

**SCHEDULE OF LABOUR ITEMS FOR TRACK WORKS THROUGH CONTRACTS****SPECIAL CONDITIONS OF CONTRACT FOR TRACK WORKS**

- 1 The contract shall be governed by the provisions of Indian Railways Standard General conditions of contract-2022 Indian Railways code for Engineering department, Indian Railway permanent Way Mannual, Indian Railway Track Mannual, Schedule of dimensions, and the standard specifications for track works .In case of contradiction, the clauses under these special conditions and specifications shall prevail.
2. The tenderer in their own interest should visit the site of work with the concern PWI/AEN or with their authorised representatives after fixing an appointment with them in advance and ascertain with nature and quantum of work ,site conditions ,availability of approach roads ,availability of labour, water ,electricity, land for labour camps etc.
- 3 The contractor shall not start any work on the track under traffic conditions without the presence of Railways supervisors at site .In case of contractor or his representative starts any works in absence of the supervisors it shall be treated as unauthorised and illegal tampering with track and shall be liable for section under the Indian Railways Act.
4. Not with standing the provisions of clause 62 of General conditions of contract ,the Railway reserves the right to terminate the contract with immediate effect if the contractor is found responsible for any breach of rule which affects the safe running of trains without giving any notice to the contractor.
- 5 In case any train is detained at the approach of work side or site of station on account of its passage being considered unsafe by Railway supervisors due to bad workmanship of contractor or the track of the parameters being unsatisfactory for safe passage of trains, or due to the contractor leaving the work unfinished or due to work being delayed by the contractor, the Rly shall be entitled to recover detention charges from contractor's bill or security deposit or any other dues etc. at the rate of Rs.5000/- per hour or detention or part thereof for the train so detained at the work site or at the adjacent station due to delay in clearing traffic block .Detention of trains as determined by the Railway shall be final and binding upon the contractor.
6. In case an accident occurs at the work station the findings of the enquiry set up by the Railway to investigate the cause of accident shall be final and binding on the contractor. If contractor is held responsible for accident the contract is liable to be terminated forthwith not with standing the provisions of General conditions of contract.
- 7 Irrespective of invoking provisions of clause 6 as above mentioned or otherwise, penalty up to the upper limit of 10% of the total cost of the damage may be imposed in case of an accident occurs due to contractor's negligence as decided by the Railways whose decision shall be final and binding on the contractor .The contractor is also liable to persecution if loss involved .
- 8 Traffic blocks required to carry out certain track work will be arranged by the Railway .Actual availability of blocks will depend on flow of traffic and there may be variations in availability of blocks would not be paid for Railway .No claims on such accounts shall be considered.
- 9 As far as feasible, contractor may be intimated by the Railway 24 hours in advance of the expected arrival of loaded/empty wagons and its probable extent and the site of loading / unloading the arrangement shall be made accordingly by the contractor.
10. The contractor shall proceed with the work in a systematic manner so as to ensure that stretch of track under speed restriction and its duration are the minimum .The decision of Engineer in this respect shall be final and binding . On deep screening and lifting sides, a minimum average progress of 75m of deep screening including all lifting, packing etc. complete for each work may/shall ensure over a period of a month. Minimum 200 labour should be available at work site so that there is no delay in execution of works. A penalty equal to 2% of cost of shortfall in the commutative progress on such account shall be worked out at the end of every month from the date of commencement of the work and deducted from contractor's running bill.

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11. On deep screening site the contractor may be required to handle additional ballast which might have been put in during intervening period. Nothing extra shall be paid for handling additional ballast in all such case.
12. The work shall so carried out that there is no infringement to the Railway schedule of dimensions
13. The Railway shall arrange for protection of track(s) by their staff .In addition, the contractor may arrange for” Lookout man” to warn his workers. No compensation will be paid by the Railway in case of injury or death to contractor’s workers and the contractor shall indemnify the railways of any responsibility in this regard .The contractor may obtain group insurance in respect of his workers
14. At each work site, the contractor shall employ and post one technical supervisor of his own who should have adequate experience in execution of track works ,The name, technical qualification and details of the experience of technical supervisor so employed shall be advised to the Engineer, If in the opinion of Engineer this supervisor is not fit to be incharge of the work, he shall be forthwith replaced .In this matter ,the decision of the Engineer will be final and binding on the contractor.
15. The contractor’s technical supervisor shall be present at work site ,at all times ,when the work is being executed, The contractor shall employ adequate number of workers to give consistent and desired progress per day.
16. The contractor shall arrange for the safe custody of Railway materials supplied/hired to him. In case of loss of Railway materials the Railway will recover the cost as per extant rules .
17. Site order books ,progress register and material issue register shall be maintained at site and entries will be recorded on day to day basis in the registers and signed jointly by Railway supervisor and by contractor or his authorised representative .All details of stretches under various stages of work for different stages of packing, in position and removal of speed restrictions, measurement of track parameters accountal of released material etc. shall be recorded therein.
18. For executing the works the contractor has to arrange own tools ,plants and equipment unless otherwise stated in the schedule. Railway shall provide equipment which are specifically mentioned in description/specifications of items in the schedule .In all other cases hire charges as per extant rules for the tools, plant and equipment supplied by the Railway to the contractor will be recovered from his bills/security deposit/or any other dues.
19. In case of loading/unloading from Railway wagons all commercial formalities shall be observed. All demurrage/ wharfage charges occurring due to negligence of the contractor will be recovered from his bills.
20. The contractor may be required to suspend deep screening work during rains and no compensation shall be payable .
21. Portable ballast cleaners/inclined screens of 6 mm size shall be used for screening the ballast at deep screening site, use of wire baskets is not for screening ballast .The contractor shall made its own arrangements for portable ballast cleaners/inclined screens .Where feasible these may be supplied by the Railway on hire.
22. No ballast shall be wasted on the slopes of banks or in cuttings.
23. Provision of temporary speed restriction boards and their lighting etc. shall be arranged by the Railway
24. Rails, sleepers and permanent way fitting shall be handle carefully so as to avoid any damage rendering them unsuitable for use(concrete sleepers shall be preferably be handled by Mechanical equipment)
25. **NON COMPLIANCE WITH THE INSTRUCTIONS/DIRECTIVES OF THE ENGINEER’S REPRESENTATIVE.**

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25.1 The contractor shall always comply with the instructions / directives issued by the Engineer's representative from time to time .In the event of non compliance with such instructions/directives, a part from and in addition to other remedies available to the Railway as specified herein above ,the engineer's representative may employ at the work site required workers with necessary equipment as considered appropriate and adequate by him to provide the requisite conditions for the safe and unhampered movement of Railway traffic. The decision of the Engineer's representative in regard to the need appropriateness and adequacy of the deployment of the required workers with the necessary equipment shall be final, conclusive and binding on the contractor. The number of workers and other resources so deployed by the Railway shall be intimated in writing by the Engineer's representative to the contractor soon after such deployment.

25.2 When the required workers with necessary equipment deployed in the above manner, recovery at the following rate shall be made from the contractor's dues under this contract or any other contract. The recovery for the total numbers of man hours so deployed at the work site for the above purpose shall be made at the rate Rs. 20/- only man/hour. The aggregate period of the man hours for the purpose of above recoveries shall be reckoned from the time the railway workers are actually deployed at the work site till the work is completed to the satisfaction of Engineer's representative whose decision in this regard shall be final, conclusive and binding on the contractor .Recoveries for the deployment of the tools ,plants and equipment shall be made at a rate twice the charges as per extant rules.

## **26. PERSISTANT NON-COMPLIANCE WITH INSTRUCTIONS / DIRECTIVES OF ENGINEER'S REPRESENTATIVE.**

26.1 If the contractor persistently does not comply with the instructions/directives of the Engineer's representative ,a part from and in addition to the remedies available to the railway as specified herein above without prejudice to the railway's rights in this regard ,the Emgineer's representative ,which for the purpose of this clause shall include the inspector of civil Engg. Department appointed by the railway ,can suspend the contractor's works till the Engineer's representative is satisfied that the contractor has taken necessary steps and in a position to comply with the instructions issued by the Engineer's representative.

26.2 The decision of Engineer's representative in this regard shall be final, conclusive and binding on the contractor .The contractor shall not have any claim whatsoever against the railway for such suspension of the work.

26.3 During the period of suspension of work, the contractor shall not in any manner attempt to carry out any work at the work site. Any such attempt on the part of the contractor shall tent amount to tempering of the railway track , for which the contractor shall be liable appropriate action under the relevant provisions of the Indian Railway Act.

27. When materials are being moved on track under para 1120 of Indian Railway P.way Manual by material trolley / diplorry. Movement shall be under the control and supervision of railway's representative, holding a competency certificate for working lorries/trollies in the section .When materials are moved on material Trolley/Diplorry under para1120(4)of IRWPM without block protection, unloading / loading of the material trolley / lorry to permit movement trains may become necessary such incident loading/unloading(s) shall not entail measurement for payment.

28. In the course of execution of any of the works specified in the schedule, if any damage occurs to rails ,sleepers ,points and crossings or other permanent way materials, rendering them unsuitable for cost of the materials, rendering them unsuitable for use cost of the materials damaged shall be recovered by railway from the contractor as per extant rules.

29. All the tools ,plants, equipment and other materials used by the contractor shall be of approved type only.

### **30-SPECIFICATION NO.3.1**

#### **REMOVING EXISTING RAILS/RAIL PANELS FROM TRACK**

30.1 The above item of the work envisage removing existing rails/rail panels from existing track at various locations complete with removal of rail-sleeper fastenings ,fish plates ,bolts etc. and all incidental works.

30.2 The items (to be rephrased in accordance with cl.2/ spec..1.1)

Payment shall be per running metre of rail removed measured to the nearest centimetre and accepted by the Engineer or his representative .No weight age will be given to the loss of weight of rail on account of wear/corrosion etc, and only nominal rail section would be considered for purpose of payment in case of second hand rails.

30.3. The work shall be carried out as per the railway's standard drawings, provision in Indian Railway Permanent Way Manual and the extant instructions.

30.4(i) The work shall involve removing fish plates and fish bolts ,sleepers rails fastening and removing the rail from the sleepers and placing it at a safe distance away from the track

(ii) The rails removed from the track should be cleared from the existing track so as not to infringe the railway's schedule of dimensions.

(vi) Fish plates ,bolts ,nuts ,clips and keys removed during the operation shall be stocked neatly  
Payment for extra leads ,if any, shall be made under the relevant items of the schedule.

(vi) For handling rails, slings rail tongs ,rail dollies etc or other similar standard equipment shall only be used.

#### **SPECIFICATION NO. 3.2**

#### **LAYING AND FIXING RAILS/RAILS PANELS<sup>31</sup>.**

31.1 The above item of the work envisages laying and inserting rails of section as specified in the schedule and fixing rail and rail sleeper fastenings and fittings etc. including all leads ,lifts/ descents etc and all incidental works.

31.2 (To be modified as per DIR.IRICEN notes ).....The measurement for payment shall be per running meter of rail inserted measure to the nearest centimeter and accepted by the Engineer or his representative.

31.3 The work shall be carried out as per the railway's standard drawings ,provision contained in Indian Railway's Permanent Way Manual and the extant instructions.

31.4 The work will involve:-

(i) Laying and fixing predrilled and pre-cut rails on previously laid sleepers as per railway's drawing and/or as per extant instructions.

(ii) Rail/.rail panels of equal length shall be used in pairs for laying and fixing.

(iii) Rail joints shall be square to alignment ,while on the curve alignment, ,cutting of inner rails shall be done at suitable intervals when lead of inner rail is equal to half pitch.(Cuts to be paid for separately)

(iv) Fixing fish plates and fish bolts and other rail and rail sleeper fastenings as per railway's drawing and/ or as per extant instructions .The fish bolts shall be supplied one coat of black oil as prescribed. The oil will be supplied free of cost by the railway.

(vi) Hammering of fish bolts is prohibited .The fish bolts shall not be over tightened and shall be tightened with standard spanner/torque spanner The inner two fish bolts should be tightened first.

(vi) Fixing keys/clips and other rail and rail sleeper fastenings to obtain gauge as per railway's drawing and/or as per extant instructions.

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- (vii) In case of laying and fixing rails/rail panels on concrete sleepers this work will include fixing grooved rubber pads ,liners and elastic rail clips and as per extant instructions.
- (viii) The frozen(gapless)joints are required to be provided at specified locations such as at combination fish plates, ,joints behind CMS crossings and SEJs with closure and etc.
- (ix) It shall be ensured that the handling of rail is as per extant instructions and shall not infringe the railway's schedule of dimensions.
- (x) Use of kinky rail may be avoided
- (xi)Marking on rails with punch of chisel is prohibited.
- (xii) The driving of keys/clamps shall be done with standard keying hammer/approved mechanical means.
- (xiii) The above operation shall be completed on the base rail first which shall be first align and fixed in position before the other rail is fixed to the gauge as stipulated.
- (xiv) The gauge shall be maintained as per 403/224 of the Indian Railway's permanent way manual or as per extant instructions .Minor fitting up to 25mm and packing and levelling the track as required should be carried out

### **SPECIFICATION 3.3**

#### **32. REMOVING SLEEPERS FROM EXISTING TRACK**

32.1 The above item of work envisages removing sleepers from existing track at locations with removal of rails-sleepers fastening etc. and all incidental works.

32.2 The measurement for payment shall be:-

- (i) Number of sleepers loaded/unloaded in case of all ordinary sleepers except CST-9 sleepers and number of plates loaded/unloaded in case of CST-9 sleepers.
- (ii) Volume in cum.(worked out to the nearest 0.01 cum )of the special wooden sleepers and concrete sleepers and weight in tonnes worked out to the nearest kilogram of the special size steel sleepers and channel sleepers loaded /unloaded.

32.3 The work shall be carried out as per the Railway's standard drawings ,and provision contained in Indian Railway's Permanent Way Manual and extant instructions.

32.4 The work will involved-

- (i) Removing sleepers- rail fastening and removing the sleepers from the track including opening of ballast to enable the removal of sleepers.
- (ii) The sleepers removed from the track shall be cleared from the existing track so as not to fringe the railway's schedule of dimensions.
- (iii) Sleepers and the fittings removed during the operation should stacked properly.
- (iv)For handling sleepers/approved equipments shall be used and it must be ensured that no damage is caused to the sleepers.

### **SPECIFICATION 3.4**

#### **33.0 DISMANTLING CAST IRON SLEEPERS**

33.1 The above item of work envisages dismantling of CST-9 sleepers and segregating CST-9 plates, tie bars ,cotters and other fittings as per railway's requirements .

33.2 The work shall be carried out as per the railway's standard drawings ,provisions, contained in Indian Railway's P/Way Manual and extant instructions.

33.3 he cotters, ,tie bars, keys and plates shall be stacked neatly and separately.

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### **34. SPECIFICATION NO. 3.5**

#### **ASSEMBLING CST-9 SLEEPERS**

34.1 The above item of work envisages assembling of CST-9 sleepers using CST-9 plates, tie bar, cotters and other fittings as required as per railway's drawings and as per extant instructions.

34.2 The work shall be carried out as per the standard drawings , provisions contained in IRPWM and extant instructions.

34.3 The work shall conform to the followings:-

- (i) The cotter shall be fixed so as to ensure that the tapered side of the Cotter is in contact with the sloped face of the CST-9 plates throughout.
- (ii) Splitting of Cotters should be done as specified in the Indian Railway Track Manual.
- (iii) The CST-9 sleepers shall be assembled. so as to ensure that gauge as be stipulated is obtained
- (iv) The tie bars and cotters should be coated by approved anti-corrosive material.

### **SPECIFICATION NO. 3.6**

#### **35. INSERTION OF SLEEPERS IN EXISTING TRACK**

35.1 The above item of work envisages inserting sleepers as specified in the schedule at locations as per Railway's requirement.

35.2 The work shall be carried out as per Railway's standard drawing, provision contained in IRPWM and the extant instructions .

35.3 The work will include:-

- (i) Inserting the sleepers in the track including providing rail sleepers fastenings etc.
  - (ii) The sleepers positions shall be paint marked on the rail and sleepers shall be inserted exactly at these location .Work shall be executed in a manner so as not to infringe the Railway's Schedule of Dimensions.
  - (iii) The rail sleeper fastenings like keys ,clips ,rubber pads, liners, loose jaws etc. shall be fitted as per the railway's standard drawing and as per extant instructions.
  - (iv)For handling sleepers approved equipments shall be used and it must be ensured that no damage is caused to the sleeper .In case of damage to sleepers due to contractor's negligence recoveries would be made and Engineer's decision in this regard shall be final and binding.
  - (v) While laying concrete sleepers necessary steps have to be ensured to prevent seizure of ERCs in MCI inserts .All the ERCs and MCI inserts be thoroughly cleaned .Grease to IS408-1981(specification for Grease No. 0 Graphite)or any other approved material should be applied on the central leg of the ERC and eye of MCI insert and then these clips should be given at the time of laying sleepers.
- 35.4 On stretches where deep screening is not being done simultaneously the work will also include.
- (i ) Removing ballast at locations where sleepers is to be inserted up to 50mm below the bottom of sleeper being serted.
  - (ii) Putting back the ballast so removed into track after the insertion of sleeper
  - (iii) Initial packing of the sleeper so inserted so as to maintain track geometry fit for a speed of 20 km/PH.

36. In case of work is done by complete relaying method(Manual)it will be done as per para 313 of Indian Railway Permanent Way manual.

### **37. SPECIFICATION NO. 1.2**

#### **LEADING/HAULING COLLECTING AND STACKING/SPREADING RAILS**

37.1 The above item of work envisages:-

- (i) Leading/hauling/collecting rails(up to 14 M in length)or welded rail panels from nominated depots/stacks/locations complete within leads as specified in the schedule including all lifts/descents and incidental works.
- (ii) Stacking/spreading the rails or rail panels at the nominated depots/stacks/locations and complete within leads as specified in schedule ,all lifts and descents and incidental works.

37.2 The work shall be carried out as per the relevant provisions in IRPWM and the extant instructions.

37.3 Carrying rails on the head or shoulders is prohibited .For handling rails, slings rails tongues ,rail dollies etc. or other similar equipments shall only be used.

37.4 While stacking/spreading rail care shall be taken to ensure that:-

- (a) The rails are serten rails section wise and class wise
- (b) The rails are stacked/spread on level ground.
- I The rails are so spread as to rest evenly along their entire length or on supports closely spaced with the flat footed rails resting on the foot.
- (d) In case of spreading rails along side track ,single rails/short welded panels not proposed to be converted into LWR/CWR will be paired to ensure squareness of joints.

37.5 While working in the vicinity of existing open line track it shall be ensured that the railway's schedule of dimensions are not infringed with .It shall be ensured that the rails do not move under vibrations of running trains or other wise .While working in track circuited areas ,particular care should be taken to avoid short circuiting .Damage to signalling sadgets should also be avoided.

37.6 Use of rail dollies/diplorry for leading/hauling of rail on open line track can be resorted only with the approval of Engineer and it should be carried out only under the supervision of the railway's Engineer or his authorised representative holding a competency certificate for working lorries/trollies in the mid- section.

### **SPECIFICATION NO1.1.**

#### **38. LOADING/UNLOADING OF RAIL/ SLEEPERS/ P.WAY FITTINGS.**

38.1 The above item of the work envisages loading/unloading rails/sleepers/p .way fittings, etc ,into /from----- railway wagons/trucks ...at... stations or movement on material lorries/diplorries in block section or at the station as specified in schedule and at locations as per railway's requirement and/or as directed by the engineer or his representative complete with all lifts /descents and lead as specified in the schedule and all incidental works.

38.2 The measurement for payment shall be:-

- (i) Length in running meter (measured to the nearest centimeter) of rails loaded/unloaded
- (ii) Number of sleepers loaded/unloaded in case of all ordinary sleepers except CST-9 sleepers and number of plates loaded/unloaded in case of CST-9 sleepers.

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- (iii) Weight in tonnes(worked out to the nearest kilogram )of the P.Way fittings loaded/unloaded.
- (iv) Volume in cum.(worked out to the nearest 0.01 cum) of the special wooden sleepers and concrete sleepers and weight in tonnes worked out to the nearest kilogram of the special size steel sleepers and channel sleepers loaded/unloaded.
- (v) For new materials, weight of material will be reckoned with respect to nominal weight as per drawing/laid down if drawing is not available .For released materials reduction from nominal weight will be prescribed by the railway administration.

38.3 The work shall be carried out as per relevant provisions of IRPWM and the extent instructions.

38.4 When materials are being moved in mid-section under para 1120 of IRPWM by material lorry it would be necessary that the movement be permitted strictly under the control of a railway's representative who has the necessary lorry/trolley certificate .When materials are moved on material lorry under para 1120(4) of IRPWM without block protection unloading/loading the material lorry in mid-section may become necessary to permit movement of trains. Such incidental loadings/unloadings in the mid- section do not entail measurement for payment .In case of an accident para 6 of spl. condition of the CA holds good.

38.5 The wagon/truck shall be loaded in safe and proper manner not exceeding their capacity .No uneven loading shall be done .In case fit certificate is not obtained from C&W depot due to uneven loading. ,contractor will have to adjust the lead without any extra payment.

38.6 All materials after unloading shall be stacked as per provisions of IRPWM.

38.7 It shall be ensured that the unloaded material do not infringe the railway's schedule of dimensions .In case of loading/unloading in block working availability of adequate strength of workmen so as to complete the work in the block time granted shall be ensured.

38.8 It shall be ensured that after unloading in block working ,the unloaded materials are immediately cleared to remove any infringement caused thereof so as to facilitate safe passing of traffic after release of the block.

38.9 Whenever concrete sleepers are loaded into wagons/trucks ,wooden battens of specified size shall be placed between the tiers of sleepers(including below the bottom most tiers )to facilitate convenient handling.

38.10 Unloading of rail sleepers and fastening should be done as per para 3.1 of IRPWM.

38.11 In case of wooden sleepers ,stacking should be in accordance to the stipulation of para 245 of IRPWM.

### **SPECIFICATION NO 1.3**

#### **39. COLLECTING/LEADING AND STACKING OF SLEEPERS/SLEEPER PLATES**

39.1 The above item of the work envisages:-

- (i) Collecting/leading and stacking of sleepers or sleepers plates from railway's nominated depot/ stacks/locations ,complete within leads as specified in the schedule ,all lifts/descent and. incidental works.
- (ii) Stocking the sleepers or sleeper plates at the nominated depots/stacks/locations ,as specified in the schedule, all lift sand descents and incidental works.

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39.2 The measurement for payment shall be :-

- (i) Number of sleepers loaded/unloaded in case of all ordinary sleepers except CST-9 sleepers and number of plates loaded/unloaded in case of CST-9 sleepers.
- (ii) Volume in cum.(worked out to the nearest 0.01 Cums.) of the special wooden sleepers and concrete sleepers and weight in tonnes worked out to the nearest kilogram of the special size steel sleepers and channels sleepers loaded/unloaded.

39.3 The work shall be carried out as per instructions laid down in IRPWM.

39.4 (i) Sleepers shall be handled carefully so as to avoid any damages rendering them unsuitable for use .Concrete sleepers shall preferably be handled by Mech. Equipments.

(ii) While stacking sleepers care shall be taken to ensure that :-

- (a) The sleepers sorted out separately type wise and class wise
- (b) The rails are stacked on reasonably level ground where adequate drainage exists.

I In case of wooden sleepers, stacking should be in accordance to the stipulation of para 245 of IRPWM

## **SPECIFICATION NO.2.1**

### **40 CUTTING OF RAILS**

40.1 The above item of work envisages cutting of rails on cess /running track as specified in the schedule at isolated locations/railways nominated depot/stacks complete with handling of rails and all incidental works.

40.2 The measurement for payment shall be for each complete cut at the specified points.

40.3 The work shall be carried out as per provisions of permanent way manual.

40.4 (i) The cut shall be made in a plane at right angle to the foot as well as the running edge of the rail.

(ii) The burr, if any, shall be removed

(iii) Plane /gas cutting is forbidden .Use of Jim crow to add cutting is forbidden.

40.5 Payment shall be made for the number of notches cut .The sizes of notches shall be 19mm x 19mm for dog spike and 22 mm x 22mm for rail screw which would serve the purpose.

## **SPECIFICATION NO 2.2**

### **41. DRILLING HOLES IN RAILS**

41.1 The above item of work envisages drilling and chamfering of holes of prescribed dia meter in rails on cess/running track as specified in schedule at isolated locations/nominated depot/stacks complete with handling of rails and all incidental works.

41.2 The measurement for payment shall be for each hole drilled hole drilled and chamfered in rails

41.3 The work shall be carried out as per the railway's standard drawing and/or as given in the Indian Railway Track manual and provision in IRPWM.

41.4 The finished diameter of the hole in the rail shall be as follows:-

<u>Rail section</u>	<u>Hole dia</u>
60 kg,52 kg,90R,75R	32mm
60R	28mm

41.5 (i) Punch or reaming/drifted shall not be permitted.

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- (ii) After drilling the holes ,the same shall be chamfered with chamfering tools to remove burrs and for work hardening the hole
- (iii) The use of flame/gass cutting equipment is forbidden.

### **SPECIFICATION NO. 3.8**

#### **42.0 DEEP SCREENING OF TRACK**

- 42.1 The above item of work envisages deep screening of ballast below the bottom of the sleeper as required with the disposal of muck/ spiels within a lead of 100 and all lifts/descents. The procedure for doing the work has been described in para 238 read along with para F of chapter 2 of IRPWM and other extent instructions.
- 42.2 The work of deep screening is to be carried out under speed restriction of 20 km/ph without traffic block.  
The work will include removing ballast including the core below the sleeper and excavating up to the prescribed depth below the bottom of sleeper. The ballast so removed should be screened by using portable ballast cleaner inclined ballast screens having 6 meter square size aperture. Muck/spiels should be disposed off suitably for ensuring proper drainage of track.
- 42.4 The excavation should be so carried out so as to ensure that the crossing slopes of 1 in 30 is provided .The excavation should be over the entire width of formation.
- 42.5 The track shall be surveyed in advance and pegs indicating the final level should be provided at 30 meter intervals. The rail level after deep screening shall be ensured to the levels as indicated on pegs
- 42.6 Wooden blocks /temporary supports required for the work shall be arranged .by the contractor at his /their own cost and used as per direction of Engineer.

### **SPECIFICATION 3.9**

#### **43.0 LIFTING OF TRACK**

- 43.1 The above item of work envisages lifting of track on ballast so as to ensure that the desired clean ballast cushion below bottom of sleeper is achieved .Lifting of track shall be done in accordance with para 233 of Indian Railway Permanent Way Manual. Raising in excess of 50mm will be done in stages of 50mm.
- 43.2 The work shall be carried out as per provisions contained in IRPWM and /or Railway drawings and extent instructions..
- 43.3 The work of lifting is to be carried out under speed restriction of 20 km/ph without a traffic block under supervision of Engineer or his authorised representative.
- 43.4 The work of lifting should be carried out as per procedure described in para 233 of IRPWM .The schedule of relaxation of speed restrictions will be as given in table 1 under para 238 of IRP WM. Any deviations from this procedure should have the approval of Engineer .which should be recorded in the site order book.
- 43.5 The track will be surveyed in advance and pegs indicating the final level will be provided at 30 meter intervals by the Railway's Engineer. The contractor shall maintain the rail level after lifting to the level as indicated on the pegs or as directed by the Engineer.
- 43.6 Through packing of track shall be carried out as per procedure described in para 224 of IRPWM and /other extent instructions.

#### **44.0 PAYMENT**

The measurement for payment shall be par meter of the track deep screened ,lifted ,through packed and accepted by the Engineer or his representative whose decision in this regard shall be final and conclusive. The extract of deep screening raising will be indicated in the relevant item of schedule.

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The extent of deep screening raising would be specified for the various stretches by the Engineer in-charge. The extent of deep screening raising (in cms.) shall be measured under the two rail seats and average taken for the portion lifted.

#### **45. OTHER SPECIAL CONDITIONS.**

45.1 The work envisages the complete track renewal along with deep screening such as any work left over to reach the end and objectives in this schedule has to be done by the contractor free of cost.

44.2 The rails on cess are to be spread and arrangement made by own wooden blocks such that all the tolerances in various infringements mentioned in para 502 of IRPWM are made and rail ends are ready for welding to be done railway's /some contractor The panels so obtained after welding done by other agency are to be paid in track to these all come under the scope of item 2 of schedule

45.3 Removing the existing rail under item 8 includes complete dismantling of track and no extra payment for any extra work relating to any type of crossings, guard rail, on bridge level crossing check rail etc. will be made payment will be made only the basis of running meters of track and no extra length will be taken of guard rail etc.

If the contractor leaves any such portion for removing the existing rail from the track a flat recovery of Rs.5000/- per meter will be done from the bill of the contractor. This item envisages complete removal of track etc.

45.4 Laying and fixing of three rail panels as mentioned in item 11 of schedule includes all work related to level crossing and bridges etc. Contractor will not be paid any thing extra for laying of guard rail, check rails etc. but drilling, cutting if involved any will be paid as per item 4 and 5 of schedule and portion of track over level crossing bridges will be paid only as per running rate of rails on track length i.e. double the track length

45.5 The level posts for the level of track etc. has to be erected by the contractor by the railway pieces given by the railways and contractor will have to arrange the cement etc. for it, no extra payment will be made to the contractor for it.

45.6 Closure will have to be arranged after each day's work without any extra payment and railways will not provide any material except rails.

45.7 Any material unloaded from railways released from or stores of SE (P.way) will be jointly verified by the railway and contractor and the material will be taken over by contractor and will be responsible for safe upkeep of the material and will arrange for watch man etc. without any extra payment. Any loss of material if comes to be notice will be deducted from the contractor's bill.

45.8 Any material released from the track will be jointly verified by the railways and contractor and the material will be taken over by contractor and will be responsible for safe upkeep and will have to deposit the material at SE(P.way)----- or elsewhere as decided the Engineer incharge. Any loss of material if comes to the notice will be deducted from the contractor's bill

45.9 In continuation to para 3 of special condition of track for contract for track work, contractor should obtain the written permission from railway's supervisor as an authority of caution or block before starting the work under traffic condition in track.

45.10 In continuation para 9 of special conditions of contract for track work, contractor will have to arrange the labour within 4 hours in case of placement of wagons or short notice at any time round the clock as such contractor should keep the labour ready available otherwise all the demurrage may be levied on the contractor.

45.11 Contractor will have to arrange the vehicle without any extra payment to take the officer of the rank of DEN/Sr.DEN for taking to the site for inspection if desired by the Engineer in-charge.