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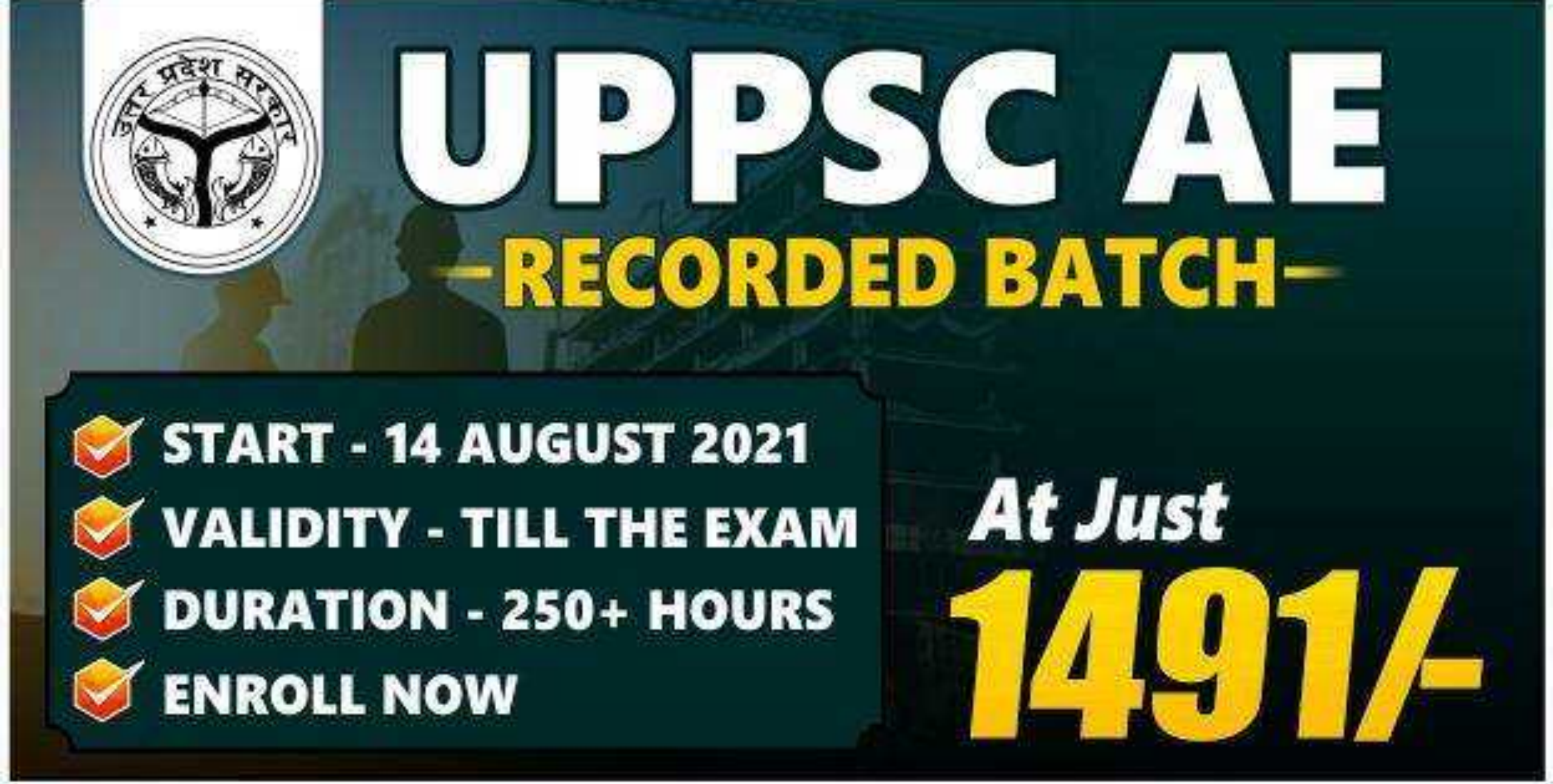
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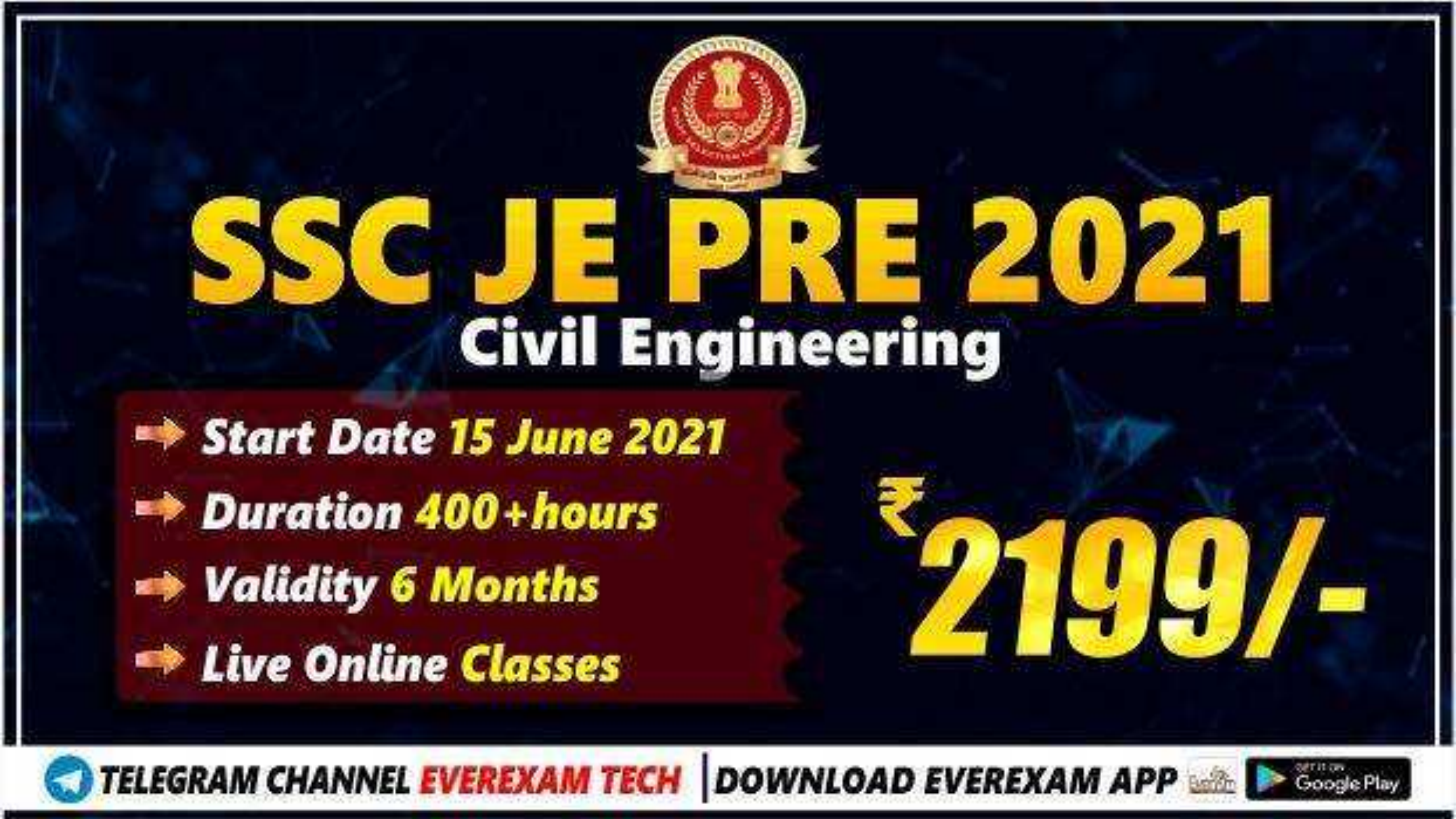
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Q : 1) The maximum value of centrifugal ratio on roads and railway respectively are taken as

A : $\frac{1}{4}$ and $\frac{1}{6}$

B : $\frac{1}{6}$ and $\frac{1}{8}$

C : $\frac{1}{4}$ and $\frac{1}{8}$

D : $\frac{1}{8}$ and $\frac{1}{4}$

Q : 2) The railway station at which a track line meets a main line is called

A : Way side station

B : Junction station

C : Termina station

D : Flag station

Q : 3) Narrow gauge is adopted where?

A : Terrain is hilly

B : Number of river crossing are more

C : Expected revenue earning is low

D : Acquisition of land is difficult

Q : 4) Which of the following is not a major cause of creep in rails?

A : Stopping of train

B : Traffic intensity

C : Acceleration or deceleration of train

D : Excessive rains

Q : 5) The maximum axle load for metre gauge in India, in tonnes, is

A : 13.26

B : 17.34

C : 22.82

D : 28.56

Q : 6) The device that is used to transfer the wagons, passenger coaches or locomotives (one at a time) from parallel tracks, without, any shunting is called:-

A : Turn table

B : Traverser

C : Triangles

D : Weight-bridges

Q : 7) Which of the following statement is wrong?

A : Coning of wheel is necessary to prevent rubbing of flange of wheel with rails

B : Coning is provided at 1 in 20 slope

C : In coning wheels are given an outward slope

D : Coning of wheels is required only in curves

Q : 8) Gauge of a railway track is the measure of

A : Distance between centre to centre of rails

B : Distance between inner faces of rails

C : Distance between outer faces of rails

D : Distance between the webs of two rails

Q : 9) Name the organization which is the research and development wing of Indian railways.

A : CRIS

B : RDSO

C : RSDO

D : IRCTC

Q : 10) Which of the following contract types is usually followed by railway department for construction purposes?

A : Item rate

B : Percentage rate

C : Piece rate

D : Lump-sum

Q : 11) The standard gauge width for broad gauge is:

A : 1.2 m

B : 1.767 m

C : 1.752 m

D : 1.676 m

E : 1.525 m

Q : 12) Grade compensation on B.G. tracks suggested in Indian railway is:

A : 0.02%

B : 0.03%

C : 0.05%

D : 0.04%

Q : 13) Which one of the following types of steel is used in the manufacturing of metro and mono rails?

A : Mild steel

B : Cast steel

C : Manganese steel

D : Bessemer steel

Q : 14) Consider the following statements concerning railways:

1. A level stretch equal to the maximum train length is to be provided between the gradient reaches where a rising gradient is followed by a falling gradient.
2. Vertical curves in railway tracks are not set out as parabolas.
3. Diamond crossings can be laid on curves also.
4. Curves should be avoided at the top level segment of bridges.

Which of the above statements are correct?

A : 1 and 2 only

B : 2 and 3 only

C : 1 and 4 only

D : 2 and 4 only

Q : 15) Consider the following statements concerning railways:

1. A level stretch equal to the maximum train length is to be provided between the gradient reaches where a rising gradient is followed by a falling gradient.
2. Vertical curves in railway tracks are not set out as parabolas.
3. Diamond crossings can be laid on curves also.
4. Curves should be avoided at the top level segment of bridges.

Which of the above statements are correct?

A : 1 and 3 only

B : and 3 only

C : 1 and 4 only

D : 2 and 4 only

Q : 16) To prevent creep in rails, the steel sleepers are fixed with rails by

A : One anchor key

B : Two anchor keys

C : Three anchor keys

D : Four anchor keys

Q : 17) Which of the following is not a major cause of buckling of rail tracks:

A : Missing fastenings

B : Installation beyond specified rail temperature range

C : Water logging of rails

D : Excessive creep, jammed joints and sunken in welded tracks

E : No frequent lubrication to SEJ_s

Q : 18) Which of the following is not the function of fastener?

A : To hold rails in proper positions

B : To join rail with sleepers

C : To join adjacent rails

D : To join sleeper with ballast

Q : 19) Maximum allowable grades are lower for railways than for highways. The reason is:

A : Steel wheel on steel rails have greater frictional co-efficient than rubber tyres on pavements.

B : Steel wheel on steel rails have lower frictional co-efficient than rubber tyres on pavements.

C : High grade causes discomfort to passengers

D : Trains are longer than vehicles on highways.

Q : 20) The section of rail is decided on the basis of:

A : Spacing of sleepers

B : Type of rails

C : Gauge of track

D : Speed of train

Q : 21) Which of these is Not a function of check rail?

A : Protection from derailment

B : Protection for interlocking system of railway track

C : Protection for flange from excessive wear

D : Protection from excessive wear of rail

Q : 22) The main function of a fish plate is:

A : To allow rail to expand and contract freely

B : To join the two rails together

C : To join rails with the sleeper

D : None of the above

Q : 23) Maximum value of ‘throw of switch’ for broad gauge track is:

A : 89 mm

B : 95 mm

C : 100 mm

D : 115 mm

Q : 24) Sand may be used as ballast for

A : Wooden sleeper

B : Steel sleeper

C : Cast-iron sleeper

D : None of these

Q : 25) The bottom width of foot in a flat footed rail is

A : 66.7 mm

B : 70.1 mm

C : 121.6 mm

D : 136.0 mm

Q : 26) Sleeper density, normally, adopted in Indian railway practice is

A : M + 1 to M + 7

B : M + 1

C : M

D : M-2

Q : 27) The ballast packed below and around sleeper to transfer the load from sleeper to sub-base, generally, consists of

A : Broken stones

B : Gravel

C : Moorum

D : All of these

Q : 28) At a rail joint, ends of adjoining rails are connected with a pair of fish plates and

A : 2 fish bolts

B : 4 fish bolts

C : 6 fish bolts

D : 8 fish bolts

Q : 29) At a rial joint, ends of adjoining rails are connected with a pair of fish plates and

A : 2 fish bolts

B : 4 fish bolts

C : 6 fish bolts

D : 8 fish bolts

Q : 30) The depth of ballast D, is calculated from the following formula:

A : D = $\frac{S-B}{2}$

B : D = $\frac{S-B}{10}$

C : D = $\frac{S-B}{15}$

D : D = $\frac{S-B}{20}$

Q : 31) The standard length of sleeper for B.G. railway track, in cm, is

A : 150

B : 180

C : 250

D : 310

Q : 32) 52 kg rails are mostly used in:-

A : Broad gauge

B : Metre gauge

C : Narrow gauge

D : Both (a) and (b)

Q : 33) Ballast is used in railway section to serve as:

A : An elastic bed

B : Foundation of rail track

C : Both (a) and (b)

D : Protection from animals

Q : 34) For a sleeper density of (n + 5), the number of sleepers required for constructing a broad gauge railway track of length 650 m is:

A : 975

B : 918

C : 900

D : 880

Q : 35) Following tests are conducted for rails

1. Falling weight test
2. Tensile test
3. Hammer test

The compulsory tests are

A : Only 1

B : 1 and 3

C : 1 and 2

D : 2 and 3

Q : 36) Distance between inner faces of the flanges is kept:

A : Equal to gauge distance

B : Slightly less than gauge distance

C : Double amount of gauge distance

D : Slightly more than gauge distance

Q : 37) Composite sleeper index is employed to determine:

A : Sleeper density requirement

B : Number of fixtures requirement for a particular type of sleeper

C : Durability of sleeper

D : Mechanical strength of wooden sleepers and thereby gives its suitability to be used as sleepers.

Q : 38) The Indian railway has been divided into-

A : Six zones

B : Right zones

C : Twelve zones

D : Sixteen zones

Q : 39) Bull headed rails are generally provided on:

A : Points and crossing

B : Straight tangents

C : Curved tracks

D : Meter gauge tracks

Q : 40) Sleeper density is

A :Number of sleepers for two tracks

B : Number of sleepers per rail length

C : A sleeper on either side of a rail joint

D : Minimum distance between two neighboring sleepers

Q : 41) the standard length of rail for board gauge and metre gauge are respectively:

A : 12 m and 12 m

B : 12 m and 13 m

C : 13 m and 12 m

D : None of the above

Q : 42) For a curved railway track with gauge G in metre, radius R in metre and speed V in m/sec. Super-elevation in metre is given by

A : GV^2/R

B : $GV^2/27R$

C : $1.67/GV^2/R$

D : $GV^2/127R$

Q : 43) The rail section is designated by its

A : Total length

B : Total weight

C : Cross-section area

D : Weight per meter length

Q : 44) Which one of the following statement is correct regarding ballast used for railway tracks?

A : The minimum depth of ballast for B.G. section is 20 cm – 25 cm

B : The quantity of stone ballast required for one metre length of track is 0.53 m^3 for B.G. section

C : For M.G. section the width of ballast is 1.83 m

D : The minimum depth of ballast for N.G. section is 10 cm

Q : 45) For broad gauge track standard weight of rail per m is:

A : 35 kg

B : 45 kg

C : 55 kg

D : 65 kg

Q : 46) Which of the following types of sleepers is preferred?

A : CST-9 sleeper

B : Steel trough sleeper

C : Wooden sleeper

D : Concrete sleeper

Q : 47) Which of the following types of sleepers is preferred?

A : CST-9 sleeper

B : Steel through sleeper

C : Wooden sleeper

D : Concrete sleepr

Q : 48) The minimum value of composite sleeper Index (CST) prescribed on Indian railways for track sleeper is

A : 783

B : 1252

C : 1455

D : 873

Q : 49) Two important constituents in the composition of steel used for rail are

A : Carbon and silicon

B : Manganese and phosphorous

C : Carbon and manganese

D : Carbon and sulphur

Q : 50) The main function of fish plates in rail joints is to:

A : Join two rails together

B : Provide for any expansion or contraction

C : Transfer the load to the ballast

D : Join rails with sleeper

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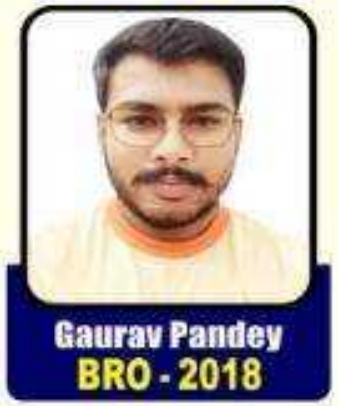

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