

Annexure-2

Paras of tender paper referred in Explanatory notes of various items:

S. No.	Item No.	Referred Para No.	Description																													
1.	OHE-Item No.1 (a)(ii)	2.5.6.1(f)	<p>(f) CROSS SECTION DRAWINGS</p> <p>While the layout plans are being finalised, the Contractor shall submit for approval, in-so-far as yards between outer most points and crossing are concerned, cross-section drawings for each Structure showing guy rods, if any, indicating the cross-section of the formation, height and nature of soil, type of foundation block, structure proposed, reverse deflection of the Structure and all necessary particulars for erection of the foundation and the Structures. In the preparation of drawings, care shall be taken to show all obstructions such as signal wires, points rods and their correct location in references to track/tracks as well as underground obstructions like pipes cables, etc. after collecting such information from the site.</p> <p>In open line sections, cross-sections shall be submitted in the following proforma, separately for each Railway line for special foundation drawings with all necessary details shall be submitted to the Purchaser. In case of side bearing foundation with extra depth, formation details at such location and necessary details of anchor foundation will be submitted.</p> <p>CROSS SECTION FOR THE OPEN ROUTE SECTION-----Km. --- ----- to -----</p> <table><tr><td>Sl. No.</td><td>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15</td></tr><tr><td>LOCATION No.</td><td></td></tr><tr><td>CHAINAGE</td><td></td></tr><tr><td rowspan="10">DETAILS</td><td>SETTING DISTANCE IN 'm'</td><td></td></tr><tr><td>STEP DISTANCE IN 'm'</td><td></td></tr><tr><td>F.B.M. CODE</td><td></td></tr><tr><td>SOIL TYPE & PRESSURE</td><td></td></tr><tr><td>FOUNDATION TYPE AND SIZE</td><td></td></tr><tr><td>MAST SIZE & LENGTH IN 'm'</td><td></td></tr><tr><td>MAST EMBEDDED LENGTH 'M'</td><td></td></tr><tr><td>REVERSE DEFLECTION in cm</td><td></td></tr><tr><td>SUPER MAST LENGTH (m)</td><td></td></tr><tr><td>CROSS ARM LENGTH (m)</td><td></td></tr><tr><td>ANY OBSTRUCTION</td><td></td></tr></table>	Sl. No.	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	LOCATION No.		CHAINAGE		DETAILS	SETTING DISTANCE IN 'm'		STEP DISTANCE IN 'm'		F.B.M. CODE		SOIL TYPE & PRESSURE		FOUNDATION TYPE AND SIZE		MAST SIZE & LENGTH IN 'm'		MAST EMBEDDED LENGTH 'M'		REVERSE DEFLECTION in cm		SUPER MAST LENGTH (m)		CROSS ARM LENGTH (m)		ANY OBSTRUCTION	
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2.	OHE-Item No.1 (a)(ii)	2.5.6.1(h)	<p>(h) STRUCTURE ERECTION DRAWINGS</p> <p>The Contractors shall then submit Structure erection drawings for each structure incorporating all the details included in the cross section drawing for the structure and as erected at site and the details of the bracket assembly, mast extensions, isolator mounting frame and anchorage of overhead equipment, feeder or return conductors proposed for each structure together with all particulars necessary for the correct erection of overhead equipment at the structure. For structure with isolators, the details of electrical connections shall also be incorporated. In open line sections the Contractor shall submit structure erection particulars in the typical proforma as given below separately for each main line track in addition to particular details as indicated in the proforma for cross-section drawings. Modification to this proforma is found necessary will be finalised at time of structure erection drawings.</p>																								
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			<p>Tolerances to be adopted while Erection of Bracket Assembly, conducting SED checking & Tower Wagon checking:</p> <table><tr><th>Sl. No.</th><th>Item</th><th>Limits/ Tolerances</th></tr><tr><td>(i)</td><td>Register Arm Tube Projection</td><td>150 - 200 mm in case of Push off locations. For Pull off locations, it shall project over Contact Wire Plane.</td></tr><tr><td>(ii)</td><td>Bracket Tube Projection</td><td>150 - 200 mm</td></tr><tr><td>(iii)</td><td>Dip between Register Arm Tube &</td><td>200 - 250 mm on Tangent Track. (BFB Steady Arm). 250 - 320 mm on Curves. (BFB Steady Arm & Bend Tubular Steady Arm).</td></tr><tr><td>(iv)</td><td>Encumbrance</td><td>± 50 mm</td></tr><tr><td>(v)</td><td>Length of 'A' Dropper (1st Dropper from Support)</td><td>± 5 mm</td></tr></table>	Sl. No.	Item	Limits/ Tolerances	(i)	Register Arm Tube Projection	150 - 200 mm in case of Push off locations. For Pull off locations, it shall project over Contact Wire Plane.	(ii)	Bracket Tube Projection	150 - 200 mm	(iii)	Dip between Register Arm Tube &	200 - 250 mm on Tangent Track. (BFB Steady Arm). 250 - 320 mm on Curves. (BFB Steady Arm & Bend Tubular Steady Arm).	(iv)	Encumbrance	± 50 mm	(v)	Length of 'A' Dropper (1 st Dropper from Support)	± 5 mm						
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3.	OHE-Item No.1 (a)(iii)	1.2.37	WORK BY OTHER AGENCIES: 1.2.37 (a) Any other works undertaken at the same time by the Purchaser or the Railway direct or through some other agencies at the same time or section where the Contractor is carrying out his work will not entitle the Contractor to prefer any claim regarding any delays or hindrances he may have to face on this account but the Purchaser shall grant a reasonable extension of time to the Contractor. The Contractor shall comply with any instruction which may be given to him by the Purchaser in order to permit simultaneous execution of his own works and those undertaken by other Contractors or the Railway without being entitled on this account to any extra charge. (b) The Contractor shall not be entitled to any extra payment due to hindrance resulting from normal Railway operations, such as delay on account of adequate number of and duration of blocks not being granted, operational delay in movement of work trains etc. but the Purchaser shall grant a reasonable extension of time to the Contractor. (c) The Contractor shall take note that owing to works being carried out by the Purchaser and others, there may be breaks in the Continuity of the locations for work owing to works such as track remodeling being undertaken. But the Contractor shall not be entitled to claim any extra payment on account of such breaks. However, such breaks in the continuity of work would be reasonable ground for extension of completion date/s for the work. (d) If the Purchaser is unable to supply materials to the Contractor as specified in the contract, in time, the Contractor shall not be entitled to any extra payment on account of such delay in supply. However, such delays in supply will be reasonable ground for extension of completion date/s for the work. (e) In cases where the lines to be electrified are not in their final position, the Purchaser will furnish the remodelling plans for such lines to the Contractor and/or peg out the altered or remodelled position of the tracks to be electrified to AALOK BEHARI AGRAWAL for comparison of designs and assessment of quantities of components required for																									

			<p>comments on Research Designs and Standards Organisation (hereinafter called RDSO's) and decision of Purchaser to implement the same basic drawings /designs/employment schedules will be submitted by the contractor to the Purchaser. If the RDSO's drawings/ designs/employment schedule is not revised, Contractor need not submit drawings/ designs/ employment schedules to the Railway Electrification. In the event of Contractor suggesting any alteration/deviation in standard drawings, he shall submit the retraced drawings with full calculations and justification of the change to the Purchaser. The Purchaser if convinced of the need of the alteration shall approach RDSO for necessary approval. In case of any ambiguity in the interpretation of design and drawing, the decision of the purchaser shall be final and conclusive.</p>
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Annexure-3

Paras of tender paper referred in Explanatory notes of various items:

1.	OHE-Item No.2 (e) NOTE	2.2.7	SINKING OF CONCRETE SHELLS: 2.2.7 Where the water-table is high, one or more sections of reinforced concrete shells may have to be sunk before casting concrete. The size of each of shell shall be 1,200 mm outside dia x 50 mm thick x 600mm high reinforced with 6 mm (1/4") dia rods spaced 150 mm apart, both longitudinally and circumferentially, the concrete shall be of grade M.20 as per provisions of para 2.2.4.																												
2.	PSI-Item No.2 NOTE:8	2.2.4	CONCRETE: 2.2.4 Concrete for foundations shall be nominal mix of grade M 10 (or M 15) obtained by mixing cement, coarse aggregate, fine aggregate and water in accordance with proportions given vide Table 3 of IS:456 (Latest version as indicated in Annexure-1) reproduced below. For grouting, muffing, embedding of structures in foundations and for cable trenches at switching stations, nominal mix concrete M 15 (or M 20) obtained by mixing materials in proportions as indicated in Table-3 of IS:456 (Latest version as indicated in Annexure-1) shall be used. Volume batching may be adopted vide clause 9.2.2. of IS:456 (Latest version as indicated in Annexure-1) reproduced below :- IS: 456-2000 (latest version) <table border="1"><thead><tr><th colspan="4">PROPORTIONS FOR NOMINAL MIX CONCRETE (Clause 9.3 and 9.3.1)</th></tr><tr><th>Grade of concrete</th><th>Total quantity of dry aggregate by mass per 50 kg of cement, to be taken as the sum of the individual masses of the fine and coarse aggregates kg max.</th><th>Proportion of fine aggregate of Coarse aggregate (by mass)</th><th>Quantity of water per 50 kg of cement (max.Liters)</th></tr></thead><tbody><tr><td>M 5</td><td></td><td></td><td></td></tr><tr><td>M 7.5</td><td></td><td></td><td></td></tr><tr><td>M 10</td><td></td><td></td><td></td></tr><tr><td>M 15</td><td></td><td></td><td></td></tr><tr><td>M 20</td><td></td><td></td><td></td></tr></tbody></table> <p>NOTE: The proportions of the fine to coarse aggregates should be adjusted from upper limit to lower limit progressively as the grading of the fine aggregates becomes finer and the maximum size of coarse aggregate becomes larger. Graded coarse aggregate shall be used.</p> <p>"Volume batching may be allowed only where weigh-batching is not practical and provided accurate bulk densities of materials to be actually used in concrete have earlier been established. Allowance for bulking shall be made in accordance with IS: 2386 (Part-3) (Latest version as indicated in Annexure-1). The mass volume relationship should be checked as frequently as necessary, the frequency of the given job being determined by Engineer – In charge to ensure that the specified grading is maintained."</p> <p>In judging the acceptability of the materials, quality of concrete and the method of work, the Purchaser will generally observe the provisions of the "Indian Standard code of Practice for Plain and Reinforced Concrete, IS:456(Latest version as indicated in Annexure-1). The crushing strength of concrete shall not be less than the limits given below:</p> <p>Specified characteristic Compressive strength of 15 cm</p>	PROPORTIONS FOR NOMINAL MIX CONCRETE (Clause 9.3 and 9.3.1)				Grade of concrete	Total quantity of dry aggregate by mass per 50 kg of cement, to be taken as the sum of the individual masses of the fine and coarse aggregates kg max.	Proportion of fine aggregate of Coarse aggregate (by mass)	Quantity of water per 50 kg of cement (max.Liters)	M 5				M 7.5				M 10				M 15				M 20			
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			cubes at 28 days.	
			Grade of Concrete	At 28 days age
			(a) M. 10 (c) M 20 20 N/mm ²	10 N/mm ²
			(b) M. 15	15 N/mm ²
			(c) M 20	20 N/mm ²
			<p>NOTE: (a) Test specimen of works tests shall be taken at the site of work from mixture of concrete ready for pouring into the foundation hole. All tests shall be carried out in accordance with IS: 516 (Latest version as indicated in Annexure-1). The sample of concrete from which test specimens are made shall be representative of the entire batch.</p> <p>(b) Age is reckoned from the day of casting.</p>	

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Annexure-4

Paras of tender paper referred in Explanatory notes of various items:

1..	OHE-Item No.17(c)	2.1.49	<p>EARTHING ARRANGEMENTS : 2.1.49</p> <p>(a) Earthing of switching stations, booster transformer stations and L.T. supply transformer stations shall generally comply with the code of practice for earthing IS: 3043 (Latest version as indicated in Annexure-1) except where otherwise specified below:</p> <p>(b) Earthing system</p> <p>(i) Switching stations At each switching station, two separate and independent earth circuits shall be provided, one for earthing the HT equipment and the other for earthing the L.T. equipment. The general arrangement of earthing connections at a typical switching station is shown in the relevant drawing included in Annexure-1.</p> <p>(ii) Earth Circuits Each earth circuit shall take the form of a closed ring and shall be provided with a minimum of two earth electrodes. Each earth electrode shall consist of galvanised iron pipe, 40 mm nominal bore at least 3.1 m long provided with a spike at one end and welded lug suitable for taking minimum size of 50x6 mm mild steel flat, directly at the other. The pipe shall be embedded into the ground. The earth electrodes of the HT and the LT earth circuits shall be located as far apart as it is possible. The drawing of typical earth electrode is included in Annexure-1.</p> <p>(iii) HT earth circuit The resistance to earth of the HT earth circuit shall be less than 2 ohms. If this value cannot be achieved with a maximum of four separate but inter connected earth electrodes then the additional earth electrodes shall have the surrounding earth treated with charcoal and salt filling. All masts, structures, fencing uprights and equipment pedestals shall be connected by the two separate and distinct connections to the closed loop of the earth bus. Earth bus and connections to it shall be of M.S. flats of a minimum size 50 mm x 6 mm. Potential transformers and lightning arrestors shall be bonded to masts/structures by 25 mm x 3 mm copper strips.</p> <p>(iv) LT earth circuits The LT earth circuit shall also comprise of a minimum of two inter-connected earth electrodes as described in para (iii) above and the total resistance to earth of the earth circuit shall be less than 2ohms. This circuit will not form a part of this contract at those feeding stations that are located within the traction sub-station premises. All low tension equipment control boards, one terminal of the secondaries of the potential and LT supply transformers, metal casing of battery chargers, each connections of 8 SWG galvanised iron wire to the LT earth bus. The section of the LT earth bus shall be the same as that of the HT earth circuit.</p> <p>(v) Earth strips The earth bus and connections of HT earth circuit shall be painted with two coats of red oxide zinc chromate primer to IS 2074 (Latest version as indicated in Annexure-1) with a minimum thickness of 1.5 mils (40 microns) and with two finishing coats of bitumen 85/25 (blown grade to IS:702(Latest version as indicated in Annexure-1) with 20% mica to a thickness of about 15 mils (375 microns) either by hot application or by brushing a solution of it with suitable viscosity to obtain the thickness in minimum number of coats and buried at a depth of 300 mm below the ground level.</p> <p>The earth bus of the LT earth circuit shall run along the wall fixed on wooden gutties at a height of 300 mm from the floor. The connections to equipment will run from the bus along the wall and in recesses in the floor. All recesses will be covered with cement plaster after finishing the work. The connection of earth strips to each other shall be made by 10 mm dia. steel rivets or by welding. The connections to the various items of equipment and structures or fencing posts shall be made with G.I. bolts. The earth connection to the structural members shall be made at</p>
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		<p>a height of about 150 mm above the foundation.</p> <p>(vi) Inter connection</p> <p>The HT and LT earthing systems shall be interconnected. In Addition, at all switching stations, the HT earth shall be connected by the two independent mild steel flats each of minimum size 50 mm x 6 mm painted with two coats of red oxide zinc chromate primer to IS:2074 (Latest version as indicated in Annexure-1) and finished with two coats of bitumen 85/25 blown grade as described above, to the non-track circuited rail in a single-railtrack-circuited section and to the neutral point of an impedance bond provided by the purchaser where double-rail-track circuiting is employed so as to limit high potential gradients developing in the vicinity of switching stations in the event of fault.</p>
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Annexure-5

Paras of tender paper referred in Explanatory notes of various items:

1.	PSI-Item No.2 NOTE:10	2.2.3	<p>BEARING PRESSURE: 2.2.3</p> <p>(a) GUIDING INFORMATION</p> <p>Subject to Para 2.2.2 (a) above, the following allowable bearing pressures may generally be expected for various kinds of soil. The information is given for general guidance only.</p> <table><tr><td>(i)</td><td>Average good soil in banks and cutting</td><td>11,000 kg/sq.m.</td></tr><tr><td>(ii)</td><td>Moorum soil in cutting</td><td>22,000 kg/sq.m.</td></tr><tr><td>(iii)</td><td>New banks & bad soils in banks and cutting</td><td>5,500 kg/sq.m.</td></tr><tr><td>(iv)</td><td colspan="2">Black cotton soil-pure gravity foundation shall normally be adopted. However, under reamed pile foundations may be adopted at the option of the Purchaser in limited locations for trial purpose.</td></tr></table> <p>In the case of dry black cotton soil, the soil should be subjected to a bearing pressure as close as possible but not exceeding 16,500 kg/sq. m. the depth of the foundation block being not less than 2.8m. In the case of wet black cotton soil, the soil should be subjected to a bearing pressure as close as possible but not exceeding 8,000 kg/sq. m.</p> <p><i>In the case of hard rock, a hole should be blasted in the rock, or by means of any other drilling and pneumatic method and the mast sealed into it with concrete.</i></p>	(i)	Average good soil in banks and cutting	11,000 kg/sq.m.	(ii)	Moorum soil in cutting	22,000 kg/sq.m.	(iii)	New banks & bad soils in banks and cutting	5,500 kg/sq.m.	(iv)	Black cotton soil-pure gravity foundation shall normally be adopted. However, under reamed pile foundations may be adopted at the option of the Purchaser in limited locations for trial purpose.	
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2.	PSI-Item No.26(d)	2.6.12	<p>BUS BARS AND CONNECTIONS : 2.6.12</p> <p>a) The busbar connections on the incoming side, shall be as tight as possible, all similar connections in adjacent bays being uniformly shaped and bent to give a good appearance. The tubular Aluminium busbars shall be supported at a uniform height throughout. Wherever tubular busbars are required to be bent, the radius of the bend shall not be less than 375 mm.</p> <p>b) All Aluminium busbar joints shall be made carefully. The contact surfaces of the busbars and the connectors shall be cleaned vigorously either by hand with a dry coarse emery cloth or by power driven wire wheel brush. The surfaces shall be smeared with a suitable corrosion inhibiting joint compound approved by the Purchaser. The joint closed-up as soon as possible thereafter and a final light application of joint compound shall be made. Similar procedure shall be followed while connecting the equipment terminals to be busbar by means of bi-metallic connectors.</p>												