

**Name of Work : CTR 33.109 Km and TSR 33.396 Km (Total 66.505 Kms) by contractos PQRS Machine and manually at obligatory points on STA-REWA and KTE-MKP section and TRR 16.75Kms, TFR 5.00Km and TFR-(R-only rubber pad)-30.014 Km on STA-REWA and KTE-MKP section under Sr. DEN (N) Jurisdiction.**

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**Conditions for working under schedule of Part A**

**1. If no. of labour is less than 120 then caution order will not be provided and delay will be on account of contractor.**

2. The contractor shall not start any work without the presence of railway supervisor or his representative and contractors supervisor at site. The Engineer in-charge shall approve the methodology proposed to be adopted by the contractor, with a view to ensure safety of trains, passengers and workers and he shall also ensure that the methods and arrangements are actually available at site before start of the work and the contractor's supervisors and the workers have clearly understood the safety aspects and requirements to be adopted/ followed while executing the work. There shall be an assurance register kept at site which will have to be signed both i.e. Railway supervisor or his representative as well as the contractor's supervisor as a token of their having understood the safety precautions to be observed at site.
3. A daily progress register shall be maintained at site furnishing details of work/location, starting and closing time and all other requisite information regarding worksite. Railway's as well as contractor's supervisor will sign the daily progress register.
4. Before starting the work contractor will nominate his site supervisor & direct him to ADEN for interview along with his experience certificate & after his satisfaction ADEN will issue a permission letter. Work will be carried out only in his personnel presence. If due to any reason supervisor is not available at site, contractors labour will not be allowed. Contractor may asked to depute more than one supervisor. Contractor's supervisor will not be changed frequently. If the supervisor is found to be indulging in unsafe/short cut method, the Engineer-in-charge shall have power to remove such supervisors immediately.
5. Every day Railway's authorised supervisor will give a token to contractor's authorised supervisor to start the work. Any work on and/or near track will start only when Railway's supervisor is present at site and he has handed over the token to contractor's supervisor. It would be binding on the part of contractor to manage some set of labour at the site, as new labour took extra time to the safety rules.
6. Rails released after TRR must be stacked at manned LC or station. In no way rails to be stacked in block section, if such condition warrants then prior approval of Engineer-in-charge to be taken.
7. Rails to be handled as per provisions of IRPWM. In no way striking of rails is permitted for pairing of LWR.
8. In no case holes to be made in new 60kg 90UTS rails. Every free joint in track should be permitted with 1m long fish plate with at least 4 clamps (screw clamps preferably) as per LWR manual and supported over wooden blocks. In case hole drilling is required, personnel approval of Engineer-in-charge should be taken.
9. Rail dollies in sufficient quantities must be arranged at the site by contractor for hauling and pairing of rails. Rollers must be arranged for this purpose at the site.
10. Every day Railway's authorised supervisor will give a token to contractor's authorised supervisor to start the work. Any work on and/or near track will start only when Railway's supervisor is present at site and he has handed over the token to contractor's supervisor. It would be binding on the part of contractor to manage some set of labour at the site, as new labour took extra time to the safety rules.
11. Flagmen at either side of the worksite shall be provided to give the warning of the arrival of the train to the staff working at site. If Railway's man is utilised for flagman, salary will be deducted from contractor's bill as per rule.
12. Work affecting safety will be operated under block made available.
13. Work will be carried out under speed restrictions required and imposed by Engineer-in-charge at site.
14. All safety precautions during the work shall be taken to pass the traffic safe.
15. Deep screening to be done 3.1m from center of track on either side.
16. Cushion will be measured below the bottom of PSC sleepers.
17. Screened muck to be spreaded/leveled over cess ensuring standard height from rail level.
18. Longitudinal level of the entire patch shall be recorded by contractor & vertical profile shall be plotted. On the basis of this, proposed rail level shall be plotted and proposed RL shall be transferred to the tie bar pegs temporarily created on the cess at the interval of 30m by the contractor. Quantity of lifting shall be worked out on existing and proposed rail levels and payment made accordingly.
19. On this tie bar both initial & proposed level shall be marked with different colour marking
20. The work of lifting and through packing shall be so carried out, that the longitudinal level at completion of the final round of through packing conform to the peg marking which will be provided by the PWI to the contractor at the commencement of the work. On the basis of plotted existing and proposed levels, lifting will be paid on pro-rata basis as mentioned in SOR 2007.
21. During lifting of track, contractor shall ensure that when train is approaching, the proper ramp is given between lifted and un-lifted track for passing the traffic safely, proper ramp should also be provided at the obligatory points and at the end of the day's work.
22. All the documents/registers shall be prepared in two sets, one is kept at site all the time and the other with the railway engineer. Site order book will be filled daily and next days work will be programmed by engineer (work)
23. No holes to be left behind without champhering. If contractor does not perform champhering then no payment will be made for drilling of holes.
24. The tenderers are required to study the type of works involved, inspect the site & go through the sanctioned drawing, if any, before quoting the rates.
25. The contractor will have to attend to the track so as to pick up all sags and variations in the track parameters and also ensure the minimum cushion specified before the track is finally taken over by the railway. The track will be taken over by the Railway only after all operations are completed to the entire specification of the engineer. The ballast profile after second packing shall be fully boxed.
26. The Rly Administration reserve the right to operate fully or partly delete any items of this tender schedule if required and the contractor will have no right to claim on this account.
27. The work should be executed in a "work man - like manner" to the satisfaction of the Engineer in charge at site.
28. The quantities for the above items are approximate and are variable. The contractor will have no claim due to variation/deletion of items.
29. Work will be carried out as per Rly's specification.
30. Contractor shall be wholly responsible for safety of traffic during execution of work & provide safety measure at his own cost, if necessary.
31. Contractor shall arrange "train approaching warning device" (Hooter) at site.
32. No compensation will be paid by the railway in case of injury or death to contractors labours.
33. Contractor has to deploy sufficient labour to carry out the work as directed by the site incharge.

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34. Contractor shall have to deploy qualified (Diploma/graduate) civil engineer for quality control of the work, who is well equinted with safe working and action to be taken in case of unusual, who will visit the worksite daily.

35. Contractor shall keep arrangement at site or nearby for required machines/equipment/labour, in addition, to attend unusual at short notice and details of such arrangements shall be available with Railway Engineers at site.

**36. Contractor has to provide retro-reflective jackets to all the labours and supervisors working on work site.**

**37. Under item no. 161042, 50% payment will be made after drilling and 50% shall be after chamfering of holes.**

**38. No compensation on the basis of non-availability of traffic block will be entertained.**

39. Contractor will stack released sleepers properly as directed by Engineer-in-charge. 10% payment of insertion will be withheld till released sleepers are properly stacked.

40. In case of failure of contractor's tools & plants, railway, tool and plant may be issued. Rent will be recovered as per rule. Register of T&P, material & man given to the contractor will be kept in two copeis, one at site & one in office. Man and material issued to the contractor will be informed to SSE (in charge) and ADEN properly by SMS daily.

41. 10% payment of TRR and TSR items will be withheld till the stacking of released material is not completed, as per satisfaction of Engineer-in-charge.

42. Contractor has to deploy the labours as per the progress of ballast cleaning machine so that working of BCM is not hampered.

43. Contractor will deploy sufficient labour following BCM for through packing. In case of non deployment of labour by the Contractor, Railway will carry out the work of through packing from Department labour and full payment will be deducted from Contractor's bill.

44. Depending upon the availability of BCM & traffic blocks the quantity of manual deep screening can be increased or reduced.

**45. The tenderers are required to quote single percentage above/par/below the Rly's estimated value in the rate sheet.**

46. The vehicle shall ply 6 M clear of track, any movement /work at less than 6 M and up to 3.5 M (minimum) clear of track center, shall be done only in the presence of Rly. Employee authorized by the Engineer-in-charge. No part of the road vehicle will be allowed less than 3.5 M from track Center.

47. Tenderers should note that their vehicles and equipments can be drafted by the Railway administration in case of accidents/natural calamities involving human lives.