

| SW-I | Deep Screening by BCM Machine for 101.419 TKM of Main Line Track at Various Locations under the Jurisdictions of Sr.DEN/East/TPJ. | | | | | | | | | |
|------|---|--|-----|------|-------|-----|-------|------|-----|-----------|
| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
| 1 | 161014 | Quick cutting with abrasive rail cutter of all types of rail sections including wear resistant, head hardened rails up to 110 UTS, with contractors tools & plants, equipment, consumable with all lead & lift etc. complete as directed by Engineer in-charge. Abrasive Rail Cutter will be as per RDSO Specification No. TM/SM/1 (Rev. 01 of 2012) with latest status of RDSO; Rail Cutting Wheel Abrasive Disc will be as per RDSO Specification No.TM/SM/2 (Rev. 01 of 2020) - 60 Kg - 110/90 UTS - On Running Line | 221 | 314 | 787 | 45 | 58 | 543 | 60 | 2028 |
| 2 | 161015 | Quick cutting with abrasive rail cutter of all types of rail sections including wear resistant, head hardened rails up to 110 UTS, with contractors tools & plants, equipment, consumable with all lead & lift etc. complete as directed by Engineer in-charge. Abrasive Rail Cutter will be as per RDSO Specification No. TM/SM/1 (Rev. 01 of 2012) with latest status of RDSO; Rail Cutting Wheel Abrasive Disc will be as per RDSO Specification No.TM/SM/2 (Rev. 01 of 2020) - 52 Kg - 90 UTS - On Running Line | 221 | 314 | 787 | 45 | 58 | 543 | 60 | 2028 |
| 3 | 161042 | Drilling holes of 16 mm to 32 mm dia. with Rail Drilling machine including chamfering with appropriate chamfering tools in all types of rail section with contractor's tools & plants, equipment, consumable with all lead & lift etc. complete, as directed by Engineer in-charge. Rail Drilling Machine will be as per RDSO Specification No. TM/SM/3, dated 24.04.1991 - On Running Line | 883 | 1257 | 3148 | 182 | 233 | 2172 | 240 | 8115 |
| 4 | 161050 | Drilling holes of specified size for bond holes with 7.2mm dia drill twist to correct spacing and location on 60kg/52kg rails on cess or under traffic block with contractor's tools and plant, equipment, consumable, labour etc complete as directed by the Engineer in charge at site. | 441 | 628 | 1574 | 91 | 116 | 1086 | 120 | 4056 |
| 5 | 092030 | 25mm gap 'in-situ' welding during traffic block using Railway's welding portion & Welder and finishing of weld to meet the prescribed tolerances and pass all stipulated tests with all required labour, materials, consumables, tools, equipments etc. to complete the work in all respect as per IR's "Manual for Fusion Welding of Rails by Alumino - Thermic Process" with latest correction slips, including marking of welded joint, painting weld collar with anticorrosive paint, restoration of track near weld joint to original position and fixing of joggled fish plate at new weld, to be removed after passing of weld in USFD test as directed by Engineer in charge. Note: 1. Only welding portion and related accessories as per Annexure - I and Welder shall be supplied by Railways. 2. Hydraulic Weld trimmer shall be used for chipping and profile Grinder for finishing. 3. Required nos. of Joggled fish plates shall be supplied by Railway at nearest P. Way Stores and the same shall be returned at nearest P. Way Store or at other location as per direction of Engineer-in-Charge after release from track. | 221 | 314 | 787 | 45 | 58 | 543 | 60 | 2028 |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|------|--|---|-------|-------|-------|------|-------|-------|------|-----------|
| 6 | NS | Initial Destressing of LWR/CWR using Railway's rail tensors under line block period at the desired rail temperature duly carrying out all operations as per procedure laid down in latest LWR manual including adjusting the SEJ gap as required, refixing the rails with fittings and fastenings to get the level, gauge and alignment existing prior to destressing etc., including refixing of reference pillars and fresh centre line marking at pillars and applying one coat of enamel paint of reference pillars complete, to allow traffic to the full sectional speed with all labour, tools and plant, consumables, incidental charges etc., complete by the contractor as directed by Engineer's representative. Railways' rail tensors supplied at SSE / P.Way office. | 5518 | 7854 | 19675 | 1136 | 1455 | 13575 | 1499 | 50712 |
| | Ref(i): TBR 125Km - ADRM sanctioned estimate S No 22 of SW-IV | | | | | | | | | |
| | Ref(ii): LOA-TPJ Division - ENGG/TPJ - 08 - 2020 - 01 / 10449170029783 dated 18/12/2020 (+5%Escalation) | | | | | | | | | |
| | Ref(iii): TBR 50Km Variation report - NS 01 Item | | | | | | | | | |
| 7 | 135011 | De-stressing of LWR/CWR track of any density under traffic line block with contractor's labours, tools, equipments and consumables inclusive of all lead & lift. Activities include cutting of LWR/CWR into convenient panels of specified length, removal of ERCs, liners, greasing of ERCs and liner contact area, lifting rails and keeping them on rollers provided at every 15 sleepers, working out elongation of rail ends depending on prevailing site conditions, pulling rails with the help of Hydraulic Tensor to achieve the desired elongation, cutting rails, as required, removing rollers and placing rail in position, re-fixing ERCs & liners and adjustment of gap at SEJs : Note: (1) Welding of rail joints will be paid separately. (2) Rail cutting and Hole drilling shall be paid separately. (3) Opening and closing of LC if required will be paid separately. (4) As per procedure prescribed in latest edition of IRPWM & CE's Circulars for destressing of LWR/CWR, if any - With Railway's Hydraulic Rail tensor | 11035 | 15707 | 39350 | 2271 | 2909 | 27150 | 2997 | 101419 |
| 8 | 154010 | Carrying out preparatory works for operation of Ballast Cleaning Machine (BCM) which includes making trench in track for inserting cutter bar, supporting track on wooden block supplied by Railway, removal of ballast along with muck from shoulder which is out of reach of cutter chain and putting the same in cutting width or between rails. Rate includes all miscellaneous works, e.g. opening and re-fixing of joggled fish plates, OHE Bonds, dismantling & removing obstructions etc. | 11035 | 15707 | 39350 | 2271 | 2909 | 27150 | 2997 | 101419 |
| 9 | 154020 | Carrying out various works during operation of BCM, like filling up of ballast at deficient location from locations where ballast is excess or from adjoining tracks, required initial packing, adjustment of PSC Sleepers, provision wooden blocks supplied by department and attending track parameters etc. complete so as to make track fit for 20 kmph speed. | 11035 | 15707 | 39350 | 2271 | 2909 | 27150 | 2997 | 101419 |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|------|---------------|---|-------|-------|-------|------|-------|-------|------|-----------|
| 10 | 154030 | Removal of screened muck discharged by BCM, where muck disposal on side slope is restricted due to platform, cutting, OHE mast etc. and disposing it beyond 5m from edge of cutting up to 3m deep or alternatively carting it up to 50m for disposing off beyond the end of cutting / platform and making up cess wherever low. | 1104 | 1571 | 3935 | 227 | 291 | 2715 | 300 | 10143 |
| 11 | 154050 | Extra to item nos. from 154030 and 154040 for disposal of muck at a distance beyond 50m for every additional lead of 50 metres or part thereof up to 500 metres. | 9932 | 14136 | 35415 | 2044 | 2618 | 24435 | 2697 | 91277 |
| 12 | 154070 | Removing the ballast from shoulders, left over after BCM working, screening the same removing the muck and putting back the screened ballast into track, boxing the ballast to profile and using released muck for cess making or throwing away within 50m lead and 3m lift when not required for cess repairs and as directed by the Engineer-in-charge. Note: This item shall be used only when BRM is not available. | 11035 | 15707 | 39350 | 2271 | 2909 | 27150 | 2997 | 101419 |
| 13 | 155011 | Carrying out pre-tamping, during tamping and post-tamping work for tamping track with all types of rails, sleepers & sleeper density by various Track Tamping machines, like CSM,DUO/3X Machines which include : (1) Re-adjustment of ballast, heaping-up of ballast, filling-up of cavities in tamping zone by picking ballast from stacks / shoulders / crib of adjoining track up to lead of 50 m to ensure effective packing; (2) Clearing of ballast on sleepers to make them visible to operator, (3) Clearing of ballast over rail foot to facilitate holding of rail by rollers of TTRM; (4) Digging, screening and replenishment of ballast at mud pumping / rounded ballast in sleeper crib location; (5) Tightening of loose fittings immediately before & after tamping; (6) Replacement of broken / missing fittings supplied by Railway; (7) Correcting displaced sleepers to position along with squaring; (8) Re-setting of worked-out / fallen fittings(9) Removing and re-fixing joggled fish plates & wooden blocks, wherever necessary; (10) Manual consolidation of ballast in crib / shoulders; (11) Removing and refixing of traction bonds during the block in electrified sections (12) Dressing of ballast Note: 1. Tamping blocks are not identical & it may be given at any time either during day or night. 2. Stages of payment a) 30% of the rate will be paid on completion of pre tamping attention, b) Balance 70% of the rate will be paid on completion of post tamping. 3. Recovery at the rate of twice the above applicable rate will be effected in case contractor fails to carry out pre/during/post operation. 4.Payment shall be made only once in irrespective of numbers of TTRM packing round and after restoration of normal speed and restoration of complete ballast profile - For day time block working | 11035 | 15707 | 39350 | 2271 | 2909 | 27150 | 2997 | 101419 |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|------|------------|---|-----|-----|-------|-----|-------|-----|-----|-----------|
| 14 | 182012 | Overhauling of level crossing by digging out up to 50mm below sleeper, screening of shoulder & crib ballast, replacing unserviceable sleepers & fastenings as necessary, removal of check rails for examination of running rails and check rails, scrapping of rails and painting running rails and check rails and all fixtures with two coats of coal tar emulsion, greasing of ERCs, MCI inserts and liners oiling all the bolts, correcting cross level, gauge, alignment, surfacing and packing etc., re-fixing check rails duly ensuring standard clearances, re-inserting screened ballast, making good deficient ballast with Railway's ballast from stacks / heaps/borrowing from adjacent length of adjoining track within 50m lead, ramming & levelling road surface and refixing concrete slabs/making motarable road surface as required excluding re surfacing with bitumen as directed by Engineer in-charge - Level crossings with concrete blocks road surface | 240 | 280 | 800 | 80 | 120 | 400 | 80 | 2000 |
| 15 | 186030 | Paving of level crossing road surface with Railway's precast RCC slab / blocks as per standards / approved drawings for light and heavy vehicles on bed of sand, moorum or gravel, duly compacted and joints filled with mixture of sand & tar/bitumen in proportion of 1:2 by weight. | 240 | 280 | 800 | 80 | 120 | 400 | 80 | 2000 |
| 16 | 155030 | Removing and refixing of guard rails over slab bridges during machine packing, including deployment of all contractor's labour and materials, dismantling of fittings, leading of guard rails to bridge approaches, lifting, dragging, positioning, and crossing of track, complete as directed by the Engineer-in-Charge. | 0 | 96 | 1252 | 51 | 24 | 12 | 0 | 1435 |
| 17 | 211040 | Dismantling of check rails on curves on track of all rail sections, duly removing fish plates and bolts, including removing chairs from sleepers, leading and stacking released materials away from track clear of infringements, complete and as directed. | 340 | 0 | 940 | 190 | 360 | 0 | 0 | 1830 |
| 18 | 211050 | Fixing of check rails on curves on track of all rail sections as per drawing and to correct alignment and level with Railway fastenings, including leading of rails and fittings, crossing of tracks, greasing of plate screws with approved grease, etc., as per drawing and directions of the Engineer-in-Charge, with all contractor's labour, tools, plants, machinery, consumables, etc., complete.Note: Required P.Way fittings will be supplied at SSE/P.Way stores. | 340 | 0 | 940 | 190 | 360 | 0 | 0 | 1830 |
| 19 | 211201 | Hiring of machinery for minor miscellaneous works for short duration including operator/driver, fuel, lubricants and consumable. The contractor shall arrange all statutory permits as required by rules and regulations prevailing in the area of work. Payment shall be made for actual working hours at site - JCB Backhoe Loaders 3DX Plus or similar with minimum 1.10 cum bucket capacity (This items shall not be used for the works for which items have already been provided.Duplicity should be avoided. Hourly work scope shall be recorded.) | 88 | 126 | 315 | 18 | 23 | 217 | 24 | 811 |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|---|------------|--|-----|-----|-------|----|-------|-----|-----|-----------|
| 20 | 081024 | Manual deep screening of Plain track/ turnouts as per procedure prescribed in IRPWM, June 2020 or latest, on PSC sleepers of any density and throwing away screened muck arising out of screening on toe of bank or on cess, if low or on spoil banks above top of cutting (including throwing and leveling, if required beyond minimum 5m from the edge of cutting which are up to 3m deep or alternatively carting it up to 50m for disposing it off beyond cutting or platforms) as per direction of Engineer in-charge, including cutting cess for effective drainage on both sides, one round of kutchha packing with screened ballast and further attending to track parameter to make track fit for 20 kmph speed complete in all respect. Note : Payment shall be made for length along main line only for turnouts - Depth of 300 mm below bottom of sleeper - For Plain Track | 110 | 157 | 394 | 23 | 29 | 272 | 30 | 1015 |
| 21 | 131031 | First or Second Through Packing of track of all sleeper density including giving a general lift, as desired to eliminate sag after Deep Screening work, lifting of track, lowering of track and major realignment of curves and formation rehabilitation as per procedure prescribed in latest edition of IRPWM. Note: General lift is normally 25 mm and isolated lift may be up to 50 mm - For PSC Sleeper Track with Sleeper Density of 1540 | 276 | 393 | 984 | 57 | 73 | 679 | 75 | 2537 |
| 22 | 131032 | First or Second Through Packing of track of all sleeper density including giving a general lift, as desired to eliminate sag after Deep Screening work, lifting of track, lowering of track and major realignment of curves and formation rehabilitation as per procedure prescribed in latest edition of IRPWM. Note: General lift is normally 25 mm and isolated lift may be up to 50 mm - For PSC Sleeper Track with Sleeper Density of 1660 | 276 | 393 | 984 | 57 | 73 | 679 | 75 | 2537 |
| Note: USSOR Items 131031 and 131032 are applicable only for manual deep screening work and shall not be considered for deep screening carried out using BCM. | | | | | | | | | | |
| 23 | 157010 | Carrying out various miscellaneous works, for proper upkeep of crew rest van / rest room as directed by machine in-charge of Track Machines by providing a team of 2 labours for 12 hours shift, broadly mentioned hereunder: (1) Bringing water from nearby source and cleaning machine with water jet or any suitable means; (2) Fuelling machine duly bringing diesel / hydraulic oil from the stacked drums; (3) Bringing water to staff rest van or staff rest room, cleaning rest van / rest room, cooking food for Track Machine staff or bringing food from outside (cost of food shall be borne by the staff concerned).; (4) Guarding & watching machines, spare parts, oils, grease etc. during day and night time at all locations, wherever necessary, as instructed by the machine in-charge; (5) In case, contractor provides less no. of Labour/Mate, payment will be deducted for each such person @ 75% of the accepted item rate. | 55 | 79 | 197 | 11 | 15 | 136 | 15 | 508 |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|---|------------------|---|----|-----|-------|----|-------|-----|-----|--------------|
| 24 | 157031 | Providing lighting arrangements with halogen lamps on and around machine during machine working in night time blocks, with contractor's generator, consumables, all necessary electrical fittings, operators etc. Note: 1. Lighting arrangement is to be provided as per advance planning of Night Blocks and written communication. 2. In case lighting arrangement is made available but not used due to non-availability of block, payment @ 60% of the item rate shall be made. 3. In place of Halogen, LED lamps of equal lumen capacity may be used with the approval of Engineer -in-Charge. 4. If lighting arrangement fails during block, recovery shall be made twice the rate per day - BCM/FRM/UNIMAT (7.5 KVA generator and 12x500 W) | 14 | 20 | 49 | 3 | 4 | 34 | 4 | 128 |
| 25 | 157032 | Providing lighting arrangements with halogen lamps on and around machine during machine working in night time blocks, with contractor's generator, consumables, all necessary electrical fittings, operators etc. Note: 1. Lighting arrangement is to be provided as per advance planning of Night Blocks and written communication. 2. In case lighting arrangement is made available but not used due to non-availability of block, payment @ 60% of the item rate shall be made. 3. In place of Halogen, LED lamps of equal lumen capacity may be used with the approval of Engineer -in-Charge. 4. If lighting arrangement fails during block, recovery shall be made twice the rate per day - CSM / DUO / 3X with or without DGS (7.5 KVA generator and 8x500 W) | 7 | 10 | 25 | 1 | 2 | 17 | 2 | 64 |
| Note: Quantities for USSOR Items 157031 and 157032 are considered assuming that 50% of the work will be carried out during night time. | | | | | | | | | | |
| 26 | 211021 | Erection or removal of temporary Engineering Indicator Board or any other board at specified locations without causing infringement to track etc. complete and as directed - For erection | 83 | 118 | 295 | 17 | 22 | 204 | 22 | 761 |
| 27 | 211022 | Erection or removal of temporary Engineering Indicator Board or any other board at specified locations without causing infringement to track etc. complete and as directed - For removal | 83 | 118 | 295 | 17 | 22 | 204 | 22 | 761 |
| 28 | NS | Hiring of Road lorry 10 MT capacity including cost of Diesel, Lubrication, repairs, maintenance charges and other consumables, Driver, crew with all charges and allowances and all other incidental charges such as toll charges etc. excluding loading and unloading of materials complete on day-to-day basis and whenever required for transporting the Pway materials including running upto maximum of 200 km per day. (The rate shall includes vehicle maintenance, crew with all charges and allowances, fuel and other consumables etc. to be borne by the Contractor. All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only) | 28 | 39 | 98 | 6 | 7 | 68 | 7 | 253 |
| Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | | | |

| S.No | USSOR / NS | DESCRIPTION | TJ | KMU | TVR-A | MV | TVR-B | TTP | PKT | TOTAL QTY |
|--|------------------|--|----|-----|-------|----|-------|-----|-----|--------------|
| 29 | NS | Hiring of Tempo Traveller / Bus / any oither vehicle for the Transportation of Track Machine Staffs (24 seating capacity) from the Station of Accomodation to the Track Machine stabling location and back - Approx km per day = 100 kms. (The rate shall includes vehicle maintenance, crew with all charges and allowances, fuel and other consumables etc. to be borne by the Contractor.All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only). Note: This item shall be applicable only in cases where rest room facilities/lodging location for track machine staff are not available near the work location. | 28 | 39 | 98 | 6 | 7 | 68 | 7 | 253 |
| Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | | | |
| 30 | NS | Accomodation for the Track Machine Staffs during the entire work period including Water & Electricity charges. (All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only). Note: This item shall be applicable only in cases where rest room facilities for track machine staff are not available. | 28 | 39 | 98 | 6 | 7 | 68 | 7 | 253 |
| Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | | | |

| SW-II | Deep Screening by BCM Machine for 32.829 TKM of Loop Line Track at Various Locations under the Jurisdictions of Sr.DEN/East/TPJ. | | | | | | | | |
|-------|--|--|-----|-----|-------|-----|-------|------|-----------|
| S.No | USSOR / NS | DESCRIPTION | KMU | TJ | TVR-A | MV | VRI-B | CUPJ | TOTAL QTY |
| 1 | 161014 | Quick cutting with abrasive rail cutter of all types of rail sections including wear resistant, head hardened rails up to 110 UTS, with contractors tools & plants, equipment, consumable with all lead & lift etc. complete as directed by Engineer in-charge. Abrasive Rail Cutter will be as per RDSO Specification No. TM/SM/1 (Rev. 01 of 2012) with latest status of RDSO; Rail Cutting Wheel Abrasive Disc will be as per RDSO Specification No.TM/SM/2 (Rev. 01 of 2020) - 60 Kg - 110/90 UTS - On Running Line | 51 | 66 | 61 | 246 | 8 | 224 | 656 |
| 2 | 161015 | Quick cutting with abrasive rail cutter of all types of rail sections including wear resistant, head hardened rails up to 110 UTS, with contractors tools & plants, equipment, consumable with all lead & lift etc. complete as directed by Engineer in-charge. Abrasive Rail Cutter will be as per RDSO Specification No. TM/SM/1 (Rev. 01 of 2012) with latest status of RDSO; Rail Cutting Wheel Abrasive Disc will be as per RDSO Specification No.TM/SM/2 (Rev. 01 of 2020) - 52 Kg - 90 UTS - On Running Line | 51 | 66 | 61 | 246 | 8 | 224 | 656 |
| 3 | 161042 | Drilling holes of 16 mm to 32 mm dia. with Rail Drilling machine including chamfering with appropriate chamfering tools in all types of rail section with contractor's tools & plants, equipment, consumable with all lead & lift etc. complete, as directed by Engineer in-charge. Rail Drilling Machine will be as per RDSO Specification No. TM/SM/3, dated 24.04.1991 - On Running Line | 205 | 264 | 243 | 986 | 33 | 895 | 2626 |
| 4 | 161050 | Drilling holes of specified size for bond holes with 7.2mm dia drill twist to correct spacing and location on 60kg/52kg rails on cess or under traffic block with contractor's tools and plant, equipment, consumable, labour etc complete as directed by the Engineer in charge at site. | 103 | 132 | 121 | 493 | 17 | 448 | 1314 |
| 5 | 092030 | 25mm gap 'in-situ' welding during traffic block using Railway's welding portion & Welder and finishing of weld to meet the prescribed tolerances and pass all stipulated tests with all required labour, materials, consumables, tools, equipments etc. to complete the work in all respect as per IR's "Manual for Fusion Welding of Rails by Alumino - Thermic Process" with latest correction slips, including marking of welded joint, painting weld collar with anticorrosive paint, restoration of track near weld joint to original position and fixing of joggled fish plate at new weld, to be removed after passing of weld in USFD test as directed by Engineer in charge. Note: 1. Only welding portion and related accessories as per Annexure - I and Welder shall be supplied by Railways. 2. Hydraulic Weld trimmer shall be used for chipping and profile Grinder for finishing. 3. Required nos. of Joggled fish plates shall be supplied by Railway at nearest P. Way Stores and the same shall be returned at nearest P. Way Store or at other location as per direction of Engineer-in-Charge after release from track. | 51 | 66 | 61 | 246 | 8 | 224 | 656 |

| S.No | USSOR / NS | DESCRIPTION | KMU | TJ | TVR-A | MV | VRI-B | CUPJ | TOTAL QTY |
|------|--|---|------|------|-------|-------|-------|-------|--------------|
| 6 | NS | Initial Destressing of LWR/CWR using Railway's rail tensors under line block period at the desired rail temperature duly carrying out all operations as per procedure laid down in latest LWR manual including adjusting the SEJ gap as required, refixing the rails with fittings and fastenings to get the level, gauge and alignment existing prior to destressing etc., including refixing of reference pillars and fresh centre line marking at pillars and applying one coat of enamel paint of reference pillars complete, to allow traffic to the full sectional speed with all labour, tools and plant, consumables, incidental charges etc., complete by the contractor as directed by Engineer's representative. Railways' rail tensors supplied at SSE / P.Way office. | 1284 | 1648 | 1517 | 6162 | 208 | 5597 | 16416 |
| | Ref(i): TBR 125Km - ADRM sanctioned estimate S No 22 of SW-IV | | | | | | | | |
| | Ref(ii): LOA-TPJ Division - ENGG/TPJ - 08 - 2020 - 01 / 10449170029783 dated 18/12/2020 (+5%Escalation) | | | | | | | | |
| | Ref(iii): TBR 50Km Variation report - NS 01 Item | | | | | | | | |
| 7 | 135011 | De-stressing of LWR/CWR track of any density under traffic line block with contractor's labours, tools, equipments and consumables inclusive of all lead & lift. Activities include cutting of LWR/CWR into convenient panels of specified length, removal of ERCs, liners, greasing of ERCs and liner contact area, lifting rails and keeping them on rollers provided at every 15 sleepers, working out elongation of rail ends depending on prevailing site conditions, pulling rails with the help of Hydraulic Tensor to achieve the desired elongation, cutting rails, as required, removing rollers and placing rail in position, re-fixing ERCs & liners and adjustment of gap at SEJs : Note: (1) Welding of rail joints will be paid separately. (2) Rail cutting and Hole drilling shall be paid separately. (3) Opening and closing of LC if required will be paid separately. (4) As per procedure prescribed in latest edition of IRPWM & CE's Circulars for destressing of LWR/CWR, if any - With Railway's Hydraulic Rail tensor | 2567 | 3296 | 3034 | 12324 | 415 | 11193 | 32829 |
| 8 | 154010 | Carrying out preparatory works for operation of Ballast Cleaning Machine (BCM) which includes making trench in track for inserting cutter bar, supporting track on wooden block supplied by Railway, removal of ballast along with muck from shoulder which is out of reach of cutter chain and putting the same in cutting width or between rails. Rate includes all miscellaneous works, e.g. opening and re-fixing of joggled fish plates, OHE Bonds, dismantling & removing obstructions etc. | 2567 | 3296 | 3034 | 12324 | 415 | 11193 | 32829 |
| 9 | 154020 | Carrying out various works during operation of BCM, like filling up of ballast at deficient location from locations where ballast is excess or from adjoining tracks, required initial packing, adjustment of PSC Sleepers, provision wooden blocks supplied by department and attending track parameters etc. complete so as to make track fit for 20 kmph speed. | 2567 | 3296 | 3034 | 12324 | 415 | 11193 | 32829 |

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|------|---------------|---|------|------|-------|-------|-------|-------|-----------|
| 10 | 154030 | Removal of screened muck discharged by BCM, where muck disposal on side slope is restricted due to platform, cutting, OHE mast etc. and disposing it beyond 5m from edge of cutting up to 3m deep or alternatively carting it up to 50m for disposing off beyond the end of cutting / platform and making up cess wherever low. | 257 | 330 | 303 | 1232 | 42 | 1119 | 3283 |
| 11 | 154050 | Extra to item nos. from 154030 and 154040 for disposal of muck at a distance beyond 50m for every additional lead of 50 metres or part thereof up to 500 metres. | 2310 | 2966 | 2731 | 11092 | 374 | 10074 | 29547 |
| 12 | 154070 | Removing the ballast from shoulders, left over after BCM working, screening the same removing the muck and putting back the screened ballast into track, boxing the ballast to profile and using released muck for cess making or throwing away within 50m lead and 3m lift when not required for cess repairs and as directed by the Engineer-in-charge. Note: This item shall be used only when BRM is not available. | 2567 | 3296 | 3034 | 12324 | 415 | 11193 | 32829 |
| 13 | 155011 | Carrying out pre-tamping, during tamping and post-tamping work for tamping track with all types of rails, sleepers & sleeper density by various Track Tamping machines, like CSM,DUO/3X Machines which include : (1) Re-adjustment of ballast, heaping-up of ballast, filling-up of cavities in tamping zone by picking ballast from stacks / shoulders / crib of adjoining track up to lead of 50 m to ensure effective packing; (2) Clearing of ballast on sleepers to make them visible to operator, (3) Clearing of ballast over rail foot to facilitate holding of rail by rollers of TTRM; (4) Digging, screening and replenishment of ballast at mud pumping / rounded ballast in sleeper crib location; (5) Tightening of loose fittings immediately before & after tamping; (6) Replacement of broken / missing fittings supplied by Railway; (7) Correcting displaced sleepers to position along with squaring; (8) Re-setting of worked-out / fallen fittings(9) Removing and re-fixing joggled fish plates & wooden blocks, wherever necessary; (10) Manual consolidation of ballast in crib / shoulders; (11) Removing and refixing of traction bonds during the block in electrified sections (12) Dressing of ballast Note: 1. Tamping blocks are not identical & it may be given at any time either during day or night. 2. Stages of payment a) 30% of the rate will be paid on completion of pre tamping attention, b) Balance 70% of the rate will be paid on completion of post tamping. 3. Recovery at the rate of twice the above applicable rate will be effected in case contractor fails to carry out pre/during/post operation. 4.Payment shall be made only once in irrespective of numbers of TTRM packing round and after restoration of normal speed and restoration of complete ballast profile - For day time block working | 2567 | 3296 | 3034 | 12324 | 415 | 11193 | 32829 |

| S.No | USSOR / NS | DESCRIPTION | KMU | TJ | TVR-A | MV | VRI-B | CUPJ | TOTAL QTY |
|------|---|--|-----|-----|-------|-----|-------|------|--------------|
| 14 | 211201 | Hiring of machinery for minor miscellaneous works for short duration including operator/driver, fuel, lubricants and consumable. The contractor shall arrange all statutory permits as required by rules and regulations prevailing in the area of work. Payment shall be made for actual working hours at site - JCB Backhoe Loaders 3DX Plus or similar with minimum 1.10 cum bucket capacity (This items shall not be used for the works for which items have already been provided.Duplicity should be avoided. Hourly work scope shall be recorded.) | 21 | 26 | 24 | 99 | 3 | 90 | 263 |
| 15 | 081024 | Manual deep screening of Plain track/ turnouts as per procedure prescribed in IRPWM, June 2020 or latest, on PSC sleepers of any density and throwing away screened muck arising out of screening on toe of bank or on cess, if low or on spoil banks above top of cutting (including throwing and leveling, if required beyond minimum 5m from the edge of cutting which are up to 3m deep or alternatively carting it up to 50m for disposing it off beyond cutting or platforms) as per direction of Engineer in-charge, including cutting cess for effective drainage on both sides, one round of kutchha packing with screened ballast and further attending to track parameter to make track fit for 20 kmph speed complete in all respect. Note : Payment shall be made for length along main line only for turnouts - Depth of 300 mm below bottom of sleeper - For Plain Track | 64 | 82 | 76 | 308 | 11 | 280 | 821 |
| 16 | 131031 | First or Second Through Packing of track of all sleeper density including giving a general lift, as desired to eliminate sag after Deep Screening work, lifting of track, lowering of track and major realignment of curves and formation rehabilitation as per procedure prescribed in latest edition of IRPWM. Note: General lift is normally 25 mm and isolated lift may be up to 50 mm - For PSC Sleeper Track with Sleeper Density of 1540 | 128 | 165 | 152 | 616 | 21 | 560 | 1642 |
| | Note: USSOR Items 131031 and 131032 are applicable only for manual deep screening work and shall not be considered for deep screening carried out using BCM. | | | | | | | | |
| 17 | 157010 | Carrying out various miscellaneous works, for proper upkeep of crew rest van / rest room as directed by machine in-charge of Track Machines by providing a team of 2 labours for 12 hours shift, broadly mentioned hereunder: (1) Bringing water from nearby source and cleaning machine with water jet or any suitable means; (2) Fuelling machine duly bringing diesel / hydraulic oil from the stacked drums; (3) Bringing water to staff rest van or staff rest room, cleaning rest van / rest room, cooking food for Track Machine staff or bringing food from outside (cost of food shall be borne by the staff concerned).; (4) Guarding & watching machines, spare parts, oils, grease etc. during day and night time at all locations, wherever necessary, as instructed by the machine in-charge; (5) In case, contractor provides less no. of Labour/Mate, payment will be deducted for each such person @ 75% of the accepted item rate. | 13 | 16 | 15 | 62 | 2 | 56 | 164 |

| S.No | USSOR / NS | DESCRIPTION | KMU | TJ | TVR-A | MV | VRI-B | CUPJ | TOTAL QTY |
|------|---|---|-----|----|-------|----|-------|------|-----------|
| 18 | 157031 | Providing lighting arrangements with halogen lamps on and around machine during machine working in night time blocks, with contractor's generator, consumables, all necessary electrical fittings, operators etc. Note: 1. Lighting arrangement is to be provided as per advance planning of Night Blocks and written communication. 2. In case lighting arrangement is made available but not used due to non-availability of block, payment @ 60% of the item rate shall be made. 3. In place of Halogen, LED lamps of equal lumen capacity may be used with the approval of Engineer -in-Charge. 4. If lighting arrangement fails during block, recovery shall be made twice the rate per day - BCM/FRM/UNIMAT (7.5 KVA generator and 12x500 W) | 3 | 4 | 4 | 15 | 1 | 14 | 41 |
| 19 | 157032 | Providing lighting arrangements with halogen lamps on and around machine during machine working in night time blocks, with contractor's generator, consumables, all necessary electrical fittings, operators etc. Note: 1. Lighting arrangement is to be provided as per advance planning of Night Blocks and written communication. 2. In case lighting arrangement is made available but not used due to non-availability of block, payment @ 60% of the item rate shall be made. 3. In place of Halogen, LED lamps of equal lumen capacity may be used with the approval of Engineer -in-Charge. 4. If lighting arrangement fails during block, recovery shall be made twice the rate per day - CSM / DUO / 3X with or without DGS (7.5 KVA generator and 8x500 W) | 2 | 2 | 2 | 8 | 0 | 7 | 21 |
| | Note: Quantities for USSOR Items 157031 and 157032 are considered assuming that 50% of the work will be carried out during night time. | | | | | | | | |
| 20 | 211021 | Erection or removal of temporary Engineering Indicator Board or any other board at specified locations without causing infringement to track etc. complete and as directed - For erection | 19 | 25 | 23 | 92 | 3 | 84 | 246 |
| 21 | 211022 | Erection or removal of temporary Engineering Indicator Board or any other board at specified locations without causing infringement to track etc. complete and as directed - For removal | 19 | 25 | 23 | 92 | 3 | 84 | 246 |
| 22 | NS | Hiring of Road lorry 10 MT capacity including cost of Diesel, Lubrication, repairs, maintenance charges and other consumables, Driver, crew with all charges and allowances and all other incidental charges such as toll charges etc. excluding loading and unloading of materials complete on day-to-day basis and whenever required for transporting the Pway materials including running upto maximum of 200 km per day. (The rate shall includes vehicle maintenance, crew with all charges and allowances, fuel and other consumables etc. to be borne by the Contractor. All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only) | 6 | 8 | 8 | 31 | 1 | 28 | 82 |
| | Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | |

| S.No | USSOR / NS | DESCRIPTION | KMU | TJ | TVR-A | MV | VRI-B | CUPJ | TOTAL QTY |
|------|---|--|-----|----|-------|----|-------|------|-----------|
| 23 | NS | Hiring of Tempo Traveller / Bus / any oither vehicle for the Transportation of Track Machine Staffs (24 seating capacity) from the Station of Accomodation to the Track Machine stabling location and back - Approx km per day = 100 kms. (The rate shall includes vehicle maintenance, crew with all charges and allowances, fuel and other consumables etc. to be borne by the Contractor.All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only). Note: This item shall be applicable only in cases where rest room facilities/lodging location for track machine staff are not available near the work location. | 6 | 8 | 8 | 31 | 1 | 28 | 82 |
| | Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | |
| 24 | NS | Accomodation for the Track Machine Staffs during the entire work period including Water & Electricity charges. (All labour, materials, tools and plants including crew, fuel and other consumables are to be supplied by the tenderer/contractor at his own cost only). Note: This item shall be applicable only in cases where rest room facilities for track machine staff are not available. | 6 | 8 | 8 | 31 | 1 | 28 | 82 |
| | Ref: LOA-TPJ DIVISION-ENGG /TPJ-17-2024-01 /10610580119479 Dated: 17/12/2024 | | | | | | | | |