



दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY

मंडल रेल प्रबंदक कार्यालय,
विद्युत (टि.आर.एस) शाखा,
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Date: 22.04.2019

23

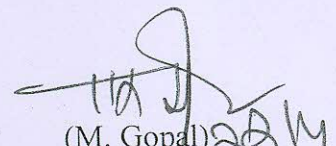
Sr. DPO/SC

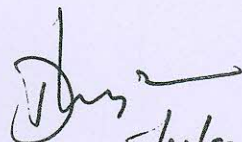
Sub: Question Bank for CLIs (Electric Traction)-reg

Ref: Sr. DPO/SC's Lr. No.SCR/P-SC/210 (a)/LRS/CLI (Elec.)/Sel./Vol.II dt.
18.02.2019

In compliance to the instructions stipulated in para No.4 of letter cited under reference, soft copy of Question bank for selection of CLIs (Electric traction) as per syllabus indicated in annexure-B are sending for uploading in the official website for further guidance to the eligible staff. The path for online Question Bank is <https://scr.indianrailways.gov.in> → About us → Divisions → Secunderabad → Personnel → Questions Banks

It is also requested to expedite the selection process to fill up the post of CLIs (Electric Traction) issued vide notification letter under reference.


(M. Gopal)
Sr.DEE/TRSO/SC


25/4/19

A
sh
25/4/19

AC Locos:

1.

Safety Relays are

- a) All DI type b) All DU type
- c) All DI & DU type d) Some are DU type and some are DI type.

Ans: c

2.

DI Type safety relays are

- a) QOP, QOA b) QRSI, QLA, QLM
c) QOP, QPDJ d) Q44, Q118

Ans: b

3.

DU type safety relays are

- a) QOP, QOA b) QLM, QRSI
- c) Q44 d) Q118

Ans: a

4.

CT ratio of RSILM:_____

- a) $1000 : 5$ b) $2000 : 5$
c) $4000 : 5$ d) $1000 : 15$

Ans: c

5.

CT ratio of TFILM

- a) $50 : 5$ b) $100 : 5$
c) $250 : 5$ d) $200 : 5$

Ans: c

6.

Pick up voltage of Q20 in WAP4 locos:

- a) 790 V b) 800 V
c) 865 V d) 850 V

Ans: a

7.

While RB is in service which relay will act if any earth fault occurs in the power

	<u>Ans: d</u>
15.	What is the advantage of twin beam headlights system: a).Headlight glows while passing on neutral section. b).Headlight focusing is good. c).Even one bulb fuses also, it will not effect the running of loco to destination. d).All the above Ans: a
16.	The rating of a cab heater is. a) 500Ω, 500W (b) 400 Ω,500W (c) 100 Ω,500W (d) 50 Ω,500W <u>Ans: a</u>
17.	How many CPs are required for Air brake loco: (a) Minimum 2 CPs (b) Maximum 2 CPs (c) Minimum 3 CPs (d) Maximum 3 CPs <u>Ans: d</u>
18.	What is class of Insulation specified for 180 degree temperature: (a) B class (b) A class (c) H class (d) Y class. Ans: c
19.	The object of sanders is to (a) Improve the adhension (b) Avoid wheel slipping (c) To have momentum (d) All the above Ans: b
20.	The specific gravity of Electrolyte of a lead acid battery at 27 °C should be (a) 1.250 (b) 1.200 (c) 1.100 (d) 1.180 Ans: a
21.	Specific gravity of electrolyte is measured using. (a) Thermometer (b) Hygrometer (c) Hydrometer (d) Lactometer

	Ans: c
22.	DC series motor is used for traction purpose because: (a) High speed (b) High starting torque (c) Low starting torque (d) Constant torque at all speeds. Ans: b
23.	Size of each cable connected to Traction Motor is (a) 120 Sq.mm (b) 150 Sq.mm (c) 300 Sq.mm (d) 170 Sq.mm Ans: c
24.	Size of each cable connected to MVMT1/MVMT2/MRH in AC locomotive is a).3 sq.mm (b) 10 sq.mm (c) 25 sq.mm (d) 50 Sq.mm Ans: c
25.	Size of each cable connected to MCP/MPH is (a) 3 Sq.mm (b) 10 Sq.mm (c) 25 Sq.mm (d) 50 Sq.mm Ans: b
26.	Size of cable used in control circuits is (a).3 Sq.mm (b) 10 Sq.mm (c) 25 Sq.mm (d) 50 Sq.mm Ans: a
27.	Size of cable connected to Arno (a).100 Sq.mm (b) 150 Sq.mm (c) 120 Sq.mm (d) 150 or 120 Sq.mm Ans: b
28.	Braking excitation transformer purpose is to. (a).Excitation of armature (b). Excitation of field (c). Excitation of both (d). Excitation of TFP Ans: b
29.	BP1 DJ is <i>pressed</i> (a)To starts the loco (b) To stop the loco (c) To close DJ (d) To trip DJ Ans: c
30.	HQOP & HQOA are (a).Earth fault relay by pass switches (b) Earth fault relay isolation switches

36.	The purpose to RSI Block is (a) To convert AC to DC (b) To convert DC to AC (c) To generate AC (d) To generate DC Ans: a
37.	Battery negative is connected to loco body through (a) HQOP (b) HQOA (c) HOBA (d) HQCVAR Ans: c
38.	MVMT1/MVMT2 are meant for cooling of (a) Armature of TM (b) Field coils of TM (c) Stator of TM (d) All of these Ans: d
39.	Shunting contactors are provided in the loco for the purpose of (a) Increasing the speed (b) To decrease the speed (c) To stabilize the speed (d) to stop the train. Ans: a
40.	The speed control method used in AC locomotive/MEMU (a) Voltage control (b) Current control (c) Rheostatic control (d) Regenerative control Ans: a
41.	The type of Electric braking system used in WAP4 locomotive is (a) Regenerative (b) Rheostatic (c) Both (d) none Ans: b
42.	Instrument used to measure contact resistance a) Whetstone bridge b) Multi meter c) Micro ohmmeter. (d) none

	Ans: c
43.	Action in lead acid cell a).Reversible b) Irreversible c) Both a&b (d) none Ans: a
44.	Purpose of inter pole in the traction motor a).To avoid sparking on the commutator b).To avoid bad commutation c). To divert field current d). both a & b. Ans: d
45.	During rheostat braking traction motor works as a a).Generator b) Converter c) Motor d) Inverter
46.	The relay QOP/QOA is the relays of sensing a) Voltage b) Current c) Resistance. Ans: a
47.	In WAP-4 locomotive, BP pressure not building up a) A9 defective b) C3W defective c) SA9 defective d) R6 Ans: a

48.	In WAP-4 locomotive, MR pressure not building up a) A8 cock closed condition b) Bogie cocks closed condition c) VEAD cock closed d) MR cock drain cock open Ans: d
49.	In WAP-4 locomotive, MCPA pressure not building up on run a) VESA air leaking b) VEAD air leaking c) IP (E) air leaking d) DJ oil separator drain cock open Ans: d
50.	In MU loco driver experienced rear loco brakes are not applying found the following trouble a) MU2B leading loco in leading b) MU2B tailing loco in leading c) A1 differential cock closed d) SA9 problem e) None Ans: b

51.	Duplex check valve defective in WAP4 loco which resulted to a) Horn/wiper not working b) Horn / sanders not working c) Horn/FP not working d) All the above Ans: d
52	Different gear ratios in WAG-9 loco is a.15:77, 18:64 b.15:77, 20:72 c.15:77, 21:107 d.15:77, 17:77 Ans: b
53	Maximum braking effort of WAP-7 Loco is a.260KN b.160KN c.182KN d.None of the above Ans: b
54	ZV-ZV Valve sets consists of a.2 GTOs and 2 Diodes b.4 GTOs and 4 Diodes c.5 GTOs and 3 Diodes d.5 GTOs and 3 Diodes Ans: b
55	Voltage applied to Traction Motors (Phase to Phase) in WAG-9 loco is a.2180 Volts b.2800 Volts c.750 Volts d.None of the above Ans: a
56	If ZBAN is switched "ON" a.FP drops to zero b.Over charging of BP takes place c.BP drops to zero d.BP & FP drops to zero Ans: c
57	Machine Room blower-I receives supply from a.BUR-1 b.BUR-2 c.415 Volts directly from Transformer d.110Volts directly from Transformer Ans: c
58	Machine Room blower works a.In cooling mode b.In driving mode c.In cooling and Driving modes d.In Driving and self hold mode Ans: c
59	Minimum Voltage relay in 3 phase locos is for a. Sensing of OHE voltage in driving mode b. Sensing of OHE voltage in cooling mode

	c. Voltage protection in Self-hold mode d. Voltage protection in simulation mode Ans: b
60	Purpose of using single phase machine Room blower in 3 phase locos a. Facilitating to work in diving mode for cooling machine room b. Facilitating to work self hold mode for cooling machine room c. Facilitating to work simulation mode for cooling machine room d. Facilitating to work cooling mode for cooling machine room Ans: d
61	Minimum voltage relay in three phase locos a.86 in SB-2 b.78 in SB-1 c.86 in SB-1 d.78 in SB-2 Ans: c
62	For working in cooling mode BL is to be operated from a.D-OFF-C b.OFF-C c.D-OFF-C-OFF-C d.b & c Ans: d
63	Continuous glowing of LSFI indicates a.Any of the sub-system is isolated b.A priority-II fault c.Any auxiliary motor is isolated d.None of the above Ans: a
64	DC Link voltage of Traction Converter is a.1172 Volts b.2180 Volts c.2800 Volts d.None of the above Ans: c
65	Traction Motors in three phase loco are a.3 Phase slip ring induction motor b. 3 Phase synchronous motor c.3 Phase squirrel cage induction motors d. DC series motor Ans: c
66	Battery charger rectifier in 3 phase locos: a.Half Wave b.Bridge Full wave c.Full Wave center tap d.Both b & c Ans: b
67	BUS STATION cooling fans work on a.110Volts b.48Volts DC c.24Volts DC d.110Volts AC Ans: c
68	MUB acts when DC link Voltage reaches: a.2800 Volts b.2100 Volts c.3200 Volts d.3000 Volts Ans: c
69	VCB trips when transformer oil temperature rises to a.80 degrees b.84 degree c.75 degrees d.70 degrees Ans: b
70	Output of Auxiliary winding is

	a.415Volts b.2100Volts b.1000Volts d.1200Volts Ans: b
71	In three phases locos Priority-II message means a.Trips VCB b.Isolates sub-system b.Shut down loco d.Allows normal functioning Ans: d
72	.“ASC:0081-PS Fault Storage CGP” message is logged in three phases based on a.Differential voltage b.Differential earth fault b.Differential current d.None of the above Ans: b
73	VCB trips when auxiliary circuit current exceeds a.280Amps c.500Amps b.400Amps d.1000Amps Ans: b
74	Output frequency of a Traction Converter is a.60-120HZ b.50-100HZ b.62-132HZ c.None of the above Ans: c
75	ZTEL switch is used in a.Banking mode c.Simulation mode b.Inching mode d.None of the above Ans: b
76	Type of batteries used in three phase locos a.NiCd c.Lead Acid b.Both a & c d.None of the above Ans: a
77	Primary over current relay is a.89.7 b.89.6 b.78 d.86 Ans:b
78	Time delay of Timer relay in MR Blower a.08 Sec c.12 Sec b.10 Sec d.05 Sec Ans: b
79	Current rating of OCB MCB is a.40 Amps c.80 Amps b.63 Amps d.16 Amps Ans: b
80	In STB-1 signal “AMSB 0102 LVCB” “L” indicates a.Action of the loco driver c.Command order b.Message d.None of the above Ans: a
81	The brake application time through DBC in WAG-9 locos is a.06 to 09 secs c.15 to 20 secs b.10 to 15 secs d.none of the above

	c.550 d.504 Ans: d
92	Conversion of BP control pressure into electrical signal in 3Ø locomotives is done by_____. a.Pressure sensor b.Pressure switch c.Pressure transducer d.None of the above Ans: c
93	260 indicate _____equipment. a.Filter block b.SR rack c.Pneumatic panel d.BUR Ans: c
94	Valve set 13 consists of _____number of GTOs. a.2 b.1 c.4 d.3 Ans: d
95	MUB GTO is present in _____valve set. a.12/1 b.12/2 c.12/2 d.13/1 Ans: d
96	MU is not possible if _____card is defective in any one of the 3Ø locomotives. a.SLG1 b.ALG1 c.FLG1 d.SLG2 Ans: c
97	. If MVR is not picking up then_____. a.Traction not possible b.RB not possible c.Cooling mode not possible d.Driving mode not possible Ans: c
98	_____&_____processor cards present only in VCU1 and VCU2 respectively. a.FBV, DIA b.STB, FBV c.ZBV, DIA d.STB, ZBV Ans: c
99	_____no. of processor cards is interchangeable between VCU1 and VCU2 after reloading the appropriate software. a.2 b.5 c.6 d.3 Ans: b
100	SLG1 & SLG2 is interchangeable by changing_____. a.Hex address & Software b.Software c.Hex address only d.Not interchangeable Ans: a

	windings. a.5 c.7 Ans:c	b.6 d.8	
120	MCB for machine room lightning is _____. a.310.1/1 c.338.1 Ans: d		b. 310.7 d.310.4
121	_____number of change over contactors are provided in auxiliary circuit of 3Ø locomotives. a.6 c.10 Ans: b		b. 9 d.8
122	Which of the following is not a valid info. for “ASC1:0082 PS fault storage GBC”. a.1106 c.130E Ans: d		b. 120D d. 1406
123	Type of three phase locomotive available on Indian Railways a) WAP1/WAP5/WAP4 b) WAG7/WAG9/WAP7 c) WAP5/WAP7/WAG9 Ans: c		
124	Type of motor used in 3 phase locomotives a) DC series motor b) Three phase IM c) Single phase IM Ans: b		
125	Advantage of three phase locos. a) Regenerative basis b) UPF c) Both a & b d) None of the above Ans:a		
126	In 3 phase locomotives, three phase indicates? a) Three phase OHE supply system b) Three phase supply to the motor c) Both a & b d) None of the above Ans: b		
127	Higher horse power locomotive available with type of locomotive on Indian Railways. a) WAG9 b) WAP7 c) Both a & b		

	d) WAP4 Ans: a																
128	Important power device used in three locomotive for power conversion a) IGBT b) GTO c) Transistor d) IGCT Ans: a																
129	. Type of Pantograph used in 3 phase a) AM12 b) AM92 c) IR03 d) Both b & c Ans: a																
130	<table> <tr> <th><u>Sub System</u></th><th><u>Sub System Number</u></th></tr> <tr> <td>a).BUR3</td><td>1)3</td></tr> <tr> <td>b).SR2</td><td>2)2</td></tr> <tr> <td>c).HF</td><td>3)10</td></tr> <tr> <td>d).FDU</td><td>4)8</td></tr> <tr> <td>e).Brake Electronics</td><td>5)9</td></tr> <tr> <td></td><td>6)4</td></tr> <tr> <td></td><td>7)15</td></tr> </table> Ans: a-4, b-1, c-6, d-7, e-3	<u>Sub System</u>	<u>Sub System Number</u>	a).BUR3	1)3	b).SR2	2)2	c).HF	3)10	d).FDU	4)8	e).Brake Electronics	5)9		6)4		7)15
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	6) MCB for SRMP <u>Ans: a-2, b-3, c-1, d-5, e-6</u>	
134	<u>Component</u> a).WRE Module b).Wandler Module c).NSR d).ASR e).GG Module <u>Ans: a-4, b-2, c-5, d-1, e-3</u>	<u>Description</u> 1) Drive converter for SR 2) Primary Voltage Transformer 3) Rectifier Module for BUR 4) Inverter module for BUR 5) Line converter for SR
135	<u>MCB</u> a).100 b).110 c). 112.1 d).112 e).310.4 <u>Ans: a-2, b-5, c-1, d-4, e-3</u>	<u>Description</u> 1) MCB for loco control electronics 2) MCB for Battery charger input 3) MCB for Machine room lighting 4) MCB for Battery 5) MCB for Battery charger output
136	<u>Component</u> a).FDU b).MCR c).Wandler Module d).Aux Transformer 415/110v e).Earth Fault Relay Aux <u>Ans: a-3, b-5, c-4, d-2, e-1</u>	<u>Location</u> 1) HB2 2) HB1 3) SB2 4) SR 5) SB1
137	<u>Component</u> a).ZTEL b).ZK c).LSCE d).ZLI e).ZLDA <u>Ans: a-2, b-3, c-5, d-4, e-1</u>	<u>Description</u> 1) Asst. Loco pilot desk Lamp 2) Switch for Max. Traction Limitation 3) DC link 4) Switch Instrument lighting 5) Indication lamp for over temp. CEL
138	<u>Pneumatic Component</u> a).70 coc b).74 coc c).47 coc d).136 coc <u>Ans: a-2, b-3, c-4, d-1</u>	<u>Description</u> 1) FP charging coc 2) BP charging coc 3) Emergency exhaust coc 4) Dead loco AR charging coc
139	<u>Pressure Switch</u> a).172.2	<u>Description</u> 1) Pressure switch emergency

	brake b).269.4 c).269.6 compressor d).269.1 e).269.2 Ans: a-3, b-2, c-5, d-1, e-4	2) Pressure switch low MR 3) Pressure switch main (8Kg) 4) Pressure switch loco brake 5) Pressure switch brake cylinder
140	<u>Bearing type</u> a).NU330 b).NJ320 c).NJ324 d).NU2236 Ans: a-2, b-4, c-1, d-3	<u>Location</u> 1)CE bearing for HS15250A 2)PE bearing for HS15250A 3)DE bearing for FRA6068 4)NDE bearing for FRA6068
141	<u>No. of BURs working</u> a).All BURs in service b).Only BUR1 Isolated c).Only BUR2 Isolated d).Only BUR3 Isolated Ans: a-2, b-4, c-1, d-3	<u>Condition of Load sharing contactors</u> 1) 52/3, 52/4 & 52/5 closed 2) 52/1, 52/3 & 52/5 closed 3) 52/4, 52/2 & 52/5 closed 4) 52/1, 52/3 & 52/4 closed
142	<u>Component</u> a).MCP b).Filter block resistance c).FDU d).DBC Ans: a-2, b-4,c-1, d-3	<u>Location</u> 1) Machine Room 2) under gear item 3) CAB item 4) Roof item
143	<u>Condition of BURs in ELS/LGD</u> a).Total Aux. loads on all BURs b).Total Aux. loads on BUR2 when all BURs are working c).Total Aux. loads on BUR2 when only BUR1 isolated d).Total Aux. loads on BUR3 when only BUR1 isolated Ans: a-2, b-3, c-1, d-4	<u>Number of Aux. Load</u> 1) 6 2) 13 3) 8 4) 7
144	<u>Node Number</u> a).570 b).550 c).596 direction d).504	<u>Action</u> 1) After raising PT 2) After closing DJ 3) After selection of 4) Self-Test complete

	e).590 Ans: a-2, b-1, c-5, d-4, e-3 5) After taking Throttle										
145	<table border="0"> <tr> <td><u>Equipment Number</u></td> <td><u>Description</u></td> </tr> <tr> <td>a) 47</td> <td>1) Contactor for MCP</td> </tr> <tr> <td>b) 47.1</td> <td>2) MCP</td> </tr> <tr> <td>c) 47.2</td> <td>3) MCB for MCP</td> </tr> <tr> <td>d) 47.2A</td> <td>4) Snubber circuit for</td> </tr> </table> contactor Ans: a-2, b-3, c-1, d-4	<u>Equipment Number</u>	<u>Description</u>	a) 47	1) Contactor for MCP	b) 47.1	2) MCP	c) 47.2	3) MCB for MCP	d) 47.2A	4) Snubber circuit for
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146	The grease used for lubrication of bearings of FRA 6068 is_____. a. SHC 120 b. K c. Both a & b d. None of the above Ans: a										
147	Pre charging contactor in SR is used for _____. a. Reducing inrush current b. Reducing inrush voltage c. Reducing inrush voltage & current d. None of the above Ans: a										
148	."NSC2: 0082 PS fault storage GBC" with Zinfo:1312 hex indicates defect in _____valve set. a. 12/2 valve b. C c. Both a & b d. None of the above Ans: a										
149	ZV-MV valve set consists of _____ number of GTOs and _____ number of Diodes a. 4 GTOs and 4 Diodes b. 16 GTOs and 16 Diodes c. 8 GTOs and 8 Diodes d. 2 GTOs and 2 Diodes Ans: a										
150	The brake rigging arrangement of WAP7 locomotives is similar to _____locomotive a. WAG-7 b. WAG-9 c. Both a & b d. None of the above Ans: a										

Crew Management System:

1	CMS is aimed to provide _____ - a Position of crew at HQ/OS - b b. Maintain status wise records - c PR,maintaining LR,PME details - d All of the above Ans: d
2	What is TA _____ - a Traffic Apprentices - b Traffic Advice - c Train AcknowledgementTrain Application - d None of the above Ans: b
3	CMS can work in _____ - a Online mode - b Offline mode - c Both A and B - d None of the above Ans: c
4	Browser for CMS reports _____ - a cms.indianrail.com.in - b cms.indianrailways.gov - c cms.indianrail.gov.in10.60.200.168/cms report Ans:c
5	For SUP/TNC the maximum number of users _____ - a 19 - b 20 - c 25 - d 17 Ans: b
6	User password should not contain _____ - a User name and user ID - b Crew ID - c Special Character - d All the above Ans: d
7	_____ is responsible for Crew booking in CMS - a TNC - b Super wiser - c Both - d CCC Ans: a
8	Routes can be created at _____ - a Depot level - b Division level - c Zonal level CRIS/NDLS Ans: d
9	In CMS the minimum train pulling time is _____ min and maximum time is _____ min - a 20 & 40 - b 15 & 60

	c 15 & 40 d 30 & 20 Ans: d
10	Who is authorized for crew grading. a CCC b CLI c Any one of A & B d Branch officer Ans: b
11	User password contains _____ digits a 5 b 6 c 7 d 8 Ans: b
12	Password validity period _____ months a 3 b 5 c 6 d 4 Ans: c
13	When crew booked in coal pilot section KIOSK is directed to signoff in _____ a Normal b Manual data entry c Any one of A & B d Not required to sign-off in KIOSK Ans: b
14	In CMS LR due time can be configured at _____ level as per logic. a Zonal level b Division level c Lobby d Both A & B Ans: b
15	Stations can be created in _____ console a Zonal b Division c Lobby d Both A & C Ans: c
16	For cancellation of TA _____ is the mandatory. a Time of cancellation b Entering the reasons c Ordering time d.Crew booked time Ans: b
17	Process of sign on crew will be shifted to new TA is called as _____ a Swapping of crew b Swapping of TA c Resetting of TA d Both B & C Ans: b

18	What is FAFO? - a First Arrival First Out - b First Available First Off - c First Available First Out - d First Arrival First Off Ans: b
19	Parameters to be checked in "Fetch crew as per Rule" is _____ - a PME & G and SR - b Traction, Tech training - c LR, Rest and Loco competency - d All of the above Ans: d
20	Fetch crew with training/LR/Loco competency overdues shown in _____ background color in "Crew Booking" page. - a Grey - b Blue - c Red - d Yellow Ans: c
21	Super wiser SignON can be done on behalf of _____ - a CCC - b Crew - c Branch officer - d Both A and B Ans:a
22	If crew failed in BA test, then the crew status goes to _____ - a SYSLT - b SYSRF - c SYSBAF - d.SYSNF Ans:c
23	Difference between "Train arrival" and "Sign ON" is called _____ - a PAD - b PDD - c PCDO - d None of the above Ans:a
24	Parameters for Periodical Rest (PR) due ____ - a Working for 7 consecutive days - b Working on 3 consecutive nights - c Working for continuous 54 hrs - d All of the above Ans: d
25	REFD indicates ____ - a Reference drawing - b Reference drafting - c Refresher diesel - d None of the above Ans: c
26	If the crew reports late by 30 mins from the train departure time, crew status turns to ____

	- a SYSRF - b SYSNF - c SYSLT - d Pending Ans:c
27	The circulars are updated in _____ only - a Lobby configuration - b Division configuration - c Zonal configuration - d Branch officers Ans: b
28	In CMS conservation of energy under regeneration of energy will be captured only for run with _____ LOCOs - a Conventional - b 3 Phase - c Both A and B - d Tower car Ans: b
29	During signoff MU or an additional LOCO energy reading will be fed on ____ - a KIOSK - b Manual data entry (CTR) - c Not possible - d Both in KIOSK and CTR feeding Ans: b
30	To receive SMS from CMS, user can register any mobile number by sending ____ to CMS mobile number _____ - a SMS START, 8860622020 - b START SMS, 8860622020 - c SEND SMS, 8860622020 - d SMS SEND, 8860622020 Ans:a
31	Who monitor the evaluated performance of LOCO crew in CMS - a LI - b CCC - c CC/ALF - d Both A and B Ans: a
32	LI movement report is introduced in which menu? - a RUN - b MISC - c Crew - d Manage Ans: d
33	In which report CLI can monitor his nominated gradation/counseling particulars? - a Manage- LI - b Crew-LI - c Nonrun-LI - d Run-LI Ans: b
34	CLI nomination can be modified at _____ field in CMS application a Freight – Bio data

	b Couching – Bio data c Bio data – Others d Shunters – Bio data Ans: a
35	In _____ report we can check crew working longer hours a RUN- SignON X hours b Crew - SignON X hours c Manage - SignON X hours d.MISC - SignON X hours Ans: a

Knowledge in WTT & ACTM, OHE:

01	Engine fitness certificate Pro-forma No checked by maintenance staff and running staff Ans: (B) A)3.01 Part A B)3.01 Part B C)3.01 B)3.01 Part A&B
02	Duties of CLI Ans: (D) A)Cary out trial runs B) Inspect locomotives particularly in regard safety items C)Keep watch on duty hours of crew and report to SrDEE D)All of the above
03	Passing a Neutral Section with Multiple Loco Unit, BLSN to be put on at Ans: (B) A) 500M board B) 250M board C) DJ opened board D) DJ close board
04	The loads will be fixed section-wise for each class of locomotive by Ans: (A) A) CEE in consultation with COM. B) CEE C) COM&CFTM D) All of the above
05	While preparing loco links which of the following to be considered Ans: (C) A)To achieve maximum utilization of locomotive B) The locomotives are kept on the run for the maximum number of hours each day C)A&B D)None of the above
06	Wheel skidding in locomotive takes place Ans: (A) A) Whenever braking force exceeds the limit of adhesion. B) Whenever braking force decreases the limit of adhesion. C) In curves D) While applying train brakes pressing PVEF
07	Sanction is required from the CRS in respect of Ans: (D) A) Introduction of electric traction on any railway or section of a railway. B) Bringing into use any new type of electric locomotive C) Any alteration made in the existing rolling stock between body and bogies D) All of the above

08	Commissioning of New type of Rolling Stock speed certificate jointly signed by Ans: (A) A) CE, CEE, CME and CSTE B)CE, CEE, CME and COM B) CEE, CME and CSTE D)CE, CEE, CME and CRS
09	Electrical inspector to government of India Ans: (C) A) AML B)Member electrical C)CEE D)CELE
10	For ALP certificate of competency Ans: (B) A) TR-11 B)TR-10 C)TR-12 D)TR-13
11	Working time table issued by Ans: (D) A) PCOM B)CPTM C) DRM D) PCOM &CPTM
12	The classification of aall stations of division shall be mentioned in Ans: (A) A)WTT B) SWR C)WTT&SWR
13	LP should follow Arrivals and departures of passenger trains at a class D station Ans: (A) A)WTT B)SWR C)Local instructions D)All of the above
14	Condition for movement of ISMD/ODC of Class B loads: Ans: D A) Speed not to exceed 40 Kmph on BG B) Spp[ed not to exceed 25 Kmph on MG C) Permitted to run both during day & night D) All the above
15	As per GR 4.10, the speed at Non Interlocked points: Ans: C A) 8 kmph B) 10 kmph C) 15 kmph D) None of the above
16	In section SC-KZJ, the type of bridge (over head structure) located between SC-LGD Ans: B A) Fly over bridge B) Skew bridge C) Both A & B D) None of the above
17	Maximum speed of BRNAHS empty wagons in Wadi-HYB section Ans: A A) 90 kmph B) 75 kmph C) 100 kmph

	D) Both
18	Attaching of dead locos in coaching trains (except Rajadhani/Shatabdi/Duranto) between KZJ-SC/HYB section Ans: D A) One live loco + one dead loco B) Two Live locos+ one dead loco C) Two Live Diesel Locos (WDM2, WDG3A, WDM3A, WDM3D)+ Two dead diesel locomotives (WDM2, WDG3A, WDM3A, WDM3D) D) All the above
19	Gross Load of BVZI Ans: D A) 24.5T B) 13.8T C) 10.77T D) 23.5T
20	By preventing detention for one hour for Loco type of WAP-7, we can save Ans: A A) Rs. 23174/- B) Rs. 21333/- C) Rs. 21125/- D) Rs. 20000/-

Over Head Equipment:

01	IRCON Ans: a. (a) Indian Railway Construction Company Ltd. (b) Indian Railway Committee on Negotiation (c) Indian Railway Container Company Ltd. (d) Indian Railway Communication On line service
02	IRFC Ans: c (a) Indian Railway Finance Committee (b) Indian Railway Finance Council (c) Indian Railway Finance Corporation (d) Indian Railway Foreign Committee
03	IRIATT, Pune Ans: a (a) Indian Railway Institute for Advanced Track Technology (b) Indian Railway Institute for Advanced Train Technology (c) Indian Railway Institute for Accident Treatment Training (d) Industrial Research in Automobile & Transport Technology
04	IRIEEN Ans: d (a) Indian Railway Institute of Entertainment Engineer (b) Indian Railway Institute of Education Expert (c) Indian Railway Institute of Electrical Expert (d) Indian Railway Institute of Electrical Engineer, Nasik
05	Main line interrupter is denoted by B.M. i.e Ans:b (a) Bus Main (b) Breaker Main (c) Bus Machine (d) Blocking Main
06	Yard line interrupter is denoted by B.S. i.e. Ans: c (a) Bus Switch (b) Breaker Switch (c) Breaker Siding (d) Blocking Siding

07	Main line isolator switch is denoted by S.M. i.e. Ans: b (a) State Main (b) Switch Main (c) Sectioning Main (d) Siding Main
08	Normally, power generation & transmission system of the supply authorities are of three phase type & incoming supply is taken in consecutive 25 kV ac traction sub stations is of different phase in rotation , due to Ans: a (a) Balance the traction load on each phase (b) Unbalance the traction load on each phase (c) Obtained maximum power (d) Minimise voltage drop
09	Normally, two adjacent 25 kV AC traction sub stations works as in Ans: c (a) Parallel (b) Series (c) Independent (d) Cannot say
10	The distance of OHE section, for which “a traction transformer will feed power in emergent condition” is called Ans: a (a) Feeding length (b) Feeding zone (c) Sector (d) Sub sector
11	Distance between two consecutive OHE structures is called Ans: b (a) Tension length (b) Span length (c) Encumbrance (d) Stagger
12	Maximum span length in AC traction on tangent track is Ans: b (a) 67.5 meter (b) 72 meter (c) 63 meter (d) 22 meter
13	On curves , The measurement of span length in even number of track is measured from the centre of formation, is measured from Ans: c (a) Inner rail of the last out side track. (b) Outer rail of the first inside track (c) Inner rail of the first out side track (d) Inner rail of the first inside track
14	In AC traction, minimum height of contact wire under ROB/FOB from rail level to permit “C” class ODC Ans: a (a) 4.92 m (b) 4.80 m (c) 4.65 m (d) 5.03 m
15	In AC traction, height of contact wire at support from rail level (regulated OHE) with 50 mm pre sag in contact wire is Ans: b (a) 5.50 m (b) 5.55 m (c) 5.60 m (d) 5.65 m
16	Contact wire is placed in zig- zag manner in entire span length , why ? Ans: d (a) To avoid formation of groove on pantopan strip (b) Uniform rubbing of pantopan strip within current collection zone (c) To avoid breakdown due to formation of groove in pantopan strip (d) All of the above
17	Which factor affects the stagger of contact wire ? Ans: d (a) Blow-off (b) Versine (c) Track slewing (d) All of the above
18	The displacement of contact wire from its original position due to wind pressure across

	the track is called Ans: a (a) Blow-off (b) Versine (c) Stagger (d) Super elevation
19	The shortest section of OHE, which can be isolated through remote control by TPC is called. Ans: d (a) Elementary section (b) Feeding zone (c) Sector (d) Sub sector
20	The shortest section of OHE, which can be isolated manually is called Ans: a (a) Elementary section (b) Feeding zone (c) Sector (d) Sub sector
21	Interrupters or circuit breakers (CB's) can be operated through Ans: d (a) Remote control (b) Local control by TSS operator (c) Manually (d) All of the above
22	Isolators can be operated through Ans: c (a) Remote control (b) Local control by TSS operator (c) Manually (d) All of the above
23	When temperature increases, than length of conductors Ans: a (a) Increases (b) Decreases (c) Remains same (d) None of above
24	OHE conductors are terminated on auto tensioning device (ATD) at both end of tension length on anchoring structures . This type of OHE is called Ans: a (a) Regulated OHE (b) Unregulated OHE (c) Tram way OHE (d) Compound OHE
25	In regulated OHE, when temperature increased than tension of OHE conductors Ans c (a) Increased (b) Decreased (c) Remains same (d) Cannot say
26	An arrangement of OHE over a track, where two sets of OHE conductors are run parallel to each other for a short distance & provide smooth passage for pantograph, is called Ans: c (a) Turnout (b) Crossover (c) Overlap (d) Neutral section
27	Insulated overlap is required for Ans: a (a) OHE sectioning purpose (b) To kept OHE in current collection zone at curve (c) To maintain height of OHE conductors (d) All of the above
28	Un-insulated overlap is provided in OHE because Ans: b (a) To restrict span length (b) To restrict tension length (c) Quick isolation of OHE (d) All of the above
29	In AC traction, how many spans are required to construct an overlap on tangent track Ans: c (a) One span (b) Two span (c) Three span (d) Four span
30	In AC traction, how many spans are required to construct an overlap on curve track Ans: d (a) One span (b) Two span (c) Three span (d) Four span
31	Normally, insulated overlap are employed at the location Ans:d

	(a) SSP (b) FP (c) Booster transformer's location (d) All of the above
32	Which is related to mechanical clearance Ans: d (a) At cross over, min track separation for erecting section insulator (b) Implantation (c) ODC (d) all of the above
33	Which type of turn out is best for main line Ans: a (a) Over lap type (b) Knuckle type (c) Cross type (d) None of the above
34	"C" jumper are connected in the direction of traffic with the free end facing due to Ans: a (a) To prevent open the strands of jumper by air pressure which exerted by pantograph (b) To avoid panto entanglement with jumper (c) To avoid hard spot in contact wire (d) To provide un interrupted path for pantograph
35	PG clamp have Ans: b (a) One groove (b) Two parallel groove (c) Three parallel groove (d) Four parallel groove
36	PG clamp is used to Ans: c (a) Hold the contact wires at joint (b) Hold the catenary wires at joint (c) Joined two conductors (d) None of the above
37	Lightning arrester prevents OHE from Ans: a (a) Surge & transient voltage (b) Corrosion of -ve path conductor (c) Back e.m.f. (d) All of the above
38	Excessive voltage due to surge is bypassed by lightning arrester into Ans: c (a) Atmosphere in the form of electromagnetic energy (b) Atmosphere in the form of electro static energy (c) Earth (d) All of the above
39	In AC traction return current flows through Ans: c (a) Traction rail only (b) Earth only (c) Either traction rail or Earth (d) None of the above
40	In AC traction, track bonding is done upto the distance either side from the FP Ans: d (a) 5 km (b) 3 km (c) 2 km (d) 1 km
41	The distance between centre line of the track to the nearest face of the structure is called Ans: c (a) Clear span (b) Track separation (c) Implantation (d) Track clearance
42	Implantation is also known as Ans: b (a) Skip distance (b) Setting distance (c) Clear span (d) Track separation
43	9-Ton insulator is used mainly Ans: b (a) To support catenary & contact on structure (b) Anchoring of OHE conductors (c) Support cross span wire (d) Support in section insulator assembly

44	What do you mean by 9- Ton Ans: a (a) It tensile strength is 9- ton (b) It sustain 9000 Volt continuously (c) It prevent the flow of current upto 9000 amps (d) All of the above
45	What do mean by the “regulating ratio” of Auto Tensioning Device (ATD) ? Ans: c (a) Counter weight : pulleys weight (b) Weight of OHE in one span length (c) Tension in OHE : counter weight (d) Tension in contact wire : counter weight
46	Current collection test is carried out in OHE to find out Ans: d (a) Current carrying capacity of catenary wire (b) Current carrying capacity of contact wire (c) Current carrying capacity of different jumpers (d) Location of sparking during movement of pantograph
47	Current collection test is carried out during Ans: d (a) Before monsoon (b) During monsoon (c) After monsoon (d) Night only
48	Places, where sparking takes place during current collection test .What may be the reason of sparking ? Ans: d (a) OHE is not proper (b) Track is not proper (c) Rolling stock is not proper (d) All of the above or either (a) or(b) or (c)
49	Places, where sparking takes place during current collection test .What may be the reason of sparking on account of OHE ? Ans: d (a) Kink in OHE (b) Improper gradient of contact wire (c) Improper tension in OHE conductors (d) All of the above
50	What do you mean by “Electrical Crossing of the Railway tracks” ? Ans: c (a) Underground electrical power line crossing across Rly. tracks (b) Over head electrical power line crossing across Rly tracks (c) Both (a) & (b) (d) OHE crossing across LC gate

OBJECTIVETYPEQUESTIONS.

FILL IN THE BLANKS

1. The speed of tower wagon shall be as stencilled on it
2. When inner distant signal is provided, the distant signal shall have attention and proceed aspects.
3. During night, the calling-on **signal** shall display no light in 'ON' position.
4. The calling-on signal may be provided below any stop signal except LSS
5. A semi-automatic stop signal is distinguished by illuminated "A" marker when working as automatic signal
6. Shunt signal may be provided below any stop signal except FSS
7. When a shunt signal is defective **T.369(3b)+PHS** are the authorities for the loco pilot to pass signal at ON.
8. Detailed instructions regarding working of shunting permitted indicator will be available in SWR
9. Authority to pass defective LSS on double-line on automatic block system is **T.369(3b)+CO. 10 KMPH.**
10. When a signal is newly erected or re-sited, caution order shall be issued for a period of 10 days
11. Distance between Home signal and B.S.L.B. shall not be less than 180 mts
12. The train speed while entering terminal goods yards is restricted to 15 kmph
13. Normal aspect of the fixed signals, except automatic signals, will be **most restricted aspect**
14. The speed of train in 1in8 1/2turn-out (with curved switch on 52/60kgs rails and PSC sleepers) is restricted to 15kmph
15. The speed of train in 1in 8 ½ turn-out (with curved switch with symmetrical lay out and thick web switches on 52/60kgs rails and PSC sleepers) is restricted to 30kmph
16. The speed over the mainline at a non-interlocked station for an express train is 15kmph
17. In emergency, during night, a material train may be ordered by SM
18. Anemo-meter is provided for measuring wind velocity
19. "S" mark-board indicates presence of outlying siding points.
20. Under approved special instructions, when a colour light distant signal is combined with LSS, the aspect in its 'ON' position shall be Stop
21. In MAS signalling, at a station, a single arm home is sufficient when the speed of trains running through station does not exceed 75 kmph
22. Visibility Test Post, if provided, shall be located at 180 meters from nominated place where SM stands
23. When IBS is defective, before allowing a train PLCT+T.369(3b) authorities are to be given.

24. Fog signal post is located at **270** metres from the first stop signal.
25. After testing the signals, result shall be recorded in **Station Diary**
26. The SM of rear station shall give **T. 369(1)** authority for passing a defective stop signal of the advance station.
27. A gate signal is distinguished by **G marker board**
28. Provision of side-lights may be dispensed for **EMU/DHMU** and **Goods** trains.
29. In emergency a goods train without Guard can be ordered by **SrDOM**
30. Reception signals shall be tested by Station Master **daily**.
31. Slip siding protects **Bolck section**.
32. Catch siding protects **Station section**
33. Whenever a Signal Inspector tests a signal, an entry must be made in **Station dairy**
34. During thick, foggy & tempestuous weather, impairing visibility SM shall arrange to place detonators at a distance of 270 meters from **FSS**
35. Life of a detonator manufactured during 2010 and thereafter is **5** years
36. Wherever two distant signals are provided **signal warning** board can be dispensed with.
37. Visibility test post is painted **(self luminous) yellow** colour.
38. **20** number of detonators shall be given to each Fog signal man.
39. On double line when advanced starter is defective, authority for the Loco Pilot to start a train **PLCT**
40. When axle counter of IB signalling is defective, authority for the Loco Pilot to start a trains **PLCT +T.369(3b)**
41. On double line, authority to pass home signal of a class 'C' station at ON is **PLCT**
42. The speed while pushing back with Guard not travelling in Brake Van showing hand signals shall not exceed **walking speed** kmph.
43. The speed while pushing back with Guard travelling in leading vehicle, a brake-van, showing hand signals to shall not exceed **25 kmph**
44. When stabled at stations, responsibility for protection of material train lies with **SM & Guard**
45. Shunting of wagons containing explosives shall be carried out only under the supervision of **SM**
46. Before detaching engine within station limits , hand brakes of Six effective wagons on either side vehicles are to be applied.
47. Fresh declaration in the declaration register shall be obtained from staff when they resume after an absence of **15** consecutive days.
48. When the Loco Pilot reports that he experienced abnormal condition in the track while on run, engineering official not available, trains may be allowed into the block section giving caution order to observe a speed restriction of **10** kmph.

49. When SM of a station in rear receives a message from the Loco Pilot who entered into block section without authority to proceed, he shall give PLCT as authority to proceed.
50. Speed of engine returning to bring the portion of train left behind in block section during divided train working should not exceed 25 kmph when guard is available.
51. If the Loco Pilot does not whistle and exchange signals with SM he shall intimate to the SM in advance by giving 6 pause 1 bell code.
52. For granting line clear on double line, MACL signalling station having no loop line, line must be kept clear up to BSLB
53. Normal authority to proceed on double line is OFF position of LSS
54. A Loco Pilot working a train has to look back on run, to see whether the train is following in a safe and proper manner.
55. Caution Order is prepared on Form No. T.409
56. In Automatic block system when all signals failed and communications are not available, trains are worked on Form No. T/B 912.
57. In automatic block system single line, when LSS fails, PLCT+T/A.912 authority is given to the Loco Pilot to proceed.
58. When trains are run on T/D-912 on automatic block system, the speed of 1st train shall not exceed 25 kmph.
59. When SM of a station in advance receives a message from the Loco Pilot who entered block section without ATP, he shall give C O as ATP.
60. Trolleys/Lorries working during night under block protection on double line shall be treated as Train
61. The lowest rank employee who can organize line block on control telephone is PWI
62. When block instrument has failed, next means of communications for obtaining line clear in order of preference is Block telephone
63. The speed of shunting of wagons containing explosives shall not exceed 8 kmph.
64. The signal that cannot be taken OFF during total interruption of communications is LSS
65. On double line sections, during total failure of communications when second train has to be sent in to block section, there should be a clear time interval of 30 min
66. When a motor trolley is sent for opening of communications, it must be accompanied by On duty Gd/OFF DUTY ASM
67. After opening of communications, when light engine is returning with or without a train attached to it, authority to proceed shall be CLCT
68. Maximum No. of wagons loaded with explosives allowed by goods train 10.
69. Maximum No. of wagons containing explosives that are allowed by parcel/mixed train 3.
70. Minimum 3 guard wagons are required between wagons containing explosives and a passenger carriage/BV.
71. The maximum speed of the relief engine proceeding on T/A602 is 15/10 kmph.

72. If a circumstance outside station limits is to be defined as an averted collision, the inter-distance between stationary train and the obstructions shall be less than **_400 mts_**
73. On single line token less sections, authority for shunting beyond advanced starter and up to opposing FSS is **_T.806+Shunt key_** or **PN_**
74. 86. Where trains are booked to stop for less than 5 minutes at a station, outgoing token shall be delivered **_in front of SM's office_**
75. The staff on duty can have only **_2_** private number books.
76. Colour of route button is **_Gray_**
77. To take OFF a signal in Siemen's panel, **_UN(route)** and **_GN(Signal)_** button must be operated.
78. When LSS fails in token less territory on single line, the authority shall be **_PLCT_**
79. Collision is an example of **_consequential train_** accident.
80. When patrolman does not arrive in time after schedule arrival time and marginal time of 15 minutes, train shall be stopped and caution order has to be issued to proceed with a speed not exceeding **_40_ kmph_**
81. Pushing back should be done only with the permission of **_SM of rear station_**
82. When a whole train is shunted across the main line to other lines at any station, shunting must be supervised only by **_SM_**
- 83. The whistle code to indicate fouling mark not cleared-- three long**
84. Even though all signals at a station are semaphore, the one signal which can be provided in colour light under approved special instructions is **_Distant_**
85. Whistle code to alert SM to exchange all-right signal is **_0 0_**
86. Block ticket is prepared inform **_T/J.602_**
87. A Railway servant directly connected with train passing duties shall not use alcoholic drinks within **_8_** hours before the commencement of his duty.
88. During foggy weather, impairing visibility in Absolute Block system, the Loco Pilot shall observe a speed restriction of **_60_** kmph.
89. When panel is not in use, it should be **_kept in locked position_**
90. During power failure one generator should not be used for more than **_4_** hours.
91. During power block **_Diesel hauled_** train may be allowed.
92. Signal warning board is located at **_1400 M_** distance before stop signal.
93. O.D.C may be attached to a goods train with the prior approval of **_COM_**
94. Speed of 'C' class ODC on BG shall not exceed **_25_** kmph.
95. Whenever points/signals are disconnected by S&T Dept. , SM shall in form Cabin man/lever man under exchange of **_PN_**

96. The percentage of effective brake power for freight trains at en route is **not specified**_____
97. ART shall be ready within **30** minutes by day and **45** minutes by night.
98. Accident siren four long, one short indicates **out stn Accident M/L blocked ART +MRT required**_____
99. If a wagon escapes into the Block Section, a relief engine shall be sent only after a lapse of more than **30** minutes and running time of the slowest speed goods train.
100. Bell beats for line clear is **00** beats.
101. Incoming and outgoing bell beats will produce **clock wise** deflection in the
102. Galvanometer when both stations block instruments are in line closed position.
103. The Station Master who grants line clear shall remain on duty till the train has arrived
and the **0000** signal is given and acknowledged.
104. The Station Master taking over charge shall test the block instruments and make a record of the result then and there in the **TSR**_____.
105. In an accident where the damage to railway property exceeds Rs. **2 crores**____, it is treated as serious accident
106. When a colour light distant signal is combined with a gate stop signal protecting a level crossing, it displays **red** light in "ON" position.
107. Normal authority to proceed for the Loco Pilot of a train on single line in tokenless territory is **taking off LSS**_____
108. In double line section where an I.B.H is at 'ON' and telephone fails, the Loco Pilot after stopping for 5 minutes shall proceed with a speed of **15/8** kmph.
109. Automatic stop signal is distinguished by **A marker board**_____
110. Whenever a train is stopped on a gradient for any reason, it is essential to apply the
A9,SA9
111. When any light engine is despatched for opening of communications, caution order shall be issued restricting the speed to **15/10 kmph**_____
112. When the Loco Pilot observes any flasher light in the block section, he must reduce the speed to **20kmph** when view is clear and **10kmph** when view is not clear after putting ON and OFF three times the flasher light provided on his engine and render help if needed.
113. The Loco Pilot must be given **T.512** authority to start a train at a station having common starter in addition to ATP.
114. Speed of a train while pushing back shall not exceed **25** Kmph when the Guard is
Travelling in leading vehicle and **8** Kmph when not travelling in leading vehicle.
115. In EMU/DMU, the bell code signal O pause O indicates **zone of SR over**_____.

116. Fixed signals out of use shall be distinguished by keeping Cross bar.
117. In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall treat gate as N /I Gate & exchange PN with gateman
118. Restrictions, as a temporary measure imposed, are intimated to the Guards and Loco
Pilots through Caution Order
119. When all communications failed in Automatic system on double line and trains are Worked on time interval basis, the time interval shall be 15mts or b/section running time _which ever is more_
120. During TSL working on double line in Absolute Block, speed of second and subsequent
Trains shall be Normal speed
121. A blank signal under complete power off is to be treated as defective signal
122. The amount of air pressure required in engine of a super fast express train in FP is 6 kg/cm²
123. While at a station, the Loco Pilot is to obey SM instructions.
124. When the Loco Pilot of an electric loco is not in leading cabin and working from trailing cab, the speed is restricted to 15 kmph
125. Whenever a signal is flickering or bobbing and no aspect is steady for 60seconds, the
Loco Pilot shall treat the signal as defective.
126. Introduction of Panel interlocking/RRI shall be carried out only under NI working
127. Fresh BPC is required when attaching or detaching of more than 4 8 wheeler units take place.
128. Authority for the Light Engine to open communication is T//B 602.
129. The authority for shunting between LSS and opposing FSS on single line token section
Is T.806
130. During total interruption of communications when train is detained at FSS for more than 10 minutes, the Loco Pilot must send the Assistant Loco Pilot to the station.
131. The Loco Pilot working in ghat section are to be given 6 LR trips.
132. Train Intact Register is in the form number T.1410
133. Vehicles shall not be detached from a material train in mid-section on a gradient of
1 in 100 or steeper.
134. Accident siren three long, one short indicates out stn Accident M/L free, ART +MRT required

135. "Train entering block section without authority to proceed" is an indicative accident.
136. Neutral section is located between two consecutive sub stations
137. Speed of the train shall not be less than 30 kmph while passing through a neutral section.
138. EMU/DMU bell code for zone of speed restriction over, Resume prescribed speed "is 0 pause 0.
139. At every 900 metres, there is an emergency telephone socket provision in OHE area.
140. Caution indicator on BG is located at a distance of 1200 metres, before obstruction.
141. Dead engine shall not be attached to **Rajadhani, shatabdi, durante** trains.
142. The air pressure to be maintained in the engine while clearing a train of 56 BOX N is 5kg/cm²
143. Special instructions are issued by **authorised officer**
144. Route indicators are treated as stop signals
145. BSLB is provided on double line section, in MAS signalling territory.
146. Under no circumstances should a train be backed over trailed through points.
147. Provision of warning board is dispensed with, **where double distant** signals are provided.
148. Only **one** damaged vehicle(s) shall be attached behind rear brake van of goods Train.
149. The interval from the time the engine is detached from the train outside station limits and it is again attached to a train carrying passenger shall not exceed **45 minutes**.
150. Loco Pilots and Guards of trains come to know about the class of each station through WTT
151. Written authority to receive a train to an obstructed line is T.509
152. While performing shunting on passenger carrying trains, shunting engine shall first Come to a halt at 20 metres from the train.
153. water shall not be used for extinguishing fire on electrical equipments.
154. Speed of the light engine entering into a block section on block ticket is restricted to 15/8 kmph
155. When the train is running without Guard/Brake van the SM shall close the block section in rear where BPAC is not available after **receiving PN from Points man/PN in train intact register**

156. Vulnerable locations provided with automatic danger level indicators will be notified in the WTT
157. Authority to send a light engine on to an occupied block section is T/A.602
158. Authority for the trains passing over the temporary single line working is T/D602
159. The empty/loaded vice-operating handle shall be kept in empty position when the wagon is empty and also when gross load does not exceed 42.5 tones.
160. The distributor valve isolation cock handle in vertical position indicates that the Distributor valve is in working position.
161. Colour light distant signal is identified by P marker.
162. Gate signal in automatic block territory shows illuminated A marker light when gate is closed.
163. On double line, the authority to perform shunting beyond BSLB is T.806+PN
164. In the case of formations tested by vacuum exhauster/compressor, the time taken for Starting the trains after engine is attached shall not exceed 20 minutes.
165. Derailment is an example of consequential train accident.
166. Whenever a stabled load is cleared from non-TXR point GLP check Is to be conducted.
167. In a goods train the BP pressure in loco/BV shall be 5 Kg/cm.² 4.8 Kg/cm.² up to 56 wagons
168. When shunting permitted indicator is defective, the Authority given to the Loco Pilot is T.369(3b)+PHS
169. Reduction of BP Pressure causes application of brake in the train formation.
170. COCs of all vehicles shall be kept in Open position except the front side Of loco and rear side of last vehicle before starting the train..
171. Target time for turning out MRT is 15/20 mts for direct/indirect dispatch.
172. Mock drills for ART/MRT shall be conducted once in 3 months
173. The mark at which the infringement of fixed standard dimensions occurs, where two lines cross or join one another is called Fouling Mark
174. Whenever 'healthy section' is isolated and re-energised, the first train to enter Block section shall observe a maximum speed of 60 kmph by day and 30 kmph by night.
175. Engine whistle code for alarm chain pulled is 00-
176. Coaches with passengers shall not be moved for shunting purpose without the Personnel orders of SM and also GD of the train concerned.

177. Loco Pilot or Guard observes a signal light is partially burning or not burning
Brightly enough to give a clear aspect, shall report the same to **SM of next station**_____
178. When wagons are attached at a station, vehicle numbers must be included in the
VG by the **station staff**_____
179. **COM**_____is authorised officer of SCR.
180. The number of dead engines that can be attached to a passenger train
is **One**_____
181. On BG a train is protected by keeping as detonators at a distance of not less than
one at 600mts, three at 1200mts 10 mts apart_____
182. When train is held up at FSS during normal working, protection is necessary when
detention exceeds **15mts**_____
183. When two white lights are burning horizontally in position light type shunt signal,
the aspect of the signal is **stop**_____
184. Whistle code 000 indicates Guard to **apply brakes**_____
185. Whistle code for protection in rear is **0000**_____
186. Whistle code for train parting is **-0 - 0**
187. Whistle code for insufficient pressure in engine/ACP is **00 -**
188. A position light shunt signal when placed below a stop signal shall display
no_____ light in 'ON' position.
189. Red target by day and red light by night in the trap indicator indicates that the trap
is in **Open**_____condition
190. The number of hand brakes to be applied before detaching the train engine in block
section on a gradient steeper than 1 in 600 is **B/v+All wagons**_____
191. Arrivals and departures of passenger trains at a class D station are as per the
instructions given in **WTT**_____
192. Validity of detonators manufactured during 2010 and after is **5 years**_____
193. The securing of vehicles of material train when divided in block section shall be
the responsibility of **Gd & PWI**_____
194. **Two**_____ number of coaches is permitted in rear of rear SLR of a passenger carrying
trains in case of necessity.(excluding Officers saloon)
195. By postal express, race special and **military special**_, officers saloons shall not be
moved.
196. When the engine of a passenger train is detached in block section to report an
accident to SM in advance, it shall be re-attached within **45 minutes**_____
197. Guards of trains provided with air-conditioned SLR/LR shall show the all-right signal to the
Loco Pilot by **speaking on telephone**_____
198. In case it is necessary to shunt a train from one line to another across the mainline,
SM_____will supervise the shunting.
199. The validity of the Competency Certificate issued for guards at Zonal Railway Training
Institute, Moula-Ali is **3 years**_____.

200. The danger zone in 25kv are a means the zone lying within **2 mts** of any live electrical equipment.
201. The engine whistle code to indicate to raise the pantograph is **two long** _____
202. Loco Pilots and Guards of trains come to know of all temporary speed restrictions through **Divisional C O** _____
203. If any railway servant notices that a train has parted, he shall not show **stop hand** _____ signal to the Loco Pilot.
204. Outer, Home and **LSS** _____ shall not be taken off for shunting purposes.
205. The knowledge of the staff that is expected to use the detonators should be tested once in **3 months** _____ by the Inspecting Official.
206. First aid box of a Guard shall be examined by ADMO once in **a month** _____
207. When absolutely necessary the guard shall pull Guard emergency handle slowly and gradually so as to reduce vacuum by **13 to 18** _____ cm only.
208. Trucks loaded with girders, machinery, long timbers etc. Shall be inspected by Guard at stopping stations to ensure **whether load is shifted or fastenings are slackened** _____
209. If an axle box of a vehicle is found running hot at a station, where the C&W staff are not provided, the vehicle shall be **detached** _____
210. A vehicle involved in an accident shall not be moved from a station where stabled unless permission is obtained from **DRM** _____
211. Whenever the automatic vacuum brake is applied, the Guard shall send a special report along with **CTR** _____
212. While conducting GDR check the time allotted for checking a formation of 60 units is **30** minutes.
213. The brake power of Mail/Express trains shall not be less than **90** _____ percent en-route.
214. The engine whistle code for Guard to come to engine is **two long two short**
215. Averted collision is an example of **indicative** _____ accident.
216. The first objective to be achieved in case of an accident is **save life of passengers** _____
217. The amount of air pressure required to be registered in the BP gauge of the B/V of a passenger carrying train is **4.8 kg/cm²** _____
218. The amount of air pressure required to be registered in the FP gauge of the BV of a passenger carrying train is **5.8kg/cm²** _____
219. W.T.T. is published on the orders of **COM** _____
220. The restricted speed of a train passing an automatic stop signal at 'ON' is **10 kmph** _____
221. The number of trains which can be run on a section in 24 hours is termed as **section capacity** _____.
222. In Scotts formula, $C = \frac{1440 \times E}{T+t}$ what is meant by T **Running time of slowest goods train in critical block section** _____
223. Section will be considered saturated (related to line capacity) if the number of

- trains run daily are more than the charted capacity.
224. The following are some of the methods available for determining the Line capacity. (1) scott formula (2) GIP formula.
225. Names of two coal loading stations in S.C. Railway are RDM and BPA.
226. Names of two cement loading stations are Malkhaid Road and Seram.
227. FOIS means Freight Operation Information system.
228. ICMS means Integrated Coaching Management System
- B
229. Formula for calculating wagon turn round is $T = \frac{L+R}{B}$
230. Wagon turn round performance is denoted in-terms of days.
231. If the number of wagon turn round days is more, the performance is Considered to be declining.
232. SLO means Specific Loading Order
233. Wagon census is conducted once in a year
234. The ordering of goods trains depends on the availability of loads Locomotive, Path and crew.
235. NR cell means Not Received cell
236. At Zonal level the management of Passenger Traffic is looked after by CPTM.
237. Time Tables are issued every year.
238. Accidents are classified under five heads.
239. Train accidents are divided into two, consequential train accidents and other train accidents
240. An example of breach of block rule is - train entered into block section w/o ATP
241. All accidents falling under the purview of section 113 of Railway Act 1989 are termed as sabotage
242. A fire accident to a passenger carrying trains comes under class in consequential train accident classification.
243. The ADMOs shall check all the First Aid Boxes in their jurisdiction at the Station once in a month
244. Chapter VIII of Station Working Rules deals shunting
245. The optimum number of trains which can be run on the section economically is Known as economic line capacity
246. In Scott's formula $C = 1440XE$, if T is the running time of the slowest T+t Moving goods Train over a critical block section, and E is the efficiency factor, then $t = \frac{C}{E} - T$ Block Operation time

247. **Practical line capacity** method is the most practical way of assessing line capacity.

GOODS TRAIN OPERATION.

248. An example of non-pooled wagon is **Departmental wagon**

249. At Railway Board, presently the inter-change of wagons are monitored by _____

250. The traffic comes under priority A in priority schedule is **MIL Rail traffic**

251. The speed of the goods train carrying C class ODC shall not exceed **25** KMPH

252. 284. CONCOR means **container corporation**

253. IRCTCL means **Indian Railways Catering & tourism Corporation Ltd**

254. Roll on-Roll off concept was first introduced in **KRCL**

255. Manuguru is known mainly for **coal** loading.

256. Ramagundam is known mainly for **Coal** loading.

257. While stabling goods train having BOX 'N' / BCN / BRH, etc., minimum no. of vehicles hand brake to be applied from in addition to hand brakes of B/V are **six vehicles of on either side of load**

258. The management of Freight Operation at Zonal Headquarters is looked after by **CFTM**

259. Stock reports are daily repeated at **20.00 hours**

260. **Non pooled** wagons may be loaded to other Railways but the Railways receiving them should return (load/empty) wagons to the owning railway.

PASSENGER TRAIN OPERATION.

261. Primary train examination is generally conducted at **pit line**

262. The number of berths available in WGSCN is **72**

263. Working time tables are issued by **COM**

264. ZRUCC means **Zonal Railway Users consultative committee**

265. Zonal Time table meeting is organized by **CPTM**

266. For a special coach tour upto seven days, Registration fee cum security deposit is **Rs.50,000/-**

267. OPERATING CONTROL.

268. The Divisional Control Office is under the Administrative control of **Sr DOM**

269. The standard time signal is given daily at **16.00** hours by Section Controller.

270. The right time start of a goods train is **Ready**

271. All defects in OHE are to be reported to **TPC**

272. Power block is given by **TPC**

273. Auxiliary paths for movement of trains are suitable for **Goods** trains.

274. In a control chart, the station names are printed **vertically in Y-axis**

275. In a control chart the horizontal row indicates time
276. Weather warning messages are issued by metrological department
277. Bans are imposed by state/Central Govt
278. Restrictions are imposed by Railways

279. MARSHALLING YARDS.

280. If the holding of wagons in a yard is more than the working capacity, it leads to yard congestion
281. The functions of a marshalling yards are reception of train, sorting, form through trains and despatching
282. Receiving more trains and despatching less leads to yard congestion

STATISTICS.

283. Operating ratio **total expenditures** /Total earnings
284. If the working expenses are increased and total earnings are decreased, operating Ratio performance becomes poor
285. The operating ratio (latest) of the Indian Railways is _____
286. The lesser the operating ratio greater is the performance.
287. Wagon KM per wagon day indicates the efficiency of wagon utilisation.
288. The net Tonne KM per wagon day efficiency of wagon utilisation
289. Average speed of a goods train = Total Train KM/Total train Engine hour
290. An example of Derived unit is wagon KM per wagon Day
291. Engine KM per engine day online gives efficiency of engine utilisation.
292. The net Tonne KM per train engine hour= Efficiency of engine utilisation

STATION WORKING RULES.

293. SWR contains 12 chapters and 7 appendices.
294. SWR copies in electrified are as are jointly signed by SrDOM &Sr DEE(TRD)
295. Any modification in SWR is issued in the form of paper sheet
296. The SWR shall be reviewed once in 5 years or 5 amendment slips which ever comes first
297. Assurance register for SW Rare to be signed by staff whenever newly joined
298. L.C. gate working is given in the A appendix of SWR.

INSPECTION'S.

299. An ideal time for surprise inspection is 00.00 to 04. 00
300. Regular inspection are to be conducted once Quaterly
301. An example of non-detailed inspection is surprise inspection

302. Different types of Inspections are Regular, casual, Surprise , L.C. gate, foot-plate inspections.
303. Approved special instructions are issued by CRS
304. Office of the Chief Commissioner of Railway Safety is located at LKO
305. Statutory enquiry has to be commenced by CRS within D_+3_ days of an Occurrence of a passenger train accident.
306. Section 113 _____ sub-section(2) stipulates an obligation on the Railway Administration to give a notice of accident to CRS.
307. CRS will submit is detailed report to CCRS and other authorities in D+ _60_____ days.
308. At Railway Board, adviser/safety is the head of the Safety organisation.
309. At Zonal level, CSO is the head of the Safety organisation.
310. General Rules are issued by Rly Board
311. TMS means terminal management system
312. An ONLINE REAL TIME system based on freight trains absolute current state of art Technology and efficient communication system is FOIS
313. Running more number of trains and increasing load per train increases through put
314. Average speed of a goods train in Indian Railway approximately is 25kmph
315. The formula for calculating the average speed of a goods train is **total train KM/total train Engine Hour**

MULTI CHOICE

1. The speed restriction that has to be observed by trains when head light of engine fails [c]
[a] 50kmph [b] 40kmph [c] 40kmph or any severest SR in the section [d] 45kmph
2. Breach of block rules is [d]
[a] train enters on wrong line [b] train enters catch siding ,slip siding or sand hump
[c] train enters block section with improper authority [d] all of these
3. The circular notice shall be valid for a period of [c]
[a] six month [b] two months [c] three months [d] one month
4. Slip coach, anti- telescopic ,may be attached as [a]
[a] in rear as last vehicle [b] centre of the train [c] should be marshalled inside of the engine
[d] should be marshalled after two anti telescopic
- 5 .Number of guard wagons required between one dead engine and train engine on BG. [e]
[a] four [b] six [c] eight [d] three [e] nil
6. Signal warning board in electrified/non-electrified section is provided in rear of FSS [d]
[a] 1700metres [b] 1000metres [c] 2000metres
[d] 1400metres
7. Wind velocity considered dangerous is [b]

- a) 100kmph and above per hour. b) 65kmph and above per hour
c) 75 kmph and above per hour d) None of these.
8. The amount of rainfall considered dangerous is ____ cm s and above in 24 hours. [a]
[a]5 [b]3 [c]6 [d]4
9. A gate-cum-distant signal shall be located at a distance of ____ metres in rear of the gate. [b]
[a]400 metres [b]180metres [c]120metres [d]1000metres
10. While performing shunting of passenger carrying train, shunting engine with or without coaches shall first come to a halt at ____ metre away from the train. [b]
[a] 15 [b]20 [c]45 [d]180
11. When a trains carrying passengers does not arrive within ____ after running time, it shall be deemed as trains unusually delayed [a]
[a] 10minutes [b]20 minutes [c]15minutes [d]25minutes
12. Maximum number of dead engines is/are permitted to attach to passenger train [a]
[a]one [b]two [c]three [d]not permitted.
13. In electrified section where 25KV line wire exists, the danger zone is with in the radius of [c]
[a]1metre [b]5metres [c]2metres [d]2cms
14. Whenever the train is stabled more than ____ hours at a station other than loading/un loading station, fresh BPC shall be issued. [b]
[a] 15 [b]24 [c]72 [d]None of these
15. The empty / load operating handle should be kept in empty position when the wagon is empty or partially loaded with gross load not exceeding ____tonnes. [d]
[a]45 [b]20 [c]30 [d]none of these
16. Normally not more than ____ minutes shall be allowed to a goods train to start after engine has been attached when it is not tested by vacuum exhaustor/ air compressor [b]
[a] 45 [b]20 [c]30 [d]none of these
- 17.The Guard of the train ,after ensuring that last vehicle is standing clear of fouling mark inform SM by ____ [a]
[a] exchanging PN [b]holding green flag [c] waving his arm [d]none of these
18. The time permitted for GDR check of trains consisting of 60 units is [b]
[a]60minutes [b]30minutes [c]45minutes [d]2hours
19. The entry in the VG about the vehicles attached/detached on a train at an intermediate station shall be made by [b]
[a]Guard [b]Station staff [c]Loco Pilot [d]none of these
20. Bell code for obstruction danger signal is [a]
[a]six [b]six pause one [c]six pause two [d] five
21. The train signal register shall be retained at stations for ____ on which it is completed [c]
[a]one year [b]one and half year [c]one year after the half year [d]none of these
22. Subsidiary Rules can be amended, issued or altered by [a]
[a] Authorised officer [b] Railway Board [c]GM [d]Sr.DOM
28. In Podanur Panel , when route cancellation button is pressed, after ____seconds Route will be free [a]

[a] 120 [b] 100 [c] 20 [d] 10

23. The following trains are not allowed on block ticket [c]

[a] Goods trains [b] light engines [c] passenger carrying trains [d] motor trolley

24. In automatic block system, during TSL working, the second and subsequent trains proceeding on wrong line shall observe a speed restriction of [a]

[a] booked speed [b] 25/8kmph [c] 25kmph [d] 10/8kmph

25. Everyday, the Station Masters at either end of the block section shall check the balance of token in the instrument at [d]

[a] 6 hours [b] 12 hours [c] 16 hours [d] 00 hours

26. The Station Master shall advise the SI when token balance in the instrument falls to [c]

[a] 24 [b] 12 [c] 6 [d] 3

27. Train entering block section signal is given by [b]

[a] two beats [b] three beats [c] four beats [d] telephonic conversation

28. After testing the Block instruments relevant entries shall be made by both SM and SI in [a]

[a] station diary [b] S&T failure register [c] Inspection register [d] train signal register

29. If the block instrument bell beats are not acknowledged, the bell signals shall be repeated at intervals of not less than [d]

[a] one minute [b] five minutes [c] 30 seconds [d] 20 seconds

30. Authorised officer of S.C. Railway is [b]

[a] DRM [b] COM [c] GM [d] Sr. DOM

31. Stop and examine train bell code is [b]

[a] 6 beats [b] 6 pause 1 [c] 6 pause 2 [d] 6 pause 3

32. The documents which shall not be manuscript are [c]

[a] T/369(3b), T/369(1), T/806 [b] T/509, T/511, T/512

[c] T/A to T/H602, T/609, T/A to T/D1425 [d] None of these

33. Background colour of train online indicator in push button block instrument is [b]

[a] green [b] red [c] white [d] yellow

34. Shunt key in push button instrument can be extracted only when block instrument is [b]

[a] line closed or TCF position [b] line closed or TGT position

[c] TGT or TCF position [d] when B.I. is locked

35. Slip siding key can be extracted when the push button block instrument is set to [b]

[a] Line closed position [b] TGT/TCF position

[c] when block instrument key is extracted [d] none of these

36. First vehicle track circuit is provided just ahead of [b]

[a] distant signal [b] last stop signal [c] home signal [d] outer signal

37. Last vehicle track circuit is provided near the foot of [b]

[a] last stop signal [b] home signal [c] distant signal [d] inner distant signal

38. Total number of cancellation switches provided in handle type block instruments are [a]

[a] two [b] four [c] three [d] no switches

39. After the arrival of the train which has pushed back to the station, the switch which is to be used in the handle type token less block instrument is [d]

- [a]S1 [b]shunt key [c]catch siding key [d]S2

40. Taking out of one of the following key will prevent the station master at other end from obtaining line clear in push button type block instrument [d]

- [a]block instrument key [b]slip siding key
[c]catch siding key [d] Shunt key

41. At an intermediate station where running time of run through train is less than seven minutes, is line clear to be asked [c]

[a] after sighting the train

[b]after granting line clear to rear station

[c]immediately after getting train entering Block Section Signal.

[d]5minutesbeforethescheduledtime

42. When ever motor trolley/ lorry is to be sent on Block protection on double line ,the double line block instrument needs to be turned to [c]

[a]line clear position [b]line closed position [c]train online position [d]suspend block instrument

43. The bell code for vehicle running away in wrong direction on double line is [b]

[a]6 pause3 [b]6pause4 [c]6pause5 [d]6pause6

44. Time failure is defined as [a]

[a]net delay of one hour or more due to crew mismanagement

[b]net delay of one hour or more due to engine trouble

[c]net delay of one hour or more due to train stalling

[d]net delay of one hour or more due to divided train working

[e]all of these

45. When water over flows above the rails [c]

[a]a train shall not be allowed

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

[c]train must stop and be piloted by the PWI.

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

46. Serious accident means , an occurrence which results in [d]

[a]loss of human life

[b]grievous hurt

[c]damage to railway property for Rs.2crores or more

[d]all the above

47. First aid boxes of Station shall be checked by the respective ADMOs once in [b]

[a] 15days [b] a month [c]3months [d]every year

48. Joint inspection of medical relief van by DMO,DSO, DME and DEE will be conducted once in [c]

[a]6months [b]every month [c]three months [d]none of these

49. Outside the station section, when the distance between obstruction and a train having come to stop is less than 400 metres, it is treated as [d]

[a]serious accident [b]Breach of block rules [c]collision [d]averted collision

50. Medical relief train is to be turned out within 15 minutes from stations [a]

[a]having direct despatch facilities [b]having indirect despatch facilities
[c]having no MRT. [d]none of these

51. Medical relief trains shall be despatched to accident spot from stations having indirect despatch facilities within [c]

[a]30 minutes [b]45 minutes [c]20minutes [d]15minutes

52. Total number of weather warning zone in South Central Railway is [c]

[a] 5 [b]6 [c]7 [d]8

53. Colour of point button in Siemens Panel is [b]

[a]black [b]blue [c]grey [d]yellow

54. When a train runs through without headlight and marker light, the SM shall give the bell code sign [a]

[a]six-pause one to the station in advance [b]six- pause one to the station in rear

[c]six-pause three to the station in advance [d]six-beats to the station in advanc

55. When the SM observes a train running through the station without tail lamp/ tail board, he shall (b)

[a] give six-pause three to the station in advance

[b]give six pause three to the station in rear, six pause two to the station in advance

[c]give six pause two to the station in rear, six pause three to the station in advance

[d]none of these

56. On double line section, during total interruption of communications [a]

[a]direction of traffic shall remain as it is [b]direction of traffic shall be

Established each time

[c]direction of traffic will change [d]none of these

57. S.M. shall test the SGE block instrument by [c]

[a]obtaining line clear [b]giving 16 bell signals

[c]reverse the LSS lever/knob without obtaining line clear

[d]turn the operating handle from TOL to line closed.

58. Before taking charge, SM should verify the counter numbers on the panel with [b]

[a]concerned register [b]station diary [c]S&T failure register [d]none of these

59. Head lights to be dimmed when the train is [c]

- [a]in motion [b]passing through station
[c]waiting at station [d]held up at FSS.
60. When a major work like re-girding is in progress, a speed restriction of ____ shall be observed on the adjacent line in the zone of obstruction [d]
[a]25kmph [b]40kmph [c]15kmph [d]50kmph
61. Guard of trains provided with air conditioned SLR shall show all right signal to station staff by [b]
[a]waving green flag/green light [b]switching ON the flickering tail light
[c]holding green flag/waving green light [d]none of these
62. Authority to enter obstructed/occupied block section in absolute block system is [a]
[a]T/A602 [b]T/B602 [c]T/C602 [d]T/D602
63. Maximum speed of the relief engine proceeding on T/A602 on double line shall be [a]
[a]15/10kmph [b]25/10kmph [c]25/8kmph [d]15kmph
64. Authority (form No.) to be given to Driver of trains during TSL working is [d]
[a]T/A602 [b]T/B602 [c]T/C602 [d]T/D602
65. Speed of the first train during temporary single line working is restricted to [a]
[a]25 kmph [b]booked speed [c]15 kmph [d]none of these
66. In the case of express trains a maximum of ____ coaches (other than an officers carriage) may be attached in rear of the rear brake-van [SLR]. [a]
[a]2 [b]3 [c]1 [d]4
67. The following signals shall not be taken OFF for shunting purpose [c]
[a]outer, starter [b]home, shunt signal
[c]outer, home, LSS [d]outer, home, shunt signal
68. When healthy section is temporarily isolated and re-energised, the SM shall issue caution order to the Loco Pilot of first train to restrict the speed to [d]
[a]10kmph [b]25/10kmph [c]35/20kmph [d]60/30kmph
69. While shunting wagons loaded with petrol, kerosene, the speed shall be restricted to [b]
[a]15kmph [b]8kmph [c]2-3kmph [d]none of these
70. Twin pipe system is provided in [b]
[a]goods trains [b]passenger carrying trains [c]motor trolley [d]none of these
71. A single four wheeler vehicle must not be marshalled between [a]
[a]two bogies/8 wheelers [b]two4wheelers
[c]one bogie and one 4wheeler [d]none of these
72. Isolation is compulsory when speed of run through trains exceed [a]
[a]50kmph [b]75kmph [c]15kmph [d]25kmph

73. The following gradient shall be considered as steeper gradient for the purpose of shunting rules, if the wagons are fitted with roller bearing [d]

- [a] 1 in 260 or steeper [b] 1 in 100 or steeper
[c] 1 in 600 or steeper [d] 1 in 400 or steeper

74. When a train is parted on run, the Loco Pilot should stop the first portion [d]

- (a) Immediately (b) on reaching next station
(c) on getting Guard's signal (d) only after ensuring that rear portion has come to stop

75. When a dead body is found on the track and no responsible staff is found, the Loco Pilot / Asst. Loco Pilot to [d]

- [a] go to the next station and inform [b] inform the gate man or gang man or PWI
[c] carry it to nearest hospital [d] carry it to the nearest gate or next station

76. If the light is extinguished in a distant signal, the Loco Pilot should stop and observe [d]

- [a] for 5 minutes if the lights will burn [b] Guard's signal
[c] head light or marker light [d] 'P' marker board

77. Accident siren code four long and one short indicates [a]

- [a] accident at out station, main line blocked and ART along with MRT to be turned out.
[b] accident at out station, mainline free and ART along with MRT to be turned out.
[c] accident at out station, mainline blocked and ART to be turned out.
[d] None of these.

78. When Loco Pilots of trains are pre-warned of a defective approach signals at a station, they can enter such station in one of the following manner [b]

- [a] stop at the FSS and proceed after receiving T/369(3b)
[b] proceed at a speed of 15kmph since already pre-warned through T/369(1) duly observing PHS
[c] observe PHS at the foot of the signal at normal speed
[d] T-369(3b) + PHS at the foot of the signal and proceed at 15kmph

79. The Loco Pilots of all trains pre-warned about reception on to an obstructed line may enter such line in the following manner. [d]

- [a] Calling On signal [b] Signal Post Telephone [c] T/509 [d] any one of the above.

80. When a train stops due to an accident in Automatic system, Loco Pilot shall protect adjacent line by placing detonators as follows apart from lighting fuse [c]

- [a] one at 90 metres and two 10 metres apart at 180 metres
[b] one at 250 metres and two 10 metres apart at 500 metres
[c] one at 400/600 metres and three 10 metres apart at 800/1200 metres on MG/BG
[d] none of these

81. During prolonged failure of signals and communication is available on D/L Automatic Block System the authority given to Loco Pilot is [b]

- [a] T/D 602 [b] T/D 912 [c] T/C 912 [d] none of these

82. While the train is in motion, engine crew shall watch the OHE and report any defect noticed to the [c]

[a]TLC [b]SM [c]TPC/SCOR [d]none of these

83. When the Distant is at ON, it indicates to Loco Pilot that [b]

- [a]the train must be stopped at the distant
- [b]proceed, be prepared to stop at next stop signal
- [c]the train is being admitted on loop
- [d]the next block section is not clear

84. When IB signal is at ON, Loco Pilot shall stop and contact [b]

- [a]SM in advance.
- [b]SM in rear.
- [c]SCOR/TPC
- [d]none of these

85. When flasher light is switched on it focuses [d]

- [a] white light [b] light red colour
- [c] white light flickering [d] amber colour light with on and off signs

86. On double line, the authority to perform shunting beyond LSS is [d]

- [a] T/806 +PN [b] taking off shunt signal +T/806
- [c] LSS lever key + T/806 [d] any one of the above

87. Engine whistle code for defective signal is- [c]

- [a] continuous long whistle. [b] two short and one long.
- [c] one long and two short [d] one long and one short.

88. On double line, the authority to perform shunting beyond BSLB/outer most facing point is [a]

- [a] T/806+PN [b] shunt signal off
- [c] LSS lever key [d] none of these

89. The 'P' marker can be dispensed with when a colour light distant signal is placed [b]

- [a] in Automatic territory [b] in combination with LSS
- [c] in Absolute Block system [d] none of these

90. In multiple aspect colour light stop signals, caution aspect is displayed by [c]

- (a) one red light (b) two yellow lights
- (c) one yellow light (d) none of these

91. Whistle code--00 indicates Guard to [a]

- (a) come to engine (b) release brakes
- (c) apply brakes (d) none of these

92. Whistle code for train parting is [d]
 (a) 0- (b) 0-- (c) 0-0 (d) 0-0
93. Whistle code for insufficient pressure in engine is [b]
 (a) 0-0 (b) 00- (c) -0- (d) -00
94. When IBH is at 'ON' and signal post telephone is defective, Loco Pilot after stopping for 5 minutes shall proceed at [d]
 (a) booked speed
 (b) 15kmph
 (c) 10kmph
 (d) 15kmph when view is clear and 8kmph when view is not clear
95. When engine explodes 3 detonators, Loco Pilot shall proceed cautiously up to [b]
 [a] 1km [b] 1.5km
 [c] 2km [d] 2.5km
96. When Loco Pilot observes red flash in automatic danger level indicator, he shall stop his train at a distance of ____ from the indicator. [a]
 [a] 100metres [b] 1200metres
 [c] 1300metres [d] 800metres
97. For attaching O.D.C. wagons, sanction of ____ is necessary. [d]
 [a] D.O.M. [b] D.R.M.
 [c] G.M. [d] C.O.M.
98. During TIC on single, when line clear is obtained for more than one train, the speed of [c]
 The second and subsequent trains is restricted to
 [a] booked speed [b] 60/30kmph
 [c] 25/10kmph [d] 15/.10kmph.
99. The maximum speed of the goods trains when C class ODC is attached on BG is [a]
 [a] 25kmph [b] 15kmph
 [c] 40kmph [d] booked speed
100. When engine pushing is permitted, reception shall be made on single line by [a]
 [a] taking off signals [b] piloting
 [c] hand signals [d] none of these
101. The following gradient shall be considered as steep gradient for the purpose of shunting rules, if the wagons are fitted with roller bearing. [d]
 [a] 1 in 260 [b] 1 in 100
 [c] 1 in 600 [d] 1 in 400
102. Generally the speed during shunting operations shall not exceed [b]

- [a]10kmph [b]15kmph
[c]8kmph [d]5kmph

103. In automatic block section, during TSL working, the authority for the second and subsequent trains proceeding on right line is [c]

- [a]T/A912 [b]T/B912
[c] signal aspects [d]T/D912

104. After passing an automatic stop signal at ON, the Loco Pilot shall observe [d]

- [a]25/8kmph [b]25kmph
[c]10/8kmph [d]10kmph

105. While shunting of wagons loaded with petrol, kerosene oil the speed is restricted to [b]

- [a]15kmph [b]8kmph
[c]2-3kmph [d] none of these

106. When train is held up in the mid-section for want of OHE power supply, on restoration of supply after 5 minutes Loco Pilot shall proceed at a restricted speed of _____ up to next station [b]

- [a]10kmph [b]60/30kmph
[c]25/10kmph [d] none of these

107. Signal Sighting Committee inspect the location and visibility of signals once in [b]

- [a]2months [b]3months
[c]4months [d]6months

108. Healthy section isolated and re-energised, the speed of the first train entering into healthy section is restricted to [b]

- [a]10kmph [b]60/30kmph
[c]35/20kmph [d] none of these

109. Warning boards to indicate neutral section are located at _____ [a]

- [a]250/500metres [b]800/1200metres 3
[c]500/1000metres [d]1400/1700metres

110. Speed of trains proceeding on T/C602 is restricted to [b]

- [a]25/8kmph [b]25/10kmph
[c]15/8kmph [d]15/10kmph

111. In emergency, the Asst. L P is authorised to drive the trains at a speed not exceeding [c]

- [a]15kmph [b]25kmph
[c]40kmph [d] booked speed

112. When leading cab apparatus become defective, Asst.Driver is driving from trailing cab, the speed is restricted to [b]

- [a]15kmph [b]40kmph
[c]25kmph [d]8kmph

113. When water over tops the rail level and PWI is piloting the train, Loco Pilot shall proceed at a speed not exceeding [d]
- [a]25kmph [b]15kmph
[c]8kmph [d]none of these
114. In automatic block territory when gate signal is at ON and A marker is extinguished, Loco Pilot shall follow the rules for [c]
- [a] passing automatic signal at ON [b]passing gate signal at ON
[c] [b]& [a] [d] none of these
115. Signal Sighting Committee consists of [a]
- [a]TI,LI,SI [b]LI,SI,PWI
[c]TI,LI,PWI [d]PWI,TI,SI
116. The BPC must be possessed by the Loco Pilot till [a]
- [a] the train completes its journey [b] the train reaches next station
[c] the train passes 4500 kms [d] none of these
117. The Loco Pilot has to pay special attention after passing LC gate to see whether [b]
- [a]all right signals are being exchanged [b]any danger hand signal is being exhibited
[c]gate is open or closed [d]noneofthese
118. When a train is running without brake van encounters trouble en-route, the_____should check the complete train. [b]
- [a]Loco Pilot [b]Asst .Loco Pilot and Guard
[c]Asst. Loco Pilot only [d] Guard only
119. Loco Pilot and Guard, in the case of an accident, shall fill up the form No [a]
- [a]ACC-3 [b]ACC-4
[c]ACC-5 [d]ACC-6
120. No.of damaged vehicles permitted in rear of rear brake-van during day is [a]
- [a]one [b]two
[c] two bogies or equivalent [d]none of these
121. Complete arrival of first portion of a train at the station during divided train working is ensured By [c]
- [a] a tail lamp/tail board on last vehicle
[b]a red flag tied to last vehicle
[c]verifying the number as mentioned in T/609
[d] certification by Loco Pilot.
122. At a station isolation is necessary where the speed of run through trains exceed [c]
- [a]15kmph [b]25kmph
[c]50kmph [d]75kmph

123. Maximum number of vehicles containing explosives that can be attached to a mixed train is [b]
- [a]one [b]three
[c]five [d] not permitted
124. Where double heading is permitted, a dead engine shall be marshalled as [b]
- [a] 6th vehicle from train engine [b]next to train engine
[c]7th vehicle from train engine [d] inside BV
125. When train is stopped in Automatic Block Signalling section on BG and adjacent line is fouling, protection for adjacent line shall be done by placing detonators [c].
- [a] one at 90 and two at 180 metres, 10 metres apart
[b]one at 400 and two at 800 metres, 10 metres apart
[c]one at 600 and three at 1200 metres, 10 metres apart
[d]one at 90 and three at 180 metres, 10 metres apart
126. Detailed instructions regarding working of shunting permitted indicator will be available in [d]
- [a]general rules [b]subsidiary rules
[c]appendices to G&SR [d]station working rules
127. Speed of train while entering terminal goods yards is restricted to [d]
- [a]5kmph [b]8kmph
[c]10kmph [d]15kmph
128. Speed of train over 1 in 8 turn out (curved switch on 52/60KG rails of PSC sleepers) shall not Exceed [d]
- [a]8kmph [b]25kmph
[c]10kmph [d] 15kmph
129. In an emergency, a material train may be ordered by [c]
- [a]Sr.DOM [b]CSO
[c]SM [d]DEN
130. Anemometer is provided for measuring [a]
- [a]wind velocity [b]rainfall
[c]temperature [d]water depth
131. Presence of outlying siding points is indicated by ____ marker [a]
- [a]S [b]O/S
[c]O/L [d]O
132. The authority to pass defective home signal of a class 'C' station on double line is [d]
- [a]T/369(3b) [b]C.O.+PHS
[c]Taking OFF calling ON signal [d] PLCT
[c]12vehicles [d]18vehicles
133. When a train is parted on run, Loco Pilot should stop the first portion [d]

- [a]immediately
 [b]on reaching next station
 [c]on getting Guard' s danger signal
 [d]after ensuring that rear portion has come to a stop
134. Normal authority to proceed on double line is [a] .
 [a] OFF position of LSS [b]T/369(3b)
 [c]T/B1425/T/C1425 [d]T/511
135. When the IB signal provided on double line section fails, the authority to Proceed shall be [d]
 [a]PLCT [b]T/369(3b) [c]T/511 [d]PLCT+T/369(3b)
136. The calling on signal shall display _____ light in ON position during night [d]
 [a]red [b]yellow [c]white [d]none of these
137. During thick, foggy, & tempestuous weather, impairing visibility detonators shall be placed at a distance of 270 metres [a]
 [a]in rear of FSS [b] in advance of FSS
 [c] in rear of Distant signal [d]in rear of outer most signal
138. In EMU bell code to be given when Driver exceeds prescribed speed [c]
 [a]0pause0 [b]00pause00
 [c]000pause000 [d]none of these
139. In automatic Block system, when all signals failed and communications are not available, trains are worked on [a]
 [a]T/B-912 [b]T/D-912 [c]T/C912 [d]none of these
140. The target time for turning out Tower wagon during day/night time is [a]
 [a]30/45minutes. [b]15/30minutes.
 [c]15/45minutes [d]None of these.
141. When a motor trolley is sent for opening of communications, it must be accompanied by [c]
 [a]SM on duty [b]Guard on duty
 [c]SM off duty or Guard [d]none of these
142. After opening of communications, when light engine is returning with or without a train attached to it, authority to proceed for Loco Pilot shall be [c]
 [a]T369(3b) [b]PLCT [c]CLCT [d]T/A602
143. Maximum number of wagons loaded with explosives allowed by a goods train. [d]
 [a]three [b]five
 [c]seven [d]Ten
144. Maximum number of wagons containing explosives allowed by a parcel train. [b]
 [a] one [b]three

- [c]five [d] none above
145. Between wagons containing explosives and a passenger carriage, there shall be a minimum of _____ guard wagons. [a]
- [a]three [b]four
- [c]five [d]six
146. Only _____ persons other than Loco Pilot/Guard are authorized to travel in the cabs of EMU/MEMU [b]
- [a]one [b]two [c]three [d]five
147. V.Gs of Mail/Express shall be sent [c]
- [a]weekly [b]bi-weekly [c]daily [d]monthly
148. Though the prescribed tonnage of a train is exceeding, _____ is permitted in execs [a]
- [a]one Officer's saloon [b]one slip coach
- [c]two coaches [d]none of these
149. When shunt signal is defective, in addition to clamping facing points and locking them, Loco Pilot should be given _____ [b]
- [a]T/369(1) [b]T/369(3b+PHS
- [c]T/511 [d]T/806
150. At night when a train is waiting at a station to give precedence in the same direction, Guard of train shall change side light adjacent to the line on which following train is admitted to show [b]
- [a] red to wards rear and white towards engine
- [b]white to wards rear and red towards engine
- [c]white both side
- [d]none of these
151. ATP for material trains when it is required to come back during Line block. [a]
- [a]T/462 [b]T/A462 [c]T/465
- [d]T/A465
152. The whistle code given by the Loco Pilot to call for Guards signal is [b]
- [a]000 [b]00 [c]0 [d]--00
153. 000 whistle code indicates [d]
- [a]Train parted [b]alarm chain pulled [c]token missed [d]guard to apply brakes
154. The speed of a train carrying a C class ODC during night time on BG is [a]
- [a]25kmph [b]not permitted [c]15kmph [d]10kmph
154. After stopping at stop indicator, the Loco Pilot shall proceed cautiously at a speed not exceeding _____ until train cleared the restricted spot. [b]
- [a] 10kmph [b]8kmph [c]15kmph [d]25kmp
155. The rate of ex-gratia payment in case of grievously injured passengers, who are hospitalised up to 30days shall be [a]
- [a]Rs.25000/ [b]Rs.15000/ [c]50000/ [d]None.

156. The interval between successive trains running in automatic block system during prolonged failure of signals and total failure of communications is [b]
[a]30 minutes [b]15minutes [c]5minutes [d]10minutes
157. Whenever detonators are placed, the person shall stand clear of _____ radius from the detonator. [b]
[a]30metres [b]45metres [c]100metres [d]50metres
158. When trains are held up at stop signal in Automatic Block system, the inter distance between two trains shall be [c]
[a] 300metres [b]50metres [c]150metres [d]90metres
159. Whenever a train is held up in block section and the engine is being attended by the Loco Pilot, Guard shall ask for relief engine if putting the engine in working order takes more then [b]
[a]30minutes [b]5minutes [c]10minutes [d] not to ask relief engine
160. Accident Inquiry Reports with foreign Railway staff responsibility, in the absence of AGM post shall be put up to- [b]
[a]GM [B]SDGM [c]CSO [d]None.
161. The Guards BV shall be separated by at least ____ while attaching wagons containing explosives [c]
[a]2 [b]5 [c]3 [d]1

Technical Objective Bitbank

- 1 In 3Ø loco, to isolate panto No. 2 keep panto selector switch in position and close..... coc.
A Auto , PAN-1 & 2 B II , PAN-1
C I , PAN-2 D I or II , PAN-1 or 2
- 2 In 3Ø dead loco, ... coc should be open for charging BP pressure into auxiliary reservoir.
A 70 B 47
C 74 D 136
- 3 While 3Ø loco working as banker, put on switch and close 70 cut out cock.
A ZTEL B ZBAN
C BLHO D None of the above
- 4 For resetting VCD in WAG 9 or WAP 7 loco, wait for seconds.
A 120 B 100
C 240 D 160
- 5 In 3Ø loco, SS-17 belongs to sub system.
A Fire detection B Memotel
C Processor FLG-1 D Processor FLG-2
- 6 To perform shunting with 3Ø loco, keep switch in position.
A 154 ; 0 B 154 ; 1
C 160 ; 0 D 160 ; 1
- 7 In 3Ø loco, SS-01 belongs to sub system.
A Traction bogie-1 B Traction bogie-2
C Main power D Harmonic filter

Technical Objective Bitbank

- 8 While working with WAP-7 or WAG-9 with light load, if Harmonic filter is isolated, work with normal speed after isolating
- A Auxiliary converter-1 B Traction converter-1 & 2
C Auxiliary converter-2 D Traction converter-1
- 9 In 3Ø loco, to isolate VCD, keep switch in position.
- A 154 , 1 B 154 , 0
C 237.1 , 1 D 237.1 , 0
- 10 In 3Ø loco, Battery charger is getting supply from
- A Auxiliary converter No. 1 B Auxiliary converter No. 2
C Auxiliary converter No. 3 D Traction converter No. 1
- 11 In 3Ø loco, if battery voltage drops below volts, loco will shut down.
- A 82 B 87
C 90 D 92
- 12 In 3Ø loco, Battery charger output MCB No. is and its location is at.....
- A 110 ; SB1 B 110 ; SB2
C 100 ; HB1 D 100 ; HB2
- 13 In 3 phase locos, normal position of direct brake handle (SA9) in rear cab is
- A Apply B Release
C FS & Locked D None of the above
- 14 In 3Ø loco, VCD is required to be acknowledged from kmph of speed.
- A 5 B 1
C 1.5 D 15

Technical Objective Bitbank

- 15 In 3 phase locos, when parking brakes are released, PB gauge shows Kg/cm²
A 5
B 0
C 6
D 3.5
- 16 During loco brake testing of WAG-9 or WAP-7, loco should not to move up to KN.
A 100
B 150
C 300
D 125
- 17 In 3Ø loco, HOM is operated with key.
A Solenoid valve No. 30
B IG-68
C IG-38
D E-70
- 18 In 3Ø loco, continuous pressing of PSA for more than 60 seconds is called as mode.
A VCD isolation
B Dead man
C VCD acknowledgement
D None of the above
- 19 In 3Ø loco, Constant speed control (CSC) can be activated above kmph of speed.
A 5
B 1
C 1.5
D 15
- 20 In 3Ø loco, for 'Driving' mode, move BL key from position to position.
A 'D' to 'OFF'
B 'OFF' to 'D'
C 'OFF' to 'C'
D 'D' to 'OFF' then to 'D'
- 21 In 3Ø loco, Auxiliary converter No.2 feeds motors (write any two).
A Traction motor blower-1 & 2
B Transformer oil pump-1 & 2
C SR Oil pump-1 & 2
D Any one of the above

Technical Objective Bitbank

- 22 While energizing 3Ø loco, if UBA meter is showing “0” and corridor lights also not glowing check, MCB No.
- A 100 B 110
C 112 D 112.1
- 23 In 3Ø loco, for charging of BP pressure coc to be kept open.
- A A-8 B 70
C 74 D 47
- 24 In 3Ø loco, if vigilance penalty brakes are applied BP pressure drops to kg/cm².
- A 2 B 2.5 to 3.0
C 2.5 to 3.5 D 0
- 25 Maximum permissible speed of WAG-9 loco is Kmph.
- A 100 B 130
C 140 D 160
- 26 In 3Ø loco, on moving BL key from ‘D’ to ‘OFF’ position, ... brakes will apply automatically.
- A Direct brakes B Auto brakes
C Parking brakes D All brakes
- 27 In 3Ø loco, parking brakes are applied and released through switch in Panel 'A'.
- A Solenoid valve B BPCS
C BPPB D None of the above
- 28 In 3Ø loco, SS-14 belongs to sub system.
- A Cab 1 B Cab 2
C Fire detection D Auxiliaries in HB 2

Technical Objective Bitbank

- 29 In 3Ø loco, If ZBAN is switched ON in working cab,
..... Happens.
- A BP pressure drops to 'O' B FP pressure drops to 'O'
- C BC pressure raises to 3.5 D None of the above
kg/cm²
- 30 Hotel load facility is available in loco(s).
- A WAP-5 B WAP-7
- C All WAP-5 and modified D All three phase locos
WAP-7
- 31 In 3Ø MU locos, ... panto of leading loco and
..... panto of trailing loco will raise.
- A Leading; Leading B Leading; Trailing
- C Trailing; Leading D Trailing; Trailing
- 32 While clearing 3Ø loco (provided with Knorr brake) as dead, mode
switch position in both cabs is
- A HLPR B Lead
- C Test D Trail
- 33 In 3Ø loco, pressing of BPVG continuously for more than 60
seconds is called mode.
- A VCD isolation B Dead man
- C VCD acknowledgement D None of the above
- 34 Total oil points in WAG 9 or WAP 7 locos are
- A 7 B 6
- C 13 D 11
- 35 To apply parking brakes in 3Ø dead loco, press. side
plunger of solenoid valve.
- A Left B Right
- C Any plunger D None of the above

Technical Objective Bitbank

- 36 Three phase loco is having no. of three phase auxiliary motors.
- A 16 B 22
C 12 D 13
- 37 In 3Ø loco, UBA meter needle deviates when BL key is in mode(s) of BL key.
- A Driving B Cooling
C Driving or Cooling D None of the above
- 38 If speed of the train is increased more than than loco MPS, emergency brake will apply in 3Ø loco.
- A 0.5% B 5%
C 10% D 50%
- 39 In 3Ø loco, Constant speed control (CSC) will be de-activated automatically if BP pressure drops (with or with out A9) more than Kg/cm² .
- A 1 B 1.5
C 0.25 D 0.6
- 40 In 3Ø loco, to isolate truck No.2 (traction converter-2), keep.....switch in.....position.
- A 154, I B 154, II
C 154, Norm D 154, I & II
- 41 In 3Ø loco, SS-10 belongs to sub system.
- A Battery B Brake system
C Auxiliaries HB1 D Auxiliary converter No. 3
- 42 In 3Ø loco, location of TM Blower-1 is
- A Machine room No.1(near cab-2) B Machine room No.2(near cab-1)
C Under machine room No.1 D Under machine room No.2

Technical Objective Bitbank

- 43 In gradient area and terminal goods yards Constant speed control (CSC) of 3 phase loco should not be used.
- A Up B Down
- C Undulating D Steep down
- 44 In 3Ø loco, acknowledge the fault message by pressing button.
- A 'Ack' key in panel-C B BPFA
- C BPCS D BPVR
- 45 While working 3Ø loco as banker, close coc in pneumatic panel.
- A 70 B 74
- C 136 D All the above
- 46 In 3Ø loco, to reset the Fire detection unit (FDU) press the button.
- A BPFA B Press Reset button on FDU
- C ESPB D BPVR
- 47 In 3Ø loco, ...auxiliary motors works only in cooling mode.
- A All three Ø and single Ø motors B All single Ø motors and MCP 1 & 2
- C Only single Ø motors & MCPA D None of the above
- 48 In three Ø loco, if 'Catenary voltage out of limit' appears on screen, change fuse after lowering panto and try.
- A FL B CCBA
- C No need to Change D Potential Transformer

Technical Objective Bitbank

- 49 In three Ø loco, SS-09 belongs to sub system.
- | | |
|--------------------|----------------------------|
| A Battery sytem | B Brake system |
| C Auxiliaries HB-1 | D Auxiliary converter No.3 |
- 50 In 3 phase knorr brake loco, rear cab mode switch position is
- | | |
|---------|--------|
| A HLPR | B Lead |
| C Trail | D Test |
- 51 To reset VCD in WAP-5 loco, wait for seconds.
- | | |
|-------|-------|
| A 0 | B 160 |
| C 240 | D 120 |
- 52 In 3 phase loco cab changing is to be done with in minutes otherwise CE will switch OFF.
- | | |
|------|------|
| A 10 | B 0 |
| C 15 | D 20 |
- 53 In 3 phase locos, Harmonic filter resistances are cooled by
- | | |
|----------------------|---------------------|
| A Atmospheric air | B Blower |
| C Pneumatic pressure | D None of the above |
- 54 In 3 phase locos, in cooling mode, for panto and DJ motor creates pressure.
- | | |
|----------------|---------------------|
| A MCPs | B MCPA |
| C Both A and B | D None of the above |
- 55 In three Ø loco potential transformer is connected to roof bar.
- | | |
|-----------|---------------------|
| A Middle | B Panto-1 |
| C Panto-2 | D None of the above |

Technical Objective Bitbank

- 56 The position of mode switch in leading cab of 3Ø loco provided with Knorr brake is
A HLPR B Lead
C Trail D Test
- 57 In 3Ø loco, normal position of 152 switch is
A '0' B '1'
C 'NORM' D None of the above
- 58 In 3Ø loco, positions of 154 Switch are
A I, II B NORM, I, II and I & II
C NORM D 0 & 1
- 59 In 3Ø loco, SS-04 belongs to sub system.
A Traction bogie-1 B Traction bogie-2
C Main power D Harmonic filter
- 60 In 3Ø loco, SS-08 belongs to sub system.
A Auxiliary converter No.1 B Auxiliary converter No.2
C Auxiliary converter No.3 D Battery
- 61 In 3Ø loco provided with Knorr brake, Auto brake valve (A9) handle can be locked or unlocked in position .
A Emergency B Neutral
C Full service D Minimum reduction
- 62 Three phase loco is having number of roof bars.
A 2 B 3
C 4 D 3+3

Technical Objective Bitbank

- 63 Three phase loco having number of additional cocs (total coc on both sides).

A 4 B 4 + 4

C 16 D 2

64 In 3Ø loco, SS-05 belongs to sub system.

A Harmonic filter B Hotel load

C Brake system D Fire detection

65 WAG-9 loco is provided with No. of direct brake cylinders and No. of parking brake cylinders.

A 12 & 4 B 12 & 12

C 4 & 12 D 12 & 6

66 3 phase loco is fitted with type of traction motors.

A 3 Ø AC Asynchronous squirrel cage induction motor B TAO 659

C Hitachi D Hitachi or TAO 659

67 In 3Ø loco, position of control Electronics (CE) during cab changing is

A OFF B ON

C Self hold mode D None of the above

68 In 3Ø loco, location of BPFL switch is

A FLCU B In both cabs Panel A

C In both cabs Panel B D In both cabs Panel C

69 In 3Ø loco, during self hold mode, CE will remain in ON for minutes.

A 15 B 10

C 20 D Will not switch OFF

Technical Objective Bitbank

- 70 To move 3 Ø loco as live or dead ensure&
..... brakes are released.
- A Parking brakes, proportional B Direct brakes, proportional
C Parking , Direct brakes D None of the above
- 71 In 3Ø loco, if throttle (ATDC) is failed, keep switch in
..... position.
- A 154 , 0 B 152 , 1
C 152 , 0 D 160 , 1
- 72 In 3Ø loco, when parking brakes are applied, parking brake gauge
shows
- A 0 Kg/cm² B 4 Kg/cm²
C 3.5 Kg/cm² D 6 Kg/cm²
- 73 In 3Ø loco, SS-15 belongs to sub
system.
- A Cab-2 B Fire detection
C Memotel (Speedometer) D Processor FLG-1
- 74 In 3Ø loco, to isolate panto No.1 keep panto selector switch in
..... position.
- A Auto B I
C II D I & II
- 75 Location of Emergency stop push button switch in 3Ø loco is
..... .
- A In both cabs Panel A B In both cabs Panel B
C In both cabs Panel C D In both cabs Panel D
- 76 WAG-9 or WAP-7 locos are having number of
dampers (in both primary and secondary suspension).
- A 16 B 20
C 40 D 10

Technical Objective Bitbank

- 77 Location of MCP-2 in three Ø loco is
- | | |
|---|--|
| A Loco left side below
Machine room No.1 | B Loco right side below
Machine room No.2 |
| C Machine room No.1 | D Machine room No.2 |
- 78 In 3Ø loco, glowing of BPFA and flickering of LSFI indicates fault.
- | | |
|---------------------------|---|
| A Isolation of sub system | B Priority-1 |
| C Priority-2 | D Both Priority-1 & 2 faults at
a time |
- 79 Expand 'F0201P1' in 3Ø loco
.....
- | | |
|--------------------------------|--------------------|
| A Fault in Traction Bogie No.1 | B Priority-1 fault |
| C S. No.1 in Priority-1 | D All the above |
- 80 In 3Ø locos, VCD is required to acknowledge once in every
seconds.
- | | |
|------|---|
| A 8 | B 60 |
| C 68 | D 160 in WAG-9 or WAP-7 &
120 in WAP-5 |
- 81 In 3Ø loco, on run glowing of BPFA alone indicates
fault.
- | | |
|--------------|---|
| A Priority-1 | B One of the sub system is
isolated |
| C Priority-2 | D Priority-1 fault or Priority-2
fault |
- 82 Location of Harmonic filter resistances in 3Ø loco is
- | | |
|---------------------|-------------------------------------|
| A Loco roof | B Inside FB |
| C Machine room No-2 | D By the side of pneumatic
panel |

Technical Objective Bitbank

- 83 In 3Ø loco, to bring isolated sub system into service (system isolated sub system), procedure is
- | | |
|-------------------------------|-------------------------------------|
| A Switch OFF and switch ON CE | B Reset concerned MCB |
| C Close concerned COC | D Operate concerned rotating switch |
- 84 In 3Ø loco, Status code '00' means
- | | |
|-----------------------|---------------------------------------|
| A Major fault in loco | B No sub system isolated |
| C Minor fault in loco | D No fault and No sub system isolated |
- 85 In 3Ø loco, Auxiliary converter No.3 feeds motors(write any two).
- | | |
|---------------------------------|-----------------|
| A Three Ø scavenging blower-1&2 | B MCP-1 & 2 |
| C Battery charger | D All the above |
- 86 In 3Ø loco, In case of emergency, ALP can stop the train by operating
- | | |
|-------------------------|--|
| A Emergency stop switch | B Emergency brake valve |
| C BPVG | D Emergency stop switch or Emergency brake valve |
- 87 In 3Ø loco, Constant speed control (CSC) will be de-activated automatically if throttle is disturbed above % in TE side or BE side.
- | | |
|-------|-------------------------------------|
| A 33% | B 66% |
| C 3% | D No such limit, on moving throttle |
- 88 WAG-9 loco is having type of bogie.
- | | |
|--------------------|-----------------------------------|
| A Bo-Bo flexi coil | B Co-Co Tri mount |
| C Co-Co flexi coil | D Co-Co tetra mount high adhesion |

Technical Objective Bitbank

- 89 Procedure for quick charging of BP pressure in 3Ø loco is
- | | |
|--------------|---------------------------------|
| A Press BPVG | B Keep A9 in release position |
| C Press PVEF | D Press 'Emergency stop' switch |
- 90 In 3Ø loco, Machine room blowers & their scavenging blowers works in Mode(s).
- | | |
|---------------------|-------------------------------|
| A Driving mode only | B Cooling mode only |
| C Off | D Driving mode & Cooling mode |
- 91 In WAG-9 or WAP-7, location of air dryer is
- | | |
|---|-------------------------------------|
| A Behind MCP-1 in left side | B Between two trucks |
| C Behind cattle guard-1 loco pilot side | D Behind cattle guard-1 in ALP side |
- 92 In 3Ø loco, SS-06 belongs to sub system.
- | | |
|-----------------------------|-----------------------------|
| A Auxiliary converter No. 1 | B Auxiliary converter No. 2 |
| C Auxiliary converter No. 3 | D Traction converter No. 1 |
- 93 In 3Ø loco, Continuous glowing of LSFI indicates
- | | |
|--------------------|--|
| A Priority-1 fault | B At least one sub system is isolated |
| C Priority-2 fault | D Priority-1 fault or Priority-2 fault |
- 94 In 3Ø loco, location of MCP-1 is
- | | |
|---------------------------|---------------------------|
| A In machine room No.1 | B In machine room No.2 |
| C Below machine room No.2 | D Below machine room No.1 |

Technical Objective Bitbank

- 95 In 3Ø loco, 3Ø scavenging blower collects dust from air filters of..... &
- A Oil cooling blowers-1&2 B Bogie blowers-1&2
- C Machine room blowers-1&2 D Oil cooling blower & Bogie blower
- 96 In 3Ø loco, to switch OFF control electronics procedure of operating BL key
- A "D" to "OFF" wait for 2 to 4 seconds B "OFF" to "C" wait for 2 to 4 seconds
- C "C" to "OFF" D All the above
- 97 In 3Ø loco, for cooling mode procedure of operating BL key is
- A "D" to "OFF" wait for 2 to 4 seconds B "OFF" to "C" wait for 2 to 4 seconds
- C "C" to "OFF" then to "C" again D All the above
- 98 Three phase loco is having number of auxiliary converter(s).
- A 1 B 2
- C 3 D 4
- 99 In 3Ø loco, when harmonic filter is isolated, speed of the train is restricted to
- A 60 Kmph. B 40 Kmph.
- C 25 Kmph. D No such restriction
- 100 To raise the pantograph in 3Ø loco, ensure node information (in driving mode) on screen.
- A FLG-504 B FLG-550
- C FLG-570 D FLG-590

Technical Objective Bitbank

- 101 In 3Ø loco, to switch on flasher light switch to be operated.
- A AFL B BPFL
C BLFL D BPVG
- 102 In modified WAP-7 loco, ... wheels are having parking brakes facility.
- A 2, 6, 7 & 11 B 2 & 11
C 1, 4, 5 & 8 D 6 & 7
- 103 3Ø loco is having No. of 3 phase auxiliary motors in loco under frame.
- A 2 B 4
C 12 D 8
- 104 If RS pressure is below 5.2 Kg/cm² and MCPs are not working, MCPA starts automatically provided BL key is in position.
- A "C" B "D"
C "C" or "D" D None of the above
- 105 In 3Ø loco before operating throttle, ensure node information on screen.
- A FLG-504 B FLG-550
C FLG-570 D FLG-590
- 106 In 3Ø loco, SS-03 belongs to sub system.
- A Traction bogie-1 B Traction bogie-2
C Main power D Harmonic filter
- 107 In 3Ø loco, Oil cooling blower cools&..... oils.
- A SR-1 , SR-2 B TFP-1 , TFP-2
C TFP oil & SR oil D Traction motors

Technical Objective Bitbank

- 108 In 3Ø loco, to isolate truck No.1 (traction converter-1), keep switch in position.
- A 154 , I position B 154 , II position
C 154 , Auto position D 154 , I & II position
- 109 In 3Ø loco, if battery voltage drops to volts for 30 seconds, P-2 message appears.
- A 92 Volts B 82 Volts
C 90 Volts D 85 Volts
- 110 In 3Ø loco, for application of parking brakes speed should be below.....
- A 5 Kmph B 15 Kmph
C 1.5 Kmph D Zero Kmph
- 111 In 3Ø loco, SS-16 belongs to sub system.
- A Cab-2 B Fire detection
C Memotel (Speedometer) D Processor FLG-1
- 112 In proportional working, maximum brake cylinder pressure in WAG-9 loco is kg/cm²
- A 1.8 kg/cm² B 2.5 kg/cm²
C 3.5 kg/cm² D 5 kg/cm²
- 113 In 3Ø loco, normal position of panto selector switch is
- A Norm B I
C II D Auto
- 114 In 3Ø loco, location of Fire detection unit (FDU) is
- A SB-1 B SB-2
C HB-2 D Panel C

Technical Objective Bitbank

- 115 3Ø loco is having number of battery boxes.

A 2 B 4

C 6 D 32

116 3Ø loco having number of single phase 415V auxiliary motors.

A 12 B 4

C 8 D 13

117 In 3Ø loco, to operate reverser ensure node information on screen and MR pressure should be more than 6.4 kg/cm².

A FLG-504 B FLG-550

C FLG-570 D FLG-590

118 In 3Ø loco, battery charger input MCB No. is and located in

A 100 , HB-1 B 100 , HB-2

C 112.1 ,SB-2 D 112 , SB-1

119 In 3Ø loco, if speed is more than % than loco MPS, only audio visual indications will appear.

A 0.50 B 5

C 15 D 50

120 Parking brake is provided to wheels in WAG-9 loco.

A 1, 4, 5 & 8 B 2, 6, 7 & 11

C 2 & 11 D 1, 6, 7 & 12

121 Over current relay in 3Ø loco is

A OCR-86 B MVR-86

C OCR-78 D None of the above

Technical Objective Bitbank

- 122 In 3Ø loco, SS-18 belongs to sub system.
A Fire detection B Memotel
C Processor FLG-1 D Processor FLG-2
- 123 In 3Ø loco, normal position of ZTEL switch is
A ON B OFF
C 'Norm' D Zero
- 124 In 3Ø loco, to close the DJ, ensure node information on screen (in driving mode).
A FLG-504 B FLG-550
C FLG-570 D FLG-590
- 125 When ZTEL is switched ON Tractive Effort(TE) is limited to KN in WAG-9.
A 0.8 to 1.5 B 300
C 150 D 458
- 126 In each cab A9 feed valve is having No. of cut out cocks
A 1 B 2
C 3 D 4
- 127 In conventional locos,.....reservoir pressure is used for FP pressure creation.
A MR1 B MR2
C MR3 D MR4
- 128 In conventional locos, ...reservoir pressure is used for horns.
A MR1 B MR2
C MR3 D MR4

Technical Objective Bitbank

- 129 In modified locos, when additional BP cut out cock is closed in leading side,..... cab BP gauge shows '0' reading.
A Trailing B Leading
C In both cabs D None of the above
- 130 In conventional locos, ...reservoir pressure is used for creation of loco BC pressure.
A MR1 B MR2
C MR3 D MR4
- 131 In conventional locos , A9 feed valve is having No. of pipe lines in each cab.
A 1 B 2
C 3 D 4
- 132 If conventional loco moving as dead along with train, to avoid wheel skidding.....to be isolated.
A C3W B C2A relay valve
C SA9 and A9 D A8
- 133 In conventional locos, A8 coc Position while working with cab-2 leading is.....
A Partially open B partially closed
C Open D Close
- 134 WAP-4 loco having.....number of Main reservoirs.
A 3 B 4
C 5 D 6
- 135 Total number of loco brake cylinders in WAP-4 loco is
A 6 B 8
C 4 D 12

Technical Objective Bitbank

- 136 Normal pressure of SMGR is..... Kg /cm².
A 2.5 - 3.5 B 3.0 - 2.0
C 3.5 - 4.5 D 5.0 - 3.0
- 137 To avoid loco wheel skidding, ... to be pressed while applying A9.
A PSA B PVEF
C ZQWC D BPSW
- 138 If all line contactors are not closed in WAG 5 loco, ensure COC is in open position.
A EP 2 COC B EP 1 COC
C MR 4 COC D VEAD COC
- 139 While starting loaded train with conventional locos from yard, to avoid loco wheel slipping, ... switch(s) to be pressed.
A ZQWC B BPSW
C PVEF D ZQWC and PSA
- 140 Brake pipe pressure should be Kg/ cm² in locomotive and Kg/ cm² in brake van of train having 58 vehicles.
A 5.0, 4.8 B 5.0, 4.9
C 5.0, 4.7 D 5.0, 5.0
- 141 Minimum FP pressure Should be Kg/ cm² in locomotive and Kg/cm² in rear SLR of a 24 vehicles coaching
A 6.0, 5.8 B 6.0, 5.9
C 6.0, 5.7 D 6.0, 5.6
- 142 In WAG 7 loco, If all line contactors are not closed, ensure..... cocs are in open position.
A EP 2 B EP 1
C MR 4 D EP 1 and EP 2

Technical Objective Bitbank

- 143 In conventional locos, CP Individual safety valve setting is kg/ cm².
A 8 B 11.5
C 11 D 9.5
- 144 When BP drops below 4.4 (in BP gauge) without A9.....starts functioning.
A ACP Indication B AFL
C Both A & B above D none of the above
- 145 In conventional locos, if ALP is driving from trailing cab and loco pilot is controlling from leading cab, do not exceed Kmph of speed.
A 40 B 15
C 30 D No Speed Restriction
- 146 In conventional locos RGEB2 is connected on Pipe line.
A FP pipe B Brake Pipe
C Control pipe D All the above
- 147 In conventional locos BP pressure is adjusted by keeping A9 feed valve handle in position.
A Full service B Release
C Over reduction D Emergency
- 148 In conventional locos auto Drain Valve will drain out the moisture at Kg/cm² (when BLCP is closed).
A 8 B 9.5
C 10.5 D 11
- 149 C2A relay Valve is meant for..... pressure creation, maintaining & destruction.
A FP B BP
C Loco BC D All the above

Technical Objective Bitbank

- 150 For lowering or for raising the pantograph in three stages
..... valve is provided.
- A Panto servo motor B Throttle valve
C Both A & B D None of the above
- 151 In conventional locos, if ALP is in leading cab and Loco pilot is
controlling from trailing cab, do not exceed Kmph of
speed.
- A 40 B 15
C 30 D No Speed Restriction
- 152 In conventional locos during RB, if loco brake cylinder pressure is
above 1.0 kg/cm² , ...relay will de-energise to bring GR
to '0'.
- A Q 51 B QVRF
C QE D Q 50
- 153 Required amount of BP is..... Kg/cm² and FP is
Kg/cm² in loco.
- A 5, 6 B 6, 5
C 5, 5 D 6, 6
- 154 The clearance between brake block and wheel tyre should be
..... mm in release position of loco brakes.
- A 10 B 5
C 15 D 20
- 155 In conventional locos rear cab A9 handle Position is
.....
- A Full service B Release
C Over reduction D Emergency

Technical Objective Bitbank

- 156 The..... reservoir pressure is used for BA2 and BA3 panels in WAG5 loco.
- A control reservoir B MR1
C MR2 D MR4
- 157 C2B valve is used for..... pressure creation, maintaining & destruction.
- A FP B BP
C Loco BC D Both BP and FP
- 158 In conventional locos duplex check valve is set at kg/cm².
- A 5 B 4.9
C 6.5 D 8
- 159 When BPSW is pressed, ... valve energizes for quick recreation of BP pressure.
- A MV4 B QD1 & QD2
C VEF electrical D None
- 160 The normal position of air intake COC is
- A Close B Open
C Close or Open D None of the above
- 161 In conventional locos, SS2 safety valve is set at kg/cm².
- A 10 B 11
C 10.5 D 11.5
- 162 MU2B is having No. of positions.
- A 1 B 2
C 3 D 4

Technical Objective Bitbank

- 163 In conventional locos proportional working pressure with A9 is kg/ cm².

A 2 B 2.5
C 1.8 D 3.5

164 Normally colour cocs to be kept open and.....colour coc to be kept closed of air dryer.

A Red , Green B Green , Red
C Red, Red D Green , Green

165 In conventional locos, Air Dryer is connected between &..... reservoirs.

A MR1 , MR2 B MR2 , MR3
C MR3 , MR4 D None of the above

166 In conventional locos, for discharging back pressure from CP delivery pipe line, ... valves are

A Un loader B Auto drain
C Both A & B D None of the above

167 Maximum kg/ cm² of pressure will go to brake cylinders of each coach, when BP drops to '0'.

A 2 B 2.5
C 1.8 D 3.8

168 A-8 cut out cock position is.....in MU leading loco and in MU trailing loco.

A Open, Close B Open, Open
C Close, Close D Close, Open

169 In BMBC system, each coach having no. of brake cylinders.

A 2 B 3
C 4 D 5

Technical Objective Bitbank

- 170 Maximum loco brake cylinder pressure with A9 is Kg/cm2 and with SA-9 is Kg/ cm2.
- A 1.8, 2.5 B 1.8, 3.5
- C 2.0, 2.5 D 1.8, 3.8
- 171 If SA9 is applied during RB, through relay RB will cut off.
- A Q50 B Q51
- C Q52 D Q49
- 172 MU2B positions are.....
- A Lead B Trail
- C Lead and Trail D None of the above.
- 173 In MU locos, MU2B position in leading loco is..... and in trailing loco is..... .
- A Lead, Lead B Trail, Lead
- C Lead,Trail D Trail, Trail
- 174 In conventional locos SS-1 safety valve setting Kg/ cm2.
- A 8.5 B 9
- C 10.5 D 8
- 175 In conventional locos, if wipers, sanders are not working and FP pressure is not creating Valve to be tapped.
- A Duplex check valve B Double check valve
- C Both A&B D None of the above
- 176 In conventional locos, if DJ trips during RB valve destroys BP pressure automatically.
- A IP(M) B C3W
- C A9 feed D Auto drain

Technical Objective Bitbank

- 177 Name of loco grounding switch is

A HPT B HOM

C ZPT D BV

178 Sensitivity of distributor valve is reduction of..... Kg/cm² amount of BP pressure with in seconds.

A 0.6, 6 B 0.3, 6

C 0.6, 3 D 0.3, 60

179 In conventional dead loco, IP (M) COC must be in position.

A Close B open

C Either close or open D None of the above

180 In conventional locos,.....pressure switch is provided on A9 control pipe line (related to AFL).

A P1 B P2

C RGCP D RGAF

181 Leakages in formation 'BP' pipe is indicated through gauge in both cabs.

A BP B Loco BC

C FP D AFI

182 To by pass the air dryer colour cut out cock to be closed and colour cut out cock to be opened.

A Red, Green B Green, Red

C Red, Red D Green, Green

183 In air brake locos, ALP emergency brake is connected to pipe line(s).

A BP pipe B MR and FP pipe

C BP and Vacuum pipe D None of the above

Technical Objective Bitbank

- 184 In conventional locos,.....pipeline of A9 is not having any coc in both cabs.
A MR pipe B Control pipe
C BP pipe D None of the above
- 185 When additional BP cut out cock is closed on formation side, ... pressure will not charge in to the formation.
A BP B FP
C MR D All the above
- 186 For creation of BP pressure in loco, MU2B must be in position.
A Trail B Dead
C Lead or Trail D Lead
- 187 During BP pressure leakage in formation, ... lamp glows in signalling panel.
A LSAF and LSDJ B LSAF and LSP
C LSAF D LSB
- 188 In Air flow indicator, ... colour needle is called as reference needle and colour needle is called as indicating needle.
A White, Red B Red, Green
C Green, Red D Red, White
- 189 Normal position of additional BP cut out cocks on either side of the loco is..... .
A Open B Close
C Either close or open D None of the above
- 190 In conventional locos, ... Pressure switch is provided on BP pipe line (related to AFL).
A P1 B P2
C RGCP D RGAF

Technical Objective Bitbank

- 191 In dual brake locos, ALP's emergency brake is connected to and pipe lines.
A BP, FP B BP , Vacuum
C FP , MR D FP , Vacuum
- 192 In 58 BOXN+BV load, if 6 DVs are defective, the effective brake power is.....%.
A $(53 / 59) \times 100 = 90\%$ B $(59 / 53) \times 100 = 111\%$
C Cannot calculate D None of the above
- 193 In conventional locos, ... brake only can be applied in stabled dead loco when pneumatic pressure is nil in main reservoirs.
A A9 B Hand Brake
C SA9 D No brake can be applied
- 194 Formula for effective brake power percentage is
A $(\text{Effective No. of cylinders} / \text{Total no of cylinders}) \times 100$ B $(\text{Total no of cylinders} / \text{Effective No. of cylinders}) \times 100$
C $(\text{Effective No. of cylinders} \times 100)$ D $(\text{Total no of cylinders} / 100)$
- 195 Though MCPA is working and RS pressure is not creating , ...
..... drain cocks to be checked.
A RS & CPA B DJ oil separator
C PT & RDJ D All the above.
- 196 For grounding conventional loco, place ZPT key in HOM box in..... position and turn it to position in clock wise direction.
A 5° clock, 7°clock B 5° clock, 6°clock
C 7° dock, 9° clock D 11° clock, 1°clock

Technical Objective Bitbank

- 197 Purpose of Air Dryer is
- A To Charge MR pressure quickly B To create MR pressure
- C To dry MR pressure D To maintain MR pressure
- 198 In single pipe air brake system, formation wagon / coach auxiliary reservoir is charged with pressure.
- A MR4 B FP
- C BC D BP
- 199 In MU both locos pneumatic pressure is maintained equally through pipe.
- A BP B FP
- C BC equalising D MR equalising
- 200 In twin pipe air brake system, coaches auxiliary reservoir is charged with pressure.
- A MR4 B FP
- C BC D BP
- 201 In conventional locos, ... reservoir pressure is used for creation of BP pressure.
- A MR 1 B MR 2
- C MR 3 D MR 4
- 202 In double head trailing loco (air brake formation), A8 coc must be in position.
- A Open B Close
- C Either (A) or (B) D None of the above
- 203 While moving conventional loco as dead, MR4 reservoir is charged with pressure when DV is in service (MR Eq. pipe is not connected between locos).
- A BP B FP
- C MR D None of the above

Technical Objective Bitbank

- 204 For single loco both side BC equalizing pipes angle coc must be in position.
A Close B Open
C Either (A) or (B) D None of the above
- 205 During CP efficiency test, when BPSW is pressed, BP should not drop below kg/cm² (write the BP gauge reading).
A 4 B 4.4
C 3.5 D 2.5
- 206 Setting of HS-4 valve is kg/ cm².
A 1.4 to 1.7 B 1.7 to 2.0
C 1.4 D 1.7
- 207 During BP continuity test, ...kg/ cm² of BP pressure to be dropped through A9 in the loco.
A 2.5 B 3.5
C 1 D 1.5
- 208 During CP efficiency test, when BPSW is not pressed, BP gauge needle should show between and kg/cm².
A 2.5 & 3.5 B 1.5 & 2.5
C 3.0 & 3.5 D Any one of the above
- 209 To create, maintain & destroy the vacuum in dual brake loco,..... valve is provided.
A A1differential valve B VA1 release valve
C VA1B valve D MU2B valve
- 210 For operating sander valves switch to be pressed.
A ZQWC B PSA
C PVEF D SW

Technical Objective Bitbank

- 211 Auto sanding is done by the energisation of Relay.
- | | |
|-------|-------|
| A Q44 | B Q49 |
| C Q48 | D Q50 |
- 212 When ever cattle run over takes place, if BP dropped the immediate duty of crew is to switch ON light.
- | | |
|----------------|-----------------|
| A Head light | B Cab light |
| C Marker light | D Flasher light |
- 213 When ever cattle run over takes place, after clearing the block section, the LP has to check voltage.
- | | |
|-------------------|-------------------|
| A OHE voltage | B Battery voltage |
| C Charger voltage | D None |
- 214 When ever cattle run over takes place, if BP dropped due to front side BP angle cut-off cock is broken , the duty of LP is to maintain BP pressure is by closing coc.
- | | |
|---------------------------------|-----------|
| A A8 coc | B RAL coc |
| C Front side Addl. BP angle coc | D A-9 coc |
- 215 In ABCB DJ provided Locos, the DJ control circuit is having no. of branches.
- | | |
|-----|-----|
| A 3 | B 6 |
| C 5 | D 4 |
- 216 Relay Q 46 is called as relay.
- | | |
|----------------------------------|--------------------------------|
| A GR half notch protection relay | B Auxiliaries protection relay |
| C GR full notch protection relay | D DJ protection relay |

Technical Objective Bitbank

- 217 Relay Q 118 is called as relay.
- A GR half notch protection relay B Auxiliaries protection relay
- C GR full notch protection relay D DJ protection relay
- 218 On closing BLDJ, pressing BLRDJ, LSDJ remains glowing means Tripping failure.
- A Operation A beginning B ICDJ
- C Operation A ending D Mechanical locking of DJ
- 219 While checking reasons for ICDJ, UBA meter shows more than 90 V indicates fuse(s) are in good condition.
- A CCPT & CCBA B Addl. CCBA & CCBA
- C ADDI. CCBA D CCPT & CCDJ
- 220 To avoid ICDJ, minimum kg/cm² of MR/RS pressure is required.
- A 6.6 B 6.5
- C 6 D 5.5
- 221 While checking the reasons for ICDJ, the panto raised condition indicates & fuses are in good condition.
- A CCDJ & CCPT B Addl CCBA & CCA
- C CCBA & CCPT D Addl CCBA & CCDJ
- 222 On closing BLDJ, pressing BLRDJ, LSDJ lamp extinguishes and glows immediately is an indication for tripping failure.
- A Operation A ending B Operation A ending part II
- C Operation B Part I D Operation A beginning

Technical Objective Bitbank

- 223 Earth fault in Q 118 relay coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCBA | B CCDJ |
| C CCPT | D Addl. CCBA |
- 224 In VCB(DI) DJ provided locos, the DJ control circuit is not having branch.
- | | |
|---------|--------|
| A Q 118 | B MTDJ |
| C EFDJ | D Q 45 |
- 225 Earth fault in Q 45 relay coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCBA | B CCDJ |
| C CCPT | D Addl. CCBA |
- 226 Earth fault in Q 44 relay coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCPT | B CCDJ |
| C CCBA | D Addl. CCBA |
- 227 Earth fault in MTDJ coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCBA | B Addl. CCBA |
| C CCPT | D CCDJ |
- 228 Earth fault in EFDJ coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCBA | B Addl. CCBA |
| C CCDJ | D CCPT |
- 229 Earth fault in C 118 contactor coil causes fuse to melt.
- | | |
|--------|--------------|
| A CCDJ | B Addl. CCBA |
| C CCPT | D CCBA |

Technical Objective Bitbank

- 230 Permanent welding of the tips of C 106 contactor causes tripping failure.
- | | |
|--------------|----------------------|
| A No tension | B 6th notch tripping |
| C ICDJ | D Operation 'O' |
- 231 Melting of CCDJ fuse causes tripping failure.
- | | |
|---------------------------|-----------------|
| A Operation 'A' ending | B Operation 'O' |
| C Operation 'A' beginning | D ICDJ |
- 232 For closing of DJ push button switch can be used.
- | | |
|---------|-------|
| A BP1DJ | B BPP |
| C BP2DJ | D BPR |
- 233 Improper contact of push button switch I/L causes ICDJ trouble.
- | | |
|---------|-------|
| A BP1DJ | B BPP |
| C BP2DJ | D BPR |
- 234 In VCB(SI/Horizontal) DJ provided Locos, the DJ control circuit is having no. of branches.
- | | |
|-----|-----|
| A 3 | B 5 |
| C 6 | D 4 |
- 235 In emergency DJ can be tripped by ALP by pressing push button switch in cab-2.
- | | |
|---------|-------|
| A BP1DJ | B BPP |
| C BP2DJ | D BPR |
- 236 Defective QVRH relay causes tripping failure.
- | | |
|----------------|----------------------|
| A Operation I | B Operation B Part I |
| C Operation II | D Operation 'O' |

Technical Objective Bitbank

- 237 Defective QPH relay causes tripping failure.
- | | |
|----------------|----------------------|
| A Operation I | B Operation B Part 1 |
| C Operation II | D Operation 'O' |
- 238 LSCHBA glowing on run, but DJ is not tripped indicates or equipment is defective.
- | | |
|-----------------|----------------|
| A QV61 or CHBA | B ARNO or CHBA |
| C QCVAR or ARNO | D ARNO or QV61 |
- 239 Any blower contactor not closed, causes tripping failure.
- | | |
|----------------|----------------------|
| A Operation I | B Operation B Part I |
| C Operation II | D Operation 'O' |
- 240 Defective MVSI-1 motor causes tripping failure.
- | | |
|----------------|----------------------|
| A Operation I | B Operation B Part I |
| C Operation II | D Operation 'O' |
- 241 Sluggish operation of GR causes tripping of DJ through relay.
- | | |
|---------|--------|
| A Q 118 | B Q 44 |
| C Q 50 | D Q 45 |
- 242 Struck up of GR in full notches during quick regression causes tripping of DJ through relay energisation.
- | | |
|--------|---------|
| A Q 46 | B Q 118 |
| C Q 44 | D Q 48 |
- 243 Energisation of any safety relay, causes DJ to trip after seconds.
- | | |
|-------|-------|
| A 0.6 | B 0 |
| C 0.5 | D 5.6 |

Technical Objective Bitbank

- 244 Defective Q 30 relay leads to tripping failure.
- A Operation A ending B Operation B Part I
C Operation B Part II D Operation 'O'
- 245 In VCB(SI/Vertical) DJ provided locos, the DJ control circuit is not having branch.
- A Q 44 B MTDJ
C Q 118 D EFDJ
- 246 The defective ARNO leads to tripping failure.
- A Operation A ending B Operation B Part I
C Operation B Part II D Operation 'O'
- 247 To over come the Operation B part II tripping failure relay is to be wedged.
- A Q 44 B Q 118
C Q 45 D Q 46
- 248 For wedging relay in DJ Control circuit, permission of TLC is necessary.
- A Q 44 B Q 118
C Q 45 D Q 46
- 249 After taking permission from TLC, before wedging Q-44 relay test is to be conducted.
- A Loco brake test B LT test
C GR efficiency test D Traction test
- 250 1st notch tripping failure causes due to or..... defective relays.
- A QVMT 1 or QVMT 2 B QVSL 1 or QVSL 2
C QPH or QVRH D QVSI 1 or QVSI 2

Technical Objective Bitbank

- 251 When Q 45 relay is to be wedged, ensure
trouble should not be existing in the loco.
A Operation A ending B Operation B Part I
C No tension D Operation A Ending part II
- 252 6th notch tripping is due to non closing
contactors or their I/Ls.
A C 101 or C 102 or C 103 B C 106 or C 107 or C 108
C C 105 or C 106 or C 107 D C 111 or C 121 or C 118
- 253 In VCB locos, if DJ N/O I/L parallel to C 118 N/O I/L on MTDJ
branch is defective
tripping failure will occur.
A Operation A Ending B Operation B Part I
C No tension D Operation A Ending part II
- 254 In VCB locos, the C 118 N/O I/L on MTDJ branch is defective,
..... tripping failure will occur.
A ICDJ B Operation B Part I
C No tension D Operation A. Ending part II
- 255 The defective Q 30 relay causes
tripping failure.
A Operation A ending B Operation B Part II
C No tension D Operation A Ending part II
- 256 Relay Q 45 is called as relay.
A DJ protection relay B Auxiliaries protection relay
C DJ resetting relay D Notch by notch
progression relay
- 257 After passing neutral section, If ICDJ is experienced, check
..... & fuses.
A CCPT & CCBA B Addl. CCBA & CCPT
C ADDI. CCBA & CCBA D CCPT & CCDJ

Technical Objective Bitbank

- 258 During manual operation of Q 44 relay, it should not be pressed for more than seconds.

A 5.6 B 1
C 0.5 D 0.6

259 MTDJ (VCB type) coil is called coil.

A DJ closing, holding & tripping coil B DJ tripping coil
C DJ closing coil D DJ holding coil

260 EFDJ coil is called Coil.

A DJ holding & tripping coil B DJ tripping coil
C DJ closing coil D None of the above

261 In case Q 45 relay is wedged, DJ will close directly by the moment Switch closes.

A BLRDJ B BLDJ
C BP2DJ D BP1DJ

262 On switching on HBA, ... relay in DJ control circuit will energise provided Addl. CCBA, CCBA and CCPT are in good condition.

A Q 45 B Q 44
C Q 118 D None of the above

263 Defective MPH motor leads to tripping failure.

A Operation A ending B Operation B Part I
C No tension D Operation B Part II

264 Defective QCVAR leads to tripping failure.

A Operation A Ending B Operation B Part I
C No tension D Operation B Part II

Technical Objective Bitbank

- 265 Relay Q 118 is having seconds of time lag.
- | | |
|-----|------|
| A 5 | B 6 |
| C 3 | D 60 |
- 266 Defective QPDJ leads to tripping failure.
- | | |
|----------------------|-----------------------|
| A Operation A ending | B Operation B Part I |
| C ICDJ | D Operation B Part II |
- 267 If relay Q 44 is wedged, the precautions for relay also to be observed along with Q 44 relay precautions.
- | | |
|---------|---------------------|
| A Q 45 | B Q 118 |
| C QCVAR | D None of the above |
- 268 To overcome the Q 30 relay defective trouble, ... relay can be wedged.
- | | |
|---------|---------------------|
| A Q 45 | B Q 118 |
| C QCVAR | D None of the above |
- 269 Relay Q 44 is having seconds of time lag.
- | | |
|-------|-------|
| A 1 | B 0.5 |
| C 0.6 | D 2 |
- 270 Relay Q 44 is called as relay.
- | | |
|----------------------------------|--------------------------------|
| A GR half notch protection relay | B Auxiliaries protection relay |
| C GR full notch protection relay | D DJ protection relay |
- 271 In Static converter loco, to work MCPs..... & relays should be energised
- | | |
|-----------------|----------|
| A QCON & QTD101 | B QTD101 |
| C QCON | D Q 100 |

Technical Objective Bitbank

- 272 Time delay of QTD 101 relay is seconds.
- | | |
|-------|------|
| A 2 | B 5 |
| C 0.6 | D 60 |
- 273 In SIV locos, ... switch is to be kept on '0', in the event of external earth fault and unable to rectify and to work the train further.
- | | |
|--------|---------|
| A HSIV | B HVSI |
| C HBA | D HCHBA |
- 274 In SIV locos, after keeping HSIV on '0' & pressing ELD bypass switch, time allowed to work the train is minutes.
- | | |
|-----------------|------|
| A No time limit | B 60 |
| C 45 | D 30 |
- 275 In SIV locos, C108 contactor is provided for motor.
- | | |
|-----------------|----------------|
| A AC MVRF | B DC MVRF |
| C SIV rectifier | D SIV inverter |
- 276 After using RB in SIV locos, experiencing 6th notch tripping, ensure whether contactor is closed.
- | | |
|---------|---------|
| A C 108 | B C 107 |
| C C 118 | D C 145 |
- 277 In Static converter locos (SIEMENS) ,..... no. of indication lamps provided on SIV Panel.
- | | |
|-----|-----|
| A 2 | B 3 |
| C 5 | D 4 |
- 278 Time delay of QSVM relay is seconds.
- | | |
|-------|------|
| A 5 | B 2 |
| C 0.6 | D 60 |

Technical Objective Bitbank

- 279 & safety relays are removed in static converter locos.
- A QLM & QLA B QOP1 & 2
- C QRSI 1 & 2 D QOA & QLA
- 280 In Microprocessor loco, if experienced TLTE due to malfunctioning of AFL/ACP circuit, ... change the position of switch.
- A HAD B HRS
- C HPAR D HBA
- 281 If DJ is tripped through static converter, ...
..... Lamp glows in both the cabs.
- A LSRSI B Internal fault lamp
- C LSSIT D External fault lamp
- 282 To avoid QD action in microprocessor loco, ... switch to be pressed up to 10th notch.
- A BPQD B BPSW
- C ZQWC D PSA
- 283 In micro processor loco, before checking any loco equipment or attending any loco trouble ensure to keep switch in open position.
- A HBA B HPAR
- C BLDJ D HOBA
- 284 Location of CHBA ammeter in SIV locos
- A On SIV panel B On switch panel
- C On relay panel D On CHBA
- 285 Rating of CCINV is Amps.
- A 6 B 16
- C 10 D 2

Technical Objective Bitbank

- 286 In Micro processor loco, ... button to be pressed to acknowledge the fault.
- A Select B Acknowledge(ACK)
- C BPQD D BPSW
- 287 HRAVT is provided to isolate, ..., ... &..... Equipment.
- A Static converter B Micro processor
- C Heaters, cab fans, NR & W/T charger D None of these
- 288 When static converter is not working fuse(s) to be checked.
- A CCINV B CCDJ
- C CCA D CCINV & CCA
- 289 In static converter locos, ... fuses to be checked during ICDJ.
- A Add. CCBA,CCBA, CCPT & CCDJ B Add. CCBA,CCBA, CCINV & CCA
- C CCINV & CCA D None of these
- 290 In static converter locos compressors will start with a delay of seconds after extinguishing of LSCHBA.
- A 2 B 5
- C 60 D 45
- 291 In SIV locos, if LSSIT glows continuously, crew experiences tripping failure.
- A ICDJ B No Tension
- C Operation 'A' Ending D None of these

Technical Objective Bitbank

- 292 In static converter locos during RB, ... motor stops working and motor starts working.
- A MVRH , MVRF B MVRF , MVRH
C MPH , MVRH D None of the above
- 293 When SIV is working relay energises.
- A QSIT B QCON
C QCVAR D None of these
- 294 In micro processor loco fuses are removed.
- A CCDJ , CCLS, CCA & CCLSA B CCA & CCINV
C CCINV & CCAD D CCCPU & CCBA
- 295 & time delay relays are removed in static converter locos.
- A QTD 105 & 106 B QTD 100 & 101
C QTD 107 & 108 D None of these
- 296 In micro processor locos, ... type of notch repeater is provided.
- A Analog B Digital
C Normal D None of the above
- 297 On Siemens make SIV loco panel & lamps glows continuously in normal working of SIV.
- A LSSIT & CHBA ON B CHBA ON & SIV ON
C External & Internal fault D OHE out of range & SIV ON
- 298 N/C interlock is provided newly on Q118 branch of SIV DJ control circuit.
- A QSIT B QCON
C QSVM D None of these

Technical Objective Bitbank

- 299 If earth fault occurs in out side of SIV, ... lamp glows on SIV panel.
- A OHE out of range B External fault
- C Internal fault D None of the above
- 300 In static converter loco DJ control circuit, on MTDJ branch relay interlock provided in place of QOA & QLA.
- A QSIT B QCON
- C QSVM D None of these
- 301 Type bogie provided in WAG-5 locos.
- A Co-Co tri mount bogie B Co-Co tetra mount high adhesion bogie
- C Co-Co flexi coil bogie D Bo-Bo tri mount bogie
- 302 In WAG-5 loco the centre pivot carries% of load & each side bearer carries% of load.
- A 40, 60 B 60, 40
- C 50, 50 D 60, 20
- 303 In WAG-7 loco the side bearers nearer to the centre pivot carries% of vertical load & the side bearers away to the center pivot carries % of vertical load.
- A 40, 60 B 60, 40
- C 50, 50 D 100, 0
- 304 numbers of brake cylinders are provided in WAG-5 or WAG-7 loco.
- A 8 B 24
- C 6 D 12

Technical Objective Bitbank

- 305&..... oil points to be checked
in WAG-5 or WAM4 bogie(other than Traction motor oils).
- A Center pivot-1-no & side bearers-2nos B load bearers 4-nos
- C side bearers 4-nos D center pivot-1No, side bearers-4 nos
- 306 type bogie provided in WAG-7 locos.
- A Co-co tri mount bogie B Co-co tetra mount high adhesion bogie
- C Co-co flexi coil bogie D Bo-bo tri mount bogie
- 307 type bogie provided in WAP-4 locos.
- A Co-co tri mount bogie B Co-co tetra mount high adhesion bogie
- C Co-co flexi coil bogie D Bo-bo tri mount bogie
- 308 When hand brake is applied in WAG-5 or in WAG-7 locos,
.....&.....wheels brakes gets apply.
- A No-2 both sides, no-4 one side B No-2
- C No-1 both sides, no-2 one side D No-4 both sides, no-2 one side
- 309 When hand brake is applied in WAP-4 locos wheel
gets apply.
- A No-2 both sides, no-4 one side B No-2
- C No-1 both sides, no-2 one side D No-4
- 310 If signaling lamps are not working check switch for
ON position.
- A ZLC B HBA
- C ZLS D ZRT

Technical Objective Bitbank

- 311 When dead loco is attached on formation, if loco brakes are not releasing proportionally, ... is to be isolated in dead loco to avoid wheel skidding.
A C3W Valve B C2A
C MU2B D Both cab A 9
- 312 Switch OFF blowers when the train is expected to stop for more than minutes to conserve the energy.
A 10 B 30
C 15 D 20
- 313 If train is expected to stop for more than minutes lower the panto with the consultation of SM/SCOR.
A 30 B 15
C 45 D 60
- 314 Location of hand brake in crew friendly locos is
A Cab-1 left side locker B Cab-1 right side locker
C Cab-1 on floor D Cab-2 on floor
- 315 During RB, working of MVRF is indicated through Lamp.
A LSAFL B LSDBR
C LSOL D LSGRPT
- 316 In Static inverter fitted loco lamp is provided to indicate the tripping of static inverter.
A QSIT B LSGRPT
C LSSIT D LSAF
- 317 While working with MU, If CHBA is failed in trailing loco & lamps will glow in leading loco.
A LSCHBA & LSGRPT B LSGRPT & LSOL
C LSOL & LSCHBA D None of the above

Technical Objective Bitbank

- 318 While working with MU, If tell-tale fuse is projected in leading loco & lamps will glow in leading loco.
A LRSI & LSOL B LRSI & LSGRPT
C LSOL & LSGRPT D None of the above
- 319 While working with MU, If tell-tale fuse is projected in trailing loco & lamps will glow in leading loco.
A LRSI & LSOL B LRSI & LSGRPT
C LSOL & LSGRPT D None of the above
- 320 While working with MU, If Q 50 is de energised in leading loco & lamps will glow in leading loco.
A LSB & LSOL B LSOL & LSGRPT
C LSB & LSGRPT D None of the above
- 321 While working MU, If Q 50 is de energised in trailing loco & lamps will glow in leading loco.
A LSB & LSOL B LSOL & LSGRPT
C LSB & LSGRPT D None of the above
- 322 If signaling lamps are not working defect may be with
..... Fuses.
A CCBA & Addl.CCBA B CCPT & CCLS
C CCLC & CCBA D Addl.CCBA & CCLS
- 323 Q 20 actions are
A Auto regression of GR, glowing of LSOV & sounding of SON B Glowing of LSOV & sounding of SON
C Sounding of SON D None of the above
- 324 While working with MU lamp glows in healthy loco, ... lamp glows in defective loco.
A LSOL & LSGRPT B LSOL & LSOV
C LSGRPT & LSAFL D LSGRPT & LSOL

Technical Objective Bitbank

- 325 While working with MU, If DJ is tripped in leading loco
..... & lamps will glow in leading loco.
A LSDJ & LSGRPT B LSOL & LSOV
C LSOL & LSGRPT D LSDJ, LSCHBA, LSB & LSGRPT
- 326 While working with MU, If DJ is tripped in trailing loco
..... & lamps will glow in leading loco.
A LSDJ & LSGRPT B LSOL & LSOL
C LSOL & LSGRPT D LSDJ, LSCHBA, LSB & LSOL
- 327 Current rating for starting and 2mins. in WAG-7 loco is
.....Amps.
A 1200 B 1250
C 1300 D 1350
- 328 While attaching loco on to formation stop the loco first at
.....mts from formation.
A 10 B 15
C 20 D 25
- 329 In roof mounted RB provided WAP-4 locos, revised setting of QF
relay is Amps.
A 700 B 800
C 850 D 900
- 330 After resetting BPEMS switch, operate ZPT from
position to position.
A 0, 1 B 2, 0
C 1, 0 D 1, 2

Technical Objective Bitbank

- 331 In conventional locos, VCD should be acknowledged once in every seconds.
- A 32 B 120
- C 60 D 180
- 332 In conventional locos, if VCD is not acknowledged, after 60secs, ... will happen for next 8secs.
- A Alarm will sound B Yellow flashing light will glow
- C Auto regression and BP drops D All the above
- 333 In conventional locos, when VCD is acted, ... actions will take place.
- A Auto regression and BP drops B DJ trips
- C Panto lowers D None of the above
- 334 In conventional locos, to acknowledge VCD, Ack.push button/paddle switch should not be pressed for more than Secs.
- A 30 B 32
- C 45 D 60
- 335 When BPEMS is pressed, ... actions will take place.
- A DJ trips B Panto lowers
- C BP drops D All the above
- 336 In conventional locos, VCD acknowledgment is done by operating once in every 60 seconds (write any two).
- A A-9 or SA-9 B Sander or horns
- C Progression or regression or Ack.button D Any one of the above

Technical Objective Bitbank

- 337 In conventional locos, if VCD is not acknowledged, after 68secs, ... will happen for next 8secs.
- A Alarm will sound B Yellow flashing light will glow
- C Alarm will sound and yellow light will glow D Auto regression and BP drops
- 338 In conventional locos, before resetting VCD, ... to be operated.
- A HBA to be kept in '0' and '1' B MP to be kept on '0'
- C ZPT to be kept in '0' and '1' D MPJ to be moved to 'N' and 'F'
- 339 In conventional locos, for resetting VCD, ... to be pressed.
- A BPP/BPR B horns
- C Ack. Or Reset button D sanders
- 340 In conventional locos, in case of any malfunctioning, to isolate VCD, keep switch in 'OFF' position.
- A VCD Bypass B Reset
- C Acknowledgement D None of the above
- 341 When ever cattle run over takes place, if BP dropped due to front side BP angle cut-off cock is broken , the duty of LP is to maintain BP pressure is by closing
-
- A A8 coc B RAL coc
- C Front side Addl. BP angle coc D A-9 coc
- 342 Controlling fuse for SMGR control circuit is
- A CCPT B CCA
- C CCBA D CCDJ

Technical Objective Bitbank

- 343 Before taking notches, if Q51 is in energised condition crew experiences traction failure.
A TLTE with LSB B TLTE without LSB
C Auto regression with LSP D None of the above
- 344 GR travelling time (0 to 32 notches) for progression is seconds.
A 11 to 13 B 10 to 12
C 32 D 15
- 345 While operating GR manually equipment to be observed.
A PHGR B RPGR
C CGR arc-chutes D RGR
- 346 For operating GR manually take out ZSMGR handle from..... position.
A 6 O' clock B 7 O' clock
C 3 O' clock D 5 O'clock
- 347 While operating GR manually GR shall be rotated within seconds.
A 0.5 B 0.6
C 5 D None of above
- 348 While operating GR manually rotate GR in clock wise direction for..... .
A Regression B Quick progression
C Quick regression D Progression
- 349 In EEC operation switches to be used for progression and regression.
A BPP & BPR B BPP & BPT
C BPR & BPT D BPSW

Technical Objective Bitbank

- 350 Whenever DJ is tripped on notches GR comes to zero by relay.
- | | |
|-------|-------|
| A Q52 | B Q51 |
| C Q46 | D Q50 |
- 351 While operating GR manually MP should be placed in Position.
- | | |
|-----|-----|
| A O | B + |
| C - | D N |
- 352 Auxiliary controlling relay is
- | | |
|--------|--------|
| A Q118 | B Q49 |
| C Q119 | D Q100 |
- 353 In EP C118 provided locos Q100 is replaced with Relay.
- | | | |
|----------|--------|------|
| A | Q119 B | Q120 |
| C QTD100 | D | Q121 |
- 354 When BLVMT is defective blowers can be started by
- | | |
|----------------------|----------------------------|
| A Wedging contactors | B Changing switch position |
| C Taking a notch | D Ask relief loco |
- 355 When C107 is not closed, try by keeping switch on position.
- | | |
|-----------|-----------|
| A HVRH, 2 | B HVRH, 3 |
| C HVRH, 1 | D HVRH, 0 |
- 356 After wedging any 3 phase EM contactor ensure with out fail.
- | | |
|----------------------------|--------------------|
| A Proper closing of 3 tips | B Motor is working |
| C Both A & B | D None of above |

Technical Objective Bitbank

- 357 When C105 is not closed, try by keeping switch on position.
- | | |
|-------------|-------------|
| A HVMT-1, 3 | B HVMT-1, 2 |
| C HVMT-1, 1 | D HVMT-1, 0 |
- 358 When exhauster contactor is not closed, ensure relay is energized.
- | | |
|--------|--------|
| A QRS | B Q48 |
| C Q119 | D Q118 |
- 359 To isolate MPV1, keep ZPV in position.
- | | |
|-----|-----|
| A 1 | B 2 |
| C 3 | D 4 |
- 360 To isolate MPV2, keep ZPV in..... position.
- | | |
|-----|-----|
| A 1 | B 2 |
| C 3 | D 4 |
- 361 The capacity of CCPT is..... Amps.
- | | |
|------|------|
| A 16 | B 6 |
| C 10 | D 35 |
- 362 relay is as called auto regression relay.
- | | |
|-------|-------|
| A Q52 | B Q51 |
| C Q50 | D Q48 |
- 363 Q52 is as called as Relay.
- | | |
|----------------------------|--|
| A Auto regression | B Notch by notch progression or regression |
| C GR full notch protection | D GR half notch protection |

Technical Objective Bitbank

- 364 When rear cab BL is not locked properly, crew experiences Traction failure.
- A TLTE with LSB
 - B TLTE with out LSB
 - C Auto regression with LSP
 - D 1st notch auto regression with out LSP
- 365 On run when GR is on notches and CCPT is melted,..... happens in the loco.
- A Panto lowers
 - B GR comes to zero
 - C DJ trips
 - D Both A & C
- 366 When CCA is melted crew experiences tripping failure.
- A Operation O
 - B Operation-II
 - C Operation-I
 - D Operation-B part-I
- 367 When Q100 is not energized crew experiences tripping failure.
- A Operation-O
 - B Operation-I
 - C Operation-II
 - D Operation-B part-I
- 368 When C106 is not closed, try by keeping switch on position.
- A HVMT-2, 2
 - B HVMT-2, 0
 - C HVMT-2, 1
 - D HVMT-2, 3
- 369 Purpose of Q119 is
- A To enrgise VEULs
 - B Late starting of MCP-3
 - C To energise VEAD
 - D Both A & B
- 370 During RB..... valve energizes automatically to avoid proportional working.
- A Auto drain
 - B VEF(E)
 - C RGCP
 - D VEAD

Technical Objective Bitbank

- 371 When notches are not progressing & regressing by MP, try with
A EEC operation B GR manual operation
C Ask for relief loco D None of the above
- 372 When Pacco switch is in pressed condition, crew experiences traction failure.
A TLTE with LSB B TLTE without LSB
C Auto regression with LSP D None of the above
- 373 If Q52 is permanently energised, crew experiences traction failure.
A TLTE with LSB B TLTE without LSB
C Auto regression with LSP D None of the above
- 374 In conventional locos,if CHBA is isolated, work the train for..... hours during day time and hours during night time with minimum utilization of battery supply.
A 6, 4 B 4, 6
C 5, 4 D 6, 3
- 375 While changing Bi-polar switch on DC-DC converter, ... switch to be switched off.
A BLPRF B ZRT / ZPR
C BLPRR D BLPRD
- 376 The minimum battery voltage required to energise conventional AC loco is Volts.
A 50 B 90
C 110 D 100
- 377 If CCBA is melting even HOBA is in OFF position to be checked.
A PANTO B DJ
C CHBA D LTBA

Technical Objective Bitbank

- 378 On closing HBA and ZUBA, if UBA reads zero volts
..... Fuse to be checked.
- | | |
|--------|--------------|
| A CCBA | B Addl. CCBA |
| C CCA | D CCPT |
- 379 When BPSW is pressed valve energizes.
- | | |
|-------|-------|
| A PR1 | B MV4 |
| C PR2 | D QWC |
- 380 relay causes Auto Regression during AFL working.
- | | |
|---------|-------|
| A PR1 | B PR2 |
| C RGEB2 | D Q20 |
- 381 During A9 application Relay energises and nullifies the AFL actions.
- | | |
|---------|---------|
| A Q-121 | B Q-120 |
| C QFL | D PR-1 |
- 382 Length of the conventional type of Neutral section is meters.
- | | |
|------|-------|
| A 42 | B 45 |
| C 41 | D 4.8 |
- 383 The purpose of ATD in OHE is
- | | |
|----------------------------|--------------------------------|
| A Maintains tension in OHE | B Uniform wear & tear of panto |
| C A & B | D None of the above |
- 384 To maintain uniform wear & tear of panto pan arrangement is provided on OHE.
- | | |
|--------------|--------------|
| A ATD | B Staggering |
| C Anti creep | D A & B |

Technical Objective Bitbank

- 385 Emergency telephone sockets are provided at a distance of metres along the track.
- A 1000 B 1500
C 900 D 750
- 386 In modified locos Notch Repeater is gets supply from
- A CHBA B DC-DC Converter
C TFVT D ARNO
- 387 In twin beam head light loco, if head light is not glowing, change switch on DC-DC Converter and try.
- A Toggle B ZPT
C ZRT D Bi-polar
- 388 When head light is not glowing work the train with maximum kmph speed during night time.
- A 50 B 30
C 40 D 60
- 389 Purpose of additional CCBA is
- A Protects BA +ve cable B Protects BA –ve cable
C Protects CHBA D Protects UBA
- 390 The OHE supply of two traction substations is separated by
- A Neutral section B SP
C SSP D TSS
- 391 The length of PTFE neutral section is meters.
- A 2.8 B 4.2
C 4.8 D 5.2

Technical Objective Bitbank

- 392 The zig-zag arrangement of contact wire is called as
A Auto tension B Regulating
C Un-regulating D Staggering
- 393 On run, if OHE contact wire is found hanging, the immediate duty of the crew is
A Inform TLC B Keep ZPT on "0" and apply emergencybrakes or press BPEMS.
C Inform TPC D None of the above
- 394 If ATDs are provided at both ends of contact and catenary wires, it is known as type of OHE.
A Un-regulated B Semi- regulated
C Regulated D Un-known
- 395 The purpose of the CHBA is &
A Charging Batteries B Supply to Arno
C Supply to all control circuits after closing DJ D both A & C
- 396 If ATDs are not provided at both ends of contact and catenary wires, it is known as
A Unregulated OHE B Semi regulated OHE
C Regulated OHE D Un known
- 397 ZPT is having Positions.
A 0, 1, 2 & 3 B 0, 1 & 2
C 0, 1 & 1/2 D 0, 1 & 2/3
- 398 Total no. of roof bars provided in WAG 5 loco are
A 6 B 6+2
C 4 D 4+2

Technical Objective Bitbank

- 399 Total no.of roof bars provided in WAP 4 loco are
A 6 B 6+2
C 4 D 4+2
- 400 In conventional locos, to close DJ BL switches to be operated.
A BLDJ B BLRDJ
C BLDJ, BLRDJ D BLSN
- 401 In VCB type (DI) DJ, to close & maintain DJ electro valve(s) to be energized.
A MTDJ B MTDJ & EFDJ
C C118 D EFDJ
- 402 Location of MU2B in crew friendly locos is
A Motor chest no.1 B Motor chest no.2
C Pneumatic panel D Switch panel
- 403 In conventional locos, panto-1 electro valve is
A VEPT-1 B VEPT-2
C ZPT-1 D ZPT-2
- 404 In conventional locos, HOM can be operated by key.
A BL B ZPT
C MPJ D Separate
- 405 When panto is raised and DJ is open position, ... protects roof equipment against surge voltage.
A ETTFP-1 B ET- 2
C ET- 1 D ET TFP- 2

Technical Objective Bitbank

- 406 After closing DJ, ... protects main transformer against surge voltage.
A ETTFP-1 B ET-2
C ET-1 D ETTFP-2
- 407 In conventional loco, transformer oil is circulated by motor.
A MVSI-I B MVSL-I
C MPH D MVRH
- 408 In conventional loco, transformer oil is cooled by motor.
A MPH B MVRH
C MVSI-I D MVSL-I
- 409 In conventional locos, panto-2 electro valve is
A VEPT-1 B VEPT-2
C ZPT-1 D ZPT-2
- 410 Arno starting phase is given through contactor & resistance.
A C118 & R118 B C118 & RGR
C C145 & R118 D C108 & RPGR
- 411 Starting phase of ARNO is suppressed by..... relay.
A Q45 B QCVAR
C Q30 D Q44
- 412 When cab-1 ZPT is on '1' position, ...panto raises.
A Both pantos B PT-1
C PT-2 D None

Technical Objective Bitbank

- 413 In conventional locos, when cab fans are not working
..... fuse to be checked.
- | | |
|--------|--------|
| A CCPT | B CCA |
| C CCVT | D CCBA |
- 414 Earth fault in MPH motor causes tripping of DJ through
.....relay.
- | | |
|-------|----------|
| A QLA | B QOP-1 |
| C QOA | D QRSI-1 |
- 415 If MPH motor is isolated, starting 5 minutes.....Amps
current and continuously Amps current to be
observed for TM.
- | | |
|-------------|-------------|
| A 750, 500 | B 500, 500 |
| C 1000, 750 | D 1000, 500 |
- 416 If MVSI-1 is not working, along with HVSI-1 switches
also to be kept on "0".
- | | |
|--------------|----------|
| A HVSL 1 | B HVMT 1 |
| C both A & B | D HVSL 2 |
- 417 If MVSL-2 is not working, along with HVSL-2
switches also to be kept on "0".
- | | |
|--------------|----------|
| A HVSI-2 | B HVMT-2 |
| C Both A & B | D HVSL 1 |
- 418 If MVSL-2 is not working, work the train by isolating
.....
- | | |
|--|-------------------|
| A No restriction for TM
current ratings | B isolate bogie-2 |
| C Work 50% load | D Above all |

Technical Objective Bitbank

- 419 MVRH, MVMT-1 & MVMT-2 are remotely controlled by switch.
- | | |
|---------|---------|
| A BLVMT | B HVRH |
| C BLSN | D BLCPD |
- 420 If HVRH is kept on '3' position means, MVRH position is and QVRH position is
- | | |
|----------------------|---------------------|
| A isolated, service | B service, isolated |
| C isolated, isolated | D service, service |
- 421 Earth fault in MVRH causes tripping of DJ by energising relay.
- | | |
|---------|---------|
| A QOP 1 | B QOP 2 |
| C QOA | D QLA |
- 422 If MVRH motor is isolated, starting 5 minutes Amps current and continuously Amps current to be observed for TM.
- | | |
|-------------|-------------|
| A 750, 500 | B 500, 500 |
| C 1000, 750 | D 1000, 500 |
- 423 Over current in MVMT-1 or MVMT-2 causes tripping of DJ by energizing relay.
- | | |
|---------|---------|
| A QOP-1 | B QOP-2 |
| C QOA | D QLA |
- 424 In conventional locos, regulating governor for main compressors is
- | | |
|--------|----------|
| A RGAF | B RGEB-2 |
| C RGCP | D QPH |
- 425 In WAG 5 loco, HCP is having No. of positions.
- | | |
|-----|---------|
| A 3 | B 5 |
| C 8 | D 1/2/3 |

Technical Objective Bitbank

- 426 QLM is provided in circuit.

 - A Auxiliary power
 - B Feeding power
 - C TFP-1
 - D TFP-2

427 In few locos in place of roof bushing bar is provided.

 - A LT cable
 - B LT & HT cables
 - C HT cable
 - D None

428 In conventional locos, ... motors are called direct motors.

 - A MPH, MVSI-1
 - B MVSI-2, MVSL-1
 - C MVSL-2
 - D All the above

429 MVMT 1 & MVMT 2 are type of auxiliary motors.

 - A direct auxiliary
 - B starts along with ARNO
 - C Both A & B
 - D remote controlled

430 MVMT-1 auxiliary motor cools traction motors.

 - A 4,5,6
 - B 1,2,3
 - C All TMs
 - D None of the above

431 MVMT-2 auxiliary motor cools traction motors.

 - A 4,5,6
 - B 1,2,3
 - C All TMs
 - D None of the above

432 If MVMT-2 is not working, work the train after isolating

 - A No restriction for TM current ratings
 - B bogie-2
 - C Work 50% load
 - D Above all

Technical Objective Bitbank

- 433 To isolate panto-1 electrically (HT side) to be disconnected from roof bars.
- | | |
|----------|----------|
| A VEPT-1 | B HPT-2 |
| C HPT-1 | D VEPT-2 |
- 434 To isolate panto-2 electrically (HT side) to be disconnected from roof bars.
- | | |
|----------|----------|
| A VEPT-1 | B HPT-2 |
| C HPT-1 | D VEPT-2 |
- 435 To isolate the TM-5 in WAG-7 loco, HMCS-2 has to be placed in position and bit to be packed on –ve side of TM.
- | | |
|--------------|-------------|
| A 3, J1-10th | B 3, J1-8th |
| C 3, J2-10th | D 3, J2-8th |
- 436 To isolate the TM-3 in WAP-4 loco (without RB), HMCS-1 has to be placed in position and bit to be packed on –ve side of TM.
- | | |
|--------------|--------------|
| A 4, J1-12th | B 4, J1-10th |
| C 4, J2-6th | D 4, J1-6th |
- 437 To isolate the TM-4 in WAP-4 loco (With RB), HMCS-2 has to be placed in position and bit to be packed on –ve side of TM.
- | | |
|-------------|-------------|
| A 2, J2-6th | B 2, J2-8th |
| C 1, J2-6th | D 2, J1-8th |
- 438 signaling lamp glows in both cabs when any one of RSI block tell tale fuse projects.
- | | |
|----------|--------|
| A LSCHBA | B LSP |
| C LSB | D LRSI |

Technical Objective Bitbank

- 439 When earth fault in SL-1, DJ tips through relay.
- A QOP-2 B QRSI-1
- C QOP-1 D QE
- 440 Maximum permitted voltage to TMs of WAG-5 is volts.
- A 865 B 740
- C 750 D 700
- 441 Location of IP mechanical valve with coc in crew friendly locos is
- A Cab-1 left side locker B Motor chest no.1
- C Pneumatic panel D Motor chest no.2
- 442 In WAG-5 loco during RB application, if there is earth fault in TM-6 field relay will act.
- A QOP-1 B QOP-2
- C QRSI-1 D QE
- 443 After moving MP to 'P' position, ...contactor closes.
- A C-107 B C-145
- C C-118 D C-111
- 444 relay will act when banding failure takes place in TM-1.
- A QRSI B QLM
- C QOP-1 D QOP-2
- 445 When earth fault in SL-2, DJ tips through relay.
- A QE B QRSI-1
- C QOP-1 D QOP-2

Technical Objective Bitbank

- 446 If banding failure takes place clear the section with not exceeding Kmph of restricted speed.
- | | |
|------|------|
| A 40 | B 25 |
| C 10 | D 15 |
- 447 ATFEX comes into service after closing contactor.
- | | |
|---------|---------|
| A C-108 | B C-118 |
| C CTF-3 | D C-145 |
- 448 number of shunting contactors provided in WAG-5 or WAG-7 locos.
- | | |
|------|------|
| A 24 | B 16 |
| C 22 | D 18 |
- 449 relay is called traction power circuit-1 earth fault protection relay.
- | | |
|---------|----------|
| A QOP-2 | B QOP-1 |
| C QOA | D QRSI-1 |
- 450 relay is called traction power circuit-2 earth fault protection relay.
- | | |
|---------|----------|
| A QOP-2 | B QOP-1 |
| C QOA | D QRSI-1 |
- 451 RPS resistances are cooled by motor.
- | | |
|----------|----------|
| A MVSI-1 | B MVSL-1 |
| C MVRH | D MVMT-1 |
- 452 RB should not be used if relay is wedged in energized condition.
- | | |
|-------|--------|
| A Q44 | B Q118 |
| C Q51 | D Q50 |

Technical Objective Bitbank

- 453 During RB, MVRF motor gets feed from TM.
- A TM-1 B TM-2
C TM-4 D TM-6
- 454 To isolate the TM-1 in WAG-5 loco, HMCS-1 has to be placed in position and bit to be packed on –ve side of TM.
- A 2, J1-6th B 2, J1-8th
C 2, J2-8th D 3, J1-8th
- 455 QD-1 is connected between..... and traction motors.
- A TM2 & TM3 B TM1 & TM3
C TM1 & TM2 D None of the above
- 456 QD-2 is connected between..... and..... traction motors.
- A TM4 & TM6 B TM5 & TM6
C TM4 & TM5 D None of the above
- 457 To isolate RSI-1 block, place switches on '0' position.
- A HVMT-1 B HVSI-1
C HVSL -1 D All the above
- 458 In roof mounted RB locos, RF resistances are cooled by
- A MVRF B MVRH
C Natural air (atmospheric air) D None of the above
- 459 In WAG-5, ... out put is given to all TMs fields during RB.
- A RSI-1 B RSI-2
C Both RSI-1 & RSI-2 D None of the above

Technical Objective Bitbank

- 460 In WAG-7 or WAP-4, ... out put is given to all TMs fields during RB.

A RSI-1 B RSI-2

C Both RSI-1 & RSI-2 D None of the above

461 Poly glass material projecting from TM vent mesh is called as failure.

A Short circuit B Over current

C Banding failure D None of the above

462 J-1 controls traction motor fields.

A 1, 2 & 4 B 3, 6 & 5

C 4, 5 & 6 D 1, 2 & 3

463 J-2 controls traction motor fields.

A 1, 2 & 4 B 3, 6 & 5

C 4, 5 & 6 D 1, 2 & 3

464 relay is called as TM out put over current relay during RB.

A QF-1 or QF-2 B QE

C QRSI-1 or QRSI-2 D None of the above

465 During RB, all traction motor fields are connected in

A Parallel B Series

C Series-parallel D None of the above

466 While using RB brakes should not be used to avoid loco wheel skidding.

A Formation(A-9) B SA-9

C All above D None of the above

Technical Objective Bitbank

- 467 If number of fuses are projected in same RSI
block, isolate concerned block and work further.

A	2 or more	B	1
C	All above	D	None of the above

468 QD actions are

A	Auto regression of few notches	B	Auto sanding
C	LSP glows	D	All the above

469 Traction motor meter connections in Cab-1 are and in
Cab-2 are

A	U1-TM1, U2-TM2, A3-TM3, A4-TM4, U5-TM5, U6-TM6,	B	A1-TM1, U2-TM2, U3-TM3, A4-TM4, U5-TM5, U6-TM6,
C	A1-TM3, A2-TM4, U1-TM1, A4-TM4,U5-TM5, U6-TM6,	D	None of the above

470 The controlling fuse for reversers control circuit is

A	CCA	B	CCDJ
C	CCPT	D	CCLS

471 When MP is moved from traction to braking side, the correct preparation for braking is ensured by glowing and extinguishing
of signaling lamp.

A	LSP	B	LSB
C	LSGR	D	LSRSI

472 During RB if DJ trips, ... valve de-energises and causes
destruction of BP pressure automatically.

A	IP(E)	B	IP(M)
C	VEF(E)	D	VEF(M)

Technical Objective Bitbank

- 473 fuse will melt, when earth fault occurs in J1 / J2 coils.

A CCPT	B CCBA
C CCA	D CCLS

474 All line contactors will close, when MP is moved from to Position

A 'N' to '+'	B 'N' to '-'
C 'N' to 'P'	D 'O' to 'N'

475 Earth fault in line contactors coils causes, ... fuse to melt.

A CCPT	B CCA
C CCDJ	D CCLSA

476 When ZQWC is pressed, QWC relay will energise only when GR is on notch(es).

A '0'	B '1'
C '0' or '1'	D on & above 20th

477 QWC relay's action is up to notch, when ZQWC is pressed(18 shunting contactors loco).

A 20	B 15
C 10	D 1

478 MPS can be operated form notch onwards after applying maximum voltage to traction motors.

A 15	B 20
C 25	D 10

479 To operate MPS, TM voltage should reach to Volts.

A 650	B 700
C 750	D 865

Technical Objective Bitbank

- 480 When TLTE with LSB is experienced, it indicates relay not energized.

A Q-50 B Q-51

C Q-52 D Q-48

481 The correct preparation for traction as well as braking is supervised by relay.

A Q-52 B Q-51

C Q-50 D Q-49

482 To close all line contactors, position of EP1 & EP2 COCs in WAG7 are

A EP1 & EP2 close B EP1 & EP2 open

C EP1 open, EP2 close D EP1 close, EP2 open

483 When MPJ is put to forward in cab1, the J1 & J2 handles position are

A J1 up, J2 down B J1 down, J2 up

C both J1,J2 down D both J1,J2 up

484 When L1 or L6 is not closed, then traction failure occurs.

A TLTE with GR progression B TLTE w/o GR progression

C PLTE D 1st notch auto regression with LSP

485 In modified locos, when C145 contactor is closed, ... lamp glows near Q50 relay.

A LSB B LSGR

C LSC-145 D LSOL

486 When MPJ is put to forward in cab2, the J1 & J2 handles position are

A both J1,J2 down B both J1,J2 up

C J1 up,J2 down D J1 down,J2 up

Technical Objective Bitbank

- 487 When MP is in traction side, the CTF1, CTF2 & CTF3 handles position are
- A CTF1, CTF2 up & CTF3 down B CTF1, CTF2 down & CTF3 up
- C CTF1, CTF2, CTF3 down D CTF1, CTF2 & CTF3 up
- 488 When MP is in braking side, the CTF1, CTF2 & CTF3 handles position are
- A CTF1, CTF2, CTF3 up B CTF1, CTF2 & CTF3 down
- C CTF1, CTF2 down & CTF3 up D CTF1, CTF2 up & CTF3 down
- 489 The C145 contactor position is..... when MP is in traction side.
- A open B close
- C either close or open D neither close nor open
- 490 The C145 contactor position is..... when MP is in braking side.
- A close B open
- C neither close nor open D either close or open
- 491 Location of A-8 COC in WAG 5 loco is
- A In cab-1 below A-9 B Pneumatic panel
- C In cab-2 below A-9 D None of the above
- 492 Location of CTF-3 in WAG-7 loco 27200 onwards & WAP4 (with RB) is
- A HT-1 BA-1 panel B HT-3 BA-2 panel
- C HT-3 BA-3 panel D HT-3 BA-4 panel

Technical Objective Bitbank

- 493 Location of GR safety valves is
- A On top of conservator tank
 - B HT-2 compartment above GR
 - C HT-2 compartment above SMGR unit
 - D Under truck
- 494 Location of HQOP-1 in WAG-7 loco 27200 onwards is
- A HT-1 BA-1 panel
 - B HT-3 BA-3 panel
 - C HT-3 BA-2 panel
 - D Switch panel
- 495 Location of HQOP-2 in WAG-7 loco 27200 onwards is
- A HT-1 BA-1 panel
 - B HT-2 compartment
 - C HT-3 BA-2 panel
 - D Switch panel
- 496 Location of C-145 in WAG-7 (27200 onwards) & in WAP4 (with RB) is at
- A HT-1 BA-1 panel
 - B HT-3 BA-2 panel
 - C HT-3 BA-3 panel
 - D HT-3 BA-4 panel
- 497 Location of line contactors in WAG-5, WAM-4 & WAG-7(up to 27199) locos is at
- A HT-1 BA-1 panel
 - B HT-3 BA-2 panel
 - C HT-3 BA-3 panel
 - D HT-3 BA-4 panel
- 498 Location of A-8 COC in WAG-7 loco above 27200 is
- A In cab-1 below A-9
 - B Pneumatic panel
 - C In cab-2 below A-9
 - D None of the above
- 499 Location of line contactors L-1, L-2 & L-3 in WAG-7 (above 27200) & in WAP4 locos is at
- A HT-1 BA-1 panel
 - B HT-3 BA-2 panel
 - C HT-3 BA-3 panel
 - D HT-3 BA-4 panel

Technical Objective Bitbank

- 500 Location of line contactors L-4, L-5 & L-6 in WAG-7 (above 27200) & in WAP4 locos is at
- A HT-1 BA-1 panel B HT-3 BA-2 panel
- C HT-3 BA-3 panel D HT-3 BA-4 panel
- 501 Location of C-118 in WAM-4 loco is at.....
- A Motor chest no.2 towards carridor-1 B Motor chest no.2 towards carridor-2
- C HT-3 BA-3 panel D HT-3 BA-2 Panel
- 502 Location of R-1 coc in WAG-5 loco is at
- A Cab-1 center locker B Near control reservoir
- C Above wheel no.4 D Cab-1 left side locker
- 503 Location of R-1 coc in WAG-7 loco is
- A Cab-1 center locker B Near control reservoir
- C Above wheel no.4 D Cab-1 left side locker
- 504 Location of C2A relay valve in WAG-5 , WAM4 & WAG7 (up to 27199) is at
- A Behind BA box no.3 B Behind BA box no.2
- C Behind BA box no.1 D Behind BA box no.4
- 505 Location of C2A relay valve in WAG-7 loco 27200 onwards & WAP-4 crew friendly cab locos is at
- A Behind BA box no.3 B Pneumatic panel
- C Behind BA box no.1 D Behind BA box no.4
- 506 Location of A-8 COC in old WAP-4 loco without pneumatic panel is
- A In cab-1 below A-9 B Pneumatic panel
- C In cab-2 below A-9 D None of the above

Technical Objective Bitbank

- 507 Location of C2B relay valve in WAG-5, WAM4 & WAG7 (up to 27199) is at
- A In between MR-1 & MR-2 B In between MR-3 & MR-4
C In between MR-2 & MR-3 D Pneumatic panel
- 508 Location of C2B relay valve in WAG-7 (27200 onwards) & WAP4 crew friendly cab locos is at
- A In between MR-1 & MR-2 B In between MR-3 & MR-4
C In between MR-2 & MR-3 D Pneumatic panel
- 509 Location of MVSL-1 in WAG-5, WAM4 & WAG7 (up to 27199) is at
- A HT-2 compartment towards corridor-2 B HT-2 compartment towards corridor-1
C HT-1 compartment towards corridor-2 D HT-1 compartment towards corridor-1
- 510 Location of MVSL-2 in WAG-5, WAM4 & WAG7 (up to 27199) is at
- A HT-2 compartment towards corridor-2 B HT-2 compartment towards corridor-1
C HT-1 compartment towards corridor-2 D HT-1 compartment towards corridor-1
- 511 Location of EP-3 coc in WAG-7(27200 onwards) & WAP-4 locos is
- A Near BA-4 panel B Near BA-3 panel
C Near BA-2 panel D Near BA-1 panel
- 512 Location of ZCPA in crew friendly locos is
- A Loco pilot desk in each cab B Switch panel
C Motor chestno.1 D All of the above

Technical Objective Bitbank

- 513 Location of MVSL-1 in WAG-7 loco 27200 onwards is
A HT-1 compartment B HT-2 compartment
C HT-3 compartment D None of the above
- 514 Location of MVSL-2 in WAG-7 loco 27200 onwards is
A HT-1 compartment B HT-2 compartment
C HT-3 compartment D None of the above
- 515 Location of reset button in SIV provided locos is
A Switch panel B On Loco pilot desk in cab-1
C On SIV unit D On Loco pilot desk in cab-2
- 516 Location of HSIV switch in SIV provided locos is
A On SIV unit B Switch panel
C Loco pilot desk D Pneumatic panel
- 517 Location of A-8 COC in WAP-4 crew friendly locos
.....
A In cab-1 below A-9 B Pneumatic panel
C In cab-2 below A-9 D None of the above
- 518 Location of CCINV fuse in SIV provided locos is
A On SIV unit B Relay panel
C Fuse rack D Cab-2 back panel
- 519 Location of HRAVT switch in SIV provided locos is
A On SIV unit B Switch panel
C Cab-2 back panel D Loco pilot desk

Technical Objective Bitbank

- 520 Location of ELD bye pass switch in SIV provided locos is
A On SIV unit B Switch panel
C Cab-2 back panel D Loco pilot desk
- 521 Location of HPAR switch in microprocessor provided locos is
A On microprocessor unit B Switch panel
C Loco pilot desk D Cab-1 center locker
- 522 Location of LSC145 lamp in modified locos is
A On signaling lamp panel B Near C-145contactor
C In relay panel D In switch panel
- 523 Location of ZLS switch is
A Switch panel B Loco pilot desk
C Cab-1 center locker D Motor chest no.1
- 524 Location of QPDJ in ABCB type DJ provided locos is
A Relay panel B Cab-2 back panel
C HT-2 compartment D HT-1 compartment
- 525 Location of VEPT-1 in crew friendly locos is
A Loco roof B Cab-1 left side locker
C Cab-1 center locker D Cab-1 back panel

Answers		44	B	90	D	136	A	182	B
QNo	Ans	45	A	91	C	137	B	183	A
		46	B	92	A	138	A	184	C
1	C	47	C	93	B	139	D	185	A
2	B	48	D	94	D	140	C	186	D
3	B	49	A	95	D	141	A	187	C
4	D	50	C	96	D	142	D	188	D
5	C	51	D	97	D	143	C	189	A
6	C	52	A	98	C	144	C	190	B
7	C	53	A	99	B	145	A	191	B
8	D	54	B	100	A	146	B	192	A
9	D	55	A	101	B	147	B	193	B
10	C	56	B	102	B	148	B	194	A
11	A	57	A	103	B	149	B	195	D
12	B	58	B	104	C	150	B	196	A
13	B	59	D	105	D	151	B	197	C
14	C	60	C	106	B	152	D	198	D
15	C	61	C	107	C	153	A	199	D
16	B	62	B	108	A	154	A	200	B
17	C	63	B	109	A	155	B	201	C
18	B	64	B	110	A	156	A	202	B
19	A	65	A	111	C	157	C	203	A
20	B	66	A	112	B	158	B	204	A
21	D	67	C	113	D	159	A	205	B
22	C	68	D	114	B	160	A	206	A
23	B	69	B	115	A	161	C	207	D
24	B	70	C	116	B	162	B	208	A
25	A	71	B	117	C	163	C	209	C
26	C	72	A	118	B	164	B	210	B
27	C	73	B	119	B	165	B	211	C
28	B	74	C	120	B	166	A	212	D
29	A	75	A	121	C	167	D	213	B
30	C	76	B	122	D	168	A	214	C
31	B	77	B	123	B	169	C	215	B
32	D	78	B	124	B	170	B	216	C
33	B	79	D	125	B	171	A	217	B
34	C	80	B	126	B	172	C	218	B
35	A	81	C	127	B	173	C	219	C
36	C	82	A	128	D	174	D	220	B
37	C	83	A	129	A	175	A	221	C
38	C	84	D	130	D	176	A	222	D
39	C	85	D	131	C	177	B	223	C
40	B	86	D	132	A	178	A	224	C
41	B	87	C	133	C	179	A	225	B
42	B	88	C	134	C	180	A	226	A
43	C	89	B	135	D	181	D	227	D

228	C	274	C	320	C	366	B	412	C
229	A	275	A	321	A	367	C	413	C
230	C	276	B	322	D	368	D	414	C
231	D	277	C	323	A	369	D	415	A
232	C	278	B	324	A	370	B	416	C
233	A	279	D	325	D	371	A	417	C
234	C	280	C	326	D	372	B	418	D
235	A	281	C	327	C	373	B	419	A
236	D	282	A	328	C	374	A	420	B
237	B	283	C	329	C	375	B	421	C
238	A	284	A	330	A	376	B	422	A
239	C	285	A	331	C	377	D	423	D
240	A	286	B	332	B	378	B	424	C
241	B	287	C	333	A	379	B	425	C
242	A	288	D	334	D	380	B	426	B
243	B	289	A	335	D	381	D	427	C
244	C	290	B	336	D	382	C	428	D
245	D	291	A	337	C	383	A	429	D
246	A	292	A	338	B	384	B	430	B
247	C	293	B	339	C	385	C	431	A
248	A	294	A	340	A	386	A	432	D
249	C	295	A	341	C	387	D	433	C
250	D	296	B	342	A	388	C	434	B
251	A	297	B	343	B	389	A	435	C
252	C	298	B	344	A	390	A	436	D
253	D	299	B	345	D	391	C	437	B
254	A	300	A	346	C	392	D	438	D
255	B	301	A	347	A	393	B	439	C
256	C	302	D	348	D	394	C	440	C
257	C	303	B	349	A	395	D	441	C
258	B	304	A	350	D	396	A	442	A
259	A	305	A	351	D	397	B	443	B
260	C	306	B	352	D	398	B	444	C
261	B	307	C	353	C	399	D	445	D
262	C	308	A	354	C	400	C	446	D
263	B	309	B	355	B	401	A	447	D
264	A	310	C	356	C	402	C	448	D
265	A	311	A	357	A	403	A	449	B
266	C	312	C	358	A	404	B	450	A
267	B	313	A	359	C	405	C	451	C
268	A	314	C	360	D	406	B	452	D
269	C	315	B	361	C	407	C	453	A
270	A	316	C	362	B	408	B	454	B
271	A	317	C	363	B	409	B	455	A
272	B	318	B	364	D	410	A	456	C
273	A	319	A	365	D	411	B	457	D

458	C	504	A
459	A	505	B
460	B	506	C
461	C	507	B
462	D	508	D
463	C	509	A
464	A	510	B
465	B	511	A
466	B	512	D
467	A	513	A
468	D	514	B
469	A	515	C
470	C	516	B
471	B	517	B
472	A	518	C
473	A	519	B
474	D	520	A
475	A	521	B
476	C	522	C
477	C	523	A
478	B	524	C
479	C	525	D
480	A		
481	C		
482	B		
483	D		
484	C		
485	C		
486	A		
487	D		
488	B		
489	A		
490	A		
491	A		
492	D		
493	C		
494	A		
495	C		
496	D		
497	C		
498	B		
499	A		
500	C		
501	C		
502	C		
503	B		

01	The amount of maintenance grants to be granted per month (on SBF) to All Gr."C" & "D" employees irrespective of their pay and nature of disease, subject to the sickness in Govt./Rly Hospital exceeding 15 days on LWP: - Rs. 3000/- - Rs. 1000/- - Rs. 5000/- - None of the above Ans: a
02	The amount of Medical assistance to be granted per month(max. 3 months) under SBF to all Gr."C" & "D" employees who themselves/their family members suffer from major diseases and chronic diseases involving major operations, on recommendation by Rly medical authorities. - Rs. 2000/- - Rs. 3000/- - Rs. 1000/- - None of the above Ans: a
03	Non-gazetted cadre in pay level in pay matrix 6 and above are eligible for duty pass travel in - First class - First class A - Both a & b - None of the above Ans: a
04	In NPS system the contribution by the central government shall be 14 % basic pay plus DA 10% basic pay plus DA 14% basic pay 10% basic pay Ans: a
05	Persons with disability may be granted SCL for period of ----- per calendar year 10 days 11 days 4 days 3 days Ans: c
06	CCL may not be granted less than ---- days at a time 5 days 2 days 3 days Ans: a
07	As per HRC, running duty for the purpose of preparation links only should not exceed for Mail/Express 8 hrs 9 hrs. 7 hrs - None of the above Ans: a
08	An amount of additional allowance paid to Motorman per month - Nil - Rs.1125/-

	c. Rs. 750/- d. Rs. 2250/- Ans: b
09	NHA for grade pay 3 to 5 (VII CPC) staff a. Rs. 384/- b. Rs. 477/- c. Rs. 630/- d. None of the above Ans: b
10	Bungalow peon is classified under a. Intensive r b. Continuous c. EI d. None of the above Ans: c
11	Standard hours for Intensive employment a. 42hrs/week b. 48 hrs/week c. 45 hrs/week d. None of the above Ans: a
12	The classification of----- employments is defined in Section 130 (a) a. Continuous b. Intensive c. EI d. Excluded Ans: a
13	Time limit for appealing against classification is -----days a. 30 days b. 90 days c. 45days d. None of the above Ans: b
14	Running staff shall be granted rest of -----including full night in bed in a month a. 4 periods of 30 hours b. 5 periods of 22 consecutive hours c. Either a or b d. None of the above Ans: c
15	Expand RLC a. Regional Labour Court b. Regional Labour Commissioner c. Regional Labour counsel d. None of the above Ans: b
16	Payment of wages Act, 1936 came into force a. 23.04.1936 b. 01.04.1936 c. 30.04.1936

	d. None of the above Ans: a
17	According to ----- the wage period not to exceed one month in payment of wages act, 1936. a. Sec. 4 b. Sec. 3 c. Sec. 2 d. Sec.1 Ans: a
18	The Payment of Wages (Amendment) Bill, 2017 was introduced in Lok Sabha on a. February 3, 2017 b. February 2, 2017 c. February 24, 2017 d. None of the above Ans: a
19	Workmen Compensation Act, 1923 came in to force? a. 01.07.1923 b. 01.07.1924 c. 01.01.1924 d. None of the above Ans: b
20	Commissioner for workmen's compensation appointed under section? a. Section 12 b. Section 20 c. Section 1 d. None of the above Ans: b
21	Amount of compensation mentioned in which section in Workmen compensation act, 1923. a. Sec. 4 b. Sec. 3 c. Sec. 2 d. Sec.1 Ans: a
22	CONTRACT LABOUR (REGULATION AND ABOLITION) ACT, 1970 (ACT No. 37 OF 1970) came in to effect: a. 5th September, 1970. b. 1st September, 1970 c. 5th July, 1970 d. None of the above Ans: a
23	Form V describes : Trade License / Address proof Certificate. License Certificate or Last Renewal Certificate should be submitted for Contract Labour Licence; which is in the Form number? a. Form V b. Form VII c. Form X d. Form XI Ans: a
24	In Railways, who is the principal employer under contract labour? a. Contractor b. Railway administration c. Both a & b d. None of the above Ans: b
25	As per CONTRACT LABOUR (REGULATION AND ABOLITION) ACT, 1970 every contractor shall upload a Unified Annual Return in the a. Form XXIV b. Form XX c. Form XI d. Form X Ans: a
26	Buffer height of Loco (conventional) to be checked during a. IA schedule b. IB schedule

	c. IC schedule d. All the above Ans: d
27	Detailed instructions for IT, IA, IB, IC, AOH, IOH & POH will be issued by a. PCEE b. RDSO c. both a & b d. none of the above Ans: c
28	WAG-7 loco with gear ratio of 16:65 is capable to start & haul ----- load in 1 in 200 gradient (as per RDSO TC No. 17) a. 4638T b. 4538T c. 4738T d. None of the above Ans: c
29	Full form of SMI a. Special Maintenance Instructions b. Schedule Maintenance Instructions c. Standard Moving information d. None of the above Ans: a
30	Average energy cost in Rs/KWH in SCR for the year 2015-2016 a. 6.74 b. 5.12 c. 4.74 d. 3.12 Ans: a
31	What is meant by Territorial outage? a. Number Locos holding at 00:00 hrs over a railway b. Number of ineffective locos at 00:00 hrs over a railway c. Both a & b d. None of the above Ans: d
32	Class A fires can extinguished with a. Water b. Foam c. Both a & b d. None of the above Ans: a
33	Energy conservation measures a. AC loco simulators b. Shunt capacitor banks at TSS c. Switching OFF electrical lights, fans etc when not required. d. All the above. Ans: d
34	Loco performance statics "statement -18" describes a. Engine hours b. Train & engine kms c. Fuel statistics d. None of the above Ans: a
35	Leave Reserve' for Loco inspector is provided in the category of a. LP goods b. LP Pass c. LP Mail & Exp. d. None of the above Ans: b
36	Crew links are to be prepared based on a. Sanctioned strength b. WTT c. Loco link d. Rake link Ans: b
37	Running staff review should be carried out for every a. Year b. Six months c. Two years d. None of the above Ans: b
38	Loco Outage means: a. Loco outage = Engine Hours for traffic use/ 24 hrs. b. Loco outage = Engine KMs for traffic use/24 hrs. c. Both a & b d. None of the above Ans: a

39	Basic duty of TLC/Power controller - To arrange motive power - To guide running staff - Planning of locos to home shed for maintenance - All the above Ans: d
40	Norms for Manpower for Locos fitted with Hitachi Motors: 5.5 staff per Loco 6.0 staff per loco 7.0 staff per loco 4.5 staff per loco Ans: a
41	The flow rate of a pump (Q) is measured in - m³/sec - m³/hr - litre/min - all the above Ans: d
42	Advantage of centrifugal pump - high efficiency - simple construction - uniform and continuous flow - all the above Ans: d
43	"Shram Suvidha Portal" is maintained by - Ministry of Labour & Employment in central government - Ministry of Home affairs in central government - Ministry of HRD - None of the above Ans: a
44	Tender committee (TC) recommendations with dissent note is treated as : - Unanimous recommendation - Formal recommendation - Not recommended - None of the above Ans: a
45	Time limit for submission of Performance Guarantee by the contractor 30 days 45 days 15 days - None of the above Ans: a
46	Two packet system - Contains technical & financial bids - Contains technical I & II bids - Contains financial bid value below 50 Lakhs - None of the above Ans: a
47	LOA means - Loan of authority - Letter of authority - Letter of acceptance - None of the above Ans: c
48	Earnest Money for works/services estimated to cost upto Rs. 1 crore is 1.9% of the estimated cost of the work 2% of the estimated cost of the work 4% of the estimated cost of the work - None of the above Ans: b
49	Principal employer is - Railway administration - Contractor - Both a & b - None of the above Ans: a
50	Form XI (Rule 223 (c)) of describes in The Contract Labour (Regulation & Abolition) Central Rules, 1971 - Certificate of medical examination - Employment card - Service certificate - Performance notice Ans: a

Hindi Objective:

01	Which of the following is/are true? 1) The legislature of a state may adopt any one or more of the languages in use in the state or Hindi as the official language of that state. 2) The proceedings of the Supreme Court are to be carried out in English or Hindi only. a. Only 1 b. Only 2 c. Both 1 and 2 d. None of the above Ans: a
02	Which amendment act inserted provision regarding authoritative text of the constitution in the Hindi language? a. 58th Amendment Act, 1987 b. 56th Amendment Act, 1985 c. 51st Amendment Act, 1982 d. None of the above Ans: a
03	Which part of the Constitution contains provisions regarding Official Language? a. Part XVI b. Part XVII c. Part XV d. None on the above Ans: b
04	In which year Maithili, Bodo, Dogri and Santhali were added to the Eighth Schedule later? a. 2003 b. 2002 c. 2004 d. 2001 Ans: a
05	When was Resolution on Official Language passed by Parliament? a. 18.01.1968 b. 10.05.1963 c. 26.01.1965 d. None of the above Ans: a
06	In which year, the Hindi Translation of Railway Budget was prepared? a. 1968 b. 1965

	c. 1956 d. None of the above Ans: c
07	Who is the Chairman of Central Hindi Samiti (Committee)? a. Home minister b. Prime minister c. HRD minister d. None of the above Ans: b
08	What is the periodicity of the meetings of Town Official Language Implementation Committee? a. Once in 6 months b. Once in 3 months c. Twice in a two years d. None of the above Ans: a
09	When 'World Hindi Day' is observed? a. On 18 January b. On 10 May c. On 26 January d. On 10 January. Ans: d
10	Which article of the constitution contains provision regarding the official language of States? a. Article-345 b. Article – 343 c. Article- 344(1) d. None of the above Ans: a

RS (D&A) Rules, 1968

01	Punishment norms dealt as per a. Rule No.5 b. Rule No. 6 c. Rule No. 11 d. None of the above Ans: b
02	Procedure for imposing Major penalties in which Rule of RS (D&A) Rules, 1968 a. 9 b. 11 c. 5 d. None of the above Ans: a
03	During suspension which type of allowance is eligible for running staff a. Subsistence allowance b. Average running allowance c. Both a & b d. None of the above Ans: c
04	Standard Form No. 5 relates to

	a. Issue of major penalty b. Issue of suspension c. Issue of minor penalty d. Nomination of Inquiry Officer Ans: a
05	Revision under which rule is to be made? a. Rule No. 21 b. Rule No.25 c. Rule No. 9 d. None of the above Ans: b
06	According to Rule No. 3.1 of RS (Conduct) Rules, 1966, every Railway Servant shall at all times; a. Maintain absolute integrity b. Maintain devotion to duty c. Both a & b d. None of the above Ans: c
07	Appointing authority in relation to a Railway Servant means: a) an authority who actually appointed him b) equal or higher authority empowered to make appointments to the post c) any other authority d) a&b only Ans: d
08	RS (D&A) Rules are not applicable to: a) any member of All India Services b) RPF personnel c) any person in casual employment d) all of the above Ans: d
09	While holding enquiry, who have to fix the date, time & venue and inform the Charged employee: a) Inquiry officer b) Disciplinary authority c) presenting officer d) Confidential section of the dept Ans: a
10	Inquiry Officer can delegate his functions to: a) Disciplinary authority b) Defence helper c) Presenting officer d) He cannot delegate Ans: d

Stores & Tenders

01	GST is calculated on a. Basic cost of the material b. Basic cost of the material & packing charges c. Basic cost of the raw material. d. Basic cost of the material + forwarding charges + freight charges
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	Answer : d
02	Non stock indents above Rs 45 lakhs have to be approved by_____ a. JAG scale officer b. ADRM c. PHOD/CHOD of department. d. None of the above Ans: c
03	Which of the following exercise is being monitored by railway board on regular basis; a. PL verification b. PL allocation c. PL unification d. PL duplication Ans: (c)
04	Into how many climatic zones, Indian Railway is classified for supply of uniforms; a. 7 b. 5 c. 9 d. 18 Ans: b
05	The plan head for stores suspense is _____. a. PH-16 b. PH-30 c. PH-71 d. None of the above Ans: c
06	Money allotted for purchase of stock items is called a. Purchase money b. Purchase balance c. Purchase suspense d. Purchase grant Ans: (d)
07	The detailed distribution of budget allotment made to railway administrations is contained in ; a. Yellow book b. Green book c. Pink Book d. White Paper Ans: (c)
08	As soon as the offer of the tenderer is accepted, the contractor has to deposit SD a. Within 30 days of the posting of written notice of acceptance b. Within 25 days of receipt of the communication c. Within 21 days of receipt of the communication d. Within 14 days of the posting of written notice of acceptance Ans :D
09	Offers received after closing of tender box, but before opening of tenders , are called a. Late Tenders b. Delayed Tenders c. Limited Tenders d. Open Tender Ans. B
10	A firm has entered into a contract with Railway to supply an item free off any cost. In the

	eye of Law a. Penalty can be imposed on firm in case of failure in supply b. Contract is not enforceable. c. Contract is enforceable, but penalty cannot be imposed d. Firm should be considered in future based on supply contract Ans: (B)
11	In case of Rate Contract a. Quantity. Rate., Consignee is stipulated b. Only rate is stipulated c. Quantity and Rate is stipulated d. Quantity, rate and Delivery Period is stipulated. Ans: (B)
12	Which among following is not a material inspecting agency: a) RDSO (b) DOI c) IRTS (d) RITES Ans. (c)
13	What is the name of website for login in E-auction is www. ? a. indianrailways.gov. in b. scrtrso.gov.in c. ireps.gov.in d. None of the above Ans: c
14	BSV full form a. Book sale value b. Balance sale value c. Balance stock value d. Bulk store value Ans: b
15	In which form, Materials not required are returned to the nominated stores depot as per stores code ? (a) S – 1539 (b) S-1739 (c) S-1549 (d) SS-11 Ans. (a)
16	Disposal of scrap may be done by (a) Auction (b) Sale by tender (c) Sale to other Govt. department and undertakings (d) All above Ans. (d)
17	Which of the following items need not to be verified a) Dunnage b) Petty consumable stores c) Dead Stock, Tools & Plants of low value d) All of the above Ans: (D)
18	Registration of firm is treated as provisional until the firm a)has executed satisfactorily one order

	b) has secured one order c) has received one tender d) All of the above Ans : a
19	First two digits in any price list No represent: (a) Part Number (b) Specification Number (c) Drawing Number (d) Group Number Ans: (d)
20	Special limited tender is one where a. Number of firms is just one b. Purchase value is high but Limited tender is issued c. Purchase must be restricted from few firms d. Tender is issued by Registered post Ans.b

Contracts & works:

- In case of open tenders, the minimum period required from date of publication to the date of opening the tender shall be _____. (1month)
- Copies of tender notices may be displayed in the offices of field executives, HOD's offices for a period of not less than _____. (21 days)
- For limited tenders, _____ days' notice shall be given. (Fifteen)
- In case of quotation tenders, _____ days' notice shall be given. (seven)
- The tender notice should be sent to CPRO's office _____ days in advance for publication in Hind and other national dailies. (Fifty)
- List of Approved works (LAW) costing _____. (more than 30 lakhs & less than 50 lakhs)
- Works for which budget grant was not provided in the sanctioned budget are called _____. (OOT)
- _____ is the nodal officer for preparation of Works Programme and sending it to Railway Board. (PCE)
- SEMD accepted from the contractor borne on approved list for works costing 20 lakhs and 50 lakhs shall be Rs. _____. (Rs. 50,000/-)
- The security deposit to be paid by the contractor for works costing more than 2 lakhs and upto 2 crores shall be _____. (Rs. 5 lakhs)
- Earnest Money to be deposited along with tenders for works above Rs. 50 lakhs is Rs. _____. (Max. 1 lakh)
- Limited tenders are called through _____. (contractors from approved list)
- _____ is an example for piece work contract. (zonal works)
- Deposit work means _____. (Works of other Government Department done by Railways)
- Urgency certificate is necessary in the case of _____. (repairs to damages to line caused by floods)
- The powers of Divisional Officers to accord administrative approval to Lumpsum works is upto _____. (Nil)
- Powers of JAG Officers in granting technical sanction for tack renewal works is upto _____. (Rs. 1 crore)
- What are the powers of JAG in calling open tenders? (Full Powers)
- The powers of DRMs in inviting single tenders in case of accidents is upto _____ subject to annual ceiling of Rs. 50 lakhs. (10 lakhs)

20. The powers of JAG officers in accepting open tenders is upto _____. (upto 30 lakhs)
21. Revenue/Bankers solvency certificate is not required while calling tenders above 10 lakhs upto one crore. (say **true** or false)
22. Monetary value of Revenue/Banker's solvency certificate required while calling open tenders above one crore is _____. (40% of tender value of advertised work)
23. Limited tenders can be invited from contractors borne on the approve list. (say **true** or false)
24. Limited tenders can be called upto a monetary ceiling of Rs. _____. (Rs. 1 crore)
25. The lowest authority competent to approve calling of limited tenders upto Rs. 10 lakhs is _____. (SAG Officer)
26. Limited tenders in the range of more than 10 lakhs upto 25 lakhs can be invited with the approval of the authority of the rank of _____. (DRM)
27. PHOD is competent to approve calling of limited tenders of _____. (more than 25 lakhs and upto Rs. 50 lakhs)
28. CAOR is competent to approve calling of limited tenders of _____. (more than Rs. 50 lakhs and upto Rs. 75 lakhs)
29. The monetary slab for Class D contractor is _____. (upto Rs. 10 lakhs)
30. The monetary slab for Class C contractor is _____. (more than 10 lakhs & upto Rs. 25 lakhs)
31. The monetary slab for Class B contractor is _____. (more than 25 lakhs & up upto Rs. 50 lakhs)
32. The monetary slab for Class A contractor is _____. (more than 50 lakhs & upto Rs. 1 crore)
33. The number of monetary slabs fixed for categorizing the contractors in the approved list is _____. (four)
34. The validity of approved list of contractors is _____. (three years)
35. There will be separate approve lists for Open Line and Construction Organisations for each identified category of works. (say **true** or false)
36. Approved list of Class A contractors in constructions organization is maintained by _____. (CAOR)
37. The accepting authority for enlistment in the approved list of Class A contractors in Open Line is _____. (PHOD)
38. The accepting authority for enlistment in the approved list of Class D contractors in Construction Organisation is _____. (Dy. CE/C)
39. The fee chargeable for registration in the approved list of Class A contractors is Rs. _____. (Rs. 15,000/-)
40. The fee chargeable for registration in the approved list of Class B contractors is Rs. _____. (Rs. 10,000/-)
41. The fee chargeable for registration in the approved list of Class C contractors is Rs. _____. (Rs. 7,500/-)
42. The fee chargeable for registration in the approved list of Class D contractors is Rs. _____. (Rs. 5,000/-)
43. The standing earnest money for works costing upto Rs. 10 lakhs is Rs. _____. (Rs. 15,000/-)
44. The standing earnest money for works costing between Rs. 10 lakhs & Rs. 25 lakhs is Rs. _____. (Rs. 35,000/-)
45. The standing earnest money for works costing between Rs. 25 lakhs & Rs. 50 lakhs is Rs. _____. (Rs. 75,000/-)

46. The standing earnest money for works costing between Rs. 50 lakhs & 1 crore is Rs. _____. (Rs. 1,50,000/-)
47. The authority competent to approve for works of urgent nature before calling special limited tenders under two pocket system of tendering is _____. (GM)
48. The authority competent to approve for works of special nature before calling special limited tenders under two pocket system of tendering is _____. (PHOD)
49. Minimum number of contractors/agencies for calling quotations is _____. (three)
50. For calling single tender finance concurrence is necessary. (say **true** or false)
51. Preliminary Works Programme is divided into _____ volumes. (four)
52. Works Programme is prepared under Demand No. _____. (16)
53. LSWP works costing less than 30 lakhs shall be approved by _____. (DRM)
54. List of works costing more than 15 lakhs and below 30 lakhs require the administrative approval of _____. (PHOD/HOD)
55. LsWP works costing less than 15 lakhs require administrative approval of _____. (DRM)
56. Works having no budget grant and not appearing in pink book/Green Book/LSWP is called _____. (Out of turn works)
57. Nodal officer for processing out of turn works is _____. (CPDE/CGE)
58. Sanctioning authority for processing out of turn works is _____. (GM)
59. Power of GM to sanction safety related works under out of turn works is _____. (upto RS. 50 l;akhs)
60. Power of GM to sanction other than safety related works under out of turn works is _____. (upto RS. 30 lakhs)
61. Safety related works have to be completed from the date of sanction with in _____ months. (eight months)
62. Sponsoring authority for works under Plan head of 'Gauge Conversion' is _____. (COM)
63. Sponsoring authority for works under plan head of 'Doubling' is _____. (COM)
64. Sponsoring authority for works under plan head of 'Rail Electrification Projects' is _____. (CEE)
65. Sponsoring authority for works under plan head of 'Staff Quarters' is _____. (CPO/PCE)
66. Sponsoring authority for works under plan head of 'amenities of Staff' is _____. (CPO)
67. Sponsoring authority for works under plan head of 'Other specified works' is _____. (PCE)
68. Sponsoring authority for works under plan head of 'Bridge Works' is _____. (PCE)
69. Sponsoring authority for works under plan head of 'Labour Welfare facilities' is _____. (CPO)
70. Sponsoring authority for works under plan head of 'Passenger amenities' is _____. (CCM)
71. Sponsoring authority for works under plan head of 'Tack Renewal Works' is _____. (PCE)
72. Sponsoring authority for works under plan head of 'Workshops including production units' is _____. (PCE, CME,CBE)
73. Sponsoring authority for works under plan head of 'New Line Works' is _____. (COM)
74. Sponsoring authority for works under plan head of 'Road Safety Works – ROB/RUB' is _____. (PCE)

75. Sponsoring authority for works under plan head of 'Medical Facilities' is _____.
(CMD, CPO)
76. Sponsoring authority for works under plan head of 'Metropolitan Railway Projects' is _____.
(COM,CCM)
77. List of approved works are the works costing _____. (more than 30 lakhs and below 50 lakhs)
78. Lumpsum work are the works costing _____. (less than 30 lakhs)
79. List of works pertaining to MP and Rolling Stock are included under plan head _____. (Other Specified works)
80. A profit center is the office responsible for both _____. (Costs and Revenue)