

SELECTION FOR THE POST OF LOCO INSPECTOR/SAFETY/HQ
(Ex.cadre) in Scale Rs.6500-10500 HELD ON 10.02.07

Time : 3 hours
Marks : 100

Instructions to candidates

Part-A

- a. All questions carry equal marks.
b. Answer any 5 questions. 5x10=50 Marks

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1. Explain the criteria for A, B, C categorization of running staff? What steps you will take to upgrade drivers from Group C to B and B to A?
 2. Explain the procedure and steps involved in conducting a load trial based on fuel consumption.
 3. Short Notes on any three:
 - a. Wheel slip
 - b. Significance of CTR
 - c. Ruling Gradient
 - d. Learning Road
 - e. Power ground
 - f. Turbo Run Down Test
 4. a. Explain the criteria for preparation of crew link and power link.
b. What are the mandatory registers to be maintained in a crew booking depot?
 5. What are the important factors affecting SFC? What are your suggestions for improving SFC?
 6. a. What are the reasons for train parting? What precautions/action should the driver take to avoid train parting?
b. What are the reasons for stalling and suggest remedial measures?
 7. a. Explain various allowances eligible for running staff and the limit of eligibility.
b. Differentiate between slip siding and catch siding.
 8. Discuss HOER classification and rules for rest for running staff.
 9. a. Explain various tests to be conducted by a driver before taking over charge of main line diesel loco.
b. Explain single line working in a double line section.

Part-B

I. CHOOSE THE CORRECT ANSWER

10x1=10Marks

1. Total HP of a WDP4 locomotive
a.5050 b.5000 c.3640
2. Gear ratio in a WAG5 locomotive
a. 15:62 b.21:58 c. 18:64
3. In a WDP4 locomotive the TM current at which WDP4 loco should not move
a.600A b.800A c.700A
4. Authority to pass the Home signal @ 'ON' or defective signal is
a. Form T/369(i), b. Form T/369(3b) c. Form T/C912
5. Authority to proceed for relief engine/Train into an occupied block section
a. Form T/1413 b. Form T/A602 c. Form T/A912
6. In an absolute block system, for a BG train protection if the detention exceeds more than 15 minutes, the first detonator must be placed from the spot at a distance of
a. 500 mts. b.600 mts. c.450 mts
7. The speed during shunting operation must be not more than
a. 15kmph b.20 kmph c.30 kmph
8. The duration of paternity leave is
a. 10 days b. 15days c. 20 days
9. For a loco pilot the HQ rest for duty of less than 8 hrs. is
a. 12 hrs. b.24 hrs. c.10 hrs.
10. Rest at out station for duty of 8 hrs. or more is equivalent to the Hours of duty performance
a. 8 hrs. b. 12 hrs. c.10 hrs.

II. WRITE TRUE OR FALSE

10x2=20Marks

1. All the running staff are treated as continuous worker under HOER
2. Full night means the period of night from 21.00 - 06.00 hrs.
3. If the A9 handle position is in Full Service Application the BP reduction is $1\text{kg}/\text{cm}^2$

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4. Before attaching the loco on formation the driver should ensure that the BP pressure should be $5 \pm 0.1 \text{ kg/cm}^2$ -
5. Whenever air brakes are applied invariably wait atleast for a minute before accelerating further.
6. The total No. of days of LHAP an employee can accumulate is 300+15 days.
7. To avoid train parting, the loco pilot while negotiating undulating gradients, maintain uniform speed, till the train passes the section.
8. Whistle code for train parting is ___ 0 ___ 0 ___ 0
9. In a single line section, on passing automatic stop signal at 'ON', stop the train at the foot of the signal and wait there for 60 seconds by day and one minute by night. -
10. The air flow indicator, indicates the rate of changing of BP pressure

III.

FILL IN THE BLANKS

10x2=20 Marks

1. The bare requirement for Goods Drivers are based on the last six months by average of _____ Goods engine hours per crew.
2. Drivers drafted to perform the duties of power/crew controllers shall be admissible for ALK of _____ kms.
3. Section with a Ruling Gradient of _____ or steeper will be classified as CLASS I Ghat section.
4. Withholding of promotion for a specified period is classified as a _____ penalty.
5. Minimum brake power for mail and express trains from the originating station should be _____ percent.
6. To avoid train parting, while attaching the loco on to the formation, attach with a little bump and push the formation back by _____ length.
7. Running staff classified under 'C' category must be taken off _____ duties.
8. The limit for flat tyre for a Diesel/Electric locos (BG & MG) is _____ mm.
9. As far as possible the train should be controlled by using _____ braking.
10. CRS of Southern Zone is Shri _____.