

SN	Item No.	Description	Sch. Qty	Unit	Rates	Rates in words	Amount	Remarks
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**Notes: -**

- 1. Work will be carried out under SSE P.Way BGTA, SSE P.Way SGP, SSE P.Way GAR, SSE P.Way NU , SSE P.Way SRID & SSE P.Way JBP(S)**
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 by 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. 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 for contractor's bill as per rule.
7. Work affecting safety will be operated under block made available.
8. Work will be carried out under speed restrictions required and imposed by Engineer-in-charge at site.
9. All safety precautions during the work shall be taken to pass the traffic safe.
10. 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.
- 11. Contractor has to provide retro-reflective jackets to all the labours and supervisors working on work site.**
12. 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.
13. The work should be executed in a "work man - like manner" to the satisfaction of the Enginee in charge at site.
14. The quantities for the above items are approximate and are variable. The contractor will have no claim due to variation/deletion of items.
- 15. Work will be carried out as per Rly's specification and Indian Railways Unified Standard Specifications 2021 ( USSOR -2021)**
16. Contractor shall be wholly responsible for safety of traffic during execution of work & provide safety measure at his own cost, if necessary.
17. Contractor shall arrange "train approaching warning device" (Hooter) at site.
18. No compensation will be paid by the railway in case of injury or death to contrtactors labours.
19. The items of transportation of sleepers and rail prescribes that material is to be carted to place and locations as specified. It will be necessary that the material is stacked only to the side of sidings where empty wagons can be placed in this respect the location as approved under the signature of Engineer-in-charge will be binding and loading location given by site representative will not be final, hence the contractor should act as per approved sketch duly signed by Engineer-in-charge.
20. 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
21. 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 (works).
22. 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.
23. At places where the formation consists of two lines, the formation will have to be attended to upto the center of two lines. In case track centers are wider and there is separate ballast profile for UP and DN line the ccess on entire side will be attended for a width of 6.10m from centre of track.
- 24. Under item no. 161042, 50% payment will be made after drilling and 50% shall be after chamfering of holes.**
25. 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

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provided at the obligatory points and at the end of the day's work.

26. The quantities for the above items are approximate and are variable. The contractor will have no claim due to variation/deletion of items.

27. 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.

28. 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 copies, one at site & one in office. Man and material issued to the contractor will be informed to SSE (in charge), ADEN & DEN properly by SMS daily.

**29. The tenderers are required to quote single percentage above/par/below on railways' estimated value .**

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

31. The Rubber pads used on switch and other portion of T/outs and approaches will be fixed by contractor adhesive as per SR 1990 or equivalent as approved by site Engineer with all contractors tools and plants labour and material etc. no extra payment will be made for the same.

32. Satisfactory gauge housing of tongue rails and fixing of complete t/out as per IRPWM and codal provision will be responsibility of contractor. Wherever required cutting, rewedding and grinding of base plates, special chairs, stud bolts etc will be done by contractor free of cost including cutting and drilling of hole in gauge tie plates and other ST plates cutting of head of stud bolt as required by S&T .No extra payment will be made for the same.

33. 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.

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