



SOUTH CENTRAL RAILWAY

Office of the DRM/T/SC
Secunderabad Division
Sanchalan Bhavan
SECUNDERABAD

No: C/T/14/Staff/12/2018

Date:01.12.18

APO-I/SC

Sub: Selection to the post of Section Controller in Level-6 of pay matrix in RS (RP) Rules-2016 (GP 4200) against 75% Promotional quota in Operating Department, Secunderabad Division.

Ref: Your office letter No.SCR/P-SC/110/SCOR/OPTG/2018 Dt. 24.09.2018

With reference to the above notification, Question bank is prepared for the benefit of eligible candidates for Section Controller exam. The same may be uploaded in the system.


DOM/SC

Question and Answers for Section Controllers Examination Secunderabad Division - 2018

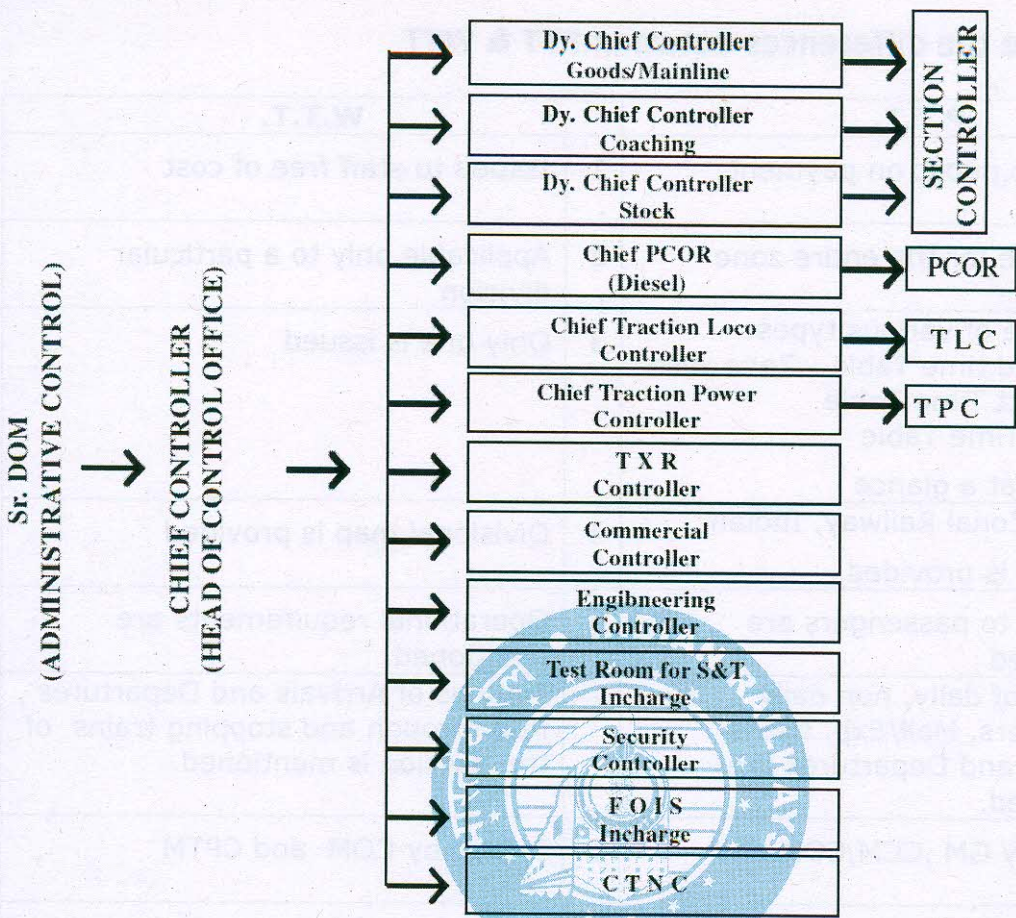
Control Organization

Q1. What are the differences between PTT & WTT

P.T.T.		W.T.T.	
1	Issued to public on payment	1	Issued to staff free of cost
2	Applicable for the entire zone	2	Applicable only to a particular division
3	These are of various types: 1.Detailed time Table - Zone wise 2.Abstract Time Table 3.Sheet Time Table 4.Trains at a glance	3	Only one is issued
4	Map on Zonal Railway, Indian Railways is provided.	4	Divisional map is provided
5	Facilities to passengers are mentioned	5	Operational requirements are mentioned.
6	Timings of daily, non daily passengers, Mail/Exp. trains Arrivals and Departures are mentioned.	6	Timings of Arrivals and Departures , Run through and stopping trains of the division is mentioned.
7	Issued by GM ,CCM,COM and CPTM	7	Issued by COM and CPTM
8	It consists following information a. Advance reservation. b. Reservation rules c. Rail travel concession d. Refund rules e. Amenities on train/station f. Fares	8	It contains other information pertaining to division section wise such as a. System of working b. Ruling gradient c. Standard of interlocking d. Sectional timings e. Skip timings f. Permanent speed restrictions g. Details of LC Gates.

Q2. Write about the Organizational setup of Control Office at Divisional level.

ORGANISATION OF A DIVISIONAL CONTROL



1. The Control Organization is one of the Principal Means by which the essential Coordination is obtained in Railway Operation.
2. It is from where, the planning activities of day to day working is done and the orders are issued to the stations and yards for execution.
3. It can be compared to the brain of human.
4. Normally the Divisional Control Office is located in the Divisional Head Quarters and connected to the station and yards through various communication systems.
5. Sr.DOM has the administrative control of the Divisional Control Office.
- 6 Chiefcontroller is the head of the control organization.
7. For easy and effective controlling, the entire division is divided into various sections and a well knit communication is provided for monitoring minute to minute activities at stations and yards.
8. The Chief controller being the head of the control organization is assisted by Dy. Chief Controller in Freight and Passenger train operations.

9. Dy. CHC looks after the Traffic Control.
10. A section is generally of the range of 150 to 200 km stretch and the trains are Controlled in the section by the Section Controller.
11. The entire organization works round the clock, all days of the year without any interruption to monitor actual movement of trains on the entire rail network.

Q3. What are the various Goods trains run in our division.

Q4. What do you know about FOIS & COIS.

FOIS means Freight Operations Information System.

Freight Operations Information System (FOIS), was started in the year 1994 under control of CAO/FOIS/NDLS.

FOIS Organization in South Central Railway was launched on December 1999 under the control of COM/SC.

FOIS is a computerized data collection system with instant access to real time status of consignments in transit.

It captures details of with a friendly customer based system such as freight-demand, loading, transit and delivery.

STRATEGIC ADVANTAGES OF FOIS

- Continuous cargo visibility.
- Customers be updated about their cargo and consignment for real time inventory.
- Real time system, state of the art technology and efficient communication system.
- Tool to optimize assets like locos, wagons, rakes, scheduling and routing traffic in an optimized manner.
- Customer has an instant access to information regarding current status of consignments in transit for real time inventory.
- Acceptance of customer's orders, billing, cash accountal, extending facilities to customer's premises, e- commerce, computerized RRs.

SCOPE OF FOIS

- RMS
- TMS
- ICMS (COIS)
- Crew Management System.
- Control Office Application
- Parcel Management System

COIS means Coaching Operations Information System.

Coaching Operations Information System (COIS) includes performance in sick-line, pit-line, shop, rake formation/modification, attaching/detaching of power, arrival/departure of trains, preparing vehicle guidance and receipt/dispatch of COIS mail.

COIS: Reports for Management at Station Level, Divisional Level, Head Quarter, Railway Board level like :

- Yard Stock Position (Line position)
- Vehicle Guidance
- Zonal Stock Balance sheet (type wise details of Bare Requirement, allotment, running in service, ineffective etc)
- Coaches on way from / to shop
- Foreign Railway Coaches
- Ineffective Coaches
- Coach History
- Rake Link Information Zonal/Divisional Coaching Stock allotment /availability,etc.

Q5. What is the role of SCOR in control organization.

Duties of Section Controller.

A section controller is a competent person with profound knowledge and vast field experience. He should have a thorough knowledge of the section which he controls. (Topography, System of working, signals, traffic facilities, nature of traffic etc). Hence, he is a friend, philosopher and guide to the "field staff". He controls the trains over his section. Some of the important duties of section controller are listed below.

1. Appear for duty as per the roster, after availing sufficient rest.
2. Collect the instructions from Dy. CHC, CHC particularly about any special movements. (Diverted trains, VIP movements etc.).
3. Take over charge and enquire any special task to be carried out.
4. Read out the instructions in the chart.
5. Use appropriate color Pen/Pencils for Goods/Passenger/Mail/Express train Plotting in the chart.
6. Plot a rough path in advance at least for 2 hours advance.
7. Record all special events for every train in the remarks column of the chart.
8. Inform terminal stations and crew control cell about late running of trains.

9. Repeat the forecast of trains, the programmes of locomotives to the terminal points/yards/loading points.
10. Monitor every train constantly, any delay is caused to the train draw the attention of Loco Pilot and Guard through the Station Master.
11. Judiciously arrange crossing or precedence's. Be an opportunist to utilize the path whenever delay is caused to regular trains.
12. Offer line blocks to the Engineering Department or electrical Department as per the schedule without causing delays to the trains.
13. Ensure the running staff are not exceeding their duty hours.
14. Ensure Passenger carrying trains are running punctually.
15. Transmit the messages like meals message, Weather warning message, caution orders etc to concerned stations and take the acknowledgment of the same.
16. As far as possible avoid stabling of trains. If it is warranted, ensure stabling is not done on Main Line.
17. Be vigilant while transmitting the "Line Clear" to the station when Block instrument, Block Telephone fails.
18. Give general call to all stations for transmitting "time Signal" at 16.00 Hrs.
19. Record signal failures and convey promptly to Test Room (S & T Representative)
20. Maintain the chart neat and prescribed registers correctly.
21. While handing over chart do not be in a hurry. Make the reliever understand all instructions.

During unusual/Accidents

1. A special register has to be opened to record all events during accidents (like movement of ART/MRT) in a sequence.
2. Order Medical/Accident Relief Trains when message about accident is received.
3. Record the accident messages and repeat the same to the "all Concerned".
4. Regulate the traffic during accidents.

ADVANCE OPERATIONS

Q1. What is meant by section capacity? Explain briefly about the same.

SECTION CAPACITY (OR) LINE CAPACITY.

Section Capacity or Line Capacity is defined as "The number of trains which can be run on the section in 24 Hours".

This could be expressed in three Different ways viz:-

- (1) Maximum Line Capacity.
- (2) Practical Line Capacity.
- (3) Economic Line Capacity.

MAXIMUM LINE CAPACITY:- Maximum number of trains entered in master chart so that it is impossible to introduce even single more train on the section concerned.

PRACTICAL LINE CAPACITY:- This is represented by the number of Trains run per day Practically, giving allowances for Permanent Way and other Operational Constraints. This is also known as **"Effective Line Capacity"**.

ECONOMIC LINE CAPACITY:- The optimum number of Trains which can be run on the Section economically is the Economic Line Capacity.

CALCULATION OF LINE CAPACITY.

There are two ways to determine the Line Capacity.

- (1) Charting Method.
- (2) Formula Method.

Charting Method.

- i. This method is most reliable and practical way of assessing Line Capacity, adopted by most railways.
- ii. The train paths on time and Distance graph are plotted for 24 Hours time.
- iii. Passenger trains paths are first plotted on the Master Chart.
- iv. Then as many goods trains are inserted as possible so that it becomes impossible to accommodate even one more train.
- v. This method gives us maximum line capacity.
- vi. This method is primarily intended to get a realistic figure on the basis of the actual conditions that prevail on a particular section.
- vii. Now a days, computers are installed.
- viii. If data are properly fed, number of paths will be identified more efficiently.

Formula Method. This method offers practical Line Capacity.

(A) Scott's Formula for calculation of line capacity

$$C = \frac{1440}{(t + T)} \times E$$

Where C = Line Capacity

T = Running time of the slowest train over a critical Block section.

t = Block Operation time

E = Efficiency Factor.

- i. Critical block section can be lengthiest block section with unfavorable geographical and other conditions.
- ii. The formula will give total number of trains in Up and Down directions taken together on single line section.
- iii. On Double line sections this will give total number of trains separately for Up & Down directions because the running time on Up line and Down line will be different.
- iv. Formula to determine the number of trains in each direction on a single line is follows:

$$C = \frac{1}{2} \times \frac{E \times 1440}{(t + T)}$$

The Scott's formula is further supplemented by giving Values for 't' & 'E' factors.

t = Block Operation time = **5" minutes**

E = Efficiency Factor = **7/10**

In Indian Railways we are using Charting method for practical section capacity and Scott's formula for theoretical section capacity.

Q2. What is punctuality. Suggest measures to improve it.

Punctual running of passenger carrying trains is very important because there is no separate corridor for running passenger trains.

Punctuality means running of passenger carrying trains as per the timings given in the time table without any delay.

To gain the confidence of public using railways it is very much important for railways to run trains punctually.

So the punctuality of railways is monitored in three ways system.

1. At Railway Board Level. 2. Zonal Level. 3. Divisional Level.

Some of the factors affecting punctuality of passenger carrying trains and methods to overcome is as follows:

CONTROL ORGANIZATION

CAUSES		REMEDIAL MEASURES	
1.	Faulty preparation of Master Chart.	1.	Clear preparation of chart.
2.	Poor Engine / Rake Links	2.	Effective engine / Rake links reducing the idling time.
3.	Running Goods train ahead of passenger carrying train	3.	All the passenger carrying train shall be given a path in "Express Block".
4.	Constant monitoring about	4.	If train loses time, LP and Guard

	running of passenger carrying train.		are to be cautioned to maintain and makeup time.
5.	Offering the train engine for yard shunting.	5.	If the train engine is offered for yard shunting, it shall be brought back timely.
6.	Not making use of simultaneous reception / common loop line facility.	6.	Making use of all the traffic facilities for reducing the detention for reception.
7	Not arranging crossing and precedence judiciously.	7	Arranging crossing and precedence judiciously.
8	No information to station about unloading	8	Take the particulars of unloading from Guard and warn the station in advance.
9	Meals message not received in time	9	Ensuring that message for meals are communicated to stations concerned in time.
10	Stabling of goods trains on main line	10	As far as possible stabling may not be done on main line.

AT ORIGINATING STATION

CAUSES		REMEDIAL MEASURES	
1.	Late berthing of rakes.	1.	Timely placement of rakes
2.	Late attaching of outgoing power	2.	Timely attachment of Loco
3.	Late arrival of crew	3.	Effective crew link to be made
4.	Poor maintenance of rake	4.	Rakes to be examined & tested to avoid sick on platform.
5.	Failure of signals / communication	5.	Goods maintenance of S & T.
6.	Performing shunting ahead of starting the train	6.	All the cross movements are to be stopped
7.	Late take off signals	7.	Departure signals are to be taken off on time
8.	Failure of shunting loco	8.	Alternative arrangements must be made.
9.	Late loading, pasting of reservation charts	9.	Loading shall be done quickly & reservation charts shall be pasted well in advance
10.	Yard derailments	10.	Safe working will eliminate yard accidents.
11	SM is taking excess time for granting line clear or for clearing block section.	11	Prompt clearance of block section or granting line clear

WHILE ON RUN

CAUSES		REMEDIAL MEASURES	
1.	Not exchanging "All Right Signals".	1.	Staff to inculcate the habit of exchange "All Right Signals".
2.	Bad running of trains. Loosing	2.	Good Engine man ship.

	time.		
3.	Excess caution orders	3.	Whenever a speed restriction is not required immediately to be cancelled.
4	Alarm chain pulling	4	Prompt action by Guard and checks to be conducted to prevent misuse of alarm chain.
5	Taking excess time for service of meals	5	Service of meals must be organized within the schedule halt.
6	Time loss for CD and bursting of engineering blocks	6	Ensure that the time loss does not exceed engineering allowance

AT DESTINATION

CAUSES		REMEDIAL MEASURES	
1.	Non-availability of platform line.	1.	Keeping platform line clear swiftly.
2.	Failure of signals / communication	2.	Good maintenance.
3.	Accidents in yards.	3.	Averting accidents by safe working.

In addition to above remedial measures Railway Administration should take following steps:

1. Punctuality registers in the control office must be maintained.
2. Daily punctuality meeting by the DRM.
3. Checking of control charts.
4. Checking of Guard's LTM report.
5. Monthly punctuality meeting by the DRM.
6. Daily watch at Zonal HQ and Railway Board level.
7. CPTM must undertake analysis of course wise and train wise detention.
8. Giving punctuality award.
9. Footplate inspection.
10. Punctuality drives

Q3. Suggest measures to improve the average speed of goods trains.

Measures for Improving Average Speed of Goods Trains:

The measures to improve average speed of Goods trains can be classified in two categories.

(a) Long Term Measures. (b) Organizational Measures.

(a) Long Term Measures for Increasing the Speed

- (i)** Motive Power Improvement **(ii)** Rolling Stock
- (iii)** Track Improvements **(iv)** Signaling & Interlocking
- (v)** Increasing the Section Capacity of saturated sections.

(i) Motive Power Improvement:

High horse power locos to run with maximum load and at least 100kmph speed are to be manufactured and for the utilization of railways to increase the speed of the goods trains.

(ii) Rolling Stock Improvement:

1. Improvement over Rolling stock is to be done to run at high speed duly upgrading present rolling stock and manufacturing new stock.
2. These Bogie wagons with minimum maintenance and which run at high speed like BCN, BTPN, BOXN are to be used.
3. By Inducting BLCA/BLCB Rakes (for loading containers) which can run at 100KMPH.
4. By Inducting BCCNR (for transporting automobile cars) wagons which can run at 100 KMPH with better suspension of body.
5. Efficient maintenance through modernization of workshops.
6. Provision of composite brake blocks.

(iii) Track Improvements:

1. By renewing old tracks with modern technology and laying new tracks for running high speed super fast trains and high speed goods trains Over aged bridges are to be replaced immediately to avoid caution orders.
2. High output tampers for straight track and animats for turn outs are deployed for tamping works.
3. Deployment of Ballast Cleaning Machines, Dynamic Track Stabilizers, and Ballast Regulators - improves the quality in Track Maintenance.
4. CST - 9 sleepers are replaced with PSC sleepers.
5. Heavy Traffic Density Sections are identified and rails of 52 kg/60kg, 90 UTS are provided.
6. Provision of welded rails continuously for 2 to 3 kilometers.
7. Provision of Fan Shaped Lay outs.
8. Easing the Gradients

(iv) Signaling and Interlocking Improvements:

1. By providing multiple aspect color light signaling throughout Indian railways.
2. By providing panels, RRI and SSI at stations to avoid wastage of time for taking off signals.
3. By providing double distant signals to increase the speed of the train.
4. By providing BPAC's / Track circuit to avoid wastage of time to ensure complete arrival of train and fouling mark clearance.
5. By providing token less Block instruments to avoid waste of time for taking/ granting line clear.
6. By providing effective communication between loco pilot, guard, station staff and control organization for effective and speed running of trains.
7. By providing saturated single line sections with double line and double line sections by providing automatic sections.

(v) Increasing the Section Capacity of Saturated Sections:

The section capacity is to be increased in saturated sections by providing IB signals where possible and by providing C class stations where IB signals cannot be provided.

By converting double line saturated sections into twin single lines where uni-directional traffic is available.

Organizational Measures

1. By making effective time tabling and efficient preparation of master charts.
2. Bunching of similar speedier trains
3. In short single line sections maintaining one way traffic, thereby avoid wastage of time incrossing.
4. Review of running time periodically as and when there is upgradation of technology.
5. Running goods trains to time table wherever possible.
6. Running Link, Crack, CC Rakes.
7. Improving Staff efficiency connected to trains working and movement such as Controllers, Station Staff, Loco Pilots, C & W, S & T, engineering (P.WAY) etc.

Q4. What are the places in the division where Coal loading and cement loading points are there and name some of these sidings?

The stations where Coal loading takes place in our division are as follows.

1. Ramagundam
2. Singareni
3. Tadikalapudi
4. Rudrampur
5. Managuru
6. Rechni
7. Asifabad
8. Mandamari
9. Mancheriyal
10. Manikgharh

The stations where Cement loading takes place in our division are -

1. Raghavapuram
2. Mandamari
3. Manikgharh
4. Gatchandur
5. Jagayapet

6. Tandur
7. Sedam
8. Malkhaid Road
9. Ramapuram
10. Melachervu

Various Sidings in Secunderabad Divison where Cement and Coal Loading takes place is as follows.

Coal Sidings:

1. Ramagundam

GOSG & GDK-6 Siding where 6 rakes are loaded.
NTPC (MGR system)

2. **Singareni** - 2 rakes per day where RCR (Road cum Rail system) is used.

3. **Tadkelpudi** - which comes under BDCR section. On average 10 to 15 rakes per month to wadi are loaded.

4. **Rudrampur** - is a siding near BDCR which is 8 kilometers away. On average 6 rakes per day is loaded.

5. **Manuguru**- 5 Rakes per day is loaded.

6. **Rechni**- New Siding- 20 to 22 rakes in a month.
Old Siding- 15 to 20 rakes in a month.

7. **Asifabad Road**- Average 20 to 22 rakes per month is loaded. There is also an siding called GCLMS (Global coal limited mining siding).

8. **Mandamari**- RKP siding (Ramkrishnapur Siding). Average 60 rakes per month.
In station 15 rakes per month are loaded by RCR method.

9. **Macheriyal**- On average 8 rakes per month are loaded by RCR method.Siding
Which is 6.5 Kms away where 118 rakes per month is loaded.

10. **Manigarh**- Aryan Coal field at station where 30 rakes per month is loaded.
Pandarpawani which is 8 Kms away from station. There is a siding named
Shasthi Coal field and Western coal field where 30 rakes per month is loaded.
Dumping Coal yard at station 8 rakes per month is loaded.

Cement Sidings/Stations:

1. **Mandamari** – Devapur Cement siding which is 20 kilometers from station.
OCIM - 25 clinker rakes & 10 cement rakes. (Birla cement).

2. **Raghavapuram**:- Ragavapuram cement siding. (Birla cement).

3. **Manigarh**-PandarPawani(Ambuja Cement) 40 rakes per month.

MGCG siding where 40 rakes per month is loaded.

4. **Gatchandur**- Ultra tech cement siding which is 28 Kilometers. On average 30 rakes per month.

5. **Jagayapet** - 18 rakes on an average per month is loaded. Siding name is MRCJ (Madras cement siding)

MZJC (i.e. M/s Juari Cement) siding which is 12 Kms away where 13 rakes of cement per month is loaded.

Sagar cement where 1 cement rake p/m is loaded at jagaaypet station.

RVSJsiding which is 5 Kms away. On average 8 rakes of cement per month is loaded.

6. **Ramapuram** (RRPM) – JP cements and siding by name MJCR where 15 rakes Per month are loaded.

7. **Melachervu** (MACU) – Maha - cement where 15 rakes per monthare loaded.

8. **Tandur** - CCI (Cement corporation of India), it's a government siding where on an average 8 rakes are loaded per month.

India cements - MICT (M/S India cement Tandur), where 10 cement rakes are Loaded per month.

MVCT -(M/S Vikat cement Tandur), where on average 15 rakes of cement is Loaded per month.

Penna Cement - 2 rakes are loaded at station.

Chetnad Cement- 7 rakes are loaded at station.

9. **Sedam**- SEM 40 cement rakes are loaded per month.

10. **Malkhaid**- MQR 40 Cement rakes per month are loaded.

Q5. What are the various goods yards available in the division. What are the activities takes place in the yard.

The following Goods Yards are available in our division.

1. Kazipet
2. Ramagundam
3. Bellampalli.
4. Dornakal
5. Sanathnagar

Activities which takes place at the above mentioned yard are as follows.

KAZIPET YARD

1. Loading of Granite to KSLK, Ballast loading and Loading of boiled Rice to Southern Railway.

2. Checking of BOXN Rake such as BCNHL, BCN(E), BOBYNL, mixed loads to
 - a. KF to SNF
 - b. KB to BZA
 - c. KQ to BPQ
3. Checking of coaching rakes - Nagpur passenger, Ramagiri passenger. Two Pit lines of 10 each are available at Kazipet. Sometimes coaching specials run on different occasions EX- KZJ to destination are also checked.
4. Power interception takes place as and when required. Traction to diesel and Diesel to traction. Incoming and outgoing Dakshin Express, slip coaches attached and detached at KZJ and the same are attached to Link express to BZA.
5. At Kazipet yard (SPART) (ART) with 140 tonnes crane is available & MRV with two coaches is available which is used in emergencies at the time of accidents is to be run once in 3 months as a trail.
6. Crew change takes place at Kazipet.

The Officers available at Kazipet are.

1. Medical – Sr. MS & 3 Private doctors in each shift work on contract basis to look after the medical needs of Railway staff.
2. Mechanical – Sr. DME (Diesel), DME (Principal training center), DME (Stores) and DME (Shed) are available.
3. Electrical – Sr. DEE (Traction), DEE (Traction), ADEE (Track Machine) are available.
4. Engineering:- Dy. CE (Construction), ADEN (Construction), ADEN (Track Machine) ADEN (North) ,ADEN (South}.
5. Operating- AO (KZJ) ,TI (KZJ), SS (KZJ) & other operating staff, looks after training working. A fully fledged lobby is available at Kazipet looked after by CCC (Combined Crew Booking Cell).

Two Sheds are available - Traction Shed&Diesel shed for maintenance of locos.

RAMAGUNDAM YARD

1. Checking of CC rake specially for coal (Black Rocket), BOXN, BOBRN are checked and BPC is issued for 7500 Kms or 35 days whichever is earlier.Checking Time- 4 Hours.
- 2.Premium rake checking also done at this yard. BPC Validity is 12+3 days. Checking time 3 ½ hrs. Miscellaneous rakes also checked like RYPS (Special), BCCW, ROH Special, Mixed rakes etc.
- 3.Also issues BPC for non CC Rakes. Ex RDM to loading point & from Loading point to Unloading point.
4. There are two sidings at RDM station.
 - a) GOSG Siding

b) GDK siding.

Daily 6 rakes are loaded from GOSG siding & GDK siding.

5. There is one NTPC Siding (Pvt.) for which open coal will be unloaded in the siding by MGR System.

6. There is one ROH shed which checks daily 8 wagons. OHE Tower Car shed is available.

7. Running room & lobby is available, crew booking & crew changing takes place at this yard.

BELLAMPALLY Yard.

Here end to end rakes are checked & BPC is issued for Non CC rakes i.e. MMZ, RECH, ASAF etc.

ROH shed is under construction.

Break down special, ART is available. Intermediate Lobby and running room is also available for crew to take rest when worked over hours & when relief is arranged.

DORNAKAL YARD.

Checking of BCN, BCNHL rakes, BOXNL (Premium & end to end). Entire yard operations are controlled by on duty DY SS.

SANATHNAGAR Yard.

1. It has two sheds

Diesel Trip shed & Traction Trip shed.

Unloading of (Fertilizers, cement & steel)

2. Container service Loading - Domestic (DCT) & International (ICT)

3. Steel loading sometimes full rakes comes which will be a two point destination between SNF/NPL.

4. Banker engine will be attached at sanathnagar and power interception is also done. Ex (SNF to NPL).

5. FCI incoming inward rake under (Central Food Supply Scheme) comes from different parts of country for un-loading.

6. Multi powers & powers of express trains such as Sagar, Rajkot, Ajantha etc fueling & stabling also done.

7. Empty coaching rakes are also stabled due to non-availability of lines at secunderabad.

8. A big crew booking lobby and running room facility is available at Sanathnagar under the control of CCC.

TRANSPORTATION (G & SR)

Q1. Define and explain briefly about

(a) Systems of working (available in SCR)

(b) Interlocking

(c) Hot Axle/Hot Box/ Flat tyre noticed on a train

Systems of Working (available in SCR): System of working means, system adopted for the time being for the working of trains on any portion of railway.

There are six systems of working in Indian Railways. All the trains are worked between the stations by any one of the system given below.

1. The Absolute Block system.
2. The Automatic Block system.
3. The One Train only system.
4. The following trains system.
5. The Pilot guard system.
6. The train staff and ticket system.

The systems of working that are in force in south central railway are

1. The Absolute Block system.
2. The Automatic Block system.

Automatic block system is in use in SCR in SC, HYB& BZA divisions.

SC Division- Between LPI-SC-MLY, HSJ-HYB

HYB Division - Between SC-BMO, Between SC-FM.

BZA Division- BZA-KCC

Absolute block system is in use in SCR in all the remaining sections **except** above sections.

Essentials of Absolute Block system

Where trains are worked on the Absolute Block System

No train shall be allowed to leave a block station unless line clear has been received from the block station in advance, and on double lines such line clear shall not be given unless the line is clear, not only up to the first stop signal at the block station at which such line clear is given but also for an adequate distance beyond it.

on single line such line clear shall not be given unless the line is clear of trains running in the same direction, not only up to the first stop signal at the block station at which such line clear is given, but also for an adequate distance beyond it, and is clear of trains running in the direction towards the block station to which such line clear is given.

Unless otherwise directed by approved special instructions, the adequate distance referred above shall not be less than 400 meters in Two Aspect Singling Territory and 180 meters in Multiple Aspect Signaling Territory.

Essentials of Automatic Block System

The line between two block stations is to be continuously track circuited or Axle counters are to be provided.

The line between two block stations is to be divided into a series of Automatic block signaling sections.

Each Automatic block signaling section is controlled by a Automatic Stop signal.

The normal aspect Automatic block signal will be proceed aspect and assumes stop aspect (danger) as soon as train passes the signal.

The automatic block section signal shall not assume OFF aspect unless the line is clear not only up to the next automatic stop signal but also for an adequate distance beyond it.

The adequate distance unless otherwise approved by special instructions shall not be less than 120 meters.

INTERLOCKING.

Interlocking is an arrangement between points signals and other appliances to work in a proper sequence either from a panel or a Cabin mechanically or electrically or by both.

The objective of Interlocking is

1. Setting of route
2. Locking of route
3. Holding of route
4. Prevention of conflicting movements.

There are four types of interlocking.

1. Standard I interlocking
2. Standard II interlocking
3. Standard III Interlocking.
4. Standard IV interlocking.

Sl.No.	Item	Std I (R)	Std II (R)	Std III (R)	Std IV (R)
1	Allowable speed (KMPH)	Up to 50	Up to 110	Up to 140	Up to 160
2	Isolation	Not compulsory	Compulsory	Compulsory	compulsory

3	Signals	TAS/MAS	TAS/MAS	MAS	MAS
4	Point locking	Key / plunger	With Point machine	With point machine	Clamp type Direct desirable
5	Interlocking	Key/ mechanical	Mechanical/ electrical/ electronic	Mechanical/e lectrical/ electronic	electrical/ electronic
6	Track Circuiting	Not compulsory	Main line	All running lines	All running lines

Hot axle/Hot Box/Flat tyre noticed on a train.

Symptoms of Hot axle Symptoms of Hot Box [Seizure of Roller bearing]

- | | |
|--------------------|---|
| a] Smell | a] Splashing of oil |
| b] Smoke | b] Smell of burnt grease |
| c] Whistling sound | c] Discolourisation of paint on hot box plate |
| d] Flame | d] Red glow during night |
| | e] Metallic sound |
| | f] Skidding of wheels |
| | g] Tilting of springs |

Flat tyre is to be noticed by hammering sound.

1. Whenever hot axle hot box / flat tyre is noticed on the train the station staff / gateman shall exhibit danger hand signal and stop the train.
2. Loco Pilot and Guard shall be vigilant while passing through station / gate and observe hand signals and shall immediately stop the train when danger hand signal is exhibited.
3. If stopped between stations Loco Pilot shall exercise his discretion with regard to restricted speed and clear block section.
4. SM shall receive hot axle / hot box / flat tyre train preferably on main line. If it is not possible to be admitted on main line can be admitted on other lines after stopping the train at First Stop Signal (Indirect reception).
5. After receiving train at station if C&W staff available to be informed.
6. C&W staff if attends gives fit certificate can be sent further.

7. If C&W staff not available the Hot Axle / Hot box / flat tyre coach / wagon is to be detached and secured.
8. As far as possible Hot Axle / Hot box / flat tyre coach / wagon is to be detached on an isolated line.
9. It will be attached again only after attended by TXR staff and a fit to run certificate is issued.

Q2. What is meant by SWR. Give an account of preparation of S.W.R.

SWR means Station Working Rules.

1. Provided to each block station keeping in view the conditions prevailing at stations.
2. Shall be read in conjunction with G & SR and Block working manual.
3. SWR pages shall be numbered with station name, code on each page and shall be Signed by Sr.DOM/DOM & Sr.DSTE/DSTE on each page.
4. In Electrified section, working rules are given in SWR in Appendix-'G' which shall be Signed by Sr.DOM/DOM and Sr. DEE/DEE (TRD).
5. Relevant copied of extract of SWR shall be kept at cabins and level crossing gates.
6. Approval of CRS is to be obtained where required before issuing SWR.
7. Issued after every Five years or after issue of five amendment slips whichever is earlier.
8. Staff before working at stations independently shall read and understand the SWR and shall sign in SWR Declaration/Assurance register
9. In case illiterate staff Station Master shall explain the contents of SWR in vernacular language and then take acknowledgement in SWR register.
10. Fresh declaration is to be taken from staff whenever an amendment slip is received or new SWR is received and when the staff resumes duty after an absence of 15 days continuously
11. A copy of SWR is to be sent to CRS and two copies to COM before sending them to station.
12. For every station two copies of SWR with station diagram has to be sent.
13. SM on receipt of the SWR shall keep one copy in his personal custody and another to be placed outside for the reference of staff.
14. SWR contains 12 Para's (Chapters) and 7- Appendix.

S. No.	List of Chapters/ Para's	Appendix
1	Station Diagram	"A" Working of LC Gates
2	Description of Station	"B" Signaling, Interlocking and Telecommunication provided at stations
3	System and Means of working	"C" Anti collision Device(RakshaKavach)
4	Signaling and Interlocking	"D" Duty roster of staff in each shift.

5.	Telecommunication system	"E" List of essential equipment provided
6.	System of Train working	"F" Rules for working of DK station, Halt stations, IBH, IBS and Outlying sidings.
7	Blocking of lines	"G" Rules for working of trains in Electrified section
8	Shunting operations	
9	Abnormal working	
10	Visibility test object	
11	Essential equipment provided	
12	Fog signalmen nominated.	

Q3. Write in Detail regarding imposition, issue and cancellation of caution order.

Imposition of Caution order.

1. The official who is imposing caution order (CO) shall give a written advice to one of the Station Master's at either end of the block section.
2. The official in charge who is imposing caution order shall mention in his message exact kilometers, station between reason for imposing caution order duration of caution order etc clearly.
3. Station Master, who receives the caution message shall intimate to other end station master SCOR, both side notice stations and obtain PN with initials and also enter the same in Caution Order register at station and paste the message in Caution Order book.
4. The Section Controller (SCOR) shall communicate to the official in charge about the caution order at the divisional Head Quarters for the preparation of same and to feed in the system if available.
5. If notice station/stations are situated in different control section/different division SM shall inform SCOR under the exchange of PN and initial to inform the same to the notice stations.
6. SCOR on receiving the CO message shall repeat the same to concerned notice stations under the exchange of PN and Initials and shall inform the same to the station concerned.
7. The SM where CO message is given by concerned official on completion of above formalities shall inform the same to the CO imposing Official to commence the work with the permission from SCOR.

ISSUE OF CAUTION ORDER.

1. On receipt of Caution order message the notice stations shall prepare Caution Order or issue Caution Order's received from Divisional Head Quarters duly Verifying caution order register to all the originating trains Loco pilot's, Asst. Loco Pilot's & Guards and also to all the stopping trains without fail and obtain their acknowledgment.
2. If any caution order which is not entered in divisional caution order till such time it enters into the divisional CO, Reminder/Sectional caution order is to be issued between two block stations where caution order is imposed duly stopping all trains.
3. At notice station, if there is no CO between two notice stations then NIL Caution Order is to be issued otherwise Divisional Caution Order is issued.
4. Caution Order is of Three types.
 - (i) Divisional Caution Order – DCO (T/409)
 - (ii) NIL Caution order – NCO (T/A 409)
 - (iii) Reminder/Sectional Caution order – RCO/SCO (T/B 409)DCO or NCO will be issued between two notice stations.
RCO/SCO is issued between two block stations when there is no entry of CO in DCO.
5. CO is to be issued first to Guard and then to Loco Pilot and Asst. Loco Pilot.
6. The first copy of Caution Order is to be given to Loco Pilot.

Cancellation of Caution Order.

1. The official in-charge who has imposed CO on completion of CO shall issue cancellation message in a written advice to one of the SM's at either end of the block section.
2. SM who receives the CO cancellation message shall intimate to other end station master, SCOR, both side notice stations and obtain PN with initials and same shall be recorded in caution order register at station and shall paste the written message received in CO book.

Q4. How the trains are dealt with in the following cases.

- a. Fire on train
- b. Lurch reported by the Loco Pilot
- c. Dispatch of Relief engine into an occupied block section.

Fire on train

1. The train shall be stopped at once.
2. Detach the front portion of the vehicle behind the one on fire and move the front portion to a safe distance.
3. Then detach the vehicle on fire and move the front portion again to a safe distance.

4. If the train is with vestibule stock, before isolating vestibule connections shall be disconnected.
5. The safety of the passengers shall first be attended to, the guard shall switch off electrical connections.
6. Every effort shall be made to extinguish the fire by using fire extinguishers, water and soil/sand.
7. In electrified section. Water should not be used and special type of the extinguisher shall be used.
8. Fire is not extinguished ask for fire brigade through SM/SCOR.

b.LURCH/Conditions likely to affect running of Trains (S.R.6.07)

If a Loco Pilot experiences any unsafe condition of track including lurch, he shall,

1. Note the KM,
2. Stop his train at the Home signal of the next block station and inform SM through available means of communication.
3. In case of IBS and Automatic block territories, he must inform the SM and LPs of trains already left station in rear, to stop movement of trains,
4. In case of Automatic block territory stop the train and take steps to protect that spot as per SR 9.10 without clearing automatic signaling section.
5. Proceed further only after ensuring that SM understood the situation
6. Stop his train at station at a convenient place and deliver a written memo to SM,
7. SM shall issue message to SM in rear, JE/SE (P-way), AEN, DEN, DOM and SCOR.
8. The SM shall then arrange to dispatch by Rail, Maintenance Machine/Tower wagon/Light Engine or in their absence a train accompanied by Engg Official,
9. The LP shall be given a caution order to stop short of the effected KM
10. The Engg official will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train,
11. Advise the condition of the track and speed restrictions if any to SM,
12. In the absence of Engg official the train may be sent in to the section with a caution order to the LP to stop dead before the affected KM and to pass at 10 KMPH only after satisfying himself that it safe for him to pass,
13. If he finds the line unsafe to pass, return to the station in rear,
14. If the LP is not able to detect anything doubtful, subsequent trains shall be dispatched with a speed restriction of 10 Kmph till the track is certified to be safe by Engg officials,
15. If LP reports same unsafe condition, no train movement shall be allowed till certified to be safe by Engg officials.
16. If guard experiences any of the unsafe conditions, he shall inform LP and same procedure shall be followed.
17. If LP/Guard experience any obstruction or any other unsafe condition on or near the track adjacent to the line over which his train has passed, and if in his opinion it is unsafe for train running, will take the following action
18. Immediately switch on the flasher light of his Loco,
19. Inform SM/Control through available means of communications,
20. Stop his train and proceed with danger hand signals and protect the line,
21. LP will continue his journey to the next station cautiously keeping flasher light ON and be prepared to stop any incoming train by communicating on available means of communications and exhibiting stop hand signal.

22. If information of Sabotage or likely sabotage, Bomb blast, Explosion etc, is received, SM shall stop movement of trains into the affected block section as well as adjacent lines on Double/Multiple lines sections.

23. SM to consult SCOR and may despatch only Rail Maintenance Machine/Tower Wagon/Light Engine accompanied by Engg official

Dispatch of Relief engine into an occupied block section.

Dispatch of relief engine/Relief train into an occupied/obstructed block section to assist the crippled or disabled engine/train.

1. The authority in Absolute Block System is T/A.602 &
2. The authority in Automatic Block System is T/C.912
3. The authority contains
 - i. Authority to proceed without Line Clear to proceed up to the Point of obstruction and return back or go to the next station.
 - ii. Authority to pass signals at 'ON'
 - iii. Caution Order to observe 15 Kmph when view ahead is clear during day and 10Kmph during night and view ahead is not clear and Walking Speed preceded by one/two men on Double/Single line carrying Stop Hand signal and Detonators for ready use.
4. In Automatic Block System it must be ensured the line is free from the Block Station to the point of obstruction.
5. All movements carried out in consultation of SCOR.
6. SM at other end advised about the relief engine sent and clearance under exchange of PN.
7. LP advised of the obstructions, place of BV and Engine and station to which it has to clear.
8. LP to keep sharp lookout, whistle frequently and be prepared to stop short of any obstruction.
9. LP to bring stop short of obstruction and obey hand signals at the site.
10. While returning LP to act according to the aspect of signal on single line.
11. While clearing the station on double line the LP to act as per the aspect of the signal on right line or stop the train at LSS of the same line or FSS of the other line whichever comes first and after points are set correctly piloted in on 'Pilot in memo'.
12. On arrival at the station the authority to be handed over the SM who shall keep with the station records.
13. Record of timing entering/clearing and restoration of normal working of the section made in TSR in red ink.
14. Before introduction of normal working SM's to
 - i. Ensure Block section is free under exchange of PN.
 - ii. 'Track Fit' certificate to be obtained from Engineering Official in case of accident.
15. Whenever engine is pushing Rules for pushing back as per G.R. 4.12 to be observed.

Q5. What are the duties of a Senior Subordinate reaching a site of a Passenger train accident.

On arrival at site, the safety team will take charge of the locations where evidence and clues are available. The safety team will thoroughly examine the site and come to some tentative conclusion about the probable cause of the accident. The statements of the staff are to be recorded and joint measurements to be taken. The following steps also to be taken.

1. In all cases of accidents, the Loco pilot, Asst. loco pilot and Guard will be subjected to breathalyzer test. If they test positive, blood samples will also to be collected.
2. However, breathalyzer test will be done and blood samples will be collected from Loco pilot, Asst. loco pilot and Guard in all cases of suspected SPAD.
3. In all those accidents in which prima facie the cause appears to be human failure attributable to train passing staff, both breathalyzer and blood tests of SM/Pointsman/Leverman/Cabinman/on duty staff be carried out immediately after the accident.
4. Note the exact number and position of vehicles i.e., derailed/canting/capsized etc,
5. In case the accident takes place within station section, the team will note down the following:
 - a) Position of points, signals,
 - b) Position of levers/ switches/ knobs/ slots in the cabins and panel.
 - c) Note down the indication of track circuits, axle counters, slots, point detection etc., in the panel/cabin.
 - d) Readings of all counters/provided for the route, block, axle counters, route cancellation, crank handle, emergency operation of points, emergency route release, etc.,
 - e) Block instruments, position of the handles indications available, readings on the counters, etc,
 - f) Data logger print outs.
 - g) Relayroom should be immediately locked with a new and the key should kept in the safe custody of safety officer.
 - h) In case of cabins having inter-cabin control, the position of levers used for slotting purpose.
6. Carefully examine and record the condition of the permanent way.

7. Must not interfere with any clue which may be of assistance in arriving at the cause of the accident and any item of debris which may help to trace the cause of the accident, unless such interference is emergent and unavoidable and is permitted by a responsible Officer present at the spot. If it is considered absolutely necessary to remove any items of debris, which may help to trace the cause of the accident, they shall be carefully preserved by the Officer permitting the removal and a record kept of the positions from which they were taken.

8. Where statutory inquiry of CRS is mandatory, no re-railing of rolling stock or any obliteration of the clues should be resorted to without the specific permission of the CRS unless the disturbance to the clues is necessary for saving lives of entrapped passengers.

9. In all cases of derailments, the marks on the wheels of engine and/or vehicles and the marks on the rails, sleepers etc., of the permanent way in respect of the wheels mounting on and dropping from the rails, the wheels riding on the ballast, etc. shall be specially looked for and recorded. Special care shall be taken to examine the wheels, before the engine and/or vehicles are worked away from the accident spot. The wheel marks, etc. on the permanent way, especially between the points of mount/drop, required for a later reconstruction of the scene shall be carefully examined, preserved and / or recorded, irrespective of whether or not the cause of the accident has been known and irrespective of whether or not photographs have been taken. The rails, sleepers, fish bolts, nuts, etc. irrespective of whether they are serviceable or not, which bear marks as a result of the accident, especially between the points of mount and drop, shall be marked and serially numbered, with either chalk or paint and carefully preserved.

10. All damages to rolling stock, locomotives, permanent way etc. shall be recorded. Details of the loads i.e., weight and contents of each load, whether evenly or unevenly loaded, etc., shall be recorded.

11. In case of suspected sabotage, foot prints, finger prints, etc; shall be carefully noted and preserved for examination by the Police. All the evidence should be preserved and undisturbed till the Police officials arrive and their signatures obtained and all documents authenticated by them. It is also necessary that the photographs and video of relevant clues are taken in their undisturbed state. Only then, restoration work should commence. The damaged rolling stock as well as other clues such as rails, fish plates etc., may be moved to a convenient place for further examination and should remain under the joint custody of the Police and the railway. These should not be removed from this place without the written permission of the Police Authorities. It would be preferable also to get the statements of as many independent eyewitnesses as possible and record their names and addresses. Unless the intention is to save human life, in all cases, the clearance and restoration operations should

not commence until the arrival of the Police and until the Railway Officials are authorized to commence such operations. In addition, it should be promptly ascertained from the Commissioner of Railway Safety, whether he desires to inspect the site etc. before commencement of clearance and restoration work.

12. Scrutinize as early as possible the Train Signal Register, Line Clear Enquiry and Reply Books, Private Number sheets, Station Diary, S&T failure register, Relay room key register, Route cancellation register, Caution order register and any other relevant records and initial them noting the time and date. In cases where the records are directly connected with the cause of the accident, they shall immediately be confiscated, secured and sealed.

13. In cases where immediate repairs to points and permanent way are necessary to pass trains, only such parts of the interlocking shall be disconnected as are necessary to carry out the repairs to the track. No alterations or repairs to interlocking gear concerned with the accident shall, on any account, be carried out without obtaining the permission of Safety and S&T Officers.

14. In the event of more than one Officer or Senior Subordinate being present at the site of accident or arriving first at the site of accident, the report in the prescribed form shall be signed by all the Officers or Senior Subordinates, as the case may be. If the report is made by one or more Senior Subordinates, it shall be called for and checked by the Officer or Officers who arrived first at the site of accident.

15. The Officials of the Engineering, Mechanical, S&T, Loco and OHE departments, before authorizing the restoration shall be personally responsible for ensuring that all the evidence, of their respective departments, relating to the accident has been correctly collected and preserved. It is however to be understood that the establishment of through traffic shall not be unduly delayed, but to be continued side by side with such action as may be necessary to preserve clues, record evidence etc.

16. The Official of the Engineering Department shall be responsible for the preparation of the final sketch showing the site of accident, the permanent way affected, the position of derailed vehicles and the sites at which loose fittings of track and rolling stock are found.

17. Detailed sketches of damage to rolling stock shall be prepared by the Officer of the Mechanical Department who arrives at the spot. If a large number of vehicles are involved, necessary photographs and video shall be taken.

Note: It shall not be deemed that the staff other than Officers and Senior Subordinates present at or arriving first at the site of an accident need not take any steps to examine or preserve evidence relating to the accident. It shall be the duty of every railway

servant to look for and preserve such evidence which shall be made available to the Officer or Senior Subordinate for incorporating in the prescribed form.

Q6. How train accidents occurring due to human failure can be prevented. Give an detailed account?

Accidents – Causes – Remedial Measures

The broad causes of accidents which occurred on Indian Railway are given below

1. Human Failure
2. Failure of Equipment
3. Sabotage
4. Providential [incidental]

Human Failure 85.99% (Railway Staff): The cause wise analysis of accidents shows that more than 85% of the accidents occurred on account of human failure of which the railway staff have accounted for 63%.

Failure of Railway Staff [62.93%] - Causes

- In correct setting of points
- Non securing of points
- Faulty driving, excess speed
- Disregard of signals
- Improper loading of wagons
- Wrong marshalling
- Sleeping on duty
- Reception of train on blocked line without knowledge that it is blocked
- Failure of Station Master to ensure complete arrival of a train before granting line clear.
- Gate man not closed the gate even after exchanging private number.

Preventive Measures

Provision of safety gadgets such as
Track circuits between fouling mark

- Modifications of the signaling.
- LED based electronic flashing lamps to Drivers and Guards.
- Anti collision device
- Axle counter proven block instruments
- Auxiliary Warning System
- Automatic Emergency Brake
- Digital mobile train radio communication between Driver, Guard and Control
- Interlocking LC Gates

Other preventive measures

- Conducting periodic safety audit
- Training the staff (initial and refresher courses)
- Penal action against erring staff.

- Awarding the staff who prevented accidents and whose service is "accident free"
- Inspections
- Counseling the staff.

Other than Railway staff- factors affecting safety

- Theft and vandalism of P.Way, track gear. Telephone wire cables etc.,
- Theft is also a serious impediment to technological up gradation e.g. AWS in Eastern Railway devices were pilfered- same in the case with audiovisual alarm installed at unmanned Level Crossings.
- Un authorized juggles and hutments adjacent to track.
- Defecation on the track by the public- no solution appears to be in sight in the foreseeable future.
- Water logging and consequent failure of track circuit due to in adequate drainage system in urban area.
- Erection of high intensity lighting and illuminations adjacent to railway track.
- Growth of trees [obstructing night visibility] part of forestation.
- Solitary running staff working on the same section [forcing motormen / Driver to make unauthorized stoppage.
- Unauthorized entry of public in locomotives.
- Hose pipe disconnections.
- Snatching away of gate keys when closed by road users.
- Un authorized level crossings [in urban area]
- Cattle grazing along the track.
- Cutting embankments of track by villagers during monsoon.
- Theft of left over petrol and kerosene from empty tank wagons.
- Failure on the part of road users to observe safety precautions [Sec 131 of the Motor vehicle Act 1988]
- Passengers are carrying inflammable articles
- Hawkers carrying stoves, sigris.
- Throwing of lighter cigarettes/ bidis, match sticks in the compartment.

Some of the preventive measures

1. Conducting ambush checks at Un manned LCs.
2. Ensuring that Drivers whistle continuously while passing through LCs.
3. Educating road users through posters, cinema slides, etc.,
4. Forming of Instant Action groups comprising staff of commercial department and RPF to prevent carriage of inflammable material like gas cylinders, gas stoves, kerosene etc., in trains. Other factors affecting safety.

1. Provision of suitable fire extinguishers in the compartment.
2. Material used in the coaches must be fire resistant.
3. Provision of smoke/fire detectors in the coach.
4. Provision of boards at road side at un manned LCs

Q7. How trains are dealt when one line is obstructed on Double line section.

When one line is obstructed on double line section the trains are to be dealt on another line, such working is called Temporary Single Line Working (TSL) on double line.

TSL WORKING:

1. SM before introducing TSL working shall inform SCOR and other end SM.
2. After receiving reliable information from competent Railway servant that the line on which TSL is to be introduced is free from obstruction, then only to be introduced.
3. The reliable information is to be obtained either by section PWI or by LP of Light Engine or Goods train sent on Block Ticket (T/J602)
4. If any block huts/ C class station are there it has to be closed.
5. Both block stations between TSL working is to be introduced shall have cross over.
6. Both block stations Block Instrument handles and if any C class station in between are to be kept on TOL and locked and keys should be in personal custody of SM.
7. Before introducing TSL working both SMs shall exchange message supported by PN.

8. Wrong Line Dispatch

- a. All the points and cross over points over which train is to be dispatched to be correctly set clamped and padlocked.
- b. Loco Pilot is to be given authority T/D 602.
- c. Train is to be piloted out by a competent railway servant up to the outermost point of the station by giving pilot out memo.

9. Wrong line Admission

- a. Trains stops at right line FSS or wrong line LSS whichever comes first.
- b. All the points & cross over points over which the train is to be admitted are to be admitted are to be correctly set clamped and padlocked.
- c. By giving "Pilot in Memo" train is to be admitted into the station by competent railway servant.

10. Right Line Dispatch

- (a) Authority to LP T/D602

- (b) Except LSS all other signals can be taken off.
- (c) T/D 602 authorizes LP to pass LSS at "ON" position.

11. **Right Line Admission:** On Signal or otherwise.

Q8. What is ODC? What are the kinds of ODC? Explain the precautions need to be taken while moving ODC.

Over Dimensional Consignment. (ODC)

A consignment whose, dimensions of which exceeds the standard moving ones is called an ODC or infringed standard moving dimensions (ISMD).

ODCs are classified in 3 classes, depending on clearance.

Clearance is of 2 types - **(1)Gross Clearance(2)Net Clearance.**

(1) Gross clearance means the extent of clearance when the consignment is stationary.

(2) Net clearance means the extent of clearance as after allowing for horizontal lurching and vertical bouncing.

Classes of ODC.

(1) Class A- with gross clearance of 9 inches and above.

(2) Class B- with gross clearance of 6 to 9 inches.

(3) Class C- with gross clearance of 6 to 4 inches.

Application must show length, width, height and weight of load accompanied by sketch. Restrictions according to the class of ODC must be strictly observed.

It should be loaded carefully and avoid change of shifting enroute.

After loading Sr. SE(C&W) shall issue fit to run certificate for movement.

Operating branch shall arrange to advise COM of other railways.

CO should be given to guard and Loco Pilot to observe any other speed restriction and precaution to be observed.

It will be moved only after getting approval from COM.

The number of wagon entered in Red ink in VG and handed over to Guard.

Shunting of ODC to be avoided.

For the movement of ODC a minimum clearance of 390 mm should be there in case of electrified section.

If the clearance is less than 390 mm upto 340 mm speed shall not exceed 15 kmph and OHE staff escort is required.

If it is less than 340 mm, ODC has to be moved with power off at a speed of 15kmph

The guard shall not allow the train to enter into electrified section (if clearance is less than 340mm) until permit to work is received by him.

Class	Clearance	Sanctioning Authority	Time of Movement	Speed	Escort
"A"	Net Clearance of 150mm & Above	COM	Day/Night	BG -75 KMPH MG -25 KMPH	Not necessary
"B"	Net Clearance of not less than 75 mm & not more than 150mm	COM & CE	Day/Night	BG -40 KMPH MG -25 KMPH	PWI, TXR, TI/spl. Guard. OHE official in OHE area.
"C"	Net Clearance of less than 75 mm	COM, CE & CRS	Day only	BG -25 KMPH MG -15 KMPH	SSEs(P.way, C&W, S&T, OHE) TI.

Commercial

Q1. What is the difference between Warfage and Demurrage. What are the circumstances they are levied.

Differences between Wharfage and Demurrage.

WHARFAGE CHARGES	DEMURRAGE CHARGES
1. It is levied on consignment lying on railways premises after the expiry of free time during loading / unloading	1. Levied on rolling stocks when detained for the purpose of loading / unloading beyond free time
2. For levying Wharfage charges station are not divided into grades	2. For levying demurrage charges stations are not divided into different categories.
3. $W/C = \text{Rate} \times \text{Days} \times \text{weight (quintals)}$	3. $D/C = \text{Rate} \times \text{Hours} \times \text{No of Wagons}$
4. Free time for Wharfage is 12 hours from the time of unloading excluding Sunday's and National Holidays (dies-non days)	4. Free time is permitted basing on types of wagons and rakes.
5. It is the earnings of commercial department	5. It is the earnings of Operating department.
6. Wharfage is also charged on parcel traffic.	6. Demurrage is charged only on goods traffic.

WHARFAGE

Wharfage' means the charge levied on goods for not removing them, from the railway premises after the expiry of the free time if any for such removal.

1. For levying Wharfage charges stations are classified into 3 groups basing on average number of rakes dealt per month during the previous financial year.
2. Group I – If more than 12 rakes are dealt per month
Group II – 7 – 12 rakes per month
Group III – Less than 7 rakes per month
3. Wharfage is levied after the expiry of free time plus time allowed for removing the goods from the railway premises for stacking goods for loading group wise.
4. Wharfage is collected Group I after the expiry of free time plus 12 hours.
5. While levying Wharfage charges national Holidays i.e 26th January, 15th August & 2nd October will not be taken into consideration for calculating Wharfage charges, except Notified stations as notified by railways & for Live stock, perishable goods.
6. Wharfage is charged & levied per wagon on hourly basis uniformly for all types of wagons.
Group I – 100/- per wagon per hour or part there of
Group II – 75/- per wagon per hour or part there of
Group III- 50/- per wagon per hour or part thereof
7. Wharfage is to be charged from 6.00 hour to 22.00 hours hourly basis and from 22.00 hours to morning 06.00 hours is to be calculated 50% of the total hours.

DEMURRAGE

'Demurrage' means the charge levied for the detention of any rolling stock after the expiry of free time, if any, allowed for such detention.

1. Charged for detention of Rolling stock, beyond free time allowed for loading/unloading.
2. Charged on as per 8 wheeler basis and for 4 wheeler half of 8 wheeler charges is to be collected.
3. Railway board will notify free time for loading / unloading for different types of rolling stocks.
4. For collecting Demurrage charges normal working is from 06.00 hrs to 22.00 hr or any other working hours as notified by Railway administration.
5. Demurrage charges is to be charged on all working days including days non-days.
6. Demurrage charges is to be charged, if party cancels after physical supply of wagon without allowing free time from the time of placement till the cancellation of indent.

7. In case of block rake if even one wagon is not loaded beyond the free time demurrage charges is to be levied on the entire rake.
8. Demurrage charges is to be collected locally and should not be included in the Railway receipt.
9. If wagons placed for loading / unloading are disturbed for the purpose of shunting by railway staff, the period for shunting should not be taken into account for the free time allowed and for the purpose of levying demurrage charges.
10. Demurrage charges for other than steel plants are levied at 100 per hour or part of the hour for 8 wheeler wagon irrespective of CC.
11. In case of excessive congestion if any terminal / steel plant CCM/COM/DRM are empowered to increase the demurrage charges subject to maximum of 6 times of the prevalent rate after giving 48 hours notice to the customer.
12. For RMC & Military wagons, Demurrage charges is collected on par with public rates.

Q2. Explain the procedure for Indent, allotment, supply and loading of rake loads/wagon loads.

Procedure for Indent

1. Any person desirous of booking goods by rail should submit a forwarding note.
2. This is necessary as per section 64 of the Railways Act, 1989.
3. This is in the form of an application.
3. This is an initial document between the consignor and the railways.
4. This form is an agreement hence it is a legal document and can be produced in the court of law in case of disputes.
5. It is exempted from stamp duty as per section 9 (a) of the Stamp Act, 1899.

Allotment & Supply of wagons.

1. Each demand of wagon registration is given a serial number in the order of priority and should be entered in the wagon demand register.
2. Separate priority registers should be maintained for wagonload traffic and trainload traffic.
3. After entering in wagon demand register as per the priority order the station master has to inform chief controller through section controller about the same for allotment of wagons / rakes.
4. Allotment / loading orders are issued in accordance with the priority of registration as per preferential traffic order by Control organization with the permission of Sr. DOM / DOM head of the division.

5. Before allotment of wagons / rakes the Control organization should verify Bans and restrictions in that particular route.
6. The allotment / loading orders should be exhibited on the notice board of the station for the information of the public.
7. All wagons allotted and supplied should be certified by TXR (Train Examination) staff.
8. If TXR is not available the wagons are jointly selected by the consignor and the station master after physical check for loading and remarks are to be passed in RR.
9. Non-water tight wagons should not be supplied for goods damageable by wet.

LOADING

1. Before Wagons are supplied for loading TXR staff shall certify the wagons and shall give certificate whether non water tight wagons or water tight wagons.
2. Non water tight wagons shall not be utilized for loading commodities which will be damaged due to wet.
3. Wagons should be thoroughly cleaned and dried before loading.
4. Wagons having holes in the roofs should not be utilized for loading of articles, which are likely to catch fire easily.
5. Explosive goods should be loaded only in powder vans or covered wagons with wooden floors.
6. Defective and wooden floor wagons should not be used for loading rice, sugar etc.
7. Wagons with iron floor should not be used for loading fresh fruits and vegetables.
8. Whenever wagons become due for return date, should be utilized for loading articles towards the owning railway direction.

Q3. What are modern technologies adopted by the Railway Administration to increase to passenger and goods earnings.

The Earnings in Railways can be kept in 3 main groups. They are

1. Freight Earnings
2. Coaching Earnings
3. Sundry Earnings

Goods/Freight Earnings.

- a. Keep the targets and try to achieve it.
- b. Vigorous marketing strategy.
- c. Attract the customers by guaranteed supply and disposal of wagons,
- d. Multi modal Transport (Container operation).
- e. Roll on-Roll off as in the case of Konkan Railway
- f. Recapture the lost piece-meal high rated traffic by offering special rates.
- g. Decentralization of powers and relaxing the rigidity in rules.

h. Route-Rationalization Scheme, station to Station Rates offers.

- i. Making use of the idling wagons for movement of cement, containers etc in BKM, BOXK wagons,
- j. Running the mini rakes.

Coaching Earnings: Steps to improve

- a. A Good customer care. Vigorous marketing strategy,
- b. Running Passenger carrying trains with an increased capacity. Reduction of I class coaches and making them into AC 2 tier.
- c. 24 Bogie Trains run with a long lead (S.C.Railway is the pioneer Railway in running 24 bogie trains concept)
- d. Identify the seasons, Running holiday & Mela specials etc.
- e. Identify a Station hub and run shorter distance trains in the vicinity of 300 Kilometers range.
- f. EMU/DMU, MEMU on Suburban networks.
- g. MMTS arrangement as in the case of SC.Railway,
- h. Running Double Decker Trains,
- i. Computerization,

In case of Luggage's and parcels:

- a. SLRs can be leased out to a freight forwarder,
- b. On a nominated Day, run a complete parcel specials like "Millennium Specials" after having a linkage with companies like "GATI Roadways"
- c. Seasonal concession can be offered (Ex. Mango Specials).

Sundry Earnings

The following are some of the sundry earnings and steps to improve them

- a. Leasing out Railway land,
- b. Advertisements on Coaches, Station buildings,
- c. Technology Transfer through RITES, IRCON
- d. O&M Projects in Foreign land,
- e. Leasing out Optic fiber connection through Rail-Tel Corporation,
- f. Consultancy charges in case of own your wagon scheme, BOLT, BOT etc.
- g. Maintenance of other organization wagons and locomotives (NTPC / RDM at RYPS & KZJ),
- h. 'Rail Neer' Setting up water treatment plant and supplying pure drinking water to passengers.

Q4. How courtesy towards public help, in achieving organizational goals on Indian Railways.

Courtesy towards public help means, good Public Relation

1. Public Relation is a mutual relationship between organization and its customers.
2. The duty of public relation men is image building of the organization.
3. The word 'Public Relation' was first used by Mr. Thomas Jefferson the president of USA in 1807.
4. Public Relations was first widely developed and spread by USA with the spread of Industrialization and communication.
5. In our country Public relation was first pioneered by TATA Company.
6. Government of India setup its first public relation in the year 1920 in order to spread information about the war known as ' Central Publicity Board'

Public Relation in Railways

In our country in Railways Public relations was first started in the year 1922 by GIP railways later followed by other Railway Companies.

Need for Public Relation

Being Asia's biggest and second largest organization under a single management and biggest public enterprise in our country it is very much required to maintain a good public relation in Railways.

In Railways public relation is operated as 3 tier system.

1. Board Level
2. Zonal Level
3. Divisional Level.

At board level it is headed by Director of Public Relation and Director of Information and Publicity.

At Zonal Level it is operated by CPRO who will be assisted by four PRO's and public relation inspectors.

At Divisional level manned by PRO's, assisted by Sr.Publicity inspectors recruited through open market.

Urgency for maintaining good public relation.

1. To keep the image of railways and improve marketing strategy.
2. To eradicate social evils through the assistance of public.
3. To prepare the people to understand and appreciate Indian Railways role in improving public transport and nation building
4. To help customer satisfaction through front line staff.

- 5.To maintain co-ordination with other modes of transport for Nations / International trade.
- 6.For sustenance of the organization in the competitive market.
- 7.To achieve the objectives through two way communication solicit public opinion in the interest of the organization.
- 8.To maintain discipline in every sphere of activity.
- 9.To instill public confidence in the services rendered promptly and quickly by simplifying the rules and procedures for the benefits of the mass.
- 10.To keep Railways ahead of other modes of transport.
- 11.To achieve the growth of National economy and to promote national integrity.

Q5. Write Short notes on

- a. WDRF
- b. Bans and Restrictions
- c. Loading Order
- d. Priority Order

WAGON DEMAND REGISTRATION (WDRF)

Registration.

1. Any person who desires of dispatching his goods by wagon should register his indent in wagon demand / priority register.
2. The following particulars should be shown in the wagon demand register.
Date and time of registration, serial number, consignor's and consignee's name and address, station to, name of the commodity, type of wagon required, signature of the party or signature of the person registering the demand.
3. Wagon demand registration fee is collected for the wagons registered under different gauges as under.

Gauge	WDRF per wagon	WDRF per Standard rake
BG	1500	50000
MG	1500	50000
NG	1500	1500 x no of wagons

4. WDRF is to be collected in cash or through credit note.
5. A separate money receipt in two portions will be issued with following particulars; name of the consignor, priority number, date of registration, station to, commodity, name of the person who is authorized to take refund, type of wagons indented.
6. After collecting the WDRF, the indents are registered in priority registers maintained separately for wagon loads and train loads for each series and signature of the party is obtained.
7. Any number of indents can be accepted, except to quota points, where individual railways impose restrictions.

8. No indent should be accepted for destination which has been restricted "Until further advice"
9. Clubbing of commodities is permitted upto a maximum of 2 in a wagon.
10. A maximum of 12 RRs can be issued per wagon.
11. Rs 100/- extra is to be collected for issue of every additional railway receipt per wagon.
12. These registers are kept open to public for inspection.

Exemptions from payment of WDRF

- Kit wagons booked on kit passes issued to railway employees on retirement on transfer account
- Railway material consignments booked by railway officials
- Container traffic
- Military Traffic
- Platinum, Gold and Silver card holders

BANS AND RESTRICTIONS.

Bans.

1. Bans are orders of Central or State Governments restricting the movement of commodities.
2. Stations / Goods sheds will be advised about the bans imposed through Commercial Circulars / Control Message / FOIS Message.
3. Stations / Goods Sheds should maintain a register and enter the commodities which are banned.
4. Register of Bans should be checked before accepting the indents.
5. Banned commodity can be accepted for booking if accompanied by a valid permit issued by the competent authority.
6. Booking against bans will be viewed very seriously and criminal action will be initiated against the person who accepted the commodity.
7. Delivery should not be granted if any banned commodity is received without permit and concerned authorities should be informed immediately.
8. Details of the banned commodities should be exhibited at every Station/Goods Shed.

Restrictions.

1. Restrictions are imposed by Railway Administration (Especially Operating Dept.).
2. Restrictions are imposed on the movement of traffic in a route, via a junction or to a particular station.
3. The purpose of imposing restrictions is to
 - Move the traffic swiftly
 - Streamline the traffic
 - Eliminate yard / junction congestion
 - Minimize detention of rolling stock

4. Restrictions are of two types
 - With time limit
 - Without time limit
5. Stations / Goods Sheds should maintain a register and enter the details of restrictions imposed.
6. Register of Restrictions should be checked before accepting the indents.
7. For booking against restriction, permission of COM is required.
8. Whenever wagons are received against restriction, higher official should be informed before granting delivery.
9. If goods are booked against restriction without permission, departmental action will be initiated against the person booking the wagons.
10. Details of the restrictions imposed should be exhibited at every Station / Goods Shed

LOADING ORDER / FORWARDING NOTE

1. Any person desirous of booking goods by rail should submit a forwarding note.
2. This is necessary as per section 64 of the Railways Act, 1989.
3. This is in the form of an application.
4. This is an initial document between the consignor and the railways.
5. This form is an agreement hence it is a legal document and can be produced in the court of law in case of disputes.
6. It is exempted from stamp duty as per section 9 (a) of the Stamp Act, 1899.
7. Different kinds of forwarding notes are there for different commodities as follows
 - a. Forwarding note for dangerous goods
 - b. Forwarding note for general merchandise and animals.
 - c. Forwarding note for explosives tendered by defense department.
 - d. Forwarding note for weight only coal / ore traffic
 - e. Railway material consignment note.
 - f. General forwarding note.
8. Forwarding note consists of the following information.
 - Names and addresses of the consignor and consignee.
 - From and to stations.
 - Number of packages and private marks if any.
 - Description of the contents and weight.
 - Whether packing conditions are complied with or not.
 - Actual condition of the contents of the consignment.
 - Election of owners risk and railway risk rate.
 - Route, via which the consignment is to be moved.
 - Declaration of the value of the consignment and whether willing to pay percentage charges on excess value or not.
 - If open wagon / closed wagon is selected by the sender.
 - Date and signature of consignor or his authorized agent with address.

PREFERENTIAL TRAFFIC ORDER / PRIORITY ORDER

1. No undue preference should be given to any individual or commodity by Railways in allotment of wagons as per section 70 of the Railways Act 1989,
2. But as per section 71 of Railway Act 1989 powers are given to Central Government to give preference for the moment of certain commodities in the interest of nation.
3. Railway Administration shall give priority / preference mentioned in the order.
4. PTO is current or valid for one year, but can be extended from time to time.
5. All the commodities are grouped into 4 priorities, namely A, B, C and D.

Priority 'A': Military Traffic, when sponsored by MILRAIL and approved by Railway Board.

Priority 'B' : Goods for emergency relief work for victims of natural calamities sponsored by an officer not below the rank of Deputy Secretary of Central / State Government or a non-official organization nominated by the Central / State Government and accepted by the originating Zonal Railway or Railway Board.

Food grains and levy sugar for Public Distribution System or other welfare schemes sponsored by FCI and approved by Zonal Railways / Railway Board.

Proposals for sponsorship of any other commodity by a Central Government Agency will require specific approval of Railway Board

Priority 'C': All programmed traffic of the following commodities when sponsored and accepted by authorities as under

Commodity	Sponsoring Authority	Accepting Authority
Coal	Coal companies, public or private, for quantities specified as per short - term linkages approved by the Standing Linkage Committee.	EDRM / Kolkata for ER, ECR, SER, SECR and ECoR. For other Railways, COM/CFTM of respective zones.
Edible Salt	Salt Commissioner	Zonal Railways
Raw Material to Steel plants	Steel producers who satisfy specific criteria.	EDRM / Kolkata for plants located in ER, ECR, SER, SECR and ECoR. (EDRM/Kolkata shall issue the programme for movement of raw material to steel plants located in the above 5 zones irrespective of the source of the raw material).

		For plants located in other Railways, acceptance of programme will be done by EDRM/Kolkata if raw materials is to be loaded from ER, ECR, SER, SECR or ECoR. For all others by COM/CFTM of the Railway where the plant is located.
Fertilizers	Concerned fertilizer plant	Zonal Railways
POL	Oil companies	Railway Board.

Proposals to accord priority for movement of any other commodity or traffic will have to be sent to Railway Board for approval.

Priority 'D': All traffic not included in priority 'A' to 'C'

PERSONNEL

Q1. Briefly explain the procedure for imposing major penalty.

PROCEDURE FOR IMPOSING MAJOR PENALTIES

1. The charged employee is to be issued with SF-5 (Standards from) Charge sheet with extracts of Annexure III or give notice to the charged employee to take extracts on any working day
2. Acknowledgement is to be obtained from charged employee
3. 10 days time to be given to charged employee for submitting explanation
4. Enquiry is to be conducted by Enquiry Officer, appointed by Disciplinary Authority, if charge employee demands or if disciplinary authority feels
5. Charged employee (with his defense counsel if he wants) is to appear before enquiry office on the day specified by enquiry officer
6. After the completing of enquiry, enquiry officer prepares a report and submit it to disciplinary authority with specific findings as charges proved or not proved against each article of charge along with documentary evidence
7. The disciplinary authority after receiving report from Enquiry Officer has to send a copy to charged employee

8. The charged employee if he desires so, can submit a statement to the disciplinary authority within 15 days, if he is not satisfied with enquiry officer report with clear remarks why
9. The disciplinary authority if satisfied with the remarks of charged employee may order re-enquiry or if he not satisfied can impose punishment directly
10. After completing all the above formalities the disciplinary authority can impose punishment directly if it is within his competence and communicate to the charged employee or he should bring to the notice of higher officials for imposing punishment
11. Charged employee on receipt of the punishment memorandum can appeal to the Appellate authority within 45 days
12. After receiving reply from appellate authority charged employee can appeal if he desires to Reviewing authority.
13. If charged employee is not satisfied with reviewing authority he can appeal to GM later to Railway Board than to President of India

Annexure to SF-5

- Annexure-I Imputation of misconduct or misbehavior
- Annexure-II Statement of imputation of misconduct / misbehavior
- Annexure-III List of documents of charges framed against charged employee
- Annexure-IV List of witness for the charges framed

Q2. What are the different kinds of leaves applicable for Railway employees.

General conditions

1. Leave cannot be claimed by the employee as a matter of Right. The right to grant or refuse leave vests in the authority competent to sanction leave.

Different kinds of leaves applicable to Railway employees are as follows.

1. **Leave on Average Pay (LAP):-** 30 days LAP in a calendar year, credited in advance in two installments of 10 days each on January 1st and July 1st of every calendar year(except school staff). An employee can accumulate 300 days only.
2. **Leave on half average pay(LHAP) ;-** 20 days LHAP in a calendar year, credited in advance in two installments of 10 days each on January 1st and July 1st of every calendar year(except school staff). No limit for accumulation.
3. **Leave Not Due(LND);-** Granted when employee is not having any type of leave to his credit by competent authority if he desires
4. **Child Care Leave(CCL);-**Sanctioned to women employees minor children below 18 years & above 40% disability children up to 22 years.

Maximum period 2 years during the entire service.

Admissible for 2 eldest surviving children only.

Can be granted any number of times duly splitting 2 years period but not more than 3 spells in a calendar year.

It may be granted less than 15 days also.

5. Study Leave(SL);-Granted to Railway employee in connection with his working & likely to improve the ability of a railway employee in Railway working. Maximum period is 24 months in the entire service upto 12 months one time.

6. Casual Leave(CL);- Normal :- 8 days per year and Those not enjoying gazetted holidays 10 per years

7. Child Adoption Leave:- 1. Granted to women employee with less than 2 serving children up to 180 days on par with maternity leave admissible and if the adopted child is less than 1 month up to 1 year and if the adopted child is above 6 months below 9 months up to 6 months.

8. Extraordinary Leave (ExL);- Granted to employee when there is no other leave due without Pay.

9. Hospital Leave:- Sanctioned to Group C and D Railway employees due to risks incurred in the course of official duties.

10. Maternity Leave(ML);- Granted to women employee upto 180 days for confinement and 45 days for mis-carriage.

11. Paternity Leave(PL);- Granted to Male employee with less than two serving children for 15 days which is to be availed in one spell before or after the delivery within 6 months.

12. Special Casual Leave:- Male employees- Vasectomy operation 6 days, Tubectomy operation Wife 7 days.

Female Employees- Tubectomy operation 14 days. Insertion of IUCD - 01day
Also granted to employees for attending federation union meetings, Co-operative society meetings, sports persons representing railways, for writing Hindi examination and during Lok Sabha&Vidhan Sabha elections.

13. Special Disability Leave

14. Special Disability Leave (Accidental)

Q3. How Railway Servants are classified under HOW & POR. Briefly explain each one of them.

HOER Rules (Hours of Employment and Period of Rest Rules 2005)

Definitions

Full night : period between 10 pm and 6 am

- **Long-on** : a period of duty over 8/10/12 hours in case of Intensive/Continuous/Essentially Intermittent workers respectively.
- **Roster** : Document which shows the hours a Railway employee is expected to be on duty every day, the daily as well as weekly rest and break between spells of duty in a day.

- **Short-off** : A period of rest which is

- In case of Intensive workers less than 12 hours in a roster of six hours duty and less than 14 hours in a mixed roster of 6 and 8 hours duty.
- In case of Continuous workers less than 10 hours.
- In case of Essentially Intermittent workers less than 8 hours.

Classification

- 1. Continuous** : The employment of a Railway employee is said to be continuous except when it is excluded or has been declared to be Essentially Intermittent or Intensive.
- 2. Essentially Intermittent**: The employment of a Railway employee is said to be Essentially Intermittent when it has been declared to be so by the prescribed authority on the grounds that daily hours of duty of the Railway employee normally include periods of inaction aggregating to 50% or more (including at least 1 such period of not less than 1 hour or 2 such periods of not less than half an hour each) in a tour of 12 hour duty (on the average over 72 consecutive hours) during which the Railway employee may be on duty, but is not called upon to display either physical activity or sustained attention.
- 3. Intensive**: The employment of a Railway employee is said to be Intensive when it has been declared to be so by the prescribed authority on the ground that it is of a strenuous nature involving continued concentration or hard manual labour with little or no period of relaxation
- 4. Excluded**: The employment of a Railway employee is said to be Excluded if he belongs to any one of the following categories,
 - Railway employee employed in managerial or confidential capacity.
 - Armed guards or other personnel subject to discipline similar to that of any armed police forces.

- Staff of the railway schools imparting technical training or academic education.
- Such staff as may be specified as supervisory.
- Matrons
- Sisters-in-charge
- Matrons not on regular shift duty in Railway Hospitals
- Health Educators and District Extension Educators
- Family Planning Field workers
- Lady Health Visitors
- Auxiliary nurses-cum-midwives
- Projectionists.
- Other categories prescribed.

Supervisory Staff

- Ministry of Labour by written order specify Railway employees or classes of Railway employees as supervisory on the ground of holding a position of responsibility employed on duties mainly of supervisory character and because of his nature of work comparatively free to adjust his hours of duty or work.
- Copy of every such order shall be send to Chief Labour Commissioner, New Delhi.

	Standard Hours	Statutory Limit(Sec 132 of Railways Act 1989)	Preparatory & Complementary work
Intensive	42 hours /week	45 hours /week	03 hours /week
Continuous	48 hours /week	54 hours /week	06 hours /week
Essentially Intermittent	48 hours /week + 12/24 h additional hours*	75 hours /week	03 or 4 1/2 hours /week *

Running staff means train crew (Loco Pilot& Guard) comes under 10 Hours duty roster from signing on to signing off and 8 hours wheel movement.

Q4. Write short notes on.

- Major and minor penalties**
- Workmen compensation Act.**
- Rest for running staff under HOW & POR.**

DISCIPLINE AND APPEAL RULES

The following penalties may, for good and sufficient reasons and as here in after provided, be imposed on Railway servant, namely Minor penalty and Major Penalty.

MINOR PENALTIES:

- I. Censure,
- ii. Withholding of his promotion for a specified period,
- iii. Recovery from his pay of the whole or part of any pecuniary loss caused by him to the Govt. or RLY. Admn by negligence or breach of orders,
- iv. Withholding of the privilege pass or PTO or both,
- v. Reduction to lower stage, in time scale of pay by one stage for a period not exceeding three years without cumulative affect and not adversely affecting his pension,
- vi. Withholding of increment of pay for a specified period with further directions as to whether on the expiry of such period, this will or will not have the effect of postponing the future increments of his pay.

MAJOR PENALTIES:

1. Reduction to the lower stage in the time scale of pay for a specified period, with further directions as to whether on the expiry of such period, the reduction will or will not have the effect of postponing future increments of his pay.
2. Reduction to a lower time scale of pay, grade, post or service, with or without further directions regarding conditions of restoration to the grade, post or service from which the Railway servant was reduced, and his seniority and pay on restoration to that grade, post, or service.
3. Compulsory retirement.
4. Removal from service which shall not a disqualification for future employment under the Government or Railway Administration.
5. Dismissal from the service, which shall ordinarily a disqualification for future employment under the Government or Railway Administration.

Workmen compensation Act: This is an act to provide for the payment of compensation by certain employers to their workmen in case of accidents involving injuries/death arising out of and in the course of employment.

A workmen is not entitled for compensation when, he/she is under the influence of Alcohol/ drug or willful disobedience of using protective garments. However, if this result in death he is entitled for compensation.

Upon the failure or refusal of an employer to give compensation, an application is to be made in Form - F to the Commissioner under the Workmen's Compensation Act, 1923 who is the Assistant Labour Commissioner or the Labour-cum-Conciliation Officer of the area where the accident took place or where the claimant ordinarily resides or where the employer has his registered office. After hearing both the parties, the Commissioner decides the claim.

Rest for Running Staff:

- Running staff will have a link roster with standard hours 104 hours and statutory limit of 108 hours.
- Link should be such that it won't exceed 10 hours from "*signing on*" to "*Signing off*".
- They are given 4 periods of rest 30 consecutive hours or 5 periods of 22 consecutive hours each including a full night.

Hindi Official Language

Q1. Briefly explain Hindi Official language of India as per the constitution.

Official Language Policy: Constitutional Provision.

On 14th September, 1949 Hindi Was accepted as Official Language of the Union by the Constitutional Assembly to include in the Constitution of India which was promulgated on 26th January, 1950. We celebrate Hindi Day (Hindi Divas) on 14th September, every year. Provisions regarding Official Language are contained in Article 120 (1), 210(1) and 343 to 351 of the constitution.

Article 120 Business in Parliament shall be transacted in Hindi or in English

Article 210 Business in the Legislature of a State shall be transacted in the Official Language or Languages of the State or in Hindi or in English.

Article 343(1) The Official Language of the Union shall be Hindi in Devanagari script. The form of numerals to be used for the official purposes of the union shall be the international form of Indian numerals.

Article 343(2) - For a period of 15 years from the commencement of this constitution, the English Language shall continue to be used for all official purposes of the Union for which it was being used immediately before such commencement.

Article 343(3) - Parliament may by law provide for the use of the English language after 14-15 years for such purposes as may be specified in the law.

Article 344 - The president shall constitute a commission after five years from the commencement of the constitution and thereafter ten years from such commencement.

The duty of the commission shall be to make recommendations to the president as to

- (a) The progressive use of the Hindi Language for the Official purposes of the Union.
- (b) Restrictions on the use of English Language for all or any of the Official purposes of the Union.
- (1) The official language for communication between Union and State or between One State and another.

There shall be a constitutional committee consisting of thirty members of whom twenty shall be from Lok Sabha and ten from Rajya Sabha. It shall be the duty of the Parliamentary Committee to examine the recommendations of the commission so constituted.

Article 345 - The Legislature of States by law can adopt one or more languages as Official Language or Languages of the State.

Article 346 - Official Language for communication between one state & the Union.

- Article 347 - Provides for special provision relating to language spoken by a Section of the population of a state.
- Article 348 - deals with languages to be used in the Supreme Court and in the High Courts and Acts, bills etc. The authoritative of bills Act, ordinances, orders regulations and bye-laws issued under the constitution shall be in English language.
- Article 349 - No bill to be introduced for amendment of the language unless president gives sanction after considering the recommendation of the commission and the committee constituted for the purpose.
- Article 350 - deals with language to be used in representation for redressal of grievances.
- Article 351 - deals with Directive for development of Hindi language to promote the spread of the Hindi language to develop it so that it may serve as a medium of expression for the composite culture of India to secure its enrichment by assimilating without interfering with its the genius forms, style and expressions used in Hindustani and in the other languages of India.

(VIII) Eight Schedule Languages

- | | | |
|--------------|--------------|---------------|
| 1. Assamese | 2. Oriya | 3. Urdu |
| 4. Kannada | 5. Kashmiri | 6. Gujarati |
| 7. Tamil | 8. Telugu | 9. Punjabi |
| 10. Bengali | 11. Marathi | 12. Malayalam |
| 13. Sanskrit | 14. Sindhi | 15. Hindi |
| 16. Manipuri | 17. Konkani | 18. Nepali |
| 19. Bodo | 20. Maithili | 21. Dogri |
| 22. Santhali | | |

THE OFFICIAL LANGUAGE ACT 1963 AMENDED IN 1967.

Section 3 (1) deals with the continuation of English language in addition to Hindi for Official purposes of the union and for use in parliament.

Section 3(2) deal with the provision of Hindi or English language used for the purpose of communication between Ministry or Department or Office of Central Government and any corporation or company owned or controlled by Central Govt. Translation of such communication in Hindi or English shall be provided till such date as the staff concerned, Ministry, Department, Office or Corporation or Company have acquired working knowledge of Hindi.

Section 3(3) deals with the provision of both Hindi & English languages shall be used for Resolutions, General Orders, Rules, Notifications, Administrative or other reports or press communiqué, Contracts and agreements executed and licenses, permits, notices and forms of tender issued by the offices.

Section 3 states that the Central Government may by notification in the official gazette make rules for carrying out the purpose of this Act.

Resolution 1968-- Intensive & Comprehensive Programme should be prepared and implemented by the government of India for accelerating the spread and development of Hindi in collaboration with the State Government.

SALIENT FEATURES OF OFFICIAL LANGUAGES RULES 1976

In exercise of the powers conferred by section 8 of the Official Language Act, 1963, the Central Government has made the following rules. With a view to implement the Official Language Policy, regions namely "A B C" have been constituted in the country.

- A region- Bihar, Haryana, Himachal Pradesh, Madhya Pradesh, Rajasthan and Uttar Pradesh and Delhi & Andaman Nicobar.(Uttaranchal, Jharkhand & Chhattisgarh.)
- B region- Gujarat, Maharashtra, Punjab & Union Territory of Chandigarh, Dadar & Nagar Haveli and Daman & Diu
- C region- States and Union Territories other than those referred to in A & B regions.

Rule 1 deals with the title and Rule 2 regarding the definitions of words such as Act "Employee", Notified office, Proficiency etc., used in the rules.

3. Communications to states etc., other than Central Government offices. Communications from Central Government Offices to states and Union territories in A & B region be normally in Hindi. For states, Union territories in the region "C" shall be in English (Office includes individual also).
4. Communication between Central Government offices situated in "A" shall be in Hindi and for offices situated in "B" & "C" may be in Hindi and English or in such proportion determined from time to time.
5. Replies to communications received in Hindi - Replies to communications in Hindi shall be in Hindi.
6. Use of both Hindi and English for all documents referred in Section 3(3) of 1963 Act and it shall be responsibility of the persons signing such documents to ensure that such documents are made executed or issued both in Hindi and in English.
7. Applications, Representations- Employee may submit an application, appeal or representation in Hindi or in English.
8. Noting-- An employee may record a note or minute on a file in Hindi or in English without being himself required to furnish a translation thereof in the other language.
9. Proficiency in Hindi--Matriculation or any equivalent or higher examination with Hindi as the medium of instruction or Hindi as an elective subject in degree.
10. Working knowledge of Hindi- Metric with Hindi as one of the subject i.e. first language or pragra pass or declaring himself having working knowledge in Hindi.
11. All Manuals, codes, other procedural literature Article of Stationery, Forms & Headings of registers, all name plates, sign boards letter heads and other items of Stationery written, printed or inscribed for use shall be in Hindi & English.

12. Responsibility for compliance

- (1) to ensure implementation of the provision of the Act.
- (2) to devise suitable and effective check points.
- (3) to issue of Directions from time to time.

VARIOUS AWARD SCHEMES FOR USE OF RAJBHASHA HINDI

Railway Board's Individual Cash Award Scheme.

Every year 6 to 8 Officers/Employees are awarded for doing commendable & maximum work in Hindi by Railway Board at All India Hindi Week Celebrations. These awards are given by the Railway Minister.

Every award winner gets Rs.1500/- in cash and a certificate.

General Manager's Individual Cash Award Scheme.

Every year on the eve of South Central Railway's Hindi week Celebrations 10 Officers / 30 Employees are awarded for doing commendable and maximum official work in Hindi. These awards are given by the General Manager.

Officers	--	Rs.1200/-
Staff	--	Rs.1000/-

Home Ministry's Award Scheme.

The particulars of the scheme are as follows

1.All officers and employees working in South Central Railway can participate in the competition under this scheme.

2.Officer / Employees working in regions

"A"& "B" for writing minimum 20,000 words in Hindi per year.
"C" for writing minimum 10,000 words in Hindi per year.

Awards to be given.

1. Two first prizes : Rs.1600/-each
- 2.Three Second prizes : Rs.800/-each
- 3.Five third prizes : Rs.600/-each

Note: Under this scheme minimum 10 participants should be there from any Unit/Section/Office.

Collective Cash Award Scheme.

Under this scheme 3 departments are awarded for doing commendable and maximum work in Hindi. Particulars of the award

- | | |
|--------------|--|
| First prize | :Rs. 9000 (for 6 employees Rs.1500/- for each employee) |
| Second prize | : Rs. 6000 (for 5 employees Rs.1200/- for each employee) |
| Third prize | : Rs. 4000 (for 5 employees Rs.800/- for each employee) |

Award For writing original Hindi books on Technical Subjects.

Lalbahadurshastri Award Scheme

Every year following 3 cash awards are distributed by Railway Board to such of genius Railway men who write original Hindi books on technical subjects

First prize	:	Rs.15000
Second prizes	:	Rs.7000
Third prizes	:	Rs.3300
Three consolation prizes:Rs.2500each		

Apart from this copies of the awarded books are purchased for the Railway Hindi libraries.

Cash award scheme for writing story, Novel and poetry in Hindi.

Premchand Award Scheme.

Every year premchand awards are given to the best story books or novels in Hindi.

First prize	Rs. 15000
Second prize	Rs. 7000
Third prize	Rs. 3300

Maithilisharan Gupta Award.

Every year Maithilisharan Gupta award are given for best poetry books in Hindi.

First prize	Rs. 15000
Second prize	Rs. 7000
Third prize	Rs. 3300

Indira Gandhi Rajbhasha Award Scheme.

Every year following 3 awards are distributed to the writers of the best Hindi books on Official working

First prize	Rs.40000
Second prize	Rs.30000
Third prize	Rs.20000
Consolation Prize	Rs.10000

Rajiv Gandhi Rajbhasha Award Scheme.

Every year following awards are distributed to the writers of the best Hindi books on Gyan Vigyan (Technical)

First prize	Rs.2 lakhs
Second prize	Rs.1.25 lakhs
Third prize	Rs.75000
Consolation Prize	Rs.10000

Award Scheme for writing Original books on subjects related to economics in Hindi.

First prize	Rs 50,000
Second prize	Rs 40,000
Third prize	Rs 30,000

Award Scheme for writing Original books in Hindi in the field of new and renewable sources of Energy.

First prize	Rs 50,000
Second prize	Rs 30,000
Third prize	Rs 20,000

TRAINING

Incentives regarding Hindi / Hindi Typing / Hindi Stenography Training.

(Only for those officers / employees who do not possess working knowledge of Hindi)

The Officers / employees of group "A", "B" and "C" who pass the above examinations conducted under the Hindi teaching scheme with creditable marks are awarded in the following manner.

Lump sum Award

On passing prabodh/Praveen / Pragya /Hindi Typing/Stenography examination under the Hindi Teaching Scheme by own efforts the officers and employees are awarded in the following way

Prabodh: Rs.1600	Praveen: Rs.1500	Pragya : Rs.2400
Hindi Typing Rs.1600	Hindi Stenography Rs.3000	

Hindi Examination of voluntary Hindi organizations, which are recognized by Government of India as equivalent to Metric or higher Rs.600

Cash Award.

Having Secured PrabodhPravenPragya

70% or More marks	Rs.1600	Rs.1800	Rs.2400
60% or More marks	Rs.800	Rs.1000	Rs.1600
55% or More marks	Rs.400	Rs. 600	Rs.1200

In addition personal pay equal in amount to one increment for 12 months.

For Passing Hindi Typing and Stenography Examinations.

Typing	Stenography	Amount
97%	95% and above marks	Rs.2400
95%	92% Or More marks	Rs.1600
90%	88% Or More marks	Rs.800

Typewriting

In addition personal pay equal in amount to one increment for 12 months.

Stenography

In addition, Stenographers whose mother tongue is not Hindi are given personal pay equal in amount to two increments for the first 12 months and one for the next 12 months on passing Hindi Stenography examination.

Hindi Essay, Elocution, Noting and Drafting Competitions.

Hindi Essay, Elocution, Noting and Drafting Competitions are conducted at Zonal & Railway Board level and the Hindi Typewriting competition is conducted only at Zonal level.

All these competitions are conducted once in a year.

Awards are given in the following manner.

For Hindi, Essay, Elocution and Noting and Drafting Competition.

Prizes	Zonal level	Rly Board level
First prizes	Rs 2000/-	Rs 3000/-
Second prizes	Rs 1600/-	Rs 2500/-
Third prizes	Rs 1200/-	Rs 2000/-
Consolation Prize	Rs.800(3 Prizes)	Rs 1500(5 Prizes)

These competitions are held in July & August

For Hindi Typewriting Competition-Zonal Level.

First prize	Rs 300/-
Second prize	Rs 200/-
Third prize	Rs 100/-

Railway Minister Hindi Essay Competition.

For writing best essays pertaining to Railway subject following awards are distributed

First prizes	Rs 6000/-
Second prizes	Rs 4000/-

Competition is held in January

Railway Yatravritant Award Scheme .

For writing a best report / narrative on Railway journey experience, following awards are distributed

First prize	Rs 4000/-
Second prize	Rs 3000/-
Third prize	Rs 2000/-

Incentive allowance to Typists and Stenographers:-

English Typists and English Stenographers are allowed on certain conditions incentive allowance of Rs.80/- and Rs.120/- per month respectively for doing Hindi Typing and Hindi Stenography work.

Incentive Scheme for Officers giving dictation in Hindi:-

All the officers who have been provided Stenographic assistance and who generally give dictation, can participate in this scheme.

Hindi Speaking officers for giving dictation in Hindi for a minimum of 20,000 words per calendar year. Non Hindi speaking officers for giving dictation in Hindi for a minimum of 10,000 words per calendar year.

Amount of award Rs.1000/- for each officer. Two awards for each office.

Note - The Officers / Employees working in Hindi Organization will not be eligible to participate in any of the above competitions.

Section Controllers Objective Question & Answers – 2018

1. General Rules are framed by

[] **[A] Government of India** [B] Authorized Officer [C] General Manager [D] COM

2. Approved special instructions are issued or approved by

[] [A] COM [B] Authorized Officer **[C] CRS** [D] Railway Board

3. The authorized officer of South Central railway is

[] **[A] COM** [B] GM [C] CTM [D] CSO

4. Special instructions are issued by

[] [A] CTM [B] CSO **[C] Authorized Officer** [D] Railway Board

5. On Double line class 'B' station Multiple Aspect Signaling, station section lies between

[] (A) Outermost facing points to LSS (B) BSLB to LSS

(C) Either A & B (D) none of above

6. On single line class 'B' station with Multiple Aspect Signaling, the Station section lies between the

[] (A) Advance Starters (B) SLBs (C) Outer most points **(D) any one of the above**

7. 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

8. 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] none of these

9. Calling On signal may be provided below any stop signal, except

[] [A] FSS **[B] LSS** [C] starter [D] home

10. Calling On signal cannot be taken "OFF" during

[] **[A] Facing end point failure** [B] Trailing point failure

11. The occasions where 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

12. The time required to take 'OFF' (assume) calling ON signal is

- [] A) 60 seconds B) 90 seconds (C) **120 seconds** D) 240 seconds

13. Shunt signal may be provided below any stop signal, except

- [] [A] LSS [B] **FSS** [C] Starter [D] none of above

14. The authority to pass defective Independent shunt signal at "ON", is

- [] (A) T / 369 (1) (B) T / 806 (C) PLCT (D) **T/369 (3b) + PHS**

15. When a signal is newly erected or shifted, caution order shall be given for a period of

- [] (A) 15 days (B) **10 days** (C) 12 days (D) 16 days

16. Signal sighting committee will go on footplate inspection once in

- [] (A) a month (B) two months (C) **three months** (D) six months

17. Home signal lever / switch will be normalized after passage of the

- [] (A) engine (B) **whole train** (C) first vehicle (D) none of these

18. A signal taken "OFF" for a train can be put to "ON" position in emergency only to

- [] (A) obey SCOR instructions (B) obey Station Master's instructions
 (C) issue tickets (D) **avert an accident**

19. To put back starter/advanced starter for a departing train, LP of the train should be advised through a

- [] (A) **written memo** (B) Caution Order (C) T / 369 (3b) (D) none of above

20. 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

21. 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 ends** (D) none of above

22. 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) either end (D) none of above

23. The signals that are prohibited to be used for shunting purposes is/are

- [] (A) outer (B) Home (C) LSS (D) **All the above**

24. All points shall normally be set for the

- [] [A] loop line [B] turn out [C] **straight line** [D] any line

25. The notice that S M shall ensure, whenever points / signals / Block Instrument is disconnected by SI /ESM is

- [] A) reconnection notice (B) **disconnection notice**
 C) failure memo D) none of these

26. Before reconnecting the Signal gear that is disconnected, SI/ESM shall test jointly with
[] [A] TI [B] S&T khalasi [C] Points Man [D] **SM on duty**

27. 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

28. Detonators are also known as
[] [A] **fog signals** [B] flare signals [C] illuminating signal [D] none of these

29. Whenever a signal which is detecting a point becomes defective, these points shall be treated as
[] (A) interlocked (B) **non interlocked** (C) working (D) none of above

30. 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

31. When a train is received on Calling ON signal, cancellation in Podanur panel takes
[] [A] 120 seconds [B] 180 seconds [C] **240 seconds** [D] 90 seconds

32. The axle counter shall be reset only after ensuring that the monitored portion is
[] [A] **vacant** [B] occupied [C] obstructed [D] none of above

33. On Double line/Single line token less when LSS is defective, Authority to proceed is
[] [A] T / 369 (3b) [B] **PLCT** [C] T / 806+PN [D] T/C.602

34. 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 taken off / PLCT (D) **all the above**

35. The signal shall be treated as defective, whenever colour light signal is flickering / bobbing and does not assume a steady aspect for at least
[] [A] 20 seconds [B] 30 seconds [C] **60 seconds** [D] 120 seconds

36. The authority given to the loco pilot at station, when IBS is defective
[] (A) P L C T (B) T / 369 (3b) (C) **Both A & B** (D) none of above

37. The facility that is provided on an IB signal post is
[] [A] **Phone connecting the rear SM** [B] Phone connecting the advance SM
[C] Phone connecting the SCOR [D] Phone connecting the TPC

38. When IBS is at 'ON', the Loco Pilot shall stop in rear of the signal and contact
[] (A) SM in advance (B) SCOR (C) **SM in rear** (D) TPC

39. 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 up to next stop signal at a speed not exceeding
[] (A) 10 / 8kmph (B) 25 / 10kmph (C) 20 / 10kmph (D) **15 / 8kmph**

40. Wherever IBS is provided, LSS is interlocked with
☐ (A) **axle counter** (B) Block Instrument (C) IBS (D) trailing points
41. In IBS area, the IB Signal is interlocked with
☐ (A) axle counter (B) **Block Instrument** (C) LSS (D) trailing points
42. The indication that appear at the SM in rear, when Loco Pilot passes IBS at 'ON'
☐ [A] **K1** [B] K2 [C] K3 [D] K4
43. The indication that appear, along with buzzer, whenever IBS or IB distant signal bulb is fused is
☐ [A] K1 [B] K2 [C] K3 [D] **K4**
44. 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
45. The 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] none of these
46. All S Ms 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
47. ODC shall be allowed to be attached by a train for transport only with prior sanction of
☐ [A] CRS [B] RAILWAY BOARD [C] TXR [D] **COM**
48. During dense fog maximum speed of a train on Absolute block system shall be restricted to
☐ (A) 25kmph (B) 8kmph (C) **60kmph** (D) 20kmph
49. Normally 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
50. Engine pushing is permitted with the prior permission of
☐ (A) SM in advance (B) **SM in rear** (C) SM of the notice station (D) none of above
51. When head light is defective after putting marker lights 'on' train can go with a speed not exceeding
☐ (A) 40kmph (B) severest temporary speed restriction in the block section
(C) A or B whichever is less (D) none of above
52. When a SM observes a train passed without tail lamp/tail board (where BPAC is not provided), shall stop all the trains proceeding on adjacent line and issue
☐ (A) PLCT (B) T/369 (3b) (C) **caution order** (D) verbal orders
53. 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 CTR and send a special report to
☐ (A) DOM (B) DME (C) **DRM** (D) DSC
54. The full form of OTL (BV equipment) is
☐ (A) over time leave (B) **one time lock** (C) one time leak (D) one time lever
55. Periodical replacement of Fire Extinguishers, shall be once in
☐ [A] 3 months [B] 6 months [C] **12 months** [D] 3 years

56. In case of emergency the Assistant Loco Pilot can be authorized to drive the train up to the nearest point where he can be relieved (speed not exceeding)
☐ (A) 30kmph ☒ (B) 40kmph ☐ (C) 60kmph ☐ (D) MPS
57. 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
58. The number of persons permitted to travel in the brake van of goods trains, including Guard, should not exceed
☐ [A] 2 ☐ [B] 3 ☐ [C] 5 ☒ [D] 6
59. In an emergency, a goods train without brake van can be ordered by
☐ (A) Sr.DOM ☐ (B) DOM ☐ (C) DRM ☒ (D) either A or B
60. Maximum number of coaches in addition to the officer's inspection coach attached in rear of SLR of a Passenger / Mail & Express trains
☐ [A] 1 ☒ [B] 2 ☐ [C] 3 ☐ [D] 5
61. Maximum number of bogies (or its equivalent) attached in rear of the rear brake van by a goods train is
☐ [A] 1 ☒ [B] 2 ☐ [C] 3 ☐ [D] 5
62. Maximum number of damaged vehicle / engine allowed by a goods train.
☐ [A] 1 ☐ [B] 2 ☐ [C] 4 ☐ [D] any number
63. Damaged vehicle/engine shall be attached to a goods train by SM, only on receipt of written advise in duplicate from
☐ (A) TXR ☐ (B) SSE/ loco ☒ (C) either A or B ☐ (D) none of these
64. Whenever vehicles are attached / detached on 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
65. In an emergency, a goods train without Guard can be ordered by
☐ [A] SM ☐ [B] Dy.CHC ☒ [C] Sr. DOM ☐ [D] DOM
66. 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) next block station ☐ (D) none of these
67. In Automatic block territory, no train shall be allowed to follow a train without brake van / Guard, until it arrives complete at the next
☐ (A) reporting station ☐ (B) Junction station ☐ (C) automatic signal ☐ (D) gate lodge
68. Running of a goods train without Guard, is strictly prohibited during
☐ [A] tempestuous weather ☐ [B] total interruption of communications
☐ [C] temporary single line working ☒ [D] all the above
69. When SM receives an advice of Hot axle on a train, it shall preferably be admitted on
☐ [A] line provided with sand hump ☐ [B] loop line ☒ [C] Main line ☐ [D] none of these
70. The check that shall be conducted, while clearing stabled stock from a station /invalid BPC,
☐ (A) Guard and SM ☐ (B) LP and SM ☒ (C) Guard and LP ☐ (D) SM, Guard & LP

71. The test that shall be conducted, whenever train engine is changed, is
[] (A) **brake continuity** (B) GLP check (C) brake power (D) feel test
72. Time permitted for GLP check of a train consisting of 60 units (four wheeler) is
[] [A] 20 minutes [B] 60 minutes [C] 45 minutes [D] **30 minutes**
73. The validity of CC rake BPC is
[] (A) 35 days (B) 7500 KMS (C) **A or B whichever is earlier** (D) none of these
74. The validity of Premium rake BPC is
[] [A] till destination [B] **12 days** [C] 30 days [D] 35 days
75. The grace period given for Premium end to end BPC is
[] (A) one day (B) two days (C) **three days** (D) four days
76. The validity of End to end BPC is
[] (A) 12+3 days (B) **loading point to destination**
(C) TXR point to Junction station (D) two TXR checking points
77. The time allowed normally to goods trains to start, after engines have been attached is
[] (A) 20 minutes (B) 30 minutes (C) **45 minutes** (D) 60 minutes
78. The time allowed to goods trains to start after engines have been attached in case of Formations tested by Vacuum Exhausters/Air Compressors, shall not exceed
[] (A) **20 minutes** (B) 30 minutes (C) 45 minutes (D) 60 minutes
79. Fresh BPC is required when train is stabled at a station (other than loading and unloading station) for more than
[] [A] 72 hours [B] **24 hours** [C] seven days [D] four days
80. Fresh BPC 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
81. The trains that shall have Twin Pipe working are
[] (A) goods trains (B) BOXN rake (C) **passenger carrying trains** (D) BCNH
82. 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
83. When engine whistle fails on run, after clearing block section cautiously, LP shall
[] [A] continue with 40 KMPH [B] Advise PRC/TLC and act accordingly
[C] **ask for repair or relief** [D] none of these
84. Material train shall be ordered to work with the permission of
[] [A] **DRM** [B] DOM [C] COM [D] DEN
85. The validity of a material train BPC, is
[] (A) **30 days** (B) 21 days (C) 15 days (D) none of these

86. The effective brake power of a material train shall be (not less than)
☐ [A] 100 % ☐ [B] 85 % ☒ [C] 90 % ☐ [D] 95 %
87. Responsibility of stabling a material train at a station lies with
☐ (A) Guard ☐ (B) Station Master ☒ (C) SM & Guard ☐ (D) Guard and PWI
88. The maximum speed of a TTM is
☐ (A) 10kmph ☐ (B) 20kmph ☐ (C) 30kmph ☒ (D) 40kmph
89. A TTM is permitted to work in the block section only during
☐ (A) line block ☐ (B) integrated block ☐ (C) shadow block ☒ (D) all the above
90. The officials to sign and issue the SWR (Interlocked Stations) are
☐ (A) DOM & DEN ☐ (B) DSTE & DEN ☐ (C) DOM & DSO ☒ (D) DOM & DSTE
91. 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)
92. SWR should be issued afresh, once in
☐ [A] 3 years ☒ [B] 5 years ☐ [C] one year after completion of half years ☐ [D] 10 years
93. After issue of following number of amendment slips, SWR shall be issued afresh
☐ [A] 3 ☐ [B] 4 ☒ [C] 5 ☐ [D] 7
94. While receiving a train on to an obstructed line, *Stop hand signal* shall be exhibited from the point of obstruction at a distance of (not less than)
☐ (A) 45 meters ☐ (B) 20 meters ☐ (C) 120 meters ☐ (D) 180 meters
- 94A The speed during shunting operations, shall not exceed
☐ [A] 10 KMPH ☒ [B] 15 KMPH ☐ [C] 30 KMPH ☐ [D] 8 KMPH
95. Slip coaches shall not be kept on a blocked line in the rear of a
☐ [A] passenger carrying train ☐ [B] light engine ☐ [C] shunting engine ☐ [D] stabled load
96. While performing shunting on passenger carrying trains, the shunting engine before coming on to the formation should be stopped before the formation at a distance of
☐ [A] 45 meters ☒ [B] 20 meters ☐ [C] 15 meters ☐ [D] 10 meters
97. 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] none of these
98. The maximum speed while shunting of wagons containing explosives and POL products shall be
☐ [A] 10 kmph ☐ [B] 15kmph ☐ [C] 30 kmph ☒ [D] 8 kmph
99. 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

100. While stabling a goods train having BOX 'N' / BCN / BRH, etc., minimum no. of vehicles hand brake to be applied (in addition to hand brakes of B/V) are
☐ [A] 3 from each end ☒ **[B] six wagons on either side**
☐ [C] nine from each end ☐ [D] 10 from engine 5 from B/V
101. When the Loco Pilot of a train experiences any abnormal condition on the track, shall stop his train at _____ and inform S M
☐ [A] **FSS** ☐ [B] Run through ☐ [C] Starter ☐ [D] any of these
102. When the Loco Pilot of a train experiences any abnormal condition on the track, in case of IBS /Automatic block territories, shall stop the movement of trains and inform
☐ [A] Station Master ☐ [B] Loco pilots of following trains ☒ **[C] both A&B** ☐ [D] none of these
103. When 'lurch' is reported and subsequently a train is sent with engineering official, caution order is given to the LP to
☐ [A] **stop dead and be guided by Engineering. official** ☐ [B] Run through
☐ [C] Simply proceed with 10 KMPH ☐ [D] observe SR of 8 KMPH
104. When 'lurch' is reported and subsequently a train is sent in the absence of engineering official, caution order is given to the Loco Pilot to stop dead if considered safe, proceed at a speed of
☐ [A] **10 KMPH** ☐ [B] 15 KMPH ☐ [C] 30 KMPH ☐ [D] 8 KMPH
105. Rail fracture of less than 30mm, the speed of first train shall be
☐ [A] **10 KMPH** ☐ [B] 15 KMPH ☐ [C] 30 KMPH ☐ [D] 8 KMPH
106. 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
107. Rail fracture of more than 30 mm or multiple fractures, track is to be certified by
☐ [A] AEN ☒ **[B] PWI** ☐ [C] key man ☐ [D] Gang mate
- 107 A During Temporary Single Line working, the written Authority given to Loco Pilot is
☐ [A] P L C T ☐ [B] C L C T ☒ **[C] T/D 602** ☐ [D] T/369(3b)
108. During TSL working, the speed of first train shall be
☐ [A] **25 kmph** ☐ [B] 10 kmph ☐ [C] 15 kmph ☐ [D] MPS
109. Written authority to dispatch a relief engine into an obstructed block section, is
☐ [A] **T/A 602** ☐ [B] T/B 602 ☐ [C] T/C 602 ☐ [D] T/D 602
110. S M shall arrange to send a competent railway servant, if a passenger / goods train does not turn up, even after the normal running time and
☐ [A] 5/10 minutes ☒ **[B] 10/20 minutes** ☐ [C] 20/30 minutes ☐ [D] 15/25 minutes
111. During divided train working, the written authority issued by the Guard of the train, to the LP to clear the first portion, is
☐ [A] T/A 602 ☐ [B] Caution order ☒ **[C] T/609** ☐ [D] Written memo
112. 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

113. In automatic block system the line between the block stations, when required, be divided into a series of
☐ [A] **automatic block signaling sections** ☐ [B] block sections
☐ [C] station sections ☐ [D] all the above
114. On D/L, the automatic signal shall not assume OFF position, unless the line is clear not only up to the next Automatic signal, but also for an adequate distance of (not less than)
☐ [A] 180 meters ☐ [B] **120 meters** ☐ [C] 400 meters ☐ [D] 100 meters
115. When Loco Pilot passes an automatic stop signal at ON, he shall observe speed restriction of
☐ [A] 10 kmph when view is clear and 8 kmph in night
☐ [B] 15 kmph when view is clear and 8 kmph when view is not clear
☐ [C] **10 kmph** ☐ [D] 15 kmph when view is clear and 10 kmph in night
116. When LSS fails on double line automatic block system, Loco Pilot shall be given
☐ [A] P L C T + C.O of 10kmph ☐ [B] P L C T + T/A 912
☐ [C] T/D 912 + T/A 912 ☐ [D] **T / 369(3b) + C.O of 10kmph**
117. Authority to dispatch Relief engine/train in obstructed automatic signaling section is
☐ [A] T/A 912 ☐ [B] T/B 912 ☐ [C] **T/C 912** ☐ [D] T/D 912
118. Relief loco shall proceed with a restricted speed of
☐ [A] 25kmph ☐ [B] **15 /10 kmph** ☐ [C] normal speed ☐ [D] 15 / 8 kmph
119. Fixed signal which can be operated either as an Automatic stop signal or a manual stop signal, is
☐ [A] An Automatic stop signal ☐ [B] Manual stop signal in automatic territory
☐ [C] **A Semi automatic stop signal** ☐ [D] A Home signal
120. 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
121. 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
122. 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 points man ☐ [D] listening to LVT buzzer
123. At stations where BPAC is not provided, the Guard of the train, after verifying the last vehicle is standing clear of the fouling mark, shall inform Station Master by
☐ [A] waving arm by day ☐ [B] **Exchange P N through walkie-talkie**
☐ [C] Showing white light by night ☐ [D] none of these
124. 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
125. Block availed from either end of the block section, between two block stations simultaneously, is known as
☐ [A] Power block ☐ [B] Integrated block ☐ [C] **Shadow block** ☐ [D] Double block

126. Engineering works come under Category – III (e.g.; Welding of Rail joints) requires
☐ [A] only intimation to SM ☒ [B] line block ☐ [C] material block
☐ [D] Intimation not necessary
127. 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
128. 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
129. 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] ADEN
130. Authority given to the TTM to go into the section work and return to the same station during block is
☐ [A] P L C T ☐ [B] CAUTION ORDER ☒ [C] T/465 ☐ [D] T/A 465
131. 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
132. No. of material trains permitted during the line block/integrated block/shadow block is/are
☐ [A] 1 ☐ [B] 2 ☐ [C] 3 ☐ [D] Any number
133. During line block, to receive the units coming on right line, authority to receive the first unit
☐ [A] Home Signal ☐ [B] pilot in memo ☐ [C] T/509 ☐ [D] P H S
134. During line block, the units are coming on wrong line, shall be received on
☐ [A] Home Signal ☒ [B] pilot in memo ☐ [C] Calling on signal ☐ [D] P H S
135. When major work such as relaying and regirdering is in progress, a speed restriction that shall be observed on the adjoining line in double line section, is
☐ [A] 30 kmph ☐ [B] 40 kmph ☒ [C] 50 kmph ☐ [D] stop dead and proceed
136. 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 atleast one at either end of the sleepers before the train
137. When water overflows above the rails
☐ [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
138. On Double line, after the arrival of motor trolley, Station Master shall inform the Station Master of the rear station by
☐ [A] giving P.N ☐ [B] Putting Block instrument from TOL to 'Line closed' position
☒ [C] both 'A' and 'B' ☐ [D] none

139. When a Motor Trolley is following a train, it is treated as
☐ [A] an Independent Train ☒ **[B] Last vehicle of that train**
☐ [C] first vehicle of that train ☐ [D] none of these
140. During night, a lorry shall always be worked under the rules of
☐ [A] **Trains working** ☐ [B] rail dolly working
☐ [C] Push Trolley working ☐ [D] none of these
141. Self propelled vehicle which can run on railway track as well as on road, is
☐ [A] TTM ☒ **[B] RRV** ☐ [C] SPARMV ☐ [D] SPART
142. On tracking' and 'off tracking' of RRV in midsection 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
143. Neutral section lies between two consecutive
☐ [A] section insulators ☐ [B] block stations ☒ **[C] sub stations** ☐ [D] OHE depots
144. "Danger Zone" means the zone lying around any live equipment within a radius of
☐ [A] 45 metres ☒ **[B] 2 metres** ☐ [C] 2.5 metres ☐ [D] 30 metres
145. Engine crew of all trains shall report any defect/irregularity noticed in the OHE to
☐ [A] **TPC** ☐ [B] TLC ☐ [C] SCOR ☐ [D] S M
146. Whenever a tower wagon is to be moved by a train, it should be inside the
☐ [A] Train engine ☒ **[B] Rear B/V** ☐ [C] Sixth Vehicle ☐ [D] Any where
147. The maximum speed of tower car shall be
☐ [A] 40 kmph ☒ **[B] as stenciled on it** ☐ [C] 30 kmph ☐ [D] 15 kmph
148. 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**
149. During power block, the trains that are allowed to run.
☐ [A] **diesel traction hauled** ☐ [B] electric traction hauled
☐ [C] MEMU ☐ [D] no train permitted
150. The notice stations, where divisional caution order shall be issued are specified in
☐ [A] **Working time table** ☐ [B] rake link ☐ [C] CTR ☐ [D] Gradient chart
151. In the Caution order, names of the stations concerned should be written in full, but not
☐ [A] letters ☒ **[B] Codes** ☐ [C] Capitals ☐ [D] Numerals
152. 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
153. When the signal protecting the interlocked level crossing gate becomes defective the gate treated as
☐ [A] inter locked with signal defective ☒ **[B] non inter locked**
☐ [C] simply issue C.O to observe gate rules ☐ [D] none of above

154. At engineering/traffic level crossing non interlocked gates, normal open to road traffic, SM shall advise Gateman about the 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] before taking off dispatch signals.
155. After exchanging PN with gate man, due to change in planning, SM shall inform gate man about cancellation of train movement supported by
[] **[A] Private Number** [B] written authority
[C] oral advice [D] None of these
156. During non interlocking working, all trains must be brought to a stop at the FSS and then 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
157. During Non-Interlock working the ASM/Guard/SWM in charge of the goomties shall be responsible for
[] [A] exchanging PHS at outermost facing point
[B] correct setting, clamping and pad locking of points
[C] allowing to take off signals when train stopped at the Home signal
[D] All the above
158. 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] Monsoon time **[D] any one of the above.**
159. Patrol charts are issued by
[] [A] PWI **[B] DEN** [C] SM [D] PWI & TI
160. 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] Special Caution
[C] stop dead and 10kmph [D] stop dead and 15kmph
161. Maximum number of wagons containing explosives permitted by goods trains is
[] [A] Three [B] Five **[C] Ten** [D] any number
162. 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**
163. Minimum number of wagons required to be given as support wagons from BV / Passenger coach /other inflammables when explosives are carried by a train
[] **[A] three** [B] five [C] ten [D] one
164. 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 one of the above**
165. Dead engine shall be escorted by competent railway servant not lower than
[] [A] JE [B] LP [C] SE **[D] ALP**

166. 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
167. Under any circumstances, no dead engine should be attached to any
[] [A] Rajadhani [B] Shatabdi
[C] Duranto [D] **All the above**
168. Officers inspection carriages are not to be permitted by
[] [A] Race specials [B] Postal express trains
[C] Military specials [D] **All the above**
169. 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
170. 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
171. When centre SLR is provided in short trains, a maximum number of coaches permitted on
Either side of SLR
[] [A] **Three** [B] One [C] Two [D] Any No. [E] none of these
172. 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
173. 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**
174. At standard – III 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
175. 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
176. After initiation, Route cancellation takes
[] [A] 240 seconds [B] 10 seconds [C] **120 seconds** [D] 60 seconds
177. After the arrival of the train on calling signal , in Podanur panel the time taken to cancel
the same , is
[] [A] **240 seconds** [B] 10 seconds [C] 120 seconds [D] 60 seconds

178. 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
179. Frequent power failures are to be reported to
[] [A] DOM [B] **DEE** [C] DSTE [D] ESM
180. 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**
181. 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
182. 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
183. On Double line, to perform shunting beyond LSS, authority is
[] [A] T/806 with PN [B] shunt signal below LSS taken 'off'
[C] LSS lever key [D] **any one of the above**
184. On S/L token less sections, to perform shunting beyond LSS (up to opposite FSS) the authority is
[] [A] **T/806 + shunt key or PN** [B] shunt signal below LSS taken 'off'
[C] T/806 only [D] T/806 + written memo to come back
185. On double line to perform shunting beyond Outer most facing points/BSLB authority is
[] [A] **T/806 + PN** [B] T/806 + shunt key [C] T/806 only [D] T/806 + written memo
186. S & T works for maintenance which definitely require Disconnection / Reconnection are grouped under
[] [A] Group A [B] Group B [C] **Group C** [D] Special Class
187. In SWR, Working of Level Crossing Gates are given in the Appendix
[] [A] 'G' [B] 'B' [C] 'C' [D] **'A'**
188. In the event of fire on any part of electrical equipment, the affected part is first to be
[] [A] extinguished by water [B] **completely isolated**
[C] extinguished by mud [D] none of these
189. The Station Master who obtains / 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
190. 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) **when the train is ready**
191. At train starting station, 'is line clear' shall be asked, minutes before the booked departure of the passenger carrying trains.
[] (A) **5 minutes** (B) 10 Minutes (C) As per WTT (D) GD & LP Ready

192. 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 WTT (D) ready
193. For a run through train, is line clear shall be asked, how many minutes before the train is due to pass.
[] (A) 5 minutes (B) 7 minutes (C) 10 minutes (D) Train left Rear Station
194. 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
195. When Block forward or Block back is done on double line sections, the block instrument shall be kept in
[] (A) Locked position (B) Line Closed position
(C) Train On Line position (D) TGT/TCF position
196. A relief engine should be sent, if the engine or vehicles running away have not arrived even after a lapse of more than the running time of the slowest speed goods train.
[] (A) 30 min (B) 45 min (C) 10 Min (D) 5 Min
- 196.A 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
197. 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) BPAC (D) Panel Board
198. Accidents are classified into how many categories
[] [A] One [B] Two [C] Three [D] Five
199. 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
200. An example of indicative accident is
[] [A] Breach of block rules [B] Fire on train
[C] Collisions [D] LC gate accidents
201. Passing stop signal at Danger is this type of accident.
[] [A] Indicative accident [B] Averted collision
[C] consequential train accident [D] none of above
202. An accident, shall be treated as Serious accident when it is involved in
[] [A] death [B] serious injury
[C] loss to Railway property of Rs.2 cores [D] all the above

203. On trunk routes when traffic is disrupted for following hours or more, it is treated as serious dislocation of traffic.
☐ [A] 12 hours ☐ [B] 8 hours ☐ [C] 24 hours ☒ [D] 6 hours
204. To treat any accident as averted collision, outside station limits, the distance between two trains shall be.
☐ [A] less than 600 meters ☒ [B] less than 400 meters
☐ [C] less than 1400 meters ☐ [D] less than 180 meters
205. When a person is 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
206. When murder is reported in second class compartment, carriage to be detached at the
☐ [A] Next station ☒ [B] Station where crime was detected
☐ [C] Station, where the coach can be replaced ☐ [D] Destination
207. 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
208. Whenever accident takes place, blood samples are to be collected from GLP of the ill fated train and following (on duty Station staff) of stations on either side.
☐ [A] SMs ☐ [B] Points men/Cabin men/ Lever men
☐ [C] Cabin Master ☒ [D] All the above
209. Accident siren three long indicates
☐ [A] Accident in the adjoining yard ☐ [B] Outstation accident, main line is blocked
☒ [C] Outstation accident, main line is not obstructed.
☐ [D] Outstation accident, MRT required
- 209.A Accident siren “ accident 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
210. The target time for turning out ART during day and night is
☐ [A] 15minutes & 20 minutes ☒ [B] 30 minutes & 45 minutes
☐ [C] 1 hour and 1 ½ hour ☐ [D] none of these
211. ARME scale – I comprises of
☐ [A] Medical Van ☐ [B] Auxiliary Van ☒ [C] both A & B ☐ [D] none of these
212. 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
213. Trail run of ART / MRT shall be done, once in
☐ [A] a month ☐ [B] 2 months ☒ [C] 3 months ☐ [D] year
214. Mock drills for ART shall be conducted once in
☐ [A] a month ☐ [B] 2 months ☒ [C] 3 months ☐ [D] a year
215. This is considered as dangerous for running trains (Rainfall in 24 hours)
☐ [A] 1cms ☒ [B] 5cms ☐ [C] 10cms ☐ [D] 15cms

216. 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] 55 kmph or more

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

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

218. Ex-gratia to be paid in case of death in Train accident is Rs. _____

- [] [A] 4 lakhs [B] 15,000 [C] 6000 [D] 50,000

219. The amount of compensation to be paid in case of death, in a Railway accident is

- [] [A] Rs .8 lakhs [B] Rs 3 lakhs [C] Rs 15,000 [D] Rs 1 lakh

220. The claim for compensation shall be made within the following time from the date of accident

- [] [A] 1 year [B] 2 year [C] 6 months [D] 3 years

221. The claim for compensation shall be made through

- [] [A] Railways Claims Tribunal [B] Civil court
[] [C] High court [D] District court

FILL UP THE BLANKS:

1. RDSO is located at **LUCKNOW**
2. The Chief Commissioner of Railway Safety's office is located at **LUCKNOW**.
3. GRs are issued by **RAILWAY BOARD**.
4. SRSF means **SPECIAL RAILWAY SAFETY FUND**
5. TEU means **TWENTYFEET EQUIVALENT UNITS**
6. DFCCI means **DEDICATED FRIEIGHT CORRIDO CORPORATION OF INDIAN LTD.**
7. "PPP" means **PUBLIC PRIVATE PARTNERSHIP**
8. The number of trains which can be run on a section in 24 hours is termed as **SECTION CAPACITY**
9. In Scott's formula, 'T' means **RUNNING TIME** Over critical block section
10. A Section will be considered saturated when line capacity is more than **90%** of the charted capacity.
11. Names of two coal loading station in S.C.Railway are **MANUGURU** and **MANDAMARRI**.
12. Names of two cement loading in S.C.Railway stations are **SERAM** and **MALKHAID ROAD**
13. FOIS means **FREIGHT OPERATIONS INFORMATION SYSTEM**.
14. ICMS means **INTEGRATED COACHING MANAGEMENT SYSTEM**
15. Formula for calculating wagon turn round is **B/L+R**
16. Wagon turn round performance is denoted in terms of **DAYS**.
17. If the number of wagon turn round days is more, the performance is considered to be **POOR**.

18. SLO means **SPECIFIC LOADING ORDER**.
19. Wagon census is conducted once in **A YEAR**
20. The ordering of goods trains depends on the availability of **STOCK**, Locomotive, Path and crew.
21. NR cell means **NON RECEIPT**.
22. At Zonal level the management of Passenger Traffic is looked after by **CPTM**.
23. Time Tables are issued **ONCE IN A** year.
24. Loco outage means the average number of locos available to traffic use in **24 HOURS**
25. The value of Efficiency factor in Scotts formula is taken as **7/10**
26. Non pooled wagons are identified with **NP** marker
27. 'Sectional speed' of a section is otherwise known as **MPS**
28. Maximum time limit for 'Inquiry Committee' to submit the report to DRM is **D+7**
29. Out station rest for a Guard performing more than 10 hours duty **8HOURS**
30. All India Trains at a glance is prepared by **RAILWAY BOARD**
31. Wagon kms /Wagon day indicates **WAGON MOBILITY**
32. **ENGINEERING ALLOWANCE** is calculated at the rate of 6 mts per every 100kms.
33. No of classifications under HOER **FOUR**
34. Eligibility criteria of Grade pay for availing First class pass as per VI PC **Rs 4200/**
35. Standard form to be used for issuing Major Penalty is **SF5**
36. Standard form to be used for issuing Minor Penalty is **SF11**
37. Paternity leave permissible for a period of **15 days**
38. Children's Education allowance is permissible for **TWO** no of surviving children.
39. Maximum no of dependents allowed on a Privilege pass is **2**
40. RELHS means **RAILWAY EMPLOYEES LIBERALIZED HEALTH SCHME**
41. HOER means **HOURS OF EMPLOYMENT REGULATION**
42. CDTs means **CONTROL DISCHARGE TOILET SYSTEM**
43. SPART means **SELF PROPELLED ACCIDENT RELIEF TRAIN**
44. BCNHL means **BOGIE COVERED WAGON WITH ANTI CORROSION STEEL MATERIAL**
45. BOXNHA MEANS **BOGIE OPEN WAGON WITH HIGH AXLE LOAD**
46. BOBRN means **BOGIE OPEN BOTTOM DISCHARGER AIR BRAKE**

WRITE TRUE OR FALSE:

47. Time Table every year will be with effect from 1st June (**F**)
48. Public Time Tables are issued free of cost to travelling public (**F**)
49. In train No. 12760, the second digit "2" indicates the Zonal Railway (**F**)
50. Saloons of officers shall be attached to Military Specials. (**F**)

51. Mil-rail organization deals with movement of rails to various Mills (F)
52. The maximum permissible speed over a section is prescribed by COM (F)
53. Poor Engine utilization leads to reduced power availability and blocking of sorting and reception lines. (T)
54. The statistics on Total Train Kilometer to Train Engine Hour gives the Average speed of Goods train. (T)
55. Running staff are not bound by scheduled duty rosters. (F)
56. ODC consignment shall not be hump shunted. (T)
57. If reception of trains is more in a yard and dispatch of trains is less, it leads to yard congestion (T)
58. If working expenses of a Railway are increasing, the operating ratio performance will become poor. (F)
59. Train accidents involving passenger shall be inquired by JA Grade officers. (T)
60. Approved Special Instructions are issued by the Commissioner of Railway Safety (T)
61. Commissioner of Railway Safety Organization functions under Ministry of Railways(F)
62. Amendments to Subsidiary Rules are issued by COM. (T)
63. Periodical overhauling of wagons are conducted at every C&W Depots. (F)
64. Sanction for 'C' class ODC special trains has to be given by Sr. DOM. (F)
65. RMS authorities are not consulted before the preparation of time tables. (F)
66. While fixing the departure, an ideal time for an express train at originating station is midnight.(F)
67. Division wagon balance of a division is the total of all wagons on wheels in the division including ineffective and departmental. (T)
68. In the Divisional time table meeting is held with branch officers presided by Sr.DOM (representations of the DRUCC, MP/MLA's are taken into account). (F)
69. In the month of October minutes of Divisional time table meeting sent to CPTM. (T)
70. Inter Railway Time Table coordination meeting held generally in the month of February/ March every year presided over by the Executive Director(Coaching) (T)
71. Primary units are not basic units for measuring time, distance, weight, etc. (F)
72. Fundamental unit is multiplication of two primary units. (T)
73. Fundamental unit does not give quantum of input or output (F)
74. Derived unit is a ratio between two Primary units or Primary and Fundamental unit or of two Fundamental units. (T)
75. Operation Ratio = Gross working Expenses/ Gross Revenue Receipts. (T)
76. Divisions are divided into Blocks, Circles and Districts. (T)
77. A circle is collection of districts. (F)
78. A District is collection of Circles. (T)
79. Rostered hours maximum limit for intensive roster is 48 hours (F)

80. Maximum amount of Retirement Gratuity payable Rs10 LAKHS (T)
81. Standard form to be used for order of suspension is SF1(T)
82. Maternity leave permissible for a period of 135 days (F)
83. Paternity leave to be availed within 12 months from the date of confinement. (F)
84. Maximum no of persons allowed when dependents are included in a privilege pass is 5 (T)
85. Maximum speed of 140 T Hydraulic Crane (BG) is 80 KMPH. (F)
86. POH interval of passenger coaches run on Mail Exp/Passenger trains is 18 months (T)
87. Percentage of spare coaches for Traffic requirements that must be kept at the depots for Non AC coaches is 5 % (T)
88. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for AC coaches is 10 % (T)
89. Percentage of spare coaches for Traffic requirements that must be kept at the depots for Rajdhani/Shatabdi trains is 5 % (T)
90. Percentage of spare coaches for Traffic requirements that must be kept at the depots for AC coaches is 6% (T)
91. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for RAJDHANI/SHATABDI coaches is 12 % (T)
92. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for Non AC coaches is 10 % (T)
93. Master charts contains scheduled trains running on each section Including paths for goods trains.(T)
94. BPC for "Parcel Express" is valid for 35 days or 7500 KMS (F)
95. Different types of maintenance of Passenger trains are Primary and End to End Examination (F)
96. The period of interval of IOH of passenger coaches is between two POH (T)
97. First dual cab Diesel engine is WDP4d (T)
98. Running of trains with 24 coaches + VPU is permitted in SCR. (T)
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