SOUTH CENTRAL RAILWAY
मुख्यालय/Headquarters Office
कार्मिकविभाग/Personnel Department
सिकंदराबाद/Secunderabad.

.सं.दमरे/का/प्र.का /No. SCR/P/HQ0PERS(CSC)/9/2025(e-504501) दिनांक /Dt: As signed

Sr.DPOs/SC,HYB,BZA,GNT,GTL & NED

Sub:- Unified Syllabus & Question Bank for SMs and Guards in Operating department - Reg
Ref:- Railway Board's Lr.No E(NG)I/2025/PM1/3 dated 26.05.2025.

*****

In terms of RBE No. 19/2025, Railway Board has given guidelines on conduct of Computer Based Test for departmental examinations. In operating department, for promotional quota and LDCE quota, the following posts are identified and planned to conduct the CBT examination.

(i) Station Master -25%Promotional Quota & 15% LDCE Quota

(ii) Goods Train Manager -60% Promotional Quota & 15% LDCE Quota

(iii) Section Controller - 40% Promotional Quota

In view of the above, for the above departmental examinations, the competent authority(i.e PCOM) has approved the standardised unified syllabus and question bank. The same is enclosed herewith for further course of action at your end please.

Encl: as above

[B. VENKATA SUBBAIAH]
सहायक कार्मिक अधिकारी/मुख्याल
/APO/HQRS

For प्रधान मुख्य कार्मिक
अधिकारी**/PCPO**

C/- PCOM, Secy to PCOM – for kind information
C/- Dy.CPO/Rectt&Chairman – for kind information

C/- Sr.DOMs/SC,HYB,BZA,GNT,GTL & NED - for kind information

Digitally Signed by B Venkata Subbaiah
Date: 17-09-2025 08:25:49
Reason: Approved

Syllabus for post of STATION MASTER category for Departmental selections

(25% General Selection and 15% LDCE Quota)

1. General English:
a. Sentence Correction: Identifying and correcting errors in sentences.
b. Sentence Construction: Forming sentences using given words or phrases.
2. Arithmetic:
a. Basic Arithmetic: Addition, subtraction, multiplication, and Division.
b. Ratio and Proportion: Understanding and applying concepts of ratio and proportion.
3. General Awareness:
a. General Knowledge: Knowledge of current events, Indian history, geography, and other general knowledge topics.
b. Railway-related Knowledge: Awareness of railway achievements, developments, and policies.
4. Official Language Policy and Rules:
a. Knowledge of the official language policy and rules of the Indian Railways.
5. D& AR Rules:
a. Type of Charge Sheets, Standard Forms, Major Penalty, Minor Penalty,
6. Establishment Rules:
a. Leave rules including LAP, LHAP, CCL, ML etc.
b. Pass rules including Privilege Pass, PTO, Duty Pass etc.
7. Commercial Rules
a. Rules regarding Wharfage, Demurrage, WDRF, PTO.
8. Rules regarding working of Trains
a. Organisation setup of Indian Railways, structure and functioning of the Indian Railways.
b. Systems of Working: Knowledge of different signalling systems like absolute block and automatic signalling.
c. Chapter No.III of G & SR, Signals & Points
d. Caution Orders: Preparation and understanding of caution orders.
e. Safety and Accidents: Knowledge of safety procedures, accident reporting, and handling of accidents.
f. Commercial Documents: Familiarity with documents used in goods sheds, parcel offices, and booking offices.
g. Station Working Rules: Importance, Chapters, Appendices
9. Engineering Line Block Procedures:
a. Procedures for engineering line block & Material Trains working.
10. Level Crossing Gates:
a. Rules for operating level crossing gates.
11. Working on Electrified Sections:
a. Procedures for working on electrified sections, including handling OHE failures. Procedure for Power Block
12. Marshalling:

a. Marshalling of Coaching Trains, POL trains etc.

13. Shunting

a. Shunting instructions, Shunting authorities, Block forward and Block Back

14. Other Books related to Railway working:

a. WTT, BWM, Accident Manual

15. New Technology

a. FOIS, COIS, ICMS, COA.

Syllabus for the post of GOODS TRAIN MANAGER for Departmental Selections

(60% General Selection and 15% LDCE Quota)

1. **Organizational Setup:**
   a. Overview of Indian Railways, Zonal Railways and their Headquarters.
   b. Different departments in Indian Railways and their functions.
2. **Duties of Guard/TMR:**
   a. Chapter 4 of G&SR 2020. Reporting for duty, sign-on/sign-off procedures, and acknowledgement of circulars.
3. **Caution Orders:**
   a. Identification and interpretation of caution orders.
   b. Communication of caution orders to Loco Pilots.
4. **CTR and VG:**
   a. Various compositions of goods stock.
   b. Types of Brake Power Certificates (BPCs).
5. **Freight Train Examination:**
   a. Validity of BPCs, GLP checks, and related rules.
6. **Types of Trains and Rolling Stock:**
   a. Types of passenger-carrying and freight trains.
   b. Dimensions, parameters, compositions, load tables, troubleshooting, and types of couplings.
7. **Stations and Signals:**
   a. Classification of stations. Types of signals.
8. **Passenger Amenities:**
   a. Facilities available at stations and in trains.
9. **Train Irregularities:**
   a. Handling flat tyre, hot axle, and divided train working.
   b. Rules and duties of staff in such scenarios.
10. **Exchanging All Right Signals (Chapter 4 of G&SR 2020):**
    a. Importance and procedure.
11. **Block Working:**
    a. Types of block sections.
    b. Rules for dealing with track tamping machines, tower cars/wagons, and material trains.
12. **Authorities in SCR:**
    a. Various types of authorities and their purposes.
13. **Shunting Procedures:**
    a. Shunting at single/double line stations.
    b. Block back and block forward methods.
14. **Commercial Rules:**
    a. Ticket booking, Tatkal, refund, and reservation rules.
    b. UTS, PRS systems, and different classes of accommodation.
    c. Booking of luggage/parcels.
15. **Goods Traffic Theory:**
    a. Loading procedures, P.T. schedule, SLO, train load classification, wagon load.
    b. Incentive schemes, demurrage, and wharfage rules.
16. **Freight and Operations Information Systems:**
    a. Advantages of FOIS, COIS, COA, NTES, POET.
17. **Personnel Matters:**
    a. Leave rules, HRMS, RESS, and D&AR penalties.

b. Welfare schemes.

18.General Arithmetic, Reasoning, and Knowledge.

19.Official Language Policy:

a. Implementation and incentive schemes.

20.Alcohol Policy:

a. Rules and penalties for drunkenness on duty.

21.General Knowledge & Current Affairs

Syllabus for the post of Section Controllers for Departmental Selections

1. GENERAL: -

a) Organization set up of Railway Board, Zonal Railways and Divisional Railways
b) Brief history of Indian Railways
c) Functions of Various departments in Indian Railways.

2. OPERATING: -

(a) G & SR and its importance.
(b) Classification of stations
(c) SWR, System of working
(d) Various signals and its functions.
(e) Reception and despatch of trains when signals are defective.
(f) Preparation of WTT and PTT and its importance.
(g) Train Working when:
- i) Head light of engine fails
- ii) Whistle fails
- iii) Train running without BV
- iv) Train running Without guard.
- v) Loco problems
- vi) Exchanging of all right signals
- vii) GLP check and its importance and occasions for GLP check
- viii) Material Train working,
- ix) Track machines working

(h) Unusual incidents like:
- i) Brake Binding
- ii) Flat tyre
- iii) Hot axle
- iv) Fire on Train
- v) Hanging Parts
- vi) Un-even loading
- vii)Wagon door open,
- viii)Train Parting,
- ix) Failure of Head light,
- x)Flasher Light, marker Light.

(i)Duties of SCOR
(j)Train passing documents/various authorities
(k)Control and Responsibility of Shunting
(l)Stabling and Securing of vehicles.
(m)Blocks:
- i)Line Block, Power Block, integrated Block and Shadow block,
- ii)Planning and Execution of various blocks and importance of ensuring clearance of the Block,
- iii)Working of material train, track machine and tower car.

n)Chapter 6 of G&SR2020- Rail Breakage / Rail Fracture or Weld failure, lurch, TIC in Single Line, TIC in Double Line, TSL working, Relief Engine, and Divided Train working, Protection of train.
o) LC Gate Working
p) ODC Train movements
q) NI Working
r) Importance of operating statistics
s) Wagon and engine Utilization
t) Section capacity and throughput
u) Accidents: - Various accidents, duties of controller when accident occurs.
v) Siding and its working procedure.
w) Marshalling of trains and Brake power on trains.
x) Control Office organization and its function.

3. COMMERCIAL: -

a) Demurrage Charges and Wharfage rules
b) WDRF
c) Railway earnings

4. ESTABLIHSMENT: -

a) DAR rules
b) Leave Rules
c) Pass rules,
d) HOER rules

5. RAJBHASHA AND OFFICIAL LANGUAGE POLICY.

6. GENERAL KNOWLEDGE & CURRENT AFFAIRS

MULTIPLE CHOICE QUESTION BANK FOR DEPARTMENTAL EXAMINATIONS

Exhaustive Multiple Choice Questions in G&SR, BWM, Accident Manual

1. Every Railway Servant is bound by the General Rules, the Subsidiary Rules and special instructions under Railways Act 1989 Section

[A]197 [B]198 [C] 175 [D]48

2. Latest Amendment slip issued to G&SR is

[A]20 [B]21 [C] 18 [D]17

3. For Railway Staff on leaving service, G&SR Book shall be:

[A]Kept it with himself [B]Submitted to another staff who requires it

[C] Returned to Railway Administration [D]Sold outside

4. Total number of Chapters in General & Subsidiary Rules are

[A]16 [B]17 [C] 18 [D] 20

5. Total number of Appendices in General & Subsidiary are

[A]16 [B]17 [C] 18 [D] 20

6. The definition of 'Act' as per G&SR means the section under Railways Act 1989 is

[A]24 [B]25 [C] 26 [D] 28

7. General Rules can be framed by

[A]Government of India [B]Authorised Officer [C] General Manager[D] Railway Board

8. Approved special instructions are issued or approved by

[A]PCOM [B]Authorised Officer [C]CRS [D] Railway Board

9. The authorized officer of South Central railway is

[A]PCOM [B]GM [C] COM[G] [D] PCSO

10. Subsidiary rules are framed by

[A]COM[G] [B]PCSO [C] Authorised Officer [D] Railway Board

11. A fixed stop signal of a station controlling the entry of trains into next block section is

[A]FSS [B]LSS [C] Outer [D] Home

12. This includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains.

[A]shunting [B]connection [C]communication [D]Obstruction

13. Message despatchedfrom a block station to the block station in rear on double line or to next block station on either side on a single line, that the block section is obstructed or is to be obstructed is

[A]Shunting [B]Caution Order [C] Block Forward [D] Block back

14. Message despatched from a block station to the block station in advance on double line, that the block section is obstructed or is to be obstructed is

[A]Shunting [B]Caution Order [C] Block Forward [D] Block back

15. When Points by their operation a train approaching them can be directly diverted from the line upon which it is running is known as

[A]Trailing Points [B]Facing Points [C] Derailing Switch [D] Trap Point

16. The Mark at which infringement of fixed standard dimensions occurs, where two lines cross or join one another is known as

[A]Lime mark [B]Starter signal [C] Fouling Mark [D] Fog signal mark

17. An arrangement, secured by the setting of points or other approved means, to protect the line from the danger of obstruction from other connected line or lines is known as

[A]Interlocking [B]Level Crossings [C] Line Clear[D] Isolation

18. _____ is arrangement of signals, points and other appliances, operated from a panel, so interconnected by mechanical locking or _____ locking or both that their operation must take place in proper sequence to ensure _____

[A]Interlocking, electrical, safety [B]Interlocking, electrical, security

[C] Safety, electrical, interlocking [D] Isolation, electrical, safety

19. Departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits

[A]Material train [B]Dip Lorry [C] RRV [D] Tower wagon

20. _____ is movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose

[A]Fly shunting [B]Shunting [C] track machine [D] Hand Shunting

21. As per G&SR 'Night' means

[A]22.00 hrs to 08.00hrs [B]20.00 hrs to 06.00hrs [C] Sunrise to Sunset [D] Sunset to Sunrise

22. Class 'C'' station on a single line or double line or multiple line remotely controlled from the block station in rear is known as

[A]Gate signal [B]Intermediate Block Post [C] Home signal [D] Automatic signal

23. Arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an IB Post is

[A]Gate signal [B]LSS [C] Intermediate Block signalling [D] Automatic signalling

24. Authority given to the Loco Pilot of a train, under the system of working, to enter the block section with his train is

[A]ATP [B]Home signal [C] Starter [D] Green flag by SM

25. A train, which has started under an A T P and has not completed its journey, is

[A]train [B]Running train [C] stabled train [D] none of these

26. Permission given from a block station to a block station in rear for a train to leave the latter and approach the former;

[A]Line Clear [B]Block forward [C] Block Back [D] Authority to proceed

27. Permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter

[A]Authority to proceed [B]Block forward [C] Block Back [D] Line Clear

28. Special instructions are issued by

[A]CTM [B]CSO [C] Authorised Officer[D]Railway Board

29. At a Block station the Station Limits are between

[A]two outermost signals[B]two outer signals[C]two FSS[D] Two LSS

30. The station limits at Class 'D' station are available between

[A]two platform ends[B]outer signals [C]outermost signals [D] none of above

31. The person on duty who is for the time being responsible for the working of the traffic within station limits is

[A]Guard [B]Loco Pilot [C] SM [D] TI

32. On Double line class 'B' station Multiple Aspect Signalling, station section lies between

[A]outermost facing points to LSS [B]BSLB to LSS

[C]Either A or B [D] none of above

33. On single line 'B' class MAS station, Station section lies between

[A]two Advance Starters [B]two SLBs

[C]two outer most points [D] any one of the above

34. Home Signal of a station is provided in

[A]Station Section [B]Block section [C] Axle counter section [D] None of these

35. Last Stop signal of a station is provided in

[A]Station Section [B]Block section [C] IB section [D] None of these

36. Station Section is available at

[A]Class 'A' station [B]Class 'B' station [C] class 'C'station [D]Class 'D'station

37. The system adopted for the time being for the working of trains on any portion of a railway is known as

[A]system of controlling[B]direction of traffic [C]System of working[D] none of these

38. Block stations are sub-classified

[A]A, B, C, D [B] B and C [C] A, B, C, Spl class [D] none of above

39. At a 'A' class station the distance to be kept free beyond Home signal, before granting line clear is

[A]300m [B]400m [C] 200m [D] 180m

40. The classification of a station shall be mentioned in the

[A]SWR [B]WTT [C] Both A&B[D]none of these

41. Any Block Station which cannot be worked under Class 'A' Class 'B' or Class 'C' conditions is termed as

[A]A class [B]B class [C] D class [D] Special class

42. Apart from Physical copy of the Rule Books, Railway Administration can also permit a copy of the Rule Books to be supplied to the Railway Servant to be kept as

[A]Zerox copy [B]Digital copy [C]Electronic copy [D]Only physical copy

43. Staff acknowledgement shall be taken whenever amendments to rule books are issued for G&SR, Block working Manual, Accident manual & WTT in this register

[A]Acknowledgement [B]Correction slip [C] Assurance [D]Book No Optg-4

44. Before taking independent charge, whenever LPs / AL Ps / SMs / Guards / Switchmen join this Zonal Railway, on transfer, they shall attend

[A]G & SR Initial course [B]G&SRRefresher course

[C]Technical initial course [D] Technical refresher course

45. No Railway Servant directly connected with the working of trains shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation before the commencement of his duty within

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

46. The signal that should not be exhibited if train parting is observed by any Railway Servant, is

[A]stop hand [B]proceed with caution[C]proceed [D]none of these

47. Apart from putting both his hands together above his head and separate them smartly, if any railway servant notices that a train has parted, he shall try to attract the attention of the LP and Guard by

[A]shouting and gesticulating [B]show stop hand signal

[C]show proceed hand signals [D] none of these

48. When there is a severe storm endangering the safety of passengers trains, SM shall

[A]detain the train [B]refuse to grant line clear

[C] Both A & B [D]Either A or B

49. Wind velocity can be measured by

[A]galvanometer [B]ammeter [C] thermo meter [D] anemometer

50. Every railway servant shall be _____ with the rules relating to his duties whether supplied or not with a copy or translation of the rules relating to his duties and the _____shall ensure that he does so,

[A]knowledgeable, in charge of Station [B]following, Sr.DOM
[C] Conversant, Railway administration [D] Remember, PCOM

51. Every railway servant is responsible for the _____ and _____ of the property of the Railway Administration under his charge

[A]Safety, Security [B]Security, Protection

[C] Safety, Punctuality [D] Security, Punctuality

52. Every railway servant shall be in attendance for duty at such _____ and such _____ and for such _____ as may be fixed in this behalf by the Railway Administration and shall also attend at any other time and place at which his services may be required.

[A]Times, places, periods [B]Times, Places, years

[C]Hours, Places, periods [D] Times, situations, periods

53. No railway servant shall, without the permission of _____, absent himself from duty or alter his appointed hours of attendance or _____ duty with any other railway servant or _____ his charge of duty unless properly relieved.

[A]Brach officer, exchange, leave [B]Superior, exchange, leave
[C] Superior, interchange, leave [D] Inspector, interchange, withdraw

54. If any railway servant while on duty desires to absent himself from duty on the ground of illness, he shall immediately report the matter to _____ and shall _____ his duty until a competent railway servant has been placed in charge thereof.

[A]Brach officer, not perform [B]Superior, stop
[C] Superior, not leave [D] Inspector, leave

55. A railway servant shall-

[A]give all reasonable assistance and be careful to give correct information to the public
[B]when asked, give his name and designation without hesitation.
[C] Either 'A' & 'B' [D] Both 'A' & 'B'.

56. The rule No. of G&SR for taking alcoholic drink, sedative, narcotic, stimulant drug or preparation is mentioned in

[A]GR 2.07 [B]GR 2.08 [C] GR 2.09 [D] GR 2.10

57. When any railway servant is intoxicated or suspected to be in a state of intoxication, immediately the official in-charge shall make arrangements for

[A]Continue on duty [B]Relief from duty [C] Issue major penalty [D] Take no action

58. If a railway doctor is not available in case Railway servant found to be intoxicated, official in charge may.

[A]Call Sarpanch of village [B]Take witness of other staff available
[C] Summon Civil Doctor [D] Not take any action

CHAPTER NO. I I I

59. Signals used for controlling movement of trains as per G & SR are

[A]fixed signals [B]hand signals [C] detonators [D]all the above

60. Normally fixed signals are placed on the left side of track of an approaching train, provided on right side under the authorization of

[A]GM [B]CRS[C] DRM [D] PCOM

61. Whenever fixed signals are placed on the right side of the track of an approaching trains the can be identified through

[A]Caution order [B]Arrow mark [C] Miniature light [D] LR trips

62. The signal which tells about the aspect of stop signal ahead is

[A]outer [B]Distant [C] advance starter [D] none of these

63. The marker board that is provided to identify Distant Signal in colour light area is.

[A]'IB'' [B]'P' [C] 'G' [D]'A'

64. The normal aspect of Distant signal is

[A]caution [B]attention [C] stop [D] proceed

65. Whenever one yellow light is exhibited in Distant signal the Aspect is

[A]caution [B]attention [C] proceed slow [D] proceed

66. Whenever two yellow lights are exhibited in Distant signal the Aspect is

[A]caution [B]attention [C]stop [D] proceed

67. The indication of the Distant signal in Caution Aspect is

[A]stop dead [B]proceed and be prepared to stop at the next stop signal

[C]proceed and be prepared to pass the next stop signal at a restrictive speed

[D]proceed

68. The indication of the Distant signal in Attention aspect is

[A]stop dead [B]proceed and be prepared to stop at the next stop signal

[C]proceed and be prepared to pass the next stop signal at a restrictive speed

[D]proceed

69. Whenever Inner Distant is provided, the aspects that Distant Signal is capable of displaying,

[A]attention, proceed [B]caution, attention

[C]stop, proceed [D] stop, caution

70. The normal aspect of Distant signal on double distant signal area is

[A]caution [B]attention [C] stop [D] proceed

71. When colour light Distant signal is combined with Gate/LSS, normal aspect of that signal is

[A]stop [B]caution [C] attention [D] proceed

72. In rear of the stop signal Distant signal is provided at a distance of not less than

[A]1200M [B]1500M [C] 1000M [D] 400M

73. Wherever double distant is provided, from the stop signal, distant signal location is

[A]1000M [B]1200M [C] 1400M [D]2000M

74. Wherever two Distant signals are provided the board that is eliminated is.

[A]BSLB [B]signal warning board [C] SLB [D] caution indicator

75. At stations provided with Advanced starter and starter, the sequence of taking off signals is

[A]first starter and then home [B]first starter and then advanced starter

[C]first advanced starter and then starter [D] none of these

76. When a colour light Distant is combined with LSS/Gate signal, this marker is not required

[A]'A' marker[B]'C' marker [C]'G' marker[D]'P' marker

77. The marker Board by which Colour light Calling-on signal is identified by

[A]'P' [B]'IB' [C]'G' [D]'C'

78. Calling-on signal may be provided below any stop signal except

[A]FSS [B]LSS [C]IB signals [D] home

79. Calling ON signal in 'ON' position will show

[A]miniature yellow light [B]single yellow light
[C] miniature white light [D]no light

80. The light that is displayed when colour light Calling-on signal is taken 'OFF'

[A]miniature yellow [B]miniature red [C] green [D]White

81. The Aspect of the Calling-on signal when taken 'OFF' is

[A]stop [B]caution [C] proceed slow

[D]Stop draw ahead with caution and be prepared to stop short of any obstruction

82. Calling-on signal cannot be taken "OFF" during

[A]reception end point failure [B]despatch end point failure

[C]Starter failure [D]home signal failure

83. Calling-on signal can be taken "OFF" during

[A]reception end point failure [B]despatch end point failure

[C]Advance starter failure [D]Distant signal failure

84. Condition for taking off calling on signal is that the train has been brought to a

[A]stand at the points [B]stand at a distant signal

[C]stand at the stop signal [D] none of these

85. The indication of the Calling-on signal when taken 'OFF' is

[A]proceed and be prepared to stop at next stop signal

[B]stop and then draw ahead with caution and be prepared to stop short or any obstruction

[C]stop dead [D] proceed cautiously

86. The occasions when Calling-on signal can be used are

[A]receiving a train on obstructed line [B]when signal above is defective
[C] both A & B [D] none of the above

87. To take "OFF" Calling-on signal, the train must come to a stop on

[A]Axle counter [B]free zone [C] calling on zone [D] distant signal

88. The time required to assume 'OFF' position when Calling-on signal is taken "OFF"

[A]60 secs [B]time as prescribed in SWR [C] 120 secs [D] 240 secs

89. The types of shunt signal are

[A]disc type [B]miniature semaphore [C] position type [D]all the above

90. Shunt signal may be provided below any stop signal except

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

91. Shunt signal below stop signal, in 'ON' position will show

[A]red light [B]two white lights horizontally[C]no light [D]yellow light

92. The Aspect of independent shunt signal at 'ON' is

[A]stop [B]caution [C]attention [D] no light

93. The Aspect of the shunt signal when taken 'OFF' is

[A]proceed slow [B]caution [C] attention [D]proceed

94. The colour lights exhibited in Position light shunt signal in 'OFF' position is.

[A]two white lights horizontally [B]two white lights diagonally

[C] two green lights [D] two yellow lights

95. Shunt signal detects

[A]Home signal [B]LSS [C] points over the route [D] no points

96. The type of shunt signal that shall be provided in colour light area is

[A]miniature semaphore [B]disc type [C] position type [D]none of above

97. The authority to pass defective independent shunt signal or shunt signal below stop signal at "ON"

[A]T.369 (1] [B]T.806 [C]T.369 (3[B] [D]T.369 (3[B]+PHS

98. The authority for the LP When Shunting Permitted Indictor is defective, is

[A]T.369 (1] [B]T.806 [C]T.369 (3[B] [D]T.369 (3[B]+PHS

99. Detailed working instructions about Shunting Permitted Indicator are available in

[A]G&SR [B]Accident Manual [C]SWR [D]WTT

100. I. B signal is identified by this marker board

[A]'IB" [B]'P' [C] 'G' [D]'A'

101. The marker by whichGate signal in Automaticsection when gate is closed is identified by

[A]'G' [B]Illuminated 'A' [C] Both A& B [D] none of the above

102. In Automatic signalling territory, when a semi–automatic stop signal is required to protect a level crossing gate, the signal shall be provided with _____ marker, in addition to the illuminated "A" marker

[A]No marker [B]Illuminated 'G' [C] Illuminated 'AG' [D] none of the above

103. In Automatic signalling territory, a semi–automatic stop signal when level crossing gate is closed and locked against road traffic and points, are correctly set for mainline and locked for the route, _____ shall be lit.

[A]No marker [B]only 'A' marker [C] only 'AG' marker [D] none of the above

104. In Automatic signalling territory, a semi–automatic stop signal when the level crossing gate is either open to road traffic or has failed, but points, are correctly set for main line and locked for the route, _____ shall be lit

[A]No marker [B]only 'A' marker [C] only 'AG' marker [D] none of the above

105. In Automatic signalling territory, a semi–automatic stop signal when points,are not correctly set and locked for the route or have failed, irrespective of LC gate position, _____ marker shall be lit.

[A]No marker [B]only 'A' marker [C] only 'AG' marker [D] none of the above

106. If both 'A' and 'AG' marker are extinguished, in Automatic signalling territory, a semi–automatic stop signal above shall be deemed to work as a _____ signal.

[A]Automatic signal [B]Manual stop signal

[C] Semi Automatic signal [D] none of the above

107. In case of' A' and 'AG' markers are lit together, in Automatic signalling territory, a semi–automatic stop signal above shall be deemed to work as a _____ signal.

[A]Automatic signal [B]Semi Automatic signal

[C] Manual stop signal [D] none of the above

108. When a fixed signal is not in use, it shall be distinguished by

[A]two crossed bars [B]two parallel bars [C] two horizontal bars [D] one vertical bar

109. Route indicators are treated as

[A]permissive signals [B]stop signals [C]subsidiary signals [D]Duplicate signals

110. The type of Route indicators are of

[A]junction [B]stencil [C] multi lamp [D]all the above

111. Whenever the miniature light repeater in the colour light signaling territory is found to be defective and aspect is not visible, the corresponding signal shall also be treated as

[A]defective [B]not defective [C] working without repeater [D] none of these

112. The joint inspection conducted before a signal is newly erected or shifted is by signal sighting committee consisting of

[A]TI, LI, SI [B]TI,TXR,SI [C]PWI,LI, SI [D]TI,LI, SE[ele[C]

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

[A]30 days [B]90 days [C]60 days [D]10 days

114. When a signal is newly erected or shifted, in addition to issuing of caution order, it shall be notified in

[A]SOB [B]Station Diary [C] TSR [D] Sign 'ON' register

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

[A]one month [B]two months [C] three months [D] four months

116. The minimum equipment of signals at a class "B" station with M A S are

[A]Distant, Home [B]Distant, Home, starter

[C] Warner, home, starter [D] Outer, home, starter

117. At a class "C" MAS station the minimum equipment of signals are

[A]Distant, Home [B]Distant, Home, starter

[C] Warner, home, starter [D] Outer, home, starter

118. Shunting limit board/Advanced starter is provided at a single line station where shunting[obstruction] is permitted out side the outermost facing points in the direction of

[A]approaching train [B]departing train [C] the yard [D]towardsthe station

119. At a Class 'B' station, Single line with MAS, the distance from Home signal to outermost facing points shall not be less than

[A]120 M [B]180M [C] 300M [D] 400 M

120. BSLB is provided at 'B' class station with multiple aspect signals where

[A]outermost points are trailing point [B]no points [C] either A or B[D] both A or B

121. The distance from Home signal to B S L B shall not be less than

[A]120 M [B]180M [C] 300M [D] 400 M

122. The marker board by which Gate signal is identified by

[A]'IB" [B]'P' [C] 'G' [D]'A'

123. Detailed working instructions about outlying siding are incorporated in

[A] SWR [B] G&SR [C] WTT [D] Engg.manual

124. The marker board for indicating the Outlying siding points are

[A]'A' [B]'IB' [C] 'S' [D] 'G'

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

[A]engine [B]whole of the train [C] first vehicle [D]Last vehicle of the train

126. Before the arrival of the train, to avoid complaints from road user, taking off the approach signals can be delayed to ensure that gate is closed only for

[A]20 minutes [B]10 minutes [C] 15 minutes [D] 30 minutes

127. SM shall test the working of the reception signal daily and record results of the tests in

[A]TSR [B]C.O. register [C] station diary [D] PN exchange book

128. The speed of a goods train while entering terminal yard is restricted to

[A]8kmph [B]10kmph [C] 15kmph [D] 20kmph

129. Signals taken OFF for a departing train may be put back to ON

[A]to avert an accident [B]for crossing of a train

[C]for precedence of a train [D] any of the above

130. Authority of receiving a train which has passed home signal at 'ON' without proper authority

[A]T/369 3[B] [B]restart memo countersigned by Guard [C] PHS [D] all the above

131. To put back starter/advanced starter for departing train LP of the train should be advised by a

[A]written memo [B]C.O. [C] T.369 (3[B] [D] none of above

132. In case of Class 'D' stations, 'ENGINE STOP' board is provided beyond the point/place on platform where train is required to be stopped at distance of

[A]10mtrs [B]15 mtrs [C] 120mtrs [D] 180mtrs

133. In case of Class 'D' stations, 'Warning Board' is provided on approach end in rear of the 'D; class station from 'ENGINE STOP' board at distance of

[A]800mtrs [B]1000 mtrs [C] 1200mtrs [D] 1500mtrs

134. In case of Class 'D' stations, 'Warning Board' is painted yellow background with black letter

[A]'P' [B]'A' [C] 'C' [D] 'H'

135. Certificate of competency of Shunting Master/Pointsmen issued after initial/refresher training is

[A]T.25 [B]T.36 [C] T.336 [D] T.338

136. The aspect in the normal position of fixed signals except Automatic Signals is

[A]stop [B]caution [C] proceed [D] most restrictive aspect

137. Even though departure signals are taken off, LP shall stop at stations where stoppages are scheduled in the

[A]VG [B]CTR[C] WTT [D] SOB

138. The points on single line, that must be set against the blocked line, immediately after the arrival of a train at the station

[A]rear [B]front [C] either end [D] none of above

139. The points on double line, that must be set against the blocked line, immediately after the arrival of a train at the station

[A]rear [B]front [C] yard end [D] none of above

140. When all the lines at a station are blocked by passenger carrying trains, and still line clear is granted for a train, the points shall be set for line occupied by

[A]main line engine is facing [B]loop line engine is facing

[C] main line SLR is facing [D] loop line SLR is facing

141. The indications that must be checked by the SM to see that the points are in working condition after the operation of every motor operated point, are

[A]normal [B]reverse [C] either A or B [D] none of the above

142. On Single Line the Signal over lap shall be reckoned from

[A]facing points [B]trailing points [C] facing end points [D] Home signal

143. On Single line MAS the Signal Over Lap shall not be less than

[A]100m [B]110m [C] 120m [D] 180m

144. The Station Master shall personally ensure nominated line is clear not only upto berthing place but also for an adequate distance beyond it for a stopping train on a line where the provision is not made with

[A]track circuits [B]axle counters [C] either A or B [D] none of these

145. IB signals may be provided only on

[A]Single line [B]Double line

[C] Either Single/Double line [D] Automatic section

146. SM can take 'Off' IB signals on single line section only after

[A]Establishing direction of traffic [B]Obtaining Line clear

[C] Either 'A' or 'B' [D] Both 'A' and 'B'

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

[A] outer [B] home [C] LSS [D] All the above

148. Slip siding is intended to protect

[A]Outlying siding [B]Block section [C] station section [D] station limits

149. Catch siding is intended to protect

[A]Outlying siding [B]Block section [C] station section/station [D] station limits

150. The provision of catch siding is compulsory where the falling gradient towards station is steeper than

[A]1 in 80 [B]1 in 100 [C] 1 in 260 [D] 1 in 400

151. The provision of slip siding is compulsory where the falling gradient towards block section is steeper than

[A]1 in 80 [B]1 in 100 [C] 1 in 260 [D] 1 in 400

152. Catch and slip sidings shall not be used for

[A]stabling [B]shunting [C] stabling/shunting [D] none of above

153. Normal setting of catch siding points wherever is provided is for

[A]loop line [B]catch siding [C] main line [D] none of these

154. Catch/Slip siding points key can be extracted from the block instrument, only when the block instrument position is in

[A]TCF/TGT [B]line closed [C] TOL [D] none of these

155. During day/night the Trap indicator wherever provided in open position shall show

[A]white target/white light [B]no target/green light

[C]red target/red light [D]knife edge/green light

156. During day/night the Trap indicator wherever provided in closed position shall show

[A]white target/white light [B]no target/green light

[C]red target/red light [D]knife edge/green light

157. All points shall normally be set for the

[A]loop line [B]turn out [C] straight line [D] main line

158. SM shall ensure the notice that has to be issued whenever points/signals/Block Instrument is disconnected by SI/ESM is

[A]reconnection notice [B]disconnection notice [C] failure memo [D] none of these

159. Whenever the points/signals/block are disconnected SM shall inform cabin man/CASM/SWM under exchange of

[A]message [B]PN [C] verbal order [D] intimation not necessary

160. When the disconnected signal/point is reconnected, SI/ESM shall test jointly with

[A]TI [B]S&T khalasi [C] pointsman [D] SM on duty

161. From the time of disconnection to reconnection, the trains shall be admitted by

[A]Hand signals [B]fixed signals [C] piloting [D] none of above

162. Whenever signal Inspector is testing the signal, the remark shall be recorded in

[A]TSR [B]Station Diary [C] PN exchange book [D] S & T failure register

163. The certificate of competency for Signal maintainer is valid for

[A]Two years [B]Three years [C] Four Years [D] Five years

164. The certificate of competency for Signal maintainer is issued by Principal of

[A]ZRTI [B]STTC [C] STC [D] IRICET

165. Disconnection/Reconnection notice is given in form No.

[A]T.431 [B]T.726 [C] RS 6 [D] T.351

166. On completion of Engineering work, original certificate by the Engineering official for safe passage of train shall be given to

[A]SI/ESM [B]SM [C] SCOR [D] TI

167. In case of Joint work with engineering officials, SI/ESM shall give reconnection notice only after getting

[A]Certificate from Engg. official [B]information of completion of Engg. Work

[C] SCOR instructions [D] Instructions from ASTE/DSTE

168. By waving green flag by day and a white light by night up and down vertically as high and as low as possible indicate

[A]move slowly [B]move towards person signalling

[C]train parting [D] coupling

169. Violently waving a white light horizontally across the body of a person indicates

[A]train parting [B]move away from the person showing

[C] proceed [D] stop dead

170. A green flag/green light moved slowly up and down indicates

[A]stop dead [B]move towards person signalling
[C]move away from person signaling [D] proceed

171. A green flag/green light moved side to side across the body indicates

[A]stop dead [B]move towards person signalling

[C] move away from person signaling [D] proceed

172. Detonators are also known as

[A]fog signals [B]flare signals [C] illuminating signal [D]none of these

173. VTP is painted alternatively

[A]black& yellow [B]white & yellow [C] black & white [D] yellow

174. FSP is painted alternatively

[A]black& yellow [B]white & yellow [C] black & white [D] yellow and red

175. From either side of SM office, the VTP is located at a distance of

[A]150m [B]Not less than 180m [C] 180m [D]350m

176. The number of detonators that are given to each fog signalman is

[A]8 [B]10 [C] 16 [D] 20

177. From outermost signal the FSP is located at a distance of

[A]180m [B]120m [C]Not less than 270m [D] 270m

178. Nominated fog signalmen are two from each department

[A]engineering and S&T [B]Engineering and operating

[C]mechanical and operating [D] only from engineering

179. The register in which fog signalmen's assurance will be taken is

[A]TSR [B]station detonator [C]Station diary [D]SWR assurance

180. Testing of detonator shall be done by moving an empty wagon hauled by a locomotive at a speed of

[A]11 to 13kmph [B]15 to 20 kmph [C] 8 to 11kmph [D] 12 to 15 kmph

181. No. of detonators which shall be kept in stock at a station is prescribed by

[A]DRM [B]DOM [C] COM [D] DEN

182. The knowledge of staff that are required to use detonators shall be tested once in

[A]month [B]two months [C] three months [D] four months

183. TI/SM/PWI shall test detonators once in

[A]3 months [B]6 months [C] 8 months [D] 12 months

184. Placing of detonators are done to identify

[A]obstruction [B]location of signals in foggy whether [C] Either 'A' or 'B' [D] location of trains in block section

185. Life of a detonator manufactured during 2010 and afterwards is

[A]3 years [B]5 years [C] 7 years [D] 10 years

186. The maximum number of extensions after successful testing of the detonatoris

[A]one [B]two [C] three [D] any number

187. Guard shall in case of fog shall switch on

[A]both LED light of SLR & Flashing Red tail lamp [B]Only LED light of SLR

[C] only flashing Red tail lamp [D] Only side lights

188. The signals to be used to warn the incoming train of an obstruction at night shall be a

[A]flashing amber light [B]red flag [C]red flashing H/S lamp [D] none of these

189. The signals to be used to warn the incoming train of an obstruction during day shall be a

[A]flashing amber light [B]red flag [C]red light of H/S lamp [D]red flashing H/S lamp

190. Whenever a signal/point/block instrument is defective, SM shall make an entry in

[A] S&T failure register [B]PN exchange register [C] Relay room key register [D]crank handle register

191. Whenever a signal is detecting a point becomes defective, these points are treated as

[A]interlocked [B] non interlocked [C] working [D] none of above

192. A blank signal under complete power off situation is to be treated as

[A] defective signal [B] signal at off [C] no signal [D] none of above

193. Pre-warning about defective reception signal is not required when there is

[A] calling on signal [B] adv. starter [C] Isolation [D] none of above

194. When home is defective and pre warning is given, the LP may pass such signal on receipt of

[A]PHS at the foot of the defective signal [B]PHS at the first facing points [C] T.369[3[B]+PHS [D] PN through SPT

195. The condition that the SM shall fulfill before granting line clear when Loco Pilot is pre warned about the defective signal,

[A]taking off signal [B]granting line clear [C] Both A & B [D] Either A or B

196. Advance authority to pass defective signal is

[A]T.369[3[B] [B]T.369[1] [C] T/C.1425 [D] T.409

197. When train is received on Calling ON, cancellation in Podanur panel takes

[A]120 seconds [B]240 seconds [C] as prescribed in SWR [D] 90 seconds

198. The axle counter shall be reset only after ensuring that the monitored portion is

[A]vacant [B]occupied [C] obstructed [D] none of above

199. Whenever axle counters provided for loop line are to be reset, it should be done by station master on duty along with one

[A] operating [B]S&T [C] A or B [D] none of above

200. Authority to pass defective starter signal [if it is not LSS] is

[A]T.369[3[B]+ PHS [B]calling on signal taken off [C] Either A or B [D] PLCT

201. The authority given to LP when I B distant fails in "OFF" position beforedispatching

[A]PLCT [B]T.369 [3[B] [C] PLCT + T.369 [3[B] [D] none of above

202. On Double line section in Up direction when LSS is defective Authority to proceed is

[A]T.369[3[B] [B]T/C.1425 [C] T/D.1425 [D] PLCT

203. On Single line token less section, when LSS is defective Authority to proceed for DN train is

[A]T.369[3[B] [B]PLCT [C] T/C.1425 [D] T/D.1425

204. The authority required by Loco Pilot, when train passes starter at "ON" partly and stopped before Advanced Starter,

[A]memo countersigned by Guard [B]T.369 [3[B]+PHS

[C] Advanced starter off or PLCT][D]all the above

205. During day when Gate signal is at ON, the LP shall wait for

[A]one minute [B]two minute [C]three minute [D]four minute

206. When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman not available, LP may pass the gate after ensuring it is closed on the hand signals of

[A]Gangman [B]train crew [C]patrolman [D]PWI

207. During night when Gate signal is at ON, the LP shall wait for

[A]one minute [B]two minutes [C]three minutes [D] four minutes

208. When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman exhibiting hand signals. LP may

[A]stop at the gate [B]proceed at MPS [C] proceed cautiously [D]none of above

209. When LP passed the Gate signal at 'ON' and gateman is not available, the LP of the first train shall report the matter to the

[A]SM of station where train stops [B]need not report
[C]SM or rear station [D] SM of next station

210. Gate-cum-distant signal will be located in rear of the gate at a distance of

[A]90 meters [B]120 meters [C] 180 meters [D] 350 meters

211. If a signal is showing white light in place of a colour light, it is treated as signal is showing

[A]most restrictive aspect [B]caution aspect [C]attention aspect [D]stop aspect

212. The signal shall be treated as defective, whenever colour light signal is flickering / bobbing and does not assume a steady aspect at least for

[A]20 sec [B]30 sec [C] 60 sec [D] 120 sec

213. The authority given to the loco pilot at station when I B S is defective

[A] PLCT [B] T.369 [3[B] [C] Both A & B [D]Either A or B

214. The facility that is provided for I. B signal is

[A]Phone connecting the rear SM [B]Phone connecting the advance SM

[C] Phone connecting the SCOR [D] Phone connecting the TPC

215. When I B S is at "ON" immediately the Loco Pilot shall stop and contact

[A] SM of advance station [B] SCOR [C] SM in rear station [D] TPC

216. When IBS is at "ON" and the telephone is out of order, Loco Pilot shall wait for

[A] two minutes [B]three minutes [C] four minutes [D] five minutes

217. When IBS is at "ON" and the telephone is out of order, Loco Pilot after waiting for five minutes shall proceed when view is clear/not clear upto next stop signal at a speed of

[A] 10/8kmph [B] 25/10kmph [C]20/10kmph [D]15/8kmph

218. The button to be operated by rear SM, to reset axle counter of I B S if fails due to improper counting

[A]PB-1 [B]PB-2 [C] PB-3 [D] PB-4

219. Wherever I B S is provided, LSS is interlocked with

[A]axle counter [B]Block Instrument [C] IBS [D] trailing points

220. Wherever I B S is provided, I B S is interlocked with

[A]axle counter, [B]Block Instrument [C] LSS [D] trailing points

221. Which indication will appear to the SM in rear when Loco Pilot passes I B S at "ON"?

[A]K1 [B]K2 [C] K3 [D] K4

222. The indication that will appear when Loco Pilot passes LSS in "OFF" position is

[A] K1 [B] K2 [C] K3 [D] K4

223. When Loco Pilot passes LSS in "OFF" position, indication will appear which will become normal by putting back

[A] FSS knob/lever [B] LSS knob/lever [C] Gate key knob/lever [D] IBS knob/lever

224. The indication that will appear when Loco Pilot passes IBS in "OFF" position is

[A] K1 [B] K2 [C] K3 [D] K4

225. When Loco Pilot passes IBS in "OFF" position, indication will appear which will become normal by putting back

[A] FSS knob/lever [B] LSS knob/lever [C] Gate key knob/lever [D] IBS knob/lever

226. The indication that appears along with buzzer, whenever IBS or IB distant bulb fused is

[A]K1 [B]K2 [C] K3 [D] K4

227. Over the trailed through points, under no circumstances should a train be

[A]move forward [B]backed [C] run with MPS [D] none of these

228. The Loco Pilot shall whistle intermittently when his engine explodes detonator and shall take every possible caution as necessary including

[A]increase of speed [B]stop the train [C]proceed with MPS [D]reduction of speed

229. After exploding the detonator, if no obstruction found further, the Loco Pilot, can pick up normal speed after proceeding cautiously up to a distance of

[A]500 meters [B]one KM [C] 1.5 KM [D] 2 KM

230. When LP notices a signal warning of an obstruction, except detonator, he shall

[A]proceed cautiously [B]proceed upto next station and report

[C] stop after noticing the obstruction [D]stop immediately

231. When the Loco Pilot notices a signal warning of an obstruction and no further details are noticed, shall stop during day/night for

[A]one/two minute [B]two/three minutes [C]3/4 minutes [D]none of these

232. When LP notices a signal warning of an obstruction and no further details are noticed, after stopping one/ two by day/night, he shall proceed upto the next block station

[A]cautiously [B]with MPS [C] at 20kmph [D]at 30 kmph

233. In rear of FSS, the Signal warning board is located at a distance of

[A]180 meters[B]400 meters [C] 1000 meters [D] 1400 meters

234. The LP shall clearly understand that if no signal indication is available from the Warning board he should control the speed as if the stop signal ahead is

[A]in OFF position [B]may be taken OFF [C] at ON [D] none of above

235. The road learning trips that are given to the Loco Pilot/Guard who has not operated on a section for 6 months to 2 years , is

[A]one trip [B]two trips [C] three trips [D] Six trips

236. The road learning trips that are given to the Loco Pilot/Guard who has not operated on a section for 3 to 6 months, is

[A]one trip [B]two trips [C] three trips [D] Six trips

237. The road learning trips that are given to the Loco Pilot/Guard on Automatic section is

[A]one trip [B]two trips [C] three trips [D] Six trips

238. In addition to normal LR trips, additional LR trips for LP/Guard may be given with the approval of

[A]Sr.DOM [B]Sr.DME [C] Sr.DEE [D] Controlling branch officers

239. LP/ALP/Guard should record in the register maintained in crew booking point about the lapse of road learning in a section in advance of

[A]one week [B]10 days [C] 15 days [D] 30 days

240. The Loco Pilot and guard will be given three no. of L R trips before they are booked for regular working including one trip between

[A]sunset to sunrise [B]06.00hrs to 20.00hrs [C]21.00hrs to 07.00hrs [D]20.00hrs to 06.00hrs

241. In case of the existing section is being added with 2nd/3rd/4th line or existing signalling system is being upgraded to Automatic one, running staff may move in such sections during day and when view ahead is clear/ during night and when view ahead is not

clear, for the first trip with a restricted speed of

[A]40/15 kmph [B]30/15 kmph [C] MPS [D] None of the above

242. To record observations of Loco Pilot during his run must be maintained in all lobbies

[A]TSR [B]rough journal book [C] S&T and track failure register [D]CTR

243. The rule No. of G&SR for points affecting movement of trains is mentioned in

[A]GR &SR 3.36 [B]GR &SR 3.38 [C] GR &SR 3.40 [D] GR &SR 3.42

244. The rule No. of G&SR for rules for Points and disconnection & reconnection is mentioned in

[A]GR &SR 3.51 [B]GR &SR 3.52 [C] GR &SR 3.53 [D] GR &SR 3.54

245. In thick, foggy or tempestuous weather impairing visibility and his engine explodes two detonators within a distance of 10 metres apart, the Loco Pilot will control his train immediately and will follow the aspect of

[A]Distant signal ahead [B]stop signal ahead[C] outermost signal ahead [D] LSS

246. During dense fog maximum speed of a train on Automatic block system when it is showing single yellow light shall be restricted to

[A]25kmph [B]Restricted speed to stop at next stop signal
[C] 60kmph [D] 30kmph

247. During dense fog maximum speed of a train on Automatic block system when signal showing two yellow lights shall be restricted to

[A]25kmph [B]Restricted speed to stop at next stop signal
[C] 60kmph [D] 30kmph

248. During dense fog maximum speed of a train on Automatic block system when signal showing green light shall be restricted to

[A]25kmph [B]Restricted speed to stop at next stop signal [C] 60kmph [D]75kmph

249. During dense fog maximum speed of a train on Automatic block system when signal showing green light and fog safety device is provided shall be restricted to

[A]25kmph [B]Restricted speed to stop at next stop signal [C] 60kmph [D] 75kmph

250. During dense fog and fog safety device is provided maximum speed of a train on Absolute block system shall be restricted to

[A]25kmph [B]Restricted speed to stop at next stop signal [C] 60kmph [D] 75kmph

CHAPTER IV

251. Control office should advise the standard time daily by a general call to the stations at

[A]08.00 hours [B]16.00 hours [C] 00.00 hours [D] 12.00 hours

252. All SMs should correct the time at 1600 hrs and make an entry in the

[A]TSR [B]S&T failure register [C] Attendance register [D]PN exchange register

253. At Class 'D' stations without telephone connection, clerk in charge shall correct their station clocks daily with the time of

[A]Guard of last stopping train for the day [B]LP of last stopping train for the day

[C] Guard of first stopping train for the day [D] LP of first stopping train for the day

254. No passenger train shall be dispatched from a station before

[A]Time mentioned in 'e-train' app [B]Advertised time

[C] Time of boarding of last passenger [D] SCOR instructions to be followed

255. Guard shall set his watch by the station clock or the clock at the authorized place of reporting for duty and communicate the time to the LP and make entry in the

[A]memo book [B]CTR [C]TSR [D]defective register

256. The time of reporting before the scheduled departure for LPs, Guards and ALPs is prescribed by

[A]Sr.DME [B]Sr.DOM [C] DRM [D] ADRM

257. ODC shall be allowed to be attached by a train for transport only with prior sanction of

[A]CRS [B]COM(G] [C] TXR [D] PCOM

258. Maximum Permissible speed for each section of the railway is given by

[A]PCE [B]PCOM [C] DRM of concerned division [D] CRS

259. Unless permitted under approved special instructions the maximum speed permitted on turn out/cross over is

[A]Depends on layout [B]10 KMPH [C] 15 KMPH [D] 30 KMPH

260. Even under normal circumstances subject to observance of permanent / temporary speed restrictions in force all Passenger carrying trains should run at

[A]booked speed [B]maximum permissible speed [C]110kmph [D] 100kmph

261. Loco Pilot shall not make up between any two stations more time than is allowed in

[A]PTT [B]RTT [C]Sheet time table [D]WTT

262. Whenever Officers and Inspectors & Guards shall check speed of trains and if it is found that speed has been exceeded, they should inform LP at next stop and submit a report to

[A]DOM [B]DME/DEE [C] Either 'A' or 'B' [D] Both 'A' & 'B'

263. The speed of trains over Non-Interlocked points, turnouts and crossover shall not exceed

[A]8 kmph [B]10 KMPH [C] 15 KMPH [D] 30 KMPH

264. In case speedometer is defective at crew changing station it should be further worked

[A]15kmph [B]10 KMPH [C] 10% reduction of speed [D] with relief or repair

265. In case speedometer is defective between crew changing stations it should be further worked

[A]15kmph [B]10 KMPH [C] 10% reduction of speed upto next crew changing station [D] with relief or repair

266. The speed of a passenger/goods train on 1 in 8 ½ turnout (straight switch] is restricted to

[A] 25/10kmph [B]5/10kmph [C]20/10kmph [D]10/15kmph

267. The speed of a passenger/goods train on 1 in 8 ½ turnout (curved switch of 52/60 km rails] on PSC sleepers is restricted to

[A]8 kmph [B]10 KMPH [C] 15 KMPH [D] 30 KMPH

268. Maximum speed of a train on 1 in 8 ½ symmetrical split curved **thick web switch** of 52/60 km rails on PSC sleepers is restricted to

[A]8 kmph [B]10 KMPH [C] 15 KMPH [D] 30 KMPH

269. Isolation is necessary where the trains are to run through a station at a speed exceeding

[A]50 kmph [B]110 KMPH [C] 75 KMPH [D] 15 KMPH

270. Rule pertaining to Engine Pushing is mentioned in

[A]GR&SR 4.08 [B]GR&SR 4.10 [C] GR&SR 4.12 [D] GR&SR 4.14

271. 'Patrol 'or 'Search-light 'special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of

[A]8 kmph [B]15kmph [C] 25kmph [D] 40kmph

272. Engine pushing is not permitted without the prior permission of

[A] SM of advance station [B] SM of rear station

[C] SM of the notice station [D] none of above

273. When engine is pushing a train and Guard is travelling in brake van, which is leading, the speed shall not exceed

[A]25kmph [B] 10kmph [C] 8kmph [D] walking speed

274. When engine is pushing a train and Guard is not travelling in leading vehicle, the speed shall not exceed

[A]25kmph [B] 10kmph [C] 8kmph [D] walking speed

275. When the train is working without BV, while pushing back the LP has to observe the hand signals of guard and proceed with

[A]25kmph [B] 10kmph [C] 8kmph [D] walking speed

276. When engine is pushing a train without guard the duties of guard is devolved on

[A]Pointsman [B]ALP [C] station master [D] none of these

277. In case of train is pushed back, it can be received on double line by

[A]Home signal [B]T.369(3[B] [C] Pilot out memo [D] Pilot in memo

278. In case of train is pushed back, it can be received on Single line by

[A]Home signal [B]PLCT [C] Pilot out memo [D] Pilot in memo

279. The colour of marker lights on both sides of engine exclusively deployed for shunting purpose shall be

[A]White [B]Red [C] Amber [D] Red and Yellow

280. When head light is defective after putting marker lights 'on' train can go with a restricted speed of

[A]40kmph [B]severest speed of the section [C]A or B whichever is less [D]A or B whichever is more

281. LP shall ensure head light produces illumination to see ahead clearly for a distance of

[A]120 mtrs [B]180 mtrs [C] 200 mtrs [D] 250 mtrs

282. Last vehicle indicator during night shall be

[A]L.V board of approved design [B]retro reflective L.V board

[C] Red flashing light [D] red flag

283. Side lights shall show towards engine in normal position

[A]red [B]white [C]green [D]yellow

284. Side lights shall show towards rear in normal position

[A]Red [B]White [C] Green [D] Yellow

285. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards **rear** is

[A]red [B]white [C]green [D]yellow

286. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards **engine** is

[A]red [B]white [C] green [D]yellow

287. The trains for which Side lights may be **dispensed** with is

[A]EMU trains [B]Goods trains [C] Express trains [D] Both A& B

288. What shall be fixed behind an assisting engine when it is attached in rear of a train?

[A]Tail board [B]Tail lamp [C] red marker lights [D] tail board/tail lamp

289. It will be the duty of the Guard to ensure the last vehicle only in rear is affixed with

[A]Tail lamp [B]tail board [C] red flag [D] tail board/tail lamp

290. In rear Light engines **or** coupled engines shall have

[A]Tail board [B] Tail lamp [C] red marker lights [D] Both A or B

291. The bell signal the SM has to give in rear when he observes that a train has passed without tail lamp/tail board where BPAC is not provided is

[A] Six pause one [B] Six pause two [C] Six pause three [D] Six pause four

292. The bell signal the SM has to give in advance when he observes that a train has passed without tail lamp/tail board where BPAC is not provided is

[A] Six pause one [B] Six pause two [C] Six pause three [D] Six pause four

293. When a Station Master observes that a train has passed without tail lamp/tail board where BPAC is not provided, shall stop the trains proceeding on adjacent line and issue

[A] PLCT [B] T.369 (3[B] [C] caution order [D] verbal orders

294. In case of obstruction on track, during day Guard must exhibit

[A]red flag [B] flashing red light [C]steady red light [D]amber light

295. In case of obstruction on track, during night Guard toexhibit hand signal lamp showing

[A] Red flag [B] flashing red light [C] steady red light [D] amber light

296. Whenever alarm chain is pulled the Guard shall record the fact in the

[A]TSR [B]Station diary [C]memo book [D]CTR

297. The number of washers to be provided in personnel equipment of Guard/LP is

[A]5/3 [B]3/5 [C[3/3 [D] 5/5

298. Whenever alarm chain is pulled, Guard shall record the fact in CTR and submit a special report to

[A]DOM [B]DME [C]DRM [D]DSC

299. Guard shall report to the Station Master of the next important station, any stoppage or other irregularities in train working and record the details in

[A]TSR [B]Station diary [C]memo book [D]CTR

300. Guard shall report to SM of the next important station, any stoppage or other irregularities in train working record the details in CTR and send a special report to the

[A]DOM [B]DME [C]DRM [D]DSC

301. Rule pertaining to LP, ALP and Guards equipment is mentioned in
[A]GR&SR 4.17 [B]GR&SR 4.18 [C] GR&SR 4.19 [D] GR&SR 4.20

302. ALPs shall posses as personal equipment along with a hand bag while working a train
[A]Rough journal [B]Tail lamp/board [C] WTT [D] Both 'A'& ' B'

303. LPs shall posses as personal equipment while working a Passenger train
[A]Rough journal [B]Tail lamp/board [C] First aid box [D] Both 'B'&' C'

304. Guards shall posses as personal equipment while working a Passenger train
[A]6 Washers [B]Hammer cum screw driver [C] First aid box [D] Either 'A'or ' B'

305. The full form of OTL of BV equipment is

[A]over time leave [B]one time lock [C]one time leak [D]one time lever

306. Dy.SS/TNC of the originating station shall record the intactness and availability of the BV equipment in the register and obtain acknowledgement of

[A]Guard [B]S.E (C&W] [C] LP when without guard [D] all the above

307. Fire-Extinguishers: Replacement shall be done once in

[A]3 months [B]6 months [C] 12 months [D] 3 years

308. The 2/4 wire telephone will be tested by SE/JE-Tele. once in

[A]3 months [B]6 months [C] 12 months [D] 3 years

309. Contents of the EL Box shall be tested by the SE / JE-TL. once in

[A]3 months [B]6 months [C] 12 months [D] 3 years

310. At destination station, Guard shall obtain acknowledgement about the intactness of OTL and seal of Dy.SS or SE / JE-C&W in the

[A]Rough journal or VG [B]CTR[C] LTM [D] RS-5

311. BV equipment in working condition shall be loaded in MEMU/EMU shed in

[A]Space available in driving power car [B]Guard lineBox

[C] Low tension compartment in each motor coach [D] LP line box

312. BV equipment in working condition shall be loaded in DEMU/DHMU shed in

[A]Space available in driving power car [B]Guard lineBox

[C] Low tension compartment in each motor coach [D] LP line box

313. In case shunters are required to work any train outside station limits, special instructions to be obtained from

[A]ADRM [B]DRM [C] Sr.DME/DEE [D] Sr.DOM

314. In case of emergency the Assistant Loco Pilot can be authorized to drive the train at a restricted speed up to the nearest point where he can be relieved, not exceeding

[A]30kmph [B]40kmph [C]60kmph [D]MPS

315. When leading compartment of an **electric engine** is defective and the train is driven from trailing compartment by Assistant LP, the speed shall not exceed

[A]8 kmph [B]40 KMPH [C] 15 KMPH [D] 30 KMPH

316. When leading compartment of an electric loco is defective and the train is driven from trailing compartment by loco pilot the speed shall not exceed

[A]normal speed [B]40 KMPH [C] 15 KMPH [D] 30 KMPH

317. Maximum No. of officials/staff including engine crew at any time on the engine except in emergencies

[A]2 [B]3 [C] 5 [D] 6

318. Other than crew of the train, the authority for others permitted to travel in engine is

[A]Ist Privilege pass [B]Ist class duty pass [C] Engine Pass [D] any of the above

319. The number of persons permitted to travel in the brake-van of goods trains, in addition to the Guard, should not exceed

[A]2 [B]3 [C] 5 [D] 6

320. Trains not carrying passengers may be run without guard with the orders of the

[A]DOM [B]Sr.DOM [C]DRM [D] either A or B

321. Maximum number of coaches in addition to the officers inspection coach attached in rear of SLR of Passenger or Mail & Express trains is

[A]2 [B]3 [C] 5 [D] 1

322. Maximum number of bogies or its equivalent attached in rear of rear brake van by a goods train is

[A]2 [B]3 [C] 5 [D] 1

323. Maximum number of damaged vehicle or damaged engine shall be attached behind the rear brake van of goods/mixed train.

[A]2 [B]3 [C] any number if certified by SSE(C & W/LOCO) [D] 1

324. Attaching of damaged vehicle/engine may done during

[A]day time [B]clear weather [C] any time [D] Both A & B

325. Damaged vehicle/engine when attached to a goods train shall be accompanied by a competent railway servant deputed by the

[A]Mechanical department [B]operating department

[C] S & T department [D]none of these

326. Damaged vehicle/engine will be attached to a goods train by the SM only on receipt of written advise in duplicate by

[A]TXR [B]SSE/loco [C] either A or B [D]none of these

327. G&SR Rule pertaining movement of damaged vehicle of damaged engine is mentioned in

[A]SR 4.23 [B]SR 4.24 [C] SR 4.25 [D] SR 4.26

328. G&SR Rule pertaining working of train without guard is mentioned in

[A]SR 4.23 [B]SR 4.24 [C] SR 4.25 [D] SR 4.26

329. G&SR Rule pertaining CTR is mentioned in

[A]SR 4.23 [B]SR 4.24 [C] SR 4.25 [D] SR 4.26

330. G&SR Rule pertaining Vehicle Guidance is mentioned in

[A]SR 4.23 [B]SR 4.24 [C] SR 4.25 [D] SR 4.26

331. G&SR Rule pertaining Exchange of All right signals is mentioned in

[A]SR 4.40 [B]SR 4.41 [C] SR 4.42 [D] SR 4.43

332. G&SR Rule pertaining Material trains is mentioned in

[A]SR 4.65 [B]SR 4.62 [C] SR 4.42 [D] SR 4.38

333. G&SR Rule pertaining working of Track tamping machines is mentioned in

[A]SR 4.65 [B]SR 4.62 [C] SR 4.42 [D] SR 4.38

334. All irregularities in connection with the working of trains or accidents must be reported by Guard in the

[A]Rough journal or VG [B]CTR[C] LTM [D] RS-5

335. Whenever vehicles are attached/detached to a train at intermediate stations, the entries in the VG must be made by the

[A]Guard [B]Station staff [C]Loco Pilot [D]none of these

336. Before starting, the guard will be responsible for checking the load on the train check and tally wagon numbers, booking and destination stations, type of wagons etc., with entries on the

[A]VG [B]CTR[C] LTM [D] RS-6

337. Full form of CTR is

[A] Cumulative train report [B] Combined train report
[C] Consolidated train report [D] Combined traffic report

338. Under Exceptional circumstances short formation trains not carrying passengers,not exceeding how many eight wheeler units may be run without guard and brakevan

[A] 4 [B] 10 [C] 7 [D] none of the above

339. Trains not carrying passengers may be run without guard and with out brakevan with the orders of the

[A]Sr. DOM [B]Dy. CHC [C] DOM [D] Either A or C

340. LP on being informed train working without guard shall ensure continuous air pressure from engine to the rearmost vehicle and ensure working of rear most

[A]3 pistons [B]6 pistons [C] 4 pistons [D] none of the above

341. In case of train working without guard the LV indicator invariably fixed to the tail end of the rear most vehicle by

[A]SM [B]station staff[C] LP [D] ALP

342. The intimation through which Station Master gives to the loco pilot with necessary endorsement stating that the train is to run without Guard is

[A] Verbal orders [B] train notice [C] train order [D] caution order

343. Where IBS is provided, the SM shall not dispatch a train in rear of the train running without Guard unless it reaches the

[A] IBS [B] First stop signal [C] station ahead [D] none of these

344. In Automatic block territory, **no train** shall be allowed to follow a train without brake van until it arrives complete at the next

[A] Reporting station [B]station [C] automatic signal [D] gate lodge

345. Running of goods train without guard is strictly prohibited during and during

[A]Tempestuous weather [B]Total interruption of communications

[C] Temporary single line working [D] any of the above

346. G&SR Rule pertaining Damaged or defective vehicles(Hot Axle] is mentioned in

[A]SR 4.26 [B]SR 4.27 [C] SR 4.28 [D] SR 4.29

347. Trucks loaded with girders, machinery, long timber etc. shall be inspected by Guard at stopping stations and if the fastenings have

[A]slackened [B]loads shifted [C]either A or B [D]none of these

348. In case a hot axle box found running between stations, immediately the train shall be

[A] Cleared block section [B] brought to a stop

[C] Run with normal speed [D] restricted speed which is safe to run

349. In case a hot axle box found running between stations, immediately the train shall be brought to a stand and after attending LP should exercise his **discretion** with regard to

[A] Clear block section [B]stop [C] proceed [D] restricted speed which is safe to run

350. When SM receives advice of Hot axle, that train shall preferably be admitted on

[A] line provided with sand hump [B]loop line [C] Main line [D] none of these

351. If an axle box of a vehicle is found running hot at a station, where the C&W staff are not provided the vehicle shall be

[A]Permitted in same condition [B]Permitted with attention of LP & Guard

[C] Detached at the station [D] Detached at station where C&W staff are available

352. The Fit to proceed must be possessed by the Loco Pilot of the train till the train reaches

[A]next station [B]next junction station [C] station where loco is changed [D] its destination

353. The check that shall be conducted at the station after loading/un loading; or tippling; or while clearing stabled stock from a station; or increase of invalid BPC, is

[A] Guard and SM [B]LP and SM [C]Guard and LP [D]SM, Guard & LP

354. The types of Guages that Guards working freight trains should posses are BP pressure and

[A]Wheel measuring [B]track level [C] Feed Pipe [D] flat tyre measuring

355. Compatible loco when attached Goods trains should be cleared with twin pipe brake system subject to endorsement in

[A]Rough journal [B]CTR [C] VG [D] BPC

356. All the instructions which are applicable to electric engine shall also be applicable for working of trains by diesel engine having

[A]Speedometer [B]twin cab [C] single cab [D] ACD

357. Universal key is provided with the Guard in his personnel equipments to ensure

[A]Carriages are locked after passengers entrain [B]SLR is locked if not leased

[C] SLR is locked if leased [D] luggage portion is closed and locked

358. For originating train, responsibility for closing the compartment of Guard's SLR lies with

[A]LP and ALP [B]Guard of train [C] TXR staff [D] SM of the station

359. For coaching trains at the originating station the Guard shall ensure before signing in BPC

[A]Endorsement by the station staff [B]Endorsement by the Guard

[C] Endorsement by the TXR staff [D] none of the above

360. Before leaving BV/SLR of the train the Guard shall

[A]Lock the BV/SLR [B]apply the hand brakes of BV/SLR

[C] Endorsement is made in rough journal [D] drop in BP pressure

361. As and when there is change of traction the Loco Pilot/ Guard should

[A]Release the formation [B]conduct GLP check [C] conduct brake continuity test

[D] Conduct brake continuity test / release the formation

362. The test that should be conducted whenever train engine is changed, is

[A] Brake continuity [B]Air discontinuity [C] brake power [D] feel test

363. Whenever train engine is changed, air continuity test should be conducted and same shall be recorded by the LP and Guard in their

[A] rough journal book [B]BPC [C] CTR [D] VG

364. Guard and Loco Pilot shall prepare a GLP check memo jointly on a plain sheet in

[A]one copy [B]duplicate [C] triplicate [D] Quadruplet

365. At stations, where PA system is not provided, to start the train SM shall arrange by ringing beats for UP/DN trains is

[A] two/three [B]three/two [C] three/four [D] four/three

366. Guard shall report to Station Master of the next station, any stoppage or other irregularities in train working, record the details in the

[A]VG [B]CTR [C] LTM [D] RS-6

367. While at a station, the Loco Pilot is to obey orders of

[A]GD [B]TLC [C] L.I [D] SM

368. LP and Assistant Loco Pilot shall identify each signal; call out to each other the signal's

[A] Position [B]aspect [C] indication [D] location

369. The validity of CC rake BPC is

[A] 30+5 days [B]7500 KM [C] A or B which ever is earlier [D] none of these

370. The validity of Premium rake BPC is

[A]Till destination [B]12 days [C] 30 days [D] 35 days

371. The grace period given for Premium end to end BPC is

[A] one day [B]two days [C] Five days [D] four days

372. The validity of End to end BPC is

[A]12+3 days [B]upto loading point and further upto destination [C]TXR point to destination [D]two TXR checking points

373. LP and ALP shall look back frequently during journey to see whether the train is following in a

[A] safely [B]properly [C] both A & B [D] none of these

374. The Loco pilot /ALP and Guards must look back at the Gang Staff and Level Crossing Gates to see whether any

[A]Stop hand signal is exhibited [B]proceed hand signal is exhibited

[C] need not see [D] none of these

375. S M shall arrange a competant railway servant to show all right signals for a run through train from

[A]Station side [B]off side [C] any side as per convenience [D] none of these

376. The followings are exempted from exchanging 'All right' signals

[A]LP/Motormen of DMUs, EMUs [B]LP of a train W/O guard

[C] Guards of A/C SLRs [D] none of these

377. To ensure brake continuity, except front side of loco and rear side of L V the position in which the Cut off angle cock must be in is

[A] Open [B]closed [C] vertical [D] horizontal

378. A goods train having 58 wagons, the B P pressure in BV shall be

[A] 4.5 kg/cm² [B]4.6 kg/cm² [C] 4.7 kg/cm² [D] 4.8 kg/cm²

379. A goods train having 60 wagons, the B P pressure in B V shall be

[A] 5 kg/cm² [B]4.6 kg/cm² [C] 4.8 kg/cm² [D] none of these

380. A banking Engine or assisting engine, if attached shall not assist in

[A] Building air pressure[B]Releasing the formation[C] Protection[D] Creating Vaccum

381. BPC becomes invalid when the rake is stabled for more than 24 hrs at

[A] Loco Yard [B] Traffic Yard[C] Train Examination yard[D] Any of the above

382. Empty / Load handle shall be kept in load position when the gross load is above

[A]tare weight[B]42.5 tonnes [C] 90 tonnes [D] CC+6+2

383. At the first opportunity, after starting, destroy a part of vacuum/air pressure in order to get an idea of the trains

[A]air continuity [B] brake power [C] motive power [D]air discontinuity

384. Fresh B P C is required whenever eight-wheeler vehicles are attached or detached, to/from a goods train by more than

[A]10 [B]4 [C] one [D] 10% of total wagons

385. At the starting station, for all passenger carrying trains of all description brake power must be

[A]100 percent [B]85 percent [C] 90 percent [D] 95 percent

386. F P pressure in loco/BV shall be

[A] 5kg/cm²/4.8kg/cm² [B]6kg/cm²/4.8kg/cm²
[C] 5kg/cm²/5.8kg/cm² [D] 6kg/cm²/5.8kg/cm²

387. The D V isolating handle in vertical position indicates DV is in

[A] Working position [B]closed position [C] isolated position [D] none of these

388. D V isolating handle in horizontal position indicates D V is in

[A] Working position [B]open position [C] isolated position [D] none of these

389. Creation of B P pressure causes

[A] Application of brakes [B]Release of brakes [C] Brake continuity[D] none of these

390. Reduction of B P pressure causes

[A] Application of brakes [B]release of brakes [C] brake continuity [D] none of these

391. The effective brake power in case of Mail/Express at the originating station shall be 100% and enroute should be not less than

[A] 100% [B]95% [C] 90% [D]not specified

392. The effective brake power in case of passenger and CC rakes at the originating station should not be less than 100% and enroute shall be

[A] 100% [B]95% [C] not specified [D]90%

393. When a train is held up at F S S, the Loco Pilot shall depute Assistant Loco Pilot to go to Station. after

[A]10 minutes [B]15 minutes [C] 5 minutes [D] none of these

394. The Guard shall protect in rear when a train is held up at F S S for more than

[A] 5minutes [B]10minutes [C] 15minutes [D] 20minutes

395. If Guard notices any danger condition in the train, he shall try to attract the attention of

[A] Gateman [B]Station master [C] Loco pilot [D] SCOR

396. If Guard failed to attract the attention, when notices any danger condition in the train, he may stop the train gradually by applying

[A] Air pressure brake [B] inform SM/Guard [C] loco brake [D] loco hand brake

397. The number of hand brakes of vehicles that must be applied whenever the engine is to be detached out side station limits when the gradient is **not** steeper than 1 in 600 is

[A] BV+6 [B] BV+12 [C] BV+18 [D] BV+all

398. The number of hand brakes of vehicles that must be applied whenever the engine is to be detached out side station limits when the gradient is steeper than 1 in 600 is

[A] BV+6 [B] BV+12 [C] BV+18 [D]BV+all

399. The guard of the train has to verify application of train brakes by observing

[A]Drop in FP pressure [B]Speaking to LP on walkie-talkie

[C] Practically observing reduction in speed of train [D] Drop in BP pressure

400. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not over shoot the

[A]platforms [B]starter [C] shunt signal if any [D] none of these

401. Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the

[A]A9 [B] SA9 [C] Both A & B [D]none of these

402. The whistle code, that is given by the Loco Pilot when SM / Station Staff does not exchange ' all-right' signals is

[A]00 [B]000 [C] __ __ 00 [D]00__

403. Whistle Board in case of approach to manned level crossing gates is at a distance of

[A] 250m [B] 350m [C] 450m [D] 600m

404. When engine whistle fails on run, after clearing block section cautiously and

[A]continue with 40 kmph [B]Advise PRC/TLC and act accordingly

[C] Ask for repair or relief [D] none of these

405. Engine Whistle code for Guard to Protect in rear is

[A]00 [B]000 [C]0000 [D] -- -- 00

406. Engine Whistle for Guard to come to Engine is

[A]00 [B]000 [C]0000 [D] -- -- 00

407. Whistle code while Passing Signal at 'ON' with proper Authority

[A] 0-0 [B]00- [C] __ 0 __ [D] __00

408. Engine whistle code 0 0 - indicates

[A] Defective signal [B] alarm chain pulled

[C] Guard to come to engine [D] passing signal at on with proper authority

409. The Bell Code used in EMU/DMU trains while passing Automatic Signal or IBS at 'ON' when telephone is defective is

[A]0 pause 0 [B]00pause 00 [C]000pause000 [D]00000

410. The Bell Code used in EMU/DMU for Zone of Speed restriction is over and to resume normal speed is

[A]0 pause 0 [B]00pause 00 [C] 000pause000 [D]000000

411. Whenever train stopped without clearing fouling mark, to prevent any movement on the fouled line the Guard shall inform the SM at once by

[A] Showing green flag [B] waving white light [C] exchange of PN [D] exhibiting stop hand signal

412. At Stations, to ensure clearing of the fouling mark the LP of the train shall bring his engine to a stop as close as possible to the

[A]Starter indicator [B]starter [C] platform end [D] none of these

413. After clearance of the loop line cross-over points, when a train passes through loop lines at a station the LP and Guard shall
[A]look for T/P or T/G board [B]ask SM whether to proceed with normal speed
[C] Guard to inform on walkie talkie [D]exchange all right signals

414. Loop Line clearance Board with legend 'T/Loop' to be provided at stations at a distance of

[A]180M [B]400M [C] 600M [D]720M

415. Material train shall be ordered to work with the permission of

[A]DRM [B]DOM [C] PCOM [D] DEN

416. A material train may enter or work in the Loco yard only with the permission of the

[A]PCOR/TLC [B]CCC [C] SM [D] SCOR

417. Except in emergency working of material trains carrying labourers shall not be permitted between

[A]20.00 hrs to 06.00hrs [B]22.00 hrs to 06.00hrs [C] 18.00hrs to 06.00hrs
[D] Sunset to Sunrise

418. To despatch a material train for working in the block section and return back to the same station, authority given to the LP

[A]PLCT [B]ATP W/O line clear [C] T/462 [D] T/A.462

419. The authority given to the LP to despatch a material train for working in the block section and proceed to the next station

[A] T.462 [B]T/A.462 [C] T.465 [D]none of these

420. Dividing of material train in the B/S is prohibited where the gradient is steeper than.

[A]any gradient [B] 1 in 100 [C] 1in 260 [D] 1in400

421. The validity of material train BPC in case of UIC rakes subject to examination of the train byTXR once in fortnight is

[A]30 days [B]21 days [C]15 days [D]none of these

422. BPC of a material train is valid for 30days subject to examination of the train by TXR in case of UIC rakes once in

[A] a month [B]3 weeks [C] fortnight [D] a week

423. The effective brake power of material train shall not be less than

[A]100 % [B]85 % [C] 90 % [D] 95 %

424. While stabling a material train at a station, the responsibility to secure it lies with the

[A] Guard [B] Station Master [C] SM & Guard [D] Guard and PWI

425. The maximum speed of T T M is

[A] 10kmph [B] 20kmph [C] 30kmph [D] Prescribed through JSC

426. The maximum speed of T T M over points and crossing is

[A] 20kmph [B] 30kmph [C] 40kmph [D] as per JSC

427. TTM is permitted to work in the block section only during

[A]line block [B]integrated block [C]shadow block [D]all the above

428. When TTM's are following each other the distance to be kept between each is

[A]120 metres [B]150 metres [C] 75 metres [D] one OHE mast

429. Tamping unit shall not be moved inside the traffic yard without the permission of

[A]SM [B]SSE/Machines [C] CCC [D] ADEN

CHAPTER V

430. The officials to sign and issue the SWR are

[A]DOM& DEN [B]DSTE & DEN [C]DOM&DSO [D] DOM&DSTE

431. SWR diagram must be signed by

[A]DEN, DEE [B]DSTE, DOM [C] DOM,DSTE&DEN [D] TI& SSE(SIG)

432. Appendix 'G' (rules for electrified section) of SWR must be signed by

[A]DOM&DSTE [B]DOM & DEN [C] DOM,DSTE& DEE [D] TI& SSE(SIG)

433. SWR should be issued afresh once in

[A]3 years [B]5 years [C]one year after completion of half years [D] 10 years

434. After issue of following number of amendment slips SWR should be issued afresh

[A] 3 [B]4 [C] 5 [D] 7

435. Fresh declaration shall be obtained from a member of staff in the following case

[A]A new member of staff joins the station

[B]A member of the staff resumes duty after an absence of 15 consecutive days or more.

[C] any change in the SWR [D] Any of the above

436. The prescribed printed forms shall only be used

[A]T/D.1425 [B]T/369(3(B) [C] T/462 [D] T/409

437. Written authority for Loco Pilot to receive a train on to an obstructed line

[A]T/511 [B]pilot in memo [C] T/369(3(B) [D] T/509

438. While receiving a train on an obstructed line, STOP hand signal shall be exhibited from the point of obstruction at a distance of not less than

[A]45metres [B] 20 metres [C] 120 metres [D] 180 metres

439. Written authority for Loco Pilot to receive a train on to non signalled line

[A]T/511 [B]pilot in memo [C] T/369(3B) [D]T/510

440. Written authority to start a train from a station having common starter,

[A]T/511 [B]pilot out memo [C] T/512 [D] T/509

441. To despatch a train from non-signaled line, where tangible authority is not given as A T P, authority to be given in addition to ATP

[A]T/511 [B]pilot out memo [C] T/512 [D] T/509

442. As per G & S R signals used for controlling shunting operations shall be

[A]Fixed signals or hand signals or verbal [B]fixed and hand only

[C] Fixed signals only [D] none of these

443. The speed during shunting operations shall not exceed

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

444. The maximum shunting speed of wagons containing Explosives shall not exceed

[A]10 kmph [B]15kmph [C] 8 kmph [D] Either A or B

445. Except in case of doubt the shunting staff need not accompany during shunt movement of light engine/s on to a

[A]Siding [B]LP in leading cab [C] attaching to formation [D] Free line

446. Slip coaches shall not be kept on blocked line in the rear of a

[A]Passenger train [B]light engine [C] shunting engine [D] stabled load

447. While performing shunting on passenger carrying trains, the shunting engine or train engine, before coming on to the formation should be stopped before the formation at a distance of

[A]45 metres [B]20 metres [C] 15 metres [D] 10 metres

448. At station where separate shunting staff are not employed, shunting operations shall be personally supervised by

[A]Points man [B]Loco pilot [C] SM [D] Guard

449. While backing a full train from one line to another via main line, shunting shall be supervised by

[A]Points man [B]Loco pilot [C] SM [D] Guard

450. Carriages containing passengers shall not be moved for shunting purpose without the personal orders of the

[A] SM& LP [B]GD &SM [C] GD [D] GD&LP

451. While performing shunting, the points which are not protected by signals must be locked by following methods

[A]Clamped and padlocked [B]cotter bolted and padlocked

[C] Either A or B [D] Both A & B

452. While shunting wagons containing explosives, the supervision shall be done by

[A]Points man [B]Loco pilot [C] SM [D] Guard

453. The maximum shunting speed of wagons containing **POL** products shall be

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

454. Where shunting operations are supervised by Guard/SM, LP shall be given in Form No.

[A]T/A.806 [B]written memo [C] T/806 [D] T.608

455. The gradient that is considered as steep gradient for the purpose shunting of roller bearing wagons

[A] 1 in 400 [B] 1 in 600 [C] 1 in 260 [D] 1 in 150

456. Shunting of roller bearing vehicle on a steep gradient shall be done only with locomotive attached towards the

[A]As per convenience [B]falling gradient [C] Raising gradient [D] none of these

457. For shunting purpose, the gradient considered as steep gradient for non roller bearing wagons.

[A]1in 150 [B]1 in 600 [C] 1 in 400 [D] 1 in 260

458. Maximum Hand shunting speed is

[A]8 kmph [B]6 kmph [C] 2-3 kmph [D] 5 kmph

459. While stabling goods train, minimum No. of vehicles hand brake to be applied from in addition to hand brakes of B/V are

[A]3 from each end [B]six wagons from each end

[C] Nine from each end [D] 10 from engine 5 from B/V

460. The station master after taking all precautions for stabling and securing the load/train/loco, supported by PN, must inform to

[A]Guard [B]Loco Pilot [C] SM at other end [D] SCOR

461. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by

[A]SM in charge [B]SM/ASM on Duty [C] SM/ASM off Duty [D] LP

462. Remarks should be made in Red ink to the effect that 'Line No.____ is blocked and all precautions for securing the load have been taken' in

[A]Train Signal Register [B]Station Diary [C] Both 'A' and 'B' [D] None of these

463. When Loco is stabled with or without train at a station and secured, the LP of the train must sign in

[A]Train Signal Register [B]Station Diary [C] Stabled train register [D] Memo Book

464. When load/train is stabled with or without loco at a station and secured, the Guard of the train must sign in

[A]Train Signal Register [B]Station Diary
[C] Stabled train register [D]Rough journal Book

465. In case the loco is to be unmanned, LP has to take

[A]Written permission from SM [B]Oral permission from SM
[C] Oral permission from SCOR [D] Oral permission from TPC/LI/SSE (LOCO]

466. G&SR Rule pertaining to receiving a train on obstructed line is mentioned in

[A]SR 5.06 [B]SR 5.07 [C] SR 5.08 [D] SR 5.09

467. G&SR Rule pertaining to receiving a train on Non signalled line is mentioned in

[A]SR 5.09 [B]SR 5.10 [C] SR 5.11 [D] SR 5.12

468. G&SR Rule pertaining to Despatch a train from Non signalled line is mentioned in

[A]SR 5.09 [B]SR 5.10 [C] SR 5.11 [D] SR 5.12

469. G&SR Rule pertaining to Despatch a train from a line provided with common starter is mentioned in

[A]SR 5.09 [B]SR 5.10 [C] SR 5.11 [D] SR 5.12

470. G&SR Rule pertaining to Securing of vehicles at station is mentioned in

[A]SR 5.13 [B]SR 5.14 [C] SR 5.23 [D] SR 5.24

CHAPTER – VI

471. When Loco Pilot of the train experienced any abnormal condition in the track, stop his train at next

[A]Block section [B]station section [C] home signal [D] any of these

472. When Loco Pilot of the train experienced any abnormal condition in the track, in case of IBS and Automatic block territories, to stop the movement of trains he must inform

[A]SM [B]Loco pilots of following trains [C] both A & B [D] none of these

473. When 'lurch' is reported and subsequently a train is sent with engineering official, caution order is given to the LP to

[A]Stop dead at the expected portion of the track

[B]Stop dead sufficiently short of the expected portion of the track

[C] Simply proceed with 10 kmph [D] observe SR of 8 kmph

474. When 'lurch' is reported and subsequently a train is sent in the absence of engineering official, CO is given to the LP to stop dead if considered safe, proceed at a speed of

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

475. Rail fracture of less than 30mm, the speed of first train shall be

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

476. Rail fracture of less than 30mm, the speed of second and subsequent trains shall be

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

477. The Station Master who received the message about the rail fracture through LP, he shall arrange to issue caution order of

[A]10 kmph [B]15kmph [C] 30 kmph [D] 8 kmph

478. Rail fracture of > 30 mm or multiple fractures, to pass trains track is to be certified by

[A]AEN [B]PWI [C]key man [D] Gang mate

479. On Double line Authority to dispatch the train against the established direction of traffic for any reason other than introduction of TSL working,

[A]CLCT [B]T/J.602 [C] PLCT [D] T/369(3[B]

480. For introducing TSL working between the nearest stations they shall be provided with

[A]cross-overs between UP & DN lines [B]cross-over between main & loop line

[C] Motor points only [D] MACLS only

481. During T S L working the block instruments shall be kept and locked in

[A]TOL position [B]Line closed position

[C] Line clear position [D] TOL position for wrong line trains only

482. The train that shall not be dispatched on T/J.602.

[A]Goods train [B]track machine [C] Light engine [D] Pass. Carrying train

483. When a train is dispatched on T/J602, when view ahead is clear, the speed shall not exceed

[A]25 kmph [B]10 kmph [C] 15 kmph [D] MPS

484. During Temporary Single Line working, Authority given to Loco Pilot and Guard

[A]PLCT [B]CLCT [C] T/D.602 [D] T/369(3[B]

485. During T S L working, the speed of first train shall be

[A]25 kmph [B]10 [C] 15 [D] MPS

486. During T S L working the speed of second and subsequent trains shall be

[A]25 kmph [B]10 [C] 15 [D] MPS

487. During TSL working when the train is proceeding on wrong line, the train shall be despatched by issuing Authority

[A]Pilot out memo [B]T/D 602 [C] T/511 [D] Both A&B

488. During T I C on double line authority to the Loco Pilot

[A]T/C.602 [B]PLCT [C] T/B.802 [D] CLCT

489. During T I C on double line, the Loco Pilot to proceed with a restricted speed of

[A]25/10 kmph [B]15/8 kmph [C] 20/10 kmph [D] 15/10 kmph

490. When trains are dealt on T/C 602, the time interval between two trains shall be

[A]15 minutes+ running time [B]30 minutes [C]15 minutes [D]30 minutes+ running time

491. During TIC on double line, when a train is stopped in the block section on account of accident, Guard shall protect the train by placing detonators at

[A]250,500,510 metres [B]600/1200, 1210 and 1220 metres

[C] 90,180 and 150 metres [D] 400,800,810 and 820 metres

492. During TIC on Double line, if train held up at FSS, if no one from the station turns up Guard shall protect the train in rear and ALP may be sent to station after

[A]5 minutes [B]10 minutes [C] 15 minutes [D] 15 minutes or running time

493. When motor trolley / Tower car is sent for opening communication, it shall be accompanied by

[A]Engg. Official not below rank of PWI [B]loco pilot of any train waiting

[C] Points man [D] Guard or off duty SM

494. Authority for light engine/vehicle which is going to open communications

[A]T/A.602 [B]T/B.602 [C] T/C.602 [D] T/D.602

495. When enquiry is made for more than one train during TIC on S/L, the forms given to the light engine/vehicle which is going to open communication

[A]T/A.602+T/E.602 [B]T/B.602+T/E.602 [C]T/C.602+CLCT [D] T/D.602+Pilot out memo

496. Speed ofLight engine/vehicle, going for opening of communication, is restricted to

[A]15/10 kmph [B]10/8 kmph [C] normal speed [D] 25 kmph

497. After opening communication, A T P for the light engine/vehicle to come back is

[A]CLCM [B]PLCT [C] T/B.602 [D] CLCT

498. DN CLCT is prepared in Form No

[A]T/D.1425 [B]T/G.602 [C] T/H.602 [D] T/F.602

499. When there is even flow of trains, enquiry and reply messages are sent through

[A]Loco pilot [B]SM off duty [C] points man [D] Guard

500. After opening the communication, the speed of first train waiting shall be

[A]25/10 kmph [B]15/10 kmph [C] normal speed [D] 15/8 kmph

501. If enquiry is made for more than one train and reply is also received, after a clear interval of 30 minutes the second train can be allowed to go with a restricted speed of

[A]25/10 kmph [B]15/10 kmph [C] normal speed [D] 15/8 kmph

502. As soon as any one of the communications is restored, the Station Master must send a message to the SM of other station in the prescribed form

[A]T/E.602 [B]T/G.602 [C] T/H.602 [D] T/I.602

503. If it is required to dispatch a relief engine or relief train into obstructed block section, it can be dispatched by issuing

[A]T/A.602 [B]T/B.602 [C] T/C.602 [D] T/D.602

504. On Double line, when train stopped in section and unable to proceed when assistance has been asked, protection is required in

[A]Front &adjacent line [B]rear and adjacent line and front

[C] Rear and adjacent line [D] none of these

505. If a passenger train/goods train does not turn up, S M shall arrange to send competent railway servant even after normal running time and

[A]5/10 minutes [B]10/20 minutes [C] 20/30 minutes [D] 15/25

506. If for any reason, a train is brought to a stand, the hand brakes of Locomotive and formation brakes shall be applied for more than if stoppage is more than

[A]5 minutes [B]10 minutes [C] 20 minutes [D] 15 minutes

507. If the stoppage happened (more than 15 minutes] on a grade steeper than 1 in 150 for roller bearing stock (goods train], the number of hand brakes to be applied in addition to the application of brake van hand brake.

[A]6 wagons from each end [B]6 from each end and 6 in centre

[C] 10 inside engine+5 inside B/V or one third whichever is more [D] all wagons

508. When engine disabled, LP will request the Guard to arrange for a relief engine if the LP expects that putting the engine in working order will take more than

[A]5 minutes [B]10 minutes [C] 20 minutes [D] 30 minutes

509. If Loco Pilot enters block section with out authority and subsequently sends his Assistant Loco Pilot with a memo to SM in rear, that S M shall give

[A]PLCT [B]Caution order [C] T/A.602 [D] T/369(3[B]

510. If Loco Pilot enters block section with out authority and subsequently sends his Assistant Loco Pilot with a memo to SM in advance, that S M shall give

[A]PLCT [B]Caution order [C] T/A.602 [D] T/369(3[B]

511. When a train parts, If the Loco Pilot finds it necessary to proceed to the station ahead, he shall, on approaching the station give following whistle code

[A]– -- 0 0 [B]– 0 -- 0 [C] – 0 0 [D] 0 -- 0

512. When a train parts on its journey, the tonnage of the train shall be jointly checked by

[A]SM & TMR [B]TMR & LP [C] SM, TMR &TXR [D] SM, TMR & LP

513. When train stopped due to engine unable to haul the load and if it is not possible to get the relief engine or push back the train, to clear block section the crew can decide to

[A]Divide [B]wait till relief engine comes [C] unload material [D] none of these

514. During divided train working, the Guard will prepare a written permission give to Loco Pilot to proceed to the next station in the form

[A]T/A.602 [B]Caution order [C] T/609 [D] Written memo

515. During divided train working, at night or in thick, foggy or tempestuous weather impairing visibility the second portion of the train left in section shall be protected in the front by

[A]Guard [B]ALP [C] both ALP and guard [D] none of these

516. The light engine which is coming on T/609 to pick up the second portion shall come with a restricted speed of

[A]25kmph [B]15/10 kmph [C] normal speed [D] 15/8 kmph

517. When a goods Train runs without Guard has to be divided, the Loco Pilot shall bring first portion by preparing

[A]T/A.602 [B]Caution order [C] T/609 [D] Written memo

518. When a train without guard is divided in the section, after dropping the first portion, light engine returning to pickup second portion shall proceed on authority

[A]T/A.602 [B]Caution order [C] T/609 [D] Written memo

519. In case of fire accident in a passenger carrying train, the first objective to be achieved is

[A]Safety of passengers [B]Extinguish fire [C] isolate fire coach [D] Switch off power supply

520. If a fire is noticed in a running train, the LP shall at once stop the train. The vehicles behind the one on fire shall be

[A]Cooled by pouring water [B]detached

[C] Cut off electrical connections [D] none of these

521. In the event of a fire on any part of the electrical equipment, the affected part is to be completely

[A]Isolated from power supply [B]put off fire

[C] First 'A' and then 'B' [D] none of these

522. The following shall not be used for extinguishing fires on electrical equipment.

[A]Dry chemical powder [B]Carbon dioxide [C] water [D] none of these

523. G&SR Rule pertaining to Divided train working/Portion of train left in section is mentioned in

[A]SR 6.07 [B]SR 6.08 [C] SR 6.09 [D] SR 6.10

524. G&SR Rule pertaining to Fire in train is mentioned in

[A]SR 6.07 [B]SR 6.08 [C] SR 6.09 [D] SR 6.10

CHAPTER VII, VIII, IX

525. Bell Signal Code given by LP/Motorman is 00----00 indication is

(A) Passing Automatic signal at "ON"
(B) Semi - Automatic Signal at ON" with "A"/ "AG" marker illuminating
(C) Passing IBS signal at ON, with SM's PN
(D) Passing Gate signal at ON

Which of these statements is correct?

[A]1,2,3 [B] 1,2,4 [C] 2,3,4 [D] 1,3,4

526. In Automatic block system If train is required to push back, and Loco pilot unable to contact through telephonically, If the competent railway servant is sent to station in rear, Station master in rear shall issue -------pushing back the train.

[A] PLCT [B]Caution order [C] T/509 [D] T/A 602

527. In Automatic Block signaling territory, passenger carrying trains can be dispatched once a _____has been allowed behind the train running without Guard.

[A] Non-passenger train with guard [B] Light engine [C] Either "A'/"B' [D]Rajdhani express

528. When only _____ is lit, the level crossing gate is either open to road traffic or has failed, but points are correctly set for main line. LP to follow Gate & automatic rules.

[A] 'A' marker [B] 'G' marker [C] 'AG' marker [D] 'P' marker

529. If both 'A' and 'AG' markers are lit, Signal shall be deemed to work as a Manual stop signal and LP shall pass only on assumption of _____or on receipt of_____.

[A] 'off' position [B] T/369(3B) and PHS [C] Either 'A' or 'B [D] none of the above

530. If 'A' and 'AG' markers are not to be lit together In case of' A' and 'AG' markers are lit together, signal above shall be deemed to work as a _____ signal and LP shall pass only on assumption of 'off' position or on receipt of T/369(3B) and PHS.
[A] Automatic [B] Semi automatic [C] Manual stop [D] Gate

531. Automatic Signal assumes _____ aspect as the train passes the signal.
[A] Stop [B] Caution [C] Attention [D] Proceed

532. When LP has passed any Automatic Stop Signal at ON condition and visibility ahead is not clear then what will be the speed of the train?
[A] Not exceeding 10 Kmph [B] Not exceeding 15 Kmph [C] 8 Kmph [D]None of the above

533. When LP passes an automatic stop signal at ON, LP shall under no circumstances exceed ---------- during Day/Night even if subsequent signal is at "off"
[A] 10 KMPH [B]15 kmph [C] Exercise great caution and be prepare to stop short of any obstruction
[D] Any of the above

534. SMR/TI shall renew the competency certificates (Automatic section] for
[A] SMs [B] Guards of that station [C] SMs and points men [D] None of these

535. Relief loco/train shall proceed with a restricted speed of
[A] 25kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph

536. During dense fog, fog safety device provided and working maximum speed of a train on Automatic block system when signal showing green light shall be restricted to
[A] 75kmph [B] Restricted speed to stop at next stop signal [C] 60kmph [D] 30kmph.

537. During dense fog, maximum speed of a train on Automatic block system when signal showing two yellow lights shall be restricted to
[A] 25 KMPH [B] Restricted speed to stop at next stop signal [C] 60 KMPH [D] 30 KMPH

538. On Ghat sections and Automatic territories minimum _____no. of road learning shall be provided in both directions including _____night trips
[A] 3 and 1 [B] 6 and 2 [C] 2 and 2 [D] 4 and 2

539. When LP has passed any Automatic Stop Signal at ON condition and visibility ahead is not clear then what will be the speed of the train?
[A] Not exceeding 10 Kmph [B] Not exceeding 15 Kmph [C] 8 Kmph [D] None of the above

540. What should the station staff do if they notice a train running on the wrong line without the flasher light switched on during TSL working in automatic signalling territory?
[A] Ignore the train [B] show proceed hand signal [C] Stop the train immediately [D] Show white light

541. In Automatic Block System during obstruction of one line when signals are operative and communications are available the decision to introduce Temporary single line working is decided by
[A]Station Master [B] Sr.DSTE/DSTE [C] Sr.DOM/DOM(In-charge) [D] Section controller

542. Who is responsible for deciding the failure of signals as prolonged?
[A]Section Controller [B] Sr.DOM/DOM(In-charge) [C] Loco Pilot [D] Sr.DSTE/DSTE

543. What must be done before a train enters an affected section during a prolonged signal failure?

[A]The train must be rerouted [B] The train must be allowed to proceed without advising to the crew [C] The train must be brought to a stand and advised about circumstances to LP and train manager [D] The train must be inspected

544. What is the role of the Station Master during a prolonged signal failure?
[A]To control train movement in the block section [B] To inform the passengers
[C] To repair the signals [D] To manage the train schedules

545. What should be ensured before introducing working during a prolonged signal failure?
[A] All signals are operational [B] All trains have left the station [C] All trains dispatched have arrived at the station [D] All staff are informed

546. Who will inform the concerned duty station master about the prolonged failure by exchanging private numbers?
[A] Section controller [B] SSE(Signals) [C] ESM [D] Power controller

547. What form must the Station Master provide to the Loco Pilot during a prolonged signal failure but communication available?
[A] T/369(3B) [B] T/B 912 [C] T/D 912 [D] T/C 912

548. What must the Loco Pilot do before passing a Starter/Manual/Midsection Gate signal with authority T/D 912
[A]Proceed without stopping [B] Wait for a proceed hand signal [C] Check the signal lights [D] Call the Station Master

549. Who has the authority to control the movement of trains between two block stations during a signal failure?
[A]The Divisional Operations Manager [B] Transportation Inspector [C] The Station Masters of either block station [D] Train Manager

550. Which of the following is NOT included as a means of communication when signals fail?
[A] Control Telephone [B] Station to Station fixed telephone
[C] Walkie-talkie [D] Fixed telephone with CUG sim

551. During working of trains on T/D 912,as soon as the signals are put right by the S&T officials in writing Whose permission should be obtained for resuming normal working of trains on Automatic Block System.
[A] Section controller [B] SM at other end station [C] SM of the station [D] AOM

552. The Loco Pilot/Motorman of the first train entering the affected section on authority form **T/D 912** shall proceed with utmost caution and must not run at a speed exceeding
[A]25 KMPH [B] 30 KMPH [C] 15 KMPH [D] 20 KMPH

553. When using communication methods other than Track circuit/Axle counter, the system of calling station name followed by establishing identity of the station master and cross checking of Private number given for _____ shall be adopted
[A] last preceding train [B] last three trains [C] all the trains in SM duty [D] No need to cross check

554. The second and subsequent trains speed with authority **T/D 912 is**
[A] 25 KMPH [B] 15 KMPH [C] Sectional speed [D] 30 KMPH

555. Who shall be kept advised of all train movements taking place in the affected section during movement of trains on authority T/D 912
[A]Section controller [B] AOM [C] Sr.DOM [D] S&T Officials

556. On Single line automatic signalling territory when Direction of traffic cannot be established and communication is available, the authority for the trains to enter in to section is
[A] PLCT + T/A 912 [B] T/A 912 [C] T/D 912 [D] T.369(3[B]+T/A 912

557. The speed of the train with authority T/B 912 is when view is clear
[A]15 kmph [B] 25 kmph [C] 30 kmph [D] sectional speed

558. LP of train with authority T/ B 912 is received at the station by
[A] Home signal [B] T.369(3[B] [C] T/509 [D] T/510

559. In automatic block signalling territory, who makes the final decision to introduce temporary single line working
[A] Sr.DOM/DOM(In charge) [B] Section controller [C] Station master [D] Traffic Inspector

560. Nomination of stations between which TSL working to be done, shall be decided by _____
[A] Sr.DOM/DOM(in-charge) [B] Sr.DSTE/DSTE [C] Section controller [D] Station master

561. During Temporary single line working, Station Master shall obtain "Line clear" using forms
[A]T/A 1425 and T/B 1425. [B] T/C 1425 and T/D 1425. [C] Only T/C 1425 [D] Only T/D 1425

562. In single line automatic signaling territory Loco pilot with authority T/B 602 when encounters automatic signal at "ON"
[A]can pass the signal without stopping [B] ignores the signal [C] Follow the rule G.R.9.07 [D] Follow the rule G.R.9.02

563. Authority for **Temporary Single line working on double line in automatic signaling** territory
[A]T/A 912 [B] T/B 912 [C] T/E 912 [D] T/D 912

564. Loco pilot with authority **T/E 912** on **the wrong line** shall pass Manual/Semi-Automatic signals at **receiving station** on authority
[A] T.369(3B) [B] T/510 [C] T/509 [D] T/511

565. The rule G.R 9.15 indicates procedure for passing
[A] Automatic Stop signal on double line at ‘‘on’’ [B] Automatic Stop signal on single line at ‘‘on’’ [C] Semi-Automatic Stop signal is ‘on’ [D] Gate Stop signal at ‘on’ in Automatic signalling territory

566. Authority for TSL working in automatic signalling system is
[A] T/ D 602 + T/A 912 [B] T/D 912 [C] T/E 912 [D] T/E 602

567. Maximum speed during fog in Automatic Signalling system while passing Semi-Automatic signal at ON when A marker is illuminated
[A] 15 KMPH [B] 10 KMPH [C] 60 KMPH [D] Normal Speed

568. Procedure during failure of automatic signalling is mentioned in
[A] GR 9.11 [B] GR 9.14 [C] GR 9.13 [D] GR 9.12

569. The rule G.R 9.02 indicates procedure for passing
[A] Automatic Stop signal on double line at ‘‘on’’ [B] Automatic Stop signal on single line at ‘‘on’’ [C] Semi-Automatic Stop signal is ‘on’ [D] Gate Stop signal at ‘on’ in Automatic signalling territory

570. The rule G.R 9.07 indicates procedure for passing

[A] Automatic Stop signal on double line at ''on'' [B] Automatic Stop signal on single line at ''on'' [C] Semi-Automatic Stop signal is 'on' [D] Gate Stop signal at 'on' in Automatic signalling territory

571. The rule G.R 9.14 indicates procedure for passing
[A] Gate Stop signal at 'on' in Automatic signalling territory [B] Semi-Automatic Stop signal is 'on' [C] Automatic Stop signal on single line at ''on'' [D] Automatic Stop signal on double line at ''on''

572. For working of trains between stations How many Systems of workings are there in G&SR
[A]8 [B]7 [C] 6 [D] 4

573. On every railway Absolute and the Automatic Block systems alone used, but when other type of system of working to be followed whose sanction is necessary

[A]PCOM [B] CRS [C] DRM [D] GM

574. On Absolute Block System, no train shall be allowed to leave a block station unless the following has been received from advance Block station

[A] Authority to proceed [B] Line clear [C] Consent [D] Information

575. On absolute block system, the adequate distance (BOL] beyond FSS on multiple aspect signalling for granting line clear is not less than

[A] 180 metres [B] 120 metres [C] 400 metres [D] 100 metres

576. At a class 'B' station on D/L equipped with MACLS, to grant line, clear line must be clear up to

[A]SLB [B]BSLB/outermost facing points [C] Adv. starter [D] starter

577. At a class 'B' station on S/L with MACLS, to grant line, clear line must be clear up to

[A]SLB [B]outermost facing points [C] Opp. Adv. starter [D] any of the above

578. At a class 'B' station on S/L equipped with MACLS, the distance between home signal and outermost facing points shall not be less than

[A]180 metres [B]120 metres [C] 300 metres [D] 580 metres

579. At a class 'C' station line clear shall not be given unless- the whole of the last preceding train has passed complete at least _____beyond the Home signal and_____

[A]400 m, continuing its journey [B]400m, clears advance block section also

[C] 180m, condition for taking home signal also fulfilled [D] 180 metres, continuing its journey

580. One important essential required for automatic block system is that the track shall be provided with continuous

[A]Track circuiting only [B]axle counters only

[C]track circuiting or axle counters [D] none of these

581. In automatic block system the line between the block stations, when required, be divided into series of

[A]Automatic block section [B]automatic signalling territories

[C] Station sections [D] all the above

582. On D/L the automatic signal shall not assume OFF position unless the line is clear not only upto the next Automatic signal but also for an adequate distance of not less than

[A]180 metres [B]120 metres [C] 400 metres [D] 100 metres

583. Automatic stop signal is identified by board with

[A] 'A' marker [B]Illuminated 'A' marker [C] 'C' marker [D] ''AB'' marker

584. Semi automatic stop signal when working as automatic signal is identified by

[A]'A' marker board [B]illuminated 'A' marker [C] both A &B [D] none of these

585. Normal aspect of Automatic signal is

[A] Stop [B]Attention [C] Proceed [D] Most restrictive aspect

586. All Gds, LPs, ALP, Motor men who are required to work in automatic block system shall undergo one day intensive training and a certificate shall be renewed once in

[A]3 months [B] 3 years [C] 5 years [D] 6 months

587. SMR/TI shall renew the competency certificates (Automatic section] for

[A] SMs [B]Guards of that station [C] SMs and points men [D] none of these

588. When Loco Pilot passes an automatic signal at ON, he shall observe SR of

[A]10 kmph when view is clear and 8 kmph in night

[B]Great caution so as to stop short of any obstruction

[C]15 kmph

[D] 25 kmph when view is clear and 15kmph when view is not clear

589. When the train has been stopped at an Automatic stop signal, the signal that guard shall show towards the rear

[A]**Stop** [B]Signal warning of n obstruction ahead

[C] Amber flasher light [D] Proceed

590. After passing an automatic signal at ON, LP of the following train hauled by any locomotive shall ensure that a minimum distance to be maintained between his train and preceding train is

[A]120 metres [B]three OHE masts [C] 150 metres or two OHE masts
[D] none of these

591. In Automatic Block System, single line, the direction of traffic shall be established only

[A]After complete arrival of trains despatched from other direction

[B]After line clear has been obtained

[C] Both the conditions [D] none of these

592. The minimum equipment of fixed signals in automatic block system on S/L shall be

[A]home, starter[B]distant, home, starter [C] distant, starter [D] none of these

593. When LSS fails on D/L automatic block system, authority be given to LP of the train

[A]PLCT+ C.O of 10/8 kmph [B]PLCT+T/A.912

[C] T/D.912+T/A.912 [D] T/369(3[B]

594. When a train is stopped in an automatic block signaling section on single line and train cannot proceed further, the Guard shall protect in rear duly placing detonators at

[A] 250, 500, & 510 [B]90, 180, &190 [C] 600, 1200, 1210 [D] 90,180,190 &200

595. When a train is stopped in an automatic block signaling section on D/L (BG] and train cannot proceed further, the LP/ALP shall protect adjacent line in front duly placing detonators at

[A]90, 180 & 190 Mtrs [B]600, 1200, 1210 &1220 Mtrs

[C] 250, 500 & 510 Mtrs [D] 400, 800, 810 & 820 Mtrs

596. During prolonged failure of signals but communications are available on D/L Automatic Block System, the authority given to Loco Pilot is.

[A] T/ D 602 [B] T/ D 912 [C] T /C 602 [D] T /B 912

597. During prolonged failure of signals but communications are available on D/L Automatic Block System, the speed of first train and second and subsequent trains respectively.

[A]15 kmph & MPS [B]MPS always [C] 10 &25 kmph [D] 25Kmph &sectional speed

598. When signals and communication fail on Double line Automatic Block System, the authority given to the Loco Pilot is

[A]T/ B 602 [B] T/ D 912 [C] T /C 602 [D] T /B 912

599. The time interval between two trains during signal and communication failure on DL Automatic Block System shall be

[A]25 minutes or normal running time whichever is more [B]30 minutes

[C] 30 min+ normal running time [D] 15 minutes or normal running time whichever is more

600. During TSL working Automatic Block System, authorities for every train proceeding on right line when signal and communications are working

[A]T/D602 [B]PLCT+T/A.912 [C] T/E.912 [D] follow automatic signal aspects

601. During TSL working Automatic Block System when signals and communications are working, the second and subsequent trains proceeding on right line proceed on --------

[A]PLCT+T/A.912 [B]T/E.912 [C] follow automatic signal aspects [D] Both B and C

602. The first train running in the wrong direction during TSL working on Automatic block system shall proceed with a restricted speed of

[A]25kmph [B]15/10 kmph [C] normal speed [D] 15/8 kmph

603. The second and subsequent trains running in the wrong direction during TSL working on Automatic block system shall proceed with a speed of

[A]25kmph [B]15/10 kmph [C] Sectional speed [D] 15/8 kmph

604. Authority to dispatch a light engine on single line Automatic Block system during prolonged failure of all signals when no communications are available is

[A]T/B.602 [B]T/ D 912 [C]T /D 602 [D] T /B 912

605. In the automatic block system, to dispatch a relief loco/train into the occupied block section authority given as the ATP for the relief loco/ train

[A]T/C.912 [B]T/ D 912 [C]T /D 602 [D] T /B 912

606. Relief loco/train shall proceed with a restricted speed of

[A]25kmph [B]15/10 kmph [C] normal speed [D] 15/8 kmph

607. On Automatic Block System when the train is unable to proceed further, obtain permission to push back only from

[A]Written permission of rear SM [B]oral permission of rear SM with P.N

[C] Permission of guard of following train [D] SCOR with P.N

608. A fixed signal which can be operated either as an Automatic stop signal or a manual stop signal, as required, is called

[A]Automatic stop signal [B]Manual stop signal in automatic territory

[C] Semi automatic signal [D] Home signal

609. Gate signal in automatic signaling territory is distinguished by

[A] G marker and illuminated A marker when gate is closed [B] only G marker

[C] G marker and illuminated A marker when gate is open

[D] A marker and illuminated G marker when gate is closed

610. When 'A' marker is illuminated Gate stop signal in Automatic signaling territory, it means

[A]Gate is open [B]cannot say anything [C] gate is closed [D] gate is defective

611. When Gate signal in Automatic signaling territory is at 'ON' and 'A' marker is illuminated, The rules to be followed for passing that signal

[A]Automatic ON rules [B]rules for passing Manual stop signal in automatic territory

[C] Gate rules [D] for passing LSS

612. When Gate signal in Automatic signaling territory is at 'ON' and 'A' marker is not illuminated, LP shall follow the rules of passing

[A]Gate rules[B]gate rules and automatic rules[C] automatic rule only[D] none of these

613. LP shall pass a Semi Automatic signal with extinguished 'A' marker at 'ON' on receipt of written authority

[A]T/369(3[B] [B]T/A.912 [C] T/D.912 [D] T/C.912

CHAPTER NO. XIV, XV, XVI, XVII

614. No person shall operate the electrical block instruments unless he holds a competency certificate issued by Principal/ZRTI which shall be valid for a period of

[A]3 years [B]5 years [C] 2 years [D] 7 years

615. The normal authority to proceed on Single Line token less sections/Double line sections

[A]'OFF' position of LSS [B] PLCT [C] PLCT or token [D] Any written document signed by SM

616. At stations provided with block proven axle counter (BPA[C] and functioning, The Station Master on duty shall send the "train out of block section" signal only by

[A]Seeing clear indication of BPAC [B]getting private number from guard

[C] Getting private number from pointsman [D] listening to LVT buzzer

617. At stations where BPAC is not provided, the Guard of the train, after verifying the last vehicle is standing clear of the fouling mark, inform Station Master by

[A]Waving arm by day [B]P.N exchange through walkie-talkie

[C] Showing white light by night [D] none of these

618. Occasions where exchange of private numbers between SM and guard is not required for ensuring complete arrival of train

[A]Clear indication of BPAC [B]run through trains

[C] End cabins are provided [D] all the above

619. The Guard shall issue a PN to the SM at stations not provided with BPAC for a stopping train after ensuring

[A]Train comes to a stop at the station [B]train clears the block section

[C] Train runs through station [D] train arrived completely and standing within fouling mark

620. Train Intact Register is in the form number

[A]T.1420 [B]T.1410 [C] T.1510 [D] T.720

621. When walkie talkie is not working the Guard shall indicate the complete arrival for a stopping train where BPAC is not available by

. [A]Waving of hand/ white light [B]writing PN in train intact register

[C] Personally coming to SM office and giving PN [D] talking on CUG phone to SM

622. When the train is running without Guard/Brake van the SM shall close the block section in rear after

[A]Waving of hand/ white light by the Points man [B]Points man issues PN to SM

[C] Train stopped at station [D] seeing clear indication in the panel

623. Resetting button used to reset the axle counter whenever the IB Home is passed at 'on'.

[A] K1 [B]K4 [C]PB2 [D]PB1

624. Where IB signal is provided, resetting button used to reset the analog axle counter due to failure or improper counting.

[A]PB1 [B]PB2 [C] PB3 [D] none of these

625. Where IB signal is provided, resetting button used to give co-operation to the station in rear

[A] K1 [B]PB3 [C]PB2 [D]PB1

626. Where IB signal is provided, when reset is initiated, digital axle counter enters into

[A]Clear indication of BPAC [B]preparatory reset mode [C] both A&B [D] none of these

627. Where IB signal is provided, when reset is initiated, digital axle counter enters into preparatory reset mode. The first train shall be dealt on

[A]TAKING 'OFF' LSS [B]PLCT+T/369(3[B] [C] PLCT [D] None of these

628. When K1 indication appears, on complete arrival of the train at the station in advance, SM must inform arrival to SM of rear station under

[A]Exchange of message[B]exchange of PNs [C] need not inform [D] none of these

629. When K1 indication appears, on complete arrival of the train at the station in advance, SM must inform arrival to SM of rear station and make all entries in the TSR in

[A]Red ink [B]blue ink [C] black ink [D] none of these

630. When a train passes IBS at 'on', K1 indication appears and IB section is already occupied by a train SM in rear shall take following action to stop the train and inform LP and Guard

[A} advice gate man [B]inform TPC to switch off OHE supply

[C] Inform ADV. SM to issue caution order to opp. direction trains [D] all the above

631. On Double line or on Single Line when block instrument is defective, A T P for the LP

[A]'OFF' position of LSS [B]T/C.1425 or T/D.1425 [C] T.369 (3[B] [D] T/A.602 or T/C.912

632. Blocking of a portion of line for maintenance work by more than one department is called

[A]Power block [B]integrated block [C] shadow block [D] no specific name

633. Block availed from either end of the block section between two block stations simultaneously

[A]Power block [B]integrated block [C] shadow block [D] no specific name

634. Engineering works come under category III (loading/unloading of ballast] requires

[A]Only intimation to SM through caution order [B]line block

[C] Material block [D] engineering branch can take up work without any intimation

635. Engineering branch will arrange with the Operating branch for the issue of a circular notice, which shall be valid for

[A]one year [B]48 hours [C] 3 months [D] six months

636. After issuing circular notice, how many days in advance, the DOM will issue an all concerned message

[A]one year [B]2 days [C] 3 months [D] six months

637. Authorized engineering official to obtain blocks on the field telephone who shall not be below the rank of

[A]Sr.DEN [B]PWI [C] DEN [D]AEN

638. When more than one T/CAR are programmed to go to block section and return to the same station the authorities for first T/CAR and subsequent T/CAR are

[A]T/1708, CAUTION ORDER [B]T/A.1708, CAUTION ORDER

[C] CAUTION ORDER, T/1708 [D] CAUTION ORDER, T/ A1708,

639. When more than one T/CAR are programmed to go in the same block section and clear to the next station the authorities for first T/CAR and last T/CAR are

[A]T/1708, CAUTION ORDER [B]T/A.1708, CAUTION ORDER

[C] CAUTION ORDER, T/1708, [D] CAUTION ORDER, T/A1708

640. When more than one TTM are programmed to go in the same block section and return to the same station the authorities for first TTM and subsequent TTM are

[A]T/465, CAUTION ORDER [B]T/A.465, CAUTION ORDER

[C] CAUTION ORDER, T/465 [D] CAUTION ORDER, T/A 465

641. When more than one TTM are programmed to go in the same block section and clear to the next station the authorities for first TTM and last TTM are

[A]T/465, CAUTION ORDER [B]T/A.465, CAUTION ORDER

[C] CAUTION ORDER, T/465 [D] CAUTION ORDER, T/A 465

642. Authority given to the Tower Wagon to go into the section work and return to the same station during power block is

[A]PLCT [B]CAUTION ORDER [C] T/1708 [D] T/A.1708

643. Authority given to the Tower Wagon to go into the section work and proceed to the next station during power block is

[A]PLCT [B]CAUTION ORDER [C] T/1708 [D] T/A.1708

644. Authority given to the TTM to go into the section work and return to the same station during block is

[A]PLCT [B]CAUTION ORDER [C] T/465 [D] T/A.465

645. Authority given to the TTM to go into the section work and proceed to the next station during block is

[A]PLCT [B]CAUTION ORDER [C] T/465 [D] T/A.465

646. The Speed of the 2ndTower Wagon when following another T/CAR during day/night

[A]15/08kmph [B]25/10kmph

[C] As stenciled on it [D] 25/08 kmph

647. When material train, TTM &Towerwagon are permitted in the same block section to work, speed for the following is restricted to and the distance to be kept between themis

[A]15/8 kmph, 150metres [B]25/10kmph, 120metres

[C] 15/8 kmph, 120metres [D] 15/10 kmph, 150metres

648. No. of material trains permitted during the line block or integrated block or shadow block is

[A]Upto three [B]one [C] Any number [D] two

649. During line/integrated/shadow block, if the units are allowed on to the wrong line, units shall be(dispatch] piloted out on

[A]Taking 'off' signals [B]pilot in memo [C] pilot out memo [D] none of these

650. During line block, to receive the units coming on right line, authority to receive the first unit

[A]taking 'off' signals [B]pilot in memo [C] T/509 [D] none of these

651. During line/integrated/shadow block, if the units are coming on wrong line, shall be received on

[A]Taking 'off' signals [B]T/510 + off position of shunt signal if any

[C] T/509 [D] none of these

652. On completion of work and after ensuring that the block section is free, the respective official in charges of various units will hand over to the SM a

[A]Work particulars [B]progress certificate [C] safety certificate [D] none of these

653. When the train is required to stop and the restriction is likely to last only for a day or less, on BG a Banner flag shall be exhibited at a distance of

[A]600 metres [B]1200 metres [C] 400 metres [D] 1000 metres

654. When the train is required to stop and the restriction is likely to last only for a day or less, on BG, detonators shall be placed at a distance of

[A]600,610,620 metres [B]1200, 1210, 1220 metres

[C] 600,1200,1210,1220 [D] 90,180,190metres

655. From the obstruction (work spot], Engg. Stop indicator is located at

[A]45 metres [B]1200 metres [C] 400 metres [D] 30 metres

656. From the obstruction (work spot] Engg. Speed indicator is located at

[A]45 metres [B]1200 metres [C] 400 metres [D] 30 metres

657. On B.G, from the obstruction (work spot] Engg. Caution indicator is located at

[A]45 metres [B]1200 metres [C] 400 metres [D] 30 metres

658. After stopping at the stop indicator, Loco Pilot shall sign in this book and proceed with restricted speed of

[A]ER-7, 10 KMPH [B]ER-7, 8 KMPH

[C] TRD – 7, 8 KMPH [D] MEMO BOOK, 10 KMPH

659. When major work such as relaying and re-girdering is in progress a speed restriction that shall be observed on the adjoining line of DL//MULTIPLE/ line section

[A]45 kmph [B]50 kmph [C] stop dead and proceed [D] 30 kmph

660. When water rises above the ballast level but below rail level, train should be allowed as per following

[A]Train shall not be allowed

[B]Train must stop and proceed after the velocity of the water is reduced.

[C] Train must stop and be piloted by the PWI.

[D] Track should be walked over by two men abreast one at either end of the sleepers before the train

661. When water overflows above the rails –

[A]a train shall not be allowed

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

[C] Train must stop and be piloted by the PWI.

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

662. Minimum number of persons required to go along with Push Trolley/Motor Trolley are

[A]4 [B]3 [C] 6 [D] 8

663. Maximum number of men allowed on a push trolly/motor trolly on BG shall not exceed

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

664. In track circuited areas, trolleys shall have

[A]Hand brakes [B]brake power certificate [C] insulation [D] none of these

665. In token less section, ATP for the movement of independent motor trolley is

[A]PLCT [B]T/465 [C] T/1525 [D] T/A.1525

666. On single line, after the arrival of motor trolley, Station Master shall inform the Station Master of the rear station

[A] Supported by P.N [B]exchange message of line block clearance

[C] Both 'A' and 'B' [D] none of these

667. When motor trolley is following a full length train or engine or another motor trolley, authority given as A T P is

[A]T/1525 [B]T/A.1525 [C] ATP W/O L.C [D] PLCT

668. When a motor trolley is following a train, it is treated as

[A]Independent train [B]Last vehicle of that train [C] both [D] none of these

669. On arrival at the station in advance, the official in charge of the motor trolley will deliver the authority to the SM to the effect that the motor trolley has arrived and also

[A]Sign in the document [B]Mention date and time on document

[C] both 'A' and 'B' [D] none of these

670. On arrival of the (last] following motor trolley at the station, in token of his motor trolley having arrived intact the official in charge will sign in the

[A]ATP [B] safety certificate [C] train signal register [D] station diary

671. SM shall paste that authority for motor trolley given by the official in charge in the

[A]PLCT [B]Station Diary [C] T/1525 [D] T/A.1525

672. The Officer authorized to certify Group 'C' staff of the division for working of motor trolleys

[A]Sr.DEN[B]Sr.DSO [C] ADRM [D] DRM

673. The Officer authorized to certify Officers of the division for working of motor trolleys

[A]Sr.DEN [B]Sr.DSO [C] PCSO [D] DRM

674. The Officer authorized to certify Officers of HQ for working of motor trolleys

[A]Sr.DEN [B]Sr.DSO [C] PCSO [D] DRM

675. Every official holding competency for working motor trolleys shall give a declaration each year before the end of

[A]November [B]December [C] March [D] April

676. In the event of breakdown of motor trolley in the section, it shall be removed clear of the track and SM of the nearest station advised by

[A]nearest Gate phone [B]IB phone [C] Written memo [D] Mobile CUG phone

677. Maximum speed of motor trolley over points and crossings is

[A]10kmph [B]15 kmph

[C] 30kmph [D] 40kmph

678. Maximum speed of motor trolley during night is

[A]30kmph [B]15 kmph [C] Speed prescribed through JSC [D] 40kmph

679. No private trolley shall be used by non railway official except under special permission of

[A]DRM [B]PCSO [C] PCE [D] PCOM

680. Trolley/Lorry notice is given by P W I in form No.

[A]T/1518 [B]circular notice [C] T/1525 [D] T/A.1525

681. When Station Masters of both ends received Trolly/Lorry Notice, they shall stop all the trains entering into the section and issue

[A]T/1518 [B]circular notice [C] caution order [D] T/A.1525

682. During night a lorry or when lorry is loaded with rails, girders or heavy material shall always be worked under the rules for working of

[A]Trains [B]rail dollies [C] push trolley [D] none of these

683. A device with two or more wheels which in balanced condition can be moved manually on one rail of track and can carry one rail/sleeper in suspended condition is

[A]Dip lorry [B]USFD machine [C] Rail dolly [D] moped trolley

684. Rail dollies shall not be worked on sections having gradients steeper than

[A]1 in 150 [B]1 in 600 [C] 1 in 400 [D] 1 in 200

685. Max. no. of rail dollies can be worked in a group in any one block section.

[A]6 [B]3 [C] 8 [D] 10

686. In case, a Rail dolly is to carry rails longer than 3 rail panel , then it should work under

[A]block protection [B]without block protection

[C] motor trolly authority [D] none of these

687. Self propelled vehicle which can run on railway track as well as on road

[A] RRC [B]RRV [C] SPARMV [D] SPART

688. The RRV shall run under the supervision (in charge] of

[A]SSE/SE/JE/P. Way [B]Track machine official [C] RRV operator[D] none of these

689. When RRV is to be dispatched from a station provided with track circuit/panel, such movements in the block section would be dealt only on

[A]PLCT [B]T/465 [C] T/1525 [D] T/A.1525

690. On tracking and offs tracking of RRV in mid-section shall be done from

[A]level gradient [B]level crossings only

[C] any where [D] as per discretion of In-charge JE/SE P.way

691. Neutral section lies between two consecutive

[A]section insulators [B]block stations [C] sub stations [D] OHE depots

692. "Danger Zone" means the zone lying around any live equipment within radius of

[A]45 metres [B]2 metres [C] 2.5 metres [D] 30 metres

693. Engine crew of all trains shall report any defect/irregularity noticed in the OHE to

[A]TPC [B]TLC [C] SCOR [D] SM

694. When a train comes to a stop in an electrified section and the cause of stoppage is not immediately obvious, the LP and Guard shall immediately take action to

[A]protect train [B]ask relief engine

[C] protect train after engine failed only[D] none of these

695. The competency certificate issued by DEE (TR[D] to SM for operating the isolators in emergency is valid for

[A]3 years [B]5 years [C]4 years [D] 2years

696. Warning boards shall be fixed on OHE masts in rear of neutral sections at a distance of

[A]180,400 metres [B]250, 500 metres

[C] raise pantograph [D] lower pantograph

697. The speed of the train while passing through Neutral section shall not be less than

[A]45 kmph [B]20 kmph [C] 40 kmph [D] 30 kmph

698. When the tower wagon is moved, attached to a train, it should be inside the

[A]Engine [B]working engine [C] rear B/V [D] Sixth vehicle

699. When the tower wagon is attached to a train, the speed of the train should be

[A]MPS of train [B]Speed stenciled on tower wagon

[C] A or B which ever is less [D] Sectional speed

700. The maximum speed of tower car shall be

[A]40kmph[B]as stenciled on it [C]30kmph [D]15kmph

701. When healthy section is temporarily isolated and re-energised, if no train entered faulty section, SM to issue caution order to the LP of the first train on healthy section to

[A]to'keep a sharp look out on the adjacent line [B]to see if there are any OHE abnormalities'

[C] Both A and B [D] none of these

702. When healthy section is temporarily isolated and re-energised, if train entered faulty section, the speed of the first train by day / night shall be

[A]25/10 kmph [B]20/10 kmph [C] 40/40 kmph [D] 60/30 kmph

703. During power block, the trains that are only permitted to run.

[A]diesel traction hauled [B]electric traction hauled[C] MEMU [D] no train permitted

704. The permission, the guard of the train with the ODC receives from the authorized person, to enter the section (electrifie[D] is

[A]Permission from CHC [B]permission from TPC

[C]trolley/lorry notice [D] permit to work

705. LP shall depute his ALP to check the train and inform Guard of no tension in OHE when it is held up for more than

[A]5 Mins [B]10 Mins [C] 15 Mins [D] Not required

706. Loco Pilot shall be re-examined after a refresher course and his certificate endorsed if he has not driven an electric engine or multiple units for more than

[A]3 months [B]4 months [C] 6 months [D] one year

707. Form used for request by TPC to SCOR for power block is

[A]E/Tr.D/2 [B]E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

708. Form used for cancellation of power block by TPC to SCOR is

[A]E/Tr.D/2 [B]E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

709. Form used for imposition of OHE caution order by TPC is

[A]E/Tr.D/2 [B]E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

710. Form used for cancellation of OHE caution order by TPC is

[A]E/Tr.D/2 [B]E/Tr.D/3 [C] E/Tr.D/4 [D] E/Tr.D/5

APPENDIX I & II

711. The notice stations, where divisional caution order shall be issued are specified in the

[A]Working time table [B]rake link [C] CTR [D] Gradient chart

712. In the Caution order, the names of the stations concerned should be written in full, and this should not be used

[A]Letters [B]Codes [C] Capitals [D] Numerals

713. The caution order should have all the speed restrictions in force in

[A]Geological order [B]Gradient wise [C] Geographical order[D] control section wise

714. The LP shall not start the train/the Guard shall not give signal to start from a notice station until they have received

[A]Divisional CO [B]PSR [C] TSR [D] Memo

715. In case of change of train crew en route, the Loco Pilot taking over charge must take over all Caution Orders from

[A]In coming crew [B]SM of that station [C] guard of the train

[D] from loco pilot of assisting engine if any

716. In case a train is worked with an assisting engine / banking engine, the LP and ALP of such engines shall also be issued with the

[A]Authority [B]caution order [C] T/609 [D] none of these

717. SM shall bring forward the COs in the caution order register in geographical order

[A]EverySundayat 00.00 hours [B]every Monday at 00.00 hours

[C] Everydayat 16.00hrs [D] Everyday 00.00 hrs

718. Serial numbers shall be used for both imposition and cancellation of speed restrictions in the caution order message register throughout the year commencing from

[A]1stAugust [B]1stJanuary [C] 1st March [D] 1st April

719. At notice stations instead of preserving train wise record copies, which copy of caution order for each direction for each day to be preserved.

[A]Duplicate [B]Record copy [C] Master copy [D] acknowledgement

720. Record foils of the caution orders shall be preserved for a period of

[A]Six Months [B]3 Months [C] Year [D] 3Years

721. Periodical census of traffic at all level crossings shall be carried out for every

[A]6 months and in 7days [B]3 Months [C] 1 Year [D] 3Years for 7 days

722. Full form of TVU

[A]Train van unit[B]track vehicle unit[C]Train vehicle unit[D]traffic vehicle unit

723. For the purpose of TVUs rickshaw/auto rickshaw shall be considered as

[A]½ unit [B]1 unit [C] 1 ½ units [D] 2 units

724. For the purpose of TVUs train, road vehicle, bullock carts and tongas are to be considered as

[A]½ unit [B]1 unit [C] 1 ½ units [D] 2 units

725. The class of LC gate when TVUs more than 50,000

[A]Special class [B]'A' class [C] 'B'class [D] 'C' class

726. The class of LC gate when TVUs 30,000-50,000 is

[A]Special class [B]'A' class [C] 'B'class [D] 'C' class

727. The class of LC gate when TVUs 25,000-30,000 is

[A]'A' class [B]'B2' class [C] 'B'class [D] 'B1' class

728. The class of LC gate when TVUs 25,000-20,000 is

[A]'A' class [B]'B2' class [C] 'B'class [D] 'B1' class

729. Interlocking is compulsory for LC gate , when TVUs are more than

[A]50 000 [B]10 000 [C] 25 000 [D] 1000

730. Level crossing gates situated within outermost stop signals of a station are under the control of

[A]SE(S&T] [B]SE (PWAY] [C] SM [D] Gate men

731. LCGate situated out side the outermost stop signals of a station are under control of

[A]S&T [B]PWAY [C] OPTG [D] None of these

732. At non interlocked gates, the gateman, before opening the gate for road traffic shall fix a banner flag by day and red light by night at a distance of

[A]10Meters from Gate lodge [B]5Meters from Gate

[C] 100Meters from Gate [D] 1km from Gate lodge

733. During passage of trains, position of Gateman during day time and during night time

[A]holding unfurled flags/green light [B]holding furled red and green flags/white light

[C] green flag/green light [D] holding unfurled green flag/no light

734. If a Gateman observes a train running in two or more portions, he will draw the attention of the Loco Pilot and Guard by

[A]green light [B]white light [C] shouting and or whistling [D] None of these

735. At engineering level crossing interlocked gate connected to station in advance, if the running time is less than 10 minutes, the Station Master will advise the gateman particulars of the train

[A]before granting line clear [B]after getting train entering block section signal

[C] when train sighted [D] before seven minutes

736. When the signal protecting the interlocked level crossing gate becomes defective it should be treated as

[A]inter locked with signal defective [B]non inter locked

[C] both a & b [D] simply issue C.O to observe gate rules

737. At engineering/traffic level crossing non interlocked gate, normal position closed to road traffic, the Station Master will advise the gateman particulars of the train

[A]before granting/obtaining line clear[B]Immediately after train entering block section

[C] before seven minutes if running time is more than 10 minutes

[D] normally information not required since closed to road traffic.

738. At engineering/traffic level crossing non interlocked gate, normal position open to road traffic , the Station Master(gate is connected to receiving end will advise the gateman, particulars of the train

[A]before granting line clear [B]Immediately after train entering block section

[C] before seven minutes if running time is more than 10 minutes

[D] Before seven minutes irrespective of running time

739. At engineering/traffic level crossing non interlocked gate, normal position open to road traffic the Station Master (gate is connected to dispatching en[D] will advise the gateman particulars of the train be

[A]before obtaining line clear [B]Immediately after train entering block section

[C] before seven minutes if running time is more than 10 minutes

[D] normally information not required since closed to road traffic.

740. If the communication with L C Gate fails, SM shall stop all trains and issue

[A]special caution order to be alert [B]Authority T/369(3[B]

[C] T/A.602 treating as obstruction [D] caution order to observe gate rules

741. Certificate of competency issued to Gateman will be valid for a period of

[A]6 months [B]5 years [C] 3 years [D] None of these

742. After exchanging PN with gate man, if the train has not left due to change in planning, SM shall inform gate man about the cancellation of train movement supported by

[A]Private Number [B]written authority [C] oral advice [D] None of these

743. The instructions for working of L C gates are incorporated in

[A]Appendix B'of SWR [B] Appendix'A'of SWR [C]Appendix 'C' of SWR [D]Appendix'G' of SWR

744. The signals can be taken off even when lifting barriers fail at a Interlocked gate, when it is closed by using

[A]sliding booms [B]chains [C] gate leaves [D] stop board

745. Before resorting to use of sliding booms/ restoration of normal working, Gateman makes an entry in register and intimate station master by

[A]walkie talkie [B]Guard of train [C] LP of train [D] exchange of PN

746. Gate signals can be taken off, when it is closed by using

[A]sliding booms [B]lifting barriers [C] Both A & B [D] Either A or B

APPENDIX III, IV, V, VI VII and VIII

747. During non interlocking working, the line that should not be used for reception of trains coming from opposite direction

[A]main line [B]loop line [C] common line [D] none of these

748. Engineering and S&T officials shall send a circular notice before the work is due to commence to the Sr.DOM/DOM at least

[A]15 days in advance [B]three months in advance

[C] seven days in advance [D] on preceding Sunday

749. The register that staff should also sign, in token of having understood the train working instructions during NI working.

[A]Assurance register [B]Circular notice

[C] Special NI working instructions [D] none of these

750. A common NI home signal without route indicator should be provided for any indirect reception of trains, with

[A]stop& caution aspect [B]stop& proceed aspect

[C] Proceed with caution aspect [D] No aspect at all

751. The signal shall not be disconnected throughout the NI working except at the fag end

[A]Home signal [B]route indicator [C] Adv. starter [D] All departure signals

752. During non interlocking working, allowed to enter (taking off signals] cautiously at speed not exceeding

[A]As per standard of interlocking [B]20 kmph [C] 15 kmph [D] 30 kmph

753. During NI working, the LP shall not pass the outermost facing points even though signals are taken off unless he also receives.

[A]caution order at points [B]PHS at points [C] T/369(3[B] [D] none of these

754. During NI working the ASM/Guard/SWM in charge of the goomties shall be responsible for

[A]exchanging PHS at outermost facing point

[B]correct setting, clamping and pad locking of points

[C] before exchanging PN to take off signals

[D] All the above

755. Before commencement of NI works the Engineering and S&T officials responsible for carrying out NI work shall send a Circular notice to

[A]ADRM [B]DRM [C] Sr.DOM [D] CPTM

756. Normal monsoon period for SC, HYB & NED divisions is from 15th June to

[A]15th August [B]15th October [C] 15th January [D] 31st January

757. Normal monsoon period for Guntakal division is from 15th June to

[A]15th August [B]15th October [C] 15th January [D] 31st January

758. Normal monsoon period for Vijayawada & Guntur divisions is from 15th June to

[A]15th August [B]15th October [C] 15th January [D] 31st January

759. Patrolling of line means in addition to the daily inspection carried out by key man of the gang

[A]Inspection of L.C. Gates [B]Inspection of line by foot

[C] Surprise night inspection [D] all the above

760. Patrolling of railway line is done on following occasions.

[A]In the event of sudden storm or hurricane during day or night

[B]Security patrolling during civil disorders

[C] Watch at vulnerable points during monsoons

[D] All the above

761. Which of the following is security patrolling

[A]Special patrolling [B]Intensive patrolling [C] None of the these[D] all the above

762. Before the passage of VIP special Special patrolling is done at least

[A]15mins before [B]30mins before [C] 60mins before [D] 2 hours before

763. The line to be patrolled during the monsoon is divided into different sections called

[A]Block sections [B]Engg. sections [C] beat sections [D] none of these

764. Patrol man must patrol their beats according to the Patrol charts issued by the

[A]PWI [B]DEN [C] SM [D] PWI &TI

765. The beat of the Patrolman shall no case exceed

[A]10 km [B]20 km [C] 12 km [D] 5 km

766. Under no circumstances a patrolman should be rostered to walk more than

[A]10 km [B]20 km [C] 12 km [D] 5 km

767. Patrolman, when there is no danger, stand on the right hand side of the train, whistle and exhibit

[A]number plate [B]proceed hand signal [C] proceed with caution signal [D] none of these

768. The name of the night patrolman with arrival and departure time shall be recorded by SM in

[A]Beat book [B]Train signal register [C] Station diary [D] All the above

769. If the night patrolman does not turn up even after 15 minutes beyond the schedule arrival time, SM shall stop all the trains and issue caution order restricting the speed to

[A]40 kmph [B]Spl. C.O [C] stop dead and 10kmph [D] stop dead and 15kmph

770. As per following Section of the Railway act 1989, no Railway shall be opened for the public carriage of passengers until the Central Government has, by order, sanctioned

[A]section 21 [B]section 22 [C] section 23 [D] section 20

771. The Central Government shall, before giving its sanction to the opening of a Railway obtain a report from

[A]Authorised officer [B]CRS [C] ZRUCC [D] Railway board

772. Application to the CRS for sanction for carrying out works affecting running lines shall be made by the

[A]Authorised officer [B]DRM [C] GM [D] Sr.DEN (co-or[D]

773. As and when there is change of traction and reversal of engine GLP to conduct

[A]GLP check [B]brake continuity test [C] both [D] none of these

774. Normally the time required to start after engine is attached to goods train is

[A]20mins [B]30 mins [C] 45 mins [D] 60mins

775. In case of formations tested with air compressors, the time taken for starting a goods train after engine is attached is

[A]20mins [B]30 mins [C] 45 mins [D] 60mins

776. The percentage of effective brake power for Mail/express at originating station shall be 100% and enroute may be permitted with brake power of

[A]95% [B]90% [C] 85% [D] Not specified

777. The percentage of effective brake power for Passenger/CCrake at originating station shall be 100% and enroute may be permitted with brake power of

[A]95% [B]90% [C] 85% [D] Not specified

778. Fog signal men shall be selected from

[A]Regular employees of optg and substitutes of Engg.dept.

[B]Regular employees of optg

[C] Regular employees of Engg.dept.

[D] Regular employees of optg and Engg.dept wherever possible

779. Station Detonator Register contains

[A]three parts [B]12 chapters [C] four parts [D] five parts

780. In Station Detonator Register Particulars of Fog Signalmen posted at the station from time to time shall be recorded in the

[A]part-I [B]part-III [C] part-II [D] part-IV

781. Particulars of receipt and stock of detonating (fog] signals at the station, to be filled in whenever detonators are used or received are to be recorded in this Part of Station Detonator Register

[A]part-I [B]part-III [C] part-II [D] part-IV

782. With regard to marshalling of explosives and other dangerous goods, The rules are laid down in the I. R. C. A. Red Tariff No. for strict compliance in

[A]19 [B]20 [C] 21 [D] 22

783. Maximum number of wagons containing explosives permitted by goods trains is

[A]Three [B]Five [C] Ten [D] any number

784. Maximum number of wagons containing explosives permitted by mixed train

[A]Three [B]Five [C] Ten [D] any number

785. Minimum number of wagons to be given as support wagons from Loco when wagons containing explosives are attached by Goods Train are

[A] three [B] five [C] ten [D] one

786. Minimum number of wagons required to be given as support wagons from B V / Passenger coach / other inflammables when explosives are carried by a train are

[A] three [B] five [C] ten [D] one

787. The liquids, the vapours of which have flash point below 23° C classified under Class

[A] 'C' [B] 'A' [C] 'B' [D] Not classified

788. Class 'A' POL product when carried, hauled by Electric/Diesel minimum number of wagons given as support wagon from loco and from brake van or passenger carriage are

[A] 1 and 5 [B] 1 and 1 [C] 3 and 3 [D] 5 and 5

789. Class 'B' POL product when carried, minimum number of wagons given as support wagon from loco and from brake van or passenger carriage are

[A] 1 and 5 [B] 1 and 1 [C] 3 and 3 [D] 5 and 5

790. For the purpose of marshalling, the empty oil tanks also shall be treated as

[A] SLR [B]equal to passenger carriage

[C] support wagons [D] loaded with inflammables

791. Tank wagons containing petroleum and other inflammable liquids not to be carried togetherWith wagons containing

[A]liquid air [B]liquid oxygen [C]both A and B [D] none of these

792. A single four wheeler must not be marshaled between two

[A]B/V [B] bogies [C] both A and B [D] none of these

793. To attach a dead engine to a train, a certificate of 'fit to run' is required, which shall be issued by

[A]Section Engineer [B]Power controller [C] Loco Inspector [D] any of the above

794. Dead engine shall be escorted by competent railway servant not lower than

[A] JE (TRS/POWER] [B] LP [C] SE(POWER/TRS] [D] ALP

795. Number of dead engines is/are permitted to attach to passenger carrying train

[A] any number each after six coaches [B]one [C] two [D] nil

796. Under any circumstances, no dead engine should be attached to any

[A]Passenger train [B]CC rake goods [C] Rajdhani train [D] Mail/express

797. Officers' inspection carriages are not to be permitted by

[A]Race specials [B]Postal express trains [C] Military specials [D] All the above

798. More than one Inspection Carriage is not permitted by

[A]Mail Train [B]Goods Train [C]Passenger Train [D] All the above

799. One of the following can be attached in excess of the permitted load.

[A] Party Coach [B]Parcel Van [C] Officer's Saloon [D] Pantry Car

800. A mail/express train shall have after loco in front and in rearmost at least one

[A]Brake Van [B]Anti Telescopic or Steel Bodied SLR [C]Saloon[D] Dead Loco

801. No. of coaches permitted in rear of rear SLR excluding one Inspection carriage for express trains.

[A] Three [B] One [C] Two [D]Any No.

802. In case of short trains running with single SLR, the SLR's position in the formation should be

[A]any where [B]middle [C] next to engine [D] last vehicle

803. When center S L R is provided in short trains, a maximum number of coaches permitted on either side of S L R

[A] Three [B] One [C] Two [D] Any No. [E] none of these

APPENDIX X and XI

804. Caution board before automatic danger level indicator shall be provided at

[A] 1200 metres [B]1300 metres [C] 1400 metres [D] 1000 metres

805. When automatic danger level indicator is flashing red light the Loco Pilot shall stop the train before the indicator at

[A] 20 metres [B]30 metres [C] 45 metres [D] 100 metres

806. When Loco Pilot stopped the train before flashing red light of Automatic Danger Level Indicator, train shall be piloted by

[A]Patrol man [B]key man [C]Watchman [D] PWI

807. At standard – I R interlocked station the maximum speed permitted for the train over main line points is

[A] 50 kmph [B]75 kmph [C] 15 kmph [D] 110 kmph

808. At standard – II R interlocked station the maximum speed permitted for the train over main line points is

[A] 140 kmph [B]75 kmph [C] 160 kmph [D] 110 kmph

809. At standard – III R interlocked station the maximum speed permitted for the train over M L points is

[A] 140 kmph [B]75 kmph [C] 160 kmph [D] 110 kmph

810. At standard – IV R interlocked station the maximum speed permitted for the train over main line points is

[A] 140 kmph [B]75 kmph [C] 160 kmph [D] 110 kmph

811. At standard – III interlocked station the Max.speed permitted for the train over M L points is

[A] 140 kmph [B]75 kmph [C] 160 kmph [D] MPS

812. Double Distant signal is compulsory in these Standards of interlocking

[A]Std IV [B]std III [C] both A and B [D] Std II, Std III &Std IV

813. Double distant is required where goods trains have a braking distance of more than

[A]1000 metres [B]1200 metres [C] 2000metres [D] none of these

APPENDIX XI

814. In Siemen's panel buttons to be pressed to take "OFF' signal are

[A]signal and route [B]point and signal [C] point and route [D] none of these

815. In Siemen's panel route button colour is

[A] Red [B]Blue [C] Grey [D] Yellow

816. In Siemen's Panel colour of the point button is

[A] Red [B]Blue [C] Grey [D] Yellow

817. In siemen's/Podanur Panel colour of the signal button/knob is

[A] Red [B]Blue [C] Grey [D] Yellow

818. EGGN button is for

[A] Route initiation [B]emergency full route release

[C] Emergency sub route release [D] Emergency signal

819. EUUYN button is for

[A] Route initiation [B]emergency full route release

[C] Emergency sub route release [D] Emergency signal

820. EUYN button is for

[A] Route initiation [B]emergency full route release

[C] Emergency sub route release [D] Emergency point release

821. WN button is

[A]signal button [B]route button [C] point button [D] shunt signal button

822. GN button is

[A]signal button [B]route button [C] point button [D] shunt signal button

823. WWN button is for

[A]emergency point release [B]common/group point

[C] point failure [D] power supply failure acknowledgement

824. In the Siemen's panel 'NCR' indication along with audible warning appears after a button is kept pressed for a prolonged period of

[A]5 sec. or more [B]15 sec.or more [C] 120 sec. or more [D] 10 sec.or more

825. How many buttons have to be pressed and released simultaneously for operating a given function in Siemen's panel

[A] one [B]two [C] three [D] four

826. Emergency point button code is

[A] WWN [B]EWN [C] EUYN [D] WN

827. To put back the signal to "ON" position in Siemens's panel buttons to be pressed are

[A] UN&EUYN [B]EUUYN&GN [C] GN&UN [D] GN&EGGN

828. In Podanur Panel, positions and indications of Point button are

[A]2, 3 [B]3, 2 [C] 2, 2 [D] 3, 3

829. In Podanur Panel, colour of the point button is

[A] Red [B]Blue [C] Black [D] Yellow

830. After initiation, Route cancellation takes

[A]240 seconds [B]10 seconds [C] 120 seconds [D] 60 seconds

831. After the arrival of the train on calling "ON" in Podanur panel the time taken to cancel calling "ON" is

[A]As prescribed in SWR of that station [B]10 seconds [C] 120 seconds [D] 60 seconds

832. Whenever panel is not in use, it should be

[A]Switched off [B]locked [C] kept open for operation [D] all the above

833. When power supply fails in Non-electrified area, one generator can be used at a time for a maximum of

[A]three hours [B] four hours [C] five hours [D] eight hours

834. Frequent power failures are to be reported to

[A] DOM [B] DEE [C] DSTE [D] ESM

835. "Rusty" rail caps are to be placed when any line is not used for more than

[A]twenty four hours [B]four hours [C] five hours [D] eight hours

836. At the Panel interlocked station, to ensure proper functioning of the emergency cross over Station Master shall test

[A]during failure only [B]before each movement [C] every Monday [D] Daily

837. When points are flashing the SM shall ensure that there is

[A]free indication [B]route is free [C] no obstruction [D] none of these

838. OYN knob is for

[A]point operation [B]overlap release [C] signal button [D] route button

839. For resetting the loop line axle counter, the SM shall take the co-operation of staff of

[A]optg only [B]S&T only [C] optg or S&T [D] Engg and Optg

APPENDIX XII, XIII, XIV and XV

840. In case of train shunting, written instructions will be given in form No.

[A] T/811 [B] T/409 [C] T/806 [D] T/512

841. On double line section, shunting can be carried out keeping necessary signals at 'on' when line clear is granted for a train

[A]upto home signal [B]within station section

[C] within station limits [D] none of these

842. On Double line, to perform shunting beyond LSS, before giving authority, SM shall

[A]Block forward [B]Block back [C] obtain line block [D] none of these

843. On Double line, to perform shunting beyond LSS, authority is

[A] T/806 with P.N [B]shunt signal below LSS taken 'off'

[C] LSS lever key [D] any one of the above

844. On double line, when shunting is permitted beyond LSS in SWR in rear of a travelling away train, the authority is

[A] T/806 without P.N [B]shunt signal below LSS taken 'off'

[C] 'A' or 'B' [D] T/806 with P.N

845. On S/L tokenless sections, to perform shunting beyond LSS and up to FSS, authority is

[A] T/806 + P.N or shunt key [B]shunt signal below LSS taken 'off'

[C] T/806 only [D] T/806 +written memo to come back

846. On D/L, to perform shunting beyond Outer most facing points/BSLB, the authority is

[A] T/806 + P.N [B]T/806+ shunt key

[C] T/806 only [D] T/806 +written memo to come back

847. To shunt beyond the FSS on single line sections, authority to LP

[A] T/806 + P.N [B]T/806+ shunt key

[C] T/806 only [D] Take of dep. signals +written memo to come back

848. S & T works which don't require the permission of SM for maintenance are grouped as

[A] Group -A [B] Group-C [C] Group-B [D] none of these

849. S&T works for maintenance which require permission in writing by SM are grouped as

[A] Group -A [B] Group-C [C] Group-B [D] none of these

850. S & T works for maintenance which definitely require Disconnection/Reconnection are grouped as

[A] Group -A [B] Group-C [C] Group-B [D] none of these

851. Disconnection Notice will be accepted by Station Master in consultation with

[A] SSE/Sig [B] Section TI [C] SCOR [D] DSTE

852. The only intimation for the S&T maintenance staff to attend the defect/failure message from the Station Master is

[A] Written message [B]control message [C] Either A or B [D] none of these

853. The Relay room shall be kept locked with two independent locks or single lock with double key, they shall be kept with

[A] SM&SSE/Sig [B]SM&ESM [C] SM&SCOR [D] NONE OF THESE

854. The Station Master shall hand over the Relay room key to the S&T staff after obtaining the signature in the

[A]Station diary [B]Train signal register [C]relay room key register [D] movement register

855. Depending upon trains in the section Disconnection should normally be allowed by SM for duration upto

[A]20 mins [B]30 mins [C] 60 mins [D] 120 mins

856. In extreme exigencies the maintenance/repair of S&T gear is urgently needed to avoid an accident, same may be permitted by

[A]Sr.DOM [B]Sr.DSTE [C] Sr.DEN [D] Sr.DEE

857. Sr.DOM, Sr.DSTE, Sr.DEN, Sr.DEE jointly sign and reviewed by DRMs periodically for works involving disconnection for more than

[A]30 mins [B]one hour [C] two hours [D] three hours

858. Temporary Instructions shall be issued for Disconnections / maintenance likely to last for more than

[A]12 hours [B]one day [C] two days [D] three days

859. For Disconnections / maintenance likely to last for more than a day, this must be issued

[A]permanent working instructions [B]temporary working instructions
[C] Special Instructions [D] standing orders

860. Number of paras and appendices in SWR respectively

[A]8, 12 [B]12, 7 [C] 12, 8 [D] 7, 12

861. Para 8 of SWR deals with the topic

[A]Abnormal working [B]Reception and despatch facilities

[C] Shunting [D] Crank handle operation

862. In SWR, information regarding System and means of working is available in

[A] 3rd chapter [B] 4th chapter [C] 6th chapter [D] 2nd chapter

863. In SWR, Working of Level Crossing Gates are given in the Appendix

[A] 'G' [B] 'B' [C] 'C' [D] 'A'

864. In SWR, Duties of Train passing staff and Staff in each shift are given in the Appendix

[A] 'E' [B] 'D' [C] 'C' [D] 'A'

865. Appendix 'E' of SWR deals with

[A]Emergency cross overs [B] Essential equipment

[C] Engineering equipment [D] Extra lines of station

866. The general precautions to be observed by station staff at O H E worked station is depicted in appendix

[A] 'G' [B] 'B' [C] 'C' [D] 'A'

APPENDIX XVI and XVII

867. In the EMU/MEMU Bell code 000 pause 000 indicates

[A]Zone of speed restriction over speed [B]Joint Brake Test is completed

[C] Passing Automatic signal at 'on' [D] Motorman not to exceed prescribed speed

868. Maximum number of persons other than the Loco Pilot/Motorman or Guard are authorized to travel in the Cab of EMU/MEMU with special permits

[A] one [B] two [C] three [D] four

869. The test should be conducted before taking out MEMU/EMU on the 1st daily service run from MEMU/EMU shed, stabling siding and platform line is

[A]Brake continuity test [B] JBT check [C] both A and B [D] none of these

870. When the power goes off the line, while the EMU/MEMU is standing on a grade, the Loco Pilot/Motorman must immediately apply this brake in both cabs to the full extent and applythe wedges towards the falling gradient

[A]SA9 [B] A9 [C] hand brake [D] none of these

871. EMU/MEMU shall beprotected as per Rule 6.03/9.10, If the detention exceeds or it is likely to exceed

[A]5 minutes [B]10 minutes [C] 15 minutes [D] none of these

872. In the event of fire on any part of the electrical equipment, the affected part is first to be

[A]extinguished by water [B]completely isolated [C]extinguished by mud [D]none of these

873. In the event of fire on EMU/MEMU, the Loco Pilot/Motorman shall immediately

[A]switch off the circuit breaker and lower the panto

[B]stop the train and switch off the circuit breaker

[C] stop the train and lower the panto [D] none of these

874. In cases where the leading cab of an EMU/MEMU electric locomotive has become defective, brake equipment in the leading cab is operative the maximumspeed shall be

[A]40 kmph [B]30 kmph [C] 15 kmph [D] none of these

875. In cases where the leading cab of an EMU/MEMU has become defective, brake equipment in the leading cab is inoperative; the maximumspeed shall be

[A]40 kmph [B]30 kmph [C] 15 kmph [D] none of these

876. According to the density of traffic to the sidings, the rakes will be moved as per

[A]One Pilot Only System [B]Multiple pilot system [C] A or B [D] both A and B

877. The official authorized to prescribe either one pilot only system or multiple pilot system of working at siding

[A]SM [B]Sr.DOM [C] pilot in-charge [D] AOM

878. At serving station where sidings take off, the register to record the detail of all pilot movements must be maintained by SM

[A]Pilot movement Register [B]Train signal Register

[C] PN exchange register [D] none of these

879. In-charge of pilot sent to siding shall be

[A]Loco pilot [B]Competent authority of siding

[C] Operating staff deputed by SM [D] guard only

880. On complete arrival of the Pilot train inside the fouling mark, who shall make an endorsement in the Pilot Movement Register

[A]SM [B]loco pilot [C] pilot in-charge [D] any of these

881. In the Multiple Pilot system, in the event of failure of means of communication with siding, the system that SM has to adopt till restoration of any one of the communications

[A]one pilot system [B]open communications issuing T/B.602

[C] Multiple pilot system only with caution order [D] none of these

882. LP will be given separate authorities from station to siding and siding to station in

[A]Single pilot system [B]Multiple Pilot system [C] both systems [D] depending on situation

883. Before leaving the station, LP will be given authority which authorizes to proceed from station to siding and return to station in

[A]Single pilot system [B]Multiple Pilot system [C] both systems [D] depending on situation

884. In Following train, Pilot Guard, Train staff & ticket systems, a train shall follow another from a station unless there has elapsed, an interval of not less than_____, or such shorter interval as may be fixed by special instructions.

[A]10 mins [B]15 mins [C]20 mins [D] 30mins

885. In Following train, Pilot Guard, Train staff & ticket systems, speed of all the trains following the first train shall not exceed _____except under special instructions,

[A]15kmph [B]15/10kmph [C]25kmph [D]25/10kmph

886. Trains may be worked on the One Train Only System, only on _____on the single line.

[A]non important sections [B]long main line sections
[C]important sections [D] short terminal branches

887. In case of train signal register for block instruments identify the statements, which are false

i. All normal entries in the register shall be made in blue or red ink.
ii. No eraser shall be made in the register,
iii. If any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall be made above it.
iv. The person who keeps the register for the time being shall be responsible for all entries made therein.

[A]Only (i) [B]Only (ii) [C]Only (iii) [D](i) & (iii)

BWM

888. In the Daido handle type block instrument, to cancel the Line clear, when train has not left the station, the switch is to be operated is

[A].S1 [B]S2 [C].Shunt Key [D].SM`s Key

889. In the Podanur push button block instrument, the indicator which is an aid to the SM to verify if all relevant controls, levers/knobs, signals etc., are normal. is

[A]. S W R [B].S N R [C].Line Closed [D].Free Indication

890. When Home signal is defective on D/L, to prevent block failure, its lever/knob should be kept in

[A].Normal position [B].Normal / Reverse position [C].Reverse position [D].Any Position

891. Five beats are given for cancelling last signal and

[A].Obstruction [B]stop & examine [C] Signal Given in Error [D].No Such Bell Code

892. Bell code to be given to SM in advance when unsafe condition on a run through train is observed is

[A].00000 [B].000000 [C].000000 – 0 [D].000000 - 00

893. The number of bell beats that are to be given when the block instrument is tested by SI

[A]00 [B]00000 [C]16 Beats [D] 20 Seconds Continuously

894. When acknowledgement cannot be obtained for 'Call attention' bell beat, again Call attention shall be given by SM after.

[A].5 Sec [B].10 Sec [C].20 Sec [D].60 sec

895. The Station Master taking over charge shall test the block instrument and make a record of the result then and there in the

[A].Station Diary [B].T S R [C].S&T Register [D].T / 50

896. The Station Master who ask/grants line clear shall remain on duty till this signal is received /acknowledged.

[A]Train Out of Block Section [B] Train Entering Block Section

[C]Train passed through [D]None

897. SM shall test the Podanur push button block instrument /SGE block instrument, without obtaining line clear by attempting to take off

[A]F S S [B]Starter [C]L S S [D]Any Signal

898. The TSR shall be retained at station for

[A] 3 months in which it is completed. [B]6 months in which it is completed.

[C] 1 Yearin which it is completed. [D] 1 Year after half year in which it is completed.

899. The time of relief and handing over the BI shall be recorded by the outgoing SM in the

[A] T S R [B]Station Diary [C] S O B [D] Assurance Register

900. On double line, block instrument will be operated for obtaining/granting line clear by

[A].S M in Rear [B].S M in Advance [C].Both In Co- Operation [D]. Any Body

901. On double line, block instrument will be operated for closing block section by

[A]S M in Rear [B]S M in Advance (same station]

[C]Both In Co- Operation [D] Any Body

902. In push button token less block instrument, the button is to be operated for cancellation of line clear along with BCB.

[A] TGT Button [B]TCF Button [C]Cancellation Button [D]Panel Lamp

903. In Podanur push button block instruments, when cancellation button is operated, which indication appears after lapse of

[A]Free Indication, 60Min. [B]Free Indication, 60 sec.

[C]S N R, 120 Sec. [D] Free Indication, 120Secs.

904. Slip/Catch siding key cannot be removed when Block instrument is in this position.

[A]TCF [B]TGT [C]TCF / TGT [D]Line Closed

905. In Single line Electrified sections this type of block instruments are only provided.

[A]P T J [B]Kyosan [C].Daido [D].Any One

906. In push button token less block instrument when shunt key cannot be extracted for shunting purposes, the SM shall advise the SM at the other end

[A] to keep block instrument in line closed position [B]to extract shunt key

[C] to keep block instrument in TCF position [D] none of these

907. In push button token less block instrument when shunt key cannot be extracted for shunting purposes, the authority given to the LP is.

[A].T / 806 + P N [B].T / 806 W/O P N [C].T / 806 + Shunt Key [D].Memo To Push back

908. For all Goods trains at originating station ''is line clear'' should be asked

[A] Before 5 Min [B]Before 10 Min [C] after BPC Signed [D] Train is ready

909. At train starting station 'is line clear' shall be asked, how many minutes before the booked departure of the passenger carrying trains.

[A]. before 5 min [B].Before 10 Min [C].As per W T T [D]. GD & LP Ready

910. At intermediate stations, for all stopping trains with a halt of less than five minutes' is line clear' shall be asked when the Train is

[A].Sighted [B].Arrived [C].As per W T T [D] ready

911. In the case of train is booked to run through a station, is line clear shall be asked how many minutes before the train is due to pass.

[A] 5 min [B]7 min [C]10 min [D]Train left Rear Station

912. For run through trains whose running time is less than seven minutes, Line clear is to be obtained immediately after this signal is received.

[A]Train Entering block section [B] Is Line Clear

[C]Train out Of Block section [D] None

913. No. of Private Number sheets supplied to each on duty Station Master.

[A]One [B]Two [C]Three [D]No limit

914. To prevent Line clear from being taken by the SM of station in advance through Push button token less block instrument, the SM shall

[A].Remove Shunt Key [B].Reverse LSS / FSS knob [C].Both A & B [D].None

915. When SM does not want to grant line clear, he shall give following bell code signal.

[A].00000 [B].000000 [C].000000 - 0 [D].00000000000

916. On double line sections when a train is pushed back after entering the block section on normal ATP, the next train shall be dispatched on

[A].Caution Order [B].P L C T [C].T / 369 (3[B] [D].Memo

917. When Block forward or Block back is done on D/L sections, the BI shall be kept in

[A].Locked position[B].Line Closed position[C].Train On Line position [D].TGT / TCF position

918. The Gds/LPs of all trains who are provided with VHF sets and Portable Field telephone shall inform the Station Master/controller when delayed in the block section for over

[A]. 10 / 15 Min for passenger carrying/goods trains

[B].5 / 15 Min for passenger carrying/goods trains.

[C].10 / 20 Sec for passenger carrying/goods trains

[D].10 / 20 min for passenger carrying/goods trains.

919. A relief engine should be sent, if the engine or vehicles running away have not arrived even after a lapse of how many minutes more than the running time of the slowest speed goods train.

[A].30 min [B].45 min [C].10 Min [D].5 Min

920. After the testing signals are exchanged, entries in red ink shall be made in this and signed by both SI/ESM and the Station Master.

[A].S & T Register [B].T S R [C].Station Diary [D].None

921. When ' Train on line' buzzer fails, the block instrument shall be considered to be interrupted and their working

[A].Partially Failed [B].Suspended [C].Resumed [D].Normal Way

922. Block instrument failure either at station 'X' or station 'Y' shall be recorded by both Station masters of 'X' and 'Y' in their

[A].T S Rs [B]. S & T Failure Registers [C].Station Diaries [D].None

923. In the event of failure or suspension of Block Instrument, before signaling a train through any alternative means of communication, both SMs shall exchange Messages and record in the TSR in.

[A]Black Ink [B]Red Ink [C]Remarks Column [D]None

924. Before dispatching a train using the Block telephone, Both SMs shall cross check Private Numbers given for Line Clear, for the last

[A] One preceding train [B]Two preceding trains

[C] Three preceding trains [D] four preceding trains

925. Before dispatching a train using the Block telephone, Both SMs shall cross check Private Numbers given for Line Clear, for the last 3 preceding train(s] and record these particulars in the

[A] Station Diary [B]PN exchange register [C] TSR [D] none of these

926. Before despatchig a train using the Control telephone, Both SMs shall cross check following timingsof last three preceding trains

[A].Dispatch [B].Arrival [C].Arrival / Despatch [D].None

927. VHF sets as a means of communication should be permitted only in the presence of supervisory staff for prolonged duration of

[A] 1 hour or more [B]3 hours or more [C] 6 hours or more [D] 12 hours or more

928. When BPAC fails, after resetting the instrument with the cooperation of SM in advance it goes to this mode

[A] Defective [B] Silent [C] Preparatory [D] Active

929. Authorized means of communications in the order of priority are block instrument, track circuits or

[A].Axle Counter [B].Block telephone [C].Control Phone [D].V H F

930. When block telephone fails, next means of communications for obtaining line clear is

[A].station to station fixed telephones where provided [B].Control telephone

[C].B S N L / Railway Auto Phones [D].Axle Counter / track Circuit

931. To obtain/grant line clear through VHF set SM shall switch over from common frequency/channel to(for 1st block section of straight section] this channel

[A].8 [B].5 [C].10 [D].13

932. This means should not be used as the sole means of communication where passengertrains run.

[A].V H F Sets [B].Control Telephones

[C].B S N L / Railway Auto Phones [D].Axle Counter / track Circuit

933. VHF set shall not be used as means of communication where these phones are provided.

[A].GSMR (Cell Phones] [B].Control Phones

[C].BSNL / Railway. Auto Phones [D]. All the above

934. In Automatic block system, available alternate means of communications are

[A]. BSNL / Railway. Auto Phones [B]. Control Phones

[C]. station to station telephone [D]. All the above

935. Even if tail lamp/tail board is not found, closing block section need not be held up if provided with.

[A].Cabins [B].Block Instruments [C] B P A C [D].Panel Board

936. During PLCT working, entries shall be made at receiving end in this register in addition to TSR

[A].T / A 1425 [B].T / B 1425 [C].T / 15 [D].All the above

937. While issuing PLCT, Loco Pilot's signature is to be obtained in

[A] column A of T / A 1425 [B] column A of T / B 1425

[C]. column B of T/A 1425 [D] column B of T / B 1425

938. All block instruments are proving this position of First stop and Last stop signal

[A]ON [B]OFF [C] ON or OFF [D]All the above

ACCIDENT MANUAL

939. Accidents are classified into how many categories

[D] [A] ONE [B]TWO [C] THREE [D] FIVE

940. The categories of classification of accidents are from 'A' to 'R' except

[A] 'E' & 'I' [B]'I' & 'O' [C] 'N' & 'K' [D] 'F' & 'G'

941. Accident Collision of trains are classified in categories

[A] A1 to A5 [B]B1 to B7 [C] C1 to C9 [D] D1 to D6

942. Accident Fire in trains are classified in categories

[A] A1 to A5 [B]B1 to B7 [C] C1 to C9 [D] D1 to D6

943. LC gate Accidents are classified in categories

[A] A1 to A5 [B]B1 to B7 [C] C1 to C9 [D] D1 to D6

944. Accident Derailment of trains are classified in categories

[A] A1 to A5 [B]B1 to B7 [C] C1 to C9 [D] D1 to D6

945. The category of accident 'Averted collision' is classified in

[A] 'F' [B]'G'[C] 'H' [D] 'J'

946. The category of accident 'Breach of block rules' is classified in

[A] 'F' [B] 'G' [C] 'H' [D] 'J'

947. The category of accident 'SPAD' is classified in

[A] 'F' [B]'G' [C] 'H' [D] 'J'

948. The category of accident 'Failure of rolling stock' is classified in

[A] 'J' [B]'K ' [C] 'L' [D] 'M'

949. The category of accident 'Failure of P-way' is classified in

[A] 'J' [B]'K ' [C] 'L' [D] 'M'

950. The category of accident 'OHE failure' is classified in

[A] 'J' [B]'K ' [C] 'L' [D] 'M'

951. The category of accident 'S&T failure' is classified in

[A] 'J' [B]'K ' [C] 'L' [D] 'M'

952. The category of accident 'Bomb blast/Explosion/Hijack in trains' is classified in

[A] 'R' [B]'Q ' [C] 'P' [D] 'N'

953. The category of accident 'Run over/falling out in trains' is classified in

[A] 'R' [B]'Q ' [C] 'P' [D] 'N'

954. The category of accident 'Natural death/Murder/robbery/Suicide in trains' is classified in

[A] 'R' [B]'Q ' [C] 'P' [D] 'N'

955. The category of accident 'Vehicle running away/Cattle run over/landslides' is classified in

[A] 'R' [B]'Q ' [C] 'P' [D] 'N'

956. As per classifications, Collisions come under category of.

[A] C [B] A [C] B [D] D

957. As per classifications, Fire accidents come under category of

[A] C [B] A [C] B [D] D

958. An example of breach of block rules is

[A] Train entered into wrong line [B] train entered into B/S without a ATP

[C] Train entered into siding [D] all the above

959. An example of consequential accident is

[A] SIGNAL PASSING AT "ON" [B] ENTERING INTO B/S W/O ATP

[C] FIRE ON TRAIN [D] AVERTED COLLISSION

960. An example of indicative accident is

[[A] PASSING STOP SIGNAL AT "ON" [B] FIRE ON TRAIN

[C] COLLISSIONS [D] LC GATE ACCIDENTS

961. Passing stop signal at Danger is this type of accident.

[A] COLLISSIONS [B]AVERTED ACCIDENT

[C] BREACH OF BLOCK RULE [D] INDICATIVE ACCIDENT

962. In an accident if the damage to Railway property exceeds Rs 2 CRORES ,such accident shall be treated as

[A] SERIOUS ACCIDENT [B]COLLISSION [C] AVERTED ACCIDENT[D] SPAD

963. The level of enquiry to be conducted in case of A1 to A4(collision] in case CRS is not conducting to be done by minimum grade officers of

[A] JAG [B] SAG [C] Sr.Scale [D] Jr.Scale

964. The level of enquiry to be conducted in case of other consequential accidents to be done by
[A] Dy.CSO [B]DRM [C] TI,LI,SI [D] ADRM

965. The level of enquiry to be conducted in case of yard accidents to be done by committee of
[A] JAG [B] Sr.Supervisors [C] Sr.Scale [D] Jr.Scale

966. The level of enquiry to be conducted in case of indicative accidents to be done by officers committee of
[A] JAG [B]Sr.Scale [C] Jr.Scale [D] Sr. or Jr Scale

967. Minimum number of days from the date of accident 'D', DRM/GM to order enquiry to be done within is

[A] D+1 [B]D+3 [C] D+7 [D] D+10

968. Minimum number of days from the date of accident 'D', commencement of enquiry to be done within is

[A] D+1 [B] D+3 [C] D+7 [D] D+10

969. Minimum number of days from the date of accident 'D', submission of enquiry reportto be done within is

[A] D+1 [B]D+3 [C] D+7 [D] D+10

970. Minimum number of days from the date of accident 'D', acceptance of enquiry report to be done within is

[A] D+1 [B]D+3 [C] D+7 [D] D+10

971. Minimum number of days from the date of accident 'D', finalization of enquiry report by CSO/AGM to be done within is

[A] D+10 [B]D+7 [C] D+15 [D] D+20

972. Minimum number of days from the date of accident 'D', submission of enquiry report to CRS/Rly Board to be done within is

[A] D+10 [B]D+7 [C] D+15 [D] D+20

973. Minimum number of days from the date of accident 'D', DAR action to be completed within i

[A] D+30 [B]D+60 [C] D+90 [D] D+120

974. Proceedings of joint or inter departmental inquiries shall be submitted in report form number

[A] ACC. 1, 1[A] to 1(O) [B]ACC. 3, 3[A] to 3(O) [C] ACC. 7, 7[A] to 7(O) [D] ACC. 9, 9[A] to 9(O]

975. Classification of routes for the purpose of total and partial interruption of traffic upto sectional speeds of 160kmph is classified in

[A] Group A [B] Group B [C] Group C [D] Group D

976. To treat any accident as averted collision, outside station limits, the distance between two trains shall be.

[A] 600 meters or less[B]400 meters or less [C] less than 400 meters [D] 180 meters or less

977. Reportable Train accidents means all accidents falling under the purview of section of the Railway Act 1989 is

[A] 131 [B] 113 [C] 156 [D] 125

978. When persons are knocked down or run over and dead, no responsible person is available, body shall be

[A] ignored [B]inform at next station [C] drop a memo while runs through

[D] Handed over at nearest gate lodge or station with a memo

979. When murder is reported in second class compartment, carriage to be detached at

[A] Next station [B] station where crime was detected

[C] Station coach can be replaced [D] destination

980. When murder is reported in reserved class compartment, carriage to be detached at

[A] Next station [B] station where crime was detected

[C] Station coach can be replaced [D] destination

981. To treat as equipment failure, a gate telephone shall fail for more than

[A] 15 MINUTES [B]10 MINUTES [C] 20 MINUTES [D] 5 MINUTES

982. The thresh hold value in terms of loss of Railway property is fixed at Rs

[A] 1 LAKH [B] 25 LAKHS [C] 2 CRORES [D] 15,000

983. In all cases of those accidents in which prima facie the cause appears to be human failure attributable to train passing staff, both breathalyzer and blood tests shall be carried out immediately after the accident for

[A] SMs [B]Points men / Cabinmen/ Levermen [C] Either A or B[D] Both A & B

984. Accident siren three long indicates

[A] Outstation accident, main line is blocked [B]Outstation accident, MRT required

[C]Accident in the adjoining yard[D] Out station accident, main line is not obstructed

985. Accident siren when accident takes place at out station, main line obstructed and MRT required is

[A] Four long [B]Three long One short

[C] Four long One short[D] Three long

986. The target time for turning out ARTduring day and night is

[A] 15minutes & 20 minutes [B] 30 minutes & 45 minutes

[C] 1 hour and 1 ½ hour [D] none of these

987. The medical portion of the accident relief train consists of

[A] Medical Van [B] Auxillary Van [C] Both A & B[D] None Of These

988. Scale II ARME is stored in boxes in specials rooms on

[A] Platform [B]end cabins [C] outermost points [D] rooms of Rly. Hospitals

989. The target time for turning out MRT for direct/indirect dispatch, is

[A] 15 minutes and 20 minutes [B]30 minutes and 45 minutes

[C] 10 minutes and 15 minutes [D] 5 minutes and 30 minutes

990. DMO should inspect the First Aid boxes of Guards once in

[A] month [B] 2 months [C] 3 months [D] 15 days

991. DMO should inspect the First Aid boxes of station once in

[A] half yearly [B] yearly [C] Quarter [D] month

992. Mock drills for ART shall be conducted once in

[A] a month [B] 2 months [C] 3 months [D] year

993. To considered as dangerous for running trains Rainfall in 24 hours shall exceed

[A] 10 cms [B] 5 cms [C] 6 cms [D] 15 cms

994. Heavy wind is considered dangerous for running trains if wind velocity is

[A] 60 kmph or more [B]65 kmph or more[C] 50 kmph or more [D] 5 cms or more

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

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

996. On receipt of weather warning message, the Station Master should immediately arrange to hand over to the parties concerned and obtain

[A] memo [B] acknowledgement [C] both A & B [D] None of these

997. Ex-gratia to be paid In case of death in Train accident/manned LCgate accident is Rs

[A] 5,00,000 [B]2,50,000[C] 50,000 [D] 4 lakhs

998. Ex-gratia to paid In case of serious injury in a train accident/ manned LC gate accident is Rs. as ex-gratia

[A] 5,00,000 [B]2,50,000[C] 50,000 [D] 4 lakhs

999. Whenever accident takes place, SM and GLP has to prepare report in forms No. respectively is

[A] Acc. 13 & Acc. 31 [B] Acc. 3 & Acc. 9

[C] Acc. 1 & Acc. 3 [D] Acc. 9 & Acc. 1

1000. The maximum amount of compensation to be paid in case of death in railway accident is Rs

[A] 8 lakhs [B] 6 lakhs [C] 15,000 [D] 4 lakh

1001. The claim for compensation shall be made within the following time from the date of accident

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

1002. The claim for compensation shall be made through

[A]District court[B]civil court [C] high court [D] Railways Claims Tribunal

1003. CRS shall hold statutory enquiry into the accidents falling under Section _____of Railways Act 1989.

[A] 110 [B] 111 [C] 112 [D] 113

1004. Accident Inquiry Reports with staff of foreign railway responsibility should be put to _____directly being the Accepting Authority in such cases.

[A] GM [B]DRM [C] AGM[D] PCSO

****

Advance Operations

1005. Number of zones on Indian Railways

[A]15 [B]16 [C] 17 [D] 18

1006. Name of the General Manager, S.C.Railway

[A]Vinod Kumar Yadav [B]Gajanand Mallya [C] S.K.Srivastava [D] R.Dhananjeyulu

1007. Name of Principal Chief Operations Manager, S.C.Railway is

[A]B.Nagya [B]K.Siva Prasad [C] K.Padmaja [D] N Madhusudan Rao

1008. Name of the Chairman, Railway Board is

[A]Jaya Varma Sinha [B]Satish Kumar [C] ASWANI LOHANI [D] VINOD KUMAR YADAV

1009. Name of the MOBD is

[A]Mohd Jamshed [B]Jaya Varma Sinha [C] Hitrndra Malhothra [D] Girish Pillai

1010. RDSO is located at

[A]Secunderabad [B]Lucknow [C]New Delhi [D]Bangalore

1011. The Chief Commissioner of Railway Safety's office is located at

[A]Gwalior [B]Bhopal [C] Chennai [D]Lucknow

1012. First passenger train ran on Indian railways was on

[A]26th April 1853 [B]16th May 1853 [C] 16th April 1863 [D]16th April 1853

1013. The distance between the two tracks on Broad Gauge

[A]1686MM [B]1676MM [C] 1666MM [D]1656MM

1014. The South Central Railway was formed on

[A]02-12-1966 [B]02-10-1966 [C] 06-10-1966 [D]01-04-2003

1015. Number of States covering South Central Railway is

[A]Four [B]Five [C] Six [D]Seven

1016. The number of trains which can be run on a section in 24 hours is termed as

[A]Throughput [B]Wagon Turn Round [C]Section Capacity [D] DWB

1017. Throughput of a section is given as the volume of traffic carried over a section in

[A]8 hours [B]16 hours [C] 24 hours [D] 36 hours

1018. In Scotts's formula, 'T' means

[A]Block Operation Time [B]Running time of fastest Goods train Over Critical Block Section [C]Running Time of Slowest Train Over Critical Block Section [D]Efficiency factor

1019. In Scotts's formula, 't' means

[A]Block Operation Time
[B]Running time of fastest Goods train Over Critical Block Section
[C]Running Time of Slowest Train Over Critical Block Section [D]Efficiency factor

1020. In Scotts's formula, 'E' means

[A]Block Operation Time [B]Running time of fastest Goods train Over Critical Block Section [C]Running Time of Slowest Train Over Critical Block Section [D]Efficiency factor

1021. The value of Efficiency factor in Scotts formula is taken as

[A]8/10 [B]6/10 [C] 7/10 [D] 9/10

1022. Paths of M/Express trains are identified on control charts by colour-

[A]Green [B]Red [C] Blue [D] Black

1023. Paths of Goods trains are identified on control charts by colour-

[A]Green [B]Red [C] Blue [D] Black

1024. Paths of Rajdhani/Duronto and other premier trains identified on control charts by colour

[A]Green [B]Pink [C] Blue [D] Black

1025. Paths of Passenger trains are identified on control charts by colour-

[A]Green [B]Red [C] Blue [D] Black

1026. Paths of Light engines/tower cars trains are identified on control charts by colour-

[A]Green [B]Red [C] Blue [D] Black

1027. Blocking of running line on control chart is indicated by drawing a continuous _____ either below or above the line, as per its direction, from the time it is blocked till it is cleared.

[A]Vertical red line [B]vertical black line[C] Horizontal red line [D] horizontal black line

1028. Line Block is indicated on control chart in the form of a _____ indicating duration drawn in red colour.

[A]Circle [B]Semi-circle [C] Vertical box [D] Rectangular box

1029. Stock, loco, crew and path are to be kept in mind while the train is

[A]Stabled [B]Run [C] Ordered [D] Terminated

1030. The ordering of goods trains depends on the availability of

[A]POWER [B]PATH [C] CREW&STOCK [D]ALLTHE BOVE

1031. High Figure of wagon turn round denotes

[A]Wagon immobility [B]Increase in Terminal detentions [C] Increase in DWB [D] All the above

1032. Wagon turn round performance is denoted in terms of

[A]HOURS [B]DAYS [C] WEEKS [D] WAGONS

1033. If the number of wagon turn round is less , the performance is considered to be

[A]GOOD [B]ABNORMAL [C] POOR [D] None of these

1034. Wagon census is conducted once in

[A] 3YEARS [B]A YEAR [C] 5 YEARS [D] 6MONTHS

1035. NR cell means

[A]NUMBERED RECEIPT' [B]NOT RECEIVED [C]NOT REPORTED [D] NAME RECORD

1036. At Zonal level the management of Passenger Traffic is looked after by

[A] CSO [B]CSS [C] CPTM [D] CFTM

1037. Time Tables are issued every

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

1038. Loco outage means the average number of locos available to traffic use in

[A]24hours [B]a month [C] 10 days [D] 15 days

1039. The Marker with which Non pooled wagons are identified is

[A] 'NP' [B] 'P' [C] 'N' [D] None of these

1040. 'Sectional speed' of a section is otherwise known as

[A]Booked speed [B]MPS [C] Normal speed [D] Restricted speed

1041. Out station rest for a running staff performing less than 8 hours duty

[A]8 hours [B]6hours [C] 12hours [D] 16hours

1042. Maximum rest period for running staff at their head quarters

[A]8 hours [B]6hours [C] 12hours [D] 16hours

1043. Out station rest for a Guard performing more than 10 hours duty

[A]8 hours [B]6hours [C] 12hours [D] 16hours

1044. Running staff to be given rest in a month including one night is

[A]4 Rests of 30 hrs each [B]5 rests of 22 hrs each
[C] Either 'A' or 'B' [D] Both 'A' and 'B'

1045. Continuous night duty for running staff should be limited to

[A]2 nights [B]3 nights [C] 4 nights [D] 5 nights

1046. All India Trains at a glance is prepared by

[A]Zonal Railway [B]CRIS [C] Railway Board [D] RDSO

1047. Wagon kms /Wagon day indicates

[A]Wagon Mobility [B]Wagon Utilisation [C] Average Speed [D] All The above

1048. In train No. 12760, the second digit "2" indicates

[A]Zonal Railway [B]Divisional Railway [C] Super fast [D] Mail/Exp

1049. Saloons of officers shall not be attached to

[A]Military Spl [B]Postal Spl [C] Race Spl [D] All the above

1050. Milrail organization deals with movement of various

[A]Postal services [B]railwayservices [C] military services [D] millennium services

1051. The maximum permissible speed over a section is prescribed by

[A]GM [B]PCOM [C] CEE [D] CRS

1052. Poor Engine utilization leads to

[A]reduced power availability [B]blocking of sorting and reception lines

[C] Both 'A'&'B' [D]Either 'A' or 'B'

1053. The Ratio of Total Train Kilometres to Train Engine Hour gives the

[A]Average speed .[B]WTR [C]Throughput [D]NTKM

1054. ODC consignment shall not be

[A]loose shunted [B]Hand shunted [C]Hump shunted [D] All the above

1055. Net Clearance and Gross clearance for Class 'A' ODC is

[A]6'&9' and above [B]3'&6' and above [C]9'&6' and above [D] 6'&9' and Less

1056. Net Clearance and Gross clearance respectively for Class 'B' ODC is

[A]6'-9'& 6'-9' [B]3'-6'& 3'-6' [C]6'-9'& 3'-6' [D] 3'-6'& 6'-9'

1057. Net Clearance and Gross clearance for Class 'C' ODC is

[A]6'&9' and above [B]Less than 3'&6' [C]9'&6' and above [D] Less than 6'&9'

1058. Speed of Class 'A' ODC on BG is restricted to

[A]40kmph [B]25kmph [C]65kmph [D] 75kmph

1059. Speed of Class 'B' ODC on BG is restricted to

[A]40kmph [B]25kmph [C]65kmph [D] 75kmph

1060. Speed of Class 'C' ODC on BG is restricted to

[A]40kmph [B]25kmph [C]65kmph [D] 75kmph

1061. If reception of trains is more in a yard and dispatch of trains is less, it leads to

[A]More engine utilization [B]less engine utilization
[C]improvement in WTR [D]Yard congestion

1062. If working expenses of a Railway are increasing, the operating ratio performance will become

[A]poor [B]high [C]does not affect [D] None of the above

1063. If Gross revenue receipts of a Railway are increasing, the operating ratio performance will

[A]become poor [B]improve [C]does not affect [D] None of the above

1064. Commissioner of Railway Safety Organization functions under Ministry of----------

[A]Railways [B]Postal [C]Civil Aviation [D]Defence

1065. Periodical overhauling of wagons are conducted at .

[A]Primary maintenance depots [B]every TXR depots
[C]Nominated TXR Depots [D]Secondary Maintanance depots

1066. Sanction for 'C' class ODC special trains has to be given by

[A]CRS [B]PCE [C]PCOM [D]All the above

1067. Authorities that are consulted before the preparation of time tables are.

[A]Revenue authorities [B]RMS [C] District Collectors [D]Transport Authorities

1068. While fixing the departure, an ideal time for an over night express train at originating station is

[A]afternoon [B]after lunch [C] mid night [D] after Dinner

1069. Division wagon balance of a division is the total of all wagons on wheels in the division including.

[A]ineffective [B]departmental [C] both A & B [D] Either 'A' or 'B'

1070. The Representations that are taken into account In the Divisional time table meeting held with branch officers presided by Sr.DOM are

[A]DRUCC members [B]MP/MLA's [C] both A & B [D]Either 'A' or 'B'

1071. In the month of October minutes of Divisional time table meeting sent to.

[A]CTM [B]CPTM [C]DRM [D] CFTM

1072. Every year presided over by the Executive Director (Coaching) Inter Railway Time Table coordination meeting held generally in the month of

[A]Jan/Feb [B]Oct/Nov [C] July/Aug [D]Apr/May

1073. Inter Railway Time Table coordination meeting held generally in the month of Jan/ Feb every year presided over by the

[A]Executive Director(Freight) [B]Executive Director(Coaching) [C] Executive Director(Commercial) [D] Executive Director(Safety)

1074. The basic units for measuring time, distance, weight, etc. are

[A]Secondary units [B]Derived units [C] Primary units[D] Fundamental unit

1075. Multiplication of two primary units is.

[A]Secondary units [B]Derived units [C] Primary units [D] Fundamental unit

1076. Quantum of input or output is given by

[A]Secondary units [B]Derived units
[C] Primary units [D] Fundamental unit

1077. Ratio between two Primary units or Primary and Fundamental unit or of two Fundamental units.

[A]Secondary units [B]Derived units [C] Primary units [D] Fundamental unit

1078. Ratio of Gross working Expenses to Gross Revenue Receipts.

[A]Working Ratio [B]Operating Ratio [C] rate of return [D] None of above

1079. Maximum speed of 140 T Hydraulic Crane (BG] is.

[A]40 KMPH [B] 60 KMPH [C] 80 KMPH [D] 100KMPH

1080. POH interval of passenger coaches run on Mail Exp/Passenger trains is

[A]6 months [B]12 months [C] 18 months [D] 24 months

1081. Percentage of spare coaches for Traffic requirements that must be kept at the depots for Non AC coaches is

[A]4 % [B]5 % [C]6 % [D] 10%

1082. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for AC coaches is

[A]5% [B]6 % [C] 5% [D] 10%

1083. Percentage of spare coaches for Traffic requirements that must be kept at the depots for Rajdhani/Shatabdi trains is

[A]8.5% [B]12 % [C] 5% [D] 10%

1084. Percentage of spare coaches for Traffic requirements that must be kept at the depots for AC coaches is

[A]8.5% [B]6 % [C] 5% [D] 10%

1085. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for RAJDHANI/SHATABDI coaches is

[A]12% [B]6 % [C] 5% [D] 10%

1086. Percentage of spare coaches for Mechanical requirements that must be kept at the depots for Non AC coaches is

[A]12% [B]6 % [C] 5% [D] 10%

1087. Train number of Conventional Rakes of Passenger trains starts with

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

1088. Train number of MEMU Rakes of Passenger trains starts with

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

1089. Train number of DEMU Rakes of Passenger trains starts with

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

1090. Charts that contain scheduled trains running on each section Including paths for goods trains are called as

[A]Platform occupation charts [B]Pitline occupation charts
[C] Master charts [D] Shift wise board charts

1091. BPC for "Parcel Express" is valid for

[A]10 days [B]4500 km
[C] 'A' or 'B' whichever is earlier [D] 35 days or 7500 km whichever is earlier

1092. BPC for "Military/Election Special trains" in case of LHB coaches is valid for

[A]4000 kms or 7 days [B]3500 km or 10 days
[C] 4000 kms or 10 days [D] 35 days or 7500 km whichever is earlier

1093. BPC for "Military/Election Special trains" in case of ICF coaches is valid for

[A]3500 km or 10 days [B]3500 km or 7 days
[C] 3500 kms or 96 hours [D] 35 days or 7500 km whichever is earlier

1094. BPC for "Passenger trains without toilets" in case of ICF coaches is valid for

[A]3500 kms or 96 hours [B]3500 km or 10 days
[C] 4000 kms or 96 hours [D] 3500 kms or 7 days

1095. BPC for "Passenger trains with toilets" in case of ICF coaches is valid for

[A]3500 kms or 96 hours [B]3500 km or 10 days
[C] 4000 kms or 96 hours [D] 3500 kms or 7 days

1096. Validity for "Mail/Express" in case of ICF coaches checked on pit line

[A]3500 kms or 96 hours [B]3500 km or 10 days
[C] 4000 kms or 96 hours [D] 3500 kms or 7 days

1097. Validity for "Mail/Express" in case of LHB coaches checked on pit line

[A]3500 kms or 96 hours [B]3500 km or 10 days
[C] 4000 kms or 96 hours [D] 3500 kms or 7 days

1098. Different types of maintenance of Passenger carrying trains are

[A]Primary [B]Secondary [C] Terminal attention [D] all the above

1099. The period of interval of IOH of passenger coaches is between
[A]12 months [B]two POH [C] 24 months [D] 36 months

1100. First dual cab Diesel engine is

[A]WDP-4D [B]WDM-4 [C]WAG-5 [D]WDP-4

1101. Running of trains In SCR is permitted with maximum no. of non LHB coaches
[A]18+VPU [B]23+VPU [C]26 [D]24 + VPU/IC

1102. Which of the following is not a PFT's over S C Rly.

[A]Nagalapalli [B]Timmapur [C]Shankerpalli [D] Nagireddypalli

1103. The Validity kms. for LHB Coaches.

[A]2000 [B]4000 [C]2500 [D] 3500

1104. On Which of the following divisions over S C Rly. Patch tripling has been commissioned.

[A]SC [B]BZA [C]SC & BZA [D] HYB

1105. As per VIIth Pay commission train controller Allownace is _____.

[A] Rs 6000 p.m [B] Rs 7000 p.m [C] Rs 5000 p.m [D] Rs 10000 p.m.

1106. The Ministry of Railways Launched _____ programme for all Railway staff to improve their competence.

[A] Rail Vision [B] Rail Vikas Shivir [C] Saksham [D] Rail Swachhta Pakhwada

1107. Indian Railways has Launched aprogramme on ethics in public governance names as _

[A] Satya meva Jayathe [B] Satyanishtha [C] Saksham [D] Rail Swachhta Pakhwada.

1108. What is the axle load of new generation wagons.

[A] 22.9 T [B] 20.9 T [C] 25.0 T [D] 23T

1109. What is Maximum speed of BOXNR Empty Rake _____

[A] 75KMPH [B] 80 KMPH [C] 100 KMPH [D] 60 KMPH

1110. The Working Time Table number for 2023-24 is _____

[A] 76 [B] 77 [C] 78 [D] 79

1111. What is Maximum speed of WAG 9 Locomotive over SC Rly _____

[A] 75KMPH [B] 80 KMPH [C] 100 KMPH [D] 160 KMPH

1112. Super fast train means ,The average speed is ____& above

[A] 75 KMPH [B] 80 KMPH [C] 100 KMPH [D] 55 KMPH

1113. . The maximum time slot allotted for Primary maintenance of coaching rake.

[A] 8 hrs [B] 6 hrs [C] 4 hrs [D] 10hrs.

1114. The BPC of DEMU 700 HP trains is valid for

[A] 7days [B] 10days [C] 12days [D]] 15days.

1115. The BPC of DEMU other than 700 HP trains is valid for

[A] 7days [B] 10days [C] 12days [D] 15days.

1116. Demurrage charges are collected for detention beyond permissible time of .

[A]Rolling stock [B]Goods/consignment [C] Locos [D] Labourers

1117. Wharfage charges are collected for detention beyond permissible time of .

[A]Rolling stock [B]Goods/consignment [C] Locos [D] Labourers

1118. IRCON means

[A] Indian Railway Construction Operations news
[B] Indian Railway Construction organization
[C] Indian Railway Construction International Limited [D] Indian Railway Construction Limited.

1119. IRFC means

[A] Indian Railway Finance corporation [B] Indian Railway Foreign company
[C] Indian Railway foreign corporation
[D]] Indian Railway Finance Corporation Limited.

1120. CDTS means

[A] Controller digital train system [B] Control discharge toilet system
[C] Centre for Digital train monitoring system
[D] Controlled Digital Train service.

1121. CAMTECH means

[A] Coaching for Advance Mechanical technology
[B] Technique for advance maintenance of coaches.
[C] Coaches with advanced mechanical technology
[D] Centre for Advanced Maintenance Technology.

1122. IVRS means

[A] Indian Voluntary retirement service
[B] Interactive voice response system [C] Intra Voice recording system
[D] Interactive Voice recording system.

1123. EOTT means

[A] Enhancement of Trains transformation
[B] Enhancement of Operations of trains traffic.

[C] Enhancement of Operations transformation of trains.
[D] End of Train Telemetry.

1124. MCDO means

[A] Monitoring Centre for District Officials
[B] Monthly cumulative Demi Official [C] Monthly Confidential Demi Official
[D] Monitoring Confidential Discharge Officials.

1125. PGRM means

[A] Public Grievance Redressal Machinery [B] Public General Redressal Machinery
[C] Public Grievance Rights Machinery
[D]] Public Grievance Redressal mechanism.

1126. PNR means

[A] Public Name Record
[B]] Public numeric record
[C] Passenger Name registration
[D]] Passenger Name record.

1127. POET means

[A] Public operated enquiry terminal [B] Passenger order enquiry terminal
[C] Passenger operated enquiry terminal [D] Public operated enhancement terminal.

1128. SSDAC means

[A] Solid state digital axle counter
[B] Solid State Digital Alternating current
[C] Single section Digital alternating current
[D] Single section Digital axle counter

1129. POMKA means

[A] Portable medical kit for accidents [B] Periodical Officers Monitoring of accidents
[C] Permanent official medical kit for assistance [D] Permanent Officers medical kit for accidents.

1130. ATM means

[A] Any time Money [B] Automatic time machine
[C] Automatic teller money [D] Automatic teller machine

1131. FIBA means

[A] Failure Indication and Brake Application [B] Future indication of brakes application
[C] Federation of International bank Association [D] Federation of International base ball association

1132. SATSANG means

[A] Scheme for advance train scheduling and network governance
[B] Software for advanced train scheduling and network governance
[C] Software aided train scheduling and national governance
[D] Software aided train scheduling and network governance.

1133. IRPSM means

[A] International Road Projects & sanctioning Management
[B] Indian Railway Projects & sanctioning Management
[C] Indian Railway Personal supervisory Management
[D] Indian Railway programming & systems Management

1134. WILD means

[A] Women's Institute for leadership development [B] Work initiated leadership development
[C] Wheels interaction with load detection. [D] Wheel impact load detection

1135. TCAS means

[A] Track condition assisting system
[B] Train Collision Avoidance System [C] Train condition assisting system
[D] Training Centre of Assistant Supervisors.

1136. REMMLOT/RTIS devices for automatically updating train timings in COA are provided in

[A] ICMS [B] Stations [C] LOCOs [D] FOIS

1137. Data logger devices and C-TSR for automatically updating train timings in COA are provided at

[A] ICMS [B] Stations [C] LOCOs [D] FOIS

1138. REMMLOT/RTIS devices are provided for automatically updating train timings in

[A] ICMS [B] FOIS [C] LOCOs [D] COA

1139. Data logger devices and C-TSR are provided for automatically updating train timings in

[A] ICMS [B] FOIS [C] LOCOs [D] COA

1140. Devices that is provided for automatically updating train timings in COA is

[A] Data logger [B] C-TSR [C] **Either 'A ' or 'B'** [D] Both 'A ' & 'B'

1141. Devices that is provided in loco for automatically updating train timings in COA is

[A] REMMLOT [B] RTIS**[C] Either 'A ' or 'B'** [D] Both 'A ' & 'B'

1142. Modules that are provided in ICMS

[A] PAM [B] NTES [C] TMS [D] RMS

1143. Modules that are provided in ICMS

[A] TMS [B] RMS [C] NTES **[D] COIS**

1144. Modules that are provided in FOIS

[A] PAM [B] COIS**[C] TMS** [D] NTES

1145. Modules that are provided in FOIS

[A] PAM [B] COIS [C] NTES**[D] RMS**

1146. Name of the First Private train run on Indian Railways is

[A] Humsafar **[B] Tejas** [C] Antyodaya [D] Uday

1147. Name of the Double Decker train run on Indian Railways is

[A] Humsafar [B] Tejas [C] Antyodaya[D] **Uday**

1148. Train-18 is otherwise named as

[A] Humsafar [B] Tejas[C] **Vande Bharat** [D] Uday

1149. Name of the fully unreserved train run on Indian Railways is

[A] Humsafar [B] Tejas[C] **Antyodaya** [D] Uday

1150. Coaches which are having panoramic view of side and top are

[A] Talgo [B] **Vistadome** [C] LHB AC [D] ICF AC

1151. India's first passenger train is hauled by three steam locomotives namely

[A]Biverly, Fairly &Saintly [B] Chetak, Chirag &Charan
[C]Sahib, Sindh and Sultan [D] Ganga, Jamuna &Sindh

1152. India's first passenger train ran for---------kilometres with---------people In----------carriages.
[A] 34 kms, 400 people, 14carriages [B] 12 kms, 200 people, 10carriages
[C] 15 kms, 300 people, 11carriages [D] 11 kms, 100 people, 9carriages

1153. In operational exigencies, running duty may be extended beyond 9 hours within overall limit of _____provided due notice has been given to the staff by SCOR, before the completion of 7 hours duty.
[A]10 hours [B]**11 hours** **[C]** 13 hours [D] 15 hours

1154. In exceptional, extreme emergencies like accident, flood, agitation, lightening, equipment failures etc, the staff may be required to work beyond the prescribed limits of working hours and _____should advise the staff accordingly.
[A]SCOR [B]DOM **[C]** DEE [D] CCC

1155. For the purpose of visual acuity and physical ability of candidates/serving railway employees, medical standards for the Non-Gazetted Railway services are divided into the following categories. [A] Category: A-1, A-2, A-3. Loco, signal and Transportation Inspectors fall under the category_____
[A]A-1 [B]A-2 **[C]** A-3[D] None of the above

1156. The number of days for learning has to be provided for covering all these aspects, an indicative table for a Terminal station with Marshalling yard and lobby is _____
[A] 15 days [B] 10 days **[C]** 08 days [D] None of the above

1157. The period for which Stabled stock/ Damaged Stock Register/Sick Wagon Register is required to be preserved is _____
[A] Permanent record [B]1 year **[C]**Local orders to be issued by DRM [D] 3 years

1158. The period for which Joint inspection of Points& crossing / Track circuits / OHE bondis required to be preserved is _____
[A]Permanent record[B]3 years **[C]** 1 year[D] Local orders to be issued by DRM

1158. Signals used for controlling movement of trains as per G & SR are
[i] Fixed signals [ii] Hand signals [iii] Detonating signals [iv] Flare signals
[A] Either (i) & (ii) **[B] Either (i), (ii), (iii) & (iv)**
[C] Either(i), (ii) & (iii) [D] Either(ii), (iii) , (iv)

1159. On Double line class 'B' station Multiple Aspect Signalling, station section lies between
(i) Outermost facing points to LSS (ii) Home signal to Outermost facing points
(iii)] Facing points to LSS (iv) BSLB to LSS
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)
[C] Either(i), (ii) & (iii) **[D] Either (i), (iv)**

1160. On single line 'B' class MAS station, Station section lies between
(i) Two outermost facing points (ii) Two Home signals
(iii)] Two LSS (iv) Two SLBs
[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)
[C] Either(i), (iii) & (iv) [D] Either (i), (iv)

1161. The occasions when Calling ON signal can be used are

i) receiving a train on obstructed line ii) When reception end points are flashing
iii) when signal above is defective iv) Track circuits fail on the route

[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)
[C] Either(i), (iii) & (iv) [D] Either (i), (iv)

1162. The authority to pass Independent shunt signal or shunt signal below stop signal at "ON". is

i) T.369(1) ii) T.806 iii) PHS iv)T.369(3[B)

[A] Only (iv) **[B] Either (ii)+(iii) or (iii)+ (iv)** [C] Only (ii) & (iii) [D] Either (ii), (iv)

1163. The marker by which Gate signal in Automatic section when gate is closed is identified by

i)'G' marker ii)Extinguished 'A' marker iii) 'P' marker iv) Illuminated 'A'

[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)
[C] Either(i), (iii) & (iv) **[D] Either (i), (iv)**

1164. The joint inspection conducted before a signal is newly erected or shifted is by signal sighting committee consisting of ,

i)Traffic Inspector ii)LocoInspector iii)Signal Inspector iv)Pway Inspector

[A] Both (i) & (ii) [B] All (i), (ii), (iii) & (iv)
[C] Either (i), (ii), (iii) **[D] All (i), (ii), (iii)**

1165. Life of a detonator may be

[i] 5years [ii] 6 years [iii] 7 years [iv] 8 years

[A] Both (i) & (iv) **[B] Either (i), (ii), (iii) & (iv)**
[C] Either (i), (ii), (iii) [D] Either (i), (ii)

1166. Authority to pass starter signal (if it is not LSS) is

i) T.369(3[B)+ PHS ii) calling on signal taken off iii) Starter in 'off' iv) PLCT

[A] Both (i) & (ii) [B] Either (i), (ii), (iii) & (iv) **[C] Either (i), (ii), (iii)** [D] Either (ii), (iii)

1167. Authority to pass Home signal is

i) T.369(3[B)+ PHS ii) calling on signal taken off iii) Home signal Taken 'Off'' iv) T.369(1)

[A] Both (i) & (ii) **[B] Either (i), (ii), (iii) & (iv)**
[C] Either (i), (ii), (iii) [D] Either (ii), (iii)

1168. The authority required by Loco Pilot when passes starter at "ON" partly and stopped before Advanced Starter, apart from ATP

i)Pilot out memo ii) T.369 (3[B)+PHS
iii) Advanced starter off or PLCT iv) memo countersigned by Guard

[A] Both (ii) & (iv) [B] Either (i), (ii), (iii) & (iv) [C] Either (i), (ii), (iii) **[D] Either (ii), (iii) & (iv)**

1169. Calling on signal can be taken off

[i] In case facing end point is defective [ii] After train comes to a stop at the signal
[iii] without train stopping at signal [iv] In case trailing end point is defective

[A] Either (i) & (ii) [B] Either (i), (ii), (iii) & (iv)

[C] Either(i), (ii) & (iii) **[D] Either (ii) & (iv]**

1170. Type of shunt signals provided are

[i] Banner type [ii] Miniature semaphore [iii] Position type [iv] Disc type

[A] Either (i), (ii) & (iii) **[B] Either (ii), (iii) & (iv]**

[C] Either(i), (ii) & (iii) [D] Either(ii) & (iv]

1171. Whenever Home signal becomes defective it can be received by written authority

[i] T/B1425 [ii] T.369(1] [iii] T.369(3[B] [iv] Pilot in memo

[A] Either (i), (ii) & (iii] [B] Either (ii], (iii] & (iv]

[C] Either (ii] & (iii] [D] Either(ii] & (iv]

1172. Match the following

(i]	No. of Amendments slips to G&SR as on Nov'24	1	16
(ii]	No. of Amendments slips to Accident Manual	2	18
(iii]	No. of Chapters in G&SR	3	17
(iv]	Formats of PLCT is given in amendment slip no. to G&SR	4	19
(v]	No. of Appendices in G&SR	5	6

[A] (i]-2,(ii]-1,(iii]-5,(iv]-3,(v]-4 [B] (i]-4,(ii]-5,(iii]-1,(iv]-3,(v]-2

[C] (i]-4,(ii]-5,(iii]-2,(iv]-1,(v]-3 [D] (i]-4,(ii]-2,(iii]-3,(iv]-3,(v]-1

1173. Match the following

(i]	Rule No. of supply copy of rules	1	SR 2.01
(ii]	Rule No. of G&SR for keeping digital form of Rule books	2	GR 2.08
(iii]	Rule No. of G&SR for upkeep of the copy of rules	3	GR 2.09
(iv]	Rule No. of G&SR for Absence from duty	4	GR 2.01
(v]	Rule No. of G&SR for not taking alcoholic drink, sedative	5	GR 2.02

[A] (i]-2,(ii]-1,(iii]-5,(iv]-3,(v]-4 **[B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3**

[C] (i]-4,(ii]-5,(iii]-2,(iv]-1,(v]-3 [D] (i]-2,(ii]-4,(iii]-3,(iv]-3,(v]-1

1174. Match the following

(i]	Commissioning of fixed signals	1	GR &SR 3.61
(ii]	Points affecting movement of trains	2	GR &SR 3.65
(iii]	Placing of detonators in thick, foggy or tempestuous weather impairing visibility	3	GR &SR 3.75
(iv]	Description of warning signals	4	GR &SR 3.26
(v]	Passing IB stop signal at 'On'	5	GR &SR 3.38

[A] (i]-2,(ii]-1,(iii]-5,(iv]-3,(v]-4 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-4,(ii]-5,(iii]-2,(iv]-1,(v]-3 **[D] (i]-4,(ii]-5,(iii]-1,(iv]-2,(v]-3**

1175. Match the following

(i]	Stop	1	Miniature yellow
(ii]	Caution	2	Two yellow
(iii]	Attention	3	Red
(iv]	Proceed	4	Single yellow
(v]	Proceed slow	5	Green

[A] (i]-2,(ii]-1,(iii]-5,(iv]-3,(v]-4 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-3,(ii]-5,(iii]-2,(iv]-1,(v]-4 **[D] (i]-3,(ii]-4,(iii]-2,(iv]-5,(v]-1**

1176. Match the following

(i]	Stop	1	Proceed and be prepared to pass next signal with restrictive speed
(ii]	Caution	2	Proceed
(iii]	Attention	3	Stop draw ahead with caution and be prepared to stop short of any obstruction
(iv]	Proceed	4	Proceed and be prepared to stop at next signal
(v]	Proceed slow	5	Stop dead

[A] (i]-5,(ii]-1,(iii]-4,(iv]-3,(v]-2 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-5,(ii]-4,(iii]-1,(iv]-2,(v]-3 [D] (i]-3,(ii]-4,(iii]-2,(iv]-5,(v]-1

1177. Match the following

(i]	Miniature yellow	1	Proceed and be prepared to pass next signal with restrictive speed
(ii]	Two yellow	2	Proceed
(iii]	Red	3	Stop draw ahead with caution and be prepared to stop short of any obstruction
(iv]	Single yellow	4	Proceed and be prepared to stop at next signal
(v]	Green	5	Stop dead

[A] (i]-5,(ii]-1,(iii]-4,(iv]-3,(v]-2 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-3,(ii]-4,(iii]-1,(iv]-2,(v]-5 **[D] (i]-3,(ii]-1,(iii]-5,(iv]-4,(v]-2**

1178. Match the following

(i]	Home signal defective	1	T.369(3[B]+PHS
(ii]	Shunt signal defective	2	T/C.1425
(iii]	Advance Starter defective	3	Calling on signal
(iv]	Shunting instructions	4	T.351
(v]	Disconnection notice	5	T.806

[A] (i]-1,(ii]-5,(iii]-4,(iv]-3,(v]-2 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-3,(ii]-1,(iii]-2,(iv]-5,(v]-4 [D] (i]-3,(ii]-1,(iii]-5,(iv]-4,(v]-2

1179. Match the following

(i]	BPC	1	T.409
(ii]	Disconnection Notice	2	T.431
(iii]	Combined train report	3	RS 6
(iv]	Train examination advise report	4	T.351
(v]	Caution order	5	T.720

[A] (i]-1,(ii]-5,(iii]-4,(iv]-3,(v]-2 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-3,(ii]-1,(iii]-2,(iv]-5,(v]-4 **[D] (i]-3,(ii]-4,(iii]-5,(iv]-2,(v]-1**

1180. Match the following

(i]	ATP for Material train work and return	1	T/A.465
(ii]	ATP for Material train work and proceed to next station	2	T.465
(iii]	ATP for track machine work and return	3	T.1708
(iv]	ATP for last track machine work and proceed to next station	4	T.462
(v]	ATP for tower wagon work and return	5	T/A.462

[A] (i]-4,(ii]-5,(iii]-2,(iv]-1,(v]-3 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-4,(ii]-1,(iii]-2,(iv]-5,(v]-3 [D] (i]-3,(ii]-4,(iii]-5,(iv]-2,(v]-1

1181. Match the following

(i]	Reception on Obstructed line	1	T.511
(ii]	Departure from non signaled line	2	T.509
(iii]	Departure from station having common departure signal	3	T/C.912
(iv]	Relief engine in Absolute block system	4	T.512
(v]	Relief engine in Automatic Block system	5	T/A.602

[A] (i]-2,(ii]-5,(iii]-4,(iv]-3,(v]-1 [B] (i]-4,(ii]-1,(iii]-3,(iv]-2,(v]-5

[C] (i]-3,(ii]-1,(iii]-2,(iv]-5,(v]-4 **[D] (i]-2,(ii]-1,(iii]-4,(iv]-5,(v]-3**

1182. Match the following

(i]	TSL working	1	T/G.602
(ii]	TIC Double line	2	T/J.602
(iii]	Up CLCT	3	T/D.602
(iv]	Block ticket	4	T.609
(v]	Divided train working	5	T/C.602

[A] (i)-2,(ii)-5,(iii)-4,(iv)-3,(v)-1 **[B] (i)-3,(ii)-5,(iii)-1,(iv)-2,(v)-4**

[C] (i)-3,(ii)-1,(iii)-2,(iv)-5,(v)-4 [D] (i)-2,(ii)-1,(iii)-4,(iv)-5,(v)-3

1183. Match the following

(i]	Independent Motor trolley permit	1	30 kmph
(ii]	Motor trolley following train permit	2	15 kmph
(iii]	Motor trolley on Points and crossing speed	3	T.1518
(iv]	Motor trolley during night speed	4	T.1525
(v]	Trolley notice	5	T/A.1525

[A] (i]-5,(ii]-2,(iii]-4,(iv]-3,(v]-1 [B] (i]-3,(ii]-5,(iii]-1,(iv]-2,(v]-4

[C] (i]-5,(ii]-4,(iii]-2,(iv]-1,(v]-3 [D] (i]-2,(ii]-1,(iii]-4,(iv]-5,(v]-3

1184. Match the following

(i]	IB Home is defective and phone is not working	1	25/10 kmph
(ii]	Relief engine/train is being dispatched into obstructed block section	2	25/8 kmph
(iii]	Train dispatched during TIC on D/L	3	60/30 kmph
(iv]	Engine is pushing train and Guard is in leading vehicle/not in leading vehicle	4	15/8 kmph
(v]	First train to enter into the healthy section which is temporarily isolated and re-energized	5	15/10 kmph

[A] (i]-5,(ii]-2,(iii]-4,(iv]-3,(v]-1 [B] (i]-4,(ii]-1,(iii]-5,(iv]-2,(v]-3

[C] (i]-5,(ii]-4,(iii]-2,(iv]-1,(v]-3 [D] **(i]-4,(ii]-5,(iii]-1,(iv]-2,(v]-3**

1185. Match the following

(i]	Curved switches, PSC sleepers, 52/60kg rails	1	JSC
(ii]	Speed of TTM over points and crossings	2	30 kmph
(iii]	LE returing to pick up 2nd portion left in block section	3	8-11 kmph
(iv]	Non interlocked points maximum speed	4	25 kmph
(v]	Testing of detonators	5	15 kmph

[A] (i]-5,(ii]-2,(iii]-4,(iv]-3,(v]-1 [B] (i]-5,(ii]-1,(iii]-4,(iv]-2,(v]-3

[C] (i]-5,(ii]-4,(iii]-2,(iv]-1,(v]-3 [D] (i]-4,(ii]-5,(iii]-1,(iv]-2,(v]-3

1186. Match the following

(i]	Foggy weather Proceed aspect- fog safety device provided	1	60 kmph
(ii]	Passing neutral section not less than	2	25 kmph
(iii]	Foggy weather Proceed aspect	3	75 kmph
(iv]	Rail breakage upto 30 mm 1st train	4	30 kmph

(v]	First train in TSL working	5	10 kmph

[A] (i]-3,(ii]-4,(iii]-1,(iv]-5,(v]-2 [B] (i]-5,(ii]-1,(iii]-4,(iv]-2,(v]-3

[C] (i]-5,(ii]-4,(iii]-2,(iv]-1,(v]-3 [D] (i]-3,(ii]-5,(iii]-1,(iv]-2,(v]-4

1187. Advance reservation for booking of train tickets is given by

[A] **60 days** [B] 90 days [C] 120 days[D] 150 days

1188. Nodal officer of the construction of Private freight terminal is

[A] PCOM [B] PCCM **[C] CTPM**[D] CCM(FM]

1189. Coordinating officer for approval of plans and sanctioning of estimates for PFT is

[A] PCOM [B] PCCM [C] CTPM**[D] CGE**

1190. The Capital cost for all traffic facilities, such as 'Y' connection, additional loop lings at the serving station, crossing station, patch doubling, shunting neck, S&T work, additional electrification shall be approved by _____ and borne by _____

[A] PCOM& Siding owner [B] PCCM & Siding owner

[C] PCOM & Railways [D] PCOM & State Government

1191. The capital cost for augmenting the facilities including electrification within the premises of siding owner shall be borne by the

[A] 50% each by Railway & Siding owners [B]25%-Railways,75%-siding owner [C] Railways **[D] Siding owner**

1192. Goods for emergency relief work for victims of natural calamities sponsored by Central/State government for the purpose of allotment of wagons come under

[A] Priority 'A' **[B]Priority 'B'** [C] Priority 'C' **[D]** Priority 'D'

1193. Foodgrains and levy sugar for Public Distribution system sponsored by Food Corporation of India for the purpose of allotment of wagons come under

[A] Priority 'A' **[B]Priority 'B'** [C] Priority 'C' **[D]** Priority 'D'

1194. Coal, Non refined edible salt & raw material to steel plants for the purpose of allotment of wagons come under

[A] Priority 'A' [B]Priority 'B' **[C] Priority 'C'[D]** Priority 'D'

1195. The full form of MEMUis __

[A] Mainline Electrical MultipleUnit [B] Mainline Electrical MajorUnit

[C] Major Electro MultipleUnit [D] Multiple Electrical MainlineUnit

1196. The full form of DEMUis___

[A]Diesel Electrical MetroUnit

[B] Dual Engine MajorUnit

[C] Diesel Electrical Multiple Unit

[D] Dual Electrical MajorUnit

1197. Right to information Act came in to existence in the year.

[A] 2003 [B]2004 **[C]2005** [D]2006

1198. Full form of UMID

[A]Unified MultipurposeIdentification

[B]Unique MedicalIdentification
[C]Unique MultipurposeIdentification
[D] Unified MedicalIdentification

1199. Who is the head of Transformation Cell at Railway Board?

[A]Member Engineering [B] Member Staff [C] PED [D] Member Traffic

1200. Rashtriya Ekta Divas or National Unity Day is observedon _

(A) 31st October [B] 2nd October [C] 15th August [D] 20th August

1201. International Yoga Day is observedon _
[A] 31st July [B] 2nd October [C] 21st June [D] 20th August

1202. General Managers of Railways areentitledfor_type of DutyPass.
[A]Bronze [B] Gold [C] Silver [D] Platinum

1203. GroupAandBofficersareentitledto_____sets of First Class A Privilege passes.
(A) 8 sets [B] 6 sets [C] 10 sets [C] 4 sets

1204. Maximum speed of the trains over DFCwillbe_____kmph.

[A]75 [B]85 [C] 90 [D] 100

1205. Maximum Station spacing distance on DFCwillbe___km.
[A] 10 [B]20 [C]30 [D] 40

1206. S.L.O is givenby___

[A]SrDCM [B]Sr DOM [C] Sr DPO [D] CCM

1207. Restrictions are imposed by
[A]StateGovernment [B]CentralGovernment

[C] Both [A]&[B] [D] Railways

1208. For booking against a restriction, thepermissionof__is required

[A]P.C.O.M. [B]C.S.O. [C]C.C.M. [D] G.M.

1209. The Two components of FOIS are
[A]RMS&TMS [B]RMS &PMS [C] TMS&PMS [D] TMS &CMS

1210. P.T.O in respect of goods Stands for
[A]Priority Traffic order [B]Preferential Traffic order

[C]Priority Train Order [D] Preferential Train order

1211. First class privilege pass holders are entitled for____number of berths in 2AC byRajdhani/Durontotrains

[A]All eligiblefamilymembers [B]4 [C]2 [D]1

1212. EMD means
[A] Emergency Medicine department [B] Emergency Medicine Deposit

[C] Earnest Money Deposit [D] None of theabove.

1213. The famous quotation ‘‘Customer is the most important person on our Premisies’’ belongs to
[A] Jawaharlal Nehru [B] Indira Gandhi

[C] Babu Rajendra Prasad [D]M. K .Gandhi

1214. Identify the statements which are 'TRUE''

a. Guards working freight trains should posses Vaccum, BP & FP gauges
b. Goods trains should be cleared with twin pipe brake system subject to endorsement in BPC by C&W staff
c. Goods trains should be cleared with twin pipe brake system subject to endorsement in GLP proforma by Crew of the train.
d. Only coaching trains can run with twin pipe brake system

[A] Only (i),(ii) & (iii) [B] Only (ii),(iii) & (iv)
[C] Only (i) & (ii) [D] Only (iii) & (iv)

1215. Identify the statements which are 'TRUE''

a. After putting back relevant starter or advance starter for crossing or precedence on duty SM shall inform LP through walkie talkie.
b. Except to avert an accident till the LP has been advised of putting back signals through written memo and acknowledgement received, SM shall not alter the points.
c. SM can put back Starter for Crossing/Precedence.
d. SM after putting back Home signal to avert an accident can alter the points immediately.

[A] Only (i),(ii) & (iii) [B] Only (ii),(iii) & (iv)
[C] Only (i) & (ii) [D] Only (ii) & (iii)

1216. Identify the statements which are 'TRUE''

1. Depending upon trains in the section Disconnection should normally be allowed by SM for duration upto one hour.
2. In extreme exigencies the maintenance/repair of S&T gear is urgently needed to avoid an accident, same may be permitted by Station Master.
3. Sr.DOM, Sr.DSTE, Sr.DEN, Sr.DEE jointly sign and reviewed by DRMs periodically for works involving disconnection for more than one hour.
4. Temporary Instructions shall be issued for Disconnections / maintenance likely to last for more than one day

[A] Only (i),(iii) & (iv) [B] Only (ii),(iii) & (iv)
[C] Only (i) & (ii) [D] Only (ii) & (iii)

1217. Identify the statements which are 'TRUE''

i. BV equipment in case of MEMU/EMU trains shall be loaded at shed in low tension compartment
ii. BV equipment in case of DEMU/DHMU trains shall be loaded at Dsl shed in each space available in driving cab.
iii. LP working MEMU/DEMU shall have in his personal equipments only Red& Green flags, H/Signal lamp, detonators &a copy of G&SR
iv. Guard working MEMU/DEMU shall have in his personal equipments only Red& Green flags, H/Signal lamp, detonators, First aid box &a copy of G&SR.

[A] Only (i),(iii) & (iv) [B] Only (ii),(iii] & (iv]
[C] Only (i), (ii) & (iii) [D] Only (i), (ii), (iii) & (iv)

1218. Identify the statements which are 'TRUE''

a. After ensuring securing of locos,LP if required to leave the loco unmanned, he should do so only after receiving PCOR/TLC instructions

b. After ensuring securing of locos,LP if required to leave the loco unmanned, he should do so only after receiving Written instructions from SM
c. Securing of locos is done by application of A9, SA 9, apply hand/parking brakes and wooden wedges/skids provided in locos
d. When a train is stabled with the loco, only Guard has to endorse on stable load register.

[A] Only (i),(iii) & (iv) [B] Only (ii),(iii) & (iv)
[C] Only (ii) & (iii) [D] Only (i), (ii), (iii) & (iv)

1219. Identify the statements which are 'TRUE''

(i) Remarks in red ink to the effect that 'Line No ___ is blocked and all precautions for securing load have been made should be made in TSR
(ii) While securing within station limits, Hand brakes must be operated under the personal supervision of the Guard, and in the absence LP.
(iii) While securing within station limits, Hand brakes must be operated under the personal supervision of the Guard, and in the absence SM on duty.
(iv) SM shall give a PN to SCOR only after securing of the train is done in all aspects.

[A] Only (ii),(iii) & (iv) [B] Only (ii) & (iv)
[C] Only (ii) & (iii) [D] Only (i), (iii) & (iv)

1220. Identify the statements which are 'TRUE''

a. For originating train, responsibility for closing the compartment of Guard's SLR lies with Station staff.
b. For originating train, responsibility for closing the compartment of Guard's SLR lies with TXR staff.
c. For coaching trains at the originating station the Guard shall ensure before signing in BPC endorsement by TXR staff
d. Before leaving BV/SLR of the train the Guard shall apply hand brakes of BV/SLR.

[A] Only (ii),(iii) & (iv) [B] Only (ii) & (iv)
[C] Only (ii) & (iii) [D] Only (i), (iii) & (iv)

1221. Identify the statements which are 'TRUE''

a. At stations where BPAC is provided and working the SM shall close the block section after getting PN from Guard
b. When a train runs through a station the SM shall close back the block section after seeing green signal from Guard
c. Where BPAC is not provided or not working the SM shall close the block section in rear for a stopping train after Guard waves hand/flags
d. The Guard shall indicate the complete arrival of the train without BV where BPAC is not provided for a stopping train after Guard ensures LV indication.

[A] Only (ii),(iii) & (iv) [B] Only (ii) & (iv)
[C] Only (i), (ii), (iii) & (iv) [D] None of the above

1222. Identify the statements which are 'TRUE''

a. Quantity, distance, duration and service are Primary units.
b. Fundamental units are also called as qualitative statistics.
c. Derived units are also called as quantitative statistics.
d. Multiplication of two primary units are known as fundamental unit.

[A] Only (ii),(iii) & (iv) [B] Only (ii) & (iv)
[C] Only (i), (ii), (iii) & (iv) **[D] Only (i) & (iv]**

1223. Identify the statements which are 'TRUE''

a. Engine Performance depends on load factors.
(ii) Engine performance depends on Ensuring of right powering.
(iii) Engine performance depends onensuring of banker locos as per WTT load charts.
(iv) Engine performance depends onmonitoring and moving of dead locos to shed.

[A] Only (ii),(iii) & (iv) [B] Only (ii) & (iv)
[C] Only (i], (ii], (iii] & (iv] [D] Only (i] & (iv]

1224. Identify the statements which are 'TRUE''

a. Engine Performance depends on load factors.
(v) Engine performance depends on Ensuring of right powering.
(vi) Engine performance depends onensuring of banker locos as per WTT load charts.
(vii) Engine performance depends onmonitoring and moving of dead locos to shed.

[A] Only (ii],(iii] & (iv] [B] Only (ii] & (iv]
[C] Only (i], (ii], (iii] & (iv] [D] Only (i] & (iv]

1225. Identify the statements which are 'TRUE''

(i) Traffic fecility works come under planhead 1600 & 5300
(ii) Pink Book contains only those works programme that can be approved by GM.
(iii) Proposal for works costing above Rs 5 crores each required Board's prior approval
(iv) For inclusion of Works Programme, Operating and Commercial branches of the division initiate the proposal at divisional level.

[A] Only (ii],(iii] & (iv] [B] Only (ii] & (iv]
[C] Only (i], (ii], (iii] & (iv] **[D] Only (i],(iii] & (iv]**

1226. Identify the statements which are 'TRUE''

a. For the works costing less than Rs 50 lakhs a lump sum provision is made in the PINK BOOK.
b. Works costing from 5 lacs to 50 lacs are sanctioned at divisional level by DRM.
c. Works costing more than 50 lacs are sanctioned at zonal level by GM.
d. Works costing from 5 lacs to 50 lacs are discussed by HOD, DRM and GM at HQ level and detailed in a book called List of Approved Works (LAW].

[A] Only (ii],(iii] & (iv] **[B] Only (i] & (iv]**
[C] Only (i], (ii], (iii] & (iv] [D] Only (i],(iii] & (iv]

1227. Identify the statements which are 'TRUE''

a. Under PH-1600 the works are divided into 2 categories depending on cost first between Rs 15 lakhs to 30 lakhs and second costing upto 15 lakhs.
b. Under PH-5300 the works are divided into 2 categories depending on cost first between Rs 15 lakhs to 30 lakhs and second costing upto 15 lakhs.
c. For works upto 15 lakhs DRM has got full power to sanction with finance concurrence.
d. For works more than 15 lakhs up to 30 lakhs GM has full power to exercise the sanction with finance concurrence.

[A] Only (ii],(iii] & (iv] [B] Only (i] & (iv] **[**C] Only (i], (ii], (iii] & (iv] [D] Only (i],(iii] & (iv]

1228. Identify the statements which are 'TRUE''

a. For the purpose of construction of new lines under traffic survey and financial implications, the Railways are divided into three categories Strategic, protective and Commercial lines.
b. Strategic lines are constructed for defence of the country.
c. Protected lines are constructed to protect a particular part of the country from famine.
d. Commercial lines are constructed keeping in view of profit and loss.

[A] Only (ii),(iii) & (iv) [B] Only (i] & (iv] [C] Only (i], (ii], (iii] & (iv] [D] Only (i],(iii] & (iv]

1229. Identify the statements which are 'TRUE''

a. Financial justification is required in case of commercial lines.
b. Greenfield PFT revenue sharing will start after 5 full years of notification of PFT.
c. Agreement for operation of PFT will be 10 years.
d. Brownfield PFTs revenue sharing will start after 2 years of notification.

[A] Only (ii),(iii) & (iv) [B] Only (i) & (iv)
[C] Only (i), (ii), (iii) & (iv) [D] Only (i),(ii) & (iv)

1230. Minister of Railways who were appointed two times MR

[A] Lalu Prasad Yadav [B] Mamata Banerjee [C] Geroge Fernandes [D] Suresh Prabhu

1231. Name of the MR who later became Prime Minister of India

(i] N.Sanjeeva Reddy (ii] Morarjee Desai (iii] Guljari lal Nanda (iv] Lal bahdur Shastri

[A] Only (ii] [B] Only (ii]&(iv] [C] Only (ii] **[D] Only (iii] & (iv]**

1232. Name of the MR who were Chief Minister of state also

(i] N.Sadananda Gawda (ii] Niteesh kumar (iii] Lalu Prasad Yadav
(iv] Mamata Banergeee (v]Ram vilas Paswan (vi] Mallikarjun Kharge

[A] Only (ii],(iii] & (iv] [B] Only (i), (ii), (iv) &(vi) **[C] Only (i), (ii),(iii) & (iv)** [D] Only (ii), (iii), (iv) & (v)

1233. Just as "life line to nation" is the tag line of Indian railways web home page, the Tag line of South Central Railway web home page is

[A]Service with dedication progress with pride [B] Service with commitment progress with satisfaction [C] Service with commitment progress with pride [D] Service with dedication progress with pleasure

NUMERICAL CODES OF COACHES AND WAGONS

1234. WGFACCW stands for

[A] AC 2 tier [B] AC 3 tier [C] First class cum AC 2 tier [D] First class cum AC 3 tier

1235. WGCB stands for

[A] General chair car [B] Generating van [C] Parcel van [D] Pantry car

1236. WGACCZ stands for

[A] IInd Chair car [B] AC Chair Car [C] AC 3 tier [D] AC 2 tier

1237. VPU stands for

[A] Parcel van [B] High capacity parcel van [C] High capacity Motor cum parcel van [D] Motor van

1238. LWLRRM stands for

[A] Generator van [B] Generator cum pantry car

[C] LHB medical van [D] Generator cum Brake van

1239. LWCZ stands for

[A] AC Chair car [B] AC 2 tier [C] Non AC IInd Chair car [D] Non AC IInd class

1240. WACCNH stands for

[A] AC Sleeper 2 tier [B] AC Sleeper 3 tier [C] First class cum AC 2 tier [D]AC Chair car

1241. Power car with disabled compartment is denoted by code

[A] WACCNH [B] WSCZACH [C] WLRRM [D] WRRMDAC

1242. Second Class Chair car sitting is denoted by code

[A] WGACCW [B] WGACCN [C] WGSCZ [D] WGACCZ

1243. Second class, Luggage & Brake van with disabled compartment is denoted by code

[A] SGSLR [B] SGSLRD [C] SGSRD [D] SWGCBN

1244. Air braked Bogie Open with centre or side discharge with High capacity wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

1245. Air braked Bogie Open with centre or side discharge with Low tare weight wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

1246. Air braked Bogie Open with centre or side discharge with High Speed wagon code is

[A] BOXN [B] BOXNHA [C] BOXNHS [D] BOXNLW

1247. Air braked Bogie Covered with High Speed wagon code is

[A] BCN [B] BCNAHA [C] BCNAHS [D] BCNAHW

1248. Air braked Open hopper car with rapid Pneumatic bottom discharge doors code is

[A] BOYN [B] BOBY [C] BOBRN [D] BOBR

1249. Air braked Bogie tanker for liquefied petroleum gas code is

[A] BTPN [B] BTPGLN [C] BTPLPG [D] BOBR

1250. CONCOR's new low platform container flat wagons code is

[A] BLC [B] BLCA [C] BLCB [D] Either 'A ' or 'B' or 'C'

MCQs on Establishmnet Matters (DAR, Conduct, Pass and HOER] (FINAL]

1. Running staff are classified as .

[A]Intensive [B]Excluded [C] Continuous [D] EI roster

2. Eligibility criteria of Grade pay for availing First class pass as per VII PC Rs

[A]Level VI & above [B]Level V & above [C] Level VII & above [D] None of these

3. Standard form to be used for issuing Major Penalty is

[A]SF11 [B]SF1 [C]SF5 [D] None of these

4. Standard form to be used for issuing Minor Penalty is

[A]SF11 [B]SF5 [C]SF1 [D] None of these

5. How many days of LAP in a calendar year, a permanent/ Temporary Railway servant shall be entitled to get?
[A] 30 days [B]15 days [C] 30 days [D] 45 days

6. How many days of LHAP in a calendar year, can be credited to an employee
[A] 25 days [B]10 days [C] 20 days [D] 12 days

7. Maximum days of leave on average pay that can be accumulated is
[A] 120 days [B]180 days [C] 190 days [D] 300 days

8. How many days of LHAP can be accumulated to an employee in his service life
[A] 300 days [B]450 days [C] 600 days [D] unlimited

9. Maximum encashment of leave on average pay is
[A] 20 days [B]30 days [C] 60 days [D] 180 days

10. Maximum period of leave on Average pay at a time that a railway servant may be granted
[A] 120 days [B]160 days [C] 180 days [D] 300 days

11. LAP shall be credited to a Railway servant at the rate of
[A] 2 ½ days per month [B]3 days per month
[C] 2 days per month [D] 1 ½ days per month

12. No of days permissible for Paternity leave is

[A]10days [B]15 days [C] 20 days [D] 30 days

13. Children's Education allowance is permissible for how many no of surviving children.

[A]3 [B]4 [C] 2 [D] 1

14. Maximum no of dependents allowed on a Privilege pass is

[A] 1 [B] 2 [C] 3 [D] 4

15. Maximum no of persons allowed on a Privilege pass when dependents are included is

[A]3 [B] 5 [C] 7 [D] no limit

16. Rostered hours maximum limit for intensive roster is

[A]12 hours [B]24 hours [C] 36 hours [D] 45 hours

17. Maximum amount of Retirement Gratuity payable

[A]Rs20 LAKHS [B]Rs10 LAKHS [C] Rs25LAKHS [D] Rs15LAKHS

18. Standard form to be used for order of suspension is

[A]SF-1 [B]SF-2 [C] SF-5 [D] SF-11

19. Maternity leave permissible for a period of

[A]90 days[B]120 days [C] 135 days [D] 180 days

20. For miscarriage, including abortion, what period of Maternity leave may be granted
[A]6 weeks [B]45 days [C] 7 weeks [D] 43 days

21. From the date of confinement Paternity leave to be availed within.

[A]12 months [B]24 months [C] 6 months [D]48 months

22. As per Hours of Employment Rule employees are classified into ___ number of categories.

[A]Four[B]Three [C] Two [D] Six

23. The Minimum pension as per VII PC pension scheme _____

[A] Rs 3500 [B] Rs 8500 [C] Rs 9000 [D] Rs 10500.

24. MaximumComposite transfer grant as per VII PC is equivalent to _____

[A] 80% pay [B] 70% pay [C] 65% pay [D] 35% pay

25. What is the statutory limit of hours of employment of Intensive Category employee in a week?

[A]60 Hrs [B]45 Hours [C] 75 Hrs [D] 54 Hrs

26. Waiting Room Bearer comes under _____ Classification

[A]Intensive category [B] Essentially Intermittent[C] Continuous [D] Excluded

27. .Weekly Hours of duty including P&C of Continuous category of employees is------ Hrs.

[A]60 Hrs [B]45 Hours.[C] 72 Hrs [D] 54 Hrs.

28. In the case of Continuous category of employees more than _____ hrs of duty is Long on.
[A]6 Hrs [B]12/14 Hours.[C] 10 Hrs [D] 8 Hrs

29. _____ is the *Prescribed Authority to classify* the employment of Railway Servant

[A]DRM [B]Head of the Railways*(PCPOdelegated from GM in the Rule 3 (1] Part II of RS{HoW & PoR} Rules]* [C] UPSC [D] Rly Board

30. Weekly rest for Essentially Intermittent workers is _____ hrs including a full night in bed.

[A]22 consecutive hrs [B]not less than 30 consecutive hrs. [C] 24 consecutive hrs [D]. Equal to 30 consecutive hrs

31. Within how many days Compensatory Off *(Rest]* can be sanctioned?

[A]30 days [B]60 days [C] 45 days [D] no limit

32. Rough Assessment *method of* Job Analysis is conducted for ----------hours?
[A]6 Hrs [B]24 Hours.[C] 10 Hrs [D] 8 Hrs

33. Appeal against classification of employment can be made to_____-
[A]General Manager [B]DRM
[C] Regional Labour Commissioner [D] Branch Offi

34. The document which shows employee's daily hours of duty, weekly rest and break between spells of duty besides other necessary particulars is called
[A]Duty Chart [B]Roster [C] Attendance register.[D] Overtime Allowance Register

35. Which method of Job Analysis is adopted generally for correct classification of employment?

[A]Factual Job Analysis [B]Rough assessment [C]Assuance of certificate [D] None

36. At what rate OTA will be given if any employee works beyond Statutory Limits?
[A]At 2 times the pay. [B]At 3 times the pay.
C At 1½ times the pay. [D] At 5 times the pay.

37. The Railway servants (Discipline & Appeal] Rules came into force on _____.
[A]1968 [B]1972.C 1966 [D] 1978.

38. _____form is used for placing a Railway employee under suspenson-
[A]SF-5 [B]SF-11 [C] SF-1 [D]SF-2

39. Rule No.------of The Railway servants (D & [A] Rules deals with Penalties.

[A]6 [B]7[C]5 [D] 1

40. Compulsory Retirement/Removal/ Dismissal is a ----------under D&A Rules, 1968.

[A]Penalty [B]Not a penalty [C]Major penalty [D] Minor penalty

41. Rule No. 9 of The Railway servants (Discipline & Appeal] Rules deals with Procedure for imposing _____ penalty.

[A]Major [B]Minor [C].Suspension [D] Revoke of Suspension

42. _____ equal to leave on half salary, will be drawn in case the employee is under suspension.

[A]Dearness Allowance [B].Subsistence Allowance[C] Suspension Allowance [D] Travelling allowance

43. As per rule 17 of DAR rules No appeal lies against any order of an _____ nature or of the nature of step in aid of the final disposal of a disciplinary proceedings.
[A]Minor Penalty [B].Major Penalty [C] Interlocutory [D]None

44. .The appeal against an order of the Disciplinary Authority can be preferred by the Appellant in his _____

[A]Own name. [B]Disciplinary Authority. [C]Appellate Authority [D]GM

45. The appeal shall be preferred to any higher authority other than the ----------.

[A]Disciplinary Authority. [B]DRM [C] Appellate Authority [D] GM

46. Rule 25 of the RS (D&[A] Rules deal with _____.
[A]Review. [B]Appeal [C] Revision. [D]Witness

47. Rule 25.A of the RS (D&[A] Rules deal with _____.

[A]Review. [B]Appeal [C]Explanation. [D]Witness

48. .The disciplinary proceedings should be ----------on the death of the charged employee.

[A]Closed immediately [B]Continued [C]Temporarily closed [D] None

49. _____ form is used for nomination of Inquiry Officer.

[A]SF-5 [B]SF-7 [C] SF-1 [D]SF-2

50. If the charge is unauthorized absence, _____ can be one of the *relied upon document (*witnesses].
[A]Attendance Register [B]Medical Certificate
[C] Co- employee. [D]None

51. Appeal shall be entertained unless preferred within _____ days.

[A]100 [B]10 [C] 30 [D] 45

52. Post Retirement Complimentary Pass are admissible to Railway Servant retired after putting in __ years of service.
[A]20 [B]12 C 15 D 16

53. What is Pass as per Railway Servants Pass Rules 1986.?
[A] Pass is a Privilege. [B] To travel in Railway
[C] An authority given by Railway to a Railway employee or to a Person authorizing him to travel in a train gratuitously. [D] None of these.

54. Family means.
[A]Wife, Husband, Son/Step sons under the age of 21 years and wholly dependent. Bonafide student of any recognized University. Unmarred daughter of any age whether earning or not, dependent widow daughter. Railway Doctor's certified invalid son daughter of any age.
[B]Wife, Husband, son/Step son/Son-in-law/mother-in-law/daughter of any age.
[C]Husband, Wife/Widow mother/son/Step son of any age/Daughter of any age.
[D]Husband/Wife/Sons/Daughters of any age/Mother-in-law, if father is not alive.

55. How many sets of P.T.O. are issued to the Railway employees?
[A]6 sets both for Gazetted and Non-Gazetted every year from the date of appointment.
[B]4 sets both for Gazetted and Non-Gazetted every year from the date of appointment.
[C]3 sets both for Gazetted and Non-Gazetted every year from the date of appointment.
[D]6 sets for Gazetted and 4 sets for Non-Gazetted.

56. How many sets of School Pass issued to Railway employee?
[A] 6 sets or 3 half sets per year.[B] 4 sets or 6 half sets per year.
[C]3 sets or 6 half sets. per year.[D] 5 sets per year.

57. Of late validity for a Privilege Pass/PTO is ?
[A] 3 months [B] 4 months [C] 2 months [D] 5 months

58. Attendants of Pass Holder is:-
[A]Part time servant. [B]Servant [C]Full time paid servant. [D]Any person.

59. Irregularity for use of Passes may be condoned by
[A] CPO [B] GM [C] CME [D] COM

60. The colour of the First Class A Pass is _____ in colour.
[A]White [B]Pink [C] Green. [D] Yellow.

61. When dependents are included in a Pass/PTO number persons entitled to be include in Pass/ PTO shall be.
[A]All Family members + 2 dependents. [B]5 member's only
[C] 6 members only. [D] Any number of Family members + 3dependents

62. How many sets of PTOs is/ are a license Holder coolie is entitled in a calendar year?
[A]One (IInd/Sleeper] [B]Two(IInd/Sleeper] [C] Three(IInd/Sleeper] [D] Nil

63. Which rule of Railway Service (Conduct] Rules 1966 states that every railway servant shall at all times" Maintain absolute integrity, Maintain devotion to duty and Do nothing which is unbecoming of a railway servant

[A] Rule 3 (i] (ii] and (iii] [B]Rule 3-B [C] Rule 3-C [D] Rule 3-D

64. Prohibition of sexual harassment of working women defined in ____of Railway servants(Conduct] Rules, 1966.

[A]Rule 3-A [B]Rule 3-B [C] Rule 3-C [D] Rule 3-D

65. Demonstration and Strikes defined in _____of Railway servants(Conduct] Rules

[A]Rule 7 [B]Rule 4 [C] Rule 5 [D] Rule 6

66. As per Railway servants(Conduct] Rules, 1966 a Railway servant holding Group C post can accept gift worth Rs ___ on occasions such as weddings anniversaries funerals or other religious functions:

[A]Rs 25000/- [B] Rs 7500/- [C] Rs 15000/- [C] Rs 500/-

67. Rule 13-A of Railway servants (Conduct] Rules deals with ___

[A]Subscription [B]Dowry [C] indebtedness[D] Gifts

68. Rule___of Railway servants (Conduct] Rules, 1966 speaks about a Railway servant subletting of Railway accommodation

[A]15[A] [B]15[B] [C]15[C] [D]15[D]

69. Rule____ of Railway servants (Conduct] Rules, 1966 speaks about a Railway servant possessing movable, immovable and valuable property

[A]15 [B]16 [C]17 [D]18

70. An employee can be taken up for bringing outside political influence in service matters in terms of _____ of Rly. Service conduct Rules.

[A]Rule 17 [B]Rule 14 [C] Rule 20 [D]Rule 6

71. Rule____ of Railway servants(Conduct] Rules, speaks about Consumption of intoxicating Drinks & Drugs

[A]Rule 17 [B]Rule 14 [C] Rule 20 [D] Rule 22.

72. In case of loss of IInd class Privilege Pass ------ amount has to be levied as fine.

[A]Rs. 5 [B]Rs.10[C]Rs. 15 [D] Rs. 25

73. When a Railway servant has availed all passes due to him in a current calendar year, _____ number of set of passes/PTO may be issued for journeys commencing in the next year only by debiting to the next year's pass account.

[A]. One [B]. Two [C].Three.[D] Four.

74. From which of the following years Railway budget was merged with the General Budget.

[A]2016 [B]2017 [C] 2018 [D]2019

75. Full form of UMID

[A]Unified Multi purpose Identification

[B]Unique Medical Identity

[C]Unique Multi purpose Identification

[D] Unified Medical Identification

76. Who is the head of Transformation Cell at Railway Board?

[A]Member Engineering [B] Member Staff [C] PED Transformation [D] Member Traffic

77. Rashtriya Ekta Divas or National Unity Day is observed on ___

[A] 31st October [B] 2nd October [C] 15th August [D] 20th August

78. General Managers of Railways are entitled for___type of DutyPass.

[A]Bronze [B] Gold [C] Silver [D] Platinum

79. Group A and B officers are entitled to_____sets of First Class A Privilege passes.

[A] 8 sets [B] 6 sets [C] 10 sets [C] 4 sets

80. The time-limit for submitting of claims for Travelling Allowance is within ___ days succeeding the date of completion of journey.

[A] 90 [B] 45 [C] 60 [D] 180.

81. The rates of DA will go up by_____ every time the DA goes up by 50%.

([A] 50% [B] 25% [C] 100% [D] 20%

82. The Composite transfer grant (CTG] is admissible at the rate of _____ of last month's Basic pay in case of transfer involving a change of station located at a distance of more than 20 Kms from each other.
[A] 100% [B] 80% [C] 50% [D] 25%

83. For claiming CTG, transferee/retirees needs to submit the _____documents.
[A] Proof of change of residence. [B]Proof of journey

[C] Both the above documents specified in [A] & [B]
[D] Any one of the above documents specified in [A] & [B]

84. With respect to the quantum of DA admissible to employees based on absence from HQrs, which is not correct?
([A] Less than 6 hrs- 30% of DA.

[B] More than 6 hrs but less than 12 hrs-70% of DA.

[C] More than 12 hrs/each completed day.100% of DA.

[D] Less than 6 hrs- 50% of DA.

85. W.e.f. 1.7.2017 officers of station masters of IR are granted dress allowance of _____
([A] Rs 10000/Per annum [B] Rs 5000/quarter [C] Rs 1800/ per month [D] Rs 20000/- Per annum

86. W.e.f. 1.7.2017 Dress allowance is credited directly to the salary of the entitled employees _____
[A] Twice in a year the months of January and July

[B]Thrice in a year in the months of March, September and December

[C] Once in a year in the month of January

[D] Once in a year in the month of July

87. The successive Leave encashment cannot be made before a minimum period of _____ (block perio[D] has elapsed.
([A] 4 [B] 1 [C] 3 [D] 2

88. In case both the spouses are Government servants, Children education allowance reimbursement can be claimed by _____
([A] Both [B] Only mother [C] Only father [D] Only one of them

89. The amount of reimbursement of CEA in respect of differently abled children is _____
([A] Same as the amount admissible to normal children

[B] Double the amount admissible to normal children

[C] Triple the amount admissible to normal children

[D] 1.5 times the amount admissible to normal children Transport allowance

90. The amount of reimbursement of CEA is _____per month.
([A] Rs 2,250/- [B] Rs 3,250/- [C] Rs 2,750/- [D] Rs 6,750/-

91. A balance of atleast_____days of leave on Average Pay should be available to the credit in leave account after taking into account the period of encashment as well as the leave availed of.

[A] 10 [B]40 [C] 20 [D] 30

92. Transport allowance during leave will be admissible if _____
[A] Calendar month (s] wholly covered by leave

[B]Not wholly covered by leave during calendar month(s]

[C] Leave has no relation with grant of Transport allowance

[D] None of the above

93. What is the rate of PF deduction from pay?
[A] 1/12th or 8.33% of Basic pay [B]5% of Basic Pay

[C] 10% of Basic Pay [D] None of the above

94. The scale check statement submitted by the pay bill unit will show_____
([A] The sanctioned strength of a Post.

[B]The Actual operated strength against the Post.

[C] The No. of vacant posts.

[D] All the above.

95. Identify the statements which are 'TRUE"

i. The % of DA as on 01.07.2019 is 17%.
ii. Rate of HRA at 'X' class cities is 30%.
iii. Rate of HRA at 'Y' class cities is 12%.
iv. Rate of HRA at 'Z' class cities is 24%.

[A] Only (ii],(iii] & (iv] [B] Only (i] [C] Only (i], (iii] & (iv] [D] Only (i] & (iii]

96. Identify the statements which are 'TRUE"

i. The % of DA as on 01.07.2016 is 2%.
ii. The % of DA as on 01.01.2018 is 7%.
iii. The % of DA as on 01.01.2019 is 13%.
iv. The % of DA as on 01.07.2019 is 17%.

[A] Only (ii],(iii] & (iv] [B] Only (i] [C] Only (i], (iii] & (iv] [D] Only (i],(ii] & (iv]

97. Identify the statements which are 'TRUE"

i. Rate of HRA at 'X' class cities is 30%.
ii. Rate of HRA at 'Y' class cities is 16%.
iii. Rate of HRA at 'Z' class cities is 8%.
iv. Rate of HRA at 'A1' class cities is 24%.

[A] Only (ii],(iii] & (iv] [B] Only (i]& (iii]
[C] Only (i], (iii] & (iv] [D] Only (i] & (iii]

98. Identify the statements which are 'TRUE"

i. Transport allowance for employees of Level 9 & above in "X' class city is Rs7200/-.

ii. Transport allowance for employees of Level 9 & above in "other cities is Rs4800/-.
iii. Transport allowance for employees of Level 3 to 8 in "X' class city is Rs3600/-.
iv. Transport allowance for employees of Level 1&2 in "X' class city is Rs1350/-

[A] Only (ii],(iii] & (iv] [B] Only (i] & (iv]
[C] Only (i], (iii] & (iv] [D] Only (i] & (iii]

99. Identify the statements which are 'TRUE"

i. Rate of transport allowance for employees of Level 3 to 8 in other cities is Rs3600/-
ii. Rate of transport allowance for employees of Level 9 & above in "other cities is Rs4800/-
iii. Rate of transport allowance for employees of Level 1&2 in "other cities is Rs1200/-
iv. Rate of transport allowance for employees of Level 1&2 in "X' class city is Rs1350/-

[A] Only (ii],(iii] & (iv] [B] Only (iv]
[C] None of the above [D] Only (i] & (iii]

100. Identify the statements which are 'TRUE"

i. Dress allowance for RPF staff is 20,000/- per annum
ii. Dress allowance for Station Masters is 10,000/- per annum
iii. Dress allowance for & Running staff is 8,000/- per annum
iv. Dress allowance for Trackmen is 5,000/- per annum

(A) Only (ii],(iii] & (iv] [B] Only (i], (ii] & (iv]
(B) None of the above [D] Only (i] & (iii]

101. Identify the statements which are 'TRUE"

i. Entitlement for full travelling allowance for Level 14 and above is Rs1200/-
ii. Entitlement for full travelling allowance for Level 12& 13 is Rs1000/-
iii. Entitlement for full travelling allowance for Level 9 to 11 is Rs900/-
iv. Entitlement for full travelling allowance for Level 6 to 8 is Rs800/-

[A] Only (ii],(iii] & (iv] [B] Only (i], (ii] & (iv]
[C] None of the above [D] All the above is true

102. Absence from Head quarter for less than 6 hours the percentage of Travelling allowance granted is
[A]15% [B] 30% [C] 70% [D] 100%

103. Absence from Head quarter for less than 12 hours but more than 6 hours the percentage of Travelling allowance granted is
[A]15% [B] 30% [C] 70% [D] 100%

104. Absence from Head quarter when exceeds 12 hours the percentage of Travelling allowance granted is
[A]15% [B] 30% [C] 70% [D] 100%

105. When railway servant remains out of HQ continuously for more than 180 days is admissible for travelling allowance of
[A]30% [B] 50% [C] 100% [D] Nil

106. The amount fixed for reimbursement of children education allowance per month is
[A]1200/- [B] 1600/- [C] 2250/- [D] 2400/-

107. Match the following

(i]	First class 'A' pass	1	Pink
(ii]	First class Pass	2	Yellow
(iii]	2nd class 'A' Pass	3	Green

(iv]	Sleeper/Second class Pass	4	White

[A] (i]-1,(ii]-2,(iii]-3,(iv]-4 [B] (i]-2,(ii]-3,(iii]-4,(iv]-1

[C] (i]-4,(ii]-3,(iii]-2,(iv]-1 [D] (i]-3,(ii]-4,(iii]-1,(iv]-2

108. Identify the statements which are 'TRUE"

a. Gifts may be accepted in religious functions, wedding anniversaries.
b. Group 'A' Staff can accept gifts worth Rs 25,000-
c. Group 'B' Staff can accept gifts worth Rs 15,000-
d. Group 'A' Staff can accept gifts worth Rs 7,500-

[A] Only (ii],(iii] & (iv] [B] Only (i], (ii] & (iv]

[C] None of the above [D] All the above is true

109. Match the following

(i]	Appointment of Presenting officer	1	SF-1
(ii]	Revocation of suspension	2	SF-2
(iii]	Appointment of Inquiry Officer	3	SF-4
(iv]	Order of suspension	4	SF-8
(v]	Order of deemed suspension	5	SF-7

[A] (i]-4,(ii]-3,(iii]-1,(iv]-5,(v]-2 [B] (i]-5,(ii]-1,(iii]-4,(iv]-2,(v]-3 [C] (i]-5,(ii]-4,(iii]-2,(iv]-1,(v]-3[D] (i]-4,(ii]-3,(iii]-5,(iv]-1,(v]-2

110. Identify the statements which are 'TRUE"

a. Withholding of Privilege passes or PTOs or both is a Minor penalty
b. Reduction to a lower stage in the time scale of pay for a specific period exceeding 3 years is a minor penalty
c. Withholding of increment for a specific period with further directions as to whether on the expiry of such period, this will or will not have the effect of postponing his future increments of his pay is a minor penalty
d. Withholding of promotion for a specific period is a minor penalty.

[A] Only (i],(iii] & (iv] [B] Only (i], (ii] & (iv]

[C] None of the above [D] All the above is true

राजभाषासंबंधीप्रश्न - उत्तर/ OL Questions

1`	भारत के संविधान के किस भाग में राजभाषा संबंधी प्रावधान दिए गए हैं? [A] भाग-15 [B] भाग-16 [C] **भाग - 17** [D] भाग-18 In which part of Indian Constitution, provisions related to Official Language are given? [A] Part -15 [B] part-16 [C] **Part-17** [D] part -18
2.	संविधान के भाग– 17 के किस अध्याय में संघ की राजभाषा का उल्लेख है? [A] **अध्याय - 1** [B] अध्याय - 2 [C] अध्याय - 3 [D] अध्याय - 4 In which chapter of the Part – 17 of Constitution the official language of the Union is mentioned? [A] **Chapter - 1** [B] Chapter - 2 [C] Chapter - 3 [D] Chapter - 4
3.	संसद में उपयोग की जाने वाली भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 12 [B] **अनुच्छेद - 120** [C] अनुच्छेद-112 [D] अनुच्छेद- 210 In which article of the Constitution of India mentions about the language to be used in the Parliament? [A] Article - 12 [B] **Article - 120** [C] Article - 112 [D] Article – 210
4.	विधान मंडल में प्रयोग की जाने वाली भाषा के संबंध में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 120 [B] **अनुच्छेद - 210**[C] अनुच्छेद- 343 [D] अनुच्छेद- 345 Which article of the Constitution of India mentions about the language to be used in the Legislature? [A] Article - 120 [B] **Article - 210** (C] Article - 343 [D] Article - 345
5.	भारत के संविधान के किस अनुच्छेद में संघ की राजभाषा के बारे में उल्लेख किया गया है? [A] अनुच्छेद-112 [B] अनुच्छेद - 120 [C] अनुच्छेद- 340 [D] **अनुच्छेद - 343** Under which article of the Constitution of India, Official language of the Union is mentioned? [A] Article - 112 [B] Article - 120 (C] Article - 340 [D] **Article - 343**
6.	राजभाषा के संबंध में आयोग और संसद की समिति के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 210 [B] अनुच्छेद - 343 [C]**अनुच्छेद- 344**[D] अनुच्छेद- 351 Which article of the Constitution of India mentions about the Commission and Committee of Parliament in connection with the official language? [A] Article - 210 [B] Article - 343 **(C] Article - 344** [D] Article - 351
7.	राज्य की राजभाषा या राजभाषाओं के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 343 [B] अनुच्छेद - 344 [C] **अनुच्छेद- 345**[D] अनुच्छेद - 346 Which article of the Constitution of India mentions about the official language or official languages of the state? [A] Article - 343 [B] Article - 344 (C] **Article - 345** [D] Article - 346
8.	एक राज्य और दूसरे राज्य के बीच या किसी राज्य और संघ के बीच पत्रादि की भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] **अनुच्छेद- 346**[B] अनुच्छेद -347 [C] अनुच्छेद- 348 [D] अनुच्छेद - 349 Which article of the Constitution of India mentions about the language of communication between one state and another or between a state and the Union? [A] **Article - 346** [B] Article -347 (C] Article - 348 [D] Article - 349

9.	उच्चतम न्यायालय और उच्च न्यायालयों में और अधिनियमों ,विधेयकों आदि के लिए प्रयोग की जाने वाली भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 347 [B] **अनुच्छेद - 348**[C]अनुच्छेद- 349 [D] अनुच्छेद- 350 Which article of the Constitution of India mention about the language used in the Supreme Court and High Courts and for the Acts, Bills etc.? [A] Article - 347 [B] **Article - 348**[C] Article - 349 [D]Article - 350
10.	व्यथा के निवारण के लिए अभ्यावेदन में प्रयोग की जाने वाली भाषा के बारे में भारत के संविधान के किस अनुच्छेद में उल्लेख है? [A] अनुच्छेद- 344 [B] अनुच्छेद - 346 [C] अनुच्छेद- 348 **[D] अनुच्छेद - 350** Which article of the Constitution of India mentions about the language used in the representation for the prevention of grief? [A] Article - 344 [B] Article - 346 [C] Article - 348**[D] Article - 350**
11.	हिंदी भाषा के विकास के लिए निर्देश का उल्लेख भारत के संविधान के किस अनुच्छेद में है? [A] अनुच्छेद- 343 [B] अनुच्छेद - 344**[C] अनुच्छेद- 351** [D] इनमेंसेकोईनहीं Which article of the Constitution of India mentions the Directive for the development of Hindi language? [A] Article - 343 [B] Article - 344**[C] Article - 351** [D] None of the above
12.	भारत के संविधान के अनुसार संघ की राजभाषा हिंदी तथा लिपि_____ होगी? [A] रोमन [B]खरोष्ठी **[C] देवनागरी** [D] ब्राम्ही According to the Constitution of India, the official language of the Union will be Hindi and the script will be _____. [A] Roman [B] Kharosthi **[C] Devnagri** [D] Brahmi
13.	संसदीय राजभाषा समिति की कौन सी उप-समिति रेल कार्यालयों का निरीक्षण करती है? **[A] दूसरी उपसमिति** [B]तीसरी उपसमिति [C] पहली उपसमिति [D] इनमें से कोई नहीं Which sub-committee of Parliamentary Committee on Official Language inspects Railway offices? **[A] Second sub Committee** [B] Third sub Committee [C] First sub Committee [D] None of the above
14.	राजभाषा अधिनियम की धारा 4 के अंतर्गत गठित संसदीय राजभाषा समिति में लोकसभा के कितने सदस्य होते हैं? (A) 5 [B] 10 [C] 15 **[D] 20** How many members of Lok Sabha are there in the Parliamentary Committee on Official Language constituted under section 4 of the Official Language Act? [A] 5 [B] 10 [C] 15 **[D] 20**
15.	संसदीय राजभाषा समिति में राज्यसभा के कितने सदस्य होते हैं? [A] 5 **[B] 10** [C] 15 [D] 22 How many members of Rajya Sabha are there in the Parliamentary Committee on Official Language? [A] 5 **[B] 10** [C] 15 [D] 22
16.	संविधान की किस अनुसूची में राज्य की राजभाषाओं का उल्लेख है? [A] सातवीं **[B]आठवीं** [C] नौवीं [D] दसवीं Which Schedule of the Constitution mentions about the official languages of the state? [A] Seventh **[B] Eighth** [C] Ninth [D] Tenth

17.	भारत के संविधान के भाग-17 में राजभाषा के प्रयोजन के लिए कितने अनुच्छेद हैं? **[A] 9** [B] 10 [C] 11 [D] 12 Part-17 of the Constitution of India contains how many articles for the purpose of Official language? **[A] 9** [B] 10 [C] 11 [D] 12
18.	राजभाषा अधिनियम किस वर्ष पारित किया गया? [A] 1961 [B] 1962 **[C] 1963** [D] 1968 In which year the Official Language Act was passed? [A] 1961 [B] 1962 **[C] 1963** [D] 1968
19.	राजभाषा अधिनियम की किस धारा के दस्तावेजों को हिंदी और अंग्रेजी दोनों भाषाओं में तैयार और जारी करना अनिवार्य है? [A] धारा 3 (1] [B]धारा 3(2] **[C] धारा 3(3]** [D] धारा 4 Under which section of the Official Language Act, certain documents are compulsorily be prepared, issued both in Hindi and English languages? [A] Section 3(1] [B] Section 3(2] **[C] Section 3 (3]** [D] Section 4
20.	राजभाषा अधिनियम के प्रयोजनों को कार्यान्वित करने के लिए नियम बनाने की शक्ति किसे प्रदान की गई? (A) **केंद्र सरकार को** [B]राज्य सरकार को [C] राज्यपाल को [D] इनमें से कोई नहीं Who is empowered to make rules to implement the Official Language Act? **[A] Central Government** [B] State Government [C] Governor [D] None of the above
21.	राजभाषा अधिनियम में संशोधन किस वर्ष के दौरान किया गया था? [A] 1964 [B] 1965 [C]1966 **[D] 1967** In which year amendment to the Official Language Act was made? [A] 1964 [B] 1965 [C] 1966 **[D] 1967**
22.	राजभाषा के संबंध में राष्ट्रपति के आदेश किस वर्ष 27 अप्रैल को जारी हुए थे? [A] 1955 **[B] 1960** [C] 1962 [D] 1965 In which year the President's orders regarding the Official language were issued on 27 April? [A] 1955 **[B] 1960** [C] 1962 [D] 1965
23.	राजभाषा संकल्प किस वर्ष के दौरान पारित किया गया था? [A] 1960 [B] 1962 [C] 1967 **[D] 1968** During which year the Official Language Resolution was passed? [A] 1960 [B] 1962 [C] 1967 **[D] 1968**
24.	राजभाषा नियम किस वर्ष पारित किया गया था? [A] 1963 [B] 1967 [C] **1976** [D] 1987 In which year the Official Language Rule was passed? [A] 1963 [B] 1967 **[C] 1976** [D] 1987
25.	राजभाषा नियम भारत के किस राज्य पर लागू नहीं होते हैं? [A] कर्नाटक [B]**तमिलनाडु** [C] गोवा [D] इनमेंसेकोईनहीं Official Language Rules do not apply to which state of India? [A] Karnataka [B] **Tamil Nadu** [C] Goa [D]None of the above
26.	राजभाषा नियम 1976 केअंतर्गत भारत के राज्यों और केंद्र शासित प्रदेशों को कितने क्षेत्रों में वर्गीकृत किया गया है? [A] 2 [B]**3** [C] 4 [D] 5 In how many regions States and Union Territories of India are categorized under Official Language Rules 1976?

	[A] 2 [B] **3**[C] 4 [D]5
27.	अंदमान व निकोबार द्वीप समूह राजभाषा के प्रयोग-प्रसार के लिए वर्गीकृत किस क्षेत्र के अधीन आते हैं? [A] **'क' क्षेत्र** [B]'ख' क्षेत्र [C] 'ग' क्षेत्र [D] इनमेंसेकोईनहीं Andaman and Nicobar Islands come under which are classified for the propagation of the Official language? [A] **'A' region** [B] 'B' region [C] 'C' region [D]None of the above.
28.	तेलंगाना राज्य राजभाषा केप्रयोग-प्रसार के लिए वर्गीकृत किस क्षेत्र के अधीन आता है? [A] 'क' क्षेत्र [B]'ख' क्षेत्र **[C] 'ग' क्षेत्र** [D] इनमेंसेकोईनहीं The state of Telangana comes under which area classified for the use of the official language? [A] 'A' region [B]'B' region **[C] 'C' region** [D]None of the above
29.	'हिंदी में कार्य साधक ज्ञान' की परिभाषा राजभाषा नियम के किस नियम में दी गई है? [A] 7 [B] 8 [C] 9 [D] **10** The definition of 'working knowledge in Hindi' is given in which rule of the Official Language Rules? [A] 7 [B] 8 [C] 9 [D] **10**
30.	'हिंदी में प्रवीणता' की परिभाषा राजभाषा नियम की किस नियम में शामिल है? [A] **9** [B] 10 [C] 11 [D] 12 Definition of 'Proficiency in Hindi' is included in which rule of the Official Language Rules? [A] **9** [B] 10 [C] 11 [D]12
31.	केंद्र सरकार के कार्यालयों के कितने प्रतिशत कर्मचारियों द्वारा हिंदी का कार्य-साधक ज्ञान प्राप्त कर लेने पर उन कार्यालयों के नाम राजपत्र में अधिसूचित किए जाते हैं? [A] 60% [B] 70% [C] **80%** [D] 100% Upon what percentage of acquiring Working Knowledge of Hindi by the employees of Central Government offices, that office is required to be notified in the Gazette of Govt. of India. [A] 60% [B] 70% [C] **80%** [D] 100%
32.	भारत सरकार के कार्यालयों में प्रत्येक वर्ष हिंदी दिवस कब मनाया जाता है? [A] 12 सितंबर [B]**14 सितंबर** [C] 12 जनवरी [D] 14 जनवरी When is Hindi Day celebrated every year in the Central Government Offices? [A] 12 September [B] **14 September** [C] 12 January [D] 14 January
33.	संविधान सभा ने हिंदी को राजभाषा के रूप में कब स्वीकार किया था? (A) 10जनवरी,1975 [B]10सितंबर,1975 [C]**14सितंबर, 1949** [D]14 सितंबर,1963 When did the Constituent Assembly accepted Hindi as the official language of the Union? [A] 10January,1975 [B]10September,1975 [C]**14 September, 1949** [D]14 September,1963
34.	भारतीय संविधान की 8वीं अनुसूची में निम्नलिखित में से कौन सी भाषा शामिल नहीं है? [A] नेपाली [B]उर्दू [C] **अंग्रेजी** [D] सिंधी Which of the following languages is not included in the 8th Schedule of the Constitution? [A] Nepali [B] Urdu [C] **English** [D] Sindhi

35.	संविधान की 8वीं अनुसूची में अब तक कितनी भाषाओं को राजभाषा के रूप में शामिल किया गया है? [A] 15 [B] 18 [C] **22** [D] 24 How many languages have been included so far as the Official Languages in the 8th schedule of the constitution? [A] 15 [B] 18 [C] **22** [D]24
36.	राजभाषा नियम के अनुसार कोई भी कर्मचारी आवेदन, अपील या अभ्यावेदन किस भाषा में कर सकता है? [A] हिंदीमें [B]अंग्रेजीमें [C] **हिंदीयाअंग्रेजीमें** [D] किसीभीभाषामें According to the Official Language Rules, an employee can submit his application, appeal or representation in ------- language? [A] In Hindi [B] In English [C] **In Hindi - English** [D] In any language
37.	प्रथम राजभाषा आयोग का गठन किस वर्ष के दौरान किया गया था? [A] **1955** [B] 1960 [C] 1963 [D] 1976 During which year was the first Official Language Commission formed? [A] **1955** [B] 1960 [C] 1963 [D] 1975
38.	मैनुअल, संहिताएं, प्रक्रिया संबंधी अन्य साहित्य लेखन सामग्री आदि द्विभाषिक रूप में जारी किए जाने की अनिवार्यता के बारे में राजभाषा नियम के किस नियम संख्या में उल्लेख किया गया है? [A] नियम 9 [B]नियम 10 [C] **नियम 11** [D] नियम 12 In which rule of the Official Language Rules have been mentioned about the imperative of issuing bilingual form manuals, codes, other literature related to process etc.? [A] Rule 9 [B] Rule 10 [C] **Rule 11** [D] Rule 12
39.	राजभाषा नियम संख्या-12 के अनुसार राजभाषा अधिनियम और नियमों के संबंध में जारी निर्देशों के समुचित अनुपालन को सुनिश्चित करने का उत्तरदायित्व किसे सौंपा गया है? [A] राजभाषा अधिकारीको [B]**कार्यालय के प्रशासनिक प्रधान को** [C] संबंधित डीलर को [D] उपर्युक्त तीनों को According to Official Language Rule-12, who is entrusted with the responsibility of ensuring proper compliance of the instructions issued in connection with the Official Language Act and Rules? [A] Rajbhasha Adhikari [B] **Administrative Head of the office** [C] Concerned Dealer [D] Above three
40.	1955 में गठित प्रथम राजभाषा आयोग के अध्यक्ष कौन थे? (A) श्री गोविंद वल्लभ पंत [B]**श्रीबी.जी. खेर** [C] श्री जवाहर लाल नेहरू [D] श्री ओम मेहता Who was the Chairman of the First Official Language Commission constituted in 1955? [A] Sri Govind Vallabh Pant [B] **Sri B.G. Kher** [C] Sri Jawahar Lal Nehru [D] Sri Om Mehtha
41.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र स्थित कार्यालयों को कितने प्रतिशत मूल पत्र हिंदी में भेजा जाना अपेक्षित है? [A] **55 प्रतिशत** [B] 60 प्रतिशत [C] 75 प्रतिशत [D]100 प्रतिशत According to the annual programme of the year 2024-25 for the use of Hindi, what percentage of the originating correspondence is required to be done by offices situated in C region? [A] **55 Percent** [B] 60 Percent [C] 75 Percent [D] 100 Percent
42.	केंद्र सरकार के कार्यालयों में गठित राजभाषा कार्यान्वयन समिति की बैठकों के आयोजन की अवधि क्या है? [A] **3महीने में एक बार** [B]6 महीने में एक बार [C] वर्ष में एक बार [D]2 वर्ष में एक बार What is the period for holding the meetings of the Official Language Implementation Committee constituted in Central Government Offices? [A] **Once in 3 months** [B] Once in 6 months [C] Once in a year [D] Once in 2 years

43.	नगर राजभाषा कार्यान्वयन समिति की बैठकों के आयोजन की अवधि क्या है? [A] 3 महीने में एक बार [B]**6 महीने में एक बार** [C] वर्ष में एक बार [D] 2 वर्ष में एक बार What is the period of holding of meetings of the Town Official Language Implementation Committee? [A] Once in 3 months [B] **Once in 6 months** [C] Once in a year [D] Once in 2 years
44.	राजभाषा नियम, 1976 में कुल कितने नियम हैं? [A] 9 [B] 10 [C] **12** [D] 14 How many rules are there in the Official Language Rules 1976? [A] 9 [B] 10 [C] **12** [D]14
45.	राजभाषा का वार्षिक कार्यक्रम किस मंत्रालय द्वारा जारी किया जाता है? [A] मानव संसाधन मंत्रालय [B]रेल मंत्रालय [C] सभी मंत्रालय [D] **गृहमंत्रालय** The annual program of Official Language is released by which ministry? [A] Human Resource Ministry [B] Ministry of Railways [C] All Ministries [D] **Ministry of Home Affairs**
46.	हिंदी शिक्षण योजना के अंतर्गत निर्धारित हिंदी पाठ्यक्रम की परीक्षाएं वर्ष में कितनी बार ली जाती हैं? [A] 1 बार [B]**2 बार** [C] 3 बार [D] 4 बार How many times in a year the examinations of Hindi courses prescribed under Hindi Teaching Scheme are conducted? [A] once [B] **twice** [C] thrice [D] 4 times
47.	सिंधी भाषा को अष्टम अनुसूची में किस वर्ष में शामिल किया गया था? [A] 1968 [B] 1966 [C] **1967** [D] 1969 In which year Sindhi language was added to eighth schedule? [A] 1968 [B] 1966 [C] **1967** [D] 1969
48.	मंडल स्तर पर राजभाषा कार्यान्वयन समिति के अध्यक्ष कौन होते हैं? [A] अपर मुख्य राजभाषा अधिकारी [B]**मंडल रेल प्रबंधक** [C] मुख्य राजभाषा अधिकारी [D] महाप्रबंधक Who is the Chairman of the Official Language Implementation Committee at Divisional level? [A] AMRA [B] **DRM** [C] MRA [D] GM
49.	क्षेत्रीय रेल राजभाषा कार्यान्वयन समिति के अध्यक्ष कौन होते हैं? [A] मुख्य राजभाषा अधिकारी [B]प्रमुख मुख्य कार्मिक अधिकारी [C] **महाप्रबंधक** [D] अध्यक्ष, रेलवेबोर्ड Who is the Chairman of Zonal Railways Official Language Implementation Committee? [A] MRA [B] PCPO [C] **General Manager** [D] Chairman, Railway Board
50.	राजभाषा अधिनियम, 1963 में कुल कितनी धाराएं हैं? [A] **9** [B] 10 [C] 11 [D] 12 How many Sections are there in the Official Language Act, 1963? [A] **9** [B] 10 [C] 11 [D] 12
51.	किस राजभाषा पुरस्कार योजना में राशि व व्यक्तिगत रूप से पुरस्कार नहीं दिए जाते हैं? **[A] राजभाषा कीर्ति पुरस्कार** [B]राजभाषा गौरव पुरस्कार [C] मैथिली शरण गुप्त पुरस्कार [D] प्रेमचंद पुरस्कार In which Official Language award scheme amount and individual awards are not given? **[A] Rajbhasha Keerti Puraskar** [B] Rajbhasha Gaurav Puraskar [C] Maithili Sharan Gupta Puraskar [D] Premchand Puraskar

52.	राजभाषा अधिनियम, 1963 की किस धारा के अंतर्गत केंद्र सरकार को राजभाषा संबंधित नियम बनाने की शक्ति दी गई है? [A] धारा - 6 [B]धारा -7 [C] **धारा - 8** [D] धारा - 9 Under which secti on of the Official Language Act, 1963, the Central Government has been given the power to make rules related to the official language. [A] Section - 6 [B] Section -7 [C] **Section – 8** [D] Section -9
53.	तकनीकी रेल विषयों पर हिंदी में मौलिक पुस्तकें लिखने के लिए कौन सी योजना है? [A] विश्वेश्वरैया तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना [B]**लाल बहादुर शास्त्री तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना** [C] आचार्य महावीर प्रसाद तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना [D] शिवसागर मिश्र तकनीकी मौलिक पुस्तक लेखन पुरस्कार योजना What is the scheme for writing original books in Hindi on technical subjects of Railway? (A) Visvesvaraya Technological original Book Writing Award Scheme [B] **Lal Bahadur Shastri Technical original Book Writing Award Scheme** [C] Acharya Mahavir Prasad Technical original Book Writing Award Scheme [D] Sivasagar Mishra Technical original Book Writing Award Scheme
54.	हिंदी में मौलिक कथा/कहानी संग्रह एवं उपन्यास लेखन को पुरस्कृत करने हेतु योजना का क्या नाम है? [A] मैथिली शरण गुप्त पुरस्कार योजना [B]**मुंशी प्रेमचंद पुरस्कार योजना** [C] माखन लाल चतुर्वेदी पुरस्कार योजना [D] भारतेन्दु हरिश्चंद्र पुरस्कार योजना What is the name of the award scheme for writing original fiction/story collection and novel in Hindi? (A) Maithili Sharan Gupta Award Scheme (B) **Munshi Premchand Award Scheme** [C] Makhanlal Chaturvedi Award Scheme [D] Bharatendu Harishchandra Award Scheme
55.	हिंदी में मौलिक काव्य,कविता संग्रह को पुरस्कृत करने हेतु चलाई गई योजना का क्या नाम है? [A] महादेवी वर्मा पुरस्कार योजना [B]रवींद्रनाथ ठाकुर पुरस्कार योजना [C] **मैथिली शरण गुप्त पुरस्कार योजना** [D] माखन लाल चतुर्वेदी पुरस्कार योजना What is the name of the scheme launched to award Original poetry, poetry collection in Hindi? (A) Mahadevi Verma Award Scheme [B] Rabindranath Thakur Award Scheme [C] **Maithilisharan Gupta Award Scheme** [D] Makhanlal Chaturvedi Award Scheme
56.	राजभाषा अधिनियम, 1976 के किस नियम के अंतर्गत कर्मचारी फाइल पर टिप्पणी या कार्यवृत्त हिंदी या अंग्रेजी में लिख सकता है? [A] नियम 3(1] [B]नियम 7(1] [C] **नियम 8 (1]** [D] नियम 10(1] Under which rule of the Official Language Act 1976, an employee can write Notings or minutes on the file in Hindi or English? [A] Rule 3(1] [B] Rule 7(1] [C] **Rule 8 (1]** [D] Rule 10(1]
57.	रेलवे बोर्ड राजभाषा कार्यान्वयन समिति के अध्यक्ष कौन होते हैं? [A] **अध्यक्ष, रेलवे बोर्ड व मुख्य कार्यकारी अधिकारी** [B]निदेशक (राजभाषा] [C] सदस्य (एमओबीडी] [D] रेलमंत्री Who is the Chairman of the Railway Board Official Language Implementation Committee? (A) **CRB & CEO** [B] Director (OL] [C] Member (MOB[D] [D] Railway Minister
58.	रेलवे बोर्ड राजभाषा कार्यान्वयन समिति के सदस्य सचिव कौन होते हैं? **(A)** उपनिदेशक (राजभाषा] [B]**निदेशक (राजभाषा]** [C] सदस्य (एमओबीडी] [D] रेलमंत्री Who is the member secretary of the Railway Board Official Language Implementation Committee? [A] Dy Director (OL] [B] **Director (OL]**

	[C] Member (MOB[D] [D] Railway Minister
59.	राजभाषा अधिनयम की धारा 3(3) के अनुपालन का दायित्व किस को सौंपा गया है? [A] कार्यालय के प्रशासनिक प्रधान को [B]राजभाषा अधिकारी को **[C] ऐसे दस्तावेजों पर हस्ताक्षर करने वाले अधिकारी को** [D] संबंधित लिपिक को Who is entrusted with the responsibility of complying with Section 3(3] of the Official Language Act? (A) Administrative Head of the office [B] Rajbhasha Adhikari (C] **Officer signing such documents** [D] Concerned Clerk
60.	राजभाषा नियम, 1976 के नियम 5 के अनुसार हिंदी में प्राप्त पत्रों के उत्तर किस भाषा में देना अपेक्षित है? [A] **हिंदी** [B] अंग्रेजी [C] हिंदी या अंग्रेजी [D] हिंदी-अंग्रेजी द्विभाषी Under rule No. 5 of the Official Language Rules 1976, in which language is it required to reply to the letters received in Hindi? (A) **Hindi** [B]English [C] Hindi or English [D] Hindi-English bilingual
61.	किस राजभाषा पुरस्कार योजना के अंतर्गत पुरस्कार स्वरूप सबसे अधिक धनराशि प्रदान की जाती है? [A] राजभाषा कीर्ति पुरस्कार [B]**राजभाषा गौरव पुरस्कार** [C] रेलवे बोर्ड पुरस्कार [D] गृह मंत्रालय पुरस्कार Under which Rajbhasha award scheme maximum amount is given as prize? (A) Rajbhasha Keerthi Award [B] **Rajbhasha Gaurav Puraskar** [C] Railway Board Award [D] Home Ministry Award
62.	भारत की भाषाओं के माध्यम से हिंदी सीखने के लिए उपलब्ध सॉफ्टवेयर का क्या नाम है? [A] प्रवाचक [B]श्रुतलेखन [C] मंत्रा [D] **लीला** What is the name of the software available to learn Hindi through the languages of India? [A] Pravachak [B] Shruthlekhan [C] Mantra **(D] Leela**
63.	हिंदी स्पीच को हिंदी टेक्स्ट में बदलने से संबंधित सॉफ्टवेयर का क्या नाम है? [A] **श्रुतलेखन - राजभाषा** [B]लीला [C] प्रवाचक [D] मंत्र What is the name of the software related with converting Hindi speech into Hindi text? **[A] Shruthlekhan - Rajbhasha** [B] Leela [C] Pravachak Mantra
64.	हिंदी टेक्स्ट को हिंदी स्पीच में बदलने से संबंधित सॉफ्टवेयर का क्या नाम है? [A] रेलराजभाषा [B]**प्रवाचक - राजभाषा** [C] लीला [D] श्रुतलेखन What is the name of the software related with converting Hindi text to Hindi speech ? [A] Rail Rajbhasha [B] **Pravachak - Rajbhasha** [C] Leela [D] Shruthlekhan
65.	वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार केंद्र सरकारी कार्यालयों में हिंदी में प्रशिक्षित कर्मचारियों का प्रतिशत ----- है? [A] 55% [B] 70% [C] 60% [D] **100%** According to the annual program for the year 2024-25, percentage of trained employees in central government offices is -------. (A) 55% [B] 70% (C] 60% [D] **100%**
66.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र से 'ख' क्षेत्र के लिए हिंदी में कितना प्रतिशत मूल पत्राचार निर्धारित है? [A] 100% [B] 70% [C] 60% [D] **55%** According to the annual program for the usage of Hindi in the year 2024-25, what percentage of the

	original correspondence in Hindi is to be done from the 'C' region to the central government offices of 'B' region? [A]100% [B]70% [C]60% [D] **55%**
67.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र से 'ग' क्षेत्र के लिए हिंदी में कितना प्रतिशत मूल पत्राचार निर्धारित है? [A] 100% [B] 70% [C] 60% [D] **55%** According to the annual program for the usage of Hindi in the year 2024-25, what percentage of the original correspondence in Hindi is to be done from the 'C' region to the central government offices of 'C' region? [A]100% [B] 70% [C] 60% [D] **55%**
68.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र से 'क' क्षेत्र और 'ख' क्षेत्र के राज्य/ संघराज्य क्षेत्र के कार्यालय/ व्यक्ति के लिए हिंदी में कितना प्रतिशत मूल पत्राचार निर्धारित है? [A] 100% [B]85% [C] 60% **[D] 55%** According to the annual program for the year 2024-25 for the usage of Hindi, what percentage of original correspondence in Hindi is required to be done from 'C' region with the persons/offices of State / Union Territory of 'A' region and 'B' region? (A) 100% [B]**85%** (C] 60% **[D] 55%**
69.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार हिंदी में प्राप्त कितने प्रतिशत पत्रों के उत्तर हिंदी में दिए जाने का लक्ष्य निर्धारित है? [A] 40% [B] 60% [C] 80% [D] **100%** According to the annual program for the year 2024-25 for the usage of Hindi, as per the target set, what percentage of letters received in Hindi should be replied in Hindi ? (A) 40% [B]60% (C] 80% **[D] 100%**
70.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र में हिंदी में टिप्पण लिखने का कितना प्रतिशत लक्ष्य निर्धारित है? [A] **30%** [B] 50% [C] 75% [D] 100% For the use of Hindi, according to the annual program for the year 2024-25, as per the target set what percentage of Hindi noting is required to be done in the 'C' region? (A) **30%** [B]50% (C] 75% [D] 100%
71.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र में हिंदी में डिक्टेशन का कितना प्रतिशत लक्ष्य निर्धारित है? [A] 25% [B]**30%** [C]75% [D] 100% For the use of Hindi, according to the annual program for the year 2024-25, as per the target set what percentage of Hindi Dictations are required to be given in the 'C' region? (A) 25% [B]**30%** (C] 75% [D]100%
72.	हिंदी के प्रयोग के लिए वर्ष 2024-25 के वार्षिक कार्यक्रम के अनुसार 'ग' क्षेत्र में कंप्यूटर सहित सभी प्रकार के इलेक्ट्रानिक उपकरणों की द्विभाषिक रूप में खरीद का कितना प्रतिशत लक्ष्य निर्धारित है? [A] 75% [B] 80% [C]90% [D] **100%** According to the annual program for the year 2024-25 for the use of Hindi, what percentage of the target is set for the purchase of all types of electronic devices including computers in bilingual form in the 'C' region? (A) 75% [B] 80% (C] 90% **[D]100%**

73.	भारत संघ के शासकीय प्रयोजन के लिए प्रयुक्त होने वाले अंकों का रूप क्या होना चाहिए? **[A] भारतीय अंकों का अंतर्राष्ट्रीय रूप** [B] देवनागरी अंक [C] रोमन अंक [D] उपर्युक्तमेंसेकोईभीनहीं Which forms of the numerals should be used in official purposes of the Union of India? (A) **International form of Indian Numerals** [B] Devanagari numerals [C] Roman numerals [D] None of the above
74.	केंद्र सरकार के जिन कार्यालयों के_____ प्रतिशत कर्मचारियों ने हिंदी का कार्यसाधक ज्ञान प्राप्त कर लिया है, उन कार्यालयों के नाम भारत के राजपत्र में अधिसूचित किए जाते हैं? [A] 60% [B] 70% [C] **80%** [D] 100% The names of the Central Government offices of which _____ percent employees have acquired working knowledge of Hindi are notified in the Gazette? [A] 60% [B] 70% [C] **80%** [D] 100%
75.	केंद्र सरकार के जिन कार्यालयों के 80 प्रतिशत कर्मचारियों ने हिंदी का कार्यसाधक ज्ञान प्राप्त कर लिया है, उन कार्यालयों के नाम किस राजभाषा नियम के अंतर्गत भारत के राजपत्र में अधिसूचित किए जाते हैं? [A] **नियम 10(4)** [B]नियम 10(3] [C] नियम 10 [D] नियम 10(2] Under which Official Language rule the names of the Central Government offices of which 80% of employees have acquired working knowledge of Hindi are notified in the Gazette? (A) **Rule 10(4]** [B] Rule 10(3] [C] Rule 10 [D] Rule 10(2]
76.	रेलवे बोर्ड व्यक्तिगत नकद पुरस्कार योजना के अंतर्गत दी जाने वाली पुरस्कार की राशि कितनी है? [A] 2000 रु. [B]**3000 रु.** [C]1000 रु. [D] 1200 रु. What is the amount of award given under Railway Board Individual Cash Award Scheme? (A) Rs. 2000**[B] Rs. 3000** [C] Rs. 1000 [D]Rs. 1200
77.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार कितने प्रतिशत अनुभागों को हिंदी में शत-प्रतिशत कार्य करने के लिए नामित किया जाना आवश्यक है? [A] **20** [B] 30 [C] 55 [D]100 According to the annual program issued by the Rajbhasha Department, Ministry of Home Affairs, what percentage of sections are required to be nominated for doing cent percent work in Hindi? [A] **20**[B] 30 (C] 55 [D] 100
78.	विभागीय हिंदी भाषा प्रशिक्षण "प्राज्ञ" को किस कक्षा के ज्ञान के समकक्ष माना जाता है? [A] **दसवीं** [B]बारहवीं [C] आठवीं [D] डिग्री Departmental Hindi Basha training PRAGYA is considered equivalent to which level of education? (A) **Tenth** [B] Twelfth [C] Eighth [D] Degree
79.	राजभाषा नियम, 1976 के किस नियम के अंतर्गत कार्यालय के प्रशासनिक प्रधान को राजभाषा अधिनियम और राजभाषा नियम के अनुपालन का उत्तरदायित्व सौंपा गया है ? [A]**नियम 12** [B] नियम 11 [C] नियम 10 [D]नियम 3 Under which rule of the Official Language Rules, 1976, the administrative head of the office is entrusted with the responsibility of complying with the Official Language Act and the Official Language Rules? [A] **Rule 12** [B] Rule 11 [C] Rule 10 [D] Rule 3
80.	राजभाषानियम, 1976 के किस उपनियम के अनुसार कोई भी कर्मचारी आवेदन, अपील या अभ्यावेदन हिंदी या अंग्रेजी भाषा में कर सकता है? [A] **नियम 7(1]** [B]नियम 7(3] [C] नियम 8(1] [D] नियम 8(4] According to which sub rule of Official Language Rules 1976, an employee can submit his application, appeal or representation in Hindi or English? [A] **Rule 7(1]** [B] Rule 7(3] [C] Rule 8(1] [D] Rule 8(4]

81.	राजभाषानियम, 1976 के किस उप नियम के अनुसार कोई भी कर्मचारी मांग कर सकता है कि उस पर तामील किया जानेवाला आदेश या सूचना हिंदी या अंग्रेजी में दी जाए? [A] नियम 7 (1) [B]**नियम 7(3)** [C] नियम 8 (1) [D] नियम 8(4) According to which sub-rule of the Official Language Rules 1976, where an employee can demand any orders or notices served to him Hindi or in English. Rule 7(1) [B] **Rule 7(3)** [C] Rule 8(1) [D] Rule 8 (4)
82.	राजभाषाअधिनियम, 1976 के किस नियम के अंतर्गत केंद्रीय सरकार के किसी कार्यालय में प्रयोग किए जाने वाले सभी नामपट्ट, सूचनापट्ट, पत्रशीर्ष, लिफाफों पर उत्कीर्ण लेख, लेखन सामग्री की अन्य मदें हिंदी और अंग्रेजी में होने चाहिए? [A] नियम 11(1) [B]**नियम 11(3)** [C] नियम 11(2) [D] इनमेंसेकोईनहीं Under which rule of the Official Language Act, 1976, all name plates, sign boards, letter heads, inscriptions on envelopes, other items of stationery used in any central government office should be in Hindi and English? [A] Rule 11(1) [B] **Rule 11 (3)** [C] Rule 11(2) [D] None of the above
83.`	राजभाषा हिंदी में उत्कृष्ट कार्य करने के लिए महाप्रबंधकों और उनसे ऊपर के स्तर के अधिकारियों को कौन-सा पुरस्कार प्रदान किया जाता है? [A]**कमला पति त्रिपाठी राजभाषा स्वर्ण पदक** [B] रेलमंत्री राजभाषा रजत पदक [C] राजभाषा गौरव पुरस्कार [D] रेलमंत्रीराजभाषास्वर्णपदक Which award is given to the General Managers and above level officers for doing excellent work in the Official Language Hindi? **[A] Kamlapati Tripathi Rajbhasha Gold Medal** [B] Rail Manthri Rajbhasha Silver Medal [C] Rajbhasha Gaurav Purskar [D] Rail Manthri Rjbhasha Gold Medal
84.	राजभाषा हिंदी में उत्कृष्ट कार्य करने के लिए वरिष्ठ प्रशासनिक ग्रेड और उनसे ऊपर के अधिकारियों को निम्न में से कौन-सा सम्मान दिया जाता है? [A]कमला पति त्रिपाठी राजभाषा स्वर्ण पदक [B] **रेलमंत्री राजभाषा रजत पदक** [C] राजभाषा गौरव पुरस्कार [D] रेलमंत्री राजभाषा स्वर्ण पदक Which of the following honors are given to the SAG and above officers for doing excellent work in the Official Language Hindi? (A) Kamlapati Tripathi Rajbhasha Gold Medal [B] **Rail Manthri Rjbhasha Silver Medal** [C] Rajbhasha Gaurav Purskar [D] Rail Manthri Rajbhasha Gold Medal
85.	'ग' क्षेत्र के किसी कर्मचारी को अपने दैनंदिन सरकारी कामकाज में वर्ष के दौरान हिंदी में 10,000 शब्द लिखने पर किस पुरस्कार योजना के अंतर्गत पुरस्कृत किया जाता है? [A]**गृह मंत्रालय पुरस्कार योजना** [B] रेल मंत्री पुरस्कार योजना [C] महाप्रबंधक पुरस्कार योजना [D] प्रोत्साहन पुरस्कार योजना When an employee writes 10,000 words in Hindi in 'C' region during the year in his daily official work, under which award scheme he will be awarded? [**A] Home Ministry Award Scheme** [B] Rail Mantri Award Scheme (C] General Manager Award Scheme [D] Incentive award scheme
86.	क्षेत्रीय रेल स्तर पर राजभाषा समिति का अध्यक्ष कौन होता है? [A]**महाप्रबंधक** [B] मुख्य राजभाषा अधिकारी [C] मंडल रेल प्रबंधक [D]राजभाषाअधिकारी Who is the Chairman of Official Language Committee at Zonal Level? [A] **General Manager** [B] Mukhya Rajbhasha Adhikari

	(C] Divisional Railway Manager [D] Rajbhasha Adhikari
87.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार प्रशिक्षण संस्थानों की कितनी प्रतिशत पाठ्य सामग्री द्विभाषिक रूप में होना अनिवार्य है. [A]20 [B] 30 [C] 55 [D] **100** According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the training material of training institutes should be in bilingual form [A] 20 [B] 30 (C] 55 **[D] 100**
88.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार सरकारी कार्यालयों में प्रयुक्त कोड, मैनुअल, प्रक्रिया, साहित्य का अनुवाद आदि का कितना प्रतिशत द्विभाषिक होना चाहिए? [A]20 [B] 50 [C] 55 **[D] 100** According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the code, manual, procedure, translation of literature, etc. used in government offices should be bilingual. [A] 20 [B] 30 (C] 55 **[D] 100**
89.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार प्रशिक्षण संस्थानों की कितनी प्रतिशत पाठ्य सामग्री का द्विभाषिक रूप में होना अनिवार्य है? [A]20 [B] 30 [C] 55 **[D] 100** According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the training material of training institutes should be in bilingual form [A] 20 [B] 30 (C] 55 **[D] 100**
90.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार राजभाषा विभाग के अधिकारियों द्वारा अपने अधीनस्थ कार्यालयों का न्यूनतम कितने प्रतिशत कार्यालयों का निरीक्षण किया जाना अनिवार्य है? [A]20 [B] **25** [C] 55 [D]100 According to the annual programme issued by the Department of Official Language, Ministry of Home Affairs, it is mandatory for officers of the Official Language Department to inspect the minimum percentage of their subordinate offices. [A] 20 [B] **25** (C] 55 [D] 100
91.	गृहमंत्रालय, राजभाषा विभाग द्वारा जारी वार्षिक कार्यक्रम के अनुसार पुस्तकालयों के अनुदान में से कितनी प्रतिशत राशि हिंदी पुस्तकों, हिंदी ई-पुस्तकों पर व्यय की जानी अपेक्षित है? [A]20 [B] **50** [C] 55 [D]100 According to the annual programme issued by the Ministry of Home Affairs, Department of Official Language, what percentage of the grant of libraries is required to be spent on Hindi books, Hindi e-books? [A] 20 [B] **50** (C] 55 [D] 100
92.	हिंदी टाइपिंग परीक्षा पास करने पर कितने महीने के लिए एक वेतन वृद्धि के बराबर व्यक्तिगत वेतन दिया जाता है? [A] 36 [B] 24 [C] 6 [D] **12** On passing Hindi typing examination, for how many months personal pay equal in amount to one increment is given? [A] 36 [B] 24 (C] 6 [D] **12**

93.	हिंदी आशुलिपि परीक्षा पास करने पर कितने महीने के लिए एक वेतन वृद्धि के बराबर व्यक्तिगत वेतन दिया जाता है? [A] 6 [B] 36 [C] 12 [D] **24** On passing Hindi Stenography examination, for how many months personal pay equal in amount to one increment is given? [A] 6 [B] 36 (C] 12 [D] **24**
94.	अगर भारत का कोई राज्य संविधान में प्रदत्त शक्तियों का प्रयोग करते हुए अपने क्षेत्र में बोली जाने वाली भाषाओं में से अपनी राजभाषा का चयन नहीं करता है, तो उस राज्य की राजभाषा क्या होगी? [A]उस राज्य में बोली जाने वाली सभी भाषाएं [B]हिंदीभाषा **[C]अंग्रेजीभाषा** [D]उपर्युक्तमेंसेकोईभीनहीं If a state does not choose Official Language for itself from the languages spoken in the state what language will be its Official Language? [A]All the languages spoken in the state [B] Hindi Language [C] **English Language** [D] None of the above
95.	संसदीय राजभाषा समिति के अध्यक्ष कौन होते हैं? [A]राजभाषा विभाग के सचिव **[B] गृहमंत्री** [C]रेलमंत्री [D]प्रधानमंत्री Who is the Chairman of Parliamentary Committee on Official Language? [A] Secretary of Rajbhasha Department [B] **Home Minister** [C] Rail Minister [D] Prime Minister
96.	भारत के संविधान के वर्तमान उपबंधों के अनुसार उच्चतम न्यायालय और प्रत्येक उच्च न्यायलय की कार्यवाहियां..... भाषा में होनी है. [A] हिंदीमें [B] **अंग्रेजीमें** [C] संविधान की 8वीं अनुसूची में उल्लिखित किसी भी भाषा में [D] उपर्युक्तमेंसेकोईभीनहीं As per the prevailing provisions of the Constitution of India all proceedings in the Supreme Court and in every High Court shall be in .....language. [A] In Hindi [B] **In English** [C] In any of the Languages mentioned in 8th Schedule of the Constitution [D] None of the above
97.	संवैधानिक उपबंधों के अनुसार हिंदी भाषा को भारतीय सामासिक संस्कृति के सभी तत्वों की अभिव्यक्ति का माध्यम बनाने हेतु इसे समृद्ध बनाने के लिए जहां कहीं आवश्यक या वांछनीय हो वहां मुख्यत: किस भाषा से शब्दों को ग्रहण किया जाना है? [A] अंग्रेजी भाषासे [B] हिंदुस्तानी भाषासे [C] बोल-चाल की भाषा से **[D] संस्कृतभाषासे** As per the provisions of the Constitution of India, vocabulary should be drawn primarily from which language wherever necessary or desirable for enrichment of Hindi Language to serve as medium of expression for all the elements of the composite culture of India? (A) English Language [B] Hindustani Language [C] Lingua Franca [D] **Sanskrit Language**
98.	हिंदीतर भाषी क्षेत्रों में बोर्डों को किस क्रम में प्रदर्शित किया जाता है? [A] हिंदी, अंग्रेजी, क्षेत्रीयभाषा [B]अंग्रेजी, हिंदी, क्षेत्रीयभाषा [C] **क्षेत्रीयभाषा, हिंदी, अंग्रेजी** [D] क्षेत्रीय भाषा, अंग्रेजी, हिंदी In which order the boards are displayed in non-Hindi speaking areas? [A] Hindi, English, Regional Language [B] English, Hindi, Regional Language [C] **Regional Language, Hindi, English** [D] Regional Language, English, Hindi
99.	रेलवे स्टेशनों पर उद्घोषणाओं का क्रम क्या होना चाहिए ? [A] हिंदी, क्षेत्रीयभाषा, अंग्रेजी [B] हिंदी, अंग्रेजी, क्षेत्रीयभाषा [C] **क्षेत्रीयभाषा, हिंदी, अंग्रेजी** [D]क्षेत्रीय भाषा, अंग्रेजी, हिंदी What should be the order of announcements at Railway stations? [A] Hindi, regional language, English [B]Hindi, English, Regional language, (C] **Regional language, Hindi, English** [D] Regional language, English, Hindi

100.	भारतीय संविधान की 8वीं अनुसूची में 1950 में कितनी भाषाएं शामिल की गईं थी? [A] 12 [B]13 [C] **14** [D] 15 How many languages were included in 1950 in 8th schedule of Indian Constitution? [A] 12 [B] 13 [C] **14** [D] 15

4540405/2025/OPERATING DEPARTMENT

Key to Question Bank (Optg)									
1	C	51	B	101	C	151	B	201	A
2	B	52	A	102	C	152	C	202	B
3	C	53	B	103	B	153	B	203	D
4	C	54	C	104	C	154	A	204	D
5	B	55	D	105	A	155	C	205	A
6	A	56	C	106	B	156	D	206	B
7	A	57	B	107	C	157	C	207	B
8	C	58	C	108	A	158	C	208	C
9	A	59	D	109	B	159	B	209	D
10	C	60	D	110	D	160	D	210	C
11	B	61	B	111	A	161	C	211	A
12	D	62	B	112	A	162	A	212	C
13	D	63	B	113	B	163	C	213	A
14	C	64	A	114	A	164	B	214	A
15	B	65	A	115	C	165	D	215	C
16	C	66	B	116	B	166	A	216	D
17	A	67	B	117	A	167	A	217	D
18	A	68	C	118	A	168	C	218	B
19	A	69	A	119	C	169	D	219	A
20	B	70	B	120	C	170	C	220	B
21	D	71	A	121	B	171	B	221	A
22	B	72	C	122	C	172	A	222	B
23	C	73	D	123	A	173	D	223	B
24	A	74	B	124	C	174	A	224	C
25	B	75	C	125	B	175	C	225	D
26	A	76	D	126	B	176	D	226	D
27	D	77	D	127	C	177	C	227	B
28	C	78	B	128	C	178	B	228	D
29	A	79	D	129	D	179	B	229	C
30	A	80	A	130	D	180	C	230	D
31	C	81	C	131	A	181	A	231	A
32	C	82	A	132	B	182	C	232	A
33	D	83	B	133	C	183	D	233	D
34	B	84	C	134	D	184	C	234	C
35	A	85	B	135	C	185	B	235	B
36	B	86	C	136	D	186	C	236	A
37	C	87	C	137	C	187	A	237	D
38	C	88	B	138	C	188	C	238	D
39	B	89	D	139	A	189	B	239	C
40	C	90	B	140	B	190	A	240	A
41	D	91	C	141	C	191	B	241	A
42	C	92	A	142	B	192	A	242	C
43	C	93	A	143	C	193	A	243	B
44	B	94	B	144	C	194	A	244	A
45	B	95	C	145	C	195	A	245	B
46	A	96	C	146	D	196	B	246	B
47	A	97	D	147	D	197	C	247	D
48	C	98	D	148	B	198	A	248	C
49	D	99	C	149	C	199	C	249	D
50	C	100	A	150	A	200	C	250	D

4540405/2025/OPERATING DEPARTMENT

Key to Question Bank (Optg)									
251	B	301	C	351	C	401	C	451	C
252	A	302	C	352	D	402	A	452	C
253	C	303	A	353	C	403	D	453	D
254	B	304	C	354	C	404	C	454	C
255	B	305	B	355	D	405	C	455	A
256	C	306	A	356	B	406	D	456	B
257	D	307	C	357	B	407	A	457	D
258	B	308	B	358	C	408	B	458	D
259	D	309	B	359	C	409	B	459	B
260	B	310	A	360	B	410	A	460	D
261	D	311	C	361	A	411	D	461	B
262	D	312	A	362	A	412	B	462	C
263	D	313	B	363	A	413	D	463	C
264	D	314	B	364	C	414	D	464	C
265	C	315	B	365	B	415	A	465	A
266	D	316	C	366	B	416	B	466	D
267	C	317	C	367	D	417	D	467	B
268	D	318	C	368	B	418	C	468	C
269	A	319	C	369	C	419	B	469	D
270	C	320	B	370	B	420	B	470	C
271	D	321	A	371	C	421	A	471	C
272	B	322	A	372	B	422	C	472	C
273	A	323	D	373	C	423	C	473	B
274	C	324	D	374	A	424	C	474	A
275	D	325	A	375	B	425	D	475	A
276	B	326	C	376	A	426	D	476	B
277	D	327	B	377	A	427	D	477	B
278	A	328	C	378	D	428	A	478	B
279	B	329	C	379	C	429	A	479	B
280	C	330	C	380	A	430	D	480	A
281	D	331	C	381	C	431	C	481	A
282	C	332	B	382	B	432	C	482	D
283	B	333	A	383	B	433	B	483	C
284	A	334	B	384	B	434	C	484	C
285	B	335	B	385	A	435	D	485	A
286	A	336	A	386	D	436	A	486	D
287	D	337	B	387	A	437	D	487	B
288	D	338	B	388	C	438	A	488	A
289	D	339	A	389	B	439	D	489	A
290	C	340	D	390	A	440	C	490	B
291	B	341	B	391	C	441	A	491	A
292	C	342	C	392	D	442	A	492	B
293	C	343	C	393	C	443	B	493	D
294	A	344	A	394	C	444	C	494	B
295	B	345	D	395	C	445	D	495	B
296	D	346	D	396	A	446	A	496	A
297	B	347	C	397	C	447	B	497	D
298	C	348	B	398	D	448	D	498	C
299	D	349	D	399	D	449	C	499	D
300	C	350	C	400	A	450	B	500	C

4540405/2025/OPERATING DEPARTMENT

Key to Question Bank (Optg)									
501	A	551	A	601	D	651	B	701	C
502	D	552	A	602	A	652	C	702	D
503	A	553	A	603	C	653	A	703	A
504	B	554	C	604	A	654	B	704	D
505	D	555	A	605	A	655	D	705	A
506	D	556	C	606	B	656	D	706	C
507	C	557	A	607	B	657	B	707	A
508	A	558	B	608	C	658	B	708	B
509	A	559	A	609	A	659	B	709	D
510	B	560	A	610	C	660	D	710	C
511	B	561	A	611	A	661	C	711	A
512	D	562	C	612	B	662	A	712	B
513	A	563	C	613	A	663	B	713	C
514	C	564	B	614	A	664	C	714	A
515	A	565	D	615	A	665	D	715	A
516	A	566	C	616	A	666	C	716	B
517	D	567	B	617	B	667	A	717	B
518	A	568	D	618	D	668	B	718	B
519	A	569	A	619	D	669	C	719	C
520	B	570	B	620	B	670	C	720	A
521	C	571	B	621	B	671	B	721	D
522	C	572	C	622	B	672	B	722	C
523	C	573	A	623	A	673	D	723	A
524	D	574	B	624	B	674	C	724	B
525	B	575	A	625	B	675	B	725	A
526	B	576	B	626	B	676	C	726	B
527	C	577	D	627	C	677	B	727	D
528	C	578	C	628	B	678	A	728	B
529	C	579	A	629	A	679	D	729	C
530	C	580	C	630	D	680	A	730	C
531	A	581	B	631	B	681	C	731	B
532	A	582	B	632	B	682	A	732	B
533	B	583	A	633	C	683	C	733	B
534	B	584	C	634	B	684	D	734	C
535	B	585	C	635	C	685	A	735	A
536	A	586	D	636	B	686	A	736	B
537	C	587	B	637	B	687	B	737	A
538	B	588	C	638	A	688	A	738	A
539	A	589	A	639	D	689	A	739	A
540	C	590	C	640	A	690	B	740	D
541	C	591	C	641	D	691	C	741	B
542	B	592	A	642	C	692	B	742	A
543	C	593	D	643	D	693	A	743	B
544	A	594	B	644	C	694	A	744	A
545	C	595	B	645	D	695	A	745	D
546	A	596	B	646	B	696	B	746	D
547	C	597	D	647	A	697	D	747	C
548	B	598	D	648	B	698	C	748	A
549	C	599	A	649	C	699	C	749	A
550	C	600	C	650	A	700	B	750	A

4540405/2025/OPERATING DEPARTMENT

Key to Question Bank (Optg)									
751	C	801	C	851	C	901	B	951	D
752	D	802	B	852	C	902	C	952	D
753	B	803	A	853	B	903	D	953	C
754	D	804	B	854	C	904	D	954	B
755	C	805	D	855	C	905	C	955	A
756	B	806	D	856	B	906	B	956	B
757	D	807	A	857	B	907	B	957	C
758	C	808	D	858	B	908	D	958	D
759	B	809	A	859	B	909	A	959	C
760	D	810	C	860	B	910	A	960	A
761	D	811	D	861	C	911	B	961	D
762	B	812	D	862	A	912	B	962	A
763	C	813	A	863	D	913	B	963	B
764	B	814	A	864	B	914	A	964	A
765	D	815	C	865	B	915	B	965	B
766	B	816	B	866	A	916	B	966	D
767	A	817	A	867	D	917	C	967	A
768	D	818	D	868	B	918	D	968	B
769	A	819	B	869	B	919	A	969	C
770	A	820	C	870	C	920	B	970	D
771	B	821	B	871	B	921	B	971	C
772	B	822	A	872	B	922	B	972	D
773	B	823	B	873	A	923	B	973	C
774	C	824	D	874	A	924	C	974	D
775	A	825	B	875	C	925	C	975	D
776	B	826	B	876	C	926	C	976	C
777	D	827	D	877	B	927	B	977	B
778	D	828	A	878	A	928	C	978	D
779	C	829	C	879	C	929	A	979	B
780	A	830	C	880	C	930	A	980	C
781	C	831	A	881	A	931	D	981	A
782	B	832	B	882	B	932	A	982	A
783	C	833	B	883	A	933	A	983	D
784	A	834	B	884	D	934	D	984	D
785	D	835	A	885	D	935	C	985	C
786	A	836	D	886	D	936	B	986	B
787	B	837	C	887	A	937	A	987	C
788	C	838	B	888	A	938	A	988	A
789	B	839	C	889	B	939	D	989	A
790	D	840	C	890	C	940	B	990	A
791	C	841	B	891	C	941	A	991	D
792	B	842	A	892	C	942	B	992	C
793	D	843	D	893	C	943	C	993	B
794	D	844	C	894	C	944	D	994	B
795	B	845	A	895	B	945	D	995	C
796	C	846	A	896	A	946	B	996	C
797	D	847	D	897	C	947	C	997	A
798	A	848	A	898	D	948	A	998	B
799	C	849	C	899	A	949	B	999	C
800	B	850	B	900	B	950	C	1000	A

4540405/2025/OPERATING DEPARTMENT

Key to Question Bank (Optg)									
1001	B	1051	B	1101	D	1151	C	1201	C
1002	D	1052	C	1102	C	1152	A	1202	A
1003	D	1053	A	1103	B	1153	B	1203	C
1004	C	1054	D	1104	C	1154	NIL	1204	C
1005	C	1055	A	1105	C	1155	NIL	1205	B
1006	C	1056	D	1106	C	1156	NIL	1206	C
1007	C	1057	B	1107	B	1157	NIL	1207	A
1008	B	1058	D	1108	C	1158	NIL	1208	C
1009	C	1059	A	1109	B	1159	NIL	1209	B
1010	B	1060	B	1110	C	1160	NIL	1210	B
1011	D	1061	D	1111	C	1161	C	1211	D
1012	D	1062	A	1112	D	1162	C	1212	D
1013	B	1063	B	1113	B	1163	D	1213	B
1014	B	1064	C	1114	A	1164	B	1214	D
1015	C	1065	C	1115	B	1165	B	1215	A
1016	C	1066	D	1116	A	1166	D	1216	A
1017	C	1067	B	1117	B	1167	C	1217	B
1018	C	1068	D	1118	C	1168	C	1218	D
1019	A	1069	C	1119	A	1169	B	1219	C
1020	D	1070	C	1120	B	1170	D	1220	D
1021	C	1071	B	1121	D	1171	D	1221	C
1022	B	1072	A	1122	B	1172	B	1222	D
1023	A	1073	B	1123	D	1173	C	1223	A
1024	B	1074	C	1124	C	1174	B	1224	D
1025	C	1075	D	1125	A	1175	D	1225	C
1026	D	1076	B	1126	D	1176	D	1226	D
1027	C	1077	B	1127	C	1177	B	1227	A
1028	D	1078	B	1128	D	1178	C	1228	D
1029	C	1079	D	1129	A	1179	C	1229	D
1030	D	1080	C	1130	D	1180	B	1230	C
1031	D	1081	A	1131	A	1181	D	1231	C
1032	B	1082	B	1132	D	1182	D	1232	D
1033	A	1083	C	1133	B	1183	C	1233	B
1034	B	1084	D	1134	D	1184	D	1234	A
1035	B	1085	B	1135	B	1185	C	1235	C
1036	C	1086	C	1136	C	1186	D	1236	D
1037	B	1087	B	1137	B	1187	A	1237	B
1038	A	1088	C	1138	D	1188	D	1238	D
1039	A	1089	D	1139	D	1189	B	1239	C
1040	B	1090	C	1140	C	1190	C	1240	C
1041	B	1091	C	1141	C	1191	D	1241	C
1042	D	1092	A	1142	A	1192	B	1242	D
1043	A	1093	B	1143	D	1193	A	1243	B
1044	C	1094	D	1144	C	1194	A	1244	C
1045	C	1095	A	1145	D	1195	C	1245	D
1046	C	1096	A	1146	B	1196	D	1246	C
1047	A	1097	C	1147	D	1197	C	1247	B
1048	C	1098	D	1148	C	1198	D	1248	D
1049	D	1099	B	1149	C	1199	B	1249	C
1050	C	1100	A	1150	B	1200	B	1250	B

4540405/2025/OPERATING DEPARTMENT

Establishment				Rajbhasha					
1	C	56	C	1	C	51	A		
2	A	57	D	2	A	52	C		
3	C	58	C	3	B	53	B		
4	A	59	B	4	B	54	B		
5	A	60	A	5	D	55	C		
6	C	61	B	6	C	56	C		
7	D	62	B	7	C	57	A		
8	D	63	A	8	A	58	B		
9	C	64	C	9	B	59	C		
10	C	65	A	10	D	60	A		
11	A	66	B	11	C	61	B		
12	B	67	B	12	C	62	D		
13	C	68	A	13	A	63	A		
14	B	69	D	14	D	64	B		
15	B	70	C	15	B	65	D		
16	D	71	D	16	B	66	D		
17	A	72	A	17	A	67	D		
18	A	73	A	18	C	68	D		
19	D	74	B	19	C	69	D		
20	B	75	B	20	A	70	A		
21	C	76	C	21	D	71	B		
22	A	77	A	22	B	72	D		
23	C	78	B	23	D	73	A		
24	A	79	B	24	C	74	C		
25	B	80	C	25	B	75	A		
26	B	81	B	26	B	76	B		
27	D	82	B	27	A	77	A		
28	C	83	D	28	C	78	A		
29	B	84	D	29	D	79	A		
30	C	85	A	30	A	80	A		
31	A	86	D	31	C	81	B		
32	B	87	D	32	B	82	B		
33	C	88	D	33	B	83	A		
34	B	89	B	34	C	84	B		
35	A	90	A	35	C	85	A		
36	A	91	D	36	C	86	A		
37	A	92	B	37	A	87	D		
38	C	93	A	38	C	88	D		
39	A	94	D	39	B	89	D		
40	C	95	B	40	B	90	B		
41	A	96	D	41	A	91	B		
42	B	97	A	42	A	92	D		
43	C	98	C	43	B	93	D		
44	A	99	B	44	C	94	C		
45	A	100	B	45	D	95	B		
46	C	101	D	46	B	96	B		
47	A	102	B	47	C	97	D		
48	A	103	C	48	B	98	C		
49	B	104	D	49	C	99	C		
50	A	105	D	50	A	100	C		
51	D	106	C						
52	A	107	C						
53	A	108	D						
54	A	109	D						
55	B	110	A						