

241

Question paper for the Supplementary Written Examination
for Shunting Master (Gr. Rs. 4000-6000(A&BP)).

Date: 19.4.2003

Marks: 100

Time: 3 Hrs.

Notes: All questions are compulsory. 1/4th mark of
Q.No. 1 A&B and Q.3 A will be deducted for
each wrong answer of objective type question.

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Q.1 A. Fill up the blanks: (10)

- i) During the shunting of a Coaching train at least _____ of the wagons should be on vacuum.
- ii) Angle cock will be kept _____ for applying the brake.
- iii) The overall incharge of the shunting operation is _____.
- iv) _____ yards are gradually being phased out.
- v) The life of detonator on branchline is _____.
- vi) Home signal is a _____ signal.
- vii) _____ is needed for shunting in the block section.
- viii) Jhansi falls in _____ Zone.
- ix) _____ Prevents side collision in a yard.
- x) The speed during shunting with 2 box wagons should not be more than _____.

B. Expand the following- (10)

- a) PCDO b) IOC c) TNC d) CIR e) ET f) TAE
g) CWS h) BOK i) Sr.DME j) CC

Q.2 Write short notes. (20)

1. Tail Lamp 2. Shunting on gradient
3. Shunting in the block section.
4. Calling on Signal.

Q.3 A. True or False (T/F) (10)

- i) T 369 B is used during shunting.
 - ii) Crank handle is used to operate point.
 - iii) Slip siding is on up gradient.
 - iv) BPC is issued by Mechanical Deptt.
 - v) Derailing switch is not meant for isolation.
 - vi) The interchange point of Nagpur with Bhusawal is Itarasi.
 - vii) Jabalpur is the HQ of WCR.
 - viii) BSLB in no case can determine the station section.
 - ix) Borkhedi has got an oil tank siding.
 - x) Hot axle wagon should not be detached.
- B. Discuss the duties of Shunting Master. (10)

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Q.4A. Briefly discuss Rajbhasha Adhiniyam (10)

B. Duties of Cabinman/Pointsman while stabling the load.

Q. 5 What are the reasons of derailment in yard? What (20)
precautions will you take as a Shunting master to check
the drailments? Make suggestions from your side to
reduce the incidence of derailment in yeard ?