# South Eastern Railway

## N O T E :-

1. Work will have to be carried out as per Railway's specification as laid down in various Manual and Codes as directed by the AEN or his authorized representative at site.

2. All track protection will be provided by the Railways.

3. The contractor should be responsible for all released materials and materials handed over to him for laying or fixing in position until and unless handed over to the Railway or put to the track. No extra will be paid on this account.

4. In case the contractor fails to return the unused or excess materials issued to them and released materials, the cost of such materials will be deducted from the contractor's dues as per extent Railway's rules laid down in the South Eastern Railways Standard General Conditions of Contract,2022.

5. The work may have to be done under traffic block to be arranged by the PWI concerned as per predetermined programand will be done according to the traffic movement condition.

6. The contractor will hand over the track in a safe condition to the entire satisfaction of the Engineer-in- charge or PWI at the end of block period. If on completion of block period the track is not considered safe by the Engineer-in-charge or the PWI, the track will be attended by the PWI with Railway's labour for making it safe for traffic .The expenditure to be incurred by the Railway for this purpose will be recovered from the contractors dues. No formal Notice to the contractor will be necessary for deputing Railway's labour in such occasions.

7. The Railway will not be responsible for compensation towards contractor's idle labour in case traffic block can not be arranged to the contractor as per programme due to unforeseen reasons.

8. All works will be done as per the programme fixed by the Engineer -in -charge or the PWI concerned and as per their direction only. No work will be executed by the contractor without the presence of PWI. or his authorized representative and as per their direction only.

9. Maintenance of dip lorry will be done by the contractor at his own cost during the execution of the above mentioned work.

10. All items of works required to be carried out with contractor's labour and materials.

11. Engineering block working may have to be executed during night hours with contractor's lighting arrangement. No extra will be paid on this account.

12. In case of exigency, the contractor has to execute the work in any section of DEN/West/KGP's jurisdiction.

13. The Conditions of contract will be governed by the South Eastern Railways Standard General Conditions of Contract, 2022 with all correction slips up to date, CPWD DSR-2021, CPWD Horticulture 2020 and SER-USSOR-2021, with all correction slipsup to date.

14. S.E.Railway (Engineering Department) Schedule of Labour and Material Rates- 2001,Vol-1 with all correction slips will be applicable in this contract. This supersedes S.E.Railway (Engineering Department) Schedule of Labour and Material Rates- 1992,Vol-1 anywhere mentioned in the tender document.

15. The cement will be supplied by the Railway free of cost as per scale of consumption.

16. Price Variation Clause (PVC) shall be applicable only in tender having advertised value above Rs. 2 Crores.

17. The works are to be executed as per programme fixed by the Engineer-in-charge or his authorized representative and as per their direction only.

18. Materials that are to be supplied by the Contractor should be got approved by the Engineer in- charge before use in the work.

19. Unless specifically mentioned in the schedule of rates all materials required for execution of work will be supplied by the contractor free of cost as per standard specifications and approved by the Engineer-in-charge. All safety measure will be taken by contractors for movement of traffic during the operation.

20. Contractor or his Authorized Supervisor shall not start any work without the presence of the PWI at site or without obtaining "Permit to work" from PWI at site and the same should be returned after completion of work every day. In case the contractor's representative starts any work in absence of a PWI, it shall be treated as unauthorized and illegal tampering with the track and shall be

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Location: New Delhi

21. No compensation will be paid to the contractor if no block could be arranged for any of above work on any day due to any reason.

22. The contractor will be responsible for all new materials except Rails issued to him and released from track, until fixed in position and handed over to PWI-in-charge at his station depot. The materials will not be taken over in mid section and contractor will be responsible for guarding the materials until it is carried to station depot and handed over to PWI concerned. No extra amount will be payable on this account.

23. All works should be done as per Railway's specifications laid down in IRPWM- 2020.The manual or other manual, codes and Books and as directed by the Engineer-in-charge or his Representative.

24. All P.Way tools and plants required for the work will have to be arranged by the contractor. No P.Way tools will be supplied by Railway. However, Dip lorry and protection arrangements will be made available free of hire charges for any items of work when required. However, contractor will have to maintain and repair the dip lorry during execution of work.

25. The rates are inclusive of all taxes including commercial taxes where applicable and other charges as leviable by the State Government.

26. The contractor should mobilize to do night depot working for which they will be required to have their own sufficient lighting arrangement. No extra payment will be admissible on this account.

27. All works have to be done under traffic. In electrified territory contractor will take all precautions for safety of track and running trains as well as his labour in terms of Indian Railway's P.Way manual.

28. The contractor must procure and also make available the following track measuring equipment at the site before commencement of work at his own cost without any charge.
1. Precision Gauge cum Level model- LG-2(1) =4 Nos.
2. P. Way tool kit, model-TK-II of PIE brand or equivalent =2Nos.

29. The centre line marking shall be pegged out using the odolite by the contractor's Engineer under the direction of Engineer-in -charge. The pegging shall be done at the contractor's cost. The track shall be brought to this pegged alignment after deep screening during packing. No extra payment will be made for this purpose. Similarly, in curves, re-alignment of the curve shall be done during packing of the track based upon the sleeves calculated by the Engineer-in-charge. The the odolite is to be arranged by the Contractor at his own cost. The Railway may consider the request of the contractor for supplying of the odolite free of cost for measurement, however, contractor will not have any claim for not supplying the odolite.

30. The longitudinal Rail level shall be taken and plotted in terms of the C.E.'s Circular No.164. The reduced level of the track shall be taken using level instrument by the Contractor's Engineer under the direction of Engineer-in-charge. The level instrument shall be arranged by the Contractor on his own. The Railway may consider the request of the contractor for supplying level instrument free of cost for measurement. However, contractor will not have any claim for not supplying level instrument to him.

31. Normally on account payments will not be made for an amount less than 10% of the agree mental value. However, this may be relaxed at discretion of Engineer-in - Charge.

32. In case the released sleepers are damaged AEN concerned shall give a certificate to this effect and the payment with-held shall be released to the contractor.

33. In case the sleepers are reusable and are required to be stacked in the mid-sections. AEN concerned shall certify accordingly and the payment with-held as aforesaid shall be paid to the contractor based on AEN's certificate.

34. Progress may get affected due to the short supply of P. Way materials due to the unforeseen reasons. No claim shall be entertained from the Contractor in this regard.

35. Supply of Railway's P.Way materials will be subject to availability of the same and they will be supplied to the Contractor as and when available. The Contractor shall have no claim what-so-ever on this issue.

36. The Contractor with the help of his Engineer or Diploma holder, as the case be, shall make necessary Drawings, sketches, plotting, peg markings etc. as desired by the Engineer-in-charge. No extra cost shall be claimed on this account.

37. Greasing of legs of all pandrol clips and eyes of inserts of concrete sleepers must be done with contractor's approved quality grease conforming to IS-408 before fixing. Similarly the GR pads should be fixed at the rail seat of concrete sleepers with approved quality adhesive. No extra payment will be made to the contractor for the said works.

38. All the welded joints i.e. flash butt welds as well as AT welds which are already existing in the track and also the new welds made by the contractor should be painted with contractor's high build epoxy paint (2 pack) conforming to RDSO specification No. M&C/PCN III/88 on the welded area up to 10 cm. on either side before that the dust and dirt and flaked paint are to be removed from the welded

joints by wire brushing. The surface is to be degreased before painting by petroleum hydro carbon or and other suitable solvents, if oil or grass is present. The welded area is to be scrub with water to make it free form slag & other water soluble compounds before painting no extra payment will be made to the contractor for execution of said item.

39. Please note that if required in case of some urgency the work or part thereof may be executed at any other location of the division for sanctioned (TRR /TSR) work at the same rates, terms and condition.

40. The contractor is required to achieve the track parameters as specified in the IRPWM 2020 with up to date correction slips up to date after completion of through packing. The schedule of relaxation of speed restriction as per IRPWM has to be followed by the contractor. Specification for track laying standards can be obtained from Engineer-In Charge.

41. The ballast from the released panels / BFRs should be collected and neatly dumped by the side of the base depot so as not to hamper depot working in any way.

42. As this work is labour intensive, the contractor has to obtain necessary labour license from concerned authorities.

43. Payment will be made only after track is lifted to final level to the full satisfaction of the Engineer-in-charge. No part payment for this lift is permissible.

44. Final payment will be made based on levels. The AEN has to submit cross section showing the initial and final rail levels to identify the lifting done.

45. NOTE: For all Items of the schedule. Unless otherwise specified in the schedule of items, the rate quoted by the tenderer includes.
a. All labour, tools, plant, equipment and machinery etc.
b. All lead, lift, ascent, descent, jungle clearance and making approach roads etc.
c. Loading, unloading, handling, re-handling and transportation of Railway materials from Railway depot to site of work & vice-a-versa.
d. All royalty, octroi and other necessary taxes on materials and products.

46. A part of the work may be executed manually on sharp curve / Platform lines gradients & at other locations where PQRS working may not be feasible as per direction of Engineer-in- charge.

47. As the work at base depot is to be done with contractor's gantry crane, machinery, equipment's, etc., tenderers already having such machinery with them must furnish details thereof (including photographs) along with the tender. The Tenderers should be in a position to commence the work with their own gantry crane, machinery equipments, immediately after awarding the work.

48. The gantry cranes, machinery equipment etc. to be arrange by the contractor at the base depot must have the capacity to make the PQRS formed ready with at least-40 panels for taking block every day or as per instruction of Engineer - in - charge.

49. The auxiliary track at the base depot for work of contractor's gantry crane has to be laid and maintained in safe condition by the contractor at his own cost. The required P.Way materials for laying AT at the base depot like rails, CST-9 pots cotters, keys fish plates and fish bolts etc will be made available by Railway. The AT at the base depot has to be laid to a gauge suitable for contractor gantry crane so as to ensure that there is no infringement to the moving dimensions of other adjacent tracks.

50. There shall be an assurance register kept at each site which will had to be signed by both i.e. Roy's supervisor or his representative as well as the contractor's supervisor as a token of their having understood the safety precaution to be observed at site.

**SPECIAL CONDITIONS OF CONTRACT**
**Part-1**

1. During works of deep screening and sleepers renewal at level crossings where concrete blocks have been laid the blocks are to be removed before taking up the work stacks nearby without causing damage to the block and blockage of passage at level crossings surface should be temporary leveled with moored etc. at the end of day's work. After completion of rail renewal and packing at the location these concrete blocks should be laid as they were laid before taking up the work and as per instruction of site in-charge. No extra payment will be made for this work.

2. Welding of rail SWP to LWR & Single Rail to SWR etc. by SKV process will be under the supervision of Engineering representative of Rly, at site of work.

3. Finishing of weld joints has to be done to the following specification.
a) Finished to top table + 0.2 mm when measured with 10 cm. straight edge.
b) Head finish on both sides + 0.2 mm when measured with 1 metre straight edge.
c) Vertical alignment + 0.5 mm when measured with 1 Mtr. edge.
d) Lateral alignment + 0.5 mm when measured with 1 Mtr. Straight edge.

4. The work will be done in day light hours and the welding work should not be done during rain.

5. The work should be executed by the contractor's skilled/unskilled and artisan staff like welder, luter, aligner, moulder and required petrol, K.oil etc. for smooth progress of the work as directed by the Engineer-in-charge at site will be provided by the contractor.

6. For IN SITU welding, the grinding of weld should closely follow all arrears in grinding and should not be more than two days of welding work.

7. The welding has to be done with post weld treatment as per specification of the manufacturer of the portion duly approved by RDSO.

8. The welding portion and other consumable shall be issued to the contractor from the stores depot of concerned PWI. Contractor shall make his own arrangement for transporting them to the site intact condition. Any loss/damage etc. in the transit shall be responsibility of contractor. The contractor should note that the welding portion are sensitive etc. and may become nonfunctional due to ingress of moisture etc. Contractor shall therefore take adequate safeguard against any ingress of moisture in welding portion during transit as well as during storage at site. If any portion/consumable becomes not functional due to moisture etc. the Rly. will recover the cost of affected materials as per rules.

9. Rly. will not be responsible for injury if sustained by any of the contractor's labour during execution of work. No compensation whatsoever will be paid by the Rly. for any injury or accident.

10. Contractor's wooden blocks or wedges should be placed under rails what so ever continuous ballast has been removed in consecutive sleepers while passage of any train at work spot.

11. In between through packing the slacks are to be attended if necessary by the contractor.

12. For deep screening works, the required number of wooden chalks would be made available at site by the contractor free of cost.

13. The Kinks in the rails if any within 1.8 metres from the end of rails shall be removed by the contractor by jim crowing.

14. Before execution of work initial track level to be recorded by contractor and Inspector-in-charge of the work which should be countersigned by AEN. After the work is over again track levels to be recorded jointly and countersigned by AEN. Initial level reference and proposed level reference maybe marked on Telegraph post, OHE mast, KM post, any structure and station building for checking at any time, as per the direction of Engineer-In-Charge.

15. The agency should depute a trained and certified supervisor duly certified by AEN.

**16. ADDITIONAL NOTE:-**

1. The rubber pad should be provided with suitable adhesive of approved type such as armband and then pasted on the sleepers.

2. The ERCs should be removed/fixed using approved type of clip applicator/extractor and should not be hammered. Wherever required, the Contractor has to use approved type of chemical to facilitate extraction/removal of jammed ERCs or other fastenings without any extra cost.

3. After removing the released fastenings, all loose particles, rust, scale etc. should be removed from the area where the new fastenings are to be provided, by using wire brush, sand paper and the area should be well greased before fixing of new fastenings without any extra cost.

**17. SAFETY MEASURES**

The Contractor shall take all precautionary measures in order to ensure the protection of his own personnel moving about or working in the Railway premises. He shall then conform to the rules and regulations of the Railway's regulation in force for the time being and ensure that the same are followed by his representative, agents of contractor or work men. He shall give due notice to his employees and workers about provision of the Para. The Contractor shall ensure that the unauthorized, careless or inadvertent operation of installation/equipments which may result in accident to staff and damage to equipment does not arise. The Contractor shall indemnify and keep the Railway administration indemnified and harmless against all actions, suits, claims, demands, other charges expenses arising in connection with any accident, death or injury sustained by the person(s) within the Railway premises and any loss or damage to Railway proper sustained due to the acts or omissions of the contractor or his staff during the execution of this contract irrespective of whether such liability arising under the works compensation act 1923 or fatal accidents acts or any other stature in for the time period.

**18. SPECIAL CONDITIONS for through turnout renewal.**

1. Points and Crossings relaying machine for handling points & Crossings its operating staff, fuel and lubricant for Machine will be arranged free of charge by Railway if work is done by machine.

2. Protection of Railway track will be done by the Railway while the work in progress. Block if done in night contractor has to arrange sufficient lighting at work site,

3. The contractor should note that it will be at the discretion of Railway to execute the work fully by mechanical means or partly Mechanical or manual or fully by manual method as decided by Engineer-in-charge. Depending on availability of Machine and other factors.

4. No compensation what -so-ever will be paid for idling of labour if any due to on availability of machine, other equipment block materials, delay in Signaling works etc.

5. Under no circumstances, machine and block should be left un-utilized due to non-availability of labour from contractor and due to not making ready the points and crossings assembly by contractor. If any such occurrence takes place, the contractor will be penalised for Rs. 3000/- (Rupees Three thousand only) for each such occurrence. The decision of Engineer-in-charge regarding penalty will be final and binding on Contract without any further claim.

6. Labour has to be made available on holidays, rest days etc. as per block programmed of machine.

7. Programme for renewal of turnout with respect to station and point No. will be given to Contractor one week in advance from the date of schedule renewal and if Contractor fails to be in completed readiness on that day penalty as above in Condition No. 5 will be imposed. Contractor should mobilize sufficient labour, tools, so as to do minimum 2 turnout renewal in a week.

8. Requirement of labour entirely depends on availability of Machine and traffic block in case work is tobe done by Machine. However if machine is made available it can not be kept idle for want of sufficient contractual labours.

9. Items of packing will involve rectification of gauge level, alignment, packing with collection of ballast from adjacent track within 60 meters, including proper dressing, Boxing, complete with every round of packing cross level of alignment and gauge should be brought within specified limit. Contractor will use lifting and aligning jacks for proper execution of work.

10. 1 in 12 Points & crossings assembly means length of track covered by 96 Nos. concrete sleepers specially manufactured as per RDSO's Drawing including approached and existing sleepers. 1 in 8.5 Points & crossings assembly means length of track covered by 67 Nos. of concrete sleepers specially manufactured as per RDSO's Drawing including approached and exist sleepers. Except elsewhere indicated otherwise for the meaning of points & crossing with that item.

11 After laying the newly assembled points & Crossing assembly the ballast should be properly filled in shoulder and crib and next dressing and Boxing of ballast is to be done. In case scanty ballast has to be taken from adjacent track or from approaches as per the direction of Engineer-in-charge.

19. Painting of in – service Rails with Anti-Corrosive Bitumen black paint as per IS: 9862 with grease around the liner.

1. Surface preparation:

1.1 Surface preparation shall not be done unless the approved points in sufficient quantities are available in stock at site. Sufficient area should be taken in preparing the surface. The surface shall be made free from oil, grease and dust. The surface shall be rubbed with wire brush and sand paper etc. The tools used may be hand or power operated such as scrappers, wire brushes, sand paper, pumice stones etc. Wire brushing should be invariably be done at the end so as to obtain a uniform rubbed surface. The surface prepared should be cheeked by visual observation for uniformity of surface by Engineer - in-charge.

1.2 Special care should be taken in preparing the surface at the weld collars, liner contact areas.

19.1 .Surface preparation/ painting shall not be done in the following conditions:
(i) When the ambient temperature is below 100 Centigrade or above 500 Centigrade.
(ii) In rainy season.
(iii) During night.
(iv) In Winter before 8.00AM.
(v) In Summer between 11.00 AM. and 3.00 PM on areas that are likely to be exposed to direct sun light.
(vi) Extremely windy/ moisture/ dust flowing conditions.
(vii) Chemicals should not be used for surface preparation.

**19.2. Painting Scheme:**

(i) 1st coat: Anti corrosive bituminous block paint confirming to IS: 9862 – 1981 to a thickness of 100 microns.

(ii) 2nd coat: Anti corrosive bituminous block paint conforming to IS: 9862 – 1981 to a thickness of 100 microns.

**19.3. Method of painting:**

A speed restriction of 30 km ph shall be imposed in a selected stretch and only alternate ERC's are removed either in idea of the gauge face or outside of the gauge face. This work should be planned only when rail temperature is likely to be within the range td- 200C to td+100C. At no point of both inside and outside ERC's even on alternate sleepers should be removed at alternate sleepers and on completion of surface preparation, bituminous black conforming to IS: 9862-1981 shall be applied to a thickness of 100 microns and allowed to dry for 8 hours. Subsequently the second coat shall be applied to a thickness of 100 microns and allowed to dry for 8 hours. The liner and ERC's are fixed to the rails. All the liners shall also be painted with anti-corrosive black after duly cleaning the surface. Similarly, in the same caution order, alternative left over ERC's are removed and painting done as indicated above.

**19.4. Treatment of Rail Surface near Liner:**

In corrosion prone areas, wherever considered necessary, at the time of initial provision as well as annual cleaning of central leg of elastic rail clips, Graphite grease grade 'O' to IS 408 shall be applied on the underside of liners as also the corresponding area of the rail foot. To avoid in grease of toilet dropping as well as moisture to the surface of liner and rail foot, grease shall also be applied along the boundary of liner so as to seal the liner boundary. The necessity and frequency of grease application under and around the liners may be decided based on experience.

**19.5. Frequency of painting of rail:**

19.5.1 Painting of in-service rails once in a year painting shall be carried out for the inside gauge face of rails including foot and web and excluding gauge face surface with 2 coats of anti-corrosive bituminous black confirming to IS:9862.

19.5.2 Non-gauge face side foot of the rail including web and non-gauge face and excluding rail top should be painted once in 3 years.

19.5.3 Notwithstanding the above every railway shall specify the frequency of anticorrosive painting based on un-experience in various regions.

19.5.4. All materials to be supplied by the contractor should be got approved by the Engineer –in – charge before use.

19.5.5. Unless specifically mentioned in the schedule of rates all materials required for execution of work will be supplied by the contractor free of cost as per standard specifications and approved by the Engineer-in-charge.

19.5.6. All works are to be done as per programme fixed by the Engineer-in-charge or his authorized representative and as per their direction only.

19.5.7. The work may have to be done under traffic block to be arranged by the PWI concerned as per predetermined programmed and will be done according to the traffic movement conditions.

19.5.8. The General Conditions of Contract will be governed by the South Eastern Railway Standard General Condition of Contract-2022 with all correction slips up to date.

19.5.9. The Railway will not be responsible for compensation towards contractor's idle labour in case traffic block cannot be arranged to the contractor as per programme due to unforeseen reasons.

19.5.10. The contractor has to paint additional two coats at weld collars/ FB weld collars also along with rail painting at no extra cost.

19.5.11. In case of painting in running track, the contractor shall arrange for removal of Elastic rail clips and liners and insert. The same in position after painting in that zone at no extra cost. Any loss of fittings shall be recovered from the contractor as per the Railway's norms.

20. Paints should be procured from reputed firms as per direction of Engineer-in-charge.

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