

WESTERN RAILWAY  
MUMBAI DIVISION  
TENDER NOTICE No. BCT/26-27/65 Dt. 08.06.2026

**SPECIAL CONDITION OF CONTRACT**

The relevant test which are to be done as per specification for all items are to be get done from approved Govt laboratory by contractor's own cost.

**SCOPE OF THE WORK**

The scope of work consist of 1. Dadar - Extension of Platform No. 4 for accomodation of 15 Car EMU. 2. Mumbai Central (CFO yard) - Provision of 2 Nos. new Borauni Pit lines by dismantling of Stabling lines No. 2, 3 & 4 as directed by Rly's Engineer –in-charge and as per Indian Railway P. Way Manual, LWR Manual (all corrected up to-date) with all labour, Tools & Plants, crossing of track, lead, lift, transportation, taxes etc. complete.

**The scope of work comprises the following at the locations mentioned.**

1. Dadar - Extension of Platform No. 4 for accomodation of 15 Car EMU
  - a. Dismantling of 2 Nos P&C- 200 Mtrs Track.
  - b. Laying of 1 no. P&C 60 Kg 1 in 12 instead of 1 in 8.5.
  - c. Slewing of track - 0.50 Km.
2. Mumbai Central (CFO yard) - Provision of 2 Nos. new Borauni Pit lines by dismantling of Stabling lines No. 2, 3 & 4
  - a. 2 Nos. new Borauni Pit lines = 600m x 2.
  - b. Dismantling of Stabling lines No. 2, 3 & 4.
  - c. Laying of 6 no. P&C 60 Kg 1 in 8.5
3. DSR-23 Item No. 10.2 (Structural steel work) to be used in (SSE P. Way) DDR section in anywhere i.e., Pit line work, various types of special layouts, Track divider/ fencing work on running / Non-running lines etc. as directed by Engineer-in- Charge.

1)	<b>Deployment of qualified Engineer</b>	:-	As per GCC
2)	<b>Applicability of price variation clause as per GCC April 2022 (Corre. Slip 14 July 2022) clause 46a</b> (Para 7.1 of "Special condition" in tender document)	:-	Applicable
3)	<b>Maintenance period</b>	:-	06Month

In terms of HQ letter no No. WR-HQ0ENGG(WWTC)/4/2020 Dated:27.04.2021 a

safety condition as mentioned in Para No.19(1) of IRSGCC-2021 which is reproduced below for ready reference:

**Contractor's understanding:** It is understood and agreed that the Contractor has, by careful examination, satisfied himself as to the nature and location of the work, the conformation of the ground, the character, quality and quantity of the materials to be encountered, the character of equipment and facilities needed preliminary to and during the progress of the works, the general and local conditions, the labour conditions prevailing therein and all other matters which can in any way affect the works under the contract.

**Signature of tenderer/s**

**DRM (WA) BCT  
(For & Behalf of President of India)**

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**Special Conditions as per CE (Works)'s letter No. W118/0/3 S. I. (W-6) dated 27.06.2016:-**

Tenderer should submit their offer strictly in accordance with the terms and conditions of this tender document. Tenderer should not quote any deviation from the tender document and should not quote any conditions.

Nevertheless, as an exception, if any unavoidable deviations or conditions are quoted by the tenderers, financial impact of each of such conditions/ deviations on their quoted unit rates, in terms of Rupees per unit rate, shall be clearly mentioned by the tenderer in the tender offer.

If any of the deviation/condition has no financial impact on the quoted rates, in such cases also, the tenderers must clearly mention its financial impact as 'Nil'. This is required for proper financial evaluation of such conditional/deviated offers.

Conditional offers/ offers with deviations, without quantified financial impact of each of the condition/deviation on the quoted rates shall be considered as "incomplete" and shall be summarily rejected.

**Spl. Conditions...**

**This conditions shall be read in connection with Western Railway General Conditions of contract Works Hand Book Part-1 - 1998, Works Hand Book Part-II and Indian Railway P. Way Manual, LWR Manual (all corrected up to-date).**

**The work will be executed based on specification of "CPWD specification Vol- I & II- 2021 and specification of "IRUSSOR-2021" , IRPWM, IRSOD , IRBM, etc., with all relevant codes updated from time to time.**

**1.1 CONFLICT BETWEEN SPECIAL CONDITIONS AND GENERAL CONDITIONS**

This contract is governed by the Special Conditions of contract laid down herein in addition to and or in part super session to the General conditions of contract of the Western Railway. Whenever there is a conflict between the Special Condition and general conditions the former shall always prevail.

**1.2 SITE CONDITIONS.**

The Tenderer/s should visit the site of work with concern PWI/AEN or with any of their authorized representative, after prior appointment to ascertain the nature and quantum of work, approaches to site, site conditions etc. before tendering, as no extra payment or rates are admissible in connection with the item mentioned in the tender schedule and rates quoted shall be inclusive of all expenses.

**1.3 WORK NOT TO BE STARTED WITHOUT PWI.**

The contractor shall not start any work without the presence of the PWI or his authorized representative at site. In case the contractor or contractor's representative start any work without the presence of PWI or his authorized representative at site it will be considered as Unauthorized and illegal tampering with track and shall be liable for action under the Indian Railway Act.

**1.4 CONTRACTOR'S SUPERVISORS.**

1.4.1 The contractor's supervisor shall be adequately qualified and well experienced in execution of P. way works. Preferably a retired PWI. The name particulars, Technical qualifications, Experience etc. of the supervisor/s employed for the work shall be advised

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to the Railway Engineer. If in the opinion of the Railway Engineer, the supervisor is found not fit to supervise the work, he should be replaced immediately. The decision of the Railway Engineer in this regard is final and binding on the contractor.

- 1.4.2 The contractor's Technical Supervisor/s who shall be present at all times when the work is being executed. The Railway Engineer or his representative shall be kept informed about his whereabouts.

**1.5 TOOLS AND PLANTS.**

- 1.5.1 The rates quoted in the schedule unless and otherwise specified shall be deemed to be inclusive of tools and plants, machineries and equipments, consumable stores etc. required for successful completion, of the work.
- 1.5.2 However, if tools and plants are spare or lying idle with the Railway, the Railway Engineer at his discretion shall give the same on hire basis at the written request of the contractor, under separate terms and conditions and hire charges so payable by the contractors are recoverable from contractor's dues.
- 1.5.3 Those tools and plants will be returned by the contractor at nominated PWIs Depot in good conditions, failing which recovery shall be made from contractors dues at the rate of double the present day cost of the materials increased by 7% freight.
- 1.5.4 The hiring charges fixed by the Railway Engineers shall be final and binding on the contractor.

**1.6 SAFETY PRECAUTIONS:**

- 1.6.1 The contractor shall take all safety precautions as advised by the Railway Engineer or his representative from time to time
- 1.6.2 The contractor shall carry out the work in such a way that no infringements are caused to the moving dimensions on the track when the work is being done in traffic conditions.
- 1.6.3 The contractor shall take precautions to see that while carrying out excavation etc. no damage is caused to the cables, waterlines, drainage pipes etc. or else the same should be made good at contractor's cost, otherwise, recovery shall be made towards the cost of restoration which may be done by the Railway.
- 1.6.4 Contractor at his own cost shall employ sufficient number of watchman and lookout men to safeguard tracks as well as safety of his labourers.
- 1.6.5 He shall also indemnify the railways from claims arising out of injury of death or his labourers before start of the work.
- 1.6.6 He shall also get necessary insurance for injury, death, loss of limp, loss of hearing capacity to his labour, supervisor and himself, before start of the work.

**1.7 SITE ORDER BOOK.**

- 1.7.1 The daily progress of work and labour employed shall be entered in the site order book. Besides the instructions issued by the PWI, AEN, DEN/Sr. DEN, and other higher officials will be entered which shall be complied strictly by the contractor.

**1.8 INVENTORY OF NEW / RELEASED P.WAY MATERIALS.**

- 1.8.1 After the award of contract, a joint survey should be carried out by the contractor and PWI-in-charge of the section to ascertain the quantum of P. way materials available on track and old materials which will be released after removal in format shown below and entered in site order book.

Location	P. Way materials	Unit	Qty.	Remarks	Dated Initials		
					PWI	Contractor	AEN

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- 1.8.2 The locations where the released materials are to be stacked should be nominated before taking the work in hand keeping in consideration that these are kept quite apart from the locations reserved for the materials required for track renewal/maintenance.
- 1.8.3 The responsibility for proper and safe custody of released materials will pass on to the contractor as soon as the joint inventory is signed as in Para (I) above and before starting the work. When the materials are returned at the nominated location, proper hand receipt will be issued by the PWI-in-charge to the contractor after which the responsibility for custody will rest with the PWI concerned.
- 1.8.4 Similarly through the same joint survey, the quantum of new materials required for renewal shall be recorded in the same format shown above T. P. wise and entered in site order book.
- 1.8.5 Before start of the work, the above details of inventory and material required should be submitted in above format jointly signed by PWI in charge and contractor to the office of AEN.

**2. SPEED RESTRICTIONS IF ANY.**

- 2.1.1 Speed Restrictions for certain items of work, if required, shall be arranged by the Railway Engineer. Such item of work can only be started after the PWI imposes the speed restriction, erects caution indicator and speed restriction boards and gives written permission for starting the work at specified locations, in the site order book.
- 2.1.1 After the speed restriction is imposed, the contractor shall proceed with the work in a systematic manner as directed by the Railway Engineer or his representative keeping the stretch of track under speed restriction to a continuous minimum stretch.

**2.2 TRAFFIC BLOCK**

- 2.2.1 Traffic blocks required for certain items of work such as through rail renewal, sleeper renewal loading and unloading materials etc. will be arranged by the Railway Engineer and contractor will be informed on regular basis about the block. The contractor shall arrange sufficient number of laborers as directed by the Railway Engineer or his representative and do good progress during the block. He shall ensure that block period is not bursted. The contractor shall also ensure that work is started only after the line is protected by the PWI and written permission to start the work is given to the site Supervisors. If work is done under night block, lighting arrangement will be done by Railway.

**2.3 CAUTION ORDER.**

- 2.3.1 Caution order required for certain operations such as lorrying out materials etc. will also be arranged by the Railway Administration, such operations shall only be started after caution order is imposed, and Caution Order Boards are erected and written permission representative.

**2.4. TRACK TO BE FIT TO PASS TRAINS AT 20 KMPH AT ALL TIMES.**

The work shall be executed in such a way that the track is fit to pass trains at 20kmph at all times except during the traffic block period if any. Track shall be maintained by aligning, gauging, leveling and surfacing till work is completed satisfactorily in all aspects and the stretch handed over to the permanent way Inspector by a suitable entry in the site order book.

**3. TOKEN EXCHANGE SYSTEM**

- 3.2 The contractor's representative shall ensure that work is done with all safety measures as per the direction of railway site Incharge and shall ensure that the track is kept fit to pass trains at required speed. If the railway officials is not satisfied with the track parameters at the end of the days work, and the contractor fails to maintain the track parameters, railway will carry out the work and the recovery will be made for double of the actual expenditure incurred by the Railways.)

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- 3.3 Apart from above token exchange system the following safety precautions must also be ensured at site:-
- 3.4 Each site is manned by the competent railway supervisor and contractor's supervisor.
- 3.5 The C.I., / S.I. / T.P. boards are placed at correct location matching caution order as per the instruction of PWI-in-charge. All boards shall be of retro reflective type and shall be provided by railway.
- 3.6 Over speeding by train drivers be checked and if noticed be reported immediately by the railway supervisor at site.
- 3.7 All safety requirements as per G.R. & S.R./IRPWM and contractual conditions are full filled.
- 3.8 If road vehicles are necessary to be used in railway land next to the railway line. The Engineer In-charge or his authorised representative will personally examine the type and number of individual vehicles, name and license particulars of drivers, location, duration and timings for such work movement and certify the road vehicle drivers, contractor's flagman and supervisors will give written permission giving names of road vehicle, driver and contractor's flagman and supervisor to be deployed on the work with the timing of the work and location period subject.
- 3.9 The vehicle should ply 6 meter clear of track. Any movement/work at less than 6 meter and up to minimum 3.5 meter clear of track center shall be done only in presence of railway employee authorized by the Engineer In charge under speed restriction. No part of road vehicle will be allowed at less than 3.5 meter from track centre.
- 3.9 Nominated vehicle and drivers will be utilised for work in presence of at least one flagman and supervisor certified for such work.
- a. The road vehicle will play only between sun rise and sun set.
  - b. In addition to the above following special condition shall be there with other items.
  - c. Before renewal of sleeper, joint inventory of P. Way material should be prepared by PWI In-charge of site with contractor representative. The copies of inventory shall be sent to division office, AEN office for record.
  - d. Any loss of released material/fittings will be recovered from contractor as per extent rules.
  - e. During the period of work, the contractor shall keep required watchman for guarding P. Way materials in his stock and material laid in the track. Railway shall not be responsible for any theft during the currency of contract. The contractor shall borne entire cost of the material if lost due to any reason. The work will be treated as handed over to Railway only after completion of entire work. The contractor shall provide maintenance gangs for the completed work till its SR is relaxed to normal. Even after relaxing speed to normal, during the currency of work, the contractor may be asked to do slack picking if required. Railways gangs shall however be deployed normally after relaxing the speed to normal.

**4.0 TRACK QUALITY STANDARDS**

- 4.1 The work of packing / through packing etc. incidental to other items of track work such as deep screening/TSR/TRR/CTR etc. and the track standards as prescribed herein and in Para 316 of Indian Railway Permanent Way Manual will have to be attained under the respective item of the schedule and attaining these standards by themselves would not be deemed to be a payable item.
- 4.2 The work shall be carried out strictly as per the instructions laid down in Indian Railways permanent Way Manual and / or Railway drawings and the instructions of the Engineer or his representative whose decision in this regard shall be final and conclusive.
- 4.3 The packing of sleepers shall be as specified for conventional maintenance by Beater Packing and as enumerated in Para 224 of the IRPWM. In case of packing of stretch exceeding 20 continuous sleepers this work shall also include all operations of through packing as specified in Para of the IRPWM.
- 4.4 The track parameters which should be attained on a relaying work with new materials and deep screening works should confirm to stipulations of Para 316 of IRPWM and should be within the tolerance.

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- 4.5 At intermediate stages of speed relaxation the above standards may be attained to the extent as feasible. The decision in this regard of Engineer or his representative shall be final.
- 4.6 For all works on the running track or adjacent to running track the protection of work site shall be done by the Railway. However the contractor in addition will provide the necessary lookout men to ensure safety of his workmen / workwomen and the instruction given by Engineer or his representative in this regard and as stipulated in Special Conditions of contract should be strictly adhered to.

**5.0 LOADING/UNLOADING OF RAILS / SLEEPERS / P.WAY FITTINGS.**

- 5.1 The above item of work envisages loading/unloading Railways rails/sleepers/P.Way fittings etc. into from railway wagons/trucks at stations or in block working as specified in the schedule and at locations as per Railway's requirements and/or as directed by the Engineer or his representative complete with all lifts, descent and lead as specified and all incidental works.
- 5.2 The nominated locations for the purpose of this work shall have been inspected by the contractor before submitting the tender and the accepted rate is deemed to be inclusive of all incidental works.
- 5.3 Without in any way restricting or modifying the provisions of the General Conditions of Contract in this regard the rate for the above quoted work shall be inclusive of all costs of Contractor's Labour, Consumables, Tools & Plants and Machinery etc. Complete for the above.
- 5.4 The measurements for payment shall be, Weight in tonnes of the P. way fittings loaded/unloaded measured/worked out to the nearest kilogram.
- 5.5 The work shall be carried out strictly as per the instructions laid down in Indian Permanent Way Manual including all correction slips and the instructions of the Engineer or his Representative whose decision in this regard shall be final and conclusive.
- 5.6 The work of loading/unloading into/from railway wagons or trucks shall be inclusive of a lead as specified and all lifts and descents.
- 5.7 Notice shall be given by the Railways at least 12 hrs. in advance of the expected arrival of loaded/ empty wagons and its probable extent and the site of loading/ unloading and necessary arrangements shall be made accordingly by the contractor.
- 5.8 Detention to wagons on account of shortage of labour/ trucks or due to any other fault attributable to the contractor or if the contractor fails to load/ unload the wagons in the time specified by the Engineer, penalty as detailed in the additional / special conditions shall be levied on the contractor.
- 5.9 It shall be ensured that the unloaded material do not infringe the Railway schedule of dimensions at all times. The unloading material should be kept in stable condition away from so that it doesn't accidentally rolls down near track and causes infringement.
- 5.10 In case Loading/Unloading in block working the contractors shall ensure presence of adequate strength of labour so as to complete the work in the block time granted.
- 5.11 All work under block working shall be done under the supervision of the Engineer in charge at site.
- 5.12 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.
- 5.13 For works on or alongside running track, the safe working methods, protection at work site and the instructions/directives of the Engineers Representative as contained in the Additional Special Conditions (Serial-I) of the contract shall be strictly adhered to.

**6.0 DRILLING HOLES IN RAILS:**

- 1 The above items of work envisages Drilling of holes in Rails on cess/ running track of diameter as specified in the schedule, at isolated locations/Railway's nominated Depots/stacks as per the Railway's requirement and/or as directed by the Engineer or his representative complete with handling of Rails and all incidental works.

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- 2 The nominated Depots/Stacks/locations for the purpose of this work shall have been inspected by the Contractor before submitting the tender and the accepted rate is deemed to be inclusive of all leads, lifts & descents & incidental works.
- 3 Without in any way restricting or modifying the provisions of the General conditions of Contract in this regard, the rate for the above work quoted shall be inclusive of all costs of Contractor's Labour, Materials like drill bits etc. consumables, tools and plants and Machinery including drilling Machine, drill bits, chamfering equipment etc. complete for the above.
- 4 The measurements for payment shall for each hole drilled in rails and accepted by the Engineer or his representative.
- 5 The work shall be carried out strictly as per the Railway's standard drawings and/or as given in the Indian Railways Track Manual and the instructions of the Engineer or his Representative whose decision in this regard shall be final and conclusive. The diameter and spacing of holes shall be drilled strictly as per dimensions given in IRPWM.
- 6 The finished diameter of the hole in the rail shall be as follows:

for 60Kg, 52kg : 32mm

In addition to the above the work shall conform to the following:

- .1. No punch or Reaming/drifting shall be permitted.
  - .2. After drilling the hole, the same shall be chamfered with chamfering tools to remove burrs & for work hardening the hole as per directions of Engineer's representative.
  - .3. The use of flame/gas cutting equipment is forbidden.
  - .4. If holes are not chamfered with proper tools, no payment will be made. Certificate for this has to be given in M. B. by supervisor
- 7 For works on or along side running track, the safe working methods, protection of work site and the instructions/directives of the Engineers Representative as contained in the Additional /Special Conditions of the contract shall be strictly adhered to.

**7.0 CUTTING OF RAILS :**

- 1 The above items of work envisages cutting of rails on cess/ running track as specified in the schedule, at isolated locations/Railway's nominated Depots/stacks as per the Railway's requirement and/or as directed by the Engineer or his representative complete with handling of Rails and all incidental works.
- 2 The nominated Depots/Stacks/locations for the purpose of this work shall have been inspected by the Contractor before submitting the tender and the accepted rate is deemed to be inclusive of all leads, lifts & descents & incidental works.
- 3 Without in any way restricting or modifying the provisions of the General conditions of Contract in this regard, the rate for the above work quoted shall be inclusive of all costs of Contractor's Labour, Materials like blades etc., consumables, tools and plants and Machinery including Rail cutting machine etc. complete.
- 4 The measurements for payment shall for each complete cut at correct locations and accepted by the Engineer or his representative.
- 5 The work shall be carried out strictly as per instructions laid down in Indian Railway's Permanent Way Manual and / or Railway drawings and the instructions of the Engineer or his Representative whose decision in this regard shall be final and conclusive.
- 6 In addition to the above the work shall conform to the following:
  - i) The cut shall be made in a plane at right angle to the foot as well as running edge of the rail. The cut shall be perfectly vertical.
  - ii) Cut pieces of rails shall have to be returned by the Contractor at Railway's nominated Depots/Locations at his own cost.
  - iii) The burr, if any, shall have to be removed by the Contractor.
  - iv) The rail should be cut completely. There shall be no hammering of ends to separate the two pieces.
  - iv) The use of Flame / Gas cutting is forbidden.

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- a. For works on or alongside running track, the safe working methods, protection of work site and the instructions/directives of the Engineers Representative as contained in the Additional Special Conditions (Series-I) of the contract shall be strictly adhered to.
  - b. The cutting of rails in Situ & on cess are to be carried out by Contractor's own "Abrasive Rail Cutting Machine" like Partner machine only shall be paid under USSOR-21 item.
  - c. **Any failure on account of non-availability of contractor's labour, failure of machine, wrong rail cutting will result in penalty at the rate of the double of rates of the rail cuts plus cost of rail wasted due to wrong cuts.**
- 7 For works on or alongside running track, the safe working methods, protection of work site and the instructions/ directives of the Engineers Representative as contained in the Additional Special Conditions (Series-I) of the contract shall be strictly adhered to.

**8.0 INSERTING RAILS/RAIL PANELS IN EXISTING TRACK**

- 1 The above items of work envisages inserting Railway's rails of section as specified in the schedule including providing and fixing Railway's rail and rail-sleeper fastenings & fittings complete on existing sleepers at locations as per the Railway's requirement and/ or as directed by the Engineer or his representative complete with handling of Rails and all incidental works.
- 2 The nominated Depots/ Stacks/ locations for the purpose of this work shall have been inspected by the Contractor before submitting the tender and the accepted rate is deemed to be inclusive of all lifts & descents & incidental works.
- 3 Without in any way restricting or modifying the provisions of the General conditions of Contract in this regard, the rate for the above work quoted shall be inclusive of all costs of Contractor's Labour, consumables, tools and plants and Machinery etc. complete for the above.
- 4 The measurements for payment shall be per track running meter of rail inserted measured to the nearest centimetre and accepted by the Engineer or his representative.
- 5 The work shall be carried out strictly as per the Railway's standard drawings and/or as given in the Indian Railways Track Manual and the instructions of the Engineer or his Representative whose decision in this regard shall be final and conclusive.
- 6 In addition to the above the work shall conform to the following:
  - i) Inserting pre-drilled & pre-cut rails on previously laid sleepers as per railways drawing and/or as directed by the Engineer in charge.
  - ii) Rails/Rails panels of the same length shall be used in pairs for inserting.
  - iii) Rail joints shall be laid square to the track alignment which on curved track shall be obtained by cutting the inner rail by an amount equal to half the pitch of bolt holes at suitable intervals.(cuts and holes will be paid separately).
  - iv) Fixing Railway's fish plates and fish bolts as per railways drawing and/or as directed by the Engineer-in-charge.
  - v) The fish bolts and nuts shall be applied one coat of black oil or any other oil as specified by the Engineer-in-charge. The oil will be supplied free by the Railways.
  - vi) Hammering of fish plates is prohibited. While tightening bolts the two central bolts should be tightened first and over tightening of fish bolts shall be avoided.
  - vii) Fixing railway's key / clips and other rail and rail-sleeper fastenings to obtain gauge as per railway's drawing and / or as directed by the Engineer-in-charge.
  - viii) In case of inserting rails / rail panels on concrete sleepers, this work will include fixing of grooved rubber pads, liners and elastic rail clips as per railway's standard drawings or as directed by the Engineer-in-charge. All the liners shall be correctly placed and sleepers should be exactly on centre line of track.
  - ix) The work shall be carried out only under the supervision of the Engineer-in-charge or his authorized representative under full traffic block.
  - x) It should be ensured that the handling of rail is as directed by the Engineer-in-charge and should not infringe the Railway schedule of dimensions.

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- xii) For handling rails, slings, rail tongs, rail dollies etc. or other similar standard equipment should only be used.
  - xiii) No gas cutting of the rails which are to be laid in track is permitted.
  - xiv) Marking on rails punch or chisel is prohibited.
  - xv) The driving of the keys shall be done with a hammer not heavier than the standard keying hammer. (1.8 kg).
  - xvi) The above operation shall be completed on the base rail first which shall be first aligned and fixed in position before the other rail is fixed to the gauge as stipulated.
  - xvii) The gauge shall be maintained as per para 403/ 224 of the IRPWM.
  - xviii) Minor lifting upto 25mm & Packing the track after gauging, levelling & alighning as required and directed by the in-charge.
- 7 The payment for rail renewal will be done only after released rails are properly stacked at locations as per instructions of Engineer-in-charge.
- 8 For works on or alongside running track, the safe working methods, protection of work site and the instructions/directives of the Engineers Representative as contained in the Additional/ Special Conditions of the contract shall be strictly adhered to.

**9.0 REMOVING EXISTING RAILS/ RAIL PANELS FROM TRACK.**

- 1 The above items of work envisage removing existing rails/rail panels from existing track at locations as per Railway's requirement and/or as directed by the Engineer or his representative complete with removal of Rails sleeper fastenings, fish plate bolts etc. and all incidental works.
2. The nominated Depots/Stacks/locations for the purpose of this work shall have been inspected by the Contractor before submitting the tender and the accepted rate is deemed to be inclusive of leads as specified all lifts & descents & incidental works.
3. Without in any way restricting or modifying the provisions of the General Conditions of Contract in this regard, the date for the above quoted work shall be inclusive of all costs of contractor's Labour, Consumables, tools and plants and Machinery etc. Complete for the above.
4. The measurements for payment shall be per track running meter of rails removed measured to the nearest centimeter and accepted by the Engineer or his representative.
5. The work shall be carried out strictly as per the Railway's standard drawings, instructions laid down in Indian Railways Permanent Way Manual and the instructions of the Engineer or his Representative whose decision in this regard shall be final and conclusive.
6. In addition to the above the work shall conform to the following:
- i)The work will involve removing fish plates and fish bolts, sleeper rail fastenings and removing the rail from the sleepers and placing it safe distance away from the track, as directed by the Engineer in charge.
  - ii)The work shall be carried out only under the supervision of the Engineer in charge or his authorized representative under full traffic block.
  - iii)The rails removed from the track should be cleared from the existing track as directed by the Engineer in charge and should not infringe the Railway schedule of dimensions.
  - iv)Fish Plates, bolts, nuts and clips/keys etc. removed during the operation should be stacked as directed by the Engineer in charge. Payment for extra leads, if any, shall be made under the relevant items of the schedule.
  - v)For handling rails, slings, rail tongs, rail dollies etc. or other similar standard equipments should only be used.
- 7 For works on or along side running track, the safe working methods, protection of work site and the instructions/directives of the Engineers Representative as contained in the Additional/ Special Conditions of the contract shall be strictly adhered to.

**10.0 STACKING OF RELEASED MATERIALS**

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Each running bill will be accompanied with a certificate of confirmation by Railway's Engineer-in-charge or his representative at site, for transportation and stacking of released material by contractor at specified location as per instructions of Railway's Engineer-in-charge or his representative without causing any disturbance to normal working of track work. Without this no payment shall be made.

I/We agree to carry out the work as described in the schedule as per specification laid down there in at rates quoted by me and accepted by the Railways and shall abide by the special conditions laid down herein above and as well as the instructions issued by Engineer or his representatives from time to time.

**11. TRANSPORTATION OF P.WAY MATERIAL BY ROAD**

- 1 Transportation of new fittings for TRR from PWI's depot to site of work and released fittings from site of work to PWI's depot will be paid as per actual kilometer as per the log book.
- 2 Loading / unloading will be done under direct supervision of concerned Railway official.
- 3 In event of accident , if any sleepers/rails are damaged the recovery prescribed in above condition will be made from the bill.

**Special Conditions for Greasing of P/clips.**

1. The "Zero grade Graphite Grease" procured for this work shall confirm to **IS: 408-1981 with latest specifications.**
2. The work may be carried out as per the instructions given in Para 1411(5) (b) of IRPWM.
3. Necessary testing of grease to be carried out before procurement of one lot and shall be submitted to the competent authority and after approval of the same then only further procurements to be carried out.
4. The tenderer shall ensure that no machinery they use shall infringe the standard moving dimensions as per IRPWM. New pandrol clips/plate screw/rail screw etc. to the required nos. will be supplied free by the railway at the stores of concerned CPWI. The un-used/released pandrol clips/plate screw/rail screw etc. shall be returned back to the stores.
5. Necessary look out man shall be arranged by the tenderer. Any damage/ injury/ loss of life, etc., shall be borne by the tenderer/ contractor at his/ their own cost.
6. At the time of execution of work, if there be any damage to the PRC sleepers, which will render the sleeper unfit for services, the cost of the PRC sleepers along with replacement charges shall be recovered from the contractor's bill as per the procedure in force.
7. All safety precautions and schedule of dimensions shall be followed for this work.
8. The work is to be carried out in traffic running conditions during day or night.
9. The tenderer shall only remove the ERC's of those sleepers, which are duly marked and as instructed by the engineering in charge at site.
10. Before putting new liner, grease has to be applied on rail flanges under the new liner.
11. Contractor shall apply grease on rail flanges below the liner and also seal the edges of liners so that no water can enter into area of contact of liner & rail flange. No additional payment shall be made.
12. Before start the work inventory position has to be taken jointly by Engineer in charge and contractor/ contractor's representative for missing liners, missing/ broken ERCs, inserts broken/ damaged sleepers and jammed ERCs.
13. The jammed ERC/ sleepers are to be identified, marked with paints and these are to be removed by control heating.
14. The release material broken pandrol clips/plate screw/rail screw etc., and serviceable ERC inserts, GFN liners are to be deposited to PWI depot (Nominated depot).
15. The payment shall be release only after submission of release material if any to nominated depot.

**Signature of tenderer/s**

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16. This work shall start after completion of existing contract. The date for start of this work will be decided by engineer in charges i.e. concerned ADEN.

**SPECIAL CONDITIONS for PAINTING OF RAILS USING ANTI-CORROSIVE PAINT**

1. The above item of the work envisages painting the specified surface by using anti corrosive paint of the rail section as specified in the schedule at locations as per railway's requirements and /or as directed by the Engineer or his representative complete with all leads, lift & descent and all incidental works.
2. The nominated locations for the purpose of this work shall have been inspected by the contractor before submitting the Tender and the accepted rate is deemed to the inclusive of all incidental works.
3. Without in any way restricting or modifying the provisions of the general Conditions of Contract in this regard, the rate for the above quoted work shall be inclusive of all costs of contractor's labour, materials like paint etc as specified in the schedule, consumables, Tools & plants and machinery etc.
4. The measurement's for payment shall be made for the area of surface painted, measured to the nearest 0.01Sqm, and accepted by the Engineer or his Representative.
5. The work shall be carried out strictly as per the Railway's standard drawings, instructions laid down in Indian Railway's permanent way Manual corrected up to date with all correction slip if any and the instruction of the Engineer or his Representative whose decision in this regard shall be final and conclusive.
6. Before applying primer coats and other coats of paint, contractor shall inform the Engineer-in- charge of work.
7. The paint used for the primer and subsequent coats if supplied by the Contractor and shall confirm to the relevant I.S Specification.
8. The tenderer/s will have to work in the yards and near railway tracks and therefore he/they will take proper care of their staff.
9. The rails and bridges surface should be thoroughly cleaned before applying primer coat.
10. Thickness of each coat should be measured in presence of Engineer in charge by Elco-meter before applying the second coat.
11. Required paint should be used as per IS specification or of reputed manufacturer like British, Shalimar, J & N, Asian etc.
12. The work is required to be done either during the block or as instructed by engineer-in-charge ie., ADEN.
13. The General Conditions of contract and revised work hand book part II all corrected up to date will be applicable.
14. The paint is to be procured by the contractor from the approved manufacturer as mentioned at his own cost inclusive of all taxes, octroi etc. Necessary proof of purchases has to made to AEN.
15. No Tools plants and scaffolding materials will be supplied by Railway. Contractor will have to make his own arrangement for tools and plants, brushes, scrappers etc., and their transportation from site to site.
16. Before applying first coat and other coat of paint, contractor will inform the Engineer in charges of work.
17. If the work is to be done on the section where there is heavy density of traffic, trespassing, and night soil nuisance etc, the contractor will not claim extra labour involved for the work.
18. Railway will provide only one flagman during normal working hours for warning the workers of approaching trains, but Rly will not accept any responsibility in case of any accident on this account. The contractor will indemnify the Rly for any payment involved due to this.
19. The painting shall be carried out as per the specifications mentioned in NS item.

**SPECIAL CONDITIONS - THERMIT WELDING (UNSKILLED LABOUR PORTION)**

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1. The scope of work is to assist for welding by SKV process involving all types of un-skilled labour required ie., creating gap for thermit welding, carrying of welding materials to and from the depot to site of work, replacing of sleepers to facilitate welding, putting joggled fishplates, packing sleepers and all other connecting un-skilled labour works for successful completion of work.
2. Skilled staff such as welder, luter, grinder, aligner etc., should be of ITC/Railways. Contractor has to fully co-operate with ITC/Railways wherever the work is carried out.
3. The contractor shall make a programmed in consultation with railways for speedy execution of the work.
4. The contractor's labour shall report daily to concerned CPWI's about the availability of blocks to carry out the work.
5. The work shall be carried out in accordance with IRPWM and all safety norms shall be followed.
6. At any case Schedule of dimensions shall not be flouted. Any lapse in the part of the contractor like mishaps, injury etc., the contractor is fully responsible and all damages shall be borne by him as directed by the railway's officer in-charge.
7. The work shall be carried out in blocks only.
8. Minimum 6 labour to be provided for one unit. Less than 6 labour will be treated as nil unit and no payment to be made.

**SPECIAL CONDITIONS – BOXING & DRESSING OF BALLAST**

1. Sufficient labour to be deployed by the contractor with Photo identity card duly signed by the contractor/his authorized representative and Counter signed by Railway Engineer and its validity will be for one month. The same to be renewed monthly till the work completed.
2. Contractor to engage experienced P. Way supervisors preferably retired Rly. P. Way supervisor/PWI for successful execution of work.
3. Work to be started and closed every day by handing over and taken over token from Rly. Supervisor deputed at site of work for safety reason.
4. Contractor shall ensure that no unsafe working and infringement of Tools & plants effects train working and will be liable for penalty.
5. Look out man with whistle to be provided by contractor at site of work for safety reason.
6. While carrying out the work. Contractor shall ensure that no commercial waste like plastic bottle, Glasses paper glasses plates, Fruit Juice boxes, papin, plastic etc. is available on finished work of boxing dressing of ballast.
7. Cess should be cleaned from vegetation.
8. CPWI in-charge to ensure that unloading/ spreading of Ballast to be done before execution of the work and location to be identified accordingly.
9. CPWI in-charge to identify locations of frequent trespassing in advance, like platform area, L. C. Gates etc.
10. The work shall be carried out in block period as well as without block. Hence contractor shall take care of injury/ accident to the labour etc .The contractor shall be fully responsible for the same and Railway shall not bear any cost. Also track safety to be borne by the contractor and at all times. The track shall be fit as per standards.
11. The work shall be carried out as per IRPWM.
12. All safety precautions as per schedule of dimensions to be maintained.
13. Boxing & Dressing should be done preferably using a template for ideal ballast profile.

**SPECIAL CONDITIONS: - Pre tamping & post tamping**

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- i) Recoupment of deficient ballast and removal of excess ballast as per site condition to ensure smooth and effective tamping
- ii) Recoupment of missing fittings like liners, ERCs and tightening of fittings.
- iii) Removal of joggle fish plates along with wooden block before tamping and refixing the same after tamping along with packing of wooden block and tightening of all bolts and clamps.
- iv) Squaring and re-spacing of PRC sleeper to correct spacing and gauging by providing proper liners.
- v) Removal and re-fixing of guard rail on bridges and check rail on level crossings.
- vi) Removal and re-fixing of traction bonds during the block.
- vii) Manual packing of left over sleepers not packed by machine i.e. SEJ, Glued joints, Fish plated joints, axle etc using lifting jacks if required to maintain same alignment and level.
- viii) Boxing, dressing and ramming of ballast after tamping and replacement of broken fittings.

**SPECIAL CONDITIONS: - Lorry out P. Way materials**

1. The work shall be carried out as directed by the railway's officer in-charge and all safety norms shall be followed.
2. The sleepers shall not be damaged during execution of work. In case of any damage caused, then recovery shall be made to the tenderer at the cost fixed by the railways.
3. Any lapse in the part of the contractor like mishaps, injury etc., and the contractor is fully responsible and all damages shall be borne by him as directed by the railway's officer in-charge.
4. Stacking of rails at locations as directed by site engineer in charge including segregation of rails section wise.

**SPECIAL CONDITION FOR JCB Machine/ Pavement Breaker**

1. The tenderer may visit the site of work along with concerned CPWL. After fixing on appointment with him and as certain the quantum of work approaches site condition etc.
2. All the material required for the work will have to be arranged by tenderer their own cost
3. The general condition of contract, works will have to be hand book part III USSOR-21 part I and II or any revised additions including extra slip all corrected up to date will be applicable.
4. All the works is to be carried out at all levels lead slips, heights, X-ing railway tracks etc. against each item and although there are separate items for the same in USSOR and no extra payment will be made for the same.
5. The JCB machine will work during daytime only between sunrise and sun set in presence of one flagman and one supervisor to be certified for such work.
6. Nominate vehicles and drivers will be utilized for the work.
7. The vehicle shall play 6.0 m away from center of track any movement at least less then 6.0m, and up to 3.50m from center of track shall be done only in the presence of Rly. employee authorized by Engg. in charge no part of road vehicle will be allowed within 3.5 m from center of track cost such railway employees shall bores by railway.
8. The contractor shall remain fully responsible for ensuring safety by providing fencing at the site of 3.50 m from center of track and in case of any accident shall bear cost of all damages to this equipment and man also damages to railway and its passenger.
9. In case any program of power is failed at the section due to jamming of track by unloaded muck / garbage / or due to not leveling of muck tenderer then penalty will be imposed Rs 18000/- per day for each power.
10. In case failure of JCB machine more then 30 minutes in a hour than no payment shall be paid for particular hours.

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11. In case of failure of programme i.e. not deployment of JCB machine after giving short notice the cost of on flagmen / supervisor shall be recovered from bill.
12. The photographs will be taken on the contractor cost. Prior to start the work and after completion of work with date wise and same should be submitted along with bills. Without photographs no payment will be made. Payment will be made on monthly basis. Therefore photographs has to be taken every month.
13. Site order cum daily progress register to be maintained.
14. Muck to be loaded in Dumper and same to be unloaded/ dumped in low laying area lead up to 1 Km with contractors own vehicle, fuel, driver including all taxes, T & P etc. There shall not be any heap it shall be properly leveled.
15. The contractor should give phone nos. to site officers and whenever required they should be available for the work.
16. Pavement breaker shall not be more than three years old.

**SPECIAL CONDITIONS – Hiring of Hydra crane**

1. Actual working hours will be treated as one hour for payment purpose.
2. In case failure of crane due to any reason during working and unloading of P. way material is not started, no payment will be made.
3. A log book will be maintained by the concerned PWI and jointly signed by contractors authorized representative. The challan for using the crane from the suppliers of crane shall be submitted by the contractor to concerned PWI, for record and verification.
4. In case the crane not supplied on due date, a penalty of double the above rate will be levied on the contractor.
5. Information and communication to the contractor will be given at least 4 hours advance for requirement of crane.
6. In case crane brought at site but not used due to any reason not contributory to the contractor but pertaining to Railway, 50% payment of above rate will be made.

**REMOVAL OF RELEASED MUCK by MKC's & by trucks.**

1. Contractor shall put a demand in writing in two days advance for MKC or own truck respectively for transportation of muck generated during carrying out the work of deep screening.
2. Contractor will have to make deficiency of ballast which will be supplied through hoppers and unloaded on the track or in the nearby tracks as deemed fit. The same has to be lead, spread in the deep-screened track, packed and made track fit as per IRPWM.
3. Contractor shall ensure that no muddy ballast should be backfilled in the deep screened track and the entire muck should be lifted.
4. The work of deep screening of tracks generally carried out during night block only due to heavy traffic density & restriction of space.
5. The muck generated in the platform areas due to deep screening of track shall immediately be filled in the gunny bags and loaded in MKCs or own truck respectively and unloaded in the dumping ground. And muck loaded in own truck and unloaded the same out of Rly's land limit respectively. Payment of the item of deep screening in platforms areas as well as in straight track shall be only made after removal of muck released from site of deep screening.
6. Payment shall be made under these item after taking initial and final levels.
7. Contractor should submit the photographs of muck before and after removal from the sites to railway as a proof other wise 100% test checked by ADEN is required.

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