

## Objective Questions

### 1. Mark True or False

1. Roadways are more energy efficient for freight transport than Railways
2. 90% of IR's traffic is contributed by seven commodities
3. Movement of every train on controlled territory is plotted on a time distance graph
4. Rake links are drawn to ascertain number of drivers required for running a service
5. Temporary speed restrictions are printed in working timetable
6. Placement of a rake is necessary for loading/unloading
7. A rake is a definite set of coaches/wagons
8. 'Matching powers with loads' is the job of Commercial Controller
9. Traffic recovery time is permitted to a train for making up loss of time due to unforeseen circumstances
10. The branch officer in-charge of operations over a division is  
Sr.DOM/ADRM
11. Indian Railways are called "Life Line of the nation"
12. Goods trains are planned to run to the best available paths so as to optimize output
13. Lobby acts as a link between yard and control office for ordering of a train
14. "Trains At a glance" timetable is issued by Zonal Railways
15. Slip coaches are run to provide service between two important stations where direct trains do not run
16. Caution orders are issued by notice stations on a division

17. Major divisions of operations on IR are freight and parcel
18. Line capacity indicates number of trains that can be run across a section in 24 hours
19. Crossing of trains takes place on a double line section
20. The three common gauges found on Indian railways are broad gauge, meter gauge and standard gauge
21. Station master determines the place and time of crossings of trains
22. Eight hourly chart on which trains are plotted is called master chart
23. Goods trains on IR are usually timetabled
24. SLRs need not be marshaled at either end of the train normally
25. Large number of detached wagons at road side stations show bad operations
26. Working timetables of the divisions are issued by respective DRMs
27. Coloured pages in the working timetable provide static data and guidelines for the guidance of railway staff
28. Wharfage accrues if a rake is not loaded in time
29. Gradients in sections affect running times of trains
30. For introduction of a new train, commercial justification is made out
31. Operations can be defined as coordination of all activities which are essential inputs for running of trains
32. Indents for wagon loading are accepted at parcel offices
33. The Control Office is headed by Chief Power Controller

34. Commercial speed of a Mail/Express train is reckoned for declaring it as a super fast train
35. Working timetable is made available to the traveling public on sale
36. Public timetables are issued effective from 1<sup>st</sup> January every year
37. Marshalling yards are of two types – hump & flat
38. Throughput of a section means total traffic carried across it in 24 hours
39. Marshalling yards are normally positioned in a geographical area where industries are in a large number
40. Wagon registration fee is collected at time of acceptance of indents
41. one Master chart is made for each division
42. On Indian railways the organizational structure is four tiered.
43. There are nine functional departments on Indian railways
44. Introduction of Intermediate block huts is a means to increase line capacity in the long term
45. Line capacity , in the long run requires building of new lines
46. Time taken to aggregate one train load of wagons to a destination at a marshalling yard is called marshalling commitment
47. For train load indents, rakes are normally mechanically checked prior to supply for loading
48. Untoward incidents are incidents which usually reflect incidents of asset failures
49. Analysis of untoward incidents is done only to fix responsibility of staff

50. Requests for stoppages of trains are received as letters from citizens and are dealt in the operating branch.

**2. Tick the correct option**

1. Caution orders are issued for permanent/temporary speed restrictions.
2. The time allowed for maintenance of track and other fixed assets is called Engineering Allowance/Signalling Allowance.
3. When it is decided to plan a goods train on a particular path after arranging loco and crew, it said to have been ordered/marshalled.
4. The super fast charges are collected on the basis of maximum permissible speeds/commercial speeds of an express train.
5. The crew for a train is arranged by Power Controller/C&W Controller.
6. Operations is maximum/optimum utilization of assets.
7. Line capacity means number of trains that can be carried across a section in a day/month.
8. Working timetable is issued by COM/GM of a railway.
9. Caution orders are issued for permanent/temporary speed restrictions.
10. The charting of a train is done by Section Controller /Chief Controller.
11. The time allowed for maintenance of track and other fixed assets is called Engineering Allowance/Signalling Allowance.
12. When it is decided to run a goods train on a particular path after arranging loco and crew, it said to have been ordered/marshaled.
13. The super fast charges are collected on the basis of maximum permissible speed/commercial speed of an express train.

14. The pre-departure detention pertains to late running of goods train/late start of crew.
15. The crew for a train is arranged by Power Controller/Carriage & Wagon Controller.
16. Lobby/Station works as a link between yard and control office.
17. The timetable on Indian Railways is issued once in six months/once a year.
18. SLR/FAC are marshaled at either end of a passenger train.
19. In-charge of train running in a division is DOM/DCM.
20. The rakes are allotted to customers on the basis of Oldest Date of Registration /highest payment.
21. Preferential traffic schedule contains the rules for registration of indents / categorization of indents
22. Categorization of indents is done by the station master/ section controller/ goods clerk/ Sr DOM
23. wagon registration fees, on completion of loading, is refunded/ is forfeited/ is adjusted in freight to be collected/ or is rolled over to next indent of the same party
24. Short term methods to increase line capacity include dividing of long block sections , easing of gradients, increasing the number of loop lines or all of the mentioned methods.
25. Which of these is not a method to increase line capacity in the long term –constructing of new lines, doubling of existing single lines, introduction of new block stations, gauge conversion.

### 3. Fill in the blanks

1. The commodity which is carried by IR in maximum tonnage is \_\_\_\_\_
2. The supervisor in-charge of diesel loco management in a control office is known as \_\_\_\_\_
3. The duration prescribed in working time table for maintenance activities by several departments together is known as \_\_\_\_\_
4. When a mail / express train is running late, the driver supposed to drive his train at \_\_\_\_\_
5. Two types of marshalling yards are \_\_\_\_\_ and \_\_\_\_\_
6. The expanded version of acronym IRCA is \_\_\_\_\_
7. Allotment of rakes/wagons in a control office is done under the signatures of \_\_\_\_\_
8. \_\_\_\_\_ acts as a link between yard and control office as far as ordering of trains is concerned
9. The speed restrictions included in the working time table for different sections of a division are known as \_\_\_\_\_ speed restrictions
10. Stations from where caution orders are delivered to the driver of a train are known as \_\_\_\_\_
11. More than 90% of the freight volume carried by IR comprises of only \_\_\_\_\_ number of commodities
12. The chart depicting 24 hours' planning of both coaching and goods trains is called \_\_\_\_\_ chart
13. 'Matching power with loads' is the prime duty of \_\_\_\_\_ in a control office
14. The working time table for divisions in a zone is issued by \_\_\_\_\_

15. The expanded version of acronym FOIS is \_\_\_\_\_
16. If the time prescribed for a maintenance department is over run, then it is known as \_\_\_\_\_
17. A coach detached from the train en-route and then re-attached to some other train for a particular destination is known as \_\_\_\_\_
18. If a marshalling yard is unable to receive trains for dealing any further, the situation is known as \_\_\_\_\_
19. Specified number of wagons/coaches which comprise a train-load is known as \_\_\_\_\_
20. The detention to crew of a goods train, if it doesn't leave at ordering time is known as \_\_\_\_\_
21. The three qualities which every transport organization must ensure are \_\_\_\_\_
22. Transportation, being a service is \_\_\_\_\_.
23. The operating branch does the key job of \_\_\_\_\_ the various inputs required for running of trains
24. The two major categories of train services run on Indian railways are \_\_\_\_\_.
25. Passengers Board and alight from trains at \_\_\_\_\_.
26. Tickets for a particular train are issued only for station where the train has a \_\_\_\_\_.
27. The most common requests from public in case of passenger carrying trains are \_\_\_\_\_, quotas, \_\_\_\_\_, increased frequency of existing trains and new train.
28. Overnight travelers prefer a service which starts in \_\_\_\_\_ and reaches destination in \_\_\_\_\_.
29. Punctual running of trains is a critical requirement for \_\_\_\_\_ category of passengers.
30. Comfort of travel, and add on services like catering are an essential requirement for \_\_\_\_\_ category of passengers.
31. In coaching services, all activities contributing to running of trains are \_\_\_\_\_.
32. Time tabling of Rakes is called \_\_\_\_\_.
33. Time tabling is a tool used to \_\_\_\_\_ coaching services.
34. Coaching traffic is so called as \_\_\_\_\_ are used to carry passengers, luggage and parcels.

35. Freight traffic is moved in \_\_\_\_\_.
36. The list of indents pending on any day on a division is listed out in a statement in the control office and it is called \_\_\_\_\_.
37. \_\_\_\_\_ is the authorized person to allot wagons against indents pending on a division.
38. Indents are prioritized based on the rules given in the book called \_\_\_\_\_.
39. Wagons are certified mechanically for fitness to \_\_\_\_\_ and \_\_\_\_\_.
40. In wagon load loading, trains are certified mechanically only in \_\_\_\_\_ condition.
41. Loading at goods shed can occur only when wagons are placed on \_\_\_\_\_ lines.
42. Placement time at goods shed is \_\_\_\_\_.
43. Safe loading of goods in wagons is to be ensured by \_\_\_\_\_.
44. The commercial formalities of loading are considered complete when the \_\_\_\_\_ is issued.
45. On issue of \_\_\_\_\_ memo, the operating branch can remove the loaded wagons from a loading line.
46. Loaded rakes must be backed to \_\_\_\_\_ before they can be dispatched.
47. Train ordering consists of the following key activities \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.
48. Trains from running lines are dispatched by taking \_\_\_\_\_ and \_\_\_\_\_ of signals.
49. Empty rakes are run in freight operations to facilitate \_\_\_\_\_ of demand at other goods sheds.
50. Control office is usually positioned in the \_\_\_\_\_ of a division.
51. \_\_\_\_\_ Departments are not physically represented in the control office.
52. Control office is under the administrative control of \_\_\_\_\_.
53. Control office does the \_\_\_\_\_, \_\_\_\_\_ and control of all train movements.
54. \_\_\_\_\_ looks after the planning and monitoring of Goods trains in the control office.
55. \_\_\_\_\_ looks after the availability and status of goods wagons on a division.
56. \_\_\_\_\_ is the person in control office who actually issues orders for movement of trains in a given section.

57. Predesigned format in which data about Train operations is put up to branch offices for decisions is collectively called a \_\_\_\_\_.
58. Category of staff in control office whose job is to only to collect information about train operations and record them is called \_\_\_\_\_.
59. \_\_\_\_\_ Controller looks after activities of mechanical certification of wagons.
60. \_\_\_\_\_ Controller looks after the activities related to engineering department.
61. Control office applications involve computerization of activities performed \_\_\_\_\_ controllers.
62. \_\_\_\_\_ used to physically plot the timings of trains passing through stations in a given section in form of control chart.
63. The designated slot for an integrated maintenance block in a section is indicated in a \_\_\_\_\_.
64. Integrated maintenance block is integrated because \_\_\_\_\_.
65. All stations in a section are connected to the section controller through a common communication circuit called \_\_\_\_\_.
66. Emergency functions of the control office include management of train operations during disruption due to \_\_\_\_\_ and \_\_\_\_\_.
67. Performance of a division is usually evaluated every \_\_\_\_\_ hours.
68. Interchange forecast of a division contains data about \_\_\_\_\_ likely to be handed over at an \_\_\_\_\_.
69. Data from adjacent divisions received as \_\_\_\_\_ forecast is used for planning of movement of trains.
70. Daily performance evaluation of a division in the control office covers the three major aspects of \_\_\_\_\_, interchange and \_\_\_\_\_ of assets occurring on a division.
71. \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_ are the three major categories of group C staff working in a control office.
72. Line capacity utilization is \_\_\_\_\_ divided by \_\_\_\_\_.
73. \_\_\_\_\_ Is the best method of computing line capacity of a section.

74. The load and loco details of each train and events which occur during the running of that train is recorded in a document called \_\_\_\_\_.
75. The time when a crew breaks off duty after doing a running duty is called \_\_\_\_\_ time.
76. The hours spent by a guard on duty are the time between \_\_\_\_\_ and \_\_\_\_\_.
77. Unreserved travelers are allowed to travel in \_\_\_\_\_ coaches.
78. To travel on a train, a person must have a valid \_\_\_\_\_.
79. Crew to run passenger carrying trains, normally take up duties as per \_\_\_\_\_.
80. Apart from schedules of train services, a public time table normally contains information about rules for \_\_\_\_\_ and \_\_\_\_\_ of tickets.

## Descriptive Questions

1. Describe the process of preparing Time Tables on IR. What is the importance of Working Time Table? Mention at least five points connected with operations included in Working Time Table.
2. What importance is given to punctuality of passenger carrying trains on IR system? At what level is it monitored. Give two suggestions to improve punctuality on IR.
3. What do we mean by 'Ordering' of a goods train? What are the preconditions? What role is played by a lobby in the ordering of trains?
4. What do you understand by a Marshalling Yard? Why does it get congested? Mention few steps for clearing the congestion.
5. What is termed as 'line capacity' and as 'throughput' of a section? What is the present method for computing line capacity? Give few suggestions for augmentation of line capacity and throughput of a section.
6. Define a Marshalling yard. List its functions.
7. Define Control office. List its functions.
8. Define Line capacity. List the methods by which line capacity can be enhanced.
9. List the steps involved in planning and running of a freight train.
10. List the factors which influence the creation of stoppages of a passenger carrying train.
11. How is the schedule of a passenger carrying train worked out

## **DEFINITIONS:**

Define the following:

1. line capacity
2. control office
3. marshalling yard
4. materialization time
5. Rake
6. Time table

### **Short notes**

Write short notes (not more than 50 words) on

1. Master chart
2. Charting method of calculating line capacity
3. Engineering methods of increasing line capacity in short term
4. Key Differences between public and working time table
5. Train ordering

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