

### **Special Conditions - for TRR (P)-11.40 km & TBR-30 Km**

1. The contractor shall not start any work without the presence of railway supervisor at site
- 2 Work should be done under traffic condition. Contractor should take care of his labor and material and any incidence occurred due to his negligence, he will be held responsible for the same, and the contractor should carry out the entire work within the allotted time period.
- 3 The contractor is responsible for the safe passage of the trains during work. The contractor will allow all trains with the specific approval of supervisor at site in charge. Any violation in this regard the contractor will be held responsible for all damages occurred due to negligence, manipulation by the agency staff.
- 4 In the event of any accident at the site of work and departmental enquiry is established by the railways that the accident occurred wholly or partly due to any act / omission of negligence on the part of the contractor or contractor labor, not adhering to the instructions of the engineer in charge, the contractor shall remain himself liable for such damage and also should face legal prosecution for loss of life if involved.
- 5 No claim will be admissible towards loss of time, loss of life, wastage of labor employed, etc., that may be incurred by the contractor due to movement of trains. The rate quoted should cover all such contingencies
- 6 Track gauge and levels shall be ensured by the contractor/representative of the contractor before passing the train.
- 7 Wherever the road vehicles and / or machinery are required to work in the close vicinity of railway line, the work shall be so carried out that there is no infringement to the railway's schedule of dimensions. For this purpose the area where road vehicles and / or machinery are required to ply, shall be demarcated and acknowledged by the contractor. Special care shall be taken for turning / reversal of road vehicles / machinery without infringing the running track. Barricading shall be provided wherever justified and feasible as site condition
- 8 In case the work is required to be executed beyond day light hours, proper lighting arrangements shall be provided and to be ensured by concerned SSE/PW/In-charges
- 9 The Railway administration will not be responsible for the safety of contractor's labor engaged for this work
- 10 Vehicles and equipment of contractors can be drafted by railway administration in case of accidents / natural calamities involving human lives
- 11 Safety at work spot and safe working of contractors : The contractor is primarily responsible for safety of traffic and also that of his staff working on track. No compensation what so ever towards damage to men, material of the contractor will be paid by railways. It is essential that adequate safety measures are taken for safety of the trains as well as the work force. Engineer-in-charge may impose any other conditions necessary for a particular work or site.
- 12 If contractor damages any of Signaling & Telecom cables penalty (as applicable rate at the time of working) will be recovered from his bill

- 13 The contractor has to develop service roads/approach roads wherever required. For that no extra payment will be made. No separate payment will be made for the ramps provided by the contractor
- 14 The Contractor should clear of the released materials, muck and any related components of the site after completion of work.
- 15 The quantities shown in the schedule is approximate and will be operated in full or part at the discretion of Engineer in charge.
- 16 The contractor shall make his own arrangement for transportation of labor, tools, plants etc., at his own cost to the work spot
- 17 The contractor has to bring all materials required for track work such as hammers, crow bars, beater rail tongs, shovels, pick axes as well as old tools, required to the standard of what is used in railway quality and quantity for the work should be borne by the contractor.
- 18 Contractor should supply standard Pway inspection kit manufactured by reputed firm consisting of various items as prescribed by site engineer and this will be used for checking of parameters and quality during execution of work and finally this is to be handed over to the railways on completion of work.
- 19 No plant and machinery will be supplied by the railway to execute the work. It is the contractor's responsibility to supply the material, plant and machinery required for the execution of work at his cost only.
- 20 In case of Pway materials are to be picked up from the other side of the track, the SE/Pway representative should persist and safe guard to movement of trains. There should be no obstruction to the movement of trains while trucking of materials.
- 21 The description given for schedules is only brief. The detailed description is available in USSOR 2021 including its correction slips if any.
- 22 The laying of earth is to be executed in layers of 30 cm, duly compacting with the rollers.
- 23 Benching should be done for every 30 cm height along the slope of formation, before laying of earth material. Side slopes should be compacted by Slope vibrators. Photos before and after Cess repair locations are to be attached. Concerned SSE/PW/Incharges should certify the work of benching done in no. of rows.
- 24 Initial levels to be written in the level book and send to the division office to get the endorsement of sectional DEN. After scrutinizing the Initial levels, the cess repair work shall be started. Final levels should be submitted along with bills.
- 25 If ballast supply is a part of the work, then the tenderer should submit along with the schedule a test report of impact value, abrasion value and water absorption value in respect of sample of ballast proposed to be supplied, from any of the approved laboratories.
- 26 The modus operandi may be the discretion of DEN/Sr.DEN, if necessary to change the scope of the work.
- 27 No damage is allowed to the sleepers while transportation, loading/unloading of sleepers. If damage occurs, sleeper cost will be levied to the contractor as a penalty.

28. 20 RP Rails should be unloaded, without any damage and as per latest guide lines/ correction slips. During unloading of rails, care to be taken for the labour. No payment from Railway to the injury/ life of contract labour.
29. At the time of Cut and Connection work, the work will be executed in the traffic blocks only.
30. If any cable connections are damaged during execution of work, there would be the penalty of Rs: 165000/ one Cut at one time or as per latest guide lines by S&T department , the penalty will be levied to the contractor.
31. The quantities mentioned in Tender Schedule either may reduce or in excess as per site conditions. Full description is available in USSR-2021.
32. For TBR works, same works with different USSR item No.s are available either partly or full description of the specific works like boxing etc. In the bill, don't use Boxing item at that location.
33. After laying of rails, released rails/ track components are to be stacked. For this stacking work, stacking of released pway materials should not be used.
34. Greasing of ERCs item should not be used, in TRR work.
35. Ballast unloading item consists of boxing. Hence Boxing item should not be used.
36. No extra dragging of Rails for pairing of rails cannot be given. Only pairing of rails of USSR-2021 item to be used.
37. No painting of rails is to be used.
38. TRR/TBR works will be executed under the traffic blocks only. Railways cannot pay for waiting time, wasting of engaged labour, due to non availability of traffic blocks, slow progress of work etc.



**DEN/North/HYB**