BunkPoint MOCK TEST

NCRTC Supervisor (Operations) 2026 Mock Test 1

Total Questions: **60** | Sections: **8**

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RRTS and High Speed Operations

Q.1–9 | 9 questions

Q.1 In normal service a section runs 6 trains per hour in each direction. On entering degraded mode, the headway is lengthened by 50% of the normal headway. How many trains per hour now run in each direction?

(A) 4 trains per hour

(B) 9 trains per hour

(C) 5 trains per hour

(D) 6 trains per hour

Q.2 Which action should the OCC controller take first when a fault forces a change from normal to degraded working?

(A) Make sure trains are protected, then declare degraded mode and inform those concerned

(B) Declare degraded mode first and check train protection after informing others

(C) Wait for maintenance staff to repair the fault, then inform the stations

(D) Inform passengers first, then review the timetable and train protection later

Q.3 At a terminal turnback, what is the main purpose of a minimum turnaround time in the timetable?

(A) To allow a full maintenance overhaul of the trainset before each departure

(B) To hold the train at the terminal until the following train arrives behind it

(C) To let the controller rebuild the timetable for the whole line meanwhile

(D) To allow cab changeover, checks and boarding before the next departure

Q.4 A train is late. The timetable gives 6 min 0 s for a section and 40 s dwell at the next station. The minimum safe running time is 5 min 15 s and the minimum dwell is 30 s. How much time can the controller recover using these allowances?

(A) 10 seconds **(B)** 45 seconds **(C)** 55 seconds **(D)** 30 seconds

Q.5 Train 21 left a station at 09:00, Train 22 at 09:07 and Train 23 at 09:22 against a 10 minute headway. The OCC supervisor regulates by holding Train 22 at the next station. For how long must it be held to make both gaps equal?

(A) 11 minutes **(B)** 4 minutes **(C)** 6 minutes **(D)** 8 minutes

Q.6 Which role at the OCC mainly regulates train movements over the whole line in real time?

(A) Maintenance controller managing asset faults

(B) Traffic controller on duty at the OCC

(C) Station controller of the busiest station

(D) Power controller managing traction supply

Q.7 A train stops with 12 doors open on the platform side. In all, 360 passengers alight and 240 board, spread equally over the doors. Each door passes one passenger every 1.5 seconds. What dwell time is needed for passenger movement?

(A) 45 seconds **(B)** 30 seconds **(C)** 75 seconds **(D)** 60 seconds

Q.8 Which of these is NOT an acceptable way to regulate a delayed train?

(A) Exceeding speed limits to make up the lost time

(B) Skipping a stop where rules allow and passengers are told

(C) Reducing dwell time down to the permitted minimum

(D) Short-turning the train at a designated turnback point

Q.9 A leading train overstays its planned dwell by 2 minutes at a station on a line with a 4 minute headway. What is the most likely effect on the following train under supervised train control?

(A) It overtakes the leading train by using the adjacent line to keep its time slot

(B) Its movement authority is limited, so it slows or is held and delay spreads

(C) It keeps full speed because trains are independent of one another

(D) It is cancelled automatically by the train control system on that section

Operational Systems and Interfaces

Q.10–17 | 8 questions

Q.10 A track worker sees a suspected rail defect and calls for help. Which flow of information is correct?

(A) Worker informs the nearest station, the station stops trains by itself, the OCC is told later

(B) Worker informs the OCC, the OCC informs passengers, and train protection follows the repair

(C) Worker informs the OCC, the OCC protects train movement, then informs stations and maintenance

(D) Worker informs maintenance, maintenance repairs the defect first, and the OCC is told after

Q.11 A maintenance supervisor asks the controller for urgent track access in revenue hours without a permit. What should the controller do?

(A) Let the staff enter and ask them to call back when they have finished

(B) Allow access at once because the request comes from a senior supervisor

(C) Allow access if the display shows no train approaching within five minutes

(D) Refuse access until trains are protected and a recorded permit is issued

Q.12 The section ahead of a train on an ETCS Level 2 line is occupied by a disabled train. What happens to the movement authority issued to the following train?

(A) It stays unchanged until the driver sees the disabled train and applies the brakes

(B) It is withdrawn and the driver is told to proceed at line speed to the next station

(C) It is extended through the section because the radio link shows the line as clear

(D) It ends short of the occupied section, and the train is supervised to stop there

Q.13 A track section shows occupied on the display after a brief power interruption, but no train is known to be there. How should it be handled?

(A) Treat it as occupied until the authorised procedure proves it clear

(B) Treat it as clear because no train has been reported in that section

(C) Allow trains to enter at normal speed with the driver watching the line

(D) Reset the section remotely and release it for normal running

Q.14 The OCC receives an emergency radio call from a driver reporting smoke in the cab. Which order of actions is correct?

(A) Ask the driver to wait for a routine report slot, then note the call details

(B) Pass the call to the nearest station and continue normal regulation meanwhile

(C) Acknowledge the call, stop nearby trains as per procedure, then obtain details

(D) Obtain full details first, then decide whether other trains need to be stopped there

Q.15 A driver's display shows that one door is not closed and locked before departure. What is the correct handling?

(A) Clear the alarm from the display and depart, since the door looks closed to the driver

(B) Ask a passenger to hold the door shut and depart to keep to the timetable

(C) Hold the train until the door is proved locked or isolated by procedure

(D) Depart at low speed with an announcement and report the alarm at the next stop

Q.16 At a busy station the exit gates fail to open during the evening peak. What is the usual operational response?

(A) Set gates to free passage under the station controller's authority to avoid crowding

(B) Close the station entrance to new passengers until the gates are repaired next day

(C) Ask passengers to wait on the platform until the gate fault is cleared by staff

(D) Keep the gates locked to protect revenue until the repair team arrives on site

Q.17 What traction supply system is used on the Delhi-Meerut Namo Bharat corridor?

(A) 1,500 V DC through overhead line

(B) 11 kV, 50 Hz AC through overhead line

(C) 25 kV, 50 Hz AC through overhead line

(D) 750 V DC through a third rail conductor

Safety Regulations and Standards

Q.18–25 | 8 questions

Q.18 During a large event, crowds build at the fare gates and stairs of a station. Which step is most appropriate to prevent platform overcrowding?

(A) Meter entry from the concourse and announce, keeping stairs clear

(B) Open each gate and let passengers fill the platform as space allows

(C) Wait and watch until the crowd thins out by itself without intervention

(D) Order the next train to skip the station without telling the passengers

Q.19 Which sign shows that a platform is approaching unsafe crowd density?

(A) A few passengers are sitting on the benches while waiting for the next train

(B) Passengers cannot move freely and are pressed towards the platform edge

(C) Passengers are spread along the platform and keep free walking space

(D) Passengers are standing in an orderly line behind the yellow line

Q.20 Before staff work near the overhead line, which condition must be met?

(A) The section is isolated and earthing is skipped for short jobs

(B) Train service is stopped but the line is kept live for lighting

(C) The section is isolated by a remote switch and work starts at once

(D) The section is isolated, proved dead and earthed under a permit

Q.21 The controller is asked to restore traction supply to an isolated section, but staff on site have not reported clear. What should the controller do?

(A) Refuse until the person in charge reports staff, equipment and earths clear

(B) Restore the supply after giving a warning announcement on the radio to site staff

(C) Restore the supply automatically when the time written on the permit has expired

(D) Restore the supply for one test train, then cancel the permit once it has run

Q.22 A driver's repeat-back of an instruction differs from what the controller said. What should the controller do?

(A) Reject it, restate the instruction in full and require a correct repeat-back

(B) Accept it if the main words match and allow the movement to continue as planned

(C) Send the instruction again by text message and end the radio contact

(D) Leave the driver to act on their own reading and report afterwards

Q.23 After a collision at a depot, there is pressure to restore service quickly. What is the correct handling of evidence?

(A) Clear the alarm history at the OCC so that new alarms are easier to read

(B) Move the damaged vehicles at once, since restoring service has priority

(C) Secure recorders and logs, and move vehicles once investigators agree

(D) Let the staff agree on one joint account before anyone makes a statement

Q.24 An ETCS-supervised train is reported to have overrun its end of authority and stopped. What should the controller do first?

(A) Wait for the driver's written report before taking action on the line concerned

(B) Tell the driver to reverse to the correct stopping point at once to clear the line

(C) Protect adjacent lines and following trains, then get the driver's report and position

(D) Let the train carry on to the next station and investigate the overrun afterwards

Q.25 Which entries should the controller record when issuing a permit to work?

(A) Name of the requester, the expected duration of the work and the tools used

(B) Permit number, time, location, person in charge and the conditions given

(C) Weather at the site, the shift roster for the day and the traffic level

(D) Section length, the make of the equipment and the supplier of spares

Risk Assessment and Operational Safety

Q.26–31 | 6 questions

Q.26 After an investigation issues recommendations, which sequence is correct for acting on them?

(A) Assign owners and deadlines, implement, then verify the actions are effective

(B) Brief the staff involved in the event and then archive the file for audit

(C) Implement across the system without owners or tracking and review it much later

(D) Close the report and wait to see whether a similar event happens again

Q.27 Which order is correct for a basic operational risk assessment?

(A) Set the controls first, then identify the hazard, rate the risk and record the result

(B) Rate severity, assume likelihood, skip hazard identification and record the result

(C) Identify the hazard, issue PPE, rate the risk and close the assessment at once

(D) Identify the hazard, rate likelihood and severity, set controls, then reassess residual risk

Q.28 A door interlock fails on demand with probability 0.02. An independent backup check fails on demand with probability 0.05. The hazard occurs only if both fail. What is the probability of the hazard per demand?

(A) 0.07 **(B)** 0.001 **(C)** 0.01 **(D)** 0.035

Q.29 What is the main purpose of recording near-miss events?

(A) To keep the count of accident-free days shown at the depot

(B) To support disciplinary action against the staff concerned

(C) To compile service delay statistics for the timetable planning team

(D) To find hazards and weak controls before they cause actual harm

Q.30 A train departs with a door open: the interlock was faulty, the pre-departure check was skipped and no alert reached the OCC. What does this best illustrate?

(A) Several weak defensive layers lined up and let the hazard pass through

(B) The event was a random chance, so no change to the system can prevent it

(C) The hazard was minor, so a formal investigation is not really required here

(D) A single failed defence explains the event, so extra layers add no value

Q.31 When a safety system is temporarily unavailable, what is a compensating measure?

(A) A permanent redesign of the failed system after the investigation

(B) A penalty applied to the staff member who reported the failure

(C) An extra control put in place to keep safety at an acceptable level

(D) A payment or refund offered to the passengers affected by the failure

Emergency and Contingency Management

Q.32–42 | 11 questions

Q.32 A train's on-board display shows the radio link to the control centre has failed on an ETCS Level 2 line. What action fits degraded working?

(A) Run trains close together in a convoy to recover the time lost in the disruption

(B) Switch off the alarm display at the OCC to avoid further false alarms

(C) Allow trains to continue at normal speed since the display shows the track clear

(D) Restrict or stop trains in the area and move them under degraded-mode rules

Q.33 A train on an ETCS Level 2 line loses its valid movement authority because the radio link drops. What is the expected outcome?

(A) The train automatically adopts the movement authority of the preceding train

(B) On-board supervision brings the train to a stop until new authority or OCC instruction

(C) The driver may proceed at line speed and inform the OCC at the next stop

(D) The train continues at its last permitted speed until it reaches the next station

Q.34 After an incident on the track, which check is essential before normal train running resumes?

(A) Run a test train at normal line speed to prove that the line is clear

(B) Take a quick verbal assurance from an employee who is near the site

(C) Restore running once the planned recovery time has passed on the control clock

(D) Confirm the line is clear of staff and obstructions and take formal handback

Q.35 After a 30 minute disruption, how should the OCC rebuild the service?

(A) Cancel several trains until the whole line is fully back to its normal state

(B) Restore headways in steps using regulation, short turns and dwell control

(C) Release the whole backlog of held trains together to clear the queue quickly

(D) Keep the disrupted pattern running until the next day for simplicity of control

Q.36 The fire brigade arrives at a station with smoke on the concourse. What should the station controller do?

(A) Refuse entry to the brigade until the OCC has restored the normal service pattern

(B) Let the brigade decide on traction isolation without informing the OCC first

(C) Keep command of the rescue and ask the brigade to wait outside the station

(D) Hand scene command to the senior fire officer and share access, plans and isolation status

Q.37 A fire is reported on a running train. The normal rule is to continue to the next station. Which situation justifies stopping between stations instead?

(A) The driver would like to inspect the source of the smoke on foot

(B) The fire has disabled the train or the line ahead is blocked

(C) The next station is close and its platform is clear of people

(D) A few passengers ask to be let off the train before the station

Q.38 A passenger collapses on a platform. What is the correct first response?

(A) Move the person to the concourse at once before an assessment is made by trained staff

(B) Put the person on the next arriving train so that hospital care is reached sooner

(C) Ask everyone to leave the platform and resume the service after about an hour has gone

(D) Inform the controller, call medical help and let trained staff give first aid

Q.39 The telephone and radio links between a station and the OCC fail. How should the station staff proceed?

(A) Use the backup channel and warn trains by available means within authority

(B) Hold trains at the station until maintenance restores the links

(C) Let station staff decide train movements on their own judgement alone

(D) Carry on as normal and assume that the OCC will handle the whole line itself

Q.40 The OCC loses all contact with a train last reported 2 km from a station. What should the controller do?

(A) Send the following train ahead at speed to find out what has happened

(B) Remove the train from the display and regulate the remaining trains as normal for now

(C) Assume the train is running normally and plan around its last known report

(D) Treat its status as unknown, protect the sections around it and try other contact

Q.41 A PSD panel fails to open at a crowded platform while the train doors are open. What is the best response?

(A) Tell the driver to depart so that the passengers can wait for the next train

(B) Isolate the traction supply of the whole station until repair is complete

(C) Ask passengers to force the PSD panels apart with the help of staff

(D) Station staff use the manual release, control the crowd and inform the OCC

Q.42 During a station evacuation one staircase is blocked by smoke. What should staff do?

(A) Let passengers choose their own route and wait for the flow to settle naturally

(B) Use staff and announcements to redirect passengers to other exits and keep that route shut

(C) Reopen the blocked staircase to speed up the flow of passengers out of the station

(D) Keep passengers on the platform until the smoke has cleared from the stairs

Operational Communication

Q.43–48 | 6 questions

Q.43 Which is the best style for a passenger announcement during an emergency?

(A) Repeated alarming statements so that the passengers hurry to the exits

(B) No announcement until the cause of the emergency is fully known

(C) Short, calm and clear instructions on what to do and where to go next

(D) A long, detailed technical explanation of the cause of the fault

Q.44 Which structure suits a safety-critical message?

(A) Address the person, state the instruction, place and time, then confirm understanding

(B) State the instruction, then the speaker's name, the time and a sign-off

(C) Open with a greeting, give a long explanation and mention the location

(D) Give the background first, the instruction last and leave out confirmation

Q.45 Which practice for radio terminology is correct in safety-critical messages?

(A) Use long sentences with extra words so that nothing can possibly be misunderstood

(B) Use approved terms and restate in approved form if a non-standard word slips out

(C) Use informal shortcuts when time is short because the staff already know them well

(D) Use local slang freely when the listener appears to understand it well enough anyway

Q.46 When should a controller escalate an incident to the duty manager?

(A) After the incident has been fully resolved and the final report has been written up

(B) When the first passenger complaint appears on social media about the delay

(C) When the next shift change takes place and the handover sheet is signed

(D) When it exceeds the controller's authority, resources or the procedure's time limit

Q.47 Why should operational instructions to a driver come directly from the OCC?

(A) To give station staff less to do during the busy morning and evening peak

(B) To reduce the number of radio channels that the network needs to carry overall

(C) To make the call charges easy to allocate to the OCC cost centre

(D) To keep one point of authority and avoid messages being changed on the way

Q.48 Which item should NOT appear in the factual section of an incident report?

(A) Time, location and trains involved in the event

(B) The writer's own opinion on who was to blame

(C) Condition of equipment and signals at the site

(D) Actions taken by staff and the time of each action

Analytical and Decision-Making Skills

Q.49–54 | 6 questions

Q.49 Which situation is an abnormal condition even though no alarm has been raised?

(A) A short queue forms at the fare gates during the usual peak period of the day

(B) A train departs on time after the doors are reported closed and locked

(C) A train stays beyond its planned dwell without explanation and the next train slows

(D) A train runs 30 seconds early on a section where tolerance is a minute

Q.50 Dwell times of five consecutive trains at a station are 40, 44, 48, 52 and 56 seconds, rising at a steady rate. At the same rate, what dwell is expected for the 8th train?

(A) 68 seconds **(B)** 64 seconds **(C)** 60 seconds **(D)** 52 seconds

Q.51 What is meant by headway?

(A) The time taken by a train to complete one full round trip of the line

(B) The time gap between two successive trains of one direction at a point

(C) The distance between two adjacent stations measured along the track

(D) The time a train spends standing at a station before it can depart again

Q.52 What is the first step in reconstructing the sequence of an incident?

(A) Collect logs, recordings and statements and place the events in time order

(B) Decide the likely cause and then look for records that support it

(C) Wait for press reports before starting the internal fact finding

(D) Ask staff to describe their usual routine and the shift pattern they worked

Q.53 A train is 2 minutes late on a line with a 10 minute headway and has no further effect on others. What is the proportionate action?

(A) Cancel the next scheduled train to prevent bunching of the services behind it

(B) Evacuate the train at the next station and take it out of service today

(C) Monitor and apply light regulation such as dwell control, without disruption

(D) Declare degraded mode and hold trains across the whole line until the delay clears

Q.54 The OCC receives conflicting reports about whether a person is on the track at a station. Which decision is correct?

(A) Delay action until the report has been fully confirmed by two sources

(B) Act on whichever report best fits the planned timetable of the day

(C) Wait for the next scheduled CCTV patrol round to settle the matter at the station

(D) Treat the report as credible and stop approaching trains until it is verified

Adaptability and Situational Awareness

Q.55–60 | 6 questions

Q.55 Degraded-mode speed limits are in force. A request comes to run a special train with a large group at normal speed. What should the controller do?

(A) Run it as requested and review the limits after the service has ended

(B) Cancel the regular trains on the section first and then run the special

(C) Run it within the degraded-mode limits and with approval from the competent authority

(D) Waive the speed limits for the day because the train is a special service

Q.56 A short-turn loop has a round-trip time of 50 minutes including turnarounds. How many trainsets are needed to maintain a 10 minute headway on it?

(A) 8 trainsets **(B)** 5 trainsets **(C)** 10 trainsets **(D)** 6 trainsets

Q.57 Which practice best supports monitoring of changing operating conditions at the OCC?

(A) Scan displays and alerts continuously and note developing trends

(B) Rely on passenger complaints to reveal changes in the line conditions

(C) Check the displays at the start of the shift and at its end

(D) Wait for field staff to report a change before looking at the data

Q.58 A person is trapped in a train door at one station while a signalling fault delays trains at another, and one response team is available. How should the controller prioritise?

(A) Address the incident affecting more trains first because it hurts the service

(B) Address whichever incident was reported first, whatever its seriousness

(C) Send help to the threat to life first and handle the other fault with simpler measures

(D) Split the available team equally between the two incidents at the same time

Q.59 No written procedure covers a developing situation. What should the controller do?

(A) Continue the normal service and review the situation after the shift

(B) Choose the safest option, restrict movement, inform the duty manager and log it

(C) Improvise using what worked on another railway in a similar case some time earlier

(D) Wait for a written procedure to be issued before taking action on the line

Q.60 Which condition is most important before declaring a return to normal mode?

(A) The first train after the incident has reached the terminal on time

(B) Passengers at the stations have stopped complaining about the delays

(C) Safety systems are verified working and the line is confirmed free of restrictions

(D) The planned recovery time in the plan has passed on the control clock

Get the Answers with Explanations

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