

CBSE TEST PAPER-01

CLASS –X Social Science (Life Lines of National Economy)

General Instruction: -

- All Question are Compulsory.
 - Question No.1 to 4 Carry one marks each.
 - Question No. 5 to 10 carry three marks each.
 - Question No. 11 to 12 carry five marks each.
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1. When and where the first train was travelled?
2. Which is the longest National Highway of India?
3. Name the roads which help military.
4. Name the inland riverine port of India.
5. 'Rich agricultural resources and great Industrial activities in the Great Plains as compared with Himalayan Mountains, further provides favourable conditions for the development of Railway'. Explain.
6. 'India has one of the largest telecom networks in Asia'. Explain
7. Explain the important pipeline networks in India.
8. What is the work of NHAI, CPWD and SPWD? Explain.
9. Describe the main features of the Indian postal network.
10. A. Two features A and B are marked in the given political map of India. Identify these features with the help of the following information and write their correct names on the lines marked on the map.
 1. Tidal port
 2. Deepest land locked portB. Locate and Label **Tuticorin Port** with appropriate symbols on the same map given for identification



11. 'No countries can survive without international trade'. Explain.
12. 'Railways are the principal mode of transportation in India'. Explain.

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[ANSWERS]

1. The first train travelled in 1853 from Mumbai to Thane covering a distance of 34 km.
2. National Highway-7 is the longest and traverses 2,369 km between Varanasi and Kanyakumari.
3. Border Roads may help the military.
4. Kolkata is the inland riverine port of India.
5. The northern plains with their vast level land, high population density and rich agricultural resources provide the most favorable conditions for their growth. Level land provides the favourable condition for the construction of railway tracks. Due to dense population, people prefer railways for journey. It brings huge capital for the railway department. Railways in plain are very helpful for the development and industries. The Himalayan region like Jammu and Kashmir, Assam, Uttaranchal and other hilly states too are unfavorable for the construction of railway lines due to high relief, less density of population and lack of economic opportunities.
6. India has one of the largest telecom networks in Asia. Excluding urban places more than two-thirds of the villages in India have already been covered with Subscriber Trunk Dialling (STD) telephone facility. By the end of 2004-2005, India was the tenth largest telecom network in the world measured in terms of number of phones. Our government has made the special provision to extend twenty-four hours STD facility to every village in the country. There is a uniform rate of STD facilities all over India. In India more than 45 million cellular subscribers and cellular customer care bases are growing at very fast rate.
7. Following are the three major pipeline networks of India:
 - i. From oil field in upper Assam to Kanpur (Uttar Pradesh), via Guwahati, Barauni and Allahabad. It has branches from Barauni to Haldia, via Rajbandh, Rajbandh to Maurigram and Guwahati to Siliguri.
 - ii. From Salaya in Gujarat to Jalandhar in Punjab, via Viramgam, Mathura, Delhi and Sonipat. It has branches to connect Koyali (near Vadodara, Gujarat) Chakshu and other places.
 - iii. Gas pipeline from Hazira in Gujarat connects Jagdishpur in Uttar Pradesh, via

Vijaipur in Madhya Pradesh. It has branches to Kota in Rajasthan, Shahajahanpur, Babrala and other places in Uttar Pradesh.

8.

- i. NHAI: National Highway Authority of India laid and maintained the major roads of India like Golden Quadrilateral and Super Highways.
- ii. CPWD: Central Public Works Department laid and maintained the primary road system of India like National Highways.
- iii. SPWD: State Public Works Department laid and maintained the state highways of Indian states and Union Territories.

9. The main features of Indian Postal Network are:

- i. Indian postal network is the largest network in the world.
- ii. There are two types of mails - first class mail and second-class mail.
- iii. The first class mail includes cards and envelopes.
- iv. The second class mail includes book packets, registered newspapers and periodicals.
- v. For quick delivery of mails, six channels have been introduced. These are Rajdhani Channels, Metro Channel, Green Channel, Business Channel, Bulk Mail Channel and Periodical channel.

10.



11. Yes, no countries in the world are self-sufficient in all its needs. Goods produced by one

nation are required in the other nation and vice-versa. The difference in needs, resources requirements and development among nations create conditions for international trade. International trade helps in exchange of surplus goods with those of deficit countries through foreign trade. India has adopted the policy of Liberalization in 1991, because the economic development growth rate was very slow and India lacks behind in the terms of technology. International trade helps India to improve and use advanced technologies of other countries to improve its own production process. Foreign trade has helped India to improve its productivity of manufactured goods. International trade contributes to India's economic growth and raises the income level of people. It also increases the foreign exchange reserve.

12. Railways are the principal mode of transportation for freight and passengers in India. There are various reasons behind it.
- i. At first place, Railways also make it possible to conduct multifarious activities like business, sightseeing, and pilgrimage along with transportation of goods over longer distances.
 - ii. Apart from an important means of transport the Indian Railway has been great integrating force for more than 150 years.
 - iii. Railways in India bind the economic life of the country as well as accelerate the development of the industry and agriculture.
 - iv. The Indian Railways have a network of 7,031 stations spread over a route length of 63,221 km. with a fleet of 7817 locomotives, 5321 passenger services vehicles, 4904 other coach vehicles and 228,170 wagons as on 31 March 2004.