

18. Overhauling of track is essential because it improves: [c]
 (a) Longitudinal resistance of track (b) load bearing capacity
 (c) drainage. (d) Longitudinal resistance of track
19. The sieve size used for manual Deep screening in mm. [d]
 a) 10 b)15
 c) 20 d) 25
20. In through packing, ballast should be opened out on either side of rail seat [d]
 to a depth of
 a)15mm. b)25mm.
 c) 35 mm. d) 50 mm.
21. While doing slewing operation, angle between planted crow bar and vertical of rail should not be more than [c]
 a) 10 b) 20
 c) 30 d) 40
22. Easement gradient at the time of passage of trains while doing lifting should not be steeper than [a]
 a) 25 mm. per rail b) 10 mm. per rail
 c) 15 mm. per rail d) 30 mm. per rail
23. During deep screening, it should be ensured that when ballast is being removed from any sleeper, invariably, there are at least _____ fully supported sleepers between it and the next sleeper worked upon. [b]
 a) 2 b) 4
 c) 6 d) 8
24. The gap at Junction & combination fish plated joint should be [d]
 a) 6 mm. b) 4 mm.
 c) 2 mm. d) Zero
25. The gap at machined joint should be [d]
 a) 6 mm. b) 4 mm.
 c) 2 mm. d) Zero
26. The schedule of inspection of ADEN for manned level crossing is [d]
 a)once a month b) once in two months
 c) once in three months d) once in six months
27. The sections, which are normally to be patrolled during monsoon will be identified and notified by [c]
 a) PWI b) ADEN
 c) DEN d) CE
28. The authority for introducing or continuing night patrolling outside the stipulated dates, duly advising all concerned is [c]

- a) Gang Mate b) PWS
c) PWI d) ADEN
29. Who will prepare patrol charts for each of the sections where monsoon patrolling is required to be done. [c]
- a) PWI b) ADEN
c) DEN d) CE
30. Patrolling in pairs can be introduced with the approval of [d]
- a) PWI b) ADEN
c) DEN d) CE
31. If a patrolman on the arrival at the end of his beat does not find the next patrolman, then he should [b]
- a) continue patrolling as per patrol chart. B) Continue further and report to the SM
c) Wait for him c) Suspend the traffic
32. The selected patrolman should pass.....test and then only should be employed.[b]
- a)A-I b) A-III
c)B-I d) Not necessary
33. The PWI should submit a certificate to the DEN through AEN.....in advance before commencement of monsoon. [a]
- a)one month b) 2 months
c)6 months d) 1 year
34. When no danger is apprehended, the patrolman should stand on the ____ on the left hand side facing the train and exhibit his number plate. [b]
- a)Middle of the Two lines b) Cess
c)Under a Tree d) Ballast
35. The PWI overall Incharge shall cover his entire sub-division once in.....by train/push trolley in night and check the patrolmen. [b]
- a) Fortnight b) a month
c) a week d) a year
36. The PWI should check the equipment of all patrolmen and watchman once in a [b]
- a)Fortnight b) a month
c) a week d) a year
37. The PWI incharge should check over patrolling at nights by train once a_____ [b]
- a)Fortnight b) a month
c) a week d) a year

38. The Railway affecting tank which still requires heavy repairs, despite repeated reminders of Railway, should be considered and included in the list of ___ locations. [a]
 a) Vulnerable b) Bad
 c) Important d) Waste
39. A list of vulnerable locations should be maintained by each _____ in a register form and updated. [a]
 a) AEN b) PWI
 c) DEN d) HQ
40. Thewill be responsible for instructing patrolmen in their duties and stationary watchman to possess the correct equipment. [c]
 a) APWI b) AEN
 c) PWI in charge d) DEN
41. In PQRS working, Auxiliary track should be laid at a gauge of [a]
 a) 3400 mm b) 1676 mm
 c) 5400 mm d) 4400 mm
42. There are.....no. of categories of Engineering works. [c]
 a) 1 b) 2
 c) 3 d) 4
43. Works of "short duration" are those. [a]
 a) Can complete one day b) To put Engg. Indicators
 c) Do not require any SR d) Take prior permission from CRS
44. For works of short duration, when train has to stop at worksite, then hand signals shall be exhibited at _____, _____, and _____m. in case of BG [a]
 a) 30, 600, 1200 b) 30, 400, 800
 c) At spot, 400, 600 d) at spot, 270, 540
45. The flagman placing detonators should station himself at a distance not less than.....m from the place of detonators. [b]
 a) 100 b) 45
 c) 1200 d) 600

46. Thewill be responsible for obtaining sanction of CRS and sending safety certificate on completion. [d]
 a)CPWI b)ADEN
 c)PCE d)DEN
47. In multi speed restrictions when s_1 is less than s_2 , then minimum length of s_1 zone should bem. [b]
 a)100 b)200
 c)300 d)400
48. For intermediate tracks on triple or multiple lines, Engineering indicators shall be fixed between tracks to within.....mm from rail level. [c]
 a)100 b)200
 c)300 d)400
49. Indicators shall be placed on theside as seen by the Drivers except on CTC sections (Single line) [a]
 a) left b)right
 c)centrally d)oblique
50. When works at times of poor visibility are to be undertaken and site is protected by temporary engineering fixed signals.....nos..detonators, 10m apart be fixed not less than.....m in rear of CI and a caution hand signal exhibited to approaching trains. [b]
 a)3&600 b) 2&270
 c)2&800 d)3&1200
51. Whistle Indicators should be provided at a distance ofm. [c]
 a)500 b)400
 c)600 d)300
52. The normal life of detonator is [b]
 a) 10 years b) 5 years
 c) 15 years d) 7 years
53. The life of detonators can be extended toyears on an yearly basis after testing.....detonators from each lot of over 7 years. [d]
 a) 7&one b) 8 & two
 c) 10 & one d) 10 & two

54. The safety radius at the time of testing of detonators ism. [d]
 a)10 b)20
 c)40 d)50
55. The bottom most parts of CI, SI should bem above R.L [b]
 a)1 b)2
 c)1.5 d)2.5
56. The bottom most part of T/P & T/G should bem above R.L. [c]
 a)1.20 b)1.55
 c)1.65 d)2.00
57. When more than one person holding competency certificate travels in a trolley, theis responsible for its safe working. [c]
 a) The Head Trolley man b) Trolley Holder
 c)The man who is manning the brakes d) Higher official accompanying trolley
58. The quantity of petrol in the tank of motor trolley should not exceed.....liters while loading into train as per G&SR [d]
 a)3 b)5
 c)8 d)9
59. In cuttings and high banks trolley refuges should be provided at ...m intervals. [b]
 a)50 b)100
 c)150 d)20
60. The night signal for trolley/motor trolley/lorry on single line shall be..... [a]
 a)Both side Red b) red on one side and green on the other
 c)both side green d) one side white and otherside red
61. Push Trollys shall be manned by atleastmen. [c]
 a)2 b)3
 c)4 d)5
62. During night and at times of poor visibility the trolley shoul work under [d]
 a)supervision of SM b) Trolley memo
 c)following a train d) Block Protection

63. Protection of trollies with H.S. flags is required only when the visibility is less than.....m [a]
 a)1200 b)800
 c)600 d)350
64. When two or more trollies are running together in the same direction in the same line, minimum separation required ism. [b]
 a)50 b)100
 c)150 d)200
65. When a motor trolley is worked with block protection, it should be manned by atleast.....men [c]
 a)2 b)3
 c)4 d)5
66. Sample size for measurement of toe load of elastic clip is – [a]
 (a) 1% of ERCs randomly on every 100 sleepers
 (b) 2% of ERCs randomly on every 100 sleepers
 (c) 3% of ERCs randomly on every 100 sleepers
 (d) 0.5% of ERCs randomly on every 100 sleepers.
67. When the lorry is required to remain stationery for more than.....minutes in Station limits then it should be protected. [d]
 a)5 b)10
 c)8 d)15
68. Lorries working in gradients steeper thanshould be controlled by hand brakes as well as by rope tied in rear. [b]
 a) 1 in 200 b) 1 in 100
 c) 1 in 400 d) 1 in 300
69. The check rail clearances in BG turnouts and L-Xings are – [a]
 (a) 44-48mm and 51-57 mm respectively
 (b) 38-41mm and 48-51 mm respectively
 (c) 48-51mm and 63-68 mm respectively
 (d) 63-68mm and 76-80mm respectively

70. While lifting the track on a gradient, the lifting should proceed – [a]
 (a) from downhill to uphill
 (b) from uphill to downhill
 (c) from both the ends towards a central meeting point
 (d) It does not matter.
71. What is the minimum horizontal distance of a platform coping (goods or passenger) from the adjacent track centre ? [a]
 (a) 1670mm (b) 1690mm
 (c) 840mm (d) 760mm
72. What is the maximum distance apart of trolley refugees in tunnels [d]
 (a) 30.5 mts. (b) 50 mts.
 (c) 80 mts. (d) 100 mts.
73. What is the minimum height of the bottom of an ROB in AC traction area [a]
 from rail level
 (a) 5870 (b) 5500
 (c) 5460 (d) 5200
74. What is the minimum centre to centre on B.G. tracks in mid section ? [c]
 (a) 4265mm (b) 1676mm
 (c) 4725mm (d) 2350mm
75. For all routes identified for running 22.1 axle load wagons, sleeper density of ___ nos./km must be maintained. [c]
 (a) 1560 (b) 1620
 © 1660 (d) 1600
76. Second hand 52 kg rails can be used on Group ___ routes. [c]
]
 (a) A route (b) B route
 © D and E route (d) only C route
77. A sleeper density of ___ sleepers per km is a must on Shatabdi/Rajdhani routes. [c]
 (a) 1880 (b) 1760
 © 1660 (d) 1720

78. Life of rail not only depends upon the ____ but also on the maximum axle load moving over it. [b]
 (a) Speed (b) GMT
 © Both speed and GMT (d) Fastening
79. The width of ballast shoulder to be provided on the outside of the curve in case of LWR is provided on the reverse curve – [c]
 (a) 500mm (b) 550 mm (c) 600 mm (d) 650 mm
80. SEJ to be provided from the abutment at a minimum distance away of – [a]
 (a) 10 m (b) 20 m (c) 30 m (d) 40 m
81. The minimum depth of bridge timber excluding notching for 80' span as per RDSO's Drg. No. BA 11075 is – [c]
 (a) 150 mm (b) 125 mm (c) 180 mm (d) 240 mm
82. The maximum cant that can be provided on BG has to be [b]
 (a) 150 mm (b) 165 mm (c) 200 mm (d) 240 mm
83. The Recommended yard gradient for new lines in B.G. [d]
 (a) 1 in 200 (b) 1 in 400 (c) 1 in 1000 (d) 1 in 1200
84. The formation is said to be very bad when - [c]
 a) less than 6 attentions are given per year
 b) 6-12 attentions/year are given
 c) More than 12 attentions/year are given
 d) Formations are classified based on the TRC and OMS-2000 results.
85. The regular greasing of ERC's shall be done by – [a]
 (a) keyman (b) gangs (c) contractor (d) all the above
86. 20 Kmph caution order is prevailing at a deep screening spot. The caution indicator board should be fixed at a distance of _____meters from the work spot as per IRPWM [c]
 (a) 400 m (b) 600 m (c) 800 m (d) 1200 m

87. Existing 90 R rails can be allowed to continue in main line upto max. permissible speed of - [a]
 (a) 100 Kmph (b) 130 Kmph (c) 160 Kmph (d) 80 kmph
88. In comparison with non-corrosion prone area, the frequency of toe load testing of ERC in corrosion prone area is - [a]
 (a) Doubled (b) Same (c) Half (iv) No relation.
89. 1 in 20 cross cant is not provided at – [d]
 (a) SEJ (b) Derailing switch (c) Buffer rails (d) Points and Crossing.
90. Gauge is measured _____mm below rail table. [b]
 (a) 10mm (b) 13mm (c) 15mm (d) 18mm
91. Sleeper spacing on a curve is the centre to centre distance between two consecutive sleepers when measured at [a]
 (a) Outer rail (b) Inner rail (c) Centre line of track
 (d) average of all the above.
92. What is not marked in gang chart [a]
 (a) Casual rail renewal (b) Deep screening of track
 (c) Cleaning of side drains (d) Machine packing
93. Laying tolerance of sleeper spacing are [a]
 (a) ± 20 mm (b) ± 2 mm (c) ± 15 mm (d) ± 10 mm
94. Maximum permissible gradient on LWR is [a]
 (a) 1 in 100 (b) 1 in 200 (c) 1 in 300 (d) 1 in 400
95. Deficiency of ballast on LWR track during summer may result in [b]
 (a) Creep (b) Buckling (c) sinking (d) cracking
96. Most feasible parameter to judge the health of an LWR will be [a]
 (a) gaps measured at the SEJs
 (b) creep at measuring posts fixed at the ends of breathing lengths
 (c) Creep at the measuring post fixed at the centre of LWR
 (d) Creep at the middle of the breathing length

97. Hot whether patrolling is to be introduced in LWR territory [c]
 (a) when the rail temperature goes beyond $t_m + 10$
 (b) When the rail temperature goes beyond $t_d + 10$
 © When the rail temperature goes beyond $t_d + 20$
 (d) When the air temperatures goes beyond $t_m + 20$
98. In PSC sleeper track what speed restriction should be imposed during [d]
 consolidation period on LWR when the temperature goes beyond $t_d + 20^\circ$
 when crib and shoulder ballast compaction has been done.
 (a) 15 Kmph (b) 20 Kmph
 (c) 30 Kmph (d) 50 Kmph
99. The breathing length of an LWR exhibits movement of – [a]
 (a) rail sleeper frame (b) rail alone
 (c) sleeper alone (d) none of the above.
100. CWR is similar to an LWR except for – [c]
 (a) its movement at the SEJ is different (b) it requires more careful attention
 (c) its distressing has to be done by splitting it into parts (d) always requires patrolling
101. The distressing temperature of a 52 kg rail is - [c]
 (a) t_m to $t_m - 5$ (b) t_m to $t_m + 5$
 © $t_m + 5$ to $t_m + 10$ (d) $t_m + 10$ to $t_m + 15$.
102. Of the various types of thermometers, the most reliable and quick device [c]
 for rail temperature measurement is –
 (a) Black bulb thermometer (b) rail embedded thermometer
 © dial type thermometer (d) the clinical thermometer.
103. Maintenance operations in a LWR should be restricted to a temperature range of – [a]
 (a) $t_d + 10$ to $t_d - 30$ (b) $t_d + 5$ to $t_d - 25$
 © t_d to $t_d - 20$ (d) $t_d + 20$ to $t_d - 20$.
104. In other than concrete sleeper track, if the temperature rises above $t_d + 20^\circ\text{C}$ after [b]
 a maintenance job, during the period of consolidation, when only manual ballast
 compaction has been done, SR to be imposed is –
 (a) 50 km/h in BG and 40 km/h in MG (b) 30 km/h in BG and 20 km/h in MG
 © 75 km/h in BG and 50 km/h in MG (d) none of the above.

105. While doing deep screening in LWR territory, if the rail temperature is anticipated [c]
to rise above $t_d + 10^\circ\text{C}$, we should do the following –
(a) stop the work (b) immediately cut the LWR
© do a temporary distressing at a temperature of $t_{\text{max}} - 10^\circ\text{C}$ (d) continue
106. While repairing a fracture in which a gap 'g' has been created and paint marks made [b]
at a distance of 'a' and 'b' from the fractured rail ends, the following relationship
should hold good if a closure rail piece of length 'L' is inserted –
(a) $a + b + 1 \text{ mm} = L + (2 \times 25\text{mm})$ (b) $a + b + g + 1 \text{ mm} = L + (2 \times 25\text{mm})$
© $a + b - 1 \text{ mm} = L + (2 \times 25\text{mm}) - g$ (d) none of the above.
107. While passing an LWR over a girder bridge the rail-sleeper fittings should be – [a]
(a) rail free type (b) rigid type
© two way keys (d) elastic rail clips with effective toe load.
108. The maximum span of a girder bridge with LWR in MG is – [a]
(a) 20m (b) 30m (c) 43m (d) depends upon bearing arrangements in the bridge.
109. The gap at SEJ at the time of laying / Subsequent distressing of LWR for a 52 kg Rail section
is [b]
(a) 60 mm (b) 40 mm (c) 20 mm (d) 120 mm.
110. Gap survey of an SWR has to be done – [c]
(a) Just before the monsoon (b) just after the monsoon
© before the onset of the summer season in Feb / March (d) none of the above.
111. Distressing by tensor has to be resorted to when – [c]
(a) labour force available is small (b) the blocks are not available
© the prevailing temperature is less than t_d
(d) a more sophisticated method has to be used.
112. Hot weather patrolman have a beat of – [a]
(a) 2 km on single line track (b) 1 km of a single line track
© 2 km on a double line track (d) not more than 5 km

113. If the temperature rises above $t_d+20^\circ\text{C}$, hot weather patrolling can be started by – [d]
 (a) DEN (b) AEN (c) Keyman (d) Gangmate.
114. In a yard with LWR, for track circuiting make use of – [b]
 (a) insulated block joints (b) glued joints of G3L type
 © cut the LWR into SWR (d) none of the above.
115. Gap at fracture in an LWR is more than the theoretical value. This is due to: [c]
 (a) a sudden fall of temperature (b) the battering received from the moving wheels
 © the longitudinal ballast resistance mobilised is less
 (d) the longitudinal ballast resistance mobilised is more.
116. The maximum curvature permitted for laying an LWR is – [a]
 (a) 4° Curve (b) 2° Curve (c) 3° Curve (d) 1° Curve
117. SEJs are inspected by the PW / APWI once – [d]
 (a) every 15 days (b) every 7 days (c) As desired by the AEN (Open Line).
 (d) every 15 days in the two hottest and two coldest months of the year and once in 2 months from the remaining period
118. Generally, while performing through packing manually on LWR, opening of sleepers is limited to – [d]
 (a) alternate sleeper to be opened (b) upto 100 sleepers to be opened at a time
 © no restriction but the temperature restriction to be observed
 (d) only 30 sleepers to be opened within a temperature range of $t_d + 10$ and $t_d - 30^\circ\text{C}$.
119. Permissible speed on 1 in 8.5 turnout with curved switch 52/60 kg on PSC sleepers [b]
 (a) 10 kmph (b) 15 kmph (c) 20 kmph (d) 25 kmph
120. Minimum and maximum rail temperatures at Bareilly shown in the map as 70 (30) will be [c]
 (a) -30 and $+30$ (b) -55 and $+35$ (c) -5 and 65 (d) 0 and 60.
121. While maintaining CST-9 track with LWR, it should be ensured that – [b]
 (a) requisite no. of reverse jaw sleepers are provided (b) reverse jaw sleepers are removed
 © LWR cannot be laid on CST-9 (d) Constant patrolling of track is done.
122. Emergency repairs to a buckled track involve – [c]

- (a) Slewing track to original position
 (b) Machine cut a rail piece out of track and slew back the track
 © Gas cut and slew back to original alignment
 (d) Wait for temperature to go down before slewing back track to original position.
123. At an SEJ theoretical calculations of movement of one LWR end indicates an [b]
 Expansion of 4 mm and a contraction of 3 mm during rising and falling temperature trends,
 Respectively, If the standard gap at t_d is 20mm what range of gap is permissible as per LWR
 manual –
 (a) 23mm to 16mm (b) 33mm to 6mm (c) 3mm to 4mm (d) None of the above.
124. Formation is classified on “very bad” when number of attention received in a year are more
 than [d]
 (a) 6 (b) 8 (c) 10 (d) 12
125. Maximum permissible vertical wear on wing rail or nose of crossing shall be [a]
 (a) 10mm (b) 5 mm (c) 15 mm (d) 20 mm
126. SEJ can be laid on transition curve with degree not sharper than – [b]
 (a) 1° (b) 0.5° (c) 2° (d) SEJ shall not be located on transition.
127. OMS equipment measures [a]
 (a) Ride Index (b) CTR (c) TGI (d) Performance index
128. The competency certificate for LWR maintenance is issued by [a]
 (a) DEN (b) AEN (c) PWI (d) PCE
129. For checking correct curvature of tongue rail, ordinates should be measured [c]
 (a) at every 3m (b) at mid point of the tongue rail
 (c) at mid point and quarter points of the tongue rail
 (d) at every 20 m
130. On a fan-shaped lay-out same sleepers can be used for a right hand T/O and left hand T/O.
 For this purpose [a]
 (a) right end of the sleepers should remain on right side
 (b) right end of the sleepers should be brought towards the left side by rotating the sleepers
 © sleepers in the switch should remain as it is but those in the lead should be rotated to
 bring the right end to the left side
131. Recommended throw of switch on BG is [d]
 (a) 95mm (b) 105mm (c) 110mm (d) 115mm.

132. Behind the heel of a switch spherical washers should be fitted on left hand side towards _____ surface. [b]
 (a) vertical (b) inclined (c) gauge (d) horizontal
133. Chord length for measuring lead curvature of a turn-out is [c]
 (a) 3m (b) 4m (c) 6m (d) 9m.
134. As per the provisions of IRPWM, the gauge just ahead of actual toe switch shall be _____ for switch entry angle (SEA) $\leq 0^\circ 20' 0''$ and _____ for SEA $> 0^\circ 20' 0''$ [b]
 (a) +6mm, Neat (b) Neat, +6mm (c) Neat, Neat (d) +6mm, +6mm
135. Frequency of inspection of Points & Crossings on running lines by a PWI incharge & his Assistant is once in _____ in rotation [c]
 (a) month (b) two months (c) 3 months (d) 4 months
136. Max. permissible speed on 1 in 8 ½ curved switch is ____ kmph and that on 1 in 12 curved switch is ____ kmph. [a]
 (a) 15&30 (b) 30&15 (c) 15&25 (d) 30&50
137. Maximum permissible wear on nose of crossing, wing rail is ____ [d]
 (a) 4mm (b) 6mm (c) 8mm (d) 10mm
138. The maximum permissible value for cant deficiency is _____ mm [c]
 on group 'A' route with nominated rolling stock.
 (a) 50mm (b) 75mm © 100mm (d) 125mm
139. The maximum permissible value for actual cant, cant deficiency and cant excess is ____, ____, __ and mm respectively for BG, group 'E' route. [b]
 (a) 100, 50, 50 (b) 165, 75, 75 © 140, 65, 65 (d) 180, 100, 100
140. The maximum in built twist on a transition curve is _____ mm/meter [b]
 for BG.
 (a) 1.4mm/m (b) 2.8mm/m © 3.6mm/m (d) 4.2mm/m

141. Frequency of inspection of a curve by PWI in BG group-A routes is once in [b]
 (a) 3 months (b) 4 months (c) 5 months (d) 6 months
142. Extra shoulder width of ballast on curve double line in LWR is ___ [b]
 (a) 200mm (b) 300mm (c) 400mm (d) 500mm
143. On wooden sleeper track, the number of spikes/under each rail seat on the outside of a curve is _____ [c]
 (a) Zero (b) One (c) Two (d) Three
144. Station to station versine variation permitted for 110 kmph speed is [a]
 _____ mm.
 (a) 15mm (b) 10mm (c) 20mm (d) 40mm
145. Flat tyre causes maximum damage at a speed of [b]
 (a) 90 to 100 kmph (b) 25 to 30 kmph (c) 10 to 15 kmph (d) 50 to 75 kmph
146. As per IRCA rules, the rejection limits for wheel flange thickness is – [c]
 (a) 38 mm (b) 25.4mm (c) 16 mm (d) 20mm
147. The standard play on B.G. is [b]
 (a) 25 mm (b) 19 mm (c) 20 mm (d) 15mm
148. Emergency crossovers should be [a]
 (a) lubricated on the gauge faces to reduce derailment proneness
 (b) lubricated on the rail table to reduce derailment proneness
 (c) lubricated on the gauge tie plates to reduce derailment proneness
 (d) Lubricated on non gauge face to reduce derailment proneness
149. Track Geometry to be achieved after track maintenance should be better than [b]
 (a) New Track Tolerance (b) Maintenance Tolerance
 (c) Service Tolerance (d) Safety tolerance
150. TGI can not assume the following value – [c]
 (a) Less than 100 (b) Less than 50 (c) Less than 0 (d) Less than 25
151. Radius of a 5° curve is [c]
 (a) 1750 (b) 875 (c) 350 (d) 550
152. The suffix with track category A, B, C etc. pertains to number of peaks exceeding the outer limit of which category [b]
 (a) 'A' Category (b) 'B' Category (c) 'C' Category (d) 'D' Category

153. Acceleration peaks exceeding following is taken for track quality assessment on BG high speed routes. [b]
 (a) 0.2g (b) 0.15g (c) 0.35 g (d) 0.3g
154. Which Index is based on SD Values – [c]
 (a) CTR (b) A, B, C categorisation (c) TGI (d) OMS
155. Track is classified as 'Very Good' if the average no.of total vertical and lateral acceleration peaks/Km on High speed routes is – [b]
 (a) >1.0 (b) <1.0 (c) <1.5 (d) <2.0
156. Urgent attention is required at all locations where vertical & lateral acceleration peaks exceed - [d]
 (a) 0.2g (b) 0.15g (c) .30g (d) 0.35g
157. If the average number of peaks of vertical and lateral accelerations exceeding 0.3g is more than____per km. Or more than____ in any particular km.,the track will need attention. [c]
 (a) 1 & 1 (b) 0.5 & 1 (c) 0.25 & 1 (d) 0.25 & 2
158. Need for urgent maintenance of track, arises when the value of individual indices of different parameters of TGI is less than [d]
 (i) 100 (ii) 75 (iii) 50 (d) 35
159. Frequency of overhauling of a level crossing is once a _____ [a]
 (a) year (b) two year © six months (d) three
160. Height gauges should be located at a minimum distance of ____ m from the gatepost. [b]
 (a) 6 (b)8 ©10 (d)20
161. Frequency of census at a level crossing where TVU is between 75,000 to 1,00,000 will be ____years. [d]
 (a) 1 (b)1 ½ (c)2 (d)2 1/2
162. In skew level crossings, the angle of crossing should not be less than _____° [d]
 (a)20 (b)30 ©40 d)45

163. Drivers of trains shall get no light indication except at _____ [a]
level crossings where they will observe red lights when the gates are closed across
the railway line and are open for road traffic.
(a)Special (b)A class ©B class (d) C class
164. Level crossings beyond the _____signals shall be under [c]
the control of the Permanent Way Inspectors both as regards to their operation and
maintenance.
(a) Home (b)LSS©Outermost Stop (d) Starter
165. A gateman should have certificate of fitness of Class _____ [b]
from Medical Department.
(a)A-I (b)A-III ©B-I (d)B-II
166. At night the gateman should lit ____nos. hand signal lamps. [a]
(a) 2 (b)1 © nil (d)3
167. The minimum clearance of check rails at a level [b]
crossing should be ____mm
(a) 41 (b) 51 © 61 (d) 31
168. For level crossing with PSC sleepers, in no case opening be [d]
delayed by more than _____ years.
(a)half (b)one © one and half (d)Two
169. As per IRPWM one speed breaker should be provided [c]
on either approach of level crossing located within the railway boundary at a distance
maximum feasible but not exceeding _____ m.
(a)5 (b)10 ©20 (d)30
170. There should be no rail joint on running rails for a distance [c]
of ____m on either side at a level crossing in SWR
(a)1 (b)2 © 3 (d) 6

171. Minimum number of gate keepers on 'B' class level crossing should be _____ [b]
 (a) 1 (b) 2 © 3 (d) 4
172. Whistle indicator board on the approaches of unmanned level crossings should be provided at a distance of [c]
 (a) 200m (b) 400 m (c) 600 m (d) 800 m
173. At the close of tamping work in mechanised maintenance P.Way Manual prescribes a ramp gentler than [c]
 (a) 1 in 100 (b) 1 in 500 (c) 1 in 1000 (d) 1 in 720
174. Hot weather patrolling in LWR/CWR shall be introduced when temperature is [b]
 (a) $t_d + 10^\circ$ or above (b) $t_d + 20^\circ$ or above (c) $t_d + 30^\circ$ or above (d) $t_d + 50^\circ$ or above
175. Formation slope is 1 in _____ [d]
 (a)10 (b)20 ©30 (d)40
176. Name the equipment that can be effectively used to warn the driver of an approaching train on a track fouled by a derailed train on an adjacent track _____ [a]
 (a)Flare signal (b)Detonator ©Red flag (d)Red lamp
177. What distance from a danger location should 3-detonators be fixed on BG? [d]
 (a) 270 mtrs. (b) 600 mtrs © 800 mtrs. (d)1200 mtrs
178. During deep screening, it should be ensured that when ballast is being removed from any sleeper, invariably, there are at least ___ fully supported sleepers between it and the next sleeper worked upon. [d]
 (a)1 (b)2 ©3 (d)4
179. The sections, which are normally to be patrolled during monsoon will be identified and notified by the _____ [c]
 (a)PWI (b)ADEN ©DEN (d)CTE
180. Who is authorized level of supervisor for deep screening works in LWR works [c]
 (a)PWM (b)PWI (C) Mate (d) Keyman

181. After emergency repairs to fracture in LWR Track, the first train has to pass at a speed of [a]
 (a) Stop Dead & 10 kmph (b) Stop Dead & 20 kmph (c) 20 kmph (d) 30 kmph
182. CWR/LWR shall not be laid as curves sharper than _____m radius both [a]
 For BG and MG track
 (a) 440 m (b) 340m (C) 240m (d) 140m
183. Clearance between Guard rail and Running rail on bridges in case of BG track [a]
 (a) 250 ± 50 mm (b) 200 ± 25 mm (c) 150 ± 25 mm (d) 25 ± 25 mm
184. The PWI should submit a certificate to the DEN through [a]
 AEN _____ in advance before commencement of monsoon.
 (a) 1 month (b) 2 months © 3 months (d) 4 months
185. The PWI should check the equipment of all patrolmen and [a]
 watchmen once in a _____
 (a) 1 month (b) 2 months © 3 months (d) 4 months
186. The PWI incharge should check over patrolling at nights [a]
 by train once a _____
 (a) 1 month (b) 2 months © 3 months (d) 4 months
187. The _____ will be responsible for instructing patrolmen [a]
 in their duties and _____ will be responsible to ensure that the
 patrolmen and stationary watchmen possess the correct equipment.
 (a) PWI and MATE (b) ADEN & PWI © DEN & AEN (d) CTE&DEN
188. Overhang beyond the last lifting/ slinging point while [c]
 lifting 90 UTS rails should not exceed _____ m.
 (a) 2.5 (b) 3.0 © 3.25 (d) 3.5
189. After ignition of 'portion' in AT welding, efforts should be [b]
 made to follow a tapping time of very near to ____ sec.
 (a) 10 (b) 20 © 30 (d) 40
190. Class 'C' ODC is one where net clearance available is less [a]
 than _____mm.
 (a) 75 (b) 100 (c) 125 (d) 150

191. For spans more than 6.1m, rail joints should preferably [c]
be provided at ____ of span from either end.
(a)full length (b)half ©1/3rd (d)2/3rd.
192. Length of bridge timbers should be distance of outside to outside [b]
of girder flanges plus _____ mm but not less than _____mm
for B.G.
(a)205 &2340 (b)305&2440 © 405&2220 (d)505&1320
193. The clear distance between bridge timbers at joints [d]
should not exceed _____mm both B.G and M.G. is
(a)100 (b)450 ©200 (d)50
194. The top table of the guard rail should not be lower than that of [d]
the running rail by more than_____mm.
(a)10 (b)15 ©20 (d)25
195. On the bridge approaches, for a length of about _____mtrs. [b]
the width of cess should be ____ cm clear of full ballast section.
(a)50 &100 (b)100 &90 ©150&120 (d)120&60
196. Permissible amount of creep on BG track [b]
(a) 100 mm (b) 150 mm (c) 200 mm (d) 250 mm
197. Any deviations from the dimensions of Schedule I will require [c]
prior sanction of _____
(a) RDSO (b) PCE © RB (d) CTE
198. In tunnels, through and semi-through girder bridges, the minimum [b]
distance centre to centre of tracks for B.G. shall be ____mm
(a)4495 (b)4725 ©4265 (d)1676
199. The maximum gradient in station yards BG should be _____ [b]
unless special safety devices are adopted and/or special rules enforced.
(a)1in260 (b)1in400 ©1in1000 (d)1in1200
200. The recommended minimum distance centre to centre of track BG is [c]
_____m, for B.G.
(a)4265 (b)4725 ©5300 (d)1676
201. For B.G, the minimum radius of a curve is _____m. [d]
(a)350 (b)275 ©200 (d)175
202. The recommended minimum widths of embankment for [b]

- B.G. single line is _____mm
 (a)5300 (b)6850 ©6250 (d)4725
203. The recommended minimum widths of embankment for B.G. double line is _____ mm [b]
 (a) 4495 (b)12155 © 4265 (d)1676
204. The recommended minimum widths of cutting for B.G. Single line [c]
 (a) 4495 (b)12550 © 6250 (d)1676
205. The recommended minimum widths of cutting for B.G. double line [b]
 (a)4495 (b)11550 ©4265 (d)1676
206. Check rails should normally be provided where the radius is _____m or less in B.G. [d]
 (a)158 (b)258 ©318 (d)218
207. On B.G., minimum and maximum clearances of check rails at a level crossing are _____mm & _____mm respectively. [b]
 (a)44 &48 (b) 51 & 57 © 41 &45 (d) 48 &54
208. Minimum depth of space for wheel flange from rail level in B.G. is _____mm. [c]
 (a)18 (b)28.5 ©38 (d)44
209. For buildings and structures on B.G., the minimum horizontal distance from centre of track to any structure from rail level to 305 mm above rail level is _____mm. [b]
 (a) 1540 (b) 1675 © 1905 (d)1690
210. For buildings and structures on B.G., the minimum horizontal distance from centre of track to any structure from rail level to 305 mm above rail level is _____mm for new works or alterations to existing works. [c]
 (a) 1540 (b) 1675 © 1905(d)1690
211. Minimum distance of any telegraph post measured from the center of track and at right angles to the nearest track excluding the height of post is _____ mm for B.G. [d]
 (a) 1540 (b) 1675 © 1905(d)2135
212. Minimum height above rail level for a distance of 915 mm on [b]

either side of the centre of track for B.G. for overhead structures is ____ mm.

(a) 4540 (b) 4875 © 5905(d)4690

213. For B.G., maximum height above rail level of any part of [d]
interlocking or signal gear for a width of 1600 mm is _____mm.

(a) 95 (b) 85 © 75 (d)65

214. The maximum and minimum horizontal distances from centre of track [b]
to face of passenger platform coping for B.G. are _____ mm & _____
mm respectively.

(a) 1540 &1500 (b) 1680 &1670 © 1905 &1675(d)1690 &1575

215. _____mm & _____mm are the maximum and minimum [c]
distances from centre of track to the face of goods platform coping for B.G.

(a) 1540 &1500 (b) 1905 &1675 © 1680 &1670(d)1690 &1575

216. The maximum and minimum distances from center of track to [b]
the face of any platform wall are _____mm & _____mm respectively.

(a) 1540 &1500 (b) 1905 &1675 © 1680 &1670(d)1690 &1575

217. Maximum and minimum heights above rail level for B.G. high level [a]
passenger platforms are _____ mm & _____ mm.

(a) 840 &760 (b) 950 &1050 © 1680 &1670(d)1690 &1575

218. The maximum height above rail level for B.G. goods platforms is ____mm [c]

(a) 1500 (b) 1200 © 1065(d)1690

219. The minimum horizontal distance of any building on B.G. passenger [c]
platforms from centre line of track, from platform level to 305mm above
platform level is

(a) 5540mm (b) 5180

© 5180mm gradually increasing

uniformly to 5330mm (d)5330 gradually decreasing to 5180

220. The minimum horizontal distance from centre line of track to [a]

a pillar, column, lamp or similar isolated structure on a passenger platform or any building on a goods platform from platform level to 305mm above platform level for B.G. _____ mm.

- (a) 4570mm increasing uniformly to 4720mm
- (b) 4720mm decreasing uniformly to 4570mm
- © 4570 mm. (d) 4720 mm.

221. A pillar or column which has more than _____ cm² in plan for [c]
B.G. must be classed building and not as isolated structure.

- (a) 1550 (b) 1915 © 3716 (d) 2560

222. The clear distance between consecutive sleepers laid over unballasted [a]
bridge on BG should not exceed _____

- (a) 510 mm (b) 650 mm (c) 450mm (d) 150

223. The width of BG wooden sleeper over bridge should be _____ mm [c]
(a) 180 mm (b) 210 mm (c) 250 mm (d) 300 mm

224. Vertical curves are introduced when the algebraic difference between two [b]
grades becomes equal to or more than _____ %

- a) 0.04 (b) 0.40 (c) 4.00 (d) 0.20

225. In single line CST-9 sleeper track, the keys are to be driven in the direction [c]
a) Along the traffic (b) Against the traffic
c) Opposite to each other on alternate sleepers
d) Three sleepers in one direction and fourth in opposite direction

226. In need based system of USFD testing, rail with IMR defect should be [c]
replaced within

- a) 10 days (b) 5 days (c) 3 days (d) 7 days

227. In BG track, the opening of road for through packing should be done [a]
from end of sleeper to a distance of _____ inside the rail seat

- a) 450 mm (b) 350mm (c) 250mm (d) 150mm

228. In case of mass lubrication by gangs, the minimum level of supervision [a]
should be

- a) PWay Supervisor (b) APWI (c) Gang Mate (d) CPWI

229. Toe Load should be tested for ERC in other than corrosion prone areas [b]
for every

- a) 2 years or after passage of 100 GMT of traffic whichever is earlier
- b) 4 years or after passage of 200 GMT of traffic whichever is earlier
- c) None of the above.

230. The minimum depth of ballast cushion for SWR track is [b]
a) 150mm (b) 200 mm (c) 250mm (d) 300 mm

231. In a turnout, the turnout side stock rail should be given a bend at [c]
 a) Actual Toe of Switch b) Heel of Switch © Theoretical Toe Switch
 (d) SRJ
232. The work that requires CRS sanction is [c]
 (a) Alteration in main line turnouts
 b) Permanent diversion of 1 km length with station
 c) All the above
233. IR Designation of a curve is done by [a]
 a) degree
 b) radius
 c) degree or radius
 d) Curvature
234. Degree of a curve of radius 1750m [b]
 a) 1.25° b) 1° c) 2° c) 0.5°
235. Dynamic gauge for BG [a]
 a) 1750mm b) 1776 mm b) 1676mm c) 1057mm
236. The difference between actual cant provided on track and the cant [b]
 calculated corresponding to minimum speed in the section
 a) cant deficiency
 b) cant excess
 c) rate of change of cant
 d) equilibrium cant
237. Maximum permissible cant deficiency on BG Group D route is [c]
 a) 100mm. b) 65mm .c) 75mm d) 50 mm
238. Cant gradient is [b]
 a) actual cant/cant deficiency
 b) actual cant / transition length
 c) actual cant/cant excess
 d) actual cant / length of a curve
239. The compensation for curve when added to the Existing gradient should not exceed the _____ [c]
 (a) Falling gradient (b) Rising gradient (c) Ruling gradient (d) Exceptional gradient

240. Recommended center to center distance of tracks for new lines_____ [c]
 (a) 7265mm (b) 4265mm © 5300mm (d) 4725mm
241. Minimum radius of curve_____mtrs. [a]
 (a) 175 (b) 200© 225 (d) 250
242. Maximum clearance of check rail at level crossing_____ [d]
 (a) 44mm (b) 51mm © 48mm (d) 57mm
243. Minimum horizontal distances, Telegraph posts measured from the center of track and at right angles to the nearest track is Ht. of Telegraph post__mm
 (a) 1635 (b) 1915 © 1675(d) 2135 [d]
244. The maximum distance apart from refuges in the tunnel_____mtrs. [c]
 (a) 125 (b) 80 © 100 (d) 50
245. Maximum gradient of the station yard 1 in _____ [b]
 (a) 1200 (b) 400© 100 (d) 500
246. Recommended gradient in station yard_____ [a]
 (a) 1200 (b) 400© 100 (d) 500
247. Horizontal distance from center of track to place of any platform wall Minimum _____mm. and Maximum_____mm [b]
 (a) 1600,1800 (b) 1675,1905 © 1905,1670 (d) 1670,1680
248. The Maximum height above the rail level for high level platform_____ [d]
 (a) 760mm (b) 1000mm © 900mm (d) 840mm
249. Minimum check rail clearance opposite nose of crossing is [b]
 (a) 57mm (b) 44mm © 48mm (d) 51mm
250. Maximum check rail clearance opposite nose of crossing_____ [c]
 (a) 57mm (b) 44mm © 48mm (d) 51mm

251. Minimum length of tongue rail _____ [d]
 (a) 1200m (b) 1425mm © 3200mm (d) 3660mm
252. The range of Destressing temperature for 52 kg. rails is Tm+5Deg. To Tm+10 Degrees Centigrade
253. The permitted gradient in LWR track is 1 in 100
254. Minimum radius of vertical curve in LWR of Group 'A' route is -- [d]
 (a) 1550 m (b) 1915m © 3716m (d) 4000 m
255. Minimum Ballast cushion under PSC sleeper is 250 mm.
256. Maximum permitted speed on Group 'D' is 100 KMPH
257. Maximum distance apart from trolley refuges on
 (a) Bridges with main span < 100 mtrs. is 100 mtrs.
 (b) Bridges with main span of 100 mtrs. and more is one on each pier
 (c) Ballasted deck bridge is 50mtrs.
258. Clearance between the Guard rail and running rail at center of the bridge
250± 50mm
259. Limiting loss of section due to wear on 52kg. rail is 6%
260. The limits of vertical wear on 60 kg. rail is 13mm
261. ERC is a rail free fastening (b)
 (a) True (b) False
262. The permitted Gauge on 400 mtrs. Radius curve as per the IRPWM is -6mm to +15 mm.
263. The maximum permitted cant deficiency on Group 'A' routes is 100 mm
264. In LWR/CWR cold weather patrolling is introduced when the rail temperature is less than Td-30 Degrees Centigrade
265. the life of a detonator is 7 years and it can be extended up to 10 years
266. What is the maximum distance between two bridge timbers on BG is 510 mm.
267. The maximum height of the low level passenger plat form on BG is 455mm
268. The patrol beat to be fixed for a hot weather patrolman on BG single LWR line is 2 km.
269. The W/L Board is to be fixed at a distance of 600 mtrs. from the unmanned level crossing gate.

270. The gate post for an unmanned LC gate to be provided at 3 mtrs. distance from the center line of nearest track.
271. Oiling and greasing of fish plated joint should be done once in a year
272. Location of Height gauge from the Gate post is 8 mtrs.
273. Minimum railway authority to work with the rail dolly is a Key man
274. Number of sleepers to be greased by a Keyman on his daily beat in PSC sleeper track 20 sleepers
275. Maximum and minimum check rail clearances to be provided at LC gate are 57mm and 51 mm
276. The minimum throw of switch that can be permitted is 95 mm
277. What is the gap provided at SEJ initially at Td in Zone II for 52 kg.rail is 40mm
278. Destressing temperature for 60 kg. rail whose Td is 37 Deg.is 42 to 47 Deg.
279. What is the minimum distance at which the SEJ can be laid in the approach of single span girder bridge.30 mtrs.
280. Minimum radius of the curve on which check rail has to be provided is 218 mtrs.
281. Hot weather patrolling has to be introduced when the temperature exceeds Td + 20 Degrees C
282. The gang muster roll and the T&P of the gang unit are to be maintained by Sup/P-Way when the Supervisor P-Way is in charge of the unit.
283. When two or more trollies are running together in the same direction, they should be kept at least 100 m distance between them.
284. How many Fuses to be available with the gate keeper on Double and multiple lines? _____ [c]
 (a) 1 (b)2 ©3 (d)4
285. Write is the formula for calculating the Equilibrium Cant in mm for BG track

$$\frac{13.76X(V \text{ eq})^2}{R}$$
286. 2 Nos. Red and 1 no. Green HS flags to be provided at Manned LC on double line section

287. Rail dolly shall not work where gradient is steeper than _____ [b]
 (a) 1 in 400 (b) 1 in 200 (c) 1 in 100 (d) 1 in 300
288. Minimum no. of men required for working of Trolleys [d]
 (a) 1 (b) 2 (c) 3 (d) 4
289. Tolerance for head finishing on side at welding with 10 cm. straight edge [d]
 (a) +0.1mm (b) +0.3mm. (c) -0.3mm (d) +0.3mm
290. Preheating time for AT welding by SKV process is in minutes for 60kg.(90UTS) rails [c]
 (a) 6-8 (b) 8-10 (c) 10-12 (d) 4-6
291. Frequency of refresher course for keyman/ Mate/PWM is once in [d]
 (a) 2 years (b) 6 years (c) 8 years (d) 5 years
292. When more than one track machine is running in a block section, there should be a minimum distance of _____ m between two units. [a]
 (a) 120m (b) 160m (c) 200m (d) 220m
293. Lubrication of ERCs should be done once in a _____ in corrosion prone area. [d]
 (a) 4 years (b) 3 years (c) 2 years (d) year
294. Metal lines are used in track circuit areas with PSC track [b]
 (a) True (b) False (c) irrelevant
295. Medical category of LC gateman is [c]
 (a) A1 (b) A2 (c) A3 (d) B1
296. Speed restriction on the fourth day after Deep screening manually in BG line [c]
 (a) 30 Kmph (b) 20 Kmph (c) 45 Kmph (d) 50 Kmph
297. Limiting lateral wear for rail renewal in 'A' route curved track [d]
 (a) 6mm (b) 7mm (c) 4mm (d) 8mm
298. The limit for vertical wear for 60 kg. rail is [d]
 (a) 4.5mm (b) 5.0mm (c) 8.0mm (d) 13.0mm
299. Whereever LWR is followed by fish plated track/SWR, the same track structure as that of LWR shall be continued beyond SEJ for- [b]
 (a) two rail length. (b) three rail length.
 (c) four rail length. (d) five rail length.
300. In other than concrete sleeper track, if the temperature rises above $t_d + 20^{\circ}\text{C}$ after a maintenance job, during the period of consolidation, when only manual ballast compaction has been done, SR to be imposed is -[a]
 (a) 50 km/h in BG and 40 km/h in MG
 (b) 30 km/h in BG and 20 km/h in MG
 (c) 75 km/h in BG and 50 km/h in MG
 (d) 30 km/h in BG and 10 km/h in MG

301. While doing deep screening in LWR territory, if the rail temperature is anticipated to rise above $t_d + 10$ deg. C, [c]
 (a) stop the work (b) cut the LWR
 (c) do a temporary distressing at 10 deg. C lower than maximum anticipated rail temperature
 (d) Tamping distressing is not necessary
302. While continuing the LWR over a girder bridge the rail- sleeper fittings should be [a]
 (a) rail free type (b) rigid type (c) two way keys (d) Freed type
303. Gap survey of a SWR has to be done – [c]
 (a) just before the monsoon (b) just after the monsoon
 (c) before the onset of the summer season in Feb /March
 (d) during summer
304. The distressing by tensor can be done when temperature prevailing (t_p) is – [b]
 (a) More than t_d
 (b) Less than t_d
 (c) Equal to t_d
 (d) $t_d + 5^\circ \text{C}$
305. In a yard with LWR/ glued joints are used for track circuiting areas [b]
 (a) _____ joints (b) glued joints
 (c) fish plated joint (d) _____ fish plated joint
306. The maximum curvature permitted for laying an LWR is [a]
 (a) 4 degree (b) 2 degree (c) 1 degree (d) 50 degree
307. SEJs are inspected by the PWI / APWI once [b]
 (a) every 15 days
 (b) every 15 days in the two hottest and two coldest months of the year and once in e months from the remaining period
 (c) every 7 days
 (d) Once in every month
308. Generally, while performing through packing manually on LWR, opening of sleepers is limited to – [c]
 (a) upto 100 sleepers to opened at a time
 (b) no restriction but the temperature restriction to be observed
 (c) only 30 sleepers to be opened within a temperature range of $t_d + 10$ and $t_d - 30$ deg. C
 (d) Only 50 sleepers
309. Distressing is to be done to induce internal stress in LWR _____ [b]
 (a) True (b) False

310. For checking correct curvature of tongue rail, ordinates should be measured [c]
 (a) at every 3m (b) at mid point of the tongue rail
 (c) at mid point and quarter points of the tongue rail
 (d) at every 6 m.
311. On a fan shaped layout same sleepers can be used for a right hand T/O and left hand T/O. For this purpose [a]
 (a) right end of the sleepers should remain on right side
 (b) right end of the sleepers should be brought towards the left side by rotating the sleepers
 (c) sleepers in the switch should remain as it is but those in the lead should be rotated to bring the right end to the left.
 (d) Sleeper can be laid in any way.
312. Behind the heel of a switch spherical washers should be fitted on [a]
 (a) left hand side (b) right hand side
313. Chord length for measuring lead curvature of a turn-out is 6m.
314. As per the provisions of IRPWM, the gauge just ahead of actual toe switch shall be Neat for switch entry angle (SEA) $\leq 0^\circ 20' 0''$ and +6mm SEA $> 0^\circ 20' 0''$
315. Frequency of inspection of Points & Crossings on running lines by a PWI incharge & his assistant on running lines is once in 3 months by rotation
316. Max. Permissible speed on 1 in 8 ½ curved switch is 15kmph and that on 1 in 12 curved switch is 30 kmph
317. Max. permissible wear on nose of crossing & wing rail is 10 mm.
318. The gap to be maintained at a Machined joint is Zero
319. Rail Joints should be avoided within 3m of a bridge abutment.
320. Desirable clearance between top of stretcher bar and bottom of stock rail is 1.5 to 3.0 mm
321. Extra shoulder width of ballast on curve is 150 mm.
322. On wooden sleeper track, the number of spikes/ sleeper on the outside of a curve is Two
323. The permitted gauge variation on 3 deg. Curve is - 3 mm. to + 6 mm.
324. Station to station versine variation permitted for 110 kmph speed is 15 mm
325. Track Geomentry to be achieved after track maintenance should be better than [b]
 (a) New Track Tolerance (b) Maintenance Tolerance
 (c) Service Tolerance (d) Normal tolerance

326. Track is classified as 'Very Good' if total no. of vertical and lateral acceleration peaks/km on High speed routes is – [b]
 (a) >1.0 (b) <1.0 (c) <1.5 (d) <0.5
327. The standard play on BG is [b]
 (a) 25mm (b) 19mm (c) 20mm (d) 16mm
328. Emergency crossovers should be [a]
 (a) lubricated on the gauge faces to reduce derailment proneness
 (b) lubricated on the rail table to reduce derailment proneness
 (c) lubricated on the gauge tie plates to reduce derailment proneness
 (d) Lubricated on non-gauge face to reduce derailment proneness
329. The effect on wheel off loading in a vehicle having spring defect in two diagonally opposite spring is a result of [a]
 (a) twist
 (b) alignment
 (c) versine
 (d) Superelevation
330. Wear on switches can be reduced by [a]
 (a) Lubrication of gauge face of tongue rail
 (b) Lubrication of gauge face of stove rail
 (c) Lubrication of non-gauge face of tongue rail
 (d) Lubrication of non-gauge face of stove rail
331. A false flange may split open points while traveling in [b]
 (a) leading direction (b) trailing direction (c) both the above condition
 (d) Straight track
332. In design mode of levelling, lift values should be fed at [a]
 (a) front bogie of tamping machine (b) at middle measuring trolley
 (c) at the rear measuring trolley (d) Rear bogie of tamping machine
333. At the close of tamping work in mechanized maintenance, P.Way Manual prescribes a ramp gentler than [c]
 (a) 1 in 100 (b) 1 in 500 (c) 1 in 1000 (d) 1 in 400
334. Minimum length of check rail, for a square crossing, should be 3 m more than width of gate
335. Frequency of overhauling of a level crossing is Once a year
336. Frequency of census at a level crossing where TVU is between 75,000 to 1,00,000 will be 2 1/2 years.
337. Level crossings beyond the outermost stop signals shall be under the control of the Permanent Way Inspectors both as regards to their operation and maintenance.
338. At night the gateman should lit Two nos hand signal lamps.

339. For level crossing with PSC sleepers, in no case opening be delayed by more than Two years.
340. As per IRPWM one speed breaker should be provided on either approach of level crossing located within the railway boundary at a distance maximum feasible but not exceeding 20 m.
341. If a patrolman on the arrival at the end of his beat does not find the next patrolman he should still continue patrolling as per patrol chart
342. When no danger is apprehended, the patrolman should stand on the cess on the right hand side facing the train and exhibit his number plate.
343. The Railway Affecting Tank which still requires heavy repairs, despite repeated reminders of Railway, should be considered and included in the list of vulnerable locations.
344. Distance pieces are used to obviate the possibility of infringement of the horizontal distance from centre of track to face of platform coping.
(a) True (b) False [a]
345. Caked cushion below sleeper causes increased fractures [a]
(a) True (b) False
346. The minimum width of Cess in formation [b]
(a) 600mm (b) 900mm (c) 500mm (d) 1000mm
347. Works of "short duration" are the works which can be completed by sunset and no S/R thereafter is required.
348. The device used for compensating the wear of the fishing planes of at free rail joint
Tapered shims
349. At what distance from a danger location should 3 detonators be fixed on BG
1200 mtrs.
350. Easement gradient at the time of passage of trains while doing lifting should not be steeper than 25 mm per rail length of 13 mtrs.
351. The sections, which are normally to be patrolled during monsoon will be identified and notified by the DEN
352. A formation is classified as bad when number of attentions required in a year is 6 to 12
353. Patrolling in pairs can be introduced with the approval of Chief Engineer
354. The selected patrolman should pass A3 medical test and then only should be employed.
355. The PWI in charge should check the gang tools once in a month
356. The PWI should check the equipment of all patrolmen and watchmen once in a month
357. The PWI in charge should check over patrolling at nights by train once a month

358. A list of vulnerable locations should be maintained by each ADEN/DEN in a register form and updated.
359. The flagman placing detonators should station himself at a distance not less than 45 m from the place of detonators.
360. Indicators shall be placed on the left side as seen by the drivers except on CTC sections (S/L) where they should be placed on right side
361. When works at times of poor visibility are to be undertaken and site is protected by temporary engineering fixed signals Two detonators, 10m apart be fixed not less than 270 m in rear of Caution Indicator and caution hand signal exhibited to approaching trains.
362. The safety radius at the time of testing of detonators is 50 m.
363. The bottom most parts of Caution & speed Indicators should be 2 m above R.L and that of T/P & T/G should be 1.65 m above R.L
364. When more than one person holding competency certificate travels in a trolley, the man who is manning the brakes is responsible for its safe working
365. Guard rails should be provided on all girder bridges whether major or minor
(a) True (b) False [a]
366. In through girder bridges on double line, the guard rails should be splayed on both end/ends on both line/lines
367. For spans more than 6.1 m, rail joints should preferable be provided at 1/3 of span from either end.
368. Depth of bridge timbers excluding notching should not be less than 150 mm for B.G.
369. Length of bridge timbers should be distance from outside to outside of girder flanges plus 305 mm but not less than 2440 mm for B.G.
370. On the bridge approaches for a length of 100 m, the width of cess should be 90 cm. clear of full ballast section.
371. In tunnels, through and semi through girder bridges, the minimum centre to centre distance of tracks for B.G shall be 4725 mm for new works.
372. In tunnels, through and semi through girder bridges, the minimum centre to centre distance of tracks for B.G shall be 4495 mm for existing lines
373. The recommended minimum widths of cutting excluding side drains for B.G. single line is 6.25 m
374. The recommended minimum widths of embankment of B.G. single line is 6.850 m

375. Minimum depth of space for wheel flange from rail level in B.G is 38 mm.
376. For B.G. maximum height above rail level of any part of interlocking or signal gear for a width of 1600mm is 64 mm.
377. The maximum and minimum horizontal distances from centre of track to face of passenger platform coping for B.G are 1680 mm & 1670 mm respectively
378. 1680 mm & 1670 mm are the maximum and minimum distances from centre of track to the face of goods platform coping for B.G.
379. The maximum height above rail level for B.G. goods platforms (except horse and end loading platforms) is 1065 mm.
380. Maximum accumulation of LAP is _____ days [c]
(a) 100 (b) 200 (c) 300 (d) 400
381. LAP is and advance credit at the rate of _____ days for every half year. [b]
(a) 10 (b) 15 (c) 20 (d) 25
382. The maximum days Lap can be availed at a time is _____ days. [a]
(a) 180 (b) 200 (c) 20 (d) 300
383. LHAP is an advance credit at the rate of _____ days for every half year. [d]
(a) 5 (b) 15 (c) 20 (d) 10
384. The eligibility of CL for field staff is _____ [a]
(a) 8 (b) 10 (c) 11 (d) 12
385. If a male employee undergone family planning operation, then he is eligible for _____ days as a special casual leave [b]
(a) 8 (b) 6 (c) 10 (d) 12
386. If a female employee undergone family planning operation, then she is eligible for _____ days as a special casual leave [c]
(a) 10 (b) 12 (c) 14 (d) 16
387. If a male employee's wife undergone for family planning operation then male employee is eligible for _____ days as special casual leave [d]
(a) 8 (b) 10 (c) 12 (d) 7
388. Maternity leave for female Rly. employee is eligible for _____ days [a]
(a) 135 (b) 120 (c) 150 (d) 90

389. Paternity leave for male Rly. employee is eligible for _____ days.
[c]
(a) 5 (b) 10 (c) 15 (d) 20
390. The no. of privilege passes eligible for a Rly. Employee having three and a half years of service is _____ set. [a]
(a) 1 set (b) 2 sets (c) 3 sets (4) 4 sets
391. The Standard Form (SF) used for minor penalty charge sheet is _____
[c]
(a) SF 5 (b) SF 1 (c) SF11 (d) SF3
392. The Standard Form (SF) used for major penalty charge sheet is _____
[a]
(a) SF 5 (b) SF 1 (c) SF1 (d) SF3
393. The validity of half set privilege pass _____ [c]
(a) 1 month (b) 2 months (c) 3 months (d) 4 months
394. When employee is kept under suspension, he is eligible for _____
[a]
(a) Subsistence Allowance (b) Failing Allowance (c) Supervision Allowance
395. When was the official language act formed _____ [c]
(a) 1947 (b) 1956 (c) 1963 (d) 1976
396. When the official language rules were formed _____ [c]
(a) 1947 (b) 1956 (c) 1963 * (d) 1976
397. As per OL policy Jammu & Kashmir comes under _____ region
[b]
(a) A (b) B* (c) C (d) none
398. Leave on average pay of a Railway servant will be credited with _____ days in a year. [a]
(a) 30 (b) 20 (c) 10 (d) 40

399. A railway servant shall be entitled to leave on half average pay of _____ days in respect of each completed year of service. [b]
 (a) 15 b) 20 c) 15 d) 30
400. Maximum leave on half average pay that can be granted at one time is _____ Months
 [c]
 (a) 12 b) 16 c) 24 d) 18
401. LHAP can be converted into half the period of such leave on an average pay on medical grounds is called _____ [d]
 (a) Sick Leave b) Rest Leave c) Hospital Leave d) Commuted Leave
402. LAP upto a maximum of _____ days shall be allowed to be commuted during entire service. [d]
 (a) 90 b) 120 c) 150 d) 180
403. 'Leave not due' during the entire service shall be limited to a maximum of _____ days on medical certificate [c]
 (a) 180 b) 250 c) 360 d) 300
404. Maximum number of dependents can be included in a pass / PTO _____ [a]
 (a) 2 b) 3 c) 4 d) 1
405. Group 'D' employees with service 25 years and more are eligible for _____ set of post retirement complimentary passes every year [b]
 (a) 2 b) 1 c) 3 d) 4
406. Reduction to a lower time scale of grade is a _____ penalty. [c]
 (a) Censure b) Minor c) Major d) Stipulated
407. The appointment of enquiring authority is done on a standard form no. _____ [a]
 (a) 7 b) 5 c) 11 d) 8
408. In case of major penalties, the final orders passed by the disciplinary authority, giving reasons for, are known as _____. [a]
 (a) Speaking (b) Penalty (c) Punishment (d) passing

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SUBJECTIVE TYPE QUESTIONS ON P-WAY

1. What are the inspection schedules to be done by PWI not in overall charge when the section is with PSC sleepers and is maintained by machines?
2. What are the inspection schedules to be done by PWI overall incharge?
3. What are the general responsibilities of PWI overall incharge ?
4. Describe briefly how a JE/II/P.Way will carry out checking of gangs working during his push trolley inspection
5. What are the schedule of inspection of Points & Crossings by incharge PWI
6. What are the duties of Key man?
7. What are the duties of Gang mate?
8. What are the equipment to be carried by a key man on duty?
9. What are the tools and instruments to be maintained by a Gang mate?
10. What are the general responsibilities of ADEN in his sub division?
11. What are the schedule of inspections of ADEN in
(a) P.Way (b) Works (c) Bridges
12. What is the responsibility of a PWI in case of works affecting track ?
13. What is the schedule of inspection of Level crossings at various levels and how to carry out the inspection ?
14. Write about half yearly report on the condition of permanent way by a PWi overall in charge as per correction slip No.99 to IRPWM.
15. Brief about the columns of the half yearly report of the condition of Permanent way.
16. What are the various registers to be maintained by the in-charge PWI ?
17. What are the categories of medical examination related to PWI's Staff ?
(a) Gangman (b) Mate (c) Gateman (d) Trolleyman (e) Welder
(f) JE/I (g) Watchman (h) Black Smith
18. Explain the occasions when the mobile watchman is employed and what are his duties ?

19. Explain the various steps taken to reduce Rail /Weld fractures during maintenance?
20. What are the Precautions to be taken at in-situ Welding by SKV process? Specify the various tolerances for AT Weld.
21. What are the factors governing rail renewals? Explain in detail.
22. Explain in brief the principal factors causing rail deterioration.
23. (a) Describe the following and explain how they can be rectified
 (i) Battered joint (ii) Hogged joint (iii) Pumping joint
 (b) Explain the need for Lubrication of Rail joints and its procedure
24. What precautions do you take while handling and maintenance of 90 UTS rails with respect to
 (i) Protection of straightness
 (ii) Protection of Rail Surface
 (iii) Prevention of metallurgical damage
 (iv) Protection from contact with injurious substances
 (v) Slings arrangement
25. What are the extent guidelines for providing Head Hardened Rails of 1080 grade?
26. Write short notes on Chamfering of bolt holes in rails.
27. Write short notes on Glued Insulated Joints.
28. How do you contain rail / weld fracture in fracture prone area ?
29. Explain colour coding of Rails.
30. a) What are the functions of sleepers on Track ?
 b) What are the various types of sleepers used in Track?
31. a) What precautions will you take while maintaining CST-9 Sleeper track?
 b) How will you adjust gauge in ST sleeper & CST-9 Sleeper?
32. a). What are the fastenings used for track on wooden/ST & CST-9 Sleeper?
 b). What are the factors deciding the selection of type of sleepers for new track which is going to be laid ?
33. a). What are the advantages to use PSC sleepers on Track?

- b). What are the functions of elastic fastenings?
34. a) Explain in detail about the annual programme of PSC track maintenance.
b) What are all the annual systematic attentions of track? Explain.
35. a).What are the factors affecting Toe Load of elastic rail clip ?
b). What is the frequency of testing toe load of ERC? What action will be taken after testing Toe Load ?
36. What are the problems faced during maintenance of PSC track and how will you overcome those problems ?
37. (a) Brief the functions of elastic fastenings
(b) Define Toe Load of ERC. What are the factors affecting Toe Load and its effect on track due to reduction in Toe load? Specify the frequency of testing toe load and action taken after testing.
38. What are the precautions to be taken while laying and maintenance of Concrete Sleepers?
39. Min sleeper density for all future track renewals recommended for
(a) group A route with traffic density of more than 20 GMT
(b) group B route with traffic density between 10-20 GMT
40. (a) What is the schedule of greasing of ERCs?
(b)What is schedule of greasing turn curves and switches?
(c)What is the schedule of greasing of curves sharper than 600m radius?
41. Write Briefly the latest ballast specifications.
(a) How the requirement of ballast is assessed in different cases
(b) Draw neat sketch showing the ballast profile including the formation width in an embankment for a BG 'A' route on double line.
- 42.. Recommended minimum depth of ballast below the bottom of the sleeper at the rail seat (a) BG group A , (b) BG group B routes
43. Draw the ballast profile of a BG double line LWR track in cutting duly indicating all the salient dimensions.
44. What are the various formation treatment?
45. How do you rehabilitate weak formations? Explain various treatments.

46. Draw a neat sketch showing
 (a) Formation width for single line cutting and double line cutting
 (b) Formation width for single line embankment and double line embankment for straight track
47. Draw a neat sketch showing
 Formation width for single line embankment and double line embankment for curved track
48. How will you calculate the desirable length of transition considering rate of change of cant and cant deficiency of 35 mm per second and maximum cant gradient of 1 in 720 of 1.4mm per meter.
49. Define any 4 of the following:
 (i) Cant excess (ii) Cant deficiency (iii) Transition curve
 (iv) Equilibrium speed (v) Cant gradient (vi) rate of change of cant (vii) rate of change of cant deficiency
50. (a) What are the criteria for Realignment of curve with respect to Permission of IRPWM ?
 (b) A 2° curve in Rajdhani route is having Max. speed 120 kmph and Goods speed 75 kmph, calculate Actual cant, safe speed, length of transition curve.
51. Calculate the maximum permissible speed in a section when equilibrium speed is 80 kmph on a curve having radius 600 m ?
52. Determine the max permissible speed and desirable length of transition for a curve of 875m radius on BG where the cant is to be restricted to 75mm and the limiting value of cant deficiency is also 75mm.
53. Indicate the following values
 a) Min radius of lead curve turnout on BG
 (b) Min radius of vertical curve on group A
 (c) Min radius of curves on BG at diversions.
54. What are the provisions of IRPWM for greasing of rails on curves ?
55. Find out the steepest grade on which a 4 degree BG curve may lay with the ruling gradient of the section is 1 in 200.
56. What do you mean by virtual transition and what are the extent provisions governing the length of virtual transition for BG/MG.
57. Determine the max permissible speed and desirable length of transition for a curve of 875 m radius on group B route when the cant is restricted to 75 mm.

58. . What is the track structure for SWR?
59. What is Creep and probable theories of creep ?
60. What are the causes and affects of creep ?
61. How Gap Survey can be conducted and what are the three cases of adjustment of gaps?
62. What is gap Survey in SWR track? Explain in detail how will you conduct and action to be taken after Gap Survey?
63. How to conduct Gap Survey survey and how to adjust the gaps in SWR track?
64. (a). What are the occasions for destressing LWR track.
(b). Explain the procedure of destressing with the use of Rail Tensor.
65. (a).How to restore rail fracture or Buckling in LWR track.
(b).What are the restrictions during regular track maintenance work in LWR Track.
66. What are the different unusual occurrences in LWR Track ? Describe how to restore the traffic to normal condition if weld failure takes place.
67. (a) What are the reasons for Buckling occurring in LWR track.
(b) Define the following:-
(i) Destressing temperature (ii) Mean Rail Temperature
68. How will you carry out destressing without use of rail tensors?
69. What are the causes for Buckling in LWR/SWR track.
70. Write short notes on SEJ and Buffer rail joint.
71. Explain the procedure for destressing LWR panel of 1km length with rail tensor.
72. Describe various problems you would face in the maintenance of LWR track during summer and winter.
73. What are the limitations for continuing the LWR track on girder bridges?
74. How to restore a buckled LWR track?

75. What is destressing? Why it is necessary to do destressing. Explain various steps involved for doing destressing of track on PSC sleeper track normally
76. Tabulate the Annual Systematic Programme of maintenance of PSC track ?
77. Draw a sketch of pattern of driving the keys :
 - (a). Double line ST with ordinary loose jaw type
 - (b). Single line CST- Ordinary Jaw & Reverse Jaw type
- 78.. Explain in detail the Procedure for Work of manual Deep Screening with neat sketches.
79. How you will plan the annual programme of track maintenance?
80. Explain the procedure to do shallow screening of ballast in detail.
81. How to maintain the track on bridges?
82. Explain DTM
83. What are the precautions to be take while working in track circuited areas and electrified areas?
84. Explain in detail the steps to be followed in Through Packing
85. What are the different Groups of Routes on Indian Railways BG track . Give one example for each group.
86. Explain in detail the 3- tier system of track maintenance ?
87. Write conventional signs and its place of indication for the following operations carried out as a part of picking up of slacks (a) unevenness (b) alignment (c) Gauge (d) Cross level
88. What are the important aspects you will observe when lifting of track is undertaken?
89. What is Patrolling of railway line? Briefly explain the different types of Patrolling.
90. What is the action to be taken by the PWI and Mate after receiving the weather warning message?

91. (a) Draw a neat sketch for Protection of single Line in case the train has to pass with speed restriction of 30 KMPH for the work of Short duration on BG track
(b). What do you understand by works of short duration and long duration ?
92. What are the different Engg. Works fall under the category of works of short duration and Long duration? Give examples to each. Show in a neat sketch the position of Engg. Indicators for works of Short duration on single line
93. Write short notes on
 - (a) Detonators
 - (b) Fuses
 - (c) Temporary Engineering Fixed signals.
94. Draw sketches showing the protection of track on BG double line during a long duration work and the location of engineering indicators for reduced speed.
95. What are the points to be noted during maintenance of Turnout curve
96. Draw a neat sketch showing various components of a turnout.
97. List out terms and abbreviations commonly used in points and crossings and give definitions.
98. Define any five of the following terms
 - (i) Switch angle (ii) Through of Switch (iii) Heel divergence
 - (iv) Theoretical toe of switch (v) Actual toe of switch (vi) Lead of Crossing (vii) Lead curve (viii) Theoretical nose of crossing (ix) actual nose of crossing (x) Toe of crossing
 - (xi) Heel of Crossing (xii) Vee- rail (xiii) Radius of Turnout
 - (xiv) Overall length (xv) Heel of switch (xvi) Turn in curve
99. Draw a neat sketch of Right Hand Turn-out indicating important parts
100. What are the advantages of curved switches over straight switches?
101. What are the advantages of thick web switches?
102. What are the precautions to be taken while fixing the leading stretcher bar?
103. Why bend is required in fish plate at loose heel switch?
104. What is the importance of switch stops, stud bolts, slide blocks, switch anchors, Spherical washers, fang bolts?
105. What are the permissible wear on tongue and stock rails and how and where the wear is measured?

106. What are the salient features to be noted / observed while inspecting the Points & Crossing by the PWI?
107. What is the frequency of inspection of points & Crossings by PWIs & APWIs ?
108. What are the advantages of CMS crossings over Built up crossings?
109. What are the precautions to be taken while laying CMS crossings?
110. How will you recondition the CMS crossings duly highlighting the precautions to be taken before, during and after reconditioning.
111. What steps you will take to improve the running over Points & Crossings?
112. What are the equipments to be kept at Level Crossing ?
113. What are the factors which influence speed potential on curved main line having turnout with curved switches?
114. What is the significance of turn in curve when turnout takes off from curved main line?
115. What are the important points to be kept in mind when replacing straight switches with curved switches in existing turnouts?
116. Describe the pre tamping, during tamping and post tamping operations to be done for CSM working.
117. Describe Pre, during and Post operations required to be done for BCM working.
118. Explain in detail the PQRS method of track renewal.
119. What is design mode of tamping and its advantage over smoothing mode of tamping?
120. What are the aspects, you will consider for proper quality of work when UNIMAT is tamping fan shaped layout in your section?
121. How to improve CTR values in a section?
122. What is meant by TGI?
123. What do you understand by OMS. What are OMS peaks. How do you attend track based on OMS results.
124. Write about the frequency of track recording by TRC and also by OMS-2000
125. How can you classify the track as per the results of OMS values and also by CTR values?

126. What is the classification of Track Renewals?
127. What are the criteria for Complete Track renewal ?
128. (a)What are the activities in the Base Depot of PQRS?
(b) Draw a neat sketch of PQRS Model layout.
(c) What are the advantages of PQRS work than manual CTR?
129. (a)What are the salient features of T-28 Ameca Crane?
130. What are the factors governing rail renewals? Explain in detail
131. What are the works for which CRS sanction is required?
132. Estimate the requirement of PSC sleepers, ERCs, MS liners for LWR track with M+7 sleeper density for 1km track length.
133. How to protect the track when a trolley carrying with material is working in a section without block Protection?
134. Distinguish between trolley, motor trolley and lorry.
135. Explain the procedure to be followed in working of a trolley without block protection and under block protection.
136. Enumerate the equipments to be carried out in a trolley
137. What are the rules for working a lorry in a plane section and ghat section? Explain the procedures to be followed for working a lorry. How do you protect a trolley in a ghat section and other than ghat section?
138. (a) Define Yard. Explain various types of yards.
(b)What are Isolations?
(c) What is Fouling Mark (FM)?
139. What do you understand by TVU ? And how do you calculate ?
140. What is the classification of L.C. Gates based on TVU's ?

141. Write short on the following:
 (i) Catch siding & Slip siding
 (ii) Sand Humps
 (iii) Trap switch
 (iv) Diamond crossing
 (v) Scissor crossover.
142. Write short notes on
 (i) Field book
 (ii) Inventory of materials
 (iii) Materials at site
 (iv) DMTR
 (v) Disposal of unserviceable stores
 (vi) MAS account
143. What is the definition of “Working knowledge and Proficiency in Hindi”?
144. What are the different types of Hindi examination are being conducted in Central Government Offices and the amount of incentives offered for passing the same.
145. What is the concept behind implementation of official language in government offices and public sectors ?
146. What is the linguistic criteria for dividing the nations into three regions ‘A’, ‘B’ & ‘C’ ?
147. What are the different type of leaves eligible for a Group ‘C’ Railway employee ?
148. Write short note on
 (a) LAP (b) LHAP (c) Commuted Leave
149. Write short note on
 (a) Maternity Leave (b) Paternity Leave
150. Write short note on
 (a) CL (b) Spl.Casual Leave (c) Compensatory CL
151. Write short note on
 (a) Extra ordinary leave (B) Study Leave
152. What is the eligibility criteria for Ist Class pass ?
153. What is the eligibility criteria for IInd Class pass ?
154. What are the types of paper used on IR ?

155. Write short notes on
(a) Post retirement complimentary pass (b) Widow pass
156. Write short notes on HOER
157. Write short notes on
(a) DCP (b) RCP
158. Write short notes on
(a) School Section Pass (b) School Cheque Pass
159. Write short notes on
(a) Kit Pass (b) Settlement pass (c) Transfer Pass
160. What do you understand by year ending pass / PTO and what is its validity period ?
161. What are the minor penalties under DAR ?
162. What are the major penalties under DAR ?
163. What is the procedure for imposing the minor penalties ?
164. What is the procedure for imposing the major penalties ?
165. What do you understand by subsistence allowance ?
166. Write short notes on any four of the following :-
 - a) Material at site account
 - b) Ordinary Stores
 - c) Emergency Stores
 - d) Imprest Stores
 - e) Returned Stores / DS-8
167. Write short notes on :
 - a) HOER
 - b) Minimum Wages Act
 - c) Payment of Wages Act
 - d) Workmens Compensation Act
168. What are the different types of leaves eligible for a Railway employee ?
169. As per HOER, what is the classification of Railway employees and describe any one of them.