QUESTION BANK FOR SELECTION TO THE POST OF JE/BRIDGE THROUGH PROMOTIONAL QUOTA- EXAMINATION

OFFICIAL LANGUAGE POLICY

1. Hindi Day is celebrated on ____ (B)
   A. 14'Aug B. 14'Sep C. 14'Oct D. 14' Nov.

2. As per Which article of the constitution Hindi in Devanagari is the Official Language? (B)
   A. 342 B. 343 C. 344 D. 345

3. In which year Official Language act was passed by parliament? (D)
   A. 1960 B. 1961 C. 1962 D. 1963

4. Into how many regions, India is divided according to Official Language Rule? (C)
   A. 5 B. 4 C. 3 D. 6

5. Communication as per Official language policy from Central govt. Offices to Region 'A' should be in (B)
   A. English only B. Hindi only C. Hindi or English
   D. None of the above

6. Which of the following states falls in Region 'A' as per Official Language? (A)
   A. Madhya Pradesh B. Punjab C. Orissa D. Gujarat

7. Which of the following states falls in Region 'B' as per Official Language? (B)
   A. Madhya Pradesh B. Punjab C. Orissa D. Pondicherry

8. Which of the following states falls in Region 'C' as per Official Language? (C)
   A. Madhya Pradesh B. Punjab C. Orissa D. Gujarat

9. Andhra Pradesh fall in Region _____ as per OLP? (C)
   A. A B. B C. C D. None

10. Cash Award is given on passing which of the following exams? (D)
    A. Prabodh B. Praveen C. Pragya D. All the above

11. As per the OL rules 1976 replies to the communication received in Hindi shall be (C)

    A. In any OL B. In Hindi and English C. In Hindi D. Vernacular

12. All name plates, sign boards, letter heads, inscriptions on envelopes and other Stationary etc., shall be in _____. (B)
    A. Hindi B. (Hindi & English) C. English D. English in Region C

13. When were the official language rules were formed _____ (D)
    (a) 1947 b) 1956 c) 1963 d) 1976

14. As per OL policy Jammu & Kashmir comes under _____ region (C)
    (a) A b) B c) C d) none

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WORKING OF TROLLEY, LORRY AND RAIL DOLLEY

1. In engineering department _____ officials are permitted to use trollies/lorries [D]
   A) All Officers B) JE/SSE/P.Way
   C) Gang Mate/Trolleymen D) Both A) and B)
2. In engineering department _____ officials are permitted to use motor trollies [A]
   A) All Officers B) JE/SSE/P.Way
   C) Gang Mate/Trolleymen D)Motor trolley driver
3. A qualified person shall place the trolley on the line when he [B]
   A) has attended training B) Possess a valid competency certificate
   C) is having sufficient experience D) none of these
4. When more than one person holding competency certificate travels in a trolley, the person responsible for its safe working is [C]
   A) The Head Trolley man B) Trolley holder
   C) the man who is manning the brakes D) Higher official accompanying trolley
5. Validity of competency certificate for push trolley is as per G&SR [A]
   A) one year B) two years C) three years D) depends on division to division
6. Validity of competency certificate for push trolley is as per IRPWM [B]
   A) one year B) two years C) three years D) depends on division to division
7. Staff permitted to use push Trollies and Lorries, in respect of Officers on the division, the _____ is the authorised officer to issue the certificate of competency. [B]
   A) Sr.DSO B) DRM C) PCSO D) GM
8. Who is the competent authority, to Issue Motor trolley competency certificate to Group 'C' staff of division is [C]
   A) DEN/Sr.DEN B) Sr.DEN/Co.ord C) Sr.DSO D) DRM
9. Who is the competent authority, to Issue Motor trolley competency certificate to Motor trolley driver is [D]
   A) ADEN B) DEN/Sr.DEN C) Sr.DEN/Co.ord D) Sr.DSO
10. Who is the competent authority, to Issue Motor trolley competency certificate to officers of division is [D]
    A) PCSO B) PCE C) Sr.DEN/Co.ord D) DRM
11. Who is the competent authority, to Issue Motor trolley competency certificate to officers in headquarters (other than Deputy/heads of department and above) of the railway is
    A) GM B) AGM C) PCSO D) PCE [C]
12. To use trolley/lorry/dolly, for Gangmates, authorised to issue competency certificate by
    A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO [B]
13. To use Rail dolly, for Keyman, authorised to issue competency certificate by [A]
    A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO
14. To use trolley/lorry, for Head trolley man, authorised to issue competency certificate by
    A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO [B]
15. To use trolley/motor trolley/lorries, for JE/SSE/P.Way, authorised to issue competency certificate by [C]
    A) SSE/P.Way B) ADEN C) DEN/Sr.DEN D) Sr.DSO
16. The brakes of the trolley should be tested before the commencement of [A]

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A) each journey B) every alternate journey
C) once in a week D) once in a quarter

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

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

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

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

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

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

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

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

25. In high banks, the maximum distance apart of trolley refugees shallnot exceed ___ [D]
A) 50 metres B) 100 metres C) 150 metres D) 200 metres

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

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

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

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29. Maximum distance apart of trolley refugees on bridges with main spans of less than 100 metres should be at [B]
A) 50 metres B) 100 metres C) 150 metres D) 200 metres

30. Maximum distance apart of trolley refugees on bridges with main spans of 100 metres or more should be [D]
A) at 50 metres B) 100 metres C) 150 metres D) a refugee over each pier

31. What is the inner to inner standard dimensions of trolley refuges [C]
A) 2.0 m X 2.0 m B) 2.70 m X 2.70 m C) 3.0 m X 3.0 m D) 3.50 m X 3.50 m

32. What is the horizontal distance of trolley refuges, from track centre to edge of trolley refuges which are laid side of track [C]
A) 2.36 m B) 2.50 m C) 2.70 m D) 2.80 m

33. During construction of trolley refuges, top level of trolley refuges should matches with the level of [A]
A) Rail top level B) Sleeper top level C) Sleeper bottom level D) Ballast toe level

34. Push Trollies shall be manned by at least [A]
A) 4 men B) 6 men C) 3 men D) 2 men

35. When a motor trolley is worked without block protection, it should be manned by Atleast
A) 4 men B) 6 men C) 8 men D) 10 men [A]

36. Working of motor trollies shall always be _____ [B]
A) Under caution order B) Under block protection
C) without block protection D) Under JE/SSE/P.Way supervision

37. The Maximum number of _____ men to be carried on Push trolley is structurally safe
A) 6 B) 8 C) 10 D) 12 [C]

38. The maximum number of men that may be carried on a Motor Trolley shall not exceed _____ is structurally safe [B]
A) 8 B) 10 C) 12 D) 15

39. After push trolley inspection, the trolley can be brought back to PWI HQ by attaching to _____ [D]
A) Mail B) Express C) Goods D) None of the above

40. Quantity of petrol in the tank of motor trolley while loading into train should not exceed
A) 3 litres B) 5 litres C) 9 litres D) 10 litres [C]

41. Speed of Push trollies, the speed of a push trolley shall not exceed [D]
A) 6 kmph B) 8 kmph C) 10 kmph D) 15 kmph

42. Speed of Motor trollies, during day time a motor trolley shall run at a speed not exceeding
A) 30 kmph B) 40 kmph C) 50 kmph D) None of the above [D]

43. Speed of Motor trollies, during night time a motor trolley shall run at a speed not exceeding [C]
A) 10 kmph B) 15 kmph C) 30 kmph D) 50 kmph

44. Speed of Motor trollies shall not exceed _____ over points and crossings [B]
A) 10 kmph B) 15 kmph C) 30 kmph D) 50 kmph

45. During day time every Trolley, Motor Trolley or Lorry when on line _____ signal shall exhibit [B]
A) Green flag B) Red flag C) caution Indicator D) none of these

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46. During day time every Trolley, Motor Trolley or Lorry when in long tunnels _____ signal shall exhibit [D]
A) Green flag B) Red flag C) caution Indicator D) Red light

47. The signal for trolley/motor trolley working at night on single line _____ signal shall exhibit [B]
A) red on one side green on other side B) both sides red
C) red on one side white on other side D) Both sides white

48. The signal for trolley/motor trolley working at night on double line _____ signal shall exhibit [C]
A)Opposite to train red and other side green B) both sides red
C)Opposite to train red and other sidewhite D)Opposite to train white and other side

49. The signal for trolley/motor trolley working at night in station yards _____ signal shall exhibit [B]
A) red on one side green on other side B) both sides red
C) red on one side white on other side D) Both sides white

50. Each Push Trolley, Moped Trolley or Dip Lorry shall be provided with _____ red flags instead of _____ red flags mentioned in Rule 15.20B). [D]
A) 3 , 2 B) 4 , 3 C) 5 , 3 D) 5 , 2

51. The official in charge of the trolley, lorry or motor trolley shall also be in possession of a _____ in addition to the prescribed equipment. [C]
A) CUG Phone B) Speaker C) Watch D) Camera

52. Making use of _____ for propulsion of trollies or lorries is strictly prohibited. [C]
A) motors B) pedalling C) Wind sails D) pushing

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

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

55. During night and at times of poor visibility the trolley should work under [B]
A) Supervision of SM B) Block Protection C) following train D) Trolley Memo

56. Protection of trollies working without block protection should be done with flagman when the visibility is less than as per IRPWM is [A]
A) 1200 metres B) 1000 metres C)800 metres D)600 metres

57. Protection of trollies, working without block protection should be done with flagman when the visibility is less than as per G & SR is [C]
A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

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

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

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

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

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

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

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

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

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

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

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

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

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

71. Lorries should be controlled by hand brakes and a rope tied in rear when working ingradients steeper than [A]
A) 1 in 100 B) 1 in 200 C) 1 in 300 D) 1 in 400

72. A Dip Lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than _____ [C]
A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

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73. Except under approved special instructions, when the line has not been so blocked and a Lorry whether loaded or empty is placed on the line, the Lorry shall be protected when visibility is less than [A]
A) 1200 metres B) 1000 metres C) 800 metres D) 600 metres

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

75. Speed of Dip lorries shall not exceed _____ over straight track [B]
A) 15 kmph B) 10 kmph C) 6 kmph D) 3 kmph

76. Speed of Dip lorries shall not exceed _____, when the view ahead is not clear [C]
A) 15 kmph B) 10 kmph C) 6 kmph D) 3 kmph

77. Every rail dolley shall be manned by not less than [C]
A) 4 able bodied men B) 3 able bodied men
C) 2 able bodied men D) 1 able bodied man

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

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

80. The person incharge for working of rail dolleys shall be a railway servant not lower in rank than a [C]
A) JE/P.Way B) Mate C) Keyman D)Track maintainer

81. When Rail dolley working near LC gate, the person in charge for the working of rail dolly shall be _____ [C]
A) Gang mate B) Flag man C) Official in charge of rail dolly D) Gateman

82. The official incharge for working of rail dolleys should have passed in medical category
A) A-1 B) A-2 C) A-3 D) B-1 [C]

83. Officer authorized to issue competency certificate to use rail dolly is ____ [A]
A) SSE/P.Way of section B) ADEN C) DEN D) DRM

84. Rail dolleys shall not be worked on sections having gradients steeper than [B]
A) 1 in 100 B) 1in 200 C) in 300 D) in 400

85. Not more than _____ dolleys should be worked in a group in any one block section.
A) 10 B) 8 C) 6 D) 4 [C]

86. Rail dolley working, Normally not longer than _____ rail welded panels should be carried by rail dollies [B]
A) 2RP B) 3RP C) 5RP D) 10RP

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

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

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

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

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

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

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

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

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

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

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

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

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

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SCHEDULE OF DIMENSIONS (IRSOD)

100. Minimum distance of centre to centre of track for Existing works in block section is ___
A) 4265 mm B) 4260 C) 4725 D) 4495 [A]

101. Minimum distance of centre to centre of track for new works in block section is ___
A) 7800 B) 5300 C) 5100 D) 4725 [B]

102. Minimum horizontal distance from centre of track to any structure from rail level to305mm above rail level for Existing works in block section is _____ mm [C]
A) 1670 B) 1680 C) 1675 D) 1905

103. Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 4420 mm above rail for Existing works in block section is _____ mm [B]
A) 2130 B) 2135 C) 1600 D) 1905

104. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for new works or alterations to existing works in block section is _____ mm [D]
A) 2130 B) 2135 C) 1600 D)1905

105. Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 1065 mm above rail for New works or alterations to Existing works [A]
A) 1905 mm increasing to 2360 mm B) 1900 mm increasing to 2135 mm
C) 1905 mm increasing to 2135 mm D) 1900 mm increasing to 2360 mm

106. Minimum horizontal distance from centre of track to any structure except a platform from 1065 mm above rail level to 3355 mm above rail for New works or alterations to Existing works is _____ mm [C]
A) 2355 B) 2365 C) 2360 D) 2350

107. Minimum horizontal distance from centre of track to any structure except a platform from 3355 mm above rail level to 4420 mm above rail for new works or alterations to Existing works [D]
A) 2360 mm decreasing to 2100 B) 2135 mm decreasing to 2100
C) 2360 mm D) 2360 mm decreasing to 2135 mm

108. Minimum horizontal distance from centre of track to any structure except a platform from 4420 mm above rail level to 5870 mm above rail for New works or alterations to Existing works [C]
A) 2135 mm decreasing to 1600mm B) 2360 mm decreasing to 1600mm
C) 2135 mm decreasing to 915 mm D)2360 mm decreasing to 915mm

109. Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on straight and curves up to radius of 875m is _____ mm [A]
A) 2575 B) 2625 C) 2725 D) 2360

110. Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on curves radius less than 875m is _____ mm [C]
A) 2575 B) 2625 C) 2725 D) 2360

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111. Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures is _____ mm in block section [B]
A) 5870 B) 4875 C) 5100 D) 5250

112. Minimum height above rail level when D.C. Traction is likely to be used for a distance of 915mm on either side of the centre of track for overhead structures is _____ mm in block section [C]
A) 5870 B) 6250 C)5410 D) 5250

113. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Light overhead structures such as Foot over bridges is _____ mm in block section [A]
A) 6250 B) 5870 C) 5410 D) 5250

114. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Heavy overhead structures such as Road over bridges and Flyovers is _____ mm in block section [B]
A) 6250 B) 5870 C) 5410 D) 5250

115. Minimum Clearance from rail level to power line crossings upto and including 11KV in Non-Electrified territory is _____ [D]
A) Normally by over head cable B) 10860 mm C) 11160 mm
D) normally by underground cable.

116. Minimum Clearance from rail level to power line crossings above 11KV and up to 33KVin Non-Electrified territory is _____ mm [C]
A) 10840 B) 10850 C) 10860 D) 10870

117. Minimum Clearance from rail level to power line crossings above 33KV and up to 66KVin Non-Electrified territory is _____ mm [A]
A) 11160 B) 11150 C) 11140 D) 11130

118. Minimum Clearance from rail level to power line crossings above 66KV and up to 132KV in Non-Electrified territory is _____ mm [D]
A) 11660 B) 11690 C) 11680 D) 11670

119. Minimum Clearance from rail level to power line crossings above 132KV and up to220KV in Non Electrified territory is _____ mm [A]
A) 12660 B) 12650 C) 12640 D) 12600

120. Minimum Clearance from rail level to power line crossings above 220KV and up to 400KV in Non-Electrified territory is _____ mm [B]
A) 14470 B) 14460 C) 14450 D) 14440

121. Minimum Clearance from rail level to power line crossings above 400KV and up to 500KV in Non-Electrified territory is _____ mm [C]
A) 15340 B) 15350 C) 15360 D) 15370

122. Minimum Clearance from rail level to power line crossings above 500KV and up to 800KV in Non-Electrified territory is _____ mm [D]
A) 18030 B) 18040 C) 18050 D) 18060

123. Minimum Clearance from rail level to New power line crossings up to and including 11KV in Electrified territory is _____ [D]
A) Normally by over head cable B) 10860 mm C) 11160 mm
D) normally by underground cable.

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124. Minimum Clearance from rail level to New power line crossings above 11KV and up to 33KV in Electrified territory is _____ mm [A]
A) 14660 B) 14670 C) 14680 D) 14690

125. Minimum Clearance from rail level to New power line crossings above 33KV and up to 66KV in Electrified territory is _____ mm [B]
A) 14970 B) 14960 C) 14980 D) 14950

126. Minimum Clearance from rail level to New power line crossings above 66KV and up to 132KV in Electrified territory is _____ mm [C]
A) 15540 B) 15550 C) 15560 D) 15570

127. Minimum Clearance from rail level to New power line crossings above 132KV and up to 220KV in Electrified territory is _____ mm [B]
A) 16450 B) 16460 C) 16470 D) 16480

128. Minimum Clearance from rail level to New power line crossings above 220KV and up to 400KV in Electrified territory is _____ mm [A]
A) 18260 B) 18250 C) 18240 D) 18230

129. Minimum Clearance from rail level to New power line crossings above 400KV and up to 500KV in Electrified territory is _____ mm [D]
A) 19130 B) 19140 C) 19150 D) 19160

130. Minimum Clearance from rail level to New power line crossings above 500KV and up to 800KV in Electrified territory is _____ mm [C]
A) 21840 B) 21850 C) 21860 D) 21870

131. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 11KV and up to 33 KV is _____ mm [B]
A) 2430 B) 2440 C) 2450 D) 2460

132. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 33KV and up to 66KV is _____ mm [A]
A) 2440 B) 2430 C) 2450 D) 2460

133. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 66KV and up to 132KV is _____ mm [D]
A) 3000 B) 3030 C) 3040 D) 3050

134. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 132KV and up to 220KV –_____mm [C]
A) 4560 B) 4570 C) 4580 D) 4590

135. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 220KV and up to 400KV is _____ mm [B]
A) 5480 B) 5490 C) 5500 D) 5470

136. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 400KV and up to 500KV is _____ mm [D]
A) 7910 B) 7920 C) 7930 D) 7940

137. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 500KV and up to 800KV is _____ mm [A]
A) 7940 B) 7920 C) 7930 D) 7910

138. Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway is _____ mm [C]

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A) 6200 B) 6050 C) 6100 D) 6150

139. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for New works shall be – [B]
A) H + 1.5 Mts B) H + 6 Mts C) H + 3 Mts D) H + 2.135 Mts

140. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for existing rigid well founded structure/post shall be _____ which ever is more [A]
A) 3M or 1.5M away from the toe of embankment/Top of cutting
B) 1.5M or 3M away from the toe of embankment/Top of cutting
C) 3M or 1M away from the toe of embankment/Top of cutting
D) 1M or 3M away from the toe of embankment/Top of cutting

141. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for Existing works is _____ mm [D]
A) 4480 B) 4485 C) 4490 D) 4495

142. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for New works and alterations to existing works is _____ mm [B]
A) 4720 B) 4725 C) 4730 D) 4750

143. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level in Tunnels, Through and semi through girder bridges is _____ m

A) 1600 B) 1705 C) 1905 D) 2135 [C]

144. Minimum horizontal distance from centre of track to any structure from 305 mm above rail level to 1065 mm above rail in Tunnels, Through and semi through girder bridges
A) 1905 mm increasing to 2360 mm B) 1905 mm increasing to 2135 mm
C) 1600 mm increasing to 2360 mm D) 1600 mm increasing to 2135 mm [A]

145. Minimum horizontal distance from centre of track to any structure from 1065 mm above rail level to 3355 mm above rail in Tunnels, Through and semi through girder bridges is _____ mm [A]
A) 2360 B) 2135 C) 2575 D) 2725

146. Minimum horizontal distance from centre of track to any structure from 3355 mm above rail level to 4420 mm above rail in Tunnels, Through and semi through girder bridges
A) 2360 mm decreasing to 2125 mm B) 2360 mm decreasing to 2135 mm
C) 2135 mm decreasing to 2125 mm D) 2135 mm decreasing to 2135 mm [B]

147. Minimum horizontal distance from centre of track to any structure from 4420 mm above rail level to 5870 mm above rail in Tunnels, Through and semi through girder bridges
A) 2135 mm decreasing to 1600 mm B) 2135 mm decreasing to 1905 mm
C) 2135 mm decreasing to 1675 mm D) 2135 mm decreasing to 915 mm [D]

148. Maximum distance apart of safety/Trolley refuge in tunnels [B]
A) 50mts B) 100mts C) 150mts D) 200mts

149. Maximum distance apart of safety/Trolley refuge on bridges with main spans of less than 100 Mts is _____ [C]
A) On every Pier B) 50 mts C) 100mts D) 200mts

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150. Maximum distance apart of safety/Trolley refuge on bridges with main spans of more than 100 Mts is _____ [A]
A) A refuge over every pier B) 50 mts C) 100mts D) 200 mts

151. In cuttings in curves trolley refuges should be provided at every _____ mts [D]
A) 250 B) 200 C) 150 D) 100

152. In cuttings in straight track trolley refuges should be provided at every _____ mts[B]
A) 250 B) 200 C) 150 D) 100

153. In high embankments trolley refuges should be provided at every _____ [C]
A) 100 mts B) OHE mast C) 200 mts D) 250 mts

154. Maximum distance should not be more than _____ between trolley refuge in plain, straight track with clear visibility without embankments and cuttings [D]
A) 250 mts B) 500 Mts C) 2 KM D) 1 KM

155. Gauge on Straight including curves of radius 350 Mts or more for new track is [C]
A) - 3mm to +3mm (1673mm to 1679mm) B) -3mm to +3mm (1670mm to 1676mm)
C) - 5mm to +3mm (1671mm to 1679mm) D) - 5mm to +3mm (1668mm to 1676mm

156. Gauge for curves of radius less than 350 Mts for new track is _____mm [A]
A) up to 1686 B) up to 1683 C) up to 1691 D) up to 1688

157. Minimum distance centre to centre of straight tracks for existing works in station yards
A) 4265mm B) 4625mm C) 4495mm D) 4725mm [A]

158. Minimum distance centre to centre of straight tracks for new works/additions to existing works in station yards [B]
A) 4725mm B) 5300 mm C) 7800mm D) 4625mm

159. Recommended steepest gradient in station yards for New works & Alteration to Existing Works is [C]
A) 1 in 1000 B) 1 in 400 C) 1 in 1200 D) 1 in 2000

160. Maximum Steepest gradient in station yards for New works & Alteration to Existing Works is [A]
A) 1 in 400 B) 1 in 260 C) 1 in 100 D) 1 in 80

161. Maximum Steepest gradient in station yards for existing Works is [D]
A) 1 in 80 B) 1 in 100 C) 1 in 260 D) 1 in 400

162. No station yard shall be constructed nor shall any siding join a passenger line on a grade steeper than [D]
A) 1 in 80 B) 1 in 100 C) 1 in 260 D) 1 in 100

163. For new yards in new line projects deviation from recommended gradient requires approval of [C]
A) CRS B) PCSO C) General Manager D) CCRS

164. The power of condo nation for gradient steeper than 1 in 400 and up to 1 in 100 for existing works shall be General Manager [B]
A) CRS B) PCSO C) DRM D) CCRS

165. The power of condo nation for gradient steeper than 1 in 100 for existing works shall be Railway board through [D]
A) CRS B) PCSO C) General Manager D) CCRS

166. The power of condo nation for gradient steeper than 1 in 400 and up to 1 in 260 for New yards in new line projects shall be Commissioner of railway safety [A]

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A) CRS B) PCSO C) General manager D) CCRS

167. The power of condo nation for gradient steeper than 1 in 260 for New yards in new line projects shall be [D]
A) GM through CRS B) GM through PCSO
C) RB through CRS D) RB through CCRS

168. Station Yard means On single line to a distance of _____ beyond Stock Rail Joint of outermost points at either end of the station. [B]
A) 30 meters B) 50 meters C) 45 meters D) 60 meters

169. Station Yard mean On double line where 2 aspect signalling is provided, from _____ of outermost points at the trailing end. [A]
A) Home signal to a distance of 50 meters beyond Stock Rail Joint
B) Stock rail joints of outer most points C) Stock rail joint to last stop signal
D) 50 meters beyond Stock Rail Joint of outermost points at either end

170. Station Yard mean On double line where 2 aspect signalling is provided where there are no points on that line [C]
A) From Block section limit board to first stop signal.
B) From Block section limit board to last stop signal.
C) From Home signal to last stop signal D) Stock rail joint to last stop signal

171. Station Yard mean On double line where multiple aspect signalling is provided, _____ of outermost points at either end of the station [D]
A) To a distance of 25 meters beyond Stock Rail Joint
B) To a distance of 30 meters beyond Stock Rail Joint
C) To a distance of 40 meters beyond Stock Rail Joint
D) To a distance of 50 meters beyond Stock Rail Joint

172. No change in grades within _____ of points and crossings [C]
A) 25 mts B) 20 mts C) 30 mts D) 50 mts

173. Station Yard mean On double line where multiple aspect signalling is provided where there are no points on that line [D]
A) From home signal to last stop signal
B) From Block section limit board to first stop signal.
C) Stock rail joint to last stop signal
D) From Block Section Limit Board to last stop signal.

174. Maximum Horizontal distance from centre of track to face of passenger platform coping [B]
A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm

175. Minimum Horizontal distance from centre of track to face of passenger platform coping
A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm [C]

176. Maximum Horizontal distance from centre of track to face of goods platform coping
A) 1675 mm B) 1680 mm C) 1670 mm D) 1905 mm [B]

177. Minimum Horizontal distance from centre of track to face of goods platform coping
A) 1670 mm B) 1680 mm C) 1675 mm D) 1905 mm [A]

178. Maximum Horizontal distance from centre of track to face of any platform wall is [D]
A) 1915 mm B) 119100 mm C) 1900 mm D) 1905 mm

179. Minimum Horizontal distance from centre of track to face of any platform wall is [C]
A) 1665 mm B) 1670 mm C) 1675 mm D) 1680 mm

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180. Maximum Height for high passenger platforms above rail level is [A]
A) 840 mm B) 830 mm C) 820mm D) 900 mm

181. Minimum Height for high passenger platforms above rail level is [C]
A) 840 mm B) 780 mm C) 760 mm D) 750 mm

182. Maximum Height for medium level passenger platforms above rail level is [D]
A) 445 mm B) 440 mm C) 450 mm D) 455 mm

183. Maximum Height for goods platforms above rail level is [A]
A) 1065mm B) 1295 mm C) 1070 mm D) 1290 mm

184. Maximum Height for goods platforms with horse and end loading above rail level is
A) 1065mm B) 1295 mm C) 1070 mm D) 1290 mm [B]

185. The ends of all platforms (except end loading platforms) must be ramped to a slope of
A) 1 in 6 B) 1in 5 C) 1 in 10 D) 1 in 7 [A]

186. From the face of the platform wall width of ramp shall not be less than [C]
A) 2 mts B) 1.5 mts C) 1 mts D) 2.5 mts

187. No Passenger platform in case of new line would be constructed on a curve having radius less than [D]
A) 1000 Mts B) 1166 Mts C) 1750 Mts D) 875 Mts

188. No passenger platform in case of new line would be constructed on a curve having Degree sharper than [D]
A) 1° B) 1.5° C) 1.75° D) 2°

189. Minimum height of the sub urban passenger platform can be ____ with permission
A) 840 mm B) 900 mm C) 1000 mm D) 760 mm [A]

190. Maximum height of the sub urban passenger platform can be ____ with permission
A) 840 mm B) 900 mm C) 1000 mm D) 760 mm [B]

191. Height of sub urban platform more than 840 mm shall be permitted by [D]
A) PCSO B) CRS C) CCRS D) GM

192. Minimum horizontal distance of any building on a passenger platform from centre line of track at platform level is [B]
A) 5330 mm B) 5180 mm C) 4115 mm D) 3810 mm

193. Minimum horizontal distance of any building on a passenger platform from centre line of track: From platform level to 305mm above platform level is [C]
A) 5180 mm increasing to 5300 mm B) 5170 mm increasing to 5330 mm
C) 5180 mm increasing to 5330 mm D) 4115 mm increasing to 3810 mm

194. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 305mm above platform level to 3430 above rail level [D]
A) 5180 mm B) 5170 mm C) 5320 mm D) 5330 mm

195. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 3430 above rail level to 4115 mm in case of existing works is [A]
A) 5330 mm decreasing to 3810 mm B) 5320 mm decreasing to 3810 mm
C) 4115 mm decreasing to 3810 mm D) 5330 mm decreasing to 4115 mm

196. Minimum horizontal distance of any building on a passenger platform from centre line of track: From 3430 above rail level to 4610 mm in case of New works or alterations to existing works is [D]
A) 5330 mm decreasing to 4115 mm B) 5320 mm decreasing to 3810 mm
C) 4115 mm decreasing to 3810 mm D) 5330 mm decreasing to 3810 mm

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197. A structure is classified as pillar or column or isolated structure when it covers less than _____ cm^2 in plan [C]
A) 3714 B) 3715 C) 3716 D) 3720

198. Minimum horizontal distance of any building or longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works is [B]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

199. Recommended minimum horizontal distance of any building or longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works is [A]
A) 12130 mm B) 12140 mm C) 12150 mm D) 12160 mm

200. Minimum horizontal distance of longitudinal boundary fence from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works at D,E,.F category stations is [D]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

201. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform at platform level is [C]
A) 4720 mm B) 3810 mm C) 4570 mm D) 5300 mm

202. Minimum horizontal distance of Foot over bridge from the centre line of track of passenger platform which is not an island platform for new works or alterations to existing works at any stations is [D]
A) 6820 mm B) 6830 mm C) 6850 mm D) 5300 mm

203. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform From platform level to 305mm above platform level is [B]
A) 3960 mm increasing to 4110 mm B) 4570 mm increasing to 4720 mm
C) 4720 mm increasing to 4900 mm D) 5180 mm increasing to 5330 mm

204. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 305mm above platform level to 3705 above rail level is [C]
A) 5180 mm B) 5330 mm C) 4720 mm D) 4570 mm

205. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 3705 to 4115 mm above rail level in existing works is [A]
A) 4720 mm decreasing to 3810 mm B) 4570 mm decreasing to 3810 mm
C) 4720 mm decreasing to 4570 mm D) 4720 mm decreasing to 4110 mm

206. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a passenger platform from 3705 to 4610 mm above rail level in New works or alterations to existing works is [C]
A) 4570 mm decreasing to 4110 mm B) 4720 mm decreasing to 4110 mm
C) 4720 mm decreasing to 3810 mm D) 4720 mm decreasing to 4570 mm

207. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level is [A]
A) 4570 mm B) 4720 mm C) 4110 mm D) 3810 mm

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208. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level From platform level to 305mm above platform level is [D]
A) 4110 mm increasing to 4570 mm B) 4110 mm increasing to 4720 mm
C) 3810 mm increasing to 3810 mm D) 4570 mm increasing to 4720 mm

209. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level from 305mm above platform level to 3705 above rail level is
A) 4570 mm B) 4720 mm C) 4110 mm D) 3810 mm [B]

210. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level from 3705 to 4115 mm above rail level in existing works is
A) 4570 mm decreasing to 4110 mm B) 4720 mm decreasing to 4110 mm
C) 4720 mm decreasing to 3810 mm D) 4720 mm decreasing to 4570 mm [C]

211. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 305mm above platform level to 3980 above rail level for existing works is [A]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3960 mm

212. Minimum horizontal distance from centre line of track to a structure on a goods platform at platform level From 3705 to 4610 mm above rail level in New works or alterations to existing works is [A]
A) 4720 mm decreasing to 3810 mm B) 4720 mm decreasing to 4110 mm
C) 4570 mm decreasing to 3810 mm D) 4570 mm decreasing to 4110 mm

213. Minimum horizontal distance from centre line of track to a pillar, column, lamp orsimilar isolated structure on a goods platform at platform level is [D]
A) 4570 mm B) 4720 mm C) 3810 mm D) 3960 mm

214. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from platform level to 305mm above platform level is [B]
A) 4110 mm increasing to 4570 mm B) 3960 mm increasing to 4110 mm
C) 3810 mm increasing to 4570 mm D) 4570 mm increasing to 4720 mm

215. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 305 mm above platform level to 4310 to above rail level for new works or alterations existing works is [A]
A) 4110 mm B) 4570 mm C) 4720 mm D) 3960 mm

216. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform from 3980 to 4115 mm above rail level in existing works is [D]
A) 4720 mm decreasing to 3810 mm B) 4720 mm decreasing to 4110 mm
C) 4570 mm decreasing to 3810 mm D) 4110 mm decreasing to 3810 mm

217. Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure on a goods platform From 4310 to 4610 mm above rail level in New works or alterations to existing works is [A]
A) 4110 mm decreasing to 3810 mm B) 4570 mm decreasing to 4720 mm
C) 4110 mm decreasing to 4570 mm D) 4110 mm decreasing to 4720 mm

218. Minimum height above rail level for width of 1600 mm on either side of the centre of track, of tie rods or any continuous covering in a passenger station is [B]
A) 5870 mm B) 6250 mm C) 6100 mm D) 5410 mm

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219. Minimum height above rail level for width of 1370 mm on either side of the centre of track, of tie rods or any continuous covering in a passenger station where 25KV AC is not in use is [C]
A) 5870 mm B) 6250 mm C) 6100 mm D) 5410 mm

220. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station is [A]
A) 6250 mm B) 6100 mm C) 5870 mm D) 5410 mm

221. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station where DC traction is in use is [D]
A) 6250 mm B) 6100 mm C) 5870 mm D) 5410 mm

222. Minimum height above rail level for a width of 1600 mm on either side of central lineof track, of a foot over bridge or a signal gantry in a passenger station where 25 KV AC traction is in use for light overhead bridges (FOB) is [B]
A)6100 mm B) 6250 mm C) 5410 mm D) 5870 mm

223. Minimum height above rail level for a width of 1600 mm on either side of central line of track, of a foot over bridge or a signal gantry in a passenger station where 25 KV AC traction is in use for heavy over head bridges (FOB) is [D]
A) 6100 mm B) 6250 mm C) 5410 mm D) 5870 mm

224. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from rail level to 305mm above rail level is [B]
A) 1670 mm B) 1675 mm C) 1680 mm D) 2135 mm

225. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 305 mm rail level to 3355 mm above rail level is [C]
A) 1680 mm B) 1675 mm C) 2135 mm D) 2360 mm

226. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 3355 mm rail level to 4115 mm above rail level is [A]
A) 2135 mm decreasing to 1980 mm B) 2360 mm decreasing to 1600 mm
C) 2135 mm decreasing to 1600 mm D) 2360 mm decreasing to 1980 mm

227. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 4115 mm rail level to 6250 mm above rail level is [C]
A) 1680 mm B) 1675 mm C) 1600 mm D) 1980 mm

228. In station yards Minimum, horizontal distance from centre of track to any structure for existing works from 4115 mm rail level to 6100 mm above rail level On lines other than main lines or existing main lines where electric traction is not likely to be introduced is
A) 1370 mm B) 1600 mm C) 1905 mm D) 1980 mm [A]

229. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from rail level to 305mm above rail level is
A) 1370 mm B) 1600 mm C) 1905mm D) 1980 mm [C]

230. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 305 mm to 1065 mm above rail level is
A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm [C]

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231. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 1065 mm to 3735 mm above rail level is
A) 2135 mm B) 2360 mm C) 1905mm D) 2575 mm [B]

232. In station yards, Minimum horizontal distance from centre of track to any structure for New works or alterations to existing works from 3735 mm to 4420 mm above rail level is
A) 2575 mm decreasing to 2135 mm B) 2360 mm increasing to 2135mm
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm [D]

233. Minimum clearance between toe of open switch and stock rail for existing works is
A) 115 mm B) 118 mm C) 112 mm D) 95 mm [D]

234. In station yards, Minimum horizontal distance from centre of track to any structure for New works or alterations to existing works from 4420 mm to 4610 mm above rail level is
A) 2575 mm decreasing to 2135 mm B) 2725 mm decreasing to 2575mm
C) 2135 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm [C]

235. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works from 4610 mm to 6250 mm above rail level is
A) 1980 mm B) 1605 mm C) 1905 mm D) 1600 mm [D]

236. In station yards Minimum, horizontal distance from centre of track to any structure for New works or alterations to existing works Below the rail level and up to formation level of the track on straight and curves up to radius of 875m is
A) 2725 mm B) 2775 mm C) 2575 mm D) 2645 mm [C]

237. In station yards Minimum, horizontal distance from centre of track to any structure or New works or alterations to existing works Below the rail level and up to formation level of the track on curves with radius less than 875mis [A]
A) 2725 mm B) 2775 mm C) 2575 mm D) 2645 mm

238. In case of turnouts laid with 1673 mm gauge maximum clearance of wing rail at nose of crossings [A]
A) 45 mm B) 41 mm C) 38 mm D) 44 mm

239. In case of turnouts laid with 1673 mm gauge minimum clearance of wing rail at nose of crossings [B]
A) 45 mm B) 41 mm C) 38 mm D) 44 mm

240. In over riding minimum clearance between toe of open switch and stock rail for New works or alterations to existing works is [A]
A) 115 mm B) 118 mm C) 160 mm D) 112 mm

241. Minimum radius of curvature for slip points, turnouts of crossover roads is [C]
A) 350 mts B) 220 mts C) 218 mts D) 290 mts

242. Maximum degree of curve permitted for slip points, turnouts of crossover roads is
A) 8˚ B) 10˚ C) 5˚ D) 4˚ [A]

243. Minimum angles of crossing permitted is [C]
A) 1 in 8.5 B) 1 in 12 C) 1 in 16 D) 1 in 20

244. Diamond crossings not to be flatter than [A]
A) 1 in 8.5 B) 1 in 12 C) 1 in 16 D) 1 in 20

245. Minimum length of tongue rail shall be [D]
A) 7620 mm B) 11360 mm C) 12480 mm D) 3660 mm

246. Minimum length of train protection, point locking or fouling treadle bar shall be [D]

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A) 7620 mm B) 11360 mm C) 12480 mm D) 12800 mm

247. Curves of contrary flexure The equilibrium super-elevation [A]
A) $C = GV^2/127R$ B) $C = GV/127R$ C) $C = GV^2/R$ D) $C = GV^2/136R$

248. The permissible negative super-elevation on the turnout of contrary flexure is [A]
A) (75-C) mm B) (65-C) mm C) (100-C) mm D) (114-C) mm

249. Minimum clear available length of one siding at any station where it is intended to cross trains shall be [B]
A) length of the longest train permitted in the section plus 30m.
B) length of the longest train permitted in the section plus 35m.
C) length of the longest train permitted in the section plus 40m.
D) length of the longest train permitted in the section plus 50m.

250. Minimum Clear Available Length of one siding for new works or Alteration to the existing Works On sections of the railway where the ruling gradients is flatter than 1 in100 is
A) 680 mts B) 700 mts D) 745 mts D) 750 mts [D]

251. Minimum Clear Available Length of one siding for new works or Alteration to the Existing Works On sections of the railway where the ruling gradients is steeper than 1 in 100 is
A) length of the longest train permitted in the section plus 30m.
B) length of the longest train permitted in the section plus 35m.
C) length of the longest train permitted in the section plus 40m.
D) length of the longest train permitted in the section plus 50m. [B]

252. Spacing of tracks for Existing works in mid-section [D]
A) 4495 mm B) 4725 mm C) 4625 mm D) 4265 mm

253. Spacing of tracks for New works [C]
A) 7500 mm B) 7800 mm C) 5300 mm D) 5200 mm

254. Minimum radius of curve that can be permitted [B]
A) 218 mts B) 175 mts C) 220 mts D) 350 mts

255. Minimum Degree of curve that can be permitted [A]
A) 10˚ B) 8 ˚ C) 9 ˚ D) 6 ˚

256. Minimum clearance of check rail for a curve [A]
A) 44 mm B) 41 mm C) 45 mm D) 48 mm

257. Check rails to be provided in curves where the radius is [B]
A) 220 mts or less B) 218 mts or less C) 175 mts D) 350 mts or less

258. Check rails to be provided in curves where the Degree is [B]
A) 5˚or More B) 8˚or More C) 6˚or More D) 10˚

259. Minimum clearance of check rail at a level crossing [D]
A) 48 mm B) 57 mm C) 45 mm D) 51 mm

260. Maximum clearance of check rail at a level crossing [B]
A) 51 mm B) 57 mm C) 45 mm D) 48 mm

261. Minimum depth of space for wheel flange from rail level [C]
A) 28.5 mm B) 35 mm C) 38 mm D) 36 mm

262. In mid-section Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for Existing works [B]
A) 1670 mm B) 1675 mm C) 1680 mm D) 2135 mm

263. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 4420 mm above rail for Existing works

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A) 2360 mm B) 1905 mm C) 2340 mm D) 2135 mm [D]

264. In mid-section Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level for New works or alterations to existing works
A) 1680 mm B) 1675 mm C) 1905 mm D) 2135 mm [C]

265. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 305 mm above rail level to 1065 mm above rail for New works or alterations to Existing works [C]
A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm

266. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 1065 mm above rail level to 3355 mm above rail for New works or alterations to Existing works [D]
A) 2135 mm B) 2255 mm C) 2575 mm D) 2360 mm

267. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 3355 mm above rail level to 4420 mm above rail for New works or alterations to Existing works [D]
A) 2575 mm decreasing to 2135 mm B) 2360 mm decreasing to 2135mm
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm

268. In mid-section Minimum horizontal distance from centre of track to any structure except a platform from 4420 mm above rail level to 5870 mm above rail for New works or alterations to Existing works [A]
A) 2135 mm decreasing to 915 mm B) 2135mm decreasing to 1980 mm
C) 2360 mm decreasing to 1905 mm D) 2360 mm decreasing to 1980 mm

269. In mid-section Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on straight and curves up to radius of 875m [C]
A) 2135 mm B) 2725 mm C) 2575 mm D) 2360 mm

270. In mid-section Minimum horizontal distance from centre of track to any structure except a platform Below the rail level up to the formation level of the track on curves radius less than 875m [B]
A) 2135 mm B) 2725 mm C) 2575 mm D) 2360 mm

271. Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures [A]
A) 4875 mm B) 5410 mm C) 5870 mm D) 6100 mm

272. Minimum horizontal distance of any telegraph post measured from the centre of and at right angles to the nearest track for Existing works [A]
A) Height of the post + 2135 mm B) Height of the post + 2360 mm
C) Height of the post + 6000 mm D) Height of the post + 3000 mm

273. Minimum horizontal distance of any telegraph post measured from the centre of and at right angles to the nearest track for New works or Alterations to existing works [B]
A) Height of the post + 2135 mm B) Height of the post + 2360 mm
C) Height of the post + 6000 mm D) Height of the post + 3000 mm

274. When the line is in cutting a telegraph post erected outside the cutting, must be at a distance from the edge of the cutting not less than the [C]
A) Total Height of the post + 2135 mm B) Total Height of the post + 2360 mm

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C) Total Height of the post D)Total Height of the post + 3000 mm

275. Minimum height above rail level when D.C. Traction is likely to be used for a distance of 915mm on either side of the centre of track for overhead structures [B]
A) 4875 mm B) 5410 mm C) 5870 mm D) 6100 mm

276. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Light overhead structures such as Foot over bridges [D]
A) 4875 mm B) 5870 mm C) 6100 mm D) 6250 mm

277. Minimum height above rail level Where 25 KV A.C. traction is likely to be used, for a distance of 1600mm on either side of the centre of track for Heavy overhead structures such as Road over bridges and Flyovers [C]
A) 4875 mm B) 5870 mm C) 6100 mm D) 6250 mm

278. Minimum Clearance from rail level to power line crossings up to and including 11KV in Non-Electrified territory [A]
A) Normally under ground cable
B) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 2440 mm
C) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 3050 mm
D) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 4580 mm

279. Minimum Clearance from rail level to power line crossings above 11KV and up to 33KV in Non-Electrified territory [C]
A) 10840 mm B) 10850 mm C) 10860 mm D) 10870 mm

280. Minimum Clearance from rail level to power line crossings above 33KV and up to 66KV in Non-Electrified territory [D]
A) 11130 mm B) 11140 mm C) 11145 mm D) 11160 mm

281. Minimum Clearance from rail level to power line crossings above 66KV and up to 132KV in Non-Electrified territory [B]
A) 11180 mm B) 11170 mm C) 11160 mm D) 11150 mm

282. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for New works shall be [A]
A) H + 6 mts B) H + 3 mts C) H + 2.135 mts D) H + 2.360 mts

283. Minimum Clearance from rail level to power line crossings above 132KV and up to 220KV in Non Electrified territory [C]
A) 12645 mm B) 12650 mm C) 12660 mm D) 12670 mm

284. Minimum Clearance from rail level to power line crossings above 220KV and up to 400KV in Non-Electrified territory [D]
A) 14440 mm B) 14430 mm C) 14450 mm D) 14460 mm

285. Minimum Clearance from rail level to power line crossings above 400KV and up to 500KV in Non-Electrified territory [C]
A) 15340 mm B) 15350 mm C) 15360 mm D) 15370 mm

286. Minimum Clearance from rail level to power line crossings above 500KV and up to 800KV in Non-Electrified territory [A]

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A) 18060 mm B) 18050 mm C) 18045 mm D) 18030 mm

287. Minimum Clearance from rail level to New power line crossings up to and including 11KV in Electrified territory [A]

A) Normally under ground cable

B) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 2440 mm

C) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 3050 mm

D) Minimum clearance between highest Traction Conductor and lowest Transmission line crossing conductor – 4580 mm

288. Minimum Clearance from rail level to New power line crossings above 11KV and up to 33KV in Electrified territory [D]

A) 14440 mm B) 14430 mm C) 14450 mm D) 14460 mm

289. Minimum Clearance from rail level to New power line crossings above 33KV and up to 66KV in Electrified territory [A]

A) 14960 mm B) 14950 mm C) 14930 mm D) 14920 mm

290. Minimum Clearance from rail level to New power line crossings above 66KV and up to 132KV in Electrified territory [C]

A) 15540 mm B) 15550 mm C) 15560 mm D) 15570 mm

291. Minimum Clearance from rail level to New power line crossings above 132KV and up to 220KV in Electrified territory [D]

A) 16450 mm B) 16455 mm C) 16465 mm D) 16460 mm

292. Minimum Clearance from rail level to New power line crossings above 220KV and up to 400KV in Electrified territory [B]

A) 18230 mm B) 18260 mm C) 18250 mm D) 18255 mm

293. Minimum Clearance from rail level to New power line crossings above 400KV and up to 500KV in Electrified territory [B]

A) 19170 mm B) 19160 mm C) 19150 mm D) 19140 mm

294. Minimum Clearance from rail level to New power line crossings above 500KV and up to 800KV in Electrified territory [A]

A) 21860 mm B) 21870 mm C) 21880 mm D) 21890 mm

295. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 11KV and up to 33 KV [C]

A) 2360 mm B) 2400 mm C) 2440 mm D) 2450 mm

296. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 33KV and up to 66KV [B]

A) 2360 mm B) 2440 mm C) 2000 mm D) 2450 mm

297. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 66KV and up to 132KV [D]

A) 3200 mm B) 3150 mm C) 3100 mm D) 3050 mm

298. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 132KV and up to 220KV [C]

A) 4500 mm B) 4570 mm C) 4580 mm D) 4600 mm

299. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 220KV and up to 400KV [A]

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A) 5490 mm B) 5500 mm C) 5510 mm D) 5520 mm

300. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 400KV and up to 500KV [B]
A) 7930 mm B) 7940 mm C) 7950 mm D) 7960 mm

301. Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor above 500KV and up to 800KV [B]
A) 7930 mm B) 7940 mm C) 7950 mm D) 7960 mm

302. Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway [A]
A) 6100 mm B) 6250 mm C) 5870 mm D) 6000 mm

303. Minimum horizontal distance measured at right-angle to, and from the centre of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line for existing rigid well founded structure/post shall be [A]
A) 3M or 1.5M away from the toe of embankment/Top of cutting whichever is more
B) 3M or 2.5M away from the toe of embankment/Top of cutting whichever is more
C) 3M or 1.0M away from the toe of embankment/Top of cutting whichever is more
D) 3M or 1.5M away from the toe of embankment/Top of cutting whichever is less

304. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for Existing works [B]
A) 4265 mm B) 4495 mm C) 4725mm D) 5300 mm

305. Minimum distance of centre to centre of track in Tunnels, Through and semi through girder bridges for New works and alterations to existing works [C]
A) 4265 mm B) 4495 mm C) 4725mm D) 5300 mm

306. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level in Tunnels, Through and semi through girder bridges [D]
A) 918 mm B) 1675 mm C) 1600 mm D) 1905 mm

307. Minimum horizontal distance from centre of track to any structure from 305 mm above rail level to 1065 mm above rail in Tunnels, Through and semi through girder bridges [C]
A) 2135 mm increasing to 2360 mm B) 1980 mm increasing to 2135 mm
C) 1905 mm increasing to 2360 mm D) 1905 mm increasing to 1980 mm

308. Minimum horizontal distance from centre of track to any structure from 1065 mm above rail level to 3355 mm above rail in Tunnels, Through and semi through girder bridges
A) 2725 mm B) 2135 mm C) 2360 mm D) 2575 mm [C]

309. Minimum horizontal distance from centre of track to any structure from 3355 mm above rail level to 4420 mm above rail in Tunnels, Through and semi through girder bridges
A) 2575 mm decreasing to 2135 mm B) 2360 mm decreasing to 2135mm
C) 2360 mm decreasing to 1980mm D) 2360 mm decreasing to 2135 mm [D]

310. Minimum horizontal distance from centre of track to any structure from 4420 mm above rail level to 5870 mm above rail in Tunnels, Through and semi through girder bridges
A) 2135 mm decreasing to 915 mm B) 2135mm decreasing to 1980 mm
C) 2360 mm decreasing to 1905 mm D) 2360 mm decreasing to 1980 mm [A]

311. Maximum distance apart of safety/Trolley refuge in tunnels [C]
A) 200 mts B) 150 mts C) 100 mts D) 250 mts

312. Maximum distance apart of safety/Trolley refuge on bridges with main spans of less than 100 Mts is at every [D]

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A) 250 mts B) 200 mts C) 150 mts D) 100 mts

313. Maximum distance apart of safety/Trolley refuge on bridges with main spans of more than 100 Mts is a refuge [D]
A) at every 100 mts B) at every 50 mts C) over every abutment D) over every pier

314. In cuttings in curves trolley refuges should be provided at every [D]
A) 250 mts B) 200 mts C) 150 mts D) 100 mts

315. In cuttings in straight track trolley refuges should be provided at every [B]
A) 250 mts B) 200 mts C) 150 mts D) 100 mts

316. In high embankments trolley refuges should be provided at every [B]
A) 250 mts B) 200 mts C) 150 mts D) 100 mts

317. Maximum distance should not be more than ____ between trolley refuge in plain, straight track with clear visibility without embankments and cuttings [A]
A) 1KM B) ½ KM C) 200 mts D) 500 mts

318. Formation width in embankment for single line straight track in existing works [D]
A) 6250 mts B) 6100 mts C) 6750 mts D) 6850 mts

319. Formation width in cuttings (excluding side drains) for single line straight track in existing works [A]
A) 6250 mts B) 6100 mts C) 6300 mts D) 6150 mts

320. Formation width in embankment for double line straight track in existing works [A]
A) 12150 mts B) 12100 mts C) 13160 mts D) 13150 mts

321. Formation width in cuttings (excluding side drains) for dounle line straight track in existing works [B]
A) 11500 mts B) 11550 mts C) 11600 mts D) 11450 mts

322. Formation width in embankment for single line straight track in new works [C]
A) 7800 mts B) 7830 mts C) 7850 mts D) 7840 mts

323. Formation width in cuttings (excluding side drains) for single line straight track in new works [C]
A) 13180 mts B) 13170 mts C) 13160 mts D) 13150 mts

324. Formation width in embankment for double line straight track in new works [C]
A) 7800 mts B) 7830 mts C) 7850 mts D) 7840 mts

325. Formation width in cuttings (excluding side drains) for double line straight track in new works [C]
A) 13180 mts B) 13170 mts C) 13160 mts D) 13150 mts

326. For running EMU and other 3660 mm stock minimum Horizontal Distance from centre of track to any structure from 1065 mm above rail level to 3355mm above rail level for existing works is [A]
A) 2360 mm B) 2135 mm C) 1905 mm D) 1600 mm

327. For running EMU and other 3660 mm stock minimum Horizontal Distance from centre of track to any structure from rail level to 305mm above rail level for existing works is [C]
A) 2360 mm B) 2135 mm C) 1905 mm D) 1600 mm

328. For running EMU and other 3660 mm stock minimum distance centre to centre on straight tracks for new works/addition to existing works is [B]
A) 7800 mm B) 5300 mm C) 4495 mm D) 4725 mm

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329. For running EMU and other 3660 mm stock minimum distance centre to centre on straight tracks for existing works is [C]
A) 7800 mm B) 5300 mm C) 4495 mm D) 4725 mm

330. In calculating the extra allowance to be provided between a curved platform and the foot board, a reduction of these extra allowance has been made of _____ on the outside of curve. [D]
A) 45 mm B) 35 mm C) 51 mm D) 25 mm

331. In calculating the extra allowance to be provided between a curved platform and the foot board, a reduction of these extra allowance has been made of _____ on the inside of curve.
A) 25 mm B) 57 mm C) 51 mm D) 68 mm [C]

332. The clearance provided between a vehicle (i.e. the foot boards) and the platform coping on the straight is [A]
A) 152 mm B) 127 mm C) 115 mm D) 107 mm

333. Minimum height above rail level of doorways for a width of 1370mm on either side of centre of track in both workshops and running sheds Where electric traction is likely to be used is [C]
A) 6100 mm B) 6200 mm C) 6250 mm D) 6150 mm

334. Minimum height above rail level of doorways for a width of 1370mm on either side of centre of track in both workshops and running sheds Where electric traction is not likely to be used is [A]
A) 4875 mm B) 5300 mm C) 5870 mm D) 5100 mm

335. Minimum height above rail level to overhead tie bars, girders etc. in workshops and running sheds Where electric traction is likely to be used is [B]
A) 6200 mm B) 6250 mm C) 6100 mm D) 6150 mm

336. Minimum height above rail level to overhead tie bars, girders etc. in workshops and running sheds Where electric traction is not likely to be used is [A]
A) 5030 mm B) 5130 mm C) 5230 mm D) 5170 mm

337. In running sheds minimum clear distance, for a height of 1830 mm above rail level, from centre of track to any continuous structure is [D]
A) 4495 mm B) 3255 mm C) 3265 mm D) 3275 mm

338. In workshops minimum clear distance, for a height of 1830 mm above rail level, from centre of track to any continuous structure is [C]
A) 2655 mm B) 2755 mm C) 2745 mm D) 2645 mm

339. In running sheds minimum clear distance from centre of track to any isolated structure such as a pillar is [B]
A) 2415 mm B) 2515 mm C) 2615 mm D) 2715 mm

340. In workshops minimum clear distance from centre of track to any isolated structure such as a pillar for new works or alteration to existing works is [D]
A) 2135 mm B) 2235 mm C) 2560 mm D) 2360 mm

341. In workshops minimum clear distance from centre of track to any isolated structure such as a pillar for existing works is [A]
A) 2285 mm B) 2275 mm C) 2265 mm D) 2285 mm

342. Average depth for ashpits in station yards, pits in running sheds, carriage examination pits is [B]

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A) 800 mm B) 760 mm C) 840 mm D) 900 mm

343. In running sheds minimum distance from centre to centre of tracks for new works or alteration to existing works is [D]
A) 5300 mm B) 5200 mm C) 5100 mm D) 5260 mm

344. In workshops minimum distance from centre to centre of tracks for new works or alteration to existing works is [C]
A) 4875 mm B) 5100 mm C) 4570 mm D) 5300 mm

345. In workshops and running sheds minimum distance from centre to centre of tracks for existing works is [C]
A) 4875 mm B) 5100 mm C) 4570 mm D) 5300 mm

346. Where double/triple stack container are plying minimum Clearances from Rail Level to new Power Line Crossing or Crossing Planned For Alteration for above 11kV & up to 33kV is [B]
A) 16670 mm B) 16660 mm C) 16640 mm D) 16650 mm

347. Maximum variation in alignment of the live Conductor Wire on either side of the centre line of track under static condition on curved track is [A]
A) 300 mm B) 310 mm C) 320 mm D) 305 mm

348. Maximum variation in alignment of the live Conductor Wire on either side of the centre line of track under static condition on straight track is [D]
A) 215 mm B) 210 mm C) 205 mm D) 200 mm

349. Maximum width of Pantograph Collector [B]
A) 2040 mm B) 2030 mm C) 2020 mm D) 2010 mm

350. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying Minimum height of Overhead structure above rail level for a distance of 1600mm on either side of the centre of track for heavy over head structures is [C]
A) 7850 mm B) 7860 mm C) 7870 mm D) 7880 mm

351. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying Minimum height of Overhead structure above rail level for a distance of 1600mm on either side of the centre of track for light over head structures is [A]
A) 8250 mm B) 8240 mm C) 8230 mm D) 8220 mm

352. Where double/triple stack container having maximum height of 6809 mm/6827mm are plying minimum height from rail level to the underside of contact wire in open [D]
A) 7215 mm B) 7205 mm C) 7210 mm D) 7220 mm

353. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in Running and Carriage Sheds is [C]
A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

354. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in at Level crossings is [D]
A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

355. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in open is [D]
A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

356. In electric traction 25KV A.C area minimum height from rail level to the underside of contact wire in under Bridges and in Tunnels is [B]

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A) 7809 mm B) 4800 mm C) 5800 mm D) 5500 mm

357. For track machine minimum height above rail level, when fully loaded at 1525 mm From centre of track is [C]
A) 315 mm B) 300 mm C) 305 mm D) 310 mm

358. For track machine maximum height above rail level at sides of unloaded vehicles is
A) 3735 mm B) 3740mm C) 3745 mm D) 3750 mm [A]

359. For track machine maximum height above rail level for a width of 1015mm on either side of the centre of unloaded vehicles is [D]
A) 4250 mm B) 4260 mm C) 4270 mm D) 4265 mm

360. For track machine maximum width over open doors, including all projections for vehicles is [D]
A) 4250 mm B) 4260 mm C) 4270 mm D) 4265 mm

361. For track machine maximum width over all projection from 1082mm above rail level, to 1170mm above rail level, when fully loaded is [A]
A) 3150mm increasing gradually to 3250mm
B) 3100mm increasing gradually to 3200mm
C) 3175mm increasing gradually to 3250mm
D) 3175mm increasing gradually to 3200mm

362. For track machine maximum width over all projection from 940mm above rail level to1082mm above rail level, when fully loaded is [D]
A) 3150mm increasing gradually to 3250mm
B) 3100mm increasing gradually to 3150mm
C) 3050mm increasing gradually to 3250mm
D) 3050mm increasing gradually to 3150mm

363. For track machine maximum width over all projections from 305mm above rail level, to 940mm above rail level, when fully loaded is [B]
A) 3060 mm B) 3050 mm C) 3070 mm D) 3100 mm

364. For track machine maximum width over all projections, at 305mm above rail level, when fully loaded is [A]
A) 3050 mm B) 3060 mm C) 3070 mm D) 3080 mm

365. For track machine maximum width over all projections at 91mm above rail level, when fully loaded is [C]
A) 2420 mm B) 2430 mm C) 2440 mm D) 2450 mm

366. For track machine maximum distance apart between any two adjacent axles [D]
A) 14780 mm B) 14785 mm C) 14160 mm D) 14170 mm

367. For track machine maximum distance apart of bogie centres for bogie vehicles [C]
A) 15980 mm B) 15990 mm C) 16000 mm D) 16010 mm

368. For track machine minimum distance apart of bogie centres for bogie vehicles [B]
A) 5300 mm B) 5400 mm C) 5500 mm D) 5600 mm

369. For track machine minimum height above rail level for centres of buffers & CBC couplers _____ when fully loaded [A]
A) 1030 mm B) 1040 mm C) 1050 mm D) 1020 mm

370. For track machine maximum height above rail level for centres of buffers & CBC couplers _____ for unloaded vehicle [D]
A) 1085 mm B) 1095 mm C) 1110 mm D) 1105 mm

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371. For track machine minimum height above rail level for floor of any fully loaded vehicle
A) 1140 mm B) 1130 mm C) 1145 mm D) 1150 mm [C]

372. For track machine maximum height above rail level for floor of unloaded vehicle [B]
A) 2095 mm B) 2100mm C) 2115 mm D) 2120 mm

373. Maximum diameter on the tread of new locomotive carrying wheels measured at 63.5mm from wheel gauge face is [A]
A) 1250 mm B) 1240 mm C) 1230 mm D) 1220 mm

374. Minimum diameter on the tread of new locomotive carrying wheels measured at 63.5mm from wheel gauge face is [D]
A) 894 mm B) 900 mm C) 910 mm D) 914 mm

375. For track machine maximum thickness of flange of tyre, measured from wheel gauge _____ face at 13mm from outer edge of flange [A]
A) 32 mm B) 28.5 mm C) 29.4mm D) 30.4 mm

376. For track machine maximum projection for flange of worn tyre, measured from tread _____ at 63.5mm from wheel gauge face [D]
A) 32 mm B) 28.5 mm C) 38 mm D) 35 mm

377. For track machine minimum projection for flange of New tyre, measured from tread _____ at 63.5mm from wheel gauge face [A]
A) 27.5 mm B) 28.5 mm C) 30.5 mm D) 29.5

378. For track machine minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face [C]
A) 914 mm B) 918 mm C) 730 mm D) 830 mm

379. Maximum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face [B]
A) 1090 mm B) 1092 mm C) 918 mm D) 1094 mm

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ACTION DURING ACCIDENTS INCLUDING BREACHES AND PRE-MONSOON PRECAUTIONARY MEASURES

380. Accident is an occurrence in the course of working of railway which does or may affect the safety of the railways including [D]
A) Engine & Rolling stock B) Passenger/Rly servants
C) P.Way and Works D) all the above

381. An accident is termed as serious when a train is carrying passengers which is attended
A) With a loss of life B) With grievous hurt to passengers
C) With damage to railway property more than Rs.2 crores D) all the above [D]

382. Train passing a Signal at danger constitutes [A]
A) a train passing a fixed stop signal B) automatic stop signal
C) IB Signal D) gate stop signal

383. If an accident occurs due to failure of P.Way is termed as [B]
A) Class J B) Class K C) Class L D) Class M

384. If an accident occurs due to failure of Locomotive and Rolling stock is termed as [A]
A) Class J B) Class K C) Class L D) Class M

385. If an accident occurs due to failure of Signal & Tele communication is termed as [D]
A) Class J B) Class K C) Class L D) Class M

386. If an accident occurs due to failure of Electrical Equipment is termed as [C]
A) Class J B) Class K C) Class L D) Class M

387. Attempted train wrecking or train wrecking, is classified as [A]
A) Class N B) Class P C) Class Q D) Class R

388. Bomb Blast or explosion is classified as [A]
A) Class N B) Class P C) Class Q D) Class R

389. Hijacking is classified as [A]
A) Class N B) Class P C) Class Q D) Class R

390. sabotage is classified as [A]
A) Class N B) Class P C) Class Q D) Class R

391. Incident of persons falling out of train is classified as [B]
A) Class N B) Class P C) Class Q D) Class R

392. Incident of persons run over by train is classified as [B]
A) Class N B) Class P C) Class Q D) Class R

393. Vehicles running away is classified as [D]
A) Class N B) Class P C) Class Q D) Class R

394. Train running over cattle is classified as [D]
A) Class N B) Class P C) Class Q D) Class R

395. Floods/breaches and land slides is classified as [D]
A) Class N B) Class P C) Class Q D) Class R

396. When a train enters or is received on a wrong line at a station is called [D]
A) Averted collision B) Unusual incident C) train passing at danger D) breach of rules

397. A circumstance under which, but for the vigilance shown by any person or persons, a collision would have occurred is called as [A]
A) Averted collision B) Unusual incident C) train passing at danger D) breach of rules

398. When a train enters catch/slip siding is called [D]

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A) Averted collision B) Unusual incident C) train passing at danger D) breach of rules

399. When a train enters sand hump is called [D]
A) Averted collision B) Unusual incident C) train passing at danger D) breach of rules

400. When a train enters a block section without any authority to proceed [D]
A) Averted collision B) Unusual incident C) train passing at danger D) breach of rules

401. For statistical purposes accidents have been classified in categories from [A]
A) 'A to 'R' excluding 'I' & 'O' B) 'A to 'R' excluding 'J' & 'K'
C) 'A to 'R' excluding 'M' & 'N' D) 'A to 'R' excluding 'C' & 'D'

402. All engineering officials after reaching the accident site shall report to [A]
A) senior most officer at site B) Junior most officer at site
C) need not report to any body D) None of the these

403. Non participation by railway staff in accident relief operations will be considered as [B]
A) Absent from duty B) Dereliction of duty C) on leave D) none of these

404. Safeguard and preserve clues till police or RPF personnel arrive at accident site and take charge is the duty of [C]
A) Commercial staff B) Mechanical/B.D staff
C) Engineering staff D) S&T Staff

405. Seal Block instruments relay rooms and note position of levers, knob, slide indications is the duty of [D]
A) Commercial staff B) Mechanical/B.D staff C) Engineering staff D) S&T Staff

406. An engineering official, if he is the first to reach accident site he shall report to [B]
A) principal Chief Engineer B) nearest station master C) to GM D) to DRM

407. The station master after receiving the details of a train accident from the officer at accident site shall [A]
A) issue all concerned message B) inform to GM
C) inform to Rly Board D) None of these

408. On arrival at the accident site _____ team will take charge of the location where evidence of clues are available [C]
A) Break Down B) Engineering C) Safety D) None of these

409. For investigation of train derailments one of vital activity at accident site is [A]
A) Careful observation of Clues B) Opinion of Chief Track engineer
C) Opinion of PCE D) opinion of GM

410. For investigation of train derailments one of vital activity is careful observation of, [C]
A) Record of rolling stock parameters B) Record of track parameters
C) Both 'A' & 'B" D) none of these

411. The joint measurement to be submitted by Senior Supervisor shall not be complete till
A) All Measurements of Rolling stock B) All Measurements of Track
C) Both A&B D) None of these [C]

412. In case of derailment of passenger train causing injuries to the passengers, video recording of the concerned part of track and rolling stock shall be carried out by [A]
A) Nominated ART Personnel B) Nominated Commercial personnel
C) Nominated Operating personnel D) None of these

413. M&C Report from RDSO is must in case accident is attributed to [D]
A) Breakage of track components B) breakage of components of rolling stock
C) Other than breakage of components D) both 'A' & 'B'

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414. WILD data means _____ impact load detector data [A]
A) Wheel B) Wagon C) Weld D) None of these

415. Engineering staff available at accident site should assist guard and driver in ensuring protection of train in single line in [A]
A) Front and rear B) in rear only C) in front only D) not required

416. No.of hooters to be sounded when an accident takes place in the loco shed or traffic yard adjoining the loco shed [B]
A) 3 long B) 2 long C) 2 long and 1 short D) 1 long 1 short

417. No.of hooters to be sounded when an accident takes place at an out station but main line is clear - ART to be moved [A]
A) 3 long B) 2 long C) 2 long and 1 short D) 1 long 1 short

418. No.of hooters to be sounded when an accident takes place at an out station but main line is clear - MRT & ART to be moved [C]
A) 2 long B) 3 long C) 3 long and 1 short D) 4 long

419. No.of hooters to be sounded when an accident takes place at an out station but main line is blocked - ART to be moved [D]
A) 2 long B) 3 long C) 3 long and 1 short D) 4 long

420. No.of hooters to be sounded when an accident takes place at an out station but main line is blocked - MRT & ART to be moved [C]
A) 2 long B) 3 long C) 4 long and 1 short D) 4 long

421. The duration of long hooter shall be _____ seconds [A]
A) 30 B) 40 C) 50 D) 60

422. The duration of short hooter shall be _____ seconds [D]
A) 20 B) 15 C) 10 D) 5

423. Joint inspection of ART by SSE/P.Way, SSE/C&W, SSE/S&T, SSE/Elec. & Station Manager shall be done [A]
A) once in a month B) once in 3 months
C) once in 6 months D) once in a year

424. Permitted standard play for new wheel is [A]
A) 19 mm B) 18 mm C) 17 mm D) 16 mm

425. When cause of derailment is not clear then measurement of track is taken in rear upto a distance of [D]
A) 45 metres B) 60 metres C) 90 metres D) 100 metres

426. When cause of derailment is not clear then measurement of track is taken in front up to a distance of [A]
A) 45 metres B) 60 metres C) 90 metres D) 100 metres

427. When the cause of derailment is indisputably known measurement will be taken up to a distance of [B]
A) 30 M on either side B) 45 M on either side
C) 60 M on either side D) 90 M on either side

428. Track readings are measured at every _____ metres station apart. [C]
A) 6M B) 5M C) 3 M D) 4 M

429. Where necessary measurement of Gauge and Cross level may be taken additionally at individual sleepers up to _____ metres in rear of the derailment. [A]
A) 9 B) 10 C) 5 D) 6

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430. Longitudinal levels should be recorded for _____ metres in rear of point of mount
A) 100 B) 200 C) 300 D) 400 [C]

431. Longitudinal levels should be recorded for _____ metres ahead of point of mount
A) 100 B) 200 C) 300 D) 400 [A]

432. For all class of locomotives tread wear should be measured from tread at _____ from the back face of flange in BG. [D]
A) 57 mm B) 59.5 mm C) 61mm D) 63.5mm

433. In case of sudden derailment _____ will be considered as '0' station [A]
A) point of drop B) Point of mount C) either A or B D) none of these

434. In case of gradual derailment _____ will be considered as '0' station [B]
A) point of drop B) Point of mount C) either A or B D) none of these

435. When Track measurements are taken at accident site left and right are determined with respect to [A]
A) Direction of the train movement B) increasing kilometre
C) Decreasing Kilometre D) none of the above

436. Flange rejection limit of wheel for goods train is [B]
A) 15 mm B) 16 mm C) 19mm D) 22 mm

437. Flange rejection limit of wheel for Passenger train is [D]
A) 15 mm B) 16 mm C) 19mm D) 22 mm

438. If flange thickness reduces to _____mm is called thin flange [C]
A)11 B) 12 C) 13 D) 14

439. In accident manual special instruction are issued or approved by [A]
A) PCOM B) DRM C) CRS D) Sr.DOM

440. Restoration Operations should not be commenced in all cases of accidents when the cause of which might possibly due to sabotage [B]
A) Railway Safety officials B) Police officials C) RPF officials D) DRM

441. The information to be collected in case of accident at Manned Level Crossing is [D]
A) Competency certificate of the gateman on duty B) availability of safety equipment
C) Condition of the road surface/approaches D) all the above

442. Prior to restoration work where the cause of accident might possibly due to sabotage, a Factual note of the conditions obtaining at the site should be prepared and signed jointly by
A) Senior most Police and Railway officials at site
B) Senior most Police and Railway officials
C) Junior most Police and Railway officials at site D) none of these [A]

443. The information to be collected in case of derailment is [D]
A) point of mount and drop B) Track measurements C)sketch D) all the above

444. Object of Accident Enquiry is [D]
A) to ascertain the correct cause of accident B) to fix the responsibly for the accident
C) to formulate proposals for preventing recurrence of similar accidents D) all the above

445. In classification of accident enquiries the following is not a Railway enquiry [D]
A) Joint enquiry B) inter departmental enquiry
C) Departmental enquiry D) CRS Enquiry

446. In classification of accident enquiries the following is a Railway enquiry [B]
A) Magisterial enquiry B) Joint enquiry C) Police enquiry D) CRS enquiry

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447. All departmental and interdepartmental enquiries into accidents shall normally be ordered by [B]
A) GM B) DRM C) CSO D) CRS

448. DAR action against officials held responsible for accident shall be completed by [C]
A) D+60 B) D+70 C) D+90 D) D+120

449. For checking wheel gauge _____ at equal spacing on inner periphery of the two wheels on the same axle to be recorded [B]
A) 4 measurements B) 3 measurements C) 5 measurements D) 2 measurements

450. Tyre defect Gauge is used to measure [B]
A) Wheel dia. B) wheel profile C) wheel gauge D) None of these.

451. The details to be shown in the dimensional sketch prepared of the accident [D]
A) Kilometerage of site B) Direction of movement
C) Names of stations on either side D) all the above

452. The dimensional sketch of the accident site should indicate the position of [D]
A) all derailed vehicles B) Point of mount & drop
C) pair of wheels of first derailed vehicle D) all the above

453. The dimensional sketch of the accident site should show a length of above _____meters behind the point of mount and almost equal distance in front [B]
A) 200 B) 300 C) 400 D) 500

454. The data in the columns 2 to 26 in the proforma of track measurement (Part-A) need not be collected when accident is [C]
A) On account of sabotage B) due to obstruction on track
C) both 'A' & 'B' D) none of the above

455. A temporary diversion is one which is not likely to be in use for more than _____days
A) 7 B) 10 C) 12 D) 9 [B]

456. Proforma for Track measurement (Part-B) need not be filled when the cause of derailment is obviously established as [D]
A) due to sabotage B) Obstruction on track
C) broken axle, and/or spring having fallen off D) all the above

457. At a temporary diversion all trains must _____ and proceed at _____ [A]
A) Stop dead,10 kmph B) Stop dead, 20 kmph
C) Stop dead, 30 kmph D) None of the above

458. A semi-permanent diversion is one constructed for special purpose of facilitating reconstruction of the line and / or bridges likely to be in use for a period of more than ___
A) 10 days B) 30 days C) 90 days D) None of these [A]

459. On a semi-permanent diversion, trains may proceed at _____ speed after adequate period of Consolidation [B]
A) Proceed at 45 kmph B) Non stop reduced speed
C) Proceed at 50 kmph D) None of the above

460. In diversions as far as possible the radius of the curve should not be less than _____metres
A) 225 M B) 450M C) 600M D) None of the above [B]

461. Diversion in difficult terrain the radius of the curve shall not be less than [A]
A) 225 M B) 450M C) 600M D) None of the above

462. In case of temporary diversion the super elevation provided is [D]
A) 50 mm B) 30 mm C) 20 mm D) zero mm

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463. Trains may be permitted pass when the depth of water above rail level does not exceed_____ for passenger and mixed trains [A]
A) 350 mm B) 450 mm C) 250 mm D) 400 mm

464. Trains may be permitted pass when the depth of water above rail level does not exceed_____ for Goods trains [B]
A) 300 mm B) 450 mm C) 600 mm D) 900 mm

465. When the track is submerged trains shall be allowed to pass at [A]
A) stop dead and 10 kmph B) stop dead and 15 kmph
C) stop dead and 20 kmph D) Stop dead and 25 kmph

466. If water rises over the top the ballast but is below the rail level trains can be allowed only after [C]
A) 2 men walking abreast on either end of the sleepers
B) if the track has not been disturbed C) both 'A' & 'B' D) none of the above

467. When water over tops the rails the _____ shall pilot the train [B]
A) patrolman B) JE/SSE/P.Way C) Gang Mate D) Trackman

468. When water over tops the rail the JE/SSE/P.Way shall [D]
A) pilot the train B) walk over the track ahead
C) check the depth by means of probing D) all the above

469. An up to date list of Railway Affecting Works shall be maintained by [A]
A) DEN/ADEN B) SSE/P.Way C) SSE/Works D) All the above

470. The term Railway Affecting Work may broadly be taken to mean any work [C]
A) which if not constructed and maintained properly
B) not operated properly may result in danger to railway line
C) Both 'A' & 'B' D) none of the above

471. The railway official who shall jointly inspect with the civil authorities all RAWs /RATs before the monsoon every year [B]
A) SSE/P.Way B) ADEN C) DEN D) None of the these

472. The amount of compensation in case of death and permanent disability as per latest amendment slip [B]
A) Rs.20 Lakhs B) Rs. 8 Lakhs C) Rs. 10 Lakhs D) Rs. 12 Lakhs

473. The minimum amount of compensation in case of injuries as per latest amendment slip
A) Rs.32,000 B) Rs. 64,000 C) Rs. 80,000 D) Rs. 1 Lakh [B]

474. The Maximum amount of compensation in case of injuries as per latest amendment slip
A) Rs.15 lakhs B) Rs. 10 Lakhs C) Rs. 8 Lakhs D) Rs. 25 Lakhs[C]

475. The official who take into custody of all the relevant documents, broken parts etc. of the accident is [B]
A) Commercial B) Safety C) Operating D) engineering

476. Flat tyre causes maximum damage at a speed of [B]
A) 10 to 15 kmph B) 25 to 30 kmph C) 50 t0 60 kmph D) 90 to 100 kmph

477. Derailment proneness increases with [D]
A) increased Lateral wheel force B) Reduced vertical wheel load
C) increased positive angularity of wheel D) all the above

478. Longer mark on the rail table between point of mount and point of drop indicate [B]
A) Sudden derailment B) Gradual derailment C) Re Railing D) none of the above

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479. Sudden derailment is caused by [D]
A) Failure of vehicle/track components B) Obstruction on track
C) Entanglement of hanging parts of rolling stock D) All the above

480. Sudden derailment is characterized by [C]
A) short mark on the rail table between PM & PD B) No point of mount in some cases
C) both 'A' & 'B' D) None of the above

481. For drawing conclusion regarding cause of derailment, the enquiry committee shall rely upon thedocument which has complete joint measurements with reference to [C]
A) Track B) Rolling stock C) Both 'A' & 'B' D) none of the above

482. These track tolerance limits are not prescribed on Indian Railways [B]
A) Maintenance tolerances B) Safety tolerances
C) Slow down tolerances D) None of the above

483. In an accident slight damage means damage to railway property estimated to cost less than [B]
A) Rs. 75,000 B) Rs.50,000 C) Rs.40,000 D) Rs. 1 Lakh

484. In an accident damage to property means damage to railway property with a value of
A) Rs.50,000 or and above upto Rs.1 Crore B) Rs.1 Lakh or and above upto Rs.2 Crore
C) Rs.50,000 or and above upto Rs.2 Crore D) None of these [C]

485. An accident is treated as serious accident when value of damage to railway property estimated to cost over [B]
A) Rs.1 Crore B) Rs.2 Crore C) Rs.3 Crore D) None of these

486. For the purpose of reporting of accident threshold value of interruption to through traffic where total duration of interruption on 'A', 'B'&'C' routes are equal to or more than [B]
A) 4 hours B) 6 hours C) 8 hours D) 12 hours

487. For the purpose of reporting of accident threshold value of interruption to through traffic where total duration of interruption on 'D' routes is equal to or more than [C]
A) 4 hours B) 6 hours C) 8 hours D) 12 hours

488. For the purpose of reporting of accident threshold value of interruption to through traffic where total duration of interruption on 'E' routes is equal to or more than [D]
A) 4 hours B) 6 hours C) 8 hours D) 12 hours

489. For the purpose of reporting of accident the threshold value of loss of railway property is fixed at [B]
A) Rs. 50,000 B) Rs.1 Lakh C) Rs.1.5 Lakhs D) Rs.2 Lakhs

490. The criminal interference with any part of the working machinery of a railway with the object of rendering it inoperative [A]
A) Sabotage B) attempted train wrecking C) Train wrecking D) unusual

491. The wilful obstruction of or tampering with permanent way, works or rolling stock, resulting in an accident to train with or without loss of life or damage [C]
A) Sabotage B) attempted train wrecking C) Train wrecking D) unusual

492. The wilful obstruction of or tampering with permanent way, works, structures, equipment or rolling stock which if undetected would have resulted in an accident [B]
A) Sabotage B) attempted train wrecking C) Train wrecking D) unusual

493. Averted collision if, outside the station limits, the distance between the two trains or the train and the obstruction, have finally to a stop is [A]
A) 400 metres B) 300 metres C) 200 metres D) 100 metres

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494. A fire in a train should be treated as a train accident only when it results in death or physical injury or loss of railway property with a value of [C]
A) Rs. 10,000 and above B) Rs.20,000 and above
C) Rs. 50,000 and above D) Rs. 40,000 and above

495. A railway employee is considered to have sustained simple injury if he/she is prevented from returning to work as a result of injuries for a period of _____ hours after the occurrence of the accident [C]
A) 24 hours B) 36 hours C) 48 hours D) 72 hours

496. During recording particulars at site of accident for S&T gears details of unsafe failures during last _____ months shall also be recorded. [C]
A) One B) Two C) Three D) Four

497. Accident which results in the death or serious injuries to a railway servant or contractor's servants doing work for the railway, within the railway premises the DRM shall send a report to theCommissioner for workmen's compensation within _____ days of the incident [A]
A) 7 days B) 10 days C) 15 days D) 1 month

498. While taking photograph /video the principle of 'whole to part' must be followed; i.e. _____ should cover the entire site along with OHE Mast No. /Hectometre Post No. and the entire coach /wagon with coach /wagon number. [A]
A) First shot i;e Long Shot B) First shot i;e short Shot
C) Second shot i;e Long Shot D) Second shot i;e short Shot

499. While taking photograph /video the principle of 'whole to part' must be followed; i.e.the_____should cover closer view showing particular bogie and track structure. [C]
A) First shot i;e Long Shot B) First shot i;e short Shot
C) Second shot i;e Long Shot D) Second shot i;e short Shot

500. While taking photograph /video the principle of 'whole to part' must be followed; i.e.the 3rd /4th shot (close shot) and so on should cover further closer view with finer details and specific components. [C]
A) First shot i;e Long Shot B) First shot i;e short Shot
C) Second shot i;e Long Shot D) Second shot i;e short Shot

501. Danger level at Girder and slab bridges with waterway < 6.10m is marked at clearance below bottom of girders/slabs is _____ mm [C]
A) 100 to 250 B) 150 to 250 C) 150 to 300 D) 200 to 350

502. Danger level at Girder and slab bridges with waterway > 6.10 < 12.20 m is marked at clearance below bottom of girders/slabs is _____ mm [A]
A) 450 B) 400 C) 350 D) 250

503. Danger level at Girder and slab bridges with waterway > 12.20 < 30.50 m is marked at clearance below bottom of girders/slabs is _____ mm [D]
A) 450 B) 500 C) 550 D) 600

504. Danger level at Girder and slab bridges with waterway > 30.50 < 61.0 m is marked at clearance below bottom of girders/slabs is _____ mm [B]
A) 800 B) 750 C)700 D) 650

505. Danger level at Girder and slab bridges with waterway > 61.0 m is marked at clearance below bottom of girders/slabs is _____ mm [B]

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A) 1000 B) 1050 C)1100 D) 1200

506. For larger spans and for multiple span arches, the danger level shall be at 2/3rd rise below the crown of the arch [C]
A) 1/4 B) 1/3 C) 2/3 D) 2/5

507. Danger level at bridges shall be marked with _____ wide [B]
A) Red band of 6 cm B) Red band of 5 cm
C) Red band of 4 cm D) Red band of 10 cm

508. Danger level at bridges shall be marked with red band over a white band _____ wide
A) 7 cm B) 9 cm C) 10 cm D) 12 cm [C]

509. Danger level at bridges shall be marked with red band over a white band for a length of _____ [D]
A) 45 cm B) 50 cm C) 55 cm D) 60 cm

510. _____ should send a certificate to the PCE to the effect that monsoon reserve stock is in order and to the scale laid down, by the prescribed date. [A]
A) DEN B) Sr.DEN/Co-ord C) ADEN D) SSE/P.Way In-charge

511. The measurements of wheels are to be done using wheel gauges to ROSO drawing No.SKDL _____ for all locomotives except WAP5 loco [B]
A) 3591 B) 3592 C) 4446 D) 4447

512. The measurements of wheels are to be done using wheel gauges to ROSO drawing No.SKDL _____ for WAP5 locomotives [C]
A) 3591 B) 3592 C) 4446 D) 4448

513. During heavy rains and strong wind endangering the safety of passenger train SM shall not [A]
A) Grant line clear B) exchange of all right signals
C) take off LSS or starter D) None of the above

514. Rainfall above _____ crosses in 24 hours is considered as dangerous for running trains [C]
A) 20mm B) 30mm C) 50mm D) None of these

515. Heavy winds above _____ kmph is considered as dangerous for running trains [A]
A) 65 B) 50 C) 35 D) None of these

516. The stationmaster on receipt of information regarding danger to track or bridge due to RAT should [D]
A) Stop immediately the approaching train B) inform the concerned SSE/JE/P.Way
C) inform the adjacent station master D) All the above

517. The Section JE/SSE/P.Way Incharge on receipt of information regarding danger to track or bridge due to RAT should [D]
A) Immediately proceed to the site B) Post a stationary watchman
C) inform the adjacent station masters D) All the above

518. During the monsoon period at every nominated vulnerable location _____should be posted round the clock [A]
A) Stationary watchman B) Mobile watchman
C) Patrolman D) none of these

519. The SSE/P.Way on receipt of weather/cyclone warning should [D]
A) advise patrolmen, Watchmen & mates to be extra vigilant
B) Introduce monsoon Patrolling and post watchmen at vulnerable locations

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C) out in his section for 48 hours D) All the above

520. Gangmate on receipt of weather warning from station master should [D]
A) in fair season depute 2 reliable Trackmen for patrolling
B) During monsoon send 2 Trackmen in opposite direction to alert intermediate Mate &Patrolmen
C) In case of heavy rain/severe storm carry out gang patrol D) All the above

521. ART stands for [A]
A) Accident Relief Train B) Auxiliary Relief Train
C) Accident Rail Testing D) none of these

522. MRV stands for [B]
A) Mobile Relief Van B) Medical Relief Van
C) Major Relief Van D) none of these

523. SPART stands for [A]
A) Self Propelled Accident Relief Train B) Special purpose Accident Relief Train
C) Special Private Accident Relief Train D) None of the above

524. POMKA stands for [B]
A) Primary Onsite Medical Kit for accidents B) Portable Medical Kit for Accidents
C) Private Onsite Medical Kit for Accidents D) None of these

525. MRT Stands for [C]
A) Mobile Relief Train B) Mass Relief Train
C) Medical Relief Train D) none of these

526. ARME stands for [A]
A) Accident Relief Medical Equipment B) Accident Restoration Mobile Engine
C) Accident Response Men in Emergency D) None of the above

527. CCRS Stands for [A]
A) Chief Commissioner of Railway Safety B) Chief Commercial Railway Supdt.
C) Chief Controller of Railway Safety D) None of the above

528. WILD stands for [B]
A) Wagon Inspection of Load device B) Wheel Impact Load Detector
B) Weld Impact Load Device D) None of the above

529. M&C report stands for [A]
A) Metallurgist & Chemist report B) Mechanical & Civil Report
C) Maintenance & Correction report D) None of these

530. If a Train is involved in collision, accident is classified as [A]
A) Class ‘A’ B) Class ‘B’ C) Class ‘C’ D) Class ‘D’

531. If there is Fire in Train, accident is classified as [B]
A) Class ‘A’ B) Class ‘B’ C) Class ‘C’ D) Class ‘D’

532. If a train runs into road traffic or road traffic runs into train at a Level Crossing, the accident is classified as [C]
A) Class ‘A’ B) Class ‘B’ C) Class ‘C’ D) Class ‘D’

533. If a train derails, the accident is classified as [D]
A) Class ‘A’ B) Class ‘B’ C) Class ‘C’ D) Class ‘D’

534. Averted Collision of trains, the accident is classified as [A]
A) Class ‘F’ B) Class ‘G’ C) Class ‘H’ D) Class ‘J’

535. If there is a Breach of Block Rules, the accident is classified as [B]

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A) Class ‘F’ B) Class ‘G’ C) Class ‘H’ D) Class ‘J’

536. If there is a Train Wrecking or attempted train wrecking or sabotage, the accident is classified as [D]
A) Class ‘K’ B) Class ‘L’ C) Class ‘M’ D) Class ‘N’

537. If Train passing signal at danger, the accident is classified as [C]
A) Class ‘F’ B) Class ‘G’ C) Class ‘H’ D) Class ‘J’

538. If there is a failure of engine & rolling stock, the accident is classified as [D]
A) Class ‘F’ B) Class ‘G’ C) Class ‘H’ D) Class ‘J’

539. If there is a failure of Permanent way, the accident is classified as [A]
A) Class ‘K’ B) Class ‘L’ C) Class ‘M’ D) Class ‘N’

540. If there is a failure of Electrical equipment, the accident is classified as [B]
A) Class ‘K’ B) Class ‘L’ C) Class ‘M’ D) Class ‘N’

541. If there is a failure of S&T equipment, the accident is classified as [C]
A) Class ‘K’ B) Class ‘L’ C) Class ‘M’ D) Class ‘N’

542. If causalities are involved in an accident, the accident is classified as [A]
A) Class ‘P’ B) Class ‘Q’ C) Class ‘R’ D) Class ‘S’

543. The minimum penalty imposed on staff Directly involved in accidents where collisions involving trains resulting in loss of human life [B]
A) Removal from service B) Dismissal from service
C) Major penalty D) Any of the above

544. The minimum penalty imposed on staff Directly involved in accidents where collisions involving trains not resulting in loss of human life [A]
A) Removal from service B) Dismissal from service
C) Major penalty D) Any of the above

545. The minimum penalty imposed on staff who are found to have secondary responsibility where collisions involving trains resulting in loss of human life [C]
A) Removal from service B) Dismissal from service
C) Major penalty (v), (vi) or (vii) D) Any of the above

546. The minimum penalty imposed on staff who are found to have secondary responsibility where collisions involving trains not resulting in loss of human life [C]
A) Removal from service B) Dismissal from service
C) Major penalty (v) or (vi) D) Any of the above

547. The minimum penalty for Civil Engineering staff involved directly for major track defect resulting in derailment of passenger train and there is loss of life [A]
A) Dismissal B) Removal from service C) Major penalty D) Any of the above

548. The minimum penalty for Civil Engineering staff involved directly for major track defect resulting in derailment of passenger train there is no loss of life [B]
A) Dismissal B) Removal from service
C) Major penalty v,vi or vii D) Any of the above

549. The minimum penalty for Civil Engineering staff involved directly where derailment of Goods train takes place on main line [A]
A) Reduction to a lower grade for a period of three years with loss of seniority
B) Reduction to a lower grade without loss of seniority
C) Reduction to a lower stage D) Any of the above

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550. The minimum penalty for Civil Engineering staff involved directly where derailment of Goods train takes place in station yards other than main line [B]
A) Reduction to a lower grade with loss of seniority
B) Reduction to a lower Stage for a period of two years without postponing increments
C) Reduction to a lower Stage for a period of two years with postponing increments
D) Any of the above

551. The minimum penalty for Civil Engineering staff involved directly where track defects like cross level, low joints and defective alignment in curves resulting in derailment of passenger train and loss of life [B]
A) Dismissal B) Removal from service
C) Major penalty v,vi or vii D) Any of the above

552. The minimum penalty for Civil Engineering staff involved directly where track defects like cross level, low joints and defective alignment in curves resulting in derailment of passenger train and no loss of life [A]
A) Reduction to a lower grade with loss of seniority for 3 years
B) Removal from service C) Major penalty v,vi or vii D) Any of the above

553. The minimum penalty for Civil Engineering staff involved directly where track defects like cross level, low joints and defective alignment in curves resulting in derailment of Goods train on main line or within stations [A]
A) Reduction to a lower grade with loss of seniority for 1 to 3 years
B) Reduction to a lower grade without loss of seniority
C) Reduction to a lower Stage for a period of two years with postponing increments
D) Any of the above

554. The minimum penalty for Civil Engineering staff involved directly where track defects like cross level, low joints and defective alignment in curves resulting in derailment of Goods train on other than main line within station yard [C]
A) Reduction to a lower grade with loss of seniority for 1 to 2 years
B) Reduction to a lower grade without loss of seniority for 1 to 2 years
C) Reduction to a lower Stage for 1 to 3 years without postponing future increments
D) Any of the above

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Bridge related works

1. In SC Railway, JE/SSE/Bridges is responsible for inspection and maintenance of steel girder bridges of _____span [D]

   A) Less than 12.2m B) Greater than or equal to 12.2m

   C) Steel girders of major & important D) All steel girder bridges

2. Obstruction to water ways of bridges, if any, shall be cleared before Monsoon by [A]

   A) PWI B) IOW C) BRI D) Anyone

3. Inspection of important bridge by Sr. DEN/DEN is [A]

   A) Once in a year B) Once in 6months C) Once in 3months D) None of these

4. Inspection of bridge with overall rating number (ORN) 1or 2 or 3 by Sr. DEN/DEN is

   A) Once in three months B) Once in six months

   C) Once in a year D) None of these [C]

5. Initial inspection for PSC girders / Welded girder bridges as per IRBM 1998 [A]

   A) Within one year of installation B) Once in 3 years

   C) Once in 2 years D) Once in 5 years

6. Periodical inspection of Welded girders [B]

   A) Once in 1 years B) Once in 3 years C) Once in 2 years D) Once in 5 years

7. Periodical inspection of PSC & Composite girders [B]

   A) Once in 3 years B) Once in 5 years C) Once in 2 years D) Once in 1 years

8. Inspection of PSC girders is the responsibility of [C]

   A) SSE/works B) SSE/P.Way C) SSE/bridges D) Any of the above

9. All composite girder bridges are to be inspected by [C]

   A) SSE/works B) SSE/P.Way

   C) SSE/bridges D) Any of the above

10. In-charge SSE/Bridges shall carry detailed inspection of Superstructure of Steel/RCC/PSC/Composite girders at the frequency of once in: [A]

    A) 5 years B) 3 years C) 2 years D) Every year

11. _____ shall also responsible for the posting of bridge watchman, wherever necessary and ensure their effective functioning. [A]

    A) Permanent Way Inspector B) Inspector of Works

    C) Bridge Inspector D) None of these

12. The Assistant Engineer shall inspect every tunnel in the sub division _____ before monsoon and maintain the records of his inspection. [B]

    A) Once a half year B) Once a year

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C) Once one and half year D) Once two years

13. Tunnels - to be inspected after Monsoon by [D]

A) PWI B) IOW C) BRI D) PWI or IOW

14. Bridge watchmen, in the case of emergency, should be well conversant with the rules regarding use of _____ [D]

A) Hand signals B) Detonators C) Protection D) All of these

15. The Divisional/Assistant Engineer should carry out inspection of Bridges and their training works after the _____ and take action to undertake repairs and make good the damages before next ___ [A]

A) Rainy season B) Winter season C) Summer season D) All of these

16. Investigation for important bridges may be carried out in which stage [D]

A) Technical feasibility study (reconnaissance survey)

B) Techno-economic feasibility study (preliminary engineering survey)

C) Detailed survey and project report stage (final location survey)

D) All the above

17. Indian Railway Bridge manual established in [A]

A) 1998 B) 1999 C) 1989 D) 1954

18. A major bridge is one which has [D]

A) Single span of 12m & above B) Total linear water way 18m and above

C) Either A or B D) Both A) & B)

19. Railway bridge having total linear waterway of 18m or more is called [A]

A) Major bridge B) Minor bridge C) Important bridge D) Major or Minor

20. A minor bridge is one which has [D]

A) Single span less than 12m B) Total linear water way less than 18m

C) Either A or B D) Both A & B

21. An important bridge is one which has total water way of equal to or more than [A]

A) 1000 sq.m. B) 800 sq.m. C) 500 sq.m. D) 300 sq.m.

22. Minimum clearance for Arch bridges measured from the crown for spans less than 4m should be [A]

A) Rise of the arch or 1200mm whatever is more B) Rise of the arch

C) 1200mm D) None of these

23. Which cement should <u>not</u> be used for bridge slabs (PSC and RCC works) [B]

A) OPC B) Portland Pozzolana cement

C) Portland furnace slag cement D) Rapid hardening cement

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24. The concrete under water minimum grade recommended by concrete bridge code [C]

A) M 10 B) M 15 C) M 20 D) M 25

25. In Indian railway, Waterway bridges are classified as major / minor / important based on (C)

A) Material B) Superstructure C) waterway D) Foundation depth

26. Health monitoring of Very important Bridges in Aggressive environment is to be done by an independent agency once in [B]

A) 2 years B) 5 years C) 10 years D) 20 years

27. Classification of a bridge as Through, Semi-through or Deck bridge is based on [C]

A) Type of girders B) Grade separation

C) Position of track with respect to main girder D) Headway requirement consideration

28. Causeway, Submersible bridges and High level bridges are the type of bridges based on

A) Type of waterway B) Grade separation

C) Position of roadway or railway with respect to main girder

D) Headway requirement consideration [D]

29. In a temporary signalling arrangement for a bridge work in BG section, caution board shall be placed in advance of _____ m from starting of the bridge/work spot. [B]

A) 30 m B) 1200 m C) 677 m D) 1000 m

30. In a temporary signalling arrangement for a bridge work in BG section, speed board shall be placed in advance of 30 m from the [C]

A) C.L. of the bridge B) Termination Board

C) Start of the bridge/work spot D) Caution Board

31. When proposed depth of construction of a bridge is more than the existing depth of construction in a bridge work, the existing rail level requires [B]

A) Lowering B) Lifting C) Slewing D) None

32. What is DPC? [A]

A) Damp proof course B) Weathering course

C) Treatment the foundation D) Treatment over the roof

33. In single line section, under normal circumstances, artificial ventilation may not be required if the length of tunnels is less than [B]

A) 1 km B) 2 km C) 3 km D) 4 km

34. Callendar Hamilton spans are normally available maximum up to [B]

A) 18.3 M B) 30.5 M C) 45.7 M D) 61 M

35. Distance between two consecutive sleepers for B.G. should not exceed _____ [D]

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A) 250mm B) 300mm C) 400mm D) 500mm

36. The thickness of sleepers for B.G. should preferably be _____ (C)

A) 125mm B) 150mm C) 175mm D) 200mm

37. Clearance between guard rail & running rail on B.G. bridges should be ..... [D]

A) 150mm ± 50 B) 200mm ± 50 C) 225mm ± 50 D) 250mm ± 50

38. Clearance between guard rail & running rail on M.G. bridges should be ..... [B]

A) 150mm ± 50 B) 200mm ± 50 C) 225mm ± 50 D) 250mm ± 50

39. Length of guard rail outside ballast wall for B.G. bridges should be [D]

A) 3200mm B) 3655mm C) 4250mm D) 4875mm

40. Length of guard rail to be bent so as to be brought together at middle of the track on BG bridges [C]

A) 1600mm B) 1750mm C) 1825mm D) 1900mm

41. SEJ (switch expansion joint) is to be installed at a distance of ___ m from the Abutment in case where LWR is continued over the bridge with provision of SEJ at the far end. [D]

A) 20 B) 30 C) 25 D) 10

42. SWR may be continued over the girder bridges with unballasted decks, where the clear distance between abutments does not exceed ..... [D]

A) 6.5m B) 9.6m C) 11.5m D) 13.3m

43. Track on girder on which SWR is not permitted should be isolated from the SWR in the approaches on either side by providing at least ..... well anchored standard rail length. [B]

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

44. BGML loading stands for [C]

A) Broad Gauge Mineral loading B) Broad Gauge Modified loading

C) Broad Gauge Main Line loading D) None of the above

45. BGML loading caters for maximum axle load of ..... tonnes for locomotive with trailing load of ..... tonnes/metre. [A]

A) 22.9, 7.67 B) 22.5, 7.65 C) 25.0, 7.67 D) None of these

46. RBG loading stand for [A]

A) Revised Broad Gauge loading B) Rolling Broad Gauge loading

C) Railway Broad Gauge loading D) None of these

47. RBG loading caters for maximum axle load of ..... tonnes for locomotive with trailing load of ..... tonnes/metre of track with maximum axle load of ..... tonnes for wagons. [B]

A) 22.9, 7.67, 25 B) 22.5, 7.67, 22.9 C) 25, 7.67, 22.9 D) None of these

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48. MBG loading stands for [B]

A) Mineral Broad Gauge loading B) Modified Broad Gauge loading

C) Medium Broad Gauge loading D) None of these

49. MBG loading caters for maximum axle load of ..... tonnes for locomotive with trailing load of ..... tonnes/metre on both side of locomotive. [C]

A) 25, 7.67 B) 22.5, 8.25 C) 25.0, 8.25 D) None of these

50. Standard bag of cement in …… kg [D]

A) 52 kg B) 30.5kg C) 10.7kg D) 50 kg

51. CDA stands for [A]

A) Coefficient of Dynamic Augment B) Critical Dynamic Augment

C) Constant Dynamic Augment D) Calculated Dynamic Augment

52. Dynamic Augment is [C]

A) Wind effect on railway bridges B) Temperature effect on railway bridges

C) Impact Effect on railway bridges D) Rolling effect on railway bridges

53. Bridges are expected to have design life of [A]

A) 75 to 100 years B) 100 to 125 years C) 125 to 150 years D) None of these

54. Bridge planning is the process of finding optimal solution for crossing a [D]

A) Water course B) Roadway C) Railway D) All of these

55. Design discharge (Q) shall normally be the computed flood with a probable recurrence interval of [A]

A) 50 years (Q50) B) 60 years (Q60) C) 70 years (Q70) D) None of these

56. Minimum periodicity of taking soundings during floods is [B]

a. A) Every hour B) Daily C) Alternate day D) Every fortnight

57. Water level should be recorded at the specified bridges, during the monsoon period [D]

a. A) Every hour B) Every 12 hours C) Every 6 hours D) Daily

58. No work shall be done within a distance of ____ meters from the live parts of OHE without ‘permit-to-work’. [C]

A) 1.0 B) 1.5 C) 2.0 D) 2.5

59. Plate girder directly rests on which component [A]

A) Bed Plate B) Bearing plate C) Bed Block D) Abutment

60. Flooring is generally required to be provided for bridges with [B]

A) Deep foundations B) Shallow foundations C) Both D) None

61. Transfer of vertical loads in Arch Bridges is mainly through _____ stresses [B]

A) Bending B) Compressive C) Tensile D) Shear

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62. Diameter of reinforcement bar generally used as dowels for jacketing of bridge structures.
A) 25mm B) 12mm C) 20 mm D) 16mm [C]

63. The ingredient of solvent used in paints is for the purpose of [B]
A) To make the paint thinner B) To make the paint consistent
C) To make the paint thicker D) None of the above

64. Camber in steel triangulated girder is provided to compensate for deflection [A]
A) Under live load and dead load B) Under live load
C) Under dead load D) None of the above

65. Bearings are provided in bridges to transfer the load to [D]
A) Super structure B) Track C) Embankment D) Sub structure

66. At FOBs in electrified section the electrocution by live OHE wires is prevented by providing [D]
A) Smoke guards B) Roofing C) Bottom lateral bracings D) Protective screens

67. For a major bridge, the URN would comprise of [B]
A) Single digit B) Eight digits C) Six digits D) Four digits

68. While painting with red oxide paint, a little quantity of ……..shall be added to the paint while doing the first coat to distinguish it from the second coat [B]
A) Little blue paint B) Lamp black C) Red paint D) Green paint

69. While painting with Aluminium paint, a little quantity of ……..shall be added to the paint while doing the first coat to distinguish it from the second coat [A]
A) Little blue paint B) Lamp black C) Red paint D) Green paint

70. Rail joints should be avoided on the approaches within ……of a bridge abutment.
A) 6 m B) 3 m C) 4 m D) 10 m [B]

71. Renewal of slack rivets should be taken up in steel girder bridges, if [D]
A) All rivets which are hand loose or which have lost 50% of their head by corrosion.
B) All hammer loose rivets where corrosion has set in between the head and the plate.
C) In end stiffeners when the percentage of hammer loose rivets is >30%
D) All the above

72. In flange splices when the number of hammer and hand loose rivets is 30% or more of the total rivets on any side of the splice location, [C]
A) Need not be renewed B) Wait for 100% loose rivets
C) All the rivets should be renewed D) None of the above

73. Corrosion in Steel girder bridges may be prevented by [D]
A) Protective coatings by painting B) Metallising

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C) Use of epoxy-based paints D) All the above

74. Metal used for spraying in metalizing of steel girders is [C]

A) Zinc or nickel B) Nickel or Aluminium C) Aluminium or zinc D) All of above

75. Ready mixed zinc chromate paint used for bridge painting should conform to [C]

A) IS:102 B) IS:103 C) IS:104 D) IS:105

76. Finishing coat of Aluminium paint for steel girders should conform to [B]

A) IS:1339 B) IS:2339 C) IS:1338 D) IS:2338

77. The date of painting of steel work should be painted in white on the outside of the left girder [B]

A) Of the 1st span only B) First span only but on all spans for Imp. Bridges

C) Of the all spans D) None of the above

78. The length of the snap head rivet shank is, when L = length of the rivet, G = length of grip in mm; D = Dia of rivet in mm [A]

A) L =G +1.5 D + 1mm for every 4 mm of grip or part thereof

B) L =G +0.5 D + 1mm

C) L =G +0.5 D

D) None of the above

79. The length of the countersunk head rivet shank is, when L = length of the rivet, G = length of grip in mm; D = Dia of rivet in mm [A]

A) L =G +0.5 D + 1mm for every 4 mm of grip or part thereof

B) L =G +0.5 D + 1mm

C) L =G +0.5 D

D) None of the above

80. Periodicity of recording of camber in PSC girders [D]

A) Once in a year B) Once in two years C) Once in three years

D) Within 1 year of installation and once in 5 years afterwards

81. Conventional method of camber recording [A]

A) Piano wire with counter weight B) By using levelling instrument

C) Offset method D) None of the above

82. Trolley refuges should be checked to ascertain whether they have been provided on bridges with main span of ------- [D]

A) Less than 100m, at every 100m B) 100m and more, a refuge over each pier

C) Either A) or B) D) Both A) and B)

83. Periodicity of Underwater inspection [B]

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A) Once in a year B) Once in two years

C) Whenever high flood occurs D) Along with detailed inspection of SE/Br

84. Elastomeric bearings are made of natural or synthetic rubber of shore hardness of approximately. [B]

A) 30 to 40 B) 50 to 70 C) 40 to 50 D) 60 to 70

85. For assessing the strength of concrete structure by NDT method, the equipment used is

A) Echo sounder B) Anemometer

C) Schmidt's concrete testing hammer D) Volt meter [C]

86. For assessing the cover available to reinforcement in existing RCC structures by NDT method, the equipment used is [B]

A) Echo sounder B) Profometer C) Cover meter D) Volt meter

87. For a major bridge, the condition rating number (CRN) should be of [D]

A) 2 digits B) 4 digits C) 6 digits D) 7 digits

88. In case of Shotcreting/ Guniting, the coarse aggregate, when used should conform to IS 383, with a maximum nominal size of ------- [A]

A) 10 to 12.5 mm B) 12 to 20 mm C) 20 to 25 mm D) Both A and B

89. In the eight digit code given in the rating system, the first digit is called [B]

A) URN B) ORN C) CRN D) None of the above

90. ORN stands for in the Numerical Rating System is [C]

A) Overall ranking number B) Ordinary ranking number

C) Overall rating number D) Any of the above

91. URN stands for in the Numerical Rating System is [C]

A) Unique ranking number B) Universal ranking number

C) Unique rating number D) Any of the above

92. For spans more than 6.1 m, rail joints should preferably be provided at ..... of span from either end.

A) 1/3 B) 1/5 C) 0.4 D) None of these [A]

93. Drop & Curtain wall is provided [B]

A) to reduce velocity of water flow B) to reduce scouring effect of stream

C) Both A & B D) None of these

94. In areas where corrosion is not severe, priming coat consists of [B]

A) one coat of ready mixed paint zinc chromate priming conforming to IS 104 followed by one coat of ready mixed paint red oxide zinc chromate primer paint conforming to IS 2074

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B) Two coats of zinc chromate red oxide primer paint conforming to IRS P-31

C) Either of the above

D) None of these

95. In areas where corrosion is not severe, finishing coat consists of [A]

A) Two cover coats of paint conforming to IS: 13607

B) Two coats of Aluminum paint to IS: 2339

C) Either of the above

D) None of these

96. In areas where corrosion is severe, priming coat consists of [A]

A) One coat of ready mixed paint zinc chromate priming conforming to IS 104 followed by one coat of ready mixed paint red oxide zinc chromate primer paint conforming to IS 2074

B) Two coats of ready mixed paint zinc chromate priming paint conforming to IS 104

C) Either of the above

D) None of these

97. In areas where corrosion is severe, finishing coat consists of [A]

A) Two coats of aluminium paint conforming to IS 2339

B) Two cover coats of red oxide paint conforming to IS 123

C) Either of the above

D) None of the above

98. Entire steel work of a girder of bridge should be painted at regular interval. This system of painting is known as [D]

A) Patch painting B) Complete painting C) Periodical complete painting

D) Periodical through painting

99. When a small area of painting of a steel girder bridge show pronounced deterioration and require immediate painting, this system of painting is known as [A]

A) Patch painting B) Complete painting

C) Preventive painting D) Through painting

100. Elcometer is used for measuring the ..... [B]

A) Thickness B) Thickness of dry paint

C) Thickness of wet paint D) All of the above

101. Piano wire is used for measuring the ..... [B]

A) Distortion B) Camber of PSC girder C) Both A & B D) Both A & C

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100. In railways, periodicity of painting of steel girder varies from -----in arid zones to ------ in highly corrosive areas. [A]

A) 6 years, 1 year B) 1 year, 6 years C) 8 years, 2 years D) 2 years, 8 years

101. A Bridge having linear water way of 200 m and water way area of 1200 sq.m is known as

A) Minor bridge B) Important bridge

C) Major bridge D) None of the above [B]

102. Bridge having total water way of less than 18 m and clear span of less than 12 m in single span are called [A]

A) Minor bridge B) Important bridge C) Major bridge D) None of the above

103. NRS stands for [B]

A) National Rating System B) Numerical Rating System

C) Non Repair System D) None of these

104. URN of a minor bridge shall be represented by .... digit. [D]

A) 8 B) 5 C) 4 D) 1

105. Weight of rivet testing hammer is approx.....grams [D]

A) 180 B) 170 C) 150 D) 110

106. Length of wooden handle of rivet testing hammer is about [C]

A) 200 mm B) 250 mm C) 300 mm D) 1200 mm

107. Oiling & Greasing of bridge bearings is done once in ..... [C]

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

108. For painting, brush shall be held at ..... to the surface [C]

A) 60^0 B) 30^0 C) 45^0 D) All of these

109. Repairing by cement pressure grouting can be adopted in case of [D]

A) Honeycomb concrete structure B) Hollow masonry

C) Dormant cracks D) All of above

110. Cement pressure grouting is suitable for [B]

A) Very fine crack

B) Active crack where cause of cracking has been determined and remedial action has been taken

C) Crushed masonry

D) Weathered concrete or masonry

111. Cement pressure grouting is best suited for [A]

A) Wide and deep crack B) Fine and deep crack

C) Fine but not very deep crack D) None of above

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112. Cement used for pressure grouting is Ordinary Portland cement conforming to [A]

A) IS:269 B) IS:383 C) IS:455 D) IS:800

113. Epoxy pressure grouting is superior over cement pressure grouting due to [D]

A) Quick setting B) High strength C) Good adhesion D) All the above

114. Epoxy injection could be resorted to when [A]

A) Crack width is less than 1 mm. B) Crack width is between 1mm & 10 mm.

C) When the masonry is having large voids D) None of the above

115. Epoxy grouting is best suited for [C]

A) Wide and deep crack B) Fine and deep crack

C) Fine but not very deep crack D) None of above

116. Admixture is added in cement pressure grouting mainly due to [D]

A) Increase initial setting time B) Improve flowability

C) Prepare non shrinkable grout D) Both B) and C

117. In cement pressure grouting, water cement ratio is kept as [A]

A) 0.4 to 0.5 B) 0.3 to 0.4 C) 0.25 to 0.35 D) 0.35 to 0.50

118. In cement pressure grouting, pressure is kept as [A]

A) 2 to 4 kg/sq.cm. B) 3 to 6 kg/sq.cm C) 3 to 10 kg/sq.cm D) 3.5 to 7 kg/sq.cm

119. In epoxy grouting, pressure is kept as [D]

A) 2 to 4 kg/sq.cm B) 3 to 6 kg/sq.cm C) 3 to 10 kg/sq.cm D) 3.5 to 7 kg/sq.cm

120. In Guniting/shotcreting, water cement ratio is kept as [D]

A) 0.4 to 0.5 B) 0.3 to 0.4 C) 0.25 to 0.35 D) 0.35 to 0.50

121. In cement pressure grouting, holes, cracks/in or around hollow spots in staggered manner should be drilled having spacing in both the direction @ ..... [C]

A) 150-500mm B) 450mm C) 500-750mm D) Suitably as decided by DEN

122. In cement pressure grouting, GI pipe pieces of diameter .... and length ..... should be fixed with rich cement sand mortar in drilled holes [A]

A) 12 to 20 mm, 200 mm B) 12 to 20 mm, 300 mm

C) 12 to 25 mm, 200 mm D) 20 to 25 mm, 300 mm

123. The date of painting of steel work should be painted in ……. on the outside of the left girder of the first span. [A]

A) White B) Yellow C) Grey D) Green

124. At important bridges, flood level gauges should be provided on abutments or on piers, which may be plastered with cement mortar ------ wide for providing gauges. [A]

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A) 380 mm B) 300 mm C) 450 mm D) 400

125. For riveting work in bridge, the air pressure of _____ kg/cm2 is required [A]

A) 5.6 to 7 B) 5.0 to 5.6 C) 6.0 to 7.0 D) 7.0 to 8.0

126. Rivet renewal shall be carried in the end stiffeners of steel bridges, if loose rivets are[B]

A) > 20% B) > 30% C) > 40% D) > 50%

127. Railway steel girder bridges require painting at regular interval of [D]

A) 1 to 4 Years B) 3 to 4 Years C) 4 to 6 Years D) 1 to 6 Years

128. In S.C.Railway, periodicity of painting of steel girders is once in [A]

A) 4 to 6 years B) 1 to 6 years C) 3 years D) 1 year

129. The periodicity of painting of girder bridges in a Railway is prescribed by [B]

A) DRM B) Chief Engineer C) Dy.CE D) Sr. DEN

130. The periodicity of Floor System painting of girder bridges prescribed by the rank of[B]

A) DRM B) Chief Engineer C) Dy.CE D) Sr. DEN

131. Minimum Air pressure required for sand blasting for surface preparation during metallizing of steel girders [A]

A) 2.109 kg/cm2 B) 3.109 kg/cm2 C) 2.901 kg/cm2 D) 3.901 kg/cm2

132. Nozzle position from the surface for sand blasting for surface preparation during metallizing of steel girders should be [B]

A) 12.5 cm B) 22.5 cm C) 32.5 cm D) 42.5 cm

133. In metallization process of steel girders, first layer of coating shall commence ___ of blasting of surface [A]

A) Within 4 hours B) After 4 hours C) Within 6 hours D) After 6 hours

134. On metalized girders, if existing paint is found flaked it should be removed only by[A]

A) Wire brush B) Scraper C) Chipping tool D) Any of the above

135. In welded girders, type of loads that affect the weld life (C)

A) Static load B) UDL C) Dynamic load D) Dead load

136. In girder bridges, painting should not be done when relative humidity is above ___ [A]

A) 90 % B) 95 % C) 80 % D) 70 %

137. In centralized articulated bearing (sliding type) of Girder Bridge the minimum expansion is _____mm [A]

A) 12 to 20 B) 10-12 C) 18-20 D) 20-24

138. The direction of flow should be distinctly marked in ___ colour on abutment or piers [D]

A) White B) Red C) Yellow D) Black

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139. In case of painting of steel girder bridges, the maximum time lag between Surface preparation & application of primer coat is __ hrs. [D]

A) 6 B) 8 C) 12 D) 24

140. In case of painting of steel girder bridges, the maximum time lag between Surface preparation & 1st finishing coat in case of patch painting is _____ hrs. [B]

A) 24 B) 48 C) 12 D) 6

141. In case of painting of steel girder bridges, the maximum time lag between primer coat & finishing coat is ____ [C]

A) 1 day B) 48 hrs C) 7 days D) 2 weeks

142. In case of painting of steel girder bridges, the maximum time lag between 1st finishing coat & the 2nd finishing coat is [C]

A) 2 days B) 1 day C) 7 days D) 12 hrs

143. Shelf life of paint - Red lead ready mixed IS:102 is _____months [B]

A) 2 B) 4 C) 1 D) 6

144. Shelf life of paint red oxide ready fixed IS:123 is _____ months [A]

A) 12 B) 4 C) 1 D) 6

145. Shelf life of Aluminum paint IS:2339 where paste and oil are not mixed is ___months [C]

A) 2 B) 4 C) 12 D) 6

146. Shelf life of Aluminum paint - IS:2339 where paste & oil are mixed is _____ months[B]

A) 2 B) 4 C) 1 D) 6

147. Method of surface preparation done in case of Metallising based painting in Girder Bridge is-------- [D]

A) Manual hand cleaning B) Flame cleaning

C) Sand blasting D) Both B) and C)

148. Frequency of Greasing to bearings of Girder in Bridges is once in ___ years [C]

A) 1 B) 2 C) 3 D) 5

149. The dia. of wire used in metalizing is ---------- mm [A]

A) 3 to 5 B) 5 to 7 C) 7 to 10 D) More than 10

150. In case of sound condition of a bridge component, the no. given as CRN is ------- [C]

A) 0 B) 1 C) 5 D) 6

151. The no. of digits in case of URN of a major bridge is ---------- [D]

A) 5 B) 6 C) 7 D) 8

152. In Elastomeric bearing, what is used as reinforcement to reduce bulging? [A]

A) Steel Plate B) Tor Steel Rod C) Aluminium Plate D) Plain Steel Rod

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153. In which type bearings tooth bar is provided? [B]

A) Sliding Bearings B) Rocker and Roller bearing

C) Elastomeric bearing D) PTFE Bearings

154. In metalized painting at least 1 layer of coating must be applied with in ------- hours of blasting. [A]

A) 4 B) 12 C) 24 D) 48

155. The equipment are used for inspection of welded bridges [D]

A) Dye penetration kit B) Magnetic Crack Detector

C) Welding gauge D) All the above

156. The most common technique for repairs to fine cracks in masonry of bridges is ____[A]

A) Epoxy Grouting B) Cement Grouting C) Both A&B D) None of these

157. CRN given for any component of a bridge not inspected during time of inspection is_ [A]

A) 0 B) 1 C) 5 D) 6

158. CRN given if any component of Bridge does not exist is _____. [D]

A) 0 B) 1 C) 5 D) 6

159. At locations where replacing rivets is difficult ____ of appropriate dia and length may be used. [C]

A) Unfinished bolts B) Ribbed bolts C) Turned bolts D) None of Above

160. After metallising first coat shall be ___. [D]

A) Zinc chromate primer B) Aluminium primer

C) Both of A and B D) Wash primer or Etch primer

161. ____ is used as lubricating the matting surface in case of PTFE bearing of Girder bridge.

A) Graphite grease B) Silicon grease

C) Both A) and B) D) None of these [B]

162. The least digit of the URN indicates _____. [B]

A) Foundation and flooring B) ORN of bridge as a whole

C) Superstructure D) None of these

163. In the case of sliding bearings, the girder is lifted a little over ____ and the bearing surfaces cleaned with kerosene oil and a mixture of black oil. [A]

A) 6 mm B) 12 mm C) 18 mm D) 24 mm

164. The guard rail is provided in bridges to [B]

A) prevent derailment in bridges B) prevent falling of vehicles during derailment

C) have good riding D) guide the wheels

165. Minimum earth cushion required over RCC Box is [C]

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A) 300 mm B) 600 mm C) 0 D) 1000 mm

166. The diameter of hole for 20 Dia rivet shall be [C]

A) 23 mm B) 18 mm C) 21.5 mm D) 22 mm

167. The minimum edge distance for rivets of diameter 'D' in steel plates shall be [C]

A) 2 x D B) 3 x D C) 1.5 x D D) 2.5 x D

168. For railway bridges with spans of 30.5m and above, generally provided with [B]

A) deck type girders B) open web through girders

C) semi through girders D) shallow type girders

169. The size of bridge timber required for the standard spans up to 18.3 m [A]

A) 250 x 150mm B) 250 x 180mm C) 250 x 240mm D) 250 x 200mm

170. In case of LWR track, full ballast section as specified in LWR Manual should be provided up to _____ from the bridge abutment. [D]

A) 200 m B) 50 m C) 300 m D) 100 m

171. Clear distance between consecutive sleepers not to exceed on bridges in BG is [A]

A) 450 mm B) 600 mm C) 510 mm D) 500 mm

172. Length of sleepers on BG Girder bridges should not less than [A]

A) 2440 mm B) 3660 mm C) 3000 mm D) 2600 mm

173. Minimum length of steel channel sleeper in BG [B]

A) 2500mm B) 2440mm C) 2400mm D) 2600mm

174. Length of bridge timber in BG [C]

A) Outer to outer of girder plus 305mm B) 2440mm

C) Whichever is more in (A) & (B) D) Whichever is less in (A) & (B)

175. For painting area, the unit of rate adopted in SSR is [C]

A) Sq.m. B) cum C) 10sq.m. D) 10cum

176. In case of derailment on the bridge, the extra rails provided over bridge to prevent damage and danger are known as [B]

A) Stock rails B) Guard rails C) Check rails D) Wing rails

177. The minimum cushion specified over an arch bridge is [C]

A) 0.5m B) 0.9m C) 1.0m D) 1.2m

178. Open web girders of span more than ___ metres are generally provided with camber [C]

A) 10m B) 20m C) 30.5m D) 35.2m

179. Depth of bridge timbers excluding notching should not be less than ___ mm for BG.

A) 100 mm B) 125 mm C) 150 mm D) 200 mm [C]

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180. The clear distance between bridge timbers at joints should not exceed ..... mm both for BG and MG. [B]

A) 250 mm B) 200 mm C) 180 mm D) 150 mm

181. The top table of the guard rail for BG, MG, NG should not be lower that of the running rail by more than..... [B]

A) 30 mm B) 25 mm C) 20 mm D) 15 mm

182. On the bridge approaches, for a length of ..... m, PSC sleepers with arrangement for fixing guard rails should be provided irrespective of the type of sleepers in the track.

A) 80 m B) 75 m C) 100 m D) 125 m [C]

183. On the bridge approaches, for a length of about 100 m, width of cess should be ___ cm clear of full ballast section. [C]

A) 50 cm B) 70 cm C) 90 cm D) 100 cm

184. Paint is the mixture of _____ [A]

A) Binder, pigment & solvent B) Binder & pigment

C) Pigment & solvent D) None of these

185. Oil bath bearings are generally provided for girders of spans of ____ and above [A]

A) 76.2 B) 45.7 C) 60 D) 30.5

186. Oil bath bearings are generally provided for _____ OWG considering difficulty for greasing [C]

A) Above 45.7 m B) Above 61 m C) Above 76.2 m D) 91.5m and Above

187. Knuckle pin is a part of ____ bearing [B]

A) Sliding bearing B) Rocker bearing

C) Elastomeric bearing D) PTFE bearing

188. The oil in the oil bath bearing is to be completely changed once in [C]

A) Once in a year B) Once in 3 years

C) Once in 5 years D) Need not be changed

189. Oil bath bearings should be inspected completely [D]

A) Once in a year B) Once in 2years C) Once in 3 years D) Once in 5 years

190. Friction between the following mating surfaces is the least [D]

A) Steel over steel B) Steel over Elastomer

C) Stainless steel over Elastomer D) Stainless steel over PTFE

191. In elastomeric bearings, steel plates are used as reinforcement, to ____ [B]

A) Reduce volumetric shrinkage B) Reduce bulging

C) Reduce heavy compression D) Reduce excessive shearing

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192. The formation level of major/important bridges is decided based on [B]

A) Length of bridge B) HFL C) Discharge of river D) Width of river

193. The minimum wire mesh spacing should be ___ for Guniting work. [A]

A) 50mm x 50mm B) 60mm x 60mm C) 70mm x 70mm D) 45mm x 45mm

194. The cleaning of ballast and drainage arrangements on Deck bridges are to be ensured annually _ [C]

A) During monsoons B) After monsoons C) Before monsoons D) Any time

195. External pre-stressing may be adopted during following situations [D]

A) To increase load carrying capacity B) To increase its flexural strength

C) The existing cables have deteriorated D) Any of the above

196. The existing camber in through girders are measured by taking readings at [D]

A) Top of running rails B) Top of sleepers

C) On top of main girders D) At panel points

197. Spraying of hot metal on girder surface to prevent corrosion is called [B]

A) Galvanization B) Metallization C) Electro plating D) None of the above

198. The locations in the girders which generally require patch painting [D]

A) Upper surface of top chord members B) Inside surface of bottom chord members

C) Top flanges of plate girders D) Any of the above

199. If epoxy grouting is not found effective, vertical pre-stressing will be necessary during maintenance of the following girders [C]

A) Plate girders B) Through girders C) Composite girders D) PSC girders

200. On the selected bridges (identified by CBE), Tractive Effort is limited to ___ [C]

A) 20T per Loco B) 25 T per Loco C) 30 T per Loco D) 35 T per Loco

201. T.E. LIMIT Indicator board shall be fixed before the bridge at a distance of [B]

A) 25m B) 30m C) 50m D) 100m

202. Roller rocker bearings are provided in girders of span ____m and above [A]

A) 30.5 B) 45.7 C) 18.3 D) 24.4

203. The channels get twisted symmetrically with regards to its axis [B]

A) Parallel to web B) Parallel to Flanges C) Perpendicular to Flanges

D) Perpendicular to Web

204. Stiffeners are used in a plate girder [D]

A) To reduce the compressive stress B) To reduce the shear stress

C) To take the bearing stress D) To avoid buckling of web plate

205. The minimum pitch of rivet holes of diameter ‘d’ should not be less than [D]

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A) d B) 1.25d C) 1.5d D) 2.5d

206. Frequency of painting of steel girder bridges in coastal areas. [B]

A) Every year B) Once in 4 year C) Once in 5 years D) Once on 6 years

207. Frequency of painting of steel girder bridges in non-coastal areas. (D)

A) Every year B) Once in 4 years C) Once in 5 years D) Once in 6 years

208. Periodicity of Underwater inspection for identified bridges [B]

A) Once in a year B) Once in two years

C) Whenever high flood occurs D) Along with detailed inspection of SE/Br

209. Camber of PSC girders shall be measured at __ for the span up to 20 metres [A]

A) Centre B) Centre and quarter points C) Quarter points D) Any of the above

210. Camber of PSC girders shall be measured at __ for the span more than 20 metres [B]

A) Centre B) Centre and quarter points C) Quarter points D) Any of the above

211. The property class of "10-S" embossed on the head of HSFG bolt, "S" denotes [C]

A) Steel B) Structural C) High strength structural D) Any of the above

212. The allowance grip (maximum total thickness of members) for M-22 HSFG Bolt [B]

A) 31 mm B) 34 mm C) 36 mm D) 42 mm

213. In HSFG bolts, if DTI is provided below the head of Bolt, or Nut, the feeler gauge used to check the tightness [C]

A) 0.1 mm B) 0.25 mm C) 0.40 mm D) 0.50 mm

214. In HSFG bolts, if DTI washers are provided, the feeler gauge used to check the tightness

A) 0.1 mm B) 0.25 mm C) 0.40 mm D) 0.50 mm [B]

215. In HSFG bolts, to check the full compression, the feeler gauge used [A]

A) 0.1 mm B) 0.25 mm C) 0.40 mm D) 0.50 mm

216. In HSFG bolts, where 4 or 5 number of indicator positions in DTI washers are provided, the minimum number of feeler gauge refusals are [A]

A) 3 B) 4 C) 5 D) 6

217. In HSFG bolts, where 6 or 7 number of indicator positions in DTI washers are provided, the minimum number of feeler gauge refusals are [B]

A) 3 B) 4 C) 5 D) 6

218. In HSFG bolts, where 8 or 9 number of indicator positions in DTI washers are provided, the minimum number of feeler gauge refusals are [C]

A) 3 B) 4 C) 5 D) 6

219. After tightening of HSFG bolts, if the feeler gauge cannot be inserted, it is called [A]

A) Refusal B) Tight C) Compact D) All of the above

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220. Free Board is the level difference between Formation Level and _____ [B]

A) Rail Level B) HFL C) Bed Level D) Danger Level

221. Minimum Free Board required in a bridge is [A]

A) 1 m B) 1.20 m C) 600 mm D) 300 mm

222. Vertical Clearance (VC) in water way bridge is the level difference between [C]

A) HFL and Formation level B) Bed level and bottom of superstructure

C) HFL and bottom of superstructure D) Rail level and Formation level

223. Depth of construction in a girder bridge means the depth from [B]

A) RL to HFL B) RL to top of bed block

C) RL to bottom of bed block D) RL to Bed level

224. HFL marking on bridges up to 60m in length is done on [B]

A) Upstream of one Abutment B) Downstream of one Abutment

C) Upstream of both Abutments D) Downstream of both Abutments

225. HFL marking on bridges whose Length is more than 60m is done on [D]

A) Downstream of both Abutments B) Downstream of piers of end spans

C) A or B D) A and B

226. Flood level gauges shall be provided at the following bridges [C]

A) Minor bridges B) Major bridges C) Important bridges D) All the above

227. Marking of Flood level gauges at important bridges commences from [A]

A) Underside of girder towards bed B) Bed level towards underside of girder

C) HFL towards bed D) Danger level towards bed

228. Marking of HFL for bridges is done [C]

A) With white line B) With black line

C) With white line along with year of occurrence

D) With black line along with year of occurrence

229. Skew of a bridge is the angle between [C]

A) C.L. of water course to C.L. of track B) C.L. of water course to C.L. of pier

C) C.L. of water course/road to Normal (perpendicular) of C.L. of track

D) C.L. of abutment to C.L. of pier

230. It is desirable to restrict the skew angle of minor bridges to [C]

A) 20° B) 25° C) 30° D) 45°

231. For selection of site of Important railway bridges, the river should be surveyed for distance of ___ towards upstream side measured at right angles to centre line. [C]

A) 2 kms. B) 5 kms. C) 8 kms. D) 10 kms.

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232. For selection of site for Important railway bridges the river shall be surveyed for distance of ___ towards downstream side measured at right angles to centre line [A]

A) 2 kms. B) 5 kms. C) 8 kms. D) 10 kms.

233. Wing walls and return walls are provided to retain [A]

A) Earth on approaches B) Ballast C) Track on approaches D) None of these

234. The load transferred from rails to bottom flanges is in (B)

A) Deck type girder B) Through type girder

C) Semi-through type girder D) Plate girder

235. The medium to transfer loads from superstructure to substructure is called [C]

A) Abutment B) Bed block C) Bearing D) Pier

236. In S.C.Railway, inspection and maintenance of Bridge Bed Blocks is the responsibility of

A) PWI B) IOW C) BRI D) Any of the above [B]

237. One of the following is a shallow foundation [B]

A) Pile foundation B) Raft foundation

C) Under reamed pile foundation D) Well foundation

238. Foundation of Arch Bridge is considered as Shallow if the depth of foundation from bed level is [A]

A) Less than 2m B) Less than 1.2m C) Less than 1.5m D) Less than 1.8m

239. Walls constructed below Bed Level to protect the foundation of bridge from scour are called [C]

A) Drop wall B) Curtain wall C) Either of the above D) Toe wall

240. Scour of bed in bridges is generally observed on [B]

A) Upstream side of piers B) Downstream side of piers

C) On both sides D) Any one side

241. Scour formation at pier may lead to [A]

A) Tilting of pier B) Sinking of pier C) Movement of pier D) Leaning of pier

242. Generally, boulders which are stored for emergency purpose in Indian railway are of size of about [B]

A) Less than 20 cm B) About 30 cm C) Above 40 cm D) About 50 cm

243. Minimum vertical clearance (VC) for a slab/ girder bridge with discharge of 0-30 cumecs is [D]

A) 300 mm B) 1500 mm C) 1800 mm D) 600 mm

244. Minimum Vertical clearance for Girder bridges having Discharge 301-3000 Cumecs [C]

A) 600mm B) 1200mm C) 1500mm D) 1800mm

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245. Maximum vertical clearance (VC) for a slab/ girder bridge with discharge above 3000 cumecs is [C]

A) 300 mm B) 1500 mm C) 1800 mm D) 600 mm

246. For end bearing piles, the minimum spacing of piles of diameter 'D' shall be (C)

A) 3D B) 2D C) 2.5D D) 5D

247. Weep holes are provided in (D)

A) Piers B) Trestle piers C) Foundation D) Abutments

248. Due to adverse environmental conditions, the Abutments or Piers suffer from (D)

A) Weathering B) Leaching C) Cracking D) Any of the above

249. Loss of binding power of cement/lime mortar in masonry piers/abutments over a period of time is called [B]

A) Weathering B) Leaching C) Loosening D) Rusting

250. Leaning or Bulging of Abutments is due to [D]

A) Excess earth pressure B) Excess hydrostatic pressure

C) Excess loading D) Any of the above

251. Weep holes are provided in Abutments and wing walls [C]

A) For the purpose of drainage B) To reduce hydrostatic pressure

C) Both A & B D) None of the above

252. Choked weep holes in an abutment or retaining wall may cause [C]

A) Weathering B) Leaching C) Leaning/Bulging D) Settlement of foundation

253. Occurrence of cracks in masonry or concrete in abutment/pier could be due to [D]

A) Age B) Excessive dynamic impact

C) Settlement of foundation D) Any of the above

254. What types of cracks may form in substructures due to differential settlement [B]

A) Horizontal cracks B) Vertical cracks C) Radial cracks D) Any of the above

255. What types of cracks more serious in nature in abutment/piers [A]

A) Horizontal cracks B) Vertical cracks C) Inclined cracks D) Any of the above

256. Due to inadequacy of cross section of substructure what type of cracks may form [A]

A) Horizontal cracks B) Vertical cracks C) Inclined cracks D) Any of the above

257. Propagation of cracks in substructure of bridges is observed by (C)

A) Painting B) Plastering C) providing tell-tales D) Any of the above

258. Provision of masonry or concrete buttress to a wall is a solution for the problem of [C]

A) Weathering B) Leaching C) Leaning/Bulging D) Cracking

259. Jacketing of the pier or abutment is suggested when: [D]

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A) horizontal cracks are forming B) insufficient cross section

C) defect in construction or excessive loads D) all of the above

260. Bulging/tilting/sliding of spandrel wall in Arch bridges is due to [D]

A) Excess back pressure B) Excess surcharge load

C) Not monolithic with arch D) Any of the above

261. At locations where access to the new bridge construction is available by rail, the launching of girders up to 18.3 m, which method is ideal? [C]

A) Slew in slew out method B) Gantry method

C) Launching of girders with the help of a BFR D) Pontoon method

262. The function of the pier is [C]

A) To take the dead & live load of intermediate spans

B) To protect the bank from erosion & guide the water flow

C) Both A & B D) None of them

263. The function of the return wall & wing wall is [C]

A) To retain the earth of approach bank

B) To protect the bank from erosion & guide the water flow

C) Both A & B D) None of these

264. Well foundation may be only of the following type [D]

A) Circular type B) D type C) Double D type D) Any of them

265. Maximum tilt specified during sinking of well foundation is [C]

A) 1 in 10 B) 1 in 50 C) 1 in 100 D) 1 in 150

266. In case of water crossing danger level [C]

A) Speed restriction be imposed B) Traffic be suspended till water recedes

C) Traffic be suspended till a responsible person inspects the site and declares it safe for running traffic D) All of these

267. Revision of the existing Danger level for a girder bridge can be done with the approval of

A) AEN B) DEN/Sr.DEN C) CBE D) PCE [B]

268. Bentonite is used in pile driving [C]

A) to facilitate pile driving B) to enable proper pile concreting

C) to stabilize the bore hole walls D) none of these

269. In A route pile load test, the test load is [B]

A) 1.25 times the design load B) 1.5 times the design load

C) 1.75 times the design load D) None of these

270. When track is supported on top flange of girder, the structure is called as .... [D]

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A) Through bridge B) Semi through bridge C) Semi-deck bridge D) Deck bridge

271. The rivets shank should be about _____ mm less than the diameter of the drilled hole [A]

A) 1.5 B) 1.0 C) 2 D) 0.5

272. Camber for plate girders up to 30.5m span is_____ mm [B]

A) 22.3 B) 0 C) 16.8 D) 14.6

273. A fillet weld may be termed as [D]

A) Miter Weld B) Concave Weld C) Convex Weld D) All the above

274. A fillet Weld where axis is parallel to the direction of the applied load in knows as [C]

A) Diagonal filler weld B) End Fillet Weld

C) Side fillet weld D) All the above

275. On existing bridges where there is nothing solid between sleepers to prevent a derailed wheel dropping, the clear distance between two consecutive sleepers shall not exceed

A) 510 mm B) 520 mm C) 530 mm D) 540 mm [A]

276. The clear distance between the joint sleepers shall not, however, exceed …….. and that between the two consecutive sleepers ……. in all new constructions and in existing bridges when regirdering or carrying out through sleeper renewal. [B]

A) 190mm, 440mm B) 200mm, 450mm C) 210mm, 460mm D) 220mm, 470mm

277. Bridge sleepers resting outside to outside of girder flanges subject to a minimum of

A) 2420 mm B) 2430 mm C) 2440 mm D) None of these [C]

278. The minimum length of steel trough sleepers should be the distance outside to outside of girder flanges subject to a minimum of [D]

A) 2410 mm B) 2420 mm C) 2430 mm D) 2440 mm

279. Height of Road Over Bridges and Foot Over Bridges - Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures

A) 4875 mm B) 4775 mm C) 4675 mm D) 4575 mm [A]

280. Tunnels, through and semi-through girder bridges - Minimum distance of centre to centre of track for existing lines [D]

A) 4195 mm B) 4295 mm C) 4395 mm D) 4495 mm

281. Tunnels, through and semi-through girder bridges - Minimum distance of centre to centre of track for new works and alteration to existing works _____ [B]

A) 4925 mm B) 4725 mm C) 4525 mm D) 4325 mm

282. Height of Over Head Structures – Minimum height above rail level for a width of 1600 mm on either side of centre of track, of a signal gantry or a foot over bridge in a passenger station [A]

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A) 6250 mm B) 6240 mm C) 6230 mm D) 6220 mm

283. Angle of crossing of a bridge is the angle between [A]

A) C.L. of water course/road to C.L. of track

B) C.L. of water course to C.L. of pier

C) C.L. of water course to normal (perpendicular) of C.L. of track

D) C.L. of abutment to C.L. of pier

284. In a single span bridge, the clear span is the distance between [B]

A) Centres of Abutments B) Inner faces of Abutments

C) Outer faces of Abutments D) Width of Abutment

285. Sub structure of a bridge does not include [B]

A) Abutment B) Girder/Slab C) Piers D) Wing and Return walls

286. Super structure of a bridge includes [A]

A) Girder/Slab B) Abutment C) Piers D) Bed block

287. In shallow type girders, the rail level shall be [A]

A) 25 mm above the top flange of girder B) Near the bottom of the girder

C) Near the middle of the girder D) Below the girder

288. The load transferred from rails to web of girders is in [C]

A) Deck type girder B) Through type girder

C) Semi-through type girder D) Plate girder

289. Temporary staging for casting PSC Box Girder for a ROB over the Railway span shall be removed [D]

A) After hardening of concrete B) Before hardening of concrete

C) During concreting D) After stressing the cables

290. The horizontal clearance of edge of foot over bridge structure from face of platform is

A) 6525 mm B) 3660 mm C) 5330 mm D) 5300 mm [B]

291. The vertical clearance of bottom most foot over bridge structure above rail level is

A) 6525 mm B) 3660 mm C) 5330 mm D) 6250 mm [A]

292. Steel channel sleepers are provided in bridges with superstructure of [C]

A) PSC slab B) PSC girder C) Steel girder D) RCC Box

293. The minimum vertical clearance above R.L. to bottom of ROB near the yard shall be [B]

A) 6525 mm B) 5870 mm C) 2360 mm D) 6250 mm

294. The minimum vertical clearance in RUB in rural area shall be [C]

A) 5870 mm B) 6525 mm C) 5000 mm D) 5500 mm

295. The minimum vertical clearance in RUB in urban area shall be [D]

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A) 5870 mm B) 6525 mm C) 5000 mm D) 5500 mm

296. The embankment width in approach of the bridge shall be [C]

A) 5870 mm B) 6525 mm C) 6850 mm D) 6000 mm

297. Bearings are provided in bridges in order to [D]

1) distribute the load from superstructure on a large area and to transfer to piers

2) allow the girder of the bridge to take free angular movement at the ends when loaded

3) allow free movement of girders due to temperature variations

4) prevent excessive damage to the bridge if any pier sinks slightly

Of the correct versions are

A) 2, 3 and 4 B) 1, 2 and 3 C) 1, 2 and 4 D) 1, 2, 3 and 4

298. The rivets which are heated and then driven in the field are known as [B]

A) Power driven shop rivet B) Power driven field rivets

C) Hand driven rivets D) Cold driven rivets

299. The pressure on soil worked out shall be …… the SBC of the soil. [D]

A) more than B) equal to C) not equal to D) less than

300. _____ soil has the least SBC of the soil. [C]

A) Hard moorum B) Stiff clay C) Black cotton soil D) Soft rock

301. Testing of welds done by [D]

A) Dye penetrant test B) Magnetic particle inspection

C) Radiographic inspection D) All the above

302. Rebound hammer is used for [A]

A) To find the strength of concrete B) To form rivet heads

C) To break the concrete structures D) None of the above

303. Ultrasonic Pulse Velocity test is meant for [A]

A) Identifying the integrity of concrete B) Finding the strength of concrete

C) To know the crack in steel structure D) To know the flaw in rail

304. Speed restrictions is suggested for bridges with CRN-1 [A]

A) Up to maximum of 15 kmph B) 25 kmph C) 50 kmph D) 60 kmph

305. Speed restrictions is suggested for bridges with CRN-2 [B]

A) Up to max. of 15 kmph B) 25 kmph to 50 kmph C) 75 kmph D) 60 kmph

306. Settlement of foundations or Tilted piers and/or abutments will be given CRN as [A]

A) 1 B) 2 C) Either of the above D) None of the above

307. Girder bridges with camber loss are called [B]

A) Under-stressed bridges B) Over-stressed bridges

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C) Incapable bridges D) Not usable bridges

308. Cracks in return walls/ wing walls or Slight tilting/ bulging of abutments are the signs of distressed bridge are given CRN as [B]

A) 1 B) 2 C) Either of the above D) None of the above

309. In arch bridges, Cracks/ lean/ bulge in parapet walls, Bulging or separation of spandrel from arch barrel, are the signs of bridge are given CRN as [B]

A) 1 B) 2 C) Either of the above D) None of the above

310. What types of cracks are more serious in Arch barrel (intrados) [C]

A) longitudinal cracks B) hair cracks

C) Transverse or diagonal cracks D) Any of the above

311. Leaning of parapet wall in Arch bridges is due to [D]

A) Excessive back pressure B) Inadequate barrel length

C) Lack of poor drainage D) Any of the above

312. RH girder should be stacked at a minimum distance from centre of track [C]

A) 2435 mm B) 2515 mm C) 2360 mm D) 2630 mm

313. Temporary arrangements for rebuilding of Railway bridges can be [D]

A) Temporary diversion B) Rail cluster C) R. H. Girder D) Any of them

314. Maximum speed for ORN - 1 given bridges is _____Kmph [D]

A) 10 B) 15 C) 20 D) At the discretion of Inspecting Authority

315. Which of the following are the Protection Works at bridges [D]

A) Guide bunds B) Spurs C) Aprons D) All the above

316. Wall constructed at the bottom of stone pitching on slopes of bank is called [C]

A) Curtain wall B) Drop Wall C) Toe wall D) Spur

317. Stone pitching is provided on bank slopes for the purpose of [C]

A) To prevent sinking B) To prevent movement

C) To prevent erosion D) To give drainage to bank

318. Permissible stresses of steel in tension having yield stress f_y is taken as [B]

A) 0.5 f_y B) 0.55 f_y C) 0.60 f_y D) 0.65 f_y

319. Which type of bearings allow longitudinal, lateral and rotational displacements [C]

A) Sliding Bearings B) Roller Bearings

C) Elastomeric Bearings D) Pot Bearings

320. Bearing to be provided at a fixed end of a bridge [D]

A) Sliding Bearings B) Roller Bearings C) Elastomeric Bearings D) Pot Bearings

321. Well foundations are generally used for ____ bridges [D]

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A) Minor Bridge B) Major Bridges C) Important Bridges D) B or C

322. Defect in arch bridges like crushing of masonry may be due to [D]

A) Leaching of mortar joints B) Excessive loading

C) Inadequate cushion over arch D) Any of the above

323. Loosening of keystone or voussoirs in arch bridge is due to (D)

A) Settlement/tilting of pier/abutment B) Hammering effect of traffic

C) Loss of jointing material D) Any of the above

324. Honeycomb is a type of a defect generally present in [B]

A) Steel Structures B) Concrete structure

C) Wooden structures D) Stone masonry

325. Admixtures are added to the concrete for the purpose of [D]

A) To impart non-shrinkable property B) To improve workability

C) To increase setting time D) Any of the above

326. In the process of cement pressure grouting, the state of grout shall be [C]

A) Watery B) Gel C) Colloidal D) Stiff

327. For cement pressure grouting, drilling of holes is done up to ____ diameter. [C]

A) 16 mm B) 20 mm C) 25 mm D) 30 mm

328. For cement pressure grouting, spacing of holes adopted is generally [B]

A) 300 to 500mm B) 500 to 750mm C) 750 to 1000mm D) 1000 to 1500mm

329. Before setting out base lines for construction of bridges, tape readings should be corrected for [D]

A) Tension & Temperature B) Temperature & Slope

C) Tension & Slope D) All of the above

330. For Railway bridge construction, in case of pile foundation, the dia. of bored piles of size normally provided is [B]

A) 0.6m B) 1m or more C) 2m D) Any diameter

331. In stagnant water, well construction could be done by [C]

A) Floating caisson method B) Dry dock method

C) Artificial sand island method D) Construction in dry river bed

332. The minimum factor of safety of pile foundations shall be [D]

A) 1.5 B) 1.75 C) 2.0 D) 2.5

333. Minimum thickness of Top plug of well foundation shall be [A]

A) 300mm B) 400mm C) 500mm D) 600mm

334. Thickness of the steining is decided upon the consideration of [C]

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A) Size of the bond rods B) facilitate manual inspection of the steining

C) To enable the well to be self-sinking D) Maximum size of aggregate in concrete

335. While replacing a loose rivet, not more than ____% rivets at a joint should be cut at a time.

A) 20% B) 10% C) 30% D) 50% [B]

336. The axle load for design of bridges in MBG-1987 loading is [D]

A) 29 MT B) 20 MT C) 22.5 MT D) 25MT

337. The weight of BG standard welded girder of 12.20 m span is - [D]

A) 10.5 MT B) 17.16 MT C) 15.00 MT D) 9.93 MT

338. While doing works on a bridge under protection, banner flag should be erected at a distance of ____ m from the place of work. [C]

A) 5 m B) 100 m C) 600 m D) 1200 m

339. Speed indicator board should be erected at a distance of _____m ahead of the bridge abutment under repair. [D]

A) 15 m B) At the bridge abutment C) 100 m D) 30 m

340. Aluminum paint is generally used in bridge painting work because - [D]

A) Ease of observing cracks in steel surface B) Bright appearance

C) Not prone for blisters D) All of the above

341. The purity of Aluminum in metalizing as per IS:2590 should be [D]

A) 98% B) 98.5% C) 99% D) 99.5%

342. Weight of standard BG welded girder of span 18.3m [D]

A) 23.28 MT B) 25.28 MT C) 21.28 MT D) 27.28 MT

343. For field riveting of main components, if the hole Dia is 23.5mm, then the rivet dia should be (B)

A) 22.5 mm B) 22 mm C) 21.5 mm D) 20 mm

344. Steel for rivets should conform to - [C]

A) IS : 2062 B) IS : 221 C) IS : 1148 D) IS : 1929

345. First coat of Metalizing should be done after sand blasting [A]

A) As soon as possible but not later than 4 hrs B) After 12hours

C) After 6 hours D) After one day

346. Extra Air in the Air Compressor should be released by means of - [A]

A) Safety valveB) Opening the mount pieceC) Unloader valveD) Reflex valve

347. Size of C.C.Crib used for temporary staging is [A]

A) 1800x600x600mm B) 1500x600x600mm C) 1500x500x500mm D) 1800x500x500mm

348. UTS stands for [D]

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A) Universal tensile stress B) Universal torque steel

C) Ultimate tension steel D) Ultimate tensile strength

349. Repair / rehabilitation of bridges shall be carried out based on [A]

A) Unique rating number B) Year of construction

C) Availability of funds D) Any of the above

350. If you observe excess cross level on track on a particular pier, it indicates [D]

A) Sinking B) Tilting C) Bulging D) Both or any of A & B

351. Drop/curtain walls may be provided at the following [C]

A) Deep foundations B) Pile foundations C) Shallow foundationsD) Well foundations

352. Excessive longitudinal / lateral forces due to dynamic effect of traffic leads to [D]

A) Shaken bed block B) Cracks in bed block

C) Cracks in masonry joints D) Any of the above

353. During inspection of bridge, if you observe shaken / cracked bed block, what action to be taken immediately [A]

A) Impose caution order B) Inform higher authority

C) Cement plastering D) Inform to SSE/JE/Works

354. Minimum grade of concrete for framed structures/viaducts/flyovers/road over bridges is

A) M20 B) M25 C) M30 D) M35 [B]

355. For construction of abutment/piers in water, required arrangements are [C]

A) Coffer dam B) Temporary sheet piles C) Any of the above D) None

356. In abutments, spacing of weep holes should be provided at a distance of __ in a staggered manner [C]

A) 450 mm B) 600 mm C) 1000 mm D) 1500 mm

357. Rail cluster, as temporary arrangement can be used up to a span of [A]

A) 3.66m B) 6.1m C) 12.2m D) 15.0m

358. The height gauge needs to be provided in [B]

A) ROB B) RUB C) FOB D) Fly Over

359. The temporary girders are generally required for the bridge works [A]

A) on traffic condition B) under mega block

C) in cut and open method D) in new route

360. The BIS code for prestressing steel of plain hard drawn steel wire is [A]

A) IS:1785 (part I) B) IS:2090 C) IS:6006 D) IS:226

361. A bridge having super structure with “Single or duplicate girders with cross sleepers on top flanges” is classified as [C]

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A) RSJ girder bridge B) Cross Girder C) Deck plate girder D) Open web girder

362. Designated span to Restricted head (RH) girder is equal to [A]

A) Overall length B) C/C span C) Clear span D) None of these

363. Structural steel for railway loading above 0^0 C temperature conforms to [B]

A) IS 2062 grade A B) IS 2062 grade B C) IS 2062 grade C D) None of these

364. Structural steels for fabrication of welded girders should conform to [B]

A) IS:2062 Grade A B) IS:2062 Grade B0 C) IS:2063 Grade A D) IS:2063 Grade B

365. Weight of steel crib 75x75x10mm angles [B]

A) 200kg B) 187.2kg C) 210kg D) 185kg

366. 'C.C.' in - C.C. Crib stands for [C]

A) Cement Crib B) Criss crossing C) Christ church D) Christ Crossing

367. Speed restriction required for using CC cribs as temporary arrangement is [B]

A) 15kmph B) 20kmph C) 25kmph D) 30kmph

368. Trestles can be used up to a height of [C]

A) 6.1m B) 10.5m C) 12.2m D) 18.3m

369. Ratio of Dia of drum of the winch to the Dia of the wire rope is ____ [A]

A) 10:1 B) 6:1 C) 12:1 D) 8:1

370. The standard length of PSC slab of span 6.1 m is ____ m [D]

A) 6.83 B) 6.1 C) 6.90 D) 7.15

371. The standard length of PSC slab of span 9.15 m is _____ m [C]

A) 9.15 B) 10.15 C) 10.28 D) 10.9

372. The standard length of steel Girder of span 12.2m is _____ m [B]

A) 12.9 B) 13.3 C) 13.0 D) 12.8

373. The standard length of steel Plate Girder of span 30.5m is _____m [A]

A) 32.45 B) 32.2 C) 33.45 D) 31.1

374. Duplicated girder spans generally used in [B]

A) ROBs B) RUBs C) FOBs D) None of the above

375. For the design of footpath or F.O.B, load considered for design purpose is [B]

A) 480 kg/m^2 B) 490 kg/m^2 C) 500 kg/m^2 D) 510 kg/m^2

376. Lateral bracing of girders are subjected to ____ type of forces [C]

A) traction B) braking C) racking D) twisting

377. Intermediate stiffeners are used in plate girders to prevent ____ of web plate [D]

A) buckling B) bending C) warping D) twisting

378. steel confirming to IS:8500 used for girders of spans ___ [D]

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A) 30.5 m and above B) 61 m and above C) 76 m and above D) 90 m and above

379. Steel rivets confirming to IS:1149 used for the following girder fabrication [C]

A) 61 m B) 76.2 and above C) 91.5 m D) any of the above

380. Bottom lateral bracings are provided for plate girders of span ___ m and above [B]

A) 18.3 B) 24.4 C) 30.5 D) all of these

381. Additional flange plates are provided in the middle portion of plate girders for the purpose of taking care of higher forces of _____ [B]

A) tensile B) higher bending C) higher shear D) compression

382. Stiffener spacings and rivet spacings reduced nearer the support of plate girder bridges for the purpose of resisting _____ type of forces (D)

A) Impact B) buckling C) tensile D) shear

383. Outstanding leg of stiffener of plate girder bridge acts like a [A]

A) strut B) tie C) beam D) any of the above

384. In the welded girders, stiffener & web pate connection, which of the following is latest

A) nut bolt B) welding C) riveting D) any of the above [C]

385. In welded girder flange plates are provided wider plates in the middle portion when compared to near support. At the junction of these the provided slope is [A]

A) 1:5 B) 1:4 C) 1:3 D) 1:3½

386. Fillet welds of girder bridges fabrication in the workshop done by [D]

A) MMAW B) GMAW C) TIG welding D) SAW

387. In SAW, length of weld with respect to length of wire fed approximately [C]

A) 25 % B) 30% C) 33% D) 38%

388. At the free end, Bearings provided for composite girders are [D]

A) sliding B) roller C) elastomer D) bronze

389. During fabrication of open web girders, each gusset is marked and drilled as per [A]

A) nominal length B) cambered length C) any of above D) as per site condition

390. Under slung girders are used generally in ____ [B]

A) Plain section B) Ghat section C) Aqueducts D) Viaduct

391. The clear distance between consecutive sleepers laid over unballasted bridge on BG should not exceed [C]

A) 300mm B) 400mm C) 450mm D) 550mm

392. Maximum centre to centre spacing of steel channel sleepers for BG is .... mm [D]

A) 500 mm B) 620 mm C) 740 mm D) 680 mm

393. The total cost of a bridge to be minimum [B]

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A) The span of the bridge should be equal to economic span

B) The cost of one pier should be equal to cost of main girders

C) The cost of one pier should be equal to cost of one abutment

D)The cost of one girder should be equal to cost of roadway slab

The correct statements are

A) 1 and 3 B) 1 and 2 C) 2 and 3 D) 1, 2 and 4

394. Steel with carbon content of 0.10% to 0.25% is called [B]

A) Medium carbon steel B) Mild steel, low carbon steel

C) Extra hard steel D) High carbon steel

395. Steel with carbon content of 0.26% to 0.60% is called [A]

A) Medium carbon steel B) Mild steel, low carbon steel

C) Extra hard steel D) High carbon steel

396. Steel with carbon content of 0.60% to 1.25% is called [D]

A) Medium carbon steel B) Mild steel, low carbon steel

C) Extra hard steel D) High carbon steel

397. Steel with carbon content of over 1.25% is called [C]

A) Medium carbon steel B) Mild steel, low carbon steel

C) Extra hard steel D) High carbon steel

398. With a percentage increase on carbon in steel decreases [D]

A) Strength B) Hardness C) Brittleness D) Ductility

399. The Indian Standard Code which deals with steel structures in [B]

A) IS:875 B) IS:800 C) IS: 456 D) IS:1893

400. As per RDS0 instructions, additional anchor bolts required for running 25T axle load trains on KR, RV Line and KK line = [A]

A) 4 Nos. per span B) 6 Nos. per span C) 8 Nos. per span D) None of these

401. Indian standard specification for structural steels is _____. [B]

A) IS 126 B) IS 226 C) IS 326 D) IS 426

402. Indian standard specification for Galvanized sheets steel is _____. [C]

A) IS 273 B) IS 275 C) IS 277 D) IS 279

403. The steel channel sleeper designed by RDSO bearing Drg. No.____ is suitable for BG and MG. [A]

A) RDS0/B-1636 B) RDS0/B-1536 C) RDS0/B-1436 D) RDS0/B-1336

404. In steel channel sleeper the rolling and cutting tolerances shall be in accordance with___

A) IS: 1252 B) IS: 1452 C) IS: 1652 D) IS: 1852 [D]

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405. As per extent RDS0's instruction, in girder bridges normal saddle bolts are to be replaced by _____ of property class 66. [A]

A) Higher strength bolts B) Ribbed bolts

C) Turned bolts D) None of these

406. Economical span for masonry arch bridges are [A]

A) 3 m to 15 m B) 1 m to 3 m C) 6 m to 15 m D) 1 m to 6 m

407. Economical span for girder and beam bridges are [B]

A) 20 m to 90 m B) 12.2 m to 90 m C) 10 m to 60 m D) 10 m to 90 m

408. Economical span for slab bridges are [B]

A) Up to 6 m B) Up to 9 m C) Up to 12 m D) Up to 15 m

409. A local weld used to assist assembly is called [A]

A) Tack weld B) Tuck weld C) Tick weld D) Fillet weld

410. A Jig is usually an appliance which guides [D]

A) Marking B) Cutting C) Drilling of holes D) All the above

411. Jigs are useful for [C]

A) Small quantity of repetition of work B) Medium quantity of repetition of work

C) Large quantity of repetition of work D) None of the above

412. Preferred flooring of a template shop is [B]

A) Cement flouring B) Steel flooring C) Tiles flouring D) Brick

413. Template layout is done to a scale of [A]

A) 1:1 B) 1:2 C) 1:4 D) 2:1

414. Bushes are provided for ____ Jigs [B]

A) Master Jigs B) Working Jigs C) Both A & B D) None

415. In a drawing, the no. of views that are normally drawn [A]

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

416. Thickness of MS plate is measured accurately with [D]

A) Steel scale B) 30m Steel tape C) 5m Steel tape D) Vernier callipers

417. With the use of Jigs and fixtures, quality & quantity of production will [A]

A) Increase B) Decrease C) Remains same D) Jigs are not used in production

418. Which of the following is not correct about jig? [D]

A) It is used to hold the work B) It is used to position the work

C) It is used to guide the cutting tool D) None of the above

419. In which of the following operations, jigs are preferred over fixture? [A]

A) Drilling B) Turning C) Milling D) Grinding

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420. Parts of girder are marked as per _____ nomenclature in drawing. (B)

A) Parts list B) Shipping list C) Spares list D) Template list

423. HSFG bolts can be used for ___ number of times [A]

A) Only Once B) 2 C) 3 D) Any number of times

424. What is the height of bush provided for working jigs [C]

A) 10 mm B) 12 mm C) 20 mm D) 30 mm

425. Master jigs are used for [A]

A) Making working jigs B) Drilling holes in girder members

C) Drilling holes in cover plates D) None

426. Fabrication of steel girders of Indian railways should be as per [B]

A) IRS A-1 specifications B) IRS B-1 specifications

C) IRS A-2 specifications D) IRS B-2 specifications

427. Steel structures subjected to non-critical loading can be fabricated with steel conforming to

A) IS:2062 Grade 'A' B) IS:2062 Grade 'BR' [A]

C) IS:2062 Grade 'B0' D) IS:2062 Grade 'C'

428. Steel structures subjected to critical loading shall be fabricated with steel conforming to

A) IS:2062 Grade 'A' B) IS:2062 Grade 'BR'

C) IS:2062 Grade 'B0' D) IS:2062 Grade 'C' [C]

429. In Jammu & Kashmir area, steel to be used for construction of railway steel bridges should conform to [D]

A) IS:2062 Grade 'A' B) IS:2062 Grade 'BR'

C) IS:2062 Grade 'B0' D) IS:2062 Grade 'C'

430. During temporary fabrication of steel structures, Drifts shall be used [C]

A) Max. of 20% of holes B) Max. of 30% of holes

C) Max. of 40% of holes D) Max. of 50% of holes

431. Holes for Fabrication of steel structures are to be made by [C]

A) Gas cutting B) Punching C) Drilling D) Any of the above

432. Full form of D T I washers used for HSFG bolts [D]

A) Direct Tack Indicator B) Different Tension Indicator

C) Direct Tension Impression D) Direct Tension Indicator

433. Number of stages required in the tightening process of HSFG Bolts [B]

A) One stage B) Two stages C) Three stages D) Four stages

434. Feeler gauge is used to check the [C]

A) Length B) Angle C) Gap D) Thickness

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435. Maximum grip length for HSFG bolts shall not exceed __ times Dia of bolt [A]

A) 10 B) 12 C) 14 D) 16

436. HSFG bolts are generally used in replacement of [D]

A) Black bolts B) High tensile bolts C) Welding D) Rivets

437. Load transferring at HSFG bolts connections is by [A]

A) Friction B) Tension C) Shearing D) Compression

438. First digit of "8-8" or "8S" which is embossed on head of HSFG bolt denotes [C]

A) 8 N/mm^2 B) 80 N/mm^2 C) 800 N/mm^2 D) 8000 N/mm^2

439. The gap between washer and head of HSFG bolt is checked by [C]

A) Steel scale B) Tape C) Feeler gauge D) Any of the above

440. The Most suitable & durable method of surface protection of steel girders is [C]

A) Enamel paint B) Primer with two coats of paint

C) Metallization D) Any of the above

441. For Metallization, the metal used for coating is [C]

A) Zinc B) Aluminium C) Any of the above D) None of the above

442. Minimum thickness of metal coating of metallization specified in IRBM [B]

A) 100 µ B) 115 µ C) 120 µ D) 150 µ

443. As specified in IRBM, average thickness of metal coating of metallization shall be [D]

A) 100 µ B) 110 µ C) 120 µ D) 150 µ

444. Life of Epoxy painting system in steel girder bridges [D]

A) 5 to 8 years B) 8 to 10 years C) 10 to 12 years D) 12 to 15 years

445. During fabrication, type of welds used to hold components in proper location & alignment

A) Stick weld B) Tack weld C) Arc weld D) Gas weld [B]

446. The camber measured after fabrication & assembly of girders supported on ends with all intermediate supports removed is called [A]

A) Dead load camber B) Live load camber C) Design camber D) Negative camber

447. Before erection in the field, every work shall be stencilled with paint of size [C]

A) 6 mm B) 8 mm C) 10 mm D) 12 mm

448. Loss of camber of steel girders can be due to - [D]

A) Heavy over stressing of members B) Over stressing of joint rivets

C) Play between rivet holes and rivet shanks D) Any of these.

449. The visible & measurable camber in the girder without external load is called __ [B]

A) Design camber B) Dead load camber C) Live load camber D) All of these

450. Loss of camber in open web girder may be due to [D]

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A) Loosening of rivets B) Running heavier loads

C) Loss in cross section of members due to corrosion D) Any of the above

451. At least one layer of Metalizing should be done after sand blasting within [A]

A) Four hours B) 12 hours C) One day. D) Any time

452. Elcometer is used for checking the ___ of paint. [C]

A) Dryness B) Brightness C) Thickness D) Viscosity

453. What is the minimum edge distance, for HSFG bolts, drilling hole of dia. D in a plate?[B]

A) D B) 1.5D C) 2D D) 4D

454. Steel plates used for fabrication of riveted girders should conform to? [A]

A) IS 2062 grade 'B0' B) IS 2062 grade 'A' C) IS 2062 grade 'C' D) Mild steel

455. MS angles are under the category of [B]

A) Plates B) Rolled sections C) Piped sections D) None

456. What is the tolerance of rivet bar of less than 20 mm diameter? [B]

A) 0.3 mm B) 0.4mm C) 0.5 mm D) 0.2 mm

457. What is the length of rivet required for forming CSK rivet head? [A]

A) 0.5d B) 1.5d C) D D) None

458. What is the length of rivet required for forming round rivet head? [C]

A) 0.5D B) D C) 1.5D D) 2D

459. All riveting work shall be done by [C]

A) Pneumatic machine B) Hydraulic machine

C) A or B D) Manual mean

460. Dia. of hole in plates/members when compared to rivet shank dia. should be [C]

A) Both are equal B) Hole Dia shall be 1 mm more

C) Hole Dia shall be 1.5 mm more D) Hole Dia shall be 2 mm more

461. Before riveting, the permanent contact members shall be given [D]

A) Surface preparation only B) Grinding the surface only

C) Light coat of primer paint D) Heavy coat of primer paint

462. Field riveting for members of web / flange splices comes under which category [B]

A) First group B) Second group C) Third group D) Fourth group

463. After the riveting, checking of their firmness to be done for [D]

A) 80% of total rivets B) 90% of total rivets

C) 95% of total rivets D) 100% of total rivets

464. High Tensile steel rivets for fabrication should conform to [D]

A) IS:1146 B) IS:1147 C) IS:1148 D) IS:1149

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465. Manner of failure of riveted joint can be [D]

A)Tearing of plate B) Bearing of plate on rivets

C) Edge cracking D) Any of the above

466. Life of first group rivets, i.e. workshop rivets is about [D]

A) 30 to 40 years B) 40 to 60 years C) 60 to 80 years D) 80 to 100 years

467. The colour of Oxygen pipe is [A]

A) Black B) Red C) Maroon D) None

468. Acetylene cylinder and hose connection nut threads have [B]

A) Right hand B) Left hand C) Plain D) Simple

469. If the weld is made from left to right it is known as [A]

A) Fore-hand welding B) Back-hand welding

C) Vertical welding D) None of the above

470. In CO2 welding [B]

A) Flux is used B) No flux is used C) Both A & B D) None of the above

471. If the weld is made from right to left it is known as [B]

A) Fore-hand welding B) Back-hand welding

C) Vertical welding D) None of the above

472. In SAW, the flux is in the form of [C]

A) Coating on the electrodes B) Core wires C) Granules D) An inert gas

473. In electric resistance welding [B]

A) Voltage is high and current is low B) Voltage is low and current high

C) Both voltage and currents are high D) Both voltage and currents are low

474. In which form Acetylene is stored [C]

A) Solid form B) Gaseous form C) Liquid form D) None of the above

475. HAZ means [A]

A) Heat affected zone B) Hard annealed zone

C) Heat area zone D) Hazard affected zone

476. The type of filler wire used in CO2 welding [A]

A) Copper coated mild steel B) Copper wire

C) Both A & B D) None of the above

477. Current (Amperage) to be used in arc welding depends upon [C]

A) Plate thickness B) Arc gap C) Electrode dia D) Other consideration

478. The colour indication obtained in DPT for blow holes depends on [A]

A) Developer B) Penetrant C) Both a & B D) Anyone

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479. In the arc welding, the earth cable is connected to which terminal [B]

A) +ve B) –ve C) Neutral D) None

480. Radio-graphic test comes under which type of test? [A]

A) Non-destructive B) Destructive C) Both A & B D) Semi-destructive

481. Quality of Submerged arc welding of plate girders is checked by [C]

A) Mechanical test B) Destruction test

C) Non-destructive test D) Semi-destructive

482. What is the colour of hose pipe supplying acetylene gas [A]

A) Red B) Green C) Blue D) Yellow

483. During gas cutting work, the position of oxygen cylinder to be maintained is [A]

A) Horizontal B) Vertical C) Any position D) Slant position

484. During gas cutting work, the position of Acetylene cylinder to be maintained is [B]

A) Horizontal B) Vertical C) Any position D) Slant position

485. Butt welds (in welded girders) shall be tested by [D]

A) USFD B) Visual C) Dye penetration test D) Radiographic test

486. Flash Butt welding is ____ welding [A]

A) Resistance Arc B) Gas welding C) TIG D) CO_2

487. Size of electrode use in CO_2 welding [D]

A) 4mm B) 1.6 mm C) 1.2mm D) Both B & C

488. DPT is which type of weld test [A]

A) Non Destructive test B) Destructive test C) Both A & B D) None

489. Which of the following joints have higher corrosion resistance? [A]

A) Welded joint B) Riveted joint C) Bolted joint D) None of the above

490. Double-V and double-U butt welds are used for plates of thickness [D]

A) 1-5mm B) 5-10mm C) 10-15mm D) Above 15mm

491. In oxy-acetylene welding, the flame temperature is [D]

A) 1600-1700°C B) 2000-2100°C C) 2500-2600°C D) 3200-3300°C

492. Which flame is suitable for cutting operations? [A]

A) Oxidising flame B) Carburising flame C) Neutral flame D) None of the above

493. A gap of _____ is maintained for producing sound weld [B]

A) 1mm B) 3mm C) 5mm D) 7mm

494. Electrodes for arc welding are manufactured in two standard lengths of [B]

A) 250mm & 300mm B) 350mm & 450mm C) 400mm & 500mm D) 300mm & 250mm

495. Which gas is used for cutting of steel deep under water (B)

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A) Acetylene B) Hydrogen C) LPG D) Methane

496. While gas cutting the steel plate, the gap between nozzle & plate surface should be

A) Zero B) 1.5 to 3mm C) 3 to 5mm D) > 10mm [B]

497. Which of the following Rays is not produced during welding [A]

A) Gamma Rays B) Visible light rays C) Infra-Red ray D) Ultra violet rays

498. Which of the following type is not a fillet weld [A]

A) Butt Joint B) Lap joint C) T-Joint D) Corner joint

499. The shelf-life of ready mixed Red Oxide Zinc Chrome (lS:2074) is (D)

A) 2 months B) 4 months C) 6 months D) 1 year

500. The destructive test used for testing the quality of the weld is [A]

A) Mechanical test B) USFD test C) Ultrasonic test D) Radiographic test

501. The template is a true scale copy of - [C]

A) 3-Dimensional object B) 4-Dimensional object

C) 2-Dimensional object D) No dimensional object

502. Metalizing should be done after sand blasting [A]

A) Immediately B) After 6 hours C) After 12 hours D) After one day

503. GAD Stands for [A]

A) General Arrangement Drawing B) General Arrangement Designs

C) General Agreement Drawings D) General Agreement Designs

504. Bridges may be rehabilitated due to the following reason(s) [D]

A) Physically damaged B) Early steel girders

C) Cast iron screw piles D) Any of the above

505. For concrete construction of Abutment/piers, concreting shall conform to [D]

A) IS:269 B) IS:383 C) IS:455 D) IS:456

506. All concreting in Pre-stressed Concrete shall be done with ___ [D]

A) Volume basis B) Manual weighment C) Lot basis D) Weigh batching

507. For High strength OPC of IS:8112 (Grade 43) the strength of cement at 28days is [B]

A) 81 MPa B) 43 MPa C) 430 MPa D) 4.3 MPa

508. Which of the following is used for concreting [D]

A) Well water B) River water C) Sea water D) Potable water

509. Curing of concrete is very important to ensure [A]

i. Maximum durability & minimum cracking

ii. Minimum durability & minimum cracking

iii. Maximum durability & maximum cracking

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iv. Minimum durability & maximum cracking

510. For attaining good concrete structure, the following are important [D]

A) Sufficient clear cover B) Good compaction C) Curing D) All the above

511. Drainage arrangement of deck slab bridges must be cleaned ___ [B]

A) In dry seasons B) Before monsoon C) During monsoon D) After monsoon

512. Minimum grade of concrete for PSC work shall be __ as per IRBM [D]

A) M20 B) M25 C) M30 D) M35

513. For Box / Pipe Culverts, Danger level shall be at the ___ [A]

A) Bottom of the slab B) 150 mm below from top of inside

C) 200 mm below from top of inside D) 250 mm below from top of inside

514. When there is very heavy rainfall, the readings of rain gauge stations shall be taken at an interval of [A]

A) Hourly B) 4 Hours C) 6 Hours D) 12 Hours

515. Following are the types of river training works [D]

A) Guide bunds B) Spurs C) Boulder crates D) All the above

516. In Girder and Slab Bridges Danger level should be marked below bottom of girders/slabs for water way is > 6.10 m &< 12.2 m [C]

A) 300 mm B) 600 mm C) 450 mm D) 500 mm

517. In Girder and Slab Bridges Danger level should be marked below bottom of girders/slabs for water way is > 12.20 m &< 30.5 m [B]

A) 300 mm B) 600 mm C) 500 mm D) 450 mm

518. For Box Culverts Danger level is to be taken as [C]

A) At the top of slab B) One third height below bottom of slab

C) At the bottom of slab D) None of the above

519. The danger level should be marked with A bright red band ___ wide centrally over a white band ____ wide for a length of _____ [A]

A) 5 cm, 10 cm, 60 cm B) 10 cm, 20 cm, 60 cm

C) 15 cm, 30 mm, 60 cm D) None of the above

520. Permitted wind velocity for running of trains on the bridge [A]

A) 72 km/h B) 58 km/h C) 64 km/h D) No limits

521. Flood level gauge to be marked in [A]

A) All important bridges B) All major bridges

C) minor & major bridges D) All bridges

522. Velocity of water can be measured by [C]

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A) Anemometer B) Elco meter C) Current meter D) Therma meter

523. The danger level for small arch bridges of span less than 4.0 m is at [B]

A) Top of inside of pipe B) Springing level

C) Bottom of slab D) None of these

524. The danger level for box culverts is [C]

A) Top of slab B) 2/3rd height C) Bottom of slab D) None of these

525. The danger level for pipe culverts is [A]

A) Top of inside of pipe B) 2/3rd of Dia of pipe

C) Top of parapet wall D) None of these

526. Pipe culvert is a/an [B]

A) Major bridge B) Minor bridge C) Unimportant bridge D) Important bridge

527. High Flood Level of a bridge is painted on ___ side of Abutment or Pier [A]

A) Downstream B) Up stream C) Centre of Pier/Abutment D) None of the above

528. Where there is no past history of damage or serious threat to bridges having span > 30.5m &< 61 m, the Danger Level will be fixed at _____mm below bottom of girder.

A) 600 B) 750 C) 1000 D) 1200 [B]

529. In which case Danger Level fixed at a distance 1200 mm from bottom of girder? [D]

A) For span < 6.10 m B) For span > 6.10 m &< 12.20 m

C) >12.20 m &< 30.50 m D) > 61.0 m

530. The limiting wind velocity should be specified by the Chief Engineer should not exceed ____Kmph in case of bridges. [A]

A) 72 B) 75 C) 78 D) None of these

531. Marking of Danger Level for all bridges is done [A]

A) With red paint over white band B) With black paint over yellow band

C) With white paint over black band D) With white paint over red band

532. Danger level is generally fixed on the basis of – [D]

A) Type of girder B) Category of track

C) Nature of bridge D) Minimum Vertical clearance at the bridge

533. _____ are meant to confine and guide the river flow through the structure without causing damage to it and its approaches. [C]

A) Marginal Bunds B) Closure Bunds C) Guide bunds C) All of these

534. _____ is a structure constructed transverse to the river flow and is projected form the bank into the river. [A]

A) spur / groyne B) Marginal Bunds C) Closure Bunds D) Assisted cut offs

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535. Flood level gauge to be marked [B]

i. commencing from bed level to top

ii. commencing from bottom of girder towards bed level

iii. commencing from Rail level

iv. commencing from Danger level

536. The minimum height of embankment above the highest flood mark in the area should be

A) Zero B) 30 cm C) 100 cm D) 60 cm (D)

537. When the railway crosses a deep valley without perennial water, it is called ___ (C)

A) Aqueduct B) Cause way C) Viaduct D) River crossing

538. ____ is used to measure depth of water. (C)

A) Water meter B) Elcometer C) Echo sounder D) None of these

539. Training courses organized in the Railway Training Institutes. (D)

A) Initial courses B) Promotional courses C) Refresher courses D) All of these

540. Bridge Inspectors should be sent for Refresher courses once in (D)

A) Two years B) Three years C) Four years D) Five years

541. DMTR in full form (C)

A) Daily Material Technical Register B) Detailed Material Transaction Record

C) Daily Material Transaction Register D) Detailed Material Technical Record

542. Cranes are used for (C)

A) Lifting and lowering B) Vertical transportation

C) Both 'A' and 'B' D) None of the above

543. EOT crane has (C)

A) Transverse movement B) Longitudinal movement

C) Both 'A' and 'B' D) None of the above

544. What is the maximum lifting capacity of EOTs used in structural yard of EWS (A)

A) 10 Ton B) 3 Ton C) 16 Ton D) 30 Ton

545. Tool used for checking straightness of flat surface (C)

A) Try square B) Sprit level C) Straight edge D) Pressure gauge

546. Tool used for checking perpendicularity of two adjacent sides [A]

A) Tri square B) Vernier callipers C) Depth gauge D) Spirit level

547. Tool used for measuring the depth of a groove [A]

A) Depth gauge B) Straight edge C) Spirit level D)Filler gauge

548. Tool used for measuring clearance between mating surface [A]

A) Feeler gauge B) Plug gauge C) Depth gauge D) Pressure Gauge

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549. Tool used to measure diameter of shaft up to accuracy of 0.01 mm [B]

A) Vernier callipers B) Micrometer C) Depth gauge D) Straight edge

550. What does SAE30 number indicates? [B]

A) Flash point B) Viscosity C) Pour point D) Fire point

551. What lubricants are used in bridge girders? [D]

A) Graphite B) Grease, oils & Silicones C) Tallow D) All the above

552. All open web girders for Railway bridges of span greater than 45m shall be [A]

A) Pre-stressed B) Pre-stressing not required

C) Pre-stressing is optional D) None of the above

553. What is effective span of a steel girder? [A]

i. The distance between centres of bearing plates or knuckle pins

ii. The distance between centres of the main girders or trusses.

iii. The distance between centres of cross girders

iv. Total length of the girder

554. Full form of DPT is [A]

A) Dye penetration Test B) Dye positive Test C) Dye pores Test D) Dye pouring test

555. DPT is a _____ test [B]

A) Destructive test B) Non-destructive test C) Both A & B D) None

556. What is full form of B&S [A]

A) Bridges & structures B) Bridges & Stations

C) Buildings & Stations D) Buildings & Structures

557. _____metalizing is done for steel bridge girders [B]

A) Zinc B) Aluminum C) Copper D) Red oxide

558. What is the initial tolerance of jig bush [A]

A) -0mm, +0.1mm B) -0mm, +0.4mm C) +0mm, -0.13mm D) None

559. What is the final tolerance of jig bush [B]

A) -0mm, +0.1mm B) -0mm, +0.4mm C) +0mm, -0.13mm D) None

560. Tolerances for checking jigs from master plates shall be +0mm-0.13mm. [C]

A) -0mm, 0.1mm B) 0mm, +0.4mm C) +0mm, -0.13mm D) None

561. Any steel work the weight of which differs by more than ____ from the calculated weight determined from the nominal weight of the sections shall be liable to rejection. [A]

A) 2.5% B) 3% C) 3.5% D) 1%

562. What is full form of QAP [A]

A) Quality Assurance Programme B) Quality Accepted Programme

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C) Quantity Assurance Programme D) Quantity Accepted Programme

563. What is full form of WPSS [B]

A) Welding Program Specification Sheet B) Welding Procedure Specification Sheet

C) Welding Program Specialization Sheet D) Welding Procedure Specialization Sheet

564. What is full form of WPQR [A]

A) Welding Procedure Qualification Records B) Welding Position Qualification Register

C) Welding Program Qualification Register D) Welding Process Qualification Register

565. All angle/channel, rolled section to be used for girder fabrication shall be checked for rolling tolerance as stipulated in [A]

A) IS:1852 B) IS:1752 C) IS:1762 D) IS:1862

566. Normalizing is done for plates with thickness [A]

A) 12mm and above B) Less than 12mm C) Doesn't dependent on thickness D) None

567. Welded girder Fabrication Specification used in Railways [A]

A) IRS:B1-2001 B) IRS:A1-2001 C) IRS C1-2001 D) IRS:D1-2001

568. The proper surface preparation in metallization is the ____ of the surface [A]

A) roughening B) Smoothening C) Finishing D) None

569. Surface preparation in metallization is done by [A]

A) Grit blasting or sand blasting B) Manual cleaning

C) Cleaning with Acid D) Sand paper

570. Etch wash primer used in the metalizing process shall conform to [A]

A) IS : 5666 B) IS : 2339 C) IS : 209 D) IS : 104

571. Aluminium used in the metalizing process shall conform to [C]

A) IS : 5666 B) IS : 2339 C) IS : 2590 D) IS : 5905

572. Diameter of Aluminium wire used for metalizing process is [A]

A) 3 to 5mm B) 3 to 5cm C) 3 to 5inches D) 3 to 5m

573. The flats welded on bed plate are called [D]

A) Lock strips B) Guide strips C) Bearing strips D) A & B

574. Plant & Machinery which is not useful and over-aged will be sent to Scrap Depot with form [B]

A) DS-9 Form B) DS-8 Form C) DS Form D) Challan

575. The replacement of Old girder with a new Girder should be charged to the Allocation [D]

A) Revenue B) OLWR C) DF D) DRF

576. Camber provided for FOB is [D]

A) L/250 B) L/275 B) L/300 D) L/325

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577. In unavoidable cases, site welding of girder bridges to be done with the permission of

A) JAG officer B) SAG officer

C) Junior scale officer D) Senior scale officer [B]

578. Which of the following statement is correct [C]

A) design camber < dead load comber B) dead load camber < live load camber

C) live load camber < dead load camber D) design camber < live load camber

579. Which of the following statement is correct regarding open web girders of span 91.5 M

i. top chord member's nominal length < camber length

ii. top chord member's nominal length > camber length

iii. bottom chord member's nominal length > camber length

iv. bottom chord member's nominal length < camber length [A]

580. In open web girders, heaviest members of truss are [D]

A) Bottom chord members B) Top chord members

C) Vertical and inclined members D) End Rakers

581. In triangulated girders, reversal of stresses of members will occur during traffic [D]

A) Bottom chord members B) Top chord members

C) Vertical and / or inclined members near supports

D) Vertical and / or inclined members near middle of span

582. Standard span of 30.5 M Underslung girder weight is ___ less than that of Through girder

A) 30% B) 35% C) 20% D) 25% [A]

583. Through girders of span 61 & 76.2 M spans, 3rd stringers on either end of girders, act as

A) fixed beam B) hinged beam C) simply supported D) fixed free [D]

584. If top width of cross girder is more than 450 mm in OWG with H-beam sleepers ___[D]

A) No additional sleeper is needed B) sleeper of same hight placed on cross girder

C) width is reduced to 450 mm D) lesser hight sleeper is to be provided

585. While laying channel sleepers ____ to be provided below seating [C]

A) cleaning B) patch painting C) heavy coat of primer D) complete painting

586. H-beam sleeper are more convenient for following track structure [A]

A) LWR B) CWR C) SWR D) any of the above

587. Toe load of channel sleeper fittings are ____ [B]

A) equal to ERC B) Zero C) lesser than ERC D) more than ERC

588. LWR will be continued on bridges with _____ [C]

A) wooden sleepers B) channel sleepers C) H-beam sleepers D) any of the above

589. Phosphor bronze bearings are generally provided for ____ [B]

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1. heavy girders where lifting is difficult

2. where greasing is not needed

3. Underslung girders

4. Road over Bridges with composite girders

A) 1 & 2 B) 3 & 4 C) 1, 3 & 4 D) 1, 2 & 4

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Hours of Employment Regulation

1. What is the statutory limit of hours of employment of EI Category employee? [C]

   A. 60 Hrs in a week B. 45 Hours in a week. C. 75 Hrs in a week D. 54 Hrs. in a week

2. Standard Hours of duty of Continuous category of employees is ___ hrs in a week. [A]

   A. 48 Hrs B. 45 Hours. C. 75 Hrs D. 42 Hrs.

3. Waiting Room Bearer comes under _____ Classification [B]
   A. Intensive category B. Essentially Intermittent C. Continuous D. Excluded

4. Weekly Hours of duty including P&C of continuous category of employees is------ Hrs [D]

   A. 60 Hrs B. 45 Hours. C. 72 Hrs D. 54 Hrs.

5. In the case of Continuous category of employees more than _____ hrs of duty is Long on. [D]
   A. 6 Hrs B. 12/14 Hours. C. 10 Hrs D. 8 Hrs

6. _____ is empowered to classify the employment of Railway Servant [B]
   A. DRM B. Head of the Railways (GM) C. UPSC D. Rly Board

7. Weekly rest for Essentially Intermittent workers is _____ hrs including a full night in bed. [C]
   A. 22 consecutive hrs B not less than 30 consecutive hrs
   C. 24 consecutive hrs D. Equal to 30 consecutive hrs

8. Weekly rest of Intensive category of employees is _____ hrs. [B]
   A.22 consecutive hrs B not less than 30 consecutive hrs
   C. 24 consecutive hrs D Equal to 30 consecutive hrs

9. In which category Railway employees employed in confidential related work are Classified? [D]
   A. Essentially Intermittent B. Intensive category C. Continuous D. Exclude

10. Maximum how many breaks can be there in a split shift? [A]
    A. Two. B. Three C. Four D. Single

11. After how many hours of rest an EI category employee can again be called for duty in a day? [D]
    A. 6 Hrs B. 12/14 Hours. C. 10 Hrs D. 8 Hrs.

12. After how many hours of rest an Intensive category employee can again be called for duty in a day? [B]
    A. 6 Hrs B. 12/14 Hours. C. 10 Hrs D. 8 Hrs.

13. Within how many days Compensatory Off can be sanctioned? [A]
    A. 30 days B. 60 days C. 45 days D. no limit

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14. Rough Assessment Job Analysis is conducted for ----------hrs? [B]
A. 6 Hrs B. 24 Hours. C. 10 Hrs D. 8 Hrs.

15. For the Railway servants performing split duty, the number of spells of duty shall not exceed ____and the number of breaks shall be limited to ____; [A]
A. Three and Two B.Three and four C.Two and four D.None of the above.

16. Appeal against classification of employment can be made to_____- [C]
A. General Manager B. DRM C. Regional Labour Commissioner
D. Branch Officer.

17. The document which shows employee's daily hours of duty, weekly rest and break between spells of duty besides other necessary particulars is called [B]
A. Duty Chart B. Roster C. Attendance register
D. Overtime Allowance Register

18. Appointment of Regional Labour Commissioner is made through: [C]
A. Railway Board B. Human Resource Ministry C. Labour Ministry D. Collector

19. The category of employment in which the employee does not get any rest or very little rest in his duty hours is called: [A]
A. Intensive (B) Continuous (C) Essentially Intermittent (D) Excluded

20. Number periods of rest given to running staff in a month if one period of rest is 30 hrs:
(A) 1 (B) 2 (C) 3 (D) 4 [D]

21. Number periods of rest given to running staff in a month if one period of rest is 22 hrs:
(A) 1 (B) 2 (C) 5 (D) 4 [C]

22. Appeal against the orders of Regional Labour Commissioner can be made to Central Labour Commissioner within _____ days. [C]
(A) 30 (B) 60 (C) 90 (D) 180

23. What is the weekly hours of duty of the Railway servants other than Gateman 'C' Caretaker of Rest Houses, Chowkidar, Saloon Attendant, who have not been given Railway accommodation and their residence is 1 .0 Km away from the place of work?
A. 60 Hrs B. 45 Hours. C. 72 Hrs D. 54 Hrs. [A]

24. Duty period between 22.00hrs to 06.00hrs is treated as Night duty and paid Night duty allowance (NDA) at hourly rate equal to_____ [A]
A. (Basic pay+ DA)/200 B. (Basic pay+ DA)/100. C. (Basic pay)/200 D. None.

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Workmen's (Employees) Compensation Act

25. Workman Compensation Act re-named as_____ [A]
A. Employee Compensation Act B. Employer Compensation Act
C. Employment Compensation Act D. none

26. EC Act provide _____ for injury/Death by accident on duty [B]
A. Treatment B. Compensation C. Conviction D. none

27. As per EC Act there are _____&___ types of disablements [B]
A. Small/Big B. Partial/Total C. Simple/Major D. none

28. Employer is not liable for compensation if injury is due to _____ [D]
A. Influence of drinks/drugs B. Willful disobedience of rules
C. Willful removal of safety gadgets D. all the above

29. The compensation amount shall be deposited with _____ [C]
A. Bank B. Employees account C. Labour Commissioner D. none

30. Exgratia lumpsum compensation is paid to the families of railway employees [A]
A. who die in harness in performance of bonafide official duties
B. who die in harness in performance of non-official duties
C. who die in service D. none

31. Exgratia Lumpsum amount paid for death occurring due to accident in course of performance of duties is _____ [A]
A. 25 lakhs B. 30 lakhs C. 20 lakhs D. 35 lakhs

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