



दक्षिण मध्य रेलवे-

South Central Railway

O/o. The Divisional Railway Manager/P, Personnel Department

Secunderabad Division

No.SCR/P-SC/210(a)/EE/Tech-III/LDCE

Date:14.03.2022

ALL ADENS

Sub: Formation of panel for filling up the post of Technician Gr.III in Level-2/GP 1900, against 25% LDCE quota in Civil Engineering Department of Secunderabad Division - Uploading of Sample questions-Reg.

Ref: This office letters dated 27.09.2021 & 14.03.2022.

1. Further to this office letters under reference, The Sample questions for the examination in subject selection to the post of Technician Gr.III against 25% LDCE quota (P.Way, Works & Bridges) are available on. South Central Railway official website www.scr.indianrailways.gov.in
The applicants of LDCE Notification may be advised to go through the below given link and open the Question Bank to refer the sample questions in respective categories.

scr.indianrailways.gov.in/view_section.jsp?lang=0&id=0,1,291,357,813

2. Sample questions are only indicative in nature but not exhaustive. The examinees are advised to update their knowledge keeping in accordance with the change in technology and job requirement with latest Rules/circulars/policies. Questions may be expected from the entire given syllabus.
3. The controlling officer/supervisor has to ensure that the sample questions are circulated to all the eligible staff and holding of selections will not be postponed/delayed due to non-circulation of question banks.

All the employees may be notified accordingly.

(B.VENKATA SUBBALAH)
APO/Engg

for Sr.Divisional Personnel Officer /SC

Copy to:

- 1) Sr.DEN/Co-ord/SC
- 2) SPO/Con/SC
- 4) SDGM/Vig./SC (kind attention of Sr. VO/P/SC)
- 5) OS/Selection Cell
- 6) OS/IT Cell: for uploading in website.
- 7) All SSE's
- 8) DSs/SCRES/SCRMU/AISCSTREA/SCROBCREA/SC division.

SOUTH CENTRAL RAILWAY

Office of the DRM/Works/SC
2nd floor, Sanchalan Bhavan
SECUNDERABAD

No. CW/452/W.IV/Artisan/Corresp/21

Dt. 23.11.2021

Sr.DPO/SC

Sub: Filling up of vacancies of Tech Gr.III in Level 2 pay matrix of
7th CPC against LDCE Quota in Civil Engg Department of SC divn- reg.
Ref: Your office Letter No. SCR/P-SC/210(a)/EE/W-3/Engg/Tech-III
dt.08.11.2021

With reference to the above, herewith submitting the Question Bank prepared for LDCE Examination for filling up of vacancies of Tech.Gr.III in Level 2 pay matrix of 7th CPC against LDCE Quota in civil engineering department of P.Way category posts (i.e for blacksmith, welder and SMG) and Works category posts (i.e Mason, Pipeline Fitter, Painter & Carpenter), prepared and submitted by ZCETI/KCG to upload in the official website and for further action, please.

by
23/11



Sr.DEN/Co-ord/SC

QUESTION BANK- FOR TECH-GR-III,LEVEL-2,LDCE QUOTA, CIVIL ENGG,

(PWAY-BLACKSMITH)

(ALL DIMENSIONS/VALUES IN THIS QB IS FOR BG TRACK ONLY)

1. Rail drilling machine is used to drill holes in the _____ of rails. [d]
a) rail flange b) rail head c) rail end d) rail web
2. Normally time taken for drilling of one hole in the rail is ____ minutes. [b]
a) 1-2 b) 3-4 c) 5-6 d) 7-8
3. Fixing time of rail drilling machine is _____ minutes. [a]
a) 2 b) 4 c) 6 d) 8
4. Fuel tank capacity of Rail drilling machine is _____ litres approximately. [b]
a) 1 b) 2 c) 5 d) 10
5. Fuel consumption for drilling ten holes in 60kg/90outs rail is _____ litres. [a]
a) 1 b) 1.5 c) 2 d) 2.5
6. No. of holes that can be drilled by a rail drilling machine in a day is ____ approximately. [c]
a) 30 b) 45 c) 60 d) 90
7. Normal hole diameter in rail ends is _____ mm. [c]
a) 20 b) 25 c) 32 d) none of the above
8. The dia of holes in fish plate is _____ mm. [b]
a) 25 b) 27 c) 30 d) 32
9. The dia of normal fish bolt is _____ mm. [b]
a) 20 b) 25 c) 27 d) 30
10. Drill bit size (diameter) used for normal rail joint hole is _____. [d]
a) 20mm b) 25mm c) 26.5mm d) 31.75mm
11. Drill bit size (diameter) used to get gapless joint at CMS Crossing is _____. [b]
a) 20mm b) 25mm c) 26.5mm d) 31.75mm
12. Gap to be provided at combination joint is _____ mm. [d]
a) 2 b) 4 c) 6 d) zero

13. What is the drill spindle rotation in terms of RPM _____. [a]
a) 60-90 b) 90-120 c) 120-150 d) none of the above
14. Fuel used to start the drilling machine is _____. [a]
a) Petrol b) diesel c) kerosene d) engine oil
15. Fuel used to run the drilling machine is _____. [b]
a) Petrol, b) petrol/kerosene c) diesel d) hydraulic oil
16. Normal fish plate length is _____ mm. [c]
a) 460 b) 500 c) 610 d) 1000
17. One metre long fish plates have _____ no of holes. [b]
a) 4 b) 6 c) 5 d) 8
18. Fish plate which is used to fixed at AT weld joint is _____ [d]
a) Normal fish plate b) one metre long fish plate
c) Combination fishplate d) Joggled fish plate
19. Fish plate which is used to join two different rail section is _____ [c]
a) Normal fish plate b) one metre long fish plate
c) combination fishplate d) Joggled fish plate
- 20 .In case of a rail breakage which one is best to use _____ [b]
a) Normal fish plate b) one metre long fish plate
c) Combination fishplate d) Joggled fish plate
21. Standard gap of _____mm is made in the design of fish plates, bolts and holes in the web of the rails, when the centres of fish plates, rail holes and bolts are concentric. [b]
a) 4 b) 6 c) 8 d) 10
22. Maximum gap available due to play in dia. of bolt and holes in the rail and fishplates is _____ mm. [c]
a) 6 b) 10 c) 15 d) 20
23. Minimum requirement of manpower for handling rail drilling machine is _____ [a]
a) 2-1 skilled, 1 unskilled) b) 2- 2 skilled
c) 3 -2skilled, 1unskilled d) 3- 1skilled, 2unskilled

24. A standard drill bit shall last for _____ no of holes in 60kg/90UTS rail. [c]
a) 50 b) 75 c) 100 d) 150
25. Overall weight of a rail drilling machine is _____ kg. Approximately [c]
a) 35 kg b) 50 kg c) 65 kg d) 85kg
26. HP of prime mover/engine of rail drilling machine is _____ [c]
a) 1 HP b) 2 HP c) 3HP d) 5 HP
27. Drill bit for drilling of rail holes shall be _____ standard. [a]
a) IS: 5103-1969 b) IS: 5103-1989 c) IS: 5108-1969 d) IS: 5303-1996
28. Following care should be taken while handling drilling machine. [d]
a) Keep vertical during shifting b) shall not be moved on uneven surface
c) Evenly placed during drilling operation d) all the above
29. Gap provided in TOC and HOC at CMS crossing is _____. [d]
a) 3mm b) 5 mm c) 6mm d) zero
30. To ensure gapless joint hole to be drilled with _____ mm dia. drill bit. [c]
a) 20mm b) 25mm c) 26.5 mm d) 28mm
31. To ensure gapless joint centre of 1st and 2nd hole from rail end should be kept as _____ and _____. [c]
a) 80 mm, 246 mm b) 81mm, 247mm c) 83mm, 249mm d) 85mm, 251mm
32. Distance between holes centres (pitch) in rails should be _____ mm. [c]
a) 160 mm b) 163 mm c) 166mm d) 83mm
33. Machine joint is _____. [c]
a) Drilled with machine b) joint in machine c) gapless joint d) none of the above
34. Purpose of providing gapless joint is _____. [a]
a) To prevent battering of rail ends b) To provide track circuiting
c) To ensure bolts tight d) none of the above

35. Chamfering of bolt holes _____ the periphery of holes. [a]
a) Work hardens b) work softens c) make smooth d) make perfect round
36. By chamfering of bolt holes it delays formation of _____. [d]
a) Transverse cracks b) longitudinal cracks c) horizontal cracks d) star cracks
37. Chamfering of bolt holes should be done with _____ chamfering kit. [c]
a) Good b) suitable c) approved d) any
38. The following holes drilled in rail shall be chamfered. [d]
a) rail joint holes b) S&T bond holes c) Electrical bond holes d) all the above
39. Torque wrench is pre set to a torque of _____ in case of 25 mm dia. Bolt [b]
a) 44 kg-m b) 52 kg-m c) 58 kg-m d) 72 kg-m
40. While tightening the wrench _____ indicates pre-set torque is achieved. [b]
a) Maximum tightening b) a click sound c) reading on wrench d) bit coming out
41. Length of torque wrench is _____. [c]
a) 60 cm b) 1.00 m c) 1.25m d) 1.50m
42. During tightening a bolt the operator shall _____ over the wrench. [d]
a) Sit b) climb c) lean d) not lean
43. The torque wrench shall periodically _____ as per the instructions of manufacturer. [d]
a) Painted b) oiled c) greased d) calibrated
44. The torque wrench, when not in use, shall be kept set at its _____ setting range [b]
a) Maximum b) minimum c) average d) standard
45. In chamfering, the bolt shall be _____ before every use. [b]
a) Checked b) lubricated c) replaced d) rethread
46. Best equipment to cut the rail is _____. [a]
a) Abrasive rail cutter b) rail cutting machine hacksaw type
c) gas cutting equipment d) heavy hack saw frame

47. Best suited for quick cutting of wear resistant and higher UTS rails is _____ [c]
a) Hand frame b) hack saw cutting machine c) abrasive rail cutter d) all the above
48. Prime mover of abrasive rail cutter is _____ [a]
a) Petrol engine b) diesel engine c) kerosene engine d) air petrol engine
49. HP of abrasive rail cutter engine is _____ [c]
a) 5 HP 5000 RPM b) 6HP 6000 RPM c) 7 HP 7000 RPM d) 8HP 8000 RPM
50. Fuel tank capacity of abrasive rail cutter is _____ [a]
a) 1 litre b) 2 litre c) 3 litre d) 4 litre
51. One litre petrol shall be sufficient for at least _____ no of cuts for 52 kg /90 uts rails [b]
a) 3 b) 5 c) 6 d) 7
52. Minimum No. of cuts per disc on 52kg /90 uts rails is _____ [c]
a) 3 b) 5 c) 7 d) 9
53. Overall weight of abrasive disc cutter is _____ [b]
a) Max.25 kg b) Max. 35 kg c) max 50 kg d) max 70 kg
54. Recommended cutting time with disc cutter, for 60 kg/90uts rail is _____ minutes. [c]
a) 2 min b) 3 min c) 4 min d) 5 min
55. Recommended cutting time with disc cutter, for 52 kg/90uts rail is _____ minutes. [b]
a) 2 min b) 3 min c) 4 min d) 5 min
56. Recommended cutting time with disc cutter, for 52 kg/72uts rail is _____ minutes. [a]
a) 2 min b) 3 min c) 4 min d) 5 min
57. Recommended cutting time with disc cutter, for 60 kg/110uts rail is _____ minutes. [d]
a) 2 min b) 3 min c) 4 min d) 5 min
58. The operator shall wear _____ before start the abrasive disc cutter machine. [d]
a) safety clothing b) shoes c) goggles d) all the above

59. In abrasive cutting machine circular cutting disc is made of _____ [d]
a) Mild steel b) high strength spl steel
c) Abrasive steel d) abrasive sand and bonding material
60. Diameter of cutting disc is _____ [a]
a) 400 +5-3mm b) 400 +10=5 mm c) 350 +/-5 mm d) 300 +/-3mm
61. Thickness of cutting disc is _____ [b]
a) 3.0+/-0.25mm b) 4.0 +/-0.25mm c) 5.0 +/-0.25mm d) 6.0 +/-0.25mm
62. Minimum No. of cuts per disc on 60kg /90 uts rails is _____ [c]
a) 3 b) 5 c) 6 d) 7
63. Discard diameter of a abrasive disc is _____ [c]
a) 200mm b) 240 mm c) 260 mm d) 280 mm
64. Operating speed of the disc shall be _____ [a]
a) 100 m/sec b) 200m /sec c) 500m /sec d) 1000m /sec
65. For each cut maximum time taken by Rail cutting machine saw type is _____ [c]
a) 10 min b) 20 min c) 30 min d) 60 min
66. Fuel consumption for cutting by Rail cutting machine saw type is _____ [b]
a) min 1 cut / litre b) min 2 cuts / litre c) min 1 cut / 2 litres d) none
67. Prime mover (engine) of rail cutting machine saw type is _____ [a]
a) Petrol start, petrol/kerosene run b) kerosene start, kerosene run
c) self start, k.oil run d) none
68. Capacity and rpm of the engine of rail cutting machine saw type is _____ [a]
a) 2-3 HP, 3000-4000 rpm. b) 4-5 HP, 3000-4000 rpm.
c) 2-3 HP, 1000-2000 rpm d) none of the above
69. Rail tensor is used for _____ [c]
a) Distressing LWR, b) maintaining gap at AT welding rail joint
c) Both a & b d) none

70. Diameter of drill bit for TRD bond hole is _____ [b]
 a) 26.5mm b) 17.5 mm c) 22 mm d) 25 mm
71. Diameter of holes in stock rail for slide chairs is _____ [c]
 a) 32 mm b) 30mm c) 28 mm d) 26 mm
72. Diameter of holes in tongue rails for fixing stretcher bar is _____ [c]
 a) 18 mm b) 20 mm c) 22mm d) 25mm
73. Diameter of holes in adjoining rails of CMS crossing is _____ [b]
 a) 25 mm b) 26.5 mm c) 28 mm d) 32 mm
74. Fuel tank capacity of abrasive rail cutter shall be at least [a]
 a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
75. Maximum overall weight of abrasive rail cutter shall be [d]
 a) 30 Kgs b) 35 Kgs c) 25 Kgs d) 35 Kgs
76. While cutting rails with abrasive rail cutting wheel the vertical tolerance for squareness on face of rail heads of cut shall not be more than [b]
 a) ± 0.5 mm b) ± 1.0 mm c) ± 1.5 mm d) ± 1.75 mm
77. While cutting rails with abrasive rail cutting wheel the lateral tolerance for squareness on face of rail heads of cut shall not be more than [b]
 a) ± 0.5 mm b) ± 1.0 mm c) ± 1.5 mm d) ± 1.75 mm
78. _____ is used for trimming of extra weld metal from rail top and sides at AT welding rail joint after the welding process [c]
 a) Hammer b) hack saw blade
 c) Hydraulic weld trimmer d) Rail profile grinder
79. ____ is used for grinding of AT welded joints after trimming operation is complete [d]
 a) Hammer b) Chisel c) Hydraulic weld trimmer d) Rail profile grinder
80. For adjusting gaps in jointed track without damaging rail ends _____ small track machine is used [c]
 a) Abrasive rail cutter b) Hydraulic rail tensor
 c) Rail creep adjuster d) Hydraulic rail bender
81. For straightening the dipped fish plated joint and for de hogging the joint _____ small track machine is used [d]
 a) Rail creep adjuster b) Hydraulic rail tensor
 c) Hydraulic rail bender d) Hydraulic rail joint straightener

82. For bending and de kinking of all types of flat bottom rail in horizontal plane _____ small track machine is used [c]
a) Rail creep adjuster b) Hydraulic rail tensor
c) Hydraulic rail bender d) Hydraulic rail joint straightener
83. Machine used for rail de stressing in LWR track and for maintaining specified gap at rail joints for AT welding [b]
a) Rail creep adjuster b) Hydraulic rail tensor
c) Hydraulic rail bender d) Hydraulic rail joint straightener
84. ADEN will check small track machines once in _____ months [c]
a) 03 b) 04 c) 06 d) 12
85. SSE/P.Way in charge will inspect small track machines once in _____ months [a]
a) 03 b) 04 c) 06 d) 12
86. _____ shall ensure to arrange for the repairs and maintenance of small track machines available with him. [c]
a) ADEN b) JE/P.Way c) SSE/P.Way in charge d) All the above
87. Fuel tank capacity of abrasive rail cutter shall be at least [a]
a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
88. Maximum overall weight of abrasive rail cutter shall be [d]
a) 30 Kgs b) 35 Kgs c) 25 Kgs d) 35 Kgs
89. RDSO drawing no. of ERC Mk-III is _____ [a]
a) RT-3701, b) RT- 3703 c) RT-3711 d) RT-5919
90. RDSO drawing no. of ERC Mk-V is _____ [d]
a) RT-3701, b) RT- 3703 c) RT-3711 d) RT-5919
91. 6mm GRSP for 52 kg rail and 52 kg sleeper is _____ [b]
a) RT-3701, b) RT- 3703 c) RT-3711 d) RT-5919
92. 6mm GRSP for 52/60 kg rail and 60 kg sleeper is _____ [c]
a) RT-3701, b) RT- 3703 c) RT-3711 d) RT-5919
93. PSC sleeper for 60 kg rail is _____ [b]
a) T-2495 b) T-2496 c) T-8527 d) none of the above

94. PSC sleeper for 60/136RE kg rail designed for 25 t axle load is _____ [c]
a) T-2495 b) T-2496 c) T-8527 d) none of the above
95. Metal liner for 52 kg rail on 52 kg psc sleeper is _____ [a]
a) RT-3738 b) RT-3740 c) RT-3702 d) RT-3706
96. GFN liner for 52 kg rail on 52 kg psc sleeper is _____ [c]
a) RT-3738 b) RT-3740 , c) RT-3702 d) RT-3706
97. Metal liner for 60 kg rail on 60 kg psc sleeper is _____ [b]
a) RT-3738 b) RT-3740 , c) RT-3702 d) RT-3706
98. GFN liner for 60 kg rail on 60 kg psc sleeper is _____ [d]
a) RT-3738 b) RT-3740 , c) RT-3702 d) RT-3706
99. Metal liners for 52 kg rail on 60 kg psc sleeper are _____ [a]
a) RT-3741(GS),RT-3742(NGS) b) RT-3707(GS),RT-3708(NGS) c) RT-3740 d) none
100. GFN liners for 52 kg rail on 60 kg psc sleeper are _____ [b]
a) RT-3741(GS),RT-3742(NGS) b) RT-3707(GS),RT-3708(NGS) c) RT-3740 d) none
101. GFN full form _____ [c]
a) Gauge face new b) gauge face number c) Glass filled nylon d) Gauge face nylon
102. Gap to be provided at SEJ at time of laying or distressing is _____ [b]
a) 20 mm b) 40mm c) 60 mm d) 80 mm
103. Improved SEJ have _____ no. of SEJ sleepers. [c]
a) 2 b) 4 c) 5 d) 6
104. Conventional SEJ have _____ no. of SEJ sleepers. [d]
a) 2 b) 4 c) 5 d) 6
105. Oiling and greasing of SEJ should be done by keyman once in _____ [b]
a) week b) 15 days c) 3 weeks d) month
106. 1 in 12 FSL will have _____ no of sleepers [d]
a) 51 b) 54 c) 72 d) 83

- 107.1 in 8.5 FSL will have _____ no of sleepers [b]
a) 51 b) 54 c) 72 d) 83
108. In one set of 1in 12 FSL total sleepers including approach and exit are _____ [d]
a) 54 b) 67 c) 83 d) 96
109. In one set of 1in 8.5 FSL total sleepers including approach and exit are _____ [b]
a) 54 b) 67 c) 83 d) 96
110. SRJ full form _____ [d]
a) Standard joint b) Straight rail joint c) Stock rail junction d) Stock rail joint
111. Combination fish plate can be fixed at _____ [d]
a) SRJ B) HOC c) 6.50 m from SRJ d) one rail from SRJ
112. Nominal gauge in PSC sleeper is _____ [a]
a) 1673 mm b) 1676 mm c) 1676+/- 3mm d) none
113. Minimum check rail clearance in PSC sleeper FSL _____ [a]
a) 41 mm b) 44 mm c) 45 mm d) 48mm
114. Maximum check rail clearance in PSC sleeper FSL _____ [c]
a) 41 mm b) 44 mm c) 45 mm d) 48mm
115. Minimum check rail clearance in non psc sleeper turnout is _____ [b]
a) 41 mm b) 44 mm c) 45 mm d) 48mm
116. Maximum check rail clearance in non psc sleeper turnout is _____ [d]
a) 41 mm b) 44 mm c) 45 mm d) 48mm
117. Minimum check rail clearance in LC is _____ [c]
a) 44mm b) 48mm c) 51mm d) 57mm
118. Maximum check rail clearance in LC is _____ [d]
a) 44mm b) 48mm c) 51mm d) 57mm
119. Throw of switch (opening) in OR switches, FSL is _____ [c]
a) 95 mm b) 115mm c) 115+/-3mm d) none

120. Throw of switch (opening) in thick web switches, FSL is _____ [d]
a) 160 mm b) 115mm c) 115+/-3mm d) 160+/-3mm
121. Heel divergence of 1in 12 is _____ [a]
a) 175mm b) 182.5mm c) 185mm d) 178mm
122. Heel divergence of 1in 8.5 is _____ [b]
a) 175mm b) 182.5mm c) 185mm d) 178mm
123. PSC sleepers marked by paint with "FTC" indicate [c]
a) Fit for track in curve b) Fit for transition curve
c) Fit for track circuit d) All the above
124. On PSC track fish plate joint should preferably be provided with ____ fish plates [b]
a) 60 cm long b) 1 M long c) Both a & b d) Joggled
125. Colour of RT-3706 GFN liner for 60/60 kg is [d]
a) Yellow b) Green c) Pink d) White
126. Colour of RT-3702 GFN liner for 52/52kg is [c]
a) Yellow b) Green c) Pink d) White
127. Colour of RT-3707 combination GFN liner is [a]
a) Yellow b) Green c) Pink d) White
128. Colour of RT-3708 combination GFN liner is [b]
a) Light Yellow b) Light Green c) Light Pink d) White
129. Colour of RT-3741 combination metal liner is [a]
a) Yellow b) Green c) Pink d) White
130. Colour of RT-3742 combination metal liner is [b]
a) Yellow b) Green c) Pink d) White
131. Frequency of ERC greasing in corrosion prone areas is [a]
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years
132. Frequency of ERC greasing in other than corrosion prone areas is [d]
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years

133. Frequency of lubrication of plate screws in points and crossings in corrosion prone areas is [b]

- a) Once in a year
- b) Once in six months
- c) Once in 1 ½ years
- d) Once in 2 years

134. Frequency of lubrication of plate screws in points and crossings in other than corrosion prone areas is [a]

- a) Once in a year
- b) Once in six months
- c) Once in 1 ½ years
- d) Once in 2 years

135. Frequency of lubrication of SEJ is once in [c]

- a) Week
- b) 10 days
- c) 15 days
- d) Month

136. Frequency of greasing of gauge face of rails in points and crossings is once in [b]

- a) Week
- b) 15 days
- c) 21 days
- d) Month

137. Adequate distance of _____ in the direction of approaching train should be visible while working on bridges without caution order and with lookout man is [d]

- a) 0.6KM
- b) 0.8 KM
- c) 1 KM
- d) 1.2 KM

138. Lubrication of rail joints is done to [d]

- a) Facilitate expansion of rails
- b) Reduce wear on fishing planes of rail
- c) Reduce wear on fishing planes of fish plates
- d) All the above

139. Lubrication of rail joints is carried out [b]

- a) Once in six months in the month of October and February
- b) Once in a year between October and February
- c) Once in two year between October and February
- d) None of the above

140. Lubrication of rail joints on important girder bridges and their approaches should be done _____ [a]

- a) Twice in a year
- b) Once in a year
- c) Once in 4 months
- d) Once in four months

141. Temporary rail closure with SR 30kmph in track should not be less than ____ [d]

- a) 11 m
- b) 6.5 m
- c) 5.5 m
- d) 4 m

142. Permanent rail closure in running lines other than LWR track on routes above 100 kmph should not be less than _____ [a]

- a) 11 m
- b) 6.5 m
- c) 5.5 m
- d) 4 m

143. Permanent rail closure in running lines other than LWR track on routes less than 100 kmph should not be less than _____ [c]
 a) 11 m b) 6.5 m c) 5.5 m d) 4 m
144. Distance pieces to platform lines are provided at an interval of ____ [a]
 a) 30 m b) 25 m c) 35 m d) 50 m
145. Fouling marks should be fixed at a point at which spacing between tracks is not less than _____ for existing yards [b]
 a) 4255 mm b) 4265 mm c) 4275 mm d) 4285 mm
146. Record of work in artisans diary should be submitted to office of SSE/P.Way in charge _____ [c]
 a) At the every week b) Once in 15 days
 c) At the end of every month d) On every day
147. The _____ shall ensure that all tools are deposited in the tool box after working hours and kept locked. [c]
 a) Track maintainer b) Key man c) Gang mate d) JE/P.Way
148. _____ should not leave any tool unprotected during the course of working or during mid-day-break. [a]
 a) Track maintainer b) Key man c) Gang mate d) JE/P.Way
149. _____ tapes should be avoided in track circuited areas [b]
 a) Linen b) Steel c) Cloth d) Plastic
150. No work shall be done within a distance of _____ metres from the live wire in electrified section without 'permit-to-work'/OHE block. [c]
 a) 1 b) 1.5 c) 2 d) 2.5
151. No part of the tree shall be nearer than ____ meters from the nearest live conductor. [d]
 a) 2.5 b) 3 c) 3.5 d) 4
152. Permanent way staffs are advised to keep clear of the tracks and avoid contact with the rails when an electrically hauled train is within _____ [c]
 a) 150 m b) 200 m c) 250 m d) 300 m.
153. When unloading rails along tracks, care shall be taken to ensure that rails do not touch each other to form a continuous metallic mass of length greater than _____ metres. [a]
 a) 300 b) 200 c) 250 d) 500

154. When joggled fish plates are removed for deployment of track machines, a SR _____ shall be imposed till such time the joggled fish plates are re-fixed. [b]
 a) 30 kmph b) 50kmph c) 45 kmph d) 20 kmph
155. The shortest distance between the gauge faces of rails of a track is called [a]
 a) Track gauge b) Cross level c) Versine d) Unevenness
156. The level difference between two rails, on a sleeper, of a track is called [b]
 a) Track gauge b) Cross level c) Versine d) Unevenness
157. The total traffic carried on a line, is expressed as [c]
 a) load b) CC c) GMT d) No. of trains
158. GMT full form is _____ [c]
 a) Gross metric tonnes b) gross moving traffic c) gross million tonnes d) none
159. Height of 52 kg IRS rail is _____ mm. [b]
 a) 136 b) 156 c) 150 d) 172
160. Height of 60 kg UIC rail is _____ mm. [d]
 a) 136 b) 156 c) 150 d) 172
161. Bottom flange width of 52 kg IRS rail is _____ mm. [a]
 a) 136 b) 156 c) 150 d) 172
162. Bottom flange width of 60 kg UIC rail is _____ mm. [c]
 a) 136 b) 156 c) 150 d) 172
163. Weight of one metre length of 52 kg IRS rail is _____ kg/m. [b]
 a) 51.34 b) 51.89 c) 51.98 d) 52
164. Weight of one metre length of 60 kg UIC rail is _____ kg/m. [a]
 a) 60.34 b) 60.20 c) 59.34 d) 60
165. Group A route is classified with speeds up to _____ [d]
 a) 110 kmph b) 120 kmph c) 130 kmph d) 160 kmph
166. Group B route is classified with speeds up to _____ [c]
 a) 110 kmph b) 120 kmph c) 130 kmph d) 160 kmph

167. Group D spl routes is classified with speeds up to _____ [b]
 a) 110 kmph and annual traffic density is 30 GMT or more
 b) 110 kmph and annual traffic density is 20 GMT or more
 c) 110 kmph and annual traffic density is less than 30 GMT
 d) 110 kmph and annual traffic density is less than 20 GMT

168. Group D route is classified with speeds up to _____ [d]
 a) 110 kmph and annual traffic density is 30 GMT or more
 b) 110 kmph and annual traffic density is 20 GMT or more
 c) 110 kmph and annual traffic density is less than 30 GMT
 d) 110 kmph and annual traffic density is less than 20 GMT

169. Group E route is classified with speeds up to _____ [a]
 a) 100 kmph b) 110 kmph c) 120 kmph d) 50 kmph

170. Suburban sections of Mumbai, Delhi, Chennai and Kolkata are classified as__ routes [c]
 a) Group A b) Group B c) Group C d) Group D

171. Full form of ERC [b]
 a) Elastic rail clamp b) Elastic rail clip
 c) Elastic roller clip d) Elastic roller clamp

172. Full form of GRSP [c]
 a) Grooved rubber sleeper pad b) Grooved rubber sole pad
 c) Grooved rubber sole plate d) Grooved rubber sleeper plate

173. All the new AT welded joints shall be ultrasonically tested as early as possible in any case not later than _____ [b]
 a) 15 days b) 30 days c) 45 days d) 60 days

174. Joggled fishplate with clamps or two far end bolts on good AT welds shall be provided on curves of _____ [d]
 a) 2° b) 2° or sharper c) 3° d) 3° or sharper

175. Joggled fishplates with far end bolts shall be provided on AT welds which have undertaken traffic equal to or more than _____ of stipulated fatigue life (GMT) of the rail. [c]
 a) 40% b) 45 % c) 50% d) 70%

176. Joggled fishplate with clamps or two far end bolts on good AT welds shall be provided on banks having height _____ or more. [b]
 a) 4 m b) 5 m c) 4.5 m d) 5.5 m

177. Joggled fish plate with clamps or two far end bolts on good AT welds shall be provided on bridges having length of water way as 100 m or more and on approaches up to _____ length [b]
 a) 200 Mts b) 100 Mts c) 150 Mts d) 250 Mts
178. A Thermit welding done in-situ shall be joggled fish plated with two clamps and supported on wooden blocks of length _____ until tested as good by USFD. [c]
 a) 300 x 300 mm b) 250 x 300 mm c) 300 x 450 mm d) 350 x 400 mm
179. Maximum weight of rail profile grinder including generator is [a]
 a) 80 Kgs b) 75 Kgs c) 65 Kgs d) 50 Kgs
180. Maximum grinding time for grinding of AT weld with rail profile grinder [b]
 a) 20 minutes b) 15 minutes c) 10 Minutes d) 12 minutes
181. Minimum Man power required to operate rail profile weld grinder is [c]
 a) 2 – Both skilled b) 2 – Both unskilled
 c) 2 – One skilled and one unskilled d) All the above
182. One metre straight edge is used for [d]
 a) Check the vertical and lateral tolerances
 b) Aligning the rail ends both laterally and vertically
 c) Check the straightness of rail ends d) All the above
183. Traffic can be allowed only after _____ minutes have elapsed after welding of rail joint. [c]
 a) 10 b) 20 c) 30 d) 45
184. A minimum traffic block of _____ minutes is required for one joint to ensure good quality of welding. [d]
 a) 30-40 min b) 40-50 min c) 50-60 min d) 60-70 min
185. Welding of rail joint work should be carried out with _____ [d]
 a) Protection b) caution order c) line block d) all the three required
186. Cut rail renewal work should be carried out with _____ [d]
 a) Protection b) caution order c) line block d) all the three required
187. At welding of rail joint work banner flag should be placed at a distance of _____ metres from work spot. [c]
 a) 30m b) 100m c) 600 m d) 1200m

188. At welding of rail joint work detonators should be placed at a distance of _____ metres from work spot. [d]
a) 30m b) 100m c) 600 m d) 1200m
189. Protection of track for works which are completed on the same day is done by _____ [c]
a) walky talkie b) look out men c) HS flags, banner flags & detonators
d) Engg fixed indicators
190. Protection of track for works which will be carried for more than one day is done by _____ [d]
a) walky talkie b) look out men c) HS flags, banner flags & detonators
d) Engg fixed indicators
191. Life of a detonator is _____ years [b]
a) 3 b) 5 c) 7 d) 10
192. Life of a detonator can be extended upto maximum ___ years with certain tests. [b]
a) 7 b) 8 c) 10 d) 12
193. Caution indicator board for stop dead, long duration works shall be placed at a distance of _____ metres. [c]
a) 600 m b) 1000m c) 1200m d) 30 m
194. SR (Speed restriction) board should be placed at distance of _____ metres from work spot. [a]
a) 30 m b) 600m c) 800m d) 1200m
195. Length of check rail at level crossing shall be [d]
a) width of road + 0.5 m b) width of road + 1 m
c) width of road + 1.5 m d) width of road + 2 m
196. Check rail clearance to be provided at level crossing is [c]
a) 41 – 45 mm b) 44 – 48 mm c) 51 – 57 mm d) 52 – 58 mm

197. The amount by which one of the rail is raised with reference to the other rail of a track is called as [d]
 a) Cant deficiency b) Cant excess c) Cross level d) Super elevation
198. _____ is used to measure the distance between gauge faces of rails of a track at 13 to 15 mm below top of the rails from nominal gauge [c]
 a) Spirit level b) Tape
 c) Gauge cum level d) Hemp cord
199. The measured gauge which is less than the nominal gauge is called [b]
 a) Slack gauge b) Tight gauge c) Neat gauge d) None
200. The measured gauge which is more than the nominal gauge is called [a]
 a) Slack gauge b) Tight gauge c) Neat gauge d) None
201. The lowest division in gauge cum level instrument for gauge reading is [b]
 a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
202. In gauge cum level instrument the tight gauge reading is shown in _____ window [d]
 a) White b) Green c) Yellow d) Red
203. In gauge cum level instrument the slack gauge reading is shown in _____ window [a]
 a) White b) Green c) Yellow d) Red
204. In gauge cum level instrument the maximum tight gauge that can be read is [a]
 a) 10 mm b) 15 mm c) 20 mm d) 25 mm
205. In gauge cum level instrument the maximum slack gauge that can be read is [c]
 a) 10 mm b) 15 mm c) 20 mm d) 25 mm
206. _____ is used to measure the level difference between two rails, on a sleeper, of a track [b]
 a) Tape b) Spirit level c) Gauge cum level d) Hemp cord
207. The lowest division in gauge cum level instrument for level reading between two rails of a track is [b]
 a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
208. Deviation of rails in vertical plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length is called as [d]
 a) Gauge b) Versine c) Alignment d) Unevenness

209. Deviation of rails in horizontal plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length [c]
 a) Gauge b) Versine c) Alignment d) Unevenness
210. _____ is the perpendicular distance measured at the midpoint of a chord from the arc of curved track. [b]
 a) Gauge b) Versine c) Cross level d) Unevenness
211. A circular curve in vertical plane. [c]
 a) Transition curve b) Horizontal curve
 c) Vertical curve d) Turn in curve
212. A welded rail, the central part of which does not undergo any longitudinal movement due to temperature variations is called [c]
 a) Fish plated track b) Short welded rail
 c) Long welded rail d) Buffer rail
213. A welded rail that contracts and expands, throughout its length, due to temperature variations is called [b]
 a) Fish plated track b) Short welded rail
 c) Long welded rail d) Buffer rail
214. An easement curve which has curvature change throughout its length [a]
 a) Transition curve b) Horizontal curve
 c) Vertical curve d) Turn in curve
215. _____ installed at each end of LWR/CWR to permit expansion /contraction of the adjoining breathing lengths due to temperature variations. [c]
 a) Switch expansion joint b) Buffer rail
 c) Both a & b d) None of the above
216. Plate screws are used at _____ [a]
 a) Switch of t/out b) crossing of t/out c) lead of t/out d) none of the above
217. Spherical washers are used at _____ [a]
 a) Heel and check blocks of t/out b) LC c) GB d) SEJ
218. Tapered washers are used at _____ [b]
 a) Heel and check blocks of t/out b) CMS crossing c) LC d) SEJ
219. Hook bolts are used at _____ [d]
 a) SEJ b) LC c) P & C d) GB
220. After laying Steel sleepers, tightening of all fittings including hook bolts should be done once in _____ for initial one month [d]
 a) Every day b) 7 days c) 10 days d) 15 days

221. After initial one month of laying of steel channel sleepers, tightening of all fittings including hook bolts should be done once in _____ for next six months [b]
 a) 15 days b) a month c) Two months d) 45 days
222. Guard rail bolts should be tightened once in a _____ for first six month [d]
 a) 15 days b) Month c) 2 months d) 3 months
223. Sudden or Gradual shifting of Track in lateral or vertical direction due to unbalanced thermal stress in rail / track is called [d]
 a) Creep b) Movement of rail c) Sun kinks d) Buckling of track
224. _____ is used to measure the gap at rail joints [c]
 a) Scale b) Steeped gauge c) Gap gauge d) Feeler gauge
225. _____ is used to check the squareness of sleepers [b]
 a) Chord b) T square c) Straight edge d) L square
226. _____ is used to check the soundness of packing under concrete sleepers
 a) Canne boule b) shovel c) Crow bar d) all the above [a]
227. _____ is used to check the squareness of rail cut [d]
 a) Chord b) T square c) Straight edge d) L square
228. Mechanical track jack used for lifting of track is [a]
 a) Infringing type b) Non infringing type
 c) Both a & b d) None of the above
229. Hydraulic track jack used for lifting of track is [b]
 a) Infringing type b) Non infringing type
 c) Both a & b d) None of the above
230. _____ is used for re spacing and squaring of sleepers [c]
 a) Concrete sleeper breaker b) Hydraulic rail tensor
 c) Hydraulic sleeper spacer d) Concrete sleeper drilling machine
231. _____ is used for removing the jammed ERC from concrete sleepers without damage to the sleepers [a]
 a) Hydraulic extractor for ERC b) Concrete sleeper drilling machine
 c) Angle grinder d) Hydraulic sleeper spacer

- b) Not more than + 0.5 mm to – 0.0 mm at end of straight edge
- c) Not more than + 1.0 mm to – 0.0 mm at centre of straight edge
- d) Not more than + 0.5 mm to – 0.0 mm at centre of straight edge

244. Tolerance for lateral alignment of finished AT welded joint measured with one metre straight edge is [d]

- a) Not more than ± 1.0 mm at end of straight edge
- b) Not more than ± 0.5 mm at end of straight edge
- c) Not more than ± 1.0 mm at centre of straight edge
- d) Not more than ± 0.5 mm at centre of straight edge

245. Tolerance for finishing of top surfaces of finished AT welded joint measured with 10 cm straight edge is [b]

- a) Not more than + 0.5 mm to – 0.0 mm at end of straight edge
- b) Not more than + 0.4 mm to – 0.0 mm at end of straight edge
- c) Not more than + 0.5 mm to – 0.0 mm at centre of straight edge
- d) Not more than + 0.4 mm to – 0.0 mm at centre of straight edge

246. Tolerance for head finishing of sides of finished AT welded joint measured with 10 cm straight edge is [c]

- a) Not more than ± 0.4 mm over gauge face side at centre of straight edge
- b) Not more than ± 0.5 mm over gauge face side at centre of straight edge
- c) Not more than ± 0.3 mm over gauge face side at centre of straight edge
- d) Not more than ± 0.2 mm over gauge face side at centre of straight edge

247. The turnouts on which trains are to be received from SRJ side are called [c]

- a) Non interlocked points
- b) Trailing points
- c) Facing points
- d) interlocked points

248. The turnouts on which trains are received from crossing side from any of two tracks are called [b]

- a) Non interlocked points
- b) Trailing points
- c) Facing points
- d) Interlocked points

249. Pair of tongue rails connected to each other with stretcher bars is called as [b]

- a) Point
- b) Switch
- c) Turnout
- d) All the above

250. Pair of tongue rails along with attached stock rails and all other fittings is called [a]

- a) Point
- b) Turnout
- c) Crossing
- d) None of the above

251. SRJ is _____ [c]

- a) Switch rail joint
- b) stock rail junction
- c) stock rail joint
- d) Switch rail junction

252. HOC is _____ [b]

- a) Head of crossing
- b) Heel of crossing
- c) Heel on crossing
- d) none of above

253. In CMS crossing, CMS stands for _____ [d]
- a) Carbon manganese steel b) Carbon magnesium steel
c) Cobalt manganese steel d) Cast Manganese Steel
254. ATS is _____ [a]
- a) Actual toe of switch b) Ahead of tongue and stock
c) Advance toe of switch d) none of the above
255. TTS is _____ [b]
- a) Theoretical tongue of switch b) theoretical toe of switch
c) Theoretical throat of switch d) none of the above
256. ANC is _____ [c]
- a) Actual number of crossing b) advance nose of crossing
c) Actual nose of crossing d) ahead of nose in crossing
257. TNC is _____ [b]
- a) Total number of crossing b) Theoretical nose of crossing
c) Terminal nose of crossing d) None of the above
258. Point assembly is designated as RH or LH depending on the side to which a train travelling in the _____ of switch is diverted [a]
- a) Facing direction b) Trailing direction
c) Direction of traffic d) Unidirectional traffic
259. The joint at which the stock rail is joined to the rail at the approach is called as [c]
- a) Fish plated joint b) Machined joint
c) Stock rail joint d) Heel joint
260. _____ is a point at which the tongue rail starts at the front end [b]
- a) Theoretical toe of switch b) Actual toe of switch
c) Heel block d) Switch entry angle
261. The distance through which a tongue rail moves at its toe from its closed position to open position is called as [c]
- a) Switch entry angle b) Heel divergence
c) Throw of switch d) Actual toe of switch

262. Throw of switch is the distance measured from the [d]
- a) Non gauge face of stock rail to gauge face of tongue rail
 - b) Non gauge face of stock rail to non gauge face of tongue rail
 - c) Gauge face of stock rail to gauge face of tongue rail
 - d) Gauge face of stock rail to non gauge face of tongue rail
263. In curved switches point on the gauge line of tongue rail opposite the centre of the heel block is called as [c]
- a) Heel divergence
 - b) Toe of switch
 - c) Heel of switch
 - d) Switch length
264. The distance between the gauge lines of stock rail and that of tongue rail at the heel measured at right angle to gauge face of stock rail is called as [a]
- a) Heel divergence
 - b) Toe of switch
 - c) Heel of switch
 - d) Switch length
265. Heel divergence for 1 in 8.5 curved switch on PSC is [d]
- a) 133 mm
 - b) 136 mm
 - c) 175 mm
 - d) 182.5 mm
266. Heel divergence for 1 in 12 curved switch on PSC is [c]
- a) 133 mm
 - b) 136 mm
 - c) 175 mm
 - d) 182.5 mm
267. Heel divergence for 1 in 16 curved switch on PSC is [c]
- a) 133 mm
 - b) 136 mm
 - c) 145 mm
 - d) 150 mm
268. 1 in 12 PSC Turnout consist of ----- Number of sleepers in a set [b]
- a) 83
 - b) 96
 - c) 91
 - d) 95
269. 1 in 8.5 PSC Turnout consist of ----- Number of sleepers in a set [d]
- a) 54
 - b) 62
 - c) 65
 - d) 67
270. 1 in 16 PSC Turnout consist of ----- Number of sleepers in a set [c]
- a) 101
 - b) 111
 - c) 114
 - d) 109
271. Clearance between the bottom of stock rail and top of stretcher bar should be [c]
- a) 0.5 to 2 mm
 - b) 1.5 to 2 mm
 - c) 1.5 to 5 mm
 - d) 2 to 3 mm
272. Number of approach sleepers in PSC layout are [d]
- a) 10
 - b) 11
 - c) 12
 - d) 13
273. In crossing the point at which the converging wing rails are closest to each other is called as [d]
- a) Actual nose of crossing
 - b) Toe of crossing
 - c) Theoretical nose of crossing
 - d) Throat of crossing

274. In crossing the angle contained between gauge lines of crossing measured at theoretical nose of crossing is called as [c]

- a) Actual nose of crossing
b) Toe of crossing
c) Crossing angle
d) Throat of crossing

275. Stretcher bars are fixed to tongue rails at the time when [d]

- a) One tongue rail is closed and another in open condition
- b) Both the tongue rails are in closed condition
- c) Both tongue rails are in open condition
- d) Both tongue rails are at half throw

276. Check rails at crossing assembly provide [c]

- Lateral guidance to wheel from Toe of crossing to heel of crossing
- Lateral guidance to wheel from Toe of crossing to actual nose of crossing
- Lateral guidance to wheel in the unguided gap between throat to actual nose of crossing
- Lateral guidance to wheel in the unguided gap between throat to heel of crossing

277. Check rails clearance for PSC layout to be maintained as [b]

- a) 40 to 44 mm b) 41 to 45 mm c) 41 to 44 mm d) 40 to 45 mm

278. At Stock rail joints and at heel of Xing. Junction fish plates [b]

- a) Must be provided b) Not to be provided
c) Can be provided if required d) None of the above

279. There should be at least ----- rail length on either side of points of same rail section as of points. [a]

- a) One b) Two c) Two and half d) Three

280.1 in 8 ½ fan shape layout has ----- No. of stretcher bars [b]

- a) 4 b) 3 c) 2 d) None of the above

281.1 in 12 fan shape layout has ----- No. of stretcher bars [a]

- a) 4 b) 3 c) 2 d) None of the above

282. The permissible speed on 1in 8.5 curved switch is [a]

- a) 15kmph, b) 25 kmph c) 30kmph d) 40kmph

283. The permissible speed on 1 in 12 curved switch is [c]

- a) 15kmph, b) 25 kmph c) 30kmph d) 40kmph

284. The permissible speed for 1 in 12 TWS is Kmph

- a) 20 b) 30 c) 40 d) 50

285. In points & xings, the spherical washer should invariably be provided on the _____
side of switch assembly. [a]

- a) Left b) right c) both d) None

286. In points & xings, no junction fishplates at rail joints or at the of crossings should be provided. [c]
- a) Tongue, toe b) GJ, SEJ c) stock, heel d) Lead, toe
287. Wear on switches can be reduced by lubrication of the _____ of tongue rail [c]
- a) Tip b) Non gauge face c) Gauge face (d) top
288. In curved switches the tongue rail is _____ mm higher than the stock rail. [c]
- a) 2 b) 4 c) 6 d) 8
289. Excluding approach and exit sleepers the number of sleepers in 1:8.5 turn out is [a]
- a) 54 b) 67 c) 83 d) 96
290. Excluding approach and exit sleepers the number of sleepers in 1:12 turn out is [c]
- a) 54 b) 67 c) 83 d) 96
291. Excluding approach and exit sleepers the number of sleepers in 1:16 turn out is [c]
- a) 100 b) 103 c) 101 d) 105
292. The Spring setting device should be fixed on sleeper No _____ in 1in12, 60 Kg Turnout. [a]
- a) 13 b) 14 c) 15 d) 16
293. The gap to be maintained at SSD in Thick web switches between stock Rail and Tongue Rail is [c]
- a) 56 ± 2 b) 58 ± 2 c) 60 ± 2 d) 64 ± 2
294. Throw (Clearance between toe of open switch and stock rail) of curved switches shall be _____ mm [d]
- a) 105 ± 10 b) 100 ± 3 c) 110 ± 5 d) 115 ± 3
295. Throw (Clearance between toe of open switch and stock rail) to be maintained for thick web switch is ____ mm [d]
- a) 115 ± 3 b) 165 ± 3 c) 160 ± 5 d) 160 ± 3
296. The centre to centre distance between motor point sleeper no 3 & 4 in TWS is [b]
- a) 750 mm b) 745 mm c) 740 mm d) 725 mm
297. In curved switches for 1 in 12 minimum _____ numbers .of sleepers up to which tongue rail is to be housing properly with stock rail [a]
- a) 4 b) 5 c) 3 d) 6

298. In curved switches for 1 in 8.5 minimum _____ numbers .of sleepers up to which tongue rail is to be housing properly with stock rail [c]

- a) 4 b) 5 c) 3 d) 6

299. In thick web switches for 1 in 12 housing between tongue and stock rail is achieved up to sleeper number ____ [d]

- a) 10 b) 11 c) 12 d) 13

300. The check rail clearances in BG PSC turnouts and L-Xings are – [d]

- a) 44-48mm and 51-57 mm respectively b) 38-41mm and 48-51 mm respectively
c) 48-51mm and 63-68 mm respectively d) 41-45mm and 51-57mm respectively

301. To get gapless joint first hole from rail end should be drilled at [a]

- a) 83 mm b) 80 mm c) 82 mm d) 81 mm

302. Size of drill bit used for gapless joint fish bolt holes is [a]

- a) 26.50 mm b) 28 mm c) 25mm d) 26 mm

303. The joint which are provided with zero gap is called as [a]

- a) Machined joint b) Fish plated joint
c) Flash butt joint d) Combination joint

304. A sanded track, which works as isolation, provided after loop lines to avert collision with main line vehicles is called. [d]

- a) Derailing switch b) Slip siding c) Catch siding d) Sand hump

305. When a vehicle standing on loop line escapes and rolls down it will not infringe the main line and train operation will go on at normal speed the arrangement is called as [d]

- a) Shunting neck b) Scotch block c) Snag dead end d) Derailing switch

306. _____ prevent vehicles escaping from the station and trying to enter
Into the next block section. [c]

- a) Catch siding b) Derailing switch c) Slip siding d) Snag dead end

307. A low-speed track section distinct from a running line or through route such as a main line or branch line is called as [a]

- a) Siding b) Loop line c) Shunting neck d) Goods line

308. A line leading to marshalling sidings on which actual shunting of a train may be done clear of running train. [a]

- a) Shunting neck b) Stabling siding c) Marshalling Siding d) Goods line

309. Siding is one where rakes or engines are stored (usually without any maintenance) away from the home yard, before they are assigned to the next train service is called. [b]
a) Shunting neck b) Stabling siding c) Marshalling Siding d) Goods line
310. A device to connect two lines by using two turnouts and straight or curved track in between is called as [a]
a) Crossover b) Diamond crossing c) Scissors crossover d) Derailing switch
311. The curve beginning from the toe of curved switch and extending up to toe of crossing is called as [b]
a) Turn in curve b) Lead curve c) connecting curve d) Horizontal curve
312. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on Rajdhani/shatabdi routes [c]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
313. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on other than Rajdhani/shatabdi routes [a]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
314. ____ series of electrodes, duly approved by RDSO are to be used for reconditioning of points and crossings [d]
a) A2 b) E2 c) M3 d) H3
315. Diameter of electrode in depot/cess reconditioning is [d]
a) 3 mm b) 3.15 mm c) 3.75 mm d) 4 mm
316. Position of arrows on top of the bolts should be at _____ to the rails pointing towards the rail [a]
a) Right angle b) Parallel c) Inclined d) Opposite
317. When parting of train is noticed _____ signal shall not be shown during day time [a]
a) Red flag b) Green flag c) hand gesture d) none of the above
318. When hot axle, hanging parts or any other situation endangering safe running of trains is noticed _____ shall be shown during night time. [a]
a) Red light b) Green light c) White light d) Both b & c

319. _____ Indication shown to loco pilot to proceed slowly reducing speed during
day time at work site [d]

- a) Waving Red flag b) Waving green flag
c) Waving red flag vertically up and down d) Waving green flag vertically up and down

320. _____ Indication shown to loco pilot to proceed slowly reducing speed during night time at work site [c]

- a) Waving Red light vertically up and down
- b) Waving white light vertically up and down
- c) Waving green light vertically up and down
- d) None of the above

321. _____ Indication shown to loco pilot to stop the train during night time [d]

- a) Showing Red light b) Waving white light violently across the body
c) Waving green light violently across the body d) Both a & b

322. BCM full form is_____ [a]

- a) Ballast cleaning machine b) Ballast crushing machine
c) Ballast collecting machine d) Ballast compaction machine

333. SBCM is _____ [d]

- a) Standard ballast cleaning machine b) shoulder ballast collecting machine
c) Shoulder ballast compaction machine d) shoulder ballast cleaning machine

333. DTS is _____ [c]

- a) Dynamic tamping system b) dynamic train stabilizer
c) Dynamic track stabilizer d) dynamic tamper and stabilizer

334. PQRS is _____ [d]

- a) Permanent and quick restoration system b) Prime quality relaying system
b) Plasser's quick relaying and stabilizing d)) Plasser's quick relaying system

335. RBMV is _____ [a]

- a) Rail borne maintenance vehicle b) Railway board maintenance vehicle
c) Railway board monitoring vehicle d) Railway ballast moving van

336. TRT is _____ [a]

- a) Track relaying train b) Track restoration train c) Turnout renewal train
d) Track relaying and tamping

337. USFD is [a]

- a) Ultra sonic flaw detection b) Ultra sonic fast detection
c) Ultrasound finding of defects d) Ultra sonic flaw deflection

338. RDSO is _____ [d]
a) Railway design standards organization
b) Research development standard organization
c) Railway design standard office d) Research designs standard organization
339. OMS is _____ [b]
a) Oscillations measuring system b) Oscillation monitoring system
c) Oscillation monitoring schedule d) Oscillation management system
340. TRC is _____ [c]
a) Track reading car b) Track reporting car
c) Track recording car d) Track recording coach
341. IRPWM is _____ [b]
a) Indian railway permanent works manual b) indian railway permanent way manual
c) Indian railway permanent way machine d) Indian railway primary works manual
342. IRTMM is _____ [d]
a) Indian railway train monitoring manual b) Indian railway track monitoring manual
c) Indian railway track management manual d) Indian railway track machine manual
343. IRSTMM is _____ [b]
a) Indian railway standard track machine manual
b) Indian railway small track machine manual
c) Indian railway standard track management manual
d) Indian railway standard track monitoring manual
344. IRSOD Is _____ [c]
a) Indian railway standard overall dimensions
b) Indian railway schedule of damages
c) Indian railway schedule of dimensions
d) Indian railway schedule of official dimensions
345. In LWR track, when there is no SR, condition for renewal of ERC is _____ [c]
a) Tackle only one in a stretch of 5 sleepers
b) Tackle only one in a stretch of 10 sleepers
c) Tackle only one in a stretch of 15 sleepers
d) Tackle only one in a stretch of 30 sleepers
346. In LWR track, when there is no SR, condition for renewal of rubber pad is _____ [d]
a) Tackle only one in a stretch of 10 sleepers
b) Tackle only one a in stretch of 15 sleepers
c) Tackle only one in a stretch of 20 sleepers
d) Tackle only one a in stretch of 30 sleepers

347. In LWR track, when there is no SR, condition for renewal of sleeper is _____ [d]
- a) Tackle only one in a stretch of 10 sleepers
 - b) Tackle only one a in stretch of 15 sleepers
 - c) Tackle only one in a stretch of 20 sleepers
 - d) Tackle only one a in stretch of 30 sleepers
348. When buckling of track occurs gas cutting of rails should be done at a distance of _____ metres apart. [c]
- a) 4.00 m
 - b) 5.50 m
 - c) 6.50 m
 - d) 13.00 m
349. Rectification of buckled track can be done by _____ [c]
- a) Hot weather patrol man
 - b) Gang mate
 - c) JE /P.way
 - d) incharge sse only
350. Cutting of rails in running line should be done under the supervision of _____ [d]
- a) MCM
 - b) gang mate
 - c) key man
 - d) JE/P.way
351. Drilling of holes in running line should be done under the supervision of _____ [d]
- a) MCM
 - b) gang mate
 - c) key man
 - d) JE/P.way
352. Lubrication of rail joints should be carried out by gangs under the supervision of _____ [d]
- a) MCM
 - b) gang mate
 - c) key man
 - d) JE/P.way
353. Lubrication of rail joints can be done _____ [d]
- a) By proper protection
 - b) with caution order
 - c) traffic block only
 - d) With caution order and engg signals or traffic block
354. Minimum length of closure rail to be provided during rail fracture repair is _____ [a]
- a) 4.00 m
 - b) 5.50 m
 - c) 6.00 m
 - d) 6.50 m
355. Closure rail during permanent repair should be _____ [d]
- a) Sound quality
 - b) Usfd tested and fit
 - c) Minimum 4.00m
 - d) all the above
356. Plate screw greasing in corrosion prone areas should be done _____ [b]
- a) once in 3 months
 - b) once in 6 months
 - c) once in a year
 - d) once in 2 years
357. ERC greasing in corrosion prone areas should be done _____ [c]
- a) once in 3 months
 - b) once in 6 months
 - c) once in a year
 - d) once in 2 years
358. AC painting of rails is done to _____ [c]
- a) Have good look
 - b) Prevent wear
 - c) Prevent corrosion
 - d) prevent fractures

359. Galvanizing of p.way fittings is done to _____ [c]
a) Have good look b) prevent wear c) prevent corrosion d) have good grip
360. Elcometer is a instrument to measure _____ [c]
a) Length of track b) Area of paint c) Thickness of paint d) Depth of corrosion
361. Procedure of p.way material trucking on material trolley is _____ [d]
a) Carefully with lookout man b) With HS and banner flag
c) With walky talkies d) with block protection
362. When trolley is loaded with p.way or other heavy material it should be treated as _____ [b]
a) Heavy material trolley b) Lorry c) Engg material trolley d) none of the above
363. Shape of caution indicator is _____ [d]
a) Round b) rectangle c) triangle d) fish tailed
364. Shape of stop indicator is _____ [b]
a) Round b) rectangle c) triangle d) fish tailed
365. Shape of speed restriction board is _____ [c]
a) Round b) rectangle c) triangle d) fish tailed
366. Shape of termination board is _____ [a]
a) Round b) Rectangle c) Triangle d) Fish tailed
367. Permanent way staff are advised to keep clear of the tracks and avoid contact with the rails when an electrically hauled train is within _____ meters [c]
a) 150 b) 200 c) 250 d) 300
368. No work shall be done within a distance of _____ metres from the live parts of the O.H.E. without a 'permit-to-work'. [c]
a) 1 b) 1.5 c) 2 d) 2.5
369. No part of the tree shall be nearer than _____ meters from the nearest live conductor. [d]
a) 2.5 b) 3 c) 3.5 d) 4
370. When joggled fish plates are removed for deployment of track machines, a SR _____ shall be imposed till such time the joggled fish plates are re-fixed. [b]
a) 30 kmph b) 50kmph c) 45 kmph d) 20 kmph
371. The Spring setting device should be fixed on sleeper No. ----- in 1:12 , 60 Kg Turnout. [a]
a) 13 b) 14 c) 15 d) 16

372. The gap to be maintained at SSD in Thick web switches between stock Rail and Tongue Rail is ---- [c]
- a) 56 ± 2 b) 58 ± 2 c) 60 ± 2 d) 64 ± 2
373. Throw (Clearance between toe of open switch and stock rail) of curved switches shall be----mm. [d]
- a) 105 ± 10 b) 100 ± 3 c) 110 ± 5 d) 115 ± 3
374. Throw (Clearance between toe of open switch and stock rail) to be maintained for thick web switch is -----mm [d]
- a) 115 ± 3 b) 165 ± 3 c) 160 ± 5 d) 160 ± 3
375. In curved switches for 1 in 12 turnout , upto a minimum ____ numbers of sleepers tongue rail should have proper housing with stock rail [a]
- a) 4 b) 5 c) 3 d) 6
376. In curved switches for 1 in 12 turnout , upto a minimum ____ numbers of sleepers tongue rail should have proper housing with stock rail [c]
- a) 4 b) 5 c) 3 d) 6
377. In thick web switches for 1 in 12 turnout, housing between tongue and stock rail is achieved up to sleeper number ____ [d]
- a) 10 b) 11 c) 12 d) 13
378. A minimum traffic block of _____ minutes is required to ensure good quality AT welding. [d]
- a) 30 min b) 45 min c) 60 min d) 70-75 min
379. Rail ends upto _____ mm should be thoroughly cleaned with kerosene before fixing moulds [b]
- a) 25 mm b) 50 mm c) 75 mm d) 100mm
380. Fatigue strength of AT welding, when compared to stipulated fatigue strength of the Parent Rail is _____ [b]
- a) 35% b) 56% c) 75% d) 100%
381. Fatigue strength of FB welding, when compared to stipulated fatigue strength of the Parent Rail is _____ [c]
- a) 56% b) 75% c) 90% d) 100%
382. The two rail ends to be welded shall be held in position with a uniform gap of _____ mm. [b]
- a) 20 ± 1 mm b) 25 ± 1 mm c) 28 ± 1 mm d) 30 ± 1 mm

383. Wide gap welding should have a gap of _____ mm for repairing of fractured/defective welds [d]

- a) 25 b) 50 c) 75 d) both (b) & (c)

384. In welding of rail ends, there should not be any bolt hole within _____ mm from either rail end [a]

- a) 40 b) 50 c) 83 d) 166

385. Cropping of rail ends to eliminate Heat Affected Zone during repairing of AT weld fracture is _____. [c]

- a) 85 mm from centre of weld b) 100 mm from centre of weld
c) 150 mm from centre of weld d) 175 mm from centre of weld

386. The minimum traffic block required for one AT welding is _____ [c]

- a) 45 minutes b) 60 minutes c) 70 minutes d) 75 minutes

387. Minimum traffic block required for performing two continuous welds is _____ [a]

- a) 90 minutes b) 80 minutes c) 95 minutes d) 100 minutes

388. The traffic block requirement involving two cuts and two welds shall be _____ where the cutting is done by abrasive disc cutters. [c]

- a) 70 minutes b) 90 minutes c) 100 minutes d) 120 minutes

389. The traffic block requirement involving two cuts and two welds shall be _____ where the cutting is done by hacksaw blades. [d]

- a) 70 minutes b) 90 minutes c) 100 minutes d) 120 minutes

390. No alumino-thermic welded joint shall be located closer than _____ metres from any other welded or fish plated joint. [b]

- a) 3 b) 4 c) 5 d) 6

391. In case of in situ welding the rail fastenings for at least _____ sleepers on either side shall be loosened. [d]

- a) 2 b) 3 c) 4 d) 5

392. During AT welding of rails on cess, the full rail length should be supported on at least

- a) 5 sleepers b) 7 sleepers c) 8 sleepers d) 10 sleepers [d]

393. The joint shall be kept higher after vertical alignment for AT welding when checked with one meter straight edge for 90 UTS is [a]
 a) 2 to 2.4 mm b) 3 to 4 mm c) 4 to 5 mm d) 1 to 2 mm
394. The latest development in pre fabricated moulds used for AT welding of rails is [c]
 a) Green moulds b) two piece moulds
 c) Three piece moulds d) None of the above
395. What are the ingredients in AT welding portion? [d]
 a) Aluminium powder & Mill scale b) Ferro manganese & Ferro vanadium
 c) Steel chips, Flour spar & Silicon carbide d) All the above
396. After fixing and luting of moulds for AT welding the rail ends are heated to a desirable temperature of [a]
 a) $600 \pm 20^{\circ}\text{C}$ b) $700 \pm 20^{\circ}\text{C}$ c) $800 \pm 20^{\circ}\text{C}$ d) $1000 \pm 20^{\circ}\text{C}$
397. In alumino thermit welding short pre-heating is done by compressed [b]
 a) Air diesel fuel mixture b) Air petrol fuel mixture
 c) Air kerosene oil mixture d) none of the above
398. For AT welding with Compressed Air petrol technique for pre heating of rails, air pressure should be maintained in the range of [b]
 a) 0.1 to 0.2 kg/cm^2 b) 0.2 to 0.3 kg/cm^2 c) 0.3 to 0.4 kg/cm^2 d) 0.4 to 0.5 kg/cm^2
399. Preheating time would be about _____ minutes for 60kg rail section with compressed air petrol preheating technique. [c]
 a) 3.0 to 4.0 b) 3.5 to 4.5 c) 4.0 to 4.5 d) 4.5 to 5.0
400. The Reaction time for AT welding portion is [b]
 a) 15 ± 3 seconds b) 20 ± 3 seconds c) 25 ± 3 seconds d) 30 ± 3 seconds
401. After pouring of the molten metal into the mould of 25 mm gap weld, trimming should be done after waiting for [c]
 a) 2 to 3 minutes b) 3 to 4 minutes c) 4 to 6 minutes d) 6 to 8 minutes

402. _____ is used for trimming of extra weld metal from rail top and sides at AT welding rail joint after the welding process [c]
a) Hammer b) Chisel c) Hydraulic weld trimmer d) Rail profile grinder
403. The wedges used for alignment of rails for AT welding shall not be removed after trimming for at least [a]
a) 20 minutes b) 30 minutes c) 40 minutes d) None of these
404. The first train should be allowed to pass on the newly insitu AT welded joint after pouring of the weld metal shall be only after a lapse of [c]
a) 20 minutes b) 25 minutes c) 30 minutes d) none of these
405. In single line, the welded joints shall be serially numbered in the direction of [c]
a) Train traffic b) opposite to the train traffic
c) Increasing kilometer d) Decreasing kilometer
406. In double line, the welded joints shall be serially numbered in the direction of [c]
a) Train traffic b) opposite to the train traffic
c) Increasing kilometer d) Decreasing kilometer
407. Joggling of AT welding done [a]
a) Immediately after grinding operation over
b) Next day c) After a week d) After USFD testing
408. Painting of weld collar should be done on all welds to protect them against corrosion is [a]
a) Immediately after the welding b) after USFD testing
c) After one month d) After one year
409. Frequency of weld collar anticorrosive painting of AT welds should be carried out once in _____ in corrosion prone areas. [d]
a) 4 years b) 3 years c) 2 years d) 1 year
410. Frequency of weld collar anticorrosive painting of AT welds should be carried out once in _____ in non corrosive prone areas. [a]
a) 4 years b) 3 years c) 2 years d) 1 year

411. All new welded joints should be ultrasonically tested as early as possible but in any case not later than [b]

- a) 45 days b) 30 days c) 15 days d) 10 days

412. A thermit welding done insitu shall be joggled fish plated with two clamps and supported on wooden blocks of 300 – 450 mm length until tested as [d]

- a) Good by JE/P.Way b) Good by SSE/P.Way
c) Good by ADEN d) Good by JE/SSE/USFD

413. Joggled fishplates with far end bolts shall be provided on AT welds, which have undertaken traffic equal to or more than _____ of stipulated fatigue life (GMT) of the rail. [b]

- a) 30% b) 50% c) 75% d) 100%

414. Anti corrosive Painting of new welds as well as old welds, shall be done on welds and _____ cm on either side [b]

- a) 5 b) 10 c) 15 d) 20

415. The test weld shall withstand minimum transverse breaking load for 60kg, 90UTS rails in tonnes _____ [d]

- a) 60 b) 80 c) 90 d) 115

416. Engineering works can be broadly divided into [b]

- a) 4 categories b) 3 categories c) 2 categories d) none of these

417. Works of short duration are those works which are completed [a]

- a) On the same day of commencement b) On the next day of commencement
c) On the third day of commencement d) none of these

418. Works of long duration are those works which are completed [c]

- a) Within three hours b) within 6 hours
c) Taking more than a day d) none of these

419. While doing short duration works the track is protected with [b]

- a) Fixed signals b) hand signals c) operating signals d) none of these

420. While doing Long duration works the track is protected with [c]

- a) Operating fixed indicators
- b) hand signals
- c) Temporary engineering fixed indicators
- d) none of these

421. During works of short duration when the train is required to stop and proceed, the
Flagman should exhibit Banner flag at a distance from work spot [b]

- a) 30 mts
- b) 600 mts
- c) 800 mts
- d) 1200 mts

QUESTION BANK- FOR TECH-GR-III, LEVEL-2, LDCE QUOTA, CIVIL ENGG,

(PWAY-SMG) (Striker, Moulder, Grinder)

(ALL DIMENSIONS/VALUES IN THIS QB IS FOR BG TRACK ONLY)

Various types of small track machines

1. As per scale minimum requirement, weld trimmer per welding unit is
a) One b) Two c) Three d) One between two welding units [b]
2. As per scale minimum requirement rail profile weld grinder per welding unit is
a) One between two welding units b) One c) Two d) Three [c]
3. As per scale minimum requirement, electronic/mechanical toe load testing device per JE/P.Way (sectional) is
a) One in complete SSE/P.Way section
b) Three in complete SSP/P.Way section
c) One d) Two [c]
4. As per scale minimum requirement, champhering kit per gang is
a) One b) Two
c) One in complete SSE/P.Way section
d) Two in complete SSP/P.Way section [a]
5. As per scale minimum requirement, gang/work site remote control hooter per gang is
a) Four b) One c) Three d) Two [d]
6. As per scale minimum requirement, abrasive rail cutter per JE/P.Way (sectional) is
a) Four b) One c) Three d) Two [d]
7. As per scale minimum requirement, abrasive rail cutter per SSE/P.Way (In charge) is
a) Four b) One c) Three d) Two [b]
8. As per scale minimum requirement, abrasive rail cutter in ART is
a) One b) Four c) Three d) Two [d]
9. As per scale minimum requirement, rail drilling machine per JE/P.Way (sectional) is
a) Four b) Three c) Two d) One [c]
10. As per scale minimum requirement, rail drilling machine in ART is
a) One b) Four c) Three d) Two [a]

- 11.As per scale minimum requirement, light weight rail (mono) cum road trolley per gang is
a) Two b) Three c) Four d) One [a]
- 12.As per scale minimum requirement, track jack (hydraulic/mechanical) per JE/P.Way (sectional) is
a) One b) Two c) Three d) four [c]
- 13.As per scale minimum requirement, hydraulic rail tensor (non infringing type) 70 Ton capacity per SSE/P.Way (In charge) is
a) Four b) One c) Three d) Two [d]
- 14.As per scale minimum requirement, off track tampers per SSE/P.Way (In charge) is
a) One b) Three c) Four d) Two [a]
- 15.As per scale minimum requirement, off track tampers per MMU unit is
a) One b) Three c) Four d) Two [a]
- 16._____ small track machine used for operation on rail is [d]
a) Hydraulic sleeper spacer b) Concrete sleeper breaker
c) Concrete sleeper drilling machine d) Abrasive rail cutter
- 17._____ small track machine used for operation on rail is [a]
a) Rail drilling machine b) Concrete sleeper breaker
c) Concrete sleeper drilling machine d) Hydraulic sleeper spacer
- 18._____ small track machine used for operation on rail is [c]
a) Concrete sleeper breaker b) Concrete sleeper drilling machine
c) Hydraulic rail tensor d) Hydraulic sleeper spacer
- 19._____ small track machine used for operation on rail is [b]
a) Concrete sleeper breaker b) Champhering kit
c) Concrete sleeper drilling machine d) Hydraulic sleeper spacer
- 20._____ small track machine used for operation on rail is [d]
a) Concrete sleeper breaker b) Hydraulic sleeper spacer
c) Concrete sleeper drilling machine d) Hydraulic rail bender
- 21._____ small track machine used for operation on rail is [a]
a) Hydraulic rail joint straightner b) Hydraulic sleeper spacer
c) Concrete sleeper drilling machine d) Concrete sleeper breaker
- 22._____ small track machine used for operation on rail is [c]
a) Concrete sleeper drilling machine b) Hydraulic sleeper spacer
c) Rail creep adjuster d) Concrete sleeper breaker
- 23.For adjusting gaps in jointed track without damaging rail ends
_____ small track machine is used [c]

- a) Abrasive rail cutter b) Hydraulic rail tensor
c) Rail creep adjuster d) Hydraulic rail bender
24. For straightening the dipped fish plated joint and for de hogging the welded joint _____ small track machine is used [d]
a) Rail creep adjuster b) Hydraulic rail tensor
c) Hydraulic rail bender d) Hydraulic rail joint straightner
25. For bending and de kinking of all types of flat bottom rail in horizontal plane _____ small track machine is used [c]
a) Rail creep adjuster b) Hydraulic rail tensor
c) Hydraulic rail bender d) Hydraulic rail joint straightner
26. Machine used for rail de stressing in LWR track and for stress free welding by maintaining specified gap at rail joints for AT welding [b]
a) Rail creep adjuster b) Hydraulic rail tensor
c) Hydraulic rail bender d) Hydraulic rail joint straightner
27. ADEN will check small track machines once in _____ months
a) 03 b) 04 c) 06 d) 12 [c]
28. Schedule of inspection of small track machines by SSE/P.Way in charge of section is once in _____ months
a) 03 b) 04 c) 06 d) 12 [a]
29. _____ shall ensure to arrange for the repairs and maintenance of small track machines available with him. [c]
a) ADEN b) JE/P.Way c) SSE/P.Way in charge d) All the above
30. Fuel tank capacity of abrasive rail cutter shall be at least [a]
a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
31. Maximum overall weight of abrasive rail cutter shall be [d]
a) 30 Kgs b) 35 Kgs c) 25 Kgs d) 35 Kgs
32. While cutting rails with abrasive rail cutting wheel the vertical tolerance for squareness on face of rail heads of cut shall not be more than [b]
a) ± 0.5 mm b) ± 1.0 mm c) ± 1.5 mm d) ± 1.75 mm
33. While cutting rails with abrasive rail cutting wheel the lateral tolerance for squareness on face of rail heads of cut shall not be more than [b]
a) ± 0.5 mm b) ± 1.0 mm c) ± 1.5 mm d) ± 1.75 mm
34. Minimum number of cuts to be given by each abrasive rail cutting wheel for 60 kg 90 UTS rail section are [c]
a) 4 b) 5 c) 6 d) 7

35. Minimum number of cuts to be given by each abrasive rail cutting wheel for 52 kg 90 UTS rail section are [a]
 a) 7 b) 6 c) 5 d) 4
36. Shell life of abrasive rail cutting wheel is [c]
 a) 01 year b) 1.5 year c) 2 year d) 3 year
37. Cutting time of cut using abrasive rail cutting wheel for 52 kg 90 UTS rail section is _____ minutes [c]
 a) 4 b) 4.5 c) 3 d) 5
38. Cutting time of cut using abrasive rail cutting wheel for 60 kg 90 UTS rail section is _____ minutes [a]
 a) 4 b) 4.5 c) 5 d) 6
39. Cutting time of cut using abrasive rail cutting wheel for 60 kg 110 UTS rail section is _____ minutes [c]
 a) 4 b) 4.5 c) 5 d) 6
40. Diameter of abrasive rail cutting wheel is [d]
 a) 410 (+5 to - 3 mm) b) 400 (+ 5 to - 2 mm)
 c) 410 (+ 4 to - 2 mm) d) 400 (+5 to - 3 mm)
41. Thickness of abrasive rail cutting wheel is [c]
 a) 4.0 ± 0.20 mm b) 4.0 ± 0.30 mm
 c) 4.0 ± 0.25 mm d) 4.0 ± 0.35 mm
42. Diameter of bore of abrasive rail cutting wheel is [c]
 a) $22.25 + 0.50$ mm b) $22.24 + 0.50$ mm
 c) $22.23 + 0.50$ mm d) $22.2 + 0.50$ mm
43. Nominal size of diameter of abrasive rail cutting wheel is [a]
 a) $400 \times 4 \times 22.23$ mm b) $400 \times 3 \times 22.24$ mm
 c) $400 \times 3.5 \times 2.23$ mm d) $400 \times 3.5 \times 22.23$ mm
44. Approximately operating speed of the abrasive rail cutting wheel [b]
 a) 4700 r.p.m b) 4800 r.p.m c) 4900 r.p.m d) 5000 r.p.m
45. Discard diameter of abrasive rail cutting wheel is [d]
 a) 230 mm b) 240 mm c) 250 mm d) 260 mm
46. Total depth of cutting material available shall be minimum of ____ in abrasive rail cutting wheel [a]
 a) 140 mm b) 145 mm c) 150 mm d) 155 mm
47. The cutting wheel shall only be used on an abrasive cutting machine originally equipped with minimum _____ guards. [b]
 a) 410 mm b) 400 mm c) 415 mm d) 420 mm

48. Fixing time of rail clamp and the abrasive rail cutter is
 a) within 01 minute b) within 1,5 minute
 c) within 2.0 minute d) within 2.5 minute [a]
49. Minimum Man power required to operate abrasive rail cutter is
 a) 2 – Both skilled
 b) 2 – Both unskilled
 c) 2 – One skilled and one unskilled d) All the above [c]
50. Approximate weight of rail drilling machine is [d]
 a) 50 kgs b) 55 kgs c) 60 kgs d) 65 kgs
51. Approximate drilling time to drill hole with rail drilling machine in 60 kg 90 UTS rail is
 a) 3.5 to 5 minutes b) 4 to 5 minutes
 c) 3 to 4 minutes d) 3.5 to 4.5 minutes [c]
52. Fixing time of rail clamp and the rail drilling machine is
 a) within 01 minute b) within 1,5 minute
 c) within 2.0 minute d) within 2.5 minute [c]
53. Rail drilling machine shall be able to drill hole up to ____ in the web of any rail section [d]
 a) 25 mm b) 20 mm c) 30 mm d) 35 mm
54. Rail drilling machine drill spindle rotation shall be between [b]
 a) 50 to 80 r.p.m b) 60 to 90 r.p.m
 c) 60 to 80 r.p.mmm d) 50 to 90 r.p.m
55. Fuel tank capacity of rail drilling machine shall be at least [c]
 a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
56. Minimum Fuel consumption of rail drilling machine shall be ____ number of holes in 01 litre on 60 kg 90 UTS rail section [d]
 a) 12 b) 14 c) 08 d) 10
57. Approximately number of holes that can be performed with rail drilling machine in a day [c]
 a) 50 b) 55 c) 60 d) 65
58. The tolerance for the diameter and position of the hole drilled with rail drilling machine shall be [a]
 a) ± 0.7 mm b) ± 0.65 mm c) ± 0.6 mm d) ± 0.5 mm
59. Drill bit shall last for ____ number of fish bolt holes in 60 kg 90 UTS rail section [b]
 a) 80 b) 100 c) 90 d) 110

60. Minimum Man power required to operate abrasive rail cutter is
 a) 2 – One skilled and one unskilled
 b) 2 – Both unskilled
 c) 2 – Both skilled d) All the above [a]
61. The standard diameter of fish bolt on BG is [c]
 a) 24 mm b) 30 mm c) 25 mm d) 22 mm
62. Size of drill bit used for normal fish bolt holes is [b]
 a) 31.50 mm b) 31.75 mm c) 32 mm d) all the above
63. Size of drill bit used for traction bond bolt holes in 60 kg rail section
 a) 16 mm b) 16.50 mm c) 17 mm d) 17.50 mm [d]
64. Chamfering of bolt holes is done to [d]
 a) delay formation of star cracks
 b) Hardens the periphery of holes
 c) Increase fatigue life of rail at the hole d) all the above
65. The torque wrench in champhering kit shall be able to provide a minimum torque of [a]
 a) 52 kg-m b) 54 kg-m c) 56 kg-m d) 58 kg-m
66. Minimum Man power required to operate champhering kit is
 a) 2 – One skilled and one unskilled
 b) 2 – Both unskilled
 c) 2 – Both skilled d) All the above [a]
67. Maximum pulling force for hydraulic rail tensor is [a]
 a) 70 T b) 85 T c) 65 T d) 80 T
68. Maximum pushing force for hydraulic rail tensor is [d]
 a) 25 T b) 20 T c) 35 T d) 30 T
69. Hydraulic rail tensor shall provide a extension of _____ for 52 and 60 kg rail section [b]
 a) 200 mm b) 150 mm c) 250 mm d) 300 mm
70. Minimum hydraulic stroke ram travel shall be [d]
 a) 200 mm b) 150 mm c) 250 mm d) 300 mm
71. Total weight of hydraulic rail tensor including hand pump is [a]
 a) 375 kgs b) 350 kgs c) 380 kgs d) 385 kgs
72. Minimum Man power required to operate hydraulic rail tensor is
 a) 4 – Two skilled and Two unskilled
 b) 4 – One skilled and Three unskilled
 c) 4 – Three skilled and one unskilled

d) All the above [b]

Weld trimmer

73. _____ is used for trimming of extra weld metal from rail top and sides at AT welding rail joint after the welding process [c]
a) Hammer b) Chisel
c) Hydraulic weld trimmer d) Rail profile grinder
74. _____ is used for grinding of AT welded joints after trimming operation is complete [d]
a) Hammer b) Chisel
c) Hydraulic weld trimmer d) Rail profile grinder
75. Grinding stone of rail profile grinder is _____ shape [b]
a) Oblique b) Conical c) Cylindrical d) All the above
76. In double action weld trimmer the two shear blades of trimming unit travel towards each other by
a) Mechanical force b) Pneumatic force
c) Hydraulic force d) All the above [c]
77. Double action weld trimmer does not comprises of
a) Hydraulic pump b) Engine
c) Hydraulic cylinders d) Grinding wheel [d]
78. Maximum weight of double action weld trimmer is [a]
a) 175 kgs b) 180 kgs c) 185 kgs d) 190 kgs
79. Expected Life of cutter in double action weld trimmer is [c]
a) 200 joints b) 150 joints c) 100 joints d) 75 joints
80. Double action weld trimmer is also provided with emergency _____ device which can be used in case of failure for trimming.
a) Hand pump b) Hydraulic pump
c) Mechanical pump d) Pneumatic pump [a]
81. In double action weld trimmer prime mover is.
a) Petrol start petrol run only b) Petrol start kerosene run only
c) Petrol start petrol/kerosene run d) Hydraulic [c]
82. In double action weld trimmer hydraulic stroke is. [a]
a) 120 – 150 mm b) 120 – 140 mm c) 130 -150 mm d) 110 – 140 mm
83. In double action weld trimmer minimum shear force is. [b]
a) 17 Tonnes b) 18 Tonnes c) 19 Tonnes d) 20 Tonnes

84. Tolerance achieved on top of rail head with weld trimmer before grinding
 a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 1.5 mm
 c) + 0.5 mm to + 1.0 mm d) + 0.5 mm to + 1.5 mm [d]
85. Tolerance achieved on side width of rail head with weld trimmer before grinding
 a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 2.0 mm
 c) + 1.0 mm to + 1.5 mm d) + 0.5 mm to + 1.5 mm [b]
86. In double action weld trimmer ensure the gap between cutting heads in fully extended position as
 a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 1.5 mm
 c) + 0.5 mm to + 1.0 mm d) + 0.5 mm to + 1.5 mm [c]
87. In double action weld trimmer trimming time is approximately _____ for different rail sections
 a) 1 to 2 minute b) ½ to 1 minute
 c) 1 to 1.5 minute d) 1.5 to 2 minute [b]
88. In double action weld trimmer clean the cutting tool edge of shear blades after _____
 a) Ever cut b) Every two cuts
 c) Every Four cuts d) Once in a day [a]
89. In double action weld trimmer the directional valve is moved forward
 a) Trimming unit are fully closed
 b) Trimming unit are fully extended c) Both a & b d) None [b]
90. In double action weld trimmer remove the cutting heads when the
 a) Ram is fully contracted
 b) Ram is fully extended c) Both a & b d) None [a]
91. In double action weld trimmer all rams to be
 a) Extended when not in use b) closed when in use
 c) Drawn back when not in use d) None [c]
92. Double action weld trimmer to be used on
 a) Cold weld b) Hot weld
 c) Both a & b d) Not specified [b]
93. Double action weld trimmer is provided with nylon wheels without flanges to enable the machine to move on
 a) Cess b) Plain surface
 c) Rail surface d) Both a & b [d]
94. Daily schedule check for maintenance of weld trimmer is
 a) Cutting head edge is fitted with correct edge to suit rail section

- b) Cutting edge is sharp and clean
 - c) Check cutting edge is free from any defect
 - d) All the above [d]
95. Weekly schedule check for maintenance of weld trimmer is
- a) Cutting head edge is fitted with correct edge to suit rail section
 - b) Check condition of hydraulic hoses and pipes for any sign of damage.
 - c) Check hydraulic oil level in tank.
 - d) Both b & c [d]
96. Quarterly schedule check for maintenance of weld trimmer is
- a) At every 200 hrs running or 3 months whichever earlier
 - b) At every 250 hrs running or 3 months whichever earlier
 - c) At every 275 hrs running or 3 months whichever earlier
 - d) At every 300 hrs running or 3 months whichever earlier [b]
97. Slow movement of ram in weld trimmer is due to
- a) Hydraulic oil leakage around piston.
 - b) Pump not delivering hydraulic oil.
 - c) Defective directional valve.
 - d) Leakage through cylinder. [a]
98. Slow movement of ram in weld trimmer is due to
- a) Less delivery from pump.
 - b) Direction control valve not shifting fully.
 - c) Low setting or any defect in relief valve.
 - d) All the above [d]
99. Insufficient trimming force in weld trimmer is due to
- a) Internal oil leakage due to wear in pump
 - b) Leakage through cylinder.
 - c) Pump not delivering hydraulic oil.
 - d) All the above [c]
100. Slow operations in weld trimmer are due to
- a) Hydraulic oil leakage around piston.
 - b) Leakage through cylinder.
 - c) Pump not delivering hydraulic oil.
 - d) All the above [b]
101. Minimum Man power required to operate weld trimmer is
- a) 2 - One skilled and one unskilled
 - b) 2 – Both unskilled
 - c) 2 – Both skilled
 - d) All the above [a]

102. Pump delivering in sufficient or no oil in weld trimmer is due to
 a) Air leak in suction line .
 b) Low level of oil in reservoir.
 c) Both a & b
 d) None of the above [c]
103. Pump making unstable pressure in weld trimmer is due to
 a) Pump not delivering oil
 b) Relief valve not working properly
 c) Air leak in suction line d) Both a & b [d]
-

P.Way, Works and Bridges

104. Group A routes is classified with speeds up to _____ [d]
 a) 110 kmph b) 120 kmph c) 130 kmph d) 160 kmph
105. Group B routes is classified with speeds up to _____ [c]
 a) 110 kmph b) 120 kmph c) 130 kmph d) 160 kmph
106. Group D spl routes is classified with speeds up to _____ [b]
 a) 110 kmph and annual traffic density is 30 GMT or more
 b) 110 kmph and annual traffic density is 20 GMT or more
 c) 110 kmph and annual traffic density is less than 30 GMT
 d) 110 kmph and annual traffic density is less than 20 GMT
107. Group D routes is classified with speeds up to _____ [d]
 a) 110 kmph and annual traffic density is 30 GMT or more
 b) 110 kmph and annual traffic density is 20 GMT or more
 c) 110 kmph and annual traffic density is less than 30 GMT
 d) 110 kmph and annual traffic density is less than 20 GMT
108. Group E routes is classified with speeds up to _____ [a]
 a) 100 kmph b) 110 kmph c) 120 kmph d) 50 kmph
109. Height of 60 kg rail section [b]
 a) 170 mm b) 172 mm c) 174 mm d) 168 mm
110. Height of 52 kg rail section [c]
 a) 152 mm b) 154 mm c) 156 mm d) 158 mm
111. Width of flange of 60 kg rail section [a]
 a) 150 mm b) 148 mm c) 136 mm d) 140 mm
112. Width of flange of 52 kg rail section [c]
 a) 134 mm b) 138 mm c) 136 mm d) 140 mm
113. Weight of 52 kg rail section is _____ per metre [d]
 a) 52 kg b) 51.95 kg c) 51.99 kg d) 51.89 kg

114. Weight of 60 kg rail section is _____ per metre [c]
 a) 60.14 kg b) 60.24 kg c) 60.34 kg d) 60 kg
115. _____ paint on each end face on web region indicates 13 m , 26 m , 130 m rail length [a]
 a) Yellow b) Blue c) White d) Green
116. _____ paint on each end face on web region indicates 12 m , 265 m , 129 m, 259 m rail length [b]
 a) Yellow b) Blue c) White d) Green
117. _____ paint on each end face on web region indicates 11 m , 24 m rail length [c]
 a) Yellow b) Blue c) White d) Green
118. _____ paint on each end face on web region indicates 10 m 130 m rail length [d]
 a) Yellow b) Blue c) White d) Green
119. PSC sleepers marked by paint with “FTC” indicate [c]
 a) Fit for track in curve b) Fit for transition curve
 c) Fit for track circuit d) All the above
120. On PSC track fish plate joint should preferably be provided with _____ fish plates [b]
 a) 60 cm long b) 1 M long c) Both a & b d) Joggled
121. sleeper density is expressed as the number of sleepers per____ [a]
 a) KM b) Metre c) Rail d) All the above
122. Full form of ERC [b]
 a) Elastic rail clamp b) Elastic rail clip
 c) Elastic roller clip d) Elastic roller clamp
123. Full form of GRSP [c]
 a) Grooved rubber sleeper pad b) Grooved rubber sole pad
 c) Grooved rubber sole plate d) Grooved rubber sleeper plate
124. the surface of CGRSP where the manufacturer’s initials are embossed should be placed on rail seat _____ [a]
 a) Facing up to bottom of rail b) Facing down to top of sleeper
 c) Both a & b d) None of the avbove
125. Full form of CGRSP [c]
 a) Composite Grooved rubber sleeper pad
 b) Composite Grooved rubber sole pad
 c) Composite Grooved rubber sole plate
 d) Composite Grooved rubber sleeper plate

126. ERC mark – 111 drawing no [a]
a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
127. Anti theft ERC drawing no [d]
a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
128. ERC mark- V drawing no [c]
a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
129. GRSP drawing no to be provided on 52kg sleeper RT 2495 [a]
a) RT-3703 b) RT- 3711 c) RT-3709 d) RT-4732
130. GRSP drawing no to be provided on 60 kg sleeper RT-2496 [b]
a) RT-3703 b) RT- 3711 c) RT-3709 d) RT-4732
131. GRSP drawing no to be provided on SEJ sleeper [b]
a) RT- 4158 b) RT-4159 c) RT- 4160 d) RT-4162
132. CGRSP drawing no to be provided on 60 kg sleeper RT-2496 [d]
a) RT-6615 b) RT- 6616 c) RT-6617 d) RT-6618
133. Metal liner for 52 kg rail and 52 kg sleeper RT -2495 [c]
a) RT -3742 b) RT-3741 c) RT-3738 d) RT.3740
134. Metal liner for 60 kg rail and 60 kg sleeper RT -2496 [d]
a) RT -3742 b) RT-3741 c) RT-3738 d) RT.3740
135. GFN liner for 52 kg rail and 52 kg sleeper RT -2495 [a]
a) RT -3702 b) RT-3706 c) RT-3707 d) RT.3708
136. GFN liner for 60 kg rail and 60 kg sleeper RT -2496 [b]
a) RT -3702 b) RT-3706 c) RT-3707 d) RT.3708
137. Combination metal liner for 52 kg rail and 60 kg sleeper RT -2496
a) RT -3736/3738 b) RT-3737/3739
c) RT-3738/3740 d) RT.3741/3742 [d]
138. Combination GFN liner for 52 kg rail and 60 kg sleeper RT -2496
a) RT -3704/3705 b) RT-3707/3708
c) RT-3706/3707 d) RT.3702/3703 [b]
139. Colour band on RT-3741 metal liner is [a]
a) Yellow b) Green c) Pink d) White
140. Colour band on RT-3742 metal liner is [b]
a) Yellow b) Green c) Pink d) White
141. Colour band on RT-3706 GFN liner is [d]
a) Yellow b) Green c) Pink d) White
142. Colour band on RT-3702 GFN liner is [c]
a) Yellow b) Green c) Pink d) White
143. Colour band on RT-3707 combination GFN liner is [a]

- a) Yellow b) Green c) Pink d) White
144. Colour band on RT-3708 combination GFN liner is [b]
a) Light Yellow b) Light Green c) Light Pink d) White
145. Formation width for new track single line BG is [c]
a) 7650 mm b) 7750 mm c) 7850 mm d) 7950 mm
146. Formation width for new track double line BG is [d]
a) 13190 mm b) 13180 mm c) 13170 mm d) 13160 mm
147. A SR of ----- to be imposed for first train only, irrespective of infringement after unloading material during block from material train.
a) 30 kmph b) 50 kmph c) 45 kmph d) 15 kmph [c]
148. While unloading BT should [d]
a) Move in only one direction b) No pushing back to be done.
c) Not work BT after sunset and foggy days d) All the above
149. Frequency of ERC greasing in corrosion prone areas is [a]
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years
150. Frequency of ERC greasing in other than corrosion prone areas is
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years [d]
151. Frequency of lubrication of plate screws in points and crossings in corrosion prone areas is [b]
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years
152. Frequency of lubrication of plate screws in points and crossings in other than corrosion prone areas is [a]
a) Once in a year b) Once in six months
c) Once in 1 ½ years d) Once in 2 years
153. Frequency of lubrication of SEJ is once in [c]
a) Week b) 10 days c) 15 days d) Month
154. Frequency of greasing of gauge face of rails in points and crossings is once in [b]
a) Week b) 15 days c) 21 days d) Month
155. Frequency of greasing of gauge face of rails on curves less than 2° is once in [d]
a) Week b) 15 days c) 21 days d) Month

156. Frequency of greasing of gauge face of rails on curves 2° and up to 3° is once in [b]
 a) Week b) 15 days c) 21 days d) Month
157. Adequate distance of _____ in the direction of approaching train should be visible while working on bridges without caution order and with lookout man [d]
 a) 0.6KM b) 0.8 KM c) 1 KM d) 1.2 KM
158. Bridges with openings more than 6.1 m, the preferred position of the rail joint are at [a]
 a) $1/3$ the span from either end. b) $1/4$ the span from either end.
 c) $1/2$ the span from either end. d) $1/5$ the span from either end.
159. Bridges with openings less than 6.1 m, the preferred position of the rail joint [d]
 a) $1/3$ the span from either end. b) $1/4$ the span from either end.
 c) $1/2$ the span from either end. d) Should be avoided
160. Track on girder bridges with un-ballasted deck is laid with [c]
 a) Rigid fastenings b) Elastic fastenings
 c) Rail free fastenings d) All the above
161. The clear distance between joint sleepers on un ballasted deck bridges should not be more than [c]
 a) 150 mm b) 175 mm c) 200 mm d) 250 mm
162. The clear distance between sleepers on un ballasted deck bridges during TSR/CTR work should not be more than [b]
 a) 500 mm b) 450 mm c) 400 mm d) 600 mm
163. The guard rail shall be provided on the track adjacent to a column /pier /abutment which is located within a distance of ____ from centre of track. [a]
 a) 8 M b) 6 M c) 5 M d) 4.5 M
164. Clearance between guard rail and running rail is [d]
 a) 200 ± 50 mm b) 250 ± 40 mm c) 200 ± 40 mm d) 250 ± 50 mm
165. The top table of the guardrail should not be lower than that of the running rail, by more than ____ [b]
 a) 20 mm b) 25 mm c) 30 mm d) 40 mm
166. Lubrication of rail joints is done to [d]
 a) Facilitate expansion of rails b) Reduce wear on fishing planes of rail
 c) Reduce wear on fishing planes of fish plates d) All the above

167. Lubrication of rail joints is carried out [b]
 a) Once in six months in the month of October and February
 b) Once in a year from October and February
 c) Once in two year from October and February d) None of the above
168. Lubrication of rail joints on important girder bridges and their approaches should be done ____ [a]
 a) Twice in a year b) Once in a year
 c) Once in 4 months d) Once in four months
169. Battering of rail ends occur when the _____ [d]
 a) Steep rising gradients b) Improper rail table
 c) Different rail section d) Joint gaps are more
170. Wheel burns causes [d]
 a) Hammering on rails b) Packing is loosened
 c) Fittings get loose d) All the above
171. Thickness of each coat of anti corrosive paint should be _____ microns [b]
 a) 200 b) 100 c) 150 d) 75
172. During anti corrosive of rail painting interval between two coats shall be less than ____ [c]
 a) 6 Hrs b) 7 Hrs c) 8 Hrs d) 10 Hrs
173. Permanent rail closure in running lines other than LWR track on routes above 100 kmph should not be less than ____ [a]
 a) 11 m b) 6.5 m c) 5.5 m d) 4 m
174. Permanent rail closure in running lines other than LWR track on routes less than 100 kmph should not be less than ____ [c]
 a) 11 m b) 6.5 m c) 5.5 m d) 4 m
175. The fractured rail pieces of approximately ____ long each to be cut and sent to chemist and metallurgist for investigation [b]
 a) 300 mm b) 500 mm c) 400 mm d) 1 m
176. The lifting of track should not exceed ____ at a time so as to allow proper consolidation. [c]
 a) 30 mm b) 40 mm c) 50 mm d) 75 mm
177. The easement gradient for the passage of trains during lifting of track should not be steeper than ____ in one rail length of 13 meters. [d]
 a) 30 mm b) 35 mm c) 20 mm d) 25 mm
178. In case of single line Lifting of track should commence from the _____ end carried out in the direction of rising grade [a]

191. No part of the tree shall be nearer than ____ meters from the nearest live conductor. [d]
 a) 2.5 b) 3 c) 3.5 d) 4
192. Permanent way staffs are advised to keep clear of the tracks and avoid contact with the rails when an electrically hauled train is within _____ meters [c]
 a) 150 b) 200 c) 250 d) 300.
193. When unloading rails along tracks, care shall be taken to ensure that rails do not touch each other to form a continuous metallic mass of length greater than _____ metres. [a]
 a) 300 b) 200 c) 250 d) 500
194. When jogged fish plates are removed for deployment of track machines, a SR _____ shall be imposed till such time the jogged fish plates are re-fixed. [b]
 a) 30 kmph b) 50kmph c) 45 kmph d) 20 kmph
195. _____ is used for surface dressing, dragging soil and sand or fine stone , cleaning of weeds and undergrowth, manual excavation [a]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortar
196. _____ is used to lift track for surfacing, to correct the alignment, for packing the ballast under concrete sleepers [c]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortar
197. _____ is used for filling ballast, earth and muck etc [d]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortar
198. _____ is used to take up removing and placing of ballast on the sleepers and also to remove the earth from track [c]
 a) Powrah b) Ballast rake c) Shovel d) Pan mortar
199. _____ is used for handling of ballast [b]
 a) Powrah b) Ballast rake c) Shovel d) Pan mortar
200. _____ is used to clean the gaps between running rails and check rails, to create gap to accommodate liners, for inserting wedges under the rail while doing AT welding [d]
 a) Bar claw b) Hammer c) Shovel d) Tommy bar
201. _____ is used to open and close the track, to fill ballast in pan motor, dressing of shoulder ballast and cess [c]
 a) Bar claw b) Ballast rake c) wire claw d) Tommy bar
202. _____ is used for longitudinal movement of panels [a]
 a) Rail roller b) Creep adjuster c) Rail tensor d) Tommy bar

203. _____ is used for hand compaction of road surface and ballast [c]
 a) Hammer b) ballast rake c) Rammer d) Shovel
204. _____ is used for lining the top and bottom edges of the ballast section [a]
 a) Hemp chord b) Straight edge c) Rammer d) Shovel
205. _____ is used to strike the rails to assist in their longitudinal movement during de stressing without rail tensor [d]
 a) Hammer b) Straight edge c) Rammer d) wooden mallet
206. _____ is used to lift the track in track maintenance and construction work site [c]
 a) Hydraulic track jack b) Mechanical track jack
 c) Both a & b d) Tommy bar
207. _____ arrangement made to hold the Banner Flag upright across the track [b]
 a) Staff b) Banner flag clamps
 c) Chains d) None of the above
208. _____ is used to exhibit the danger signal during protection of track in case of double line section and on both sides in case of single line section to drivers of train . [d]
 a) Clamps b) Roller c) Stick d) Staff
209. _____ are fixed on the rails and when an engine or a vehicle passes over them, they explode with a loud report so as to attract the attention of the Loco Pilot. [b]
 a) Red flag b) Detonator c) Banner flag d) Hooter
210. _____ gauge is used to check the minimum and maximum lateral clearances between the gauge face of the running rail and non gauge face of check rail [a]
 a) Check rail clearance b) Feeler c) Tapered d) Scale
211. _____ allow for the expansion and contraction of rail ends due to temperature variations. [d]
 a) ERC b) Rubber pad c) Liner d) Fish plate
212. _____ are used in the holes drilled in PSC sleepers for fixing check/guard rails/bearing plates [a]
 a) Ferrule b) washers c) Inserts d) Blocks

213. _____ is provided between sleeper and rail to give cushioning effect [d]
 a) Bearing plate b) Ballast c) Formation d) Rubber pad
214. _____ are provided between ERC and rail flange to avoid point contact of ERC toe over the flange [b]
 a) Rubber pad b) Liner c) Washer d) Plate screw
215. _____ is used for fastening the rails to sleepers directly [c]
 a) Rubber pad b) Liner c) ERC d) Bearing plate
216. The shortest distance between the gauge faces of rails of a track is called [a]
 a) Track gauge b) Cross level c) Versine d) Unevenness
217. The level difference between two rails, on a sleeper, of a track is called [b]
 a) Track gauge b) Cross level c) Versine d) Unevenness
218. The total traffic carried on a line, is expressed as [c]
 a) Gross in Kgs b) Gross in ton
 c) Gross million ton d) Gross billion ton
219. Length of check rail at level crossing shall be [d]
 a) width of road + 0.5 m b) width of road + 1 m
 c) width of road + 1.5 m d) width of road + 2 m
220. Check rail clearance to be provided at level crossing [c]
 a) 41 – 45 mm b) 44 – 48 mm c) 51 – 57 mm d) 52 – 58 mm
221. The amount by which one of the rail is raised with reference to the other rail of a track is called as [d]
 a) Cant deficiency b) Cant excess c) Cross level d) Super elevation
222. _____ is used to measure the distance between gauge faces of rails of a track at 13 to 15 mm below top of the rails from nominal gauge [c]
 a) Sprit level b) Tape
 c) Gauge cum level d) Hemp cord
223. The measured gauge which is less than the nominal gauge is called [b]
 a) Slack gauge b) Tight gauge c) Neat gauge d) None
224. The measured gauge which is more than the nominal gauge is called [a]
 a) Slack gauge b) Tight gauge c) Neat gauge d) None
225. The lowest division in gauge cum level instrument for gauge reading is [b]
 a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
226. In gauge cum level instrument the tight gauge reading is shown in _____ window [d]
 a) White b) Green c) Yellow d) Red

227. In gauge cum level instrument the slack gauge reading is shown in _____ window [a]
 a) White b) Green c) Yellow d) Red
228. In gauge cum level instrument the maximum tight gauge that can be read is up to [a]
 a) 10 mm b) 15 mm c) 20 mm d) 25 mm
229. In gauge cum level instrument the maximum slack gauge that can be read is up to [c]
 a) 10 mm b) 15 mm c) 20 mm d) 25 mm
230. _____ is used to measure the level difference between two rails, on a sleeper, of a track [b]
 a) Tape b) Spirit level c) Gauge cum level d) Hemp cord
231. The lowest division in gauge cum level instrument for level reading between two rails of a track is [b]
 a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
232. Deviation of rails in vertical plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length is called as [d]
 a) Gauge b) Versine c) Alignment d) Unevenness
233. Deviation of rails in horizontal plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length [c]
 a) Gauge b) Versine c) Alignment d) Unevenness
234. _____ is the perpendicular distance measured at the midpoint of a chord from the arc of curved track. [b]
 a) Gauge b) Versine c) Cross level d) Unevenness
235. A circular curve in vertical plane. [c]
 a) Transition curve b) Horizontal curve
 c) Vertical curve d) Turn in curve
236. A welded rail, the central part of which does not undergo any longitudinal movement due to temperature variations is called [c]
 a) Fish plated track b) Short welded rail
 c) Long welded rail d) Buffer rail
237. A welded rail that contracts and expands, throughout its length, due to temperature variations is called [b]
 a) Fish plated track b) Short welded rail
 c) Long welded rail d) Buffer rail

238. An easement curve which has curvature change throughout its length
 a) Transition curve b) Horizontal curve
 c) Vertical curve d) Turn in curve [a]
239. _____ installed at each end of LWR/CWR to permit expansion /contraction of the adjoining breathing lengths due to temperature variations.
 a) Switch expansion joint b) Buffer rail [c]
 c) Both a & b d) None of the above
240. Sudden or Gradual shifting of Track in lateral or vertical direction due to unbalanced thermal stress in rail / track is called [d]
 a) Creep b) Movement of rail c) Sun kinks d) Buckling of track
241. _____ is used to measure the gap at rail joints [c]
 a) Scale b) Steeped gauge c) Gap gauge d) Feeler gauge
242. _____ is used to check the squareness of sleepers [b]
 a) Chord b) T square c) Straight edge d) L square
243. _____ tool is used to check the soundness of packing under concrete sleepers [a]
 a) Canneboule b) shovel c) Crow bar d) all the above
244. _____ is used to check the squareness of rail cut [d]
 a) Chord b) T square c) Straight edge d) L square Mechanical
245. track jack used for lifting of track is [a]
 a) Infringing type b) Non infringing type
 c) Both a & b d) None of the above
246. Hydraulic track jack used for lifting of track is [b]
 a) Infringing type b) Non infringing type
 c) Both a & b d) None of the above
247. _____ is used for re spacing and squaring of sleepers [c]
 a) Concrete sleeper breaker b) Hydraulic rail tensor
 c) Hydraulic sleeper spacer d) Concrete sleeper drilling machine
248. _____ for removing the jammed ERC from concrete sleepers without damage to the sleepers [a]
 a) Hydraulic extractor for ERC b) Concrete sleeper drilling machine
 c) Angle grinder d) Hydraulic sleeper spacer
249. _____ is used for tamping of track for slack packing in concrete sleeper track as means of intermediate attention in between the runs of on track machines. [d]
 a) CSM machine b) Duomatic machine
 c) Unimat machine d) Off track tampers

250. After laying Steel sleepers, tightening of all fittings including hook bolts should be done once in _____ for initial one month [d]
 a) Every day b) 7 days c) 10 days d) 15 days
251. After initial one month of laying of steel channel sleepers tightening of all fittings including hook bolts should be done once in _____ for next six months [b]
 a) 15 days b) a month c) Two months d) 45 days
252. After initial one month of laying of steel channel sleepers guard rail fittings should be tightened once in _____ for next six months [a]
 a) a month b) 45 days c) Two months d) Three months
253. Rail joints should be avoided within _____ from abutment [c]
 a) 1 Mts b) 2 Mts c) 3 Mts d) 6 Mts
254. On approaches of important and major bridge approaches, for a length of about _____, width of cess should be _____ clear of full ballast section to maintain ballast profile. [c]
 a) 200 m, 100 cm b) 150 m, 100 cm
 c) 100 m, 90 cm d) 200 m, 90 cm
255. Position of arrows on top of the bolts should be at _____ to the rails pointing towards the rail [a]
 a) Right angle b) Parallel c) Inclined d) Opposite
256. At commencement of each gang length between stations a sample track of _____ rail lengths of track should be maintained [c]
 a) 2 b) 2 ½ c) 3 d) 3 ½
257. When parting of train is noticed _____ signal shall not be shown during day time [a]
 a) Red flag b) Green flag c) Banner flag d) None
258. When hot axle, hanging chains, hanging battery, a vehicle /wagon /train/ battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains is noticed _____ shall be shown during night time. [a]
 a) Red light b) Green light c) White light d) Both b & c
259. _____ Indication shown to loco pilot to proceed slowly reducing speed during day time at work site [d]
 a) Waving Red flag b) Waving green flag
 c) Waving red flag vertically up and down
 d) Waving green flag vertically up and down

260. _____ Indication shown to loco pilot to proceed slowly reducing speed during night time at work site [c]
- Waving Red light vertically up and down
 - Waving white light vertically up and down
 - Waving green light vertically up and down
 - None of the above
261. _____ Indication shown to loco pilot to stop the train during night time [d]
- Showing Red light
 - Waving white light violently across the body
 - Waving green light violently across the body
 - Both a & b
262. _____ is the pitch of first hole in ordinary fish plate joint to create a gap of 6 mm [b]
- 83 mm
 - 80 mm
 - 82 mm
 - 81 mm

Grinding and weld tolerances

263. Maximum weight of rail profile grinder including generator is [a]
- 80 Kgs
 - 75 Kgs
 - 65 Kgs
 - 50 Kgs
264. Maximum grinding time for grinding of AT weld with rail profile grinder [b]
- 20 minutes
 - 15 minutes
 - 10 Minutes
 - 12 minutes
265. Minimum Man power required to operate rail profile weld grinder is
- 2 – Both skilled
 - 2 – Both unskilled
 - 2 – One skilled and one unskilled
 - All the above
- [c]
266. Expected Life of grinding wheel of rail profile grinder is [c]
- 40 joints
 - 45 joints
 - 50 joints
 - 55 joints
267. One metre straight edge is used for [d]
- Check the vertical and lateral tolerances
 - Aligning the rail ends both laterally and vertically
 - Check the straightness of rail ends
 - All the above
268. After SKV welding, The grinding tolerance that can be achieved by using rail profile weld grinder on top of rail head with one metre straight edge is [d]
- 0.5 mm
 - 0.75 mm
 - 0.9 mm
 - 1.0 mm
269. After SKV welding, The grinding tolerance that can be achieved by using rail profile weld grinder on gauge face and non gauge face of rail head with one metre straight edge is [a]
- 0.5 mm
 - 0.4 mm
 - 0.3 mm
 - 0.2 mm

270. After SKV welding, The grinding tolerance that can be achieved by using rail profile weld grinder on top of rail head with 10 cm straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm [b]
271. After SKV welding, The grinding tolerance that can be achieved by using rail profile weld grinder on gauge face and non gauge face of rail head with 10 cm straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm [c]
272. After FB welding, The grinding tolerance that can be achieved by using rail profile weld grinder on top of rail head with one metre straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm [c]
273. After FB welding, The grinding tolerance that can be achieved by using rail profile weld grinder on gauge face and non gauge face of rail head with one metre straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm [c]
274. After FB welding, The grinding tolerance that can be achieved by using rail profile weld grinder on top of rail head with 10 cm straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.20 mm [d]
275. After FB welding, The grinding tolerance that can be achieved by using rail profile weld grinder on gauge face and non gauge face of rail head with 10 cm straight edge is
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.25 mm [d]
276. Tolerance for vertical alignment of finished AT welded joint measured with one metre straight edge is [a]
a) Not more than + 1.0 mm to – 0.0 mm at end of straight edge
b) Not more than + 0.5 mm to – 0.0 mm at end of straight edge
c) Not more than + 1.0 mm to – 0.0 mm at centre of straight edge
d) Not more than + 0.5 mm to – 0.0 mm at centre of straight edge
277. Tolerance for lateral alignment of finished AT welded joint measured with one metre straight edge is [d]
a) Not more than ± 1.0 mm at end of straight edge
b) Not more than ± 0.5 mm at end of straight edge
c) Not more than ± 1.0 mm at centre of straight edge
d) Not more than ± 0.5 mm at centre of straight edge
278. Tolerance for finishing of top surfaces of finished AT welded joint measured with 10 cm straight edge is [b]
a) Not more than + 0.5 mm to – 0.0 mm at end of straight edge
b) Not more than + 0.4 mm to – 0.0 mm at end of straight edge

- c) Not more than + 0.5 mm to – 0.0 mm at centre of straight edge
 - d) Not more than + 0.4 mm to – 0.0 mm at centre of straight edge
279. Tolerance for head finishing of sides of finished AT welded joint measured with 10 cm straight edge is [c]
- a) Not more than ± 0.4 mm over gauge face side at centre of straight edge
 - b) Not more than ± 0.5 mm over gauge face side at centre of straight edge
 - c) Not more than ± 0.3 mm over gauge face side at centre of straight edge
 - d) Not more than ± 0.2 mm over gauge face side at centre of straight edge
280. Tolerance for vertical alignment of finished FB welded joint with new rails measured with one metre straight edge is [c]
- a) Not more than + 0.4mm to – 0.0 mm at end of straight edge
 - b) Not more than + 0.3 mm to – 0.0 mm at end of straight edge
 - c) Not more than + 0.3 mm to – 0.0 mm at centre of straight edge
 - d) Not more than + 0.4 mm to – 0.0 mm at centre of straight edge
281. Tolerance for lateral alignment of finished FB welded joint with new rails measured with one metre straight edge is [d]
- a) Not more than ± 0.4 mm at end of straight edge
 - b) Not more than ± 0.3 mm at end of straight edge
 - c) Not more than ± 0.4 mm at centre of straight edge
 - d) Not more than ± 0.3 mm at centre of straight edge
282. Tolerance for finishing of top surfaces of finished FB welded joint with new rails measured with 10 cm straight edge is [c]
- a) Not more than + 0.2 mm to – 0.0 mm at end of straight edge
 - b) Not more than + 0.3 mm to – 0.0 mm at end of straight edge
 - c) Not more than + 0.2 mm to – 0.0 mm at centre of straight edge
 - d) Not more than + 0.3 mm to – 0.0 mm at centre of straight edge
283. Tolerance for head finishing (in width) of finished FB welded joint with new rails measured with 10 cm straight edge is [c]
- a) Not more than ± 0.4 mm over gauge side at centre of straight edge
 - b) Not more than ± 0.35 mm over gauge side at centre of straight edge
 - c) Not more than ± 0.25 mm over gauge side at centre of straight edge
 - d) Not more than ± 0.2 mm over gauge side at centre of straight edge
284. Tolerance for vertical alignment of finished FB welded joint with old rails measured with one metre straight edge is [d]
- a) Not more than ± 0.4 mm at end of straight edge
 - b) Not more than ± 0.5 mm at end of straight edge
 - c) Not more than ± 0.4 mm at centre of straight edge

- d) Not more than ± 0.5 mm at centre of straight edge
285. Tolerance for lateral alignment of finished FB welded joint with new rails measured with one metre straight edge is [a]
- a) Not more than ± 0.5 mm at centre of straight edge
- b) Not more than ± 0.5 mm at end of straight edge
- c) Not more than ± 0.4 mm at end of straight edge
- d) Not more than ± 0.4 mm at centre of straight edge
286. Tolerance for finishing of top surfaces of finished FB welded joint with old rails measured with 10 cm straight edge is [a]
- a) Not more than ± 0.2 mm to -0.0 mm at centre of straight edge
- b) Not more than ± 0.3 mm to -0.0 mm at end of straight edge
- c) Not more than ± 0.2 mm to -0.0 mm at centre of straight edge
- d) Not more than ± 0.3 mm to -0.0 mm at end of straight edge
287. Tolerance for head finishing (in width) of finished FB welded joint with old rails measured with 10 cm straight edge is [b]
- a) Not more than ± 0.4 mm over gauge side at centre of straight edge
- b) Not more than ± 0.30 mm over gauge side at centre of straight edge
- c) Not more than ± 0.25 mm over gauge side at centre of straight edge
- d) Not more than ± 0.2 mm over gauge side at centre of straight edge ---

Welding of rail joints

288. After reaction of portion molten steel and slag are separated at a temperature of about [c]
- a) 2000°C b) 2200°C c) 2400°C d) 2960°C
289. Following type of welding courses are organised for departmental welders [a]
- a) TW-1 and TW -2 b) TW -2 and TW-3
- c) TW-1, TW-2, TW-3 d) Both a and b
290. Provisional competency certificate to welders is issued after satisfactorily completion of _____ course [c]
- a) TW-3 b) TW-2 c) TW-1 d) All the above
291. Regular competency certificate to welders is issued after satisfactorily completion of _____ course [b]
- a) TW-3 b) TW-2 c) TW-1 d) All the above
292. Competency certificate is issued to supervisor to supervise welding site after satisfactorily completion of _____ course [a]
- a) TW-3 b) TW-2 c) TW-1 d) All the above

293. Provisional competency certificate is valid for executing _____
in the presence of trained supervisor [b]
- a) 50 joints or six months whichever is earlier
b) 100 joints or six months whichever is earlier
c) 50 joints or four months whichever is earlier
d) 100 joints or four months whichever is earlier
294. Regular competency certificate issued for welders is valid for ____ years
a) 5 b) 4 c) 3 d) 2 [d]
295. Competency certificate issued for supervisors is valid for ____ years [a]
a) Life time b) 20 c) 15 d) 10
296. Duration of TW-1 course is [b]
a) One week b) Two weeks c) Three weeks d) Four weeks
297. Duration of TW-2 course is [a]
a) One week b) Two weeks c) Three weeks d) Four weeks
298. Duration of TW-3 course is [a]
a) One week b) Two weeks c) Three weeks d) Four weeks
299. For evaluating working performance welder should have executed at
least ____ welds [d]
a) 100 b) 75 c) 65 d) 50
300. Welders issued with provisional certificate fail to execute minimum
number of 50 welds within six months is [b]
a) Competent b) In competent c) can attend TW-2 d) None
301. Welders after executing 50 welds within six months are directed to
attend TW- 2 course along with ____ mts test piece with weld at centre [d]
a) 1 b) 1.5 c) 1.75 d) 2
302. Criteria for issuing regular competency certificate defective weld
percentage should be less than ____ of the welds executed by welder under
provisional certificate [a]
a) 1% b) 1.5% c) 1.75% d) 2%
303. Trained welders have to attend refresher course within ____ years of issue
of regular competency certificate [d]
a) 5 b) 4 c) 3 d) 2
304. For revalidating the competency certificate trained welders are
permitted to attend TW-2 refresher course after the expiry of competency
certificate but within ____ years for date of issue of competency certificate
a) 5 b) 4 c) 3 d) 2 [c]

305. Welders turning up for TW-2 refresher course after 3 years of issue of competency certificate have to attend _____ course [c]
 a) TW-3 b) TW-2 c) TW-1 d) All the above
306. Before welding it should be ensured that the end bends of the rails are within _____ in vertical direction when checked with one metre straight edge [a]
 a) +0.5 mm, -0 mm b) ± 0.5 mm
 c) +0 mm, -0.5 mm d) ± 1.0 mm
307. Before welding it should be ensured that the end bends of the rails are within _____ in lateral direction when checked with one metre straight edge [b]
 a) +0.5 mm, -0 mm b) ± 0.5 mm
 c) +0 mm, -0.5 mm d) ± 1.0 mm
308. Lateral tolerance of rail end bend in horizontal plane with straight edge is checked at ____ mm below rail top [c]
 a) 10 to 13 b) 13 to 15 c) 15 to 17 d) 17 to 19
309. For performing welding with second hand old rail the minimum height of 60 kg rail section shall not be less than [c]
 a) 167 mm b) 165 mm c) 163 mm d) 161 mm
310. For performing welding with second hand old rail the minimum height of 52 kg rail section shall not be less than [a]
 a) 150 mm b) 151 mm c) 152 mm d) 153 mm
311. For performing welding with second hand old rail the minimum head width of 60 kg rail section shall not be less than [d]
 a) 63 mm b) 64 mm c) 65 mm d) 66 mm
312. For performing welding with second hand old rail the minimum head width of 52 kg rail section shall not be less than [b]
 a) 60 mm b) 61 mm c) 62 mm d) 63 mm
313. Rail ends having old welds and not have bolt holes the ends to be cropped up to a distance _____ from centre of old weld for performing AT weld [d]
 a) 75 mm b) 100 mm c) 15 mm d) 150 mm
314. Rail ends having old welds and not have bolt holes the ends to be cropped up to a distance _____ from centre of old weld for performing FB weld [b]
 a) 75 mm b) 85 mm c) 90 mm d) 100 mm

315. No hole should be made _____ from centre of AT weld in the new SKV welds of 25mm gap. [c]
 a) 60 mm b) 70 mm c) 75 mm d) 80 mm
316. During fixing the moulds, it shall be ensured that the center line of the rail gap coincides with the _____ of the mould to avoid cross joint. [a]
 a) Centre line b) Inner edge c) Outer edge
 d) None of the above
317. After fixing the moulds, the gap between mould and the rail shall be packed firmly with _____ to prevent leakage of liquid weld metal. [c]
 a) Dry sand b) Wet sand c) Luting sand
 d) Ordinary sand
318. Porosity in thermit steel defect in thermit weld is due to [a]
 a) Luting sand too wet b) Luting sand moist
 c) Both a & b d) Portion bag not intact
319. After fixing and luting of moulds, the rail ends pre heated to a desirable temperature up to [a]
 a) $600 \pm 20^{\circ}\text{C}$ b) $700 \pm 20^{\circ}\text{C}$ c) $800 \pm 20^{\circ}\text{C}$ d) $1000 \pm 20^{\circ}\text{C}$
320. During AT welding, preheating of rail ends with Compressed Air petrol technique, air pressure should be maintained in the range of [b]
 a) 0.1 to 0.2 kg/cm² b) 0.2 to 0.3 kg/cm²
 c) 0.3 to 0.4 kg/cm² d) 0.4 to 0.5 kg/cm²
321. Preheating time would be about _____ minutes for 52/60kg rail section with compressed air petrol preheating technique. [c]
 a) 3.0 to 4.0 b) 3.5 to 4.5 c) 4.0 to 4.5 d) 4.5 to 5.0
322. The Reaction time for AT welding portion is [b]
 a) 15 ± 3 seconds b) 20 ± 3 seconds
 c) 25 ± 3 seconds d) 30 ± 3 seconds
323. After pouring of the molten metal into the mould of 25 mm gap weld, trimming should be done after waiting for [c]
 a) 2 to 3 minutes b) 3 to 4 minutes
 c) 4 to 6 minutes d) 6 to 8 minutes
324. After In-situ AT welding necessary speed restriction shall be observed until the [a]
 a) Grinding operation is over b) 2 days are over
 c) one week is over d) none of these
325. Gross porosity throughout the whole weld section defect is due to [d]
 a) Luting sand too wet b) Use of damp portion
 c) Use of damp crucible d) Both b and c

326. Gross lack of fusion defect in rail end is due to [b]
 a) Moulds not fitted to centre of gap b) Rails with dissimilar depth
 c) Moulds inclined to vertical d) Dropping of luting sand into mould
327. Lack of fusion defect in foot of one rail end is due to [c]
 a) Moulds not fitted to centre of gap b) Rails with dissimilar depth
 c) Moulds inclined to vertical d) Dropping of luting sand into mould
328. Lack of fusion defect in rail foot is due to [a]
 a) Flame cutting of rail ends b) Rails with dissimilar depth
 c) Moulds inclined to vertical d) Moulds not fitted to centre of gap
329. Cold spot, lack of fusion associated with local porosity defect is due to [a]
 a) Moulds fitted off to centre of weld gap
 b) Rails with dissimilar depth
 c) Moulds inclined to vertical
 d) Dropping of luting sand into mould
330. Cold spot, lack of fusion defect is due to [d]
 a) Moulds fitted off to centre of weld gap
 b) Rails with dissimilar depth
 c) Moulds inclined to vertical
 d) Welding gap too wide
331. Fracture through weld centre is due to [b]
 a) weld subjected to compressive forces b) weld subjected to tensile forces
 c) Both a & b d) None of the above
332. Cracking of weld after cooling at rail ends is due to [c]
 a) Incorrect thermit portion
 b) Incorrect welding parameters at time of welding c) Both a & b
 d) None of the above
333. Presence of fin in bottom parting line is due to [c]
 a) Improper mould fixing b) Improper luting
 c) Both a & b d) None of the above
334. No alumino thermit welded joint to be located closer than ___ M from any other welded or fish plated joint [a]
 a) 4 b) 5.5 c) 6 d) 6.5
335. Rail end faces and the adjacent sides of foot, web and head up to _____ should be properly cleaned with kerosene oil and wire brushes. [d]
 a) 80 mm b) 70 mm c) 60 mm d) 50 mm

336. While fixing three piece mould proper care should be taken for proper fixing of bottom plate to avoid formation of ____ at the edges of bottom flanges of weld [b]
 a) Lack of fusion b) Fins c) Porosity d) All the above
337. To protect rail top table from metal splashes during reaction the adjacent rails up to ____ cm on either side of moulds to be covered with metal cover or luting sand
 a) 05 b) 10 c) 15 d) 20 [c]
338. The riser must not be removed until cold and that too only knocking towards the _____ [a]
 a) Rail b) Ballast c) along the track d) All the above
339. During trimming operation wedges should not be removed for at least ____ minutes after stripping [d]
 a) 35 b) 30 c) 25 d) 20
340. Shell life of portions is [d]
 a) 2 years b) 3 years c) 4 years d) Not specified
341. Sample of portion for every ____ portions of one batch to be taken for testing of reaction of portion if date of manufacturing is more than 2 years
 a) 200 b) 300 c) 350 d) 400 [b]
342. Minimum traffic block for works involving one cut with abrasive cutter and one weld is _____ minutes [b]
 a) 60 b) 70 c) 75 d) 90
343. Minimum traffic block for works involving two cuts with abrasive cutter and two weld is _____ minutes [d]
 a) 75 b) 80 c) 90 d) 100
344. Minimum traffic block required for performing single weld is _____ minutes [c]
 a) 60 b) 65 c) 70 d) 75
345. Minimum traffic block required for performing two contagious welds is _____ minutes [a]
 a) 90 b) 80 c) 95 d) 100
346. Minimum traffic block required for performing two cuts with abrasive rail cutter is _____ minutes [c]
 a) 20 b) 15 c) 10 d) 25
347. All new welded joints should be ultrasonically tested as early as possible but in any case not later than [b]
 a) 45 days b) 30 days c) 15 days d) 10 days

348. A Thermit welding done in-situ shall be joggled fish plated with two clamps and supported on wooden blocks of length _____ until tested as good by USFD. [c]
 a) 300 x 300 mm b) 250 x 300 mm c) 300 x 450 mm d) 350 x 400 mm
349. Joggled fish plate with clamps or two far end bolts on good AT welds shall be provided on bridges having length of water way as 100 m or more and on approaches up to _____ length [b]
 a) 200 Mts b) 100 Mts c) 150 Mts d) 250 Mts
350. Joggled fishplates with far end bolts shall be provided on AT welds which have undertaken traffic equal to or more than _____ of stipulated fatigue life (GMT) of the rail. [c]
 a) 40% b) 45 % c) 50% d) 70%
351. Joggled fishplate with clamps or two far end bolts on good AT welds shall be provided on banks having height _____ or more. [b]
 a) 4 m b) 5 m c) 4.5 m d) 5.5 m
352. Joggled fishplate with clamps or two far end bolts on good AT welds shall be provided on curves of _____ [d]
 a) 2° b) 2° or sharper c) 3° d) 3° or sharper
353. All the new AT welded joints shall be ultrasonically tested as early as possible in any case not later than _____ [b]
 a) 15 days b) 30 days c) 45 days d) 60 days
354. SSE/P.Way in charge schedule for inspection of AT welding site is
 a) at least once each welding team in a month
 b) at least once each welding team in 2 months
 c) at least once each welding team in 3 months
 d) at least once each welding team in 4 month [a]
355. ADEN schedule for inspection of AT welding site [d]
 a) at least one welding team under each SSE,P.Way in charge in 4 months
 b) at least one welding team under each SSE,P.Way in charge in 3 months
 c) at least one welding team under each SSE,P.Way in charge in 2 months
 d) at least one welding team under each SSE,P.Way in charge in a month
356. JE/P.Way schedule for inspection of AT welding site is [d]
 a) at least once each welding team in a month
 b) at least once each welding team in 15 days
 c) at least once each welding team in 2 months
 d) Not defined
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Knowledge of points and crossings

357. Device to allow movement of train from one track to another track is called as [b]
a) Diversion b) Turnout c) Crossover d) point and crossing
358. _____ are used for centralizing the load on the bolt when two bearing surfaces are at an angle. [d]
a) Single coil spring washer b) Double coil spring washer
c) Flat washer d) Spherical washer
359. Tapered moveable rail is called as [c]
a) Buffer rail b) stock rail c) Tongue rail d) Check rail
360. Pair of tongue rails connected to each other with stretcher bars is called as
a) Point b) Switch c) Turnout d) All the above [b]
361. Running rail against which the tongue rail operates is called as [d]
a) Point rail b) Check rail c) Overlap rail d) Stock rail
362. Pair of tongue rails along with attached stock rails and all other fittings is called [a]
a) Point b) Turnout c) Crossing d) None of the above
363. The turnouts on which trains are to be received from SRJ side are called
a) Non interlocked points b) Trailing points
c) Facing points d) Interlocked points [c]
364. The turnouts on which trains are received from crossing side from any of two tracks are called [b]
a) Non interlocked points b) Trailing points
c) Facing points d) Interlocked points
365. Point assembly is designated as RH or LH depending on the side to which a train travelling in the _____ of switch is diverted
a) Facing direction b) Trailing direction
c) Direction of traffic d) Unidirectional traffic [a]
366. The joint at which the stock rail is joined to the rail at the approach is called as [c]
a) Fish plated joint b) Machined joint
c) Stock rail joint d) Heel joint
367. _____ is a point at which the tongue rail starts at the front end [b]
a) Theoretical toe of switch b) Actual toe of switch
c) Heel block d) Switch entry angle

368. The distance through which a tongue rail moves at its toe from its closed position to open position is called as [c]
 a) Switch entry angle b) Heel divergence
 c) Throw of switch d) Actual toe of switch
369. Throw of switch is the distance measured from the [d]
 a) Non gauge face of stock rail to gauge face of tongue rail
 b) Non gauge face of stock rail to non gauge face of tongue rail
 c) Gauge face of stock rail to gauge face of tongue rail
 d) Gauge face of stock rail to non gauge face of tongue rail
370. In curved switches point on the gauge line of tongue rail opposite the centre of the heel block is called as [c]
 a) Heel divergence b) Toe of switch
 c) Heel of switch d) Switch length
371. The distance between the gauge lines of stock rail and that of tongue rail at the heel measured at right angle to gauge face of stock rail is called as
 a) Heel divergence b) Toe of switch
 c) Heel of switch d) Switch length [a]
372. Heel divergence for 1 in 8.5 curved switch on PSC is [d]
 a) 133 mm b) 136 mm c) 175 mm d) 182.5 mm
373. Heel divergence for 1 in 12 curved switch on PSC is [c]
 a) 133 mm b) 136 mm c) 175 mm d) 182.5 mm
374. Heel divergence for 1 in 16 curved switch on PSC is [c]
 a) 133 mm b) 136 mm c) 145 mm d) 150 mm
375. 1 in 12 PSC Turnout consist of ----- Number of sleepers in a set [b]
 a) 83 b) 96 c) 91 d) 95
376. 1 in 8.5 PSC Turnout consist of ----- Number of sleepers in a set [d]
 a) 54 b) 62 c) 65 d) 67
377. 1 in 16 PSC Turnout consist of ----- Number of sleepers in a set [c]
 a) 101 b) 111 c) 114 d) 109
378. Clearance between the bottom of stock rail and top of stretcher bar should be [c]
 a) 0.5 to 2 mm b) 1.5 to 2 mm c) 1.5 to 5 mm d) 2 to 3 mm
379. Number of approach sleepers in PSC layout are [d]
 a) 10 b) 11 c) 12 d) 13
380. In PSC layout just after heel of switch at sleeper no 21 to 27 in 1 in 12 turnouts with 52 kg rail. ----- liners to be used [a]
 a) GFN liner 3702 both inside and outside

- b) GFN liner 3707 inside and 3708 outside
 - c) GFN liner 3706 both inside and outside
 - d) GFN liner 3708 inside and 3707 outside
381. In PSC layout at sleeper in check rail location in 1 in 12 turnout with 52 kg rail ----- liners to be used [c]
- a) GFN liner 3706 both inside and outside
 - b) GFN liner 3707 inside and 3708 outside
 - c) GFN liner 3708 both inside and outside
 - d) GFN liner 3708 inside and 3707 outside
382. In PSC layout just at crossing sleeper in 1 in 12 turnout with 52 kg rail ---- liners to be used [a]
- a) GFN liner 3702 both inside and outside
 - b) GFN liner 3707 inside and 3708 outside
 - c) GFN liner 3706 both inside and outside
 - d) GFN liner 3708 inside and 3707 outside
383. In crossing the point at which the converging wing rails are closest to each other is called as [d]
- a) Actual nose of crossing
 - b) Toe of crossing
 - c) Theoretical nose of crossing
 - d) Throat of crossing
384. In crossing the angle contained between gauge lines of crossing measured at theoretical nose of crossing is called as [c]
- a) Actual nose of crossing
 - b) Toe of crossing
 - c) Crossing angle
 - d) Throat of crossing
385. Stretcher bars are fixed to tongue rails at the time when [d]
- a) One tongue rail is closed and another in open condition
 - b) Both the tongue rails are in closed condition
 - c) Both tongue rails are in open condition
 - d) Both tongue rails are at half throw
386. Check rails at crossing assembly provide [c]
- a) Lateral guidance to wheel from Toe of crossing to heel of crossing
 - b) Lateral guidance to wheel from Toe of crossing to actual nose of crossing
 - c) Lateral guidance to wheel in the unguided gap between throat to actual nose of crossing
 - d) Lateral guidance to wheel in the unguided gap between throat to heel of crossing
387. Check rails clearance for PSC layout to be maintained as [b]
- a) 40 to 44 mm
 - b) 41 to 45 mm
 - c) 41 to 44 mm
 - d) 40 to 45 mm
388. At Stock rail joints and at heel of xing., junction fish plates_____ [b]
- a) Must be provided
 - b) Not to be provided
 - c) Can be provided if required
 - d) None of the above
389. There should be at least ----- rail length on either side of points of same rail section as of points. [a]
- a) One
 - b) Two
 - c) Two and half
 - d) Three

390. 60 kg Stock rail vertical wear shall not exceed [d]
 a) 8mm b) 10mm c) 12mm d) 13mm
391. Stock rail lateral wear for A&B routes shall not exceed in curved track
 a) 8mm b) 7mm c) 6mm d) 5mm [a]
392. Stock rail lateral wear for C&D routes shall not exceed in curved track
 a) 8mm b) 9mm c) 10mm d) 12mm [c]
393. In turnouts in lead curve and turn in curve versine at each station should not be beyond_____ from its designed value [a]
 a) 3mm b) 4mm c) 2mm d) 5mm
394. On rajdhani / shatabdi routes CMS xing to be reconditioned once the vertical wear limit reaches [c]
 a) 6mm b) 7mm c) 8mm d) 10mm
395. In case of CMS xing 52 kg following to be deducted from observed vertical wear to find out actual wear due to 1 in 20 cant slope given in wing rail. [d]
 a) 3.5 mm b) 3mm c) 2.5mm d) 2mm
396. In case of CMS xing 60 kg following to be deducted from observed vertical wear to find out actual wear due to 1 in 20 cant slope given in wing rail. [c]
 a) 3.5 mm b) 3 mm c) 2.5 mm d) 2 mm
397. _____ prevent vehicles escaping from the station and trying to enter into the next block section. [c]
 a) Catch siding b) Derailing switch c) Slip siding d) Snag dead end
398. A low-speed track section distinct from a running line or through route such as a main line or branch line is called as [a]
 a) Siding b) Loop line c) Shunting neck d) Goods line
399. A line leading to marshalling sidings on which actual shunting of a train may be done clear of running train. [a]
 a) Shunting neck b) Stabling siding c) Marshalling Siding d) Goods line
400. Siding is one where rakes or engines are stored (usually without any maintenance) away from the home yard, before they are assigned to the next train service is called. [b]
 a) Shunting neck b) Stabling siding c) Marshalling Siding d) Goods line
401. When a vehicle standing on loop line escapes and rolls down it will not infringe the main line and train operation will go on at normal speed the arrangement is called as [d]
 a) Shunting neck b) Scotch block c) Snag dead end d) Derailing switch
402. 1 in 8 ½ fan shape layout has ----- No. of stretcher bars [b]
 a) 4 b) 3 c) 2 d) None of the above
403. 1 in 20 cross cant is not provided at [d]
 a) SEJ b) LCs c) Buffer rails d) Points and Crossing.
404. The permissible speed on 1in 8.5 curved switch is [a]
 a) 15kmph, b) 25 kmph c) 30kmph d) 40kmph

405. The permissible speed on 1 in 12 curved switch is [c]
 a) 15kmph, b) 25 kmph c) 30kmph d) 40kmph
406. The permissible speed for 1 in 12 TWS is Kmph [d]
 a) 20 b) 30 c) 40 d) 50
407. In points & xings, the spherical washer should invariably be provided on the....side in switch assembly [a]
 a) Left b) right c) both d) None
408. In points & xings, no junction fishplates at rail joints or at the of crossings [c]
 a) Tongue, toe b) GJ, SEJ c) stock, heel d) Lead, toe
409. Wear on switches can be reduced by lubrication of the ---- of tongue rail
 a) tip b) Non gauge face c) Gauge face d) top [c]
410. In curved switches the tongue rail is ---- mm higher than the stock rail.
 a) 2 b) 4 c) 6 d) 8 [c]
411. Excluding approach and exit sleepers the number of sleepers in 1:8.5 turns out is [a]
 a) 54 b) 67 c) 83 d) 96
412. Excluding approach and exit sleepers the number of sleepers in 1:12 turns out is [c]
 a) 54 b) 67 c) 83 d) 96
413. Excluding approach and exit sleepers the number of sleepers in 1:16 turns out is [c]
 a) 100 b) 103 c) 101 d) 105
414. The spring setting device should be fixed on sleeper No. ----- in 1:12 , 60 Kg Turnout. [a]
 a) 13 b) 14 c) 15 d) 16
415. The gap to be maintained at SSD in Thick web switches between stock Rail and Tongue Rail is ---- [c]
 a) 56 ± 2 b) 58 ± 2 c) 60 ± 2 d) 64 ± 2
416. Throw (Clearance between toe of open switch and stock rail) of curved switches shall be----mm. [d]
 a) 105 ± 10 b) 100 ± 3 c) 110 ± 5 d) 115 ± 3
417. Throw (Clearance between toe of open switch and stock rail) to be maintained for thick web switch is -----mm [d]
 a) 115 ± 3 b) 165 ± 3 c) 160 ± 5 d) 160 ± 3

418. The centre to centre distance between motor point sleeper no 3 & 4 in TWS is [b]
 a) 750 mm b) 745 mm c) 740 mm d) 725 mm
419. In curved switches for 1 in 12 minimum ____ numbers .of sleepers up to which tongue rail is to be housing properly with stock rail [a]
 a) 4 b) 5 c) 3 d) 6
420. In curved switches for 1 in 8.5 minimum ____ numbers .of sleepers up to which tongue rail is to be housing properly with stock rail [c]
 a) 4 b) 5 c) 3 d) 6
421. In thick web switches for 1 in 12 housing between tongue and stock rail is achieved up to sleeper number ____ [d]
 a) 10 b) 11 c) 12 d) 13
422. The thickness of Thick web switch is [b]
 a) 40 mm b) 44 mm c) 4 mm d) 38 mm
423. The check rail clearances in BG PSC turnouts and L-Xings are – [d]
 a) 44-48mm and 51-57 mm respectively
 b) 38-41mm and 48-51 mm respectively
 c) 48-51mm and 63-68 mm respectively
 d) 41-45mm and 51-57mm respectively
424. ____ is the pitch of first hole in rail in gapless joint [a]
 a) 83 mm b) 80 mm c) 82 mm d) 81 mm
425. Size of drill bit used for gapless joint fish bolt holes [c]
 a) 26.50 mm b) 27 mm c) Both a & b d) none of the above
426. _____ is used for holding the rail ends with Fish Plates/Joggled Fish Plates where there is no provision of holes in rails. [b]
 a) Fish bolt b) C-Clamp c) Fish plate d) Chain
427. The joint which are provided with zero gap is called as [a]
 a) Machined joint b) Fish plated joint
 c) Flash butt joint d) Combination joint
428. A sanded track, which works as an isolation, provided after loop lines to avert collision with main line vehicles. [d]
 a) Derailing switch b) Slip siding c) Catch siding d) Sand hump .
429. Glued joint fabricated in workshop is of ____ length [c]
 a) 4 m b) 6 m c) 6.5 m d) 7 m
430. ____ Height of loose coarse sand to be maintained above rail level in sand hump [b]
 a) 50 cm b) 65 cm c) 70 cm d) 75 cm
431. _____ Length of formation after the sand hump masonry to be available [d]
 a) 20 Mts b) 24 Mts c) 28 Mts d) 30 Mts

432. The angle contained between the gauge lines of the crossing is called as [c]
 a) Switch angle b) Toe of crossing
 c) Crossing angle d) Heel of crossing
433. A device to connect two lines by using two turnouts and straight or curved track in between is called as [a]
 a) Crossover b) Diamond crossing
 c) Scissors crossover d) Derailing switch
434. The curve beginning from the toe of curved switch and extending up to toe of crossing is called as [b]
 a) Turn in curve b) Lead curve
 c) connecting curve d) Horizontal curve
435. Fish plated joints, which are provided where zero gap is called as [c]
 a) Glued joint b) Combination joint
 c) Machined joint d) All the above
436. Turnouts where centre line of track coincides with bisector of crossing angle is called as [d]
 a) Derailing switch b) Similar flexure
 c) contrary flexure d) Symmetrical split

Electrodes and reconditioning

437. _____ series of electrodes, duly approved by RDSO are to be used for reconditioning of points and crossings [d]
a) A2 b) E2 c) M3 d) H3
438. Points and Crossings containing cracks on the worn-out portion having depth more than _____ beyond the condemning size shall not be selected for further reconditioning [b]
a) 2 mm b) 3 mm c) 3.5 mm d) 4 mm
439. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on Rajdhani/shatabdi routes [c]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
440. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on other than Rajdhani/shatabdi routes [a]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
441. Minimum service life achieved after carrying out reconditioning of points and crossings with H3 series electrodes is [a]
a) 15 GMT b) 20 GMT c) 25 GMT d) 30 GMT

442. Minimum service life achieved after carrying out reconditioning of points and crossings with H3A series electrodes is [c]
 a) 15 GMT b) 20 GMT c) 25 GMT d) 30 GMT
443. Minimum service life achieved after carrying out reconditioning of points and crossings with H3B series electrodes is [b]
 a) 30GMT b) 35 GMT c) 40 GMT d) 50 GMT
444. Minimum service life achieved after carrying out reconditioning of points and crossings with H3C series electrodes is [c]
 a) 40 GMT b) 45 GMT c) 50 GMT d) 55 GMT
445. Minimum service life achieved after carrying out CMS crossing reconditioning with Translamic robotic welding technique is [d]
 a) 50 GMT b) 60 GMT c) 70 GMT d) 80 GMT
446. Preferably _____ grinders are used during reconditioning of points and crossings [c]
 a) Angle grinder b) Straight grinder c) Both a and b d) None
447. All electrodes shall be consumed within _____ after opening of packing
 a) 4 Hrs b) 6 Hrs c) 8 Hrs d) 10 Hrs [b]
448. After opening of packing if the electrodes are not consumed they should be dried in the electrical oven at 130-170°C for at-least _____ immediately before use [c]
 a) 30 minutes b) 45 minutes c) 60 minutes d) 75 minutes
449. Diameter of electrode in depot/cess reconditioning is [d]
 a) 3 mm b) 3.15 mm c) 3.75 mm d) 4 mm
450. The tongue rail should be pre-heated by oxy-acetylene flame to a temperature between _____ before reconditioning [a]
 a) 250 to 300°C b) 200 to 300°C c) 275 to 300°C d) 225 to 300°C
451. In case of CMS crossing before carrying reconditioning pre heating is _____ [b]
 a) Required b) Not required
 c) Both a & b d) None of the above
452. Competency for departmental welder for carrying out welding with electrode technique is issued by [d]
 a) Chemist and metallurgist of the railway
 b) Officer nominated by PCE of railway
 c) RDSO d) Both a& b
453. Competency for private welder for carrying out welding with electrode technique is issued by [c]

- a) Chemist and metallurgist of the railway
 b) Officer nominated by PCE of railway
 c) RDSO
 d) Both a& b
454. Validity of competency certificate issued to welder for carrying welding with single electrode technique is [a]
 a) 5 years b) 4 years c) 3 years d) 2 years
455. weld metal deposited during reconditioning with single electrode technique, shall be _____ excess than parent rail top table [b]
 a) 2 mm b) 3 mm c) 3.5 mm d) 4 mm
456. CMS crossing reconditioning with single electrode technique welding cycle should not be more than _____ minutes at a time [d]
 a) 3.5 b) 3 c) 2.5 d) 2
457. CMS crossing reconditioning with single electrode technique temperature in adjoining areas should be less than [c]
 a) 100° C b) 130° C c) 150° C d) 170° C
458. During reconditioning of CMS crossing with single electrode technique to control the temperature in adjoining areas it shall be kept submerged in water in such a way that only top _____ remains above water [b]
 a) 05 mm b) 10 mm c) 15 mm d) 20 mm
459. CMS crossing reconditioning with single electrode technique length of metal deposit shall not be more than _____ at a time [a]
 a) 7-8 cm b) 8-9 cm c) 9-10 cm d) 10-12 cm
460. the electrode to be kept at ____ angle to the direction of welding with single electrode technique [c]
 a) 30° b) 40° c) 45° d) 50°
461. Width of welding in case of CMS crossing reconditioning with single electrode technique should be _____ of diameter of electrode. [b]
 a) same b) Double c) Three times d) Four times
462. In translamatic robotic welding technique for reconditioning of CMS crossing special core fluxed filler wire electrodes of _____ diameter are used [d]
 a) 1.3 mm b) 1.4 mm c) 1.5 mm d) 1.6 mm
463. In translamatic robotic welding technique welding current in the range of _____ amps DC is used [c]
 a) 170 – 180 b) 160 – 190 c) 170 – 190 d) 160 – 180

464. In translamatic robotic welding technique voltage range of _____ is used [a]
 a) 26-28 volts b) 26-30 volts c) 25-30 volts d) 28-30 volts
465. In translamatic robotic welding technique temperature shall not be more than _____ before laying every bead [b]
 a) 90° C b) 100° C c) 110° C d) 120° C
466. Wear should be measured at _____ locations before and after reconditioning of crossing [d]
 a) 03 b) 4 c) 6 d) 10
467. Wear should be measured at _____ locations on each wing rail before and after reconditioning of crossing [b]
 a) 03 b) 4 c) 6 d) 10
468. Wear should be measured at _____ locations on V rail before and after reconditioning of crossing [a]
 a) 02 b) 03 c) 04 d) 01
469. Wear should be measured at two locations at a distance of _____ from ANC on V rail before and after reconditioning of crossing [b]
 a) 90&180 mm b) 100&200 mm c) 0&90 mm d) 0&100 mm
470. Tongue rail wear is to be measured at _____ locations starting from one of the toe to the places at every _____ towards heel before and after reconditioning [c]
 a) 6, 75 mm b) 6, 100 mm c) 7, 100 mm d) 7, 75 mm
471. For reconditioning use DC generator/rectifier with rating of 65-80 OCV (Open Circuit Voltage). [c]
 a) 65 – 70 b) 70 – 75 c) 65 – 80 d) 65 – 75
472. In the interest of safety and enhancement of life of reconditioned CMS crossing SR of [a]
 a) 30 kmph for 2 days b) 30 kmph for 3 days
 c) 30 kmph for 4 days d) 30 kmph for 5 days
473. In the interest of safety and enhancement of life of reconditioned CMS crossing SR of 30 kmph for 2 days and _____ [b]
 a) 50 kmph for 2 days b) 50 kmph for 3 days
 c) 50 kmph for 4 days d) 50 kmph for 5 days
474. During reconditioning CMS crossing grinding wheel to be moved back and forth and not stop at one point to avoid high _____ [a]
 a) Localised heating b) Central heating
 c) Both a & b d) None of the above

Safety Precaution at work spot

479. Engineering works can be broadly divided into [b]
a) 4 categories b) 3 categories c) 2 categories d) none of these
480. Works of short duration are those works which are completed [a]
a) on the same day of commencement
b) on the next day of commencement
c) on the third day of commencement d) none of these
481. Works of long duration are those works which are completed [c]
a) Within three hours b) within 6 hours
c) Taking more than a day d) none of these
482. While doing short duration works the track is protected with [b]
a) fixed signals b) hand signals c) operating signals d) none of these
483. While doing Long duration works the track is protected with [c]
a) operating fixed indicators b) hand signals
c) temporary engineering fixed indicators d) none of these
484. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit HS Red flag at a distance from work spot [a]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
485. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit Banner flag at a distance from work spot [b]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
486. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit three detonators with red hand signal at a distance from work spot [d]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
487. During works of short duration when the train is required to proceed at restricted speed, the flagmen should exhibit caution hand signal at a distance from work spot [d]
a) 30 mts b) 600 mts c) 1200 mts d) Both a & c
488. During works of short duration when the train is required to proceed at restricted speed, the flagmen should exhibit banner flag at a distance from work spot [b]
a) 30 mts b) 600 mts c) 1200 mts d) Both a & c

489. During welding work, for protection of work spot red hand signal should exhibit at a distance from work spot [d]
 a) 30 mts b) 600 mts c) 1200 mts d) Both a & c
490. During welding work, for protection of work spot banner flag should exhibit at a distance from work spot [b]
 a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
491. During works of long duration the temporary engineering fixed signal (Caution indicator) should be fixed at a distance from work spot when the trains required to proceed at restricted speed are as per G&SR [d]
 a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
492. During works of long duration the temporary engineering fixed signal (Speed indicator) should be fixed at a distance from work spot when the trains required to proceed at restricted speed are as per G&SR [a]
 a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
493. During works of long duration one termination indicator bearing letters T/G should be located a distance equal to the length of longest [c]
 a) Express train b) passenger train c) goods train d) none of these
494. During works of long duration one termination indicator bearing letters T/P should be located a distance equal to the length of longest [b]
 a) Coal train b) passenger train c) goods train d) none of these
495. During long duration works when the train required to stop and proceed, the flagman posted at stop indicator should take the signature of the train driver in a book called [b]
 a) Train dairy b) Restriction book c) flagman dairy d) None of these
496. Shape of a Stop indicator board [b]
 a) Square b) Rectangle c) Triangle d) Round
497. Shape of a Speed restriction board [c]
 a) Square b) Rectangle c) Triangle d) Round
498. Shape of a Termination board [d]
 a) Square b) Rectangle c) Triangle d) Round
499. T/P on termination Board indicates [d]
 a) Termination for passenger
 b) Driver of passenger train can pickup normal speed from this point
 c) Should be fixed at a distance of longest passenger train in that section
 d) All the above
500. When works at times of poor visibility are to be undertaken and site is protected by temporary engineering fixed signalsNos of detonators

- 10 mts apart be fixed at not less thanmts in rear of Caution Indicator and a caution hand signal exhibited to approaching trains [c]
 a) 3 & 600 b) 2 & 600 c) 2 & 270 d) 3 & 1200
501. 430. Life of detonators is [d]
 a) 2 years b) 3 years c) 4 years d) 5 years
502. Life of a detonator manufactured after 2010 can be extended to years on a Yearly basis after testing detonator from each lot of over years [a]
 a) 8, one & 5 b) 10, one & 7 c) 8, one & 6 d) none of these
503. The safety radius at the time of testing of detonators is [c]
 a) 10 mts b) 20 mts c) 45 mts d) 50 mts
504. The flagman should stand at a distance of mts after fixing detonators in the line for Protection [c]
 a) 10 mts b) 20 mts c) 45 mts d) 50 mts
505. For intermediate tracks on triple or multiple lines, engineering indicators shall be fixed between tracks to within mm from rail level [c]
 a) 100 b) 200 c) 300 d) 400
506. Whistle indicator boards should be fixed ahead at a distance of [b]
 a) 500 mts. b) 600 mts. c) 800mts. d) 1200mts
507. The bottom most parts of Caution & Speed indicators should be above rail level by [c]
 a) 1 metre b) 1.5 metres c) 2 metres d) 2.5 metres
508. In multi speed restrictions when S_1 is less than S_2 , then minimum length of S_1 [c]
 a) 200 mts b) 600 mts
 c) equal to the length of longest goods train d) none of the above
509. In multi speed restrictions when S_1 is more than S_2 , then minimum length of S_1 [a]
 a) 200 mts b) 600 mts
 c) Equal to the length of longest goods Passenger train
 d) none of the above
510. Construction machinery and vehicles plying at worksite away from the track should not infringe the demarcation line marked at a distance away from centre line of track is [b]
 a. a) 3 mts. b) 6 mts. c) 9 mts d) 10 mts.

511. When any work is undertaken in the vicinity of track, barricading should be provided along side of the track at a distance away from centre line of nearest track should not be less than [a]
 a) 3.5 mts. b) 3.8 mts. c) 4.8 mts. d) 6.8 mts.
512. At a worksite in the vicinity of track, the vehicles are permitted to ply only in the presence of authorized Railway employee & Contractor's Supervisor and also duly issuing caution order to trains, when they are required to move within a distance away from the centre line of the nearest track is [b]
 a) more than 2.5 mts and less than 5.5 mts
 b) more than 3.5 mts and less than 6 mts.
 c) more than 4.5 mts and less than 6.5 mts.
 d) none of the above
513. At a worksite in the vicinity of track, the vehicles are permitted to ply only in the presence of authorized Railway employee, Contractor's Supervisor and Block Protection, when they are required to move within a distance away from the centre line of the nearest track is [b]
 a) Less than 4.5 mts b) Less than 3.5 mts
 c) Less than 5.5 mts d) none of the above
514. The staff required for fixing hand signal of keyman / patrolman should be at a height of _____ [c]
 a) 3 feet (b) 4 feet (c) 5 feet (d) 6 feet
515. Stationary watchman should have book [b]
 a) Patrol (b) Note (c) Key man (d) None
516. For carrying out track works requiring speed restriction , the caution indicator board shall be fixed at a height of metres from the Rail Level. [c]
 a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m
517. For carrying out track works requiring speed restriction, the speed indicator board shall be fixed at a height of metres from the Rail Level. [c]
 a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m
518. For carrying out track works requiring speed restriction , the T/P & T/G boards shall be fixed at a height of metres from the Rail Level. [d]
 a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m
519. What are all the indicator boards to be provided ahead of speed restriction location [d]
 a) Caution board (b) Speed board (c) Stop dead board (d) All the above.

520. What are all the indicator boards to be provided in rear of speed restriction location [a]
- | | |
|---------------------|-------------------|
| a) T/P & T/G boards | (b) Speed board |
| c) Stop dead board | (d) Caution board |
521. While working with JCB / Plying of vehicle for earth work or any other works on track block is required when it works less than ----meters from centre line of track. [b]
- | | | | |
|--------|---------|-------|---------|
| a) 2.8 | (b) 3.5 | (c) 6 | (d) 7.5 |
|--------|---------|-------|---------|
522. When doubling or tripling works are in progress barricading should be provided along side of track at a distance not less than ---- metres from centre line of nearest track. [b]
- | | | | |
|--------|---------|-------|---------|
| a) 2.8 | (b) 3.5 | (c) 6 | (d) 7.5 |
|--------|---------|-------|---------|
523. In track works in case movement of vehicle is less than 6m but more than 3.5m away from track centre it is permitted when [d]
- | |
|--|
| a) Presence of look out men {authorized by Engineer in charge} with protection equipment |
| b) Contractor supervisor |
| c) Issuing of Whistle free or requisite caution order |
| d) All of the above full filled. |

QUESTION BANK- FOR TECH-GR-III, LEVEL-2, LDCE QUOTA, CIVIL ENGG,

(PWAY-WELDER)

(ALL DIMENSIONS/VALUES IN THIS QB IS FOR BG TRACK ONLY)

Equipments and Tools of welders

1. Before welding, alignment of rail ends shall be measured by using [d]
a) 10 cm straight edge b) 50 cm straight edge
c) 75 cm straight edge d) 1 m straight edge
2. Finished weld tolerances are measured by using [d]
a) 10 cm straight edge b) 50 cm straight edge
c) 1 m straight edge d) Both 10 cm and 1m straight edge
3. For thermal plugging _____ tool is used [d]
a) 1 m straight edge b) 2 m straight edge
c) Tapping rod d) Aluminium/steel rod
4. For tapping of weld metal in to the weld gap _____ tool is used [a]
a) Tapping rod b) Cleaning rod c) 1 m straight edge d) None
5. For crucible cleaning _____ tool is used [b]
a) Tapping rod b) Cleaning rod round c) 1 m straight edge d) None
6. In CAP system, life of tapping rod, in terms of no. of joints [c]
a) 250 b) 500 c) 1000 d) 1250
7. Gap between rail ends shall be checked by _____ [c]
a) Metric scale b) Filler gauge c) Gap gauge d) Tapered gauge
8. For measuring wear of CMS crossing _____ tool is used [a]
a) Filler gauge b) Gap gauge c) Tapered gauge d) Metric scale
9. _____ tool is used for during hole marking in the rail [d]
a) L square b) Steel Marker c) Tool for punching d) All the above
10. _____ tool is used during welding [b]
a) Gauge cum level b) Stop watch c) Measuring tape d) Metric scale
11. Instrument used to check preheating temperature of Rail ends during AT welding [b]
a) Contact type pyrometer b) Optical pyrometer
c) Temperature indicating crayons d) All the above

12. In AT welding technique, wooden wedges are used for [a]
a) Rail alignment b) measuring weld gap c) Cleaning of crucible d) None
13. Magnifying glass is used for [d]
a) To indentify cracks in bottom flange of rail b) To indentify bolt hole cracks in rail
c) To detect the cracks at rail ends d) all the above
14. For trimming of excess weld metal, what tool is used for when weld trimmer is not working [c]
a) Hot sets (chisels) b) Sledge Hammer double panel 5 kg
c) Both a & b d) none of the above
15. _____ is used For loosen and removing of fish bolts and fish plates [a]
a) Spanner b) Crow bar c) Wire claw d) Tommy bar
16. _____ is used for rail ends cleaning during welding [c]
a) Steel wire brush b) kerosene oil c) Both a & b d) Wire claw
17. _____ tools should be available with welder [d]
a) Funnel tin (for pouring petrol) b) Adjustable spanner
c) Hose clips d) All the above
18. For personnel safety _____ tools should be available with welder [d]
a) First aid box b) Blue goggles c) Asbestos gloves d) All the above
19. In CAP system, life of asbestos gloves, in terms of no. of joints [b]
a) 250 b) 500 c) 1000 d) Not specified
20. _____ tools should be available with welder [d]
a) Pliers b) Rail file 350 × 40 × 6 mm c) Slag container d) All the above
21. _____ Is used for collecting over flowing slag during welding [a]
a) Slag container (bowl) b) Mortar pan c) Mould shoes d) None
22. In CAP system, life of slag container (bowl), in terms of no. of joints [b]
a) 250 b) 500 c) 1000 d) Not specified
23. For rail preparation, Best quality cutting can be obtained by _____. [c]
a) Hand cutting machine b) Hacksaw blade
c) Abrasive disc cutter d) Any RDSO approved blade
24. Minimum time required for performing single cut with abrasive rail cutter is _____ minutes [a]
a) 5 b) 10 c) 15 d) 20

25. Minimum time required for performing two cuts with abrasive rail cutter is _____ minutes [c]
a) 20 b) 15 c) 10 d) 25
26. Minimum time required for performing single cut with hacksaw blade is _____ minutes [a]
a) 20 b) 15 c) 10 d) 25
27. Minimum time required for performing two cuts with hacksaw blade is _____ minutes [c]
a) 20 b) 30 c) 40 d) 50
28. Bends in rail, shall be rectified by using _____. [a]
a) Jim crow b) Rail tensor c) mechanical jack d) Hydraulic jack
29. In AT welding short preheating is done by [d]
a) Compressed air petrol b) Air - Petrol c) OXY – LPG d) All the above
30. CAP stands for [a]
a) Compressed Air Petrol b) Compressed Atmosphere pressure
c) Composite Air Petrol d) None of the above
31. In CAP system, life of compressor system with pressure gauges complete, in terms of no. of joints [d]
a) 200 b) 300 c) 400 d) 500
32. In CAP system, life of torch (burner) complete, in terms of no. of joints [b]
a) 200 b) 300 c) 400 d) 500
33. In CAP system, life of torch (burner) keys, in terms of no. of joints [d]
a) 200 b) 300 c) 400 d) 500
34. In CAP system, life of torch (burner) stand, in terms of no. of joints [d]
a) 200 b) 500 c) 800 d) 1000
35. In CAP system, life of goose neck attachment to vaporizer, in terms of no. of joints [a]
a) 50 b) 100 c) 150 d) 200
36. In AT welding _____ equipment is used for pouring of portion in to the weld gap [b]
a) Mortar pan b) Crucible c) Slag container (bowl) d) None of the above
37. In CAP system, life of crucible complete - crucible shell and crucible lining, in terms of no. of joints [c]
a) 100 & 10 b) 250 & 25 c) 500 & 50 d) 600 & 60

38. The latest development in crucible used for reaction of portion for AT welding of rails is [a]
a) Single shot crucible b) double shot crucible
c) Multi shot crucible d) none of these
39. In AT welding _____ is used for safe fixing of three piece pre fabricated moulds [b]
a) Plastic mould shoes b) Iron mould shoes
c) Aluminum mould shoes d) None of these
40. In CAP system, life of mould shoes, in terms of no. of joints [a]
a) 100 b) 150 c) 200 d) 250
41. In CAP system, life of weld trimmer (cutter), in terms of no. of joints [b]
a) 50 b) 100 c) 150 d) 200
42. In CAP system, life of rail profile guided grinding trolley (grinding wheel), in terms of no. of joints [a]
a) 50 b) 100 c) 150 d) 200
43. Fuel tank capacity of abrasive rail cutter shall be at least [a]
a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
44. While cutting rails with abrasive rail cutting wheel the vertical/lateral tolerance for squareness on face of rail heads of cut shall not be more than [b]
a) ± 0.5 mm b) ± 1.0 mm c) ± 1.5 mm d) ± 1.75 mm
45. Minimum number of cuts to be given by each abrasive rail cutting disc for 60kg 90 UTS rail section are [c]
a) 4 b) 5 c) 6 d) 7
46. Minimum number of cuts to be given by each abrasive rail cutting disc for 52kg 90 UTS rail section are [a]
a) 7 b) 6 c) 5 d) 4
47. Cutting time of cut using abrasive rail cutting wheel for 52 kg 90 UTS rail section is _____ minutes [c]
a) 4 b) 4.5 c) 3 d) 5
48. Cutting time of cut using abrasive rail cutting wheel for 60 kg 90 UTS rail section is _____ minutes [a]
a) 4 b) 4.5 c) 5 d) 6

49. Cutting time of cut using abrasive rail cutting wheel for 60 kg 110 UTS rail section is _____ minutes [c]
a) 4 b) 4.5 c) 5 d) 6
50. Nominal size of diameter of abrasive rail cutting wheel is [a]
a) 400 x 4 x 22.23 mm b) 400 x 3 x 22.24 mm
c) 400 x 3.5 x 2.23 mm d) 400 x 3.5x 22.23 mm
51. Maximum overall weight of abrasive rail cutter shall be [d]
a) 30 Kgs b) 40 Kgs c) 25 Kgs d) 35 Kgs
52. Fixing time of rail clamp and the abrasive rail cutter is [a]
a) within 01 minute b) within 1.5 minute c) within 2.0 minute d) within 2.5 minute
53. Abrasive rail cutter, prime mover is petrol engine of _____ [a]
a) 7HP at 7000 rpm b) 7HP at 5000 rpm
c) 5HP at 7000 rpm d) 5HP at 5000 rpm
54. Approximately operating speed of the abrasive rail cutting disc [b]
a) 4700 rpm b) 4800 rpm c) 4900 rpm d) 5000 rpm
55. Minimum Man power required to operate abrasive rail cutter is [c]
a) 2 – Both skilled b) 2 – Both unskilled
c) 2 – One skilled and one unskilled d) All the above
56. Approximate weight of rail drilling machine is [d]
a) 50 kgs b) 55 kgs c) 60 kgs d) 65 kgs
57. Approximate drilling time to drill hole with rail drilling machine in 60 kg 90 UTS rail is
a) 3.5 to 5 minutes b) 4 to 5 minutes c) 3 to 4 minutes d) 3.5 to 4.5 minutes [c]
58. Fixing time of rail clamp and the hole drilling machine is [c]
a) within 01 minute b) within 1.5 minute c) within 2.0 minute d) within 2.5 minute
59. Rail drilling machine drill spindle rotation shall be between [b]
a) 50 to 80 rpm b) 60 to 90 rpm c) 60 to 80 rpm d) 50 to 90 rpm
60. Fuel tank capacity of rail drilling machine shall be at least [c]
a) 1 Litre b) 1.5 Litre c) 2 Litre d) 0.5 Litre
61. Minimum Fuel consumption of rail drilling machine shall be _____ number of holes in
01 litre on 60 kg 90 UTS rail section [d]
a) 12 b) 14 c) 08 d) 10

62. No. of holes that can be drilled by a rail drilling machine in a day is____approximately.
a) 30 b) 45 c) 60 d) 90 [c]
63. The tolerance for the diameter and position of the hole drilled with rail drilling machine shall be
a) ± 0.7 mm b) ± 0.65 mm c) ± 0.6 mm d) ± 0.5 mm
64. Drill bit shall last for ____ number of fish bolt holes in 60 kg 90 UTS rail section [b]
a) 80 b) 100 c) 90 d) 110
65. Minimum Man power required to operate rail hole drilling machine is [a]
a) 2 – One skilled and one unskilled b) 2 – Both unskilled
c) 2 – Both skilled d) All the above
66. The standard diameter of fish bolt on BG is [c]
a) 24 mm b) 30 mm c) 25 mm d) 22 mm
67. Size of drill bit used for normal fish bolt holes is [b]
a) 31.50 mm b) 31.75 mm c) 32 mm d) all the above
68. Size of drill bit used for traction bond bolt holes in 60 kg rail section [d]
a) 16 mm b) 16.50 mm c) 17 mm d) 17.50 mm
69. Chamfering of bolt holes is done to [d]
a) delay formation of star cracks b) Hardens the periphery of holes
c) Increase fatigue life of rail at the hole d) all the above
70. The torque wrench in champhering kit shall be able to provide a minimum torque of
a) 52 kg-m b) 54 kg-m c) 56 kg-m d) 58 kg-m [a]
71. Minimum Man power required to operate champhering kit is [a]
a) 2 – One skilled and one unskilled b) 2 – Both unskilled
c) 2 – Both skilled d) All the above
72. For welding In LWR/CWR territory, _____ should be used for maintaining correct rail gap during cold weather condition. [a]
a) Rail tensor b) Tirfor c) mechanical jack d) None of the above
73. Maximum pulling force for hydraulic rail tensor is [a]
a) 70 T b) 85 T c) 65 T d) 80 T
74. Maximum pushing force for hydraulic rail tensor is [d]
a) 25 T b) 20 T c) 35 T d) 30 T
75. Hydraulic rail tensor shall provide a extension of _____ for 52 and 60 kg rail section
a) 200 mm b) 150 mm c) 250 mm d) 300 mm [b]

76. Total weight of hydraulic rail tensor including hand pump is [a]
a) 375 kgs b) 350 kgs c) 380 kgs d) 385 kgs
77. Minimum Man power required to operate hydraulic rail tensor is [b]
a) 4 – Two skilled and Two unskilled b) 4 – One skilled and Three unskilled
c) 4 – Three skilled and one unskilled d) All the above
78. Grinding stone of rail profile grinder is _____ shape [b]
a) Oblique b) Conical c) Cylindrical d) All the above
79. In double action weld trimmer the two shear blades of trimming unit travel towards each other by [c]
a) Mechanical force b) Pneumatic force c) Hydraulic force d) All the above
80. Maximum weight of double action weld trimmer is [a]
a) 175 kgs b) 180 kgs c) 185 kgs d) 190 kgs
81. Double action weld trimmer is also provided with emergency _____ device which can be used in case of failure for trimming. [a]
a) Hand pump b) Hydraulic pump c) Mechanical pump d) Pneumatic pump
82. In double action weld trimmer prime mover is. [c]
a) Petrol start, petrol run only b) Petrol start, kerosene run only
c) Petrol start, petrol/kerosene run d) Hydraulic
83. Tolerance achieved on top of rail head with weld trimmer before grinding [d]
a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 1.5 mm
c) + 0.5 mm to + 1.0 mm d) + 0.5 mm to + 1.5 mm
84. Tolerance achieved on side width of rail head with weld trimmer before grinding [b]
a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 2.0 mm
c) + 1.0 mm to + 1.5 mm d) + 0.5 mm to + 1.5 mm
85. In double action weld trimmer ensure the gap between cutting heads in fully Extended position as [c]
a) + 1.5 mm to + 2.0 mm b) + 1.0 mm to + 1.5 mm
c) + 0.5 mm to + 1.0 mm d) + 0.5 mm to + 1.5 mm
86. In double action weld trimmer, trimming time is approximately _____ for Different rail sections [b]
a) 1 to 2 minutes b) ½ to 1 minutes c) 1 to 1.5 minutes d) 1.5 to 2 minutes

87. In double action weld trimmer clean the cutting tool edge of shear blades after [a]
a) Every cut b) Every two cuts c) Every Four cuts d) once in a day
88. In double action weld trimmer remove the cutting heads when the [a]
a) Ram is fully contracted b) Ram is fully extended c) Both a & b d) None
89. Double action weld trimmer to be used on [b]
a) Cold weld b) Hot weld c) Both a & b d) Not specified
90. Double action weld trimmer is provided with nylon wheels without flanges to enable the machine to move on [d]
a) Cess b) Plain surface c) Rail surface d) Both a & b
91. Daily schedule check for maintenance of weld trimmer is [d]
a) Cutting head edge is fitted with correct edge to suit rail section
b) Cutting edge is sharp and clean
c) Check cutting edge is free from any defect d) All the above
92. Weekly schedule check for maintenance of weld trimmer is [d]
a) Cutting head edge is fitted with correct edge to suit rail section
b) Check condition of hydraulic hoses and pipes for any sign of damage.
c) Check hydraulic oil level in tank. d) Both b & c
93. Quarterly schedule check for maintenance of weld trimmer is [b]
a) At every 200 hrs running or 3 months whichever earlier
b) At every 250 hrs running or 3 months whichever earlier
c) At every 275 hrs running or 3 months whichever earlier
d) At every 300 hrs running or 3 months whichever earlier
94. Slow movement of ram in weld trimmer is due to [d]
a) Less delivery from pump. b) Direction control valve not shifting fully
c) Low setting or any defect in relief valve. d) All the above
95. Insufficient trimming force in weld trimmer is due to [c]
a) Internal oil leakage due to wear in pump b) Leakage through cylinder.
c) Pump not delivering hydraulic oil. d) All the above
96. Minimum Man power required to operate weld trimmer is [a]
a) 2 - One skilled and one unskilled b) 2 – Both unskilled
c) 2 – Both skilled d) All the above

97. Pump making unstable pressure in weld trimmer is due to [d]
a) Pump not delivering oil b) Relief valve not working properly
c) Air leak in suction line d) Both a & b
98. Maximum weight of rail profile grinder including generator is [a]
a) 80 Kgs b) 75 Kgs c) 65 Kgs d) 50 Kgs
99. Maximum grinding time for grinding of AT weld with rail profile grinder [b]
a) 20 minutes b) 15 minutes c) 10 Minutes d) 12 minutes
100. Minimum Man power required to operate rail profile weld grinder is [c]
a) 2 – Both skilled b) 2 – Both unskilled
c) 2 – One skilled and one unskilled d) All the above
101. One metre straight edge is used for [d]
a) Check the vertical and lateral tolerances
b) Aligning the rail ends both laterally and vertically
c) Check the straightness of rail ends d) All the above

Electrodes and Reconditioning of Points and Crossings

102. ____ series of electrodes, duly approved by RDSO are to be used for reconditioning of points and crossings [d]
a) A2 b) E2 c) M3 d) H3
103. Points and Crossings containing cracks on the worn-out portion having depth more than ____ beyond the condemning size shall not be selected for further reconditioning [b]
a) 2 mm b) 3 mm c) 3.5 mm d) 4 mm
104. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on Rajdhani/shatabdi routes [c]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
105. CMS crossing should be planned for reconditioning before reaching maximum vertical wear limit on other than Rajdhani/shatabdi routes [a]
a) 10 mm b) 9 mm c) 8 mm d) 6 mm
106. Minimum service life achieved after carrying out reconditioning of points and crossings with H3 series electrodes is [a]
a) 15 GMT b) 20 GMT c) 25 GMT d) 30 GMT
107. Minimum service life achieved after carrying out reconditioning of points and crossings with H3A series electrodes is [c]
a) 15 GMT b) 20 GMT c) 25 GMT d) 30 GMT
108. Minimum service life achieved after carrying out reconditioning of points and crossings with H3B series electrodes is [b]
a) 30GMT b) 35 GMT c) 40 GMT d) 50 GMT
109. Minimum service life achieved after carrying out reconditioning of points and crossings with H3C series electrodes is [c]
a) 40 GMT b) 45 GMT c) 50 GMT d) 55 GMT
110. Minimum service life achieved after carrying out CMS crossing reconditioning with Translamic robotic welding technique is [d]
a) 50 GMT b) 60 GMT c) 70 GMT d) 80 GMT
111. Preferably _____ grinders are used during reconditioning of points and crossings
a) Angle grinder b) Straight grinder c) Both a and b d) None [c]

112. All electrodes shall be consumed within _____ after opening of packing [b]
a) 4 Hrs b) 6 Hrs c) 8 Hrs d) 10 Hrs
113. After opening of packing if the electrodes are not consumed they should be dried in the electrical oven at 130-170°C for at-least _____ immediately before use [c]
a) 30 minutes b) 45 minutes c) 60 minutes d) 75 minutes
114. Diameter of electrode in depot/cess reconditioning is [d]
a) 3 mm b) 3.15 mm c) 3.75 mm d) 4 mm
115. The tongue rail should be pre-heated by oxy-acetylene flame to a temperature between _____ before reconditioning [a]
a) 250 to 300°C b) 200 to 300°C c) 275 to 300°C d) 225 to 300°C
116. In case of CMS crossing before carrying reconditioning pre heating is _____ [b]
a) Required b) Not required c) Both a & b d) None of the above
117. Competency for departmental welder for carrying out welding with electrode technique is issued by [d]
a) Chemist and metallurgist of the railway b) Officer nominated by PCE of railway
c) RDSO d) Both a & b
118. Competency for private welder for carrying out welding with electrode technique is issued by [c]
a) Chemist and metallurgist of the railway b) Officer nominated by PCE of railway
c) RDSO d) Both a & b
119. Validity of competency certificate issued to welder for carrying welding with single electrode technique is [a]
a) 5 years b) 4 years c) 3 years d) 2 years
120. Weld metal deposited during reconditioning with single electrode technique, shall be _____ excess than parent rail top table [b]
a) 2 mm b) 3 mm c) 3.5 mm d) 4 mm
121. CMS crossing reconditioning with single electrode technique welding cycle should not be more than _____ minutes at a time [d]
a) 3.5 b) 3 c) 2.5 d) 2
122. CMS crossing reconditioning with single electrode technique temperature in adjoining areas should be less than [c]
a) 100° C b) 130° C c) 150° C d) 170° C

123. During reconditioning of CMS crossing with single electrode technique to control the temperature in adjoining areas it shall be kept submerged in water in such a way that only top ____ remains above water [b]
a) 05 mm b) 10 mm c) 15 mm d) 20 mm
124. CMS crossing reconditioning with single electrode technique length of metal deposit shall not be more than _____ at a time [a]
a) 7-8 cm b) 8-9 cm c) 9-10 cm d) 10-12 cm
125. The electrode to be kept at ____ angle to the direction of welding with single electrode technique [c]
a) 30° b) 40° c) 45° d) 50°
126. Width of welding in case of CMS crossing reconditioning with single electrode technique should be _____ of diameter of electrode. [b]
a) same b) Double c) Three times d) Four times
127. In translamatic robotic welding technique for reconditioning of CMS crossing special core fluxed filler wire electrodes of _____ diameter are used [d]
a) 1.3 mm b) 1.4 mm c) 1.5 mm d) 1.6 mm
128. In translamatic robotic welding technique temperature shall not be more than ____ before laying every bead [b]
a) 90° C b) 100° C c) 110° C d) 120° C
129. Wear should be measured at ____ locations before and after reconditioning of crossing [d]
a) 03 b) 4 c) 6 d) 10
130. Wear should be measured at ____ locations on each wing rail before and after reconditioning of crossing [b]
a) 03 b) 4 c) 6 d) 10
131. Wear should be measured at ____ locations on V rail before and after reconditioning of crossing [a]
a) 02 b) 03 c) 04 d) 01
132. Wear should be measured at two locations at a distance of ____ from ANC on V rail before and after reconditioning of crossing [b]
a) 9 & 180 mm b) 100 & 200 mm c) 0 & 90 mm d) 0 & 100 mm

133. Tongue rail wear is to be measured at _____ locations starting from one of the toe to the places at every _____ towards heel before and after reconditioning [c]
a) 6, 75 mm b) 6, 100 mm c) 7, 100 mm d) 7, 75 mm
134. In the interest of safety and enhancement of life of reconditioned CMS crossing SR of
a) 30 kmph for 2 days b) 30 kmph for 3 days [a]
c) 30 kmph for 4 days d) 30 kmph for 5 days
135. In the interest of safety and enhancement of life of reconditioned CMS crossing SR of 30 kmph for 2 days and _____ [b]
a) 50 kmph for 2 days b) 50 kmph for 3 days
c) 50 kmph for 4 days d) 50 kmph for 5 days
136. During reconditioning CMS crossing grinding wheel to be moved back and forth and not stop at one point to avoid high _____ [a]
a) Localised heating b) Central heating c) Both a & b d) None of the above
137. In case of CMS crossing, number of reconditioning cycles to be restricted to a maximum of _____ [c]
a) 1 no. b) 2 no.s c) 3 no.s d) 4 no.s
138. In case of CMS crossing 52 kg following to be deducted from observed vertical wear to find out actual wear due to 1 in 20 cant slope given in wing rail. [d]
a) 3.5 mm b) 3 mm c) 2.5 mm d) 2.0 mm
139. In case of CMS crossing 60 kg following to be deducted from observed vertical wear to find out actual wear due to 1 in 20 cant slope given in wing rail. [c]
a) 3.5 mm b) 3 mm c) 2.5 mm d) 2.0 mm
140. As approved by RDSO, technology for in situ reconditioning of CMS crossing, has to give minimum service life of _____ [d]
a) 25 GMT b) 35 GMT c) 50 GMT d) 80 GMT

Arc welding and Gas welding

141. What is the engine capacity portable D.C. welding generator? [a]
a) 15 HP b) 20 HP c) 25 HP d) 30 HP
142. In portable D.C. welding generator prime mover is [d]
a) Petrol start, petrol run only b) Petrol start, kerosene run only
c) Petrol start, petrol/kerosene run d) Petrol start, petrol/diesel/kerosene run
143. In portable D.C. welding generator range of welding current [c]
a) 20 to 80 amp b) 30 to 60 amp c) 60 to 200 amp d) 200 to 350 amp
144. In portable D.C. welding generator maximum welding current shall not be less than
a) 60 amp at 60% duty cycle b) 100 amp at 60% duty cycle [d]
c) 150 amp at 60% duty cycle d) 200 amp at 60% duty cycle
145. In portable D.C. welding generator one duty cycle consist of _____ [a]
a) 5 minutes b) 10 minutes c) 15 minutes d) 20 minutes
146. In portable D.C. welding generator one duty cycle 5 minutes consist of _____ [c]
a) 1 minutes welding load and 4 minutes no welding load
b) 2 minutes welding load and 3 minutes no welding load
c) 3 minutes welding load and 2 minutes no welding load
d) 4 minutes welding load and 1 minutes no welding load
147. Weight of portable D.C. welding generator is [c]
a) 50 kgs b) 100 kgs c) 150 kgs d) 200 kgs
148. Minimum Man power required to operate portable D.C. generator [a]
a) 2 (1 skilled + 1 unskilled) b) 2 (skilled) c) 2 (unskilled) d) None
149. The weldability depends on _____ [c]
a) Welding method b) Welding metal c) Both a & b d) None of these
150. The electricity is supplied by _____ [d]
a) Motor generator b) Transformer c) Rectifier d) All the above
151. It is a kind of internal defect [d]
a) Blow hole b) Lack of fusion c) Internal crack d) All the above

152. In reconditioning of points and crossing by arc welding, lack of fusion is due to [d]
- a) Dirt surface and improper joint preparation.
 - b) Current too low and excessive welding speed.
 - c) Wrong electrode angle and too large electrode dia.
 - d) All the above
153. In reconditioning of points and crossing by arc welding, slag inclusion is due to [d]
- a) Incomplete slag removal between run/passes and faulty welding speed.
 - b) Too large electrode dia, longer arc and too high or too low arc.
 - c) Improper joint design and damp or caked electrode coating.
 - d) All the above
154. In reconditioning of points and crossing by arc welding, porosity is due to [d]
- a) Welding speed too high and too low or too high welding current.
 - b) Dirty surface and damp or caked electrode coating.
 - c) Higher sulphur content in parent metal and arc length too short or long.
 - d) All the above.
155. In reconditioning of points and crossing by arc welding, cracks is due to [d]
- a) Welding speed too high poor, ductility and high S% and C% in base metal.
 - b) Rapid cooling or high restraint and improper joint design/preparation.
 - c) Electrodes with high hydrogen and base metal have oil, grease, rust or moisture.
 - d) All the above.
156. For AT welding with Oxy- LPG technique for pre heating of rails, oxygen pressure should be maintained in the range of [c]
- a) 2.0 to 4.0 kg/cm²
 - b) 4.0 to 7.0 kg/cm²
 - c) 7.0 to 8.0 kg/cm²
 - d) 8.0 to 9.0 kg/cm²
157. For AT welding with Oxy- LPG technique for pre heating of rails, LPG pressure should be maintained in the range of [a]
- a) 2.0 to 2.5 kg/cm²
 - b) 2.5 to 3.0 kg/cm²
 - c) 3.0 to 4.0 kg/cm²
 - d) 4.0 to 5.0 kg/cm²
158. Preheating time would be about _____ minutes for 52/60kg rail with Oxy – LPG preheating technique. [a]
- a) 2.0 to 2.5
 - b) 2.5 to 3.0
 - c) 3.0 to 4.0
 - d) 4.0 to 4.5
159. After fixing and luting of moulds for AT welding the rail ends are heated to a desirable temperature of [a]
- a) 600 ± 20°C
 - b) 700 ± 20°C
 - c) 800 ± 20°C
 - d) 1000 ± 20°C

Building up of Rail Ends and AT Welding

160. The height of 60kg rail is _____ mm [c]
a) 142.9 b) 156 c) 172 d) none of these
161. The height of 52kg rail is _____ mm [b]
a) 142.9 b) 156 c) 172 d) none of these
162. The flange width of 52kg rail is? [c]
a) 150 mm b) 136.5mm c) 136 mm d) 172 mm
163. The flange width of 60kg rail is _____ mm [b]
a) 136 b) 150 c) 172 d) none of these
164. The head width of 52kg rail is _____ mm [b]
a) 61 b) 67 c) 72 d) 74
165. The head width of 60kg rail is _____ mm [c]
a) 61 b) 67 c) 72 d) 76
166. The web thickness of 52kg rail is _____ mm [c]
a) 16.9 b) 16.5 c) 15.5 d) 15.0
167. The web thickness of 60kg rail is _____ mm [b]
a) 16.9 b) 16.5 c) 15.5 d) 15.0
168. What is the cross sectional area in sq.mm of 52 kg IRS rail? [c]
a) 5250 b) 5895 c) 6615 d) 7686
169. What is cross sectional area in sq.mm of 60 kg UIC rail? [d]
a) 5250 b) 5895 c) 6615 d) 7686
170. The total GMT which 52kg 90UTS can carry is? [c]
a) 350 b) 450 c) 525 d) 800
171. The total GMT which 60kg 90outs can carry route not covered by rail grinding is? [d]
a) 350 b) 450 c) 525 d) 800
172. The total GMT which 60kg 90outs can carry routes covered by rail grinding is? [d]
a) 525 b) 550 c) 800 d) 1000
173. Actual weight of 60kg(UIC) rail per metre is [c]
a) 60 kg b) 60.89 kg c) 60.34 kg d) 60.14
174. Actual weight of 52kg rail per metre is [b]
a) 52kg b) 51.89 kg c) 52.89 kg d) 52.14 kg

175. Latest RDSO rail specification for class I rails is [c]
a) IRS T-12-98 b) IRS T-12-2006 c) IRS T-12-2009 d) IRS T-12-2012
176. Grade 90UTS is equivalent to [b]
a) 710MPa b) 880MPa c) 900MPa d) 1080MPa
177. Rolling mark of a rail is [d]
a) Branded on one side of web b) gives name of manufacturer
c) Repeated within 4 meters d) all the above
178. In prime quality rails, rails classified as class-A and class-B based on _____ tolerance [c]
a) Cross sectional area b) Overall height
c) End straightness d) Weight per meter
179. Selection of rails to be welded for both new as well as second hand rails, before welding it should be ensured that the end bends of the rails are within _____ in vertical direction when checked with one metre straight edge. [a]
a) +0.5mm, -0 mm b) +0.4mm, -0 mm c) +0.3mm, -0 mm d) +0.2mm, -0 mm
180. Selection of rails to be welded for both new as well as second hand rails, before welding it should be ensured that the end bends of the rails are within _____ in lateral direction when checked with one metre straight edge. [b]
a) ± 0.4 mm b) ± 0.5 mm c) ± 0.1 mm d) ± 0.3 mm
181. Selection of new rails for welding, 52/60kg head width tolerance is _____ [b]
a) ± 0.4 mm b) ± 0.5 mm c) ± 0.6 mm d) ± 0.3 mm
182. Selection of new rails for welding, 52/60kg height tolerance is _____ [c]
a) +0.6mm, -0.2mm b) +0.7mm, -0.3mm c) +0.8mm, -0.4mm d) +0.9mm, -0.5mm
183. Selection of new rails for welding, 52kg flange width tolerance is _____ [d]
a) ± 0.4 mm b) ± 0.5 mm c) ± 0.8 mm d) ± 1.0 mm
184. Selection of new rails for welding, 60kg flange width tolerance is _____ [a]
a) +1.2mm, -1.0mm b) +1.0mm, -0.8mm c) +0.8mm, -0.6mm d) +0.5mm, -0.3mm
185. Selection of new rails for welding, 52/60kg web thickness tolerance is _____ [d]
a) +0.4mm, -0.2mm b) +0.6mm, -0.3mm c) +0.8mm, -0.4mm d) +1.0mm, -0.5mm
186. Obsolete rail sections and rails older than _____ years shall not, normally, be welded. [d]
a) 20 b) 30 c) 40 d) 50

187. Rails shall be free from excessive wear; the minimum height of 52kg old rail shall not be less than _____ mm. [a]
 a) 150 b) 156 c) 163 d) 172
188. Rails shall be free from excessive wear; the minimum height of 60kg old rail shall not be less than _____ mm. [c]
 a) 150 b) 156 c) 163 d) 172
189. Rails shall be free from excessive wear; the minimum head width of 52kg old rail shall not be less than _____ mm. [a]
 a) 61 b) 66 c) 67 d) 72
190. Rails shall be free from excessive wear; the minimum head width of 60kg old rail shall not be less than _____ mm. [b]
 a) 61 b) 66 c) 67 d) 72
191. Before welding, the ends of second hand rails should be suitably cropped so as to eliminate _____. [d]
 a) Fish bolt holes b) Heat affected zone
 c) Battered & Hoggered ends d) All the above
192. Where Rails of different grades, i.e. 72UTS and 90UTS are to be welded together, the portion of _____ grade shall be utilised for welding. [b]
 a) 72UTS b) 90UTS c) 110UTS d) None
193. Where Rails of different grades, i.e. 90UTS and 110UTS are to be welded together, the portion of _____ grade shall be utilised for welding. [c]
 a) 72UTS b) 90UTS c) 110UTS d) None
194. Cropping of rail ends to eliminate Heat Affected Zone during repairing of AT weld fracture _____. [c]
 a) 85 mm from centre of weld b) 100 mm from centre of weld
 c) 150 mm from centre of weld d) 175 mm from centre of weld
195. To do AT welding, Rail ends having old welds and not having bolt holes, the ends to be cropped up to a distance _____ from centre of old weld. [d]
 a) 75 mm b) 100 mm c) 175 mm d) 150 mm
196. To do FB welding, Rail ends having old welds and not having bolt holes, the ends to be cropped up to a distance _____ from centre of old weld. [b]
 a) 75 mm b) 85 mm c) 90 mm d) 100 mm

197. In case of repair of fractured rail/defective weld, the existing bolt holes should not fall within _____ mm from cut faces. [a]
a) 40 b) 50 c) 83 d) 166
198. Training and certification of labour contracting firms welders and supervisors shall be done by _____. [c]
a) TPP/LKO b) TWTC/BZA c) RDSO/LKO d) IRICEN/PUNE
199. Training and certification of departmental welders and supervisors shall be done by _____. [a]
a) TPP/LKO or TWTC/BZA b) ZCETI'S c) RDSO/LKO d) IRICEN/PUNE
200. AT welding is a process that can be used for carrying out welding of rails [b]
a) In workshops only b) At site c) In factories only d) None of the above
201. Alumino thermit welding of rail ends is a process of [a]
a) Casting b) Forging c) Lapping d) None of the above
202. Advantages of welding of rail ends? [d]
a) Increases the rail life, decreases the maintenance expenditure
b) The noise is reduced, Provides greater comfort to the passengers
c) Amount of expansion due to temperature variations is reduced
d) All the above
203. What is the fatigue strength of AT welding comparative to stipulated fatigue strength of the Parent Rail? [b]
a) 35% b) 56% c) 75% d) 100%
204. What is the fatigue strength of Flash butt welding comparative to stipulated fatigue strength of the Parent Rail? [c]
a) 56% b) 75% c) 90% d) 100%
205. The two rail ends to be welded shall be held in position with a uniform gap of [b]
a) 20 ± 1 mm b) 25 ± 1 mm c) 28 ± 1 mm d) 30 ± 1 mm
206. The gap to be maintained for wide gap repair welding is [d]
a) 25 b) 50 c) 75 d) both 50 & 75
207. Certification of departmental and contracting firms Welders/Supervisors of Approved portion manufacturing firms shall be done by RDSO Specification as per _____ for Fusion Welding of Rails by Alumino Thermic Process. [b]
a) IRST-19-2009 b) IRST-19-2012 c) IRST-19-2015 d) IRST-19-2018

208. The portion used for welding shall conform to the technical requirements as per RDSO specification is _____ [c]
a) IRST-19-2006 b) IRST-19-2009 c) IRST-19-2012 d) IRST-19-2015
209. Initial course for welder is _____. [a]
a) TW1 b) TW2 c) TW3 d) None
210. Training duration for initial course for welder (TW1) is _____. [b]
a) One week b) Two weeks c) Three weeks d) four weeks
211. Provisional competency certificate for TW1 course shall be valid for executing _____ or _____ whichever is earlier. [b]
a) 50 joints, 3 months b) 100 joints, 6 months
c) 150 joints, 6 months d) 100 joints, 3 months
212. For evaluating working performance of welder should have executed at least _____ no. of welds [d]
a) 100 b) 75 c) 65 d) 50
213. Welders issued with provisional certificate fail to execute minimum number of 50 welds within six months is [b]
a) Competent b) Incompetent c) can attend TW-2 d) None of the above
214. Welders after executing 50 welds within six months are directed to attend TW-2 course along with _____ mts test piece with weld at centre [d]
a) 1 b) 1.5 c) 1.75 d) 2
215. Criteria for issuing regular competency certificate defective weld percentage should be less than _____ of the welds executed by welder under provisional certificate [a]
a) 1% b) 1.5% c) 1.75% d) 2%
216. Refresher course for welder is _____. [b]
a) TW1 b) TW2 c) TW3 d) None
217. Training duration for refresher course for welders (TW2) is _____. [a]
a) One week b) Two weeks c) Three weeks d) four weeks
218. Regular competency certificate for welders after completion of TW2 course is valid for _____ years. [c]
a) 6 months b) 1 year c) 2 years d) 3 years

219. After expiry of the validity of competency certificate, the welder is permitted to attend Refresher course TW2 for revalidation within _____ of issue of competency certificate [d]
a) 6 months b) 1 year c) 2 years d) 3 years
220. Welders not undergone Refresher course TW2 within 3 years from issue of competency certificate shall have to attend [b]
a) Initial course and refresher course again b) Initial course again
c) Refresher course only again d) None of these
221. Training course for supervisors on welding is _____ [c]
a) TW1 b) TW2 c) TW3 d) None
222. Training duration for supervisors on welding (TW3) is _____ [a]
a) 1 week b) 2 weeks c) 3 weeks d) 4 weeks
223. After successful completion of training course for Supervisors (TW3), the validity period is _____ [d]
a) 1 year b) 2 years c) 3 years d) Life time
224. Life of AT welding portion? [d]
a) 1 year b) 2 years c) 3 years d) No specific life
225. Before using of portion for AT welding, it should be ensured [d]
a) Free from moisture b) Batch number & portion number
c) Type (rail section) and chemistry (UTS) of rail d) All the above
226. Colour of 72 UTS rail welding portion bag is _____ [b]
a) Green colour b) Red colour c) Black colour d) yellow colour
227. Colour of 90 UTS rail welding portion bag is _____ [a]
a) Green colour b) Red colour c) Black colour d) yellow colour
228. Colour of 110UTS (chrome manganese & chrome - vanadium) rail welding portion bag is _____ [c]
a) Green colour b) Red colour c) Black colour d) yellow colour
229. Colour of 110UTS (Head Hardened) rail welding portion bag is _____ [d]
a) Green colour b) Red colour c) Black colour d) yellow colour
230. Colour of R-260 grade rail welding portion bag is _____ [a]
a) Violet colour b) Red colour c) Black colour d) yellow colour

- 231.If date of manufacturing welding portion is more than 2 years, reaction test to be done by taking one portion from batch of ____ no.s [b]
a) 200 b) 300 c) 350 d) 400
- 232.The minimum traffic block required for one AT welding _____ [c]
a) 45 minutes b) 60 minutes c) 70 minutes d) 75 minutes
- 233.Minimum traffic block required for performing two continuous welds is____ [a]
a) 90 minutes b) 80 minutes c) 95 minutes d) 100 minutes
- 234.Before AT welding, the rail ends shall be cleaned with wire brush and Kerosene for at least a length of _____ [d]
a) 200 mm b) 150 mm c) 100 mm d) 50 mm
- 235.The traffic block requirement involving two cuts and two welds shall be _____ where the cutting is done by abrasive disc cutters. [c]
a) 70 minutes b) 90 minutes c) 100 minutes d) 120 minutes
- 236.The traffic block requirement involving two cuts and two welds shall be _____ where the cutting is done by hacksaw blades. [d]
a) 70 minutes b) 90 minutes c) 100 minutes d) 120 minutes
- 237.Normally, no AT welded joint shall be located closer than _____ m from any other welded or fish plated joint. [b]
a) 3 b) 4 c) 5 d) 6
- 238.In case of in situ welding the rail fastenings for at least _____ sleepers on either side shall be loosened. [d]
a) 2 b) 3 c) 4 d) 5
- 239.The sleepers adjacent to the joint to be welded shall be shifted to obtain a clear working space of _____ mm on either side. [c]
a) 150 b) 200 c) 250 d) 300
- 240.During AT welding of rails on cess the full rail length should be supported on at least
a) 5 sleepers b) 7 sleepers c) 8 sleepers d) 10 sleepers [d]
- 241.Lateral alignment of rail ends before AT welding when checked with one meter straight edge at centre shall be _____ [a]
a) ± 0.5 mm b) ± 0.6 mm c) ± 0.7 mm d) ± 0.8 mm

242. Lateral tolerance of rail end bend in horizontal plane with straight edge is checked at _____ mm below rail top [c]
a) 12 b) 13 c) 14 d) 15
243. The joint shall be kept higher after vertical alignment for AT welding when checked with one meter straight edge for 90 UTS rail [a]
a) 2 to 2.4 mm b) 3 to 4 mm c) 4 to 5 mm d) 1 to 2 mm
244. Tolerance for vertical alignment on before AT welding is checked with 1M straight edge measured at [c]
a) Middle of the straight edge b) Above the straight edge
c) At the end of the straight edge d) None of these
245. Tolerance for lateral alignment on before AT welding is checked with 1M straight edge measured at [a]
a) Middle of the straight edge b) Above the straight edge
c) At the end of the straight edge d) None of these
246. PFM stands for _____ [b]
a) Post Fabricated moulds b) Pre Fabricated moulds
c) Pre folded moulds d) none of the above
247. Alumino thermit welding with short pre-heating process is carried out by using [b]
a) Green moulds b) Dry moulds c) Wet moulds d) Red moulds
248. The latest development in pre fabricated moulds used for AT welding of rails is [c]
a) Green moulds b) Two piece moulds c) Three piece moulds d) None of the above
249. Before using of pre fabricated moulds for AT welding the following shall be ensured
a) Free from moisture b) Cracks and blocked vents [d]
c) Date of manufacturing d) All the above
250. In AT welding shelf life of prefabricated moulds [a]
a) ≤ 9 months b) ≤ 12 months c) ≤ 15 months d) ≤ 18 months
251. Ingredients of AT welding portion is [d]
a) Aluminium powder & Mill scale b) Ferro manganese & Ferro vanadium
c) Steel chips, Flour spar & Silicon carbide d) All the above
252. Ingredients of pre fabricated mould is [d]
a) High silica sand b) Sodium silicate c) Red oxide & Zircon wash d) All the above

253. Ingredients of luting sand is [d]
- a) High silica sand b) 6% moisture content
c) Red oxide & Bentonite d) All the above
254. Minimum moisture content of the luting sand is _____ [c]
- a) 3% b) 5% c) 6% d) 10%
255. During fixing the moulds, it shall be ensured that the center line of the rail gap coincides with the _____ of the mould to avoid cross joint. [a]
- a) Centre line b) Inner edge c) Outer edge d) None of the above
256. After fixing the moulds, the gap between mould and the rail shall be packed firmly with _____ to prevent leakage of liquid weld metal. [c]
- a) Dry sand b) Wet sand c) Luting sand d) Ordinary sand
257. To protect the rail top table from metal splashes during reaction, the adjacent rail surface on either side of the moulds shall be covered with metal cover or smeared with luting sand up to _____ cm on either side [b]
- a) 10 b) 15 c) 20 d) 25
258. After fixing and luting of moulds, the rail ends pre heated to a desirable temperature up to [a]
- a) $600 \pm 20^{\circ}\text{C}$ b) $700 \pm 20^{\circ}\text{C}$ c) $800 \pm 20^{\circ}\text{C}$ d) $1000 \pm 20^{\circ}\text{C}$
259. In alumino thermit welding short pre-heating is done by compressed [b]
- a) Air diesel fuel mixture b) Air petrol fuel mixture
c) Air kerosene oil mixture d) None of the above
260. During AT welding, preheating of rail ends with Compressed Air petrol technique, air pressure should be maintained in the range of [b]
- a) 0.1 to 0.2 kg/cm² b) 0.2 to 0.3 kg/cm² c) 0.3 to 0.4 kg/cm² d) 0.4 to 0.5 kg/cm²
261. Preheating time would be about _____ minutes for 52/60kg rail section with compressed air petrol preheating technique. [c]
- a) 3.0 to 4.0 b) 3.5 to 4.5 c) 4.0 to 4.5 d) 4.5 to 5.0
262. In AT welding, compressor tank shall be kept at a safe distance of _____ m away from burner [a]
- a) 2 to 3 b) 1 to 3 c) 3 to 4 d) < 1M
263. The distance between top of mould to crucible bottom should be kept at _____ mm [a]
- a) 50 b) 25 c) 75 d) 100

264. The Reaction time for AT welding portion is [b]
a) 15 ± 3 seconds b) 20 ± 3 seconds c) 25 ± 3 seconds d) 30 ± 3 seconds
265. After the exothermic reaction lasting a few seconds, approximately equal volumes of molten steel liquid Al_2O_3 are separated at a temperature of about _____ [c]
a) $1500^\circ C$ b) $2000^\circ C$ c) $2400^\circ C$ d) $2960^\circ C$
266. After pouring of the molten metal into the mould of 25 mm gap weld, trimming should be done after waiting for [c]
a) 2 to 3 minutes b) 3 to 4 minutes c) 4 to 6 minutes d) 6 to 8 minutes
267. _____ should be used for trimming of extra weld metal from rail top and sides at AT welding rail joint after the welding process [c]
a) Hammer b) Chisel c) Hydraulic weld trimmer d) Rail profile grinder
268. The wedges used for alignment of rails for AT welding shall not be removed after trimming for at least [a]
a) 20 minutes b) 30 minutes c) 40 minutes d) None of these
269. The first train should be allowed to pass on the newly insitu AT welded joint after pouring of the weld metal shall be only after a lapse of [c]
a) 20 minutes b) 25 minutes c) 30 minutes d) none of these
270. The riser must not be removed until the weld cooled down and by knocking towards the _____ only [a]
a) Rail b) Ballast c) along the track d) All the above
271. After In-situ AT welding necessary speed restriction shall be observed until the [a]
a) Grinding operation is over B) 2 days are over
c) one week is over d) none of these
272. _____ should be used for grinding of AT welded joints after trimming operation is complete [d]
a) Hammer b) Chisel c) Hydraulic weld trimmer d) Rail profile grinder
273. Rail profile grinder is fitted with [d]
a) Stand b) Frame c) Grinding wheel d) Rail profile guided grinding trolley
274. Tolerance of vertical alignment on finished AT weld is checked with 1m & 10cm straight edge measured at [c]
a) Middle of the straight edge b) Above the straight edge
c) At the end of the straight edge d) None of these

275. Tolerance of lateral alignment on Finished AT weld is checked with 1M & 10CM straight edge measured at [a]
- a) Middle of the straight edge b) Above the straight edge
c) At the end of the straight edge d) None of these
276. Finished AT weld joints when checked with 1 meter straight edge the tolerance for vertical alignment shall not vary [b]
- a) +0.5 mm b) +1 mm c) +2 mm d) +3 mm
277. Finished AT weld joints when checked with 1 meter straight edge the tolerance for lateral alignment shall not vary [a]
- a) ± 0.5 mm b) ± 0.6 mm c) ± 0.7 mm d) ± 1 mm
278. Finished AT weld joints when checked with 10 cm straight edge the tolerance for Top surface shall not vary [a]
- a) +0.4 mm b) +0.5 mm c) +0.6 mm d) +0.7 mm
279. Finished AT weld joints when checked with 10 cm straight edge the tolerance for head finishing on sides shall not vary [a]
- a) ± 0.3 mm b) ± 0.4 mm c) ± 0.5 mm d) none of these
280. In specific cases, for joint geometry, in case of old rails, dispensations may be permitted by [d]
- a) ADEN b) DEN/Sr.DEN c) Dy. Chief Engineer d) Chief Engineer
281. Welds are executed by the Firms, if Any joint found not conforming to the finished weld tolerances shall be _____ by the firm. [b]
- a) Accept b) Cut and rewelded, free of cost
c) Cut and rewelded, 50% of cost d) Cut and rewelded, 100% of cost
282. welding identification code, letter AA denotes [a]
- a) Agency to which the welder belongs b) Specific welder number
c) Welder belongs which railway d) None of the above
283. In AT welding identification code, letter BBB denotes [b]
- a) Agency to which the welder belongs b) Specific welder number
c) Welder belongs which railway d) None of the above
284. In AT welding identification code, letter CCC denotes [c]
- a) Agency to which the welder belongs b) Specific welder number
c) Welder belongs which railway d) None of the above

285. In single line, the welded joints shall be serially numbered in the direction of [c]
- a) Train traffic b) opposite to the train traffic
 - c) Increasing kilometer d) Decreasing kilometer
286. In double line, the welded joints shall be serially numbered in the direction of [c]
- a) Train traffic b) opposite to the train traffic
 - c) Increasing kilometer d) Decreasing kilometer
287. Painting of weld collar should be done on all welds to protect them against corrosion is [a]
- a) Immediately after the welding b) After 5 days
 - c) After 6 months d) After 12 months
288. Frequency of weld collar anticorrosive painting of AT welds should be carried out once in _____ in non corrosive prone areas. [a]
- a) 4 years b) 3 years c) 2 years d) 1 year
289. Frequency of weld collar anticorrosive painting of AT welds should be carried out once in _____ in corrosion prone areas. [d]
- a) 4 years b) 3 years c) 2 years d) 1 year
290. During visual inspection of AT welding, what are the defects are to be identified
- a) Cracks, blow holes b) Shrinkage, mismatch [d]
 - c) Fins, surface mismatch d) All the above
291. Jogging of AT welding done [a]
- a) Immediately after grinding operation over b) After 6 months
 - c) After 12 months d) After 18 months
292. Acceptance test by JE/SSE/USFD for AT welding is [a]
- a) Immediately after welding b) After 6 months
 - c) After 12 months d) After 18 months
293. In the initial acceptance test of the AT welds, if weld is marked _____, the weld should not be allowed to continue in service [b]
- a) Good b) DFWO/DFWR c) OBS/IMR d) None of the above
294. All new welded joints should be ultrasonically tested as early as possible but in any case not later than [b]
- a) 45 days b) 30 days c) 15 days d) 10 days

295. First periodic USFD test for AT welds shall be done after _____ by JE/SSE/USFD [b]
a) 6 months b) 1 year c) 2 years d) 3 years
296. A thermit welding done insitu shall be joggled fish plated with two clamps and supported on wooden blocks of 300 – 450 mm length until tested as [d]
a) Good by JE/P.Way b) Good by SSE/P.Way
c) Good by ADEN d) Good by JE/SSE/USFD
297. One out of every _____ joints welded shall be selected at randomly for sample test joint [b]
a) 50 b) 100 c) 150 d) 200
298. Joggled fishplates with far end bolts shall be provided on AT welds, which have undertaken traffic equal to or more than _____ of stipulated fatigue life (GMT) of the rail. [b]
a) 30% b) 50% c) 75% d) 100%
299. Joggled fishplates with clamps or two far end bolts on good AT welds shall be provided on banks having height _____ m or more. [d]
a) 2 b) 3 c) 4 d) 5
300. Joggled fishplates with clamps or two far end bolts on good AT welds shall be provided on bridges (having length of waterways as 100 m or more) and on its approaches upto _____ m length. [b]
a) 50 b) 100 c) 150 d) 200
301. Joggled fishplates with clamps or two far end bolts on good AT welds shall be provided on curves of _____ and sharper. [c]
a) 1° b) 2° c) 3° d) 4°
302. All AT welds more than _____ years old are to be provided with joggled fishplates with two far end bolts/clamps of routes having less than 15GMT traffic [b]
a) 5 b) 10 c) 15 d) 20
303. Rail joints welded by a firm shall be guaranteed against failure which includes failures in execution, acceptance & regular ultrasonic testing and during service up to _____ years from the date of welding. [a]
a) 2 b) 3 c) 4 d) 5

304. Cumulative number of failed A.T. welds including rewelded joints in 2 years, shall not exceed _____ of the total quantity of joints in a particular contract. [b]
a) 1% b) 2% c) 3% d) 4%
305. If Any AT weld executed by firm fails within the guarantee period shall be _____ using their portions, equipments, labour and consumables [b]
a) Re welded by Departmental b) Re welded by firm free of cost
c) Re welded by firm with 50% of cost d) None of the above
306. A welding supervisor shall supervise not more than two welding teams at a time when [c]
a) Within 1 km distance b) Within 500 m distance
c) Within 50 m distance d) None of the above
307. No hole should be made within heat affected zone of AT weld i.e. _____ mm from centre of AT weld in the new SKV welds of 25mm gap. [c]
a) 40 b) 50 c) 75 d) 83
308. Composition of thermit welding team, number of welder grade I/ grade II are required in one thermit welding team [a]
a) 1 b) 2 c) 3 d) 4
309. Composition of thermit welding team, number of welder grade III/ skilled artisan are required in one thermit welding team [b]
a) 1 b) 2 c) 3 d) 4
310. Composition of thermit welding team, number of helper khalasi/ khalasi are required in one thermit welding team [d]
a) 1 b) 2 c) 4 d) 5
311. Composition of thermit welding team, number of gangman are required in one thermit welding team [d]
a) 3 b) 5 c) 8 d) as per work load
312. The interval between two coats of anti corrosion painting of new welds shall be minimum of [c]
a) 3hrs b) 5hrs c) 8hrs d) 10hrs
313. Anti corrosion Painting of welds should be done in _____ no. of coats. [b]
a) 1 b) 2 c) 3 d) 4

314. Panting of new welds as well as old welds, to a distance of _____ cm on either side of weld. [b]
a) 5 b) 10 c) 15 d) 20
315. BHN value of hardness test on weld metal for 90 UTS rails [d]
a) 329 + 20, -0 b) 365 + 20, -0 c) 229 + 20, -0 d) 265 + 20, -0
316. BHN value of hardness test on weld metal for 60kg Head hardened rails [a]
a) 321(min) b) 365(min) c) 229(min) d) 265(min)
317. BHN value of hardness test on weld metal for 60kg/110 UTS rails [a]
a) 320 + 20, -0 b) 365 + 20, -0 c) 229 + 20, -0 d) 265 + 20, -0
318. The test weld shall withstand minimum transverse breaking load for 52kg, 90UTS rails in tones _____ [c]
a) 60 b) 80 c) 90 d) 115
319. The test weld shall withstand minimum transverse breaking load for 60kg, 90UTS rails in tones _____ [d]
a) 60 b) 80 c) 90 d) 115
320. The test weld shall withstand minimum transverse breaking load for 60kg, 110UTS rails in tones _____ [c]
a) 95 b) 115 c) 120 d) 125
321. The test weld shall withstand minimum transverse breaking load for 60kg, Head Hardened rails in tones _____ [b]
a) 95 b) 115 c) 120 d) 125
322. Longitudinal crack in rail web (at AT weld) is caused by [a]
a) Cutting of wear resistant grade rails by flame cutting
b) Luting sand too wet c) Dropping of luting sand in to the mould
d) Gap between rail ends is too wide – rail ends outside the collar formation
323. Lack of fusion in rail foot of AT weld is caused by [a]
a) Flame cutting of rail ends b) Luting sand too wet
c) Dropping of luting sand in to the mould
d) Gap between rail ends is too wide – rail ends outside the collar formation

324. Cold spots - Lack of fusion of AT weld is caused by [d]

- a) Flame cutting of rail ends
- b) Luting sand too wet
- c) Dropping of luting sand in to the mould
- d) Gap between rail ends is too wide – rail ends outside the collar formation

325. Lack of fusion on foot of one rail end of AT weld is caused by [c]

- a) Flame cutting of rail ends b) Dropping of luting sand in to the mould
c) Mould fitted centre to the gap but inclined to the vertical d) Luting sand too wet

326. Gross Lack of fusion on rail end of AT weld is caused by [b]

- a) Flame cutting of rail ends b) standard moulds fitted to rails of dissimilar depth
- c) Luting sand too wet d) Dropping of luting sand in to the mould

327. Porosity in the thermit steel of AT weld is caused by [d]

- a) Flame cutting of rail ends b) Dropping of luting sand in to the mould
- c) Mould fitted centre to the gap but inclined to the vertical d) Luting sand too wet

328.Sand inclusion in the rail foot and sand burn marks transversely across the rail head
of AT weld is caused by [b]

- a) Flame cutting of rail ends b) Dropping of luting sand in to the mould
- c) Mould fitted centre to the gap but inclined to the vertical d) Luting sand too wet

329. Gross Porosity throughout the whole weld section of AT weld is caused by [c]

- a) Use of damp portion b) Use of damp crucible
c) Both a & b d) None of the above

330. Gross inclusion of slag in the rail head of AT weld is caused by [c]

- a) Flame cutting of rail ends b) Dropping of luting sand in to the mould
- c) Pouring without the plug in the position d) Pouring off centre to the plug

331. Gross inclusion of slag in the rail head on one side of AT weld is caused by [d]

- a) Flame cutting of rail ends b) Dropping of luting sand in to the mould
c) Pouring without the plug in the position d) Pouring off centre to the plug

332. Presence of Fin bottom part of line of AT weld is caused by [b]

- a) Flame cutting of rail ends b) Improper mould fixing and improper luting
c) Luting sand too wet d) Dropping of luting sand in to the mould

333. Fracture through weld centre is due to [b]

- a) weld subjected to compressive forces b) weld subjected to tensile forces
c) Both a & b d) None of the above

334. Cracking of weld after cooling at rail ends is due to [c]

- a) Incorrect thermit portion
- b) Incorrect welding parameters at time of welding
- c) Both a & b
- d) None of the above

335. While fixing three piece mould proper care should be taken for proper fixing of bottom plate to avoid formation of ____ at the edges of bottom flanges of weld [b]

- a) Lack of fusion
- b) Fins
- c) Porosity
- d) All the above

Safety Precaution at work spot

336. Engineering works can be broadly divided into [b]

- a) 4 categories
- b) 3 categories
- c) 2 categories
- d) none of these

337. Works of short duration are those works which are completed [a]

- a) on the same day of commencement
- b) on the next day of commencement
- c) on the third day of commencement
- d) none of these

338. Works of long duration are those works which are completed [c]

- a) Within three hours
- b) within 6 hours
- c) Taking more than a day
- d) none of these

339. While doing short duration works the track is protected with [b]

- a) fixed signals
- b) hand signals
- c) operating signals
- d) none of these

340. While doing Long duration works the track is protected with [c]

- a) operating fixed indicators
- b) hand signals
- c) Temporary engineering fixed indicators
- d) none of these

341. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit HS Red flag at a distance from work spot [a]

- a) 30 mts
- b) 600 mts
- c) 800 mts
- d) 1200 mts

342. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit Banner flag at a distance from work spot [b]

- a) 30 mts
- b) 600 mts
- c) 800 mts
- d) 1200 mts

343. During works of short duration when the train is required to stop and proceed, the flagmen should exhibit three detonators with red hand signal at a distance from work spot [d]

- a) 30 mts
- b) 600 mts
- c) 800 mts
- d) 1200 mts

344. During works of short duration when the train is required to proceed at restricted speed, the flagmen should exhibit caution hand signal at a distance from work spot
a) 30 mts b) 600 mts c) 1200 mts d) Both a & c [d]
345. During works of short duration when the train is required to proceed at restricted Speed, the flagmen should exhibit banner flag at a distance from work spot [b]
a) 30 mts b) 600 mts c) 1200 mts d) Both a & c
346. During welding work, for protection of work spot red hand signal should exhibit at a distance from work spot [d]
a) 30 mts b) 600 mts c) 1200 mts d) Both a & c
347. During welding work, for protection of work spot banner flag should exhibit at a distance from work spot [b]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
348. During works of long duration the temporary engineering fixed signal (Caution indicator) should be fixed at a distance from work spot when the trains required to proceed at restricted speed are as per G&SR [d]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
349. During works of long duration the temporary engineering fixed signal (Speed indicator) should be fixed at a distance from work spot when the trains required to proceed at restricted speed are as per G&SR [a]
a) 30 mts b) 600 mts c) 800 mts d) 1200 mts
350. During works of long duration one termination indicator bearing letters **T/G** should be located a distance equal to the length of longest [c]
a) Express train b) passenger train c) goods train d) none of these
351. During works of long duration one termination indicator bearing letters **T/P** should be located a distance equal to the length of longest [b]
a) Coal train b) passenger train c) goods train d) none of these
352. During long duration works when the train required to stop and proceed, the flagman posted at stop indicator should take the signature of the train driver in a book called [b]
a) Train dairy b) Restriction book c) flagman dairy d) None of these
353. shape of caution indicator is _____ [d]
a) round b) rectangle c) triangle d) fish tailed

354. Shape of a Stop indicator board [b]
a) Square b) Rectangle c) Triangle d) Round
355. Shape of a Speed restriction board [c]
a) Square b) Rectangle c) Triangle d) Round
356. Shape of a Termination board [d]
a) Square b) Rectangle c) Triangle d) Round
357. T/P on termination Board indicates [d]
a. Termination for passenger
b. Driver of passenger train can pickup normal speed from this point
c. Should be fixed at a distance of longest passenger train in that section
d. All the above
358. When works at times of poor visibility are to be undertaken and site is protected by temporary engineering fixed signals Nos of detonators 10 mts apart be fixed at not less than mts in rear of Caution Indicator and a caution hand signal exhibited to approaching trains [c]
a) 3 & 600 b) 2 & 600 c) 2 & 270 d) 3 & 1200
359. Life of detonators is [d]
a) 2 years b) 3 years c) 4 years d) 5 years
360. Life of a detonator manufactured after 2010 can be extended to years on a Yearly basis after testing detonator from each lot of over years [a]
a) 8, one & 5 b) 10, one & 7 c) 8, one & 6 d) none of these
361. The safety radius at the time of testing of detonators is [c]
a) 10 mts b) 20 mts c) 45 mts d) 50 mts
362. The flagman should stand at a distance of mts after fixing detonators in the line for Protection [c]
a) 10 mts b) 20 mts c) 45 mts d) 50 mts
363. For intermediate tracks on triple or multiple lines, engineering indicators shall be Fixed between tracks to within mm from rail level [c]
a) 100 b) 200 c) 300 d) 400
364. Whistle indicator boards should be fixed ahead at a distance of [b]
a) 500 mts. b) 600 mts. c) 800mts. d) 1200mts

365. Construction machinery and vehicles plying at worksite away from the track should not infringe the demarcation line marked at a distance away from centre line of track is [b]
- a) 3 mts. b) 6 mts. c) 9 mts d) 10 mts.
366. When any work is undertaken in the vicinity of track, barricading should be provided along side of the track at a distance away from centre line of nearest track should not be less than [a]
- a) 3.5 mts. b) 3.8 mts. c) 4.8 mts. d) 6.8 mts.
367. At a worksite in the vicinity of track, the vehicles are permitted to ply only in the presence of authorized Railway employee & Contractor's Supervisor and also duly issuing caution order to trains, when they are required to move within a distance away from the centre line of the nearest track is [b]
- a) more than 2.5 mts and less than 5.5 mts
b) more than 3.5 mts and less than 6 mts.
c) more than 4.5 mts and less than 6.5 mts.
d) none of the above
368. At a worksite in the vicinity of track, the vehicles are permitted to ply only in the presence of authorized Railway employee, Contractor's Supervisor and Block Protection, when they are required to move within a distance away from the centre line of the nearest track is [b]
- a) Less than 4.5 mts b) Less than 3.5 mts
c) Less than 5.5 mts d) none of the above
369. The staff required for fixing hand signal of keyman / patrolman should be at a height of _____ [c]
- a) 3 feet (b) 4 feet (c) 5 feet (d) 6 feet
370. Stationary watchman should have book [b]
- a) Patrol (b) Note (c) Key man (d) None
371. For carrying out track works requiring speed restriction, the caution indicator board shall be fixed at a height of metres from the Rail Level. [c]
- a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m

372. For carrying out track works requiring speed restriction, the speed indicator board shall be fixed at a height of metres from the Rail Level. [c]
 a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m
373. For carrying out track works requiring speed restriction, the T/P & T/G boards shall be fixed at a height of metres from the Rail Level. [d]
 a) 3.0 m (b) 2.5 m (c) 2.0 m (d) 1.65 m
374. What are all the indicator boards to be provided ahead of speed restriction location
 a) Caution board (b) Speed board (c) Stop dead board (d) All the above. [d]
375. What are all the indicator boards to be provided in rear of speed restriction location
 a) T/P & T/G boards (b) Speed board (c) Stop dead board (d) Caution board [a]

P.Way, Works and Bridges

376. ADEN should check small track machines once in ____ months [c]
 a) 03 (b) 04 (c) 06 (d) 12
377. AT welding site inspection by ADEN once in _____ at least one welding team under _____ [a]
 a) A month, each SSE/P.way (incharge) (b) 2 months, each SSE/P.way (incharge)
 c) 3 months, each SSE/P.way (incharge) (d) A months, entire sub division
378. Schedule of inspection of small track machines by SSE/P.Way in charge of section is once in ____ months [a]
 a) 03 (b) 04 (c) 06 (d) 12
379. _____ shall ensure to arrange for the repairs and maintenance of small track machines available with him. [c]
 a) ADEN (b) JE/P.Way (c) SSE/P.Way in charge (d) All the above
380. The direct responsibility for quality of AT welding being done in the section shall rest on the _____ of the section [d]
 a) ADEN (b) JE/SSE/P.Way (c) DEN (d) SSE/P.Way in charge
381. Inspection of AT welding site by SSE/P.Way in charge is once in _____ for each welding team [c]
 a) 3 months (b) 2 months (c) a month (d) Fortnight

382. JE/P. Way schedule for inspection of AT welding site is [d]
- a) at least once each welding team in a month
 - b) at least once each welding team in 15 days
 - c) at least once each welding team in 2 months
 - d) Not defined
383. Group A routes is classified with speeds up to _____ [d]
- a) 110 kmph
 - b) 120 kmph
 - c) 130 kmph
 - d) 160 kmph
384. Group B routes is classified with speeds up to _____ [c]
- a) 110 kmph
 - b) 120 kmph
 - c) 130 kmph
 - d) 160 kmph
385. Group D spl routes is classified with speeds up to _____ [b]
- a) 110 kmph and annual traffic density is 30 GMT or more
 - b) 110 kmph and annual traffic density is 20 GMT or more
 - c) 110 kmph and annual traffic density is less than 30 GMT
 - d) 110 kmph and annual traffic density is less than 20 GMT
386. Group D routes is classified with speeds up to _____ [d]
- a) 110 kmph and annual traffic density is 30 GMT or more
 - b) 110 kmph and annual traffic density is 20 GMT or more
 - c) 110 kmph and annual traffic density is less than 30 GMT
 - d) 110 kmph and annual traffic density is less than 20 GMT
387. Group E routes is classified with speeds up to _____ [a]
- a) 100 kmph
 - b) 110 kmph
 - c) 120 kmph
 - d) 50 kmph
388. PSC sleepers marked by paint with "FTC" indicate [c]
- a) Fit for track in curve
 - b) Fit for transition curve
 - c) Fit for track circuit
 - d) All the above
389. On PSC track fish plate joint should preferably be provided with _____ fish plates [b]
- a) 60 cm long
 - b) 1 M long
 - c) Both a & b
 - d) Joggled
390. Sleeper density is expressed as the number of sleepers per _____ [a]
- a) KM
 - b) Metre
 - c) Rail
 - d) All the above
391. Full form of ERC [b]
- a) Elastic rail clamp
 - b) Elastic rail clip
 - c) Elastic roller clip
 - d) Elastic roller clamp

- 392.Full form of GRSP [c]
- a) Grooved rubber sleeper pad b) Grooved rubber sole pad
c) Grooved rubber sole plate d) Grooved rubber sleeper plate
- 393.Full form of CGRSP [c]
- a) Composite Grooved rubber sleeper pad b) Composite Grooved rubber sole pad
c) Composite Grooved rubber sole plate d) Composite Grooved rubber sleeper plate
- 394.The surface of CGRSP where the manufacturer's initials are embossed should be placed on rail seat _____ [a]
- a) Facing up to bottom of rail b) Facing down to top of sleeper
c) Both a & b d) None of the above
- 395.ERC mark – III drawing no [a]
- a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
- 396.Anti theft ERC drawing no [d]
- a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
- 397.ERC mark- V drawing no [c]
- a) RT – 3701 b) RT- 8258 c) RT- 5919 d) RT-6254
- 398.GRSP drawing no to be provided on 52kg sleeper RT 2495 [a]
- a) RT-3703 b) RT- 3711 c) RT-3709 d) RT-4732
- 399.GRSP drawing no to be provided on 60 kg sleeper RT-2496 [b]
- a) RT-3703 b) RT- 3711 c) RT-3709 d) RT-4732
- 400.GRSP drawing no to be provided on SEJ sleeper [b]
- a) RT- 4158 b) RT-4159 c) RT- 4160 d) RT-4162
- 401.CGRSP drawing number to be provided on 60 kg sleeper RT-2496 [d]
- a) RT-6615 b) RT- 6616 c) RT-6617 d) RT-6618
- 402.Metal liner for 52 kg rail and 52 kg sleeper RT -2495 [c]
- a) RT-3742 b) RT-3741 c) RT-3738 d) RT-3740
- 403.Metal liner for 60 kg rail and 60 kg sleeper RT -2496 [d]
- a) RT-3742 b) RT-3741 c) RT-3738 d) RT-3740
- 404.GFN liner for 52 kg rail and 52 kg sleeper RT -2495 [a]
- a) RT -3702 b) RT-3706 c) RT-3707 d) RT.3708
- 405.GFN liner for 60 kg rail and 60 kg sleeper RT -2496 [b]
- a) RT -3702 b) RT-3706 c) RT-3707 d) RT.3708

406. Combination metal liner for 52 kg rail and 60 kg sleeper RT -2496 [d]
 a) RT -3736/3738 b) RT-3737/3739 c) RT-3738/3740 d) RT.3741/3742
407. Combination GFN liner for 52 kg rail and 60 kg sleeper RT -2496 [b]
 a) RT -3704/3705 b) RT-3707/3708 c) RT-3706/3707 d) RT.3702/3703
408. Colour band on RT-3741 metal liner is [a]
 a) Yellow b) Green c) Pink d) White
409. Colour band on RT-3742 metal liner is [b]
 a) Yellow b) Green c) Pink d) White
410. Colour band on RT-3706 GFN liner is [d]
 a) Yellow b) Green c) Pink d) White
411. Colour band on RT-3702 GFN liner is [c]
 a) Yellow b) Green c) Pink d) White
412. Colour band on RT-3707 combination GFN liner is [a]
 a) Yellow b) Green c) Pink d) White
413. Colour band on RT-3708 combination GFN liner is [b]
 a) Light Yellow b) Light Green c) Light Pink d) White
414. Formation width for new track single line BG is [c]
 a) 7650 mm b) 7750 mm c) 7850 mm d) 7950 mm
415. Formation width for new track double line BG is [d]
 a) 13190 mm b) 13180 mm c) 13170 mm d) 13160 mm
416. A SR of ----- to be imposed for first train only, irrespective of infringement after unloading material during block from material train. [c]
 a) 30 kmph b) 50 kmph c) 45 kmph d) 15 kmph
417. While unloading BT should [d]
 a) Move in only one direction b) No pushing back to be done.
 c) Not work BT after sunset and foggy days d) All the above
418. Frequency of ERC greasing in corrosion prone areas is [a]
 a) Once in a year b) Once in six months c) Once in 1½ years d) Once in 2 years
419. Frequency of ERC greasing in other than corrosion prone areas is [d]
 a) Once in a year b) Once in six months c) Once in 1 ½ years d) Once in 2 years

420. Frequency of lubrication of plate screws in points and crossings in corrosion prone areas is [b]
a) Once in a year b) Once in six months c) Once in 1 ½ years d) Once in 2 years
421. Frequency of lubrication of plate screws in points and crossings in other than corrosion prone areas is [a]
a) Once in a year b) Once in six months c) Once in 1½ years d) Once in 2 years
422. Frequency of lubrication of SEJ is once in [c]
a) Week b) 10 days c) 15 days d) Month
423. Frequency of greasing of gauge face of rails in points and crossings is once in [b]
a) Week b) 15 days c) 21 days d) Month
424. Frequency of greasing of gauge face of rails on curves less than 2° is once in [d]
a) Week b) 15 days c) 21 days d) Month
425. Frequency of greasing of gauge face of rails on curves 2° and up to 3° is once in [b]
a) Week b) 15 days c) 21 days d) Month
426. Adequate distance of _____ in the direction of approaching train should be visible while working on bridges without caution order and with lookout man [d]
a) 0.6KM b) 0.8 KM c) 1 KM d) 1.2 KM
427. Bridges with openings more than 6.1 m, the preferred position of the rail joint are at [a]
a) 1/3 the span from either end. b) 1/4 the span from either end.
c) 1/2 the span from either end. d) 1/5 the span from either end.
428. Bridges with openings less than 6.1 m, the preferred position of the rail joint [d]
a) 1/3 the span from either end. b) 1/4 the span from either end.
c) 1/2 the span from either end. d) Should be avoided
429. Track on girder bridges with un-ballasted deck is laid with [c]
a) Rigid fastenings b) Elastic fastenings c) Rail free fastenings d) All the above
430. The clear distance between joint sleepers on un ballasted deck bridges should not be more than [c]
a) 150 mm b) 175 mm c) 200 mm d) 250 mm
431. The clear distance between sleepers on un ballasted deck bridges during TSR/CTR work should not be more than [b]
a) 500 mm b) 450 mm c) 400 mm d) 600 mm

454. Fouling marks should be fixed at a point at which spacing between tracks is not less than _____ for existing yards [b]
 a) 4255 mm b) 4265 mm c) 4275 mm d) 4285 mm
455. Record of work in artisans diary should be submitted to office of SSE/P.Way in charge _____ [c]
 a) At the every week b) Once in 15 days
 c) At the end of every month d) On every day
456. _____ should not leave any tool unprotected during the course of working or during mid-day-break. [a]
 a) Track maintainer b) Key man c) Gang mate d) JE/P.Way
457. _____ tapes should be avoided in track circuited areas [b]
 a) Linen b) Steel c) Cloth d) Plastic
458. No work shall be done within a distance of _____ metres from the live parts of the O.H.E. without a 'permit-to-work'. [c]
 a) 1 b) 1.5 c) 2 d) 2.5
459. No part of the tree shall be nearer than _____ meters from the nearest live conductor. [d]
 a) 2.5 b) 3 c) 3.5 d) 4
460. Permanent way staffs are advised to keep clear of the tracks and avoid contact with the rails when an electrically hauled train is within _____ meter [c]
 a) 150 b) 200 c) 250 d) 300
461. When unloading rails along tracks, care shall be taken to ensure that rails do not touch each other to form a continuous metallic mass of length greater than _____ metres [a]
 a) 300 b) 200 c) 250 d) 500
462. When joggled fish plates are removed for deployment of track machines, a SR _____ shall be imposed till such time the joggled fish plates are re-fixed. [b]
 a) 30 kmph b) 50kmph c) 45 kmph d) 20 kmph
463. _____ is used for surface dressing, dragging soil and sand or fine stone , cleaning of weeds and undergrowth, manual excavation [a]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortor

464. _____ is used to lift track for surfacing, to correct the alignment, for packing the ballast under concrete sleepers [c]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortor
465. _____ is used for filling ballast, earth and muck etc [d]
 a) Powrah b) Ballast rake c) Crow bar d) Pan mortor
466. _____ is used to take up removing and placing of ballast on the sleepers and also to remove the earth from track [c]
 a) Powrah b) Ballast rake c) Shovel d) Pan mortor
467. _____ is used for handling of ballast [b]
 a) Powrah b) Ballast rake c) Shovel d) Pan mortor
468. _____ is used to open and close the track, to fill ballast in pan motor, dressing of shoulder ballast and cess [c]
 a) Bar claw b) Ballast rake c) wire claw d) Tommy bar
469. _____ is used for hand compaction of road surface and ballast [c]
 a) Hammer b) ballast rake c) Rammer d) Shovel
470. _____ is used to lift the track in track maintenance and construction work site [c]
 a) Hydraulic track jack b) Mechanical track jack
 c) Both a & b d) Tommy bar
471. _____ is provided between sleeper and rail to give cushioning effect [d]
 a) Bearing plate b) Ballast c) Formation d) Rubber pad
472. _____ are provided between ERC and rail flange to avoid point contact of ERC toe over the flange [b]
 a) Rubber pad b) Liner c) Washer d) Plate screw
473. _____ is used for fastening the rails to sleepers directly [c]
 a) Rubber pad b) Liner c) ERC d) Bearing plate
474. The shortest distance between the gauge faces of rails of a track is called [a]
 a) Track gauge b) Cross level c) Versine d) Unevenness
475. The level difference between two rails, on a sleeper, of a track is called [b]
 a) Track gauge b) Cross level c) Versine d) Unevenness
476. The total traffic carried on a line, is expressed as [c]
 a) Gross in Kgs b) Gross in ton c) Gross million ton d) Gross billion ton

- 477.Length of check rail at level crossing shall be [d]
a) Width of road + 0.5 m b) width of road + 1 m
c) Width of road + 1.5 m d) width of road + 2 m
- 478.Check rail clearance to be provided at level crossing [c]
a) 41 – 45 mm b) 44 – 48 mm c) 51 – 57 mm d) 52 – 58 mm
479. Plate screws are used at _____ [a]
a) Switch of t/out b) crossing of t/out c) lead of t/out d) none of the above
- 480.Spherical washers are used at _____ [a]
a) Heel and check blocks of t/out b) LC c) GB d) SEJ
- 481.Tapered washers are used at _____ [b]
a) Heel and check blocks of t/out b) CMS crossing c) LC d)SEJ
- 482.The amount by which one of the rail is raised with reference to the other rail of a track is called as [d]
a) Cant deficiency b) Cant excess c) Cross level d) Super elevation
483. _____ is used to measure the distance between gauge faces of rails of a track at 13 to 15 mm below top of the rails from nominal gauge [c]
a) Sprit level b) Tape c) Gauge cum level d) Hemp cord
- 484.The measured gauge which is less than the nominal gauge is called [b]
a) Slack gauge b) Tight gauge c) Neat gauge d) None
- 485.The measured gauge which is more than the nominal gauge is called [a]
a) Slack gauge b) Tight gauge c) Neat gauge d) None
- 486.The lowest division in gauge cum level instrument for gauge reading is [b]
a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
- 487.In gauge cum level instrument the tight gauge reading is shown in _____ window [d]
a) White b) Green c) Yellow d) Red
- 488.In gauge cum level instrument the slack gauge reading is shown in _____ window [a]
a) White b) Green c) Yellow d) Red
- 489.In gauge cum level instrument the maximum tight gauge that can be read up to [a]
a) 10 mm b) 15 mm c) 20 mm d) 25 mm
- 490.In gauge cum level instrument the maximum slack gauge that can be read up to [c]
a) 10 mm b) 15 mm c) 20 mm d) 25 mm

491. _____ is used to measure the level difference between two rails, on a sleeper, of a track [b]
 a) Tape b) Spirit level c) Gauge cum level d) Hemp cord
492. The lowest division in gauge cum level instrument for level reading between two rails of a track is [b]
 a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm
493. Deviation of rails in vertical plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length is called as [d]
 a) Gauge b) Versine c) Alignment d) Unevenness
494. Deviation of rails in horizontal plane, from its original/intended position, measured individually for each of the rail with reference to a chord of specified length [c]
 a) Gauge b) Versine c) Alignment d) Unevenness
495. _____ is the perpendicular distance measured at the midpoint of a chord from the arc of curved track. [b]
 a) Gauge b) Versine c) Cross level d) Unevenness
496. A circular curve in vertical plane. [c]
 a) Transition curve b) Horizontal curve c) Vertical curve d) Turn in curve
497. A welded rail, the central part of which does not undergo any longitudinal movement due to temperature variations is called [c]
 a) Fish plated track b) Short welded rail c) Long welded rail d) Buffer rail
498. A welded rail that contracts and expands, throughout its length, due to temperature variations is called [b]
 a) Fish plated track b) Short welded rail c) Long welded rail d) Buffer rail
499. An easement curve which has curvature change throughout its length [a]
 a) Transition curve b) Horizontal curve c) Vertical curve d) Turn in curve
500. _____ installed at each end of LWR/CWR to permit expansion /contraction of the adjoining breathing lengths due to temperature variations. [c]
 a) Switch expansion joint b) Buffer rail c) Both a & b d) None of the above
501. Sudden or Gradual shifting of Track in lateral or vertical direction due to unbalanced thermal stress in rail / track is called [d]
 a) Creep b) Movement of rail c) Sun kinks d) Buckling of track

502. _____ is used to check the squaring of sleepers [b]
a) Chord b) T square c) Straight edge d) L square
503. _____ tool is used to check the soundness of packing under concrete sleepers [a]
a) Canne boule b) shovel c) Crow bar d) all the above
504. _____ is used to check the squaring of rail cut [d]
a) Chord b) T square c) Straight edge d) L square
505. Mechanical track jack used for lifting of track is [a]
a) Infringing type b) Non infringing type c) Both a & b d) None of the above
506. Hydraulic track jack used for lifting of track is [b]
a) Infringing type b) Non infringing type c) Both a & b d) None of the above
507. _____ for removing the jammed ERC from concrete sleepers without damage to the sleepers [a]
a) Hydraulic extractor for ERC b) Concrete sleeper drilling machine
c) Angle grinder d) Hydraulic sleeper spacer
508. _____ is used for tamping of track for slack packing in concrete sleeper track as means of intermediate attention in between the runs of on track machine. [d]
a) CSM machine b) Duomatic machine c) Unimat machine d) Off track tampers
509. After laying Steel channel sleepers, tightening of all fittings including hook bolts should be done once in _____ for initial one month [d]
a) Every day b) 7 days c) 10 days d) 15 days
510. After initial one month of laying of steel channel sleepers tightening of all fittings including hook bolts should be done once in _____ for next six months [b]
a) 15 days b) a month c) Two months d) 45 days
511. After initial one month of laying of steel channel sleepers guard rail fittings should be tightened once in _____ for next six months [a]
a) a month b) 45 days c) Two months d) Three months
512. Rail joints should be avoided within _____ from abutment [c]
a) 1 Mts b) 2 Mts c) 3 Mts d) 6 Mts

513. On approaches of important and major bridge approaches, for a length of about _____, width of cess should be _____ clear of full ballast section to maintain ballast profile. [c]
 a) 200 m, 100 cm b) 150 m, 100 cm c) 100 m, 90 cm d) 200 m, 90 cm
514. At commencement of each gang length between stations a sample track of _____ rail lengths of track should be maintained [c]
 a) 2 b) 2 ½ c) 3 d) 3 ½
515. When parting of train is noticed _____ signal shall not be shown during day time [a]
 a) Red flag b) Green flag c) Banner flag d) None
516. When hot axle, hanging chains, hanging battery, a vehicle /wagon /train/ battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains is noticed _____ shall be shown during night time. [a]
 a) Red light b) Green light c) White light d) Both b & c
517. _____ Indication shown to loco pilot to proceed slowly reducing speed during day time at work site [d]
 a) Waving Red flag b) Waving green flag c) Waving red flag vertically up and down
 d) Waving green flag vertically up and down
518. _____ Indication shown to loco pilot to proceed slowly reducing speed during night time at work site [c]
 a) Waving Red light vertically up and down
 b) Waving white light vertically up and down
 c) Waving green light vertically up and down d) None
519. _____ Indication shown to loco pilot to stop the train during night time [b]
 a) Showing Red light b) Waving white light violently across the body
 c) Waving green light violently across the body d) Both a & b
520. _____ is the pitch of first hole in ordinary fish plate joint to create a gap of 6 mm [b]
 a) 83 mm b) 80 mm c) 82 mm d) 81 mm
521. plain track tamping machine is _____ [d]
 a) BRM b) UNIMAT c) BCM d) duomatic m/c
522. points and crossing tamping machine is _____ [b]
 a) BRM b) UNIMAT c) BCM d) duomatic m/c

523. Ballast deep screening machine is _____ [c]
 a) BRM b) UNIMAT c) BCM d) duomatic m/c
524. Ballast profiling and boxing machine is _____ [a]
 a) BRM b) UNIMAT c) BCM d) duomatic m/c
525. FRM is a _____ machine [a]
 a) Shoulder ballast screening m/c b) deep screening m/c
 c) Tamping m/c d) P & C relaying m/c
526. T-28 is a _____ machine. [d]
 a) Shoulder ballast screening m/c b) deep screening m/c
 c) Tamping m/c d) P & C relaying m/c
527. Machine used for trucking of p.way material along track is _____ [d]
 a) DGS b) PQRS c) T-28 d) UTV
528. Machine used for relaying of plain track is _____ [b]
 a) DGS b) PQRS c) T-28 d) UTV
529. Machine used for compaction and consolidation of track is _____ [a]
 a) DGS b) PQRS c) T-28 d) UTV
530. The turnouts on which trains are to be received from SRJ side are called [c]
 a) Non interlocked points b) Trailing points
 c) Facing points d) interlocked points
531. The turnouts on which trains are received from crossing side from any of two tracks are called [b]
 a) Non interlocked points b) Trailing points
 c) Facing points d) Interlocked points
532. SRJ is _____ [c]
 a) Switch rail joint b) Stock rail junction c) Stock rail joint d) Switch rail junction
533. HOC is _____ [b]
 a) Head of crossing b) heel of crossing c) heel on crossing d) none of above
534. In CMS crossing , CMS stands for _____ [d]
 a) Carbon manganese steel b) Carbon magnesium steel
 c) Cobalt manganese steel d) Cast Manganese Steel
535. ATS is _____ [a]
 a) Actual toe of switch b) Ahead of tongue and stock
 c) Advance toe of switch d) none of the above
536. TTS is _____ [b]
 a) Theoretical tongue of switch b) Theoretical toe of switch
 c) Theoretical throat of switch d) none of the above
537. ANC is _____ [c]
 a) Actual number of crossing b) advance nose of crossing
 c) Actual nose of crossing d) ahead of nose in crossing
538. TNC is _____ [b]
 a) Total number of crossing b) Theoretical nose of crossing
 c) Terminal nose of crossing d) none of the above

539. BCM full form is _____ [a]
a) Ballast cleaning machine b) Ballast crushing machine
c) Ballast collecting machine d) Ballast compaction machine
540. SBCM is _____ [d]
a) Standard ballast cleaning machine b) Shoulder ballast collecting machine
c) Shoulder ballast compaction machine d) Shoulder ballast cleaning machine
541. DTS is _____ [c]
a) Dynamic tamping system b) Dynamic train stabilizer
c) Dynamic track stabilizer d) Dynamic tamper and stabilizer
542. PQRS is _____ [d]
a) Permanent and quick restoration system b) Prime quality relaying system
c) Plasser's quick relaying and stabilizing d) Plasser's quick relaying system
543. RBMV is _____ [a]
a) Rail borne maintenance vehicle b) Railway board maintenance vehicle
c) Railway board monitoring vehicle d) Railway ballast moving van
544. TRT is _____ [a]
a) Track relaying train b) Track restoration train
c) Turnout renewal train d) Track relaying and tamping
545. USFD is _____ [a]
a) Ultra sonic flaw detection b) Ultra sonic fast detection
c) Ultrasound finding of defects d) Ultra sonic flaw deflection
546. RDSO is _____ [d]
a) Railway design standards organization
b) Research development standard organization
c) Railway design standard office
d) Research designs standard organization
547. OMS is _____ [b]
a) Oscillations measuring system b) Oscillation monitoring system
c) Oscillation monitoring schedule d) Oscillation management system
548. TRC is _____ [c]
a) Track reading car b) Track reporting car
c) Track recording car d) Track recording coach
549. IRPWM is _____ [b]
a) Indian railway permanent works manual b) Indian railway permanent way manual
c) Indian railway permanent way machine d) Indian railway primary works manual
550. IRTMM is _____ [d]
a) Indian railway train monitoring manual b) Indian railway track monitoring manual
c) Indian railway track management manual d) Indian railway track machine manual

551.IRSTMM is_____

[b]

- a) Indian railway standard track machine manual
- b) Indian railway small track machine manual
- c) Indian railway standard track management manual
- d) Indian railway standard track monitoring manual

552.IRSOD Is_____

[c]

- a) Indian railway standard overall dimensions b) Indian railway schedule of damages
- c) Indian railway schedule of dimensions
- d) Indian railway schedule of official dimensions