

South Central Railway

Divisional Office
Personnel Branch,
Vijayawada.
Dt.06.02.2024

No. B/P.Con.608/III/CLI/Mech(RG)/Vol.II

All Concerned

Sub: Publication of Key -Selection for the post of **Chief Loco Inspector** in Level-7 of 7th CPC Pay Matrix in Mechanical Department of BZA Division.

Ref: PCPO/SC's Lr.No.P[R] 605/XV dt.29.11.2023/05.12.2023.

With reference to the representations submitted by the aspirants in the subject selection, the paper setting officer has furnished the final key and the same is publishing in the website for information please.

SCR WEBSITE: www.scr.indianrailways.gov.in → About us → Divisions → Vijayawada → Personnel Department → Notifications/Office Orders

In terms of the instructions vide PCPO/SC's Lr.Dt. 29.11.2023/05.12.2023, the decision of the paper setting authority is final and no further correspondence in this regard will be entertained.

This is for information, please note.

Encl: as above.



(Katta Anand)

Sr. Divisional Personnel Officer/BZA

C/- APO/M&EL for information and necessary action

C/- Applicants who attended the written exam in the selection Chief Loco Inspector for inf. and necessary action.

VIIth CPC पेम्डिक्सकेलेवल -7 मेंमुख्यलोकोनिरीक्षक (इलेक्ट्रिककर्षण) केपदपरचयनकेलिएलिखितपरीक्षाकेसंबंधमेंप्रश्नपत्र
(जीपीरु।4600/-) यांत्रिक (लोकोरनिंग) विभाग -विजयवाड़ामंडल - ओएमआरआधारितपरीक्षा

Revised Key in connection with the written examination for selection to the post of Chief
Loco Inspector (Electric Traction) in Level-7 of VII CPC Pay Matrix (GP Rs. 4600/-) in
Mechanical (Loco Running) Department - BZA Division- OMR based exam.

As per RBE 122/2023 issued vide L.No. E(NG)/I/2018/PM1/4 dated 07.11.2023

परीक्षाकीतारीखDate of Exam: 22nd January 2024 अधिकतमअंकMaximum Marks: 100
समयTime : 02 घंटे /02 Hours

REVISED ANSWER KEY

S.No.	Answer	S.No.	Answer	S.No.	Answer	S.No.	Answer	S.No.	Answer
1	D	26	C	51	C	76	D	101	D
2	C	27	A	52	C	77	B	102	C
3	B	28	D	53	A	78	D	103	C
4	A	29	A	54	B	79	A	104	A
5	C	30	A	55	C	80	A	105	A
6	B	31	D	56	B	81	A	106	B
7	C	32	D	57	B	82	B	107	D
8	A	33	A	58	B	83	Omitted	108	C
9	C	34	D	59	D	84	C	109	D
10	A	35	C	60	B	85	B	110	D
11	C	36	A	61	A	86	B		
12	B	37	A	62	C	87	B		
13	D	38	C	63	C	88	D		
14	D	39	C	64	D	89	A		
15	B	40	D	65	A	90	A		
16	A	41	B	66	D	91	D		
17	B	42	C	67	B	92	C		
18	Omitted	43	B	68	A	93	Omitted		
19	Omitted	44	D	69	A	94	D		
20	C	45	A	70	B	95	C		
21	B	46	C	71	D	96	D		
22	C	47	A	72	B	97	A		
23	A	48	B	73	C	98	Omitted		
24	A	49	B	74	D	99	D		
25	D	50	C	75	C	100	B		

Explanation to the Revision in Key for CLI exam conducted on 22.01.24
Ref: SrDPO/BZA's L.No. B/P.Con.608/III/CLI/Mech(RG)/Vol.II dated 01.02.2024

14. D.

Explanation: On run, if negative bonding occurs, nothing will happen. It is the best suitable option among the given multiple choices.

18. Omitted from scope of evaluation

Explanation: There is ambiguity in the question with regard to which loco brakes are not releasing proportionally, whether working loco or dead loco. So question is omitted from scope of evaluation.

19. Omitted from scope of evaluation

Explanation: In WAG7 & WAP4 RB equipments are connected in RSI 2 and in WAG5 and WAM4 they are connected in RSI 1. Since there is ambiguity in the question with regard to which type of loco, question is omitted from scope of evaluation.

24. A

Explanation: As per SR 3.69.14, T/369(3b) is issued which stipulated speed of 15 kmph.

32. D

Explanation: Lightning arrester is the surge protection device used to limit the over-voltages. The zinc oxide has highly non-uniform current voltage (I-V) characteristics.

34. D

Explanation: Statement 1 is correct and 2 is wrong. Since in the loco where GR is struck up in full notch, Q49 will get energized and Q52 will get de-energised.

38. C

Explanation: PR 2 relay causes Auto Regression during AFL working. During A9 application PR1 Relay energises and nullifies the AFL actions.

39. C

Explanation: 1. In 3-phase loco, Constant speed control (CSC) will be de-activated automatically if BP pressure drops (with or without A9) by more than 0.25 kg/cm^2 . So statement 1 is incorrect.
2. In 3ϕ loco, Constant speed control (CSC) can be activated above 5 kmph only. So statement 2 is correct.

42. C

Explanation: As per GR 3.07.4, the aspect of Distant signal tells about various scenarios like, when single yellow : "Proceed and be prepared to stop at next stop signal.", when double yellow : "Proceed and be prepared to pass the next signal at such restricted speed as may be prescribed by special instructions Train is being received either on Main Line and is required to stop at the starter signal: or on a Loop Line required to stop at the starter signal or to pass run through via Loop Line.", when Green: "Proceed Block section ahead is clear, trains is to pass run through the station via, Main Line."

Therefore Statement 1 is incorrect.

Statement 2 is correct.
Hence option C is correct.

44. D

Explanation: As per S.R.3.77.2. Whenever a train trails through wrongly set points, the Loco Pilot shall, immediately bring his train to a stand, consult the Guard and the Station Master and then proceed onward only if he is satisfied that the train can pass safely over the points without any accident. Under no circumstances should a train be backed over the trailed through points.
So Option D is correct.

48. B

Explanation: As per GR 1.02 (48), "running train" means a train which has started under an authority to proceed and has not completed its journey. So Statement 1 is incorrect.
As per SR 6.02.1.4, Statement 2 is correct.
Hence option B is correct.

57. B

As per Rly. Bd. L.No. 2022/Safety/(A&R)/1/4 dated 02.12.2022, in conventional loco, the normal position of ZSMS switch is '1' and only MP is in service. In case of MP failure, for enabling EEC operation, ZSMS switch is to be kept on '0'.
However in modified conventional locomotives, MP and EEC operation is also available on the normal position '1' of ZSMS switch. In the question, only conventional loco is mentioned but not "Modified" conventional loco. Hence option 'B' is correct.

62. C

As per GR 5.12 and SR 5.12 T/512 and ATP are required.

63. C

Calling ON signal is to be used only on two occasions, i.e. when Signal is defective or Line is occupied. So Statement 1 is incorrect.

When train is received on Calling-ON, in podanur panel, Calling ON cancellation takes 240 seconds.

So statement 2 is correct.
Hence Option C is correct.

72. B

Statement 1: "While working BOXNHL, it is necessary to apply brakes by minimum reduction first and then apply full reduction with time gap."

As per SOB 01/2023 (Revised): To control the loaded trains (More than 3000T) with *minimum brake pressure drop of 1 kg/cm²*. Regenerative/Dynamic braking may also be used as per requirement to control the speed.

In Statement 1 it is told that it is necessary to apply brakes by minimum reduction which is only 0.5 Kg/cm². So statement 1 is incorrect.

Statement 2 is incorrect.
Hence option B is correct.

83. Omitted from scope of evaluation

As per SR 9.12.3.7 T/D 602 and T/A 912 are to be given. Since proper options are not available, question is omitted from scope of evaluation.

93. Omitted from scope of evaluation

Since proper options are not available, question is omitted from scope of evaluation.

98. Omitted from scope of evaluation

As the question does not clearly stated whether it is single or three phase type of blower, question is omitted from scope of evaluation

102. C

'Railway Hindi Salahakar Samiti' is constituted under the chairmanship of Minister for Railways. So Statement 1 is wrong.

Railway Hindi Salahakar Samiti was dissolved in the year 2021. This statement is correct. Hence option C is correct.

109. D

Since regions from all the 3 categories are given, option D is correct