D) Station master
- 600.** During Temporary single line working, Station Master shall obtain "Line clear" using forms  
(A) T/A 1425 and T/B 1425.  
(B) T/C 1425 and T/D 1425.  
(C) Only T/C 1425  
(D) Only T/D 1425
- 601.** In single line automatic signaling territory Loco pilot with authority T/B 602 when encounters automatic signal at "ON"  
(A) can pass the signal without stopping  
(B) ignores the signal  
(C) Follow the rule G.R.9.07  
(D) Follow the rule G.R.9.02
- 602.** Authority for Temporary Single line working on double line in automatic signaling territory  
(A) T/A 912  
(B) T/B 912  
(C) T/E 912  
(D) T/D 912
- 603.** Loco pilot with authority T/E 912 on the wrong line shall pass Manual/Semi-Automatic signals at receiving station on authority  
(A) T.369(3b)  
(B) T/510  
(C) T/509  
(D) T/511
- 604.** The rule G.R 9.15 indicates procedure for passing  
(A) Automatic Stop signal on double line at "on"  
(B) Automatic Stop signal on single line at "on"  
(C) Semi-Automatic Stop signal is 'on'  
(D) Gate Stop signal at 'on' in Automatic signalling territory
- 605.** Authority for TSL working in automatic signalling system is

- (A) T/ D 602 + T/A 912  
 (B) T/D 912  
 (C) T/E 912  
 (D) T/E 602
- 606.** Maximum speed during fog in Automatic Signalling system while passing Semi-Automatic signal at ON when A marker is illuminated  
 (A) 15 KMPH  
 (B) 10 KMPH  
 (C) 60 KMPH  
 (D) Normal Speed
- 607.** Procedure during failure of automatic signalling is mentioned in  
 (A) GR 9.11  
 (B) GR 9.14  
 (C) GR 9.13  
 (D) GR 9.12
- 608.** The rule G.R 9.02 indicates procedure for passing  
 (A) Automatic Stop signal on double line at “on”  
 (B) Automatic Stop signal on single line at “on”  
 (C) Semi-Automatic Stop signal is ‘on’  
 (D) Gate Stop signal at ‘on’ in Automatic signalling territory
- 609.** The rule G.R 9.07 indicates procedure for passing  
 (A) Automatic Stop signal on double line at “on”  
 (B) Automatic Stop signal on single line at “on”  
 (C) Semi-Automatic Stop signal is ‘on’  
 (D) Gate Stop signal at ‘on’ in Automatic signalling territory
- 610.** The rule G.R 9.14 indicates procedure for passing  
 (A) Gate Stop signal at ‘on’ in Automatic signalling territory  
 (B) Semi-Automatic Stop signal is ‘on’  
 (C) Automatic Stop signal on single line at “on”  
 (D) Automatic Stop signal on double line at “on”
- 611.** For working of trains between stations How many System of workings are there in G&SR  
 [A]8 [B] 7 [C] 6 [D] 4
- 612.** On every railway Absolute and the Automatic Block systems alone used, but when other type of system of working to be followed whose sanction is necessary  
 [A]PCOM [B]CRS [C] DRM[D] GM
- 613.** On Absolute Block System, no train shall be allowed to leave a block station unless following has been received from advance Block station  
 [A] Authority to proceed [B] line clear [C] consent D] information
- 614.** On absolute block system, the adequate distance (BOL) beyond FSS on multiple aspect signalling for granting line clear is not less than  
 [A]180 metres [B] 120 metres [C] 400 metres [D] 100 metres
- 615.** At a class ‘B’ station on D/L equipped with MACLS, to grant line, clear line must be clear up to  
 [A] SLB [B] BSLB/outermost facing points [C] Adv. starter [D] starter
- 616.** At a class ‘B’ station on S/L with MACLS, to grant line, clear line must be clear up to  
 [A] SLB [B] outermost facing points [C] Opp. Adv. starter [D] any of the above
- 617.** At a class ‘B’ station on S/L equipped with MACLS, the distance between home signal and outermost facing points shall not be less than  
 [A] 180 metres [B] 120 metres [C] 300 metres [D] 580 metres

- 618.** At a class 'C' station line clear shall not be given unless- the whole of the last preceding train has passed complete at least \_\_\_\_\_beyond the Home signal and\_\_\_\_\_
- [A] 400 m, continuing its journey [B] 400m, clears advance block section also
- [C] 180m, condition for taking home signal also fulfilled [D] 180 metres, continuing its journey
- 619.** One important essential required for automatic block system is that the track shall be provided with continuous
- [A] Track circuiting only [B] axle counters only
- [C] track circuiting or axle counters [D] none of these
- 620.** In automatic block system the line between the block stations, when required, be divided into series of
- [A] Automatic block section [B] automatic signalling territories
- [C] Station sections [D] all the above
- 621.** On D/L the automatic signal shall not assume OFF position unless the line is clear not only upto the next Automatic signal but also for an adequate distance of not less than
- [A] 180 metres [B] 120 metres [C] 400 metres [D] 100 metres
- 622.** Automatic stop signal is identified by board with
- [A] 'A' marker [B] Illuminated 'A' marker [C] 'C' marker [D] "AB" marker
- 623.** Semi automatic stop signal when working as automatic signal is identified by
- [A] 'A' marker board [B] illuminated 'A' marker [C] both A & B [D] none of these
- 624.** Normal aspect of Automatic signal is
- [A] Stop [B] Attention [C] Proceed [D] Most restrictive aspect
- 625.** All Gds, LPs, ALP, Motor men who are required to work in automatic block system shall undergo one day intensive training and a certificate shall be renewed once in
- [A] 3 months [B] 3 years [C] 5 years [D] 6 months
- 626.** SMR/TI shall renew the competency certificates (Automatic section) for
- [A] SMs [B] Guards of that station [C] SMs and points men [D] none of these
- 627.** When Loco Pilot passes an automatic signal at ON, he shall observe SR of
- [A] 10 kmph when view is clear and 8 kmph in night
- [B] Great caution so as to stop short of any obstruction
- [C] 15 kmph
- [D] 25 kmph when view is clear and 15kmph when view is not clear
- 628.** When the train has been stopped at an Automatic stop signal, the signal that guard shall show towards the rear
- [A] Stop [B] Signal warning of n obstruction ahead
- [C] Amber flasher light [D] Proceed
- 629.** After passing an automatic signal at ON, LP of the following train hauled by any locomotive shall ensure that a minimum distance to be maintained between his train and preceding train is
- [A] 120 metres [B] three OHE masts [C] 150 metres or two OHE masts [D] none of these
- 630.** In Automatic Block System, single line, the direction of traffic shall be established only

[A] After complete arrival of trains despatched from other direction

[B] After line clear has been obtained

[C] Both the conditions [D] none of these

**631.** The minimum equipment of fixed signals in automatic block system on S/L shall be

[A] home, starter [B] distant, home, starter [C] distant, starter [D] none of these

**632.** When LSS fails on single line automatic block system, Authority to proceed to Loco Pilot and restricted speed for first train are

[A] PLCT, 25 KMPH

[B] PLCT+T/A.912,25/10 KMPH

[C] T/369(3b) , 10 kmph

[D] PLCT+T/A.912,25 KMPH

**633.** When LSS fails on D/L automatic block system, authority be given to LP of the train

[A] PLCT+ C.O of 10/8 kmph

[B] PLCT+T/A.912

[C] T/D.912+T/A.912

[D] T/369(3b)

**634.** When a train is stopped in an automatic block signaling section on single line and train cannot proceed further, the Guard shall protect in rear duly placing detonators at

[A] 250, 500, &510

[B] 90, 180, &190

[C] 600, 1200, 1210

[D] 90,180,190 &200

**635.** When a train is stopped in an automatic block signaling section on D/L (BG) and train cannot proceed further, the LP/ALP shall protect adjacent line in front duly placing detonators at

[A] 90, 180 & 190 Mtrs

[B] 600, 1200, 1210 &1220 Mtrs

[C] 250, 500 & 510 Mtrs

[D] 400, 800, 810, & 820 Mtrs

**636.** During prolonged failure of signals but communications are available on D/L Automatic Block System, the authority given to Loco Pilot is.

[A] T/ D 602

[B] T/ D 912

[C] T /C 602

[D] T /B 912

**637.** During prolonged failure of signals but communications are available on D/L Automatic Block System, the speed of first train and second and subsequent trains respectively.

[A] 15 kmph & MPS

[B] MPS always

[C] 10 &25 kmph

[D] 25 &sectional speed

**638.** When signals and communication fail on Double line Automatic Block System, the authority given to the Loco Pilot is

[A] T/ B 602

[B] T/ D 912

[C] T /C 602

[D] T /B 912

**639.** The time interval between two trains during signal and communication failure on DL Automatic Block System shall be

[A] 25 minutes or normal running time whichever is more

[B] 30 minutes

[C] 30 min+ normal running time [D] 15 minutes or normal running time whichever is more

**640.** During TSL working Automatic Block System, authorities for every train proceeding on right line when signal and communications are working

[A] T/D602 [B] PLCT+T/A.912 [C] T/E.912 [D] follow automatic signal aspects

**641.** During TSL working Automatic Block System when signals and communications are working, the second and subsequent trains proceeding on right line proceed on -----

[A] PLCT+T/A.912 [B] T/E.912 [C] follow automatic signal aspects [D] Both B and C

**642.** The first train running in the wrong direction during TSL working on Automatic block system shall proceed with a restricted speed of

[A] 25kmph [B] 15/10 kmph

[C] normal speed

[D] 15/8 kmph

- 643.** The second and subsequent trains running in the wrong direction during TSL working on Automatic block system shall proceed with a speed of  
 [A] 25kmph [B] 15/10 kmph [C] Sectional speed [D] 15/8 kmph
- 644.** Authority to dispatch a light engine on single line Automatic Block system during prolonged failure of all signals when no communications are available is  
 [A] T/B.602 [B] T/ D 912 [C] T /D 602 [D] T /B 912
- 645.** In the automatic block system, to dispatch a relief loco/train into the occupied block section authority given as the ATP for the relief loco/ train  
 [A] T/C.912 [B] T/ D 912 [C] T /D 602 [D] T /B 912
- 646.** Relief loco/train shall proceed with a restricted speed of  
 [A] 25kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph
- 647.** On Automatic Block System when the train is unable to proceed further, obtain permission to push back only from  
 [A] Written permission of rear SM [B] oral permission of rear SM with P.N  
 [C] Permission of guard of following train [D] SCOR with P.N
- 648.** A fixed signal which can be operated either as an Automatic stop signal or a manual stop signal, as required, is called  
 [A] Automatic stop signal [B] Manual stop signal in automatic territory  
 [C] Semi automatic signal [D] Home signal
- 649.** Gate signal in automatic signaling territory is distinguished by  
 A) G marker and illuminated A marker when gate is closed B) only G marker  
 C) G marker and illuminated A marker when gate is open  
 D) A marker and illuminated G marker when gate is closed
- 650.** When 'A' marker is illuminated Gate stop signal in Automatic signaling territory, it means  
 [A] Gate is open [B] cannot say anything [C] gate is closed [D] gate is defective
- 651.** When Gate signal in Automatic signaling territory is at 'ON' and 'A' marker is illuminated, The rules to be followed for passing that signal  
 [A] Automatic ON rules [B] rules for passing Manual stop signal in automatic territory  
 [C] Gate rules [D] ] for passing LSS
- 652.** When Gate signal in Automatic signaling territory is at 'ON' and 'A' marker is not illuminated, LP shall follow the rules of passing  
 [A] Gate rules [B] gate rules and automatic rules [C] automatic rule only [D] none of these
- 653.** LP shall pass a Semi Automatic signal with extinguished .A' marker at 'ON' on receipt of written authority  
 [A] T/369(3b) [B] T/A.912 [C] T/D.912 [D] T/C.912

#### **CHAPTER NO. XIV, XV, XVI, XVII**

- 654.** No person shall operate the electrical block instruments unless he holds a competency certificate issued by Principal/ZRTI which shall be valid for a period of  
 [A] 3 years [B] 5 years [C] 2 years [D] 7 years
- 655.** The normal authority to proceed on Single Line token less sections/Double line sections

[A] 'OFF' position of LSS [B] PLCT [C] PLCT or token [D] Any written document signed by SM

**656.** At stations provided with block proven axle counter (BPAC) and functioning, The Station Master on duty shall send the "train out of block section" signal only by

- [A] Seeing clear indication of BPAC [B] getting private number from guard  
[C] Getting private number from pointsman [D] listening to LVT buzzer

**657.** At stations where BPAC is not provided, the Guard of the train, after verifying the last vehicle is standing clear of the fouling mark, inform Station Master by

- [A] Waving arm by day [B] P.N exchange through walkie-talkie  
[C] Showing white light by night [D] none of these

**658.** Occasions where exchange of private numbers between SM and guard is not required for ensuring complete arrival of train

- [A] Clear indication of BPAC [B] run through trains  
[C] End cabins are provided [D] all the above

**659.** The Guard shall issue a PN to the SM at stations not provided with BPAC for a stopping train after ensuring

- [A] Train comes to a stop at the station [B] train clears the block section  
[C] Train runs through station [D] train arrived completely and standing within fouling mark

**660.** Train Intact Register is in the form number

- [A] T.1420 [B] T.1410 [C] T.1510 [D] T.720

**661.** When walkie talkie is not working the Guard shall indicate the complete arrival for a stopping train where BPAC is not available by

- [A] Waving of hand/ white light [B] writing PN in train intact register  
[C] Personally coming to SM office and giving PN [D] talking on CUG phone to SM

**662.** When the train is running without Guard/Brake van the SM shall close the block section in rear after

- [A] Waving of hand/ white light by the Points man [B] Points man issues PN to SM  
[C] Train stopped at station [D] seeing clear indication in the panel

**663.** Resetting button used to reset the axle counter whenever the IB Home is passed at 'on'.

- [A] K1 [B] K4 [C] PB2 [D] PB1

**664.** Where IB signal is provided, resetting button used to reset the analog axle counter due to failure or improper counting.

- [A] PB1 [B] PB2 [C] PB3 [D] none of these

**665.** Where IB signal is provided, resetting button used to give co-operation to the station in rear

- [A] K1 [B] PB3 [C] PB2 [D] PB1

**666.** Where IB signal is provided, when reset is initiated, digital axle counter enters into

- [A] Clear indication of BPAC [B] preparatory reset mode [C] both A&B [D] none of these

**667.** Where IB signal is provided, when reset is initiated, digital axle counter enters into preparatory reset mode. The first train shall be dealt on

- [A] TAKING 'OFF' LSS [B] PLCT+T/369(3b) [C] PLCT [D] None of these

- 668.** When K1 indication appears, on complete arrival of the train at the station in advance, SM must inform arrival to SM of rear station under  
 [A] Exchange of message [B] exchange of PNs [C] need not inform [D] none of these
- 669.** When K1 indication appears, on complete arrival of the train at the station in advance, SM must inform arrival to SM of rear station and make all entries in the TSR in  
 [A] Red ink [B] blue ink [C] black ink [D] none of these
- 670.** When a train passes IBS at 'on', K1 indication appears and IB section is already occupied by a train SM in rear shall take following action to stop the train and inform LP and Guard  
 [A] advice gate man [B] inform TPC to switch off OHE supply  
 [C] Inform ADV. SM to issue caution order to opp. direction trains [D] all the above
- 671.** On Double line or on Single Line when block instrument is defective, A T P for the LP  
 [A] 'OFF' position of LSS [B] T/C.1425 or T/D.1425 [C] T.369 (3b) [D] T/A.602 or T/C.912
- 672.** Blocking of a portion of line for maintenance work by more than one department is called  
 [A] Power block [B] integrated block [C] shadow block [D] no specific name
- 673.** Block availed from either end of the block section between two block stations simultaneously  
 [A] Power block [B] integrated block [C] shadow block [D] no specific name
- 674.** Engineering works come under category III (loading/unloading of ballast) requires  
 [A] Only intimation to SM through caution order [B] line block  
 [C] Material block [D] engineering branch can take up work without any intimation
- 675.** Engineering branch will arrange with the Operating branch for the issue of a circular notice, which shall be valid for  
 [A] one year [B] 48 hours [C] 3 months [D] six months
- 676.** After issuing circular notice, how many days in advance, the DOM will issue an all concerned message  
 [A] one year [B] 2 days [C] 3 months [D] six months
- 677.** Authorized engineering official to obtain blocks on the field telephone who shall not be below the rank of  
 [A] Sr.DEN [B] PWI [C] DEN [D] AEN
- 678.** When more than one T/CAR are programmed to go to block section and return to the same station the authorities for first T/CAR and subsequent T/CAR are  
 [A] T/1708, CAUTION ORDER [B] T/A.1708, CAUTION ORDER  
 [C] CAUTION ORDER, T/1708, [D] CAUTION ORDER, T/ A1708,
- 679.** When more than one T/CAR are programmed to go in the same block section and clear to the next station the authorities for first T/CAR and last T/CAR are  
 [A] T/1708, CAUTION ORDER [B] T/A.1708, CAUTION ORDER  
 [C] CAUTION ORDER, T/1708, [D] CAUTION ORDER, T/A1708
- 680.** When more than one TTM are programmed to go in the same block section and return to the same station the authorities for first TTM and subsequent TTM are  
 [A] T/465, CAUTION ORDER [B] T/A.465, CAUTION ORDER  
 [C] CAUTION ORDER, T/465, [D] CAUTION ORDER, T/A 465

- 681.** When more than one TTM are programmed to go in the same block section and clear to the next station the authorities for first TTM and last TTM are  
 [A] T/465, CAUTION ORDER [B] T/A.465, CAUTION ORDER  
 [C] CAUTION ORDER, T/465, [D] CAUTION ORDER, T/A 465
- 682.** Authority given to the Tower Wagon to go into the section work and return to the same station during power block is  
 [A] PLCT [B] CAUTION ORDER [C] T/1708 [D] T/A.1708
- 683.** Authority given to the Tower Wagon to go into the section work and proceed to the next station during power block is  
 [A] PLCT [B] CAUTION ORDER [C] T/1708 [D] T/A.1708
- 684.** Authority given to the TTM to go into the section work and return to the same station during block is  
 [A] PLCT [B] CAUTION ORDER [C] T/465 [D] T/A.465
- 685.** Authority given to the TTM to go into the section work and proceed to the next station during block is  
 [A] PLCT [B] CAUTION ORDER [C] T/465 [D] T/A.465
- 686.** The Speed of the 2nd Tower Wagon when following another T/CAR during day/night  
 [A] 15/08kmph [B] **25/10kmph**  
 [C] As stenciled on it [D] 25/08 kmph
- 687.** When material train, TTM & Towerwagon are permitted in same block section to work, speed for the following is restricted to and the distance to be kept between them is  
 [A] **15/8 kmph, 150metres** [B] 25/10kmph, 120metres  
 [C] 15/8 kmph, 120metres [D] 15/10 kmph, 150metres
- 688.** No. of material trains permitted during the line block or integrated block or shadow block is  
 [A] Upto three [B] one [C] Any number [D] two
- 689.** During line/integrated/shadow block, if the units are allowed on to the wrong line, units shall be (dispatch) piloted out on  
 [A] Taking 'off' signals [B] pilot in memo [C] pilot out memo [D] none of these
- 690.** During line block, to receive the units coming on right line, authority to receive the first unit  
 [A] taking 'off' signals [B] pilot in memo [C] T/509 [D] none of these
- 691.** During line/integrated/shadow block, if the units are coming on wrong line, shall be received on  
 [A] Taking 'off' signals [B] T/510 + off position of shunt signal if any  
 [C] T/509 [D] none of these
- 692.** On completion of work and after ensuring that the block section is free, the respective official in charges of various units will hand over to the SM a  
 [A] Work particulars [B] progress certificate [C] safety certificate [D] none of these
- 693.** When the train is required to stop and the restriction is likely to last only for a day or less, on BG a Banner flag shall be exhibited at a distance of  
 [A] 600 metres [B] 1200 metres [C] 400 metres [D] 1000 metres
- 694.** When the train is required to stop and the restriction is likely to last only for a day or less, on BG, detonators shall be placed at a distance of



[A] 600,610,620 metres

[B] 1200, 1210, 1220 metres

[C] 600,1200,1210,1220

[D] 90,180,190metres

**695.** From the obstruction (work spot), Engg. Stop indicator is located at

[A] 45 metres [B] 1200 metres

[C] 400 metres

[D] 30 metres

**696.** From the obstruction (work spot) Engg. Speed indicator is located at

[A] 45 metres [B] 1200 metres

[C] 400 metres

[D] 30 metres

**697.** On B.G, from the obstruction (work spot) Engg. Caution indicator is located at

[A] 45 metres [B] 1200 metres

[C] 400 metres

[D] 30 metres

**698.** After stopping at the stop indicator, Loco Pilot shall sign in this book and proceed with restricted speed of

[A] ER-7, 10 KMPH

[B] ER-7, 8 KMPH

[C] TRD – 7, 8 KMPH

[D] MEMO BOOK, 10 KMPH

**699.** When major work such as relaying and re-girding is in progress a speed restriction that shall be observed on the adjoining line of DL//MULTIPLE/ line section

[A] 45 kmph

[B] 50 kmph

[C] stop dead and proceed

[D] 30 kmph

**700.** When water rises above the ballast level but below rail level, train should be allowed as per following

[A] Train shall not be allowed

[B] Train must stop and proceed after the velocity of the water is reduced.

[C] Train must stop and be piloted by the PWI.

[D] Track should be walked over by two men abreast one at either end of the sleepers before the train

**701.** When water overflows above the rails –

[A] a train shall not be allowed

[B] train must stop and proceed after the velocity of the water is reduced.

[C] Train must stop and be piloted by the PWI.

[D] train must stop and be piloted by gang man

**702.** Minimum number of persons required to go along with Push Trolley/Motor Trolley are

[A] 4

[B] 3

[C] 6

[D] 8

**703.** Maximum number of men allowed on a push trolley/motor trolley on BG shall not exceed

[A] 4

[B] 10

[C] 6

[D] 8

**704.** In track circuited areas, trolleys shall have

[A] Hand brakes

[B] brake power certificate

[C] insulation

[D] none of these

**705.** In token less section, ATP for the movement of independent motor trolley is

[A] PLCT

[B] T/465

[C] T/1525

[D] T/A.1525

**706.** On single line, after the arrival of motor trolley, Station Master shall inform the Station Master of the rear station

[A] Supported by P.N

[B] exchange message of line block clearance

[C] Both 'A' and 'B'

[D] none of these

- 707.** When motor trolley is following a full length train or engine or another motor trolley, authority given as A T P is  
 [A] T/1525 [B] T/A.1525 [C] ATP W/O L.C [D] PLCT
- 708.** When a motor trolley is following a train, it is treated as  
 [A] Independent train [B] Last vehicle of that train [C] both [D] none of these
- 709.** On arrival at the station in advance, the official in charge of the motor trolley will deliver the authority to the SM to the effect that the motor trolley has arrived and also  
 [A] Sign in the document [B] Mention date and time on document  
 [C] both 'A' and 'B' [D] none of these
- 710.** On arrival of the (last) following motor trolley at the station, in token of his motor trolley having arrived intact the official in charge will sign in the  
 [A] ATP [B] safety certificate [C] train signal register [D] station diary
- 711.** SM shall paste that authority for motor trolley given by the official in charge in the  
 [A] PLCT [B] Station Diary [C] T/1525 [D] T/A.1525
- 712.** The Officer authorized to certify Group 'C' staff of the division for working of motor trolleys  
 [A] Sr.DEN [B] Sr.DSO [C] ADRM [D] DRM
- 713.** The Officer authorized to certify Officers of the division for working of motor trolleys  
 [A] Sr.DEN [B] Sr.DSO [C] PCSO [D] DRM
- 714.** The Officer authorized to certify Officers of HQ for working of motor trolleys  
 [A] Sr.DEN [B] Sr.DSO [C] PCSO [D] DRM
- 715.** Every official holding competency for working motor trolleys shall give a declaration each year before the end of  
 [A] November [B] December [C] March [D] April
- 716.** In the event of breakdown of motor trolley in the section, it shall be removed clear of the track and SM of the nearest station advised by  
 [A] nearest Gate phone [B] IB phone [C] Written memo [D] Mobile CUG phone
- 717.** Maximum speed of motor trolley over points and crossings is  
 [A] 10kmph [B] 15 kmph  
 [C] 30kmph [D] 40kmph
- 718.** Maximum speed of motor trolley during night is  
 [A] 30kmph [B] 15 kmph [C] Speed prescribed through JSC [D] 40kmph
- 719.** No private trolley shall be used by non railway official except under special permission of  
 [A] DRM [B] PCSO [C] PCE [D] PCOM
- 720.** Trolley/Lorry notice is given by P W I in form No.  
 [A] T/1518 [B] circular notice [C] T/1525 [D] T/A.1525
- 721.** When Station Masters of both ends received Trolley/Lorry Notice, they shall stop all the trains entering into the section and issue  
 [A] T/1518 [B] circular notice [C] caution order [D] T/A.1525
- 722.** During night a lorry or when lorry is loaded with rails, girders or heavy material shall always be worked under the rules for working of  
 [A] Trains [B] rail dollies [C] push trolley [D] none of these

- 723.** A device with two or more wheels which in balanced condition can be moved manually on one rail of track and can carry one rail/sleeper in suspended condition is  
 [A] Dip lorry [B] USFD machine [C] Rail dolly [D] moped trolley
- 724.** Rail dollies shall not be worked on sections having gradients steeper than  
 [A] 1 in 150 [B] 1 in 600 [C] 1 in 400 [D] 1 in 200
- 725.** Max. no. of rail dollies can be worked in a group in any one block section.  
 [A] 6 [B] 3 [C] 8 [D] 10
- 726.** In case, a Rail dolly is to carry rails longer than 3 rail panel, then it should work under  
 [A] block protection [B] without block protection  
 [C] motor trolley authority [D] none of these
- 727.** Self propelled vehicle which can run on railway track as well as on road  
 [A] RRC [B] RRV [C] SPARMV [D] SPART
- 728.** The RRV shall run under the supervision (in charge) of  
 [A] SSE/SE/JE/P. Way [B] Track machine official [C] RRV operator [D] none of these
- 729.** When RRV is to be dispatched from a station provided with track circuit/panel, such movements in the block section would be dealt only on  
 [A] PLCT [B] T/465 [C] T/1525 [D] T/A.1525
- 730.** On tracking and off tracking of RRV in mid-section shall be done from  
 [A] level gradient [B] level crossings only  
 [C] any where [D] as per discretion of In-charge JE/SE P.way
- 731.** Neutral section lies between two consecutive  
 [A] section insulators [B] block stations [C] sub stations [D] OHE depots
- 732.** "Danger Zone" means the zone lying around any live equipment within radius of  
 [A] 45 metres [B] 2 metres [C] 2.5 metres [D] 30 metres
- 733.** Engine crew of all trains shall report any defect/irregularity noticed in the OHE to  
 [A] TPC [B] TLC [C] SCOR [D] SM
- 734.** When a train comes to a stop in an electrified section and the cause of stoppage is not immediately obvious, the LP and Guard shall immediately take action to  
 [A] protect train [B] ask relief engine  
 [C] protect train after engine failed only [D] none of these
- 735.** The competency certificate issued by DEE (TRD) to SM for operating the isolators in emergency is valid for  
 [A] 3 years [B] 5 years [C] 4 years [D] 2 years
- 736.** Warning boards shall be fixed on OHE masts in rear of neutral sections at a distance of  
 [A] 180, 400 metres [B] 250, 500 metres  
 [C] raise pantograph [D] lower pantograph
- 737.** The speed of the train while passing through Neutral section shall not be less than  
 [A] 45 kmph [B] 20 kmph [C] 40 kmph [D] 30 kmph
- 738.** When the tower wagon is moved, attached to a train, it should be inside the

[A] Engine [B] working engine [C] rear B/V [D] Sixth vehicle

**739.** When the tower wagon is attached to a train, the speed of the train should be

[A] MPS of train [B] Speed stenciled on tower wagon  
[C] A or B which ever is less [D] Sectional speed

**740.** The maximum speed of tower car shall be

[A] 40kmph [B] as stenciled on it [C] 30kmph [D] 15kmph

**741.** When healthy section is temporarily isolated and re-energised, if no train entered faulty section, SM to issue caution order to the LP of the first train on healthy section to

[A] to 'keep a sharp look out on the adjacent line [B] to see if there are any OHE abnormalities'  
[C] Both A and B [D] none of these

**742.** When healthy section is temporarily isolated and re-energised, if train entered faulty section, the speed of the first train by day / night shall be

[A] 25/10 kmph [B] 20/10 kmph [C] 40/40 kmph [D] 60/30 kmph

**743.** During power block, the trains that are only permitted to run.

[A] diesel traction hauled [B] electric traction hauled [C] MEMU [D] no train permitted

**744.** The permission, the guard of the train with the ODC receives from the authorized person, to enter the section (electrified) is

[A] Permission from CHC [B] permission from TPC  
[C] trolley/lorry notice [D] permit to work

**745.** LP shall depute his ALP to check the train and inform Guard of no tension in OHE when it is held up for more than

[A] 5 Mins [B] 10 Mins [C] 15 Mins [D] Not required

**746.** Loco Pilot shall be re-examined after a refresher course and his certificate endorsed if he has not driven an electric engine or multiple units for more than

[A] 3 months [B] 4 months [C] 6 months [D] one year

**747.** Form used for request by TPC to SCOR for power block is

[A] E/Tr.D/2 [B] E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

**748.** Form used for cancellation of power block by TPC to SCOR is

[A] E/Tr.D/2 [B] E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

**749.** Form used for imposition of OHE caution order by TPC is

[A] E/Tr.D/2 [B] E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

**750.** Form used for cancellation of OHE caution order by TPC is

[A] E/Tr.D/2 [B] E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

## APPENDIX I & II

**751.** The notice stations, where divisional caution order shall be issued are specified in the

[A] Working time table [B] rake link [C] CTR [D] Gradient chart

**752.** In the Caution order, the names of the stations concerned should be written in full, and this should not be used

[A] Letters [B] Codes [C] Capitals [D] Numerals

- 753.** The caution order should have all the speed restrictions in force in  
 [A] Geological order [B] Gradient wise [C] Geographical order [D] control section wise
- 754.** The LP shall not start the train/the Guard shall not give signal to start from a notice station until they have received  
 [A] Divisional CO [B] PSR [C] TSR [D] Memo
- 755.** In case of change of train crew en route, the Loco Pilot taking over charge must take over all Caution Orders from  
 [A] In coming crew [B] SM of that station [C] guard of the train  
 [D] from loco pilot of assisting engine if any
- 756.** In case a train is worked with an assisting engine / banking engine, the LP and ALP of such engines shall also be issued with the  
 [A] Authority [B] caution order [C] T/609 [D] none of these
- 757.** SM shall bring forward the COs in the caution order register in geographical order  
 [A] Every Sunday at 00.00 hours [B] every Monday at 00.00 hours  
 [C] Everyday at 16.00hrs [D] Everyday 00.00 hrs
- 758.** Serial numbers shall be used for both imposition and cancellation of speed restrictions in the caution order message register throughout the year commencing from  
 [A] 1st August [B] 1st January [C] 1<sup>st</sup> March [D] 1<sup>st</sup> April
- 759.** At notice stations instead of preserving train wise record copies, which copy of caution order for each direction for each day to be preserved.  
 [A] Duplicate [B] Record copy [C] Master copy [D] acknowledgement
- 760.** Record foils of the caution orders shall be preserved for a period of  
 [A] Six Months [B] 3 Months [C] Year [D] 3 Years
- 761.** Periodical census of traffic at all level crossings shall be carried out for every  
 [A] 6 months and in 7 days [B] 3 Months [C] 1 Year [D] 3 Years for 7 days
- 762.** Full form of TVU  
 [A] Train van unit [B] track vehicle unit [C] Train vehicle unit [D] traffic vehicle unit
- 763.** For the purpose of TVUs rickshaw/auto rickshaw shall be considered as  
 [A] ½ unit [B] 1 unit [C] 1 ½ units [D] 2 units
- 764.** For the purpose of TVUs train, road vehicle, bullock carts and tongas are to be considered as  
 [A] ½ unit [B] 1 unit [C] 1 ½ units [D] 2 units
- 765.** The class of LC gate when TVUs more than 50,000  
 [A] Special class [B] 'A' class [C] 'B' class [D] 'C' class
- 766.** The class of LC gate when TVUs 30,000-50,000 is  
 [A] Special class [B] 'A' class [C] 'B' class [D] 'C' class
- 767.** The class of LC gate when TVUs 25,000-30,000 is  
 [A] 'A' class [B] 'B2' class [C] 'B' class [D] 'B1' class
- 768.** The class of LC gate when TVUs 25,000-20,000 is  
 [A] 'A' class [B] 'B2' class [C] 'B' class [D] 'B1' class
- 769.** Interlocking is compulsory for LC gate, when TVUs are more than  
 [A] 50 000 [B] 10 000 [C] 25 000 [D] 1000

- 770.** Level crossing gates situated within outermost stop signals of a station are under the control of  
 [A] SE(S&T) [B] SE (PWAY) [C] SM [D] Gate men
- 771.** LCGate situated out side the outermost stop signals of a station are under control of  
 [A] S&T [B] PWAY [C] OPTG [D] None of these
- 772.** At non interlocked gates, the gateman, before opening the gate for road traffic shall fix a banner flag by day and red light by night at a distance of  
 [A] 10Meters from Gate lodge [B] 5Meters from Gate  
 [C] 100Meters from Gate [D] 1km from Gate lodge
- 773.** During passage of trains, position of Gateman during day time and during night time  
 [A] holding unfurled flags/green light [B] holding furled red and green flags/white light  
 [C] green flag/green light [D] holding unfurled green flag/no light
- 774.** If a Gateman observes a train running in two or more portions, he will draw the attention of the Loco Pilot and Guard by  
 [A] green light [B] white light [C] shouting and or whistling [D] None of these
- 775.** At engineering level crossing interlocked gate connected to station in advance, if the running time is less than 10 minutes, the Station Master will advise the gateman particulars of the train  
 [A] before granting line clear [B] after getting train entering block section signal  
 [C] when train sighted [D] before seven minutes
- 776.** When the signal protecting the interlocked level crossing gate becomes defective it should be treated as  
 [A] inter locked with signal defective [B] non inter locked  
 [C] both a & b [D] simply issue C.O to observe gate rules
- 777.** At engineering/traffic level crossing non interlocked gate, normal position closed to road traffic, the Station Master will advise the gateman particulars of the train  
 [A] before granting/obtaining line clear[B] Immediately after train entering block section  
 [C] before seven minutes if running time is more than 10 minutes  
 [D] normally information not required since closed to road traffic.
- 778.** At engineering/traffic level crossing non interlocked gate, normal position open to road traffic , the Station Master(gate is connected to receiving end) will advise the gateman, particulars of the train  
 [A] before granting line clear[B] Immediately after train entering block section  
 [C] before seven minutes if running time is more than 10 minutes  
 [D] Before seven minutes irrespective of running time
- 779.** At engineering/traffic level crossing non interlocked gate, normal position open to road traffic the Station Master(gate is connected to dispatching end) will advise the gateman particulars of the train be  
 [A] before obtaining line clear[B] Immediately after train entering block section  
 [C] before seven minutes if running time is more than 10 minutes  
 [D] normally information not required since closed to road traffic.
- 780.** If the communication with L C Gate fails, SM shall stop all trains and issue  
 [A] special caution order to be alert [B] Authority T/369(3b)  
 [C] T/A.602 treating as obstruction [D] caution order to observe gate rules
- 781.** Certificate of competency issued to Gateman will be valid for a period of

[A] 6 months [B] 5 years [C] 3 years [D] None of these

**782.** After exchanging PN with gate man, if the train has not left due to change in planning, SM shall inform gate man about the cancellation of train movement supported by

[A] Private Number [B] written authority [C] oral advice [D] None of these

**783.** The instructions for working of L C gates are incorporated in

[A] Appendix B of SWR [B] Appendix 'A' of SWR [C] Appendix 'C' of SWR [D] Appendix 'G' of SWR

**784.** The signals can be taken off even when lifting barriers fail at a Interlocked gate, when it is closed by using

[A] sliding booms [B] chains [C] gate leaves [D] stop board

**785.** Before resorting to use of sliding booms/ restoration of normal working, Gateman make an entry in register and intimate station master by

[A] walkie talkie [B] Guard of train [C] LP of train [D] exchange of PN

**786.** Gate signals can be taken off, when it is closed by using

[A] sliding booms [B] lifting barriers [C] Both A & B [D] Either A or B

### **APPENDIX III, IV, V, VI VII and VIII**

**787.** During non interlocking working, the line that should not be used for reception of trains coming from opposite direction

[A] main line [B] loop line [C] common line [D] none of these

**788.** Engineering and S&T officials shall send a circular notice before the work is due to commence to the Sr.DOM/DOM at least

[A] 15 days in advance [B] three months in advance

[C] seven days in advance [D] on preceding Sunday

**789.** The register that staff should also sign, in token of having understood the train working instructions during NI working.

[A] Assurance register [B] Circular notice

[C] Special NI working instructions [D] none of these

**790.** A common NI home signal without route indicator should be provided for any indirect reception of trains, with

[A] stop& caution aspect [B] stop& proceed aspect

[C] Proceed with caution aspect [D] No aspect at all

**791.** The signal shall not be disconnected throughout the NI working except at the fag end

[A] Home signal [B] route indicator [C] Adv. starter [D] All departure signals

**792.** During non interlocking working, allowed to enter (taking off signals) cautiously at speed not exceeding

[A] As per standard of interlocking [B] 20 kmph [C] 15 kmph [D] 30 kmph

**793.** During NI working, the LP shall not pass the outermost facing points even though signals are taken off unless he also receives.

[A] caution order at points [B] PHS at points [C] T/369(3b) [D] none of these

**794.** During NI working the ASM/Guard/SWM in charge of the goomtires shall be responsible for

[A] exchanging PHS at outermost facing point

[B] correct setting, clamping and pad locking of points

[C] before exchanging PN to take off signals

[D] All the above

**795.** Before commencement of NI works the Engineering and S&T officials responsible for carrying out NI work shall send a Circular notice to

[A] ADRM [B] DRM [C] Sr.DOM [D] CPTM

**796.** Normal monsoon period for SC, HYB & NED divisions is from 15<sup>th</sup> June to

[A] 15<sup>th</sup> August [B] 15<sup>th</sup> October [C] 15<sup>th</sup> January [D] 31<sup>st</sup> January

**797.** Normal monsoon period for Guntakal division is from 15<sup>th</sup> June to

[A] 15<sup>th</sup> August [B] 15<sup>th</sup> October [C] 15<sup>th</sup> January [D] 31<sup>st</sup> January

**798.** Normal monsoon period for Vijayawada & Guntur divisions is from 15<sup>th</sup> June to

[A] 15<sup>th</sup> August [B] 15<sup>th</sup> October [C] 15<sup>th</sup> January [D] 31<sup>st</sup> January

**799.** Patrolling of line means in addition to the daily inspection carried out by key man of the gang

[A] Inspection of L.C. Gates [B] Inspection of line by foot

[C] Surprise night inspection [D] all the above

**800.** Patrolling of railway line is done on following occasions.

[A] In the event of sudden storm or hurricane during day or night

[B] Security patrolling during civil disorders

[C] Watch at vulnerable points during monsoons

[D] All the above

**801.** Which of the following is security patrolling

[A] Special patrolling [B] Intensive patrolling [C] None of the these [D] all the above

**802.** Before the passage of VIP special Special patrolling is done at least

[A] 15mins before [B] 30mins before [C] 60mins before [D] 2 hours before

**803.** The line to be patrolled during the monsoon is divided into different sections called

[A] Block sections [B] Engg. sections [C] beat sections [D] none of these

**804.** Patrol man must patrol their beats according to the Patrol charts issued by the

[A] PWI [B] DEN [C] SM [D] PWI & TI

**805.** The beat of the Patrolman shall no case exceed

[A] 10 km [B] 20 km [C] 12 km [D] 5 km

**806.** Under no circumstances a patrolman should be rostered to walk more than

[A] 10 km [B] 20 km [C] 12 km [D] 5 km

**807.** Patrolman, when there is no danger, stand on the right hand side of the train, whistle and exhibit

[A] number plate [B] proceed hand signal [C] proceed with caution signal [D] none of these

**808.** The name of the night patrolman with arrival and departure time shall be recorded by SM in

[A] Beat book [B] Train signal register [C] Station diary [D] All the above

**809.** If the night patrolman does not turn up even after 15 minutes beyond the schedule arrival time, SM shall stop all the trains and issue caution order restricting the speed to

[A] 40 kmph [B] Spl. C.O [C] stop dead and 10kmph [D] stop dead and 15kmph



- 810.** As per following Section of the Railway act 1989, no Railway shall be opened for the public carriage of passengers until the Central Government has, by order, sanctioned  
 [A] section 21 [B] section 22 [C] section 23 [D] section 20
- 811.** The Central Government shall before giving its sanction to the opening of a Railway obtain a report from  
 [A] Authorised officer [B] CRS [C] ZRUCC [D] Railway board
- 812.** Application to the CRS for sanction for carrying out works affecting running lines shall be made by the  
 [A] Authorised officer [B] DRM [C] GM [D] Sr.DEN (co-ord)
- 813.** As and when there is change of traction and reversal of engine GLP to conduct  
 [A] GLP check [B] brake continuity test [C] both [D] none of these
- 814.** Normally the time required to start after engine is attached to goods train is  
 [A] 20mins [B] 30 mins [C] 45 mins [D] 60mins
- 815.** In case of formations tested with air compressors, the time taken for starting a goods trains after engine is attached is  
 [A] 20mins [B] 30 mins [C] 45 mins [D] 60mins
- 816.** The percentage of effective brake power for Mail/express at originating station shall be 100% and enroute may be permitted with brake power of  
 [A] 95% [B] 90% [C] 85% [D] Not specified
- 817.** The percentage of effective brake power for Passenger/CCrake at originating station shall be 100% and enroute may be permitted with brake power of  
 [A] 95% [B] 90% [C] 85% [D] Not specified
- 818.** Fog signal men shall be selected from  
 [A] Regular employees of optg and substitutes of Engg.dept.  
 [B] Regular employees of optg  
 [C] Regular employees of Engg.dept.  
 [D] Regular employees of optg and Engg.dept wherever possible
- 819.** Station Detonator Register contains  
 [A] three parts [B] 12 chapters [C] four parts [D] five parts
- 820.** In Station Detonator Register Particulars of Fog Signalmen posted at the station from time to time shall be recorded in the  
 [A] part-I [B] part-III [C] part-II [D] part-IV
- 821.** Particulars of receipt and stock of detonating (fog) signals at the station, to be filled in whenever detonators are used or received are to be recorded in this Part of Station Detonator Register  
 [A] part-I [B] part-III [C] part-II [D] part-IV
- 822.** With regard to marshalling of explosives and other dangerous goods, The rules are laid down in the I. R. C. A. Red Tariff No. for strict compliance in  
 [A] 19 [B] 20 [C] 21 [D] 22
- 823.** Maximum number of wagons containing explosives permitted by goods trains is  
 [A] Three [B] Five [C] Ten [D] any number

- 824.** Maximum number of wagons containing explosives permitted by mixed train  
 [A] Three [B] Five [C] Ten [D] any number
- 825.** Minimum number of wagons to be given as support wagons from Loco when wagons containing explosives are attached by Goods Train are  
 [A] three [B] five [C] ten [D] one
- 826.** Minimum number of wagons required to be given as support wagons from B V / Passenger coach / other inflammables when explosives are carried by a train are  
 [A] three [B] five [C] ten [D] one
- 827.** The liquids, the vapours of which have flash point below 23° C classified under Class  
 [A] 'C' [B] 'A' [C] 'B' [D] Not classified
- 828.** Class 'A' POL product when carried, hauled by Electric/Diesel minimum number of wagons given as support wagon from loco and from brake van or passenger carriage are  
 [A] 1 and 5 [B] 1 and 1 [C] 3 and 3 [D] 5 and 5
- 829.** Class 'B' POL product when carried, minimum number of wagons given as support wagon from loco and from brake van or passenger carriage are  
 [A] 1 and 5 [B] 1 and 1 [C] 3 and 3 [D] 5 and 5
- 830.** For the purpose of marshalling, the empty oil tanks also shall be treated as  
 [A] SLR [B] equal to passenger carriage  
 [C] support wagons [D] loaded with inflammables
- 831.** Tank wagons containing petroleum and other inflammable liquids not to be carried together With wagons containing  
 [A] liquid air [B] liquid oxygen [C] both A and B [D] none of these
- 832.** A single four wheeler must not be marshaled between two  
 [A] B/V [B] bogies [C] both A and B [D] none of these
- 833.** To attach a dead engine to a train, a certificate of 'fit to run' is required, which shall be issued by  
 [A] Section Engineer [B] Power controller [C] Loco Inspector [D] any of the above
- 834.** Dead engine shall be escorted by competent railway servant not lower than  
 [A] JE (TRS/POWER) [B] LP [C] SE (POWER/TRS) [D] ALP
- 835.** Number of dead engines is/are permitted to attach to passenger carrying train  
 [A] any number each after six coaches [B] one [C] two [D] nil
- 836.** Under any circumstances, no dead engine should be attached to any  
 [A] Passenger train [B] CC rake goods [C] Rajdhani train [D] Mail/express
- 837.** Officers inspection carriages are not to be permitted by  
 [A] Race specials [B] Postal express trains [C] Military specials [D] All the above
- 838.** More than one Inspection Carriage is not permitted by  
 [A] Mail Train [B] Goods Train [C] Passenger Train [D] All the above
- 839.** One of the following can be attached in excess of the permitted load.  
 [A] Party Coach [B] Parcel Van [C] Officer's Saloon [D] Pantry Car
- 840.** A mail/express train shall have after loco in front and in rearmost at least one

[A] Brake Van [B] Anti Telescopic or Steel Bodied SLR [C] Saloon [D] Dead Loco

**841.** No. of coaches permitted in rear of rear SLR excluding one Inspection carriage for express trains.

[A] Three [B] One [C] Two [D] Any No.

**842.** In case of short trains running with single SLR, the SLR's position in the formation should be

[A] any where [B] middle [C] next to engine [D] last vehicle

**843.** When center S L R is provided in short trains, a maximum number of coaches permitted on either side of S L R

[A] Three [B] One [C] Two [D] Any No. [E] none of these

### **APPENDIX X and XI**

**844.** Caution board before automatic danger level indicator shall be provided at

[A] 1200 metres [B] 1300 metres [C] 1400 metres [D] 1000 metres

**845.** When automatic danger level indicator is flashing red light the Loco Pilot shall stop the train before the indicator at

[A] 20 metres [B] 30 metres [C] 45 metres [D] 100 metres

**846.** When Loco Pilot stopped the train before flashing red light of Automatic Danger Level Indicator, train shall be piloted by

[A] Patrol man [B] key man [C] Watchman [D] PWI

**847.** At standard – I R interlocked station the maximum speed permitted for the train over main line points is

[A] 50 kmph [B] 75 kmph [C] 15 kmph [D] 110 kmph

**848.** At standard – II R interlocked station the maximum speed permitted for the train over main line points is

[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph

**849.** At standard – III R interlocked station the maximum speed permitted for the train over M L points is

[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph

**850.** At standard – IV R interlocked station the maximum speed permitted for the train over main line points is

[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph

**851.** At standard – III interlocked station the Max. speed permitted for the train over M L points is

[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] MPS

**852.** Double Distant signal is compulsory in these Standards of interlocking

[A] Std IV [B] std III [C] both A and B [D] Std II, Std III & Std IV

**853.** Double distant is required where goods trains have a braking distance of more than

[A] 1000 metres [B] 1200 metres [C] 2000 metres [D] none of these

**APPENDIX XI**

- 854.** In Siemen's panel buttons to be pressed to take "OFF" signal are  
 [A] signal and route [B] point and signal [C] point and route [D] none of these
- 855.** In Siemen's panel route button colour is  
 [A] Red [B] Blue [C] Grey [D] Yellow
- 856.** In Siemen's Panel colour of the point button is  
 [A] Red [B] Blue [C] Grey [D] Yellow
- 857.** In siemen's/Podanur Panel colour of the signal button/knob is  
 [A] Red [B] Blue [C] Grey [D] Yellow
- 858.** EGGN button is for  
 [A] Route initiation [B] emergency full route release  
 [C] Emergency sub route release [D] Emergency signal
- 859.** EUUYN button is for  
 [A] Route initiation [B] emergency full route release  
 [C] Emergency sub route release [D] Emergency signal
- 860.** EUYN button is for  
 [A] Route initiation [B] emergency full route release  
 [C] Emergency sub route release [D] Emergency point release
- 861.** WN button is  
 [A] signal button [B] route button [C] point button [D] shunt signal button
- 862.** GN button is  
 [A] signal button [B] route button [C] point button [D] shunt signal button
- 863.** WWN button is for  
 [A] emergency point release [B] common/group point  
 [C] point failure [D] power supply failure acknowledgement
- 864.** In the Siemen's panel 'NCR' indication along with audible warning appears after a button is kept pressed for a prolonged period of  
 [A] 5 sec. or more [B] 15 sec. or more [C] 120 sec. or more [D] 10 sec. or more
- 865.** How many buttons have to be pressed and released simultaneously for operating a given function in Siemen's panel  
 [A] one [B] two [C] three [D] four
- 866.** Emergency point button code is  
 [A] WWN [B] EWN [C] EUYN [D] WN
- 867.** To put back the signal to "ON" position in Siemens's panel buttons to be pressed are  
 [A] UN&EUYN [B] EUUYN&GN [C] GN&UN [D] GN&EGGN
- 868.** In Podanur Panel, positions and indications of Point button are  
 [A] 2, 3 [B] 3, 2 [C] 2, 2 [D] 3, 3
- 869.** In Podanur Panel, colour of the point button is

[A] Red

[B] Blue

[C] Black

[D] Yellow

**870.** After initiation, Route cancellation takes

[A] 240 seconds

[B] 10 seconds

[C] 120 seconds

[D] 60 seconds

**871.** After the arrival of the train on calling “ON” in Podanur panel the time taken to cancel calling “ON” is

[A] As prescribed in SWR of that station

[B] 10 seconds

[C] 120 seconds

[D] 60 seconds

**872.** Whenever panel is not in use, it should be

[A] Switched off

[B] locked

[C] kept open for operation

[D] all the above

**873.** When power supply fails in Non-electrified area, one generator can be used at a time for a maximum of

[A] three hours

[B]

four hours

[C]

five hours

[D] eight hours

**874.** Frequent power failures are to be reported to

[A] DOM

[B] DEE

[C] DSTE

[D] ESM

**875.** “Rusty” rail caps are to be placed when any line is not used for more than

[A] twenty four hours

[B] four hours

[C] five hours

[D] eight hours

**876.** At the Panel interlocked station, to ensure proper functioning of the emergency cross over Station Master shall test

[A] during failure only

[B] before each movement

[C] every Monday

[D] Daily

**877.** When points are flashing the SM shall ensure that there is

[A] free indication

[B] route is free

[C] no obstruction

[D] none of these

**878.** OYN knob is for

[A] point operation

[B] overlap release

[C] signal button

[D] route button

**879.** For resetting the loop line axle counter, the SM shall take the co-operation of staff of

[A] optg only

[B] S&amp;T only

[C] optg or S&amp;T

[D] Engg and Optg

### **APPENDIX XII, XIII, XIV and XV**

**880.** In case of train shunting, written instructions will be given in form No.

[A] T/811

[B] T/409

[C] T/806

[D] T/512

**881.** On double line section, shunting can be carried out keeping necessary signals at ‘on’ when line clear is granted for a train

[A] upto home signal

[B] within station section

[C] within station limits

[D] none of these

**882.** On Double line, to perform shunting beyond LSS, before giving authority, SM shall

[A] Block forward

[B] Block back

[C] obtain line block

[D] none of these

**883.** On Double line, to perform shunting beyond LSS, authority is

[A] T/806 with P.N

[B] shunt signal below LSS taken ‘off’

[C] LSS lever key

[D] any one of the above

- 884.** On double line, when shunting is permitted beyond LSS in SWR in rear of a travelling away train, the authority is  
 [A] T/806 without P.N [B] shunt signal below LSS taken 'off'  
 [C] 'A' or 'B' [D] T/806 with P.N
- 885.** On S/L tokenless sections, to perform shunting beyond LSS and up to FSS, authority is  
 [A] T/806 + P.N or shunt key [B] shunt signal below LSS taken 'off'  
 [C] T/806 only [D] T/806 +written memo to come back
- 886.** On D/L, to perform shunting beyond Outer most facing points/BSLB, the authority is  
 [A] T/806 + P.N [B] T/806+ shunt key  
 [C] T/806 only [D] T/806 +written memo to come back
- 887.** To shunt beyond the FSS on single line sections, authority to LP  
 [A] T/806 + P.N [B] T/806+ shunt key  
 [C] T/806 only [D] Take of dep. signals +written memo to come back
- 888.** S & T works which don't require the permission of SM for maintenance are grouped as  
 [A] Group -A [B] Group-C [C] Group-B [D] none of these
- 889.** S&T works for maintenance which require permission in writing by SM are grouped as  
 [A] Group -A [B] Group-C [C] Group-B [D] none of these
- 890.** S & T works for maintenance which definitely require Disconnection/Reconnection are grouped as  
 [A] Group -A [B] Group-C [C] Group-B [D] none of these
- 891.** Disconnection Notice will be accepted by Station Master in consultation with  
 [A] SSE/Sig [B] Section TI [C] SCOR [D] DSTE
- 892.** The only intimation for the S&T maintenance staff to attend the defect/failure message from the Station Master is  
 [A] Written message [B] control message [C] Either A or B [D] none of these
- 893.** The Relay room shall be kept locked with two independent locks or single lock with double key, they shall be kept with  
 [A] SM&SSE/Sig [B] SM&ESM [C] SM&SCOR [D] NONE OF THESE
- 894.** The Station Master shall hand over the Relay room key to the S&T staff after obtaining the signature in the  
 [A] Station diary [B] Train signal register [C] relay room key register [D] movement register
- 895.** Depending upon trains in the section Disconnection should normally be allowed by SM for duration upto  
 [A] 20 mins [B] 30 mins [C] 60 mins [D] 120 mins
- 896.** In extreme exigencies the maintenance/repair of S&T gear is urgently needed to avoid an accident, same may be permitted by  
 [A] Sr.DOM [B] Sr.DSTE [C] Sr.DEN [D] Sr.DEE
- 897.** Sr.DOM, Sr.DSTE, Sr.DEN, Sr.DEE jointly sign and reviewed by DRMs periodically for works involving disconnection for more than  
 [A] 30 mins [B] one hour [C] two hours [D] three hours

- 898.** Temporary Instructions shall be issued for Disconnections / maintenance likely to last for more than  
 [A] 12 hours [B] one day [C] two days [D] three days
- 899.** For Disconnections / maintenance likely to last for more than a day, this must be issued  
 [A] permanent working instructions [B] temporary working instructions  
 [C] Special Instructions [D] standing orders
- 900.** Number of paras and appendices in SWR respectively  
 [A] 8, 12 [B] 12, 7 [C] 12, 8 [D] 7, 12
- 901.** Para 8 of SWR deals with the topic  
 [A] Abnormal working [B] Reception and despatch facilities  
 [C] Shunting [D] Crank handle operation
- 902.** In SWR, information regarding System and means of working is available in  
 [A] 3<sup>rd</sup> chapter [B] 4<sup>th</sup> chapter [C] 6<sup>th</sup> chapter [D] 2<sup>nd</sup> chapter
- 903.** In SWR, Working of Level Crossing Gates are given in the Appendix  
 [A] 'G' [B] 'B' [C] 'C' [D] 'A'
- 904.** In SWR, Duties of Train passing staff and Staff in each shift are given in the Appendix  
 [A] 'E' [B] 'D' [C] 'C' [D] 'A'
- 905.** Appendix 'E' of SWR deals with  
 [A] Emergency cross overs [B] Essential equipment  
 [C] Engineering equipment [D] Extra lines of station
- 906.** The general precautions to be observed by station staff at O H E worked station is depicted in appendix  
 [A] 'G' [B] 'B' [C] 'C' [D] 'A'

#### **APPENDIX XVI and XVII**

- 907.** In the EMU/MEMU Bell code 000 pause 000 indicates  
 [A] Zone of speed restriction over speed [B] Joint Brake Test is completed  
 [C] Passing Automatic signal at 'on' [D] Motorman not to exceed prescribed speed
- 908.** Maximum number of persons other than the Loco Pilot/Motorman or Guard are authorized to travel in the Cab of EMU/MEMU with special permits  
 [A] one [B] two [C] three [D] four
- 909.** The test should be conducted before taking out MEMU/EMU on the 1st daily service run from MEMU/EMU shed, stabling siding and platform line is  
 [A] Brake continuity test [B] JBT check [C] both A and B [D] none of these
- 910.** When the power go off the line, while the EMU/MEMU is standing on a grade, the Loco Pilot/Motorman must immediately apply this brake in both cabs to the full extent and apply the wedges towards the falling gradient  
 [A] SA9 [B] A9 [C] hand brake [D] none of these

- 911.** EMU/MEMU shall be protected as per Rule 6.03/9.10, If the detention exceeds or it is likely to exceed  
 [A] 5 minutes [B] 10 minutes [C] 15 minutes [D] none of these
- 912.** In the event of fire on any part of the electrical equipment, the affected part is first to be  
 [A] extinguished by water [B] completely isolated [C] extinguished by mud [D] none of these
- 913.** In the event of fire on EMU/MEMU, the Loco Pilot/Motorman shall immediately  
 [A] switch off the circuit breaker and lower the panto  
 [B] stop the train and switch off the circuit breaker  
 [C] stop the train and lower the panto [D] none of these
- 914.** In cases where the leading cab of an EMU/MEMU electric locomotive has become defective, brake equipment in the leading cab is operative the maximum speed shall be  
 [A] 40 kmph [B] 30 kmph [C] 15 kmph [D] none of these
- 915.** In cases where the leading cab of an EMU/MEMU has become defective, brake equipment in the leading cab is inoperative; the maximum speed shall be  
 [A] 40 kmph [B] 30 kmph [C] 15 kmph [D] none of these
- 916.** According to the density of traffic to the sidings, the rakes will be moved as per  
 [A] One Pilot Only System [B] Multiple pilot system [C] A or B [D] both A and B
- 917.** The official authorized to prescribe either one pilot only system or multiple pilot system of working at siding  
 [A] SM [B] Sr.DOM [C] pilot in-charge [D] AOM
- 918.** At serving station where sidings are take off, the register to record the detail of all pilot movements must be maintained by SM  
 [A] Pilot movement Register [B] Train signal Register  
 [C] PN exchange register [D] none of these
- 919.** In-charge of pilot sent to siding shall be  
 [A] Loco pilot [B] Competent authority of siding  
 [C] Operating staff deputed by SM [D] guard only
- 920.** On complete arrival of the Pilot train inside the fouling mark, who shall make an endorsement in the Pilot Movement Register  
 [A] SM [B] loco pilot [C] pilot in-charge [D] any of these
- 921.** In the Multiple Pilot system, in the event of failure of means of communication with siding, the system that SM has to adopt till restoration of any one of the communication  
 [A] one pilot system [B] open communications issuing T/B.602  
 [C] Multiple pilot system only with caution order [D] none of these
- 922.** LP will be given separate authorities from station to siding and siding to station in  
 [A] Single pilot system [B] Multiple Pilot system [C] both systems [D] depending on situation
- 923.** Before leaving the station, LP will be given authority which authorizes to proceed from station to siding and return to station in  
 [A] Single pilot system [B] Multiple Pilot system [C] both systems [D] depending on situation



924. In Following train, Pilot Guard, Train staff & ticket systems, a train shall follow another from a station unless there has elapsed, an interval of not less than\_\_\_\_\_, or such shorter interval as may be fixed by special instructions.  
 [A]10 mins [B] 15 mins [C]20 mins [D] 30mins
925. In Following train, Pilot Guard, Train staff & ticket systems, speed of all the trains following the first train shall not exceed \_\_\_\_\_except under special instructions,  
 [A]15kmph [B]15/10kmph [C]25kmph [D]25/10kmph
926. Trains may be worked on the One Train Only System, only on \_\_\_\_\_on the single line.  
 [A]non important sections [B]long main line sections  
 [C]important sections [D] short terminal branches
927. In case of train signal register for block instruments identify the statements which are false  
 i. All normal entries in the register shall be made in blue or red ink.  
 ii. No eraser shall be made in the register,  
 iii. If any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall be made above it.  
 iv. The person who keeps the register for the time being shall be responsible for all entries made therein.  
 [A]Only (i) [B]Only (ii) [C]Only (iii) [D](i) & (iii)

### **BWM**

928. In the Daido handle type block instrument, to cancel the Line clear, when train has not left the station, the switch is to be operated is  
 A).S1 B).S2 C).Shunt Key D).SM's Key
929. In the Podanur push button block instrument, the indicator which is an aid to the SM to verify if all relevant controls, levers/knobs, signals etc., are normal. is  
 A). S W R B).S N R C).Line Closed D).Free Indication
930. When Home signal is defective on D/L, to prevent block failure, its lever/knob should be kept in  
 A).Normal position B).Normal / Reverse position C).Reverse position D).Any Position
931. Five beats are given for cancelling last signal and  
 A).Obstruction B).stop & examine C) Signal Given in Error D).No Such Bell Code
932. Bell code to be given to SM in advance when unsafe condition on a run through train is observed is  
 A).00000 B).000000 C).000000 – 0 D).000000 - 00
933. The number of bell beats that are to be given when the block instrument is tested by SI  
 A).00 B).00000 C).16 Beats D). 20 Seconds Continuously
934. When acknowledgement cannot be obtained for 'Call attention' bell beat, again Call attention shall be given by SM after.  
 A).5 Sec B).10 Sec C).20 Sec D).60 sec
935. The Station Master taking over charge shall test the block instrument and make a record of the result then and there in the  
 A).Station Diary B).T S R C).S&T Register D).T / 50

- 936.** The Station Master who ask/grants line clear shall remain on duty till this signal is received /acknowledged.
- A).Train Out of Block Section      B).Train Entering Block Section  
C).Train passed through                      D).None
- 937.** SM shall test the Podanur push button block instrument /SGE block instrument, without obtaining line clear by attempting to take off
- A).F S S    B).Starter                      C).L S S                      D).Any Signal
- 938.** The TSR shall be retained at station for
- A) 3 months in which it is completed.    B) 6 months in which it is completed.  
C) 1 Year in which it is completed.    D) 1 Year after half year in which it is completed.
- 939.** The time of relief and handing over the BI shall be recorded by the outgoing SM in the
- A) T S R                      B) Station Diary                      C) S O B                      D) Assurance Register
- 940.** On double line, block instrument will be operated for obtaining/granting line clear by
- A).S M in Rear    B).S M in Advance    C).Both In Co- Operation                      D). Any Body
- 941.** On double line, block instrument will be operated for closing block section by
- A).S M in Rear                      B).S M in Advance (same station)  
C).Both In Co- Operation                      D). Any Body
- 942.** In push button token less block instrument, the button is to be operated for cancellation of line clear along with BCB.
- A) TGT Button    B).TCF Button    C).Cancellation Button                      D).Panel Lamp
- 943.** In Podanur push button block instruments, when cancellation button is operated, which indication appears after lapse of
- A).Free Indication, 60Min.                      B).Free Indication, 60 sec.  
C).S N R, 120 Sec.                      D). Free Indication, 120Secs.
- 944.** Slip/Catch siding key cannot be removed when Block instrument is in this position.
- A).TCF                      B).TGT    C).TCF / TGT                      D).Line Closed
- 945.** In Single line Electrified sections this type of block instruments are only provided.
- A).P T J                      B).Kyosan                      C).Daido                      D).Any One
- 946.** In push button token less block instrument when shunt key cannot be extracted for shunting purposes, the SM shall advise the SM at the other end
- A) to keep block instrument in line closed position                      B) to extract shunt key  
C) to keep block instrument in TCF position                      D) none of these
- 947.** In push button token less block instrument when shunt key cannot be extracted for shunting purposes, the authority given to the LP is.
- A).T / 806 + P N    B).T / 806 W/O P N    C).T / 806 + Shunt Key                      D).Memo To Push back
- 948.** For all Goods trains at originating station "is line clear" should be asked
- A) Before 5 Min                      B) Before 10 Min                      C) after BPC Signed    D) Train is ready
- 949.** At train starting station 'is line clear' shall be asked, how many minutes before the booked departure of the passenger carrying trains.
- A). before 5 min    B).Before 10 Min    C).As per W T T                      D). GD & LP Ready

- 950.** At intermediate stations, for all stopping trains with a halt of less than five minutes 'is line clear' shall be asked when the Train is  
 A).Sighted      B).Arrived      C).As per W T T      D) ready
- 951.** In the case of train is booked to run through a station, is line clear shall be asked how many minutes before the train is due to pass.  
 A) 5 min      B). 7 min      C).10 min      D).Train left Rear Station
- 952.** For run through trains whose running time is less than seven minutes, Line clear is to be obtained immediately after this signal is received.  
 A).Train Entering block section      B). Is Line Clear  
 C).Train out Of Block section      D). None
- 953.** No. of Private Number sheets supplied to each on duty Station Master.  
 A).One      B).Two      C).Three      D).No limit
- 954.** To prevent Line clear from being taken by the SM of station in advance through Push button token less block instrument, the SM shall  
 A).Remove Shunt Key    B).Reverse LSS / FSS knob    C).Both A & B    D).None
- 955.** When SM does not want to grant line clear, he shall give following bell code signal.  
 A).00000      B).000000      C).000000 - 0      D).00000000000
- 956.** On double line sections when a train is pushed back after entering the block section on normal ATP, the next train shall be dispatched on  
 A).Caution Order      B).P L C T      C).T / 369 (3b)      D).Memo
- 957.** When Block forward or Block back is done on D/L sections, the BI shall be kept in  
 A).Locked positionB).Line Closed positionC).Train On Line position D).TGT / TCF position
- 958.** The Gds/LPs of all trains who are provided with VHF sets and Portable Field telephone shall inform the Station Master/controller when delayed in the block section for over  
 A). 10 / 15 Min for passenger carrying/goods trains  
 B).5 / 15 Min for passenger carrying/goods trains.  
 C).10 / 20 Sec for passenger carrying/goods trains  
 D).10 / 20 min for passenger carrying/goods trains.
- 959.** A relief engine should be sent, if the engine or vehicles running away have not arrived even after a lapse of how many minutes more than the running time of the slowest speed goods train.  
 A).30 min      B).45 min      C).10 Min      D).5 Min
- 960.** After the testing signals are exchanged, entries in red ink shall be made in this and signed by both SI/ESM and the Station Master.  
 A).S & T Register      B).T S R      C).Station Diary      D).None
- 961.** When ' Train on line' buzzer fails, the block instrument shall be considered to be interrupted and their working  
 A).Partially FailedB).Suspended    C).Resumed    D).Normal Way
- 962.** Block instrument failure either at station 'X' or station 'Y' shall be recorded by both Station masters of 'X' and 'Y' in their  
 A).T S Rs    B). S & T Failure Registers    C).Station Diaries    D).None

- 963.** In the event of failure or suspension of Block Instrument, before signaling a train through any alternative means of communication, both SMs shall exchange Messages and record in the TSR in.
- A).Black Ink                      B).Red Ink                      C).Remarks Column                      D).None
- 964.** Before dispatching a train using the Block telephone, Both SMs shall cross check Private Numbers given for Line Clear, for the last
- A) One preceding train    B) Two preceding trains
- C)Three preceding trains                      D)four preceding trains
- 965.** Before dispatching a train using the Block telephone, Both SMs shall cross check Private Numbers given for Line Clear, for the last 3 preceding train(s) and record these particulars in the
- A) Station Diary                      B) PN exchange register                      C) TSR    D) none of these
- 966.** Before despatching a train using the Control telephone, Both SMs shall cross check following timings of last three preceding trains
- A).Dispatch                      B).Arrival                      C).Arrival / Despatch                      D).None
- 967.** VHF sets as a means of communication should be permitted only in the presence of supervisory staff for prolonged duration of
- A) 1 hour or more    B) 3 hours or more    C) 6 hours or more    D) 12 hours or more
- 968.** When BPAC fails, after resetting the instrument with the cooperation of SM in advance it goes to this mode
- A) Defective                      B) Silent                      C) Preparatory                      D) Active
- 969.** Authorized means of communications in the order of priority are block instrument, track circuits or
- A).Axle Counter    B).Block telephone                      C).Control Phone    D).V H F
- 970.** When block telephone fails, next means of communications for obtaining line clear is
- A).station to station fixed telephones where provided                      B).Control telephone
- C).B S N L / Railway Auto Phones                      D).Axle Counter / track Circuit
- 971.** To obtain/grant line clear through VHF set SM shall switch over from common frequency/channel to (for 1<sup>st</sup> block section of straight section) this channel
- A).8                      B).5                      C).10                      D).13
- 972.** This means should not be used as the sole means of communication where passenger trains run.
- A).V H F Sets                      B).Control Telephones
- C).B S N L / Railway Auto Phones                      D).Axle Counter / track Circuit
- 973.** VHF set shall not be used as means of communication where these phones are provided.
- A).GSMR (Cell Phones)                      B).Control Phones
- C).BSNL / Railway. Auto Phones                      D). All the above
- 974.** In Automatic block system, available alternate means of communications are
- A). BSNL / Railway. Auto Phones                      B). Control Phones
- C). station to station telephone                      D). All the above
- 975.** Even if tail lamp/tail board is not found, closing block section need not be held up if provided with.

A).Cabins                      B).Block Instruments                      C) B P A C                      D).Panel Board

**976.** During PLCT working, entries shall be made at receiving end in this register in addition to TSR

A).T / A 1425                      B).T / B 1425                      C).T / 15                      D).All the above

**977.** While issuing PLCT, Loco Pilot's signature is to be obtained in

A) column A of T / A 1425                      B) column A of T / B 1425  
C). column B of T/A 1425                      D) column B of T / B 1425

**978.** All block instruments are proving this position of First stop and Last stop signal

A)ON                      B)OFF                      C) ON or OFF                      D)All the above

### **ACCIDENT MANUAL**

**979.** Accidents are classified into how many categories

[ D ] A] ONE                      B] TWO                      C] THREE                      D] FIVE

**980.** The categories of classification of accidents are from 'A' to 'R' except

A] 'E' & 'I'                      B] 'I' & 'O'                      C] 'N' & 'K'                      D] 'F' & 'G'

**981.** Accident Collision of trains are classified in categories

A] A1 to A5                      B] B1 to B7                      C] C1 to C9                      D] D1 to D6

**982.** Accident Fire in trains are classified in categories

A] A1 to A5                      B] B1 to B7                      C] C1 to C9                      D] D1 to D6

**983.** LC gate Accidents are classified in categories

A] A1 to A5                      B] B1 to B7                      C] C1 to C9                      D] D1 to D6

**984.** Accident Derailment of trains are classified in categories

A] A1 to A5                      B] B1 to B7                      C] C1 to C9                      D] D1 to D6

**985.** The category of accident 'Averted collision' is classified in

A] 'F'                      B] 'G'                      C] 'H'                      D] 'J'

**986.** The category of accident 'Breach of block rules' is classified in

A] 'F'                      B] 'G'                      C] 'H'                      D] 'J'

**987.** The category of accident 'SPAD' is classified in

A] 'F'                      B] 'G'                      C] 'H'                      D] 'J'

**988.** The category of accident 'Failure of rolling stock' is classified in

A] 'J'                      B] 'K'                      C] 'L'                      D] 'M'

**989.** The category of accident 'Failure of P-way' is classified in

A] 'J'                      B] 'K'                      C] 'L'                      D] 'M'

**990.** The category of accident 'OHE failure' is classified in

A] 'J'                      B] 'K'                      C] 'L'                      D] 'M'

**991.** The category of accident 'S&T failure' is classified in

A] 'J'                      B] 'K'                      C] 'L'                      D] 'M'

**992.** The category of accident 'Bomb blast/Explosion/Hijack in trains' is classified in

A] 'R'                      B] 'Q'                      C] 'P'                      D] 'N'

**993.** The category of accident 'Run over/falling out in trains' is classified in

A] 'R'                      B] 'Q'                      C] 'P'                      D] 'N'

**994.** The category of accident 'Natural death/Murder/robbery/Suicide in trains' is classified in

A] 'R'                      B] 'Q'                      C] 'P'                      D] 'N'

**995.** The category of accident 'Vehicle running away/Cattle run over/landslides' is classified in

A] 'R'    B] 'Q'                      C] 'P'                      D] 'N'

**996.** As per classifications, Collisions come under category of.

[ A] C      [ B] A                      [C] B                      [D] D

**997.** As per classifications, Fire accidents come under category of

A]                      C                      B]                      A                      C]                      B                      D] D

**998.** An example of breach of block rules is

A] Train entered into wrong line                      B] train entered into B/S without a ATP  
C] Train entered into siding                      D] all the above

**999.** An example of consequential accident is

A] SIGNAL PASSING AT "ON"    B] ENTERING INTO B/S W/O ATP  
C] FIRE ON TRAIN                      D] AVERTED COLLISION

**1000.** An example of indicative accident is

[ A] PASSING STOP SIGNAL AT "ON"                      B] FIRE ON TRAIN  
C] COLLISIONS                      D] LC GATE ACCIDENTS

**1001.** Passing stop signal at Danger is this type of accident.

A] COLLISIONS                      B] AVERTED ACCIDENT  
C] BREACH OF BLOCK RULE                      D] INDICATIVE ACCIDENT

**1002.** In an accident if the damage to Railway property exceeds Rs 2 CRORES ,such accident shall be treated as

A] SERIOUS ACCIDENT B] COLLISION C] AVERTED ACCIDENT D] SPAD

**1003.** The level of enquiry to be conducted in case of A1 to A4(collision) in case CRS is not conducting to be done by minimum grade officers of

A] JAG                      B] SAG C] Sr.Scale                      D] Jr.Scale

**1004.** The level of enquiry to be conducted in case of other consequential accidents to be done by

A] Dy.CSO                      B] DRM                      C] TI,LI,SI                      D] ADRM

**1005.** The level of enquiry to be conducted in case of yard accidents to be done by committee of

A] JAG                      B] Sr.Supervisors                      C] Sr.Scale                      D] Jr.Scale

**1006.** The level of enquiry to be conducted in case of indicative accidents to be done by officers committee of

A] JAG                      B] Sr.Scale                      C] Jr.Scale                      D] Sr. or Jr Scale

**1007.** Minimum number of days from the date of accident 'D', DRM/GM to order enquiry to be done within is

A] D+1    B] D+3                      C] D+7                      D] D+10

**1008.** Minimum number of days from the date of accident 'D', commencement of enquiry to be done within is

A] D+1      B] D+3    C] D+7      D] D+10

**1009.** Minimum number of days from the date of accident 'D', submission of enquiry report to be done within is

A] D+1      B] D+3      C] D+7      D] D+10

**1010.** Minimum number of days from the date of accident 'D', acceptance of enquiry report to be done within is

A] D+1      B] D+3      C] D+7      D] D+10

**1011.** Minimum number of days from the date of accident 'D', finalization of enquiry report by CSO/AGM to be done within is

A] D+10      B] D+7      C] D+15      D] D+20

**1012.** Minimum number of days from the date of accident 'D', submission of enquiry report to CRS/Rly Board to be done within is

A] D+10      B] D+7      C] D+15      D] D+20

**1013.** Minimum number of days from the date of accident 'D', DAR action to be completed within is

A] D+30      B] D+60      C] D+90      D] D+120

**1014.** Proceedings of joint or inter departmental inquiries shall be submitted in report form number

A] ACC. 1, 1(A) to 1(O)      B] ACC. 3, 3(A) to 3(O)      C] ACC. 7, 7(A) to 7(O)      D] ACC. 9, 9(A) to 9(O)

**1015.** Classification of routes for the purpose of total and partial interruption of traffic upto sectional speeds of 160kmph is classified in

A] Group A      B] Group B      C] Group C      D] Group D

**1016.** To treat any accident as averted collision, outside station limits, the distance between two trains shall be.

A] 600 meters or less    B] 400 meters or less    C] less than 400 meters    D] 180 meters or less

**1017.** Reportable Train accidents means all accidents falling under the purview of section of the Railway Act 1989 is

A] 131      B] 113      C] 156      D] 125

**1018.** When persons are knocked down or run over and dead, no responsible person is available, body shall be

A] ignored    B] inform at next station    C] drop a memo while runs through  
D] Handed over at nearest gate lodge or station with a memo

**1019.** When murder is reported in second class compartment, carriage to be detached at

A] Next station      B] station where crime was detected  
C] Station coach can be replaced    D] destination

**1020.** When murder is reported in reserved class compartment, carriage to be detached at

A] Next station      B] station where crime was detected  
C] Station coach can be replaced    D] destination

**1021.** To treat as equipment failure, a gate telephone shall fail for more than

A] 15 MINUTES    B] 10 MINUTES    C] 20 MINUTES    D] 5 MINUTES

**1022.** The threshold value in terms of loss of Railway property is fixed at Rs

A] 1 LAKH B] 25 LAKHS C] 2 CRORES D] 15,000

**1023.** In all cases of those accidents in which prima facie the cause appears to be human failure attributable to train passing staff, both breathalyzer and blood tests shall be carried out immediately after the accident for

A] SMS B] Points men / Cabinmen/ Levermen C] Either A or B D] Both A & B

**1024.** Accident siren three long indicates

A] Outstation accident, main line is blocked B] Outstation accident, MRT required

C] Accident in the adjoining yard D] Out station accident, main line is not obstructed

**1025.** Accident siren when accident takes place at out station, main line obstructed and MRT required is

A] Four long B] Three long One short

C] Four long One short D] Three long

**1026.** The target time for turning out ART during day and night is

A] 15 minutes & 20 minutes B] 30 minutes & 45 minutes

C] 1 hour and 1 ½ hour D] none of these

**1027.** The medical portion of the accident relief train consists of

A] Medical Van B] Auxillary Van C] Both A & B D] None Of These

**1028.** Scale II ARME is stored in boxes in special rooms on

A] Platform B] end cabins C] outermost points D] rooms of Rly. Hospitals

**1029.** The target time for turning out MRT for direct/indirect dispatch, is

A] 15 minutes and 20 minutes B] 30 minutes and 45 minutes

C] 10 minutes and 15 minutes D] 5 minutes and 30 minutes

**1030.** DMO should inspect the First Aid boxes of Guards once in

A] month B] 2 months C] 3 months D] 15 days

**1031.** DMO should inspect the First Aid boxes of station once in

A] half yearly B] yearly C] Quarter D] month

**1032.** Mock drills for ART shall be conducted once in

A] a month B] 2 months C] 3 months D] year

**1033.** To be considered as dangerous for running trains Rainfall in 24 hours shall exceed

A] 10 cms B] 5 cms C] 6 cms D] 15 cms

**1034.** Heavy wind is considered dangerous for running trains if wind velocity is

A] 60 kmph or more B] 65 kmph or more C] 50 kmph or more D] 5 cms or more

**1035.** For the purpose of Weather Warning, South Central Railway is divided into

A] 5 zones B] 6 zones C] 7 zones D] 4 zones

**1036.** On receipt of weather warning message, the Station Master should immediately arrange to hand over to the parties concerned and obtain

A] memo B] acknowledgement C] both A & B D] None of these

**1037.** Ex-gratia to be paid in case of death in Train accident/manned LC gate accident is Rs

A] 5,00,000 B] 2,50,000 C] 50,000 D] 4 lakhs



- 1038.** Ex-gratia to paid In case of serious injury in a train accident/ manned LC gate accident is Rs. as ex-gratia  
 A] 5,00,000 B] 2,50,000 C] 50,000 D] 4 lakhs
- 1039.** Whenever accident takes place, SM and GLP has to prepare report in forms No. respectively is  
 A] Acc. 13 & Acc. 31 B] Acc. 3 & Acc. 9  
 C] Acc. 1 & Acc. 3 D] Acc. 9 & Acc. 1
- 1040.** The maximum amount of compensation to be paid in case of death in railway accident is Rs  
 A] 8 lakhs B] 6 lakhs C] 15,000 D] 4 lakh
- 1041.** The claim for compensation shall be made within the following time from the date of accident  
 A] 6 months B] 1 year C] 2 year D] 3 years
- 1042.** The claim for compensation shall be made through  
 A] District court B] civil court C] high court D] Railways Claims Tribunal
- 1043. Grievous injuries:** As defined in section 320 of Indian Penal Code 45 of 1860 the following kinds of injuries are termed as grievous injuries:  
 i. Permanent privation of the sight of either eye.  
 ii. Permanent privation of the hearing of either ear.  
 iii. Privation of any member, or joint.  
 iv. Destruction or permanent impairing of the powers of any member, or joint.  
 v. Fracture or dislocation of a bone, or tooth.  
 vi. Any hurt which endangers life or which causes the sufferer to be in severe body pain or unable to follow his ordinary pursuits for a period of 20 days after the accident.  
 A] All the above [B] All are false [C] Only (iv) & (v) is false [D] Only (i), (ii) & (iii) are true
- 1044.** A person will be considered to have incurred simple injuries, if these injuries incapacitate the injured person from pursuing his customary vocation for \_\_\_\_\_ after the occurrence of the accident.  
 A] 12 hours B] 24 hours C] 36 hours D] 48 hours
- 1045.** A railway employee is considered to have been injured if he/she is prevented from returning to work as a result of injuries for a period of \_\_\_\_\_ after the occurrence of the accident.  
 A] 24 hours B] 36 hours C] 48 hours D] 60 hours
- 1046.** Every Railway servant traveling by the affected train or available at the site, whether \_\_\_\_\_, shall help in the disaster management by getting identified and rendering immediate assistance to the affected passengers at the site.  
 A] On duty only B] on duty or not C] Off duty only D] available or not
- 1047.** The CHC/ Central Control shall inform all concerned at Headquarters office including GM, PHODs etc in the following order:-  
 i) PCOM  
 ii) CPTM  
 iii) Secretary to GM (for information to GM)  
 iv) PCSO  
 v) CPRO  
 vi) AGM  
 vii) CMD (in case of passenger carrying train accidents)  
 viii) Other department controls in Central Control.  
 A] (i), (vii), (iii), (iv), (v), (ii), (viii) & (vi) B] (iv), (vi), (i), (vii), (iii), (ii), (viii) & (v)  
 C] (iv), (vii), (iii), (vi), (i), (ii), (viii) & (v) D] (i), (vii), (ii), (vi), (iv), (iii), (viii) & (v)
- 1048.** The fact that a Loco Pilot has passed a signal at danger, should be formally brought to his notice through \_\_\_\_\_ by the station master of the concerned station.  
 [A] verbal instructions [B] Loco Inspector  
 [C] written memo [D] Guard of the train

- 1049.** In all the accidents, \_\_\_\_\_ from different angles shall be taken and submitted through e-mail within \_\_\_\_\_ of the accident to \_\_\_\_\_ for onward transmission to Railway Board. Where necessary, \_\_\_\_\_ may also be recorded.  
 [A] Photographs, 6 hours, GM, videography [B] Sketches, 12 hours, Divisional officer, audio [C] Photographs, 24 hours, Chief Safety Officer, videography  
 [D] Sketches, 36 hours, DRM, film
- 1050.** CRS shall hold statutory enquiry into the accidents falling under Section \_\_\_\_\_ of Railways Act 1989.  
 [A] 110 [B] 111 [C] 112 [D] 113
- 1051.** Proceedings of Joint or Inter-departmental Inquiries: Summary is to be given in  
 [A] Acc. 9(A) [B] Acc. 9 (O) [C] Acc. 9 [D] Acc. 9 (B)
- 1052.** Proceedings of Joint or Inter-departmental Inquiries: Matters brought to light during the inquiry.  
 [A] Acc. 9(G) [B] Acc. 9 (C) [C] Acc. 9 (E) [D] Acc. 9 (H)
- 1053.** Accident Inquiry Reports with staff of foreign railway responsibility should be put to \_\_\_\_\_ directly being the Accepting Authority in such cases.  
 [A] GM [B] DRM [C] AGM [D] PCSO
- 1054.** Minimum penalty to be given to the Guard who Failed to detect hot axle or other defective wagon resulting in derailment, (which is within range of visibility) in the case of Goods train  
 a) Removal  
 b) Reduction to next lower grade  
 c) Reduction to Lower stage in same Grade  
 d) Withholding of increment for 3 years with cumulative effect and with loss of seniority
- 1055.** Minimum penalty to be given to the Station Staff for Failure to detect hot axle or other defective wagon resulting in derailment or failure to stop the train on information regarding hot axle being given by the previous station for controlling the case of Goods Train  
 a) Dismissal b) Removal  
 c) Compulsory Retirement d) Reduction to the next lower grade for 3 years with cumulative effect
- 1056.** Minimum punishment to be given to Loco pilots if during reception he has passed the reception signal including Starter Signal when train is being received (the distance travelled beyond signal beyond BOL or SOL)  
 A) Dismissal b) Removal from service c) Compulsory retirement d) Either b or c

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**Advance Operations**

**1057.** Number of zones on Indian Railways

[A]15 [B]16 [C] 17 [D] 18

**1058.** Name of the General Manager, S.C.Railway

[A]Vinod Kumar Yadav [B]Gajanand Mallya [C] Arun kumar Jain [D] R.Dhananjeyulu

**1059.** Name of Principal Chief Operations Manager, S.C.Railway is

[A]B.Nagya [B] K.Siva Prasad [C] K.Padmaja [D] N Madhusudan Rao

**1060.** Name of the Chairman, Railway Board is

[A]Jaya VarmaSinha [B]SATISH KUMAR[C] ASWANI LOHANI[D] VINOD KUMAR YADAV

**1061.** Name of the MOBD is

[A]Mohd Jamshed [B]Jaya Varma Sinha[C] Ravinder Goyal [D] Girish Pillai

**1062.** RDSO is located at

[A]Secunderabad [B]Lucknow [C]New Delhi [D]Bangalore

**1063.** The Chief Commissioner of Railway Safety's office is located at

[A]Gwalior [B] Bhopal [C] Chennai[D]Lucknow

**1064.** First passenger train ran on Indian railways was on

[A]26<sup>th</sup> April 1853 [B] 16<sup>th</sup> May 1853 [C] 16<sup>th</sup> April 1863 [D]16<sup>th</sup> April 1853

**1065.** The distance between the two tracks on Broad Gauge

[A]1686MM [B] 1676MM [C] 1666MM [D]1656MM

**1066.** The South Central Railway was formed on

[A]02-12-1966 [B] 02-10-1966 [C] 06-10-1966 [D]01-04-2003

**1067.** Number of States covering South Central Railway is

[A]Four [B] Five [C] Six [D]Seven

**1068.** The number of trains which can be run on a section in 24 hours is termed as

[A]Throughput [B] Wagon Turn Round [C]Section Capacity[D] DWB

**1069.** Throughput of a section is given as the volume of traffic carried over a section in

[A]8 hours [B] 16 hours [C] 24 hours [D] 36 hours

**1070.** In Scotts's formula , 'T' means

[A] Block Operation Time

[B]Running time of fastest Goods train Over Critical Block Section

[C]Running Time of Slowest Train Over Critical Block Section

factor

[D]Efficiency

**1071.** In Scotts's formula , 't' means

[A] Block Operation Time

[B]Running time of fastest Goods train Over Critical Block Section

[C]Running Time of Slowest Train Over Critical Block Section

factor

[D]Efficiency

**1072.** In Scotts's formula , 'E' means

[A] Block Operation Time[B]Running time of fastest Goods train Over Critical Block Section

[C]Running Time of Slowest Train Over Critical Block Section

[D]Efficiency factor

**1073.** The value of Efficiency factor in Scotts formula is taken as

[A] 8/10

[B] 6/10

[C] 7/10

[D] 9/10

- 1074.** A Section will be considered saturated when line capacity exceeds.  
 [A] 100% of charted capacity [B] 90% of charted capacity  
 [C] 80% of charted capacity [D] 70% of charted capacity
- 1075.** Major commodity transported on Indian railways is  
 [A] Cement [B] Fertilizers [C] Coal [D] Iron ores
- 1076.** Major commodity transported on South Central Railways is  
 [A] Cement [B] Fertilizers [C] Coal [D] Iron ores
- 1077.** Apart from Coal, 2<sup>nd</sup> major commodity transported on Indian railways is  
 [A] Cement [B] Fertilizers [C] Food grains [D] Iron ores
- 1078.** Apart from Coal, 2<sup>nd</sup> major commodity transported on South Central Railway is  
 [A] Mineral oils [B] Fertilizers [C] Food grains [D] Cement
- 1079.** In S.C. Railway the station where coal loading is done is  
 [A] Malkhed Road [B] Rajahmundry [C] Rkp  
 Sdg/Manchiryal [D] Sanatnagar
- 1080.** In S.C. Railway the station where cement loading is done is  
 [A] Bellampalli [B] Malkhed Road [C] Manuguru [D] Hagri
- 1081.** Control chart is prepared normally for  
 [A] 6 Hours [B] 8 hours [C] 12 hours [D] 24 hours
- 1082.** Master chart is prepared for  
 [A] 6 Hours [B] 8 hours [C] 12 hours [D] 24 hours
- 1083.** Paths of M/Express trains are identified on control charts by colour-  
 [A] Green [B] Red [C] Blue [D] Black
- 1084.** Paths of Goods trains are identified on control charts by colour-  
 [A] Green [B] Red [C] Blue [D] Black
- 1085.** Paths of Rajdhani/Duronto and other premier trains identified on control charts by colour  
 [A] Green [B] Pink [C] Blue [D] Black
- 1086.** Paths of Passenger trains are identified on control charts by colour-  
 [A] Green [B] Red [C] Blue [D] Black
- 1087.** Paths of Light engines/tower cars trains are identified on control charts by colour-  
 [A] Green [B] Red [C] Blue [D] Black
- 1088.** Blocking of running line on control chart is indicated by drawing a continuous \_\_\_\_\_  
 either below or above the line, as per its direction, from the time it is blocked till it is cleared.  
 [A] Vertical red line [B] vertical black line [C] Horizontal red line [D] horizontal black line
- 1089.** Line Block is indicated on control chart in the form of a \_\_\_\_\_ indicating duration drawn in red colour.  
 [A] Circle [B] Semi-circle [C] Vertical box [D] Rectangular box
- 1090.** Temporary speed restrictions are indicated in the control chart in the form of a small \_\_\_\_\_ with prescribed speed restriction, on the right side between two station codes  
 [A] Red Circle [B] Red triangle [C] Black triangle [D] Red box
- 1091.** Stock, loco, crew and path are to be kept in mind while the train is  
 [A] Stabled [B] Run [C] Ordered [D] Terminated

- 1092.** The ordering of goods trains depends on the availability of  
 [A] POWER [B] PATH [C] CREW&STOCK [D] ALL THE ABOVE
- 1093.** High Figure of wagon turn round denotes  
 [A] Wagon immobility [B] Increase in Terminal detentions  
 [C] Increase in DWB [D] All the above
- 1094.** Wagon turn round performance is denoted in terms of  
 [A] HOURS [B] DAYS [C] WEEKS [D] WAGONS
- 1095.** If the number of wagon turn round is less, the performance is considered to be  
 [A] GOOD [B] ABNORMAL [C] POOR [D] None of these
- 1096.** Wagon census is conducted once in  
 [A] 3 YEARS [B] A YEAR [C] 5 YEARS [D] 6 MONTHS
- 1097.** NR cell means  
 [A] NUMBERED RECEIPT [B] NOT RECEIVED [C] NOT REPORTED [D] NAME RECORD
- 1098.** At Zonal level the management of Passenger Traffic is looked after by  
 [A] CSO [B] CSS [C] CPTM [D] CFTM
- 1099.** Time Tables are issued every  
 [A] 6 months [B] year [C] 2 years [D] 3 years
- 1100.** Loco outage means the average number of locos available to traffic use in  
 [A] 24 hours [B] a month [C] 10 days [D] 15 days
- 1101.** The Marker with which Non pooled wagons are identified is  
 [A] 'NP' [B] 'P' [C] 'N' [D] None of these
- 1102.** 'Sectional speed' of a section is otherwise known as  
 [A] Booked speed [B] MPS [C] Normal speed [D] Restricted speed
- 1103.** Out station rest for a running staff performing less than 8 hours duty  
 [A] 8 hours [B] 6 hours [C] 12 hours [D] 16 hours
- 1104.** Maximum rest period for running staff at their head quarters  
 [A] 8 hours [B] 6 hours [C] 12 hours [D] 16 hours
- 1105.** Out station rest for a Guard performing more than 10 hours duty  
 [A] 8 hours [B] 6 hours [C] 12 hours [D] 16 hours
- 1106.** Running staff to be given rest in a month including one night is  
 [A] 4 Rests of 30 hrs each [B] 5 rests of 22 hrs each  
 [C] Either 'A' or 'B' [D] Both 'A' and 'B'
- 1107.** Continuous night duty for running staff should be limited to  
 [A] 2 nights [B] 3 nights [C] 4 nights [D] 5 nights
- 1108.** The percentage to be applied on the bare requirement for leave reserve and trainee reserve for calculation of coaching LP/ALPs are  
 [A] 10% & 30% [B] 30% & 10% [C] 10% & 20% [D] 20% & 30%
- 1109.** The requirement of LP/ALPs for freight trains is calculated based on the average duty hours per fortnight for the corresponding period of  
 [A] 3 months [B] 4 months [C] 5 months [D] 6 months

- 1110.** All India Trains at a glance is prepared by  
 [A] Zonal Railway [B] CRIS [C] Railway Board [D] RDSO
- 1111.** Wagon kms /Wagon day indicates  
 [A] Wagon Mobility [B] Wagon Utilisation [C]  
 Average Speed [D] All The above
- 1112.** Engineering Allowance is calculated at the rate of 6 min per every  
 [A]50kms [B]500kms [C]200kms [D] 100kms
- 1113.** Engineering Allowance for sections where trains run with more than 130kmph is calculated for every 100kms is  
 [A]5 mts [B]6 mts [C]8 mts [D] 10 mts
- 1114.** In train No. 12760, the second digit "2" indicates  
 [A] Zonal Railway [B] Divisional Railway [C] Super fast [D] Mail/Exp
- 1115.** Saloons of officers shall not be attached to  
 [A] Military Spl [B] Postal Spl [C] Race Spl [D] All the above
- 1116.** Milrail organization deals with movement of various  
 [A] Postal services [B]railwayservices [C] military services [D] millennium services
- 1117.** The maximum permissible speed over a section is prescribed by  
 [A] GM [B]PCOM [C] CEE [D] CRS
- 1118.** Poor Engine utilization leads to  
 [A] reduced power availability [B] blocking of sorting and reception lines [C] Both  
 'A'&'B' [D]Either 'A' or 'B'
- 1119.** The Ratio of Total Train Kilometres to Train Engine Hour gives the [A]  
 Average speed .[B]WTR [C]Throughput [D]NTKM
- 1120.** ODC consignment shall not be  
 [A]loose shunted [B]Hand shunted [C]Hump shunted [D] All the above
- 1121.** Net Clearance and Gross clearance for Class 'A' ODC is  
 [A]6'&9' and above [B]3'&6' and above [C]9'&6' and above [D] 6'&9' and Less
- 1122.** Net Clearance and Gross clearance respectively for Class 'B' ODC is  
 [A]6'-9'& 6'-9' [B]3'-6'& 3'-6' [C]6'-9'& 3'-6' [D] 3'-6'& 6'-9'
- 1123.** Net Clearance and Gross clearance for Class 'C' ODC is  
 [A]6'&9' and above [B]Less than 3'&6' [C]9'&6' and above [D] Less than 6'&9'
- 1124.** Speed of Class 'A' ODC on BG is restricted to  
 [A]40kmph [B]25kmph [C]65kmph [D] 75kmph
- 1125.** Speed of Class 'B' ODC on BG is restricted to  
 [A]40kmph [B]25kmph [C]65kmph [D] 75kmph
- 1126.** Speed of Class 'C' ODC on BG is restricted to  
 [A]40kmph [B]25kmph [C]65kmph [D] 75kmph
- 1127.** If reception of trains is more in a yard and dispatch of trains is less, it leads to  
 [A]More engine utilization [B]less engine utilization  
 [C]improvement in WTR [D]Yard congestion

- 1128.** If working expenses of a Railway are increasing, the operating ratio performance will become  
 [A]poor [B]high [C]does not affect  
 [D] None of the above
- 1129.** If Gross revenue receipts of a Railway are increasing, the operating ratio performance will  
 [A]become poor [B]improve [C]does not affect [D] None of the above
- 1130.** Commissioner of Railway Safety Organization functions under Ministry of-----  
 [A]Railways [B]Postal [C]Civil Aviation [D]Defence
- 1131.** Periodical overhauling of wagons are conducted at .  
 [A] Primary maintenance depots [B]every TXR depots  
 [C]Nominated TXR Depots [D]Secondary Maintanance depots
- 1132.** Sanction for 'C' class ODC special trains has to be given by  
 [A]CRS [B] PCE [C]PCOM [D]All the above
- 1133.** Authorities that are consulted before the preparation of time tables are.  
 [A]Revenue authorities[B] RMS [C] District Collectors [D]Transport Authorities
- 1134.** While fixing the departure, an ideal time for an over night express train at originating station is  
 [A] afternoon  
 [B]after lunch [C] mid nigh [D] after Dinner
- 1135.** Division wagon balance of a division is the total of all wagons on wheels in the division including.  
 [A]ineffective [B] departmental [C] both A & B [D] Either 'A' or 'B'
- 1136.** The Representations that are taken into account In the Divisional time table meeting held with branch officers presided by Sr.DOM are  
 [A] DRUCC members [B] MP/MLA's [C] both A & B [D]Either 'A' or 'B'
- 1137.** In the month of October minutes of Divisional time table meeting sent to.  
 [A]CTM [B] CPTM [C]DRM [D] CFTM
- 1138.** Every year presided over by the Executive Director(Coaching) Inter Railway Time Table coordination meeting held generally in the month of  
 [A]Jan/Feb [B]Oct/Nov [C] July/Aug [D]Apr/May
- 1139.** Inter Railway Time Table coordination meeting held generally in the month of Jan/ Feb every year presided over by the  
 [A] Executive Director(Freight) [B]Executive Director(Coaching) [C] Executive Director(Commercial) [D] Executive Director(Safety)
- 1140.** The basic units for measuring time, distance, weight, etc. are  
 [A]Secondary units [B]Derived units [C] Primary units[D] Fundamental unit
- 1141.** Multiplication of two primary units is.  
 [A]Secondary units [B]Derived units [C]  
 Primary units [D] Fundamental unit
- 1142.** Quantum of input or output is given by  
 [A]Secondary units [B]Derived units  
 [C] Primary units [D] Fundamental unit
- 1143.** Ratio between two Primary units or Primary and Fundamental unit or of two Fundamental units.  
 [A]Secondary units [B]Derived units [C]  
 Primary units [D] Fundamental unit

- 1144.** Ratio of Gross working Expenses to Gross Revenue Receipts.  
 [A] Working Ratio [B] Operating Ratio [C] rate of return [D] None of above
- 1145.** Divisions for the purpose of census are divided into  
 [A] Blocks, [B] Circles [C] Districts [D] all the above
- 1146.** A circle for the purpose of census is collection of.  
 [A] Blocks [B] Divisions [C] Zones [D] Districts
- 1147.** A District for the purpose of census is collection of.  
 [A] Blocks [B] Divisions [C] Circles [D] Zones
- 1148.** Maximum speed of 140 T Hydraulic Crane (BG) is.  
 [A] 40 KMPH [B] 60 KMPH [C] 80 KMPH [D] 100 KMPH
- 1149.** POH interval of passenger coaches run on Mail Exp/Passenger trains is  
 [A] 6 months [B] 12 months [C] 18 months [D] 24 months
- 1150.** Percentage of spare coaches for Traffic requirements that must be kept at the depots for Non AC coaches is  
 [A] 4 % [B] 5 % [C] 6 % [D] 10 %
- 1151.** Percentage of spare coaches for Mechanical requirements that must be kept at the depots for AC coaches is  
 [A] 5 % [B] 6 % [C] 5 % [D] 10 %
- 1152.** Percentage of spare coaches for Traffic requirements that must be kept at the depots for Rajdhani/Shatabdi trains is [A] 8.5%  
 [B] 12 % [C] 5 % [D] 10 %
- 1153.** Percentage of spare coaches for Traffic requirements that must be kept at the depots for AC coaches is  
 [A] 8.5 % [B] 6 % [C] 5 % [D] 10 %
- 1154.** Percentage of spare coaches for Mechanical requirements that must be kept at the depots for RAJDHANI/SHATABDI coaches is  
 [A] 12 % [B] 6 % [C] 5 % [D] 10 %
- 1155.** Percentage of spare coaches for Mechanical requirements that must be kept at the depots for Non AC coaches is  
 [A] 12 % [B] 6 % [C] 5 % [D] 10 %
- 1156.** Train number of Conventional Rakes of Passenger trains starts with  
 [A] 4 [B] 5 [C] 6 [D] 7
- 1157.** Train number of MEMU Rakes of Passenger trains starts with  
 [A] 4 [B] 5 [C] 6 [D] 7
- 1158.** Train number of DEMU Rakes of Passenger trains starts with  
 [A] 4 [B] 5 [C] 6 [D] 7
- 1159.** Charts that contains scheduled trains running on each section Including paths for goods trains are called as  
 [A] Platform occupation charts [B] Pitline occupation charts  
 [C] Master charts [D] Shift wise board charts
- 1160.** BPC for "Parcel Express" is valid for  
 [A] 10 days [B] 4500 km  
 [C] 'A' or 'B' whichever is earlier [D] 35 days or 7500 km whichever is earlier



- 1161.** BPC for “Military/Election Special trains” in case of LHB coaches is valid for  
 [A]4000 kms or 7 days [B]3500 km or 10 days  
 [C] 4000 kms or 10 days [D] 35 days or 7500 km whichever is earlier
- 1162.** BPC for “Military/Election Special trains” in case of ICF coaches is valid for  
 [A]3500 km or 10 days [B]3500 km or 7 days  
 [C] 3500 kms or 96 hours [D] 35 days or 7500 km whichever is earlier
- 1163.** BPC for “Passenger trains without toilets” in case of ICF coaches is valid for  
 [A] 3500 kms or 96 hours [B]3500 km or 10 days  
 [C] 4000 kms or 96 hours [D] 3500 kms or 7 days
- 1164.** BPC for “Passenger trains with toilets” in case of ICF coaches is valid for  
 [A] 3500 kms or 96 hours [B]3500 km or 10 days  
 [C] 4000 kms or 96 hours [D] 3500 kms or 7 days
- 1165.** Validity for “Mail/Express” in case of ICF coaches checked on pit line  
 [A] 3500 kms or 96 hours [B]3500 km or 10 days  
 [C] 4000 kms or 96 hours [D] 3500 kms or 7 days
- 1166.** Validity for “Mail/Express” in case of LHB coaches checked on pit line  
 [A] 3500 kms or 96 hours [B]3500 km or 10 days  
 [C] 4000 kms or 96 hours [D] 3500 kms or 7 days
- 1167.** Different types of maintenance of Passenger carrying trains are  
 [A]Primary [B] Secondary [C] Terminal attention [D] all the above
- 1168.** The period of interval of IOH of passenger coaches is between [A]12 months [B] two POH [C] 24 months [D] 36 months
- 1169.** First dual cab Diesel engine is  
 [A]WDP-4D [B]WDM-4 [C]WAG-5 [D]WDP-4
- 1170.** Running of trains In SCR is permitted with maximum no. of non LHB coaches  
 [A]18+VPU [B]23+VPU [C]26 [D]24 + VPU/IC
- 1171.** Which of the following is not a PFT’s over S C Rly.  
 [A] Nagalapalli [B] Timmapur [C]Shankerpalli [D] Nagireddypalli
- 1172.** The Validity kms. for LHB Coaches.  
 [A] 2000 [B]4000 [C]2500 [D] 3500
- 1173.** On Which of the following divisions over S C Rly. Patch tripling has been commissioned.  
 [A] SC [B] BZA [C]SC & BZA [D] HYB
- 1174.** As per VIIth Pay commission train controller Allowance is \_\_\_\_\_.  
 (A) Rs 6000 p.m (B) Rs 7000 p.m (C) Rs 5000 p.m (D) Rs 10000 p.m.
- 1175.** The Ministry of Railways Launched \_\_\_\_\_ programme for all Railway staff to improve their competence.  
 (A) Rail Vision (B) Rail Vikas Shibir (C) Saksham (D) Rail Swachhta Pakhwada
- 1176.** Indian Railways has Launched a programme on ethics in public governance names as \_  
 (A) Satya meva Jayathe (B) Satyanishtha (C) Saksham (D) Rail Swachhta Pakhwada.
- 1177.** What is the axle load of new generation wagons.  
 (A) 22.9 T (B) 20.9 T (C) 25.0 T (D) 23T
- 1178.** What is Maximum speed of BOXNR Empty Rake \_\_\_\_\_

(A) 75KMPH (B) 80 KMPH (C) 100 KMPH (D) 60 KMPH

**1179.** The Working Time Table number for 2023-24 is \_\_\_\_\_

(A) 76 (B) 77 (C) 78 (D) 79

**1180.** What is Maximum speed of WAG 9 Locomotive over SC Rly \_\_\_\_\_

(A) 75KMPH (B) 80 KMPH (C) 100 KMPH (D) 160 KMPH

**1181.** Super fast train means ,The average speed is \_\_\_\_& above

(A) 75 KMPH (B) 80 KMPH (C) 100 KMPH (D) 55 KMPH

**1182.** . The maximum time slot allotted for Primary maintenance of coaching rake.

(A) 8 hrs (B) 6 hrs (C) ) 4 hrs (D) 10hrs.

**1183.** The BPC of DEMU 700 HP trains is valid for

(A) 7days (B) 10days (C) 12days (D) ) 15days.

**1184.** The BPC of DEMU other than 700 HP trains is valid for

(A) 7days (B) 10days (C) 12days (D) ) 15days.

**1185.** Demurrage charges are collected for detention beyond permissible time of .

[A] Rolling stock [B] Goods/consignment [C] Locos D Labourers

**1186.** Wharfage charges are collected for detention beyond permissible time of .

[A] Rolling stock [B] Goods/consignment [C] Locos D Labourers

**1187.** IRCON means

(A) Indian Railway Construction Operations news

(B) Indian Railway Construction organization

(C) Indian Railway Construction International Limited (D) Indian Railway Construction Limited.

**1188.** IRFC means

(A) Indian Railway Finance corporation (B) ) Indian Railway Foreign company

(C) Indian Railway foreign corporation

(D) ) Indian Railway Finance Corporation Limited.

**1189.** CDTS means

(A) Controller digital train system

(B) Control discharge toilet system (C) Centre for Digital train monitoring system

(D) Controlled Digital Train service.

**1190.** CAMTECH means

(A) Coaching for Advance Mechanical technology

(B) Technique for advance maintenance of coaches.

(C) Coaches with advanced mechanical technology (D) Centre for Advanced Maintenance Technology.

**1191.** IVRS means

(A) Indian Voluntary retirement service

(B) Interactive voice response system (C) Intra Voice recording system

(D) Interactive Voice recording system.

**1192.** EOTT means

(A) Enhancement of Trains transformation

(B) ) Enhancement of Operations of trains traffic.

(C) Enhancement of Operations transformation of trains.

(D) ) End of Train Telemetry.

**1193. MCDO means**

- (A) Monitoring Centre for District Officials
- (B) Monthly cumulative Demi Official (C) Monthly Confidential Demi Official
- (D) Monitoring Confidential Discharge Officials.

**1194. PGRM means**

- (A) Public Grievance Redressal Machinery(B) ) Public General Redressal Machinery
- (C) Public Grievance Rights Machinery
- (D) ) Public Grievance Redressal mechanism.

**1195. PNR means**

- (A) Public Name Record
- (B) ) Public numeric record
- (C) Passenger Name registration
- (D) ) Passenger Name record.

**1196. POET means**

- (A) Public operated enquiry terminal (B) Passenger order enquiry terminal (C) Passenger operated enquiry terminal (D) Public operated enhancement terminal.

**1197. SSDAC means**

- (A) Solid state digital axle counter
- (B) Solid State Digital Alternating current
- (C) Single section Digital alternating current
- (D) Single section Digital axle counter

**1198. POMKA means**

- (A) Portable medical kit for accidents(B) Periodical Officers Monitoring of accidents
- (C) Permanent official medical kit for assistance (D) Permanent Officers medical kit for accidents.

**1199. ATM means**

- (A) Any time Money (B) Automatic time machine
- (C) Automatic teller money (D) Automatic teller machine

**1200. FIBA means**

- (A) Failure Indication and Brake Application (B) Future indication of brakes application
- (C) Federation of International bank Association (D) Federation of International base ball association

**1201. SATSANG means**

- (A) Scheme for advance train scheduling and network governance (B) Software for advanced train scheduling and network governance
- (C) Software aided train scheduling and national governance(D) Software aided train scheduling and network governance.

**1202. IRPSM means**

- (A) International Road Projects & sanctioning Management(B) Indian Railway Projects & sanctioning Management(C) Indian Railway Personal supervisory Management
- (D) Indian Railway programming & systems Management

**1203. WILD means**

- (A) Women's Institute for leadership development(B) Work initiated leadership development
- (C) Wheels interaction with load detection.(D) Wheel impact load detection

**1204. TCAS means**

- (A) Track condition assisting system
- (B) Train Collision Avoidance System
- (C) Train condition assisting system
- (D) Training Centre of Assistant Supervisors.

- 1205.** REMMLOT/RTIS devices for automatically updating train timings in COA are provided in  
[A] ICMS [B] Stations **[C] LOCOs** [D] FOIS
- 1206.** Data logger devices and C-TSR for automatically updating train timings in COA are provided at  
[A] ICMS **[B] Stations** [C] LOCOs [D] FOIS
- 1207.** REMMLOT/RTIS devices are provided for automatically updating train timings in  
[A] ICMS [B] FOIS [C] LOCOs **[D] COA**
- 1208.** Data logger devices and C-TSR are provided for automatically updating train timings in  
[A] ICMS [B] FOIS [C] LOCOs **[D] COA**
- 1209.** Devices that is provided for automatically updating train timings in COA is  
[A] Data logger [B] C-TSR **[C] Either 'A' or 'B'** [D] Both 'A' & 'B'
- 1210.** Devices that is provided in loco for automatically updating train timings in COA is  
[A] REMMLOT [B] RTIS **[C] Either 'A' or 'B'** [D] Both 'A' & 'B'
- 1211.** Modules that are provided in ICMS  
**[A] PAM** [B] NTES [C] TMS [D] RMS
- 1212.** Modules that are provided in ICMS  
[A] TMS [B] RMS [C] NTES **[D] COIS**
- 1213.** Modules that are provided in FOIS  
[A] PAM [B] COIS **[C] TMS** [D] NTES
- 1214.** Modules that are provided in FOIS  
[A] PAM [B] COIS [C] NTES **[D] RMS**
- 1215.** Name of the First Private train run on Indian Railways is  
[A] Humsafar **[B] Tejas** [C] Antyodaya [D] Uday
- 1216.** Name of the Double Decker train run on Indian Railways is  
[A] Humsafar [B] Tejas [C] Antyodaya **[D] Uday**
- 1217.** Train-18 is otherwise named as  
[A] Humsafar [B] Tejas **[C] Vande Bharat** [D] Uday
- 1218.** Name of the fully unreserved train run on Indian Railways is  
[A] Humsafar [B] Tejas **[C] Antyodaya** [D] Uday
- 1219.** Coaches which are having panoramic view of side and top are  
[A] Talgo **[B] Vistadome** [C] LHB AC [D] ICF AC
- 1220.** India's first passenger train is hauled by three steam locomotives namely  
(A) Biverly, Fairly & Saintly (B) Chetak, Chirag & Charan  
(C) Sahib, Sindh and Sultan (D) Ganga, Jamuna & Sindh
- 1221.** India's first passenger train ran for \_\_\_\_\_ kilometres with \_\_\_\_\_ people in \_\_\_\_\_ carriages.

- (A) 34 kms, 400 people, 14carriages (B) 12 kms, 200 people, 10carriages  
(C) 15 kms, 300 people, 11carriages (D) 11 kms, 100 people, 9carriages

1222. In operational exigencies, running duty may be extended beyond 9 hours within overall limit of \_\_\_\_\_ provided due notice has been given to the staff by SCOR, before the completion of 7 hours duty.  
[A] 10 hours [B] **11 hours** [C] 13 hours [D] 15 hours
1223. In exceptional, extreme emergencies like accident, flood, agitation, lightening, equipment failures etc, the staff may be required to work beyond the prescribed limits of working hours and \_\_\_\_\_ should advise the staff accordingly.  
[A] SCOR [B] DOM [C] DEE [D] CCC
1230. For the purpose of visual acuity and physical ability of candidates/serving railway employees, medical standards for the Non-Gazetted Railway services are divided into the following categories.  
(A) Category: A-1, A-2, A-3. Loco, signal and Transportation Inspectors fall under the category \_\_\_\_\_  
[A] A-1 [B] A-2 [C] A-3 [D] None of the above
1231. The number of days for learning has to be provided for covering all these aspects, an indicative table for a Terminal station with Marshalling yard and lobby is \_\_\_\_\_  
[A] 15 days [B] 10 days [C] 08 days [D] None of the above
1232. The period for which Stabled stock/ Damaged Stock Register/Sick Wagon Register is required to be preserved is \_\_\_\_\_  
[A] Permanent record [B] 1 year [C] Local orders to be issued by DRM [D] 3 years
1233. The period for which Joint inspection of Points& crossing / Track circuits / OHE bondis required to be preserved is \_\_\_\_\_  
[A] Permanent record [B] 3 years [C] 1 year [D] Local orders to be issued by DRM
1234. What is the correct procedure when calculating the one-year or three-year period for retaining books and documents?  
[A] Include the year to which the books and documents relate, and exclude the year of destruction.  
[B] Exclude both the year to which the books and documents relate, and the year of destruction.  
[C] Include both the year to which the books and documents relate, and the year of destruction.  
[D] Exclude the year to which the books and documents relate, but include the year of destruction.
1235. Back reporting time in COA is limited to \_\_\_\_\_ and in FOIS it is \_\_\_\_\_  
[A] 60 minutes and 30 minutes [B] 15 minutes and 30 minutes  
[C] 120 minutes and one hour [D] 30 minutes and 60 minutes
1236. The targeted output of CSM&BRM machines for a 4-hour block are \_\_\_\_\_ respectively.  
[A] 0.2 km&1.2 Km. [B] 2.2 km.4 Km. [C] 1.2 km&2 Km. [D] 2.2 km.1.5 Km.
1237. Which of the following is not an Asset Utilization Statistics  
[A] Wagon Turn Round [B] Line Capacity Utilization  
[C] Average Gross Train Load [D] none of the above
1238. Projects/works related to passenger amenities which are having lesser financial implications can be processed for sanctions through \_\_\_\_\_ fund duly following extant policy guidelines.  
[A] Revenue [B] IRPSM  
[C] Corporate Social Responsibility (CSR) [D] lump sum amount deposited
1239. Some projects/works which are of huge financial implications which have long term benefits for the private party and also going to decongest the existing Railway lines and increase the mobility of the trains for the additional traffic offered can be processed in \_\_\_\_\_ as per the Memorandum of Understanding (MOU) signed at the Apex level of the respective organizations.  
[A] IRPSM [B] Public Private Partnership (PPP)  
[C] NITI Aayog and Expanded Board for Railways (EBR) [D] None of the above

1240. Zonal Railway Headquarter will have a Network Planning Group (NPG) for selecting feasible projects for the preparation of DPR to improve mobility, throughput/loading in the Railway. The constitution of NPG at the Zonal Level consists of \_\_\_\_\_ of Railway (PCOM/CTPM & SAG officers of Engineering, Electrical, S&T & Finance) as approved by GM.  
[A] CAO/PCE[B]PCCM/CPTM[C] PCOM/CTPM[D] None of the above
1241. Detailed Project Report is required to be prepared for all works costing above \_\_\_\_\_.  
[A] Rs.5 Crore.[B]Rs.50 crores.[C] Rs.100 crores.[D] Rs.500 crores
1242. The approved projects/works are published in the \_\_\_\_\_ along with demand for grant under different heads for different railways.  
[A] BLUE BOOK [B]PINK BOOK [C] Red BOOK[D] BUDGET BOOKLET
- 1243. Signals used for controlling movement of trains as per G & SR are**  
[i] Fixed signals [ii] Hand signals [iii] Detonating signals [iv] Flare signals  
[A] Either (i) & (ii) **[B] Either (i), (ii), (iii) & (iv)**  
[C] Either(i), (ii) & (iii) [D] Either(ii), (iii) , (iv)
- 1244. On Double line class 'B' station Multiple Aspect Signalling, station section lies between**  
(i) Outermost facing points to LSS (ii) Home signal to Outermost facing points  
(iii) Facing points to LSS (iv) BSLB to LSS  
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)  
[C] Either(i), (ii) & (iii) **[D] Either (i), (iv)**
- 1245. On single line 'B' class MAS station, Station section lies between**  
(i) Two outermost facing points (ii) Two Home signals  
(iii) Two LSS (iv) Two SLBs  
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)  
**[C] Either(i), (iii) & (iv)** [D] Either (i), (iv)
- 1246. The occasions when Calling ON signal can be used are**  
i) receiving a train on obstructed line ii) When reception end points are flashing  
iii) when signal above is defective iv) Track circuits fail on the route  
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)  
**[C] Either(i), (iii) & (iv)** [D] Either (i), (iv)
- 1247. The authority to pass Independent shunt signal or shunt signal below stop signal at "ON". is**  
i) T.369(1) ii) T.806 iii) PHS iv)T.369(3b)  
[A] Only (iv) **[B] Either (ii)+(iii) or (iii)+ (iv)** [C] Only (ii) & (iii) [D] Either (ii), (iv)
- 1248. The marker by which Gate signal in Automatic section when gate is closed is identified by**  
i)'G' marker ii)Extinguished 'A' marker iii) 'P' marker iv) Illuminated 'A'  
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)  
[C] Either(i), (iii) & (iv) **[D] Either (i), (iv)**
- 1249. The joint inspection conducted before a signal is newly erected or shifted is by signal sighting committee consisting of ,**  
i)Traffic Inspector ii)LocoInspector iii)Signal Inspector iv)Pway Inspector

[A] Both (i) & (ii) [B] All (i), (ii), (iii) & (iv)

[C] Either (i), (ii), (iii) **[D] All (i), (ii), (iii)**

**1250.** Life of a detonator may be

[i] 5years [ii] 6 years [iii] 7 years [iv] 8 years

[A] Both (i) & (iv) **[B] Either (i), (ii), (iii) & (iv)**

[C] Either (i), (ii), (iii) [D] Either (i), (ii)

**1251.** Authority to pass starter signal (if it is not LSS) is

i) T.369(3b)+ PHS ii) calling on signal taken off iii) Starter in 'off' iv) PLCT

[A] Both (i) & (ii) [B] Either (i), (ii), (iii) & (iv) **[C]**

**Either (i), (ii), (iii)** [D] Either (ii), (iii)

**1252.** Authority to pass Home signal is

i) T.369(3b)+ PHS ii) calling on signal taken off iii) Home signal Taken 'Off' iv) T.369(1)

[A] Both (i) & (ii) **[B] Either (i), (ii), (iii) & (iv)**

[C] Either (i), (ii), (iii) [D] Either (ii), (iii)

**1253.** The authority required by Loco Pilot when passes starter at "ON" partly and stopped before Advanced Starter, apart from ATP

i) Pilot out memo ii) T.369 (3b)+PHS

iii) Advanced starter off or PLCT iv) memo countersigned by Guard

[A] Both (ii) & (iv) [B] Either (i), (ii), (iii) & (iv) **[C]**

Either (i), (ii), (iii) **[D] Either (ii), (iii) & (iv)**

**1254.** Calling on signal can be taken off

[i] In case facing end point is defective [ii] After train comes to a stop at the signal

[iii] without train stopping at signal [iv] In case trailing end point is defective

[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)

[C] Either(i), (ii) & (iii) **[D] Either (ii) & (iv)**

**1255.** Type of shunt signals provided are

[i] Banner type [ii] Miniature semaphore [iii] Position type [iv] Disc type

[A] Either (i), (ii) & (iii) **[B] Either (ii), (iii) & (iv)**

[C] Either(i), (ii) & (iii) [D] Either(ii) & (iv)

**1256.** Whenever Home signal becomes defective it can be received by written authority

[i] T/B1425 [ii] T.369(1) [iii] T.369(3b) [iv] Pilot in memo

[A] Either (i), (ii) & (iii) [B] Either (ii), (iii) & (iv)

**[C] Either (ii) & (iii)** [D] Either(ii) & (iv)

**1257.** Match the following

|      |  |   |    |
|------|--|---|----|
| (i)  | No. of Amendments slips to G&SR as on Nov'24 | 1 | 16 |
| (ii) | No. of Amendments slips to Accident Manual   | 2 | 18 |

|       |  |   |    |
|-------|--|---|----|
| (iii) | No. of Chapters in G&SR                                | 3 | 17 |
| (iv)  | Formats of PLCT is given in amendment slip no. to G&SR | 4 | 19 |
| (v)   | No. of Appendices in G&SR                              | 5 | 6  |

[A] (i)-2,(ii)-1,(iii)-5,(iv)-3,(v)-4 [B] (i)-4,(ii)-5,(iii)-1,(iv)-3,(v)-2

**[C] (i)-4,(ii)-5,(iii)-2,(iv)-1,(v)-3** [D] (i)-4,(ii)-2,(iii)-3,(iv)-3,(v)-1

**1258.** Match the following

|       |   |   |         |
|-------|---|---|---------|
| (i)   | Rule No. of supply copy of rules                          | 1 | SR 2.01 |
| (ii)  | Rule No. of G&SR for keeping digital form of Rule books   | 2 | GR 2.08 |
| (iii) | Rule No. of G&SR for upkeep of the copy of rules          | 3 | GR 2.09 |
| (iv)  | Rule No. of G&SR for Absence from duty                    | 4 | GR 2.01 |
| (v)   | Rule No. of G&SR for not taking alcoholic drink, sedative | 5 | GR 2.02 |

[A] (i)-2,(ii)-1,(iii)-5,(iv)-3,(v)-4 **[B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3**

[C] (i)-4,(ii)-5,(iii)-2,(iv)-1,(v)-3 [D] (i)-2,(ii)-4,(iii)-3,(iv)-3,(v)-1

**1259.** Match the following

|       |   |   |             |
|-------|---|---|-------------|
| (i)   | Commissioning of fixed signals  | 1 | GR &SR 3.61 |
| (ii)  | Points affecting movement of trains   | 2 | GR &SR 3.65 |
| (iii) | Placing of detonators in thick, foggy or tempestuous weather impairing visibility | 3 | GR &SR 3.75 |
| (iv)  | Description of warning signals  | 4 | GR &SR 3.26 |
| (v)   | Passing IB stop signal at 'On'  | 5 | GR &SR 3.38 |

[A] (i)-2,(ii)-1,(iii)-5,(iv)-3,(v)-4 [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-4,(ii)-5,(iii)-2,(iv)-1,(v)-3 **[D] (i)-4,(ii)-5,(iii)-1,(iv)-2,(v)-3**

**1260.** Match the following

|       |              |   |                  |
|-------|--------------|---|------------------|
| (i)   | Stop         | 1 | Miniature yellow |
| (ii)  | Caution      | 2 | Two yellow       |
| (iii) | Attention    | 3 | Red              |
| (iv)  | Proceed      | 4 | Single yellow    |
| (v)   | Proceed slow | 5 | Green            |

[A] (i)-2,(ii)-1,(iii)-5,(iv)-3,(v)-4 [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-3,(ii)-5,(iii)-2,(iv)-1,(v)-4 **[D] (i)-3,(ii)-4,(iii)-2,(iv)-5,(v)-1**

**1261.** Match the following

|      |         |   |  |
|------|---------|---|--|
| (i)  | Stop    | 1 | Proceed and be prepared to pass next signal with restrictive speed |
| (ii) | Caution | 2 | Proceed  |



|       |              |   |   |
|-------|--------------|---|---|
| (iii) | Attention    | 3 | Stop draw ahead with caution and be prepared to stop short of any obstruction |
| (iv)  | Proceed      | 4 | Proceed and be prepared to stop at next signal                                |
| (v)   | Proceed slow | 5 | Stop dead   |

[A] (i)-5,(ii)-1,(iii)-4,(iv)-3,(v)-2      [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-5,(ii)-4,(iii)-1,(iv)-2,(v)-3      [D] (i)-3,(ii)-4,(iii)-2,(iv)-5,(v)-1

**1262.** Match the following

|       |                  |   |   |
|-------|------------------|---|---|
| (i)   | Miniature yellow | 1 | Proceed and be prepared to pass next signal with restrictive speed            |
| (ii)  | Two yellow       | 2 | Proceed   |
| (iii) | Red              | 3 | Stop draw ahead with caution and be prepared to stop short of any obstruction |
| (iv)  | Single yellow    | 4 | Proceed and be prepared to stop at next signal                                |
| (v)   | Green            | 5 | Stop dead   |

[A] (i)-5,(ii)-1,(iii)-4,(iv)-3,(v)-2      [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-3,(ii)-4,(iii)-1,(iv)-2,(v)-5      [D] (i)-3,(ii)-1,(iii)-5,(iv)-4,(v)-2

**1263.** Match the following

|       |                           |   |                   |
|-------|---------------------------|---|-------------------|
| (i)   | Home signal defective     | 1 | T.369(3b)+PHS     |
| (ii)  | Shunt signal defective    | 2 | T/C.1425          |
| (iii) | Advance Starter defective | 3 | Calling on signal |
| (iv)  | Shunting instructions     | 4 | T.351             |
| (v)   | Disconnection notice      | 5 | T.806             |

[A] (i)-1,(ii)-5,(iii)-4,(iv)-3,(v)-2      [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-3,(ii)-1,(iii)-2,(iv)-5,(v)-4      [D] (i)-3,(ii)-1,(iii)-5,(iv)-4,(v)-2

**1264.** Match the following

|       |                                 |   |       |
|-------|---------------------------------|---|-------|
| (i)   | BPC                             | 1 | T.409 |
| (ii)  | Disconnection Notice            | 2 | T.431 |
| (iii) | Combined train report           | 3 | RS 6  |
| (iv)  | Train examination advise report | 4 | T.351 |
| (v)   | Caution order                   | 5 | T.720 |

[A] (i)-1,(ii)-5,(iii)-4,(iv)-3,(v)-2      [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-3,(ii)-1,(iii)-2,(iv)-5,(v)-4      [D] (i)-3,(ii)-4,(iii)-5,(iv)-2,(v)-1

**1265.** Match the following

|     |  |   |         |
|-----|--|---|---------|
| (i) | ATP for Material train work and return | 1 | T/A.465 |
|-----|--|---|---------|

|       |   |   |         |
|-------|---|---|---------|
| (ii)  | ATP for Material train work and proceed to next station     | 2 | T.465   |
| (iii) | ATP for track machine work and return                       | 3 | T.1708  |
| (iv)  | ATP for last track machine work and proceed to next station | 4 | T.462   |
| (v)   | ATP for tower wagon work and return                         | 5 | T/A.462 |

**[A] (i)-4,(ii)-5,(iii)-2,(iv)-1,(v)-3**    **[B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3**

**[C] (i)-4,(ii)-1,(iii)-2,(iv)-5,(v)-3**    **[D] (i)-3,(ii)-4,(iii)-5,(iv)-2,(v)-1**

**1266. Match the following**

|       |   |   |         |
|-------|---|---|---------|
| (i)   | Reception on Obstructed line                          | 1 | T.511   |
| (ii)  | Departure from non signaled line                      | 2 | T.509   |
| (iii) | Departure from station having common departure signal | 3 | T/C.912 |
| (iv)  | Relief engine in Absolute block system                | 4 | T.512   |
| (v)   | Relief engine in Automatic Block system               | 5 | T/A.602 |

**[A] (i)-2,(ii)-5,(iii)-4,(iv)-3,(v)-1**    **[B] (i)-4,(ii)-1,(iii)-3,(iv)-2,(v)-5**

**[C] (i)-3,(ii)-1,(iii)-2,(iv)-5,(v)-4**    **[D] (i)-2,(ii)-1,(iii)-4,(iv)-5,(v)-3**

**1267. Match the following**

|       |                       |   |         |
|-------|-----------------------|---|---------|
| (i)   | TSL working           | 1 | T/G.602 |
| (ii)  | TIC Double line       | 2 | T/J.602 |
| (iii) | Up CLCT               | 3 | T/D.602 |
| (iv)  | Block ticket          | 4 | T.609   |
| (v)   | Divided train working | 5 | T/C.602 |

**[A] (i)-2,(ii)-5,(iii)-4,(iv)-3,(v)-1**    **[B] (i)-3,(ii)-5,(iii)-1,(iv)-2,(v)-4**

**[C] (i)-3,(ii)-1,(iii)-2,(iv)-5,(v)-4**    **[D] (i)-2,(ii)-1,(iii)-4,(iv)-5,(v)-3**

**1268. Match the following**

|       |  |   |          |
|-------|--|---|----------|
| (i)   | Independent Motor trolley permit           | 1 | 30 kmph  |
| (ii)  | Motor trolley following train permit       | 2 | 15 kmph  |
| (iii) | Motor trolley on Points and crossing speed | 3 | T.1518   |
| (iv)  | Motor trolley during night speed           | 4 | T.1525   |
| (v)   | Trolley notice                             | 5 | T/A.1525 |

**[A] (i)-5,(ii)-2,(iii)-4,(iv)-3,(v)-1**    **[B] (i)-3,(ii)-5,(iii)-1,(iv)-2,(v)-4**

**[C] (i)-5,(ii)-4,(iii)-2,(iv)-1,(v)-3**    **[D] (i)-2,(ii)-1,(iii)-4,(iv)-5,(v)-3**

**1269. Match the following**

|       |  |   |            |
|-------|--|---|------------|
| (i)   | IB Home is defective and phone is not working  | 1 | 25/10 kmph |
| (ii)  | Relief engine/train is being dispatched into obstructed block section                        | 2 | 25/8 kmph  |
| (iii) | Train dispatched during TIC on D/L   | 3 | 60/30 kmph |
| (iv)  | Engine is pushing train and Guard is in leading vehicle/not in leading vehicle               | 4 | 15/8 kmph  |
| (v)   | First train to enter into the healthy section which is temporarily isolated and re-energized | 5 | 15/10 kmph |

[A] (i)-5,(ii)-2,(iii)-4,(iv)-3,(v)-1 [B] (i)-4,(ii)-1,(iii)-5,(iv)-2,(v)-3

[C] (i)-5,(ii)-4,(iii)-2,(iv)-1,(v)-3 [D] (i)-4,(ii)-5,(iii)-1,(iv)-2,(v)-3

**1270.** Match the following

|       |   |   |           |
|-------|---|---|-----------|
| (i)   | Curved switches, PSC sleepers, 52/60kg rails                          | 1 | JSC       |
| (ii)  | Speed of TTM over points and crossings                                | 2 | 30 kmph   |
| (iii) | LE returning to pick up 2 <sup>nd</sup> portion left in block section | 3 | 8-11 kmph |
| (iv)  | Non interlocked points maximum speed                                  | 4 | 25 kmph   |
| (v)   | Testing of detonators   | 5 | 15 kmph   |

[A] (i)-5,(ii)-2,(iii)-4,(iv)-3,(v)-1 [B] (i)-5,(ii)-1,(iii)-4,(iv)-2,(v)-3

[C] (i)-5,(ii)-4,(iii)-2,(iv)-1,(v)-3 [D] (i)-4,(ii)-5,(iii)-1,(iv)-2,(v)-3

**1271.** Match the following

|       |  |   |         |
|-------|--|---|---------|
| (i)   | Foggy weather Proceed aspect- fog safety device provided | 1 | 60 kmph |
| (ii)  | Passing neutral section not less than                    | 2 | 25 kmph |
| (iii) | Foggy weather Proceed aspect                             | 3 | 75 kmph |
| (iv)  | Rail breakage upto 30 mm 1 <sup>st</sup> train           | 4 | 30 kmph |
| (v)   | First train in TSL working                               | 5 | 10 kmph |

[A] (i)-3,(ii)-4,(iii)-1,(iv)-5,(v)-2 [B] (i)-5,(ii)-1,(iii)-4,(iv)-2,(v)-3

[C] (i)-5,(ii)-4,(iii)-2,(iv)-1,(v)-3 [D] (i)-3,(ii)-5,(iii)-1,(iv)-2,(v)-4

**1272.** Advance reservation for booking of train tickets is given by

[A] 60 days [B] 90 days [C] 120 days [D] 150 days

**1273.** Nodal officer of the construction of Private freight terminal is

[A] PCOM [B] PCCM [C] CTPM [D] CCM(FM)

**1274.** Coordinating officer for approval of plans and sanctioning of estimates for PFT is

[A] PCOM [B] PCCM [C] CTPM [D] CGE

**1275.** The Capital cost for all traffic facilities, such as 'Y' connection, additional loop lines at the serving station, crossing station, patch doubling, shunting neck, S&T work, additional electrification shall be approved by \_\_\_\_\_ and borne by \_\_\_\_\_

[A] PCOM&amp; Siding owner

[B] PCCM &amp; Siding owner

**[C] PCOM & Railways**

[D] PCOM &amp; State Government

**1276.** The capital cost for augmenting the facilities including electrification within the premises of siding owner shall be borne by the

[A] 50% each by Railway &amp; Siding owners

[B] 25%-Railways, 75%-siding owner

[C] Railways

**[D] Siding owner**

**1277.** Goods for emergency relief work for victims of natural calamities sponsored by Central/State government for the purpose of allotment of wagons come under

[A] Priority 'A'

**[B] Priority 'B'**

[C] Priority 'C'

**[D] Priority 'D'**

**1278.** Foodgrains and levy sugar for Public Distribution system sponsored by Food Corporation of India for the purpose of allotment of wagons come under

[A] Priority 'A'

**[B] Priority 'B'**

[C] Priority 'C'

**[D] Priority 'D'**

**1279.** Coal, Non refined edible salt & raw material to steel plants for the purpose of allotment of wagons come under

[A] Priority 'A'

[B] Priority 'B'

**[C] Priority 'C'****[D] Priority 'D'**

**1280.** The full form of MEMU is \_\_

**(A) Mainline Electrical Multiple Unit**

(B) Mainline Electrical Major Unit

(C) Major Electro Multiple Unit

(D) Multiple Electrical Mainline Unit

**1281.** The full form of DEMU is \_\_

(A) Diesel Electrical Metro Unit

(B) Dual Engine Major Unit

**(C) Diesel Electrical Multiple Unit**

(D) Dual Electrical Major Unit

**1282.** Right to information Act came into existence in the year.

(A) 2003 (B) 2004 **(C) 2005**

(D) 2006

**1283.** Full form of UMID

(A) Unified Multipurpose Identification

(B) Unique Medical Identification

(C) Unique Multipurpose Identification

(D) Unified Medical Identification

**1284.** Who is the head of Transformation Cell at Railway Board?

(A) Member Engineering

(B) Member Staff

(C) PED

(D) Member Traffic

**1285.** Rashtriya Ekta Divas or National Unity Day is observed on \_\_

(A) 31<sup>st</sup> October (B) 2<sup>nd</sup> October (C) 15<sup>th</sup> August (D) 20<sup>th</sup> August

**1286.** International Yoga Day is observed on \_

(A) 31<sup>st</sup> July (B) 2<sup>nd</sup> October (C) 21<sup>st</sup> June (D) 20<sup>th</sup> August

**1287.** General Managers of Railways are entitled for \_ type of Duty Pass.

(A) Bronze (B) Gold (C) Silver (D) Platinum

**1288.** Group A and B officers are entitled to \_\_\_\_ sets of First Class A Privilege passes.

(A) 8 sets (B) 6 sets (C) 10 sets (D) 4 sets

- 1289.** Maximum speed of the trains over DFC will be \_\_\_\_\_ kmph.  
 [A] 75 [B] 85 [C] 90 [D] 100
- 1290.** Maximum Station spacing distance on DFC will be \_\_\_\_\_ km.  
 [A] 10 [B] 20 [C] 30 [D] 40
- 1291.** S.L.O is given by \_\_\_\_  
 [A] Sr DCM [B] Sr DOM [C] Sr DPO [D] CCM
- 1292.** Restrictions are imposed by  
 [A] State Government [B] Central Government  
 [C] Both (a) & (b) [D] Railways
- 1293.** For booking against a restriction, the permission of \_\_\_\_\_ is required  
 [A] P.C.O.M. [B] C.S.O. [C] C.C.M. [D] G.M.
- 1294.** For booking of explosives \_\_\_\_\_ is required.  
 [A] Form 8 [B] Form 16 [C] Form 24 [D] Form 32
- 1295.** Explosives and other dangerous goods should be brought to railway premises only after giving a notice of \_\_\_\_\_ hours.  
 [A] 12 [B] 24 [C] 36 [D] 48
- 1296.** Each package of Explosive & Dangerous goods should not exceed \_\_\_\_\_ kgs.  
 [A] 35 [B] 50 [C] 100 [D] 150
- 1297.** Maximum \_\_\_\_\_ commodities can be clubbed in a wagon.  
 [A] 2 [B] 12 [C] 4 [D] 5
- 1298.** An indent for a standard rake of BOXN should be for \_\_\_\_\_ wagons  
 [A] 59 [B] 60 [C] 61 [D] 58
- 1299.** S.L.O stands for .  
 [A] Station Loading Order [B] Special Loading Order  
 [C] Specific Loading Order [D] Siding Loading Order
- 1300.** The Two components of FOIS are  
 [A] RMS & TMS [B] RMS & PMS [C] TMS & PMS [D] TMS & CMS
- 1301.** P.T.O in respect of goods Stands for  
 (A) Priority Traffic order [B] Preferential Traffic order  
 (C) Priority Train Order [D] Preferential Train order
- 1302.** First class privilege pass holders are entitled for \_\_\_\_\_ number of berths in 2AC by Rajdhani/Duronto trains  
 [A] All eligible family members [B] 4 [C] 2 [D] 1
- 1303.** EMD means  
 (A) Emergency Medicine department (B) Emergency Medicine Deposit  
 (C) Earnest Money Deposit (D) None of the above.
- 1304.** The famous quotation "Customer is the most important person on our Premises" belongs to  
 (A) Jawaharlal Nehru (B) Indira Gandhi  
 (C) Babu Rajendra Prasad (D) M. K. Gandhi
- 1305.** Identify the statements which are "TRUE"

- a. Guards working freight trains should possess Vacuum, BP & FP gauges
- b. Goods trains should be cleared with twin pipe brake system subject to endorsement in BPC by C&W staff
- c. Goods trains should be cleared with twin pipe brake system subject to endorsement in GLP proforma by Crew of the train.
- d. Only coaching trains can run with twin pipe brake system

(A) Only (i),(ii) &amp; (iii)

(B) Only (ii),(iii) &amp; (iv)

**(C) Only (i) & (ii)**

(D) Only (iii) &amp; (iv)

**1306.** Identify the statements which are "TRUE"

- a. After putting back relevant starter or advance starter for crossing or precedence on duty SM shall inform LP through walkie talkie.
- b. Except to avert an accident till the LP has been advised of putting back signals through written memo and acknowledgement received, SM shall not alter the points.
- c. SM can put back Starter for Crossing/Precedence.
- d. SM after putting back Home signal to avert an accident can alter the points immediately.

(A) Only (i),(ii) &amp; (iii)

(B) Only (ii),(iii) &amp; (iv)

(C)

Only (i) &amp; (ii)

**(D) Only (ii) & (iii)****1307.** Identify the statements which are "TRUE"

1. Depending upon trains in the section Disconnection should normally be allowed by SM for duration upto one hour.
2. In extreme exigencies the maintenance/repair of S&T gear is urgently needed to avoid an accident, same may be permitted by Station Master.
3. Sr.DOM, Sr.DSTE, Sr.DEN, Sr.DEE jointly sign and reviewed by DRMs periodically for works involving disconnection for more than one hour.
4. Temporary Instructions shall be issued for Disconnections / maintenance likely to last for more than one day

**(A) Only (i),(iii) & (iv)**

(B) Only (ii),(iii) &amp; (iv)

(C)

Only (i) &amp; (ii)

(D) Only (ii) &amp; (iii)

**1308.** Identify the statements which are "TRUE"

- i. BV equipment in case of MEMU/EMU trains shall be loaded at shed in low tension compartment
- ii. BV equipment in case of DEMU/DHMU trains shall be loaded at Dsl shed in each space available in driving cab.
- iii. LP working MEMU/DEMU shall have in his personal equipments only Red& Green flags, H/Signal lamp, detonators &a copy of G&SR
- iv. Guard working MEMU/DEMU shall have in his personal equipments only Red& Green flags, H/Signal lamp, detonators, First aid box &a copy of G&SR.

(A) Only (i),(iii) &amp; (iv)

(B) Only (ii),(iii) &amp; (iv)

(C) Only (i),

(ii) &amp; (iii)

**(D) Only (i), (ii), (iii) & (iv)****1309.** Identify the statements which are "TRUE"

- a. After ensuring securing of locos,LP if required to leave the loco unmanned, he should do so only after receiving PCOR/TLC instructions
- b. After ensuring securing of locos,LP if required to leave the loco unmanned, he should do so only after receiving Written instructions from SM

- c. Securing of locos is done by application of A9, SA 9, apply hand/parking brakes and wooden wedges/skids provided in locos
- d. When a train is stabled with the loco, only Guard has to endorse on stable load register.

(A) Only (i),(iii) &amp; (iv)

(B) Only (ii),(iii) &amp; (iv)

**(C) Only (ii)****& (iii)**

(D) Only (i), (ii), (iii) &amp; (iv)

**1310.** Identify the statements which are 'TRUE'

- (i) Remarks in red ink to the effect that 'Line No \_\_\_\_ is blocked and all precautions for securing load have been made should be made in TSR
- (ii) While securing within station limits, Hand brakes must be operated under the personal supervision of the Guard, and in the absence LP.
- (iii) While securing within station limits, Hand brakes must be operated under the personal supervision of the Guard, and in the absence SM on duty.
- (iv) SM shall give a PN to SCOR only after securing of the train is done in all aspects.

(A) Only (ii),(iii) &amp; (iv)

(B) Only (ii) &amp; (iv)

(C) Only (ii) &amp; (iii)

**(D) Only (i), (iii) & (iv)****1311.** Identify the statements which are 'TRUE'

- a. For originating train, responsibility for closing the compartment of Guard's SLR lies with Station staff.
- b. For originating train, responsibility for closing the compartment of Guard's SLR lies with TXR staff.
- c. For coaching trains at the originating station the Guard shall ensure before signing in BPC endorsement by TXR staff
- d. Before leaving BV/SLR of the train the Guard shall apply hand brakes of BV/SLR.

**(A) Only (ii),(iii) & (iv)**

(B) Only (ii) &amp; (iv)

(C) Only (ii) &amp; (iii)

(D) Only (i), (iii) &amp; (iv)

**1312.** Identify the statements which are 'TRUE'

- a. At stations where BPAC is provided and working the SM shall close the block section after getting PN from Guard
- b. When a train runs through a station the SM shall close back the block section after seeing green signal from Guard
- c. Where BPAC is not provided or not working the SM shall close the block section in rear for a stopping train after Guard waves hand/flags
- d. The Guard shall indicate the complete arrival of the train without BV where BPAC is not provided for a stopping train after Guard ensures LV indication.

(A) Only (ii),(iii) &amp; (iv)

(B) Only (ii) &amp; (iv)

(C) Only (i), (ii), (iii) &amp; (iv)

**(D) None of the above****1313.** Identify the statements which are 'TRUE'

- a. Quantity, distance, duration and service are Primary units.
- b. Fundamental units are also called as qualitative statistics.
- c. Derived units are also called as quantitative statistics.
- d. Multiplication of two primary units are known as fundamental unit.

(A) Only (ii),(iii) &amp; (iv)

(B) Only (ii) &amp; (iv)

(C) Only (i), (ii), (iii) &amp; (iv)

**(D) Only (i) & (iv)**

**1314. Identify the statements which are 'TRUE'**

- a. Engine Performance depends on load factors.
  - (ii) Engine performance depends on Ensuring of right powering.
  - (iii) Engine performance depends on ensuring of banker locos as per WTT load charts.
  - (iv) Engine performance depends on monitoring and moving of dead locos to shed.
- (A) Only (ii),(iii) & (iv) (B) Only (ii) & (iv)  
**(C) Only (i), (ii), (iii) & (iv)** (D) Only (i) & (iv)

**1315. Identify the statements which are 'TRUE'**

- a. Engine Performance depends on load factors.
  - (v) Engine performance depends on Ensuring of right powering.
  - (vi) Engine performance depends on ensuring of banker locos as per WTT load charts.
  - (vii) Engine performance depends on monitoring and moving of dead locos to shed.
- (A) Only (ii),(iii) & (iv) (B) Only (ii) & (iv)  
**(C) Only (i), (ii), (iii) & (iv)** (D) Only (i) & (iv)

**1316. Identify the statements which are 'TRUE'**

- (i) Traffic facility works come under planhead 1600 & 5300
  - (ii) Pink Book contains only those works programme that can be approved by GM.
  - (iii) Proposal for works costing above Rs 5 crores each required Board's prior approval
  - (iv) For inclusion of Works Programme, Operating and Commercial branches of the division initiate the proposal at divisional level.
- (A) Only (ii),(iii) & (iv) (B) Only (ii) & (iv)  
**(C) Only (i), (ii), (iii) & (iv)** **(D) Only (i),(iii) & (iv)**

**1317. Identify the statements which are 'TRUE'**

- a. For the works costing less than Rs 50 lakhs a lump sum provision is made in the PINK BOOK.
  - b. Works costing from 5 lacs to 50 lacs are sanctioned at divisional level by DRM.
  - c. Works costing more than 50 lacs are sanctioned at zonal level by GM.
  - d. Works costing from 5 lacs to 50 lacs are discussed by HOD, DRM and GM at HQ level and detailed in a book called List of Approved Works (LAW).
- (A) Only (ii),(iii) & (iv) **(B) Only (i) & (iv)**  
**(C) Only (i), (ii), (iii) & (iv)** (D) Only (i),(iii) & (iv)

**1318. Identify the statements which are 'TRUE'**

- a. Under PH-1600 the works are divided into 2 categories depending on cost first between Rs 15 lakhs to 30 lakhs and second costing upto 15 lakhs.
  - b. Under PH-5300 the works are divided into 2 categories depending on cost first between Rs 15 lakhs to 30 lakhs and second costing upto 15 lakhs.
  - c. For works upto 15 lakhs DRM has got full power to sanction with finance concurrence.
  - d. For works more than 15 lakhs up to 30 lakhs GM has full power to exercise the sanction with finance concurrence.
- (A) Only (ii),(iii) & (iv)** (B) Only (i) & (iv) **(C) Only (i), (ii), (iii) & (iv)**  
 (D) Only (i),(iii) & (iv)

**1319. Identify the statements which are 'TRUE'**

- a. For the purpose of construction of new lines under traffic survey and financial implications, the Railways are divided into three categories Strategic, protective and Commercial lines.
- b. Strategic lines are constructed for defence of the country.
- c. Protected lines are constructed to protect a particular part of the country from famine.



d. Commercial lines are constructed keeping in view of profit and loss.

(A) Only (ii),(iii) & (iv)

(B) Only (i) & (iv)

(C) **Only (i),**

**(ii), (iii) & (iv)**

(D) Only (i),(iii) & (iv)

**1320.** Identify the statements which are "TRUE"

a. **Financial justification is required in case of commercial lines.**

b. Greenfield PFT revenue sharing will start after 5 full years of notification of PFT.

c. Agreement for operation of PFT will be 10 years.

d. Brownfield PFTs revenue sharing will start after 2 years of notification.

(A) Only (ii),(iii) & (iv)

(B) Only (i) & (iv)

(C) Only (i),

(ii), (iii) & (iv)

**(D) Only (i),(ii) & (iv)**

**1321.** Minister of Railways who were appointed two times MR

(A) Lalu Prasad Yadav

**(B) Mamata Banerjee**

(C)

Geroge Fernandes

(D) Suresh Prabhu

**1322.** Name of the MR who later became Prime Minister of India

(i) N.Sanjeeva Reddy (ii) Morarjee Desai

(iii) Guljari Lal

Nanda (iv) Lal bahdur Shastri

(A) Only (ii)

(B) Only (ii)&(iv)

(C) Only (ii)

**(D) Only (iii) & (iv)**

**1323.** Name of the MR who were Chief Minister of state also

(i) N.Sadananda Gawda

(ii) Nitesh kumar

(iii) Lalu Prasad Yadav

(iv) Mamata Banerjee

(v) Ram vilas Paswan

(vi) Mallikarjun Kharge

(A) Only (ii),(iii) & (iv)

(B) Only (i), (ii), (iv)&(vi)

**(C)**

**Only (i), (ii),(iii) & (iv)**

(D) Only (ii), (iii), (iv)& (v)

**1324.** Just as "life line to nation" is the tag line of Indian railways web home page, the Tag line of South Central Railway web home page is

[A] Service with dedication progress with pride

(B) Service with

commitment progress with satisfaction

(C) Service with commitment

progress with pride

(D) Service with dedication progress with pleasure

### **NUMERICAL CODES OF COACHES AND WAGONS**

**1325.** WGFACCW stands for

[A] AC 2 tier

[B] AC 3 tier

[C] First class cum AC 2 tier

[D] First class cum AC 3 tier

**1326.** WGCB stands for

[A] General chair car

[B] Generating van

[C] Parcel van

[D] Pantry car

**1327.** WGACCZ stands for

[A] IInd Chair car

[B] AC Chair Car

[C] AC 3 tier

[D] AC 2 tier

**1328.** VPU stands for

[A] Parcel van

[B] High capacity parcel van

[C] High capacity Motor cum parcel van

[D] Motor van

**1329.** LWLRRM stands for

[A] Generator van [B] Generator cum pantry car

[C] LHB medical van [D] Generator cum Brake van

**1330.** LWCZ stands for

[A] AC Chair car [B] AC 2 tier [C] Non AC IInd Chair car [D] Non AC IInd class

**1331.** WACCNH stands for

[A] AC Sleeper 2 tier [B] AC Sleeper 3 tier [C] First class cum AC 2 tier [D] AC Chair car

**1332.** Power car with disabled compartment is denoted by code

[A] WACCNH [B] WSCZACH [C] WLRRM [D] WRRMDAC

**1333.** Second Class Chair car sitting is denoted by code

[A] WGACCW [B] WGACCN [C] WGSCZ [D] WGACCZ

**1334.** Second class, Luggage & Brake van with disabled compartment is denoted by code

[A] SGSLR [B] SGSLRD [C] SGSRD [D] SWGCBN

**1335.** Air braked Bogie Open with centre or side discharge with High capacity wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

**1336.** Air braked Bogie Open with centre or side discharge with Low tare weight wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

**1337.** Air braked Bogie Open with centre or side discharge with High Speed wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

**1338.** Air braked Bogie Covered with High Speed wagon code is

[A] BCN [B] BCNAHA [C] BCNAHS [D] BCNAHW

**1339.** Air braked Open hopper car with rapid (Pneumatic) bottom discharge doors code is

[A] BOYN [B] BOBY [C] BOBRN [D] BOBR

**1340.** Air braked Bogie tanker for liquefied petroleum gas code is

[A] BTPN [B] BTPGLN [C] BTPLPG [D] BOBR

**1341.** CONCOR's new low platform container flat wagons code is

[A] BLC [B] BLCA [C] BLCB [D] Either 'A' or 'B' or 'C'

**MCQs on Establishmnet Matters ( DAR, Conduct, Pass and HOER) (FINAL)**

1. Running staff are classified as .  
[A]Intensive [B] Excluded [C] Continuous [D] EI roster
2. Eligibility criteria of Grade pay for availing First class pass as per VII PC Rs  
[A]Level VI & above [B] Level V & above [C] Level VII & above [D] None of these
3. Standard form to be used for issuing Major Penalty is  
[A]SF11 [B]SF1 [C]SF5 [D] None of these
4. Standard form to be used for issuing Minor Penalty is  
[A]SF11 [B]SF5 [C]SF1 [D] None of these
5. How many days of LAP in a calendar year, a permanent/ Temporary Railway servant shall be entitled to get?  
A) 30 days B) 15 days C) 30 days D) 45 days
6. How many days of LHAP in a calendar year, can be credited to an employee  
A) 25 days B) 10 days C) 20 days D) 12 days
7. Maximum days of leave on average pay that can be accumulated is  
A) 120 days B) 180 days C) 190 days D) 300 days
8. How many days of LHAP can be accumulated to an employee in his service life  
A) 300 days B) 450 days C) 600 days D) unlimited
9. Maximum encashment of leave on average pay is  
A) 20 days B) 30 days C) 60 days D) 180 days
10. Maximum period of leave on Average pay at a time that a railway servant may be granted  
A) 120 days B) 160 days C) 180 days D) 300 days
11. LAP shall be credited to a Railway servant at the rate of  
A) 2 ½ days per month B) 3 days per month  
C) 2 days per month D) 1 ½ days per month
12. No of days permissible for Paternity leave is  
[A] 10days [B] 15 days [C] 20 days [D] 30 days
13. Children's Education allowance is permissible for how many no of surviving children.  
[A] 3 [B] 4 [C] 2 [D] 1
14. Maximum no of dependents allowed on a Privilege pass is  
[A] 1 [B] 2 [C] 3 [D] 4
15. Maximum no of persons allowed on a Privilege pass when dependents are included is  
[A]3 [B] 5 [C] 7 [D] no limit
16. Rostered hours maximum limit for intensive roster is  
[A] 12 hours [B] 24 hours [C] 36 hours [D] 45 hours
17. Maximum amount of Retirement Gratuity payable  
[A] Rs20 LAKHS [B] Rs10 LAKHS [C] Rs25LAKHS [D] Rs15LAKHS
18. Standard form to be used for order of suspension is

[A]SF-1      [B] SF-2      [C] SF-5      [D] SF-11

19. Maternity leave permissible for a period of  
[A]90 days[B]120 days [C] 135 days [D] 180 days
20. For miscarriage, including abortion, what period of Maternity leave may be granted  
[A]6 weeks [B]45 days [C] 7 weeks [D] 43 days
21. From the date of confinement Paternity leave to be availed within.  
[A] 12 months [B] 24 months [C] 6 months [D]48 months
22. As per Hours of Employment Rule employees are classified into \_\_\_\_ number of categories.  
[A]Four[B] Three [C] Two [D] Six
23. The Minimum pension as per VII PC pension scheme \_\_\_\_\_  
(A) Rs 3500 (B) Rs 8500 (C) Rs 9000 (D) Rs 10500.
24. MaximumComposite transfer grant as per VII PC is equivalent to \_\_\_\_\_  
(A) 80% pay (B) 70% pay (C) 65% pay (D) 35% pay
25. What is the statutory limit of hours of employment of Intensive Category employee in a week?  
[A] 60 Hrs [B] 45 Hours [C] 75 Hrs [D] 54 Hrs
26. Waiting Room Bearer comes under \_\_\_\_\_ Classification  
[A] Intensive category [B] Essentially Intermittent[C] Continuous [D] Excluded
27. .Weekly Hours of duty including P&C of Continuous category of employees is----- Hrs.  
[A] 60 Hrs [B] 45 Hours.[C] 72 Hrs [D] 54 Hrs.
28. In the case of Continuous category of employees more than \_\_\_\_\_ hrs of duty is Long on.  
[A] 6 Hrs [B] 12/14 Hours.[C] 10 Hrs [D] 8 Hrs
29. \_\_\_\_\_ is the *Prescribed Authority to classify* the employment of Railway Servant  
[A] DRM [B] Head of the Railways(*PCPOdelegated from GM in the Rule 3 (1) Part II of RS{HoW & PoR} Rules*)[C] UPSC [D] Rly Board
30. Weekly rest for Essentially Intermittent workers is \_\_\_\_\_ hrs including a full night in bed.  
[A] 22 consecutive hrs [B] not less than 30 consecutive hrs. [C] 24 consecutive hrs [D]. Equal to 30 consecutive hrs
31. Within how many days Compensatory Off (*Rest*) can be sanctioned?  
[A] 30 days [B] 60 days [C] 45 days [D] no limit
32. Rough Assessment *method of* Job Analysis is conducted for -----hours?  
[A] 6 Hrs [B] 24 Hours.[C] 10 Hrs [D] 8 Hrs
33. Appeal against classification of employment can be made to\_\_\_\_\_-  
[A] General Manager [B] DRM [C] Regional Labour Commissioner [D] Branch Offi
34. The document which shows employee's daily hours of duty, weekly rest and break between spells of duty besides other necessary particulars is called  
[A] Duty Chart [B] Roster [C] Attendance register.[D] Overtime Allowance Register

35. Which method of Job Analysis is adopted generally for correct classification of employment?  
[A] Factual Job Analysis [B] Rough assessment [C] Assuance of certificate [D] None
36. At what rate OTA will be given if any employee works beyond Statutory Limits?  
[A] At 2 times the pay. [B] At 3 times the pay.  
C At 1½ times the pay. [D] At 5 times the pay.
37. The Railway servants (Discipline & Appeal) Rules came into force on \_\_\_\_\_.  
[A] 1968 [B] 1972.C 1966 [D] 1978.
38. \_\_\_\_\_ form is used for placing a Railway employee under suspension-  
[A] SF-5 [B] SF-11 [C] SF-1 [D] SF-2
39. Rule No.-----of The Railway servants (D & A) Rules deals with Penalties.  
[A] 6 [B] 7 [C] 5 [D] 1
40. Compulsory Retirement/Removal/ Dismissal is a -----under D&A Rules, 1968.  
[A] Penalty [B] Not a penalty [C] Major penalty [D] Minor penalty
41. Rule No. 9 of The Railway servants (Discipline & Appeal) Rules deals with Procedure for imposing \_\_\_\_\_ penalty.  
[A] Major [B] Minor [C].Suspension [D] Revoke of Suspension
42. \_\_\_\_\_ equal to leave on half salary, will be drawn in case the employee is under suspension.  
[A] Dearness Allowance [B].Subsistence Allowance [C] Suspension Allowance (D) Travelling allowance
43. As per rule 17 of DAR rules No appeal lies against any order of an \_\_\_\_\_ nature or of the nature of step in aid of the final disposal of a disciplinary proceedings.  
[A] Minor Penalty [B].Major Penalty [C] Interlocutory [D] None
44. The appeal against an order of the Disciplinary Authority can be preferred by the Appellant in his \_\_\_\_\_.  
[A] Own name. [B] Disciplinary Authority. [C] Appellate Authority [D] GM
45. The appeal shall be preferred to any higher authority other than the \_\_\_\_\_.  
[A] Disciplinary Authority. [B] DRM [C] Appellate Authority [D] GM
46. Rule 25 of the RS (D&A) Rules deal with \_\_\_\_\_.  
[A] Review. [B] Appeal [C] Revision. [D] Witness
47. Rule 25.A of the RS (D&A) Rules deal with \_\_\_\_\_.  
[A] Review. [B] Appeal [C] Explanation. [D] Witness
48. The disciplinary proceedings should be -----on the death of the charged employee.  
[A] Closed immediately [B] Continued [C] Temporarily closed [D] None
49. \_\_\_\_\_ form is used for nomination of Inquiry Officer.  
[A] SF-5 [B] SF-7 [C] SF-1 [D] SF-2
50. If the charge is unauthorized absence, \_\_\_\_\_ can be one of the *relied upon document* (witnesses).  
[A] Attendance Register [B] Medical Certificate  
[C] Co- employee. [D] None
51. Appeal shall be entertained unless preferred within \_\_\_\_\_ days.  
[A] 100 [B] 10 [C] 30 [D] 45

52. Post Retirement Complimentary Pass are admissible to Railway Servant retired after putting in \_\_\_ years of service.  
[A] 20 [B] 12 C 15 D 16
53. What is Pass as per Railway Servants Pass Rules 1986?  
(A) Pass is a Privilege. (B) To travel in Railway  
(C) An authority given by Railway to a Railway employee or to a Person authorizing him to travel in a train gratuitously. (D) None of these.
54. Family means.  
(A) Wife, Husband, Son/Step sons under the age of 21 years and wholly dependent. Bonafide student of any recognized University. Unmarried daughter of any age whether earning or not, dependent widow daughter. Railway Doctor's certified invalid son daughter of any age.  
(B) Wife, Husband, son/Step son/Son-in-law/mother-in-law/daughter of any age.  
(C) Husband, Wife/Widow mother/son/Step son of any age/Daughter of any age.  
(D) Husband/Wife/Sons/Daughters of any age/Mother-in-law, if father is not alive.
55. How many sets of P.T.O. are issued to the Railway employees?  
(A) 6 sets both for Gazetted and Non-Gazetted every year from the date of appointment.  
(B) 4 sets both for Gazetted and Non-Gazetted every year from the date of appointment.  
(C) 3 sets both for Gazetted and Non-Gazetted every year from the date of appointment.  
(D) 6 sets for Gazetted and 4 sets for Non-Gazetted.
56. How many sets of School Pass issued to Railway employee?  
(A) 6 sets or 3 half sets per year. (B) 4 sets or 6 half sets per year.  
(C) 3 sets or 6 half sets. per year. (D) 5 sets per year.
57. Of late validity for a Privilege Pass/PTO is ?  
(a) 3 months (b) 4 months (c) 2 months (d) 5 months
58. Attendants of Pass Holder is:-  
(A) Part time servant. (B) Servant (C) Full time paid servant. (D) Any person.
59. Irregularity for use of Passes may be condoned by  
(A) CPO (B) GM (C) CME (D) COM
60. The colour of the First Class A Pass is \_\_\_\_\_ in colour.  
[A] White [B] Pink [C] Green. [D] Yellow.
61. When dependents are included in a Pass/PTO number persons entitled to be include in Pass/ PTO shall be.  
[A] All Family members + 2 dependents. [B] 5 member's only  
[C] 6 members only. [D] Any number of Family members + 3 dependents
62. How many sets of PTOs is/ are a license Holder coolie is entitled in a calendar year?  
[A] One (Ind/Sleeper) [B] Two (Ind/Sleeper) [C] Three (Ind/Sleeper) [D] Nil
63. Which rule of Railway Service (Conduct) Rules 1966 states that every railway servant shall at all times "Maintain absolute integrity, Maintain devotion to duty and Do nothing which is unbecoming of a railway servant  
[A] Rule 3 (i) (ii) and (iii) [B] Rule 3-B [C] Rule 3-C [D] Rule 3-D
64. Prohibition of sexual harassment of working women defined in \_\_\_\_\_ of Railway servants (Conduct) Rules, 1966.  
[A] Rule 3-A [B] Rule 3-B [C] Rule 3-C [D] Rule 3-D
65. Demonstration and Strikes defined in \_\_\_\_\_ of Railway servants (Conduct) Rules  
[A] Rule 7 [B] Rule 4 [C] Rule 5 [D] Rule 6
66. As per Railway servants (Conduct) Rules, 1966 a Railway servant holding Group C post can accept gift worth Rs \_\_\_\_\_ on occasions such as weddings anniversaries funerals or other religious functions:  
[A] Rs 25000/- [B] Rs 7500/- [C] Rs 15000/- [C] Rs 500/-
67. Rule 13-A of Railway servants (Conduct) Rules deals with \_\_\_\_\_

[A] Subscription [B] Dowry [C] indebtedness [D] Gifts

68. Rule\_\_\_of Railway servants (Conduct) Rules, 1966 speaks about a Railway servant subletting of Railway accommodation  
[A]15(A) [B] 15(B) [C]15(C) [D]15(D)
69. Rule\_\_\_\_\_ of Railway servants (Conduct) Rules, 1966 speaks about a Railway servant possessing movable, immovable and valuable property  
[A]15 [B]16 [C]17 [D]18
70. An employee can be taken up for bringing outside political influence in service matters in terms of \_\_\_\_\_ of Rly. Service conduct Rules.  
[A] Rule 17 [B] Rule 14 [C] Rule 20 [D]Rule 6
71. Rule\_\_\_\_\_ of Railway servants(Conduct) Rules, speaks about Consumption of intoxicating Drinks & Drugs  
[A] Rule 17 [B] Rule 14 [C] Rule 20 [D] Rule 22.
72. In case of loss of IInd class Privilege Pass ----- amount has to be levied as fine.  
[A]Rs. 5 [B]Rs.10[C]Rs. 15 [D] Rs. 25
73. When a Railway servant has availed all passes due to him in a current calendar year, \_\_\_\_\_ number of set of passes/PTO may be issued for journeys commencing in the next year only by debiting to the next year's pass account.  
[A]. One [B]. Two [C].Three.[D] Four.
74. From which of the following years Railway budget was merged with the General Budget.  
(A)2016 (B)2017 (C) 2018 (D)2019
75. Full form of UMID  
(A)Unified Multi purpose Identification  
(B)Unique Medical Identity  
(C)Unique Multi purpose Identification  
(D) Unified Medical Identification
76. Who is the head of Transformation Cell at Railway Board?  
(A)Member Engineering (B) Member Staff (C) PED Transformation (D) Member Traffic
77. Rashtriya Ekta Divas or National Unity Day is observed on \_\_\_\_  
(A) 31<sup>st</sup> October (B) 2<sup>nd</sup> October (C) 15<sup>th</sup> August (D) 20<sup>th</sup> August
78. General Managers of Railways are entitled for\_\_\_type of DutyPass.  
(A)Bronze (B) Gold (C) Silver (D) Platinum
79. Group A and B officers are entitled to\_\_\_\_sets of First Class A Privilege passes.  
(A) 8 sets (B) 6 sets (C) 10 sets (C) 4 sets
- 80.The time-limit for submitting of claims for Travelling Allowance is within \_\_\_\_ days succeeding the date of completion of journey.  
(A) 90 (B) 45 (C) 60 (D) 180.
81. The rates of DA will go up by\_\_\_\_\_ every time the DA goes up by 50%.  
(A) 50% (B) 25% (C) 100% (D) 20%

- 82.** The Composite transfer grant (CTG) is admissible at the rate of \_\_\_\_\_ of last month's Basic pay in case of transfer involving a change of station located at a distance of more than 20 Kms from each other.  
 (A) 100% (B) 80% (C) 50% (D) 25%
- 83.** For claiming CTG, transferee/retirees needs to submit the \_\_\_\_\_ documents.  
 (A) Proof of change of residence. (B) Proof of journey  
 (C) Both the above documents specified in (A) & (B)  
 (D) Any one of the above documents specified in (A) & (B)
- 84.** With respect to the quantum of DA admissible to employees based on absence from HQrs, which is not correct?  
 (A) Less than 6 hrs- 30% of DA.  
 (B) More than 6 hrs but less than 12 hrs-70% of DA.  
 (C) More than 12 hrs/each completed day.100% of DA.  
 (D) Less than 6 hrs- 50% of DA.
- 85.** W.e.f. 1.7.2017 officers of station masters of IR are granted dress allowance of \_\_\_\_\_  
 (A) Rs 10000/Per annum (B) Rs 5000/quarter (C) Rs 1800/ per month (D) Rs 20000/- Per annum
- 86.** W.e.f. 1.7.2017 Dress allowance is credited directly to the salary of the entitled employees \_\_\_\_\_  
 (A) Twice in a year the months of January and July  
 (B) Thrice in a year in the months of March, September and December  
 (C) Once in a year in the month of January  
 (D) Once in a year in the month of July
- 87.** The successive Leave encashment cannot be made before a minimum period of \_\_\_\_\_ (block period) has elapsed.  
 (A) 4 (B) 1 (C) 3 (D) 2
- 88.** In case both the spouses are Government servants, Children education allowance reimbursement can be claimed by \_\_\_\_\_  
 (A) Both (B) Only mother (C) Only father (D) Only one of them
- 89.** The amount of reimbursement of CEA in respect of differently abled children is \_\_\_\_\_  
 (A) Same as the amount admissible to normal children  
 (B) Double the amount admissible to normal children  
 (C) Triple the amount admissible to normal children  
 (D) 1.5 times the amount admissible to normal children Transport allowance
- 90.** The amount of reimbursement of CEA is \_\_\_\_\_per month.  
 (A) Rs 2,250/- (B) Rs 3,250/- (C) Rs 2,750/- (D) Rs 6,750/-
- 91.** A balance of atleast\_\_\_\_\_days of leave on Average Pay should be available to the credit in leave account after taking into account the period of encashment as well as the leave availed of.



(A) 10 (B) 40 (C) 20 (D) 30

**92.** Transport allowance during leave will be admissible if \_\_\_\_\_

(A) Calendar month (s) wholly covered by leave

(B) Not wholly covered by leave during calendar month(s)

(C) Leave has no relation with grant of Transport allowance

(D) None of the above

**93.** What is the rate of PF deduction from pay?

(A) 1/12th or 8.33% of Basic pay (B) 5% of Basic Pay

(C) 10% of Basic Pay

(D) None of the above

**94.** The scale check statement submitted by the pay bill unit will show \_\_\_\_\_

(A) The sanctioned strength of a Post.

(B) The Actual operated strength against the Post.

(C) The No. of vacant posts.

(D) All the above.

**95.** Identify the statements which are 'TRUE'

i. The % of DA as on 01.07.2019 is 17%.

ii. Rate of HRA at 'X' class cities is 30%.

iii. Rate of HRA at 'Y' class cities is 12%.

iv. Rate of HRA at 'Z' class cities is 24%.

(A) Only (ii),(iii) & (iv) (B) Only (i) (C) Only (i), (iii) & (iv) (D) Only (i) & (iii)

**96.** Identify the statements which are 'TRUE'

i. The % of DA as on 01.07.2016 is 2%.

ii. The % of DA as on 01.01.2018 is 7%.

iii. The % of DA as on 01.01.2019 is 13%.

iv. The % of DA as on 01.07.2019 is 17%.

(A) Only (ii),(iii) & (iv)

(B) Only (i)

(C) Only (i),

(iii) & (iv)

(D) Only (i),(ii) & (iv)

**97.** Identify the statements which are 'TRUE'

i. Rate of HRA at 'X' class cities is 30%.

ii. Rate of HRA at 'Y' class cities is 16%.

iii. Rate of HRA at 'Z' class cities is 8%.

iv. Rate of HRA at 'A1' class cities is 24%.

(A) Only (ii),(iii) & (iv)

(B) Only (i)& (iii)

(C) Only (i), (iii) & (iv)

(D) Only (i) & (iii)

**98.** Identify the statements which are 'TRUE'

i. Transport allowance for employees of Level 9 & above in "X" class city is Rs7200/-.

- ii. Transport allowance for employees of Level 9 & above in "other cities is Rs4800/-.
  - iii. Transport allowance for employees of Level 3 to 8 in "X' class city is Rs3600/-.
  - iv. Transport allowance for employees of Level 1&2 in "X' class city is Rs1350/-
- (A) Only (ii),(iii) & (iv) (B) Only (i) & (iv)  
(C) Only (i), (iii) & (iv) (D) Only (i) & (iii)

**99.** Identify the statements which are 'TRUE'

- i. Rate of transport allowance for employees of Level 3 to 8 in other cities is Rs3600/-
  - ii. Rate of transport allowance for employees of Level 9 & above in "other cities is Rs4800/-
  - iii. Rate of transport allowance for employees of Level 1&2 in "other cities is Rs1200/-
  - iv. Rate of transport allowance for employees of Level 1&2 in "X' class city is Rs1350/-
- (A) Only (ii),(iii) & (iv) (B) Only (iv)  
(C) None of the above (D) Only (i) & (iii)

**100.** Identify the statements which are 'TRUE'

- i. Dress allowance for RPF staff is 20,000/- per annum
  - ii. Dress allowance for Station Masters is 10,000/- per annum
  - iii. Dress allowance for & Running staff is 8,000/- per annum
  - iv. Dress allowance for Trackmen is 5,000/- per annum
- (A) Only (ii),(iii) & (iv) (B) Only (i), (ii) & (iv)  
(C) None of the above (D) Only (i) & (iii)

**101.** Identify the statements which are 'TRUE'

- i. Entitlement for full travelling allowance for Level 14 and above is Rs1200/-
  - ii. Entitlement for full travelling allowance for Level 12& 13 is Rs1000/-
  - iii. Entitlement for full travelling allowance for Level 9 to 11 is Rs900/-
  - iv. Entitlement for full travelling allowance for Level 6 to 8 is Rs800/-
- (A) Only (ii),(iii) & (iv) (B) Only (i), (ii) & (iv)  
(C) None of the above (D) All the above is true

**102.** Absence from Head quarter for less than 6 hours the percentage of Travelling allowance granted is

- (A) 15% (B) 30% (C) 70% (D) 100%

**103.** Absence from Head quarter for less than 12 hours but more than 6 hours the percentage of Travelling allowance granted is

- (A) 15% (B) 30% (C) 70% (D) 100%

**104.** Absence from Head quarter when exceeds 12 hours the percentage of Travelling allowance granted is

- (A) 15% (B) 30% (C) 70% (D) 100%

**105.** When railway servant remains out of HQ continuously for more than 180 days is admissible for travelling allowance of

- (A) 30% (B) 50% (C) 100% (D) Nil

**106.** The amount fixed for reimbursement of children education allowance per month is

- (A) 1200/- (B) 1600/- (C) 2250/- (D) 2400/-

**107.** Match the following

|       |                                |   |        |
|-------|--------------------------------|---|--------|
| (i)   | First class 'A' pass           | 1 | Pink   |
| (ii)  | First class Pass               | 2 | Yellow |
| (iii) | 2 <sup>nd</sup> class 'A' Pass | 3 | Green  |

|      |                           |   |       |
|------|---------------------------|---|-------|
| (iv) | Sleeper/Second class Pass | 4 | White |
|------|---------------------------|---|-------|

[A] (i)-1,(ii)-2,(iii)-3,(iv)-4

[B] (i)-2,(ii)-3,(iii)-4,(iv)-1

[C] (i)-4,(ii)-3,(iii)-2,(iv)-1

[D] (i)-3,(ii)-4,(iii)-1,(iv)-2

**108.** Identify the statements which are 'TRUE'

- Gifts may be accepted in religious functions, wedding anniversaries.
  - Group 'A' Staff can accept gifts worth Rs 25,000-
  - Group 'B' Staff can accept gifts worth Rs 15,000-
  - Group 'A' Staff can accept gifts worth Rs 7,500-
- (A) Only (ii),(iii) & (iv)                      (B) Only (i), (ii) & (iv)  
(C) None of the above                      (D) All the above is true

**109.** Match the following

|       |                                   |   |      |
|-------|-----------------------------------|---|------|
| (i)   | Appointment of Presenting officer | 1 | SF-1 |
| (ii)  | Revocation of suspension          | 2 | SF-2 |
| (iii) | Appointment of Inquiry Officer    | 3 | SF-4 |
| (iv)  | Order of suspension               | 4 | SF-8 |
| (v)   | Order of deemed suspension        | 5 | SF-7 |

- [A] (i)-4,(ii)-3,(iii)-1,(iv)-5,(v)-2      [B] (i)-5,(ii)-1,(iii)-4,(iv)-2,(v)-3      [C] (i)-5,(ii)-4,(iii)-2,(iv)-1,(v)-3      [D] (i)-4,(ii)-3,(iii)-5,(iv)-1,(v)-2

**110.** Identify the statements which are 'TRUE'

- Withholding of Privilege passes or PTOs or both is a Minor penalty
  - Reduction to a lower stage in the time scale of pay for a specific period exceeding 3 years is a minor penalty
  - Withholding of increment for a specific period with further directions as to whether on the expiry of such period, this will or will not have the effect of postponing his future increments of his pay is a minor penalty
  - Withholding of promotion for a specific period is a minor penalty.
- (A) Only (i),(iii) & (iv)                      (B) Only (i), (ii) & (iv)  
(C) None of the above                      (D) All the above is true
- .....

## राजभाषासंबंधीप्रश्न - उत्तर/ OL Questions

|    |   |
|----|---|
| 1. | <p>भारतकेसंविधानकेकिसभागमेंराजभाषा संबंधीप्रावधानदिएगएहैं?</p> <p>(A) भाग-15 (B) भाग-16 (C) <b>भाग - 17</b> (D) भाग-18</p> <p>In which part of Indian Constitution, provisions related to Official Language are given?</p> <p>(A) Part -15 (B) part-16 (C) <b>Part-17</b> (D) part -18</p>  |
| 2. | <p>संविधानकेभाग- 17 केकिसअध्यायमेंसंघकीराजभाषाकाउल्लेखहै?</p> <p>(A) <b>अध्याय - 1</b> (B) अध्याय - 2 (C) अध्याय - 3 (D) अध्याय - 4</p> <p>In which chapter of the Part – 17 of Constitution the official language of the Union is mentioned?</p> <p>(A) <b>Chapter - 1</b> (B) Chapter - 2 (C) Chapter - 3 (D) Chapter - 4</p>   |
| 3. | <p>संसदमेंउपयोगकीजानेवालीभाषाकेबारेमेंभारतकेसंविधानकेकिसअनुच्छेदमेंउल्लेखहै?</p> <p>(A) अनुच्छेद- 12 (B) <b>अनुच्छेद - 120</b> (C) अनुच्छेद-112 (D) अनुच्छेद- 210</p> <p>In which article of the Constitution of India mentions about the language to be used in the Parliament?</p> <p>(A) Article - 12 (B) <b>Article - 120</b> (C) Article - 112 (D) Article – 210</p>   |
| 4. | <p>विधानमंडलमेंप्रयोगकीजानेवालीभाषाकेसंबंधमेंभारतकेसंविधानकेकिसअनुच्छेदमेंउल्लेखहै?</p> <p>(A) अनुच्छेद- 120 (B) <b>अनुच्छेद - 210</b>(C) अनुच्छेद- 343 (D) अनुच्छेद- 345</p> <p>Which article of the Constitution of India mentions about the language to be used in the Legislature?</p> <p>(A) Article - 120 (B) <b>Article - 210</b> (C ) Article - 343 (D) Article - 345</p>   |
| 5. | <p>भारतकेसंविधानकेकिसअनुच्छेदमें संघकीराजभाषाकेबारेमेंउल्लेखकिया गया है?</p> <p>(A) अनुच्छेद-112 (B) अनुच्छेद - 120 (C) अनुच्छेद- 340 (D) <b>अनुच्छेद - 343</b></p> <p>Under which article of the Constitution of India, Official language of the Union is mentioned?</p> <p>(A) Article - 112 (B) Article - 120 (C ) Article - 340 (D) <b>Article - 343</b></p>  |
| 6. | <p>राजभाषाकेसंबंधमेंआयोगऔरसंसदकीसमितिकेबारेमेंभारतकेसंविधानकेकिसअनुच्छेदमेंउल्लेखहै?</p> <p>(A) अनुच्छेद- 210 (B) अनुच्छेद - 343 (C)<b>अनुच्छेद- 344</b>(D) अनुच्छेद- 351</p> <p>Which article of the Constitution of India mentions about the Commission and Committee of Parliament in connection with the official language?</p> <p>(A) Article - 210 (B) Article - 343 (C ) <b>Article - 344</b> (D) Article - 351</p>                                  |
| 7. | <p>राज्यकीराजभाषायाराजभाषाओंकेबारेमेंभारतकेसंविधानकेकिसअनुच्छेदमेंउल्लेखहै?</p> <p>(A) अनुच्छेद- 343 (B) अनुच्छेद - 344 (C) <b>अनुच्छेद- 345</b>(D) अनुच्छेद - 346</p> <p>Which article of the Constitution of India mentions about the official language or official languages of the state?</p> <p>(A) Article - 343 (B) Article - 344 (C ) <b>Article - 345</b> (D) Article - 346</p>  |
| 8. | <p>एकराज्यऔरदूसरेराज्यकेबीचयाकिसीराज्यऔरसंघकेबीचपत्रादिकीभाषाकेबारेमेंभारतकेसंविधानकेकिसअनुच्छेदमेंउल्लेखहै?</p> <p>(A) <b>अनुच्छेद- 346</b>(B) अनुच्छेद -347 (C) अनुच्छेद- 348 (D) अनुच्छेद - 349</p> <p>Which article of the Constitution of India mentions about the language of communication between one state and another or between a state and the Union?</p> <p>(A) <b>Article - 346</b> (B) Article -347 (C ) Article - 348 (D) Article - 349</p> |

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| 9.  | <p>उच्चतम न्यायालय और उच्च न्यायालयों में और अधिनियमों, विधेयकों आदि के लिए प्रयोग की जाने वाली भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है?</p> <p>(A) अनुच्छेद- 347 (B) <b>अनुच्छेद - 348</b> (C) अनुच्छेद- 349 (D) अनुच्छेद- 350</p> <p>Which article of the Constitution of India mentions about the language used in the Supreme Court and High Courts and for the Acts, Bills etc.?</p> <p>(A) Article - 347 (B) <b>Article - 348</b> (C) Article - 349 (D) Article - 350</p> |
| 10. | <p>व्यथा के निवारण के लिए अभ्यावेदन में प्रयोग की जाने वाली भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है?</p> <p>(A) अनुच्छेद- 344 (B) अनुच्छेद - 346 (C) अनुच्छेद- 348 (D) <b>अनुच्छेद - 350</b></p> <p>Which article of the Constitution of India mentions about the language used in the representation for the prevention of grief?</p> <p>(A) Article - 344 (B) Article - 346 (C) Article - 348 (D) <b>Article - 350</b></p>  |
| 11. | <p>हिंदी भाषा के विकास के लिए निदेश का उल्लेख भारत के संविधान के किस अनुच्छेद में है?</p> <p>(A) अनुच्छेद- 343 (B) अनुच्छेद - 344 (C) <b>अनुच्छेद- 351</b> (D) इनमें से कोई नहीं</p> <p>Which article of the Constitution of India mentions the Directive for the development of Hindi language?</p> <p>(A) Article - 343 (B) Article - 344 (C) <b>Article - 351</b> (D) None of the above</p>   |
| 12. | <p>भारत के संविधान के अनुसार संघ की राजभाषा हिंदी तथा लिपि _____ होगी?</p> <p>(A) रोमन (B) खरोष्ठी (C) <b>देवनागरी</b> (D) ब्राम्ही</p> <p>According to the Constitution of India, the official language of the Union will be Hindi and the script will be _____.</p> <p>(A) Roman (B) Kharosthi (C) <b>Devnagri</b> (D) Brahmi</p>  |
| 13. | <p>संसदीय राजभाषा समितिकी कौन सी उपसमिति रेल कार्यालयों का निरीक्षण करती है?</p> <p>(A) <b>दूसरी उपसमिति</b> (B) तीसरी उपसमिति (C) पहली उपसमिति (D) इनमें से कोई नहीं</p> <p>Which sub-committee of Parliamentary Committee on Official Language inspects Railway offices?</p> <p>(A) <b>Second sub Committee</b> (B) Third sub Committee (C) First sub Committee (D) None of the above</p>  |
| 14. | <p>राजभाषा अधिनियम की धारा 4 के अंतर्गत गठित संसदीय राजभाषा समिति में लोक सभा के कितने सदस्य होते हैं?</p> <p>(A) 5 (B) 10 (C) 15 (D) <b>20</b></p> <p>How many members of Lok Sabha are there in the Parliamentary Committee on Official Language constituted under section 4 of the Official Language Act?</p> <p>(A) 5 (B) 10 (C) 15 (D) <b>20</b></p>  |
| 15. | <p>संसदीय राजभाषा समिति में राज्य सभा के कितने सदस्य होते हैं?</p> <p>(A) 5 (B) <b>10</b> (C) 15 (D) 22</p> <p>How many members of Rajya Sabha are there in the Parliamentary Committee on Official Language?</p> <p>(A) 5 (B) <b>10</b> (C) 15 (D) 22</p>   |
| 16. | <p>संविधान की किस अनुसूची में राज्य के राजभाषाओं का उल्लेख है?</p> <p>(A) सातवीं (B) <b>आठवीं</b> (C) नौवीं (D) दसवीं</p> <p>Which Schedule of the Constitution mentions about the official languages of the state?</p> <p>(A) Seventh (B) <b>Eighth</b> (C) Ninth (D) Tenth</p>   |

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| 17 | <p>भारतकेसंविधानकेभाग-17 मेंराजभाषाकेप्रयोजनकेलिएकितनेअनुच्छेदहैं?</p> <p>(A) 9(B) 10 (C) 11 (D) 12</p> <p>Part-17 of the Constitution of India contains how many articles for the purpose of Official language?</p> <p>(A) 9 (B) 10 (C) 11 (D) 12</p>  |
| 18 | <p>राजभाषाअधिनियमकिसवर्षपारितकियागया?</p> <p>(A) 1961(B) 1962(C) 1963 (D) 1968</p> <p>In which year the Official Language Act was passed?</p> <p>(A) 1961 (B) 1962 (C) 1963 (D) 1968</p>  |
| 19 | <p>राजभाषाअधिनियमकीकिसधाराकेदस्तावेजोंकोहिंदीऔरअंग्रेजीदोनोंभाषाओंमेंतैयारऔरजारीकरनाअनिवार्यहै?</p> <p>(A) धारा 3 (1)(B)धारा 3(2)(C) धारा 3(3) (D) धारा 4</p> <p>Under which section of the Official Language Act, certain documents are compulsorily be prepared, issued both in Hindi and English languages?</p> <p>(A) Section 3(1) (B) Section 3(2) (C) Section 3 (3) (D) Section 4</p> |
| 20 | <p>राजभाषाअधिनियमकेप्रयोजनोंकोकार्यान्वितकरनेकेलिएनियमबनानेकीशक्तिकिसेप्रदानकीगई?</p> <p>(A) केंद्रसरकारको(B)राज्यसरकारको</p> <p>(C) राज्यपालको (D) इनमेंसेकोईनहीं</p> <p>Who is empowered to make rules to implement the Official Language Act?</p> <p>(A) Central Government (B) State Government</p> <p>(C) Governor (D) None of the above</p>   |
| 21 | <p>राजभाषाअधिनियममेंसंशोधनकिसवर्षकेदौरानकियागयाथा?</p> <p>(A) 1964 (B) 1965 (C)1966(D) 1967</p> <p>In which year amendment to the Official Language Act was made?</p> <p>(A) 1964 (B) 1965 (C) 1966 (D) 1967</p>  |
| 22 | <p>राजभाषाकेसंबंधमेंराष्ट्रपतिकेआदेशकिसवर्ष 27 अप्रैलकोजारीहुएथे?</p> <p>(A) 1955(B) 1960 (C) 1962 (D) 1965</p> <p>In which year the President's orders regarding the Official language were issued on 27 April?</p> <p>(A) 1955 (B) 1960 (C) 1962 (D) 1965</p>   |
| 23 | <p>राजभाषासंकल्पकिसवर्षकेदौरानपारितकियागयाथा?</p> <p>(A) 1960(B) 1962 (C) 1967 (D) 1968</p> <p>During which year the Official Language Resolution was passed?</p> <p>(A) 1960 (B) 1962 (C) 1967 (D) 1968</p>  |
| 24 | <p>राजभाषानियमकिसवर्षपारितकियागयाथा?</p> <p>(A) 1963(B) 1967 (C) 1976(D) 1987</p> <p>In which year the Official Language Rule was passed?</p> <p>(A) 1963 (B) 1967 (C) 1976 (D) 1987</p>  |
| 25 | <p>राजभाषानियमभारतकेकिसराज्यपरलागूनहींहोतेहैं?</p> <p>(A) कर्नाटक(B)तमिलनाडु(C) गोवा (D) इनमेंसेकोईनहीं</p> <p>Official Language Rules do not apply to which state of India?</p> <p>(A) Karnataka (B) Tamil Nadu (C) Goa (D)None of the above</p>   |

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| 26  | <p>राजभाषानियम 1976 के अंतर्गत भारत के राज्यों और केंद्र शासित प्रदेशों को कितने क्षेत्रों में वर्गीकृत किया गया है?</p> <p>(A) 2 (B) <b>3</b> (C) 4 (D) 5</p> <p>In how many regions States and Union Territories of India are categorized under Official Language Rules 1976?</p> <p>(A) 2 (B) <b>3</b> (C) 4 (D) 5</p>  |
| 27  | <p>अंदमान व निकोबार द्वीपसमूह राजभाषा के प्रयोग-प्रसार के लिए वर्गीकृत किस क्षेत्र के अधीन आते हैं?</p> <p>(A) 'क' क्षेत्र (B) 'ख' क्षेत्र (C) 'ग' क्षेत्र (D) इनमें से कोई नहीं</p> <p>Andaman and Nicobar Islands come under which are classified for the propagation of the Official language ?</p> <p>(A) 'A' region (B) 'B' region (C) 'C' region (D) None of the above.</p>  |
| 28  | <p>तेलंगाना राजराजभाषा के प्रयोग-प्रसार के लिए वर्गीकृत किस क्षेत्र के अधीन आता है?</p> <p>(A) 'क' क्षेत्र (B) 'ख' क्षेत्र (C) 'ग' क्षेत्र (D) इनमें से कोई नहीं</p> <p>The state of Telangana comes under which area classified for the use of the official language?</p> <p>(A) 'A' region (B) 'B' region (C) 'C' region (D) None of the above</p>   |
| 29  | <p>'हिंदी में कार्यसाधक ज्ञान' की परिभाषा राजभाषानियम की किस नियम में दी गई है?</p> <p>(A) 7 (B) 8 (C) 9 (D) <b>10</b></p> <p>The definition of 'working knowledge in Hindi' is given in which rule of the Official Language Rules?</p> <p>(A) 7 (B) 8 (C) 9 (D) <b>10</b></p>   |
| 30  | <p>'हिंदी में प्रवीणता' की परिभाषा राजभाषानियम की किस नियम में शामिल है?</p> <p>(A) <b>9</b> (B) 10 (C) 11 (D) 12</p> <p>Definition of 'Proficiency in Hindi' is included in which rule of the Official Language Rules?</p> <p>(A) <b>9</b> (B) 10 (C) 11 (D) 12</p>   |
| 31  | <p>केंद्र सरकार के कार्यालयों के कितने प्रतिशत कर्मचारियों द्वारा हिंदी का कार्यसाधक ज्ञान प्राप्त कर लेने पर उन कार्यालयों के नाम राजपत्र में अधिसूचित किए जाते हैं?</p> <p>(A) 60% (B) 70% (C) <b>80%</b> (D) 100%</p> <p>Upon what percentage of acquiring Working Knowledge of Hindi by the employees of Central Government offices, that office is required to be notified in the Gazette of Govt. of India.</p> <p>(A) 60% (B) 70% (C) <b>80%</b> (D) 100%</p> |
| 32. | <p>भारत सरकार के कार्यालयों में प्रत्येक वर्ष हिंदी दिवस कब मनाया जाता है?</p> <p>(A) 12 सितंबर (B) <b>14 सितंबर</b> (C) 12 जनवरी (D) 14 जनवरी</p> <p>When is Hindi Day celebrated every year in the Central Government Offices?</p> <p>(A) 12 September (B) <b>14 September</b> (C) 12 January (D) 14 January</p>   |
| 33. | <p>संविधान सभा ने हिंदी को राजभाषा के रूप में कब स्वीकार किया था?</p> <p>(A) 10 जनवरी 1975 (B) 10 सितंबर 1975</p> <p>(C) <b>14 सितंबर, 1949</b> (D) 14 सितंबर 1963</p> <p>When did the Constituent Assembly accepted Hindi as the official language of the Union?</p> <p>(A) 10 January 1975 (B) 10 September 1975</p> <p>(C) <b>14 September, 1949</b> (D) 14 September 1963</p>  |

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| 34. | <p>भारतीयसंविधानकी 8वींअनुसूचीमेंनिम्नलिखितमेंसेकौनसीभाषाशामिलनहींहै?</p> <p>(A) नेपाली(B)उर्दू (C) <b>अंग्रेजी</b>(D) सिंधी</p> <p>Which of the following languages is not included in the 8th Schedule of the Constitution?</p> <p>(A) Nepali (B) Urdu (C) <b>English</b> (D) Sindhi</p>   |
| 35. | <p>संविधानकी 8वींअनुसूचीमेंअबतककितनीभाषाओंकोराजभाषा के रूप में शामिल किया गया है?</p> <p>(A) 15(B) 18 (C) <b>22</b>(D) 24</p> <p>How many languages have been included so far as the Official Languages in the 8th schedule of the constitution?</p> <p>(A) 15 (B) 18 (C) <b>22</b> (D)24</p>  |
| 36. | <p>राजभाषानियमकेअनुसारकोईभीकर्मचारीआवेदन,अपीलयाअभ्यावेदनकिसभाषामेंकरसकताहै?</p> <p>(A) हिंदीमें(B)अंग्रेजीमें (C) <b>हिंदीयाअंग्रेजीमें</b>(D) किसीभीभाषामें</p> <p>According to the Official Language Rules, an employee can submit his application, appeal or representation in ----- language?</p> <p>(A) In Hindi (B) In English (C) <b>In Hindi - English</b> (D) In any language</p>   |
| 37. | <p>प्रथमराजभाषाआयोगकागठनकिसवर्षकेदौरानकियागयाथा?</p> <p>(A) <b>1955</b>(B) 1960 (C) 1963 (D) 1976</p> <p>During which year was the first Official Language Commission formed?</p> <p>(A) <b>1955</b> (B) 1960 (C) 1963 (D) 1975</p>  |
| 38. | <p>मैनुअल,संहिताएं,प्रक्रियासंबंधीअन्यसाहित्यलेखनसामग्रीआदिद्विभाषिकरूपमेंजारीकिएजानेकीअनिवार्यताके बारेमेंराजभाषानियमकेकिसनियमसंख्यामेंउल्लेखकियागयाहै?</p> <p>(A) नियम 9(B)नियम 10 (C) <b>नियम 11</b>(D) नियम 12</p> <p>In which rule of the Official Language Rules have been mentioned about the imperative of issuing bilingual form manuals, codes, other literature related to process etc.?</p> <p>(A) Rule 9 (B) Rule 10 (C) <b>Rule 11</b> (D) Rule 12</p>   |
| 39. | <p>राजभाषानियमसंख्या-12</p> <p>केअनुसारराजभाषाअधिनियमऔरनियमोंकेसंबंधमेंजारीनिर्देशोंकेसमुचितअनुपालनकोसुनिश्चितकरनेकाउत्तर दायित्वकिसेसौंपागयाहै?</p> <p>(A) राजभाषाअधिकारीको(B) <b>कार्यालयकेप्रशासनिकप्रधानको</b></p> <p>(C) संबंधितडीलरको (D) उपर्युक्ततीनोंको</p> <p>According to Official Language Rule-12, who is entrusted with the responsibility of ensuring proper compliance of the instructions issued in connection with the Official Language Act and Rules?</p> <p>(A) Rajbhasha Adhikari (B) <b>Administrative Head of the office</b></p> <p>(C) Concerned Dealer (D) Above three</p> |
| 40. | <p>1955 मेंगठितप्रथमराजभाषाआयोगकेअध्यक्षकौनथे?</p> <p>(A) श्रीगोविंदवल्लभपंत(B) <b>श्रीबी.जी. खेर</b></p> <p>(C) श्रीजवाहरलालनेहरू (D) श्रीओममेहता</p> <p>Who was the Chairman of the First Official Language Commission constituted in 1955?</p> <p>(A) Sri Govind Vallabh Pant (B) <b>Sri B.G. Kher</b></p> <p>(C) Sri Jawahar Lal Nehru (D) Sri Om Mehtha</p>   |



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| 41. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसारगक्षेत्रस्थितकार्यालयोंकोकितनेप्रतिशतमूलपत्रहिंदीमेंभेजाजानाअपेक्षितहै?</p> <p>(A) <b>55 प्रतिशत</b>(B) 60 प्रतिशत (C) 75 प्रतिशत (D)100 प्रतिशत</p> <p>According to the annual programme of the year 2024-25 for the use of Hindi, what percentage of the originating correspondence is required to be done by offices situated in C region?</p> <p>(A) <b>55 Percent</b> (B) 60 Percent (C) 75 Percent (D) 100 Percent</p> |
| 42. | <p>केंद्रसरकारकेकार्यालयोंमेंगठितराजभाषाकार्यान्वयनसमितिकीबैठकोंकेआयोजनकीअवधिक्याहै?</p> <p>(A) <b>3 महीनेमेंएकबार</b>(B) 6 महीनेमेंएकबार</p> <p>(C) वर्षमेंएकबार (D) 2 वर्षमेंएकबार</p> <p>What is the period for holding the meetings of the Official Language Implementation Committee constituted in Central Government Offices?</p> <p>(A) <b>Once in 3 months</b> (B) Once in 6 months</p> <p>(C) Once in a year (D) Once in 2 years</p>   |
| 43. | <p>नगरराजभाषाकार्यान्वयनसमितिकीबैठकोंकेआयोजनकीअवधिक्याहै?</p> <p>(A) 3 महीनेमेंएकबार(B)<b>6 महीनेमेंएकबार</b></p> <p>(C) वर्षमेंएकबार (D) 2 वर्षमेंएकबार</p> <p>What is the period of holding of meetings of the Town Official Language Implementation Committee?</p> <p>(A) Once in 3 months (B) <b>Once in 6 months</b></p> <p>(C) Once in a year (D) Once in 2 years</p>  |
| 44. | <p>राजभाषानियम, 1976 मेंकुलकितनेनियमहैं?</p> <p>(A) 9(B) 10 (C) <b>12</b>(D) 14</p> <p>How many rules are there in the Official Language Rules 1976?</p> <p>(A) 9 (B) 10 (C) <b>12</b>(D)14</p>  |
| 45. | <p>राजभाषाकावार्षिककार्यक्रमकिसमंत्रालयद्वाराजारीकियाजाताहै?</p> <p>(A) मानवसंसाधनमंत्रालय(B)रेलमंत्रालय</p> <p>(C) सभीमंत्रालय (D) <b>गृहमंत्रालय</b></p> <p>The annual program of Official Language is released by which ministry?</p> <p>(A) Human Resource Ministry (B) Ministry of Railways</p> <p>(C) All Ministries (D) <b>Ministry of Home Affairs</b></p>   |
| 46. | <p>हिंदीशिक्षणयोजनाकेअंतर्गतनिर्धारितहिंदीपाठ्यक्रमकीपरीक्षाएवंवर्षमेंकितनीबारलीजातीहैं?</p> <p>(A) 1 बार(B)<b>2 बार</b>(C) 3 बार (D) 4 बार</p> <p>How many times in a year the examinations of Hindi courses prescribed under Hindi Teaching Scheme are conducted?</p> <p>(A) once (B) <b>twice</b> (C) thrice (D) 4 times</p>  |
| 47. | <p>सिंधीभाषाकोअष्टमअनुसूचीमेंकिसवर्षमेंशामिलकियागयाथा?</p> <p>(A) 1968(B) 1966 (C) <b>1967</b>(D) 1969</p> <p>In which year Sindhi language was added to eighth schedule?</p> <p>(A) 1968 (B) 1966 (C) <b>1967</b> (D) 1969</p>  |

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| 48. | मंडलस्तर परराजभाषाकार्यान्वयनसमितिके अध्यक्ष कौन होते हैं?<br>(A) अपरमुख्य राजभाषा अधिकारी (B) <b>मंडल लेवल प्रबंधक</b><br>(C) मुख्य राजभाषा अधिकारी (D) महाप्रबंधक<br>Who is the Chairman of the Official Language Implementation Committee at Divisional level?<br>(A) AMRA (B) <b>DRM</b> (C) MRA (D) GM   |
| 49. | क्षेत्रीय रेल राजभाषा कार्यान्वयन समितिके अध्यक्ष कौन होते हैं?<br>(A) मुख्य राजभाषा अधिकारी (B) प्रमुख मुख्य कार्मिक अधिकारी<br>(C) <b>महाप्रबंधक</b> (D) अध्यक्ष, रेलवे बोर्ड<br>Who is the Chairman of Zonal Railways Official Language Implementation Committee?<br>(A) MRA (B) PCPO (C) <b>General Manager</b> (D) Chairman, Railway Board   |
| 50. | राजभाषा अधिनियम, 1963 में कुल कितनी धाराएं हैं?<br>(A) <b>9</b> (B) 10 (C) 11 (D) 12<br>How many Sections are there in the Official Language Act, 1963?<br>(A) <b>9</b> (B) 10 (C) 11 (D) 12  |
| 51. | किस राजभाषा पुरस्कार योजना में राशि व्यक्तिगत रूप से पुरस्कार नहीं दी जाती है?<br>(A) <b>राजभाषा कीर्ति पुरस्कार</b> (B) राजभाषा गौरव पुरस्कार<br>(C) मैथिली शरण गुप्त पुरस्कार (D) प्रेमचंद पुरस्कार<br>In which Official Language award scheme amount and individual awards are not given?<br>(A) <b>Rajbhasha Keerti Puraskar</b> (B) Rajbhasha Gaurav Puraskar<br>(C) Maithili Sharan Gupta Puraskar (D) Premchand Puraskar   |
| 52. | राजभाषा अधिनियम, 1963<br>की किस धारा के अंतर्गत केंद्र सरकार को राजभाषा संबंधित नियम बनाने की शक्ति दी गई है?<br>(A) धारा - 6 (B) धारा - 7 (C) <b>धारा - 8</b> (D) धारा - 9<br>Under which section of the Official Language Act, 1963, the Central Government has been given the power to make rules related to the official language.<br>(A) Section - 6 (B) Section - 7 (C) <b>Section - 8</b> (D) Section - 9  |
| 53. | तकनीकी रेल विषयों पर हिंदी में मौलिक पुस्तकें लिखने के लिए कौन सी योजना है?<br>(A) विश्वेश्वरैया तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना<br>(B) <b>लाल बहादुर शास्त्री तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना</b><br>(C) आचार्य महावीर प्रसाद तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना<br>(D) शिवसागर मिश्र तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना<br>What is the scheme for writing original books in Hindi on technical subjects of Railway?<br>(A) Visvesvaraya Technological original Book Writing Award Scheme<br>(B) <b>Lal Bahadur Shastri Technical original Book Writing Award Scheme</b><br>(C) Acharya Mahavir Prasad Technical original Book Writing Award Scheme<br>(D) Sivasagar Mishra Technical original Book Writing Award Scheme |
| 54. | हिंदी में मौलिक कथा/कहानी संग्रह एवं उपन्यास लेखन को पुरस्कृत करने हेतु योजना का क्या नाम है?<br>(A) मैथिली शरण गुप्त पुरस्कार योजना (B) <b>मुंशी प्रेमचंद पुरस्कार योजना</b><br>(C) माखनलाल चतुर्वेदी पुरस्कार योजना (D) भारतेन्दु हरिश्चंद्र पुरस्कार योजना<br>What is the name of the award scheme for writing original fiction/story collection and novel in Hindi?<br>(A) Maithili Sharan Gupta Award Scheme<br>(B) <b>Munshi Premchand Award Scheme</b><br>(C) Makhanlal Chaturvedi Award Scheme  |

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|     | (D) Bharatendu Harishchandra Award Scheme   |      |
| 55. | हिंदी में मौलिककाव्य, कवितासंग्रहको पुरस्कृत करने हेतु चलाई गई योजना का क्या नाम है?<br>(A) महादेवी वर्मा पुरस्कार योजना (B) रवींद्रनाथ ठाकुर पुरस्कार योजना<br>(C) <b>मैथिलीशरण गुप्त पुरस्कार योजना</b> (D) माखनलाल चतुर्वेदी पुरस्कार योजना<br>What is the name of the scheme launched to award Original poetry, poetry collection in Hindi?<br>(A) Mahadevi Verma Award Scheme (B) Rabindranath Thakur Award Scheme<br>(C) <b>Maithilisharan Gupta Award Scheme</b> (D) Makhanlal Chaturvedi Award Scheme |      |
| 56. | राजभाषा अधिनियम,<br>के किस नियम के अंतर्गत कर्मचारी फाइल पर टिप्पणी या कार्यवृत्त हिंदी या अंग्रेजी में लिख सकता है?<br>(A) नियम 3(1) (B) नियम 7(1) (C) <b>नियम 8 (1)</b> (D) नियम 10(1)<br>Under which rule of the Official Language Act 1976, an employee can write Notings or minutes on the file in Hindi or English?<br>(A) Rule 3(1) (B) Rule 7(1) (C) <b>Rule 8 (1)</b> (D) Rule 10(1)   | 1976 |
| 57. | रेलवे बोर्ड राजभाषा कार्यन्वयन समितिके अध्यक्ष कौन होते हैं?<br>(A) <b>अध्यक्ष, रेलवे बोर्ड व मुख्य कार्यकारी अधिकारी</b> (B) निदेशक (राजभाषा) (C) सदस्य (एमओबीडी)<br>(D) रेलमंत्री<br>Who is the Chairman of the Railway Board Official Language Implementation Committee?<br>(A) <b>CRB &amp; CEO</b> (B) Director (OL) (C) Member (MOBD) (D) Railway Minister  |      |
| 58. | रेलवे बोर्ड राजभाषा कार्यन्वयन समितिके सदस्य सचिव कौन होते हैं?<br>(A) उपनिदेशक (राजभाषा) (B) <b>निदेशक (राजभाषा)</b><br>(C) सदस्य (एमओबीडी) (D) रेलमंत्री<br>Who is the member secretary of the Railway Board Official Language Implementation Committee?<br>(A) Dy Director (OL) (B) <b>Director (OL)</b><br>(C) Member (MOBD) (D) Railway Minister   |      |
| 59. | राजभाषा अधिनियम की धारा 3(3) के अनुसार कौन का दायित्व है कि सको सौंपा गया है?<br>(A) कार्यालय के प्रशासनिक प्रधान को (B) राजभाषा अधिकारी को<br>(C) <b>ऐसे दस्तावेजों पर हस्ताक्षर करने वाले अधिकारी को</b><br>(D) संबंधित लिपिक को<br>Who is entrusted with the responsibility of complying with Section 3(3) of the Official Language Act?<br>(A) Administrative Head of the office (B) Rajbhasha Adhikari<br>(C) <b>Officer signing such documents</b> (D) Concerned Clerk                                  |      |
| 60. | राजभाषा नियम, 1976 के नियम 5 के अनुसार हिंदी में प्राप्त पत्रों के उत्तर किस भाषा में देना अपेक्षित है?<br>(A) <b>हिंदी</b> (B) अंग्रेजी (C) हिंदी या अंग्रेजी (D) हिंदी-अंग्रेजी द्विभाषी<br>Under rule No. 5 of the Official Language Rules 1976, in which language is it required to reply to the letters received in Hindi?<br>(A) <b>Hindi</b> (B) English (C) Hindi or English (D) Hindi-English bilingual  |      |
| 61. | किस राजभाषा पुरस्कार योजना के अंतर्गत पुरस्कार स्वरूप सबसे अधिक धन राशि प्रदान की जाती है?<br>(A) राजभाषा कीर्ति पुरस्कार (B) <b>राजभाषा गौरव पुरस्कार</b><br>(C) रेलवे बोर्ड पुरस्कार (D) गृह मंत्रालय पुरस्कार<br>Under which Rajbhasha award scheme maximum amount is given as prize?  |      |

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|     | (A) Rajbhasha Keerthi Award<br>(C) Railway Board Award   | (B) <b>Rajbhasha Gaurav Puraskar</b><br>(D) Home Ministry Award |
| 62. | <p>भारतकीभाषाओंकेमाध्यमसेहिंदीसीखनेकेलिएउपलब्धसॉफ्टवेयरकाक्यानामहै?</p> <p>(A) प्रवाचक(B)श्रुतलेखन (C) मंत्रा (D) <b>लीला</b></p> <p>What is the name of the software available to learn Hindi through the languages of India?</p> <p>(A) Pravachak (B) Shruthlekhan (C) Mantra (D) <b>Leela</b></p>   |   |
| 63. | <p>हिंदीस्पीचकोहिंदीटेक्स्टमेंबदलनेसेसंबंधितसॉफ्टवेयरकाक्यानामहै?</p> <p>(A) <b>श्रुतलेखन - राजभाषा</b>(B)लीला (C) प्रवाचक (D) मंत्र</p> <p>What is the name of the software related with converting Hindi speech into Hindi text?</p> <p>(A) <b>Shruthlekhan - Rajbhasha</b> (B) Leela (C) Pravachak (D) Mantra</p>   |   |
| 64. | <p>हिंदीटेक्स्टकोहिंदीस्पीचमेंबदलनेसेसंबंधितसॉफ्टवेयरकाक्यानामहै?</p> <p>(A) रेलराजभाषा(B)<b>प्रवाचक - राजभाषा</b>(C) लीला (D) श्रुतलेखन</p> <p>What is the name of the software related with converting Hindi text to Hindi speech ?</p> <p>(A) Rail Rajbhasha (B) <b>Pravachak - Rajbhasha</b> (C) Leela (D) Shruthlekhan</p>  |   |
| 65. | <p>वर्ष2024-25केवार्षिककार्यक्रमकेअनुसारकेंद्रसरकारीकार्यालयोंमेंहिंदीमेंप्रशिक्षितकर्मचारियोंकाप्रतिशत ----- है?</p> <p>(A) 55% (B) 70% (C) 60% (D) <b>100%</b></p> <p>According to the annual program for the year 2024-25, percentage of trained employees in central government offices is -----.</p> <p>(A) 55% (B) 70% (C) 60% (D) <b>100%</b></p>   |   |
| 66. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार‘ग’ क्षेत्रकेलिएहिंदीमेंकितनाप्रतिशतमूलपत्राचारनिर्धारितहै?</p> <p>(A) 100% (B) 70% (C) 60% (D) <b>55%</b></p> <p>According to the annual program for the usage of Hindi in the year 2024-25, what percentage of the original correspondence in Hindi is to be done from the 'C' region to the central government offices of 'B' region?</p> <p>(A)100% (B)70% (C)60% (D) <b>55%</b></p>   |   |
| 67. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार‘ग’ क्षेत्रकेलिएहिंदीमेंकितनाप्रतिशतमूलपत्राचारनिर्धारितहै?</p> <p>(A) 100% (B) 70% (C) 60% (D) <b>55%</b></p> <p>According to the annual program for the usage of Hindi in the year 2024-25, what percentage of the original correspondence in Hindi is to be done from the 'C' region to the central government offices of 'C' region?</p> <p>(A)100% (B) 70% (C) 60% (D) <b>55%</b></p>   |   |
| 68. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार‘ग’ क्षेत्रसे‘क’ क्षेत्रऔर‘ख’ क्षेत्रकेराज्य/संघराज्यक्षेत्रकेकार्यालय/ व्यक्तिकेलिएहिंदीमेंकितनाप्रतिशतमूलपत्राचारनिर्धारितहै?</p> <p>(A) 100% (B)85% (C) 60% (D) <b>55%</b></p> <p>According to the annual program for the year 2024-25 for the usage of Hindi, what percentage of original correspondence in Hindi is required to be done from 'C' region with the persons/offices of State / Union Territory of 'A' region and 'B' region?</p> <p>(A) 100% (B)85% (C) 60% (D) <b>55%</b></p> |   |

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| 69. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसारहिंदीमेंप्राप्तकितनेप्रतिशतपत्रोंकेउत्तरहिंदीमेंदिएजानेकालक्ष्यनिर्धारितहै?</p> <p>(A) 40% (B) 60% (C) 80% (D) <b>100%</b></p> <p>According to the annual program for the year 2024-25 for the usage of Hindi, as per the target set what percentage of letters received in Hindi should be replied in Hindi ?</p> <p>(A) 40% (B) 60% (C) 80% (D) <b>100%</b></p>  |
| 70. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार'ग'क्षेत्रमेंहिंदीमेंटिप्पणलिखनेकाकितनाप्रतिशतलक्ष्यनिर्धारितहै?</p> <p>(A) <b>30%</b> (B) 50% (C) 75% (D) 100%</p> <p>For the use of Hindi, according to the annual program for the year 2024-25, as per the target set what percentage of Hindi noting is required to be done in the 'C' region. ?</p> <p>(A) <b>30%</b> (B) 50% (C) 75% (D) 100%</p>  |
| 71. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार'ग'क्षेत्रमेंहिंदीमेंडिक्टेसनकाकितनाप्रतिशतलक्ष्यनिर्धारितहै?</p> <p>(A) 25% (B) <b>30%</b> (C) 75% (D) 100%</p> <p>For the use of Hindi, according to the annual program for the year 2024-25, as per the target set what percentage of Hindi Dictations are required to be given in the 'C' region?</p> <p>(A) 25% (B) <b>30%</b> (C) 75% (D) 100%</p>   |
| 72. | <p>हिंदीकेप्रयोगकेलिएवर्ष2024-25केवार्षिककार्यक्रमकेअनुसार'ग'क्षेत्रमेंकंप्यूटरसहितसभीप्रकारकेइलेक्ट्रानिकउपकरणोंकीद्विभाषिकरूपमेंखरीदकाकितनाप्रतिशतलक्ष्यनिर्धारितहै?</p> <p>(A) 75% (B) 80% (C) 90% (D) <b>100%</b></p> <p>According to the annual program for the year 2024-25 for the use of Hindi, what percentage of the target is set for the purchase of all types of electronic devices including computers in bilingual form in the 'C' region?</p> <p>(A) 75% (B) 80% (C) 90% (D) <b>100%</b></p> |
| 73. | <p>भारतसंघकेशासकीयप्रयोजनकेलिएप्रयुक्तहोनेवालेअंकोंकारूपक्याहोनाचाहिए?</p> <p>(A) <b>भारतीयअंकोंकाअंतर्राष्ट्रीयरूप</b> (B) देवनागरीअंक<br/>(C) रोमनअंक (D) उपर्युक्तमेंसेकोईभीनहीं</p> <p>Which forms of the numerals should be used in official purposes of the Union of India?</p> <p>(A) <b>International form of Indian Numerals</b> (B) Devanagari numerals<br/>(C) Roman numerals (D) None of the above</p>   |
| 74. | <p>केंद्रसरकारकेजिनकार्यालयोंके _____ प्रतिशतकर्मचारियोंनेहिंदीकाकार्यसाधकज्ञानप्राप्तकरलियाहै,उनकार्यालयोंकेनामभारतकेराजपत्रमेंअधिसूचितकिएजातेहैं?</p> <p>(A) 60% (B) 70% (C) <b>80%</b> (D) 100%</p> <p>The names of the Central Government offices of which _____ percent employees have acquired working knowledge of Hindi are notified in the Gazette?</p> <p>(A) 60% (B) 70% (C) <b>80%</b> (D) 100%</p>  |
| 75. | <p>केंद्रसरकारकेजिनकार्यालयोंके _____ प्रतिशतकर्मचारियोंनेहिंदीकाकार्यसाधकज्ञानप्राप्तकरलियाहै,उनकार्यालयोंकेनामकिसराजभाषानियमकेअंतर्गतभारतकेराजपत्रमेंअधिसूचितकिएजातेहैं?</p> <p>(A) <b>नियम 10(4)</b> (B) नियम 10(3) (C) नियम 10 (D) नियम 10(2)</p> <p>Under which Official Language rule the names of the Central Government offices of which 80% of</p>  |

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|     | employees have acquired working knowledge of Hindi are notified in the Gazette ?<br>(A) <b>Rule 10(4)</b> (B) Rule 10(3) (C) Rule 10 (D) Rule 10(2)   |
| 76. | रेलवे बोर्ड व्यक्तिगत नकद पुरस्कार योजना के अंतर्गत दी जाने वाली पुरस्कार की राशि कितनी है?<br>(A) 2000 रु. (B) <b>3000 रु.</b> (C) 1000 रु. (D) 1200 रु.<br>What is the amount of award given under Railway Board Individual Cash Award Scheme?<br>(A) Rs. 2000 (B) <b>Rs. 3000</b> (C) Rs. 1000 (D) Rs. 1200  |
| 77. | गृह मंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार कितने प्रतिशत अनुभागों को हिंदी में शत-प्रतिशत कार्य करने के लिए नामित किया जाना आवश्यक है?<br>(A) <b>20</b> (B) 30 (C) 55 (D) 100<br>According to the annual program issued by the Rajbhasha Department, Ministry of Home Affairs, what percentage of sections are required to be nominated for doing cent percent work in Hindi?<br>(A) <b>20</b> (B) 30 (C) 55 (D) 100   |
| 78. | विभागीय हिंदी भाषा प्रशिक्षण प्राज्ञ को किस कक्षा के ज्ञान के समकक्ष माना जाता है?<br>(A) <b>दसवीं</b> (B) बारहवीं (C) आठवीं (D) डिग्री<br>Departmental Hindi Basha training PRAGYA is considered equivalent to which level of education?<br>(A) <b>Tenth</b> (B) Twelfth (C) Eighth (D) Degree   |
| 79. | राजभाषा नियम, 1976 के किस नियम के अंतर्गत कार्यालय के प्रशासनिक प्रधान को राजभाषा अधिनियम और राजभाषा नियम के अनुपालन का उत्तरदायित्व सौंपा गया है ?<br>(A) <b>नियम 12</b> (B) नियम 11 (C) नियम 10 (D) नियम 3<br>Under which rule of the Official Language Rules, 1976, the administrative head of the office is entrusted with the responsibility of complying with the Official Language Act and the Official Language Rules?<br>(A) <b>Rule 12</b> (B) Rule 11 (C) Rule 10 (D) Rule 3 |
| 80. | राजभाषा नियम, 1976 के किस उपनियम के अनुसार कोई भी कर्मचारी आवेदन, अपील या अभ्यावेदन हिंदी या अंग्रेजी भाषा में कर सकता है?<br>(A) <b>नियम 7(1)</b> (B) नियम 7(3) (C) नियम 8(1) (D) नियम 8(4)<br>According to which sub rule of Official Language Rules 1976, an employee can submit his application, appeal or representation in Hindi or English?<br>(A) <b>Rule 7(1)</b> (B) Rule 7(3) (C) Rule 8(1) (D) Rule 8(4)  |
| 81. | राजभाषा नियम, 1976 के किस उपनियम के अनुसार कोई भी कर्मचारी मांग कर सकता है कि उस पर तामील किया जाने वाला आदेश या सूचना हिंदी या अंग्रेजी में दी जाए?<br>(A) नियम 7 (1) (B) <b>नियम 7(3)</b> (C) नियम 8 (1) (D) नियम 8(4)<br>According to which sub-rule of the Official Language Rules 1976, where an employee can demand any orders or notices served to him Hindi or in English.<br>Rule 7(1) (B) <b>Rule 7(3)</b> (C) Rule 8(1) (D) Rule 8 (4)                                       |

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| 82 | <p>राजभाषाअधिनियम, 1976</p> <p>केकिसनियमकेअंतर्गतकेन्द्रीयसरकारकेकिसीकार्यालयमेंप्रयोगकिएजानेवालेसभीनामपट्ट,सूचनापट्ट,पत्रशीर्ष,लिफाफोंपरउत्कीर्णलेख,लेखनसामग्रीकीअन्यमदेंहिंदीऔरअंग्रेजीमेंहोनेचाहिए?</p> <p>(A) नियम 11(1)(B) <b>नियम 11(3)</b>(C) नियम 11(2) (D) इनमेंसेकोईनहीं</p> <p>Under which rule of the Official Language Act, 1976, all name plates, sign boards, letter heads, inscriptions on envelopes, other items of stationery used in any central government office should be in Hindi and English?</p> <p>(A) Rule 11(1) (B) <b>Rule 11 (3)</b> (C) Rule 11(2) (D) None of the above</p> |
| 83 | <p>राजभाषाहिंदीमेंउत्कृष्टकार्यकरनेकेलिएमहाप्रबंधकोंऔरउनसेऊपरकेस्तरकेअधिकारियोंकोकौन-सापुरस्कार प्रदान कियाजाताहै?</p> <p>(A) <b>कमलापतित्रिपाठीराजभाषास्वर्णपदक</b>(B) रेलमंत्रीराजभाषारजतपदक</p> <p>(C) राजभाषागौरवपुरस्कार(D) रेलमंत्रीराजभाषास्वर्णपदक</p> <p>Which award is given to the General Managers and above level officers for doing excellent work in the Official Language Hindi?</p> <p>(A) <b>Kamlapati Tripathi Rajbhasha Gold Medal</b></p> <p>(B) Rail Manthri Rajbhasha Silver Medal</p> <p>(C ) Rajbhasha Gaurav Purskar</p> <p>(D) Rail Manthri Rajbhasha Gold Medal</p>             |
| 84 | <p>राजभाषाहिंदीमेंउत्कृष्टकार्यकरनेकेलिएवरिष्ठप्रशासनिकग्रेडऔरउनसेऊपरकेअधिकारियोंकोनिम्नमेंसेकौन-सासम्मानदियाजाताहै?</p> <p>(A) कमलापतित्रिपाठीराजभाषास्वर्णपदक(B) <b>रेलमंत्रीराजभाषारजतपदक</b></p> <p>(C) राजभाषागौरवपुरस्कार(D) रेलमंत्रीराजभाषास्वर्णपदक</p> <p>Which of the following honors are given to the SAG and above officers for doing excellent work in the Official Language Hindi ?</p> <p>(A) Kamlapati Tripathi Rajbhasha Gold Medal</p> <p>(B) <b>Rail Manthri Rajbhasha Silver Medal</b></p> <p>(C) Rajbhasha Gaurav Purskar (D) Rail Manthri Rajbhasha Gold Medal</p>                  |
| 85 | <p>गक्षेत्रकाकोईकर्मचारीकोअपनेदैनंदिनसरकारीकामकाजमेंवर्षकेदौरानहिंदीमें 10,000 शब्दलिखनेपरकिसपुरस्कारयोजनाकेअंतर्गतपुरस्कृतकियाजाताहै.</p> <p>(A) <b>गृहमंत्रालयपुरस्कारयोजना</b>(B) रेलमंत्रीपुरस्कारयोजना</p> <p>(C) महाप्रबंधकपुरस्कारयोजना(D) प्रोत्साहनपुरस्कारयोजना</p> <p>When an employee writes 10,000 words in Hindi in C region during the year in his daily official work, Under which award scheme he will be awarded.</p> <p>(A) <b>Home Ministry Award Scheme</b> (B) Rail Mantri Award Scheme</p> <p>(C ) General Manager Award Scheme (D) Incentive award scheme</p>                       |
| 86 | <p>क्षेत्रीयरेलस्तरपरराजभाषासमितिकाअध्यक्षकौनहोताहै?</p> <p>(A) <b>महाप्रबंधक</b>(B) मुख्यराजभाषाअधिकारी</p> <p>(C) मंडलरेलप्रबंधक(D) राजभाषाअधिकारी</p> <p>Who is the Chairman of Official Language Committee at Zonal Level?</p> <p>(A) <b>General Manager</b> (B) Mukhya Rajbhasha Adhikari</p> <p>(C ) Divisional Railway Manager (D) Rajbhasha Adhikari</p>  |

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| 87 | <p>गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार प्रशिक्षण संस्थानों की कितनी प्रतिशत पाठ्य सामग्री द्विभाषिक रूप में होना अनिवार्य है.</p> <p>(A) 20 (B) 30 (C) 55 (D) 100</p> <p>According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the training material of training institutes should be in bilingual form</p> <p>(A) 20 (B) 30 (C) 55 (D) 100</p>   |
| 88 | <p>गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार सरकारी कार्यालयों में प्रयुक्त कोड, मैनुअल, प्रक्रिया, साहित्य का अनुवाद आदिका कितना प्रतिशत द्विभाषिक होना चाहिए.</p> <p>(A) 20 (B) 50 (C) 55 (D) 100</p> <p>According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the code, manual, procedure, translation of literature, etc. used in government offices should be bilingual.</p> <p>(A) 20 (B) 30 (C) 55 (D) 100</p>                 |
| 89 | <p>गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार प्रशिक्षण संस्थानों की कितनी प्रतिशत पाठ्य सामग्री का द्विभाषिक रूप में होना अनिवार्य है.</p> <p>(A) 20 (B) 30 (C) 55 (D) 100</p> <p>According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the training material of training institutes should be in bilingual form</p> <p>(A) 20 (B) 30 (C) 55 (D) 100</p>  |
| 90 | <p>गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार राजभाषा विभाग के अधिकारियों द्वारा अपने अधीनस्थ कार्यालयों का न्यूनतम कितने प्रतिशत कार्यालयों का निरीक्षण किया जाना अनिवार्य है.</p> <p>(A) 20 (B) 25 (C) 55 (D) 100</p> <p>According to the annual programme issued by the Department of Official Language, Ministry of Home Affairs, it is mandatory for officers of the Official Language Department to inspect the minimum percentage of their subordinate offices.</p> <p>(A) 20 (B) 25 (C) 55 (D) 100</p> |
| 91 | <p>गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार पुस्तकालयों के अनुदान में से कितनी प्रतिशत राशि हिंदी पुस्तकों, हिंदी ई-पुस्तकों पर व्यय की जानी अपेक्षित है.</p> <p>(A) 20 (B) 50 (C) 55 (D) 100</p> <p>According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the grant of libraries is required to be spent on Hindi books, Hindi e-books</p> <p>(A) 20 (B) 50 (C) 55 (D) 100</p>  |
| 92 | <p>हिंदी टाइपिंग परीक्षा पास करने पर कितने महीने के लिए एक वेतन वृद्धि के बराबर व्यक्तिगत वेतन दिया जाता है?</p> <p>(A) 36 (B) 24 (C) 6 (D) 12</p> <p>On passing Hindi typing examination, for how many months personal pay equal in amount to one increment is given?</p> <p>(A) 36 (B) 24 (C) 6 (D) 12</p>   |
| 93 | <p>हिंदी आशुलिपि परीक्षा पास करने पर कितने महीने के लिए एक वेतन वृद्धि के बराबर व्यक्तिगत वेतन दिया जाता है?</p> <p>(A) 6 (B) 36 (C) 12 (D) 24</p> <p>On passing Hindi Stenography examination, for how many months personal pay equal in amount to one increment is given?</p> <p>(A) 6 (B) 36 (C) 12 (D) 24</p>  |



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| 94 | <p>अगर भारत का कोई राज्य संविधान में प्रदत्त शक्तियों का प्रयोग करते हुए अपने क्षेत्र में बोली जाने वाली भाषाओं में से अपनी राजभाषा का चयन नहीं करता है, तो उस राज्य की राजभाषा क्या होगी?</p> <p>(A) उस राज्य में बोली जाने वाली सभी भाषाएं (B) हिंदी भाषा<br/>(C) अंग्रेजी भाषा (D) उपर्युक्त में से कोई भी नहीं</p> <p>If a state does not choose Official Language for itself from the languages spoken in the state what language will be its Official Language?</p> <p>(A) All the languages spoken in the state (B) Hindi Language<br/>(C) <b>English Language</b> (D) None of the above</p>   |
| 95 | <p>संसदीय राजभाषा समितिके अध्यक्ष कौन होते हैं?</p> <p>(A) राजभाषा विभाग के सचिव (B) गृहमंत्री (C) रेलमंत्री (D) प्रधानमंत्री</p> <p>Who is the Chairman of Parliamentary Committee on Official Language?</p> <p>(A) Secretary of Rajbhasha Department (B) <b>Home Minister</b><br/>(C) Rail Minister (D) Prime Minister</p>  |
| 96 | <p>भारत के संविधान के वर्तमान उपबंधों के अनुसार उच्चतम न्यायालय और प्रत्येक उच्च न्यायालय की कार्यवाहियां ..... भाषा में होनी हैं.</p> <p>(A) हिंदी में (B) <b>अंग्रेजी में</b> (C) संविधान की 8वीं अनुसूची में उल्लिखित किसी भी भाषा में (D) उपर्युक्त में से कोई भी नहीं</p> <p>As per the prevailing provisions of the Constitution of India all proceedings in the Supreme Court and in every High Court shall be in .....language.</p> <p>(A) In Hindi (B) <b>In English</b> (C) In any of the Languages mentioned in 8<sup>th</sup> Schedule of the Constitution (D) None of the above</p>  |
| 97 | <p>संवैधानिक उपबंधों के अनुसार हिंदी भाषा को भारतीय सामासिक संस्कृतिके सभी तत्वों की अभिव्यक्तिकामाध्यम बनाने हेतु इससे समृद्ध बनाने के लिए जहां कहीं आवश्यक या वांछनीय हो वहां मुख्यतः किस भाषा से शब्दों को ग्रहण किया जाना है?</p> <p>(A) अंग्रेजी भाषा से (B) हिंदुस्तानी भाषा से (C) बोलचाल की भाषा से (D) <b>संस्कृत भाषा से</b></p> <p>As per the provisions of the Constitution of India, vocabulary should be drawn primarily from which language wherever necessary or desirable for enrichment of Hindi Language to serve as medium of expression for all the elements of the composite culture of India?</p> <p>(A) English Language (B) Hindustani Language<br/>(C) Lingua Franca (D) <b>Sanskrit Language</b></p> |
| 98 | <p>हिंदीतर भाषी क्षेत्रों में बोर्डों को किस क्रम में प्रदर्शित जाता है?</p> <p>(A) हिंदी, अंग्रेजी, क्षेत्रीय भाषा (B) अंग्रेजी, हिंदी, क्षेत्रीय भाषा<br/>(C) <b>क्षेत्रीय भाषा, हिंदी, अंग्रेजी</b> (D) क्षेत्रीय भाषा, अंग्रेजी, हिंदी</p> <p>In which order the boards are displayed in non-Hindi speaking areas?</p> <p>(A) Hindi, English, Regional Language (B) English, Hindi, Regional Language<br/>(C) <b>Regional Language, Hindi, English</b> (D) Regional Language, English, Hindi</p>  |
| 99 | <p>रेलवे स्टेशनों पर उद्घोषणाओं का क्रम क्या होना चाहिए ?</p> <p>(A) हिंदी, क्षेत्रीय भाषा, अंग्रेजी (B) हिंदी, अंग्रेजी, क्षेत्रीय भाषा<br/>(C) <b>क्षेत्रीय भाषा, हिंदी, अंग्रेजी</b> (D) क्षेत्रीय भाषा, अंग्रेजी, हिंदी</p> <p>What should be the order of announcements at Railway stations?</p> <p>(A) Hindi, regional language, English (B) Hindi, English, Regional language,<br/>(C) <b>Regional language, Hindi, English</b> (D) Regional language, English, Hindi</p>  |

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| 10<br>0. | भारतीयसंविधानकी 8वींअनुसूचीमें 1950 मेंकितनीभाषाएंशामिलकीगईथी?<br>(A) 12                      (B)13                      (C) <b>14</b> (D) 15<br>How many languages were included in 1950 in 8 <sup>th</sup> schedule of Indian Constitution ?<br>(A) 12                      (B) 13                      (C) <b>14</b> (D) 15 |
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| Key to Intr Question Bank ( 23.11.24) (Optg) |   |     |   |     |   |     |   |     |   |
|--|---|-----|---|-----|---|-----|---|-----|---|
| 1  | D | 51  | D | 101 | B | 151 | C | 201 | B |
| 2  | C | 52  | B | 102 | D | 152 | D | 202 | B |
| 3  | D | 53  | A | 103 | A | 153 | D | 203 | C |
| 4  | B | 54  | B | 104 | C | 154 | A | 204 | A |
| 5  | A | 55  | C | 105 | A | 155 | B | 205 | C |
| 6  | B | 56  | C | 106 | B | 156 | C | 206 | D |
| 7  | C | 57  | B | 107 | C | 157 | D | 207 | C |
| 8  | D | 58  | C | 108 | B | 158 | C | 208 | B |
| 9  | A | 59  | D | 109 | C | 159 | D | 209 | C |
| 10   | B | 60  | C | 110 | C | 160 | C | 210 | A |
| 11   | A | 61  | C | 111 | B | 161 | C | 211 | C |
| 12   | B | 62  | B | 112 | D | 162 | A | 212 | B |
| 13   | C | 63  | B | 113 | B | 163 | B | 213 | A |
| 14   | A | 64  | A | 114 | C | 164 | C | 214 | B |
| 15   | B | 65  | A | 115 | A | 165 | B | 215 | A |
| 16   | C | 66  | C | 116 | A | 166 | C | 216 | A |
| 17   | D | 67  | D | 117 | B | 167 | C | 217 | A |
| 18   | B | 68  | C | 118 | C | 168 | C | 218 | A |
| 19   | C | 69  | B | 119 | C | 169 | D | 219 | B |
| 20   | A | 70  | A | 120 | D | 170 | D | 220 | C |
| 21   | C | 71  | B | 121 | D | 171 | B | 221 | A |
| 22   | C | 72  | C | 122 | C | 172 | C | 222 | C |
| 23   | B | 73  | D | 123 | A | 173 | A | 223 | C |
| 24   | A | 74  | A | 124 | C | 174 | B | 224 | A |
| 25   | A | 75  | B | 125 | C | 175 | C | 225 | B |
| 26   | C | 76  | C | 126 | B | 176 | B | 226 | D |
| 27   | A | 77  | C | 127 | C | 177 | A | 227 | D |
| 28   | C | 78  | D | 128 | A | 178 | C | 228 | A |
| 29   | B | 79  | C | 129 | B | 179 | D | 229 | B |
| 30   | D | 80  | B | 130 | C | 180 | C | 230 | B |
| 31   | D | 81  | C | 131 | A | 181 | C | 231 | C |
| 32   | C | 82  | D | 132 | B | 182 | B | 232 | D |
| 33   | B | 83  | D | 133 | D | 183 | D | 233 | C |
| 34   | C | 84  | B | 134 | A | 184 | C | 234 | A |
| 35   | A | 85  | B | 135 | A | 185 | A | 235 | C |
| 36   | A | 86  | B | 136 | B | 186 | C | 236 | A |
| 37   | A | 87  | A | 137 | A | 187 | B | 237 | A |
| 38   | B | 88  | A | 138 | C | 188 | D | 238 | C |
| 39   | D | 89  | B | 139 | B | 189 | A | 239 | D |
| 40   | B | 90  | B | 140 | A | 190 | A | 240 | D |
| 41   | C | 91  | C | 141 | A | 191 | C | 241 | B |
| 42   | A | 92  | A | 142 | C | 192 | D | 242 | A |
| 43   | B | 93  | B | 143 | C | 193 | C | 243 | B |
| 44   | A | 94  | A | 144 | B | 194 | B | 244 | A |
| 45   | D | 95  | C | 145 | C | 195 | A | 245 | B |
| 46   | C | 96  | D | 146 | A | 196 | D | 246 | B |
| 47   | A | 97  | B | 147 | C | 197 | A | 247 | C |
| 48   | A | 98  | C | 148 | B | 198 | C | 248 | D |
| 49   | C | 99  | D | 149 | B | 199 | D | 249 | D |
| 50   | C | 100 | D | 150 | C | 200 | C | 250 | B |

| Key to Intr Question Bank ( 23.11.24) (Optg) |   |     |   |     |   |     |   |     |   |
|--|---|-----|---|-----|---|-----|---|-----|---|
| 251  | D | 301 | A | 351 | C | 401 | D | 451 | D |
| 252  | C | 302 | C | 352 | B | 402 | B | 452 | C |
| 253  | D | 303 | D | 353 | A | 403 | C | 453 | B |
| 254  | A | 304 | B | 354 | A | 404 | B | 454 | B |
| 255  | A | 305 | A | 355 | D | 405 | C | 455 | A |
| 256  | D | 306 | C | 356 | D | 406 | B | 456 | C |
| 257  | C | 307 | D | 357 | A | 407 | C | 457 | C |
| 258  | B | 308 | B | 358 | C | 408 | A | 458 | C |
| 259  | A | 309 | D | 359 | B | 409 | B | 459 | D |
| 260  | D | 310 | A | 360 | C | 410 | A | 460 | D |
| 261  | D | 311 | B | 361 | C | 411 | A | 461 | D |
| 262  | C | 312 | C | 362 | C | 412 | D | 462 | A |
| 263  | A | 313 | D | 363 | C | 413 | C | 463 | A |
| 264  | A | 314 | C | 364 | B | 414 | A | 464 | D |
| 265  | C | 315 | B | 365 | A | 415 | C | 465 | C |
| 266  | C | 316 | A | 366 | D | 416 | B | 466 | C |
| 267  | B | 317 | B | 367 | B | 417 | B | 467 | B |
| 268  | A | 318 | A | 368 | B | 418 | B | 468 | C |
| 269  | C | 319 | D | 369 | A | 419 | A | 469 | D |
| 270  | A | 320 | D | 370 | B | 420 | D | 470 | A |
| 271  | D | 321 | D | 371 | A | 421 | A | 471 | D |
| 272  | B | 322 | C | 372 | B | 422 | C | 472 | A |
| 273  | C | 323 | B | 373 | A | 423 | B | 473 | D |
| 274  | A | 324 | C | 374 | D | 424 | A | 474 | C |
| 275  | D | 325 | C | 375 | B | 425 | C | 475 | A |
| 276  | A | 326 | A | 376 | C | 426 | D | 476 | A |
| 277  | B | 327 | B | 377 | C | 427 | C | 477 | B |
| 278  | B | 328 | D | 378 | A | 428 | C | 478 | C |
| 279  | D | 329 | B | 379 | D | 429 | C | 479 | D |
| 280  | C | 330 | C | 380 | D | 430 | A | 480 | A |
| 281  | D | 331 | D | 381 | C | 431 | C | 481 | B |
| 282  | D | 332 | C | 382 | B | 432 | D | 482 | D |
| 283  | B | 333 | C | 383 | D | 433 | D | 483 | C |
| 284  | A | 334 | C | 384 | C | 434 | A | 484 | B |
| 285  | C | 335 | A | 385 | C | 435 | C | 485 | C |
| 286  | B | 336 | C | 386 | D | 436 | A | 486 | C |
| 287  | B | 337 | B | 387 | C | 437 | D | 487 | D |
| 288  | C | 338 | A | 388 | C | 438 | C | 488 | C |
| 289  | D | 339 | C | 389 | D | 439 | C | 489 | A |
| 290  | B | 340 | B | 390 | B | 440 | D | 490 | B |
| 291  | D | 341 | B | 391 | B | 441 | A | 491 | D |
| 292  | B | 342 | A | 392 | C | 442 | B | 492 | D |
| 293  | D | 343 | C | 393 | C | 443 | B | 493 | B |
| 294  | D | 344 | A | 394 | B | 444 | A | 494 | D |
| 295  | D | 345 | B | 395 | A | 445 | D | 495 | B |
| 296  | D | 346 | B | 396 | A | 446 | B | 496 | C |
| 297  | C | 347 | B | 397 | A | 447 | D | 497 | C |
| 298  | D | 348 | C | 398 | C | 448 | D | 498 | C |
| 299  | C | 349 | C | 399 | B | 449 | A | 499 | A |
| 300  | D | 350 | C | 400 | B | 450 | B | 500 | D |

| Key to Intr Question Bank ( 23.11.24) (Optg) |   |     |   |     |   |     |   |     |   |
|--|---|-----|---|-----|---|-----|---|-----|---|
| 501  | B | 551 | D | 601 | C | 651 | A | 701 | C |
| 502  | C | 552 | A | 602 | C | 652 | B | 702 | A |
| 503  | D | 553 | A | 603 | B | 653 | A | 703 | B |
| 504  | C | 554 | B | 604 | D | 654 | A | 704 | C |
| 505  | C | 555 | C | 605 | C | 655 | A | 705 | D |
| 506  | C | 556 | C | 606 | B | 656 | A | 706 | C |
| 507  | B | 557 | D | 607 | D | 657 | B | 707 | A |
| 508  | A | 558 | A | 608 | A | 658 | D | 708 | B |
| 509  | A | 559 | B | 609 | B | 659 | D | 709 | C |
| 510  | B | 560 | B | 610 | B | 660 | B | 710 | C |
| 511  | B | 561 | C | 611 | C | 661 | B | 711 | B |
| 512  | B | 562 | D | 612 | A | 662 | B | 712 | B |
| 513  | B | 563 | B | 613 | B | 663 | A | 713 | D |
| 514  | A | 564 | B | 614 | A | 664 | B | 714 | C |
| 515  | A | 565 | B | 615 | B | 665 | B | 715 | B |
| 516  | D | 566 | C | 616 | D | 666 | B | 716 | C |
| 517  | C | 567 | C | 617 | C | 667 | C | 717 | B |
| 518  | C | 568 | C | 618 | A | 668 | B | 718 | A |
| 519  | A | 569 | C | 619 | C | 669 | A | 719 | D |
| 520  | D | 570 | A | 620 | B | 670 | D | 720 | A |
| 521  | B | 571 | A | 621 | B | 671 | B | 721 | C |
| 522  | A | 572 | B | 622 | A | 672 | B | 722 | A |
| 523  | A | 573 | B | 623 | C | 673 | C | 723 | C |
| 524  | B | 574 | B | 624 | C | 674 | B | 724 | D |
| 525  | A | 575 | A | 625 | D | 675 | C | 725 | A |
| 526  | B | 576 | C | 626 | B | 676 | B | 726 | A |
| 527  | D | 577 | B | 627 | C | 677 | B | 727 | B |
| 528  | B | 578 | A | 628 | A | 678 | A | 728 | A |
| 529  | B | 579 | C | 629 | C | 679 | D | 729 | A |
| 530  | A | 580 | C | 630 | C | 680 | A | 730 | B |
| 531  | D | 581 | B | 631 | A | 681 | D | 731 | C |
| 532  | C | 582 | C | 632 | C | 682 | C | 732 | B |
| 533  | D | 583 | A | 633 | D | 683 | D | 733 | A |
| 534  | C | 584 | C | 634 | B | 684 | C | 734 | A |
| 535  | A | 585 | A | 635 | B | 685 | D | 735 | A |
| 536  | D | 586 | C | 636 | B | 686 | B | 736 | B |
| 537  | A | 587 | B | 637 | D | 687 | A | 737 | D |
| 538  | B | 588 | C | 638 | D | 688 | B | 738 | C |
| 539  | D | 589 | C | 639 | A | 689 | C | 739 | C |
| 540  | D | 590 | A | 640 | C | 690 | A | 740 | B |
| 541  | C | 591 | A | 641 | D | 691 | B | 741 | C |
| 542  | A | 592 | A | 642 | A | 692 | C | 742 | D |
| 543  | A | 593 | C | 643 | C | 693 | A | 743 | A |
| 544  | B | 594 | A | 644 | A | 694 | B | 744 | D |
| 545  | B | 595 | C | 645 | A | 695 | D | 745 | A |
| 546  | D | 596 | A | 646 | B | 696 | D | 746 | C |
| 547  | A | 597 | B | 647 | B | 697 | B | 747 | A |
| 548  | C | 598 | A | 648 | C | 698 | B | 748 | B |
| 549  | A | 599 | A | 649 | A | 699 | B | 749 | D |
| 550  | A | 600 | A | 650 | C | 700 | D | 750 | C |

| Key to Intr Question Bank ( 23.11.24) (Optg) |   |     |   |     |   |     |   |      |   |
|--|---|-----|---|-----|---|-----|---|------|---|
| 751  | A | 801 | D | 851 | D | 901 | C | 951  | B |
| 752  | B | 802 | B | 852 | D | 902 | A | 952  | B |
| 753  | C | 803 | C | 853 | A | 903 | D | 953  | B |
| 754  | A | 804 | B | 854 | A | 904 | B | 954  | A |
| 755  | A | 805 | D | 855 | C | 905 | B | 955  | B |
| 756  | B | 806 | B | 856 | B | 906 | A | 956  | B |
| 757  | B | 807 | A | 857 | A | 907 | D | 957  | C |
| 758  | B | 808 | D | 858 | D | 908 | B | 958  | D |
| 759  | C | 809 | A | 859 | B | 909 | B | 959  | A |
| 760  | A | 810 | A | 860 | C | 910 | C | 960  | B |
| 761  | D | 811 | B | 861 | B | 911 | B | 961  | B |
| 762  | C | 812 | B | 862 | A | 912 | B | 962  | B |
| 763  | A | 813 | B | 863 | B | 913 | A | 963  | B |
| 764  | B | 814 | C | 864 | D | 914 | A | 964  | C |
| 765  | A | 815 | A | 865 | B | 915 | C | 965  | C |
| 766  | B | 816 | B | 866 | B | 916 | C | 966  | C |
| 767  | D | 817 | D | 867 | D | 917 | B | 967  | B |
| 768  | B | 818 | D | 868 | A | 918 | A | 968  | C |
| 769  | C | 819 | C | 869 | C | 919 | C | 969  | A |
| 770  | C | 820 | A | 870 | C | 920 | C | 970  | A |
| 771  | B | 821 | C | 871 | A | 921 | A | 971  | D |
| 772  | B | 822 | B | 872 | B | 922 | B | 972  | A |
| 773  | B | 823 | C | 873 | B | 923 | A | 973  | A |
| 774  | C | 824 | A | 874 | B | 924 | D | 974  | D |
| 775  | A | 825 | D | 875 | A | 925 | D | 975  | C |
| 776  | B | 826 | A | 876 | D | 926 | D | 976  | B |
| 777  | A | 827 | B | 877 | C | 927 | A | 977  | A |
| 778  | A | 828 | C | 878 | B | 928 | A | 978  | A |
| 779  | A | 829 | B | 879 | C | 929 | B | 979  | D |
| 780  | D | 830 | D | 880 | C | 930 | C | 980  | B |
| 781  | B | 831 | C | 881 | B | 931 | C | 981  | A |
| 782  | A | 832 | B | 882 | A | 932 | C | 982  | B |
| 783  | B | 833 | D | 883 | D | 933 | C | 983  | C |
| 784  | A | 834 | D | 884 | C | 934 | C | 984  | D |
| 785  | D | 835 | B | 885 | A | 935 | B | 985  | D |
| 786  | D | 836 | C | 886 | A | 936 | A | 986  | B |
| 787  | C | 837 | D | 887 | D | 937 | C | 987  | C |
| 788  | A | 838 | A | 888 | A | 938 | D | 988  | A |
| 789  | A | 839 | C | 889 | C | 939 | A | 989  | B |
| 790  | A | 840 | B | 890 | B | 940 | B | 990  | C |
| 791  | C | 841 | C | 891 | C | 941 | B | 991  | D |
| 792  | D | 842 | B | 892 | C | 942 | C | 992  | D |
| 793  | B | 843 | A | 893 | B | 943 | D | 993  | C |
| 794  | D | 844 | B | 894 | C | 944 | D | 994  | B |
| 795  | C | 845 | D | 895 | C | 945 | C | 995  | A |
| 796  | B | 846 | D | 896 | B | 946 | B | 996  | B |
| 797  | D | 847 | A | 897 | B | 947 | B | 997  | C |
| 798  | C | 848 | D | 898 | B | 948 | D | 998  | D |
| 799  | B | 849 | A | 899 | B | 949 | A | 999  | C |
| 800  | D | 850 | C | 900 | B | 950 | A | 1000 | A |

| Key to Intr Question Bank ( 23.11.24) (Optg) |   |      |   |      |   |      |   |      |     |
|--|---|------|---|------|---|------|---|------|-----|
| 1001   | D | 1051 | C | 1101 | A | 1151 | B | 1201 | D   |
| 1002   | A | 1052 | D | 1102 | B | 1152 | C | 1202 | B   |
| 1003   | B | 1053 | C | 1103 | B | 1153 | D | 1203 | D   |
| 1004   | A | 1054 | D | 1104 | D | 1154 | B | 1204 | B   |
| 1005   | B | 1055 | D | 1105 | A | 1155 | C | 1205 | C   |
| 1006   | D | 1056 | D | 1106 | C | 1156 | B | 1206 | B   |
| 1007   | A | 1057 | C | 1107 | C | 1157 | C | 1207 | D   |
| 1008   | B | 1058 | C | 1108 | B | 1158 | D | 1208 | D   |
| 1009   | C | 1059 | C | 1109 | D | 1159 | C | 1209 | C   |
| 1010   | D | 1060 | B | 1110 | C | 1160 | C | 1210 | C   |
| 1011   | C | 1061 | C | 1111 | A | 1161 | A | 1211 | A   |
| 1012   | D | 1062 | B | 1112 | D | 1162 | B | 1212 | D   |
| 1013   | C | 1063 | D | 1113 | C | 1163 | D | 1213 | C   |
| 1014   | D | 1064 | D | 1114 | C | 1164 | A | 1214 | D   |
| 1015   | D | 1065 | B | 1115 | D | 1165 | A | 1215 | B   |
| 1016   | C | 1066 | B | 1116 | C | 1166 | C | 1216 | D   |
| 1017   | B | 1067 | C | 1117 | B | 1167 | D | 1217 | C   |
| 1018   | D | 1068 | C | 1118 | C | 1168 | B | 1218 | C   |
| 1019   | B | 1069 | C | 1119 | A | 1169 | A | 1219 | B   |
| 1020   | C | 1070 | C | 1120 | D | 1170 | D | 1220 | C   |
| 1021   | A | 1071 | A | 1121 | A | 1171 | C | 1221 | A   |
| 1022   | A | 1072 | D | 1122 | D | 1172 | B | 1222 | B   |
| 1023   | D | 1073 | C | 1123 | B | 1173 | C | 1223 | NIL |
| 1024   | D | 1074 | B | 1124 | D | 1174 | C | 1224 | NIL |
| 1025   | C | 1075 | C | 1125 | A | 1175 | C | 1225 | NIL |
| 1026   | B | 1076 | C | 1126 | B | 1176 | B | 1226 | NIL |
| 1027   | C | 1077 | A | 1127 | D | 1177 | C | 1227 | NIL |
| 1028   | A | 1078 | D | 1128 | A | 1178 | B | 1228 | NIL |
| 1029   | A | 1079 | C | 1129 | B | 1179 | C | 1229 | NIL |
| 1030   | A | 1080 | B | 1130 | C | 1180 | C | 1230 | C   |
| 1031   | D | 1081 | B | 1131 | C | 1181 | D | 1231 | C   |
| 1032   | C | 1082 | D | 1132 | D | 1182 | B | 1232 | D   |
| 1033   | B | 1083 | B | 1133 | B | 1183 | A | 1233 | B   |
| 1034   | B | 1084 | A | 1134 | D | 1184 | B | 1234 | A   |
| 1035   | C | 1085 | B | 1135 | C | 1185 | A | 1235 | D   |
| 1036   | C | 1086 | C | 1136 | C | 1186 | B | 1236 | C   |
| 1037   | A | 1087 | D | 1137 | B | 1187 | C | 1237 | B   |
| 1038   | B | 1088 | C | 1138 | A | 1188 | A | 1238 | C   |
| 1039   | C | 1089 | D | 1139 | B | 1189 | B | 1239 | B   |
| 1040   | A | 1090 | B | 1140 | C | 1190 | D | 1240 | C   |
| 1041   | B | 1091 | C | 1141 | D | 1191 | B | 1241 | A   |
| 1042   | D | 1092 | D | 1142 | B | 1192 | D | 1242 | B   |
| 1043   | A | 1093 | D | 1143 | B | 1193 | C | 1243 | B   |
| 1044   | D | 1094 | B | 1144 | B | 1194 | A | 1244 | D   |
| 1045   | C | 1095 | A | 1145 | D | 1195 | D | 1245 | C   |
| 1046   | B | 1096 | B | 1146 | A | 1196 | C | 1246 | C   |
| 1047   | C | 1097 | B | 1147 | C | 1197 | D | 1247 | B   |
| 1048   | C | 1098 | C | 1148 | D | 1198 | A | 1248 | D   |
| 1049   | C | 1099 | B | 1149 | C | 1199 | D | 1249 | D   |
| 1050   | D | 1100 | A | 1150 | A | 1200 | A | 1250 | B   |

| Key to Intr Question Bank ( 23.11.24) (Optg) |   |      |   |  |  |  |  |  |  |
|--|---|------|---|--|--|--|--|--|--|
| 1251   | C | 1301 | B |  |  |  |  |  |  |
| 1252   | B | 1302 | D |  |  |  |  |  |  |
| 1253   | D | 1303 | C |  |  |  |  |  |  |
| 1254   | D | 1304 | D |  |  |  |  |  |  |
| 1255   | B | 1305 | C |  |  |  |  |  |  |
| 1256   | C | 1306 | D |  |  |  |  |  |  |
| 1257   | C | 1307 | A |  |  |  |  |  |  |
| 1258   | B | 1308 | D |  |  |  |  |  |  |
| 1259   | D | 1309 | C |  |  |  |  |  |  |
| 1260   | D | 1310 | D |  |  |  |  |  |  |
| 1261   | C | 1311 | A |  |  |  |  |  |  |
| 1262   | D | 1312 | D |  |  |  |  |  |  |
| 1263   | C | 1313 | D |  |  |  |  |  |  |
| 1264   | D | 1314 | C |  |  |  |  |  |  |
| 1265   | A | 1315 | C |  |  |  |  |  |  |
| 1266   | D | 1316 | D |  |  |  |  |  |  |
| 1267   | B | 1317 | B |  |  |  |  |  |  |
| 1268   | C | 1318 | A |  |  |  |  |  |  |
| 1269   | D | 1319 | C |  |  |  |  |  |  |
| 1270   | B | 1320 | D |  |  |  |  |  |  |
| 1271   | A | 1321 | B |  |  |  |  |  |  |
| 1272   | A | 1322 | D |  |  |  |  |  |  |
| 1273   | C | 1323 | C |  |  |  |  |  |  |
| 1274   | D | 1324 | C |  |  |  |  |  |  |
| 1275   | C | 1325 | C |  |  |  |  |  |  |
| 1276   | D | 1326 | D |  |  |  |  |  |  |
| 1277   | B | 1327 | B |  |  |  |  |  |  |
| 1278   | B | 1328 | C |  |  |  |  |  |  |
| 1279   | C | 1329 | D |  |  |  |  |  |  |
| 1280   | A | 1330 | C |  |  |  |  |  |  |
| 1281   | C | 1331 | B |  |  |  |  |  |  |
| 1282   | C | 1332 | D |  |  |  |  |  |  |
| 1283   | B | 1333 | C |  |  |  |  |  |  |
| 1284   | C | 1334 | B |  |  |  |  |  |  |
| 1285   | A | 1335 | B |  |  |  |  |  |  |
| 1286   | C | 1336 | D |  |  |  |  |  |  |
| 1287   | B | 1337 | C |  |  |  |  |  |  |
| 1288   | B | 1338 | C |  |  |  |  |  |  |
| 1289   | D | 1339 | C |  |  |  |  |  |  |
| 1290   | D | 1340 | B |  |  |  |  |  |  |
| 1291   | B | 1341 | D |  |  |  |  |  |  |
| 1292   | D |      |   |  |  |  |  |  |  |
| 1293   | A |      |   |  |  |  |  |  |  |
| 1294   | B |      |   |  |  |  |  |  |  |
| 1295   | D |      |   |  |  |  |  |  |  |
| 1296   | B |      |   |  |  |  |  |  |  |
| 1297   | A |      |   |  |  |  |  |  |  |
| 1298   | A |      |   |  |  |  |  |  |  |
| 1299   | C |      |   |  |  |  |  |  |  |
| 1300   | A |      |   |  |  |  |  |  |  |



| Establishment |   |     |   | Rajbhasha |   |     |   |  |  |
|---------------|---|-----|---|-----------|---|-----|---|--|--|
| 1             | C | 56  | C | 1         | C | 51  | A |  |  |
| 2             | A | 57  | D | 2         | A | 52  | C |  |  |
| 3             | C | 58  | C | 3         | B | 53  | B |  |  |
| 4             | A | 59  | B | 4         | B | 54  | B |  |  |
| 5             | A | 60  | A | 5         | D | 55  | C |  |  |
| 6             | C | 61  | B | 6         | C | 56  | C |  |  |
| 7             | D | 62  | B | 7         | C | 57  | A |  |  |
| 8             | D | 63  | A | 8         | A | 58  | B |  |  |
| 9             | C | 64  | C | 9         | B | 59  | C |  |  |
| 10            | C | 65  | A | 10        | D | 60  | A |  |  |
| 11            | A | 66  | B | 11        | C | 61  | B |  |  |
| 12            | B | 67  | B | 12        | C | 62  | D |  |  |
| 13            | C | 68  | A | 13        | A | 63  | A |  |  |
| 14            | B | 69  | D | 14        | D | 64  | B |  |  |
| 15            | B | 70  | C | 15        | B | 65  | D |  |  |
| 16            | D | 71  | D | 16        | B | 66  | D |  |  |
| 17            | A | 72  | A | 17        | A | 67  | D |  |  |
| 18            | A | 73  | A | 18        | C | 68  | D |  |  |
| 19            | D | 74  | B | 19        | C | 69  | D |  |  |
| 20            | B | 75  | B | 20        | A | 70  | A |  |  |
| 21            | C | 76  | C | 21        | D | 71  | B |  |  |
| 22            | A | 77  | A | 22        | B | 72  | D |  |  |
| 23            | C | 78  | B | 23        | D | 73  | A |  |  |
| 24            | A | 79  | B | 24        | C | 74  | C |  |  |
| 25            | B | 80  | C | 25        | B | 75  | A |  |  |
| 26            | B | 81  | B | 26        | B | 76  | B |  |  |
| 27            | D | 82  | B | 27        | A | 77  | A |  |  |
| 28            | C | 83  | D | 28        | C | 78  | A |  |  |
| 29            | B | 84  | D | 29        | D | 79  | A |  |  |
| 30            | C | 85  | A | 30        | A | 80  | A |  |  |
| 31            | A | 86  | D | 31        | C | 81  | B |  |  |
| 32            | B | 87  | D | 32        | B | 82  | B |  |  |
| 33            | C | 88  | D | 33        | B | 83  | A |  |  |
| 34            | B | 89  | B | 34        | C | 84  | B |  |  |
| 35            | A | 90  | A | 35        | C | 85  | A |  |  |
| 36            | A | 91  | D | 36        | C | 86  | A |  |  |
| 37            | A | 92  | B | 37        | A | 87  | D |  |  |
| 38            | C | 93  | A | 38        | C | 88  | D |  |  |
| 39            | A | 94  | D | 39        | B | 89  | D |  |  |
| 40            | C | 95  | B | 40        | B | 90  | B |  |  |
| 41            | A | 96  | D | 41        | A | 91  | B |  |  |
| 42            | B | 97  | A | 42        | A | 92  | D |  |  |
| 43            | C | 98  | C | 43        | B | 93  | D |  |  |
| 44            | A | 99  | B | 44        | C | 94  | C |  |  |
| 45            | A | 100 | B | 45        | D | 95  | B |  |  |
| 46            | C | 101 | D | 46        | B | 96  | B |  |  |
| 47            | A | 102 | B | 47        | C | 97  | D |  |  |
| 48            | A | 103 | C | 48        | B | 98  | C |  |  |
| 49            | B | 104 | D | 49        | C | 99  | C |  |  |
| 50            | A | 105 | D | 50        | A | 100 | C |  |  |
| 51            | D | 106 | C |           |   |     |   |  |  |
| 52            | A | 107 | C |           |   |     |   |  |  |
| 53            | A | 108 | D |           |   |     |   |  |  |
| 54            | A | 109 | D |           |   |     |   |  |  |
| 55            | B | 110 | A |           |   |     |   |  |  |