



SOUTH CENTRAL RAILWAY

मुख्यालय/Headquarters Office
कार्मिकविभाग/Personnel Department
सिकंदराबाद/Secunderabad.

सं.दमरे/का.प्र.का / No. SCR/P/HQ0PERS(CSC)/9/2025(e-504501)

दिनांक /Dt: 19.01.2026

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

Sub:- Unified Syllabus & Question Bank for CHC in L-7 SMs and Shunting Master against PRQ
- Reg

Ref:- STM/Rules Lr.No SC.R-PCOM0RULE(CORR)/16/2020-RULES SECTION E-office File
No 67341 dated 16.01.2026

Further to this office letter dated 24.10.2025 wherein with the approval of Competent authority the unified syllabus for departmental examination through CBT mode interms of RBE No. 19/2025 for the post of CHC in L-7 against LDCE and Shunting Master against PRQ in Operating Department has been circulated.

In connection to the above, the sample Question Bank for the above mentioned posts is enclosed herewith. The questions in the sample question bank are only indicative in nature but not exhaustive. The examinees are advised to prepare all the topics in the syllabus for the CBT.


[B. VENKATA SUBBIAH]
सहायककार्मिकअधिकारी/कैडर-I /APO/Cadre-I
For प्रधानमुख्यकार्मिकअधिकारी/PCPO

Question Bank

multiple choice questions for the post of Shunting Master from Points Man departmental quota.

Multiple choice questions:

G & SR

01. Authorised officer for South Central Railway is:[]
A) PCOM B) PCE C) PCCM D) CSO
02. General Manager of South Central Railway is:[]
A) Sri.S.K. Srivastav B) Sri.V.N.Mathur C) Sri.M.S.Jayanth D) Sri.G.N.Asthana.
03. Life of a detonator can be extended for ----- no. of years after the expiry of normal life []
A) 4 **B) 3** C) 5 D) 2
04. Paper Line Clear Ticket for Up trains is: []
A) T/B.1425 B) T/D.1425 **C) T/C.1425** D) T/A.1425
05. Fog Signal Post is erected at a distance of -----meters in rear of First stop signal []
A) 270 B) 180 C) 120 D) 250
06. Whose specific orders should be obtained for Running of goods train without Guard? []
A) Sr.DOM B) CPTM C) Sr.DCM D) PCOM
07. The fixed stop signal of a station controlling the entry of trains into the next block section is []
A) LSS(Last Stop Signal) B) FSS(First Stop Signal) C) Starter D) IBS
08. Authority to proceed for material train returning to originating station[]
A) T/A.462 B) T/465 C) T/462 D) T/A.465
09. The line ordinarily used for running trains through and between stations[]
A) Goods loop B) Loop line C) Siding line D) Main line
10. When was South Central Railway formed? []
A) 02.10.1966 B) 16.04.1956 C) 12.10.1965 D) 01.04.2003
11. Repeating signal is a []
A) Reception signal B) Other signal C) Subsidiary signal D) Dispatch signal.
12. Authority to dispatch Motor trolley -----[]
A) T/A 1525 B) T/1525 C) T/1708 D) T/1425
13. The Speed Restriction of Motor trolley while running over points and crossings is :[]
A) 20 Kmph B) 30 Kmph C) 10 Kmph D) 15 Kmph
14. The maximum no. of men that may be carried on a Motor trolley shall not exceed on B.G []
A) 5 B) 10 C) 8 D) 15
15. Engine shall be stopped at a distance of -----while performing coaching shunting.[]
A) 20 meters. B) 10 meters C) 15 meters D) 12 meters
16. Shunting with man power is called as----- []

A) Flat shunting. B) Hand shunting C) Fly shunting D) Loose shunting

17. What is the Speed restriction to be followed while hand shunting is performed? []
A) 5 Kmph B) 8 Kmph C) 10 Kmph D) 15 Kmph
18. Gate signal is identified with ----- []
A) P marker B) G marker C) R marker D) S marker
19. When rail breakage is upto 30mm. First train to observe Speed Restriction is ----- []
A) 5 Kmph B) 8 Kmph C) 10 Kmph D) 15 Kmph
20. When rail breakage is upto 30mm. Subsequent trains to observe Speed Restriction is ---- []
A) 5 Kmph B) 8 Kmph C) 10 Kmph D) 15 Kmph
21. South Central Railway is divided into ----- no. of divisions []
A) 5 B) 6 C) 3 D) 4
22. Head quarters of South western Railway ----- []
A) Bangalore. B) Hubli C) Bilaspur D) Belgaum
23. Expand CRS: []
A) Commissioner Rolling Stock B) Chief Railway Secretary C) Commissioner of Railway Safety
D) Chief Railway Superintendent
24. Headquarters of RDSO ----- []
A) Lucknow. B) New Delhi C) Mumbai D) Hyderabad
25. Distance between two rails in a standard gauge (B.G) []
A) 1676 meters B) 1.676 centimeters C) 1.676 millimeters D) 1.676 meters.
26. General Rules are framed by []
[A] Railway Board [B] Authorised Officer [C] General Manager [D] PCOM
27. Approved special instructions are issued or approved by []
[A] PCOM [B] Authorised Officer [C] CRS [D] Railway Board
28. Home signal lever / switch will be normalized after passage of the []
(A) engine (B) Whole train (C) first vehicle (D) none of these
29. Before the arrival of the train, to avoid complaints from road users, taking off the approach Stop signals can be delayed to ensure that gate is closed only for []
[A] 20 minutes [B] 10 minutes [C] 15 minutes [D] 30 minutes
30. A signal taken "OFF" for a train can be put back to "ON" position in emergency only to []
(A) obey SCOR instructions (B) obey Station Master's instructions (C) issue tickets
(D) avert an accident
31. After putting back starter/advanced starter for a departing train, LP of the train should be advised through a []
(A) written memo (B) C.O. (C) T / 369 (3b) (D) none of above
32. The normal aspect of a fixed signal, except Automatic Signals is []

[A] Attention [B] caution [C] proceed [D] most restrictive

33. Even though departure signals are taken off, LP shall stop at stations where stoppages are scheduled in the []
[A] VG [B] CTR [C] WTT [D] SOB
34. The points on single line, that must be set against the blocked line, immediately after the arrival of a train at the station []
(A) rear(B) front (C) either end (D) none of above
35. The points on double line, that must be set against the blocked line, immediately after the arrival of a train at the station []
(A) rear(B) front (C) either end (D) none of above
36. When all the lines at a station are blocked by passenger carrying trains, and still line clear is granted for a train, the points shall be set for the line occupied by []
(A) Main line & engine facing (B) Loop line & engine facing (C) Main line & SLR facing
(D) Loop line & SLR facing
37. The indications that must be checked by the SM to see that the points are in working condition after the operation of every motor operated point, are []
(A) " N " (B) " R " (C) either A or B (D) none of the above
38. On Single Line,the Signal overlap shall be reckoned from[]
(A) facing points (B) trailing points (C) facing end points (D) Home signal
39. On Single line in MAS, the Signal Over Lap shall not be less than[]
(A) 100 m (B) 110 m (C) 120 m (D) 150 m
40. The signals that are prohibited to be used for shunting purposes are[]
(A) Outer (B) Home (C) LSS(D) All the above
41. The provision of catch siding is compulsory, where the falling gradient towards station is steeper than []
[A] 1 in 80 [B] 1 in 100 [C] 1 in 260 [D] 1 in 400
42. The provision of slip siding is compulsory , where the falling gradient towards block section is steeper than[]
[A] 1 in 80 [B] 1 in 100 [C] 1 in 260 [D] 1 in 400
43. All points shall normally be set for the []
[A] loop line [B] turns out [C] straight line[D] any line
44. The notice that S M shall ensure whenever points / signals / Block Instrument is disconnected by SI / ESM is[]
A) Reconnection notice B) Disconnection notice C) failure memo D)none of these
45. Whenever the points / signals / block instruments are disconnected, S M shall inform Cabin Man / C ASM / SWM under exchange of []
[A] message [B] PN [C] verbal order [D] intimation not necessary
46. Before reconnecting the Signal gear that is disconnected, SI/ESM shall test jointly with []
[A] TI [B] S&T khalasi [C] Pointsman [D] SM on duty

47. From the time of disconnection to reconnection, the trains shall be admitted by []
[A] Hand signals [B] fixed signals [C] piloting [D] none of above
48. While accepting Disconnection Notice for block instrument the SM shall endorse on the Notice that []
[A] Block Section is occupied [B] block section is free [C] Block instruments failed
[D] None of the above
49. Whenever signal Inspector is testing the signal, the remarks shall be recorded in []
[A] TSR [B] Station Diary [C] PN exchange book [D] S & T failure register
50. Violently waving a white light horizontally across the body of a person indicates []
[A] train parting [B] move away from the person signalling [C] proceed [D] stop dead
51. Detonators are also known as []
[A] fog signals [B] flare signals [C] illuminating signal [D] none of these
52. The number of detonators that are given to each fog signalman is
[A] 8 [B] 10 [C] 20 [D] 24 []
53. From FSS the FSP is located at a distance of []
(A) 180m (B) 120m (C) 400m (D) 270m
54. Nominated fog signalmen are two from each department []
(A) Engineering and S&T (B) Engineering and Operating (C) Mechanical and Operating
(D) only from Engineering
55. The Register in which fog signalmen's assurance will be taken is []
A) TSR B) Station Detonator Register C) Station diary D) SWR assurance
56. Testing of detonator shall be done by moving an empty wagon hauled by a locomotive at a speed of []
A) 11 to 13 kmph B) 15 to 20 kmph C) 8 to 11 kmph D) 12 to 15 kmph
57. No. of detonators which shall be kept in stock at a station, is prescribed by []
[A] DRM [B] DOM [C] PCOM [D] DEN
58. The knowledge of staff that are required to use detonators shall be tested once in []
[A] One month [B] two months [C] three months [D] six months
59. TI/SM/PWI shall test detonators once in []
[A] 3 months [B] 6 months [C] 8 months [D] 12 months
60. Normal life of a detonator manufactured before 2010 is []
[A] 3 years [B] 5 years [C] 7 years [D] No limit
61. Normal life of a detonator manufactured during 2010 and thereafter is []
[A] 3 years [B] 5 years [C] 7 years [D] No limit
62. The maximum number of extensions after successful testing of a detonator is []
[A] one [B] two [C] three [D] any number
63. The signals used to warn the incoming train, of an obstruction during day shall be a []
(A) flashing Amber light (B) red flag (C) Red light of H/S lamp (D) red flashing H/S Lamp

64. Whenever a signal/point/block instrument is defective, SM shall make an entry in []
 (A) S&T failure register (B)PN exchange register (C) relay room key register
 (D)crank handle register
65. Whenever a signal which is detecting a point becomes defective, these points shall be treated as[]
 (A) interlocked (B) non interlocked (C) working (D) none of above
66. A blank signal under complete power off situation is to be treated as []
 (A) defective signal (B) signal at off (C) no signal (D) none of above
67. Pre-warning about a defective reception signal is not required when there is a / an []
 (A) Calling on signal (B) Adv. Starter (C) Isolation (D) none of above
68. When pre warning is given about a defective Home signal, the LP may pass such signal on receipt of []
 [A] PHS at the foot of the defective signal [B] PHS at the first facing
 [C] T.369(3b)+PHS
 [D] PN through SPT
69. Before granting line clear, at a class `A' station, Line shall be clear up to (beyond FSS)[]
 A) Starter B) N L T 400 meters C) either A or BD) none of above
70. Advance authority to pass defective Reception signal is []
 [A] T.369(3b) [B] T.369(1) [C] T/C.1425 [D] T.409
71. When a train is received on Calling ON signal , cancellation in Podanur panel takes[]
 [A] 120 seconds [B] 180 seconds [C] 240 seconds [D] 90 seconds
72. The axle counter shall be reset only after ensuring that the monitored portion is[]
 [A] vacant [B] occupied [C] obstructed [D] none of above
73. Whenever axle counters provided for loop line are to be reset , it should be done by S M on duty along with one []
 A) Operating official B) S & T official C) A or B D) none of above
74. Authority to pass defective starter signal (if it is not LSS) is[]
 A) calling on signal taken off B) T.369(3b)+ PHS C) A or B D) P L C T
75. The authoritygiven to the LP, when I B distant signal fails in "OFF" position, before dispatching []
 A) P L C T B) T / 369 (3b) C) P L C T + T.369 (3b) D) none of above
76. On Double line when LSS is defective, Authority to proceed is []
 [A] T / 369 (3b) [B] P L C T [C] T / 806+PN [D] T/C.602
77. On Single line token less section, when LSS is defective Authority to proceed is[]
 [A] T / 369(3b) [B] T/B.602 [C] T.806+PN [D] P L C T
78. The authority required by Loco Pilot when passes starter at "ON" partly & stopped before Advanced Starter []
 (A) Memo countersigned by Guard B) T.369 (3b) +PHS (C) Advanced starter taken off / PLCT (D) all the above

79. Gate-cum-Distant signal shall be located in rear of the gate at a distance of not less than []
[A] 90 meters [B] 120 meters [C] 180 meters [D] 350 meters
80. If a signal is showing white light in place of a colour light, it is treated as showing []
(A) most restrictive aspect (B) caution (C) attention (D) Proceed
81. The signal shall be treated as defective, whenever colour light signal is flickering / bobbing and does not assume a steady aspect for at least []
[A] 20 seconds [B] 30 seconds [C] 60 seconds [D] 120 seconds
82. The authority given to the loco pilot at station, when I B S is defective []
(A) P L C T (B) T / 369 (3b) (C) Both A & B (D) none of above
83. In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall []
[A] treat the LC gate as closed [B] treat the LC Gate as non-interlocked [C] exchange PN with the Gateman [D] both 'B' and 'C'
84. The facility that is provided on an I B signal post is []
[A] Phone connecting the rear SM [B] Phone connecting the advance SM
[C] Phone connecting the SCOR [D] Phone connecting the TPC
85. When I B S is at 'ON', the Loco Pilot shall stop in rear of the signal and contact []
A) SM in advance B) SCOR C) SM in rear D) TPC
86. When IBS is at "ON" and the telephone is out of order, Loco Pilot after waiting for five minutes shall proceed when view is clear/not clear upto next stop signal at a speed not exceeding []
A) 10 / 8kmph B) 25 / 10kmph C) 20 / 10kmph D) 15 / 8kmph
87. The button to be operated by S M rear, to reset Analog axle counter, if I B S fails due to improper counting []
[A] PB-1 [B] PB-2 [C] PB-3 [D] PB-4
88. Wherever I B S is provided, LSS is interlocked with []
(A) Axle counters (B) Block Instrument (C) IBS (D) trailing points
89. In I B S area , the I B Signal is interlocked with []
(A) Axle counters (B) Block Instrument (C) LSS (D) trailing points
90. The indication that appear at the SM in rear, when Loco Pilot passes I B S at 'ON' []
[A] K1 [B] K2 [C] K3 [D] K4
91. The indication that appear, when Loco Pilot passes LSS in 'OFF' position is []
A) K1 B) K2 C) K3 D) K4
92. When Loco Pilot passes LSS in OFF position, K2 indication will appear which will become normal by putting back []
A) FSS knob/lever B) LSS knob/lever C) Gate key knob/lever D) IBS knob/lever
93. The indication that will appear when Loco Pilot passes IBS in "OFF" position is []
A) K1 B) K2 C) K3 D) K4
94. When Loco Pilot passes IBS in OFF position, K3 indication will appear which will become

normal, by putting back []
A) FSS knob/lever B) LSS knob/lever C) Gate key knob/lever D) IBS knob/lever

95. The indication that appear, along with buzzer, whenever I B S or I B distant signal bulb is fused is []
[A] K1 [B] K2 [C] K3 [D] K4
96. Over the trailed through points, under no circumstances should a train be []
[A] move forward [B] backed [C] run with MPS [D] none of these
97. The control office should advise the standard time daily by a general call to the stations at []
[A] 08.00 hours [B] 16.00 hours [C] 00.00 hours [D] none of these
98. All S Ms should correct the time at 16.00 hrs and make an entry in the []
(A) T S R / Station Diary (B) S&T failure register (C) Attendance register
(D) PN exchange register
99. ODC shall be allowed to be attached by a train for transport only with prior sanction of []
[A] CRS [B] RAILWAY BOARD [C] TXR [D] PCOM
100. During dense fog maximum speed of a train on Absolute block system shall be restricted to []
A) 25kmph B) 8kmph C) 75 kmph D) 20kmph
101. Normally the speed of trains over Non-Interlocked points, turnouts and crossover shall not exceed []
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
102. The maximum speed of a train on 1 in 8 ½ turnout (symmetrical split, Thick Web switch of 52/60 kg rails on PSC sleepers and on PSC sleepers is restricted to []
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
103. The speed of a train on 1 in 8½ turnout (curved switch of 52/60 km rails) on PSC sleepers is restricted to []
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
104. Isolation is necessary, where the trains are permitted to run through the station at a speed exceeding []
[A] 50 kmph [B] 110 KMPH [C] 75 KMPH [D] 15 KMPH
105. Engine pushing is permitted with the prior permission of []
(A) SM in advance (B) SM in rear (C) SM of the notice station (D) None of above
106. When engine is pushing a train without Guard, the duties of Guard deploys on []
[A] Points Man [B] ALP [C] S M [D] none of these
107. The colour of marker lights on both sides of engine exclusively deployed for shunting purpose shall be []
[A] white [B] Red [C] Amber [D] red and yellow
108. When head light is defective after putting marker lights 'on' train can go with a speed not exceeding []
(A) 40kmph (B) Severest temporary speed restriction in the block section (C) A or B whichever is less (D) none of above

109. Last vehicle indicator during night shall be []
 [A] L.V board of approved design [B] Retro reflective L.V board [C] Red flashing light
 [D] red flag
110. Normally, Side lights shall show towards the train engine []
 (A) Red colour (B) white colour (C) green colour (D) yellow colour
111. Side lights may be dispensed with ,for []
 (A) **E M U** (B) **Goods trains** (C) Express trains (D) Both A & B
112. What shall be fixed behind an assisting engine when it is attached in rear of a train? [] (A)
 Tail board (B) Tail lamp (C) either A or B (D) Flasher Light
113. It will be the duty of the Guard to ensure that, the last vehicle in rear is affixed with []
 (A) Tail lamp (B) Tail board (C) Red flag (D) either A & B
114. Light engines or coupled engines (in rear)shall have []
 (A) Tail board (B) Tail lamp (C) Red marker lights (D) white marker lights
115. The bell signal that SM has to give, when he observes a train passed without tail lamp/tail board
 (to station in rear) where B P A C is not provided. []
 A) Six pause one B) Six pause two C) Six pause three D) Six pause four
116. The bell signal that SM has to give , when he observes a train passed without tail lamp/tail
 board (to station in advance) where BPAC is not provided.[]
 A) Six pause one B) Six pause two C) Six pause three D) Six pause four
117. When SM observes a train passed without tail lamp/tail board (where BPAC is not provided),
 shall stop all the trains proceeding on adjacent line and issue []
 (A) P L C T (B) T / 369 (3b) (C) caution order (D) verbal orders
118. Guard shall report to the Station Master of the next important station, any stoppage or other
 irregularities in train working and record the details in CTR and send a special report to []
 A) DOM B) DME C) DRM D) DSC
119. The full form of O T L (BV equipment) is []
 (A) over time leave (B) one time lock (C) one time leak (D)one time lever
120. Dy.SS/TNC of the originating station shall record the intactness and availability of the BV
 equipment in the register and obtain acknowledgement of []
 [A] Guard [B] S.E (C&W) [C] LP when without guard [D] all the above
121. Periodical replacement of Fire Extinguishers ,shall be done once in []
 [A] 3 months [B] 6 month [C] 12 months [D] 3 years
122. At destination station, Guard shall obtain acknowledgement about the intactness of OTL and seal
 of Dy.SS or SE / JE-C&W in the []
 [A] Rough journal or VG [B] CTR [C] LTM [D] RS-5
123. In case of emergency the Assistant Loco Pilot can be authorized to drive the train up to the
 nearest point where he can be relieved (speed not exceeding) []
 A) 30kmph B) 40kmph C) 60kmph D) MPS

124. Maximum No. of officials / staff, including engine crew at any time on the engine (except in emergencies) []
[A] 2 [B] 3 [C] 5 [D] 6
125. The number of persons permitted to travel in the brake-van of goods trains, including Guard, should not exceed []
[A] 2 [B] 3 [C] 5 [D] 6
126. In an emergency, a goods train without brake van can be ordered by []
(A) Sr. DOM (B) DOM (C) DRM (D) either A or B
127. Maximum number of coaches in addition to the officers inspection coach can be attached in rear of SLR of a Passenger / Mail & Express trains []
[A] 1 [B] 2 [C] 3 [D] 5
128. Maximum number of bogies (or its equivalent) attached in rear of the rear brake van by a goods train is []
[A] 1 [B] 2 [C] 3 [D] 5
129. Maximum number of damaged vehicle / engine allowed by a goods train. []
[A] 1 [B] 2 [C] 4 [D] any number
130. Damaged vehicle/engine shall be attached to a goods train only on receipt of written advise in duplicate from []
(A) TXR (B) SSE / loco (C) either A or B (D) none of these
131. Whenever vehicles are attached / detached on a train , at an intermediate station the entries in the VG must be made by []
A) Guard B) Station staff C) Loco Pilot D) none of these
132. In an emergency, a goods train without Guard can be ordered by []
[A] SM [B] Dy. CHC [C] Sr. DOM [D] DOM
133. In multi pilot system to start the train from siding the authority is []
A) written authority issued by SM, B) written authority issued by siding authority
C) written authority issued by pilot in-charge D) none of the above.
134. The intimation, through which Station Master advices the Loco Pilot with necessary endorsement, stating that the train is to run without Guard is []
A) verbal orders B) train notice C) train order D) caution order
135. Where IBS is provided, the SM shall not dispatch a train in rear of train running without Guard unless it reaches the []
A) IBS B) First stop signal C) next block station D) none of these
136. In Automatic block territory, no train shall be allowed to follow a train without brake van / Guard , until it arrives complete at the next []
A) Reporting station B) Junction station C) Automatic signal D) Gate lodge
137. Running of a goods train without Guard , is strictly prohibited during []
[A] tempestuous weather [B] total interruption of communications
[C] temporary single line working [D] all the above

138. When SM receives an advice of Hot axle on a train, it shall preferably be admitted on []
[A] line provided with sand hump [B] loop line [C] Main line [D] none of these
139. The check that shall be conducted , while clearing stabled stock from a station / invalid BPC, is
A) Guard and SM B) LP and SM C) Guard and LP D) SM, Guard & LP
140. The test that shall be conducted , whenever train engine is changed, is []
A) Brake continuity B) GLP check C) brake power D) feel test
141. Whenever a train is stabled enroute, the Loco Pilot and Guard shall hand over the 'Brake Power Certificate' available with him/her to the _____ for safe custody
[A] PCOR [B] CCC [C] SCOR [D] **Station Master**
142. Who shall hand over the original Brake Power Certificate collected from the Loco Pilot and Guard of the stabled train to outgoing Loco Pilot and Guard. []
[A] PCOR [B] **Station Master** [C] SCOR [D] CCC
143. While at station, the Loco Pilot is to obey the orders of []
[A] GD [B] TLC [C] LI [D] SM
144. The validity of CC rake BPC is []
A) 35 days B) 7500 KM C) A or B whichever is earlier D) none of these
145. The validity of Premium rake BPC is []
[A] Till destination [B] 12 days [C] 30 days [D] 35 days
146. The grace period given for Premium end to end BPC is []
(A) one day (B) two days (C) three days (D) four days
147. The validity of End to end BPC is []
(A) 12+5 day (B) loading point to destination (C) TXR point to destination (D) two TXR checking points
148. S M shall arrange Points Man to show all right signals for a run through train from []
[A] station side [B] off side [C] any side as per convenience [D] none of these
149. The following are exempted from exchanging 'All right' signals []
[A] **LP of DMU / EMU** [B] LP of a train W/O guard [C] Guards of Super fast trains
[D] none of these
150. The time allowed normally to goods trains to start, after engines have been attached is not more than []
(A) 20 minutes (B) 30 minutes (C) 45 minutes (D) 60 minutes
151. The time allowed to goods trains to start after engines have been attached in case of formations tested by Vacuum Exhausters/Air-Compressors, shall not exceed []
(A) 20 minutes (B) 30 minutes (C) 45 minutes (D) 60 minutes
152. Fresh B P C is required when train is stabled at a station (other than loading and unloading station) for more than []
[A] 72 hours [B] 24 hours [C] seven days [D] four days
153. Fresh B P C is required whenever (eight-wheeler) vehicles are attached or detached, to / from a goods train by more than []
[A] 10 [B] 4 [C] one [D] 10% of total wagons

154. The effective brake power in case of Mail/Express at the originating station shall be 100% and en route should be not less than []
(A) 100% (B) 95% (C) 90% (D) not specified
155. When a train is held up at FSS, the Loco Pilot shall depute his Assistant Loco Pilot to go to Station, after []
[A] 10 minutes [B] 15 minutes [C] 5 minutes [D] none of these
156. While working a passenger train, the Loco Pilot shall ensure that the passenger bogies do not over shoot []
[A] platform [B] FSS [C] Sand hump [D] none of these
157. The whistle code, that is given by the Loco Pilot when SM / Station Staff does not exchange 'all-right' signals is []
(A) 00 (B) 000 (C) 00 (D) 00
158. When engine whistle fails on run, after clearing block section cautiously, L P shall []
[A] continue with 40 kmph [B] Advise PRC/TLC and act accordingly [C] ask for repair or relief [D] none of these
159. Whistle code while 'Passing Signal at ON with proper Authority' []
(A) 0 - 0 (B) 0 0 - (C) _ 0 _ (D) _ 0 0
160. Engine whistle code 0 0 - indicates []
(A) Insufficient air pressure in engine (B) alarm chain pulled (C) either A or B (D) passing signal at On with proper authority
161. Whenever train stopped without clearing fouling mark, to prevent any movement on the fouled line the Guard shall inform the SM at once by []
(A) showing green flag (B) waving white light (C) exchange of P N (D) exhibiting stop hand signal
162. Material train shall be ordered to work with the permission of []
[A] DRM [B] DOM [C] PCOM [D] DEN
163. To dispatch a material train for working in the block section and return to the same station, authority given to the LP is []
[A] PLCT [B] ATP W/O line clear [C] T/462 [D] T/A.462
164. The authority given to the LP of a material train for working in the block section and proceed to the next station is []
A) T / 462 B) T/A 462 C) T / 465 D) none of these
165. The validity of a material train B P C, is []
A) 30 days B) 21 days C) 15 days D) none of these
166. The effective brake power of a material train shall be (not less than) []
[A] 100 % [B] 85% [C] 90 % [D] 95 %
167. Responsibility of stabling a material train at a station, lies with []
A) Guard B) Station Master C) SM & Guard D) Guard and PWI

168. The maximum speed of a T T M is []
A) 10kmph B) 20kmph C) 30kmph D) 40kmph
169. The maximum speed of a T T M , over points and crossing is []
A) 10kmph B) 20kmph C) 30kmph D) 40kmph
170. TTM is permitted to work in the block section only during []
A) line block B) integrated block C) shadow block D) all the above
171. When TTMs are following each other, the speed of the second TTM is restricted to []
[A] 25/10 kmph [B] 15/10 kmph [C] 15/8 kmph [D] no restriction
172. The officials to sign and issue the GWR of Non- Interlocked gates are []
(A) DOM & DEN (B) DSTE & DEN (C) DOM & DSO (D) DOM & DSTE
173. SWR diagram must be signed by []
[A] DEN & DEE [B] DSTE & DOM [C] DOM, DSTE & DEN [D] T I & SSE(SIG)
174. Appendix 'G' (rules for electrified section) of SWR must be signed by []
[A] DOM&DSTE [B] DOM & DEN [C] DOM , DSTE & DEE [D] TI& SSE(SIG)
175. SWR should be issued afresh , once in []
[A] 3 years [B] 5 years [C] one year after completion of half years [D] 10 years
176. After issue of following number of amendment slips , SWR shall be issued afresh []
[A] 3 [B] 4 [C] 5 [D] 7
177. Fresh declaration shall be obtained from a member of staff in the following case []
[A] when newly joined at station [B] Resumes duty after an absence of 15 consecutive days or more.
[C] any change in the SWR [D] Any of the above
178. The following form shall not be issued in manuscript []
[A] T/D 1425 [B] T/369(3b) [C] T/462 [D] T/409
179. Written authority , to receive a train on to an obstructed line []
[A] T/511 [B] pilot in memo [C] T/369(3b) [D] T/509
180. While receiving a train on to an obstructed line, Stop hand signal shall be exhibited from the point of obstruction at a distance of (not less than) []
(A) 45 metres (B) 20 metres (C) 120 metres (D) 180 metres
181. Written authority to start a train from a station having common starter, is []
[A] T/511 [B] pilot out memo [C] T/512 [D] T/509
182. The speed during shunting operations ,shall not exceed []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
183. Slip coaches shall not be kept on a blocked line in the rear of a []
[A] Passenger carrying train [B] light engine [C] shunting engine [D] stabled load
184. While performing shunting on passenger carrying trains, the shunting engine before coming on to the formation should be stopped before the formation at a distance of []

[A] 45 metres [B] 20 metres [C] 15 metres [D] 10 metres

185. At a station where separate shunting staff are not employed, shunting operations shall personally be supervised by []
[A] Points Man [B] Loco pilot [C] SM [D] Guard
186. While backing a full train from one line to another via main line, shunting supervision shall be done by []
[A] Points Man [B] Loco pilot [C] SM [D] Guard
187. Carriages containing passengers shall not be moved for shunting purpose without the personal orders of the []
(A) SM& LP (B) GD &SM (C)GD (D) GD&LP
188. While performing shunting, the points which are not protected by signals must be locked by following methods []
[A] clamped and padlocked [B] cotter bolted and padlocked [C] Either A or B [D] none of these
189. While shunting wagons containing explosives, the supervision shall be done by []
[A] Points Man [B] Loco Pilot [C] S M [D] Guard
190. The maximum speed while shunting of wagons containing explosives and P O L products shall be []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
191. Where shunting operations are supervised by Guard/SM, Loco Pilot shall be given []
[A] T/A 806 [B] written memo [C] T/806 [D] T/409
192. The gradient that is considered as steep gradient for the purpose of shunting , roller bearing wagons []
[A] 1 in 400 [B] 1 in 600 [C] 1 in 260 [D] 1 in 150
193. Shunting of roller bearing vehicle on a steep gradient shall be done only with locomotive attached towards the []
[A] As per convenience [B] falling gradient [C] Raising gradient [D] none of these
194. While stabling a goods train having BOX 'N' / BCN / BRH, etc., minimum no. of vehicles hand brake to be applied (in addition to hand brakes of B/V)are []
[A] 3 from each end [B] six wagons on either side [C] nine from each end [D] 10 from engine 5 from B/V
195. When the Loco Pilot of a train experiences any abnormal condition on the track, shall stop his train at []
[A] LSS of next station [B] FSS of next station [C] within station section [D] next block station without clearing block section
196. When the Loco Pilot of a train experiences any abnormal condition on the track, in case of IBS / Automatic block territories, shall stop the movement of trains and inform []
[A] Station Master [B] Loco pilots of following trains [C] both A & B [D] none of these
197. When 'lurch' is reported and subsequently a train is sent with engineering official, caution order is given to the LP to []
[A] stop dead and be guided by Engg.official [B] Run through [C] Simply proceed with 10 kmph [D] observe SR of 8 kmph

198. When 'lurch' is reported and subsequently a train is sent in the absence of engineering official, caution order is given to the LP to stop dead if considered safe, proceed at a speed of []
[A] 10 kmph [B] 15 kmph [C] 30 kmph [D] 8 kmph
199. Rail fracture of less than 30mm, the speed of first train shall be []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
200. Rail fracture of less than 30mm, the speed of second and subsequent trains shall be []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
201. Rail fracture of more than 30 mm or multiple fractures, track is to be certified by []
[A] AEN [B] PWI[C]key man [D] Gang mate
202. On Double line the Authority to dispatch a goods train against the established direction of traffic for any reason (other than introduction of TSL working) is []
[A] C L C T [B] T/J 602 [C] P L C T [D] T/369(3b)
203. During T S L working , the block instruments shall be kept and locked in []
[A] T O L position [B] Line closed position [C] Line clear position
[D] TOL position for wrong line trains only
204. During Temporary Single Line working, the written Authority given to Loco Pilot is []
[A] P L C T [B] C L C T [C] T/D 602 [D] T/369(3b)
205. During T S L working, the speed of first train shall be []
[A] 25 kmph [B] 10 [C] 15 [D] MPS
206. During T S L working the speed of second and subsequent trains shall be []
[A] 25 kmph [B] 10 [C] 15 [D] Sectional speed
207. During TSL working when the train is proceeding on wrong line, the train shall be despatched by issuing []
[A] T/D 602 [B] T/369(3b) [C] T/511 [D] T/512
208. Authority for light engine, going to open communications shall be []
[A] T/A 602 [B] T/B 602 [C] T/C 602 [D] T/D 602
209. The speed of the Light engine going for opening of communication, shall be []
[A] 15/10 kmph [B] 10/8 kmph [C] normal speed [D] 25 kmph
210. After opening communication, the light engine shall return on []
[A] C L C M [B] P L C T [C] T/B 602 [D] C L C T
211. Down CLCT is prepared on Form No : []
[A] T/D 1425 [B] T/G 602 [C] T/H 602 [D] T/F 602
212. When there is an even flow of trains, enquiry and reply messages are sent through []
[A] Loco Pilots [B] SM off duty [C] Points Men [D] Guards
213. After opening communication, the speed of the first train (waiting) shall be []
[A] 25/10 kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph

214. Once communication is restored, the Station Master must send a message to the SM of adjacent station in the prescribed form on []
[A] T/E 602 [B] T/G 602 [C] T/H 602 [D] T/I 602
215. Written authority to dispatch a relief engine into an obstructed block section, is []
[A] T/A 602 [B] T/B 602 [C] T/C 602 [D] T/D 602
216. S M shall arrange to send a competent railway servant, if a passenger / goods train does not turn up, even after the normal running time and []
[A] 5/10 minutes [B] **10/20 minutes** [C] 20/30 minutes [D] 15/25 minutes
217. If Loco Pilot enters block section without A T P and subsequently sends his Assistant Loco Pilot with a memo to SM in rear, that S M shall arrange to send []
[A] P L C T [B] Caution order [C] T/A 602 [D] T/369(3b)
218. If Loco Pilot enters block section without A T P and subsequently sends his Assistant Loco Pilot with a memo to SM in advance, that S M shall arrange to send []
[A] P L C T [B] Caution order [C] T/A 602 [D] T/369(3b)
219. If a train parts and the Loco Pilot decided to proceed to the station ahead, he shall, on approaching the station give the following whistle code []
[A] _ _ 0 0 [B] _ 0 _ 0 [C] _ 0 0 [D] 0 _ 0
220. During divided train working, the written authority issued by the Guard of the train , to the L P to clear the first portion , is []
[A] T/A 602 [B] Caution order [C] T/609 [D] Written memo
221. When a goods Train runs without Guard has to be divided, the Loco Pilot shall bring first portion by preparing
[A] T/A.602 [B] Caution order [C] T/609 [D] Written memo
222. When a train without Guard is divided in the section, after dropping the first portion, light engine returning to pickup second portion shall proceed on authority []
[A] T/A.602 [B] Caution order [C] T/609 [D] Written memo
223. On Absolute Block System, no train shall be allowed to leave a block station unless, the following has been received from advance Block station []
[A] Authority to Proceed [B] line clear [C] consent [D] information
224. On Absolute block system, the adequate distance (BOL) beyond FSS on M A S for granting line clear shall not be less than []
[A] 180 metres [B] 120 metres [C] 400 metres [D] 100 metres
225. At a class 'B' station on D/L equipped with MACLS, to grant line clear, the line must be clear up to []
[A] S L B [B] BSLB / outermost facing points [C] Adv. starter [D] starter
226. At a class 'B' station on S / L equipped with MACLS, to grant line clear, the line must be clear up to []
[A] S L B [B] outermost facing points [C] Opposite Adv. Starter [D] any of the above
227. At a class 'C' station , line clear shall not be given unless, the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and []
[A] Continuing its journey [B] clears advance block section also

[C] condition for taking home signal also fulfilled [D] all the above

228. In automatic block system the line between the block stations, when required, be divided into a series of []
[A] Automatic block signalling sections [B] block sections [C] station sections [D] all the above
229. The Ministry of Railways Launched programme for all Railway staff to improve their competence.[]
(A) Rail Vision (B) Rail Vikas Shibir (C) Saksham (D) Rail Swachhta Pakhwada
230. On D/L , the automatic signal shall not assume OFF position ,unless the line is clear not only up to the next Automatic signal ,but also for an adequate distance of (not less than) []
[A]180 metres [B] 120 metres [C]400 metres [D] 100 metres
231. Automatic signal is identified by []
[A] 'A' marker [B] Illuminated 'A' marker [C] 'C' marker [D] "AB" marker
232. Semi automatic signal when working as automatic signal is identified by[]
[A] 'A' marker board [B] illuminated 'A' marker [C] both A & B [D] none of these
233. Normal aspect of Automatic signal is []
[A] Stop [B] Attention [C] Proceed [D] Most restrictive aspect
234. SMR/TI shall renew the competency certificates (in Automatic section) for []
[A]SMs [B] Gds of that station,SMs and points men[C] SMs and points men[D] none of these
235. When Loco Pilot passes an automatic stop signal at ON, he shall observe speed restriction of[]
[A] 10 kmph when view is clear and 8 kmph in night
[B] 15kmph when view is clear and 8 kmph when view is not clear
[C] 15 kmph
[D] 10 kmph
236. When LSS fails, Line clear cannot established on single line automatic block system, Loco Pilot shall be given []
[A] P L C T [B] T/D 912 [C] PLCT+T/ B 912 [D] T/369(3b) +C.O
237. When LSS fails on double line automatic block system, Loco Pilot shall be given[]
[A] P L C T + C.O [B] P L C T + T/A 912 [C] T/D 912 + T/A 912 [D] T / 369(3b)
238. Authority to dispatch Relief engine/train in obstructed automatic signalling section is []
[A] T / A 912 [B] T / B 912 [C] T / C 912 [D] T / D 912
239. Relief loco shall proceed with a restricted speed of []
[A] 25kmph [B] 15 /10 kmph [C] normal speed [D] 15 / 8 kmph
240. Fixed signal which can be operated either as an Automatic signal or a manual signal, is[]
[A] An Automatic stop signal [B] Manual stop signal in automatic territory
[C] A Semi automatic stop signal [D] A Home signal
241. Gate signal in automatic signaling territory is distinguished by []
A) G marker and illuminated A marker when gate is closed
B) only G marker
C) G marker and illuminated A marker when gate is open

D) A marker and illuminated G marker when gate is closed

242. Normal authority to proceed on Single Line token less sections/Double line sections []
[A] **'OFF' position of LSS** [B] PLCT [C] PLCT or token
[D] Any written document signed by SM
243. At stations provided with block proven axle counter (BPAC) and functioning, The Station Master on duty shall send the "train out of block section" signal only by []
[A] seeing clear indication of BPAC [B] getting private number from guard
[C] getting private number from points man [D] listening to LVT buzzer
244. At stations where BPAC is not provided, the Guard of the train, after verifying the last vehicle is standing clear of the fouling mark, shall inform Station Master by []
[A] waving arm by day [B] Exchange P N through walkie-talkie [C] Showing white light by night
[D] none of these
245. Blocking of a portion of line for maintenance work by more than one department is called []
[A] power block [B] integrated block [C] shadow block [D] no specific name
246. Block availed from either end of the block section, between two block stations simultaneously, is known as []
[A] Power block [B] Integrated block [C] Shadow block [D] Double block
247. Engineering works come under Category – I I I (e g ; Welding of Rail joints) requires []
[A] only intimation to SM [B] line block [C] material block
[D] Intimation not necessary
248. Engineering branch will arrange with the Operating branch for the issue of a circular notice, which shall be valid for []
[A] one year [B] 48 hours [C] 3 months [D] six months
249. After issuing circular notice, how many days in advance, the DOM will issue an all concerned message []
[A] one year [B] 2 days [C] 3 months [D] six months
250. Authorized engineering official to obtain blocks on the field telephone, who shall not be below the rank of []
[A] Sr.DEN [B] PWI [C] DEN [D] AEN
251. When more than one T/CAR is programmed to go to block section and return to the same station the authorities for first T/CAR and subsequent T/CAR are []
[A] T/1708, CAUTION ORDER [B] T/A.1708, CAUTION ORDER
[C] CAUTION ORDER, T/1708 [D] CAUTION ORDER, T/ A1708
252. When more than one T/CAR is programmed to go in the same block section and clear to the next station the authorities for first T/CAR and last T/CAR are []
[A] T/1708, CAUTION ORDER [B] T/A.1708, CAUTION ORDER [C] CAUTION ORDER, T/1708
[D] CAUTION ORDER, T/A1708
253. When more than one TTM is programmed to go in the same block section and return to the same station the authorities for first TTM and subsequent TTM are []
[A] T/465, CAUTION ORDER [B] T/A.465, CAUTION ORDER [C] CAUTION ORDER, T/465
[D] CAUTION ORDER, T/A 465

254. When more than one TTM is programmed to go in the same block section and clear to the next station the authorities for first TTM and last TTM are []
 [A] T/465, CAUTION ORDER [B] T/A.465, CAUTION ORDER [C] CAUTION ORDER, T/465
 [D] CAUTION ORDER, T/A 465
255. Authority given to the TTM to go into the section work and return to the same station during block is
 [A] P L C T [B] CAUTION ORDER [C] T/465 [D] T/A 465 []
256. Authority given to the TTM to go into the section work and proceed to the next station during block is
 [A] PLCT [B] CAUTION ORDER [C] T/465 [D] T/A.465 []
257. When material train, TTM and Tower wagon are permitted in the same block section to work, the distance to be kept between them shall be []
 [A] 100metres [B] 120metres [C] 150metres [D] 1000metres
258. No. of material trains permitted during the line block/integrated block/shadow block is /are[]
 [A] 1 [B] 2 [C] 3 [D] Any number
259. During line block, to receive the units coming on right line, authority to receive the first unit[]
 [A] Home Signal [B] pilot in memo [C] T/509 [D] P H S
260. During line block, to receive the units coming on right line, authority to receive the units following the first unit is []
 [A] take off Home Signal [B] pilot in memo [C] calling on signal or T/509 [D] P H S
261. During line block, the units are coming on wrong line, shall be received on []
 [A] Home Signal [B] pilot in memo [C] Calling on signal [D] P H S
262. When major work such as relaying and re-girdering is in progress , a speed restriction that shall be observed on the adjoining line in double line section, is []
 [A] 30 Kmph [B] 40 Kmph [C] 50 Kmph [D] stop dead and proceed
263. When water rises above the ballast level but below rail level, train should be allowed as per following []
 [A] Train shall not be allowed
 [B] Train must stop and proceed after the velocity of the water is reduced.
 [C] Train must stop and be piloted by the PWI.
 [D] Track should be walked over by two men abreast one at either end of the sleepers before the train
264. When water overflows above the rails –[]
 [A] Train shall not be allowed
 [B] Train must stop and proceed after the velocity of the water is reduced.
 [C] Train must stop and be piloted by the PWI.
 [D] Train must stop and be piloted by gang man
265. In track circuited areas, trolleys shall have []
 [A] hand brakes [B] brake power certificate [C] insulation [D] none of these

266. In token less section, ATP for the movement of independent motor trolley is []
 [A] PLCT [B] T/465 [C] T/1525 [D] T/A 1525
267. On Double line, after the arrival of motor trolley, Station Master shall inform the Station Master of the rear station by []
 [A] Giving P.N [B] Putting Block instrument from TOL to 'Line closed' position
 [C] Both 'A' and 'B' [D] none
268. When motor trolley is following a full length train or engine or another motor trolley, authority given as A T P is []
 [A] T/1525 [B] T/A 1525 [C] ATP without Line Clear [D] P L C T
269. When a Motor Trolley is following a train, it is treated as []
 [A] An Independent Train [B] Last vehicle of that train
 [C] first vehicle of that train [D] none of these
270. Trolley/Lorry notice : []
 [A] T/1518 [B] Circular Notice [C] T/1525 [D] T/A 1525
271. The competency certificate issued by DEE (Tr. D) to S M for operating the isolators (in emergency) is valid for[]
 [A] 2 years [B] 3 years [C] 4 years [D] 5 years
272. Whenever a tower wagon is to be moved by a train, it should be inside the []
 A] Train engine [B] Rear B / V [C] Sixth Vehicle [D] Any where
273. The maximum speed of tower car shall be []
 [A] 40kmph [B] As stenciled on it [C] 30kmph [D] 15kmph
274. When healthy section is temporarily isolated and re-energized, if train entered faulty section, the speed of the first train by (day / night) shall be []
 [A] 25/10 Kmph [B] 20/10 Kmph [C] 40/40 Kmph [D] 60/30 Kmph
275. During power block, the trains that are allowed to run. []
 [A] diesel traction hauled [B] electric traction hauled [C] M E M U [D] no train permitted
276. The permission, the Guard of the train with the ODC receives from the authorized person, to enter (in electrified section) is []
 [A] Permission from CHC [B] permission from TPC [C] Trolley / Lorry notice
 [D] **Permit to work**
277. The notice stations, where divisional caution order shall be issued are specified in []
 [A] Working time table [B] rake link [C] CTR [D] Gradient chart
278. In the Caution order, names of the stations concerned should be written in full, but not[]
 [A] letters [B] Codes [C] Capitals [D] Numerals
279. The caution order should have all the speed restrictions in force in []
 [A] Geological order [B] gradient wise [C] Geographical order [D] control section wise
280. SM shall bring forward the caution orders in the caution order register in geographical order[]
 [A] Every Shift [B] Every Monday at 00.00 hours
 [C] Everyday at 16.00hrs [D] Everyday 00.00 hrs

281. Record foils of the caution orders shall be preserved for a period of []
[A] Six Months [B] 3 Months [C] Year [D] 3Years
282. Full form of T V U []
[A] Train van unit [B] track vehicle unit [C] Train vehicle unit [D] traffic vehicle unit
283. Level crossing gates situated within outermost stop signals of a station are under the control of []
[A] S E (S&T) [B] S E (PWAY) [C] S M [D] Gate Man
284. At engineering level crossing (interlocked) gate connected to station in advance, if the running time is less than 10 minutes, the Station Master will advise the gateman, the particulars of the train []
[A] before granting line clear [B] after getting "train entering block section" signal [C] when train sighted [D] before seven minutes
285. When the signal protecting the interlocked level crossing gate becomes defective the gate treated as []
[A] inter locked with signal defective [B] non inter locked [C] simply issue C.O to observe gate rules [D] none of above
286. At level crossing non interlocked gates , S M shall advise Gateman ,about the particulars of the train []
[A] before granting/obtaining line clear
[B] Immediately after train entering block section
[C] before seven minutes if running time is more than 10 minutes
[D] before seven minutes if running time is less than 10 minutes.
287. If the communication with L C Gate fails, SM shall stop all trains and issue []
[A] special caution to be alert [B] Authority T/369(3b) [C] T/A.602 treating as obstruction
[D] caution order to observe gate rules
288. After exchanging PN with gate man, due to change in planning, SM shall inform gate man about cancellation of train movement supported by []
[A] Private Number [B] written authority [C] oral advice [D] None of these
289. The register that staff should also sign, in token of having understood the train working instructions during NI working. []
[A] Assurance Register [B] Circular notice [C] Special NI working instructions [D] none of these
290. A common N I Home signal provided for any indirect reception of trains, with only []
[A] stop& caution aspects [B] stop& proceed aspect [C] Proceed with caution aspect
[D] No aspect at all
291. During non interlocking working, all trains must be brought to a stop at the FSS and then allowed to enter (taking off signals) cautiously at speed not exceeding []
[A] As per standard of interlocking [B] 20 Kmph [C] 15 Kmph [D] 30 Kmph
292. During NI working, the LP shall not pass the outermost facing points even though signals are taken off unless he also receives. []
[A] caution order at points [B] PHS at points [C] T/369(3b) [D] none of these

293. During NI working the ASM/Guard/SWM in charge of the goomties shall be responsible for []
 [A] exchanging PHS at outermost facing point [B] correct setting, clamping and pad locking of points [C] allowing to take off NI home signal when panel SM received PNs from Reception end & dispatch end [D] All the above
294. Patrolling of railway line is done on following occasions. []
 [A] In the event of sudden storm or hurricane during day or night [B] Security patrolling during civil disorders [C] Monsoon time [D] any one of the above.
295. Patrol charts are issued by []
 [A] PWI [B] DEN [C] SM [D] PWI & TI
296. Name of night patrolman with arrival and departure timings shall be recorded by SM in []
 [A] Beat book [B] Train signal register [C] Station diary [D] All the above
297. If the night patrolman does not turn up even after 15 minutes beyond the schedule arrival time, SM shall stop all the trains and issue caution order restricting the speed to []
 [A] 40 kmph [B] Special Caution [C] stop dead and 10kmph [D] stop dead and 15kmph
298. Station Detonator Register contains ---- Parts []
 [A] 3 [B] 4 [C] 5 [D] 12
299. In Station Detonator Register, particulars of Fog Signal Men posted at the station from time to time shall be recorded in the []
 A) part-I [B] part-III [C] part-II [D] part-IV
300. Maximum number of wagons containing explosives permitted by goods trains is []
 [A] Three [B] Five [C] Ten [D] any number
301. Minimum number of wagons to be given as support wagons from Loco when wagons containing explosives are attached by Goods Train are []
 [A] three [B] five [C] ten [D] one
302. Minimum number of wagons required to be given as support wagons from B V / Passenger coach / other inflammables when explosives are carried by a train []
 [A] three [B] five [C] ten [D] one
303. To attach a dead engine to a train, a certificate of 'fit to run' is required, which shall be issued by []
 [A] Section Engineer [B] Power controller [C] Loco Inspector [D] anyone of the above
304. Escorting of dead locomotive attached to freight and passenger carrying trains is not necessary []
 A) the brakes are fully operational B) attached next to the Train Engine C) both A & B
 D) None of the above
305. Number of dead engines is/are permitted to attach to passenger carrying train []
 [A] any number each after six coaches [B] one [C] two [D] None of the above
306. Under any circumstances, no dead engine should be attached to any []
 A) Passenger Train B) CC Rake Goods Train C) **Rajdhani, Shatabdi /Duranto**
 D) Mail/Express train
307. Officers inspection carriages are not to be permitted by []

[A] Race specials [B] Postal express trains [C] Military specials
[D] All the above

308. One of the following can be attached in excess of the permitted load. []
[A] Party Coach [B] Parcel Van [C] Officer's Saloon [D] Pantry Car
309. A mail/express train shall have after loco in front and in rearmost at least one []
[A] Brake Van [B] Anti Telescopic or Steel Bodied SLR [C] Saloon [D] Dead Loco
310. When centre S L R is provided in short trains, a maximum number of coaches permitted on either side of S L R [] [A] Three [B] One [C] Two [D] Any No. [E] none of these
311. At standard – I R interlocked station the maximum speed permitted for the train over main line points is []
[A] 50 kmph [B] 75 kmph [C] 15 kmph [D] 110 kmph
312. At standard – II R interlocked station the maximum speed permitted for the train over main line points is []
[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph
313. At standard – III R interlocked station the maximum speed permitted for the train over M L points is []
[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph
314. At standard – IV R interlocked station the maximum speed permitted for the train over main line points is []
[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph
315. After initiation, Route cancellation takes []
[A] 240 seconds [B] 10 seconds [C] 120 seconds [D] 60 seconds
316. After the arrival of the train on calling signal , in Podanur panel the time taken to cancel the same , is []
[A] As mentioned in SWR [B] 10 seconds [C] 120 seconds [D] 60 seconds
317. Whenever panel is not in use, it should be []
[A] Switched off [B] locked [C] kept open for operation [D] all the above
318. When power supply fails in Non-electrified area, one generator can be used at a time for a maximum of []
[A] three hours [B] four hours [C] five hours [D] eight hours
319. Frequent power failures are to be reported to []
[A] DOM [B] DEE [C] DSTE [D] ESM
320. At the Panel interlocked station, to ensure proper functioning of the emergency cross over Station Master shall test []
[A] during failure only [B] before each movement [C] every Monday [D] Daily
321. When points are flashing the SM shall ensure that there is []
[A] free indication [B] route is free [C] no obstruction [D] none of these
322. For resetting the loop line axle counter, the SM shall take the co-operation of staff of []
[A] optg only [B] S&T only [C] optg or S&T [D] Engg/Optg

323. On Double line, to perform shunting beyond LSS, before giving authority, SM shall []
[A] Block forward [B] Block back [C] obtain line block [D] none of these
324. On Double line, to perform shunting beyond LSS, authority is []
[A]T/806 with P.N [B]T/806 + SHK [C]LSS lever key [D]None of the above
325. On S/L token less sections, to perform shunting beyond LSS (up to opposite FSS) the authority is []
[A] **T/806 + shunt key or PN** [B] shunt signal below LSS taken 'off' [C] T/806 only
[D] T/806 +written memo to come back
326. On double line to perform shunting beyond Outer most facing points/BSLB authority is []
[A]**T/806 + P.N**[B] T/806+ shunt key [C]T/806 only [D]T/806 +written memo
327. S & T works for maintenance which definitely require Disconnection / Reconnection are grouped under []
[A] Group -A [B] Group-B [C]Group-C [D] Special Class
328. The Station Master shall hand over the Relay room key to the S&T staff after obtaining the signature in the []
[A] Station diary [B] Train signal register[C] Relay room key register [D] movement register
329. In SWR, Working of Level Crossing Gates are given in the Appendix []
[A] 'G' [B] 'B' [C]'C' [D] 'A'
330. The general precautions regarding OHE (working) of a block station are given in appendix (ofSWR) []
[A] 'A' [B] 'B' [C] 'C' [D] 'G'
331. In the event of fire on any part of electrical equipment, the affected part is first to be []
[A] extinguished by water [B] completely isolated [C] extinguished by mud [D] none of these
332. When Home signal is defective on D/L, to prevent block failure, its lever/knob should be kept in []
A)Normal position B)Normal / Reverse position C)Reverse position D)Any Position
333. Bell code to be given to SM in advance, whenever a Train passed without tail lamp or tail board is []
A)00000 B)000000 C)000000 – 0 D) 000000 - 00
334. When acknowledgement cannot be obtained for 'Call attention' bell beat, again Call attention shall be given by SM after []
A) 5 Seconds B)10 Seconds C)20 Seconds D)60 seconds
335. The Station Master taking over charge shall test the block instrument and make a record of the result then and there in the []
A) Station Diary B)T S RC)S&T Register D).T / 50
336. The Station Master who obtains / grants line clear shall remain on duty till this signal is received/acknowledged. []
A)Train Out of Block Section B)Train Entering Block Section C)Train passed through D)None

337. The TSR shall be retained at station for []
 A) 3 months in which it is completed. B) 6 months in which it is completed.
 C) 1 Year in which it is completed D) 1 Year after half year in which it is completed.
338. SM shall test the Podanur push button block instrument /SGE block instrument, without obtaining line clear by attempting to take off []
 A) F S S B) Starter C) L S S D) Any Signal
339. Slip/Catch siding key cannot be removed when Block instrument is in this position. []
 A) TCF B) TGT C) TCF / TGT D) Line Closed
340. In Single line electrified sections ,this type of block instruments are (only) provided. []
 A) P T JB) Kyosan C) Daido D) Any One
341. In push button token less block instrument when shunt key cannot be extracted for shunting purposes, the SM shall advise the SM at the other end []
 A) to keep block instrument in line closed position B) to extract shunt key
 C) to keep block instrument in TCF position D) none of these
342. For all Goods trains at originating station "is line clear" should be asked []
 A) Before 5 Min B) Before 10 Min C) after BPC Signed D) when the Train is ready
343. At train starting station , 'is line clear' shall be asked, ---- minutes before the booked departure of the passenger carrying trains. []
 A) 5 minutes B) 10 Minutes C) As per W T TD) G D & L P Ready
344. At intermediate stations, for all stopping trains with a halt of less than five minutes 'is line clear' shall be asked when the Train is []
 A) Sighted B) Arrived C) As per W T TD) ready
345. For a run through train , is line clear shall be asked ,how many minutes before the train is due to pass []
 A) 5 minutes B) 7 minutes C) 10 minutes D) Train left Rear Station
346. For run through trains whose running time is less than seven minutes, Line clear is to be obtained immediately after this signal is received []
 A) Train Entering block section B) Is Line Clear C) Train out Of Block section D) None
347. No. of Private Number sheets supplied to each on duty Station Master []
 A) One B) Two C) Three D) No limit
348. To prevent Line clear from being taken by the SM of station in advance , in Push button token less block instrument, the SM shall []
 A) Remove Shunt Key B) Reverse LSS / FSS knob C) Both A & B D) None
349. When SM does not want to grant line clear, he shall give the following bell code signal []
 A) 00000 B) 000000 C) 000000 - 0 D) 00000000000
350. On double line sections when a train is pushed back after entering the block section on normal ATP, the next train shall be dispatched on []
 A) Caution Order B) P L C T C) T / 369 (3b) D) Memo

351. When Block forward or Block back is done on double line sections, the block instrument shall be kept in []
A) Locked position B) Line Closed position C) Train On Line position D) TGT / TCF position
352. A relief engine should be sent, if the engine or vehicles running away have not arrived even after a lapse of -----more than the running time of the slowest speed goods train. []
A) 30 min B) 45 min C) 10 Min D) 5 Min
353. When 'Train on line' buzzer fails, the block instrument shall be considered to be interrupted & their working []
A) Partially Failed B) Suspended C) Resumed D) Normal Way
354. Block instrument failure either at station 'X' or station 'Y' shall be recorded by both Station Masters of 'X' and 'Y' in their []
A) T S R B) S & T Failure Register C) Station Diary D) all the above
355. In the event of failure or suspension of Block Instrument, before signalling a train through any alternative means of communication, both SMs shall exchange Messages and record in the TSR in []
A) Black Ink B) Red Ink C) Remarks Column D) None
356. When BPAC fails, after resetting the instrument with the cooperation of SM in advance it goes to this mode []
A) Defective B) Silent C) Preparatory D) Active
357. For issuing P L C T , all trains shall be stopped at []
A) F S S B) Facing Points C) Starter D) Hand over on Run
358. Even if tail lamp/tail board is not found, closing block section need not be held up if provided with []
A) Cabins B) Block Instruments C) B P A C D) Panel Board
359. During PLCT working, entries shall be made at receiving end in this register in addition to TSR
A) T / A 1425 B) T / B 1425 C) T / 1525 D) All the above
360. While issuing PLCT, Loco Pilot's signature is to be obtained in []
A) T / A 1425 B) T / B 1425 C) **T/C 1425 or T/D 1425** D) None of the above
361. Accidents are classified into how many categories []
[A] One [B] Two [C] Three [D] Five
362. An example of consequential accident is []
A) Signal passing at "ON" B) Entering into B/S w/o ATPC C) Fire on train D) Averted collision
363. An example of indicative accident is []
A) Breach of block rules B) Fire on train C) Collisions D) LC gate accidents
364. Passing stop signal at Danger is this type of accident []
A) Indicative accident B) Averted accident C) consequential train accident D) none of above
365. Rules for working of trains in electrified section shall be dealt in _____. []
A) Appendix-A B) Appendix-B C) Appendix-C D) Appendix-G

366. To treat any accident as averted collision, outside station limits, the distance between two trains shall be []
A] 600 meters or less B] less than 400 meters C] 1400 meters or less D] 180 meters or less
367. When a person is knocked down or run over and dead, no responsible person is available, body shall be []
A] ignored B] inform at next station C] drop a memo while runs through
D] Handed over at nearest gate lodge or station with a memo
368. When murder is reported in second class compartment, carriage to be detached at the []
A] Next station B] Station where crime was detected
C] Station, where the coach can be replaced D] Destination
369. An example of breach of block rules is []
A] Train entered into wrong line B] train entered into B/S without a ATP C] Train entered into siding D] all the above
370. The threshold value in terms of loss of Railway property is fixed at Rs []
A] 1 lakh B] 4 lakhs C] 25 lakhs D] 2 Crores
371. Whenever accident takes place, blood samples are to be collected from GLP of the ill fated train and following (on duty Station staff) of stations on either side. []
A] S Ms B] Points men / Cabin men/ Lever men C] Cabin Master D] All the above
372. Accident siren three long indicates []
A] Accident in the adjoining yard B] Outstation accident, MRT required
C] Outstation accident, main line is blocked D] Outstation accident, main line is not obstructed, ART required.
373. Accident siren "accident at out station, main line obstructed and MRT required " is []
A] Four long B] Three long one short C] Four long one short D] Three long
374. The target time for turning out ART during day and night is []
A] 15 minutes & 20 minutes B] 30 minutes & 45 minutes C] 1 hour and 90 minutes D] none of these
375. ARME scale -I comprises of []
A] Medical Van B] Auxiliary Van C] both A & B D] none of these
376. Scale II - ARME is stored in boxes and placed in []
A] Stations B] Cabins C] Health Units D] special rooms of Rly. Hospitals
377. The target time for turning out MRT for direct/indirect dispatch, is []
A] 15 and 20 minutes B] 30 and 45 minutes C] 10 and 15 minutes D] 5 and 30 minutes
378. DMO should inspect the Medical Van (Scale - I) once in []
A] a month B] 2 months C] 3 months D] 15 days
379. DMO should inspect the Medical Van (Scale - II) once in []
A] a month B] 6 months C] 3 months D] 15 days
380. Trail run of ART / MRT shall be done , once in []
A] a month B] 2 months C] 3 months D] year

381. Mock drills for ART shall be conducted once in []
A] a month B] 2 months C] 3 months D] a year
382. This is considered as dangerous for running trains (Rainfall in 24 hours) []
A] 1 cm B] 5 cm C] 10 cm D] 15 cm
383. Heavy wind is considered dangerous for running trains if wind velocity is []
A] 60 kmph or more B] 65 kmph or more C] 50 kmph or more D] 5 cms or more
384. For the purpose of Weather Warning, South Central Railway is divided into []
A] 5 zones B] 6 zones C] 7 zones D] 4 zones
385. As per Accident manual, the Ex- gratia to be paid In case of death in Train/ manned Level Crossing accident is Rs []
A] 6,000 B] 10,000 C] 25,000 D] **50,000**
386. Ex-gratia to be paid in case of serious injury in a Train/manned LC gate accident is Rs. []
A] 25,00 B] 10,000 C] **25,000** D] 50,000
387. Ex-gratia to be paid in case of simple injury in a Train/manned LC gate accident is Rs. []
A] **5,000** B] 10,000 C] 25,000 D] Nil
388. The claim for compensation shall be made withn the following time from the date of accident[]
A] 1 year B] 2 year C] 6 months D] 3 years
389. The claim for compensation shall be made through []
A] Railways Claims Tribunal B] Civil court C] High court D] District court
390. General Rules are framed by []
[A] Railway Board [B] Authorised Officer [C] General Manager [D] PCOM
391. Approved special instructions are issued or approved by []
[A] PCOM [B] Authorised Officer [C] CRS [D] Railway Board
392. A fixed stop signal of a station controlling the entry of trains into next block section is []
[A] FSS[B] LSS [C] Outer [D] Home
393. This includes a train,vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains []
[A] shunting [B] connection [C] communication [D] Obstruction
394. Special instructions are issued by []
[A] CTM [B] CSO [C] Authorised Officer [D] Railway Board
395. At a Block station the Station Limits are between []
[A] two outermost signals [B] two outer signals [C] two FSS [D] Two LSS
396. On Double line class 'B' station Multiple Aspect Signalling, station section lies between []
(A) outermost facing points to LSS (B) BSLB to LSS (C) Either A or B (D) none of above
397. On single line 'B' class MAS station, Station section lies between []
(A) Two Advance Starters (B) Two SLBs (C) Two outer most points(D) any one of the above

398. The system adopted for the time being for the working of trains on any portion of a railway is known as []
[A] system of controlling [B] Direction of traffic [C] System of working [D] None of these
399. No Railway Servant directly connected with the working of trains shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation before the commencement of his duty within []
[A] 6 hours [B] 8 hours [C] 10 hours [D] 12 hours
400. Whenever two yellow lights are exhibited in Distant signal the Aspect is []
[A] Caution [B] Attention [C] Stop [D] Proceed
401. Whenever one yellow light is exhibited in Distant signal the Aspect is []
[A] caution [B] attention [C] proceed slow [D] proceed
402. The indication of the Distant signal in Caution Aspect is []
(A) Stop dead (B) Proceed and be prepared to stop at the next stop signal
(C) Proceed and be prepared to pass the next stop signal at a restrictive speed (D) proceed
403. In Double distant area, The indication of the Distant signal in Attention Aspect is []
(A) Stop dead (B) Proceed and be prepared to stop at the next stop signal
(C) proceed and be prepared to pass the signal at a restrictive speed (D) B or C
404. In single distant area, if Distant signal is showing proceed aspect, it means []
(A) Stop dead
(B) Train is admitted on to loop line
(C) train is run through via main line, block section ahead is free
(D) Train is admitted on to main line, to stop at station
405. In single distant area, If distant signal is showing attention aspect it means []
(A) Train is admitted on to loop line
(B) train is run through via loop line, block section ahead is free
(C) Train is admitted on to main line, to stop at station
(D) Any of the above
406. The signal which tells about the aspect of stop signal ahead is []
(A) outer (B) Distant (C) advance starter (D) none of these
407. The normal aspect of Distant signal on double distant signal area is []
[A] Caution [B] Attention [C] Stop [D] Proceed
408. When colour light Distant signal is combined with Gate/LSS, normal aspect of that signal is []
[A] Stop [B] Caution [C] Attention [D] Proceed
409. The light that is displayed when colour light Calling On signal is taken 'OFF' []
(A) miniature yellow (B) miniature red (C) green (D) yellow
410. The indication of the Calling On signal when taken 'OFF' is []
(A) proceed and be prepared to stop at next stop signal
(B) Be prepared to stop short of any obstruction (C) stop dead (D) proceed cautiously
411. The occasions when Calling ON signal can be used are []
(A) receiving a train on obstructed line (B) when signal above is defective
(C) either A or B (D) none of the above

412. To take "OFF" calling ON signal, the train must come to a stop on []
 A) Axle counter B) free zone C) calling on zone D) distant signal
413. Shunt signal below stop signal, in 'ON' position will show []
 [A] red light [B] two white lights horizontally [C] no light [D] yellow light
414. The Aspect of independent shunt signal at 'ON' is []
 [A] Stop [B] Caution [C] Attention [D] No light
415. The colour lights exhibited in Position light shunt signal in 'OFF' position is []
 A) two white lights horizontally B) two white lights diagonally C) two green lights D) two yellow lights
416. The authority to pass defective Independent shunt signal or shunt signal below stop signal at "ON". is []
 A) T.369(1) B) T.806 C) PLCTD)T.369(3b)+PHS
417. When a fixed signal is not in use, it shall be distinguished by []
 A) two crossed bars B) two parallel bars C) two horizontal bars D) one vertical bar
418. Route indicators are treated as []
 A) permissive signals B) stop signals C) subsidiary signals D) Duplicate signals
419. When a signal is newly erected or shifted, caution order shall be given for a period of []
 A) 20 days B) 10 days C) 90 days D) 60 days
420. When a signal newly erected or shifted, in addition to issuing of caution order, it shall be notified in []
 A) SOB B) Station Diary C) TSR D) Sign 'ON' register
421. The marker board by which Gate signal is identified by []
 A) 'IB' B) 'P' C) 'G' D) 'A'
422. The marker board for indicating the Outlying siding points are []
 [A] 'A' [B] 'IB' [C] 'S' [D] 'G'
423. The speed of a goods train while entering terminal yard is restricted to []
 [A] 8kmph [B] 10kmph [C] **15kmph** [D] 20kmph
424. A signal which is taken "OFF" for a train will be put to "ON" position in emergency only []
 A) obey SCOR instructions B) obey advance SM instructions C) issue tickets
 D) avert an accident
425. After putting back starter/advanced starter for departing train LP of the train should be advised by a []
 A) written memo B) C.O. C) T.369 (3b) D) none of above
426. The aspect in the normal position of fixed signals except Automatic Signals is []
 [A] Attention [B] caution [C] proceed [D] most restrictive aspect
427. Even though departure signals are taken off, LP shall stop at stations where stoppages are scheduled in the []
 [A] VG [B] CTR [C] WTT [D] SOB

428. The signals that are prohibited to be used for shunting purposes is/are []
A) Outer B) Home C) LSS D) All the above
429. Slip siding is intended to protect []
[A] Outlying siding [B] Block section [C] station section [D] station limits
430. Catch siding is intended to protect []
[A] Outlying siding [B] Block section [C] station section/station [D] station limits
431. By waving green flag by day and a white light by night up and down vertically as high and as low as possible indicate []
A) move slowly B) move towards person signalling C) train parting D) coupling
432. Violently waving a white light horizontally across the body of a person indicates []
[A] train parting [B] move away from the person showing [C] proceed [D] stop dead
433. Detonators are also known as []
[A] fog signals [B] flare signals [C] illuminating signal [D] none of these
434. Normal life of a detonator manufactured during 2010 and afterwards is []
[A] 3 years [B] 5 years [C] 7 years [D] 10 years
435. The maximum number of extensions after successful testing of the detonator is []
[A] one [B] two [C] three [D] any number
436. The signals to be used to warn the incoming train of LP about an obstruction at night shall be a []
A) flashing amber light B) red flag C) red flashing H/S lamp D) none of these
437. A blank signal under complete power off situation is to be treated as []
A) Defective signal B) Signal at off C) no signal D) none of above
438. When home is defective and pre warning is given, the LP may pass such signal on receipt of []
[A] PHS at the foot of the defective signal [B] PHS at the first facing points [C] T.369(3b)+PHS [D] PN through SPT
439. Advance authority to pass defective signal is []
[A] T.369 (3b) [B] T.369 (1) [C] T/C.1425 [D] T.409
440. Authority to pass defective starter signal (if it is not LSS) is []
(A) T.369(3b)+ PHS B) calling on signal taken off C) either A or B (D). PLCT
441. On Double line /Single line token less section when LSS is defective Authority to proceed is []
[A] T.369 (3b) [B] PLCT [C] T.806+PN [D] T/C.602
442. The authority required by Loco Pilot when passes starter at "ON" partly and stopped before Advanced Starter, []
A) memo countersigned by Guard B) T.369 (3b) +PHS C) ATP D) all the above
443. During day when Gate signal is at ON, the LP shall wait for []
A) one minute B) two minute C) three minute D) four minute

444. When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman not available, LP may pass the gate after ensuring it is closed on the hand signals of []
A) Gangman B) train crew C) patrolman D)PWI
445. During night when Gate signal is at ON, the LP shall wait for []
A)one minute B)two minutes C)three minutes D)four minutes
446. When Gate signal is at ON, the LP shall wait one/two minutes by day/night and gateman exhibiting hand signals. LP may[]
A) stop at the gate B) proceed at MPS C) proceed cautiously D) none of above
447. If a signal is showing white light in place of a colour light, it is treated as signal is showing[]
A) most restrictive aspect B) caution aspect
C) attention aspect D)Proceed aspect
448. The signal shall be treated as defective, whenever colour light signal is flickering / bobbing and does not assume a steady aspect at least for []
[A] 20 sec [B] 30 sec [C] 60 sec [D] 120 sec
449. The authority given to the loco pilot at station when I B S is defective []
A) PLCTB) T.369 (3b) C) Both A & B D) none of above
450. When I B S is at "ON" immediately the Loco Pilot shall stop and contact []
A) SM of advance station B) SCOR C) SM in rear station D) TPC
451. When IBS is at "ON" and the telephone is out of order, Loco Pilot shall wait for []
A) two minutes B) three minutes C) four minutesD) five minutes
452. When IBS is at "ON" and the telephone is out of order, Loco Pilot after waiting for five minutes shall proceed when view is clear/not clear upto FSS of next station speed of []
A) 10/8kmph B) 25/10kmph C) 20/10kmph D)15/8kmph
453. Over the trailed through points, under no circumstances should a train be []
[A] move forward [B] backed [C] run with MPS [D] none of these
454. The Loco Pilot shall whistle intermittently when his engine explodes detonator and take every possible caution as necessary including []
A) increase of speed B) stop the train C) proceed with MPS D) reduction of speed
455. After exploding the detonator, if no obstruction found further, the Loco Pilot, can pick up normal speed after proceeding cautiously up to a distance of []
[A] 500 meters [B] one KM [C] 1.5 KM [D] 2 KM
456. When the Loco Pilot notices a signal warning of an obstruction, except detonator, he shall[]
[A] proceed cautiously [B] proceed upto next station and report [C] stop after noticing the obstruction [D]stop immediately
457. When the Loco Pilot notices a signal warning of an obstruction and no further details are noticed, shall stop during day/night for []
A) one/two minute B) two/three minutes C) 3/4 minutes D) none of these
458. When the Loco Pilot notices a signal warning of an obstruction and no further details are noticed, after stopping one/ two by day/night, he shall proceed upto the next block station []
A) cautiously B) MPSC) 20kmph D)30 kmph

459. In rear of FSS, the Signal warning board is located at a distance of []
[A] 180 meters [B] 400 meters [C] 1000 meters [D] 1400 meters
460. The Loco Pilot and guard will be given three no. of L R trips before they are booked for regular working including one trip between []
A) sunset to sunrise. B) 06.00hrs to 20.00hrs. C) 21.00hrs to 07.00hrs D) 20.00hrs to 06.00hrs
461. Guard shall set his watch by the station clock or the clock at the authorized place of reporting for duty and communicate the time to the LP and make entry in the []
A) memo book B) CTR C) TSR D) defective register
462. ODC shall be allowed to be attached by a train for transport only with the prior sanction of []
[A] CRS [B] RAILWAY BOARD [C] TXR [D] PCOM
463. The Guard shall not give the signal unless he satisfies that no person is travelling []
[A] in any vehicle or compartment for not use of passengers [B] roof of the vehicle
[C] A and B [D] none of the above
464. Even under normal circumstances subject to observance of permanent / temporary speed restrictions in force all Passenger carrying trains should run at []
A) booked speed. B) maximum permissible speed C) 110kmph D) 100kmph
465. How many times time table will be changed in railways in a year. []
A) 1 B) 2 C) 3 D) Non of the above
466. During dense fog maximum speed of a train on Absolute block system shall be restricted To (if loco fitted with Fog Signal Device) []
A) 30kmph B) 50kmph C) 75kmph D) 20kmph
467. Normally the speed of trains over Non-Interlocked points, turnouts and crossover shall not exceed []
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
468. The speed of a passenger/goods train on 1 in 8 ½ turnout (thick web switch, symmetrical layout of 52/60 km rails) on PSC sleepers is restricted to []
[A] 8 kmph [B] 10 KMPH [C] 15 KMPH [D] 30 KMPH
469. Engine pushing is not permitted without the prior permission of []
A) SM of advance station B) SM of rear station C) SM of the notice station D) none of above
470. When engine is pushing a train and Guard is travelling in brake van, which is leading, the speed shall not exceed []
A) 25kmph B) 10kmph C) 8kmph D) walking speed
471. When engine is pushing a train and Guard is not travelling in leading vehicle, the speed shall not exceed []
A) 25kmph B) 10kmph C) 8kmph D) walking speed
472. When the train is working without BV, while pushing back the LP has to observe the hand signals of guard and proceed with []
A) 25kmph B) 10kmph C) 8kmph D) walking speed []

473. When head light is defective after putting marker lights 'on' train can go with a restricted speed of []
A) 40kmph B) severest speed of the section C) A or B whichever is less D) none of above
474. Last vehicle indicator during night shall be []
A) L.V board of approved design [B] retro reflective L.V board [C] red flashing light [D] red flag
475. Side lights shall show towards engine in normal position []
A) red light B) white light C) green light D) yellow light
476. Side lights shall show towards rear in normal position []
A) Red B) white C) green D) yellow
477. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards rear is []
A) Red B) white C) green D) yellow
478. At night, when passenger carrying train waiting at a station for precedence, Guard shall change the side light adjacent to the line on which the following train is to be admitted, to show light towards engine is []
A) Red B) white C) green D) yellow
479. What shall be fixed behind an assisting engine when it is attached in rear of a train? []
A) tail board B) Tail lamp C) either 'A' or 'B' D) red marker lights.
480. It will be the duty of the Guard to ensure the last vehicle only in rear is affixed with []
A) Tail lamp B) tail board C) red flag D) tail board/tail lamp
481. In case of obstruction on track, during day Guard must exhibit []
A) red flag B) flashing red light C) steady red light D) amber light
482. In case of obstruction on track, during night Guard must exhibit hand signal lamp showing []
A) red flag B) flashing red light C) steady red light D) amber light
483. Whenever alarm chain is pulled the Guard shall record the fact in the []
A) TSR B) Station diary C) memo book D) CTR
484. Whenever alarm chain is pulled, Guard shall record the fact in CTR and submit a special report to []
A) DOMB) DME C) DRMD) DSC
485. Guard shall report to the Station Master of the next important station, any stoppage or other irregularities in train working and record the details in []
A) TSR B) Station diary C) memo book D) CTR
486. The full form of OTL of BV equipment is []
A) over time leave B) one time lock C) one time leak D) one time lever
487. SM/TNC of the originating station shall record the intactness and availability of the BV equipment in the register and obtain acknowledgement of []
[A] Guard [B] S.E (C&W) [C] LP when without guard [D] none of the above

488. At destination station, Guard shall obtain acknowledgement about the intactness of OTL and seal of Dy.SS or SE / JE-C&W in the []
[A] Rough journal/VG [B] CTR [C] LTM [D] RS-5
489. The number of persons permitted to travel in the brake-van of goods trains, in addition to the Guard, should not exceed []
[A] 2 [B] 3 [C] 5 [D] 6
490. In emergency a goods train without brake van is ordered by []
A) DOMB) Sr.DOM C) either A or BD) DRM
491. Maximum number of coaches in addition to the officers inspection coach attached in rear of SLR of Passenger or Mail & Express trains is []
[A] 2 [B] 3 [C] 5 [D] 1
492. Maximum number of bogies or its equivalent attached in rear of rear brake van by a goods train is []
[A] 2 [B] 3 [C] 5 [D] 1
493. Maximum number of damaged vehicle or damaged engine shall be attached behind the rear brake van of goods/mixed train []
[A] 2 [B] 3 [C] any number if certified by SSE(C & W/LOCO) [D] 1
494. Attaching of damaged vehicle/engine may done during []
[A] day time B) clear weather C) Both A & B D) any time
495. All irregularities in connection with the working of trains must be reported by Guard in the []
[A] VG [B] CTR[C] LTM[D] RS-5
496. Whenever vehicles are attached/detached to a train at intermediate stations, the entries in the VG must be made by the []
A) Guard B) Station staff C) Loco Pilot D) none of these
497. Before starting, the guard will be responsible for checking the load on the train check and tally wagon numbers, booking and destination stations, type of wagons etc., with the entries on the
[A] VG [B] CTR[C] LTM[D] RS-6
498. Trucks loaded with girders, machinery, long timber etc. shall be inspected by Guard at stopping stations and they shall be re-secured if the []
A) fastenings have slackened B) loads shifted C) either A or BD) none of these
499. At stations, where PA system is not provided, SM gives permission to Guard to stat the train by ringing beats for Up/Dn trains is []
A) two/three B) three/two C) three/four D) four/three
500. The Loco pilot /ALP & Guards must look back at the Gang Staff & Level Crossing Gates to see whether any[]
[A] Stop hand signal is exhibited [B] proceed hand signal is exhibited
[C] need not see [D] none of these
501. The following are exempted from exchanging 'All right' signals []
[A] LP/Motormen of DMUs, EMUs [B] LP of a train W/O guard [C] Guards of A/C SLRs
[D] none of these

502. The Guard shall protect in rear when a train is held up at F S S for more than []
A) 5minutes B) 10minutes C) 15minutes D) 20minutes
503. If Guard failed to attract the attention, when notices any danger condition in the train, he may stop the train gradually by applying []
A) vacuum/air pressure brake B) dynamic brake C) loco brake D) loco hand brake
504. The number of hand brakes of vehicles that must be applied whenever the engine is to be detached outside station limits when the gradient is not steeper than 1 in 600 is []
A) BV+6 B) BV+12 C) BV+18 D) BV + all
505. The number of hand brakes of vehicles that must be applied whenever the engine is to be detached out side station limits when the gradient is steeper than 1 in 600 is []
A) BV+6 B) BV+12 C) BV+18 D) BV + all
506. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not over shoot the[]
A) platforms [B] starter [C] shunt signal if any [D] none of these
507. Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the []
A) A9 [B]SA9 [C] Both A & B [D] none of these
508. The whistle code, that is given by the Loco Pilot when SM / Station Staff does not exchange 'all-right' signals is[]
A) 00 [B] 000 [C] ----00 [D] 0000
509. When engine whistle fails on run, after clearing block section cautiously and []
[A] continue with 40 kmph [B] Advise PCOR/TLC and act accordingly
[C] ask for repair or relief [D] none of these
510. Engine Whistle code for Guard to Protect train in rear is []
A) 00 B) 000 C) 0000 D) -- --
511. Engine Whistle for Guard to come to Engine is[]
A) 00 B) 000 C) 0000 D) _ , _ ,00
512. Whistle code while Passing Signal at 'ON' with proper Authority[]
A) 0-0 B) 00- C) 0 D) 00
513. Engine whistle code 0 0 - indicates []
A) defective signal B) alarm chain pulled C) guard to come to engine
D) passing signal at On with proper authority
514. The Bell Code used in EMU/DMU for Zone of Speed restriction is over and to resume normal speed is []
A) 0 pause 0 B) 00pause 00 C) 000pause000 D) 000000
515. Whenever train stopped without clearing fouling mark, to prevent any movement on the fouled line the Guard shall inform the SM at once by []
A) showing green flag B) waving white light C) exchange of PN D) exhibiting stop hand signal

516. To despatch a material train for working in the block section and return back to the same station, authority given to the LP []
A) PLCT [B] ATP W/O line clear [C] T/462 [D] T/A.462
517. The authority given to the LP to despatch a material train for working in the block section and proceed to the next station []
A) T.462 [B] T/A.462 [C] T.465 [D] none of these
518. The validity of material train B P C is []
A) 30 days [B] 21 days [C] 15 days [D] none of these
519. While stabling a material train at a station, the responsibility to secure it lies with the []
A) Guard [B] Station Master [C] SM & Guard [D] Guard and PWI
520. Written authority for Loco Pilot to receive a train on to an obstructed line []
A) T/511 [B] pilot in memo [C] T/369(3b) [D] T/509
521. While receiving a train on an obstructed line, STOP hand signal shall be exhibited from the point of obstruction at a distance of not less than []
[A] 45 metres [B] 20 metres [C] 120 metres [D] 180 metres
522. Written authority for Loco Pilot to receive a train on to non signalled line []
A) T/511 [B] pilot in memo [C] T/369(3b) [D] T/510
523. Written permission to start a train from a station having common starter,[]
A) T/511 [B] pilot out memo [C] T/512 [D] T/509
524. To dispatch a train from non-signaled line, where tangible authority is not given as A T P, authority to be given in addition to ATP[]
A) T/511 [B] pilot out [C] T/512 [D] T/510
525. As per G & S R signals used for controlling shunting operations shall be []
A) fixed signals or hand signals or verbal orders [B] fixed and hand only
[C] Fixed signals only [D] none of these
526. The speed during shunting operations shall not exceed []
A) 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
527. Except in case of doubt the shunting staff need not accompany during shunt movement of light engine/s on to a []
A) Siding [B] LP in leading cab [C] attaching to formation [D]Free line
528. Slip coaches shall not be kept on blocked line in the rear of a []
A) passenger train [B] light engine [C] shunting engine [D] stabled load
529. While performing shunting on passenger carrying trains, the shunting engine or train engine, before coming on to the formation should be stopped before the formation at a distance of []
A) 45 metres [B] 20 metres [C] 15 metres [D] 10 metres
530. At station where separate shunting staff are not employed, shunting operations shall be personally supervised by []
A) points man [B] Loco pilot [C] SM [D] Guard

531. While backing a full train from one line to another via main line, shunting supervision is done
A] points man [B] Loco pilot [C] SM [D] Guard
532. Carriages containing passengers shall not be moved for shunting purpose without the personal orders of the []
A] SM& LP [B] GD &SM [C] GD [D] GD&LP
533. While performing shunting, the points which are not protected by signals must be locked by following methods []
A] clamped and padlocked [B] cotter bolted and padlocked [C] Either A or B [D] none of these
534. While shunting wagons containing explosives, the supervision shall be done by []
A] points man [B] Loco pilot [C] SM [D] Guard
535. The maximum speed while shunting of wagons containing explosives and P O L products shall be []
A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
536. The gradient that is considered as steep gradient for the purpose shunting of roller bearing wagons []
[A] 1 in 400 [B] 1 in 600 [C] 1 in 260 [D] 1 in 150
537. Shunting of roller bearing vehicle on a steep gradient shall be done only with locomotive attached towards the []
[A] As per convenience [B] falling gradient [C] Raising gradient one of these
538. When Loco Pilot of the train experienced any abnormal condition in the track, In case of IBS and automatic block territories, the LP must inform []
[A] If before IBS, station master through IB phone [B] any other means to stop sending further trains duly obtaining PN from SM [C] If the train was brought to a stop beyond IBS the Loco pilot and Guard shall inform SM through available means of communication [D] All of the above.
539. While stabling goods train having BOX 'N' / BCN / BRH, etc., minimum no. of vehicles hand brake to be applied from in addition to hand brakes of B/V are []
[A] 3 effective wagons from each end [B] six effective wagons from each end [C] nine effective wagons from each end [D] 10 from engine 5 from B/V
540. When Loco Pilot of the train experienced any abnormal condition in the track, shall stop his train at []
[A] LSS of next station [B] Home of next station [C] within station section [D] next block station without clearing block section
541. When 'lurch' is reported and subsequently a train is sent in the absence of engineering official, caution order is given to the LP to stop dead if considered safe, proceed at a speed of []
A] 10 kmph [B] 15 kmph [C] 30 kmph [D] 8 kmph
542. Rail fracture of less than 30mm, the speed of first train shall be []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph
543. Rail fracture of less than 30mm, the speed of second and subsequent trains shall be []
[A] 10 kmph [B] 15kmph [C] 30 kmph [D] 8 kmph

544. Rail fracture of more than 30 mm or multiple fractures, to pass trains track is to be certified by []
 A] AEN [B] PWI[C]key man [D] Gang mate
545. During Temporary Single Line working, Authority given to Loco Pilot[]
 [A] PLCT [B] CLCT [C] T/D.602 [D] T/369(3b)
546. During Temporary Single Line working, the speed of first train shall be[]
 [A] 25 kmph [B] 10 kmph [C] 15 kmph [D] MPS
547. During Temporary Single Line working when the train is proceeding on wrong line, in addition ATP, the train shall be dispatched by issuing[]
 [A] pilot out memo [B] T/369(3b) [C] T/511 [D] T/512
548. During Total Interruption of Communication on double line authority to the Loco Pilot is []
 [A] T/C.602 [B] PLCT [C] T/B.802 [D] CLCT
549. During Total Interruption of Communication on double line, the Loco Pilot to proceed with a restricted speed of []
 [A] 25/10 kmph [B] 15/8 kmph [C] 20/10 kmph [D] 15/10 kmph
550. Authority for light engine/vehicle which is going to open communications is []
 [A] T/A.602 [B] T/B.602 [C] T/C.602 [D] T/D.602
551. If it is required to dispatch a relief engine or relief train into obstructed block section, it can be dispatched by issuing []
 [A] T/A.602 [B] T/B.602 [C] T/C.602 [D] T/D.602
552. On Double line, Protection on same line in front is required when []
 [A] accident occurred [B] relief engine is asked [C] train stopped for 15 mins [D] none of these
553. If the stoppage happened (more than 15 minutes) on a grade steeper than 1 in 150 for roller bearing stock(goods train), the number of hand brakes to be applied in addition to the application of brake van hand brake.[]
 [A] 6 wagons from each end [B] 6 from each end and 6 in centre
 [C] 10 inside engine+5 inside B/V or one third whichever is more [D] all wagons
554. When engine disabled, LP will request the Guard to arrange for a relief engine if the LP expects that putting the engine in working order will take more than []
 [A] 5 minutes [B] 10 minutes [C] 20 minutes [D] 30 minutes
555. When a train parts on its journey, the tonnage of the train shall be jointly checked by[]
 [A] SM&GD [B] GD&LP [C] SM,GD &TXR [D] SM,GD & LP
556. If Loco Pilot enters block section with out authority and subsequently sends his Assistant Loco Pilot with a memo to SM in advance, that S M shall give[]
 [A] PLCT [B] Caution order [C] T/A.602 [D] T/369(3b)
557. During divided train working, the Guard will prepare a written permission give to Loco Pilot to proceed to the next station in the form[]
 [A] T/A.602 [B] Caution order [C] T/609 [D] Written memo

558. At night, during divided train working, the second portion of the train left in section shall be protected in the rear by[]
[A] Guard [B] ALP [C] both ALP and guard [D] none of these
559. The light engine which is coming on T/609 to pick up the second portion shall come with a restricted speed of []
[A] 25kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph
560. In case of fire accident in a passenger carrying train, the first objective to be achieved is to[]
[A] Safety of passengers [B] Extinguish fire [C] isolate fire coach [D] Switch off power supply
561. In the event of a fire on any part of the electrical equipment, the affected part is first to be completely[]
[A] isolated from power supply [B] put off fire [C] First 'A' and then 'B' [D] none of these
562. The following shall not be used for extinguishing fires on electrical equipment.
[A] dry chemical powder [B] sand [C] water [D] none of these
563. On D/L the automatic signal shall not assume OFF position unless the line is clear not only upto the next Automatic signal but also for an adequate distance of not less than[]
[A] 180 metres [B] 120 metres [C] 400 metres [D] 100 metres
564. All Guards, Loco Pilots, Assistant Loco Pilots, Motor men who are required to work in automatic block system shall undergo one day intensive training and a certificate shall be renewed once in []
[A] 3 months [B] 3 years [C] 5 years [D] 6 months
565. SMR/TI shall renew the competency certificates (Automatic section) for []
[A] SMs [B] Gds of that station, SMs and points men [C] SMs and points men [D] none of these
566. When Loco Pilot passes an automatic signal at ON, he shall observe SR of[]
[A] 8 kmph [B] 15kmph [C] 10 kmph [D] 25 kmph
567. When the train has been stopped at an Automatic stop signal, the signal that guard shall show towards the rear[]
[A] Stop [B] Signal warning of obstruction ahead [C] amber flasher light [D] Proceed
568. After passing an automatic signal at ON, the Loco Pilot of the following train hauled by any locomotive shall ensure that a minimum distance to be maintained between his train and preceding train is
[A] 120 metres [B] three OHE masts [C] 150 metres or two OHE masts [D] none of these []
569. When LSS fails on single line automatic block system, Line clear can be established, Authority to proceed to Loco Pilot is []
[A] PLCT [B] T.369(3b) [C] CO+T/A.912 [D] T/369(3b) +C.O OF 10 KMPH
570. When LSS fails on double line automatic block system, authorities to be given to LP of the train
[A] PLCT+ C.O of 10 kmph [B] PLCT+T/A.912
[C] T/D.912+T/A.912 [D] T/369(3b)

571. When a train is stopped in an automatic block signaling section on single line and train cannot proceed further, the Guard shall protect in rear duly placing detonators at[]
 [A] 250M, 500M, &510M [B] 90M, 180M, &190M [C] 600M, 1200M, 1210M
 [D] 90M,180M,190M&200M
572. During prolonged failure of signals but communications are available on D/L Automatic Block System, the authority given to Loco Pilot is.[]
 [A] T/ D 602 [B]T/ D 912 [C]T /C 602 [D] T /B 912
573. When signals and communication fail on Double line Automatic Block System, the authority given to the Loco Pilot is[]
 [A] T/ B 602 [B]T/ D 912 [C]T /C 602 [D] T /B 912
574. In the automatic block system, to dispatch a relief loco/train into the occupied block section authority given as the ATP for the relief loco/ train[]
 [A] T/B.602 [B]T/ C 912 [C]T /D 602 [D] T /B 912
575. Relief loco/train shall proceed with a restricted speed of[]
 [A] 25kmph [B] 15/10 kmph [C] normal speed [D] 15/8 kmph
576. When Gate signalis at 'ON', in Automatic signaling territory and 'A' marker is not illuminated, LP shall follow the rules of passing[]
 [A] gate rules [B] gate rules and automatic rules[C] automatic rule only[D] none of these
577. LP shall pass a Semi Automatic signal with extinguished 'A' marker at 'ON' on receipt of written authority[]
 [A] T/369(3b) [B] T/A.912 [C] T/D.912 [D] T/C.912
578. The normal authority to proceed on Single Line token less sections/Double line sections []
 [A] 'OFF' position of LSS [B] PLCT [C] PLCT or token
 [D] Any written document signed by SM
579. At stations where BPAC is not provided, the Guard of the train, after verifying the last vehicleis standing clear of the fouling mark, inform Station Master by []
 [A] waving arm by day [B] P.N exchange through walkie-talkie [C] showing white light by night [D] none of these
580. Occasions where exchange of private numbers between SM and guard is not required for ensuring complete arrival of train []
 [A] clear indication of BPAC [B] run through trains [C] end cabins are provided [D] all the above
581. During line block, to receive the units coming on right line, authority to receive the first unit []
 [A] taking 'off' signals [B] pilot in memo [C] T/509 [D] none of these
582. During line/integrated/shadow block, if the units are coming on wrong line, units shall be received on []
 A] taking 'off' signals [B] pilot in memo [C] T/509 [D] none of these
583. From the obstruction (work spot), Engg. Stop indicator is located at []
 [A] 45 metres [B] 1200 metres [C] 400 metres [D] 30 metres
584. From the obstruction (work spot) Engg. Speed indicator is located at []
 [A] 45 metres [B] 1200 metres [C] 400 metres [D] 30 metres

585. On B.G, from the obstruction (work spot) Engg. Caution indicator is located at[]
[A] 45 metres [B] 1200 metres [C] 400 metres [D] 30 metres
586. After stopping at the stop indicator, Loco Pilot shall sign in this book and proceed with restricted speed of []
[A] ER-7,10 KMPH [B] ER-7, 8 KMPH [C] RS-6, 8 Kmph [D] rough journal, 10 KMPH
587. When major work such as relaying and re-girding is in progress a speed restriction that shall be observed on the adjoining line of DL//MULTIPLE/ line section[]
[A] 45 kmph [B] 50 kmph [C] stop dead and proceed [D] 30 kmph
588. When water rises above the ballast level but below rail level, train should be allowed as per following
[A] a train shall not be allowed
[B] a train must stop and proceed after the velocity of the water is reduced
[C] train must stop and be piloted by the PWI.
[D] track should be walked over by two men abreast one at either end of the sleepers before the train
589. When water overflows above the rails – []
[A] a train shall not be allowed [B] train must stop and proceed after the velocity of the water is reduced. [C] train must stop and be piloted by the PWI. [D] train must stop and be piloted by gang man
590. Neutral section lies between two consecutive []
[A] section insulators [B] block stations [C] sub stations [D] OHE depots
591. Danger Zone” means the zone lying around any live equipment within radius of[]
[A] 45 metres [B] 2 metres [C] 2.5 metres [D] 30 metres
592. When a train comes to a stop in an electrified section and the cause of stoppage is not immediately obvious, the LP and Guard shall immediately take action to []
[A] protect train [B] ask relief engine [C] protect train after engine failed only [D] none of these
593. The speed of the train while passing through Neutral section shall not be less than []
[A] 45 kmph [B] 20 kmph [C] 40 kmph [D] 30 kmph
594. When the tower wagon is moved, attached to a train, it should be inside the []
[A] engine [B] working engine [C] rear B/V [D] Sixth vehicle
595. When the tower wagon is attached to a train, the speed of the train should be[]
[A] MPS of train [B] Speed stenciled on tower wagon [C] as per load of the train
[D] Sectional speed
596. When healthy section is temporarily isolated and re-energised, if train entered faulty section, the speed of the first train by day / night shall be
[A] 25/10 kmph [B] 20/10 kmph [C] 40/40 kmph [D] 60/30 kmph
597. The permission, the guard of the train with the ODC receives from the authorized person, to enter the section (electrified) is

[A] permission from CHC [B] permission from TPC [C] trolley / lorry notice
[D] permit to work

598. The notice stations, where divisional caution order shall be issued are specified in the []
[A] Working time table [B] rake link [C] CTR [D] Gradient chart

599. In the Caution order, the names of the stations concerned should be written in full, and this should not be used
[A] letters [B] Codes [C] Capitals [D] Numerals

600. The caution order should have all the speed restrictions in force in []
[A] geological order [B] gradient wise [C] Geographical order [D] control section wise

601. The LP shall not start the train/the Guard shall not give signal to start from a notice station until they have received []
[A] Divisional CO [B] PSR [C] TSR [D] Memo

602. In case of change of train crew en route, the Guard taking over charge must take over all Caution Orders from []
[A] In coming crew [B] SM of that station [C] TTE of the train [D] from loco pilot of assisting engine if any

603. During passage of trains, the position of Gateman during day time and during night time []
[A] holding unfurled flags/green light [B] holding furled red and green flags/white light
[C] green flag/green light [D] holding unfurled green flag/no light

604. A common NI home signal without route indicator should be provided for any indirect reception of trains, with []
[A] stop & caution aspect [B] stop & proceed aspect [C] Proceed with caution aspect
[D] No aspect at all

605. During non interlocking working, All trains must be brought to a stop at the FSS and then allowed to enter (taking off signals) cautiously at speed not exceeding
[A] As per standard of interlocking [B] 20 kmph [C] 15 kmph [D] 30 kmph

606. During NI working, the LP shall not pass the outermost facing points even though signals are taken off unless he also receives.
[A] caution order at points [B] PHS at points [C] T/369(3b) [D] none of these

607. During NI working the ASM/Guard/SWM in charge of the goomties shall be responsible for []
[A] exchanging PHS at outermost facing point [B] correct setting, clamping and pad locking of points
[C] Exchanging P.N with SM for each train [D] All the above

608. Patrolling of line means in addition to the daily inspection carried out by key man of the gang
[A] Inspection of L.C. Gates [B] Inspection of line by foot [C] Surprise night inspection
[D] all the above

609. Patrolling of railway line is done on following occasions. []
[A] Security patrolling during civil disorders [B] Watch at vulnerable points during monsoons
[C] Monsoon patrolling [D] all the above

610. If the night patrolman does not turn up even after 15 minutes beyond the schedule arrival time, SM shall stop all the trains and issue caution order restricting the speed to []
[A] 40 kmph [B] Spl. C.O [C] stop dead and 10kmph [D] stop dead and 15kmph
611. Maximum number of wagons containing explosives permitted by goods trains is []
[A] Three [B] Five [C] Ten [D] any number
612. Minimum number of wagons required to be given as support wagons from B V / Passenger coach / other inflammables when explosives are carried by a train are []
[A] three [B] five [C] ten [D] one
613. The liquids, the vapours of which have flash point below 23° C classified under Class []
[A] 'C' [B] 'A' [C] 'B' [D] Not classified
614. Class 'A' POL product when carried, minimum number of wagons given as support wagon from electric loco and from brake van or passenger carriage are []
[A] 1 and 5 [B] 1 and 3 [C] 1 and 1 [D] 5 and 5
615. Tank wagons containing petroleum and other inflammable liquids not to be carried together With wagons containing []
[A] liquid air [B] liquid oxygen [C] both A and B [D] none of these
616. To attach a dead engine to a train, a certificate of 'fit to run' is required, which shall be issued by []
[A] Section Engineer [B] Power controller [C] Loco Inspector [D] any of the above
617. Number of dead engines is/are permitted to attach to passenger carrying train []
[A] any number each after six coaches [B] one [C] two [D] nil
618. Under any circumstances, no dead engine should be attached to any []
[A] Passenger train [B] CC rake goods [C] Rajdhani/Shatabdi [D] Mail/express
619. Officers inspection carriages are not to be permitted by []
[A] Race specials [B] Postal express trains [C] Military specials [D] All the above
620. One of the following can be attached in excess of the permitted load. []
[A] Party Coach [B] Parcel Van [C] Officer's Saloon [D] Pantry Car
621. A mail/express train shall have after loco in front and in rearmost at least one []
[A] Brake Van [B] Anti Telescopic or Steel Bodied SLR [C] Saloon [D] Dead Loco
622. No. of coaches permitted In rear of rear S L R excluding one Inspection carriage for express trains. []
[A] Three [B] One [C] Two [D] Any No.
623. At standard – II R interlocked station the maximum speed permitted for the train over main line points is []
[A] 140 kmph [B] 75 kmph [C] 160 kmph [D] 110 kmph
624. In case of train shunting, written instructions will be given in form No. []
[A] T/811 [B] T/409 [C] T/806 [D] T/512

625. On Double line, to perform shunting beyond LSS, authority is[]
 [A] **T/806 with P.N** [B] shunt signal below LSS taken 'off' [C]LSS lever key
 [D] any one of the above
626. On double line, when shunting is permitted beyond LSS in SWR in rear of a travelling away train, the authority is[]
 [A] T/806 without P.N [B] T.409 [C]T/806 withP.N [D] T/806 with P.N
627. On S/L token less sections, to perform shunting beyond LSS and up to FSS, authority is []
 [A] **T.806 + shunt key or P.N**[B] shunt signal below LSS taken 'off' [C]T/806 only
 [D] T/806 +written memo to come back
628. On double line, to perform shunting beyond Outer most facing points/BSLB, the authority is []
 [A] **T/806 + P.N** [B] T/806+ shunt key [C] T/806 only
 [D] T/806 +written memo to come back
629. Maximum number of persons other than the Loco Pilot/Motorman or Guard are authorized to travel in the Cab of EMU/MEMU with special permits[]
 [A] one [B] two [C] three [D] four
630. The test should be conducted before taking out MEMU/EMU on the 1st daily service run from MEMU/EMU shed, stabling siding and platform line is[]
 [A] joint brake test [B] LP&ALP check [C] LP & TXR [D] none of these
631. EMU/MEMU shall be protected as per Rule 6.03/9.10, If the detention exceeds or it is likely to exceed[]
 [A] 5 minutes [B] 10 minutes [C]15 minutes [D] none of these
632. In-charge of pilot sent to siding shall be[]
 [A] Loco pilot [B] Competent authority of siding [C] Guard or any person deputed by SM [D] guard only
633. Guards/Loco Pilots of all trains who are provided with VHF sets shall inform the Station Master/controller when passenger /goods trains are delayed in the block section for over.[]
 [A] 10 / 15 Min [B]5 / 15 Min [C]10 / 20 Sec [D]10 / 20 min
634. An example of consequential accident is
 [A] Signal Passing At "ON" [B] Entering Into B/S W/O ATP [C] Fire On Train [D] Averted Collisions
635. An example of indicative accident is
 [A] Passing Stop Signal At "ON" [B] Fire On Train [C] Collisions [D] LC Gate Accidents
636. Passing stop signal at Danger is this type of accident.
 [A] Collisions [B]Averted Accident [C] Breach Of Block Rule [D] Indicative Accident
637. In an accident if the damage to Railway property exceeds Rs 2 CRORES ,such accident shall be treated as
 [A] Serious Accident [B] Collision [C] Averted Accident [D] SPAD
638. To treat as averted collision, outside station limits, the distance between two trains shall be.
 [A] Less than 600M [B] Less than 400M [C] Less than 100M [D] Less than 180M

639. When persons are knocked down or run over and dead, no responsible person is available, body shall be
 [A] ignored [B] inform at next station [C] drop a memo while runs through
 [D] Handed over the dead body at nearest gate lodge or station with a memo
640. An example of breach of block rules is
 [A] Train entered into wrong line [B] train entered into B/S without a ATP
 [C] Train entered into siding [D] all the above
641. Accident siren when accident takes place at out station, main line obstructed and MRT required is []
 [A] Four Long [B] Three Long One Short [C] Four Long One Short [D] Three Long
642. The target time for turning out ART day and night is[]
 [A] 15minutes & 20 minutes [B] 30 minutes & 45 minutes [C] 1 hour and 1 ½ hour
 [D] none of these
643. The target time for turning out MRT for direct/indirect dispatch. is[]
 [A] 15 minutes and 20 minutes [B] 30 minutes and 45 minutes [C] 10 minutes and 15 minutes
 [D] 15 minutes and 30 minutes
644. Whenever accident takes place, GLP has to prepare report in forms No.[]
 [A] Acc. 1 [B] Acc. 2 [C] Acc. 3 [D] Acc. 9
645. On complete arrival of the Pilot inside the fouling mark and after verifying the LV number, the Pilot in charge intimate SM by
 [A] endorsement in Pilot movement register [B] exchange of PN [C] Endorsement in the TSR
 [D] waving of hand/white light day/night
646. The Guard shall indicate the complete arrival of the train where BPAC is not provided for a stopping train when walkie talkie is working by[]
 [A] waving of hand/ white light [B] writing PN in train intact register [C] issuing a PN on walkie-talkie [D] talking on walkie talkie to SM
647. The Guard shall issue a PN to the SM at stations not provided with BPAC for a stopping train after ensuring []
 [A] train comes to a stop at the station [B] train clears the block section
 [C] train runs through station [D] train arrived completely and standing within fouling mark
648. Train Intact Register is in the form number []
 [A] T.1420 [B] T.1410 [C] T.1510 [D] T.720
649. When walkie talkie is not working the Guard shall indicate the complete arrival for a stopping train where BPAC is not available by
 [A] waving of hand/ white light [B] writing PN in train intact register
 [C] Personally coming to SM office and giving PN [D] talking on CUG phone to SM
650. List of stations, number of reception lines at these stations which require exchange of Private numbers by the Guard to ensure complete arrival with provision of BPACs, shall be circulated through. []
 [A] Sign On register [B] additional LR trips [C] Caution Order [D] SOB.

651. As and when there is change of traction the Loco Pilot/ Guard should[]
 [A] release the formation [B] conduct GLP check
 [C] conduct brake continuity test
 [D] conduct brake continuity test / release the formation
652. The Whistle code to be given while approaching Level crossing gates is[]
 [A] Intermittent long [B] Intermittent short [C] Continuous long [D] One long one short
653. During dense fog maximum speed of a train on Automatic block system when it is showing single yellow light shall be restricted to[]
 A) 25kmph B) Restricted speed to stop at next stop signal C) 60kmph D) 30kmph
654. During dense fog maximum speed of a train on Automatic block system when signal showing two yellow lights shall be restricted to []
 A) 25kmph B) Restricted speed to stop at next stop signal C) 60kmph D) 30kmph
655. In case speedometer of loco is defective on run in the section it can be worked
 [A] with 40 kmph [B] with repair or relief engine arranged [C] upto shed
 [D] upto next crew changing point with 10% reduced speed
656. In case speedometer is defective in loco at a crew changing point it can be worked []
 [A] with 40 kmph [B] with repair or relief engine arranged [C] upto loco shed
 [D] upto next crew changing point with 10% reduced speed
657. Dummy wagons for the POL product from the Loco and BV is not required when []
 [A] Engine attached in rear [B] 8-wheeler BV is provided [C] 4-wheeler is attached in front and rear
 [D] explosive wagons are attached in rear
658. How the Guard will know about the application of brakes by the LP []
 [A] talking with LP on walkie-talkie [B] physically seeing train reduction of speed
 [C] Drop in BP pressure guage of BV [D] Drop in FP pressure guage of BV
659. Universal key is provided with the Guard in his personnel equipments to ensure []
 [A] Carriages are locked after passengers entrain [B] SLR is locked if not leased
 [C] SLR is locked if leased [D] luggage portion is closed and locked
660. For originating train, responsibility for closing the compartment of front/Middle SLR lies with[]
 [A] LP and ALP [B] Guard of train [C] TXR staff [D] SM of the station
661. Before leaving BV/SLR of the train the Guard shall []
 [A] lock the BV/SLR [B] apply the hand brakes of BV/SLR [C] endorsement is made in rough journal
 [D] drop in BP pressure
662. After clearance of the loop line cross-over points, when a train passes through loop lines at a station the LP and Guard shall []
 [A] look for T/P or T/G board [B] ask SM whether to proceed with normal speed
 [C] guard to inform on walkie talkie [D] exchange all right signals
663. LP and Guard notice Flat tyre on Run in Block Section should clear block section with a speed restriction of[]
 A] 15 kmph B] 30 kmph C] 50 kmph D] 75 kmph
664. The speed that a empty goods/passenger train can run after inspection of the section where flat tyre is detected upto USFD test is done is[]
 A] 15 kmph B] 30 kmph C] 50 kmph D] 75 kmph

665. The speed that a loaded goods train can run after inspection of the section where flat tyre is detected upto USFD test is done is []
A] not permitted B] 30 kmph C] 50 kmph D] 75 kmph
666. Speed that a empty goods/passenger train can run after inspection of the section where flat tyre is detected after USFD test is done for the first 24 hours is[]
A] 15 kmph B] 30 kmph C] 50 kmph D] 75 kmph
667. The speed that a loaded good train can run after inspection of the section where flat tyre is detected after USFD test is done for the first 24 hours is[]
A] 15 kmph B] 30 kmph C] 50 kmph D] 75 kmph
668. To permit pilot into siding with engine pushing, the following condition(s) shall be fulfilled []
A) Gradient not steeper than 1 in 400 enroute, B) no non-interlocked gate enroute
C) station yard Isolated from siding line. D) all the above
669. Best method among isolation methods is -----[]
A) Buffer stop B) Trap point C) SAND HUMP D) scotch Block
670. Number of gauges available on HYB Division are ----- []
A) one B) two C) three D) none
671. CSR means ----- []
A) Common standing room B) Clear Standing Room C) Case Steady Record D) Common Steady Room
672. The systems of working in force on HYB Division is/ are[]
A) Absolute Block system B) Automatic Block system C) One Train Only System D) All the above
673. The item phased out from use on IR recently and replaced by flasher hand signal lamp is- []
A) Detonator B) H/S flag C) Fusee D) Torch
674. While receiving a train on an obstructed line on calling on signal, the train should be stopped at ----- meters from the obstruction[]
A) 45 m B) 60m C) 70m D) 50m
675. The shunt signal placed in color light area is --- --[]
A) Disc Type B) Semaphore C) Position light D) None
676. Type of Inter locking at NIZAMABAD is. []
A) Solid state Interlocking. B) RRI C).P.I D)None of these
677. The standard composition of a BOXN rake is -----[]
A) 59+BV B) 42+BV C) 47+BV D) 58+BV
678. The standard composition of BCN rake is ----- -[]
A) 59+BV B) 42+BV C) 47+BV D) 58+BV
679. Number of cabins available in HYB Division.[]
A) one B) two C) three D) none
680. ----- is the index of efficiency of passenger operations.[]

A) Punctuality B) Speed C) C.O D) Earnings

681. ----- is the index of efficiency of goods operations.[]

A) Punctuality B) Speed C) C.O D) Earnings

682. Quarterly safety bulletin on S.C.Rly is known as -----[]

A) VIGIL B) Fly Leaf C) JPO D) Gazette

683. LC Gates census are made once in ----- years to review the classification. []

A) FIVE B) two C) three D) Four

684. LC Gates census are conducted for a period of ----- Days[]

A) 7 B) 3 C) 5 D) 4

685. No. of items which constitute the brake van equipment are ----- []

A) 5 B) 3 C) 7 D) 4

686. Maximum permissible speed of a goods train loaded with CC+8+2 is ---- []

A) 60 KMPH B) 30 KMPH C) 40 KMPH D) 75 KMPH

687. For line block purpose the engineering works are divided into ----- categories.[]

A) 5 B) 3 C) 7 D) 4

Establishment

690. Maximum speed of 140 T Hydraulic Crane (BG) is.[]

[A] 40 KMPH [B] 60 KMPH [C] 80 KMPH [D] 100KMPH

691. POH interval of passenger coaches run on Mail Exp/Passenger trains is[]

[A] 6 months [B] 12 months [C] 18 months [D] 24 months

692. BPC for "Parcel Express" is valid for

[A] 10 days [B] 4500 km **[C]** 'A' or 'B' whichever is earlier [D] 35 days/7500km whichever is earlier

693. Different types of maintenance of Passenger carrying trains are[]

[A] Primary [B] Secondary [C] Terminal attention [D] all the above

694. The period of interval of IOH of passenger coaches is between[]

[A] 12 months [B] two POH [C] 24 months [D] three POH

695. Running of trains In SCR is permitted with maximum no. of coaches

[A] 18 [B] 23+VPU [C] 26+VPU [D] 24+VPU/IC
