

SPECIAL CONDITIONS RELATED WITH TRACK WORKS

- 1.1 The work shall be executed as per relevant paras of IRPWM , track circulars issued by the railways and any other instruction issued by the competent authority from time to time.
- 1.2 Agency will be ensured all the labours whose engaged in P.Way work, they should wear retro reflective jacket at work site.
- 1.3 The net weight of released SH rail/other released SH materials carted will be calculated after taking 5% wear and tear from the original weight of the new material for the purpose of payment to the contractor.
- 1.4 Released materials like wooden sleepers, CST/9 plates should be stacked in a lot of 100 and released P.way fittings like tie bar, cotters, dog spikes, bearing plates and keys etc. shall be stacked separately at convenient place to be decided by PWI In-charge at site. The work at site will be done only during day light hours, unless otherwise specified in tender schedule. No work can be done on the track without the presence of PWI In-charge or his authorized representatives.
- 1.5 When re-sleepering is done, it shall be ensured that only one sleeper is tackled at a time leaving at least 2 adjacent sleeper on either side with full fittings intact and untouched when other sleeper is taken out and before new sleeper can be put in, connected and packed. If the train is to be passed it should be ensured that cut wooden blocks are put in below the rail from where the sleeper has been taken out to firmly support the track for the safety of trains. After new sleepers has been out line, it should be linked and packed properly before taking up the next sleeper and the same sequence should continue (as per ER Track circular no.113 dated 7 September, 1982).
- 1.6 No vehicle would be plied near the track by the contractors without informing the railway authority. After the contractors receive permission to ply the road vehicles to run along the track, proper protection of track by providing flagmen as done in the case of works of short duration must be done. The zone of activity of the vehicles should be demarcated with temporary bamboo/sal ballah posts at the cost of the contractors so that the flagman/watchman posted at site have clear quiasdelines for movement of lorries in the vicinity of the running track.
The movement of lorries/vehicles of the contractors shall be prohibited in the night time in proximity of the track.
No ballast/boulders collection should be done by utilizing the space between running lines. This may area rise to possible infringement of the running lines and also pose problem for loading of the collected materials at later date. (E. R. Track circular no.123 dt.20.12.85).
- 1.7 No deep screening of ballast of track renewal or any other track work on running lines shall be allowed to be taken up by the contractor without permission of PWI and the presence of the competent railway supervisor who will ensure adequate safety precaution. Works of deep screening/ track renewal shall be taken up only after issue of permit to work by the competent authority.
- 1.8 Railway shall be empowered to impose any penalty as deemed fit for violation of the any of the safety items as mentioned above as per the track circulars of IR PWM or any other instructions issued by the competent authority in this respect from time to time. Decision of Sr. DEN in this respect shall be final.
- 1.9 In case of work of TSR, TTR, TRR, BCM etc. all consumable gas (oxygen & DA) including gas cutter and gas cutting equipment for smooth block working and for ensuring safety will have to be supplied and ensured by the contractor. No extra payment on account of this will be paid unless otherwise specified in tender schedule.
- 1.10 For all works requiring block, railway will endeavour to arrange suitable traffic block. However, no claim whatsoever on account of non availability of traffic block and consequent wastage of labour, tools, plant and machinery will be entertained. All other tools and planst including gauge-cum-level required for work including for block work will have to be supplied by the contractor.
- 1.11 The contractor will be required to obey faithfully the instructions of the PWI in-charge and ensure the safety of traffic at all times. In the event of any train accident at the site of the work established in the departmental enquiry to have been caused due to disregarding and negligence on the part of the contractor on the procedure of the execution of the work as set forth hereinafter or any other instructions given by the Engineer or his representative the contractor will be liable to pay the actual cost of damages attributable to the contractor as liquidated damages as assessed by the Engineer.
- 1.12 Work will be done in day time between sunrise to sunset. In case of requirement of night working, light arrangement will be done by the contractor for which no extra payment will be given unless otherwise specified in tender schedule.
- 1.13 No compensation towards any accident whatsoever will be paid by the Railway.
- 1.14 Cancellation of any document such as power of Attorney, partnership deed etc. should be forthwith communicated by the contractor to the Administration in writing failing which the administration shall have no responsibility or liability for any action taken on the strength of the said document.

- 1.15 The contractor should engage sufficient labour to maintain daily good satisfactory progress of work. If any point of time during contract period it is felt that work is not progressing satisfactorily, contract is liable to be terminated under penalty clause and the decision of DEN/ Sr. DEN will be final in this case.
- 1.16 Contractor will have to achieve the final level as proposed in the approved plan. In case of subsidence of track subsequently after lifting, contractor will have to again lift the track to the required level at their own cost. The contractor should also have their own level equipment for leveling to be done in course of lifting of track.
- 1.17 The sectional PWI will arrange for pulling back of rails when required with the help of contractual labour.
- 1.18 The work should be executed in a workmen like manner to the satisfaction of the Engineer In-charge. The contractor will primarily be responsible for the safety of the traffic that move on opened up track not with standing the presence of Railway Supervisory Staff at site.
- 1.19 In the event of any accident at the work spot, a departmental enquiry will be held by the railway. If it is established that the accident occurred wholly or partially due to any negligence on the part of the contractor, the contractor shall be liable for all damages and also legal prosecution on loss of life involved.
- 1.20 Contractor's supervisory personnel.
 - a) The contractor shall employ and post at site a technical supervisor preferably an able and retired P.way Inspector of Railway who should be adequately qualified and well experienced in execution of permanent way works. The name, particulars of technical qualifications and record of experience of such employed should be advised to the Engineer In-charge. If in opinion of the Engineer In-charge the supervisor is not fit to be in-charge of the work he should be forthwith replaced. In this matter the opinion of the Engineer In-charge will be final and binding on the contractor.
 - b) No work on the track should be done unless and until the contractor's technical supervisor is present at site.
- 1.21 Provision of Accidents : Where vehicles are permitted to railway adjacent to the running lines an experienced gang man shall also be posted by the Railway at the cost of the contractor to prevent accident and the amount towards wages of the flag man will be recovered from the contractor's bill.
SPECIAL CONDITION FOR DEEP SCREENING WORKS:
- 1.22 Deep screening will be carried out with temporary speed restriction under direct supervision of a Permanent way Inspector In-charge of the work.
- 1.23 The contractor must have a qualified and at least one retired Permanent way Inspector with previous experience of permanent way/construction and maintenance as the site In-charge who should be approved by the Engineer.
- 1.24 Protection of track and provision of temporary engineering signal, imposition of temporary speed restriction and removal thereof will be arranged by the PWI In-charge.
- 1.25 The contractor will be provided with railway land for his gangs, office, stores and labour camps free of charge for the contract period only.
- 1.26 Wooden blocks and wedges required for the work will be supplied by the contractor at his own cost. In case the scrap sleepers for making wooden blocks and wedges are supplied by the railway on demand the cost thereof will be deducted from the contractor as per existing rules.
- 1.27 Deep screening will be done as per relevant paras of IRPWM. All the instructions etc. given in LWR Manual, IRPWM and track circular issued by Railways or any other instructions issued from time to time will have to be strictly observed by the contractor. Deep screening including opening of ballast from inter spaces of sleepers digging down below the bottom of sleepers digging down below the bottom of sleepers for full depth as specified against the item screening, pulling track the same including initial packing with screen ballast and providing proper slope on the top formation for early drainage of water. If the site condition does not permit to deep screening upto full depth, ballast cushion is specified in the items shall be provided by lifting. The rates include all lead, lift and etc. No extra payment shall be made for this.
- 1.28 Work is to be organized in such a way that a group of 5 sleepers are tackled in sequence and that only one sleeper is tackled at a time out of 5 sleepers in the group. In other words at any stage of the work when ballast is being excavated from under 1 sleeper there are at least 4 sleepers between it and the next sleeper being simultaneously and similarly worked on during the progress of deep screening. If a train has to be passed, it shall be ensured that before the runner flag is ordered to be removed the two interspaces on either side of the sleeper being deep screened are provided with cut wooden blocks to firmly support the track (track circular no.113 of 7 September, 1982).
- 1.29 Contractor will use 20mm size screening mesh for screening of ballast.

- 1.30 Cane baskets required for collection of muck during screening should be arranged by the contractor at his own cost.
- 1.31 Thrown away ballast with muck/debris to be picked up and put back in track free of cost.
- 1.32 The work may be started from any length of the caution according to the need of the railway is as directed by the PWI In-charge. The contractor shall be bound to execute the work accordingly, the length of the track will be taken up for different operation of deep screening, lifting etc. as per the direction of the Site In-charge, to keep the restrictions to a minimum possible length. Length of 20 kmph and 30 kmph speed restriction should not extend more than 500 m.each at the end of the day's work.
- 1.33 Contractor will have to achieve the final level as proposed in the approved plan. In case of subsidence of track subsequently after lifting contractor will have to again lift the track to the required level at their own cost. The contractor should also have their own level equipment to be used in course of lifting of track, payment of subsequent packing will be done only after achieving the final level and submission of final long level.
- 1.34 Work will strictly progress in one direction only and all labour will do work proceeding in one direction.
- 1.35 Released materials like wooden sleeper, CST/9 plated should be stacked in lot of 100 and released p-way fittings like tie bar, cotter, dog spikes, bearing plates and keys should be stacked separately as convenient place to be decided by PWI In-charge.
- 1.36 The contractor will take over the alignment and level pegs/works from the PWI In-charge and execute the work as per these reference.
- 1.37 Packing with Crowbar/beater will be allowed immediately after laying for the purpose of Kutcha packing without causing any impact directly on the sleepers in order to obtain the requisite line and level. Non infringing track jacks should be used for leveling.
- 1.38 Work will be stopped at least 2 minute earlier before passage of every train.
- 1.39 The screened muck be thrown at a place shown by the PWI In-charge at site, free of cost, away from station yard, cutting, embankment etc. at the location shown by PWI Incharge and the released stone ballast from the screened muck to be picked up and put in into the track free of cost. The screened muck be used to make up a low cess and surplus should be evenly spread on the side slope of the banks and in case of platform portion beyond platform area as per instruction of PWI In-charge.
- 1.40 A cross slope of 1 in 40 shall be provided from the center of the track towards cess or the formation in order to facilities to the efficient drainage of water from the track.
- 1.41 Repairs to cess should normally be carried out after screening. The cess should be leveled and dressed in approved profile. Along with deep screening, cess will have to be cleaned off all jungle, weeds etc. by the contractor free of cost. No extra payment will be made for this.
- 1.42 The deep screening work will be inspected and measured by the PWI In-charge as track will be recorded by AEN. For this purpose the parameter of gauge and sleeper space should be recorded at every sleeper. These must be as per IRPWM 1986. The AEN will certify progressively km. wise satisfactory completion of work by contractor.
- 1.43 There will be no maintenance period for the work after the work is satisfactorily completed as certified by the AEN
- 1.44 CI insert and pandrol clip shall be greased thoroughly by the contractor before fitting the pandrol clips with all cost of labour and materials.
- 1.45 For measurements and spacing etc. of the sleepers new P-way tools e.g (1) modified square (2) concrete sleeper spacer shall have to be used.
- 1.46 The level pegs used for long level shall be maintained by the contractor till the final packing is completed and final long level taken.
- 1.47 Haunch cleaning shall follow the work of deep screening and shall be from center of the two track to the toe of ballast.
- 1.48 The contractor will take over the alignment and level pegs/works from the PWI In-charge & execute the work as per these reference.
- 1.49 Final measurements of the track will be recorded by the AEN. For this purpose the parameters of gauge and sleeper spacing should be recorded at every sleeper. These must be as per IRPWM. The AEN will certify progressively km.-wise satisfactory completion of the work by contractor.
- 1.50 There will be no maintenance period for the work after the work is satisfactorily complete as certified by AEN.
- 1.51 Insertion of pandrol clips shall be done by preferably pandrol drivers.
- 1.52 For measurements and spacing etc. of the sleepers, new P.way tools i.e. (1) modified square (2) concrete sleeper spacer shall have to be used.
- 1.53 Payment of TRR, TTR, TSR etc. will be made only after released material is taken to the site specified by PWI Incharge and stacked properly and only to the extent of carting and stacking of released material.
- 1.54 In case of items related to E. Rly.'s L&M schedule 1987, chapter XXIV, unit for item no. 9 to 25 should be read as Track Meter and not Meter.
- 1.55 In case of track renewal work, a suitable length of track will be handed over to the contractor after joint survey of material in line. The survey register will be signed jointly by PWI Incharge and contractor or his authorised representative and countersigned by AEN concerned. The released material will be handed over by contractor to PWI/Incharge as soon as possible after release at a suitable locations as instructed by the PWI Incharge. Similarly, new materials to be put in line will be issued to the contractor either at site or at PWI's store. Joint census should be done by PWI/Incharge and contractor or his authorized representative after the same is put in line by the

contractor. Statement of such transactions should be submitted with each alternate on account bill as a special return indicating also the MAS return in which such transactions are being reflected. In case of any loss of material from site, cost of the same will be recovered from contractor's on account bill. Along with final bill, a complete statement of all such transactions will be submitted.

- 1.56 **Dy.CE/Track/HJP letter No.W-4/514/0/Safety Policy/Pt.I/156 dt.12.02.2016** - The instructions given in the PCE's Circular No.16/2010/Track dt. 18.03.2010 before and during execution of work in the vicinity of the railway track should be rigidly followed.
- 1.57 Actions to be taken by the contracted agency to ensure safety at work site should be incorporated in the agreement and assurance of the contractor should be taken in writing after explaining such action.

Full Signature of Tenderer(s)
Date