## 1. DUTIES OF SECTION ENGINEER, JUNIOR ENGINEER, SUPERVISOR/P.WAY

1. _____ is responsible for Preparation of plans and estimates of various track works and submission of proposals to ADEN for further action. [ B ]
   A) JE/SSE/P.way B) SSE/P.Way (Incharge) C) Gangmen D) Gangmate
2. _____ is responsible for procurement of the permanent way materials and the equipment required for the maintenance of LWR/ CWR for all the staff working under him.
   A) ADEN B) SSE/P.Way (Incharge) C) JE/SSE/P.way D) Gangmate [ B ]
3. The direct responsibility for quality of AT welding being done in the section shall rest on the _____ of the section [ D ]
   A) JE/SSE/P.Way B) ADEN C) DEN D) SSE/P.Way (Incharge)
4. _____ is responsible for avoidable fractures taking place in the section, except in cases where the USFD testing was done and found good up to three months before the fractures [ C ]
   A) Gang Mate B) JE/SSE/P.Way C) SSE/P.Way (Incharge) D) ADEN
5. _____ shall ensure to arrange for the repairs and maintenance of small track machines available with him. [ B ]
   A) JE/SSE/P.Way B) SSE/P.Way (Incharge) C) DEN D) ADEN
6. _____ shall be responsible for monitoring performance of material under trial' in his section and ensure that the required details for the same are collected as per the trial scheme and submitted to ADEN through TMS. [ D ]
   A) Gangmate B) Spl works JE/SSE/P.Way
   C) JE/SSE/P.Way of section D) SSE/P.Way (Incharge)
7. _____ has to Co-ordinate with other departments like Traffic, OHE and S&T in the field to facilitate smooth working. [ D ]
   A) JE&SSE/P.way B) ADEN C) SSE/P.Way (Incharge) D) All the above
8. SSE/P.Way (In-charge) shall check the work of SSE/P.Way/USFD at least once in ____ round of testing or as specified by higher authority [ A ]
   A) Each B) 3 C) 2 D) None of the above
9. _____ shall be accountable of each item of P.Way in the jurisdiction [ D ]
   A) JE/SSE/P.Way B) Gang Mate C) ADEN D) SSE/P.Way (Incharge)
10. _____ is responsible for Supply of uniform, winter jackets, safety shoes, torches etc. to the staff. [ B ]
    A) JE/SSE/P.Way B) SSE/P.Way (Incharge) C) ADEN D) Gang Mate
11. _____shall be responsible for maintaining the land boundaries intact and free from encroachment by outsiders in his jurisdiction. [ A ]
    A) SSE/P.Way (Incharge) B) JE/SSE/P.Way C) ADEN D) DEN/Sr.DEN
12. SSE/P.Way (Incharge) is responsible for avoidable fractures taking place in the section, except in cases where the USFD testing was done and found good up to _____ months before the fractures [ C ]
    A) One B) Two C) Three D) Four

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13. _____ shall be responsible for clearing the drains before monsoons in tunnels and cuttings. [ D ]
A) ADEN B) Gang Mate C) Gangmen D) JE/SSE/P.Way
14. JE/SSE/P.Way should examine all the gang tools at least once in a [ B ]
A) Fortnight B) month C) 2 months D) 3 months
15. SSE/P.Way (In-charge) foot/push trolley inspection schedule for routes having speed above 110 Kmph and Multiple Line Routes is once in_____. [ A ]
a) 2 months B) 3 months C) 4 months D) Fortnight
16. JE/SSE/P.Way (Sectional) foot inspection schedule for routes having speed above 110 Kmph and Multiple Line Routes is once in_____. [ B ]
a) 3 months B) fortnight C) 2 months D) a month
17. SSE/P.Way (In-charge) foot inspection schedule for routes having 110 kmph and below is once in_____. [ D ]
A) 3 months B) 6 months C) 4 months D) a year
18. JE/SSE/P.Way (Sectional) foot inspection schedule for routes having 110 kmph and below is once in_____. [ B ]
a) 3 months B) 6 months C) 4 months D) a year
19. JE/SSE/P.Way (Sectional) Trolley inspection schedule for routes having speed above 110 Kmph and Multiple Line Routes is once in_____. [ A ]
A) Not defined B) fortnight C) 2 months D) a month
20. SSE/P.Way (In-charge) Trolley inspection schedule for routes having 110 kmph and below is once in_____. [ D ]
A) 3 months B) 6 months C) 4 months D) 2 months
21. JE/SSE/P.Way (Sectional) Trolley inspection schedule for routes having 110 kmph and below is once in_____. [ D ]
A) 3 months B) 6 months C) 4 months D) Fortnight
22. For routes having speed _____ and multiple line routes, inspection by push trolley would preferably be under block protection. [ C ]
a) < 110 kmph B) ≥ 110 kmph C) > 110 kmph D) ≤ 110 kmph
23. Loco /Rear Window/ Break van inspection by JE/SSE/P.Way (Sectional) once in____ [ C ]
A) Fortnight B) 3 months C) a month D) 2 months
24. Loco /Rear Window/ Break van inspection by SSE/P.Way(InCharge) once in____ [ A ]
A) Fortnight B) 3 months C) a month D) 2 months
25. Track parameters (gauge, cross level, twist & versine) of all Passenger running loop lines including cross overs excluding main lines (which are measured by ITMS/TRC), shall be measured by JE/SSE/P.Way (Sectional) by manual or mechanized means is once in _ [ B ]
A) 6 months B) 3 months C) 2 months D) month
26. SSE/P.Way (In-charge) and JE /SSE /P.Way (Sectional) will inspect all level crossings once in _____ by rotation. [ A ]
A) a month B) 3 months C) Fortnight D) 2 months

27. Track parameters (gauge, cross level, twist & versine) of all other running loop and non-running lines including cross overs excluding main lines (which are measured by ITMS/TRC), shall be measured by JE/SSE/P.Way (Sectional) by manual or mechanized means is once in _____ [ A ]
A) 6 months B) 3 months C) 2 months D) month
28. For curves > 2 degree, JE/SSE/P.Way (Sectional) shall inspect once in _____ on Rotation with SSE/P.Way (In-charge) [ B ]
A) 3 months B) 6 months C) 2 months D) a month
29. JE/SSE/P.Way (Sectional)shall inspect the curves ≤ 2 degree is once in ___ [ D ]
A) 3 months B) 6 months C) 4 months D) a year
30. SSE/P.Way (Incharge) shall inspect the curves ≤ 2 degree is once in ___ [ D ]
A) 6 months B) 4 months C) a year D) Based on TRC/FP/OMS results
31. Points & Crossings on passenger running lines inspection of SSE/P.Way(In-charge) and JE/SSE/ P.Way (Sectional) is once in _____ by rotation [ D ]
A) a year B) 6 months C) 4 months D) 3 months
32. Points & Crossings on Non-passenger running lines inspection of SSE/P.Way (In-charge) and JE/ SSE/P.Way (Sectional) is once in _____ by rotation [ B ]
A) year B) 6 months C) 4 months D) 3 months
33. Detailed inspection as per proforma of Points & Crossings laid on PSC sleepers should be Carried out once in [ C ]
A) 6 months B) 3 months C) a year D) a month
34. LWR/SEJ inspection of SSE/P.Way (Incharge) and JE/SSE/P.Way (Sectional) Once in _____ during two hottest months by rotation [ A ]
A) Fortnight B) 3 months C) a month D) 2 months
35. LWR/SEJ inspection of SSE/P.Way (Incharge) and JE/SSE/P.Way (Sectional) Once in _____ during two coldest months by rotation [ B ]
A) 3 months B) Fortnight C) a month D) 2 months
36. LWR/SEJ inspection of SSE/P.Way (Incharge) and JE/SSE/P.Way (Sectional) Once in _____ for Remaining months (except two coldest and hottest months) by rotation
A) 3 months B) Fortnight C) a month D) 2 months [ D ]
37. Channel sleeper Inspection of SSE/P.Way (Incharge) and JE/SSE/P.Way (Sectional) Once in _____ by rotation [ C ]
A) 2 Years B) a year C) 6 months D) 3 Years
38. Inspection of AT welding site by SSE/P.Way (In-charge) is once in _____ for each welding team [ C ]
A) 3 months B) Fortnight C) a month D) 2 months
39. Night Foot plate inspection by SSE/P.Way (In-charge) once in _____, preferably be done between_____ hrs. [ D ]
A) 2 months, 00:00 to 04:00 B) a month, 22:00 to 02:00
C) a month, 02:00 to 06:00 D) a month, 00:00 to 04:00

40. USFD test check by SSE/P.Way (In-charge) is Once in _____ [ B ]
A) 3 months B) a month C) Fortnight D) 2 months
41. Night Foot plate inspection by JE/SSE/P.Way (Sectional) once in _____, preferably be done between_____ hrs. [ D ]
A) 2 months, 00:00 to 04:00 B) a month, 22:00 to 02:00
C) a month, 02:00 to 06:00 D) a month, 00:00 to 04:00
42. Monsoon patrolling inspection by SSE/P.Way (Incharge) is once in _____ [ B ]
A) 3 months B) a month C) Fortnight D) 2 months
43. Monsoon patrolling inspection by JE/SSE/P.Way (Sectional) is once in ____ [ C ]
A) 3 months B) a month C) Fortnight D) 2 months
44. When Hot whether patrolling is introduced, checking the work of patrolman in day once in _____, preferably be done between_____ hrs by SSE/P.Way (Incharge).
A) a month, 12:00 to 16:00 B) 2 months, 12:00 to 16:00 [ A ]
C) a month, 11:00 to 14:00 D) 2 months, 11:00 to 14:00
45. All bridges inspection by SSE/P.Way (Incharge) once in _____ before_____ [ B ]
A) a Year, Summer B) a Year, Monsoon C) a Year, Winter D) a Year, any season
46. Track on bridges and approaches inspection by SSE/P.Way (Incharge) once in _____ before_____ [ B ]
A) a Year, Summer B) a Year, Monsoon C) a Year, Winter D) a Year, any season
47. All Tunnels inspection by SSE/P.Way (Incharge) once in _____ after_____ [ D ]
A) a Year, Summer B) a Year, any season C) a Year, Winter D) a Year, Monsoon
48. Cuttings inspection by SSE/P.Way (Incharge) once in ____ immediately after____ [ A ]
A) a Year, Monsoon B) a Year, any season C) a Year, Winter D) a Year, Summer
49. Cuttings inspection by JE/SSE/P.Way (Sectional) once in ____ before_____ [ A ]
A) a Year, Monsoon B) a Year, any season C) a Year, Winter D) a Year, Summer
50. Private sidings inspection by SSE/P.Way (Incharge) once in _____ [ C ]
A) 2 Years B) a year C) 6 months D) 3 months
51. Private sidings inspection by JE/SSE/P.Way (sectional) once in _____ [ D ]
A) 2 Years B) a year C) 6 months D) 3 months
52. Land boundary inspection by SSE/P.Way (Incharge) is once in _____ [ D ]
A) 2 Years B) 3 years C) 6 months D) a Year
53. Railway Land Encroachment inspection by SSE/P.Way (Incharge) is once in _____ [ A ]
A) 3 months B) 6 months C) a year D) 2 years
54. Side drains, Catch water drains, Bridge water ways inspection by SSE/P.Way (Incharge) once in _____ before _____ [ C ]
A) a Year, Winter B) a Year, prior to Monsoon
C) a Year, Onset of Monsoon D) a Year, Summer
55. Side drains, Catch water drains, Bridge water ways inspection by JE/SSE/P.Way (Sectional) once in _____ in the month of _____ prior to Monsoon [ C ]
A) a Year, March B) a Year, June C) a Year, April D) a Year, May

56. Accompanying TRC/OMS Run by SSE/P.Way(In-charge) is _____ [ D ]
A) Alternative B) 2 months C) 3 months D) Each run
57. Inspection of Small Track machines by SSE/P.Way (Incharge) is once in _____ [ C ]
A) 6 months B) a month C) 3 months D) a year
58. SSE/P.Way(In-charge) and JE /SSE /P.Way (Sectional) Inspection of washable apron/ ballastless track is once in _____ by rotation. [ A ]
A) 3 months B) a month C) 6 months D) a year
59. SSE/P.Way(In-charge) and JE /SSE /P.Way (Sectional) Inspection of Sand humps & Dead ends is once in _____ by rotation. [ B ]
A) 3 months B) a month C) 6 months D) a year
60. Joint inspection of P&Cs with S&T department by SSE/P.Way(In-charge) and JE/SSE/ P.Way (Sectional) is once in _____ by rotation. [ A ]
A) 3 months B) a month C) 6 months D) a year
61. Joint inspection of Insulated steel channel sleepers with S&T department by SSE/P.Way (In-charge) and JE /SSE/P.Way (Sectional) is once in ____by rotation. [ C ]
A) 3 months B) a month C) 6 months D) a year
62. Inspection of tarck machine (when working in section), SSE/P.way (Incharge) and JE/SSE/P.way (Sectional) – During supervision of Pre-block, During block and Post block works but not less than once a _____ [ B ]
A) 3 days B) Week C) Fortnight D) Month
63. SSE/P.Way (Incharge) is responsible for avoidable fractures taking place in the section, except in cases where the USFD testing was done and found good up to _____ months before the fractures [ C ]
A) One B) Two C) Three D) Four
64. JE/SSE/P.Way (Other than sectional or incharge) shall remain with the gang for at least _____ in a week and supervise gang work [ D ]
A) 6 days B) 5 days C) 3 days D) 2 days
65. Foot inspection of JE/SSE/P.Way (other than in-charge or sectional) for passenger running Lines is once in _____. [ C ]
A) 3 months B) 4 months C) Month D) Fortnight
66. Foot inspection of JE/SSE/P.Way (other than in-charge or sectional) for other than passenger running Lines is once in _____. [ A ]
A) 3 months B) 4 months C) Month D) Fortnight
67. Foot inspection of JE/SSE/P.Way (other than in-charge or sectional) may be done with concerned _____ [ B ]
A) Gangmate B) Keyman C) Patrolman D) Trackman
68. Gang inspection by JE/SSE/P.Way (other than in-charge or sectional) is once in ____ [ D ]
A) 3 months B) a month C) Fortnight D) week
69. Level Crossing inspection by JE/SSE/P.Way (other than in-charge or sectional) is once in _____ [ B ]
A) 3 months B) a month C) Fortnight D) week

70. Curves inspection by JE/SSE/P.Way (other than in-charge or sectional) is once in ___ [ B ]
    A) a year B) 6 months C) 3 months D) a month
71. Points and Crossings inspection by JE/SSE/P.Way (other than in-charge or sectional) for passenger running Lines is once in _____. [ C ]
    A) 6 months B) 3 months C) a Month D) Fortnight
72. Points and Crossings inspection of JE/SSE/P.Way (other than in-charge or sectional) for other than passenger running Lines is once in _____. [ B ]
    A) 6 months B) 3 months C) a Month D) Fortnight
73. Hot Weather Patrolling inspection by JE/SSE/P.Way (other than in-charge or sectional) is once in _____ [ D ]
    A) 6 months B) 3 months C) a Month D) Fortnight
74. SEJ inspection by JE/SSE/P.Way (other than in-charge or sectional) is once in _____ [ D ]
    A) 6 months B) 3 months C) a Month D) Fortnight

## 2. DUTIES OF GANG MATE, KEYMAN, PATROLMAN, TRACK MAINTAINER

75. Who is the person responsible for safety equipment & other tools supplied to the Gang
A) Key man B) Gangmate C) Track maintainer D) JE/SSE/P.way [ B ]

76. Who is the person responsible for safety of the tools at the site of work [ C ]
A) Key man B) Gangmate C) Track maintainer D) JE/SSE/P.way

77. After the day's work, the tools of the gang must be locked in tool box when not in use and these tool boxes will ordinarily be placed near the _____. [ D ]
A) At the work site B) Under the nearest bridge
C) In train D) Gangman's quarters or at gate lodges

78. JE/SSE/P.Way shall inspect the permanent way gauges, flags, signal lamps, tools etc supplied to gangs at least _____ [ C ]
A) Once in a week B) Once in two weeks C) Once in a month D) Once in a year

79. The gang muster, gang chart/diary shall be in the possession of [ C ]
A) SSE/P.Way B) JE/P.Way C) Gangmate D) Keyman

80. The attendance of Trackmen should be marked in the muster normally by [ C ]
A) SSE/P.Way B) JE/P.Way C) Gangmate D) Keyman

81. During the passage of the first and last trains in working hours, the gangmate and the trackmen should stand on the cess, each about _____ length apart, and observe the effect on the sleepers. [ B ]
A) 12 sleepers B) One Rail C) Two Rail D) Three Rail

82. Gangmate should sent out a Trackman as Flagman when working at a place from where an approaching train cannot be seen at least ____. [ A ]
A) 600 metres away B) 500 metres away C) 450 metres away D) 300 metres away

83. The Mate shall inspect whole gang length performing keyman's duties [ A ]
A) once in a week B) once in 2 weeks C) once in 3 weeks D) not necessary

84. Keyman shall carryout oiling and greasing of SEJs once [ A ]
A) in a fortnight B) in a week C) in a month D) in a quarter

85. _____ Shall decide and notify the exact roster duty hours of keyman and periodicity in the winter months. [ D ]
A) DRM B) Sr.DPO C) Sr.DSO D) Sr.DEN/DEN

86. Everyday _____ shall keep a Special watch on the rails and welds marked for observation by the USFD team [ C ]
A) Track maintainer B) Gangmate C) Keyman D) JE/SSE/P.Way

87. Before break for mid-day meals during work the _____ should see that the tools are kept away from track. [ B ]
A) Track maintainer B) Gangmate C) Keyman D) JE/SSE/P.Way

88. No work, which may involve danger to trains, should be under taken by the _____ except under the personal supervision of the JE/SSE/P.Way [ B ]
A) Track maintainer B) Gangmate C) Keyman D) JE/SSE/P.Way

89. On requisition from the Station Master, the Gang Mate of a yard gang may depute, if available, _____ for placing of detonators, during time of poor visibility, in the rear of approach signals of the station. [ D ]
A) Three track maintainers B) One track maintainer
C) Four track maintainers D) Two track maintainers

90. _____ will remain in-charge of the gang in absence of the gangmate once a ____ [ A ]
A) Keyman, week B) Keyman, two weeks
C) Track maintainer, week D) JE/SSE/P.Way, week

91. _____ shall watch height gauges for any damage [ C ]
A) Mate B) Trackman C) Keyman D) JE/SSE/P.Way

92. Keyman, in addition to the normal round of the entire beat inspection and tightening of loose fittings, should attend _____ thoroughly on one line on every day [ A ]
A) One OHE mast/Hectometre post B) Two OHE mast/Hectometre post
C) Three OHE mast/Hectometre post D) Four OHE mast/Hectometre post

93. The Patrolman show the number plate and blow the whistle, when the _____ of the train passes [ D ]
A) Engine B) Brake van C) Middle of the train D) Engine and brake van

94. _____ is posted, till period of consolidation is over, on stretches where after maintenance operation, rail temperature has exceeded td+20°C during the period of consolidation. [ B ]
A) Stationary Watchman B) Mobile Watchman C) Hot weather Patrolman D) Keyman

95. Mobile watchman posted during consolidation period, would patrol the section and perform the duties of _____ as the case may be. [ D ]
A) Watchman B) Monsson Patrolman
C) Security Patrolman D) Hot/Cold weather Patrolman

96. Mate/Keyman shall be given competency certificate by _____ before deputing them on LWR/CWR sections. [ A ]
A) Divisional Training center B) Zonal Training center
C) Indian railway Training center D) SSE/P.Way

## 3. TRAINING AND CERTIFICATION TO P.WAY OFFICIALS

97. Initial/Induction Course for Apprentice JE/SSE/P.Way course should be held at _____
A) IRTIs B) ZRTIs C) MDDTIs / DRTIs D) All of the above [ B ]

98. Promotional course from Track Maintainer to JE/P.Way, JE/P.Way to SSE/P.way shall be given by_____ [ B ]
A) Divisional Training center B) Zonal Training center
C) Indian railway Training center D) SSE/P.Way

99. Refresher Course for JE/SSE/P.Way course should be held at _____ [ D ]
A) IRTIs B) ZRTIs C) MDDTIs / DRTIs D) IRTIs / ZRTIs

100. Induction course duration for Newly recruited JE/SSE/P.Way is _____ [ B ]
A) 1.5 Years B) 1 Year C) 2 Years D) 6 months

101. Track maintainer to JE/P,Way Promotional Training course duration is_____ [ D ]
A) 6 months B) 3 months C) 1 Year D) 10 months

102. JE/SSE/P.Way Refresher training course duration is _____ [ B ]
A) 6 days B) 17 days C) 45 days D) 21 days

103. JE/P.Way to SSE/P,Way Promotional Training course duration is_____ [ A ]
A) 17 days B) 6 days C) 45 days D) 21 days

104. Refresher course for JE/SSE/P.Way is once in _____ [ D ]
A) 1 year B) 2 years C) 3 years D) 5 years

105. Initial course for JE/SSE/USFD should be held at _____ [ D ]
A) ZRTIs B) IRTIs C) IRICEN D) RDSO

106. Initial course duration of JE/SSE/USFD is _____ [ A ]
A) 4 weeks B) 2 weeks C) 1 week D) 3 weeks

107. Refresher course for JE/SSE/USFD should be held at _____ [ D ]
A) ZRTIs B) RDSO C) IRICEN D) RDSO / IRICEN

108. Refresher course duration of JE/SSE/USFD is _____ [ C ]
A) 4 weeks B) 2 weeks C) 1 week D) 3 weeks

109. During first time Refresher course for JE/SSE/USFD is once in _____ [ C ]
A) 1 year B) 2 years C) 3 years D) 5 years

110. After first Refresher course, Subsequent Refresher courses for JE/SSE/USFD is once in _____ [ D ]
A) 1 year B) 2 years C) 3 years D) 5 years

111. Provisional/Regular competency certificate for private firm USFD operator is issued by
A) IRICEN B) CTE/CE(con) C) RDSO D) ZRTIs [ C ]

112. Provisional competency certificate for private firm USFD operator is valid up to ___ [ A ]
A) 6 months B) 1 Year C) 2 Years D) 5 Years

113. Regular competency certificate for private firm USFD operator is valid up to ___ [ C ]
A) 6 months B) 1 Year C) 2 Years D) 5 Years

114. Certification for Quality control in-charge by contractor for outsourcing of USFD is issued by _____ [ C ]
A) IRICEN B) CTE/CE(con) C) RDSO D) ZRTIs

115. Certification for Quality control in-charge by contractor for outsourcing of USFD is valid up to _____ [ B ]
A) 5 Years B) 3 Years C) 2 Years D) 1 Year

116. Initial / Refresher course for JE/SSE/P.Way for supervising AT welding should be held at _____ [ D ]
A) TPP/LKO B) TWTC/BZA C) RDSO D) TPP-LKO / TWTC-BZA

117. Initial course duration of JE/SSE/P.Way for supervising AT welding is _____ [ D ]
A) 4 weeks B) 2 weeks C) 3 weeks D) 1 week

118. Refresher course duration of JE/SSE/P.Way for supervising AT welding is _____ [ A ]
A) 2 days B) 1 week C) 2 weeks D) 3 weeks

119. Refresher course for JE/SSE/P.Way for supervising AT welding is once in _____ [ D ]
A) 1 year B) 2 years C) 3 years D) 5 years

120. Certification of Supervisors of Approved portion manufacturing firms shall be done by
A) TPP/LKO B) TWTC/BZA C) RDSO D) CTE/CE(con) [ C ]

121. Training and Certification of Supervisors of labour contracting firms for AT welding shall be done by [ C ]
A) TPP/LKO B) TWTC/BZA C) RDSO D) CTE/CE(con).

122. Training and certification for departmental/firm supervisor for supervising flash butt welds shall be issued by [ B ]
A) RDSO B) CTE/CE(con) C) TPP/LKO D) TWTC/BZA

123. Training and certification for departmental/firm welder for flash butt welding shall be issued by [ B ]
A) RDSO B) CTE/CE(con) C) TPP/LKO D) TWTC/BZA

124. Training and certification for railway PSU/Metro supervisor for supervising flash butt welds shall be issued by [ B ]
A) RDSO B) CTE C) TPP/LKO D) TWTC/BZA

125. Training and certification for departmental/firm welder for flash butt welding shall be issued by [ B ]
A) RDSO B) CTE C) TPP/LKO D) TWTC/BZA

126. Under medical categorisation, Vision tests required in the interest of public safety, Employees Categorized under _____ [ A ]
A) Group-A (A1 to A3) B) Group-B (B1 to B2) C) Group-C (C1 to C2) D) No Medical

127. Under medical categorisation, Vision tests required in the interest of the employee himself or his fellow workers or both, Employees Categorized under _____ [ B ]
A) Group-A (A1 to A3) B) Group-B (B1 to B2) C) Group-C (C1 to C2) D) No Medical

128. Under medical categorisation, Vision tests required in the interest of administration only, Employees Categorized under _____ [ C ]
A) Group-A (A1 to A3) B) Group-B (B1 to B2) C) Group-C (C1 to C2) D) No Medical

129. Medical category of JE/SSE/P.Way is _____ [ D ]
A) C1 B) B1 C) A2 D) A3

130. Medical category of JE/SSE/Track machine is _____ [ D ]
A) C1 B) B1 C) A2 D) A3

131. The _____ will be responsible for obtaining sanction of CRS and sending safety certificate on completion. [ D ]
A) SSE/P.WAY In-charge B) ADEN C) PCE D) DEN

132. Mate/ Key man LWR/CWR competency certificate Validity is _____ [ C ]
A) 2 Years B) 3 Years C) 5 Years D) 4 Years

133. In exceptional cases, competency certificate of LWR/CWR to Mate/ Keyman can be given by _____ duly examining his level of competence. [ C ]
A) SSE/P.way B) JE/P.Way C) ADEN D) DEN

134. _____ is the validity of Mate/Key man LWR/CWR competency certificate issued by ADEN
A) 2 Years B) 1 Year C) 5 Years D) 3 Years [ B ]

135. Mate/Keyman promotional course shall be given by _____ [ A ]
A) Divisional Training center B) Zonal Training center
C) Indian railway Training center D) SSE/P.Way

136. Keyman/mate should be sent for Refresher Course once in _____ [ C ]
A) 2 Years B) 1 Year C) 5 Years D) 3 Years

137. Keyman to Mate Promotional Training course duration is_____ [ D ]
A) 30 days B) 6 days C) 12 days D) 18 days

138. Track maintainer to Keyman Promotional (Basic) Training course duration is____ [ D ]
A) 30 days B) 6 days C) 12 days D) 18 days

139. Mate/ Keyman refresher course duration is _____ [ B ]
A) 30 days B) 6 days C) 12 days D) 18 days

140. Track maintainer induction course duration is _____ [ A ]
A) 30 days B) 6 days C) 12 days D) 18 days

141. Track maintainer refresher course duration is _____ [ B ]
A) 30 days B) 6 days C) 12 days D) 18 days

142. Track maintainer should be sent for Refresher Courses once in _____ [ C ]
A) 2 Years B) 1 Year C) 5 Years D) 3 Years

143. _____ is the duration of Gateman induction course, who picked from Track maintainer.
A) 30 days B) 18 days C) 12 days D) 6 days [ D ]

144. Gateman induction course who recruited directly without track maintainer training is
A) 30 days B) 18 days C) 12 days D) 6 days [ C ]

145. Gateman refresher course duration is _____ [ A ]
A) 6 days B) 30 days C) 12 days D) 18 days

146. Gateman should be sent for Refresher Courses once in _____ [ D ]
A) 2 Years B) 1 Year C) 3 Years D) 5 Years

147. Initial course duration of welder in AT welding is _____ [ B ]
A) 4 weeks B) 2 weeks C) 1 week D) 3 weeks

148. Refresher course duration of welder in AT welding is _____ [ C ]
A) 4 weeks B) 2 weeks C) 1 week D) 3 weeks

149. Initial / Refresher course for departmental Welders should be held at _____ [ D ]
A) TPP/LKO B) TWTC/BZA C) RDSO D) TPP-LKO / TWTC-BZA

150. _____ is the validity of regular competency certificate of welder in AT welding from date of issue. [ A ]
A) 2 Years B) 1 Year C) 5 Years D) 3 Years

151. _____ is the validity of provisional competency certificate of welder in AT welding from date of issue [ C ]
A) 6 months B) 100 joints C) a or b whichever is earlier D) None

152. Training and Certification of welders of labour contracting firms shall be done by [ C ]
A) TPP/LKO B) TWTC/BZA C) RDSO D) CTE/CE(con)

153. Provisional competency certificate for AT Welder of private firm is valid up to ____ [ B ]
A) 1 Year B) 2 Years C) 3 Years D) 5 Years

154. Regular competency certificate for AT Welder of private firm is valid up to ____ [ D ]
A) 1 Year B) 2 Years C) 3 Years D) 5 Years

155._____ has to issue the Trolly competency certificate to Trolly man. [ C ]
A) SSE/P.way B) JE/P.Way C) ADEN D) DEN

156. _____ is the validity of Trolly competency certificate [ B ]
A) 2 Years B) 1 Year C) 5 Years D) 3 Years

157. Medical category of Gangmate is _____ [ B ]
A) C1 B) B1 C) A2 D) A3

158. Medical category of Keyman is _____ [ B ]
A) C1 B) B1 C) A2 D) A3

159. Medical category of Track maintainer is _____ [ B ]
A) C1 B) B1 C) A2 D) A3

160. Medical category of Gateman is _____ [ D ]
A) C1 B) B1 C) A2 D) A3

161. Medical category of Trolly man is _____ [ A ]
A) A3 B) B1 C) A2 D) C1

## 4. TRACK STRUCTURE AND COMPONENTS-RAILS, SLEEPERS, FASTENINGS, BALLAST & FORMATION

162. The maximum permissible speed on group 'A' routes up to _____ kmph. [ D ]
A) 100 B) 110 C) 130 D) 160

163. The maximum permissible speed on group 'B' routes up to _____ kmph. [ C ]
A) 100 B) 110 C) 130 D) 160

164. The maximum permissible speed on group 'D' routes up to _____ kmph. [ B ]
A) 100 B) 110 C) 130 D) 160

165. Track Structure for Speed above 110 Kmph and up to 130 Kmph with _____ Rails. [ A ]
A) 60 kg 90 UTS B) 52 kg 90 UTS C) 60 kg 72 UTS D) 52 kg 72 UTS

166. Track Structure for Speed above 130 Kmph and up to 160 Kmph with _____ Rails. [ A ]
A) 60 kg 90 UTS B) 52 kg 90 UTS C) 60 kg 72 UTS D) 52 kg 72 UTS

167. Track Structure for Speed above 110 Kmph and up to 130 Kmph with sleeper density _____ [ D ]
A) PSC at 1230 B) PSC at 1540 C) PSC 1340 D) PSC at 1660

168. Track Structure for Speed above 130 Kmph and up to 160 Kmph with sleeper density _____ [ D ]
A) PSC at 1230 B) PSC at 1540 C) PSC 1340 D) PSC at 1660

169. Track Structure for Speed above 110 Kmph and up to 130 Kmph with Ballast Cushion _____ mm. [ B ]
A) 200 B) 300 C) 250 D) 350

170. Track Structure for Speed above 130 Kmph and up to 160 Kmph with Ballast Cushion _____ mm [ D ]
A) 200 B) 300 C) 250 D) 350

171. Track Structure for Speed above 110 Kmph and up to 130 Kmph with _____ Crossing. [ A ]
A) CMS B)Built up C) weldable CMS D) movable

172. Track Structure for Speed above 130 Kmph and up to 160 Kmph with _____ Crossing. [ C ]
A) CMS B) Built up C) weldable CMS D) movable

173. Track Structure for Speed above 110 Kmph and up to 130 Kmph with _____ Level Crossings. [ D ]
A) Non Interlocked B) Operating C) Engineering D) Interlocked

174. Track Structure for Speed above 130 Kmph and up to 160 Kmph with _____ Level Crossings. [ B ]
A) Non Interlocked B) No C) Engg D) Interlocked

175. The rails are manufactured as per the Indian Railway Standards specification for flat bottom rail _____ [ A ]
A) IRS T-12 B) IRS T-10 C) IRS T-20 D) IRS T-08

176. The PSC sleepers used in track circuited areas are electrically tested and marked by paint with _____ [ D ]

A) GFC B) NFTC C) NGFC D) FTC

177. When concrete sleepers are used with fish-plated track/SWR, _____ long fishplates may preferably, be provided at such joints [ A ]

A) 1 m B) 60 cm C) 75 cm D) 80 cm

178. The minimum sleeper density for all track renewals (complete track renewal and through sleeper renewal), doubling, gauge conversion, new line construction works for main lines shall be _____ nos. per km [ B ]

A) 1540 B) 1660 C) 1680 D) 1880

179. The minimum sleeper density for loop lines & sidings (permissible speed up to 50 Kmph) it shall be _____ nos. per km. [ A ]

A) 1540 B) 1660 C) 1320 D) 1240

180. The minimum sleeper density for sidings with permissible speed more than 50 Kmph shall be _____ nos. per km. [ C ]

A) 1540 B) 1530 C) 1660 D) 1240

181. Cut liners shall be used with _____ clip at fish plated Joint/ Glued Joint [ A ]

A) ERC J B) ERC C) Anti theft ERC D) None

182. RDSO drawing Number for ERC Mark III is _____ [ D ]

A) RT-3702 B) RT-3703 C) RT-3711 D) RT-3701

183. RDSO drawing Number for 6 mm GRSP for 52 kg Rail and 52 kg Sleeper _____ [ B ]

A) RT-3702 B) RT-3703 C) RT-3711 D) RT-3701

184. RDSO drawing Number for 6 mm GRSP for 52/60 kg Rail and 60 kg Sleeper _____[ C ]

A) RT-3702 B) RT-3703 C) RT-3711 D) RT-3701

185. RDSO drawing Number for 6 mm thick GRSP for SEJ _____ [ A ]

A) RT-4159 B) RT-3703 C) RT-3711 D) RT-3701

186. RDSO drawing Number for 6.2 mm thick CGRSP for 52kg / 60kg Rail on PSC sleeper RT-2496 [ C ]

A) RT-3711 B) RT- 3701 C) RT-6618 D) RT-4159

187. RDSO drawing Number for 52kg Rail &52 kg Sleeper, Metal Liner is _____ [ D ]

A) RT-3741 B) RT-3740 C) RT-3739 D) RT-3738

188. RDSO drawing Number for 60kg Rail &60 kg Sleeper, Metal Liner is _____ [ B ]

A) RT-3741 B) RT-3740 C) RT-3739 D) RT-3738

189. RDSO drawing Number for 52kg Rail &60 kg Sleeper, combination Metal Liners __[ A ]

A) RT-3741/3742 B) RT-3740/3739 C) RT-3738/3740 D) RT-3707/3708

190. RDSO drawing Number for 52kg Rail &52 kg Sleeper, GFN Liner is _____ [ A ]

A) RT-3702 B) RT-3706 C) RT-3707 D) RT-3708

191. RDSO drawing Number for 60 kg Rail &60 kg Sleeper, GFN Liner is _____ [ B ]

A) RT-3702 B) RT-3706 C) RT-3707 D) RT-3708

192. RDSO drawing Number for 52kg Rail &60 kg Sleeper, combination GFN Liners ___[ D ]

A) RT-3741/3742 B) RT-3740/3739 C) RT-3738/3740 D) RT-3707/3708

193. The height of 60kg rail is _____mm [ C ]
A) 142.9 B) 156 C) 172 D) 136

194. The flange width of 60kg rail is _____mm [ B ]
A) 136 B) 150 C) 172 D) 142.9

195. The head thickness of 60kg (UIC) rail is _____mm [ B ]
A) 67 B) 74.3 C) 66 D) 72

196. The head thickness of 60kg (E1) rail is _____mm [ D ]
A) 67 B) 74.3 C) 66 D) 72

197. The web thickness of 60kg rail is _____mm [ C ]
A) 44 B) 40 C) 16.5 D) 15.5

198. What is cross sectional area in sq.mm of 60 kg UIC rail? [ D ]
A) 5250 B) 5895 C) 6615 D) 7686

199. What is cross sectional area in sq.mm of 60 kg E1 rail? [ B ]
A) 7660 B) 7670 C) 6615 D) 7686

200. The height of 52kg rail is _____mm [ B ]
A) 142.9 B) 156 C) 172 D) 136

201. The flange width of 52kg rail is _____mm [ A ]
A) 136 B) 156 C) 172 D) 142.9

202. The head thickness of 52kg rail is _____mm [ A ]
A) 67 B) 74.3 C) 66 D) 72

203. The web thickness of 52kg rail is _____mm [ D ]
A) 44 B) 40 C) 16.5 D) 15.5

204. What is cross sectional area in sq.mm of 52 kg rail? [ C ]
A) 5250 B) 5895 C) 6615 D) 7686

205. The total GMT which 60kg 90UTS can carry route not covered by rail grinding is? [ D ]
A) 350 B) 450 C) 525 D) 800

206. The total GMT which 60kg 90UTS can carry route covered by rail grinding is? [ C ]
A) 525 B) 800 C) 1000 D) 1100

207. The total GMT which 52kg 90UTS can carry route not covered by rail grinding is? [ C ]
A) 350 B) 450 C) 525 D) 800

208. Actual weight of 60kg UIC rail per metre is [ C ]
A) 60 kg B) 60.89 kg C) 60.34 kg D) 60.14 kg

209. Actual weight of 60kg E1 rail per metre is [ D ]
A) 60 kg B) 60.22 kg C) 60.34 kg D) 60.21 kg

210. Actual weight of 52kg rail per metre is [ A ]
A) 51.89 kg B) 52 kg C) 50.34 kg D) 52.89 kg

211. A 13m rail should have minimum _____ lifting points [ B ]
A) one B) two C) three D) four

212. What is the main difference between 60kg rail and R260 rail [ C ]
A) Dimensional tolerances B) Weight/meter
C) Chemical composition D) Life of the rail

213. Lifting points for 90 UTS 26m long rails are? [ A ]
A) 4 B) 6 C) 10 D) 20

214. What is the main difference between prime quality and Industrial use rails [ A ]
A) Dimensional tolerances B) Weight/meter
C) Chemical composition D) Mechanical properties

215. What is the main difference between Class-A and Class-B rails under prime quality rails is [ B ]
A) Dimensional tolerances B) End straightness
C) Chemical composition D) Mechanical properties

216. Horizontal (lateral) end straightness of Class-A rail, deviation of _____ measured as maximum ordinate from the chord of _____ standard straight edge [ A ]
A) 0.5mm, 2.0m B) 0.4mm, 2.0m C) 0.7mm, 2.0m D) 1.0mm, 2.0m

217. Vertical (up sweep) end straightness of Class-A rail, deviation of _____ measured as maximum ordinate from the chord of _____ standard straight edge [ B ]
A) 0.5mm, 2.0m B) 0.4mm, 2.0m C) 0.7mm, 2.0m D) 1.0mm, 2.0m

218. Horizontal (lateral) end straightness of Class-B rail, deviation of _____ measured as maximum ordinate from the chord of _____ standard straight edge [ C ]
A) 0.5mm, 1.5m B) 0.4mm, 1.5m C) 0.7mm, 1.5m D) 1.0mm, 1.5m

219. Vertical (up sweep) end straightness of Class-B rail, deviation of _____ measured as maximum ordinate from the chord of _____ standard straight edge [ A ]
A) 0.5mm, 1.5m B) 0.4mm, 1.5m C) 0.7mm, 1.5m D) 1.0mm, 1.5m

220. In length wise colour coding of new rail _____ paint on each end face on web region indicates 13, 26m, 130m and 260m length [ A ]
A) Yellow B) Green C) Blue D) White

221. In length wise colour coding of new rail _____ paint on each end face on web region indicates 12, 25m, 129m and 259m length [ C ]
A) Yellow B) Green C) Blue D) White

222. In length wise colour coding of new rail _____ paint on each end face on web region indicates 11, 24m length [ D ]
A) Yellow B) Green C) Blue D) White

223. In length wise colour coding of new rail _____ paint on each end face on web region indicates 10m length [ B ]
A) Yellow B) Green C) Blue D) White

224. Lifting points for 90 UTS 39m long rails are? [ B ]
A) 4 B) 6 C) 10 D) 20

225. The service life of 60 kg 90UTS rail is _____% higher than 60kg 72 UTS rails on routes not covered with rail grinding [ B ]
A) 40% B) 45% C) 50% D) 55%

226.Lifting points for 90 UTS 130m long rails are? [ D ]
A) 4 B) 6 C) 10 D) 20

227. Lifting points for 90 UTS 260m long rails are? [ D ]

A) 10 B) 20 C) 30 D) 40

228. Indicate the type of marking on both faces of web, after rail defect is detected as IMR or IMR (W) [ A ]

A) Three cross with red paint B) Two cross with red paint
C) One cross with red paint D) One circle with red paint

229. The service life of 52 kg 90UTS rail is _____% higher than 52kg 72 UTS rails [ C ]

A) 40% B) 45% C) 50% D) 55%

230. Glued joints to be used on LWR/CWR track is [ B ]

A) G (3) S B) G (3) L C) insulated joint D) none of these

231. An OBS (W) shall be marked with- [ A ]

A) One Red Cross B) Two red cross C) Three red cross D) None of these

232. The slipping of driving wheels of locomotive on rail surface causes [ A ]

A) Wheel burns B) hogging of rails
C) Scabbing of rails D) corrugation of rails

233. An excess percentage of carbon in steel makes the rail _____ [ D ]

A) Tougher B) Resistant to wear C) Resistant to vertical deformation D) Brittle

234. The technique of working used in ultrasonic testing for the design of equipment on the Indian Railways is _____ [ C ]

A) Resonance technique B) Transmission system
C) Pulse echo system D) Acoustic range

235. Indicate the type of marking on both faces of web, after rail defect is detected as IMR or IMR (W) [ A ]

A) Three cross with red paint B) Two cross with red paint
C) One cross with red paint D) One circle with red paint

236. Difference between 60 UIC and 60 E1 rail is in _____ [ D ]

A) Height B) Flange width C) Web thickness D) Head width

237. An excess percentage of carbon in steel makes the rail _____ [ D ]

A) Tougher B) Resistant to wear
C) Resistant to vertical deformation D) Brittle

238. Track renewals, Doubling, New lines and Gauge conversions is to be done with _____ rails [ A ]

A) New 60 kg B) 60 kg SH C) New 52 kg D) 52 kg SH

239. Renewal of passenger running loop lines and laying of new passenger running loop lines is to be done with _____ rails [ A ]

A) New 60 kg B) 60 kg SH C) New 52 kg D) 52 kg SH

240. Renewal of siding lines with permissible speed up to 50 kmph is to be done with __ rails

A) New 60 kg B) 60 kg SH C) New 52 kg D) 52 kg SH [ D ]

241. Renewal of siding lines with permissible speed more than 50 kmph is to be done with _____ rails [ A ]

A) 60 kg B) 60 IU C) New 52 kg D) 52 kg SH

242. The rail used to fabricate tongue rails of 60 kg TWS is _____ [ D ]

A) 60 kg / 880 MPa B) 60 kg HH C) 60 kg /1080 UTS D) ZU-I-60

243. The technique of working used in ultrasonic testing for the design of equipment on the Indian Railways is _____ [ C ]

A) Resonance technique B) Transmission system

C) Pulse echo system D) Acoustic range

244. All FB Welds made in FBWP shall be subjected to USFD testing using _____ method for detecting internal flaws [ A ]

A) Phased Array Ultrasonic Testing B) B -SCAN testing

C) hand probe testing D) 18 probes

245. Fastenings used in PSC track road are [ C ]

A) rail free fastenings B) rigid fastenings C) elastic fastenings D) all the above

246. ERC is a _____ fastening [ C ]

A) Rail free B) Rigid C) elastic D) all the above

247. Spherical washers are used at _____ [ D ]

A) Bridges B) Switch expansion joints C) Level crossings D) Points & Crosings

248. Sleeper density of 1660/KM gives a spacing of [ B ]

A) 50 cm B) 60 cm C) 65 cm D) 70 cm

249. If sleeper spacing is 65cm, then sleeper density per KM is [ B ]

A)1340 B) 1540 C)1660 D)1880

250. Length of normal PSC Sleeper is [ C ]

A) 1676 mm B) 2500mm C) 2750 mm D) 3000mm

251. Weight of normal PSC Sleepers is [ B ]

A) Approximately 200 kg B) Approximately 280 kg

C) Approximately 350kg D) Approximately 500 kg

252. Weight of wider PSC Sleepers is [ C ]

A) Approximately 300 kg B) Approximately 380 kg

C) Approximately 330 kg D) Approximately 350 kg

253. Top width at rail seat of normal PSC sleeper is [ B ]

A) 100 mm B) 150 mm C) 175 mm D) 200mm

254. Slope at rail seat of normal PSC sleeper [ A ]

A) 1in 20 B) 1in 30 C) 1 in 40 D) no slope

255. Distance between inserts at rail seat of a normal 60kg PSC sleeper is [ A ]

A) 162 mm B) 172 mm C) 182 mm D) 192 mm

256. Gauge obtained on a normal PSC sleepers [ A ]

A) 1673mm B) 1676mm C) 1670 mm D) none of these

257. Slope at rail seat on a Points & Crossing PSC sleeper [ D ]

A) 1in 20 B) 1in 30 C) 1 in 40 D) no slope

258. Sleeper spacing on a curve is the center to center distance between two consecutive sleepers when measured at [ A ]

A) Outer rail B) Inner rail C) Centre line of track D) Either A) or B)

259. Sleeper density for speed above 110 kmph and up to 130 kmph routes shall be [ B ]

A) 1560/Km B) 1660/Km C) 1760/Km D) none of these

260. Toe load exerted by new Mark-III ERC [ B ]

A) 750 to 1000 kg B) 850 to 1100 kg C) 950 to 1200 kg D) none of these

261. Toe deflection of Mark-III ERC is [ B ]

A) 11.5 mm B) 13.5 mm C) 15.5 mm D) none of these

262. Toe load exerted by new Mark-V ERC [ D ]

A) 1000 kg B) 850 to 1100 kg C) 1200 kg D) 1200-1500 kg

263. RDSO drawing no. of Mk.V ERC is _____ [ C ]

A) RT-8258 B) RT-3701 C) RT- 5919 D) RT- 6254

264. RDSO drawing no. of Mk.III ERC is _____ [ B ]

A) RT-8258 B) RT-3701 C) RT- 5919 D) RT- 6254

265. RDSO drawing no. of ERC-J is _____ [ A ]

A) RT-8258 B) RT-3701 C) RT- 5919 D) RT- 6254

266. RDSO drawing no. of anti- theft ERC is _____ [ D ]

A) RT-8258 B) RT-3701 C) RT- 5919 D) RT- 6254

267. Lubrication of ERCs shall be done in corrosion prone areas [ B ]

A) every 6 months B) once in a year C) once in 2 years D) once in 4 years

268. Initial testing of ERC Toe Load in non corrosion areas [ C ]

A) 2 years or passage of 200 GMT whichever is earlier

B) 3 years or passage of 200 GMT whichever is earlier

C) 4 years or passage of 200 GMT whichever is earlier

D) 5 years or passage of 200 GMT whichever is earlier

269. Sample size for measurement of toe load of elastic rail clip (ERC) is [ A ]

A) 1% of ERCs randomly on every 100 sleepers

B) 2% of ERCs randomly on every 100 sleepers

C) 3% of ERCs randomly on every 100 sleepers

D) 4% of ERCs randomly on every 100 sleepers

270. SWR, PSC sleeper track, the sleeper spacing at fish-plate joint provided with one meter long fish plates shall be _____ [ D ]

A) 150 mm on either side of joint B) 200mm on either side of joint

C) 300mm on either side of joint D) kept uniform

271. Quantity of ballast/m on PSC sleeper LWR track with 300mm ballast cushion on Straight

A) 2.030 $M^3$ B) 2.304 $M^3$ C) 2.585 $M^3$ D)2.401M [ B ]

272. In case of ROB/FOBs, the guard rail shall be provided on the track adjacent to a column /pier/abutment which is located within a distance of _____m from centre of track. [ C ]

A) 4 B) 6 C) 8 D) 10

273. Quantity of ballast/m on PSC sleeper LWR track with 350mm ballast cushion on Straight

A) 2.030 $M^3$ B) 2.304 $M^3$ C) 2.585 $M^3$ D)2.401$M^3$ [ C ]

274. Quantity of ballast/m on PSC sleeper LWR track with 300mm ballast cushion on Curve

A) 2.030 $M^3$ B) 2.304 $M^3$ C) 2.585 $M^3$ D)2.401$M^3$ [ D ]

275. If 20% or more of sample size of ERC records toe load below 600 kg., the frequency of inspection and sample size shall be respective (for non-corrosion prone area) [ D ]
A) Once in four years, 1% on every 100 sleepers
B) Once in four years, 2% on every 700 sleepersC)
C) Once in two years or 200 GMT, 1% on every 100 sleepers.
D) Once in two years or 100 GMT, 2% on every 100 sleepers.

276. Quantity of ballast/m on PSC sleeper LWR track with 350mm ballast cushion on Curve
A) 2.690 $M^3$ B) 2.304 $M^3$ C) 2.585 $M^3$ D)2.401$M^3$ [ A ]

277. For ballast supply on B.G. the maximum permitted aggregate abrasion value is [ C ]
A) 10 % B) 20 % C) 30% D) 40%

278. For ballast supply on B.G. the maximum permitted aggregate Impact value is [ B ]
A)10 % B) 20 % C) 30% D) 40 %

279. The permitted range of % retention on 40mm square mesh sieve in case of machine crushed ballast. [ C ]
A) 10 - 20 B) 20 – 40 C) 40 - 60 D) 60 – 80

280. In case of ballast supply, if retention is 65% (excluding) and 70% (including) on 40mm square mesh sieve, how much % of rate in contracted rate is reduced? [ D ]
A) 25 % B) 20 % C) 15 % D) 10%

281. The minimum height of ballast stack permitted in plain terrain in meters [ B ]
A) 0.5 B) 1 C) 1.5 D) 2

282. Minimum ballast quantity of each stack permitted is_____ [ C ]
A) 10 M3 B) 20 m3 C) 30 $M^3$ D) 40 $M^3$

283. The % deduction for voids in shrinkage permitted on the gross measurement in cess collection for making payment in case of ballast supply [ A ]
A) Nil B) 4 % C) 8 % D) 12 %

284. The width of ballast shoulder to be provided on the outside of the curve in case of LWR is [ A ]
A) 500mm B) 550 mm C) 600 mm D) 650 mm

285. Extra shoulder width of ballast on curve in LWR track is _____ mm [ A ]
A) 150mm B) 200 mm C) 250mm D) 300 mm

286. Side slope of formation in embankment should be kept normally as [ A ]
A) 2:1 B) 1:1 C) 1:2 D) 1½:1

287. Special attention should be given at locations such as at bridges, level crossing and tunnel approaches so as to ensure full ballast section for _____ rail lengths on either side [ D ]
A) 3 B) 4 C) 5 D) 6

288. The following machine crushed ballast stack gets rejected for under size when Retention % on sieves are _____ [ A ]
A) 40mm,20mm-35%,97% B) 40mm,20mm-40%,98%
C) Both a & b D) None of the above

289. The bed level of the side drain should be _____ cm. below the formation level required for efficient drainage of cuttings and catch water drains. [ A ]
A) 30 B) 45 C) 60 D) 15

290. Minimum ballast cushion under rail seat of a PSC sleeper is _____mm [ C ]
A) 150 B) 200 C) 250 D) 300

291. In ballast testing, the maximum value of Water absorption test is _____ % [ D ]
A) 2 B) 3 C) 4 D) 1

292. Permitted shrinkage for wagon measurement of ballast, compared to stack measurement is _____ % [ B ]
A) 5 B) 8 C) 6 D) 9

293. Sizes of square mesh sieves used for sieve analysis of ballast are _____ mm [ D ]
A) 60,40,20 B) 65,45,25 C) 65,40,25 D) 65,40,20

294. Side slopes of ballast stack shall not be flatter than _____ [ C ]
A) 1 : 1 B) 1 : 2 C) 1.5: 1 D) 2 : 1.5

295. Slope of the formation top at ballast level for existing works is _____ [ A ]
A) 1 in 40 B)1 in 30 C)1in 20 D)1 in 50

296. Minimum depth of ballast cushion for Track Renewals (CTR and TSR) all BG routes is
A) 150 mm B) 300mm C) 250 mm D) 200mm [ B ]

297. Minimum depth of ballast cushion all doubling, gauge conversion and new line construction works BG. routes is [ B ]
A) 150mm B) 350 mm C) 250mm D) 300mm

298. Minimum depth of ballast cushion for other loop Lines BG routes is [ C ]
A) 150mm B) 200 mm C) 250mm D) 300mm

299. Minimum depth of ballast cushion for renewal and laying of new passenger running loop Lines BG routes is
A) 200mm B) 350 mm C) 250mm D) 300mm [ D ]

300. LWR on PSC with 52KG rail, Shoulder ballast for curves shaper than 440m radius should be increased to _____ mm on outside of curve [ D ]
A) 450 B) 500 C) 550 D) 600

301. Minimum depth of ballast cushion for private Sidings with permissible speed up to 50 kmph BG routes is _____ [ A ]
A) 300mm B) 200mm C) 250mm D) 150mm

302. Minimum depth of ballast cushion for private Sidings with permissible speed more than 50 kmph BG routes is _____ [ A ]
A) 350 B) 200 C) 250 D) 300

303. The ballast required for maintenance purposes shall be estimated by assessing the Quantity _____ [ B ]
A) By a survey, over a rail length in every 1/2 km.
B) By a survey, over a rail length in every 1 km.
C) By a survey, over a rail length in every 2 km. D) None of the above

304. Derailment of ballast trains may occur due to following reasons [ C ]

A) Obstruction of track due to excessive unloading of ballast.
B) Partial unloading of wagons leading to uneven load.
C) Both A) & B) D) None of the above

305. A Speed Restriction of _____ to be imposed for first train, irrespective infringement after unloading ballast from BOBYN. [ C ]
A) 30KMPH B) 50KMPH C) 45KMPH D) 15KMPH

306. The ballast required for deep screening purposes shall be estimated by _____ [ A ]
A) Deep screening the ballast section to the full depth in a rail length for two to three sleepers at every 1/2 to 1 km.
B) Deep screening the ballast section to the full depth in a rail length for four to five sleepers at every 1/2 to 1 km.
C) Deep screening the ballast section to the full depth in a rail length for two to three sleepers at every 2 km. D) None of the above

307. Percentage of retention of machine crushed stone ballast less than 40% on 40 mm sieve [ C ]
A) Payment to be made as per contracted rate without deduction in payment.
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

308. Percentage of retention of machine crushed stone ballast Less than 98% on 20 mm sieve [ C ]
A) Payment to be made as per contracted rate without deduction in payment.
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

309. Percentage of retention of machine crushed stone ballast above 10% on 65 mm sieve
A) Payment to be made as per contracted rate without deduction in payment. [ C ]
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

310. Percentage of retention of machine crushed stone ballast above 5% but does not exceed 10% on 65 mm sieve _____ [ B ]
A) Payment to be made as per contracted rate without deduction in payment.
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

311. Percentage of retention of machine crushed stone ballast Maximum of 5% on 65 mm sieve _____ [ A ]
A) Payment to be made as per contracted rate without deduction in payment.
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

312. The minimum formation width for BG, single line straight track in embankment for existing works is _____mm [ B ]
A) 5300 B) 6850 C) 6250 D) 4725

313. A formation is identified as weak based on the following _____ [ D ]

A) stretches having speed restrictions due to weak formation
B) stretches where more than normal track attention is required
C) ballast depth penetration is more than 30 cm D) all the above

314. Percentage of retention of machine crushed stone ballast between 60% (excluding) and 65%. (including) on 40 mm sieve_____ [ B ]
A) Payment to be made as per contracted rate without deduction in payment.
B) Payment at 5% reduction in contracted rate shall be made for the full stack.
C) Stack shall be rejected D) None of the above

315. The distance between the edges of the prepared surface is called [ A ]
A) Formation top B) Cess C) Embankment width D) cross slope

316. The minimum formation width for BG double line straight track in embankment for existing works is _____mm [ D ]
A) 11550 B)13150 C)12160 D) 12150

317. The minimum formation width for BG single line straight track in cutting for existing works is _____mm [ C ]
A) 5300 B) 6850 C) 6250 D) 4725

318. The minimum formation width for BG double line straight track in cutting for existing works is _____mm [ A ]
A) 11550 B) 13150 C) 12160 D) 12150

319. The minimum formation width for BG single line straight track in embankment/cutting for new works is _____mm [ D ]
A) 7650 B) 6850 C) 6250 D) 7850

320. The minimum formation width for BG double line straight track in embankment/cutting for new works is _____mm [ B ]
A) 13150 B) 13160 C) 12160 D) 12150

321. The minimum width of cess in formation in new works for PSC sleeper with 300mm cushion is [ A ]
A) 900mm B) 1100mm C) 1200mm D) 300mm

322. For spans more than 6.1m, rail joints should preferably be provided at ____ of span from either end. [ C ]
A) full length B) half C) $1/3^{rd}$ D) $2/3^{rd}$.

323.The top table of the guard rail should not be lower than that of the running rail by more than _____ mm. [ D ]
A)10 B)15 C)20 D)25

324. At the bridge approaches, for a length of about _____m. the width of cess should be _____ cm clear of full ballast section. [ B ]
A) 50, 100 B) 100, 90 C) 150, 120 D) 120,60

## 5. SWR, LWR/CWR, AT WELDING, FB WELDING, USFD, RAIL FRACTURE

325. Indian railways have been divided into _____ number of Rail temperature zones. [ B ]
A) 3 B) 4 C) 6 D) 9

326. In LWR on normal PSC sleepers, regular maintenance works shall be confined to hours when the rail temperature is in between _____ [ D ]
A) td+ $0^{0c}$ to td-$5^{0c}$ B) td+ $5^{0c}$ to td-$10^{0c}$
C) td+$10^{0c}$ to td-$20^{0c}$ D) td+ $10^{0c}$ to td-$30^{0c}$

327. In LWR on wider base sleepers, regular maintenance works shall be confined to hours when the rail temperature is in between_____ [ A ]
A) td+ $15^{0c}$ to td-$30^{0c}$ B) td+ $5^{0c}$ to td-$10^{0c}$
C) td+$10^{0c}$ to td-$20^{0c}$ D) td+ $10^{0c}$ to td-$30^{0c}$

328. Conventional SEJ with straight tongue and straight stock rail can be provided on [ C ]
A) tangent track B) circular curve up to $0.5^0$ C) Both A) & B) D) none of the above

329. Welded rails which passes through yards including points and crossing is known as [ C ]
A) SWR B) LWR C) CWR D) none of the above

330. SEJ for LWR cannot be located at_____ [ C ]
A) On Bridge approach B) on circular curve up to $0.5^0$
C) on transition portion of curve D) In station yards

331. Girder Bridges on which LWR is not permitted shall be isolated by a minimum of _____ m well anchored track on either side. [ B ]
A) 36m B) 30m C) 24m D) 12m

332. During repair of buckled track minimum length of closure required is _____ [ D ]
A) 4m B) 5m C) 5.5m D) 6.5m

333. In case LWR is terminated near P & C, _____ panel shall be provided between SRJ and SEJ as well as crossing and SEJ. [ C ]
A) one rail B) two rail C) three rail D) four rail

334. In case LWR is taken through P & C, the provisions contained in RDSO report no.____ shall be followed. [ D ]
A) CT-35 B) CT- 38 C) CT -45 D) CT-48

335. Breathing length of LWR should not fall in _____ location. [ A ]
A) level crossing B) straight track C) curve D) all the above

336. In LWR/CWR at no time, not more than _____ sleepers spaces in a continuous stretch shall be opened for manual maintenance [ B ]
A) 20 B) 30 C) 50 D) 100

337. Destressing of LWR can be done with the help of rail tensor when the prevailing temp 'Tp' is _____ [ B ]
A) >to B) <to C) =to D) all the above

338. When rail temp exceeds td+$20^{0c}$ after any maintenance work during consolidation period _____ SR to be imposed on BG track with PSC sleepers [ A ]
A) 50kmph B) 40kmph C) 30kmph D) 20kmph

339. A length of welded rail greater than _____ m on BG will normally function as LWR. [ B ]
A) 200 B) 250 C) 300 D) 500

340. Cold weather patrolling is carried when the rail temp falls to less than _____ [ D ]
A) td-20$^{0c}$ B) td+20$^{0c}$ C) td+15$^{0c}$ D) td-30$^{0c}$

341. Hot weather patrolling is introduced when the rail temperature rises above _____ on Wider base PSC sleeper track with Sleeper Density 1660 nos/km. [ D ]
A) td+10$^{0c}$ B) td+20$^{0c}$ C) td+25$^{0c}$ D) td+30$^{0c}$

342. Hot weather patrolling is introduced when the rail temperature rises above_____ on PSC sleeper track with Sleeper Density 1540 nos/km. and above [ C ]
A) td+10$^{0c}$ B) td+20$^{0c}$ C) td+25$^{0c}$ D) td+ 30$^{0c}$

343.Hot weather patrolling is introduced when the rail temperature rises above_____ on PSC sleeper track with Sleeper Density less than 1540 nos/km. [ B ]
A) td+10$^{0c}$ B) td+20$^{0c}$ C) td+25$^{0c}$ D) td+ 30$^{0c}$

344.While replacing GRSP in LWR track for more than one sleeper at least _____ no of sleepers in between shall be intact [ C ]
A) 50 B) 40 C) 30 D) 20

345. For carrying out repair of rail fracture the material taken out must be_____ [ C ]
A) less than material taken out B) more than material taken out
C) equal to material put in D) all above

346. After repair to the rail fracture, speed restriction is to be relaxed only after [ C ]
A) emergency repair B) Temporary repair
C) permanent repair D) cut rail replacement

347. In LWR track, Buckling or tendency towards buckling may occur due to ____ [ D ]
A) failure to adhere temp ranges B) inadequate longitudinal & lateral resistance
C) missing fastenings D) all the above

348. In LWR if more than one ERC to be attended for greasing or renewal at least_____ no. of sleepers in between shall be kept intact. [ C ]
A) 4 B)10 C) 15 D) 30

349. When a rail fracture occurred in LWR track, immediate work to be done is ___ [ D ]
A) impose SR B) replace Rail C) inform higher authority D) protect the track

350. SEJ should be oiled and greased once in _____ [ C ]
A) week B) 10 days C) fortnight D) month

351. Installation of LWR or change in its constitution at a later stage shall have an approval of _____ [ B ]
A) DEN B) CTE C) PCE D) CRS

352. Destressing of LWR panel shall be done with _____ only [ C ]
A) Caution order B) Traffic block C) Caution order and traffic block D) None

353. SR for manual deep screening is _____ kmph [ A ]
A) 20 B) 30 C) 40 D) 50

354. SR for deep screening with BCM accompanied by TTM & DGS is ____ kmph [ C ]
A) 20 B) 30 C) 40 D) 50

355. The SEJ shall not be laid at following location [ B ]

A) Circular portion of a curve B) Transition portion of curve

C) 100m from level crossing D) 100m from points and crossings

356. When buckling occurred the emergency repairs to be done in the presence of ____[ D ]

A) Patrolman B) Keyman C) Mate D) JE/SSE/P.Way

357. In LWR section the Mate shall record the Rail temperature at what time? [ A ]

A) Every one-hour B) Every 2 hours C) Every 3 hrs D) Start and end of the day

358. In LWR track Lowering of track should not exceed _____ mm at a time [ A ]

A) 75 B) 50 C) 25 D) 100

359. In LWR track Lifting of track should not exceed _____ mm at a time [ B ]

A) 75 B) 50 C) 25 D) 100

360. In LWR, partial distressing should be done after _____ [ D ]

A) Complete track renewals B) Through rail renewals

C) Through sleeper renewal D) AT welding at site after repair

361. While recording temperature at site during carrying out maintenance works, if the temperature shows in yellow zone on the rail thermometer, then action to be taken is

A) Carry regular maintenance works [ B ]

B) Stop doing regular maintenance works & close the empty galas

C) Introduce Hot Weather Patrolling D) None of the above

362. Destressing by tensor has to be resorted to when the_____ [ C ]

A) labour force available is small B) blocks are not available

C) prevailing temperature is less than td D) more sophisticated method has to be

363. Gap survey of an SWR has to be done _____ [ C ]

A) Just before the monsoon B) just after the monsoon

C) before the onset of the summer season in Feb D) none of the above.

364. Improved SEJs may be located on curves up to _____ [ C ]

A) 1° B) 0.5° C) 2° D) 4°

365. The improved SEJs may be located on curves beyond 2° and up to 4°, ISEJs shall be laid to Drg. No.RT-8924 (80 mm max Gap) or RT-8926 (65 mm max Gap) for 60 Kg BG track with the approval of _____ . [ B ]

A) Sr.DEN/Co-ord B) CTE D) PCE D) GM

366.Thick Web SEJs can be laid on _____ [ B ]

A) Straight track only B) Curved track up to 0.5°

C) Curved track up to 1° D) Curved track up to 2°

367.In a LWR panel, two different rail sections are _____ [ B ]

A) Permitted B) Not permitted C) can be laid with stipulations D) none of above

368. In case of LWR laid on concrete sleepers having 52/60KG rail section on either side combination SEJ to Drg.no _____ shall be provided. [ D ]

A) RT-6902 B) RT- 6914 C) RT- 4160 d ) RT- 6782

369. The breathing length of an LWR exhibits movement of _____ [ A ]

A) rail sleeper frame B) rail alone C) sleeper alone D) none of the above.

370. Deficiency of ballast on LWR track during summer may result in [ B ]
A) Creep B) Buckling C) sinking D) cracking

371. If rail temperature after the maintenance operation exceeds $t_d$+20°C during the period of consolidation, then the speed restriction of _____ kmph shall be imposed, When shoulder and crib ballast compaction has been done. [ A ]
A) 50 km/h B) 30 km/h C) 75 km/h D) none of the above

372.If rail temperature after the maintenance operation exceeds $t_d$+20°C during the period of consolidation, then the speed restriction of _____ kmph shall be imposed, When shoulder and crib ballast compaction has not been done. [ B ]
A) 50 km/h B) 30 km/h C) 75 km/h D) none of the above

373.Long welded rails have Welded rail length greater than ____ on BG [ C ]
A) 125mts B) 200mts C) 250mts D) 500mts

374. LWR plans may be prepared to a horizontal scale of _____. [ C ]
A) 1:100 B) 1:500 C) 1: 5000 D) 1:500

375. The conventional SEJ (RT-4160 and RT-4165) with straight tongue rail and stock rail shall not be located on curves sharper than _____ m radius. [ A ]
A) 3500 B) 5000 C) 4500 D) None of above

376. Renewal of fastenings in LWR not requiring lifting of rail shall be carried out under the Supervision of at least_____ [ B ]
A) Mate B) Keyman C) Gangman D) None of above

377. Renewal of fastenings in LWR requiring lifting of rail shall be carried out under the supervision of at least_____ [ A ]
A) Mate B) Keyman C) Gangman D) None of above

378. After Rail/Weld fracture while permanent repair It is necessary to carry out local distressing of _____ m on either side for equalization of stresses induced in LWR [ B ]
A) 50 B) 125 C) 250 D) 500

379.After Buckling while permanent repair It is necessary to carry out local distressing of _____ m on either side for equalization of stresses induced in LWR [ D ]
A) 50 B) 125 C) 250 D) 500

380.Causes for creep in LWR Track is _____ [ D ]
A) Inadequate toe loads of the fastening and rails not secured properly to sleeper.
B) Inadequate ballast resistance to the movement of sleepers due to poor or insufficient ballast or other causes.
C) Inefficient or badly maintained rail joints. D) All of the above

381. Gaps at SEJ depends on following factor _____ [ D ]
A) Area of rail section B) Modulus of Elasticity (E) for rail steel
C) Coefficient of linear expansion (α) for rail steel D) All of the above

382. Ballast section shall be properly maintained, especially at the following locations. [ D ]
A) Pedestrian & cattle crossings, B) Curves
C) Approaches to level crossings and bridges D) All of the above

383. In conversion of SWR to LWR the anticipated residual life of rails shall be at least _____ years. [ B ]
A) 5 B) 10 C) 3 D) 15

384. While doing machine tamping in LWR, General lift not exceed _____ mm [ B ]
A) 25 B) 50 C) 75 D) No lifting allowed

385. The gaps between the reference mark and tongue rail tip/stock rail corner, which is attached to the LWR/CWR side at various rail temperatures, shall not differ by more than _____mm from the theoretical range [ B ]
A) ±15 B) ±10 C) ±20 D) Zero

386. Formula for Thermal Force in LWR/CWR is_____ [ D ]
A) $L\,\alpha(t_0 - t_p)$ B) $L\,\alpha\,(t_p - t_0)$ C) $EA\,\alpha\,t/r$ D) $P = EA\,\alpha t$

387. The Lowest level of staff/supervisor for the renewal of defective rails is _____ [ B ]
A) mate B) JE C) SSE D) None of the above

388. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density may be permitted on curves up to _____ in temp. zone I & II by PCE with certain stipulations. [ D ]
A) 4° B) 5° C) 6° D) 6.5°

389. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density may be permitted on curves up to _____ in temp. zone III & IV by PCE with certain stipulations. [ C ]
A) 4° B) 5° C) 6° D) 6.5°

390. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density, Limits of sharpest curvature, associated with steepest gradient for Zone I, II &III is _____ [ D ]
A) $6.5^0$ with 1 in 100 B) $6^0$ with 1 in 80 C) $5^0$ with 1 in 100 D) $5^0$ with 1 in 65

391. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density, Limits of sharpest curvature, associated with steepest gradient for Zone IV is _____ [ C ]
A) $6.5^0$ with 1 in 100 B) $6^0$ with 1 in 80 C) $4^0$ with 1 in 80 D) $5^0$ with 1 in 65

392. In general, the steepest permitted grade for LWR/CWR shall be _____ [ B ]
A) 1 in 150 B) 1 in 100 C) 1 in 80 D) 1 in 65

393. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density may be permitted up to _____ gradient in temp. zone- I, II & III by PCE with certain stipulations. [ D ]
A) 1 in 150 B) 1 in 100 C) 1 in 80 D) 1 in 65

394. LWR with 60 kg rail on PSC sleeper with 1660 Sleeper Density may be permitted up to _____ gradient in temp. zone- IV by PCE with certain stipulations. [ C ]
A) 1 in 150 B) 1 in 100 C) 1 in 80 D) I in 65

395. Destressing temperature for LWR on wider sleeper with 60 kg rail and 1660 Sleeper Density with maximum curvature $4^0$ and steepest gradient 1 in 100 in Zone I, II & IIII is _____ [ B ]
A) tm B) tm-5 to tm C) tm to tm +5 D) tm +5 to tm + 10

396. Destressing temperature for LWR on wider sleeper with 60 kg rail and 1660 Sleeper Density with maximum curvature $4^0$ and steepest gradient 1 in 100 in Zone IV is __ [ C ]
A) tm B) tm-5 to tm C) tm to tm +5 D) tm +5 to tm + 10

397. In LWR, if rail temp. after maintenance operation exceed _____ for conventional PSC sleepers, during consolidation period, then SR of _____ shall be imposed [ B ]
A) td+ 20, 30 kmph B) td+20, 50 kmph C) td+25, 30 kmph D) td+25, 50 kmph

398. In LWR, if rail temp. after maintenance operation exceeds ____ for wider base PSC sleepers, during consolidation period, then SR of _____shall be imposed [ D ]
A) td+ 20, 30 kmph B) td+20, 50 kmph C) td+25, 30 kmph D) td+25, 50 kmph

399. LWR/CWR with 52 kg rail on PSC sleeper with 1540 sleeper density and above may be laid on curves up to _____ m radius. [ B ]
A) 350 m B) 440m C) 500 m D) 600 m

400. In temp. zone-I, LWR/CWR with 52 kg rail on PSC sleeper with 1540 sleeper density and above may be laid on curves up to _____ m radius with additional precautions [ A ]
A) 350 m B) 440m C) 500 m D) 600 m

401. A welded rail that contracts and expands throughout its length, due to temperature variation is called_____ [ B ]
A) standard rail B) SWR C) LWR D) CWR

402. A welded rail the central part of which does not undergo any longitudinal movement, due to temperature variation is called_____ [ C ]
A) standard rail B) SWR C) LWR D) CWR

403. In existing track, when maintenance done with tamping machine Consolidation of track, can be achieved on passage of at least _____ gross tonnes of traffic or a period of _____ days, whichever is later. [ B ]
A) 30000, 2 B) 50000, 2 C) 20000, 1 D) 20000, 2

404. In existing track when maintenance done with tamping machine, consolidation can be also be achieved by _____ [ A ]
A) at least one round of stabilisation with DTS C) passage of trains for one day
B) at least two rounds of stabilisation with DTS
D) passage of loaded trains for one day

405. In SWR, the gap survey and adjustment should normally be done before the end of ___ month once a year. [ B ]
A) JAN B) FEB C) JUNE D) OCT

406. In SWR, the joint gaps shall be systematically adjusted from one end to the other end, when the _____ in the result of gap survey. [ A ]
A) average gap falls outside the recommended range
B) average gap is within the recommended range
C) average gap as well as individual gaps falls within the recommended range
D) none of the above

407. To arrest creep in PSC sleeper track_____ to be provided. [ D ]
A) Fair –V anchor B) Fair T- anchors
C) special shims to insets D) ERCs with effective toe load

408. In other than LWR track Permissible amount of creep on BG track is_____ [ B ]
A) 100 mm B) 150 mm C) 200 mm D) 250 mm

409. In SWR, creep indicator posts should be provided at an interval of not more than _____ . [ A ]

A) one KM B) two KM C) 100M D) 250 M

410. 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) +0.5 mm, -0 mm B) +0.4 mm, -0 mm C) +0.3 mm, -0 mm D) +0.2 mm, -0 mm

411. 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

412. New rails to be welded shall confirm to the tolerances stipulated in the specification _____ [ A ]

A) IRS-T-12 B) RB C) UIC D) RDSO

413. Specification for fusion welding of rails by the alumino thermic welding process is ____

A) IRS-T-12 B) IRS-T-19 C) IRS-T-25 D) IRS-T-15 [ B ]

414. The minimum height of 52 kg, old rail shall not be less than _____mm. for welding [ C ]

A)156 B)172 C) 150 D) 163

415.The minimum height of 60 kg, old rail shall not be less than _____mm. for welding [ D ]

A)156 B)172 C) 150 D) 163

416.The minimum head width of 52 kg, old rail shall not be less than __mm. for welding [ A ]

A) 61 B) 66 C) 67 D) 72

417.The minimum head width of 60 kg, old rail shall not be less than __mm. for welding [ B ]

A) 61 B) 66 C) 67 D) 72

418. Obsolete rail sections and rails older than _____ shall not, normally, be welded. [ C ]

A) 25 years B) 40 years C) 50 years D) 60 years

419.Normally, no alumino-thermic 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

420. In case of in-situ welding the rail fastenings for at least_____ sleepers on either side of the proposed weld shall be loosened. [ D ]

A) 2 B) 3 C) 4 D) 5

421. The first train should be allowed to pass on the newly welded joint only after _____ minutes have elapsed since pouring of weld metal. [ C ]

A) 10 B) 20 C) 30 D) 45

422. One out of every _____, Joints welded shall be selected at randomly for sample test joint. [ D ]

A) 50 B) 150 C) 200 D) 100

423. Before AT welding, the rails ends shall be cleaned with wire brush and Kerosene for at least a length of [ D ]

A) 200 mm B) 150mm C) 100 mm D) 50 mm

424.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) 1 C) 3 D) 4

425. If rail does not have bolt holes, 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

426. During AT welding of rails on cess the full rail length should be supported on at least
A) 5 wooden blocks B) 7 wooden blocks
C) 8 wooden blocks D) 10 wooden blocks [ D ]

427. 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

428. Two rail ends after lateral alignment for AT Welding when checked with one meter straight edge at rail ends shall be [ A ]
A) ± 0.5 mm B) ± 0.6 mm C) ± 0.7 mm D) ± 0.8 mm

429. The joint shall be kept higher after vertical alignment for AT Welding when checked with one meter straight for 90 UTS [ A ]
A) 2 to 2.4 mm B) 3 to 4 mm C) 4 to 5 mm D) none of these

430.Shelf life of AT welding portion is _____ [ D ]
A) six months B) 1 year C) 2 years D) No specific shelf life

431.Shelf life of pre-fabricated AT welding moulds is _____ [ B ]
A) six months B) 1 year C) 2 years D) No specific shelf life

432.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 these

433. After fixing and luting of moulds for AT welding the rail ends are heated to a desirable temperature of [ A ]
A) $650^0$ to $850^0$ B) $600^0$ to $850^0$ C) $630^0$ to $800^0$ D) $600^0$ to $800^0$

434. For AT welding with Compressed Air petrol technique for pre heating of rails, air pressure should be maintained in the range of [ A ]
A) 0.2 to 0.3 kg/$cm^2$ B) 0.3 to 0.4 kg/$cm^2$ C) 0.4 to 0.5 kg/$cm^2$ D) 0.2 to 0.5 kg/$cm^2$

435.Preheating time would be about _____ for compressed Air-petrol preheating techniques [ C ]
A) 2 to 2.5 minutes B) 4 to 4.5 minutes C) 4 to 5.5 minutes D) 10 to 12 minutes

436.The latest development in crucible used for reaction of portion for AT welding of rails is
A) Single shot crucible B) double shot crucible [ A ]
C) multi shot crucible D) none of these

437. After pouring of the molten metal into the mould of 25 mm gap weld, Trimming should be done after waiting for [ B ]
A) 4 to 6 minutes B) 5 to 7 minutes C) 5 to 6 minutes D) 4 to 7 minutes

438. 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

439.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

440.The first train should be allowed to pass on the newly in-situ 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

441. Finished AT weld joints when checked with 1 metre straight edge the tolerance for vertical alignment shall not vary [ A ]

A) +1 mm B) + 2 mm C) + 3 mm D) none of these

442. Finished AT weld joints when checked with 1 metre straight edge the tolerance for lateral alignment shall not vary [ A ]

A) ± 0.5 mm B) ± 0.6 mm C) ± 0.7 mm D) none of these

443. 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) none of these

444.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

445. A welding supervisor shall supervise not more than two welding teams deployed within _____ distance at a time. [ B ]

A) 25m B) 50m C) 100m D) 250m

446. Frequency of weld collar anti corrosive painting of A.T. welds should be carried out once in _____ in non corrosive prone areas. [ A ]

A) 4 years B) 2 years C) 3 years D) 1 year

447.Frequency of weld collar anti corrosive painting of A.T. welds should be carried out once in _____ in corrosive prone areas. [ D ]

A) 4 years B) 2 years C) 3 years D) 1 year

448. Training and Certification of welders/Supervisors of labour contracting firms shall be done by _____ [ C ]

A) TPP/LKO B) TWTC/BZA C) RDSO/LKO D) IRICEN/PUNE

449.Training and certification of Departmental welders and supervisors shall be done by [ A ]

A) TPP/LKO or TWTC/BZA B) ZCETI/NLGD

C) RDSO/LKO D) IRICEN/PUNE

450.Training duration for Initial Course for Welders (TW-1) _____ [ B ]

A) One week B) Two weeks C) Three weeks D) Four weeks

451.Training duration for Refresher Course for Welders (TW-2 ) _____ [ A ]

A) One week B) Two weeks C) Three weeks D) Four weeks

452.Training duration for Supervisors on welding (TW-3 ) _____ [ A ]

A) One week B) Two weeks C) Three weeks D) Four weeks

453.Training duration for Refresher Course for Supervisors on welding (TW-4 ) _____ [ B ]

A) One day B) Two days C) Three days D) Four days

454. Provisional Competency Certificate for TW-1 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

455. Regular competency certificate for welders after completion of TW-2 course is valid for _____ . [ D ]

A) 5 years B) 4 years C) 3 years D) 2 years

456. After successful completion of training course for Supervisors (TW-3), the validity period is _____ [ A ]

A) 5 years B) 2 Years C) life time D) 3 years

457. Refresher course for supervisors (TW-4) on welding is once in _____ [ A ]

A) 5 years B) 2 Years C) life time D) 3 years

458.Regular Competency certificate for a welder is issued by Thermit welding training centre to do AT Welding after his successful completion of [ A ]

A) TW-1 & TW-2 courses B) TW-1 & TW-3 courses

C) TW-2 & TW-3 courses D) TW-3 & TW-4 courses

459. A double rail tester is capable of testing _____ rails with ____ no of probes in each rail

A) single rail, 7 B) single rail, 9 C) both, 14 D) Both, 18 [ D ]

460. A Single rail tester is capable of testing _____ rails with ____ no of probes in each rail A) single rail, 7 B) single rail, 9 C) both, 14 D) Both, 18 [ B ]

461.The sensitivity of the USFD equipment shall be set up once every _____. [ C ]

A) Every day B) Two days C) Three days D) Week

462. The calibration of the USFD equipment shall be set up once in _____. [ D ]

A) Every B) Two C) Three D) Week

463.Marking on rail web for IMR/IMRW flaw is _____ [ A ]

A) 3 cross with red paint B) One cross with red paint

C) One circle with red paint D) Two cross with red paint

464. Marking on rail for OBS/OBSW flaw is _____ [ B ]

A) 3 cross with red paint B) One cross with red paint

C) One circle with red paint D) Two cross with red paint

465. Marking on both faces of rail head for DFWO flaw in weld is _____ [ C ]

A) 3 cross with red paint B) One cross with red paint

C) One circle with red paint D) Two cross with red

466. OBS/OBSW defects by two or more probes at any one location should be treated as___

A) IMR/IMRW B) DFWN C) DFWO D) DFWR [ A ]

467. Marking on both faces of rail head for DFWR flaw in weld is _____ [ D ]

A) 3 cross with red paint B) One cross with red paint

C) One circle with red paint D) Two cross with red

468.In case two or more OBS/OBSW defects are located within a distance of 4.0 m from each other shall be classified as____ [ A ]

A) IMR/IMRW B) DFWN C) DFWO D) DFWR

469. Action to be taken in case any flaw in USFD testing is classified as IMR/IMRW is [ A ]
A) Flawed portion should be replaced with a sound tested rail within 3 days
B) Clamped Joggled Fish plating should be done within 3 days
C) Impose SR D) keep a watch

470. Action to be taken in case any flaw in USFD testing is classified as OBS/OBSW is [ B ]
A) Flawed portion should be replaced with a sound tested rail within 3 days
B) Clamped Joggled Fish plating should be done within 3 days
C) Impose SR D) keep a watch

471. In case of defective joints/DFWN, _____ is to be marked by painting on both faces of weld in head with red paint [ D ]
A) One star B) Two stars C) One star with N D) Two stars with N

472. Defective weld DFWO/DFWR on major bridges and on its approach 100m shall be [ B ]
A) Replaced immediately B) Replaced within 3 days
C) Joggled Fish plated within 3 days D) Replaced within a week day

473. Defective weld DFWO/DFWR in tunnels and on its approach 100m shall be [ B ]
A) Replaced immediately B) Replaced within 3 days
C) Joggled Fish plated within 3 days D) Replaced within a week day

474. A DFWR weld should be replaced within _____ period [ D ]
A) 3 days B) week days C) one month D) Three months

475.Failure code for transverse crack in AT weld is _____ [ B ]
A) 411 B) 421 C) 422 D) 211

476. Failure code for transverse crack in FB weld is _____ [ A ]
A) 411 B) 421 C) 422 D) 211

477. Failure code for horizontal crack in AT weld is _____ [ C ]
A) 411 B) 421 C) 422 D) 211

478. Failure code for transverse breakage without apparent origin/sudden breakage __ [ A ]
A) 200 B) 211 C) 212 D) 213

479. Failure code for internal flaw in head, transverse breakage in rail is _____ [ B ]
A) 200 B) 211 C) 212 D) 213

480.Failure code for internal flaw in head, horizontal crack in rail is _____ [ C ]
A) 200 B) 211 C) 212 D) 213

481. Failure code for internal flaw in head, vertical longitudinal split in rail is _____ [ D ]
A) 200 B) 211 C) 212 D) 213

482. Failure code for head, surface, breaking out running surface(scabbing) is _____ [ C ]
A) 2211 B) 2212 C) 2221 D) 2222

## 5. ENGINEERING RESTRICTIONS AND INDICATORS

483. Stop Dead restrictions, for stopping trains _____ signal should be shown alternate to red flag during day time [ D ]
A) One Arm rise above the shoulder B) One Arm rise above the head
C) Both Arms rise above the shoulder D) Both Arms rise above the head

484. Stop Dead restrictions, for stopping trains _____ signal should be shown alternate to red light during night time [ B ]
A) White light waving vertically up and down
B) White light waving horizontally across the body
C) Red light waving horizontally across the body
B) Green light waving horizontally across the body

485. Proceeding Hand signal, for sending trains _____ signal should be shown alternate to green flag during day time [ A ]
A) Holding One Arm B) Holding both Arms
C) One Arm rise above the Head D) Both Arms rise above the head

486. Proceeding with caution Hand signal, for sending trains _____ signal should be shown alternate to green flag during day time [ C ]
A) Waving green flag vertically up and down B) Waving both arms vertically up and down
C) Waving one arm vertically up and down D) Waving red flag vertically up and down

487. Train Parting, _____ Signal should be shown in day time [ C ]
A) Red flag B) Red flag waving vertically up and down
C) Green flag D) Green flag waving vertically up and down

488. Train Parting, _____ Signal should be shown in night time [ B ]
A) Red light B) White light waving vertically up and down
C) Green light D) Green light waving vertically up and down

489. Red/Green-Flags/Lights used for protection of trains should be kept at a height of ____
A) 3 feet B) 4 feet C) 1 metre D) 5 feet [ D ]

490. Banner flag signals are called as [ D ]
A) Danger signal B) Fixed danger signal
C) Proceed Signal D) Temporary fixed danger signal

491. What is the Dimension of Banner flag is [ A ]
A) 1.50 m X 0.45 m B) 1.70 m X 0.50 m C) 1.40 m X 0.40 m D) 1.80 m X 0.60 m

492. Banner Flag signals erected in the track at a height of _____ from rail level to top of banner flag [ C ]
A) 0.90 m B) 1.20 m C) 1.50 m D) 1.65 m

493. Protection of Emergency site _____ signals should be used [ D ]
A) Hand signals, Detonators, banner flags
B) Hand signals, Detonators, banner flags, Indicators
C) Hand signals, Detonators, banner flags, Flare signals
D) Hand signals, Detonators

494. 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 [ D ]

A) 8, one & 5 B) 10, one & 7 C) 8, one & 6 D) 8, two & 5

495. Testing of detonators should be done under empty wagon propelled by light engine with a speed of _____ [ C ]

A) 5 to 8 kmph B) 6 to 10 kmph C) 8 to 11 kmph B) 10 to 15 kmph

496. The safety radius at the time of testing of detonators is [ C ]

A) 10 mts B) 20 mts C) 45 mts D) 50 mts

497. The flagman should stand at a distance of ____ mts after fixing in the line for Protection [ C ]

A) 10 mts B) 20 mts C) 45 mts D) 50 mts

498. For protection of emergency site, Danger signal fixed at _____, single detonator fixed at _____ and Three detonators fixed at _____ from emergency site [ A ]

A) Spot, 600m and 1200m B) Prominent location, 600m & 1200m

C) 30m, 600m & 1200m D) Not less than 30m / prominent location, 600m & 1200m

499. During emergency protection, the protection person unable to reach 600m or 1200m for placing single or 3 detonators respectively, when he see approaching train, what action can take by the protection person [ D ]

A) Immediately show the danger hand signal

B) Immediately fix 3 detonators and show the danger hand signal

C) Immediately fix 2 detonators and show the danger hand signal

D) Immediately fix 1 detonator and show the danger hand signal

500. At rail/weld fracture locations, when gap is less than 30 mm minimum competent authority to pass the train after emergency repairs is [ A ]

A) Trackman B) Keyman C) Gang mate D) JE/P.Way

501. At rail/weld fracture locations, when gap is more than 30 mm minimum competent authority to pass the train after emergency repairs is [ C ]

A) Keyman B) Gang mate C) JE/P.Way D) SSE/P.Way

502. If a Mate/Keyman/Patrolman detects rail/weld fracture of less than 30 mm gap, he should pass the first train at a speed of _____ [ D ]

A) Stop dead and 30 kmph B) Stop dead and 20 kmph

C) Stop dead and 15 kmph D) Stop dead and 10 kmph

503. As per IRPWM if a Mate/Keyman/Patrolman detects rail/weld fracture in LWR of less than 30 mm gap, he should pass the subsequent trains after first train at a speed of _____

A) 30 kmph B) 20 kmph C) 15 kmph D) 10 kmph [ B ]

504. At Rail/Weld fracture location, after emergency repairs are completed with approved High Performance Rail Clamps (HPRC) and there is 24hrs watch, first train should pass at a speed of _____ [ D ]

A) Stop dead and 30 kmph B) Stop dead and 20 kmph

C) Stop dead and 50 kmph D) Stop dead and 10 kmph

505. At Rail/Weld fracture location, after emergency repairs are completed with approved High Performance Rail Clamps (HPRC) and there is 24hrs watch, after first train subsequent trains should pass at a speed of _____ [ A ]

A) 50 kmph B) 30 kmph C) 20 kmph D) 15 kmph

506. At Buckling locations, minimum competent authority to pass the train after emergency repairs is [ D ]

A) Patrolman B) Keyman C) Gang mate D) JE/P.Way

507. At Emergencies- Action in case of damage to track following derailments and breaches etc, the minimum competent authority to pass the train after emergency repairs is [ A ]

A) JE/P.Way B) SSE/P.Way C) ADEN D) DEN/Sr.DEN

508. The speed of the first train passing over the Temporary Single Line (TSL) working on a double line section will be restricted to [ C ]

A) 15 kmph B) 20 kmph C) 25 kmph D) 40 kmph

509. The speed of the subsequent trains passing over the Temporary Single Line (TSL) working on a double line section will be at _____ [ A ]

A) Sectional speed B) Permissible speed

C) Booked speed D) Maximum speed potential

510. Engineering works can be broadly divided into [ B ]

A) 4 categories B) 3 categories C) 2 categories D) none of these

511. 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

512. 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

513. While doing short duration works the track is protected with [ B ]

A) fixed signals B) hand signals C) operating signals D) none of these

514. 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

515. During works of short duration, when the train is required to stop dead restriction, the flagmen should exhibit HS Red flag, Banner Flag and fix detonators at a distance from work spot [ A ]

A) 30 mts, 600 mts & 1200 mts B) 30 mts, 500 mts & 800 mts

C) 30 mts, 600 mts & 800 mts D) none of the these

516. During works of short duration, when the train is required to proceed at reduced speed, the flagmen should exhibit at a distance from work spot [ C ]

A) HS red flag at 30 mts, Banner flag at 600 mts & fix detonators at 1200 mts

B) HS green flag at 30 mts, Banner flag at 600 mts & fix detonators at 1200 mts

C) caution signal at 30 mts, Banner flag at 600 mts & caution signal at 1200 mts

D) none of these

517. During works of short duration, In automatic territory, if the distance from the place of works/obstruction to the automatic signal controlling entry of a train into the signalling section is less than 1200 m and the automatic signal is secured at 'ON' the _____ respectively [ D ]

A) three detonators and banner flag may be provided at 90 and 180 m
B) hand signals and banner flag may be provided at 90 and 180 m
C) hand signals and three detonators may be provided at 90 and 180 m
D) banner flag and three detonators may be provided at 90 and 180 m

518. During works of long duration, the temporary engineering fixed signals should be fixed a distance from work spot when the trains required to follow stop dead restrictions [ A ]

A) Caution indicator at 1200 mts, stop indicator at 30 mts
B) Caution indicator at 800 mts, stop indicator at 30 mts
C) Caution indicator at 1200 mts, stop indicator at 600 mts
D) Caution indicator at 800 mts, stop indicator at 100 mts

519. During works of long duration, the temporary engineering fixed signals should be fixed a distance from work spot when the trains required to proceed at restricted speed are

A) Caution indicator at 1200 mts, speed indicator at 30 mts [ A ]
B) Caution indicator at 800 mts, speed indicator at 30 mts
C) Caution indicator at 1200 mts, speed indicator at 600 mts
D) Caution indicator at 800 mts, speed indicator at 100 mts

520. During works of long duration, worksite is protected with indicators, when during the course of the work, on consideration of safety it is not desirable to pass trains over the site of work for the time being, the track should be further protected by _____ signals, by the authorized railway servant [ B ]

A) Hand signals B) Hand signals, Banner flag
C) Hand signals, Banner flag, Detonators D) None of the above

521. When works at times of poor visibility are to be undertaken and site is protected by temporary engineering fixed signals and ____ 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

522. 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

523. 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

524. T/P on termination Board indicates [ D ]

A) termination for passenger trains
B) driver of passenger train can pick up normal speed from this point
C) should be fixed at a distance of longest passenger train in that section D) all the above

525. T/G on termination Board indicates [ D ]
A) termination for goods trains
B) driver of passenger train can pick up normal speed from this point
C) should be fixed at a distance of longest goods train in that section D) all the above

526. During long duration works when the train is required to stop and proceed, the Flag man posted at stop indicator should take the signature of the train driver in a Book called
A) Train dairy B) Restriction book C) flagman dairy D) None of these [ B ]

527. Shape of a Stop indicator board [ B ]
A) Square B) Rectangle C) Triangle D) Circle

528. Shape of a Speed restriction board [ C ]
A) Square B) Rectangle C) Triangle D) Circle

529. Shape of a Termination board [ D ]
A) Square B) Rectangle C) Triangle D) Circle

530. 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

531. In multi speed restrictions when S1 is less than S2 , then minimum length of S1 [ C ]
A) 200 mts B) 600 mts
C) equal to the length of longest goods train D) none of the above

532. In multi speed restrictions when S1 is more than S2, then minimum length of S1 is
A) 200 mts B) 600 mts
C) equal to the length of longest goods Passenger train D) none of the above [ A ]

533. 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

534. Stationary watchman should have _____ book [ B ]
A) Patrol B) Note C) Key man D) None

535. For carrying out track works requiring speed restriction, the caution indicator shall be fixed at a height of _____ metres from the Rail Level to bottom of indicator. [ C ]
A) 2.5 m B) 2.2 m C) 2.0 m D) 1.65 m

536. What is the Dimension of Caution indicator [ D ]
A) 1.45 m X 0.45 m B) 1.2 m X 0.3 m C) 1.0 m X 0.5 m D) 1.40 m X 0.40 m

537. For carrying out track works requiring speed restriction, the speed indicator shall be fixed at a height of _____ metres from the Rail Level to bottom of indicator. [ C ]
A) 3.0 m B) 2.5 m C) 2.0 m D) 1.65 m

538. What is the Dimension of Speed indicator [ B ]
A) 0.70 m on each side B) 1.0 m on each side C) 1.0 m dia D) 0.90m on each side

539. Where the speed over the points at a station is less than the speed sanctioned at other stations on the same section, a permanent speed indicator should be fixed [ D ]
A) 30m before points B) 30m before the first approach signal of station
C) 600m before points D) on the first approach signal of the station

540. For carrying out track works requiring stop dead restriction, the stop indicator shall be fixed at a height of _____ metres from the Rail Level to bottom of indicator. [ C ]
A) 3.0 m B) 2.5 m C) 2.0 m D) 1.65 m

541. What is the Dimension of Stop indicator [ D ]
A) 1.45 m X 0.45 m B) 1.2 m X 0.3 m C) 1.0 m X 0.5 m D) 1.40 m X 0.40 m

542. For carrying out track works requiring speed restriction, the T/P and T/G indicators shall be fixed at a height of ____ metres from the Rail Level to bottom of indicator. [ D ]
A) 3.0 m B) 2.5 m C) 2.0 m D) 1.65 m

543. What is the Dimension of T/P & T/G indicator [ C ]
A) 1.40 m dia B) 1.0 m on each side C) 1.0 m dia D) 0.90m dia

544. Whistle indicator is fixed at a distance of _____ rear of visibility obstructed location and provide at a height of _____ [ A ]
A) 600 m & 2.10 m B) 600 m & 2.0 m C) 1200 m & 2.10 m D) 1200 m & 2.0 m

545. What is the Dimension of Whistle (W) indicator [ B ]
A) 50cm on each side B) 60cm on each side
C) 75cm on each side D) 1.0m on each side

546. What is the Dimension of T/LOOP indicator [ C ]
A) 1.40 m dia B) 1.0 m on each side C) 1.0 m dia D) 0.90m dia

547. Loop line clearance Board with legend “T/Loop” to be provided at stations at a distance of _____ after the loop line cross over point [ C ]
A) 30 m B) 600 m C) 720 m D) 1200 m

548. All Engineering indicators placed by side of track, at a distance of _____ from nearest track centre to edge of the indicators. [ B ]
A) 2.36 m B) 2.50 m C) 2.80 m D) 3.50 m

549. 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 ]

550. 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 ]

551. For sidings, a siding ‘S’ Marker Indicator, caution indicator and speed indicators are not required in case of sanctioned speed of siding line is _____ [ C ]
A) ≤ 110kmph B) ≤ 100kmph C) ≤ 50kmph D) ≤ 30kmph

552. What is the Dimension of Siding ‘S’ marker indicator [ C ]
A) 1.40 m dia B) 1.0 m on each side C) 1.0 m dia D) 0.90m dia

553. The Siding ‘S’ marker indicator shall be fixed at a height of _____ metres from the Rail Level to Centre of indicator. [ C ]
A) 2.5 m B) 2.2 m C) 2.0 m D) 1.65 m

554. 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

555. 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

556. 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

A) 3 mts. B) 6 mts. C) 9 mts D) 10 mts. [ B ]

557. 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

558. 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. [ A ]

A) 2.8 B) 3.5 C) 6 D) 7.5

559. 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.

560. In track works in case movement of vehicle is within 3.5m 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 and Railway supervisor

C) Issuing of Whistle free or requisite caution order and Traffic block

D) All of the above full filled.

## 6. WORKING OF TROLLEY, LORRY AND RAIL DOLLEY

561. In engineering department _____ officials are permitted to use trollies/lorries [ D ]
A) All Officers B) JE/SSE/P.Way C) Gang Mate/Trolleymen D) Both A) and B)

562. In engineering department _____ officials are permitted to use motor trollies [ A ]
A) All Officers B) JE/SSE/P.Way C) Gang Mate/Trolleymen D)Motor trolley driver

563. A qualified person shall place the trolley on the line when he [ B ]
A) has attended training B) Possess a valid competency certificate
C) is having sufficient experience D) none of these

564. When more than one person holding competency certificate travels in a trolley, the person responsible for its safe working is [ C ]
A) The Head Trolley man B) Trolley holder
C) the man who is manning the brakes D) Higher official accompanying trolley

565. Validity of competency certificate for push trolly is as per G&SR [ A ]
A) one year B) two years C) three years D) depends on division to division

566. Validity of competency certificate for push trolly is as per IRPWM [ B ]
A) one year B) two years C) three years D) depends on division to division

567. Staff permitted to use push Trollies and Lorries, in respect of Officers on the division, the _____ is the authorised officer to issue the certificate of competency. [ B ]
A) Sr.DSO B) DRM C) PCSO D) GM

568. Who is the competent authority, to Issue Motor trolley competency certificate to Group 'C' staff of division is [ C ]
A) DEN/Sr.DEN B) Sr.DEN/Co.ord C) Sr.DSO D) DRM

569. Who is the competent authority, to Issue Motor trolley competency certificate to Motor trolley driver is [ D ]
A) ADEN B) DEN/Sr.DEN C) Sr.DEN/Co.ord D) Sr.DSO

570. Who is the competent authority, to Issue Motor trolley competency certificate to officers of division is [ D ]
A) Sr.DSO B) PCE C) Sr.DEN/Co.ord D) DRM

571. Who is the competent authority, to Issue Motor trolley competency certificate to officers in headquarters (other than Deputy/heads of department and above) of the railway is [ C ]
A) GM B) AGM C) PCSO D) PCE

572. To use trolley/lorry, for Head trolley man, authorised to issue competency certificate by [ B ]
A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO

573. To use trolley/motor trolley/lorries, for JE/SSE/P.Way, authorised to issue competency certificate by [ C ]
A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO

574. The brakes of the trolley should be tested before the commencement of [ A ]
A) each journey B) every alternate journey

C) once in a week D) once in a quarter

575. The person in-charge of a Trolley/Lorry should have the insulation of his Trolley tested and certified once in every _____ by an Inspector of the S&T department. [ B ]
A) 3 months B) 6 months C) 1 year D) 2 years

576. In normal times the trolley can be loaded in passenger trains [ B ]
A) with the consent of DEN B) with the consent of the Guard of the train
C) With the consent of Station Master D) none of these

577. In special cases Non railway persons can be conveyed on trolley [ A ]
A) with permission of competent authority and person executing Indemnity bond
B) without competent authority permission but person executing Indemnity bond
C) with permission from competent authority but Indemnity bond no require
D) None of the above

578. Contractors and their agents may be conveyed on trolley in connection with railway works [ A ]
A) with permission of competent authority and executing general Indemnity bond
B) without competent authority permission but person executing Indemnity bond
C) with permission from competent authority but Indemnity bond no required
D) None of the above

579. In special cases a non-railway official is permitted to use a trolley on private sidings when he is in [ C ]
A) Possession of a Competency certificate but executing Indemnity bond not required
B) Without Competency certificate but person executing Indemnity bond
C) Possession of a Competency certificate and person executing Indemnity bond
D) None of the above

580. In special cases a non-railway official is permitted to use a trolley on private sidings, such permits are granted for use of the trolley on private sidings when there is [ B ]
A) Mixed traffic B) Goods traffic C) Passenger traffic D) Light infrequent traffic

581. Working of private trollies, no private Trolley shall be used by non-railway official except under special permission of _____. [ A ]
A) PCOM B) PCE C) PCSO D) Sr.DSO

582. In straight track, the maximum distance apart of trolley refuges shall not exceed _____
A) 50 metres B) 100 metres C) 200 metres D) 1 km [ D ]

583. In high banks, the maximum distance apart of trolley refugees shall not exceed ___
A) 50 metres B) 100 metres C) 150 metres D) 200 metres [ D ]

584. Maximum distance apart of trolley refugees in tunnels is [ B ]
A) 50 metres B) 100 metres C) 150 metres D) 200 metres

585. In cuttings straight track, the maximum distance apart of trolley refugees shall not exceed ___ [ D ]
A) 50 metres B) 100 metres C) 150 metres D) 200 metres

586. In cuttings curved track, the maximum distance apart of trolley refugees shall not exceed _____ [ B ]

A) 50 metres B) 100 metres C) 150 metres D) 200 metres

587. Maximum distance apart of trolley refugees on bridges with main spans of less than 100 metres should be at [ B ]

A) 50 metres B) 100 metres C) 150 metres D) 200 metres

588. Maximum distance apart of trolley refugees on bridges with main spans of 100 metres or more should be [ D ]

A) at 50 metres B) 100 metres C) 150 metres D) a refugee over each pier

589. Push Trollies shall be manned by at least [ A ]

A) 4 men B) 6 men C) 3 men D) 2 men

590. Motor trolley shall be manned by not less than [ A ]

A) 4 men B) 6 men C) 8 men D) 10 men

591. Working of motor trollies shall always be _____ [ B ]

A) Under caution order B) Under block protection

C) without block protection D) Under JE/SSE/P.Way supervision

592. Motor trolley may follow a _____ in the same block section during daylight hours and in clear weather under special instructions issued by the Railway Administration. [ D ]

A) Fully vacuum/air brake train B) Light engine

C) Motor trolley D) All of the above

593. The Maximum number of _____ men to be carried on Push trolley is structurally safe

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

594. The maximum number of men that may be carried on a Motor Trolley shall not exceed _____ is structurally safe [ B ]

A) 8 B) 10 C) 12 D) 15

595. After push trolley inspection, the trolley can be brought back to PWI HQ by attaching to _____ [ D ]

A) Mail B) Express C) Goods D) None of the above

596. Speed of Push trollies, the speed of a push trolley shall not exceed [ D ]

A) 6 kmph B) 8 kmph C) 10 kmph D) 15 kmph

597. Speed of Motor trollies, during day time a motor trolley shall run at a speed not exceeding [ D ]

A) 35 kmph B) 40 kmph C) 50 kmph D) None of the above

598. Speed of Motor trollies, during night time a motor trolley shall run at a speed not exceeding [ C ]

A) 10 kmph B) 15 kmph C) 30 kmph D) 50 kmph

599. Speed of Motor trollies shall not exceed _____ over points and crossings [ B ]

A) 10 kmph B) 15 kmph C) 30 kmph D) 50 kmph

600. During day time every Trolley, Motor Trolley or Lorry when on line _____ signal shall exhibit [ B ]

A) Green flag B) Red flag C) caution Indicator D) none of these

601. During day time every Trolley, Motor Trolley or Lorry when in long tunnels _____ signal shall exhibit [ D ]

A) Green flag B) Red flag C) caution Indicator D) Red light

602. The signal for trolley/motor trolley working at night on single line _____ signal shall exhibit [ B ]

A) red on one side green on other side B) both sides red

C) red on one side white on other side D) Both sides white

603. The signal for trolley/motor trolley working at night on double line _____ signal shall exhibit [ C ]

A) Opposite to train red and other side green B) both sides red

C) Opposite to train red and other side white

D) Opposite to train white and other side red

604. The signal for trolley/motor trolley working at night in station yards _____ signal shall exhibit [ B ]

A) red on one side green on other side B) both sides red

C) red on one side white on other side D) Both sides white

605. Each Push Trolley, Moped Trolley or Dip Lorry shall be provided with _____ red hand signal flags and _____ green hand signal flags . [ D ]

A) 3 , 5 B) 3 , 3 C) 2 , 3 D) 2 , 2

606. The official in charge of the trolley, lorry or motor trolley shall also be in possession of a _____ in addition to the prescribed equipment. [ C ]

A) CUG Phone B) Speaker C) Watch D) Camera

607. Making use of _____ for propulsion of trollies or lorries is strictly prohibited. [ C ]

A) motors B) pedalling C) Wind sails D) pushing

608. When Motor trolley is programmed to work under block protection, permit to work memo _____ to be used on token less sections in Absolute Block System and Automatic Block System territories [ D ]

A) T/462 B) T/465 C) T/1518 D) T/1525

609. When Push trolley is programmed to work under block protection, trolley notice memo _____ should be issued. [ C ]

A) T/462 B) T/465 C) T/1518 D) T/1525

610. During night and at times of poor visibility the trolley should work under [ B ]

A) Supervision of SM B) Block Protection C) following train D) Trolley Memo

611. Protection of trollies working without block protection should be done with flagman when the visibility is less than as per IRPWM is [ A ]

A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

612. Protection of trollies, working without block protection should be done with flagman when the visibility is less than as per G & SR is [ C ]

A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

613. Protection of trollies should be done with _____ signals [ B ]

A) 30m Hand signal & 1200m Detonators B) 1200m Hand signals and Detonators

C) 30m Hand signals, 600m Banner flags and 1200m Detonators
D) 600m Banner flags and 1200m Detonators

614. In section with restricted visibility if the trolley is required to work and cannot obtain block protection, trolley can be worked [ B ]
A) Under SM supervision B) Under caution Order
C) Under ADEN supervision D) Under JE/SSE/P.Way supervision

615. Gangmates/Gangmen, Keymen and Gatemen shall exhibit Stop hand signals to warn any approaching train, when they see the Trolley on line and continue to exhibit the Stop hand signal, till the Trolley has passed ____ away or until it is removed from the line.
A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres [ C ]

616. Push trolley inspection, should be done under block protection on routes having speed of _____ [ D ]
A) < 110kmph B) upto 110kmph C) ≥110 kmph D) >110 kmph

617. The Official in-charge/Driver of a Motor Trolley while approaching level crossing gates should exercise caution and ensure that the level crossing gates are _____ before passing the gate. [ B ]
A) Closed against train traffic B) closed against road traffic
C) Provide STOP board with long chains against road traffic D) Caution to the road traffic

618. Whenever a trolley is not in use, it shall be locked and placed _____, [ A ]
A) Parallel to track B) Perpendicular to track C) On the track D) None of the above

619. When two Trollies or more are running together in the same direction on the same line, care shall be taken to ensure that they are kept at least as per G&SR [ B ]
A) One OHE mast or 50 metres apart B) One OHE mast or 75 metres apart
C) Two OHE mast or 100 metres apart D) Two OHE mast or 150 metres apart

620. When two Trollies or more are running together in the same direction on the same line, care shall be taken to ensure that they are kept at least as per IRPWM [ B ]
A) 50 metres B) 150 metres C) 100 metres D) 200 metres

621. Lorries when running under block protection must be accompanied on foot by not less than as per IRPWM [ A ]
A) 4 men B) 6 men C) 8 men D) 10 men

622. When a lorry is loaded with rails or specially heavy material it should be worked [ B ]
A) under supervision of SM B) under block protection
C) under ADEN supervision D) under supervision of JE/SSE/P.Way

623. When Dip lorry is programmed to work under block protection, permit to work memo _____ should be issued. [ C ]
A) T/462 B) T/465 C) T/1518 D) T/1525

624. Lorries working within station limits must be protected with banner flags and detonators when it requires to remain stationary for more than [ D ]
A) 30 minutes B) 25 minutes C) 20 minutes D) 15 minutes

625. Lorries should be controlled by hand brakes and a rope tied in rear when working in gradients steeper than [ A ]

A) 1 in 100 B) 1 in 200 C) 1 in 300 D) 1 in 400

626. A Dip Lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than _____ (as per G& SR) [ C ]

A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

627. Except under approved special instructions, when the line has not been so blocked and a Lorry whether loaded or empty is placed on the line, the Lorry shall be protected when visibility is less than (as per G&SR) [ A ]

A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

628. Protection of Dip lorries should be done with _____ signals [ D ]

A) 30m Hand signal & 1200m Detonators

B) 1200m Hand signals and Detonators

C) 30m Hand signals, 600m Banner flags and 1200m Detonators

D) 600m Banner flags and 1200m Hand signals and Detonators

629. Speed of Dip lorries shall not exceed _____ over straight track [ B ]

A) 15 kmph B) 10 kmph C) 6 kmph D) 3 kmph

630. Speed of Dip lorries shall not exceed _____, when the view ahead is not clear [ C ]

A) 15 kmph B) 10 kmph C) 6 kmph D) 3 kmph

631. Every rail dolley shall be manned by not less than [ C ]

A) 4 able bodied men B) 3 able bodied men

C) 2 able bodied men D) 1 able bodied man

632. When two lorries or more are running together in the same direction on the same line, care shall be taken to ensure that they are kept at least as per G&SR [ D ]

A) One OHE mast or 50 metres apart B) One OHE mast or 75 metres apart

C) Two OHE mast or 100 metres apart D) Two OHE mast or 150 metres apart

633. Whenever a dip lorry is not in use, it shall be locked and placed _____, [ A ]

A) Parallel to track B) Perpendicular to track C) On the track D) None of the above

634. The person in charge for working of rail dolleys shall be a railway servant not lower in rank than a [ A ]

A) JE/P.Way B) Mate C) Keyman D)Track maintainer

635. When Rail dolley working near LC gate, the person in charge for the working of rail dolly shall be _____ [ C ]

A) Gang mate B) Flag man C) Official in charge of rail dolly D) Gateman

636. The official in charge for working of rail dolleys should have passed in medical category

A) A-1 B) A-2 C) A-3 D) B-1 [ C ]

637. Rail dolleys shall not be worked on sections having gradients steeper than [ B ]

A) 1 in 100 B) 1in 200 C) in 300 D) in 400

638. Not more than _____ dolleys should be worked in a group in any one block section.

A) 10 B) 8 C) 6 D) 4 [ C ]

639. Rail dolley working, Normally not longer than _____ rail welded panels should be carried by rail dollies [ B ]

A) 2 B) 3 C) 5 D) 10

640. Every rail dolley/group of rail dolleys when on line shall exhibit [ B ]
A) green flag B) red flag C) no flag is required D) none of these

641. While Raily dolley working, protection of rail dolley is required when visibility is less than [ A ]
A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

642. Rail dolley when working without block protection shall be protected by a flagman walking at a distance [ A ]
A) 1200 metres B) 600 metres C) 300 metres D) none of these

643. Protection of Rail dollies should be done with _____ signals [ B ]
A) 30m Hand signal & 1200m Detonators B) 1200m Hand signals and Detonators
C) 30m Hand signals, 600m Banner flags and 1200m Detonators
D) 600m Banner flags and 1200m Detonators

644. Where the visibility is not clear for 1200 metres, in such locations the rail dolly should be worked _____. [ B ]
A) Under caution order B) Under block protection
C) without block protection D) Under JE/SSE/P.Way supervision

645. Rail cum Road Vehicle (RRV) operator should undergo training at _____ [ B ]
A) ZCETI B) ZRTI C) IRICEN D) RDSO

646. In case, a rail dolly is to carry rails longer than 3 rail panel or it is required to move over crossovers in yard, crossing more than one line, then it should work _____. [ D ]
A) Under caution order B) Under JE/SSE/P.Way supervision
C) without block protection D) Under block protection

647. Rail cum Road Vehicle (RRV) running on track should be _____ [ D ]
A) Under caution order B) Under JE/SSE/P.Way supervision
C) without block protection D) Under block protection

648. On successful completion of training, the competency certificate to Rail Cum Road vehicle (RRV) operator, which will be valid for a period of _____ [ C ]
A) 1 year B) 2 years C) 3 years D) 5 years

649. Refresher course for Rail Cum Road vehicle (RRV) operator is once in _____ [ C ]
A) 1 year B) 2 years C) 3 years D) 5 years

650. Speed potential of Rail Cum Road vehicle (RRV) _____ on road [ D ]
A) 10 kmph B) 40 kmph C) 60 kmph D) 80 kmph

651. Speed potential of Rail Cum Road vehicle (RRV) _____ on track in forward direction
A) 10 kmph B) 40 kmph C) 60 kmph D) 80 kmph [ C ]

652. Speed potential of Rail Cum Road vehicle (RRV) _____ on track in reverse direction
A) 10 kmph B) 40 kmph C) 60 kmph D) 80 kmph [ A ]

## 7. WORKING OF MATERIAL TRAIN AND TRACK MACHINE

653. Who is the authority to order a material train for carriage of railway material when picked or put down for execution of works, either between stations or within station limits
A) DOM B) DEN C) SSE/P.Way D) none of these [ A ]

654. Before a material train is allowed to work, Guard of that material train has to obtain Fit to Run certificate from [ D ]
A) DEN B) ADEN C) SSE/P.Way D) SSE/C & W

655. A material train shall usually work only between sunrise and sunset except in an emergency with the permission of the _____ as per G & SR [ D ]
A) ADEN B) DEN/Sr.DEN C) Sr.DSO D) DRM

656. A material train shall not be permitted to work during _____ as per G & SR [ B ]
A) Restricted visibility condition
B) Thick, foggy or tempestuous weather impairing visibility .
C) On 1 in 400 steeper gradients D) On sharper curves having degree more than 3°

657. Before starting a Material train from station, the Guard should ensure that [ C ]
A) sufficient labour is available B) Labour is having required tools
C) train is equipped with requisite brake power D) none of these

658. Efficient hand brake capable of being fastened down must be provided in [ A ]
A) each vehicle of the material train B) every alternate vehicle of the material train
C) only in the brake van D) none of these

659. The validity of the Brake Power Certificate (BPC) for material trains is _____ [ B ]
A) 15 days B) 1 month C) 3 months D) 6 months

660. Brake Power Certificate (BPC) for material trains is issued by _____ [ D ]
A) JE/SSE/P.Way B) Station superintend C) Traffic Inspector D) JE/SSE/C&W

661. Whenever a material train is working, it shall be accompanied by a guard, _____ to ensure working of material train as per the programme [ C ]
A) Guard B) Loco pilots C) JE/SSE/P.Way D) JE/SSE/C&W

662. Blocking of a portion of line for engineering purposes wherein no traffic is permitted except Material trains and Track Machines is called as _____ [ C ]
A) Block section B) Track block C) Line block D) Power block

663. Blocks availed during special works in the same block section like changing of bridge girders etc is called as _____ [ D ]
A) Block section B) Girder block C) Special block D) Shadow block

664. When a material train is programmed to go into the block section and return to the station where from it started, _____ shall be issued. [ A ]
A) T/462 B) T/A 462 C) T/465 D) T/1708

665. If for any reason, it becomes necessary to detach the engine of a material train in the Block section to run to the station in advance, the Guard should ensure that the train is
A) protected on engine side only B) protected on both sides [ B ]
C) protection not required C) none of these

666. When a material train is programmed to go into the block section and then proceed further to the next block station, _____ shall be issued. [ B ]
A) T/462 B) T/A 462 C) T/A 465 D) T/A 1708

667. During shadow block, _____ can be permitted in the block section. [ B ]
A) No material train B) One material train only
C) Two material trains D) More than two material trains

668. Material train shall not be divided outside station limits, except in an emergency, and in such cases, Engine shall not be detached from a material train standing on a grade of _____ or steeper. [ C ]
A) 1 in 400 B) 1 in 260 C) 1 in 100 D) 1 in 50

669. When the Driver of a loaded material train gives a long blast of whistle followed by three sharp blasts of whistle it indicates that [ B ]
A) the material train has met with an accident
B) the material train is stopping on a gradient and the guard has to apply hand brakes
C) everything is normal D) none of the above

670. The engine should be so attached to material train that the engine is at the down-hill end of the train when it is required to stand on a grade of [ C ]
A) 1 in 200 B) 1 in 100 C) 1 in 50 D) none of these

671. Pushing of a material train is not permitted on a gradient steeper than [ B ]
A) 1 in 200 B) 1 in 100 C) 1 in 50 D) none of these

672. The speed permitted for a material train for ascending or descending pushing on a gradient easier than 1 in 100 when the brake van occupied by Guard is the leading vehicle shall be [ C ]
A) 75 kmph B) 50 kmph C) 25 kmph D) 10 kmph

673. The speed permitted for a material train for ascending or descending pushing on a gradient easier than 1 in 100 when the brake van occupied by Guard is not the leading vehicle shall be as per G&SR [ D ]
A) 20 kmph B) 15 kmph C) 10 kmph D) 8 kmph

674. The speed permitted for a material train for ascending or descending pushing on a gradient easier than 1 in 100 when the brake van occupied by Guard is not the leading vehicle shall be as per IRPWM [ D ]
A) 20 kmph B) 15 kmph C) 08 kmph D) 10 kmph

675. Before starting a material train from the mid-section after work, a green flag must be tied to a convenient fixture in front of the engine and also at the back of the rear brake van to indicate to the men working on the line that the train will [ B ]
A) go forward B) push back C) work for some more time D) none of these

676. When the engine is pushing and brake van is leading the speed of the material train on straight track is ____ and on turnout track is _____ as per G&SR [ D ]
A) 15 kmph & 10 kmph B) 25 kmph & 10 kmph
C) 15 kmph & 8 kmph D) 25 kmph & 8 kmph

677. When the engine is pushing and brake van is not leading the speed of the material train shall not exceed _____ as per G&SR [ A ]

A) 8 kmph B) 10 kmph C) 15 kmph D) 25 kmph

678. Except in an emergency, Material trains may push back during day-light only. If in case of an accident or for any other unavoidable reason, a train has to push back during the night, it must do so at a walking pace and the Guard or a competent railway servant must walk at least _____ in advance, exhibiting a danger signal until the train comes to a stand [ D ]

A) 1200 metre B) 1000 metre C) 800 metre D) 600 metre

679. While clearing a line block of a material train it should be ensured that _____ [ B ]

A) All the material are unloaded

B) No material left over infringing the moving dimensions

C) Both of the above D) None of the above is criteria

680. _____ is the minimum competent authority to work with the Track machine [ C ]

A) Trolley man B) Gang mate C) JE/P.Way D) SSE/P.Way

681. _____ is the minimum competent authority to work with the Material train [ C ]

A) Trolley man B) Gang mate C) JE/P.Way D) SSE/P.Way

682. Track machine operator should be under gone General & Subsidiary Rules training at

A) ZCETI B) ZRTI C) IRICEN D) IRTMTC [ B ]

683. Track machine operator should be under gone technical training at [ D ]

A) ZCETI B) ZRTI C) IRICEN D) IRTMTC

684. Refresher course for Track machine operator on General and subsidiary rules at ZRTI is once in [ C ]

A) 1 year B) 2 years C) 3 years D) 5 years

685. Refresher course for Track machine operator technical training at IRTMTC is once in

A) 1 year B) 2 years C) 3 years D) 5 years [ C ]

686. When a track machine is programmed to go into the block section and return to the station where from it started, _____ shall be issued. [ C ]

A) T/462 B) T/A 465 C) T/465 D) T/462

687. When a track machine is programmed to go into the block section and then proceed further to the next block station, _____ shall be issued. [ B ]

A) T/462 B) T/A 465 C) T/ 465 D) T/A 462

688. If more than one track machine is programmed to go into the block section and return to the station where from they started, the first one will be given _____ and the succeeding ones will be given _____. [ B ]

A) Caution order and T/465 B) T/465 and Caution order

C) Caution order and T/A 465 D) T/A 465 and Caution order

689. If more than one track machine is programmed to go into the block section and then proceed further to the next block station, the first one will be given _____ and the last one will be given _____. [ C ]

A) Caution order and T/465 B) T/465 and Caution order

C) Caution order and T/A 465 D) T/A 465 and Caution order

690. When Track machines are programmed to send for working under block, during day when view is clear, the speed of the first Track Machine will be _____ and the following ones will observe a speed restriction of _____. [ A ]

A) Booked speed and 25 kmph B) Sectional speed and 40 kmph

C) 40 kmph and 25 kmph C) 25 kmph and 10 kmph

691. When Track machines are programmed to send for working under block, when view is not clear, the speed of the first Track Machine will be _____ and the following ones will observe a speed restriction of _____. [ D ]

A) Booked speed and 25 kmph B) 25 kmph and 10 kmph

C) 40 kmph and 25 kmph C) Booked speed and 10 kmph

692. When more than one track machine is running in a block section, the minimum distance to be maintained between the two units should not be less than as per G&SR

A) 200 metres B) 150 metres C) 120 metres D) 100 metres [ C ]

693. When more than one track machine is running in a block section, the minimum distance to be maintained between the two units should not be less than as per IRPWM

A) 200 metres B) 150 metres C) 120 metres D) 100 metres [ A ]

694. When mixed units (i.e. Material train, track machine and tower wagon) should be work into same block section, the minimum distance to be maintained between those units should be not less than [ B ]

A) 200 metres B) 150 metres C) 120 metres D) 100 metres

695. When mixed units (i.e. Material train, track machine and tower wagon) should be work into same block section, they shall maintain speed _____ when view is clear and during day time [ B ]

A) 8 kmph B) 15 kmph C) 25 kmph D) 40 kmph

696. When mixed units (i.e. Material train, track machine and tower wagon) should be work into same block section, they shall maintain speed _____ when view is not clear and during night time [ A ]

A) 8 kmph B) 15 kmph C) 25 kmph D) 40 kmph

697. While working with the departmental material trains, staff who are due for _____ not permitted to work with the material trains [ D ]

A) Periodical medical due B) Refresher course C) counselling D) Both A) and B)

698. Ballast train should not be taken in to the block section for unloading if any hooper is having _____ [ B ]

A) Defective doors B) Uneven loading C) Defective brakes D) Defective foot board

699. Departmental material train should not be moved at speeds higher than _____ while unloading ballast [ D ]

A) Walkable speed B) 4 to 6 kmph C) 6 to 8 kmph D) 8 to 10 kmph

700. While unloading of ballast, direct unloading of ballast on _____ lines should not be undertaken [ D ]

A) Siding B) Points and crossings C) Inside of curves D) Platform lines

701. While unloading of ballast with departmental material trains, if any door of hooper is defective in BOBYN wagon, what action should be taken by JE/SSE/P.way [ D ]

A) Uneven unloading of ballast is permitted

B) Unload the ballast from openable doors of hooper

C) Half of the wagon ballast even unloading is permitted

D) Should not be permitted to unload the ballast

702. While unloading of ballast, by mistake, if unloading is done unevenly those rakes should not be taken on to _____ lines [ B ]

A) Main lines B) Loop lines C) Curved lines D) Non platform lines

703. JE/SSE/P.Way may _____ for adjacent line during unloading of ballast or sleeper DMT. [ C ]

A) Impose suitable speed restriction B) deployment of lookout man

C) Both A and B D) None of the Above

704. While unloading of ballast with BOBYN, after clearing block section, it is recommended that a speed restriction of _____ be imposed for the first _____ trains which passes over the portion where ballast had been unloaded [ B ]

A) 30 kmph for one train B) 45 kmph for one train

C) 30 kmph for two trains D) 45 kmph for two trains

## 8. LEVEL CROSSING AND GATEMAN

705. Road intersects with the railway track at same level is called _____ [ A ]
A) Level crossings B) Grade separators C) Road over bridge D) Road under bridge

706. Road intersects with the railway track at different level is called _____ [ B ]
A) Level crossings B) Grade separators C) Road over bridge D) Road under bridge

707. As far as possible, new Level Crossings may _____ in the interest of safety of road users and public on any line [ B ]
A) be provided B) not be provided
C) be provided in station area D) be provided in block section

708. In case of new line projects sanctioned on socio-economic considerations with Rate of return (RoR) less than 10%, provision of _____ level crossing may be considered with the approval of Railway Board. [ C ]
A) Un manned non interlocked B) Manned non interlocked
C) Manned interlocked D) Un manned interlocked

709. Inescapable condition new level crossings may be provided on new lines at _____ [ D ]
A) station area B) points and crossings zone
C) block section D) out of the all points and crossings of station

710. Normally Level crossing at _____ should be avoided as far as possible. [ D ]
A) suburban B) embankment curved track
C) normal curved track D) cuttings or near cuttings

711. At Special class Level Crossing Gate the TVUs shall be [ C ]
A) > 20,000 B) < 30,000 C) > 50,000 D) < 75,000

712. At 'A' class Level Crossing Gate on Double line the TVUs shall be between [ B ]
A) 50,000 & up to 40,000 B) 50,000 & up to 30,000
C) 50,000 & up to 20,000 D) 30,000 & up to 20,000

713. On single line at 'A' class Level Crossing Gate, Line capacity shall be _____ and number of road vehicles passing through the gate shall be _____ [ B ]
A) 70% & greater than 2000 B) 80% & greater than 1,000
C) 80% & greater than 750 D) 80% & greater than 2000

714. At 'B' class Level Crossing Gate the TVUs shall be _____ and number of road vehicles should be [ D ]
A) 30,000 & up to 10,000 and greater than 750
B) 30,000 & up to 10,000 and less than 750
C) less than 30,000 & up to 10,000 and less than 750
D) less than 30,000 & up to 10,000 and greater than 750

715. At 'C' class Level Crossing Gate the TVUs shall be _____ [ A ]
A) < 10,000 B) < 20,000 C) > 10,000 D) > 20,000

716. If TVUs less than 50000 and up to 30000 on double line then _____ class Level crossing. [ B ]
A) special B) A C) B D) C

717. Level crossings over colliery, factory and other similar sidings where Railway traffic is light may, however, be dealt with according to local conditions, subject to the approval of the _____ being obtained in each case to the measures adopted for the safe working of trains.
A) DRM B) PCSO C) GM D) CRS [ D ]

718. If TVUs greater than 50000 then _____ class Level crossing. [ A ]
A) special B) A C) B D) C

719. On single line, line capacity utilisation is 80% and number of road vehicles is greater than 1000 then _____ class Level crossing. [ B ]
A) special B) A C) B D) C

720. If TVUs less than 30000 and up to 10000 and number of Road vehicle units greater than 750 then _____ class Level crossing. [ C ]
A) special B) A C) B D) B1

721. If TVUs less than 30000 and up to 25000 then _____ class Level crossing. [ B ]
A) A B) B1 C) B2 D) C

722. If TVUs less than 25000 and up to 10000 then _____ class Level crossing. [ C ]
A) A B) B1 C) B2 D) C

723. If TVUs less than 10000 then _____ class Level crossing. [ D ]
A) A B) B1 C) B2 D) C

724. Periodical census of traffic at all level crossings shall be carried out by _____ [ D ]
A) Engineering department B) Operating department
C) Signal and telecom department D) Multi-disciplinary inspectorial team

725. Periodical census of traffic at all level crossings shall be taken once in _____ [ C ]
A) a year B) 2 years C) 3 years D) 4 years

726. Periodical census of traffic at all level crossings shall be carried out for _____ [ B ]
A) 5 days B) 7 days C) 10 days D) 14 days

727. Formula for calculations of census is _____ [ D ]
A) Train vehicle units(TVU)/day = (Road vehicle units(RVU) X Train vehicle units(TVU))/day
B) Train vehicle units(TVU)/day = (Road units(RU) X Train units(TU))/day
C) Train vehicle units(TVU)/day = (Road units(RU) X Train vehicle units(TVU))/day
D) Train vehicle units(TVU)/day = (Road vehicle units(RVU) X Train units(TU))/day

728. For calculations of census, trains being considered as _____ [ C ]
A) 0.25 unit B) 0.50 unit C) 1.0 unit D) 2.0 units

729. For calculations of census, road vehicles 4 wheelers and above being considered as [ C ]
A) 0.25 unit B) 0.50 unit C) 1.0 unit D) 2.0 units

730. For calculations of census, bullock carts and tongas being considered as _____ [ C ]
A) 0.25 unit B) 0.50 unit C) 1.0 unit D) 2.0 units

731. For calculations of census, cycle rickshaw/auto rickshaw being considered as _____ [ B ]
A) 0.25 unit B) 0.50 unit C) 1.0 unit D) 2.0 units

732. For calculations of census, motorized two wheelers being considered as _____ [ A ]
A) 0.25 unit B) 0.50 unit C) 1.0 unit D) 2.0 units

733. For standards maintenance at level crossings, different types of roads are categorised under class-I roads are [ D ]

A) National Highways B) State Highways

C) Important roads with in municipal towns and Roads in and around towns where road and rail traffic are heavy.

D) All of the above

734. For standards maintenance at level crossings, different types of roads are categorised under class-II roads are [ D ]

A) Major and other District roads,

B) Unimportant (Other than important) roads within municipal towns,

C) Roads within non-municipal towns including those within shunting limits of Railway stations, and Other surfaced roads.

D) All of the above

735. For standards maintenance at level crossings, different types of roads are categorised under class-III roads are [ D ]

A) Earth roads B) Cart tracks C) Other surfaced roads D) Both A) and B)

736. National and state highways comes under _____ Category of Roads [ B ]

A) Class-III B) Class-I C) Class-II D) None of the above

737. Major and other district roads comes under _____ Category of Roads [ C ]

A) Class-III B) Class-I C) Class-II D) None of the above

738. Types of level crossings, what is right angle level crossing [ C ]

A) intersection of centre line of road and railway track is greater than 90°

B) intersection of centre line of road and railway track is greater than 45° & less than 90°

C) intersection of centre line of road and railway track is equal to 90°

D) intersection of centre line of road and railway track is less than 90°

739. Types of level crossings, what is skew type level crossing [ B ]

A) intersection of centre line of road and railway track is greater than 90°

B) intersection of centre line of road and railway track is greater than 45° & less than 90°

C) intersection of centre line of road and railway track is equal to 90°

D) intersection of centre line of road and railway track is less than 90°

740. Angle of crossing between track and road at LC gate should not be less than [ B ]

A) $30^0$ B) $45^0$ C) $60^0$ D) $75^0$

741. Which gate connected to Signal? [ D ]

A) Traffic B) non-interlocked C) Engineering D) Interlocked

742. When the Gate signals are defective at Inter locked Gates, then the gate should be worked as_____ rules [ B ]

A) Interlocked B) non-interlocked

C) Both inter locked & non-interlocked D) None of the above

743. All interlocked level crossings shall be kept _____ [ A ]

A) Normally open to road traffic B) Normally close to road traffic

C) Normally open to train traffic D) None of the above

744. All non-interlocked level crossings shall be kept _____ [ B ]
A) Normally open to road traffic B) Normally close to road traffic
C) Normally open to train traffic D) None of the above

745. Non-interlocked level crossings, under the special instructions from the railway administration, the level crossing shall be kept _____ [ A ]
A) Normally open to road traffic B) Normally close to road traffic
C) Normally open to train traffic D) None of the above

746. Traffic level crossings are normally connected with the _____ [ C ]
A) no signals B) gate signals C) station signals D) all of the above

747. In case of level crossings having heavy seasonal road traffic with normal position of gates closed to road traffic, the railway administration may permit gates of such level crossings, to be kept _____ [ B ]
A) closed to road traffic B) day time open to road traffic and night close to road traffic
C) open to road traffic D) day time close to road traffic and night open to road traffic

748. Level Crossing beyond _____ shall be under the control of SSE/P.Way both regards to their operation and maintenance [ C ]
A) home signals B) Last stop signals C) Outermost stop signals D) starter signals

749. The manning and operation of the gates at level crossings located within the outermost stop signals shall be under the control of _____ department. [ A ]
A) Operating B) Engineering C) Signal and telecom D) Safety

750. What is an Engineering level crossing? [ D ]
A) Level crossings located within the outermost stop signals of a station
B) Level crossings located out of the outermost points and crossings of a station
C) Level crossings located within the points and crossings of a station
D) Level crossings located out of the outermost stop signals of a station

751. What is a Traffic level crossing? [ D ]
A) Level crossings located within the outermost stop signals of a station
B) Level crossings located out of the outermost points and crossings of a station
C) Level crossings located out of the outermost stop signals of a station
D) Both A) and B)

752. Traffic level crossing gateman should have a minimum medical fitness certificate of class
A) A-1 B) A-2 C) A-3 D) B-1 [ C ]

753. Engineering level crossing gateman should have a medical fitness certificate of class [ C ]
A) A-1 B) A-2 C) A-3 D) B-1

754. For A-III medical if the employee age is less than 45 years he has to attend PME once in _____ years [ B ]
A) 2 B) 4 C) 3 D) 1

755. For A-III medical if the employee age is between 45 to 55 years he has to attend PME once in _____ years [ A ]
A) 2 B) 4 C) 3 D) 1

756. For A-III medical if the employee age is above 55 years and till retirement, he has to attend PME once in _____ years [ D ]
A) 2 B) 4 C) 3 D) 1

757. How many Spectacles should be brought by the Gatemen to the duty, if he is prescribed by Doctor to use spectacles [ B ]
A) 3 B) 2 C) 4 D) 1

758. _____ is the duration of engineering level crossing gateman induction course, who picked from Track maintainer. [ D ]
A) 30 days B) 18 days C) 12 days D) 6 days

759. _____ is the duration of engineering level crossing gateman induction course who recruited directly without track maintainer training is [ C ]
A) 30 days B) 18 days C) 12 days D) 6 days

760. Engineering level crossing gateman refresher course duration is _____ [ A ]
A) 6 days B) 30 days C) 12 days D) 18 days

761. Engineering level crossing gateman refresher course is once in _____ [ D ]
A) 1 year B) 3 years C) 4 years D) 5 years

762. Traffic level crossing gateman refresher course is once in _____ [ B ]
A) 1 year B) 3 years C) 4 years D) 5 years

763. Level crossing located out of the outermost stop signals of a station with interlocking, the maintenance of signals, interlocking, lifting barriers and communication equipment will rest with the _____ department. [ C ]
A) Operating B) Engineering C) Signal and telecom D) Safety

764. Level crossing located within the outermost stop signals of a station, the maintenance of signals, interlocking, lifting barriers and communication equipment will rest with the _____ department [ C ]
A) Operating B) Engineering C) Signal and telecom D) Safety

765. Non inter locked level crossing located out of the outermost stop signals of a station, the maintenance of lifting barriers and operating equipment will rest with the _____ department. [ B ]
A) Operating B) Engineering C) Signal and telecom D) Safety

766. Equipment's of level crossing, hand signal flags red _____ numbers to be provided as per G&SR [ B ]
A) Two B) Three C) Six D) Seven

767. Equipment's of level crossing, banner flags red _____ numbers to be provided as per G&SR [ B ]
A) Two B) Three C) Five D) Seven

768. How many hand signal Red & Green flags to be available at level crossing as per G&SR
A) 2,1 B) 3,1 C) 3,2 D) 2,2 [ B ]

769. Height of STOP board disc with support pole should not be less than _____ mm from road level at all level crossings [ A ]
A) 1000 B) 1200 C) 1650 D) 2000

770. Distinct indication post to be fix at all Level Crossings at _____ and _____ on Broad Gauge on either side of level crossing to guide the gateman for protection in case of obstruction at the level crossing. [ D ]
A) 5m and 600m B) 5m and 1200m C) 400m and 800m D) 600m and 1200m

771. Number of Detonators available at LC gate is_____ [ C ]
A) 18 B) 15 C) 10 D) 12

772. Diameter of STOP board disc at Level crossing is _____ mm [ C ]
A) 1000 B) 500 C) 600 D) 300

773. At level crossing gate after closing the gate with long chains & stop boards, the gateman should stand at _____ for passing the train [ B ]
A) At gate lodge B) At LC gate C) behind the long chains D) None

774. At manned level crossings Flange way should be cleaned by [ B ]
A) Keyman B) Gateman C) Mate D) Track maintainer

775. What are the duties of gateman [ D ]
A) alertness and find out the defects in passing trains B) cleaning of flangeway
C) up keep of level crossing equipment's D) all of the above

776. Gateman during day time, he shall hold _____ and _____ flags furled up on separate sticks in _____ hand and _____ hand respectively [ C ]
A) red & green, left & right B) banner flag & red, left & right
C) red & green, right & left D) banner flag & red, right & left

777. Gateman during night time, he shall hold [ B ]
A) lighted red & green light, right & left hand respectively B) lighted white light only
C) lighted red & green light, left & right hand respectively D) lighted green light only

778. When gateman notices parted train during night he shall [ A ]
A) never exhibit red light instead show white light waving up and down vertically
B) exhibit red light waving up and down vertically
C) exhibit red light waving from left to right D) None of these

779. When gateman notices parted train during day he shall [ D ]
A) exhibit red flag B) exhibit green flag C) exhibit banner flag
D) exhibit green flag by waving vertically up and down as high and as low possible

780. When gateman notices unusual, like Hot axle or fire in train [ A ]
A) shall exhibit red flag / red light during day/night respectively
B) shall exhibit green flag / green light during day/night respectively
C) shall exhibit green flag / White light during day/night respectively
D) None of these

781. In case of Hanging parts, break binding and flat tyre noticed _____ signal is to be shown by Gateman [ A ]
A) Red B) Green C) White D) Caution

782. If a Road vehicle is loaded above height gauge level, what is the first duty of the Gateman
A) Stop the Vehicle B) Sent the vehicle through the gate [ A ]
C) Inform to the station master D) Inform to the PWI

783. In case of parting of Train _____ signal should not be shown by Gateman [ C ]
A) White B) Green C) Red D) Caution

784. In case of parting of Train _____ light should be waved up and down by Gateman
A) White B) Green C) Red D) Caution [ A ]

785. In case of parting of Train _____ flag should be waved up and down by Gateman
A) White B) Green C) Red D) Caution [ B ]

786. How to protect the level crossing during day time, if any damage/defects at level crossing area is [ D ]
A) place banner flag, single detonator & three detonators at 30m, 600m & 1200m respectively
B) place red flag, single detonator & three detonators at 5m, 600m & 1200m respectively
C) place red flag, banner flag & three detonators at 30m, 600m & 1200m respectively
D) place banner flag, single detonator & three detonators at 5m, 600m & 1200m respectively

787. How to protect the level crossing during night time, if any damage/defects at level crossing area is [ D ]
A) place red light, red light & three detonators at 30m, 600m & 1200m respectively
B) place red light, red light & three detonators at 5m, 600m & 1200m respectively
C) place red light, single detonator & three detonators at 5m, 600m & 1200m respectively
D) place red light, single detonator & three detonators at 30m, 600m&1200m respectively

788. For opening of Gates in Non-Inter locked gates at what distance gate man has to plant the banner flag from check rail end [ B ]
A) 10 m B) 5 m C) 6 m D) 8 m

789. On running train, gateman has seen Smoke or Fire then he has to show _____ Flag/Light to the Guard. [ C ]
A) White B) Green C) Red D) None

790. In non-inter locked gate, before exchanging the PN to SM _____ to be ensured by Gateman [ D ]
A) Gate should be in closed condition
B) Remove Banner Flags/ Red lights provided at appropriate place
C) Check for No obstruction to train for passing the Gate D) All the above

791. In Inter locked Gate after taken off signals for a train if any road vehicle damages the boom and stops on track which infringes the train then the Gate man should do immediately _____ [ B ]
A) Protection of the Track B) Put back the signals to on position
C) Inform the Station Master D) Inform SSE/P.Way to register police case.

792. The schedule of inspection of ADEN for manned level crossing is [ D ]
A) once a month B) once in two months
C) once in three months D) once in six months

793. ADEN should inspect the Gate equipment once in _____ months [ D ]
A) 12 B) 22 C) 3 D) 6

794. Before issuing of Private Number to Station Master in Non Inter Locked Gate the Gateman should ensure [ D ]
A) Gate is closed and booms are locked
B) Banner flag kept at 5 meters is removed.
C) No infringements in Level Crossing premises for safe passage of trains.
D) All of the above.

795. In case of emergency the gateman can leave the gate _____ [ D ]
A) Duly informing the Station Master B) by Closing the gate
C) padlock the gate D) All the above

796. While passing train any unusual noticed by Gateman / trackmen immediately he should exhibit warning signals to loco pilot/guard, If loco pilot/Guard fail to take notice [ B ]
A) Wave Green Signal up and down B) Inform to Station Master
C) Exhibit Red hand signal D) Inform to SSE/P.way

797. The equipment of Gate should be checked by JE/SSE/P.way once in _____ by rotation
A) 2 months B) a month C) 3 months D) 6 months [ B ]

798. The schedule of inspection of JE/SSE/P.way for manned level crossing is once in _____ by rotation [ B ]
A) 2 months B) a month C) 3 months D) 6 months

799. Minimum distance of gate posts from centre line of nearest track is _____ [ C ]
A) 6 mts B) 5 mts C) 3.5 mts D) 2.5 mts

800. If gate post not feasible to keep within the minimum distance i.e., 3.0m the tolerance limit is _____ [ A ]
A) + 30 cm B) – 30 cm C) ± 30 cm D) 30 to 50 cm

801. If gate post not feasible to keep within the minimum distance + 30 cm, it can be increased with specific approval of _____ [ D ]
A) Sr.DEN/Co.ord B) CTE C) PCSO D) PCE

802. At level crossings the gate posts shall be fixed _____ to the road [ A ]
A) 90° B) 75° C) 60° D) 45°

803. For class-I roads minimum width of gates at right angles to the centre line of the road is _____ [ A ]
A) 9m or X + 2.5m B) 7.5m or X + 2.0m C) 5m or X + 1.25m D) 3m or X + 1.0m

804. For class-II roads minimum width of gates at right angles to the centre line of the road is _____ [ B ]
A) 9m or X + 2.5m B) 7.5m or X + 2.0m C) 5m or X + 1.25m D) 3m or X + 1.0m

805. For class-III roads minimum width of gates at right angles to the centre line of the road is _____ [ C ]
A) 9m or X + 2.5m B) 7.5m or X + 2.0m C) 5m or X + 1.25m D) 3m or X + 1.0m

806. Minimum length of Check rail in square LC is width of Gate + _____ [ C ]
A) 1.5 m B) 1.25 m C) 2 m D) 0.5 m

807. Minimum and maximum check rail clearances at all Level Crossings should be [ B ]
A) 61 to 67mm B) 51 to 57mm C) 41 to 45mm D) 44 to 48mm

808. Minimum depth of flangeway clearance _____ is required for all level crossings [ A ]
A) 38 mm B) 41 mm C) 44 mm D) 51 mm

809. Minimum distance of Gate lodge from centre line of nearest track is _____ [ B ]
A) 8 mts. B) 6 mts. C) 4 mts. D) 3 mts.

810. Minimum distance of Gate lodge from edge of road metalling is _____ [ B ]
A) 8 mts. B) 6 mts. C) 4 mts. D) 3 mts.

811. If the level crossing is in curve the gate lodge to be built on _____ of the curve [ B ]
A) inside B) outer side C) LH side D) RH side

812. Whistle loudly (W/L) indicators should be provided for _____ level crossings [ D ]
A) unmanned B) manned level crossings having visibility less than 600m
C) non-interlocked D) all types level crossings

813. Whistle loudly (W/L) indicators should be provided for all types level crossings at a distance of _____ from level crossing [ C ]
A) 1200m B) 800m C) 600m D) 400m

814. Whistle loudly (W/L) indicators should be provided for all types level crossings at a height of _____ from rail level to bottom of indicator [ D ]
A) 1500mm B) 1650mm C) 2000mm D) 2100mm

815. Wickets gates should be provided for _____ level crossings [ D ]
A) Special class B) A-class C) B-class D) All the above

816. Minimum length of fencing at LC gate from gate post parallel to track and parallel to road shall be [ C ]
A) 15 mts. & 6 mts. B) 10mts. & 10 mts. C) 15 mts. & 10 mts. D) 15 mts. & 15 mts.

817. Speed breakers should be provided on either approach of level crossings at a distance of about _____ from the gate post of the Level Crossing, covering full width of the road including berms [ C ]
A) 5 mts. B) 10 mts. C) 20 mts. D) 30 mts.

818. Width of the speed breaker at Level crossing approaches_____ meters [ B ]
A) 1 B) 2 C) 0.25 D) 0.5

819. Height of speed breaker at centre_____ mm, in approaches of Level crossings [ A ]
A) 125 B) 150 C) 75 D) 100

820. Speed breakers construction and maintenance out of the railway boundary by ____ [ D ]
A) Road users B) Road authorities C) State government D) Railway authorities

~~821. The speed breaker warning indicator for the road users should be fixed at a distance of _____ from speed breaker (as per SCR compendium on level crossing) [ B ]~~
~~A) 0 to 5m B) 5 to 10m C) 10 to 15m D) 15 to 20m~~

822. For class-I road in plain or rolling country, the speed breaker warning indicator for the road users should be fixed at a distance of ____ from speed breaker (as per IRPWM) [ B ]
A) 200m B) 120m C) 90m D) 60m

823. For class-I road in hilly country, the speed breaker warning indicator for the road users should be fixed at a distance of _____ from speed breaker (as per IRPWM) [ D ]
A) 200m B) 120m C) 90m D) 60m

824. For class-II road in plain or rolling country, the speed breaker warning indicator for the road users should be fixed at a distance of ____ from speed breaker (as per IRPWM) [ C ]
A) 30 to 40m B) 40 to 50m C) 60 to 90m D) 90 to 120m

825. For class-II road in hilly country, the speed breaker warning indicator for the road users should be fixed at a distance of _____ from speed breaker (as per IRPWM) [ B ]
A) 30 to 40m B) 40 to 50m C) 60 to 90m D) 90 to 120m

826. For class-III road in plain or rolling country, the speed breaker warning indicator for the road users should be fixed at a distance of ____ from speed breaker (as per IRPWM) [ B ]
A) 30m B) 40m C) 50m D) 60m

827. For class-III road in hilly country, the speed breaker warning indicator for the road users should be fixed at a distance of _____ from speed breaker (as per IRPWM) [ A ]
A) 30m B) 40m C) 50m D) 60m

828. Height of speed breaker warning indicator for kerbed roads is _____ [ B ]
A) 2.1m B) 2.0m C) 1.65m D) 1.50m

829. Height of speed breaker warning indicator for un-kerbed roads is _____ [ D ]
A) 2.1m B) 2.0m C) 1.65m D) 1.50m

830. The speed breaker warning indicator for the road users should be fixed at a distance of _____ from edge road metalling [ C ]
A) 1.2 to 1.5m B) 1.5 to 1.8m C) 1.8 to 2.1m D) 2.1 to 2.5m

831. At manned level crossing gates for the road users, warning board with single strip and Gate diagram should be fixed away from gate post at a distance of [ A ]
A) 50 to 100 mts. B) 100 to 150 mts. C) 150 to 200 mts. D) 200 to 250 mts.

832. At manned level crossing gates for the road users, warning board with double strip and level crossing diagram should be fixed away from gate post at a distance of [ D ]
A) 50 mts. B) 100 mts. C) 150 mts. D) 200 mts.

833. Level crossing warning indicator, the single strip and double strip warning indicators for the road users should be fixed at a distance of _____ from edge road metalling [ C ]
A) 1.2 to 1.5m B) 1.5 to 1.8m C) 1.8 to 2.1m D) 2.1 to 2.5m

834. Level crossing warning indicator, the single strip and double strip warning indicators for the road users should be fixed at a height of _____ from ground level to bottom of indicators [ A ]
A) 0.9m B) 1.2m C) 1.5m D) 2.0m

835. At manned level crossing for the road users, warning indicator with level crossing symbol should be planted at _____ from edge of the road _____ [ A ]
A) 1.8 to 2.1m, at Rly Boundary B) 1.8 to 2.1m, at 50m from gate post
C) 2.1 to 2.5m, at 50m from gate post D) 2.1 to 2.5m, at Rly Boundary

836. Minimum number of Gate Keepers per 24 hrs for Special Class level crossing is [ C ]
A) 5 B) 4 C) 3 D) 2

837. Level crossing warning indicators at railway boundary for the road users should be fixed at a height of _____ from ground level to bottom of indicators [ D ]
A) 0.9m B) 1.2m C) 1.5m D) 2.0m

838. Level crossing warning indicator for the road users with engine symbol should be provided for _____ at _____ [ C ]
A) manned level crossing at railway boundary B) manned level crossing at 50m
C) unmanned level crossing at railway boundary D) unmanned level crossing at 50m

839. Level crossing warning indicator for the road users with level crossing symbol should be provided for _____ at ____ [ A ]
A) manned level crossing at railway boundary B) manned level crossing at 50m
C) unmanned level crossing at railway boundary D) unmanned level crossing at 50m

840. Minimum number of Gate Keepers per 24 hrs for A-Class level crossing is [ D ]
A) 5 B) 4 C) 3 D) 2

841. Minimum number of Gate Keepers per 24 hrs for B-Class level crossing is [ D ]
A) 5 B) 4 C) 3 D) 2

842. Minimum number of Gate Keepers per 24 hrs for C-Class level crossing is [ D ]
A) 5 B) 4 C) 3 D) 2

843. If level crossing remains closed during night time, the minimum number of Gate Keepers per 24 hrs for C-Class level crossing is [ A ]
A) 1 B) 2 C) 3 D) 4

844. Within the gate post of level crossing the road should be _____ and _____ road respectively [ D ]
A) level and curved B) gradient and straight
C) gradient and curved D) level and straight

845. Length of level road should be maintained outside the gate post for all level crossings on class-I road is _____ [ A ]
A) 15 mts. B) 10 mts. C) 8 mts. D) 6 mts.

846. Length of level road should be maintained outside the gate post for all level crossings on class-II road is _____ [ C ]
A) 15 mts. B) 10 mts. C) 8 mts. D) 6 mts.

847. Length of level road should be maintained outside the gate post for all level crossings on class-III road is _____ [ C ]
A) 15 mts. B) 10 mts. C) 8 mts. D) 6 mts.

848. Beyond the 15m level length of road from gate post the steepest gradient permitted for class-I road is [ D ]
A) 1 in 15 B) 1 in 20 C) 1 in 30 D) 1 in 40

849. Beyond the 8m level length of road from gate post the steepest gradient permitted for class-II road is [ C ]
A) 1 in 15 B) 1 in 20 C) 1 in 30 D) 1 in 40

850. Beyond the 8m level length of road from gate post the steepest gradient permitted for class-III road is [ B ]
A) 1 in 15 B) 1 in 20 C) 1 in 30 D) 1 in 40

851. What is the height of limited height subway [ B ]
A) 2.0m to 3.6m B) 3.6m to 5.0m C) 5.0m to 6.5m D) greater than 6.5m

852. Minimum straight length of Road from the gate post should be required for class-I road is _____ [ B ]
A) 22.5m B) 15.0m C) 9.0m D) 4.5m

853. Desirable straight length of Road from the gate post should be required for class-I road is _____ [ D ]
A) 15 B) 17.5 C) 22.5 D) 30

854. Minimum straight length of Road from the gate post should be required for class-II road is _____ [ C ]
A) 22.5m B) 15.0m C) 9.0m D) 4.5m

855. Desirable straight length of Road from the gate post should be required for class-II road is _____ [ C ]
A) 15 B) 17.5 C) 22.5 D) 30

856. Minimum straight length of Road from the gate post should be required for class-III road is _____ [ D ]
A) 22.5m B) 15.0m C) 9.0m D) 4.5m

857. Desirable straight length of Road from the gate post should be required for class-III road is _____ [ A ]
A) 15 B) 17.5 C) 22.5 D) 30

858. When approach road of level crossing is curved road and those are national and state highways, the minimum radius of curve _____ is permitted on plain or rolling country
A) 440m B) 350m C) 250m D) 218m [ C ]

859. When approach road of level crossing is curved road and those are national and state highways, the minimum radius of curve _____ is permitted on hilly country [ B ]
A) 175m B) 90m C) 60m D) 40m

860. For class-I road in plain or rolling country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ B ]
A) 200m B) 120m C) 90m D) 60m

861. For class-I road in hilly country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ D ]
A) 200m B) 120m C) 90m D) 60m

862. For class-II road in plain or rolling country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ C ]
A) 30 to 40m B) 40 to 50m C) 60 to 90m D) 90 to 120m

863. For class-II road in hilly country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ B ]
A) 30 to 40m B) 40 to 50m C) 60 to 90m D) 90 to 120m

864. SSE/P.Way (In-charge) should keep a _____ register of repairs for all level crossings on his section. This register should show the date of opening, the condition of sleepers with their age and time, the date and type of each sleeper changed and other requisite particulars [ A ]
A) Manuscript B) Assurance C) Asset D) LC inspection

865. For class-III road in plain or rolling country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ B ]
A) 30m B) 40m C) 50m D) 60m

866. For class-III road in hilly country, the minimum sight distance of level crossing gate from road in the vicinity of level crossing for road users is _____ [ A ]
A) 30m B) 40m C) 50m D) 60m

867. Outside station limits interlocking of level crossing should be considered if TVUs is _____ [ B ]
A) ≤ 50000 B) ≤ 30000 C) ≤ 25000 D) ≤ 20000

868. Formation width of road beyond the gate post is _____ and up to length of _____ [ C ]
A) road metal width + 5m and 15m B) road metal width + 3m and 30m
C) road metal width + 5m and 30m D) road metal width + 3m and 15m

869. If approach road metalling width is greater than gate width, it should be connect the both roads by gradually increasing the road width up to a length of _____ [ C ]
A) 8m B) 15m C) 30m D) 45m

870. In electrified section, height gauges should be located at a minimum distance of _____ from the _____ [ B ]
A) 8m, nearest track centre B) 8m, gate post
C) 10m, nearest track centre D) 10m, gate post

871. In exceptional circumstances where site conditions do not permit, with the ___ approval, height gauges should be located at a minimum distance of _____ from the _____ [ C ]
A) CTE, 8m, nearest track centre B) CTE, 8m, gate post
C) PCE, 8m, nearest track centre D) PCE, 8m, gate post

872. Maximum height of height gauge is _____ from road level, in such case height of contact wire should be _____ from rail level [ D ]
A) 4.65m, 5.50m B) 4.78m, 5.25m C) 4.65m, 5.25m D) 4.78m, 5.50m

873. Range of Vertical clearance between the underside of the top member of the height gauge and the road surface is _____. [ A ]
A) 4.76 to 4.78m B) 4.65 to 4.78m C) 4.65 to 4.76m D) 4.70 to 4.76m

874. Range of vertical Clearance between the road surface and the boom of lifting barrier when the gate is closed to Road Traffic is _____. [ C ]
A) 0.5 to 1.0m B) 0.8 to 1.2m C) 0.8 to 1.0m D) 1.0 to 1.2m

875. Level crossings laid with PSC sleepers should be overhauled _____ or more frequently as warranted by condition. [ D ]
A) once in a year B) once in 2 years
C) once in 3 years D) with each round of machine tamping

876. Level crossings laid with PSC sleepers should be overhauled with each round of machine tamping or more frequently as warranted by condition and in no case shall opening be delayed by more than _____. [ B ]
A) year B) 2 years C) 3 years D) 4 years

877. _____ will be responsible for the proper upkeep and maintenance of 'Whistle Boards' and 'STOP' Boards provided on the approaches to level crossings [ A ]
A) SSE/P.Way(in-charge) B) JE/SSE/P.Way(sectional)
C) Gang mate D) Gateman

878. In the case of SWR, the short-welded panel may be continued through the level crossing, avoiding fish plated joint on the level crossing and within _____ from the end of level crossing. [ D ]
A) 2m B) 3m C) 5m D) 6m

879. If check rails are removed for maintenance purpose, if it cannot be re fixed, then _____ speed restriction to be given for trains till the check rail put in place [ C ]
A) 50kmph B) 45kmph C) 30kmph D) 20kmph

880. Level crossings should not fall _____ [ D ]
A) within the breathing length B) in deep cuttings
C) at bridge/tunnel approaches D) All of the above conditions

881. Rail joints should be avoided in check rails and on the running rails, within the level crossings and _____ on either side from the end of level crossing [ B ]
A) 2m B) 3m C) 5m D) 6m

882. For elimination of existing level crossings should be carried out with _____ [ D ]
A) Construction of Subways, along with adequate drainage arrangements
B) Construction of roads along Railway boundary to divert road traffic to the nearest level crossing/grade separator
C) Construction of ROB/RUB D) follow any one of the above criteria

883. Criteria for Replacement of Existing Level Crossings with Road Over/Under Bridges on Cost Sharing Basis, Minimum Train Vehicle Units (TVU) on a Level Crossing should be ____
A) greater than 50000/day B) greater than 75000/day [ C ]
C) greater than 100000/day D) greater than 150000/day

884. Criteria for Replacement of Existing Level Crossings with Road Over/Under Bridges on Cost Sharing Basis, Minimum Train Vehicle Units (TVU) on a Level Crossing should be greater than 100000/day, However, this could be relaxed in the following cases [ D ]
A) Suburban sections having high frequency of train services
B) Near stations where detentions to road traffic are very high
C) Heavy motor vehicular traffic level crossings D) both A) and B)

885. Replacement of Existing Level Crossings with Road Over/Under Bridges, most priority should be given to level crossings _____ [ D ]
A) located on trunk routes B) on national/state highways
C) required to close against road traffic should be at least 12 times a day
D) All of the above

886. Railways may, based on specific request of concerned Road authorities, consider sharing cost of constructing new FOUR lane Road Over Bridge in lieu of level crossings having minimum TVU of _____ comprising not less than _____ Road vehicle units [ C ]
A) 1 lakh/day, 2000 B) 2 lakh/day, 4000 C) 3 lakh/day, 6000 D) 4 lakh/day, 8000

887. What is the height of road under bridges [ D ]
A) 2.0m to 3.0m B) 3.0m to 4.0m C) 4.0m to 5.0m D) greater than 5.0m

888. Under which rule, if any person willfully obstructs or prevent any Railway Servant in the discharge of his duties, he shall be punishable with imprisonment for a term which may extend to six months or with fine which may extend to one thousand rupees or both [ A ]
A) section-146 of IR act 1989 B) section-149 of IR act 1989
C) section-156 of IR act 1989 D) section-160 of IR act 1989

889. Under which rule, if any person other than a Railway Servant or a person authorized in this behalf, opens any gate or Chain or Barrier set up on either side of a Level Crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to three years. [ C ]
A) section-146 of IR act 1989 B) section-149 of IR act 1989
C) section-160(1) of IR act 1989 D) section-160(2) of IR act 1989

890. Under which rule, if any person breaks any gate or Chain or Barrier set up on either side of a Level Crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to five years. [ D ]
A) section-146 of IR act 1989 B) section-149 of IR act 1989
C) section-160(1) of IR act 1989 D) section-160(2) of IR act 1989

## 9. PATROLLING OF THE RAILWAY LINE

891. How many types of patrolling are in vogue in Indian railways as per IRPWM [ C ]
A) 4 B) 5 C) 6 D) 7

892. The railway track daily patrolled on foot by [ A ]
A) Designated keyman B) Designated Gang Mate
C) Sr.Track maintainer D) Patrolman

893. Under the special instructions patrolling of railway track by keyman once in two days in the case of specified section of lines with light and infrequent traffic with the approval of [ D ]
A) ADEN B) DEN/Sr.DEN C) Sr.DEN/Co.ord D) Chief Engineer

894. During abnormal rainfall or storm during day or night the track is patrolled by [ A ]
A) the Gang B) keyman C) Sr.Track Maintainer D) none of these

895. In the event of abnormal rainfall or storm during day or night, the _____ should, on his own initiative, organize patrolling over the length affected, independently of other patrolling, if any, being done [ B ]
A) Patrolman B) Gang mate C) JE/SSE/P.way D) ADEN

896. The beat length of Gang Patrolling during abnormal rainfall of storm shall be similar to the _____. [ B ]
A) Gang Patrolling B) Monsoon Patrolling
C) Cold weather patrolling D) Hot weather patrolling

897. The official who identify and notify the section to be patrolled during monsoon is
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN [ C ]

898. The official who shall prescribe the period of normal monsoon patrolling is [ C ]
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN

899. The official who can introduce or continue monsoon patrolling outside stipulated dates duly advising all concerned is [ D ]
A) Sr.DEN/Co.ord B) DEN/Sr.DEN C) ADEN D) JE/SSE/P.Way

900. The official who issues the monsoon patrol charts for each section where monsoon patrolling is required to done is [ B ]
A) Sr.DEN/Co.ord B) DEN/Sr.DEN C) ADEN D) JE/SSE/P.Way

901. Ordinarily patrolling will be carried out by _____ [ A ]
A) A single patrolman B) Two patrolman's
C) Three patrolman's D) Four patrolman's

902. In regions where danger from wild animals, dacoits and other risks exist, as in Ghat sections, suburban section or other specified sections, _____ may be introduced [ B ]
A) Single person patrolling B) Patrolling in pairs
C) Three persons patrolling D) Four persons patrolling

903. A period of at least _____ rest is desirable between consecutive beats of a monsoon patrolman. [ B ]
A) 45 Minutes B) 30 Minutes C) 60 Minutes D) 90 Minutes

904. During rest period, what action can be taken by patrolman while passing a train [ C ]
A) take rest B) available with station master
C) Exchange the number plate and blow whistle while engine and last vehicle passing
D) None of the above

905. In regions where danger from wild animals, dacoits and other risks exist, as in Ghat sections, suburban section or other specified sections, patrolling in pairs may be introduced with approval of _____ [ D ]
A) JE/SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DEN/Co.ord

906. What is the definition of beat length during patrolling [ D ]
A) Distance from origin station to another station
B) Distance from origin point to mid of the block section
C) Distance from origin point to level crossing
D) Distance from origin point to patrol book exchange point

907. During monsoon patrolling, the length of each patrol beat should not normally exceed
A) 2 km B) 4 km C) 5 km D) 7 km [ C ]

908. The walking speed of a patrolman shall be [ A ]
A) 3 kmph B) 5 kmph C) 6 kmph D) 10 kmph

909. The maximum distance covered by a patrolman should not normally exceed [ C ]
A) 10 km B) 16 km C) 20 km D) 24 km

910. Literate, Intelligent, experienced and trustworthy track maintainer should be selected from the Permanent Gangs by _____ to work as Patrolmen and Watchmen. [ A ]
A) JE/SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DEN/Co.ord

911. The selected patrolman for monsoon patrolling duty should pass ____medical test
A) A-1 B) A-III C) B-I D) C-I [ B ]

912. The monsoon patrolman should carry track protection equipment and [ C ]
A) gang dairy B) patrol chart C) patrol book D) caution order slips

913. The Patrolman whose beat commences/terminates at a station shall present the patrol-book in his possession to the _____ [ D ]
A) Patrolman B) Gang mate C) JE/SSE/P.Way D) Station master

914. If a patrolman on arrival at the end of his beat does not find the next patrolman to take over patrol book, he must [ A ]
A) proceed ahead until he meets him B) return back to his starting station
C) wait till the other patrolman arrives D) none of these

915. If a patrolman who is due to arrive at a station does not turn in time or does not turn up at all the station master will [ A ]
A) issue caution orders to all the trains entering the section
B) stop all the trains and advise all concerned
C) waits till the patrolman arrives and send the trains
D) stop all the trains and advise to JE/SSE/P.Way

916. If a Patrolman who is due to arrive at a station does not turn-in time or does not turn up at all, the Station Master shall issue caution orders to all trains with Speed Restriction of [ A ]

A) 40 Kmph B) 50 Kmph C) 30 Kmph D) 20 Kmph

917. If a Patrolman does not turn up within _____ minutes of his scheduled arrival, the Station Master should advise adjacent station master and advise caution order to all trains.

A) 15 B) 10 C) 20 D) 30 [ A ]

918. When no danger is apprehended, the patrolman should exhibit his number plate facing the train standing [ B ]

A) in the middle of two lines B) on the cess C) on the ballast D) under a tree

919. What is the size of patrolman number plate [ D ]

A) 7.5cm square B) 10cm square C) 12.5cm square D) 15cm square

920. Where patrolling is undertaken in pairs or stationary patrol consists of two men, the equipment need not be duplicated but the additional Patrolman will be provided with an extra rechargeable LED torch/hand signal lamp, whistle thunderer, protective clothing and _____ for emergency use [ D ]

A) One spanner and hammer B) One spanner and light crowbar

C) Two spanners, hammers and light crowbars

D) One spanner, hammer and light crowbar

921. While monsoon patrolling, the monsoon patrolman will be vigilant and look out for _.

A) Breaches and washouts B) Subsidence, slips and erosion [ D ]

C) Water levels at bridges and approaches D) All of the above

922. The SSE/P.Way (In-charge) shall submit a certificate to the _____, a month in advance before the commencement of the monsoon that he has made all arrangements for monsoon patrolling [ A ]

A) DEN through ADEN B) Sr.DEN/Co.ord through ADEN and DEN

C) ADEN D) CTE through ADEN and DEN

923. SSE/P.Way (in-charge) will submit the list of names of patrolmen and watchmen to _____ with their duties/locations assigned during the patrolling season. [ A ]

A) ADEN B) DEN/Sr.DEN C) Sr.DEN/Co.ord D) CTE

924. SSE/P.Way in-charge should check the equipment of all patrolmen and watchman during monsoon once in a [ B ]

A) fortnight B) month C) 3 months D) 6 months

925. JE/SSE/P.Way (sectional) should check the equipment of all patrolmen and watchman during monsoon once in a [ C ]

A) 6 months B) 3 months C) month D) fortnight

926. JE/SSE/P.Way (sectional) shall cover his entire sub-division once in _____ by Train in the night and check the monsoon patrolmen. [ A ]

A) Fortnight B) Month C) 2 months D) 3 months

927. Hot weather patrolmen should not carry the following equipment [ B ]

A) HS red flag B) HS green C) Detonators D) Canne-a-boule

928. SSE/P.Way in-charge shall cover his entire sub-division once in _____ by Train in the night and check the monsoon patrolmen. [ B ]
A) Fortnight B) Month C) 2 months D) 3 months

929. Assistant Divisional Engineer shall cover his entire sub-division once in _____ by Train in the night and check the monsoon patrolmen. [ B ]
A) Fortnight B) Month C) 2 months D) 3 months

930. A list of vulnerable locations in a register form should be maintained and updated by each [ A ]
A) ADEN B) SSE/P.Way C) JE/P.Way D) DEN/Sr.DEN

931. Person responsible for seeing that each patrolman is provided with the equipment specified and for periodical distribution of consumable stores is [ B ]
A) Gang Mate B) JE/SSE/P.Way C) ADEN D) DEN/Sr.DEN

932. Person responsible for seeing that the patrolman and stationary watchman possess the correct equipment specified is [ A ]
A) Gang Mate B) JE/SSE/P.Way C) ADEN D) DEN/Sr.DEN

933. Hot Weather Patrolling will be introduced, when the rail temperature rises above _____ on PSC sleeper track with sleeper density 1540 nos. Per km and above. [ C ]
A) td + 10°C B) td + 20°C C) td + 25°C D) td +30°C

934. Hot Weather Patrolling will be introduced, when the rail temperature rises above _____ on PSC sleeper track with sleeper density less than 1540 nos. Per km. [ B ]
A) td + 10°C B) td + 20°C C) td + 25°C D) td +30°C

935. Hot Weather Patrolling will be introduced, when the rail temperature rises above _____ on PSC wider sleeper track with sleeper density 1660 nos. Per km. [ D ]
A) td + 10°C B) td + 20°C C) td + 25°C D) td +30°C

936. On single line or where only one road in a double line section is having LWR/CWR- One Hot weather patrolman for every _____ [ B ]
A) 1Km B) 2Km C) 4Km D) 5Km

937. On double line section when LWR/CWR exist on both roads - One Hot Weather patrolman for every _____ length of UP and DN road. [ A ]
A) 1 km B) 2Km C) 4Km D) 5Km

938. The official who shall prescribe the period of hot weather patrolling for each section is
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN [ A ]

939. During hot weather patrolling, changes in beat length and man power deployment as given above, if found necessary, may be decided by the _____ of the division depending on prevailing local conditions, frequency of train service, weather conditions etc. [ B ]
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN

940. Period and section where cold weather patrolling is to be done shall be laid down by
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN [ B ]

941. During the hot weather patrolling, at a time the patrolman shall preferably inspect _____ only [ C ]
A) Both tracks B) Single track C) Single rail D) Both B) and C)

942. While hot weather patrolling, the hot weather patrolman will be vigilant and look out for _____. [ D ]
A) Kinks B) Buckling C) SEJ gaps D) All of the above

943. Hot weather patrolman will walk over his beat slowly over _____ in one direction and on the other rail/on sleeper non gauge side of rail in the return direction
A) one rail/on sleeper gauge face of rail B) centre of one track [ C ]
C) one rail/on sleeper non gauge face of rail D) on cess

944. During hot weather patrolling, when a kink is observed, hot weather patrolman shall immediately examine at least _____ ahead and in the rear of the kink for any floating condition of track [ B ]
A) 50 sleepers B) 100 sleepers C) 150 sleepers D) 200 sleepers

945. The Gang Mate on receipt of advice of a danger of buckle will proceed to the site quickly with all available men. He should then inspect the condition of track _____ on either side of this suspected zone and commence heaping of surplus ballast [ A ]
A) 100m B) 200m C) 600m D) 1000m

946. During hot weather patrolling, after emergency repairs _____ is authorise to send trains over defected location such as kinks, buckling etc. [ C ]
A) Patrolman B) Gang mate C) JE/SSE/P.Way D) ADEN

947. Period and section where cold weather patrolling is to be done shall be laid down based on _____ [ D ]
A) Rail/Weld fractures B) Extent of rail corrosion
C) Overdue of rail renewal D) All of the above

948. Cold weather patrolling shall compulsorily be started when rail temperature goes below _____ [ D ]
A) tm B) td C) td + 10°C D) td -30°C

949. Patrol Beat for Cold weather patrolling on single line or where only one road in a double section is having LWR/CWR _____ [ C ]
A) 1 km B) 2Km C) 4Km D) 5Km

950. Patrol Beat for Cold weather patrolling on double line section when LWR/CWR rest on both road - One patrolman for _____ kilometre length of UP and DN road. [ B ]
A) 1Km B) 2Km C) 4Km D) 5Km

951. During cold weather patrolling, changes in beat length and man power deployment as given above, if found necessary, may be decided by the _____ of the division depending on prevailing local conditions, frequency of train service, weather conditions etc. [ B ]
A) CTE B) Sr.DEN/Co.ord C) DEN/Sr.DEN D) ADEN

952. While cold weather patrolling, the cold weather patrolman will be vigilant and look out for _____. [ D ]
A) Rail failures B) Weld failures C) SEJ gaps D) All of the above

953. The SSE/P.Way (In-charge) shall submit a certificate to the Divisional Engineer through Assistant Divisional Engineer _____ in advance before the commencement of the monsoon that he has made all arrangements for monsoon patrolling. [ C ]

A) 6 Months B) 3 Months C) 1 Month D) 15 days

954. _____ are those, where conditions unsafe for the passage of trains are apprehended and there is need for stopping of trains in time in case such conditions develop [ A ]

A) Vulnerable locations B) Stations C) Points and crossings D) Level crossings

955. Cuttings and Hills designated as vulnerable by [ B ]

A) DRM B) Sr.DEN/DEN C) Sr.DEN/Co D) ADRM

956. Vulnerable locations are manned by [ A ]

A) Stationary watchman B) mobile watchman C) Gang Mate D) Keyman

957. Bridges are designated as vulnerable location based on [ D ]

A) Liable to scour in foundations B) Rise of flood above danger level frequently

C) Oblique/parallel flow of water to the approaches D) All of the above

958. Vulnerable locations are those _____ [ D ]

A) Bad banks liable to slips and subsidence

B) Bridges located across river courses fed by Railway affecting tanks

C) Water over-flowing over the track D) All of the above

959. If water Level in Bridges reaches Danger Level the patrol Man / Stationary watchman should [ C ]

A) Send the train with restricted speed

B) Stop dead the train and send the train with 10kmph

C) Protect the track and advise SSE/P.way, Nearest Station Master D) All of the above.

960. When washout occurred the patrolman after protecting one side the other side protection shall be done by one of the possible means _____ [ C ]

A) By swimming across the water B) By careful walking on the hanging track

C) Showing the danger signal in best possible view to the approaching train of other side and inform station master with possible communication

D) All of the above

961. A list of Vulnerable Locations should be maintained by each _____ in a register form and should be reviewed and brought up-to-date [ B ]

A) SSE/P.way in-charge B) ADEN C) Sr.DEN/Co.ord D) CTE

962. Security patrolling may be arranged on the pattern of the _____ with modifications, as deemed necessary, in consultation with Civil authorities. [ A ]

A) Monsoon patrolling B) Cold weather patrolling

C) Hot weather patrolling D) Mobile watchman

963. Duty of the Patrolman employed on Security patrolling shall be to protect trains against any [ D ]

A) condition of danger B) tampering with track

C) obstruction placed on line D) All the above

## 10. ACTION DURING ACCIDENTS INCLUDING BREACHES AND PRE-MONSOON PRECAUTIONARY MEASURES

964. Accident is an occurrence in the course of working of railway which does or may affect the safety of the railways including [ D ]
A) Engine & Rolling stock B) Passenger/Rly servants
C) P.Way and Works D) all the above

965. Safeguard and preserve clues till police or RPF personnel arrive at accident site and take charge is the duty of [ C ]
A) Commercial staff B) Mechanical/B.D staff C) Engineering staff D) S&T Staff

966. Seal Block instruments relay rooms and note position of levers, knob, slide indications is the duty of [ D ]
A) Commercial staff B) Mechanical/B.D staff C) Engineering staff D) S&T Staff

967. An engineering official, if he is the first to reach accident site he shall report to [ B ]
A) principal Chief Engineer B) nearest station master C) to GM D) to DRM

968. The station master after receiving the details of a train accident from the officer at accident site shall [ A ]
A) issue all concerned message B) inform to GM
C) inform to Rly Board D) None of these

969. On arrival at the accident site _____ team will take charge of the location where evidence of clues are available [ C ]
A) Break Down B) Engineering C) Safety D) None of these

970. For investigation of train derailments one of vital activity at accident site is [ A ]
A) Careful observation of Clues B) Opinion of Chief Track engineer
C) Opinion of PCE D) opinion of GM

971. For investigation of train derailments one of vital activity is careful observation of,
A) Record of rolling stock parameters B) Record of track parameters [ C ]
C) Both 'A' & 'B" D) none of these

972. The joint measurement to be submitted by Senior Supervisor shall not be complete till
A) All Measurements of Rolling stock B) All Measurements of Track [ C ]
C) Both A & B D) None of these

973. In case of derailment of passenger train causing injuries to the passengers, video recording of the concerned part of track and rolling stock shall be carried out by [ A ]
A) Nominated ART Personnel B) Nominated Commercial personnel
C) Nominated Operating personnel D) None of these

974. M&C Report from RDSO is must in case accident is attributed to [ D ]
A) Breakage of track components B) breakage of components of rolling stock
C) Other than breakage of components D) both 'A' & 'B'

975. WILD data means _____ impact load detector data [ A ]
A) Wheel B) Wagon C) Weld D) None of these

976. Engineering staff available at accident site should assist guard and driver in ensuring protection of train in single line in [ A ]
A) Front and rear B) in rear only C) in front only D) not required

977. The duration of long hooter shall be _____ seconds [ A ]
A) 30 B) 40 C) 50 D) 60

978. The duration of short hooter shall be _____ seconds [ D ]
A) 20 B) 15 C) 10 D) 5

979. Joint inspection of ART by SSE/P.Way, SSE/C&W, SSE/S&T, SSE/Elec. & Station Manager shall be done [ A ]
A) once in a month B) once in 3 months C) once in 6 months D) once in a year

980. Permitted standard play for new wheel is [ A ]
A) 19 mm B) 18 mm C) 17 mm D) 16 mm

981. When cause of derailment is not clear then measurement of track is taken in rear upto a distance of [ D ]
A) 45 metres B) 60 metres C) 90 metres D) 100 metres

982. When cause of derailment is not clear then measurement of track is taken in front up to a distance of [ A ]
A) 45 metres B) 60 metres C) 90 metres D) 100 metres

983. When the cause of derailment is indisputably known measurement will be taken up to a distance of [ B ]
A) 30 M on either side B) 45 M on either side
C) 60 M on either side D) 90 M on either side

984. Track readings are measured at every _____ metres station apart. [ C ]
A) 6M B) 5M C) 3 M D) 4 M

985. Where necessary measurement of Gauge and Cross level may be taken additionally at individual sleepers up to _____ metres in rear of the derailment. [ A ]
A) 9 B) 10 C) 5 D) 6

986. Longitudinal levels should be recorded for _____ metres in rear of point of mount
A) 100 B) 200 C) 300 D) 400 [ C ]

987. Longitudinal levels should be recorded for _____ metres ahead of point of mount
A) 100 B) 200 C) 300 D) 400 [ A ]

988. For all class of locomotives tread wear should be measured from tread at _____ from the back face of flange in BG. [ D ]
A) 57 mm B) 59.5 mm C) 61mm D) 63.5mm

989. In case of sudden derailment _____ will be considered as '0' station [ A ]
A) point of drop B) Point of mount C) either A or B D) none of these

990. In case of gradual derailment _____ will be considered as '0' station [ B ]
A) point of drop B) Point of mount C) either A or B D) none of these

991. When Track measurements are taken at accident site left and right are determined with respect to [ A ]
A) Direction of the train movement B) increasing kilometre

C) Decreasing Kilometre D) none of the above

992. Flange rejection limit of wheel for goods train is [ B ]
A) 15 mm B) 16 mm C) 19mm D) 22 mm

993. Flange rejection limit of wheel for Passenger train is [ D ]
A) 15 mm B) 16 mm C) 19mm D) 22 mm

994. If flange thickness reduces to _____ mm is called thin flange [ C ]
A) 11 B) 12 C) 13 D) 14

995. In accident manual special instruction are issued or approved by [ A ]
A) PCOM B) DRM C) CRS D) Sr.DOM

996. Restoration Operations should not be commenced in all cases of accidents when the cause of which might possibly due to sabotage [ B ]
A) Railway Safety officials B) Police officials C) RPF officials D) DRM

997. The information to be collected in case of accident at Manned Level Crossing is [ D ]
A) Competency certificate of the gateman on duty B) availability of safety equipment
C) Condition of the road surface/approaches D) all the above

998. Prior to restoration work where the cause of accident might possibly due to sabotage, a Factual note of the conditions obtaining at the site should be prepared and signed jointly by [ A ]
A) Senior most Police and Railway officials at site
B) Senior most Police and Railway officials
C) Junior most Police and Railway officials at site D) none of these

999. The information to be collected in case of derailment is [ D ]
A) point of mount and drop B) Track measurements C) sketch D) all the above

1000. Object of Accident Enquiry is [ D ]
A) to ascertain the correct cause of accident B) to fix the responsibly for the accident
C) to formulate proposals for preventing recurrence of similar accidents D) all the above

1001. In classification of accident enquiries the following is not a Railway enquiry [ D ]
A) Joint enquiry B) inter departmental enquiry
C) Departmental enquiry D) CRS Enquiry

1002. In classification of accident enquiries the following is a Railway enquiry [ B ]
A) Magisterial enquiry B) Joint enquiry C) Police enquiry D) CRS enquiry

1003. All departmental and interdepartmental enquiries into accidents shall normally be ordered by [ B ]
A) GM B) DRM C) CSO D) CRS

1004. DAR action against officials held responsible for accident shall be completed by [ C ]
A) D+60 B) D+70 C) D+90 D) D+120

1005. For checking wheel gauge _____ at equal spacing on inner periphery of the two wheels on the same axle to be recorded [ B ]
A) 4 measurements B) 3 measurements C) 5 measurements D) 2 measurements

1006. Tyre defect Gauge is used to measure [ B ]
A) Wheel dia. B) wheel profile C) wheel gauge D) None of these.

1007. The details to be shown in the dimensional sketch prepared of the accident [ D ]
A) Kilometrage of site B) Direction of movement
C) Names of stations on either side D) all the above

1008. The dimensional sketch of the accident site should indicate the position of [ D ]
A) all derailed vehicles B) Point of mount & drop
C) pair of wheels of first derailed vehicle D) all the above

1009. The dimensional sketch of the accident site should show a length of above _____meters behind the point of mount and almost equal distance in front [ B ]
A) 200 B) 300 C) 400 D) 500

1010. The data in the columns 2 to 26 in the proforma of track measurement (Part-A) need not be collected when accident is [ C ]
A) On account of sabotage B) due to obstruction on track
C) both 'A' & 'B' D) none of the above

1011. A temporary diversion is one which is not likely to be in use for more than _____days
A) 7 B) 10 C) 12 D) 9 [ B ]

1012. Proforma for Track measurement (Part-B) need not be filled when the cause of derailment is obviously established as [ D ]
A) due to sabotage B) Obstruction on track
C) broken axle, and/or spring having fallen off D) all the above

1013. At a temporary diversion all trains must _____ and proceed at _____ [ A ]
A) Stop dead, 10 kmph B) Stop dead, 20 kmph
C) Stop dead, 30 kmph D) None of the above

1014. A semi-permanent diversion is one constructed for special purpose of facilitating reconstruction of the line and / or bridges likely to be in use for a period of more than ___
A) 10 days B) 30 days C) 90 days D) None of these [ A ]

1015. On a semi-permanent diversion, trains may proceed at _____ speed after adequate period of Consolidation [ B ]
A) Proceed at 45 kmph B) Non stop reduced speed
C) Proceed at 50 kmph D) None of the above

1016. In diversions as far as possible the radius of the curve should not be less than _____ metres [ B ]
A) 225 M B) 450M C) 600M D) None of the above

1017. Diversion in difficult terrain the radius of the curve shall not be less than [ A ]
A) 225 M B) 450M C) 600M D) None of the above

1018. In case of temporary diversion the super elevation provided is [ D ]
A) 50 mm B) 30 mm C) 20 mm D) zero mm

1019. Trains may be permitted pass when the depth of water above rail level does not exceed _____ for passenger and mixed trains [ A ]
A) 350 mm B) 450 mm C) 250 mm D) 400 mm

1020. Trains may be permitted pass when the depth of water above rail level does not exceed _____ for Goods trains [ B ]

A) 300 mm B) 450 mm C) 600 mm D) 900 mm

1021. When the track is submerged trains shall be allowed to pass at [ A ]
A) stop dead and 10 kmph B) stop dead and 15 kmph
C) stop dead and 20 kmph D) Stop dead and 25 kmph

1022. If water rises over the top the ballast but is below the rail level trains can be allowed only after [ C ]
A) 2 men walking abreast on either end of the sleepers
B) if the track has not been disturbed C) both 'A' & 'B' D) none of the above

1023. When water over tops the rails the _____ shall pilot the train [ B ]
A) patrolman B) JE/SSE/P.Way C) Gang Mate D) Trackman

1024. When water over tops the rail the JE/SSE/P.Way shall [ D ]
A) pilot the train B) walk over the track ahead
C) check the depth by means of probing D) all the above

1025. An up to date list of Railway Affecting Works shall be maintained by [ A ]
A) DEN/ADEN B) SSE/P.Way C) SSE/Works D) All the above

1026. The term Railway Affecting Work may broadly be taken to mean any work [ C ]
A) which if not constructed and maintained properly
B) not operated properly may result in danger to railway line
C) Both 'A' & 'B' D) none of the above

1027. The railway official who shall jointly inspect with the civil authorities all RAWs /RATs before the monsoon every year [ B ]
A) SSE/P.Way B) ADEN C) DEN D) None of the these

1028. Danger level at Girder and slab bridges with waterway < 6.10m is marked at clearance below bottom of girders/slabs is _____ mm [ C ]
A) 100 to 250 B) 150 to 250 C) 150 to 300 D) 200 to 350

1029. Danger level at Girder and slab bridges with waterway > 6.10 < 12.20 m is marked at clearance below bottom of girders/slabs is _____ mm [ A ]
A) 450 B) 400 C) 350 D) 250

1030. Danger level at Girder and slab bridges with waterway > 12.20 < 30.50 m is marked at clearance below bottom of girders/slabs is _____ mm [ D ]
A) 450 B) 500 C) 550 D) 600

1031. Danger level at Girder and slab bridges with waterway > 30.50 < 61.0 m is marked at clearance below bottom of girders/slabs is _____ mm [ B ]
A) 800 B) 750 C) 700 D) 650

1032. Danger level at Girder and slab bridges with waterway > 61.0 m is marked at clearance below bottom of girders/slabs is _____ mm [ B ]
A) 1000 B) 1050 C) 1100 D) 1200

1033. For larger spans and for multiple span arches, the danger level shall be at ____ rise below the crown of the arch [ C ]
A) 1/4 B) 1/3 C) 2/3 D) 2/5

1034. Danger level at bridges shall be marked with _____ wide [ B ]

A) Red band of 6 cm B) Red band of 5 cm C) Red band of 4 cm D) Red band of 10 cm

1035. Danger level at bridges shall be marked with red band over a white band _____ wide
A) 7 cm B) 9 cm C) 10 cm D) 12 cm [ C ]

1036. Danger level at bridges shall be marked with red band over a white band for a length of _____ [ D ]
A) 45 cm B) 50 cm C) 55 cm D) 60 cm

1037. _____ should send a certificate to the PCE to the effect that monsoon reserve stock is in order and to the scale laid down, by the prescribed date. [ A ]
A) DEN B) Sr.DEN/Co-ord C) ADEN D) SSE/P.Way In-charge

1038. During heavy rains and strong wind endangering the safety of passenger train SM shall not [ A ]
A) Grant line clear B) exchange of all right signals
C) take off LSS or starter D) None of the above

1039. Rainfall above _____ crosses in 24 hours is considered as dangerous for running trains [ C ]
A) 20mm B) 30mm C) 50mm D) None of these

1040. Heavy winds above _____ kmph is considered as dangerous for running trains [ A ]
A) 65 B) 50 C) 35 D) None of these

1041. The stationmaster on receipt of information regarding danger to track or bridge due to RAT should [ D ]
A) Stop immediately the approaching train B) inform the concerned SSE/JE/P.Way
C) inform the adjacent station master D) All the above

1042. The Section JE/SSE/P.Way In charge on receipt of information regarding danger to track or bridge due to RAT should [ D ]
A) Immediately proceed to the site B) Post a stationary watchman
C) inform the adjacent station masters D) All the above

1043. During the monsoon period at every nominated vulnerable location _____ should be posted round the clock [ A ]
A) Stationary watchman B) Mobile watchman C) Patrolman D) none of these

1044. The SSE/P.Way on receipt of weather/cyclone warning should [ D ]
A) advise patrolmen, Watchmen & mates to be extra vigilant
B) Introduce monsoon Patrolling and post watchmen at vulnerable locations
C) out in his section for 48 hours D) All the above

1045. Gangmate on receipt of weather warning from station master should [ D ]
A) in fair season depute 2 reliable Trackmen for patrolling
B) During monsoon send 2 Trackmen in opposite direction to alert intermediate Mate & Patrolmen
C) In case of heavy rain/severe storm carry out gang patrol D) All the above

1046. CCRS Stands for [ A ]
A) Chief Commissioner of Railway Safety B) Chief Commercial Railway Supdt.

C) Chief Controller of Railway Safety D) None of the above

1047. WILD stands for [ B ]

A) Wagon Inspection of Load device B) Wheel Impact Load Detector

B) Weld Impact Load Device D) None of the above

1048. M&C report stands for [ A ]

A) Metallurgist & Chemist report B) Mechanical & Civil Report

C) Maintenance & Correction report D) None of these

## 11. ENGINEERING STORES AND THEIR ACCOUNTAL

1049. Test check of vouchers during stock verification, In the case of revenue and other charged of stores, _____ receipts and issue transactions for any _____from the date of last accounts verification should be checked with the postings recorded in the Ledgers.
A) 25%, 6 months B) 20%, 3 months C) 20%, 6 months D) 25%, 3 months [ D ]

1050. Stores with Imprest Holders whether in a Stores Depot or with a department, should be verified by Accounts Stock Verifiers every once in a [ B ]
A) 12 Months B) 24 Months C) 36 Months D) 18 months

1051. Items for which there is a regular demand, regular drawl or consumption and there is a regular recoupment is called [ B ]
A) Revenue items B) Stock items C) Consumables D) Non stock items

1052. Items which are required for day-to-day operation of services and maintenance of the activity. [ C ]
A) Custody stores B) Surplus stores C) Imprest stores D) Special stores

1053. The Material at site of works whether in a Stores Depot or with a department, should be verified by accounts Stock Verifiers every once in a [ A ]
A) 12 Months B) 24 Months C) 36 Months D) 18 months

1054. PL number consists of _____ digit [ D ]
A) 12 B) 10 C) 06 D) 08

1055. Principal Head of stores Department on a Zonal Railway is _____ [ C ]
A) Chief Materials Manager B) Member Mechanical C) Principal CMM D) Chief COS

1056. In PL. No. The subgroup to be represented by _____ [ B ]
A) First two digits B) 3rd & 4th digits C)5th & 6th digits D) 2nd & 3rd digits

1057. Buffer stock is provided _____ [ A ]
A) To meet unforeseen requirements B) To supply items to other Depots
C) To make shortfall due to theft D) To arrange local purchase

1058. The T&P whether in a stores department or with a depot should be verified by accounts Stock Verifiers every once in a [ C ]
A) 12 Months B) 24 Months C) 36 Months D) 18 months

1059. Item not required by user can be returned to stores depot on _____ [ C ]
A) Sale issue note B) Minus issue note C) DS-8 Note D) Indent

1060. The Officer returning stores to stores depots should prepare Advice Notes in Form (S. 1539) in _____ [ C ]
A) Five copies B) Four copies C) Six copies D) Three copies

1061. Departmental stock verification should be done in such a way that approximately _____of the stock under each subordinate is verified by actual count each month. [ A ]
A) One sixth B) One fourth C) One third D) Half

1062. Stores with no issues over 24 months are called as _____ [ A ]
A) Surplus B) Inactive C) Overstock D) None of the above

1063. Surplus stock may be due_____ [ D ]
A) Change in structure or plant and equipment B) Introduction of new standard
C) Introduction of new procedure D) All of the above
1064. Dead surplus is item _____ [ D ]
A) Not issued for 12 months B) Not issued for 24 months
C) Not issued for 24 months and there is no likely demand in next 12 months
D) Not issued for 24 months and there is no likely demand in next 24months
1065. All the receipts and all issues of the stores from P.Way office is maintained in [ C ]
A) Challan book B) Ledger C) Daily material transaction register D) D.S.8 copy
1066. All the receipts and all issues of P.Way office is maintained in DMTR shall be in [ A ]
A) Triplicate B) Duplicate C) Single D) Quadruplicate
1067. Field book is submitted to P.Way office once in a [ B ]
A) Month B) Week C) Fortnight D) Two months
1068. Departmental stock verification is verified departmentally at least once in every [ C ]
A) Three months B) Four Months C) Six months D) Twelve months
1069. In departmental stock verification approximately ____of the stock under each subordinate is verified by actual count each month. [ A ]
A) One sixth B) One fourth C) One third D) Half
1070. Stores which are obtained for specific work is called [ C ]
A) Revenue stores B) Imprest stores C) Material at site stores D) Surplus stores
1071. Monthly returns are submitted to division along with [ D ]
A) DMTR copies only B) DMTR copies along with incoming and outgoing vouchers
C) DMTR copies, ledgers copies along with incoming and outgoing vouchers
D) DMTR copies, ledgers copies, inventory copy along with incoming & outgoing Vouchers
1072. In case of scrap material of rail length below one meter the unit of measurement shall Be [ C ]
A) Meters B) Number C) In weight D) In weight and numbers
1073. Before commencement of track renewal work foot by foot joint inventory shall be taken By [ B ]
A) SSE/P.Way Incharge and Stock verifier
B) SSE/P.Way Incharge, Stock Verifier and Contractor
C) ADEN, SSE/P.Wayincharge, Contractor and Stock verifier
D) Contractor and Stock verifier
1074. All P.way materials left over after completion of the work is termed as [ C ]
A) Revenue stores B) Material at site stores C) Surplus stores D) None of the above

## 12. SCHEDULE OF DIMENSIONS (IRSOD)

1075. Minimum distance of centre to centre of track for Existing works in block section is ___
A) 4265 mm B) 4260 C) 4725 D) 4495 [ A ]

1076. Minimum distance of centre to centre of track for new works in block section is ____
A) 7800 B) 5300 C) 5100 D) 4725 [ B ]

1077. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for Existing works in block section is _____ mm [ C ]
A) 1670 B) 1680 C) 1675 D) 1905

1078. Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 4420 mm above rail for Existing works in block section is _____ mm [ B ]
A) 2130 B) 2135 C) 1600 D) 1905

1079. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for new works or alterations to existing works in block section is _____ mm [ D ]
A) 2130 B) 2135 C) 1600 D) 1905

1080. Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 1065 mm above rail for New works or alterations to Existing works [ A ]
A) 1905 mm increasing to 2360 mm B) 1900 mm increasing to 2135 mm
C) 1905 mm increasing to 2135 mm D) 1900 mm increasing to 2360 mm

1081. Minimum horizontal distance from centre of track to any structure except a platform from 1065 mm above rail level to 3355 mm above rail for New works or alterations to Existing works is _____ mm [ C ]
A) 2355 B) 2365 C) 2360 D) 2350

1082. Minimum horizontal distance from centre of track to any structure except a platform from 3355 mm above rail level to 4420 mm above rail for new works or alterations to Existing works [ D ]
A) 2360 mm decreasing to 2100 B) 2135 mm decreasing to 2100
C) 2360 mm D) 2360 mm decreasing to 2135 mm

1083. Minimum horizontal distance from centre of track to any structure except a platform from 4420 mm above rail level to 5870 mm above rail for New works or alterations to Existing works [ C ]
A) 2135 mm decreasing to 1600mm B) 2360 mm decreasing to 1600mm
C) 2135 mm decreasing to 915 mm D) 2360 mm decreasing to 915mm

1084. Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on straight and curves up to radius of 875m is _____ mm [ A ]
A) 2575 B) 2625 C) 2725 D) 2360

1085. Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on curves radius less than 875m is _____ mm [ C ]

A) 2575 B) 2625 C) 2725 D) 2360

1086. Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures in non electrified area is _____ mm in block section

A) 5870 B) 4875 C) 5100 D) 5250 [ B ]

1087. Minimum height above rail level when D.C. Traction is likely to be used for a distance of 915mm on either side of the centre of track for overhead structures is _____ mm in block section [ C ]

A) 5870 B) 6250 C) 5410 D) 5250

1088. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Light overhead structures such as Foot over bridges is _____ mm in block section [ A ]

A) 6250 B) 5870 C) 5410 D) 5250

1089. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Heavy overhead structures such as Road over bridges and Flyovers is _____ mm in block section [ B ]

A) 6250 B) 5870 C) 5410 D) 5250

1090. Minimum Clearance from rail level to power line crossings up to and including 11KV in Non-Electrified territory is _____ [ D ]

A) Normally by over head cable B) 10860 mm C) 11160 mm

D) normally by underground cable.

1091. Minimum Clearance from rail level to power line crossings above 11KV and up to 33KV in Non-Electrified territory is _____ mm [ C ]

A) 10840 B) 10850 C) 10860 D) 10870

1092. Minimum Clearance from rail level to power line crossings above 33KV and up to 66KV in Non-Electrified territory is _____ mm [ A ]

A) 11160 B) 11150 C) 11140 D) 11130

1093. Minimum Clearance from rail level to power line crossings above 66KV and up to 132KV in Non-Electrified territory is _____ mm [ D ]

A) 11660 B) 11690 C) 11680 D) 11760

1094. Minimum Clearance from rail level to power line crossings above 132KV and up to 220KV in Non Electrified territory is _____ mm [ A ]

A) 12660 B) 12650 C) 12640 D) 12600

1095. Minimum Clearance from rail level to power line crossings above 220KV and up to 400KV in Non-Electrified territory is _____ mm [ B ]

A) 14470 B) 14460 C) 14450 D) 14440

1096. Minimum Clearance from rail level to power line crossings above 400KV and up to 500KV in Non-Electrified territory is _____ mm [ C ]

A) 15340 B) 15350 C) 15360 D) 15370

1097. Minimum Clearance from rail level to power line crossings above 500KV and up to 800KV in Non-Electrified territory is _____ mm [ D ]
A) 18030 B) 18040 C) 18050 D) 18060

1098. Minimum Clearance from rail level to New power line crossings up to and including 11KV in Electrified territory is _____ [ D ]
A) Normally by over head cable B) 10860 mm C) 11160 mm
D) normally by underground cable.

1099. Minimum Clearance from rail level to New power line crossings above 11KV and up to 33KV in Electrified territory is _____ mm [ A ]
A) 14660 B) 14670 C) 14680 D) 14690

1100. Minimum Clearance from rail level to New power line crossings above 33KV and up to 66KV in Electrified territory is _____ mm [ B ]
A) 14970 B) 14960 C) 14980 D) 14950

1101. Minimum Clearance from rail level to New power line crossings above 66KV and up to 132KV in Electrified territory is _____ mm [ C ]
A) 15540 B) 15550 C) 15560 D) 15570

1102. Minimum Clearance from rail level to New power line crossings above 132KV and up to 220KV in Electrified territory is _____ mm [ B ]
A) 16450 B) 16460 C) 16470 D) 16480

1103. Minimum Clearance from rail level to New power line crossings above 220KV and up to 400KV in Electrified territory is _____ mm [ A ]
A) 18260 B) 18250 C) 18240 D) 18230

1104. Minimum Clearance from rail level to New power line crossings above 400KV and up to 500KV in Electrified territory is _____ mm [ D ]
A) 19130 B) 19140 C) 19150 D) 19160

1105. Minimum Clearance from rail level to New power line crossings above 500KV and up to 800KV in Electrified territory is _____ mm [ C ]
A) 21840 B) 21850 C) 21860 D) 21870

1106. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 11KV and up to 33 KV is _____ mm [ B ]
A) 2430 B) 2440 C) 2450 D) 2460

1107. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 33KV and up to 66KV is _____ mm [ A ]
A) 2440 B) 2430 C) 2450 D) 2460

1108. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 66KV and up to 132KV is _____ mm [ D ]
A) 3000 B) 3030 C) 3040 D) 3050

1109. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 132KV and up to 220KV [C]
A) 4560 B) 4570 C) 4580 D) 4590

1110. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 220KV and up to 400KV is _____ mm [ B ]
A) 5480 B) 5490 C) 5500 D) 5470

1111. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 400KV and up to 500KV is _____ mm [ D ]
A) 7910 B) 7920 C) 7930 D) 7940

1112. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 500KV and up to 800KV is _____ mm [ A ]
A) 7940 B) 7920 C) 7930 D) 7910

1113. Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway is _____ mm [ C ]
A) 6200 B) 6050 C) 6100 D) 6150

1114. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for New works shall be – [ B ]
A) H + 1.5 Mts B) H + 6 Mts C) H + 3 Mts D) H + 2.135 Mts

1115. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for existing rigid well founded structure/post shall be _____ which ever is more [ A ]
A) 3M or 1.5M away from the toe of embankment/Top of cutting
B) 1.5M or 3M away from the toe of embankment/Top of cutting
C) 3M or 1M away from the toe of embankment/Top of cutting
D) 1M or 3M away from the toe of embankment/Top of cutting

1116. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for Existing works is _____ mm [ D ]
A) 4480 B) 4485 C) 4490 D) 4495

1117. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for New works and alterations to existing works is _____ mm [ B ]
A) 4720 B) 4725 C) 4730 D) 4750

1118. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level in Tunnels, Through and semi through girder bridges is _____ mm
A) 1600 B) 1705 C) 1905 D) 2135 [ C ]

1119. Minimum horizontal distance from centre of track to any structure from 305 mm above rail level to 1065 mm above rail in Tunnels, Through and semi through girder bridges
A) 1905 mm increasing to 2360 mm B) 1905 mm increasing to 2135 mm [ A ]
C) 1600 mm increasing to 2360 mm D) 1600 mm increasing to 2135 mm

1120. Minimum horizontal distance from centre of track to any structure from 1065 mm above rail level to 3355 mm above rail in Tunnels, Through and semi through girder bridges is _____ mm [ A ]
A) 2360 B) 2135 C) 2575 D) 2725

1121. Minimum horizontal distance from centre of track to any structure from 3355 mm above rail level to 4420 mm above rail in Tunnels, Through and semi through girder bridges
A) 2360 mm decreasing to 2125 mm B) 2360 mm decreasing to 2135 mm [ B ]
C) 2135 mm decreasing to 2125 mm D) 2135 mm decreasing to 2135 mm

1122. Minimum horizontal distance from centre of track to any structure from 4420 mm above rail level to 5870 mm above rail in Tunnels, Through and semi through girder bridges
A) 2135 mm decreasing to 1600 mm B) 2135 mm decreasing to 1905 mm [ D ]
C) 2135 mm decreasing to 1675 mm D) 2135 mm decreasing to 915 mm

1123. Maximum distance apart of safety/Trolley refuge in tunnels [ B ]
A) 50mts B) 100mts C) 150mts D) 200mts

1124. Maximum distance apart of safety/Trolley refuge on bridges with main spans of less than 100 Mts is _____ [ C ]
A) On every Pier B) 50 mts C) 100mts D) 200mts

1125. Maximum distance apart of safety/Trolley refuge on bridges with main spans of more than 100 Mts is _____ [ A ]
A) A refuge over every pier B) 50 mts C) 100mts D) 200 mts

1126. In cuttings in curves trolley refuges should be provided at every _____ mts [ D ]
A) 250 B) 200 C) 150 D) 100

1127. In cuttings in straight track trolley refuges should be provided at every _____ mts [ B ]
A) 250 B) 200 C) 150 D) 100

1128. In high embankments trolley refuges should be provided at every _____ [ C ]
A) 100 mts B) OHE mast C) 200 mts D) 250 mts

1129. Maximum distance should not be more than _____ between trolley refuge in plain, straight track with clear visibility without embankments and cuttings [ D ]
A) 250 mts B) 500 Mts C) 2 KM D) 1 KM

1130. Gauge on Straight including curves of radius 350 Mts or more for new track is [ C ]
A) - 3mm to +3mm (1673mm to 1679mm) B) - 3mm to +3mm (1670mm to 1676mm)
C) - 5mm to +3mm (1671mm to 1679mm) D) - 5mm to +3mm (1668mm to 1676mm

1131. Gauge for curves of radius less than 350 Mts for new track is _____mm [ A ]
A) up to 1686 B) up to 1683 C) up to 1691 D) up to 1688

1132. Minimum distance centre to centre of straight tracks for existing works in station yards
A) 4265mm B) 4625mm C) 4495mm D) 4725mm [ A ]

1133. Minimum distance centre to centre of straight tracks for new works/additions to existing works in station yards [ B ]
A) 4725mm B) 5300 mm C) 7800mm D) 4625mm

1134. Recommended steepest gradient in station yards for New works & Alteration to Existing Works is [ C ]
A) 1 in 1000 B) 1 in 400 C) 1 in 1200 D) 1 in 2000

1135. Maximum Steepest gradient in station yards for New works & Alteration to Existing Works is [ A ]
A) 1 in 400 B) 1 in 260 C) 1 in 100 D) 1 in 80

1136. Maximum Steepest gradient in station yards for existing Works is [ D ]
A) 1 in 80 B) 1 in 100 C) 1 in 260 D) 1 in 400

1137. No station yard shall be constructed nor shall any siding join a passenger line on a grade steeper than [ D ]
A) 1 in 80 B) 1 in 150 C) 1 in 260 D) 1 in 100

1138. For new yards in new line projects deviation from recommended gradient requires approval of [ C ]
A) CRS B) PCSO C) General manager D) CCRS

1139. The power of condo nation for gradient steeper than 1 in 400 and up to 1 in 100 for existing works shall be [ B ]
A) CRS B) PCSO C) DRM D) CCRS

1140. The power of condo nation for gradient steeper than 1 in 100 for existing works shall be Railway board through [ D ] A) CRS
B) PCSO C) General manager D) CCRS

1141. The power of condo nation for gradient steeper than 1 in 400 and up to 1 in 260 for New yards in new line projects shall be Commissioner of railway safety [ A ]
A) CRS B) PCSO C) General manager D) CCRS

1142. The power of condo nation for gradient steeper than 1 in 260 for New yards in new line projects shall be [ D ] A) GM through CRS B) GM through PCSO C) RB through CRS D) RB through CCRS

1143. Station Yard means on single line to a distance of _____ beyond Stock Rail Joint of outermost points at either end of the station. [ B ]
A) 30 meters B) 50 meters C) 45 meters D) 60 meters

1144. Station Yard mean on double line where 2 aspect signalling is provided, from _____ of outermost points at the trailing end. [ A ]
A) Home signal to a distance of 50 meters beyond Stock Rail Joint
B) Stock rail joints of outer most points C) Stock rail joint to last stop signal
D) 50 meters beyond Stock Rail Joint of outermost points at either end

1145. Station Yard mean on double line where 2 aspect signalling is provided where there are no points on that line [ C ]
A) From Block section limit board to first stop signal.
B) From Block section limit board to last stop signal.
C) From Home signal to last stop signal D) Stock rail joint to last stop signal

1146. Station Yard mean on double line where multiple aspect signalling is provided, _____ of outermost points at either end of the station [ D ]
A) To a distance of 25 meters beyond Stock Rail Joint
B) To a distance of 30 meters beyond Stock Rail Joint
C) To a distance of 40 meters beyond Stock Rail Joint
D) To a distance of 50 meters beyond Stock Rail Joint

1147. No change in grades within _____ of points and crossings [ C ]
A) 25 mts B) 20 mts C) 30 mts D) 50 mts

1148. Station Yard mean on double line where multiple aspect signalling is provided where there are no points on that line [ D ]

A) From home signal to last stop signal

B) From Block section limit board to first stop signal.

C) Stock rail joint to last stop signal

D) From Block Section Limit Board to last stop signal.

1149. Maximum Horizontal distance from centre of track to face of passenger platform coping [ B ]

A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm

1150. Minimum Horizontal distance from centre of track to face of passenger platform coping [ C ]

A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm

1151. Maximum Horizontal distance from centre of track to face of goods platform coping

A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm [ B ]

1152. Minimum Horizontal distance from centre of track to face of goods platform coping

A) 1670 mm B) 1680 mm C) 1675 mm D) 1905 mm [ A ]

1153. Maximum Horizontal distance from centre of track to face of any platform wall is [ D ]

A) 1915 mm B) 119100 mm C) 1900 mm D) 1905 mm

1154. Minimum Horizontal distance from centre of track to face of any platform wall is [ C ]

A) 1665 mm B) 1670 mm C) 1675 mm D) 1680 mm

1155. Maximum Height for high passenger platforms above rail level is [ A ]

A) 840 mm B) 830 mm C) 820mm D) 900 mm

1156. Minimum Height for high passenger platforms above rail level is [ C ]

A) 840 mm B) 780 mm C) 760 mm D) 750 mm

1157. Maximum Height for medium level passenger platforms above rail level is [ D ]

A) 445 mm B) 440 mm C) 450 mm D) 455 mm

1158. Maximum Height for goods platforms above rail level is [ A ]

A) 1065mm B) 1295 mm C) 1070 mm D) 1290 mm

1159. Maximum Height for goods platforms with horse and end loading above rail level is

A) 1065mm B) 1295 mm C) 1070 mm D) 1290 mm [ B ]

1160. The ends of all platforms (except end loading platforms) must be ramped to a slope of

A) 1 in 6 B) 1in 5 C) 1 in 10 D) 1 in 7 [ A ]

1161. From the face of the platform wall width of ramp shall not be less than [ C ]

A) 2 mts B) 1.5 mts C) 1 mts D) 2.5 mts

1162. No Passenger platform in case of new line would be constructed on a curve having radius less than [ D ]

A) 1000 Mts B) 1166 Mts C) 1750 Mts D) 875 Mts

1163. No passenger platform in case of new line would be constructed on a curve having Degree sharper than [ D ]

A) 1° B) 1.5° C) 1.75° D) 2°

1164. Minimum height of the sub urban passenger platform can be ____ with permission
A) 840 mm B) 900 mm C) 1000 mm D) 760 mm [ A ]

1165. Maximum height of the sub urban passenger platform can be ____ with permission
A) 840 mm B) 900 mm C) 1000 mm D) 760 mm [ B ]

1166. Height of sub urban platform more than 840 mm shall be permitted by [ D ]
A) PCSO B) CRS C) CCRS D) GM

1167. Minimum horizontal distance of any building on a passenger platform from centre line of track at platform level is [ B ]
A) 5330 mm B) 5180 mm C) 4115 mm D) 3810 mm

1168. Minimum horizontal distance of any building on a passenger platform from centre line of track: From platform level to 305mm above platform level is [ C ]
A) 5180 mm increasing to 5300 mm B) 5170 mm increasing to 5330 mm
C) 5180 mm increasing to 5330 mm D) 4115 mm increasing to 3810 mm

1169. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 305mm above platform level to 3430 above rail level [ D ]
A) 5180 mm B) 5170 mm C) 5320 mm D) 5330 mm

1170. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 3430 above rail level to 4115 mm in case of existing works is [ A ]
A) 5330 mm decreasing to 3810 mm B) 5320 mm decreasing to 3810 mm
C) 4115 mm decreasing to 3810 mm D) 5330 mm decreasing to 4115 mm

1171. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 3430 above rail level to 4610 mm in case of New works or alterations to existing works is [ D ]
A) 5330 mm decreasing to 4115 mm B) 5320 mm decreasing to 3810 mm
C) 4115 mm decreasing to 3810 mm D) 5330 mm decreasing to 3810 mm

1172. A structure is classified as pillar or column or isolated structure when it covers less than _____ $cm^2$ in plan [ C ]
A) 3714 B) 3715 C) 3716 D) 3720

1173. Minimum horizontal distance of any building or longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works is [ B ]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

1174. Recommended minimum horizontal distance of any building or longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works is [ A ]
A) 12130 mm B) 12140 mm C) 12150 mm D) 12160 mm

1175. Minimum horizontal distance of longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works at D,E,.F category stations is [ D ]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

1176. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform at platform level is [ C ]
A) 4720 mm B) 3810 mm C) 4570 mm D) 5300 mm

1177. Minimum horizontal distance of Foot over bridge from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works at any stations is [ D ]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

1178. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from platform level to 305mm above platform level is [ B ]
A) 3960 mm increasing to 4110 mm B) 4570 mm increasing to 4720 mm
C) 4720 mm increasing to 4900 mm D) 5180 mm increasing to 5330 mm

1179. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 305mm above platform level to 3705 above rail level is [ C ]
A) 5180 mm B) 5330 mm C) 4720 mm D) 4570 mm

1180. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 3705 to 4115 mm above rail level in existing works is [ A ]
A) 4720 mm decreasing to 3810 mm B) 4570 mm decreasing to 3810 mm
C) 4720 mm decreasing to 4570 mm D) 4720 mm decreasing to 4110 mm

1181. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 3705 to 4610 mm above rail level in New works or alterations to existing works is [ C ]
A) 4570 mm decreasing to 4110 mm B) 4720 mm decreasing to 4110 mm
C) 4720 mm decreasing to 3810 mm D) 4720 mm decreasing to 4570 mm

1182. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level is [ A ]
A) 4570 mm B) 4720 mm C) 4110 mm D) 3810 mm

1183. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level from platform level to 305mm above platform level is [ D ]
A) 4110 mm increasing to 4570 mm B) 4110 mm increasing to 4720 mm
C) 3810 mm increasing to 3810 mm D) 4570 mm increasing to 4720 mm

1184. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level from 305mm above platform level to 3705 above rail level is
A) 4570 mm B) 4720 mm C) 4110 mm D) 3810 mm [ B ]

1185. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level from 3705 to 4115 mm above rail level in existing works is [ C ]
A) 4570 mm decreasing to 4110 mm B) 4720 mm decreasing to 4110 mm
C) 4720 mm decreasing to 3810 mm D) 4720 mm decreasing to 4570 mm

1186. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 305mm above platform level to 3980 above rail level for existing works is [ A ]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3960 mm

1187. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level From 3705 to 4610 mm above rail level in New works or alterations to existing works is [ A ]
A) 4720 mm decreasing to 3810 mm B) 4720 mm decreasing to 4110 mm
C) 4570 mm decreasing to 3810 mm D) 4570 mm decreasing to 4110 mm

1188. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform at platform level is [ D ]
A) 4570 mm B) 4720 mm C) 3810 mm D) 3960 mm

1189. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from platform level to 305mm above platform level is [ B ]
A) 4110 mm increasing to 4570 mm B) 3960 mm increasing to 4110 mm
C) 3810 mm increasing to 4570 mm D) 4570 mm increasing to 4720 mm

1190. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 305 mm above platform level to 4310 to above rail level for new works or alterations existing works is [ A ]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3960 mm

1191. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 305 mm above platform level to 3980 to above rail level for existing works is [ A ]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3960 mm

1192. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 3980 to 4115 mm above rail level in existing works is [ A ]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3810 mm

1193. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform From 3980 to 4115 mm above rail level in existing works is [ A ]
A) 4110 mm decreasing to 3810 mm B) 4570 mm decreasing to 4720 mm
C) 4110 mm decreasing to 4570 mm D) 4110 mm decreasing to 4720 mm

1194. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform From 4310 to 4610 mm above rail level in New works or alterations to existing works is [ A ]
A) 4110 mm decreasing to 3810 mm B) 4570 mm decreasing to 4720 mm
C) 4110 mm decreasing to 4570 mm D) 4110 mm decreasing to 4720 mm

1195. Minimum height above rail level for width of 1600 mm on either side of the centre of track, of tie rods or any continuous covering in a passenger station is [ B ]

A) 5870 mm B) 6250 mm C) 6100 mm D) 5410 mm

1196. Minimum height above rail level for width of 1370 mm on either side of the centre of track, of tie rods or any continuous covering in a passenger station where 25KV AC is not in use is [ C ]

A) 5870 mm B) 6250 mm C) 6100 mm D) 5410 mm

1197. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station is [ A ]

A) 6250 mm B) 6100 mm C) 5870 mm D) 5410 mm

1198. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station where DC traction is in use is [ D ]

A) 6250 mm B) 6100 mm C) 5870 mm D) 5410 mm

1199. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station where 25 KV AC traction is in use for light over head bridges (FOB) is [ B ]

A) 6100 mm B) 6250 mm C) 5410 mm D) 5870 mm

1200. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a road over bridge or a signal gantry in a passenger station where 25 KV AC traction is in use is [ D ]

A) 6100 mm B) 6250 mm C) 5410 mm D) 5870 mm

1201. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from rail level to 305mm above rail level is [ B ]

A) 1670 mm B) 1675 mm C) 1680 mm D) 2135 mm

1202. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 305 mm rail level to 3355 mm above rail level is [ C ]

A) 1680 mm B) 1675 mm C) 2135 mm D) 2360 mm

1203. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 3355 mm rail level to 4115 mm above rail level is [ A ]

A) 2135 mm decreasing to 1980 mm B) 2360 mm decreasing to 1600 mm

C) 2135 mm decreasing to 1600 mm D) 2360 mm decreasing to 1980 mm

1204. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 4115 mm rail level to 6250 mm above rail level is [ C ]

A) 1680 mm B) 1675 mm C) 1600 mm D) 1980 mm

1205. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 4115 mm rail level to 6100 mm above rail level On lines other than main lines or existing main lines where electric traction is not likely to be introduced is

A) 1370 mm B) 1600 mm C) 1905 mm D) 1980 mm [ A ]

1206. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from rail level to 305mm above rail level is

A) 1370 mm B) 1600 mm C) 1905mm D) 1980 mm [ C ]

1207. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 305 mm to 1065 mm above rail level is
A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm [ C ]
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm

1208. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 1065 mm to 3735 mm above rail level is A) 2135 mm B) 2360 mm C) 1905mm D) 2575 mm [ B ]

1209. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 3735 mm to 4420 mm above rail level is
A) 2575 mm decreasing to 2135 mm B) 2360 mm decreasing to 2135mm [ C ]
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm

1210. Minimum clearance between toe of open switch and stock rail for existing works is
A) 115 mm B) 118 mm C) 112 mm D) 95 mm [ D ]

1211. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 4420 mm to 4610 mm above rail level is
A) 2575 mm decreasing to 2135 mm B) 2725 mm decreasing to 2575mm [ D ]
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm

1212. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 4610 mm to 6250 mm above rail level is
A) 1980 mm B) 1605 mm C) 1905 mm D) 1600 mm [ D ]

1213. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works Below the rail level and up to formation level of the track on straight and curves up to radius of 875m is [ C ]
A) 2725 mm B) 2775 mm C) 2575 mm D) 2645 mm

1214. In station yards Minimum, horizontal distance from centre of track to any structure or New works or alterations to existing works Below the rail level and up to formation level of the track on curves with radius less than 875m is [ A ]
A) 2725 mm B) 2775 mm C) 2575 mm D) 2645 mm

1215. In case of turnouts laid with 1673 mm gauge maximum clearance of wing rail at nose of crossings [ A ]
A) 45 mm B) 41 mm C) 38 mm D) 44 mm

1216. In case of turnouts laid with 1673 mm gauge minimum clearance of wing rail at nose of crossings [ B ]
A) 45 mm B) 41 mm C) 38 mm D) 44 mm

1217. In over riding minimum clearance between toe of open switch and stock rail for New works or alterations to existing works is [ A ]
A) 115 mm B) 118 mm C) 160 mm D) 112 mm

1218. Minimum radius of curvature for slip points, turnouts of crossover roads is [ C ]
A) 350 mts B) 220 mts C) 218 mts D) 290 mts

1219. Maximum degree of curve permitted for slip points, turnouts of crossover roads is
A) 8˚ B) 10˚ C) 5˚ D) 4˚ [ A ]

1220. Minimum angles of crossing permitted is [ C ]
A) 1 in 8.5 B) 1 in 12 C) 1 in 16 D) 1 in 20

1221. Diamond crossings not to be flatter than [ A ]
A) 1 in 8.5 B) 1 in 12 C) 1 in 16 D) 1 in 20

1222. Minimum length of tongue rail shall be [ D ]
A) 7620 mm B) 11360 mm C) 12480 mm D) 3660 mm

1223. Minimum length of train protection, point locking or fouling treadle bar shall be [ D ]
A) 7620 mm B) 11360 mm C) 12480 mm D) 12800 mm

1224. Curves of contrary flexure the equilibrium super-elevation [ A ]
A) $C = GV^2/127R$ B) $C = GV/127R$ C) $C = GV^2/R$ D) $C = GV^2/136R$

1225. The permissible negative super-elevation on the turnout of contrary flexure is [ A ]
A) (75-C) mm B) (65-C) mm C) (100-C) mm D) (114-C) mm

1226. Minimum clear available length of one siding at any station where it is intended to cross trains shall be [ B ]
A) length of the longest train permitted in the section plus 30m.
B) length of the longest train permitted in the section plus 35m.
C) length of the longest train permitted in the section plus 40m.
D) length of the longest train permitted in the section plus 50m.

1227. Minimum Clear Available Length of one siding for new works or Alteration to the Existing Works On sections of the railway where the ruling gradients is flatter than 1 in 100 is [ D ]
A) 680 mts B) 700 mts D) 745 mts D) 750 mts

1228. Minimum Clear Available Length of one siding for new works or Alteration to the Existing Works On sections of the railway where the ruling gradients is steeper than 1 in 100 is [ B ]
A) length of the longest train permitted in the section plus 30m.
B) length of the longest train permitted in the section plus 35m.
C) length of the longest train permitted in the section plus 40m.
D) length of the longest train permitted in the section plus 50m.

1229. Spacing of tracks for Existing works in general is [ D ]
A) 4495 mm B) 4725 mm C) 4625 mm D) 4265 mm

1230. Spacing of tracks for New works in general is [ C ]
A) 7500 mm B) 7800 mm C) 5300 mm D) 5200 mm

1231. Minimum radius of curve that can be permitted [ B ]
A) 218 mts B) 175 mts C) 220 mts D) 350 mts

1232. Maximum Degree of curve that can be permitted [ A ]
A) 10˚ B) 8 ˚ C) 9 ˚ D) 6 ˚

1233. Minimum clearance of check rail for a curve is [ A ]
A) 44 mm B) 41 mm C) 45 mm D) 48 mm

1234. Check rails to be provided in curves where the radius is [ B ]
A) 220 mts or less B) 218 mts or less C) 175 mts D) 350 mts or less

1235. Check rails to be provided in curves where the Degree is [ B ]
A) 5˚or More B) 8˚or More C) 6˚or More D) 10˚

1236. Minimum clearance of check rail at a level crossing [ D ]
A) 48 mm B) 57 mm C) 45 mm D) 51 mm

1237. Maximum clearance of check rail at a level crossing [ B ]
A) 51 mm B) 57 mm C) 45 mm D) 48 mm

1238. Minimum depth of space for wheel flange from rail level [ C ]
A) 28.5 mm B) 35 mm C) 38 mm D) 36 mm

1239. In mid-section Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for Existing works [ B ]
A) 1670 mm B) 1675 mm C) 1680 mm D) 2135 mm

1240. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 4420 mm above rail for Existing works
A) 2360 mm B) 1905 mm C) 2340 mm D) 2135 mm [ D ]

1241. In mid-section Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for New works or alterations to existing works [ C ]
A) 1680 mm B) 1675 mm C) 1905 mm D) 2135 mm

1242. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 1065 mm above rail for New works or alterations to Existing works [ C ]
A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm

1243. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 1065 mm above rail level to 3355 mm above rail for New works or alterations to Existing works [ D ]
A) 2135 mm B) 2255 mm C) 2575 mm D) 2360 mm

1244. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 3355 mm above rail level to 4420 mm above rail for New works or alterations to Existing works [ D ]
A) 2575 mm decreasing to 2135 mm B) 2360 mm decreasing to 2135mm
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm

1245. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 4420 mm above rail level to 5870 mm above rail for New works or alterations to Existing works [ A ]
A) 2135 mm decreasing to 915 mm B) 2135mm decreasing to 1980 mm
C) 2360 mm decreasing to 1905 mm D) 2360 mm decreasing to 1980 mm

1246. In mid-section Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on straight and curves up to radius of 875m [ C ]
A) 2135 mm B) 2725 mm C) 2575 mm D) 2360 mm

1247. In mid-section Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on curves radius less than 875m [ B ]
A) 2135 mm B) 2725 mm C) 2575 mm D) 2360 mm

1248. Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures in non-electrified territory [ A ]
A) 4875 mm B) 5410 mm C) 5870 mm D) 6100 mm

1249. Minimum horizontal distance of any telegraph post measured from the centre of and at right angles to the nearest track for Existing works [ A ]
A) Height of the post + 2135 mm B) Height of the post + 2360 mm
C) Height of the post + 6000 mm D) Height of the post + 3000 mm

1250. Minimum horizontal distance of any telegraph post measured from the centre of and at right angles to the nearest track for New works or Alterations to existing works [ B ]
A) Height of the post + 2135 mm B) Height of the post + 2360 mm
C) Height of the post + 6000 mm D) Height of the post + 3000 mm

1251. When the line is in cutting a telegraph post erected outside the cutting, must be at a distance from the top edge of the cutting not less than the [ C ]
A) Total Height of the post + 2135 mm B) Total Height of the post + 2360 mm
C) Total Height of the post D) Total Height of the post + 3000 mm

1252. Minimum height above rail level when D.C. Traction is likely to be used for a distance of 915mm on either side of the centre of track for overhead structures [ B ]
A) 4875 mm B) 5410 mm C) 5870 mm D) 6100 mm

1253. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Light overhead structures such as Foot over bridges [ D ]
A) 4875 mm B) 5870 mm C) 6100 mm D) 6250 mm

1254. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Heavy overhead structures such as Road over bridges and Flyovers [ C ]
A) 4875 mm B) 5870 mm C) 6100 mm D) 6250 mm

1255. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for Existing works [ B ]
A) 4265 mm B) 4495 mm C) 4725mm D) 5300 mm

1256. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for New works and alterations to existing works [ C ]
A) 4265 mm B) 4495 mm C) 4725mm D) 5300 mm

1257. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level in Tunnels, Through and semi through girder bridges [ D ]
A) 918 mm B) 1675 mm C) 1600 mm D) 1905 mm

1258. Minimum horizontal distance from centre of track to any structure from 305 mm above rail level to 1065 mm above rail in Tunnels, Through and semi through girder bridges

A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm [ C ]
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm

1259. Minimum horizontal distance from centre of track to any structure from 1065 mm above rail level to 3355 mm above rail in Tunnels, Through and semi through girder bridges
A) 2725 mm B) 2135 mm C) 2360 mm D) 2575 mm [ C ]

1260. Minimum horizontal distance from centre of track to any structure from 3355 mm above rail level to 4420 mm above rail in Tunnels, Through and semi through girder bridges
A) 2575 mm decreasing to 2135 mm B) 2360 mm decreasing to 2135mm [ D ]
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm

1261. Minimum horizontal distance from centre of track to any structure from 4420 mm above rail level to 5870 mm above rail in Tunnels, Through and semi through girder bridges
A) 2135 mm decreasing to 915 mm B) 2135mm decreasing to 1980 mm [ A ]
C) 2360 mm decreasing to 1905 mm D) 2360 mm decreasing to 1980 mm

1262. For running EMU and other 3660 mm stock minimum Horizontal Distance from centre of track to any structure from 1065 mm above rail level to 3355mm above rail level for existing works is [ A ]
A) 2360 mm B) 2135 mm C) 1905 mm D) 1600 mm

1263. For running EMU and other 3660 mm stock minimum Horizontal Distance from centre of track to any structure from rail level to 305mm above rail level for existing works is
A) 2360 mm B) 2135 mm C) 1905 mm D) 1600 mm [ C ]

1264. For running EMU and other 3660 mm stock minimum distance centre to centre on straight tracks for new works/addition to existing works is [ B ]
A) 7800 mm B) 5300 mm C) 4495 mm D) 4725 mm

1265. For running EMU and other 3660 mm stock minimum distance centre to centre on straight tracks for existing works is [ C ]
A) 7800 mm B) 5300 mm C) 4495 mm D) 4725 mm

1266. In calculating the extra allowance to be provided between a curved platform and the foot board, a reduction of these extra allowance has been made of _____ on the outside of curve. [ D ]
A) 45 mm B) 35 mm C) 51 mm D) 25 mm

1267. In calculating the extra allowance to be provided between a curved platform and the foot board, a reduction of these extra allowance has been made of _____ on the inside of curve. [ C ]
A) 25 mm B) 57 mm C) 51 mm D) 68 mm

1268. The clearance provided between a vehicle (i.e. the foot boards) and the platform coping on the straight is [ A ]
A) 152 mm B) 127 mm C) 115 mm D) 107 mm

1269. Minimum height above rail level of doorways for a width of 1370mm on either side of centre of track in both workshops and running sheds Where electric traction is likely to be used is [ C ]

A) 6100 mm B) 6200 mm C) 6250 mm D) 6150 mm

1270. Minimum height above rail level of doorways for a width of 1370mm on either side of centre of track in both workshops and running sheds Where electric traction is not likely to be used is [ A ]

A) 4875 mm B) 5300 mm C) 5870 mm D) 5100 mm

1271. Minimum height above rail level to overhead tie bars, girders etc. in workshops and running sheds Where electric traction is likely to be used is [ B ]

A) 6200 mm B) 6250 mm C) 6100 mm D) 6150 mm

1272. Minimum height above rail level to overhead tie bars, girders etc. in workshops and running sheds Where electric traction is not likely to be used is [ A ]

A) 5030 mm B) 5130 mm C) 5230 mm D) 5170 mm

1273. In running sheds minimum clear distance, for a height of 1830 mm above rail level, from centre of track to any continuous structure is [ D ] A) 4495 mm B) 3255 mm C) 3265 mm D) 3275 mm

1274. In workshops minimum clear distance, for a height of 1830 mm above rail level, from centre of track to any continuous structure is [ C ]

A) 2655 mm B) 2755 mm C) 2745 mm D) 2645 mm

1275. In running sheds minimum clear distance from centre of track to any isolated structure such as a pillar is [ B ]

A) 2415 mm B) 2515 mm C) 2615 mm D) 2715 mm

1276. In workshops minimum clear distance from centre of track to any isolated structure such as a pillar for new works or alteration to existing works is [ D ]

A) 2135 mm B) 2235 mm C) 2560 mm D) 2360 mm

1277. In workshops minimum clear distance from centre of track to any isolated structure such as a pillar for existing works is [ A ]

A) 2285 mm B) 2275 mm C) 2265 mm D) 2285 mm

1278. Average depth for ashpits in station yards, pits in running sheds, carriage examination pits is [ B ]

A) 800 mm B) 760 mm C) 840 mm D) 900 mm

1279. In running sheds minimum distance from centre to centre of tracks for new works or alteration to existing works is [ D ]

A) 5300 mm B) 5200 mm C) 5100 mm D) 5260 mm

1280. In workshops minimum distance from centre to centre of tracks for new works or alteration to existing works is [ C ]

A) 4875 mm B) 5100 mm C) 4570 mm D) 5300 mm

1281. In workshops and running sheds minimum distance from centre to centre of tracks for existing works is [ C ]

A) 4875 mm B) 5100 mm C) 4570 mm D) 5300 mm

1282. Where double/triple stack container are plying minimum Clearances from Rail Level to new Power Line Crossing or Crossing Planned for Alteration for above 11kV & up to 33kV is [ B ]

A) 16670 mm B) 16660 mm C) 16640 mm D) 16650 mm

1283. Maximum variation in alignment of the live Conductor Wire on either side of the centre line of track under static condition on curved track is [ A ]

A) 300 mm B) 310 mm C) 320 mm D) 305 mm

1284. Maximum variation in alignment of the live Conductor Wire on either side of the centre line of track under static condition on straight track is [ D ]

A) 215 mm B) 210 mm C) 205 mm D) 200 mm

1285. Maximum width of Pantograph Collector [ B ]

A) 2040 mm B) 2030 mm C) 2020 mm D) 2010 mm

1286. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying Minimum height of Overhead structure above rail level for a distance of 1600mm on either side of the centre of track for heavy over head structures is [ C ]

A) 7850 mm B) 7860 mm C) 7870 mm D) 7880 mm

1287. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying Minimum height of Overhead structure above rail level for a distance of 1600mm on either side of the centre of track for light over head structures is [ A ]

A) 8250 mm B) 8240 mm C) 8230 mm D) 8220 mm

1288. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying minimum height from rail level to the underside of contact wire in open [ D ]

A) 7215 mm B) 7205 mm C) 7210 mm D) 7220 mm

1289. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in Running and Carriage Sheds is [ C ]

A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

1290. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in at Level crossings is [ D ]

A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

1291. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in open is [ D ]

A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

1292. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in restricted height of under Bridges and in Tunnels is [ B ]

A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

1293. For track machine minimum height above rail level, when fully loaded at 1525 mm From centre of track is [ C ]

A) 315 mm B) 300 mm C) 305 mm D) 310 mm

1294. For track machine maximum height above rail level at sides of unloaded vehicles is

A) 3735 mm B) 3740mm C) 3745 mm D) 3750 mm [ A ]

1295. For track machine maximum height above rail level for a width of 1015mm on either side of the centre of unloaded vehicles is [ D ]

A) 4250 mm B) 4260 mm C) 4270 mm D) 4265 mm

1296. For track machine maximum width over open doors, including all projections for vehicles is [ D ]
A) 4250 mm B) 4260 mm C) 4270 mm D) 4265 mm

1297. For track machine maximum width over all projection from 1082mm above rail level, to 1170mm above rail level, when fully loaded is [ A ]
A) 3150mm increasing gradually to 3250mm
B) 3100mm increasing gradually to 3200mm
C) 3175mm increasing gradually to 3250mm
D) 3175mm increasing gradually to 3200mm

1298. For track machine maximum width over all projection from 940mm above rail level to 1082mm above rail level, when fully loaded is [ D ]
A) 3150mm increasing gradually to 3250mm
B) 3100mm increasing gradually to 3150mm
C) 3050mm increasing gradually to 3250mm
D) 3050mm increasing gradually to 3150mm

1299. For track machine maximum width over all projections from 305mm above rail level, to 940mm above rail level, when fully loaded is [ B ]
A) 3060 mm B) 3050 mm C) 3070 mm D) 3100 mm

1300. For track machine maximum width over all projections, at 305mm above rail level, when fully loaded is [ A ]
A) 3050 mm B) 3060 mm C) 3070 mm D) 3080 mm

1301. For track machine maximum width over all projections at 91mm above rail level, when fully loaded is [ C ]
A) 2420 mm B) 2430 mm C) 2440 mm D) 2450 mm

1302. For track machine maximum distance apart between any two adjacent axles [ D ]
A) 14780 mm B) 14785 mm C) 14160 mm D) 14170 mm

1303. For track machine maximum distance apart of bogie centres for bogie vehicles [ C ]
A) 15980 mm B) 15990 mm C) 16000 mm D) 16010 mm

1304. For track machine minimum distance apart of bogie centres for bogie vehicles [ B ]
A) 5300 mm B) 5400 mm C) 5500 mm D) 5600 mm

1305. For track machine minimum height above rail level for centres of buffers & CBC couplers _____ when fully loaded [ A ]
A) 1030 mm B) 1040 mm C) 1050 mm D) 1020 mm

1306. For track machine maximum height above rail level for centres of buffers & CBC couplers _____ for unloaded vehicle [ D ]
A) 1085 mm B) 1095 mm C) 1110 mm D) 1105 mm

1307. For track machine minimum height above rail level for floor of any fully loaded vehicle
A) 1140 mm B) 1130 mm C) 1145 mm D) 1150 mm [ C ]

1308. For track machine maximum height above rail level for floor of unloaded vehicle [ B ]
A) 2095 mm B) 2100mm C) 2115 mm D) 2120 mm

1309. Maximum diameter on the tread of new locomotive carrying wheels measured at 63.5mm from wheel gauge face is [ A ]
A) 1250 mm B) 1240 mm C) 1230 mm D) 1220 mm

1310. Minimum diameter on the tread of new locomotive carrying wheels measured at 63.5mm from wheel gauge face is [ D ]
A) 894 mm B) 900 mm C) 910 mm D) 914 mm

1311. For track machine maximum thickness of flange of tyre, measured from wheel gauge _____ face at 13mm from outer edge of flange [ A ]
A) 32 mm B) 28.5 mm C) 29.4mm D) 30.4 mm

1312. For track machine maximum projection for flange of worn tyre, measured from tread _____ at 63.5mm from wheel gauge face [ D ]
A) 32 mm B) 28.5 mm C) 38 mm D) 35 mm

1313. For track machine minimum projection for flange of New tyre, measured from tread _____ at 63.5mm from wheel gauge face [ A ]
A) 27.5 mm B) 28.5 mm C) 30.5 mm D) 29.5

1314. For track machine minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face [ C ]
A) 914 mm B) 918 mm C) 730 mm D) 830 mm

1315. Maximum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face [ B ]
A) 1090 mm B) 1092 mm C) 918 mm D) 1094 mm

## 13. MAINTENANCE OF P.WAY, INCUDING MECHANISED MAINTENANCE

1316. The annual machine deployment program for track renewal, rail grinding and deep screening shall be issued by _____ [ B ]
A) PCE B) CTE C) Sr. DEN Co. D) CE/TM

1317. For other Machines like tamping machines deployment program shall be decided by
A) PCE B) CTE C) Sr. DEN Co. D) CE/TM [ C ]

1318. Field Engineers shall make two half yearly programs for regular track maintenance. First _____ and second _____ [ D ]
A) JAN- JUN, JUL- DEC B) MAR -AUG, SEP -N0V
C) MAY-OCT, NOV-APR D) APR-SEP, OCT- MAR

1319. Planned maintenance and execution of infrastructure work shall normally be executed as per _____ block program. [ A ]
A) rolling B) standard C) absolute D) automatic

1320. In 3 tier system of track maintenance what is MMG ? [ B ]
A) multi-purpose maintenance gang B) mobile maintenance gang
C) mobile miscellaneous gang D) multipurpose managing gang

1321. In modified 3 tier system of track maintenance what is TMMG ? [ C ]
A) Track multi-purpose maintenance gang B) Track mobile maintenance gang
C) Mobile track maintenance and monitoring gang
D) Track multipurpose managing gang

1322. Implementation of modified 3 tier system of track maintenance shall be decided By
A) PCE B) RLY BOARD C) CTE D) GM [ A ]

1323. There are _____ no of operations in manual systematic through packing [ B ]
A) 6 B) 8 C) 10 D) 12

1324. While doing through packing of track, ballast should be opened out on either side of rail seats to the extent from end of sleeper to _____ inside of rail seat [ C ]
A) 250mm B) 350mm C) 450mm D) 500mm

1325. While doing through packing of track, ballast should be opened out to a depth of _____ mm below the packing surface without disturbing the cores. [ B ]
A) 25 mm B) 50 mm C) 75mm D) 100 mm

1326. For slewing of track on curves, the mate shall sight the _____ rail [ B ]
A) inner B) outer C) base rail D) less disturbed

1327. The mate shall sight the base rail with eye along _____ and any dip / low joint lifted correctly. [ A ]
A) lower edge of the head of rail B) top of the head of rail
C) lower edge of the flange of rail D) top of the ballast profile

1328. Deployment of tamping machines for plain track and P & C shall be based on _____
A) frequency B) availability of m/c [ D ]
C) optimum utilization of m/c D) TRC/OMS results

1329. During tamping _____ insertions may be necessary if the lift is less than 30 mm.[ A ]
A) One B) Two C) Three D) Four

1330. During tamping ____ insertions may be necessary if the lift is above 30 to 50mm. [ B ]
A) One B) Two C) Three D) Four

1331. All the loop lines should be shallow screened/overhauled once in _____ years [ C ]
A) Eight B) Nine C) Seven D) Ten

1332. Complete overhauling of track shall be accomplish within a specific period of ___ [ C ]
A) within one year B) 2- 3 years C) 3- 5 years D) 5-7 years

1333. In case of manual overhauling, the crib ballast in the shoulders should be opened out to a depth of _____ mm below the bottom of sleepers [ D ]
A) 15 to 30 B) 25 to 50 C) 50 to 75 D) 75 to 100

1334. Lifting shall be always be commenced in the direction of ___ grade on single line [ B ]
A) falling B) rising C) any of them D) none of these

1335. Lubrication of fish plated joints shall be done preferably in the months of [ A ]
A) Oct to Feb B) Jan to march C) April, May D) June to Sep

1336. At the beginning of the gang beat ___no. of rails sample track should be maintained
A) 1 B) 2 C) 3 D) 4 [ C ]

1337. The lubrication of rail joints carried out by gangs shall be done under the direct supervision of at least _____ [ D ]
A) Keyman B) Gang mate C) Blacksmith D) JE/P.Way

1338. Manual shallow screening of track shall be progressed in alternate panels of _____ rail length [ A ]
A) one B) two C) three D) four

1339. Over hauling of track shall be completed before the end of _____ month. [ C ]
A) jan B) feb C) march D) April

1340. The corrosion prevention measures adopted on IR _____ [ D ]
A) Greasing of liner contact area B) shifting of liner contact area
C) Anti corrosive painting of rails D) all the above

1341. Corrosion is generally heavy in [ D ]
A) Platform lines where trains make prolonged halts. B) Tunnels and deep cuttings
C) Areas near the seacoast and industrial belts D) All the above

1342. The size of fouling mark shall be _____ [ B ]
A) 1200x 200x100 mm B) 1500x 250x125 mm
C) 500x250x125 mm D) none of the above

1343. Fouling Mark should be placed at a location where track centre _____ in existing works where normal track centre is between 4.265 m and 4.725m. [ A ]
A) 4.265m B) 4.525m C) 4.725m D) 5.30m

1344. Fouling Mark should be placed at _____ a location where track centre is 4.725m and more in existing works or new works or alteration to existing works . [ C ]
A) 4.265m B) 4.525m C) 4.725m D) 5.30m

1345. While placing FM between two berthing lines (main and loops line or between two loop line) where points are involved, it must be ensured that glued joint is placed _____ FM for ensuring safety [ A ]

A) 3.35m inside B) 3.35m outside C) 4.265m inside D) 4.265m outside

1346. Cause of Rail Deterioration is_____ [ D ]

A) Corrosion B) Wear C) Scabbing and Wheel burns D) all the above

1347. For in-service rails anti corrosive painting shall be done to a thickness of _____ [ C ]

A) 200 microns, one coat B) 100 microns

C) 2 coats of 100 microns each D) 2 coats of 75 microns each

1348. In Track circuited areas minimum ballast resistance per km of track should not be less than_____ in station yards. [ B ]

A) 1 Ohm B) 2 Ohms C) 3 Ohms D) 4 Ohms

1349. In Track circuited areas minimum ballast resistance per km of track should not be less than_____ in mid section. [ D ]

A) 1 Ohm B) 2 Ohms C) 3 Ohms D) 4 Ohms

1350. P.way staff are advised to keep clear of the track to avoid contact with rails when electrically hauled train is within _____ m. [ C ]

A)100m B) 200 C) 250m D) 300m

1351. In electrified territory no tool or any part of the body of the workers should come within the_____ m of danger zone. [ B ]

A) 1M B) 2M C) 2.5M D) 30cm

1352. During lifting work, done manually before passing a train a ramp of _____mm per rail should be ensured. [ B ]

A) 10 B) 25 C) 30 D) 50

1353. Track gauge should be maintained is [ D ]

A) Neat B) Tight C) uniform D) Uniform within tolerance limits

1354. Squareness of sleepers is checked with [ D ]

A) Eyesight B) straight edge C) hemp chord D) T-Square

1355. The interval between two coats of anti-corrosive painting shall be minimum [ C ]

A) 2hrs B) 4hrs C) 8hrs D) 1 day

1356. Elco meter is used for measuring [ D ]

A) Resistance in rail B) voltage

C) preheating temp during welding D) thickness of painting on rails

1357. Thickness of painting on rails is measured with _____ [ D ]

A) Anemometer B) Tachometer C) Pyrometer D) Elco meter

1358. In Anti Corrosive painting of rails, thickness of paint is measured in [ C ]

A) Centimetres B) millimetres C) microns D) milli microns

1359. Generally, more corrosion can be found at _____ location on the rail [ D ]

A) Head B) web C) gauge face D) liner contact area

1360. All fish plated rail joints should normally be lubricated [ C ]

A) Once in 3 months B) once in 6 months C) once in a year D) once in 2 years

1361. Zinc Metallization is done _____ [ D ]
A) In centralized/FB welding plants B) In lieu of bituminous painting
C) In severe corrosion prone areas D) all the above

1362. Purpose of lubrication of rail joints is to_____ [ D ]
A) Facilitate expansion and contraction of rail B) retard wear on fishing planes
C) Check for any cracks D) all the above

1363. Objective of sample track is to _____ [ C ]
A) inspection of higher officials B) indicate start of gang length
C) indicate the standard to which the track should be maintained throughout the gang length
D) indicate the start of gang / PWI unit jurisdiction

1364. Chamfering of bolt holes is done to _____ [ C ]
A) work hardening of bolt holes B) arrest bolt hole cracks
C) both A) and B) D) none of the above.

1365. In track circuited area, minimum insulated liners to be ensured is [ C ]
A) 90% B) 95% C) 97% D) 99%

1366. While stacking of rails, free rails shall be supported at least at _____ points, evenly along their length. [ C ]
A) 2 B) 3 C) 4 D) as many as

1367. Welded panels shall be spread on cess and placed on supports spaced at _____ m c/c to prevent formation of kinks. [ D ]
A) 13 m B) 6.5 m C) 5 m D) 4 m

1368. Base rail shall be packed up to _____ rails length before correction of cross level
A) 4 B) 3 C) 2 D) 1 [ C ]

1369. Lifting of track should not exceed _____mm at a time [ C ]
A) 100mm B) 75mm C) 50mm D) 30mm

1370. Lowering of track should not exceed _____mm at a time [ C ]
A) 50mm B) 100mm C) 75mm D) 60mm

1371. Lifting of track shall always be commenced in the direction of___ grade on single line
A) Falling B) Rising C) any of them D) none of these [ B ]

1372. Lowering of track shall always be commenced in the direction of ___ grade on single line [ A ]
A) Falling B) Rising C) any of them D) none of these

1373. Lifting of track shall be done in the _____ on double line [ B ]
A) direction of track B) direction opposite to the traffic
C) any direction D) none of these

1374. Lifting of track shall be carried out under minimum supervision of ____ [ A ]
A) JE/P.Way B) SSE/P.Way(in overall charge) C) Gang mate D) Keyman

1375. Lowering of track shall be carried out under minimum supervision of _____ [ C ]
A) Gang mate B) SSE/P.Way(in overall charge) C) JE/P.Way D) Keyman

1376. Slewing of track shall be directed by the mate who should sight the rail from a

distance of _____meters. [ B ]

A) 20 to 40 B) 30 to 60 C) 20 to 30 D) 26 to 40

1377. As a maintenance practice side drains, catch water drains and bridges to be cleaned in _____ [ A ]

A) Pre Monsoon attention B) During Monsoon attention

C) Post Monsoon attention D) Any of the above

1378. Lubrication of rail joints to be completed in the annual maintenance period of [ C ]

A) Pre Monsoon attention B) During Monsoon attention

C) Post Monsoon attention D) Any of the above

1379. While working in track circuited areas, _____ permission must be obtained. [ D ]

A) SSE/Signal B) SSE/P.way C) OHE control D) Station Master on duty

1380. Key man can pass the train in case of Rail breakage, when gap Is____ [ C ]

A) > 30 mm B) >50 mm C) < 30 mm D) None

1381. The purpose of going as key man by mate in once in week is to _____ [ D ]

A) know the condition of the section B) see any encroachments

C) check the work done by key man D) All the above

1382. In other than LWR, minimum length of permanent closure in running line where speed is above 100 kmph is _____ m. [ B ]

A) 4m B) 11m C) 6.5m D) 5.5m

1383. In other than LWR, minimum length of permanent closure in running line where speed is less than 100 kmph is _____ m. [ D ]

A) 4m B) 11m C) 6.5m D) 5.5m

1384. In LWR track conventional PSC, Shallow screening shall be done when rail temp is below _____ [ B ]

A) td+$5^{0c}$ B) td+$10^{0c}$ C) td+$15^{0c}$ D) td+$0^{0c}$

1385. Lowest level of authority of ordering hot weather patrolling is [ D ]

A) ADEN B) SSE C) JE D) MATE

1386. Where buckling is anticipated or actual buckle takes place, patrolmen shall first [ C ]

A) inform the station master B) inform his senior

C) protect the track D) all the above

1387. Distance pieces to platform lines are provided at interval of [ B ]

A) 20m B) 30m C) 50m D) 60m

1388. Off track tampers can be more effectively used at _____ location [ D ]

A) Joint sleepers B) Bridge approach sleepers

C) motor sleepers in P& C D) all the above

1389. Deep Screening should be carried out when _____ [ D ]

A) Where the caking of ballast has resulted in unsatisfactory riding

B) Before converting existing track, fish plated or SWR into LWR or CWR

C) Prior to CTR and TSR D) All the above

1390. Deep screening of Main Lines & Turnouts on Main Lines, Proposal of deep screening works shall be initiated in Works Programme, when clean ballast cushion is _____. Deep screening shall be carried out before clean ballast cushion reaches below _____. [ A ]

A) < 200 mm, 150mm B) < 250 mm, 200mm

C) < 200 mm, 100mm D) < 150 mm, 100mm

1391. Deep screening of Passenger Running Loop Lines, Goods Running Loop Lines the derailments on which may affect the traffic movement on main lines or passenger running loop lines and turnouts on these lines: Proposals of deep screening works shall be initiated in Works Programme, when clean ballast cushion is _____. Deep screening shall be carried out when clean ballast cushion reaches around _____. [ A ]

A) < 200 mm, 150mm B) < 250 mm, 200mm

C) < 200 mm, 100mm D) < 150 mm, 100mm

1392. All other loop lines and turnouts on these lines: Deep screening shall be carried out when clean ballast cushion is. [ D ]

A) < 250mm B) < 200mm C) < 150mm D) < 100mm

1393. Purpose of lubrication of rail joints is to_____ [ D ]

A) Facilitate expansion and contraction of rail B) retard wear on fishing planes

C) Check for any cracks D) all the above

1394. Expand GRSP _____ [ C ]

A) Grip rubber sleeper plate B) Grooved rubber sleeper pad

C) Grooved Rubber Sole Plate D) Grooved Rubber Standard Pad

1395. Squareness of sleepers is checked with [ D ]

A) Eyesight B) straight edge C) hemp chord D) T-Square

1396. The clear distance between joint sleepers on steel girder bridges should not be more than _____ [ B ]

A) 150mm B) 200mm C) 250mm D) 300 mm

1397. Maximum centre to centre sleeper spacing on steel girder except at cross girder in open web girders bridges should be _____ [ C ]

A) 450mm B) 500mm C) 600mm D) 700mm

1398. Gauge tolerances in maintenance for B.G on Straight track in floating condition Is ___

A) -6 mm to +6mm B) -3mm to +6mm [ A ]

C) -6mm to + 15mm D) upto +20mm

1399. Gauge tolerances in maintenance for B.G on curves with radius 440 Mts or more in floating condition is _____ [ C ]

A) -6 mm to +6mm B) -3mm to +6mm

C) -6mm to + 15mm D) upto +20mm

1400. Gauge tolerances in maintenance for B.G on curves with radius less than 440Mts in floating condition is _____ [ D ]

A) -6 mm to +6mm B) -3mm to +6mm

C) -6mm to + 15mm D) upto +20mm

1401. When ballast is opened, Ridge of ballast in the center of track above rail level should be within _____mm [ C ]
A) 70mm B) 60mm C) 50mm D) 40 mm

1402. Work of deep screening shall be done by manually with the speed restriction of Minimum _____kmph. [ C ]
A) 45 B) 30 C) 20 D) 15

1403. In identified corrosion prone areas, measurement of depth of corrosion both vertically and laterally shall be done at a fixed periodicity of _____ on every _____ sleeper [ C ]
A) Once in 3 months, 100 B) Once in 6 months, 100
C) Once in year, 100 D) Once in year, 50

1404. Condition of packing of PSC sleepers can be assessed _____? [ A ]
A) By observing while passing the train B) with a canna-boule
C) with a danso meter D) by measuring with gauge cum level

1405. Overhauling of track is essential because it improves: [ C ]
A) Longitudinal resistance of track B) load bearing capacity
C) drainage. D) Longitudinal resistance of track

1406. What is not marked in gang chart [ B ]
A) Casual rail renewal B) Deep screening of track
C) Cleaning of side drains D) Machine packing

1407. In painting of rails AC bituminous black paint confirming to _____ shall be used.
A) IS :9862 B) IS: 408 C) any RDSO approved. D) CTE approved [ A ]

1408. In identified corrosion prone areas, the rail liner contact area should be greased using graphite grease _____ shall be used. [ B ]
A) IS :9862 B) IS: 408 C) any RDSO approved. D) CTE approved

1409. Each DEN/Sr. DEN in whose section Modified Three Tier System of Track maintenance is implemented shall have minimum one _____ nominated exclusively for such sections [ C ]
A) TT Machine B) Unimat C) UTV D) MPT

1410. Each ADEN in whose section Modified Three Tier System of Track maintenance is implemented shall have minimum one ____ nominated exclusively for such sections [ D ]
A) TT Machine B) Unimat C) UTV D) MPT

1411. Hogging of rail ends should be measured with _____ straight edge [ B ]
A) 10cm B) 1.0m C) 1.5m D) 2.0m

1412. Rail end batter is measured as the difference in heights of the rail at its end and at a point _____ 30 cm away from the rail end [ B ]
A) 10cm B) 30cm C) 50cm D) 1.0m

1413. For Existing lines, Areas prone to corrosion of rails shall be identified by the _____ of the Railway on the basis of reports sent by _____. [ C ]
A) PCE, Sr.DEN/Co.ord B) CTE, Sr.DEN/Co.ord
C) PCE, DEN/Sr.DEN D) CTE, DEN/Sr.DEN

1414. For new line/gauge conversion projects, corrosion prone areas shall be identified by _____ in consultation with _____. [ A ]
A) CAO(C), PCE B) CAO(C), CTE C) CE/C, Sr.DEN/Co.ord D) CE/C, CTE

1415. In identified corrosion prone areas, bituminous painting of rails shall be done once in _____ on inside of gauge face including web and flange and once in _____ on non-gauge face side of rail including web and flange [ D ]
A) 2years, 4years B) 2 years, 3 years C) 1 year, 2 years D) 1 year, 3 years

1416. In non-corrosion prone areas, anti-corrosive painting shall be done once in ___ [ D ]
A) 1year B) 2years C) 4 years D) Condition basis

1417. Greasing and sealing of liners contact area shall be done once in _____ for gauge face as well as non-gauge face side of rail. [ B ]
A) six months B) a year C) 2 years D) 4 years

1418. The test pieces 1m length (500mm + 500mm) for metallurgical examination are to be sent only for rail failures which occur [ D ]
A) within first 25% of service life subject to maximum of 10 years of rolling
B) In case of repetitive failures of rails of same rolling mark
C) The rail where rail/ weld failure is prima facie cause of train accident
D) All the above

1419. Lubrication of ERCs and inserts in corrosion prone areas and platform lines is once in _____ [ B ]
A) six months B) a year C) 2 years D) 4 years

1420. Lubrication of ERCs and inserts in non-corrosion prone areas is once in _____ [ C ]
A) six months B) a year C) 2 years D) 4 years

1421. 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 ___ and on approaches up to ____ length. [ A ]
A) ≥ 100m, 100m B) ≤ 100m, 100m C) ≥ 50m, 50m D) ≤ 50m, 50m

1422. Minimum height of clean coarse sand is required in sand hump over the rail head is _____ [ C ]
A) 30cm B) 50cm C) 65cm D) 100cm

1423. What is the longitudinal gradient of track in sand hump _____ [ C ]
A) 1 in 30 B) 1 in 40 C) 1 in 50 D) 1 in 65

1424. What is the overall length of sand hump _____ [ D ]
A) 18.000m B) 30.000m C) 60.000m D) 78.000m

1425. Plans and longitudinal sections of the line, to a scale of _____ horizontal and _____ vertical [ A ]
A) 50m to 1cm, 5m to 1cm B) 100m to 1cm, 5m to 1cm
C) 50m to 1cm, 10m to 1cm D) 100m to 1cm, 10m to 1cm

1426. No part of the tree and tree branches shall be nearer than _____ from the nearest live conductor of OHE. [ B ]
A) 2.80m B) 4.0m C) 5.0m D) 7.5m

1427. The day to day trimming of the tree branches, wherever required, to maintain the 4 m safety clearances from OHE shall be done by the authorized ___ staff and Supervisors.
A) Engineering B) S & T C) TRD D) Operating [ C ]

1428. Working in electrified section, ensure that no tool or any part of body of the workers comes within the 'danger zone' i.e., within _____ of O.H.E. [ B ]
A) 1.0m B) 2.0m C) 4.0m D) 5.0m

1429. 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 _____. [ C ]
A) 200m B) 250m C) 300m D) 500m

1430. Duomatic machine is a [ A ]
A) On track machine B) off track machine
C) Dual purpose machine D) None of the above.

1431. CSM machine is a [ D ]
A) Continuous action tamping machine
B) Gives more output than Duomatic machine
C) tamps 2 sleepers at a time D) All the above

1432. Duomatic machine has_____ no of tamping tools [ C ]
A) 8 B) 16 C) 32 D) 48

1433. CSM machine has_____ no of tamping tools [ C ]
A) 8 B) 16 C) 32 D) 48

1434. 3 X machine (Tamping express) has_____ no of tamping tools [ D ]
A) 8 B) 16 C)32 D)48

1435. The following machine is a off track tamper [ D ]
A) kango tamper B) kobra tamper C) Jackson tamper D)all the above

1436. In machine tamping, a run-off ramp of _____ should be given before closing the work. [ C ]
A) 1in 200 B) 1in 720 C) 1in 1000 D) 1 in 1200

1437. Which of following track machine is dynamic track stabilizer. [ D ]
A) VDM-800 B) PTV-800 C) MATISA R-7 D) DGS -62 –N

1438. Which of the following machine is point tamping machine. [ C ]
A) VDM-800 B) PTV-800 C) Unimat 08-275 D) DGS -62 –N

1439. Tamping express 09-3x is a machine which can pack _____ sleepers at a time [ A ]
A) 3 B) 2 C) 1 D) 4

1440. Duomatic machine can tamp ____ mts length of track per effective block hour. [ A ]
A) 800 B) 1200 C) 1600 D) 2000

1441. Rated output of 09-CSM is _____mts length of track per effective block hour. [ B ]
**A) 800 B)1200 C) 1600 D)2000**

1442. Output of the BCM machine in plain track is _____m per effective hour working.
A) 150 B) 200 C) 250 D) 300 [ B ]

1443. The wear of tamping tool should not be more than _____% of its sectional area.
A) 10 B) 30 C) 20 D) 40 [ C ]

1444. Dynamic track stabiliser is the machine used for _____. [ C ]

A) tamping B) ballast cleaning
C) Consolidation of ballast D) none of the above

1445. Minimum ballast cushion required for deep screening by BCM is _____ mm. [ B ]
A) 200 B) 250 C) 300 D) 500

1446. BRM is a _____ [ D ]
A) Ballast replacing machine B) Ballast ramming machine
C) Ballast resistance machine D) Ballast regulating machine

1447. FRM is a _____ [ D ]
A) Packing machine B) Relaying machine
C) Material trucking machine D) shoulder ballast cleaning machine

1448. The following machine is a track laying machine [ C ]
A) CSM B) UNIMAT C) PQRS D) BCM RM-80

1449. RGM is a machine used for _____ [ D ]
A) rail gauging B) rail graphing C) random grinding D) rail grinding

1450. UTV is a vehicle used for _____ [ D ]
A) tamping B) ballast cleaning C) relaying D) carrying material

1451. As per IRPWM, ADEN push trolly inspection shall progressively be replaced with_ [ D ]
A) motor trolly B) OMS /RW C) foot inspection D) RCRIV

1452. In points and crossing tamping by UNIMAT [ D ]
A) Main line should be tamped first B) turnout side can be tamped first
C) A general lift of 20mm should be given D) both a and c

1453. The trench required for insertion of BCM cutter bar is_____ [ C ]
A) 1m depth, 30cm width B) 60cm width, 1m depth
C) 30cm depth and 1m width D) 1m width, 60cm depth

1454. In PQRS work for running of portal cranes the gauge of auxiliary track should be _____ mm. [ C ]
A) 3200 B) 3300 C) 3400 D) 3500

1455. Rail Grinding Machine is used to eliminate _____ [ B ]
A) Wear of rail B) Fatigue cracks C) Alignment kinks D) High joints

1456. The main function of tamping machines is _____ [ D ]
A) alignment B) Correction of longitudinal and cross level
C) Tamping of ballast under sleepers D) All the above

1457. During tamping Squeezing pressure required for plain track PSC sleepers is _____ $kg/cm^2$ [ C ]
A) 90-100 B)100-110 C) 110-120 D) 125-135

1458. During tamping Squeezing pressure required for P &C- PSC sleepers is _____ $kg/cm^2$ [ D ]
A) 90-100 B)110-120 C) 115-125 D) 125-135

1459. For maintenance packing adequate squeezing time normally is _____ secs [ A ]
A) 0.8 to 1.2 B) 0.4 t0 0.8 C) 0.6 to 1.0 D) 1 to 2

1460. The desirable gap between top edge of the tamping blade and bottom edge of PSC / flat bottom sleeper is _____ [ B ]
A) 10- 12 mm B) 15-20 mm C) 20 -22 mm D) 22-25 mm

1461. Tamping tools with more than _____ % wear of the surface area should not be used [ D ]
A) 5 B) 10 C) 15 D) 20

1462. A System which automatically calculates the values of various track parameters, to be fed into the machine on the basis of target track geometry is [ B ]
A) LASER beam B) ALC C) DRP D) CMS

1463. It is a System for recording track parameters during working operation, at the working speed of the machine. [ C ]
A) LASER beam B) ALC C) DRP D) CMS

1464. This is on board computer used for displaying the track parameters measured-i.e SE, V and longitudinal level.. etc.. [ D ]
A) LASER beam B) ALC C) DRP D) CMS

1465. It is a small computer, which eliminates the feeding of adjustment values from tables and marking on sleepers [ A ]
A) GVA B) ALC C) DRP D) CMS

1466. LASER lining is used _____ track in 3- point mode to remove long misalignment or false curve. [ C ]
A) Transition B) Curved C) Straight D) None of the above

1467. LASER lining is used on Straight track in 3- point mode to remove _____ [ D ]
A) Un Evenness B) Twist C) small kinks D) long misalignment

1468. It is advanced computer software loaded on board computer, which automatically calculates target output for lining, levelling and Cant [ B ]
A) GVA B) ALC C) DRP D) CMS

1469. 4 point lining method can be used for correcting alignment of _____ track [ D ]
A) Tangent track B) Un ballasted track
C) Both straight and curved D) curved track

1470. In track machines, measuring and correction of track alignment is called [ B ]
A) Levelling B) Lining C) tamping D) Surfacing

1471. In track machines, measuring and correction of longitudinal level of both the rails and cross level is called _____ [ A ]
A) Levelling B) Lining C) tamping D) Surfacing

1472. The reference rail selected for carrying out attention to alignment on curved track should be_____ [ B ]
A) Inner rail B) Outer rail C) less disturbed rail D) Cess side rail

1473. The reference rail selected for carrying out attention to alignment on Straight track should be_____ [ C ]
A) Inner rail B) Outer rail C) less disturbed rail D) Cess side rail

1474. _____ lining method reduces existing error significantly [ B ]

A) 3 point B) 4 Point C) Two Chord D) design mode

1475. _____ lining method restores the geometry to almost perfect [ A ]
A) 3 point B) 4 Point C) Two Chord D) design mode

1476. The versine ratio 'i' in a machine is _____ [ B ]
A) $H_1$ X $H_2$ B) $H_1$ / $H_2$ C) $H_1$ + $H_2$ D) $H_2$ - $H_1$

1477. The versine ratio 'i' is _____ for the machine [ A ]
A) fixed B) varies C) not given D) None of the above

1478. 3 point lining method can be used for _____ track [ C ]
A) straight B) Curved track C) Both straight and curved D) Only curved

1479. For correcting the longitudinal profile, on curves, the datum rail selected is _____
A) Inner rail B) Outer rail C) less disturbed rail D) Cess side rail [ A ]

1480. For correcting the longitudinal profile, on straight track on double line, the datum rail selected is _____ [ C ]
A) Inner rail B) Outer rail C) less disturbed rail D) Cess side rail

1481. It is the amount of lift, given to cover all undulations for datum rail [ A ]
A) General lift B) Maximum Lift C) Calculated lift D) None of the above

1482. General lift should not be more than _____ mm [ D ]
A) 10mm B) 20 mm C) 30mm D) 50mm

1483. If more than_____ mm lift is required, it should be undertaken by two passes of tamping machine. [ B ]
A) 30mm B) 50 mm C) 75mm D) 100mm

1484. Double insertion in the same pass of tamping should be done if lifting required is
A) > 30mm but < 50 mm B) > 50mm but < 75 mm [ A ]
C) > 75mm but < 100 mm D) > 100 mm

1485. DTS machine should be used in _____ mode at renewal or deep screening sites
A) Maximum settlement B) Controlled settlement [ A ]
C)As per site condition D) None of the above

1486. DTS machine should be used in _____ mode at maintenance sites [ B ]
A) Maximum settlement B) Controlled settlement
C)As per site condition D) None of the above

1487. When stabilizing track on bridge with ballasted deck, there are chances of resonance if applied frequency _____ the natural frequency. [ C ]
A) is more than B) is less than C) matches with D) is double

1488. The natural oscillation frequency of DTS over bridge with span over 10m lies ___ [ A ]
A) Below 30 Hz B) below 20 Hz C) Above 30 Hz D) Above 45 Hz

1489. While stabilizing points and crossings, DTS should not be stopped at ____ portion.
A) switch B) lead C) Crossing D) None of the above [ C ]

1490. Normally higher oscillation frequency of _____ shall be selected when DTS working on bridges [ C ]
A) 20-30 Hz B) 30-40 Hz C) 40-45 Hz D 60 Hz

1491. Stabilizing work in tunnels _____ [ D ]

A) Shall be done cautiously B) shall be done with higher frequency
C)shall be done with matching frequency D) Shall not be done

1492. A minimum clean ballast cushion of _____ mm is recommended for quality output and retentivity of tamping. [ B ]
A) 100 B) 150 C) 200 D) 250

1493. For newlines, doubling and GC, on main line, total ballast cushion should be at least _____ mm for undertaking tamping with machine [ D ]
A) 100 B) 150 C) 200 D) 250

1494. For newlines, doubling and GC, on loop lines/sidings, total ballast cushion should be at least _____ mm for undertaking tamping with machine [ B ]
A) 100 B) 150 C) 200 D) 250

1495. The long wave length irregularities of longitudinal level and alignment can be rectified by adopting _____mode of tamping [ C ]
A) Smoothening B) Elementary C) Design D) A and B

1496. For Design mode tamping, plotting of vertical profile horizontal scale adopted should be _____ [ C ]
A) 1:10 B) 1: 100 C) 1: 1000 D) 1: 10000

1497. For Design mode tamping, plotting of vertical profile, vertical scale adopted should be _____ [ A ]
A) 1:10 B) 1: 100 C) 1: 1000 D) 1: 10000

1498. In redesigning the profile, the requirements met for unevenness on 80 m chord on high speed routes with > 110kmph, should not exceed _____ mm [ B ]
A) 20 B) 40 C) 65 D) 80

1499. In redesigning the profile, the requirements met for unevenness on 80 m chord on other lines with speeds <110 kmph, should not exceed _____ mm [ C ]
A) 20 B) 40 C) 65 D) 80

1500. In redesigning the profile, for vertical curves the requirements met for unevenness on 20 m chord, should not exceed _____ mm [ B ]
A) 5 B) 10 C) 15 D) 20

1501. Deep screening by BCM results in _____ [ D ]
A) Improving the Drainage of track B) Improvement of track resilience
C) Improvement of elasticity of ballast bed D) All the above

1502. The screening unit in the BCM has screen area of around _____ $m^2$ [ B ]
A) 15 B) 21 C) 30 D) 40

1503. Total no of screens in a BCM are _____ [ B ]
A) 2 B) 3 C) 4 D) 5

1504. In BCM, screens of _____square mesh sizes are adopted [ C ]
A) 60mm, 40 mm, 20mm B) 50 mm, 30mm, 20mm
C) 80mm, 50mm,28mm D) 65mm, 45mm, 25mm

1505. Total width of excavation with a 2150 mm cutter bar is _____ [ B ]
A) 4030 mm B) 4280 mm C) 3150 mm D) 4150 mm

1506. Total width of excavation with a 1900 mm cutter bar is _____ [ A ]
A) 4030 mm B) 4280 mm C) 3150 mm D) 4150 mm

1507. Normally, the width required at the site for linking and opening cutting chain is approximately _____ mm [ C ]
A) 4000 B) 4500 C) 5000 D) 5500

1508. Depth of ballast cut by cutter bar is about _____ mm approximately. [ B ]
A) 250 mm B) 280 mm C) 300 mm D) 320

1509. Minimum Depth of excavation with BCM works out to be _____ mm approximately. [ C ]
A) 250 mm B) 280 mm C) 300 mm D) 320

1510. Lifting of track up to _____mm can be done with available BCMs on IR. [ B ]
A) 50 B) 100 C) 200 D) 300

1511. Slewing of track up to _____mm can be done with available BCMs on IR. [ D ]
A) +/-50 B) +/-100 C) +/-200 D) +/-300

1512. The retractable waste disposal conveyer belt can swing by _____ in _____ directions. [ C ]
A) $30^0$, one B) $60^0$, both C) $70^0$, both D) $70^0$, one

1513. The retractable waste disposal conveyer belt can extend to maximum _____ from centre of track [ B ]
A) 3 m B) 5 m C) 7 m D) 7.5

1514. The retractable waste disposal conveyer belt is capable of disposing off the muck at a distance of about _____ from centre of track [ D ]
A) 3 m B) 5 m C) 7 m D) 7.5

1515. The BCMs available on IR can handle up to _____ cum of excavated material in an hour. [ C ]
A) 300 B) 400 C) 550 D) 650

1516. There should not be any visible or hidden obstructions with _____ mm width for free working and good output of BCM [ C ]
A) 3400 B) 4000 C) 4500 D) 5000

1517. For lowering cutter bar, a trench of _____ size should be made under the sleepers. [ A ]
A) 0.30 m x 1.00m B) 0.30 m x 1.50 m C) 0.4 x 1.20m D) 0.5 x 1.50 m

1518. Size of each cutter bar extension piece is _____ mm [ C ]
A) 250 B) 300 C) 500 D) 600

1519. In SBCM, screening unit, size of screens are _____square mesh. [ C ]
A) 60mm, 40 mm, 20mm B)50 mm, 30mm, 20mm
C) 80mm, 50mm,28mm D) 65mm, 45mm, 25mm

1520. the screening capacity of SBCM is _____ $m^3$ per hour. [ C ]
A) 300 B) 400 C) 500 D) 600

1521. BRMs are used for the following operation. [ D ]
A) ballast transfer B) Ballast spreading C) ballast profiling D) All the above

1522. Auxiliary track of _____ mm gauge should be laid to run portal cranes in TLE [ B ]
A) 1676 B) 3400 C) 4265 D) 5300

1523. TLEs with lifting capacity of _____ tonnes are in use in IR [ B ]
A) 9 t B) 9t & 12 t C) 10 t & 15 t D) 20 t

1524. The auxiliary track should be laid preferably at same level as main line, but in no case be _____ higher. [ C ]
A) more than 20 mm B) more than 30 mm
C) more than 50mm D) more than 75m

1525. The auxiliary track should not be _____ the existing track. [ A ]
A) lower than B) equal to C) more than D) none of the above

1526. _____ portal cranes have the advantage of carrying two 12.60 m service rails along with released panels [ B ]
A) 9 t B) 12 t C) Modern D) heavy duty

1527. Following works can be done by TRT_____ [ D ]
A) CTR B) TSR C) TRR D) All the above

1528. Auxiliary track is not required for the following system of track laying. [ B ]
A) TLE/PQRS B) TRT C) BOTH D) Mechanised

1529. _____ is a points and crossing laying / changing machine [ D ]
A) TLE B) TRT C) UNIMAT D) T-28

1530. The Latest RGM 96 have ___ nos of grinding stones with _____ no of grind cars.
A) 72, 3 B) 96, 4 C) 48, 2 D) 96, 3 [ B ]

1531. GQI of_____ and above is acceptable in grinding. [ B ]
A) 60 B) 80 C) 90 D) 100

1532. Full form of GDMS is _____. [ A ]
A) Grind data management system B) Grind data monitoring system
C) Grind data measurement system D) Grind deviations measurement system

1533. Equipment to measure the profile of rail head very accurately is _____ [ A ]
A) Miniprof B) Star gauge C) bar gauge D) RCA

1534. The grinding strategy adopted on IR is _____ [ C ]
A) Preventive B) Corrective C) Preventive gradual D) Corrective gradual

1535. SRGM has _____ no of stones. [ A ]
A) 20 B) 24 C) 72 D) 96

1536. Life of a grinding stone is _____ hours. [ A ]
A) 8-10 hours B) 12-16 hours C) 24 hours D) 72 hours

1537. Approximate metal removal by RGM is _____ [ A ]
A) 0.1- 0.2mm B) 0.2 – 0.4 mm C) 0.05 -0.1 mm D) 1- 2mm

1538. Full form of GQI is _____ [ A ]
A) Grind quality index B) grind quotient index
C) Grinding quality of India D) Gauge quality index

1539. To analyse the RCF crack, _____ test is adopted. [ A ]
A) DPT B) SP C) mini prof D) RCA

1540. In rail grinding, for straight tracks, it has been decided to give _____ pass at _____ kmph [ A ]
A) one, 15 B) 2, 15 C) 3, 15 D) 3, 18

1541. In rail grinding, for curved tracks, it has been decided to give _____ passes at _____ kmph [ D ]
A) one, 15 B) 2, 15 C) 3, 15 D) 3, 18

1542. After grinding, _____ should be cleaned from _____ joints. [ A ]
A) Grind dust, glued B) Grease, glued C) Grind dust, FP D) All the above

## 14. PERMANENT WAY RENEWAL

1543. Limiting loss of section due to wear on 52kg. Rail is ____% [ A ]
A) 6 B) 7 C) 4 D) 5

1544. Limiting loss of section due to wear on 60kg. Rail is ____% [ B ]
A) 6 B) 7 C) 4 D) 5

1545. The limits of vertical wear on 60 kg. rail is---------- [ D ]
A) 8mm B) 7mm C) 11mm D) 13mm

1546. Limiting lateral wear for rail renewal in `A' route curved track [ D ]
A) 6mm B) 7mm C) 4mm D) 8mm

1547. Scattered renewals are replaced by [ B ]
A) Identical released serviceable components
B) Identical released serviceable and nearly same vintage components
C) Identical New components D) Identical released unserviceable components

1548. Scattered renewals are carried out at isolated locations [ A ]
A) Not more than 10 rails and or 250 sleepers in a gang beat in a year.
B) Not more than 15 rails and or 250 sleepers in a gang beat in a year.
C) Not more than 10 rails and or 200 sleepers in a gang beat in a year.
D) Not more than 15 rails and or 300 sleepers in a gang beat in a year.

1549. Casual renewals are carried out at [ B ]
A) Isolated locations of not continuous stretches
B) Isolated locations of continuous but small stretches
C) Isolated locations more than 10 rails and or 200 sleepers in a gang beat.
D) Isolated locations more than 20 rails and or 300 sleepers in a gang beat.

1550. Casual renewals are carried out as [ C ]
A) Not a Part of normal maintenance operations
B) Cannot be covered under scattered renewals
C) Both A) and B) D) None of the above

1551. Scattered renewals are carried out as [ A ]
A) Part of normal maintenance operations

B) Not Part of normal maintenance operations

C) Both A) and B) D) None of the above

1552. Criteria for rail renewal is proposed [ A ]

A) Rail fractures having 5 withdrawals of rails per 10 km in a year.

B) Rail fractures having 10 withdrawals of rails per 10 km in a year.

C) Rail fractures having 5 withdrawals of rails per 10 km in two year.

D) Rail fractures having 10 withdrawals of rails per 10 km in two year.

1553. Criteria for rail renewal is _____ wear due to corrosion in web and foot [ C ]

A) More than 1mm B) More than 1.25mm

C) More than 1.5mm D) More than 2mm

1554. Criteria for rail renewal is proposed [ C ]

A) More than 20 defective welds per track km are existing.

B) More than 25 defective welds per track km are existing.

C) More than 30 defective welds per track km are existing.

D) More than 35 defective welds per track km are existing.

1555. The limits of vertical wear on 52 kg. Rail is _____ [ A ]

A) 8mm B) 7mm C) 11mm D) 13mm

1556. Limiting lateral wear for rail renewal in Group A & B routes curved track [ C ]

A) 6mm B) 7mm C) 8mm D) 9mm

1557. Limiting lateral wear for rail renewal in C & D routes curved track [ D ]

A) 7mm B) 8mm C) 9mm D) 10mm

1558. Limiting lateral wear for rail renewal in Group A & B routes straight track [ A ]

A) 6mm B) 8mm C) 10mm D) 12mm

1559. Limiting lateral wear for rail renewal in Group C & D routes straight track [ B ]

A) 6mm B) 8mm C) 10mm D) 12mm

1560. Lateral wear is measured at _____ below rail top table [ C ]

A) 10 to 12mm B) 11 to 13mm C) 13 to 15mm D) 10mm

1561. Laying tolerance of gauge between sleeper to sleeper during primary renewals is [ B ]

A) 1 mm B) 2mm C) 3mm D) 4mm

1562. Laying tolerance of high joints during primary renewals is [ C ]

A) +2.25 mm B) +2.15 mm C) + 2mm D) + 2.5mm

1563. Laying tolerance of low joints during primary renewals is [ D ]

A) ± 1 mm B) ± 1.5 mm C) ± 2mm D) 0mm

1564. Laying tolerance of squareness of joints during primary renewals is [ A ]

A) ± 10 mm B) ± 15 mm C) ± 20mm D) None of the above

1565. Laying tolerance of difference in cross level on every 4th sleeper during primary renewals is [ B ]

A) ± 4 mm B) ± 3 mm C) ± 2mm D) None of the above

1566. Laying tolerance of alignment on 10mts chord in straight track during primary renewals is [ C ]

A) ± 4 mm B) ± 3 mm C) ± 2mm D) None of the above

1567. Laying tolerance of alignment on 20mts chord in curved track with 600mts radius and more during primary renewals is [ B ]

A) 4 mm B) 5 mm C) 6 mm D) 7 mm

1568. Laying tolerance of alignment on 20mts chord in curved track radius less than 600mts during primary renewals is [ A ]

A) 10 mm B) 5 mm C) 12 mm D) 4 mm

1569. Laying tolerance of variation between existing and approved longitudinal levels during primary renewals is [ D ]

A) 75 mm B) 25 mm C) 60 mm D) 50 mm

1570. New material of an obsolescent section which are interchangeable with standard material and are purchased from time to time to prevent wastage of of other serviceable material to be treated as [ A ]

A) Class I B) Class II C) Class III D) Dead stock

1571. Class II material include [ C ]

A) All new material of obsolescent section other than those included in class 1

B) All standard and obsolete material released and fit for use on track

C) Both A) and B) D) None of the above

1572. Class 11(a) rails are fit for use in [ A ]

A) Running lines B) Non running lines

C) Both A) and B) D) None of the above

1573. Class 11(b) rails are fit for use in [ B ]

A) Running lines B) Non running lines

C) Both A) and B) D) None of the above

1574. The service life in terms of total GMT of traffic carried for considering through rail renewal on the bridge proper and in approaches (up to 100 m on either side) for all the important brides and such of the major bridges where height of bank is in excess of _____ or more shall be half of the GMT specified [ B ]

A) 6 Mts B) 5 Mts C) 4 Mts D) 3 Mts

1575. The account for relaying works should be closed within _____ of completion of The work & completion report submitted. [ C ]

A) 1 month B) 2 months C) 3 months D) 4 months

1576. All class I Permanent Way material should be distinguished as follows [ A ]

A) No marks B) Yellow paint C) White paint D) Red paint

1577. All class 11(a) second hand rails fit for to be laid in running line are distinguished as follows [ C ]

A) No marks B) Daub of Yellow paint in end

C) Daub of White paint in end D) Daub of Red paint in end

1578. All class 11(b) second hand rails fit for to be laid in non running line are distinguished as Follows [ B ]

A) No marks B) Daub of Yellow paint in end

C) Daub of White paint in end D) Daub of Red paint in end

1579. Through ballast renewal shall be carried out before clean ballast cushion is less than _____ for main lines 'A' Route [ C ]

A) 100 mm B) 150 mm C) 200 mm D) 250mm

1580. Through ballast renewal shall be carried for turnout on main line when the existing clean ballast cushion is less than --------- [ D ]

A) 200mm B) 100mm C) 125mm D) 150mm

1581. On girder bridges, when sleepers _____ are defective and qualify for renewal, then, renewal should be carried out for the full span [ C ]

A) exceeds 30% B) exceeds 35% C) exceeds 20% D) exceeds 25%

1582. Through ballast renewal shall be carried before introduction of machine tamping and when the existing clean ballast cushion is less than _____ routes having speed less than130 kmph [ D ]

A) 200mm B) 100mm C) 125mm D) 150mm

1583. Criteria for through turnout rail renewal of 60 kg P&C, Service life of fabricated switches (ORS) shall be [ D ]

A) 150GMT B) 200 GMT C) 250GMT D) 300 GMT

1584. Criteria for through turnout rail renewal of 52 kg P&C, Service life of fabricated switches (ORS) shall be [ C ]

A) 150GMT B) 200 GMT C) 250GMT D) 300 GMT

1585. Minimum total GMT carried for CMS crossings 60kg shall be planned for renewal, after carrying out three rounds of in situ reconditioning using robotic welding machine [ D ]

A) 200GMT B) 250 GMT C) 300GMT D) 350 GMT

1586. Renewals on consideration of service life in terms of total GMT of traffic carried for 52 kg, 72 UTS rails _____ [ B ]

A) 325 B) 350 C) 375 D)425

1587. Minimum total GMT carried for CMS crossings 60kg shall be planned for renewal, after carrying out three rounds of reconditioning by using H3B/H3C IRS electrodes

A) 150GMT B) 200 GMT C) 250GMT D) 300 GMT [ D ]

1588. Renewals on consideration of service life in terms of total GMT of traffic carried for 52 kg, 90 UTS rails _____ [ A ]

A) 525 B) 550 C) 375 D)425

1589. Renewals on consideration of service life in terms of total GMT of traffic carried for 60 kg, 72 UTS rails _____ [ C ]

A) 425 B) 500 C) 550 D)525

1590. Renewals on consideration of service life in terms of total GMT of traffic carried for 60 kg, 90 UTS rails _____ [ A ]

A) 800 B) 500 C) 550 D) 525

1591. Concrete sleepers will be considered for replacement/renewal if they have developed notches more than _____ mm at rail seat locations [ C ]

A) 2 B) 5 C) 3 D) 5

1592. Renewal of Points and Crossing shall be planned after carriage of minimum traffic for Thick Web Switch in GMT for 52 Kg section is _____ [ C ]

A) 350 B) 450 C) 500 D) 275

1593. Renewal of Points and Crossing shall be planned after carriage of minimum traffic for Thick Web switch in GMT for 60 Kg section is _____ [ D ]

A) 300 B) 350 C) 500 D) 800

1594. Criteria for renewal of PSC sleepers [ D ]

A) sleeper not able to hold gauge and level B) not able to provide required toe load

C) insert hole ablonged D) all the above

1595. Service Life of GFN 66 Liners (plain track) [ B ]

A) 150 GMT or 4 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 250 GMT or 4 years whichever is earlier or on condition basis

D) 300 GMT or 4 years whichever is earlier or on condition basis

1596. Service Life of GFN 66 Liners in turnout [ A ]

A) 100 GMT or 2 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 100 GMT or 4 years whichever is earlier or on condition basis

D) 200 GMT or 2 years whichever is earlier or on condition basis

1597. Service Life of GFN 66 Liners in curves sharper than $5^{\circ}$ [ A ]

A) 100 GMT or 2 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 100 GMT or 4 years whichever is earlier or on condition basis

D) 200 GMT or 2 years whichever is earlier or on condition basis

1598. Service Life of GFN 66 Liners in washable aprons [ A ]

A) 100 GMT or 2 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 100 GMT or 4 years whichever is earlier or on condition basis

D) 200 GMT or 2 years whichever is earlier or on condition basis

1599. Service Life of GFN 66 Liners in SEJ [ A ]

A) 100 GMT or 2 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 100 GMT or 4 years whichever is earlier or on condition basis

D) 200 GMT or 2 years whichever is earlier or on condition basis

1600. Service Life of GFN 66 Liners in station yards and its approaches [ A ]

A) 100 GMT or 2 years whichever is earlier or on condition basis

B) 200 GMT or 4 years whichever is earlier or on condition basis

C) 100 GMT or 4 years whichever is earlier or on condition basis

D) 200 GMT or 2 years whichever is earlier or on condition basis

1601. Service Life of Metal Liners in gradients steeper than 1 in 100 [ D ]

A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1602. Service Life of Metal Liners in station yards and its approaches [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1603. Service Life of Metal Liners in coastal areas [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1604. Service Life of Metal Liners (plain track) [ B ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 8 years whichever is earlier or on condition basis

1605. Service Life of Metal Liners in SEJ [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1606. Service Life of Metal Liners in curves sharper than 5˚ [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1607. Service Life of ERC in washable aprons [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1608. Service Life of ERC in gradients steeper than 1 in 100 [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1609. Service Life of ERC in coastal areas [ D ]

A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1610. Service Life of ERC in station areas and its approaches [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1611. Service Life of ERC in SEJ [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1612. Service Life of ERC in curves sharper than 5˚ [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1613. Service Life of ERC (plain track) [ D ]
A) 350 GMT or 8 years whichever is earlier or on condition basis
B) 300 GMT or 6 years whichever is earlier or on condition basis
C) 350 GMT or 6 years whichever is earlier or on condition basis
D) 400 GMT or 8 years whichever is earlier or on condition basis

1614. Service Life of GRSP in washable aprons [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1615. Service Life of GRSP in station yards and its approaches [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1616. Service Life of GRSP in gradient steeper than 1 in 100 [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1617. Service Life of GRSP in curve sharper than 5° [ B ]

A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1618. Service Life of GRSP in coastal areas [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1619. Service Life of GRSP in SEJ [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1620. Service Life of GRSP in turnouts [ B ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 100 GMT or 2 years whichever is earlier or on condition basis
C) 100 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 2 years whichever is earlier or on condition basis

1621. Service Life of GRSP (plain track) [ D ]
A) 250 GMT or 4 years whichever is earlier or on condition basis
B) 300 GMT or 4 years whichever is earlier or on condition basis
C) 350 GMT or 4 years whichever is earlier or on condition basis
D) 200 GMT or 4 years whichever is earlier or on condition basis

1622. Service Life of CGRSP in SEJ [ A ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1623. Service Life of CGRSP in gradients steeper than 5° [ A ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1624. Service Life of CGRSP in coastal areas [ A ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1625. Service Life of CGRSP in station yards and its approaches [ A ]

A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1626. Service Life of CGRSP in washable aprons [ A ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1627. Service Life of CGRSP in turnouts [ A ]
A) 200 GMT or 4 years whichever is earlier or on condition basis
B) 400 GMT or 8 years whichever is earlier or on condition basis
C) 200 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 4 years whichever is earlier or on condition basis

1628. Service Life of CGRSP (plain track) [ D ]
A) 250 GMT or 8 years whichever is earlier or on condition basis
B) 300 GMT or 8 years whichever is earlier or on condition basis
C) 350 GMT or 8 years whichever is earlier or on condition basis
D) 400 GMT or 8 years whichever is earlier or on condition basis

1629. Minimum sleeper density for CTR/TSR with new PSC sleepers for Main lines _____ per km [ D ]
A) 1880 B) 1560 C) 1600 D) 1660

1630. Minimum sleeper density for CTR/TSR renewal and laying of new passenger running loops shall be _____ per km [ D ]
A) 1540 B) 1560 C) 1600 D) 1660

1631. Minimum sleeper density for CTR/TSR renewal and laying for other loop lines and sidings (permissible speed less than 50kmph) shall be _____ per km [ A ]
A) 1540 B) 1560 C) 1600 D) 1660

1632. Minimum sleeper density for CTR/TSR with new PSC sleepers for Sidings (permissible speed more than 50 kmph) [ C ]
A) 1540 B) 1560 C) 1660 D) 1600

1633. For other loop lines in the yards, sleeper density would be _____ [ A ]
A) 1540 B) 1560 C) 1660 D) 1600

1634. The classification of released materials should be done by _____ [ B ]
A) JE/P.way B) SSE/P.way incharge C) ADEN D) DEN

1635. Accountal of Scrap Rails will be done _____ [ C ]
A) in length B) in weight
C) in length & then converted to weight D) Non of the above

1636. Accountal of Scrap Sleepers will be done _____ Separately as whole and in parts [ A ]
A) in numbers B) in weight C) in length D) Non of the above

1637. Accountal of Scrap Fittings & Fastenings will be done _____ [ B ]
A) in numbers B) in weight C) in length D) Non of the above

1638. Track renewal proposals are submitted to the DEN by the _____ on condition basis and on the basis of various inspections carried out during the year. [ C ]
A) JE/P.Way B) SSE/P.Way/In charge C) ADEN D) ALL

1639. Higher sleeper density during TSR/CTR, Doubling, gauge conversion, new line construction works on main lines may be provided with approval of [ B ]
A) RB B) PCE C) CTE D) CAOR

1640. Renewal of passenger running loop lines is to be done with [ A ]
A) 60 KG new rails B) 60KG old rails C) Either of A) & B) D) 52 KG new rails

1641. New rails can be used for renewal of other loop lines is to be done with prior approval of [ B ]
A) RB B) PCE C) CTE D) CAOR

1642. Renewal of other loop lines is to be done with [ C ]
A) 60 KG new rails B) 60KG old rails
C) 60/52 KG (SH) rails D) 60/52 KG new rails

1643. Minimum depth of ballast cushion renewal works of passenger running loops is [ A ]
A) 300 mm B) 250 mm C) 350 mm D) all

1644. Minimum depth of ballast cushion for other loop is [ B ]
A) 300 mm B) 250 mm C) 350 mm D) all

1645. A minimum block of _____ hours duration is necessary where mechanical relaying works are carried out manually. [ A ]
A) 2 to 3 B) 1 to 2 C) 1.5 to 2.5 D) 3 to 4

1646. While placing FM between two berthing lines (main and loops line or between two loop line) where points are involved, it must be ensured that glued joint is placed _____ mts inside FM for ensuring safety. [ B ]
A) 3.50 B) 3.35 C) 3.00 D) 3.25

1647. Fouling Mark should be placed at a location where track centre begins to reduce to _____ in new works where normal track centre is between [ C ]
A) 5.300 m and more B) 4.750m and more
C) 4.725m. and more D) 4.755 m and more

1648. Fouling Mark should be placed at a location where track centre begins to reduce to 4.265m in existing works where normal track centre is between [ A ]
A) 4.265 m and 4.725m. B) 4.265 m and 4.750m.
C) 4.265 m and 4.755m. D) 4.265 m and 4.745m.

1649. During mechanized laying of track by TLE speed restriction to be Speed restriction to be imposed is ____ on 1st day for opening, relaying and equalisation of ballast [ A ]
A) 20 KMPH B) 30 KMPH C) 40 KMPH D) 25 KMPH

1650. During mechanized laying of track by TLE Speed restriction to be relaxed to _____ after 3rd round of design mode tamping and 3rd round of stabilisation in controlled

settlement mode is [ D ]

A) Sectional speed B) 100 KMPH C) 75 KMPH D) 110 KMPH

1651. During manual laying of sleepers Speed restriction to be relaxed to 110 KMPH on _____ day after 3rd round of design mode tamping and 3rd round of stabilisation in controlled settlement mode is [ C ]

A) 7th Day B) 8th Day C) 9th Day D) 10th Day

1652. During mechanized laying of track by TLE speed restriction to be relaxed to _____ KMPH on 1st day after opening, relaying and equalization of ballast is [ D ]

A) 15 B) 40 C) 30 D) 20

1653. During mechanized laying of track by TLE speed restriction to be relaxed to ____ KMPH on 4th day after 1st round of tamping in smoothening mode and 1st round of stabilisation in maximum settlement mode is [ B ]

A) 30 KMPH B) 40 KMPH C) 45 KMPH D) 50 KMPH

1654. During mechanized laying of track by TLE speed restriction to be relaxed to _____ on 6th day after 2nd round of design mode tamping and 2nd round of stabilisation in maximum settlement mode is [ C ]

A) 50 KMPH B) 40 KMPH C) 75 KMPH D) 90 KMPH

1655. During mechanized laying of track by TLE speed restriction to be relaxed to 75 KMPH on _____ after 2nd round of design mode tamping and 2nd round of stabilisation in maximum settlement mode is [ A ]

A) 6th B) 8th C) 10th D) 11th

1656. During mechanized laying of track by TLE after 3rd round of design mode tamping and 3rd round of stabilisation in controlled settlement mode speed restriction to be relaxed to normal speed on _____ day after checking ride quality and attention required [ A ]

A) 10th B) 9th C) 11th D) 8th

1657. During manual laying of sleepers Speed restriction to be imposed on 1st day during opening, relaying and packing is carried out is [ B ]

A) 30 KMPH B) 20 KMPH C) 15 KMPH D) 10 KMPH

1658. During manual laying of sleepers Speed restriction to be relaxed to _____ after 2nd round of smothening mode tamping and 2nd round of stabilisation in maximum settlement mode is [ C ]

A) Sectional speed B) 90 KMPH C) 75 KMPH D) 110 KMPH

1659. During manual laying of sleepers Speed restriction to be relaxed to 75KMPH on _____ after 2nd round of design mode tamping and 2nd round of stabilisation in maximum settlement mode is [ A ]

A) 6th Day B) 7h Day C) 8th Day D) 9th Day

1660. During manual laying of sleepers Speed restriction to be relaxed to 110 KMPH on _____ after 3rd round of design mode tamping and 3rd round of stabilisation in controlled settlement mode is [ C ]

A) 7th Day B) 8th Day C) 9th Day D) 10th Day

1661. During manual laying of sleepers Speed restriction to be relaxed to _____ after 3rd round of design mode tamping and 3rd round of stabilisation in controlled settlement mode is [ D ]
A) Sectional speed B) 100 KMPH C) 75 KMPH D) 110 KMPH

1662. During manual laying of sleepers renewal works after 3rd round of design mode tamping and 3rd round of stabilisation in controlled settlement mode speed restriction to be relaxed to normal speed on _____ day after checking ride quality and attention required [ A ]
A) 10th B) 19th C) 20th D) 21st

1663. During manual laying of sleepers Speed restriction to be relaxed to _____ on 3rd day during opening, relaying and laying of sleepers manually and 1st round of machine packing followed by using DTS is [ B ]
A) 30 KMPH B) 40 KMPH C) 45 KMPH D) 50 KMPH

1664. During mechanized laying of track by TRT Speed restriction to be imposed on 1st day during opening, relaying and equalisation of ballast is [ A ]
A) 30 KMPH B) 40 KMPH C) 20 KMPH D) 10 KMPH

1665. During mechanized laying of track by TRT Speed restriction to be imposed on 3rd day after 1st tamping in smoothening settlement mode and 1st stabilisation in maximum settlement mode [ B ]
A) 30 KMPH B) 40 KMPH C) 20 KMPH D) 45 KMPH

1666. During mechanized laying of track by TRT Speed restriction to be imposed on 5th day after 2nd tamping in smoothening settlement mode and 2nd stabilisation in maximum settlement mode [ D ]
A) 40 KMPH B) 45 KMPH C) 50 KMPH D) 75 KMPH

1667. During mechanized laying of track by TRT Speed restriction to be relaxed on 8th day after 3rd tamping in design mode and 3rd stabilisation in controlled settlement mode [ B ]
A) Speed up to 100 KMPH B) speed up to 110 KMPH
C) speed up to 130 KMPH D) Normal sectional speed

1668. During mechanized laying of track by TLE after tamping without DTS and after ballasting, picking up of slacks and stabilisation of track by passage of traffic for routes having density less than 10GMT, consolidation period should be suitably increased to ensure passage of minimum _____ tonnes of traffic before relaxation of speed. [ D ]
A) 100000 B) 75000 C) 40000 D) 50000

1669. During mechanized laying of track by TLE Speed restriction to be imposed on 1st day during opening, relaying and equalisation of ballast and manual packing is [ C ]
A) 30 KMPH B) 25 KMPH C) 20 KMPH D) 10 KMPH

1670. During mechanized laying of track by TLE Speed restriction to be relaxed to 40 KMPH on ___ day after 1st tamping in smoothening mode without DTS and after ballasting, picking up of slacks and stabilisation of track by passage of traffic is [ D ]

A) 7th B) 4th C) 6th D) 5th

1671. During mechanized laying of track by TLE Speed restriction to be relaxed to 75 KMPH on ___ day after 2nd tamping in smoothening mode without DTS and after survey of track for design mode, ballasting, picking up of slacks and stabilisation of track by passage of traffic is [ B ]

A) 7th B) 8th C) 6th D) 5th

1672. During mechanized laying of track by TLE Speed restriction to be relaxed to _____ KMPH on 10th day after 3rd tamping in design mode without DTS IS [ A ]

A) 75 B) 50 C) 65 D) 90

1673. During mechanized laying of track by TLE Speed increased to 130 KMPH on _____ day after 3rd tamping in design mode without DTS and completing foot plate/last vehicle inspection [ D ]

A) 17th B) 16th C) 15th D) 14th

1674. During mechanized laying of track by TLE Speed increased to 160 KMPH on _____ day after 3rd tamping in design mode without DTS and completing foot plate/last vehicle inspection [ B ]

A) 17th B) 16th C) 15th D) 14th

1675. During mechanized laying of track by TRT Speed increased to 130 KMPH on _____ day after 3rd tamping in design mode without DTS and completing foot plate/last vehicle inspection [ A ]

A) 13th B) 14th C) 15th D) 16th

1676. During mechanized laying of track by TRT Speed increased to 160 KMPH on _____ day after 3rd tamping in design mode without DTS and completing foot plate/last vehicle inspection [ C ]

A) 17th B) 16th C) 15th D) 14th

1677. Laying standards of track geometry will be recorded _____ months after the speed is raised to normal [ B ]

A) 2 B) 3 C) 4 D) 6

1678. Unserviceable material Class III - not fit for use– Ends to be painted with_____ Paint [ A ]

A) a daub of Red B) a daub of white C) a daub of yellow D) No marks

## 15. HORIZONTAL AND VERTICAL CURVES, REALIGNMENT OF CURVES

1679. Maximum degree of curve permitted for BG is _____ [ B ]
A) 8 degree B) 10 degree C) 9 degree D) 7 degrees

1680. Maximum degree of curvature permitted on BG Turnout other than passenger traffic is [ B ]
A) 4 degree B) 8 degree C) 10 degree D) none

1681. Sharpest curve permitted on BG track is _____ m radius [ B ]
A)100 m, B) 175m, C)350m, D) 440m

1682. The radius of curvature of one degree curve equals to _____ mts. [ C ]
A) 1000 B) 1500 C) 1750 D) 360

1683. A curve with radius of 441 mts corresponds to _____ degrees [ B ]
A) 4 B) 3.97 C) 3.99 D) 4.01

1684. The relation between radius and the degree of a curve is [ C ]
A) D= 1750/R B) R= 1750/D C) both A & B D) none

1685. $1.75^0$ curve has a radius of _____ m [ D ]
A) 175 B) 350 C) 500 D) 1000

1686. A curve with 3500 m radius is equal _____ degrees [ A ]
A) 0.5 B) 1 C) 1.5 D) 3.5

1687. Minimum radius of vertical curve for BG group A route track is _____ mts. [ D ]
A)2500 B) 3000 C) 3500 D) 4000

1688. Minimum radius of vertical curve for BG group B route track is _____ mts. [ B ]
A)2500 B) 3000 C) 3500 D) 4000

1689. Chord length for measuring versine at curves is _____ mts. [ D ]
A) 6 B) 10 C) 12 D) 20

1690. Amount of equilibrium super elevation to be provided is [ B ]
A) e = GV/15R B) e = $GV^2/127R$ C) e = GV/127R D) GV/1.36R

1691. Amount of equilibrium super elevation to be provided on BG track is [ D ]
A) 8.5 $V^2$/ R B) 13.19 $V^2/R$ C) $V^2/127R$ D) 13.76$V^2/R$

1692. Equilibrium cant for a speed of 127 kmph on a 1 degree curve is _____ mm [ B ]
A) 126 B) 127 C) 130 D) 165

1693. Maximum cant deficiency in curve for BG other than nominated rolling stocks is
A) 50mm B) 65mm C) 75mm D) 100mm [ C ]

1694. The easement curve is also known as [ A ]
A) Transition curve B) Spiral curve
C) Both of the above D) None of the above

1695. Maximum cant deficiency on BG Group for nominated rolling stocks is [ C ]
A) 100 mm B)150mm C) Both A & B D) None of above

1696. The maximum super-elevation on existing Group A &B routes on B.G with approval of CTE is [ D ]
A) 140 mm B) 165 mm C) 180 mm D) 185 mm

1697. On new lines/diversion/multi tracking works on A and B routes, exceptional cases of not achieving full speed potential due to non-exploitation of permitted cant should be submitted to _____ for approval [ C ]
A) GM B) RB C) PCE D) CAOR

1698. The super-elevation remains constant on [ A ]
A) Circular curve B) catenary curve C) spiral curve D) all of the above

1699. The super-elevation at the beginning of a transition curve is [ B ]
A) Infinite B) zero C) 1.0 m D) none of the above

1700. The value by which actual cant falls short of equilibrium cant is known as [ A ]
A) Cant deficiency B) cant C) offset D) shift

1701. The max. cant gradient on a transition curve in exceptional case with the approval of CTE [ B ]
A) 1.4 mm/m B) 2.8 mm/m C) 3.5 mm/m D) 3.2 mm/m

1702. A vertical curve shall be provided only at the junction of grades when the algebraic difference between the grades is [ A ]
A) Equal to or more than 4mm/m B) Less than 4 mm/m
C) Equal to or more than 5mm/m D) Less than 5mm /m

1703. Grade compensation on curves of B.G. per degree is taken as ____ percent [ D ]
A) 0.01 B) 0.02 C) 0.03 D) 0.04

1704. Grade compensation to be given for $2.5^0$ BG horizontal curve is _____ % [ C ]
A) 1.25 B) 0.15 C) 0.1 D) 1.75

1705. Distance between the inner rail and check rail provided on sharp curve is [ C ]
A) 40mm B) 42mm C) 44mm D) 46mm

1706. The limiting value of cant excess for Broad Gauge is [ C ]
A) 55 mm B) 65 mm C) 75 mm D) 100 mm

1707. The compensation for curvature on gradient for B.G. in terms of radius is given by
A) 70/R B) 52.5/R C) 35/R D) 105/R [ A ]

1708. The shape of transition curve used by Indian railways is [ A ]
A) Cubic parabola B) spiral
C) sine curve D) lemniscate of Bernoulli

1709. If R is the radius of a circular curve, then the versine on a chord of length C is given by
A) $C^2/4R$ B) C/8R C) $C^2/8R$ D) C/4R [ C ]

1710. The grade compensation on a 4˚ curve on a Broad Gauge railway track is [ B ]
A) 0.20% B) 0.16% C) 0.12% D) 0.08%

1711. Value of Dynamic gauge for B.G used for calculation of super elevation is [ D ]
A) 1068 mm B) 1600 mm C) 1676 mm D) 1750 mm

1712. Max. Limit of SE on other than A & B routes is [ D ]
A) 100 mm B) 185 mm C) 140 mm D) 165 mm

1713. Max. cant gradient allowed on transition curve is [ D ]
A) 1 in 320 B) 1 in 280 C) 1 in 360 D) 1 in 720

1714. Cant deficiency provided on curve is the difference of [ D ]
A) Actual cant & cant excess B) Cant excess & cant actual
C) Actual cant & theoretical cant on low speed
D) Theoretical cant required for higher speed & actual cant provided

1715. Desirable rate of change of cant/cant deficiency on transition curve is [ D ]
A) 60mm/Sec B) 55mm/Sec C) 35 mm/Sec D) 50mm/Sec

1716. Max. rate of change of cant/cant deficiency on transition curve is in exceptional case
A) 35 mm/sec B) 50 mm/sec C) 55 mm/sec D) 60 mm/sec [ D ]

1717. Transition curve is the curve of [ D ]
A) Varying SE B) Varying versine C) Varying radius D) All the above

1718. The difference between actual cant provided on track and the cant calculated corresponding to minimum speed in the section is called: [ A ]
A) Cant excess B) Extra Cant C) Cant deficiency D) none of the above

1719. If one LH curve is followed by a RH curve, the two curves will be called as [ A ]
A) Reverse Curve B) Compound curve C) Difficult curve D) simple curve

1720. Degree of a curve of radius 875 m is [ C ]
A) 1 degree B) 1.5 degree C) 2 degree D) 2.5 degree

1721. Chord length for measuring lead curvature of a turnout is [ B ]
A) 5 m B) 6 m C) 7.5m D) 7 m

1722. The angle subtended at the centre by a chord of _____ m is degree of curve [ C ]
A) 10m B) 20m C) 30.5m D) 100m

1723. Limit of station to station variation of versine for 110 kmph is [ B ]
A) 10mm B)15mm C) 20mm D) 40mm

1724. All AT welds shall be joggled fish platted with two far end bolts on curves of [ D ]
A) 2° B) 2.5° C) 2.75° D) 3° & sharper

1725. Versine of a $1^{o}$ curve is [ C ]
A) 10mm B) 14mm C) 28.5mm D) 17.5mm

1726. Versine of a $0.5^{0}$ curve is [ A ]
A) 14 mm B) 28 mm C) 50 mm D) 5mm

1727. While doing packing in curves the mate should rectify the unevenness of _____ Rail before correcting to super elevation with Gauge cum level. [ A ]
A) Inner rail B) Outer Rail
C) Any rail can be done D) None of the above

1728. If inner rail is raised above outer rail it is called as ------ [ D ]
A) Positive cant B) Positive grade C) Negative grade D) Negative Cant

1729. The radius of a 5 Degree curve is-----meters. [ A ]
A) 350 B) 440 C) 875 D) 1750

1730. In curved track _____ rail is raised above the _____ rail normally. [ A ]
A) Outer, inner B) inner, outer C) cess, non cess D) Non Cess

1731. In IR Designation of a curve is done by [ A ]
A) degree B) radius C) degree or radius D) Curvature

1732. A vertical curve shall be provided only at the junction of the grade when the algebraic difference between the grades is equal to or more than _____ mm per meter. [ C ]
A) 2 B) 3 C) 4 D) 5

1733. The minimum radius of the vertical curve for Group 'C' & 'D' routes meters. [ B ]
A) 2000 B) 2500 C) 3000 D) 4000 [ B ]

1734. Criteria for Realignment of curve: The Limits of station to station variation of versine on lines speed 160 Kmph and up to 110 Kmph, is _____ mm or _____ of average Versine on circular portion, whichever is _____ [ A ]
A) 10,20%, more B) 10, 10%, less C) 10,20%, less D) 10, 10%, more

1735. Criteria for Realignment of curve: The Limits of station to station variation of versine on lines speed of 110 Kmph, is _____ mm or ___ of average Versine on circular portion, whichever is _____ [ C ]
A) 10, 20%, more B) 10, 10%, less C) 15, 20%, more D)10, 10%, more

1736. Criteria for Realignment of curve: The Limits of station to station variation of versine on lines speed below 110 Kmph and up to 50 Kmph, is _____ mm or _____ of average Versine on circular portion, whichever is _____ [ D ]
A) 10, 20%, more B) 20, 20%, less C) 10, 20%, less D) 20, 20%, more

1737. Criteria for Realignment of curve: The Limits of station to station variation of versine on lines speed below 50 Kmph, is _____ mm or _____ of average Versine on circular portion, whichever is _____ [ A ]
A) 40, 20%, more B) 10, 20%, less C) 30, 20%, less D) 40, 10%, more

1738. As per IRSOD, Check-rails should be provided on curves having Degree _____ [ A ]
A) $\geq 8$ B) $\geq 10$ C) $\geq 6$ D) $\geq 4$

1739. The amount by which one of the rail is raised with reference to the other rail in a curved track is called. [ C ]
A) positive Cant B) Negative Cant C) Cant D) None

1740. _____ is the perpendicular distance measured at the midpoint of a chord from the arc of curved track. [ C ]
A) cant B) Level C) Versine D) chord length

1741. A circular curve in vertical plane is called. [ B ]
A) Horizontal curve B) Vertical curve C) Transition curve D) None

1742. _____ occurs when at train travels around a curve at a speed higher than the equilibrium speed. [ B ]
A) cant excess B) cant deficiency C) equilibrium cant D) None

1743. _____ occurs when a train travels around a curve at a speed lower than the equilibrium Speed [ A ]
A) cant excess B) cant deficiency C) equilibrium cant D) None

1744. The amount by which Cant is increased or reduced in a given length of transition is Called _____ [ B ]

A) cant deficiency gradient B) cant gradient C) cant excess D) cant deficiency

1745. The amount by which deficiency of Cant is increased or reduced in a given length of Transition Is called _____ [ A ]

A) cant deficiency gradient B) cant gradient C) cant excess D) cant deficiency

1746. The outward force acting on a vehicle while moving on a curved track is called. [ C ]

A) vertical force B) centripetal force C) centrifugal force D) None

1747. The speed at which the centrifugal force developed during the movement of the vehicle on a curved track is exactly balanced by the Cant provided is called [ D ]

A) safe speed B) Max.per.speed C) High speed D) Equilibrium speed

1748. The highest speed which may be permitted on a curve taking into consideration the radius of the curvature, actual cant, Cant deficiency, Cant excess and the length of transition. [ A ]

A) Max permissible speed of curve B) safe speed of curve

C) Equilibrium speed of curve D) sectional speed

1749. The rate at which Cant is increased or reduced per second, at the maximum permissible speed of the vehicle passing over the transition curve is called ____ [ B ]

A) Cant excess gradient B) Rate of change of Cant

C) cant deficiency gradient D) cant deficiency

1750. The rate at which Cant deficiency is increased or reduced per second, at the maximum Permissible speed of the vehicle passing over the transition curve is called ____ [ C ]

A) Cant excess gradient B) cant gradient

C) rate of change of cant deficiency D) cant deficiency

1751. Maximum cant permitted on new lines/diversions/multi tracking on A&B routes- With the approval of PCE Is _____mm. [ C ]

A) 115 B) 140 C) 185 D) 165

1752. Maximum cant permitted on B G– Group 'D' routes is _____ mm. [ D ]

A) 145 B) 115 C) 140 D) 165

1753. Versine readings shall be taken along the gauge face of the _____. [ B ]

A) Inner rail B) Outer rail C) Both D) None

1754. Maximum value of cant deficiency on routes without oscillation test by RDSO is-- [ C ]

A) 65mm B) 85mm C) 75mm D) 100 mm

1755. Maximum value of cant excess on all BG routes is _____ mm [ D ]

A) 65 B) 85 C) 55 D) 75

1756. A compound curve is one which is formed, by two circular curves of different radii but Curving in the _____ direction [ A ]

A) same B) opposite C) parallel D) None

1757. A reverse curve is one which is formed, by two circular curves of different radii but Curving in the _____ direction [ B ]

A) same B) opposite C) parallel D) None

1758. Curve Board at each approach of a curve should be provided on the _____ of the curve. [ B ]

A) inside B) outside C) left side D) right side

1759. Super-elevation or cant should be indicated by painting its value on the _____face of the web of the _____rail of the curve. [ A ]

A) inside, inner B) outside, outer C) inside, outer D) outside, inner

1760. The desirable length of transition 'L' shall be [ D ]

A) $L= 0.0056 \times C_a \times V_m$ B) $L= 0.0056 \times C_d \times V_m$

C) $L= 0.72 \times C_a$ D) Maximum of the above

1761. Rail posts indicating tangent points of beginning and end of transition curve shall be painted with _____ [ A ]

A) Red and white B) red and green C) yellow and white D) white and black

1762. For high speeds, in group A & B routes, a straight with a minimum of _____ m shall be kept between two transitions of reverse curves [ C ]

A) 20 B) 30 C) 50 D) 100

1763. In curves the excess length 'd' by which the inner rail gains over the outer rail is calculated by the formula [ A ]

A) L x G / R B) G x R / L C) L x R / 1750 D) L x G x R

1764. Location where checkrails should be provided shall be decided by the ____ [ D ]

A) PCE B) ADEN C) CTE D) DEN

1765. The basic principle of string lining is the sum total of existing versines should be _____ sum total of proposed versines [ A ]

A) equal to B) more than C) less than D) double the

1766. The basic principle of string lining is at the first and last station the slews should be _____ [ C ]

a) Same B) double C) zero D) none of the above

1767. The second summation of the versine difference between proposed versine and existing versine represents_____ [ A ]

A) half the slew at any station B) full slew at any station

C) double the slew at any station D) none of the above

1768. On routes where rail grinding is in practice lubricators should be provided on curves of radius _____ m and sharper [ C ]

A) 600 B) 1000 C) 1400 D) 1750

1769. Extra clearances to be to be provided in addition to the fixed dimensions when a structure is inside of the curve are [ D ]

A) over throw B) lean C) sway D) all the above

1770. Extra clearances to be to be provided in addition to the fixed dimensions when a structure is inside of the curve are [ B ]

A) over throw B) end throw C) lean D) sway

1771. Amount to be deducted from extra clearances when a passenger platform is inside of the curve [ B ]

A) 25mm B) 51 mm C) 65 mm D) 75mm

1772. Amount to be deducted from extra clearances when a passenger platform is outside

of the curve [ A ]

A) 25mm B) 51 mm C) 65 mm D) 75mm

1773. Gradient of 1 in 200 can be written in terms of percentage as _____ [ D ]

A) 0.05 % B) 5 % C) 2% D) 0.5 %

1774. For non-transitioned curves, the cant should be runup or runout on the _____ [ A ]

A) virtual transition B) in one rail length

C) half curve length D) half virtual transition

1775. The length of virtual transition is _____ [ A ]

A) centre to centre of bogies B) one coach length

B) end to end of bogies D) half coach length

1776. Maximum speed for transitioned curves is _____ [ D]

A) $V$ = 0.27√($Ca$ + $C$e) R B)$V$ = 0.27√($C$e + $Cd$) R C)$V$ = √0.27 ($Ca$ + $Cd$) R

D)$V$ = 0.27√($Ca$ + $Cd$) R

1777. On all routes, maximum design cant to be limited to _____ mm on track with turnouts.

A) 185 B) 165 C) 140 D) 115 [ C ]

1778. For rolling stocks permitted with 150 mm cant deficiency, cant deficiency to be limited to _____ mm on track with turnout with crossing on outer rail .

A) 75 B) 100 C) 140 D) 115 [ D ]

1779. On groups 'A' and 'B' routes straights between reverse curves can neither be eliminated nor the straight length increased to over 50 metres, speed in excess of _____ Kmph should not be permitted. [ D ]

A) 100 B) 110 C) 120 D) 130

1780. 1 in 8.5 turnout with curved switches may be laid from outside of a curve for passenger traffic up to ____ with approval of PCE [ C ]

A) 2° B) 4° C) 5° D) 8°

1781. 1 in 8.5 turnout with Thick web switches may be laid from outside of a curve for passenger traffic up to____ with approval of PCE [ D ]

A) 2° B) 4° C) 5° D) 8°

1782. During yard remodelling turnouts taking from inside of curved main line the resultant lead curve radius up to ___ m can be laid with approval of PCE [ C ]

A) 350 B) 270 C) 290 D) 300

1783. Section carrying predominantly goods traffic, the cant excess should be preferably kept low to minimize wear on _____ . [ B ]

A) Outer rail B) Inner rail C) Both rail D) None

1784. The wear of rails of curves having radius of ----- m or less shall be recorded during scheduled curve inspection [ D]

A) 583 B) 350 C) 441 D) 600

1785. Track mounted automatic Gauge Face Lubricators should be provided on curves of radius _____ m and sharper to reduce rail gauge face wear. [ A ]

A) 875 B) 1750 C) 1000 D) 583

1786. Reference rail for level in curve the level of ____ rail is taken as reference level [ A ]

A) Inner B) Outer C) Super elevated rail D) Any of the rail as per site

1787. Shift is calculated from the formula [ A ]
A) $S = L^2/24R$ B) $S = L/24R$ C) $S = L^2/18R$ D) $S = L^3/24R$

1788. The speed of trains over non-interlocked facing points shall not exceed --- Kmph in any circumstances [ D ]
A) 10 B) 15 C) 20 D) 30

1789. Formula for the offset in metres from the straight to any point on the transition curve [ B ]
A) Offset = $X^3/4RL$ B) Offset = $X^3/6RL$ C) Offset = $X^2/4RL$ D) Offset = $X^2/6RL$

1790. On the sharp curves less than _____ metres the rail joints may be staggered to avoid elbow kinks [ C ]
A) 875 B) 583 C) 400 D) 441

1791. Maximum sleeper spacing permitted on turn in curve is [ A ]
A) 65cm B) 60cm C) 55cm D) 50cm

1792. Turnout of similar flexure, the maximum cant that can be provided, on the main line will be the sum of equilibrium cant for the turnout and permissible ____ [ B ]
A) Cd B) Ce C) Cant D) Cant gardient

1793. New line/doubling line curve for group A route is to be designed for _____ kmph
A) 100 B) 110 C) 130 D) 160 [ D ]

1794. New line/doubling line curve for group B route is to be designed for _____ kmph
A) 100 B) 110 C) 130 D) 160 [ C ]

1795. Centre to centre distance of bogies in BG/ ICF coaches is _____ [ B ]
A) 21.34 m B) 14.785 m C) 14.90 m D) 3.350

## 16. POINTS & CROSSINGS

1796. Turnouts on which trains are received from SRJ side are called as [ A ]
A) Facing points B) Trailing points
C) Non interlocked points D) Interlocked points

1797. Turnouts on which trains are received from crossing side are called as [ B ]
A) Facing points B) Trailing points
C) Non interlocked points D) Interlocked points

1798. In curved switches tongue rails are [ C ]
A) Straight and tangential to main line B) Curved and tangential to main line
C) Curved and not tangential to main line D) Curved and transition available

1799. Ballast on outside of turn in curve of turnouts in passenger lines to be increased to _____ mm [ C ]
A) 450 B) 500 C) 550 D) 600

1800. Point of Intersection of gauge lines of stock rail and tangent drawn at gauge face at tip of tongue in curved switches is the point called [ B ]
A) Heel of switch B) Theoretical toe of switch

C) Throw of switch D) Actual toe of switch

1801. Fillet radius provided at tip of tongue in over riding curved switches is [ C ]
A) 10mm B) 11mm C) 13mm D) 15mm

1802. Angle provided between imaginary tangent drawn to the gauge line of tongue rail and gauge line of stock rail is called as [ D ]
A) Crossing angle B) Switch angle
C) Entry angle of turnout D) Switch entry angle

1803. Switch entry Angle for 1 in 8.5 curved switch on PSC is [ A ]
A) 0º- 46' - 59" B) 0º- 47' - 58" C) 0º- 47' - 59" D) 0º- 46' - 58"

1804. Switch entry Angle for 1 in 12 curved switch on PSC is [ D ]
A) 0º- 21' - 2" B) 0º- 21' - 00" C) 0º- 20' - 2" D) 0º- 20' - 00"

1805. Switch entry Angle for 1 in 16 curved switch on PSC is [ C ]
A) 0º- 21' - 00" B) 0º- 19' - 00" C) 0º- 20' - 00" D) 0º- 16' - 00"

1806. The throw of switch is measured as [ D ]
(a) The distance between gauge face of tongue rail and gauge face of stock rail in open condition
(b) The distance between gauge face of tongue rail and non-gauge face of stock rail in open condition
(c) The distance between non gauge face of tongue rail and non-gauge face of stock rail in open condition
(d) The distance between non gauge face of tongue rail and gauge face of stock rail in open condition.

1807. 1 in 12 PSC Turnout consist of ---------- Number of sleepers in a set [ B ]
A) 83 B) 96 C) 91 D) 95

1808. The throw of switch is distance through which [ C ]
A) Tongue rail moves at heel B) Tongue rail moves at Junction of heads
C) Tongue rail moves at Actual Toe of switch
D)Tongue rail moves at Theoretical toe of switch

1809. Imaginary point on the gauge line opposite to centre of _____ in curved switch is called as Heel of switch [ A ]
A) Heel Block B) Distance block C) Stud block D) Toe block

1810. Imaginary point on the gauge line midway between the end of lead rail and the tongue rail in straight switch is called as [ D ]
A) Heel Block B) Junction of heads C) Heel divergence D) Heel of switch

1811. Heel divergence is the distance between --- at heel of switch. [ C ]
A) Non gauge face of tongue rail and non-gauge face of stock rail
B) Non gauge face of tongue rail and gauge face of stock rail
C) Gauge face of tongue rail and gauge face of stock rail
D) Gauge face of tongue rail and non-gauge face of stock rail

1812. 1 in 8.5 PSC Turnout consist of ---------- Number of sleepers in a set [ D ]
A) 54 B) 62 C) 65 D) 67

1813. 1 in 16 PSC Turnout consist of ---------- Number of sleepers in a set [ C ]
A) 101 B) 111 C) 114 D) 109

1814. 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 3 mm D) 2 to 3 mm

1815. On Indian Railways, number of a crossing is defined as [ D ]
A) Sine of angle of crossing, B) Cosine of angle of crossing,
C) Tangent of angle of crossing D) Cotangent of angle of crossing

1816. The Overall length of 1 in 8.5 fan shaped turnout is [ B ]
A) 28538mm B) 28511 mm C) 39975 D) none of the above

1817. Number of approach sleepers in PSC layout are [ D ]
A) 10 B) 11 C) 12 D) 13

1818. In FSL layout, in approach sleepers, cant is gradually decreased from _____ in different sleepers [ B ]
A) 1 in 20, 1 in 25.5, 1 in 40.5, 1 in 80.5 and zero
B) 1 in 20, 1 in 26.5, 1 in 40, 1 in 80 and Zero
C) 1 in 20, 1 in 30.5, 1 in 40.5, 1 in 80.5 and Zero
D)1 in 20, 1 in 26, 1 in 40, 1 in 80 and Zero

1819. In FSL layout, in exit sleepers behind last long sleeper, cant is gradually increased from _____ in different sleepers [ A ]
A) Flat, 1 in 80, 1 in 40, 1 in 26.5 B) Flat, 1 in 80, 1 in 45, 1 in 20
C) Flat, 1 in 80.5, 1 in 40.5, 1 in 26.5 D) Flat, 1 in 80, 1 in 40, 1 in 20

1820. In PSC layout just after heel of switch at sleeper no 21 to 27 in 1in 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

1821. In PSC layout at sleeper in check rail location in 1in 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

1822. In PSC layout just at crossing sleeper in 1in 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

1823. 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

1824. 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

1825. Crossing angle for 1 in 8.5 layout is [ D ]

A) 4º- 45'- 49" B) 4º- 45' - 48" C) 6º- 42' - 34" D) 6º- 42' - 35"

1826. Crossing angle for 1 in 12 layout is [ A ]

A) 4º- 45'- 49" B) 4º- 45' - 48" C) 6º- 42' - 34" D) 6º- 42' - 35"

1827. Crossing angle for 1 in 16

1828. layout is [ D ]

A) 3º- 45'- 35" B) 3º- 35' - 45" C) 3º- 35' - 34" D) 3º- 34' - 35"

1829. Portion of track between toe of switch to beginning of crossing assembly in curved switch is called as [ C ]

A) Turn in curve B) Connecting curve C) Lead of turnout D) Turnout curve

1830. Portion of track on divergent side after last long sleeper in PSC layout is in curved direction same as that turnout curve is called as [ B ]

A) Turn in curve B) Connecting curve C) Lead of turnout D) Turnout curve

1831. Portion of track on divergent side after last long sleeper in PSC layout is in curved direction opposite to that of turnout curve is called as [ A ]

A) Turn in curve B) Connecting curve C) Lead of turnout D) Turnout curve

1832. Fixing of stretcher bars to tongue rails at initial laying 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

1833. Check rails at crossing assembly [ 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

1834. 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

1835. Turnouts in running lines over which passenger trains are received or dispatched should be laid with _____ curved switch or flatter. [ C ]

A) 1 in 20 B) 1 in 16 C) 1 in 12 D) 1 in 8,5

1836. Minimum radius of lead curve to be laid on passenger running lines is [ A ]

A) 441.360 mts B) 350 mts C) 232.260 mts D) 784.993mts

1837. Minimum radius of lead curve to be laid on goods running lines is [ D ]

A) 220 mts B) 165 mts C) 175 mts D) 218mts

1838. Minimum radius of turn in curve to be laid in case of straight main line for passenger traffic is [ D ]

A) 220 mts B) 218 mts C) 441 mts D) 350mts

1839. Minimum radius of turn in curve when turnouts taking off from curves is [ A ]

A) 220 mts B) 218 mts C) 441 mts D) 350mts

1840. 1 in 8.5 TWS point can be laid in contrary flexure up to ____ degree of main line curve

A) 5 B) 6 C) 4 D) 8 [ D ]

1841. During yard re-modeling the resultant lead curve radius can be laid up to with approval of PCE [ A ]

A) 290m B) 285 C) 218 D) 441

1842. 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

1843. 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

1844. Proposal for deep screening of points and crossing on main line and 20 m on either side to be done [ A ]

A) ballast cushion is less than 200mm clean

B) ballast cushion is less than 150mm clean

C) ballast cushion is less than 250mm clean

D) Once in 15 years

1845. 60 kg Stock rail vertical wear shall not exceed [ D ]

A) 8mm B)10mm C)12mm D) 13mm

1846. Stock rail lateral wear for A&B routes shall not exceed [ A ]

A) 8mm B) 7mm C) 6mm D) 5mm

1847. Stock rail vertical wear for C&D routes shall not exceed [ C ]

A) 8mm B) 9mm C) 10mm D) 12mm

1848. The versine at each station in lead curve and turn in curve should not be beyond _____ from its design value, as a good maintenance practice. [ A ]

A) 3mm B) 4mm C) 2mm D) 5mm

1849. Maximum permissible vertical wear on wing rails or nose of crossing shall be ____ mm. [ C ]

A) 8 B) 6 C) 10 D) 7

1850. Maximum permissible vertical wear on wing rails or nose of crossing of weldable CMS shall be ____ mm. [ A ]

A) 8 B) 6 C) 10 D) 7

1851. On rajdhani/shatabdi routes CMS xing to be reconditioned once the vertical wear limit reaches [ C ]

A) 6mm B) 7mm C) 8mm D) 10mm

1852. On rajdhani/shatabdi routes WCMS xing to be reconditioned once the vertical wear limit reaches [ A ]

A) 6mm B) 7mm C) 8mm D) 10mm

1853. In case of CMS crossing 52 kg following to be deducted from observed vertical wear to find out actual wear of wing rail. [ D ]

A) 3.5 mm B) 3mm C)2.5mm D) 2mm

1854. In case of CMS crossing 60 kg following to be deducted from observed vertical wear to find out actual wear of wing rail. [ C ]

A) 3.5 mm B) 3 mm C) 2.5 mm D) 2 mm

1855. In case of weldable CMS crossing 60 kg following to be deducted from observed vertical wear to find out actual wear of wing rail. [ C ]

A) 3.5 mm B) 3 mm C) 2.5 mm D) 2 mm

1856. In case of built up/heat treated crossing following to be deducted from observed vertical wear to find out actual wear of wing rail. [ D ]

A) 2 mm B) 1.5 mm C) 1 mm D) 0 mm

1857. In case of CMS crossing 52 kg following to be deducted from observed vertical nose wear to find out actual nose wear at ANC . [ A ]

A) 8 mm B) 7 mm C) 6 mm D) 8.5 mm

1858. In case of CMS crossing 60 kg following to be deducted from observed vertical nose wear to find out actual nose wear at ANC . [ D ]

A) 8 mm B) 7 mm C) 6 mm D) 8.5 mm

1859. The service life of 60 kg fabricated switches in terms of GMT [ B ]

A) 350 GMT B) 300 GMT C) 250 GMT D) 200 GMT

1860. In case of weldable CMS crossing 60 kg following to be deducted from observed vertical nose wear to find out actual nose wear at ANC . [ A ]

A) 8.5 mm B) 8 mm C) 6.5 mm D) 6 mm

1861. In case of built up / heat treated welded crossing following to be deducted from observed vertical nose wear to find out actual nose wear at ANC [ C ]

A) 8 mm B) 7 mm C) 6 mm D) 8.5 mm

1862. In case of built-up crossing following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC. [ D ]

A) 2 mm B) 1.5 mm C) 1 mm D) 0 mm

1863. In case of heat-treated welded crossing following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC [ C ]

A) 1.5 mm B) 2.5 mm C) 3.5 mm D) 4 mm

1864. In case of CMS crossing of 52 kg following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC [ B ]

A) 1.5 mm B) 2 mm C) 2.5 mm D) 3.5 mm

1865. In case of CMS crossing of 60 kg following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC [ C ]

A) 1.5 mm B) 2 mm C) 2.5 mm D) 3.5 mm

1866. In case of weldable CMS crossing of 1 in 12 60 kg following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC
A) 2.5 mm B) 3.5 mm C) 5.7 mm D) 6 mm [ D ]

1867. In case of weldable CMS crossing of 1 in 8.5 60 kg following to be deducted from observed vertical nose wear to find out actual nose wear at 100 mm behind ANC [ A ]
A) 5.7 mm B) 5.5 mm C) 5.8 mm D) 6 mm

1868. ----------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

1869. The service life of 52 kg fabricated switches as well as crossings (all types) in terms of GMT [ C ]
A) 350 GMT B) 300 GMT C) 250 GMT D) 200 GMT

1870. _____ has to be provided to trap vehicles coming uncontrolled from the block section and trying to enter into the station. [ A ]
A) Catch siding B) Derailing switch C) Slip siding D) Snag dead end

1871. Catch siding is provided when there is a gradient steeper than _____ falling towards the station. [ C ]
A) 1 in 100 B)1 in 90 C) 1 in 80 D) 1 in 70

1872. Slip siding is provided when gradients steeper than _____ falling away from station.
A) 1 in 100 B) 1 in 90 C) 1 in 80 D) 1 in 70 [ A ]

1873. When turnout curve and main line curve are having same direction of curvature, it is called the layout is in. [ A ]
A) Similar flexure B) Contrary flexure C) Scissors xover D) Ladder track

1874. When turnout curve and main line curve are having opposite direction of curvature, it is called the layout is in. [ B ]
A) Similar flexure B) Contrary flexure C) Scissors xover D) Ladder track

1875. 1 in 12 BG 60kg Thick web switch can be laid in similar flexure up to _____ degree curve [ A ]
A) 2 B) 4 C) 5 D) 8

1876. 1 in 16 BG 60kg Thick web switch can be laid in similar flexure up to _____ degree curve [ C ]
A) 3 B) 3.5 C) 3.75 D) 4

1877. 1 in 12 BG 60kg Thick web switch can be laid in contrary flexure up to _____ degree curve [ C ]
A) 2 B) 4 C) 5 D) 8

1878. 1 in 16 BG 60kg Thick web switch can be laid in contrary flexure up to _____ degree curve [ C ]
A) 3 B) 4 C) 5 D) 6

1879. Track parameters behind crossing on turnout side to be measured up to _____ m if there is no next turnout, no derailing switch, no turn in curve exists. [ A ]
A) 30 B) 90 C) 150 D)100

1880. In the case of similar flexure, cant on turnout is [ B ]
A) Negative B) Positive C) It may be both as per site D) None of the above

1881. In the case of Contrary flexure, cant on turnout is [ A ]
A) Negative B) Positive C) It may be both as per site D) None of the above

1882. There should be no change of cant between points _____ on B G outside the toe of the switch and beyond the nose of the crossing. [ C ]
A) 10 mts B) 15 mts C) 20mts D) 30 mts

1883. In the case of similar flexure, Turnout not followed by reverse curves the turnout curve shall have the _____ cant as the main line curve. [ C ]
A) Reduced B) Increased C) Same D) Level

1884. Turnout followed by reverse curves in case of similar flexure, a change of cant on the turnout may be permitted starting behind the crossing and being run out at a rate not steeper than _____ and subject to the maximum cant on the main line turnout being limited to _____ [ D ]
A) 2.5mm/mts and 65mm B) 3.2mm/mts and 65mm
C) 2.4mm/mts and 65mm D) 2.8mm/mts and 65mm

1885. 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

1886. 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

1887. 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.
A) Shunting neck B) Stabling siding C) Marshalling Siding D) Goods line [ B ]

1888. 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
A) Shunting neck B) Scotch block C) Snag dead end D) Derailing switch [ D ]

1889. _____ sand shall be maintained in sand hump above rail level [ B ]
A) 50 mm loose B) 65mm loose C) 50 mm compacted D) 65 mm compacted

1890. The track into which a number of parallel tracks merge is called as [ C ]
A) Triangle B) Herring bond grid C) Gathering line D) None of the above

1891. The permissible speed on 1in 8.5 curved switch is [ A ]
A) 15kmph B) 25 kmph C) 30kmph D) 40kmph

1892. The permissible speed on 1in 12 curved switch is [ C ]
A) 15kmph B) 25 kmph C)30kmph D) 40kmph

1893. The permissible speed on 1in 8.5 symmetrical split curved switch is [ C ]
A) 15kmph B) 25 kmph C)30kmph D) 40kmph

1894. 1 in 8½ thick web switch on emergency crossover for freight stocks not in Exception

List. [ C ]

A) 45kmph B) 25 kmph C)30kmph D) 40kmph

1895. The permissible speed on 1in 12 Thick web switch is [ A ]

A) 50kmph B) 45 kmph C) 60kmph D) 30kmph

1896. Only _____ of electrodes are approved by RDSO for reconditioning of points and crossing [ D ]

A) N3 series B) S3 series C) Q3 series D) H3 series

1897. H3C series electrodes are expected to provide traffic carrying capacity of [ D ]

A) 15 GMT B) 25 GMT C) 35 GMT D) 50 GMT

1898. H3B series electrodes are expected to provide traffic carrying capacity of [ C ]

A) 15 GMT B) 25 GMT C) 35 GMT D) 50 GMT

1899. The packing of electrode should be absolutely intact and all electrodes are consumed _____ after opening of packing during reconditioning of P&C [ C ]

A) 4 Hours B) 5 Hours C) 6 Hours D) 8 Hours

1900. In case of CMS crossing welding, cycle should be short i.e. not more than _____ at a time [ B ]

A) One minute B) Two minute C) Three minute D) Four Minute

1901. The temperature of adjoining area remains _____ by means of compressed air jet or water quenching, during reconditioning of CMS crossing at depot [ A ]

A) Below 150°C B) Above 150°C below 160°C

C) Above 160°C below 170°C D) Below 100°C

1902. In-situ reconditioning of CMS Crossing by Translamatic Robotic Welding, welding current between _____ DC is used [ A ]

A) 170-190Amps B) 160-170Amps C) 150-160Amps D) 180-190Amps

1903. In-situ reconditioning of CMS Crossing by Translamatic Robotic Welding, special core fluxed filler wire electrodes of _____ diameter is used [ C ]

A) 1.2 mm B) 1.4 mm C) 1.6 mm D) 4 mm

1904. In case of tongue rail wear is to be measured at_____ locations starting from one of the toe to the places at every _____ towards heel [ C ]

A) Seven & 75 mm B) Six & 75 mm C) Seven & 100 mm D) Six & 75 mm

1905. The gap at machined joint at SRJ and Heel joint should. be [ D ]

A) 6 mm. B) 4 mm. C) 2 mm. D) Zero

1906. 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 C) 41-45mm and 51-57mm respectively

1907. 1 in 20 cant is not provided at [ D ]

A) SEJ B) LCs C) Buffer rails D) Points and Crossing.

1908. For checking correct curvature of tongue rail laid in curves, ordinates should be measured _____ [ C ]

A) at every 3m B) at 1/5 of the tongue rail length

C) at mid point and quarter points of the tongue rail length D) at every 6 m

1909. On a fan-shaped lay-out same sleepers can be used for a right hand T/O and left hand T/O. For this purpose [ A ]

A) Right end of the sleepers should remain on right side

B) Right end of the sleepers should be brought towards the left side by rotating the sleepers

C)Sleepers in the switch should remain as it is but those in the lead should be rotated to bring the right end to the left side

D)Sleepers in the switch should rotated but those in the lead should not be rotated to bring the right end to the left side

1910. Recommended throw of switch on BG is [ D ]

A) 95mm B) 105mm C) 110mm D) 115mm.

1911. At the heel of switch and the distance blocks behind heel, spherical washers are to be

A) LH side irrespective of turnout B) As per the inclined rail side [ A ]

C) RH side irrespective of turnout D) As per the main line rail side

1912. Chord length for measuring lead curvature of a turn-out is [ C ]

A) 3m B) 4m C) 6m D) 9m.

1913. As per the provisions of IRPWM, the gauge just ahead of actual toe switch shall be ____ for switch entry angle (SEA) $\leq 0°20'0"$ in floating condition [ B ]

A) +6mm to Neat B) -6 to +6mm C) Neat D) +3 to -5mm

1914. As per the provisions of IRPWM, the gauge just ahead of actual toe switch for new switch with all new components shall be ____ [ D ]

B) -3 to + 5mm B) -6 to +6mm C) Neat D) -5 to + 3mm

1915. 1 in 8½ with 52 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]

A) RT- 4865 B) RT – 4866 C) RT-4867 D) RT-4967

1916. Frequency of inspection of Points & Crossings on running lines by a PWI in charge & his Assistant is once in _____ in rotation [ C ]

A) month B) two months C) 3 months D) 4 months

1917. Frequency of inspection of Points & Crossings on non running lines by a PWI in charge & his Assistant is once in _____ in rotation [ D ]

A) 2 months B) 3 months C) 4 months D) 6 months

1918. Points and crossings laid in similar flexure _____ may prescribe higher frequency of inspection [ B ]

A) PCE B) CTE C) RB D) PCSO

1919. Diamond crossings on the curves should be laid without cant for a distance of at least ------ metres on either side of the diamond crossings. [ B ]

A) 15 m B) 20 m C) 25 m D) 30 m

1920. Diamond crossings on a straight track located in the approach of a curve, a straight length of minimum _____ between the curve and the heel of acute crossing of diamond is necessary for permitting unrestricted speed over the diamond [ A ]

A) 50 m B) 40 m C) 30 m D) 25 m

1921. 1 in 8½ with 60 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ C ]

A) RT- 4865 B) RT – 4966 C) RT-4965 D) RT-4967

1922. 1 in 8½ with 52 Kg/m Rail on PSC sleeper RDSO drawing for crossing sub assembly is [ C ]
A) RT- 4865 B) RT – 4866 C) RT-4867 D) RT-4967

1923. 1 in 8½ with 52 Kg/m Rail on PSC sleeper RDSO drawing for switch assembly is [ B ]
A) RT- 4865 B) RT – 4866 C) RT-4867 D) RT-4967

1924. 1 in 8½ with 60 Kg/m Rail on PSC sleeper RDSO drawing for crossing sub assembly is [ D ]
A) RT- 4865 B) RT – 4866 C) RT-4867 D) RT-4967

1925. 1 in 8½ with 60 Kg/m Rail on PSC sleeper RDSO drawing for switch assembly is [ A ]
A) RT- 4966 B) RT – 4866 C) RT-4867 D) RT-4967

1926. 1 in 12 with 52 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]
A) RT- 4732 B) RT – 4733 C) RT-4219 D) RT-4734

1927. 1 in 12 with 52 Kg/m Rail on PSC sleeper RDSO drawing for crossing sub assembly is [ D ]
A) RT- 4732 B) RT – 4733 C) RT-4219 D) RT-4734

1928. 1 in 12 with 60 Kg/m Rail on PSC sleeper RDSO drawing for crossing sub assembly is [ D ]
A) RT- 4732 B) RT – 4218 C) RT-4219 D) RT-4220

1929. 1 in 12 with 52 Kg/m Rail on PSC sleeper RDSO drawing for switch assembly is [ B ]
A) RT- 4732 B) RT – 4733 C) RT-4219 D) RT-4734

1930. 1 in 12 with 60 Kg/m Rail on PSC sleeper RDSO drawing for switch assembly is [ C ]
A) RT- 4732 B) RT – 4218 C) RT-4219 D) RT-4220

1931. 1 in 12 with 52 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]
A) RT- 4732 B) RT – 4733 C) RT-4219 D) RT-4734

1932. 1 in 12 with 60 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ B ]
A) RT- 4732 B) RT – 4218 C) RT-4219 D) RT-4220

1933. 1 in 16 with 60 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]
A) RT- 5961 B) RT – 5861 C) RT-5761 D) RT-5962

1934. 1 in 16 with 60 Kg/m Rail on PSC sleeper RDSO drawing for switch sub assembly is
A) RT- 5963 B) RT – 5862 C) RT-5762 D) RT-5962 [ D ]

1935. 1 in 16 with 60 Kg/m Rail on PSC sleeper RDSO drawing for crossing assembly is
A) RT- 5963 B) RT – 5862 C) RT-5762 D) RT-5962 [ A ]

1936. 1 in 8.5 B.G. (1673 mm) 60E1 turnout with 6400 mm 60E1A1 Thick web switch (Curved) with R260 grade rail on PSC sleepers with CMS/Weldable CMS crossing for complete assembly [ B ]
A) RT- 9773 B) RT – 9774 C) RT-9772 D) RT-9770

1937. 6400 mm curved switch with 60E1A1 Thick web tongue rails for 1 in 8.5 Turnout B.G. (1673 mm) for 60E1 rail with R260 grade on PSC sleepers for switch assembly [ C ]
A) RT- 9773 B) RT – 9774 C) RT-9775 D) RT-9776

1938. 1 in 8.5 CMS/Weldable Cast Manganese Steel crossing B.G. (1673 mm) for 60E1 rail with R260 grade on PSC sleepers for crossing sub assembly. [ D ]
A) RT- 9773 B) RT – 9774 C) RT-9775 D) RT-9776

1939. 1 in 12 B.G. (1673 mm) 60E1 turnout with 10125 mm 60E1A1 Thick web switch (Curved) with R260 grade rail on PSC sleepers with CMS/Weldable CMS crossing for complete assembly [ A ]
A) RT- 8779 B) RT – 8780 C) RT-8781 D) RT-8782

1940. 10125 mm curved switch with 60E1A1 Thick web tongue rails for 1 in 12 Turnout B.G. (1673 mm) for 60E1 rail with R260 grade on PSC sleepers for switch assembly [ B ]
A) RT- 8779 B) RT – 8780 C) RT-8781 D) RT-8782

1941. 1 in 12 Weldable Cast Manganese Steel crossing B.G. (1673 mm) for 60E1 rail with R260 grade on PSC sleepers for crossing assembly [ C ]
A) RT- 8779 B) RT – 8780 C) RT-8781 D) RT-8782

1942. Anti Creep Device for 10125 mm curved switch with 60E1A1 thick web tongue rails B.G. (1673 mm) for 60E1 rail on PSC sleepers [ A ]
A) RT- 8782&8783 B) RT – 8780 & 8781
C) RT-8781& 8781 D) RT-8782&8784

1943. 1 in 8½ symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ C ]
A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1944. 1 in 8½ symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for switch sub assembly is [ B ]
A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1945. 1 in 8½ symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for crossing assembly is [ C ]
A) RT- 4220 B) RT – 4734 C) RT-4867 D) RT-4967

1946. 1 in 8½ symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ C ]
A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1947. 1 in 8½ symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for switch sub assembly is [ B ]
A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1948. 1 in 8½ symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for crossing assembly is [ D ]
A) RT- 4220 B) RT – 4734 C) RT-4867 D) RT-4967

1949. 1 in 12 symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]
A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1950. 1 in 12 symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for switch sub assembly is [ D ]

A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1951. 1 in 12 symmetrical split with 52 Kg/m Rail on PSC sleeper RDSO drawing for crossing assembly is [ B ]

A) RT- 4220 B) RT – 4734 C) RT-4867 D) RT-4967

1952. 1 in 12 symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for complete layout is [ A ]

A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1953. 1 in 12 symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for switch sub assembly is [ D ]

A) RT- 5553 B) RT – 5354 C) RT-5353 D) RT-5554

1954. 1 in 12 symmetrical split with 60 Kg/m Rail on PSC sleeper RDSO drawing for crossing assembly is [ A ]

A) RT- 4220 B) RT – 4734 C) RT-4867 D) RT-4967

1955. In case creep is observed at Points and crossings layouts, the condition of _____ may be examined [ D ]

A) Plate screws B) M.S.Bolts C) Chair plates D) Elastic fastenings

1956. Location of 13 mm head from ATS for 6400 mm curved switch on PSC BG 52 kg RT-4866 is at _____ mm. [ C ]

A) 476 B) 475 C) 476.5 D) 475.5

1957. Location of 13 mm head from ATS for 6400 mm curved switch on PSC BG 60 kg RT-4966 is at _____ mm. [ C ]

A) 476 B) 475 C) 476.5 D) 475.5

1958. Straightness of straight stock rail if laid on straight is measured on ---- m chord [ D ]

A) 11.5 B) 6.5 C) 10.5 D) 7.5

1959. Location of 13 mm head from ATS for 10125 mm curved switch on PSC BG 52 kg RT-4733 is at _____ mm. [ A ]

A) 1682 B) 1681 C) 1680 D) 1679

1960. Location of 13 mm head from ATS for 10125 mm curved switch on PSC BG 60 kg RT-4219 is at _____ mm. [ B ]

A) 1679 B) 1682 C) 1681 D) 1680

1961. Location of JOH from ATS for 6400 mm curved switch on PSC BG 52 kg RT-4866 is at _____ mm. [ A ]

(a) 3023 B) 3229 C) 2348 D) 4244

1962. Location of JOH from ATS for 6400 mm curved switch on PSC BG 60 kg RT-4966 is at _____ mm. [ B ]

A) 3023 B) 3229 C) 2348 D) 4244

1963. Location of JOH from ATS for 10125 mm curved switch on PSC BG 52 kg RT-4733 is at _____ mm. [ C ]

A) 5836 B) 4244 C) 5540 D) 5801

1964. Location of JOH from ATS for 10125 mm curved switch on PSC BG 60 kg RT-4219 is at _____ mm. [ D ]

A) 5837 B) 5834 C) 5835 D) 5836

1965. Badly twisted or bent tongue rail does not house properly against the stock rail causing a gap of ____ mm or more at the toe [ C ]

A) 3 B) 4 C) 5 D) 6

1966. Signal staff will be responsible for the periodical cleaning and lubrication of those slide chairs in which signalling and interlocking gears generally up to _____ sleeper from toe of switch in all points interlocked with signals or provided with locks. [ A ]

A) Third B) Forth C) Fifth D) Heel block

1967. Ordinate of curved stock and curved tongue rails may be permitted within the ____ of the value specified in the drawing [ C ]

A) ± 1 mm B) ± 1.5 mm C) ± 2 mm D) ± 3 mm

1968. Straightness of straight stock rail and straight tongue rail be maintained within _____

A) ± 0.5 mm B) ± 1 mm C) ± 1.5 mm D) ± 2 mm [ D ]

1969. For 60KG stock rail for 3rd and 4th sleeper the holes are drilled at _____ from bottom of rail [ B ]

A) 76.25 mm B) 82.25 mm C) 83.25 mm D) 80.25 mm

1970. For 52KG stock rail for 3rd and 4th sleeper the holes are drilled at _____ from bottom of rail [ C ]

A) 66.50 mm B) 70.50 mm C) 72.50 mm D) 74.50 mm

1971. For casual renewal of sleepers in crossing portion for 1 in 8.5 all the sleepers to be renewed at a time from sleeper number _____ [ A ]

A) 42 to 49 B) 41 to 48 C) 40 to 49 D) 41 to 49

1972. For casual renewal of sleepers in crossing portion for 1 in 12 all the sleepers to be renewed at a time from sleeper number _____ [ B ]

A) 65 to 75 B) 65 to 74 C) 64 to 73 D) 64 to 75

1973. For casual renewal of sleepers in crossing portion for 1 in 16 all the sleepers to be renewed at a time from sleeper number _____ [ D ]

A) 76 to 87 B) 75 to 88 C) 76 to 86 D) 77 to 87

1974. For casual renewal of sleepers in switch portion for 1 in 8.5 all the sleepers to be renewed at a time from sleeper number _____ [ C ]

A) 01 to 11 B) 01 to 12 C) 01 to 13 D) 01 to 14

1975. For casual renewal of sleepers in switch portion for 1 in 12 all the sleepers to be renewed at a time from sleeper number _____ [ D ]

A) 01 to 23 B) 01 to 22 C) 01 to 21 D) 01 to 20

1976. For casual renewal of sleepers in switch portion for 1 in 16 all the sleepers to be renewed at a time from sleeper number _____ [ A ]

A) 01 to 20 B) 01 to 21 C) 01 to 22 D) 01 to 23

1977. Life of rubber pads for turnout sleepers other than crossing portion is ___ GMT [ B ]

A) 150 B) 100 C) 175 D) 200

1978. Life of 10mm thick rubber pads below CMS crossing portion is _____ GMT [ D ]

A) 250 B) 150 C) 175 D) 200

1979. Lubrication of plate screws in points and crossings in corrosion prone areas is once in ____ [ A ]
A) 6 months B) 4 months C) 9 months D) 12 months

1980. Lubrication of plate screws in points and crossings in non-corrosion prone areas is once in ____ [ D ]
A) 6 months B) 4 months C) 9 months D) 12 months

1981. At the time of reconditioning of crossing with robotic welding technique wear on each wing rail is measured at _____ locations [ B ]
A) 10 B) 11 C) 12 D) 13

1982. At the time of reconditioning of crossing with robotic welding technique wear on nose of crossing and wing rails is measured at _____ locations [ A ]
A) 27 B) 26 C) 25 D) 29

1983. At the time of reconditioning of crossing with electrode welding technique wear on nose of crossing and wing rails is measured at _____ locations [ D ]
A) 13 B) 12 C) 11 D) 10

1984. At the time of reconditioning of tongue rail with electrode welding technique wear on tongue rail is measured at _____ locations [ B ]
A) 8 B) 7 C) 6 D) 5

1985. Reconditioning of crossing with robotic welding technic before starting of bead, it should be ensured that the temperature at weld area is not more than _____°C [ C ]
A) 100 B) 125 C) 150 D) 250

1986. Reconditioning of crossing with robotic welding technic temperature of the base metal of crossing in the vicinity of weld deposit (within ½ inch from weld) shall be checked during welding and it shall not exceed _____°C at any time. [ D ]
A) 100 B) 200 C) 150 D) 250

1987. Reconditioning of crossing with robotic welding technic the height of built-up surface shall be kept ____ mm high from original table [ C ]
A) 1 B) 0.75 C) 0.5 D) 1.5

1988. Reconditioning of crossing with robotic welding technic height of welding nozzle is kept at _____ mm above the rail table. [ A ]
A) 25 to 35 B) 22 to 32 C) 20 to 30 D) 24 to 34

1989. Points and Crossings containing cracks on the worn-out portion having depth more than ____ mm (as determined by gouging) beyond the condemning size shall not be selected for further reconditioning. [ C ]
A) 2 B) 2.5 C) 3 D) 1

1990. In case of CMS Crossings, number of reconditioning cycles to be restricted to a maximum of ----., subject to condition that the crossing is otherwise satisfactory.

A) 4 B) 3 C) 5 D) No restriction. [ B ]

1991. The tongue rail 90UTS steel shall be preheated on the surface by to and fro play of oxy-acetylene torch so that a rail temperature of ____ °C (approx.) is maintained when depositing the weld metal. [ C ]

A) 150 B) 200 C) 225 D) 250

1992. Reconditioning by electrode weld metal shall be deposited to provide an excess of weld metal by about ___mm which shall finally be finished by grinding [ C ]

A) 1 B) 2 C) 3 D) 3.5

1993. During reconditioning the tongue rail 90UTS steel the weld metal should be allowed to cool for a period of _____ minutes before allowing the passage of train. [ B ]

A) 1.5 to 2.5 B) 2 to 3 C) 3 to 4 D) 3.5 to 4

1994. Reconditioning of CMS crossing on cess by electrode the temperature of the adjoining areas remains below ____ °C. [ C ]

A) 100 B) 200 C) 150 D) 250

1995. Reconditioning of CMS crossing on cess the crossing may be kept submerged in a water bath (water tank made of either masonry or steel plate wall) so that only top ____ cm of the crossing remains above the water surface level. [ A ]

A) 1 B) 1.5 C) 2 D) 2.5

1996. DFWN found in shall be removed from track within a period of _____ after initial USFD testing [ C ]

A) 3 days B) one week C) one month D) 45 days

1997. DFWN, is to be marked by painting _____ with red paint. [ A ]

A) Two stars with N on both faces of weld in head
B) Three stars with N on both faces of weld in web
C) Three stars with N on both faces of weld in head
D) Two stars with N on both faces of weld in web

1998. Tentative life of insulated glued joints 60kg rail section with 6mm thick end post is

A) 150 GMT B) 200 GMT C) 300 GMT D) 400 GMT [ D ]

1999. Tentative life of insulated glued joints 52kg rail section with 6mm thick end post is

A) 150 GMT B) 200 GMT C) 300 GMT D) 400 GMT [ B ]

2000. Joint inspection of glued joints shall be checked at a frequency of at least once in _____ by both P.Way and Signal department [ D ]

A) Month B) Fortnight C) 45 Days D) 3 months

2001. Insulation of glued joint is found to be less than 1 Mega-ohms, it shall be planned for replacement within _____ [ C ]

A) 3 days B) week C) 15 Days D) one month

2002. Insulation of glued joint is found to be less than 3 Kilo-ohms, it shall be planned for replacement within _____ [ A ]

A) 3 days B) week C) 10 Days D) 15 days

2003. Guage in crossing portion shall be _____ with respect to nominal gauge 1676mm

A) -3 to +1mm B) -3 to +2mm C) N to +4mm D) +1 to-3mm [ A ]

2004. During laying curvature of stock and tongue rails are measured at _____ locations
A) 3 B) 4 C) 5 D) 6 [ C ]

2005. In existing works where track centre is 4725mm fouling mark shall be placed at [ A ]
A) 4265mm B) 4725mm C) 5300mm D) 15 days

2006. In new works where track centre is 5300mm fouling mark shall be placed at [ B ]
A) 4265mm B) 4725mm C) 5300mm D) 15 days

2007. Fouling marks dimension are [ A ]
A) 1500mm length, 250mm wide, 125mm thick
B) 1500mm length, 200mm wide, 100mm thick
C) 1500mm length, 350mm wide, 125mm thick
D) 1500mm length, 200mm wide, 100mm thick

2008. Switch comprises of [ B ]
A) Pair of tongue rails without stretcher bars
B) Pair of tongue rails with stretcher bars
C) Pair of tongue rails without stretcher bars and with stock rails
D) Pair of tongue rails with stretcher bars and with stock rail.

## 17.TRACK MONITORING AND TRACK TOLERANCES

2009. For objective assessment of track quality, the following mechanised means are being used on IR_____ [ D ]
A) TRC B) OMS C) Oscillograph Car D) Both A & B

2010. The TRC work on _____ principle of measurements except gauge [ A ]
A) Inertial B) RDSO C) LVDT D) LASER

2011. OMS stands for [ B ]
A) Oscillations modulation system B) Oscillations monitoring system
C) Oscillations maintenance system D) On track management system

2012. For track monitoring short chord for Twist is measured on a base of_____ [ A ]
A) 3.00 B) 1.80 C) 7.20 D) 4.80

2013. Parameters recorded by OMS – 2000 _____ [ C ]
A) Lateral & vertical accelerations B) ride index & speed
C) Both A & B D) oscillation peaks only

2014. Frequency of OMS-2000 recording on all routes [ A ]
A) Once in a month B) Once in 2 months
C) Once in 6 months D) None of the above

2015. Track parameters are recorded in a block of length _____m. [ A ]
A) 200 B) 150 C) 100 D) 250

2016. The following equipment's are used for track monitoring [ A ]
A) TRC B) RGM C) Oscillograph Car D) all the above

2017. Frequency of TRC on BG for speeds above 130kmph [ B ]

A) once in month B) once in two months
C) once in three months D) once in four months

2018. Frequency of TRC on BG for speeds between 110 -130kmph [ D ]
A) once in month B) once in two months
C) once in three months D) once in four months

2019. Frequency of TRC on BG for speeds up to 110 kmph [ A ]
A) once in six month B) once in two months
C) once in three months D) once in four months

2020. TRC results gives [ D ]
A) KM.TQI value B) Block wise TQI value C) worst peak values D) all the above

2021. In TRC track parameters are measured at a interval of _____ [ C ]
A) Every 5th Sleeper B) Every Sleeper C) 25cms D) 1M

2022. Gauge tolerances for straight track on BG in floating condition is [ C ]
A) +8 to -8 mm B) +10 to -10mm C) +6 to -6 mm D) +5 to -3mm

2023. For track monitoring length of short chord for Unevenness is _____ metres [ D ]
A) 7.50 m B) 18.00 m C) 15.0 m D) 9.0 m

2024. For track monitoring length of long chord for Unevenness is _____ metres [ B ]
A) 7.50 m B) 18.00 m C) 15.0 m D) 9.0 m

2025. For track monitoring length of long chord for Alignment is _____ metres [ C ]
A) 7.50 m B) 18.00 m C) 15.0 m D) 9.0 m

2026. For track monitoring length of short chord for Alignment is _____ metres [ D ]
A) 7.50 m B) 18.00 m C) 15.0 m D) 9.0 m

2027. Which of the tolerances I.R. has not been laid [ C ]
A) Slow down tolerances B) service tolerances
C) Safety tolerances D) good riding tolerances

2028. Variation in sleeper spacing shall not be more than _____ mm from theoretical spacing in case of Primary renewals /new works [ C ]
A) ± 3 B) ± 15 C) ± 20 D) ± 10

2029. The permitted Gauge on curves of radius 440 metres and above in floating condition is _____mm [ B ]
A) -6 to +6 B) -6 to + 15 C) -3 to + 3 D) up to 20mm

2030. Concept of _____ is used in calculating TQI values [ C ]
A) Averaging peaks B) maximum and minimum values of peaks
C) Standard deviation D) All the above

2031. TRC measures _____ accelerations with the help of accelerometers placed at coach floor/ bogie frame [ B ]
A) Long and Lateral B) Lateral and vertical
C) Long and vertical D) +ve and – ve

2032. TRC, recording done below speed of 20 Kmph is taken as_____. [ C ]
A) recorded B) deleted C) non-recorded D) very bad

2033. Laying standards of track geometry for track laid with new material to be measured _____ after speed raised to normal. [ D ]
A) 6 Months B) 2 Months C) 4 Months D) 3 Months

2034. Composite track quality index for speed less than 100kmph is calculated based on
A) Long chord Al and UN B) Short chord Al and UN
C) Both Long and short chord AL and UN D) All the above [ B ]

2035. Through tamping of CWR through yard based on PML the yard should be taken as _____ meters beyond farthest SRJ / back of crossing of turnout. [ D ]
A) 60 B) 30 C) 40 D) 50

2036. While recording the Track Parameters, On-line reports are generated by TRC for each block of_____ metre and for the entire _____ [ B ]
A) 100, KM B) 200, KM C) 200, ½ km D) 400, section

2037. Gauge for new and through renewal of track, following tolerances would be applicable for Straight including curves of radius up to 350 m and more is___. [ D ]
A)-6 to +6 mm B) +10 mm C) +15 mm D) -5 to +3 mm

2038. Gauge for new and through renewal of track, following tolerances would be applicable for curves of radius less than 350 m is _____ [ B ]
A) -6 to +6 mm B) upto +10 mm C) upto +15 mm D) -5 to +3 mm

2039. The limits of gauge as per measurement in floating condition, for the guidance of the Engineering officials regarding condition of track from passenger comfort perspective shall be _____ On straight Track [ C ]
A) +4 to -4 mm B) + 5 to -5 mm C) + 6 to -6mm D) - 6 to +15mm

2040. The limits of gauge as per measurement in floating condition, for the guidance of the Engineering officials regarding condition of track from passenger comfort perspective shall be _____ On curves with radius 440 m or more [ D ]
A) +4 mm B) -6 to +10 mm C) $\pm$6mm D) -6 to +15 mm

2041. The limits of gauge as per measurement in floating condition, for the guidance of the Engineering officials regarding condition of track from passenger comfort perspective shall be _____ On curves with radius less than 440 m. [ A ]
A) Upto +20 mm B) Upto +15 mm C) +10 mm D) None

2042. Permissible Gauge Parameter stipulated in floating condition, for maintenance of tracks where speeds are low i.e Up to 45 kmph is _____. [ A ]
A) -10 to +27 mm B) -12 to +27 mm C) -10 to +24 mm D) -12 to 24mm

2043. Permissible Gauge Parameter stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 30 kmph is _____ [ A ]
A) -10 to +27 mm B) -12 to +27 mm C) -10 to +24 mm D) -12 to 24mm

2044. Permissible Gauge Parameter stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 15 kmph is _____ [ B ]
A)-6 to +10 mm B) -12 to +27 mm C) -10 to +27 mm D) -12 to +20 mm

2045. Permissible Twist Parameter (on 3.0 m chord) stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 45 kmph is _____ mm

A) 18 B) 22 C) 24 D) 25 [ A ]

2046. Permissible Twist Parameter (on 3.0 m chord) stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 30 kmph is _____ mm [ B ]

A) 18 B) 21 C) 24 D) 25

2047. Permissible Twist Parameter (on 3.0 m chord) stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 15 kmph is _____ mm [ D ]

A) 18 B) 22 C) 24 D) 25

2048. Permissible Unevenness Parameter (on 3.6m chord) stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 45 kmph is _____ mm [ B ]

A) 18 B) 22 C) 24 D) 33

2049. Permissible Unevenness Parameter (on 3.6m chord) stipulated in floating condition, For maintenance of tracks where speeds are low ie Up to 30 kmph is _____ mm [ C ]

A) 18 B) 22 C) 24 D) 33

2050. Permissible Unevenness Parameter (on 3.6m chord) stipulated in floating condition, for maintenance of tracks where speeds are low ie Up to 15 kmph is …….mm

A) 18 B) 22 C) 24 D) 33 [ D ]

2051. In TRC_____ (day light hours only), it should be ensured that quick calibration of the system has been done satisfactorily. [ A ]

A) Before start of every run B) After end of every run

C) Once in a week D) Once in three days

2052. For characterization of the Track Quality with TRC run, the Parameter wise Index UNI-1 indicates _____ [ A ]

A) Unevenness Index on short chord i.e. on 9.0 metre chord

B) Unevenness Index on long chord i.e. on 18.0 metre chord

C) Unevenness Index on short chord i.e. on 8.0 metre chord

D) Unevenness Index on long chord i.e. on 15.0 metre chord

2053. For characterization of the Track Quality with TRC run, the Parameter wise Index UNI-2 indicates _____ [ B ]

A) Unevenness Index on short chord i.e. on 9.0 metre chord

B) Unevenness Index on long chord i.e. on 18.0 metre chord

C) Unevenness Index on short chord i.e. on 8.0 metre chord

D) Unevenness Index on long chord i.e. on 15.0 metre chord

2054. For characterization of the Track Quality with TRC run, the Parameter wise Index ALI-1 indicates _____ [ C ]

A) Alignment Index on short chord i.e. on 8.0 metre chord

B) Alignment Index on long chord i.e. on 18.0 metre chord

C) Alignment s Index on short chord i.e. on 9.0 metre chord

D) Alignment s Index on long chord i.e. on 15.0 metre chord

2055. For characterization of the Track Quality with TRC run, the Parameter wise Index ALI-2 indicates _____ [ D ]

A) Alignment Index on short chord i.e. on 8.0 metre chord
B) Alignment Index on long chord i.e. on 18.0 metre chord
C) Alignment s Index on short chord i.e. on 9.0 metre chord
D) Alignment s Index on long chord i.e. on 15.0 metre chord

2056. In TRC recording, TQI stands for_____. [ C ]
A) Track Quality Information B) Track Quantity Index
C) Track Quality Index D) Track Quantity Information

2057. New track tolerances in track recording SD Value for Unevenness parameter UN-1 for Speeds up to 100 Kmph is _____ mm [ A ]
A) 2.0 B) 2.5 C) 3.0 D) 1.5

2058. New track tolerances in track recording SD Value for Alignment parameter AL-1 for Speeds up to 100 Kmph is _____ mm [ C ]
A) 1.5 B) 2.5 C) 1.4 D) 2.4

2059. New track tolerances in track recording SD Value for Unevenness parameter UN-1 For speeds above 100 Kmph and up to 160 kmph is _____ mm [ D ]
A) 1.3 B) 1.1 C) 1.9 D) 1.4

2060. New track tolerances in track recording SD Value for Unevenness parameter UN-2 for Speeds above 100 Kmph and up to 160 kmph is _____ mm [ C ]
A) 1.3 B) 1.1 C) 1.9 D) 1.4

2061. New track tolerances in track recording SD Value for Alignment parameter AL-1 for Speeds above 100 Kmph and up to 160 kmph is _____ [ B ]
A) 1.3 B) 1.1 C) 1.9 D) 1.4

2062. New track tolerances in track recording SD Value for Alignment parameter AL-2 for Speeds above 100 Kmph and up to 160 kmph is _____ mm [ A ]
A) 1.3 B) 1.1 C) 1.9 D) 1.4

2063. New track tolerances in track recording Peak Value for Unevenness parameter UN- 1 for Speeds up to 100 Kmph is _____ mm [ D ]
A) 4.0 B) 5.0 C) 3.0 D) 6.0

2064. New track tolerances in track recording Peak Value for Alignment parameter AL-1 for speeds up to 100 Kmph is _____ mm. [ A ]
A) 4.0 B)5.0 C) 3.0 D)6.0

2065. New track tolerances in track recording Peak Value for Unevenness parameter UN-1 for Speeds above 100 Kmph and up to 160 kmph is _____ mm [ A ]
A) 4.0 B) 6.0 C) 3.0 D) 5.0

2066. New track tolerances in track recording Peak Value for Unevenness parameter UN-2 for Speeds above 100 Kmph and up to 160 kmph is _____ mm [ B ]
A) 4.0 B) 6.0 C) 3.0 D) 5.0

2067. New track tolerances in track recording Peak Value for Alignment parameter AL-1 for speeds above 100 Kmph and up to 160 kmph is _____ mm [ C ]
A) 4.0 B) 6.0 C) 3.0 D) 5.0

2068. New track tolerances in track recording Peak Value for Alignment parameter AL-2 for speeds above 100 Kmph and up to 160 kmph is _____ mm [ A ]
A) 4.0 B) 6.0 C) 3.0 D) 5.0

2069. TRC results Condition Based Maintenance Limits (CBML) for Unevenness parameter UN-1 for Speeds up to 100 Kmph _____ [ B ]
A) SD- 5.8 mm, Peak 10 mm B) SD- 6.8 mm, Peak 20 mm
C) SD- 5.8 mm, Peak 20 mm D) SD- 6.8 mm, Peak 10 mm

2070. TRC results Condition Based Maintenance Limits (CBML) for Alignment parameter AL-1 for Speeds up to 100 Kmph _____ [ A ]
A) SD- 4.9 mm, Peak 15 mm B) SD- 4.9 mm, Peak 10 mm
C) SD- 5.9 mm, Peak 15 mm D) SD- 5.9 mm, Peak 10 mm

2071. TRC results Condition Based Maintenance Limits (CBML) for Twist parameter TW-1 for Speeds up to 100 Kmph _____ [ B ]
A) 4 mm/m B) 5 mm/m C) 6 mm/m D) 3 mm/m

2072. TRC/OMS results Urgent Maintenance Limits (UML) for Speeds up to 100 Kmph _____ [ B ]
A) Vertical and lateral acceleration peak of 0.20 g
B) Vertical and lateral acceleration peak of 0.30 g
C) Vertical and lateral acceleration peak of 0.40 g
D) Vertical and lateral acceleration peak of 0.25 g

2073. TRC results Urgent Maintenance Limit (UML) for Twist parameterTW-1 for Speeds up to 100 Kmph _____ [ D ]
A) 4 mm/m B) 5 mm/m C) 6 mm/m D) 7 mm/m

2074. TRC results Condition Based Maintenance Limits (CBML) for Unevenness parameter UN-1 for Speeds above 100 Kmph and up to 110 Kmph _____ [ A ]
A) SD-5.5 mm Peak-17 mm B) SD-7.5 mm Peak-23 mm
C) SD-4.5 mm Peak-17 mm D) SD-3.5 mm Peak-23 mm

2075. TRC results Condition Based Maintenance Limits (CBML) for Unevenness parameter UN-2 for Speeds above 100 Kmph and up to 110 Kmph _____ [ C ]
A) SD-5.5 mm Peak-17 mm B) SD-7.5 mm Peak-20 mm
C) SD-7.5 mm Peak-23 mm D) SD-3.5 mm Peak-23 mm

2076. TRC results Condition Based Maintenance Limits (CBML) for Alignment parameter AL- 1 for Speeds above 100 Kmph and up to 110 Kmph [ B ]
A) SD-5.5 mm Peak-17 mm B) SD-3.9 mm Peak-12 mm
C) SD-7.5 mm Peak-23 mm D) SD-3.5 mm Peak-23 mm

2077. TRC results Condition Based Maintenance Limits (CBML) for Alignment parameter AL-2 for Speeds above 100 Kmph and up to 110 Kmph _____ [ D ]
A) SD-5.5 mm Peak-17 mm B) SD-3.9 mm Peak-12 mm
C) SD-7.5 mm Peak-23 mm D) SD-6.7 mm Peak-20 mm

2078. TRC/OMS results Urgent Maintenance Limits (UML) for Speeds above 100 Kmph and up to 110 Kmph _____ [ A ]

A) Vertical and lateral acceleration peak of 0.30 g
B) Vertical and lateral acceleration peak of 0.20 g
C) Vertical and lateral acceleration peak of 0.35 g
D) Vertical and lateral acceleration peak of 0.25 g

2079. TRC results Condition Based Maintenance Limits (CBML) for Twist parameter TW-1 for Speeds above 100 Kmph and up to 110 Kmph _____ [ C ]
A) 5 mm/m B) 6 mm/m C) 4 mm/m D)3 mm/m

2080. TRC results Urgent Maintenance Limits (UML) for Twist parameter TW-1 for Speeds above 100 Kmph and up to 110 Kmph _____ [ D ]
A) 5 mm/m B) 6 mm/m C) 4 mm/m D) 7 mm/m

2081. TRC results Condition Based Maintenance Limit (CBML) for Unevenness parameter UN-1 for Speeds above 110 Kmph and up to 130 Kmph _____ [ D ]
A) SD-7.4 mm Peak-22 mm B) SD-4.9 mm Peak-20 mm
C) SD-7.4 mm Peak-15 mm D) SD-4.9 mm Peak-15 mm

2082. TRC results Condition Based Maintenance Limit (CBML) for Unevenness parameter UN-2 for Speeds above 110 Kmph and up to 130 Kmph _____ [ A ]
A) SD-7.4 mm Peak-22 mm B) SD-4.9 mm Peak-20 mm
C) SD-7.4 mm Peak-15 mm D) SD-4.9 mm Peak-15 mm

2083. TRC results Condition Based Maintenance Limit (CBML) for Alignment parameter AL-1 for Speeds above 110 Kmph and up to 130 Kmph _____ [ A ]
A) SD-3.6 mm Peak-11 mm B) SD-5.3 mm Peak-16 mm
C) SD-3.6 mm Peak-16 mm D) SD-5.3 mm Peak-11 mm

2084. TRC results Condition Based Maintenance Limit (CBML) for Alignment parameter AL-2 for Speeds above 110 Kmph and up to 130 Kmph _____ [ B ]
A) SD-3.6 mm Peak-11 mm B) SD-5.3 mm Peak-16 mm
C) SD-3.6 mm Peak-16 mm D) SD-5.3 mm Peak-11 mm

2085. TRC/OMS results Urgent Maintenance Limit (UML) for Speeds above 110 Kmph and up to 130 Kmph _____ [ A ]
A) Vertical and lateral acceleration peak of 0.25 g
B) Vertical and lateral acceleration peak of 0.30 g
C) Vertical and lateral acceleration peak of 0.20 g
D) Vertical and lateral acceleration peak of 0.35 g

2086. On TRC results Condition Based Maintenance Limit (CBML) for Twist parameter TW-1 for Speeds above 110 Kmph and up to 130 Kmph _____ [ D ]
A) 2 mm/m B) 5 mm/m C) 3 mm/m D) 4 mm/m

2087. TRC results Urgent Maintenance Limits (UML) for Twist parameter TW-1 for Speeds above 110 Kmph and up to 130 Kmph _____ [ B ]
A) 5 mm/m B) 6 mm/m C) 4 mm/m D) 7 mm/m

2088. TRC results Condition Based Maintenance Limit (CBML) for Unevenness parameter UN-1 for Speeds above 130 Kmph and up to 160 Kmph _____ [ A ]
A) SD-4.4 mm Peak-13 mm B) SD-5.3 mm Peak-16 mm

C) SD-3.6 mm Peak-16 mm D) SD-6.6 mm Peak-20 mm

2089. TRC results Condition Based Maintenance Limit (CBML) for Unevenness parameter UN-2 for Speeds above 130 Kmph and up to 160 Kmph _____ [ D ]

A) SD-4.4 mm Peak-13 mm B) SD-5.3 mm Peak-16 mm

C) SD-3.6 mm Peak-16 mm D) SD-6.6 mm Peak-20 mm

2090. TRC results Condition Based Maintenance Limit (CBML) for Alignment parameter AL-1 for Speeds above 130 Kmph and up to 160 Kmph [ C ]

A) SD-4.9 mm Peak-15 mm B) SD-3.6 mm Peak-15 mm

C) SD-3.6 mm Peak-11 mm D) SD-4.9 mm Peak-11 mm

2091. TRC results Condition Based Maintenance Limit (CBML) for Alignment parameter AL-2 for Speeds above 130 Kmph and up to 160 Kmph _____ [ A ]

A) SD-4.9 mm Peak-15 mm B) SD-3.6 mm Peak-15 mm

C) SD-3.6 mm Peak-11 mm D) SD-4.9 mm Peak-11 mm

2092. TRC results Condition Based Maintenance Limit (CBML) for Twist parameter TW-1 for Speeds above 130 Kmph and up to 160 Kmph _____ [ B ]

A) 5.0 mm/m B) 3.5 mm/m C) 3.0 mm/m D) 4.0 mm/m

2093. TRC results Urgent Maintenance Limit (UML) for Twist parameter TW-1 for Speeds above 130 Kmph and up to 160 Kmph _____ [ A ]

A) 5.0 mm/m B) 3.5 mm /m C) 3.0 mm/m D) 4.0 mm/m

2094. Limit of twist in floating condition on straight and curve track, other than transition is_____ [ A ]

A) 3.5 mm/m B) 3 mm/m C) 2.5mm/m D) 2.1mm/m

2095. Limit of twist in floating condition on transition of a curve is_____ [ D ]

A) 3.5 mm/m B) 3 mm/m C) 2.5mm/m D) 2.1mm/m

2096. Yard should be planned for through tamping if percentage of blocks exceeding PML is more than _____. [ D ]

A) 60% B) 30% C) 40% D) 50%

2097. For speeds below 100kmph TQI value is calculated by using indices of _____.

A) Long chord B) Both Long and short chord [ C ]

C) Short chord D) Any of the above

2098. During OMS run to access the track quality vertical and lateral acceleration peaks of _____ or above to be considered. [ A ]

A) 0.15g B) 0.2g C) 0.25g D) 0.10g

2099. Block section should be planned for through tamping if percentage of blocks exceeding PML is more than _____. [ C ]

A) 60% B) 30% C) 40% D) 50%

2100. Realignment criteria for curves, limit of station to station variation of versine for speeds above 110 kmph and up to 160 kmph is _____ mm or _____ of average versine on circular portion which ever is more. [ B ]

A) 10, 10 % B) 10, 20 % C) 15, 20% D) 20, 25%

2101. Realignment criteria for curves, limit of station to station variation of versine for

speeds of 110 kmph is _____ mm or _____ of average versine on circular portion whichever is more. [ C ]

A)10, 10 % B) 10, 20 % C) 15, 20% D) 20, 25%

2102. Realignment criteria for curves, limit of station to station variation of versine for speeds above 50 kmph and up to 110 kmph is _____ mm or _____ of average versine on circular portion which ever is more. [ D ]

A)10, 10 % B) 10, 20 % C) 15, 20% D) 20, 20%

2103. Versine variation is more than 20% stations in a curve complete realignment of curve should be planned with in a _____. [ B ]

A) Week B) Month C) 3 days D) Fortnight

2104. After TRC/OMS run the permitted speed should be reduced when _____ limits are exceeded [ C ]

A) PML B) NBML C) UML D) safety

2105. Realignment criteria for curves, limit of station-to-station variation of versine for speeds below 50 kmph is _____ mm or _____ of average versine on circular portion which ever is more. [ C ]

A)10, 20 % B) 20, 20 % C) 40, 20% D) 40, 25%

2106. The program of running TRCs on various zonal railways is issued by _____ [ B ]

A) RB B) RDSO C) GM D) PCE

2107. Formula for Composite track quality index is _____ [ A ]

A) $UNI_1 + ALI_1 + UNI_2 + ALI_2 / 4$ B) $UNI_1 + ALI_1 + UNI_2 + ALI_2 / 2$

C) UNI + ALI +UNI+ ALI /4 D) $UNI_1 + ALI_1 + UNI_2 + ALI_2 / 10$

2108. Expand CBML_____ [ C ]

A) Curve bench mark limit B) Conventional based maintenance limit

C) Condition based maintenance limit D) Condition based monitoring limit

2109. Expand ITMS _____ [ A ]

A) Integrated track monitoring system B) Integrated track management system

C) Integrated track measurement system D) Indian track monitoring system

2110. In PML, Unevenness and alignment are based on _____ values [ C ]

A) peak B) average C) standard deviation D) maximum

2111. _____based limits are not stipulated for UN & AL for planned maintenance [ A ]

A) peak B) average C) standard deviation D) maximum

2112. UML for various speed bands are specified for _____peaks. [ D ]

A) acceleration peaks B) twist C) gauge D) all the above

2113. _____ tolerances for track alone cannot be prescribed in isolation. [ D ]

A) UML B) maintenance C) condemnation D) safety

## 18. SMALL TRACK MACHINE

2114. As per scale minimum requirement, weld trimmer per welding unit is
a) One b) Two c) Three d) One between two welding units [ b ]

2115. 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 ]

2116. 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 ]

2117. 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 ]

2118. As per scale minimum requirement, gang/work site remote control hooter per gang is
a) Four b) One c) Three d) Two [ d ]

2119. As per scale minimum requirement, abrasive rail cutter per JE/P.Way (sectional) is
a) Four b) One c) Three d) Two [ d ]

2120. As per scale minimum requirement, abrasive rail cutter per SSE/P.Way (In charge) is
a) Four b) One c) Three d) Two [ b ]

2121. As per scale minimum requirement, abrasive rail cutter in ART is
a) One b) Four c) Three d) Two [ d ]

2122. As per scale minimum requirement, rail drilling machine per JE/P.Way (sectional) is
a) Four b) Three c) Two d) One [ c ]

2123. As per scale minimum requirement, rail drilling machine in ART is
a) One b) Four c) Three d) Two [ a ]

2124. As per scale minimum requirement, light weight rail (mono) cum road trolley per gang is
a) Two b) Three c) Four d) One [ a ]

2125. As per scale minimum requirement, track jack (hydraulic/mechanical) per JE/P.Way (sectional) is
a) One b) Two c) Three d) four [ c ]

2126. 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 ]

2127. As per scale minimum requirement, off track tampers per SSE/P.Way (In charge) is
a) One b) Three c) Four d) Two [ a ]

2128. As per scale minimum requirement, off track tampers per MMU unit is
a) One b) Three c) Four d) Two [ a ]

2129. _____ 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

2130. _____ 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

2131. _____ 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

2132. _____ 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

2133. _____ 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

2134. _____ 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

2135. _____ 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

2136. 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

2137. 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

2138. 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

2139. 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

2140. ADEN will check small track machines once in _____ months
a) 03 b) 04 c) 06 d) 12 [ c ]

2141. 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 ]

2142. _____ 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

2143. 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

2144. Maximum overall weight of abrasive rail cutter shall be [ d ]

a) 30 Kgs b) 35 Kgs c) 25 Kgs d) 35 Kgs

2145. 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

2146. 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

2147. 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

2148. 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

2149. Shell life of abrasive rail cutting wheel is [ c ]

a) 01 year b) 1.5 year c) 2 year d) 3 year

2150. 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

2151. 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

2152. 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

2153. 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)

2154. 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

2155. 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

2156. 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

2157. 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

2158. Discard diameter of abrasive rail cutting wheel is [ d ]
a) 230 mm b) 240 mm c) 250 mm d) 260 mm

2159. 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

2160. 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

2161. 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 ]

2162. 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 ]

2163. Approximate weight of rail drilling machine is [ d ]
a) 50 kgs b) 55 kgs c) 60 kgs d) 65 kgs

2164. 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 ]

2165. 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 ]

2166. 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

2167. 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 c) 50 to 90 r.p.m

2168. 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

2169. 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

2170. Approximately number of holes that can be performed with rail drilling machine in a day [ c ]
a) 50 b) 55 c) 60 d) 65

2171. 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

2172. Drill bit shall last for ____ number of fish bolt holes in 60 kg 90 UTS rail section
a) 80 b) 100 c) 90 d) 110 [ b ]

2173. 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 ]

2174. The standard diameter of fish bolt on BG is [ c ]
a) 24 mm b) 30 mm c) 25 mm d) 22 mm

2175. 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

2176. 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 ]

2177. 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

2178. 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 ]

2179. 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 ]

2180. Maximum pulling force for hydraulic rail tensor is [ a ]
a) 70 T b) 85 T c) 65 T d) 80 T

2181. Maximum pushing force for hydraulic rail tensor is [ d ]
a) 25 T b) 20 T c) 35 T d) 30 T

2182. 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 ]

2183. Minimum hydraulic stroke ram travel shall be [ d ]
a) 200 mm b) 150 mm c) 250 mm d) 300 mm

2184. Total weight of hydraulic rail tensor incuding hand pump is [ a ]
a) 375 kgs b) 350 kgs c) 380 kgs d) 385 kgs

2185. 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 ]

2186. _____ 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

2187. _____ 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

2188. Grinding stone of rail profile grinder is _____ shape [ b ]
a) Oblique b) Conical c) Cylindrical d) All the above

2189. 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 ]

2190. Double action weld trimmer does not comprises of
a) Hydraulic pump b) Engine
c) Hydraulic cylinders d) Grinding wheel [ d ]

2191. Maximum weight of double action weld trimmer is [ a ]
a) 175 kgs b) 180 kgs c) 185 kgs d) 190 kgs

2192. Expected Life of cutter in double action weld trimmer is [ c ]
a) 200 joints b) 150 joints c) 100 joints d) 75 joints

2193. 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 ]

2194. 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 ]

2195. 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

2196. In double action weld trimmer minimum shear force is. [ b ]
a) 17 Tonnes b) 18 Tonnes c) 19 Tonnes d) 20 Tonnes

2197. 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 ]

2198. 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 ]

2199. 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 ]

2200. 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 ]

2201. 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 ]

2202. 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 ]

2203. 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 ]

2204. 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 ]

2205. Double action weld trimmer to be used on

a) Cold weld b) Hot weld

c) Both a & b d) Not specified [ b ]

2206. 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 ]

2207. 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 ]

2208. 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 ]

2209. 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 ]

2210. 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 ]

2211. 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 ]

2212. In sufficient 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 ]

2213. 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 ]

2214. 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 ]

2215. 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 ]

2216. 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 ]

2217. Colour band on RT-3741 metal liner is [ a ]
a) Yellow b) Green c) Pink d) White

2218. Colour band on RT-3742 metal liner is [ b ]
a) Yellow b) Green c) Pink d) White

2219. Colour band on RT-3706 GFN liner is [ d ]
a) Yellow b) Green c) Pink d) White

2220. Colour band on RT-3702 GFN liner is [ c ]
a) Yellow b) Green c) Pink d) White

2221. Colour band on RT-3707 combination GFN liner is [ a ]
a) Yellow b) Green c) Pink d) White

2222. Colour band on RT-3708 combination GFN liner is [ b ]
a) Light Yellow b) Light Green c) Light Pink d) White

2223. 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

2224. 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

2225. 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

2226. 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

2227. Wheel burns causes [ d ]
a) Hammering on rails b) Packing is loosened
c) Fittings get loose d) All the above

2228. _____ 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

2229. _____ 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

2230. _____ is used for filling ballast, earth and muck etc [ d ]
a) Powrah b) Ballast rake c) Crow bar d) Pan mortor

2231. _____ 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

2232. _____ is used for handling of ballast [ b ]
a) Powrah b) Ballast rake c) Shovel d) Pan mortor

2233. _____ 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

2234. _____ 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

2235. _____ is used for longitudinal movement of panels [ a ]
a) Rail roller b) Creep adjuster c) Rail tensor d) Tommy bar

2236. _____ is used for hand compaction of road surface and ballast [ c ]
a) Hammer b) ballast rake c) Rammer d) Shovel
2237. _____ is used for lining the top and bottom edges of the ballast section
a) Hemp chord b) Straight edge c) Rammer d) Shovel [ a ]
2238. _____ 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
2239. _____ 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
2240. _____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

2241. _____ 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 .
a) Clamps b) Roller c) Stick d) Staff [ d ]
2242. _____ 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.
a) Red flag b) Detonator c) Banner flag d) Hooter [ b ]
2243. _____ 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) Check rail clearance b) Feeler c) Tapered d) Scale [ a ]
2244. _____ allow for the expansion and contraction of rail ends due to temperature variations. [ d ]
a) ERC b) Rubber pad c) Liner d) Fish plate
2245. _____ 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
2246. _____ is provided between sleeper and rail to give cushioning effect
a) Bearing plate b) Ballast c) Formation d) Rubber pad [ d ]
2247. _____ 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
2248. _____ is used for fastening the rails to sleepers directly [ c ]
a) Rubber pad b) Liner c) ERC d) Bearing plate
2249. The shortest distance between the gauge faces of rails of a track is called
a) Track gauge b) Cross level c) Versine d) Unevenness [ a ]
2250. The level difference between two rails, on a sleeper, of a track is called
a) Track gauge b) Cross level c) Versine d) Unevenness [ b ]
2251. 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

2252. _____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
a) Sprit level b) Tape c) Gauge cum level d) Hemp cord [ c ]

2253. The measured gauge which is less than the nominal gauge is called
a) Slack gauge b) Tight gauge c) Neat gauge d) None [ b ]

2254. The measured gauge which is more than the nominal gauge is called
a) Slack gauge b) Tight gauge c) Neat gauge d) None [ a ]

2255. The lowest division in gauge cum level instrument for gauge reading is
a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm [ b ]

2256. In gauge cum level instrument the tight gauge reading is shown in _____ window [ d ]
a) White b) Green c) Yellow d) Red

2257. In gauge cum level instrument the slack gauge reading is shown in _____ window [ a ]
a) White b) Green c) Yellow d) Red

2258. 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

2259. 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 d0 25 mm

2260. _____ 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

2261. The lowest division in gauge cum level instrument for level reading between two rails of a track is
a) 0.5 mm b) 1 mm c) 1.5 mm d) 2 mm [ b ]

2262. 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
a) Gauge b) Versine c) Alignment d) Unevenness [ d ]

2263. 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

2264. _____ 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

2265. A circular curve in vertical plane. [ c ]
a) Transition curve b) Horizontal curve c) Vertical curve d) Turn in curve

2266. _____ is used to measure the gap at rail joints [ c ]

a) Scale b) Steeped gauge c) Gap gauge d) Feeler gauge

2267. _____ is used to check the squareness of sleepers [ b ]

a) Chord b) T square c) Straight edge d) L square

2268. _____ tool is used to check the soundness of packing under concrete sleepers [ a ]

a) Canneboule b) shovel c) Crow bar d) all the above

2269. _____ is used to check the squareness of rail cut [ d ]

a) Chord b) T square c) Straight edge d) L square Mechanical

2270. 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

2271. 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

2272. _____ 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

2273. _____ 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

2274. _____ 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

2275. 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

2276. Maximum weight of rail profile grinder including generator is [ a ]

a) 80 Kgs b) 75 Kgs c) 65 Kgs d) 50 Kgs

2277. Maximum grinding time for grinding of AT weld with rail profile grinder

a) 20 minutes b) 15 minutes c) 10 Minutes d) 12 minutes [ b ]

2278. Minimum Man power required to operate rail profile weld grinder is

a) 2 – Both skilled b) 2 – Both unskilled

c) 2 – One skilled and one unskilled d) All the above [ c ]

2279. Expected Life of grinding wheel of rail profile grinder is [ c ]

a) 40 joints b) 45 joints c) 50 joints d) 55 joints

2280. One metre straight edge is used for

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 [ d ]

2281. 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 ]
a) 0.5 mm b) 0.75 mm c) 0.9 mm d) 1.0 mm

2282. 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 ]
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm

2283. 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 ]

2284. 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
[ c ] a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm

2285. 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 ]

2286. 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 [ c ]
a) 0.5 mm b) 0.4 mm c) 0.3 mm d) 0.2 mm

2287. 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 ]

2288. 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 ]