

SPECIAL CONDITIONS OF CONTRACT REGARDING SITE AND SPECIFICATION

1. WORK SPECIFICATIONS:

- 1.1 These special conditions, tender conditions, instructions to tenderer and the General conditions of contract as amended upto date shall govern the work done under this contract. Where there is any conflict between the special conditions and instructions to tendered on one hand and General conditions of contract on the other, the former shall prevail.
- 1.2 The work shall conform to IRS specifications no. T-19-1994, Fusion welding of rails by SKV Alumino-thermit welding process with the prefab moulds and latest amendments.

2. SCOPE OF WORK:

- 2.1 These special conditions cover welding with contractor's portion and doing the work by contractor. The work may be carried out by the contractor as per provision of the contract under the supervision of the P.Way officials of the Railways by deploying the entire welding team of supervisors and skilled/unskilled labour.
- 2.2 The work of Thermit welding of rail joints shall be done on Cess on IN-situ under traffic block as deemed fit by the Railway authorities.
- 2.3 If the work is done under traffic block, the contractor shall have "No claim" on the railway even if suitable time under block /caution order is not available. However, appropriate extension to time of completion will be given by the Railway if justified by the circumstances.
- 2.4 The Railway shall be entitled at any time during the occurrence of the contract to increase or decrease the approximate quantities of each item shown in the said contract by not ore hat 25% and will give reasonable notice in writing of any such increase or decrease to the contractor.

3. SATISFACTORY PERFORMANCE:

- 3.1 Clauses of IRS/T-1994 pertaining to execution, guarantee and acceptance of test shall be strictly followed. However special attention is invited to clause pertaining to USFD testing of the welds which is reproduced below-
" All the fusion welded joints shall be ultrasonically tested by the purchaser 9Railway representative) as per the procedure for Ultrasonic testing of thermit welded rail joints given annexure. This testing shall be completed as early as possible but before the contractor/welding team leaves the welding site."
- 3.2 No payment will be made for the welding of a joint till it has been ultrasonically tested and found satisfactory.
- 3.3 All the joints shall be joggled fish plated and supported on wooden blocks by the contractor till they are tested ultrasonically . Joggled fishplates and scrap wooden blocks shall be provided by the Railway.
- 3.4 The contractor will be responsible for the welded joints remaining satisfactory for the guarantee period as provided in para 6.2 of the se conditions and a sum equal to 1% of the total amount billed will be kept as a security deposit for two years or the extended period of 3 years, if necessary. For every joint failing during the guarantee period, 3 times of the cost of welding (cost of portion to be added if supplied by Railways) as being paid to the contractor for one rail joint will be recovered from the sum, if the joints are not rewelded by the contractor.

4. WORK TO BE DONE BY THE CONTRACTOR:

- 4.1. The entire welding equipment as required for carrying out the welding work shall be arranged by the contractor. This will also include grinding machine along with grinding stone/ fill prefab moulds etc. The thermit portion only of RDSO approved firm duly certified and sealed by RDSO will be accepted. Before using the portion, the certificate of ADEN shall be obtained that the portion being used is duly certified by RDSO for use in Thermit welding of rails. The AEN or any supervisor authorised by his can check any time the place of storage of welding portion to satisfy that only RDSO certificate portion is being used.

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- 4.2. Portion used for welding shall conform to technical requirements (a) as mentioned in IRS-T-19-1994 alongwith correction slip no. 2 of IRS-T19-1994. The suitability of portion for the welding process in respect of type and section of rails to be welded shall be ensured before commencement of welding. Only RDSO certified/ passed should be used for welding.
- 4.3. The contractor shall provide to each welding party the flat straight edges of 1 metre and 10 cms length and 1 set of feeler gauges in units of 0.1 mm to 2mm.
- 4.4. The contractor carrying out the work shall be approved from RDSO for the welding technique and type of rail sections as given in "Manual of fusion welding of rails by Alumino-Thermic process", issued by RDSO in Sep, 1998. His staff under the category of supervisor/welder duly certified by RDSO for the portion used only shall be permitted to carry out the work.
- 4.5. The welding work shall be carried out by the self contained welding units at location so that all types of work concerning i.e. lifting, levelling, alignment, packing, moulding welding chipping and final finishing shall be done by the same party.
- 4.6. The typical composition of the team shall be as under:-

Welding Grade - I/ Grade -	=	1
Welding Grade – III/ Skilled Artisan	=	2
Helper Khalasi/ Khalasi	=	5
Gangman	=	As per work load
- 4.7 The contractor shall be responsible for proper filling and grinding of the joints and their finish to the specified tolerances after welding. The final grinding shall be complete within 24 hrs. of welding of a joint.
- 4.8 All weld collars are required to be painted in terms of RDSO letter No. M&C/W/I date 1/8 which reads as under:-
 - i) Apply one coat of ready mixed paint. Brushing, Bituminous, black, lead free, acid, alkali, water and chlorine resisting to IS-9862-81 in the welded area and 10 cm on either side.
 - ii) After 8 hrs. drying apply a second coat of the same paint to IS-9862-81.
 - iii) Painting should be carried out by brush.
- 4.9 The contractor shall not carry out any work between sun set sunrise. He should make his own arrangements to protect the work against wind and weather during the actual execution of the work. Whenever, welding is required on a panel longer than 3-rail length or for welding in falling temperature use of Tensor is a must. However, if circumstances so warrant, the welding work between sun set and sunrise may be carried out with the special permission of engineer. All the arrangement for night working i.e. lighting etc. shall be made by the contractor at his own cost and nothing extra shall be paid on this account.
5. **WORK TO BE DONE BY THE RAILWAYS:**
 - 5.1 The Railway will provide the permanent way official for supervision of the work.
 - 5.2 The railways shall arrange for the USFD testing of the joint welded by the contractor.
 - 5.3 The permanent way supervisor incharge of the work will make necessary; arrangements for safe working and traffic blocks. The arrangements for safe working and traffic blocks. The arrangements made by the railways for safe working will not relieve the contractor of his liability for indemnifying the Rly. Against all costs, damages, charges of expenses as per clause-54 to 57 of the General conditions of contractor 1998 in case the Rly. has become liable to costs, damages, charges of expenses due to the negligence of the contractor.
 - 5.4 As an alternative to petrol, the oxygen, LPG and other gas may be used for pre-heating.
 - 5.5 During the course of the welding work in situ the Rly. shall be responsible for; Deploying of flagmen for protection of Rly. track.
 - 5.6 Railways will provide scrap wooden blocks for supporting wherever required.
6. **TESTING OF JOINTS:**

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- 6.1 The USFD testing as per clause of IRS specification No. T-19-94 will be done by the Railways with their equipments. The testing shall be completed as soon as possible but before contractor's welding team leaves the welding site. No payment shall be made for the welding of a joint till it has been tested ultrasonically and found satisfactory.
- 6.2 No payment shall be made for sample welds, to the contractor but the rails will be supplied by the railway. Test sample be taken initially and after every 100 joints. The Rly. will arrange for transportation of these joints at its cost for testing. If the sample test joint fails to satisfy any of the requirement of specification IRS-T-19-1994, the Railway will be at liberty to suspend further welding. However, 2 more randomly welded joints from the same lot of 100 joints shall be subjected to retest as per clause 4.2 of IRS-T-19-1994. Both the joints should clear all the tests. If this report is also not satisfactory further welding of joint shall be suspended until the firm's welding technique has been examined and the same satisfies the requirement of clause 4 of IRS-T-19-1994. Clearance for recommendation of welding shall be given by RDSO. In case of failure of sample test joints, the period of guarantee of 100 joints represented by sample joint shall be extended for a further period of one year. In case of failure of joint or joints exhibiting sign of failure by crack then during the extended period of guarantee, the joint shall be rewelded free of cost by the supplier as per the stipulation. The welding joints with the extended period of guarantee shall be marked (x) with yellow paint on the outer side of the web of the rail near the joint in addition to the marking prescribed above.
- 6.3 If during the process of welding certain joints are found to be defective on USFD testing or do not come upto the requisite standard they will be declared rejected. No payment shall be made for such rejected joints. Maximum percentage of defective welds during initial weld testing should not exceed 2%. In addition to free replacement of defective weld, a penalty will be imposed for each defective weld as per Railway Board letter No. Track/21/02/0110/AT Policy dated 11.08.05 as under:-
- (i) Initial USFD testing should be conducted within a month's time from the date of welding so that the welder with a bad workmanship can be identified and removed from the site.
 - (ii) In case the defective weld exceeds 4%, the certificate issued by RDSO should be cancelled and welder will have to go through the process of re-certification. Till fresh certification is issued welder should not be allowed to do any work on the track.
 - (iii) A penalty of Rs.500/- may be imposed for defective welds ranging from 2 to 4% and a penalty of Rs.1000/- if the defective weld is found more than 4%.
 - (iv) There should be a provision of joint checking with firm's representative. During the course of joint checking, if the defective weld is less than 50% of what has been detected earlier by PWI/USFD, explanation should be called from the PWI/USFD for discrepancy and suitable action be taken if the motive behind detecting the higher number of defective weld is suspected.
 - (v) A firm may be allowed to do the welding of defective weld by wider gap technology. This will reduce the wastage of rail and population of additional SKV weld at site.
 - (vi) Railway to maintain batch wise and welder wise date of each weld at site so that any deficiency in a particular batch or portion or welder can be identified and suitable action can be taken in consultation with RDSO. A numbering of SKV weld at site should be done to co-relate a particular weld with a particular batch of portion and welder.
 - (vii) 1% sample joint testing as envisaged in the manual (para 7.1 of manual for fusion welding of rail by Alumino-thermic process) shall be strictly followed by zonal railways.
7. Rates for non-scheduled items including all lead, lift, ascends, descends, crossing of Railway tracks, obstructions, nallahs, handling, rehandling and taxes, octroi, royalty as a complete job and nothing extra to rates accepted will be paid to the contractor.
8. Nothing extra whatsoever on the rates accepted will be paid to the contractor.

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9. **WELDING REGISTER TO BE MAINTAINED:**

- 9.1 The contractor shall be supplied with detailed individual locations in advance of the joints to be welded by the contractor within the scope of the work.
- 9.2 The Railway supervisor shall maintain a welding register as per prescribed proforma comprising all details of each joint welded by the contractor.
- 9.3 After the welding and finishing of the joint, each weld will be allotted a serial number, which will be the same as entered in the welding register and this number will be painted on the rail flange adjacent to the weld by white paint. The welding register will be signed by the contractor of his site representative as well as P.Way officials supervising the work every day.
10. No assistance will be provided by the Railway for procurement of raw material, equipments, consumable stores, labour & petrol etc.
11. Work will be done under traffic conditions in stages, without any hindrance to the operations of the Railway trains. The contractor is therefore will be required to follow the safety rules and to co-ordinate with the concerned Railway authorities for smooth execution of the work. The contractor will also have to remove all the released/surplus material from the site simultaneously to avoid any hindrance in the Railway work and inconvenience to the traveling public.

**For Divl. Rly. Manager/Engg.,
N.Rly./Moradabad
For on & behalf of President of India**

I/We agree to abide by the terms and conditions mentioned above as well as the Northern Railway General Conditions Contract/1989 edition and Northern Railway Engg. Department Standard specifications for materials and works/1987 edition (corrected upto date) to the extent these are applicable to the contract.

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ADDITIONAL SPECIAL CONDITIONS OF CONTRACT FOR TSR, CTR, DEEP SCREENING

- (A) BALLAST:
- i) The contractor who has been entrusted with the work of CTR, TSR, Deep screening shall also have to unload the ballast at the site of work at the quoted rates on terms and conditions of contractor given below 1 (i) 1(v).
 - (ii) The contractor shall arrange sufficient labour of his working men at site or otherwise for unloading the ballast for which 24 hrs. prior notice to make preparation; shall be given by supervisor to contractor or his representative in writings.
 - (iii) The entries load of 72 wagons or equivalent of any description or less as offered; shall be unloaded by the contractor within an effective block of 4 hrs. (in one spells or several spells) see below-
 - (iv) In the event of contractor's failures to empty the whole rake of ballast so offered within the stipulated effected block of 4hrs. as in clause I (iii) above; he shall be liable to the following penalty.
 - (a) Rs. 20/- per wagon of any description which remains partly or fully loaded after the first effective block of 4 hrs. or in the event of refused to avail the offered block.
 - (b) After imposing the penalty of Rs. 20/- per wagon as mentioned in clause I (iv)(a) contractor will be offered another effective block of 2 hrs. (in one or several spells) for unloading the balance wagons. On the expiry of 2nd two-hours effective block, if still the wagons remain partly or fully loaded, then penalty of Rs. 50/- per such wagons will be imposed and the balance ballast will be got unloaded through another agency or departmentally at the risk and cost of the contractor.
 - (v) The contractor shall be responsible for removing the ballast Jam heaps from near the track so as to ensure smooth and safe movement of ballast train and subsequent trains as directed by the incharge at site.
 - (vi) In case of non-availability of blocks for unloading of ballast due to any reasons Rly. Shall not be liable to pay any compensation/damages to the contractor.
- (B) DAILY PROGRESS OF WORK ITS & FORTNIGHTLY ASSESSMENT:
- 1. (i) The progress of work be at least 0.1 Km per day.
 - (ii) **The progress of work shall be reviewed each 15 days, hence onward called at fortnight from**

date of commencement of work. The contractor shall employ sufficient labour on each

operation, so that he is not compelled to divert the lab. From one to another operation, such

that the operation where labour is withdrawn suffers on account of such withdrawal.

Exception shall be only for unloading ballast.

- (iii) The first fortnight after the date of commencement of the work shall be treated as a freelead fortnight to make preparations and to pickup the desired progress.
- (iv) From the second fortnight the progress of each operation viz CTR TSR Deep Screening the Kutche packing at item 1 & 2 of the schedule or rates and first, second third and fourth packing at item A, B, C of the schedule of rates shall be at least 1.5 Km. per fortnight.
In arrear these of that the following penalty shall be imposed on the contractor which shall be recovered from his dues towards the Railway.
- (a) 10% of the cost of each operation in arrear of the stipulated progress of 1.5 Km. per fortnight as per clause 2 (iv) above.
- (b) The contractor shall not be entitled to any claims on account of non supply of ballast. However if the progress is not upto the stipulation for want of speed restrictions the sufferance for the period the speed restrictions was not obtained at the desired location shall be deducted from the arrear length to be penalized 0.1 Km. a day only for TSR, RR deep screening and kuchcha packing at time 1-2 of the schedule of rates for the days the speed restriction could not be imposed at suitable side. For

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other operations like first second, third and forth packing at items 3, a b,c & d of the schedule of rates no such relaxation shall be given.

- (c) EMERGENCY ; In the event of the contractor and/or his labour deserting the work in unsafe conditions, the supervisor shall immediately employ the departmental labour under, written advice to the site representative of the contractor or telegraphic advice to the contractor at his specified address. In case no representative is available and got the track restored to safe condition. The cost of such labour shall be recovered from contractors dues without any notice to him.
5. Permi to the work should be given to the contractor by PWI/3 incharge daily at the site of work. The competency of the supervisor engaged this contract should be approved by the Deptt. and they should be in possession of certificate to this office while supervising P. Way works.

NOTE :- Respectively to bring certificate from the office other than Moradabad division where the lump sum earnest money of the contractor exist lies with the tenders within 3 days of opening of tender failing which his tender will not be considered.

SPECIAL CONDITIONS :

1. Administration will be at liberty to terminate the contract whenever any accident takes place because of careless on the part of the contractor.
2. That before starting the renewal, the quantity of released material will be identified and will be led by the track renewal contractor at one particulars place at a station. He should be fully accountable for same and in case of any shortage, recovery would be made from one account bills and final bill. he must ensure that no materials is left at site after renewal is completed.

For Divl. Rly. Manager, N.Rly Moradabad

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SPECIAL CONDITIONS OF DEEP SCREENING OF BALLAST

1. (a) Deep Screening of stone ballast and to entire ballast section for providing 20 cm. clean cushion below the bottom of the sleeper to complete ballast section including providing drainage slope on the formation including making of cess to required profile with release muck and adjustment of sleepers to their required spacing to be market by PWI at side.
- (b) Stone ballast will be supplied free of cost.
2. The work will be done under speed restriction to be imposed by sectional PWI. Caution signal man will be provided by the Railway.
3. Day to day caution will be issued by the sectional PWI and track protection will be done by the Railway.
4. Work will be done under the supervision of Rly. Admn.
5. Sufficient wooden blocks wedges required for the work will be by the railway.
6. Housing accommodation and watering facilities for the contractor's labour will have to be arranged by the contractor.
7. This will be done in any time between sunrise to sunset.
8. Wooden block and wedges must be place in track by the contractor labour as per the instruction of Rly. Supervision tackling packing portion underneath of sleepers.
9. Through packing will confirm to the para 622 of Indian Rly. and works manual 1967.
10. Deep screening of ballast for providing proper cushion & entire ballast section will be done strictly 'to CE'S circular No. 90, 124, 126 under speed restriction of 15 KMPH.
11. Stone ballast required for this work will be supplied free of cost alone the track.
12. Dip lorries/material trolleys will not be supplied by the Rly. and the use of dip lorry/material trolley will not be allowed. The contractor will make his own arrangements for leading of material to and from site of work and PWI'S store nominated places.
13. The contractor is required to complete all the operation viz. lifting packing alignment and raising etc. in order to make it fit for a speed of 15 KMPH with his labour under the supervision of Rly. Inspector Incharge of work. A minimum of 200 mt. length of track will be completed per day.
14. All operation of work involved for deep screening will be done on running track and nothing extra shall be paid to the contractor on this account.
15. Contractors will be responsible to ensure safety of his workman and tools & plants during the operation of work nothing will be left including the released track material.
16. The contractor will nominate his authorized representatives to receive the instructions order given by the Inspector Inchrge of the work. In the event of failure to comply with the instructions/orders of the Rly. Inspector incharge Rly. may get the work which is not in accordance with the safety of traffic, done at the risk and cost of the contractor and no claim will be entertained on this account.
17. The contractor is responsible to pay full cost towards the damaged done by the labour & will be fully responsible for Rly. material issued to the contractor in process of working. The full cost as per preventive market rates or the books rate + other incidental charges which ever is higher will be recovered.
18. The contractor will provide free of cost trained supervisor to carry out day to day operations of work as directed by the Rly. Inspector incharge of work. He will engage the experienced Ex. Rly. supervisor's for carrying out the work.
19. The contractor is responsible to stack free of cost all the ballast saved from work within 15 mtrs. from the centre line of the track as directed by the Railway inspector incharge of the work.
20. In addition to the GCC/1999, the special conditions attached herewith small prevail. In case of any condition between the General Condition and special conditions attached here to the special conditions attached with apply.
21. If the work is stopped or delay for certain period due to unavoidable reasons the contractor will have no claim for any compensation whatsoever on account of such delay in stoppage of work.

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22. Prevention of accidents: where vehicles also permitted to ply adjacent to the running line one experienced gangman shall also be posted by the Railway as flagman at the cost of contractor to prevent accidents. The amount towards payment of the flagman will be recovered from the contractor's bill.
23. The work may be started for any length of section according to the need of Rly. as directed by the PWI incharge. The contractor shall be bound to execute the work accordingly.
24. Cancellation of any documents 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 of liability for any action taken on the strength of the such documents of the contractor.
25. The Rly. Administration may extend the period of contract for any period whatsoever by giving notice to the contractor and the contractor shall be bound to complete the work within the period so extended and also the terms and conditions of the original contract will also be in operation during extended period.
26. The work of deep screening shall not be done on rainy day or till such time the muck is sticking to the ballast.
27. In case of any dispute about the quality workmanship of the work the decision of Engineer Incharge will be final and no claim on this account will be entertained.
28. The contractor shall not start any work without the personal presence of the PWI, P. Way Ministry at Site. In case the contractor/contractor's representative starts any work in absence of PWI/PWS it shall be treated as unauthorized & illegal tampering with the track and shall be liable for action under Indian Rly. Act.
29. Penalties upon an upper limit of 10% of the total cost of the work shall be imposed in case there is an accident for which the contractor is responsible.
30. Railway Administration reserves the right to terminate the contract with immediate effect if the contractor is found responsible for the accident without giving any further notice/notices to the contractor.

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SPECIAL CONDITION OF TRACK WORK :-

Sub : Infringement of track resulting into accident by the vehicle of the contractor.

1. The contractor/firm shall ensure that no materials or vehicle (Track, Jeep etc.) be followed **to** come within 6.0 mts. of the centre of any railway track without obtaining prior written permission of the Engineer/Inspector incharge of the work.
2. In all such cases, where contractor's vehicle work in the proximity of track or his material is unloaded/kept by the side of the track he will ensure that a properly trained supervisor is deputed at his own cost. The name of such a supervisor will be intimated by the contractor well in advance in writing to the Engineer and the inspector incharge of the work. If the Engineer Incharge is not satisfied with such a person the contractor shall replace his immediately.
3. The contractor shall ensure at all the time that his vehicles which work in the proximity of track are kept at any above distance from the running track so that there is no possibility whatsoever of their coming in contact with the trains. For this purpose, the contractor will give in writing to the inspector incharge of the work, in advance indicating the areas in which his vehicle are likely to work in the proximity of track. The inspector incharge will depute his look out men to guard against contractor vehicles infringing the above schedule of dimensions. The cost of these look out men will be realized from the contractors. However, in all such cases, the responsibility for maintaining the above schedule of dimensions will rest with the contractor who will ensure by taking all precautions that his vehicles did not foul the above dimensions and collide/obstruct with the railway rolling stock.
4. The contractor shall also ensure that any materials brought by him and unloaded in the proximity of track is always kept clear of the track without infringing the above schedule of dimensions and is also kept in a manner that the material is not likely to move/slip towards the track and infringe it.
5. In case of contractor's failure to ensure that his vehicles are kept way from the track at a safe distance and/or his material is kept away from the track at a safe distance and such a neglect on the part of the contractor results in any accident with a rail vehicle, the railway shall be free to terminate the contract at the risk and cost of the contractor for his failure to carry out his contractual obligations. In addition the entire cost of such an accident which is suffered by the Railway along with incidental charges and penalties will be realized from the contractor for his default. In this regard, the decision of the engineer will be final and binding.
6. Contractor will be liable to indemnify the Rly. Admn. for any loss/damage due to any infringement of a schedule of dimensions (during the course of placement of vehicles or stacking of material of contractor).

Sd/- 17.11.94
(Vijay Sharma)
for General Manager/Engg.

Signature of tenderer

CHECK LIST FOR INSPECTION OF A.T. WELD

SECTION.....DIVISION.....KM/TP.....

LINE: UP/DN/SINGLE DATE.....

BLOCK TIME.....

1. Equipment are complete as per Annexure -2 of AT welding manual -1998. Yes/No
If no then deficiencies are
2. Composition of welding team :-
 - (a) Welder having competency certificate Yes/No
 - (b) Welding Supervisor having competency certificate Yes/No
 - (c) Welding being done departmental or through contractual agency. Departmental/ Contractual
 - (d) Name of Welder
3. Details of Rails being welded :-
 - (i) Section & UTS
 - (ii) Old or new
 - (iii) Whether rail is free from corrosion of excess wear Yes/No
 - (iv) Whether rails has been USFD tested before welding. Yes/No
If yes, result of USFD testing. O.K./Not O.K.
 - (v) If old then GMT carried out
 - (vi) Condition of rails Good/Satisfactory/Not Satisfactory.
4. Condition of Rail ends :-
 - (a) Battering in mm
 - (b) Hogging in mm
 - (c) End cuts are truly vertical Yes/No
 - (d) Ends are cleared by K-Oil & wire brush Yes/No
 - (e) Whether fish bolt holes have been eliminated or not Yes/No
5. Portion details :-
 - (a) Manufacturer
 - (b) Date of manufacture
 - (c) Condition of polythene pacing Sealed/Broken
 - (d) Condition of portion Wet/Dry
 - (e) Portion no. & UTS
6. Gap in mm (25+1):mm
7. Alignment of rail with 1m straight edge:-
 - (a) Lateral + 0.5mm
 - (b) Higher by
 - (i) For 72 UTS (3-4mm)
 - (ii) For higher UTS (2-2.5mm)
8. Whether fastening of 5 adjacent sleepers checked. Yes/No
9. Mould shoes are fixed correctly. Yes/No
(Should be perfectly vertical shall not be skewed)
10. Pressure in compressor tank (7+0.7kg/sq.cm):.....
11. Preheating time (in minutes)
12. Tapping time in seconds (20 +3)
13. Mould waiting time (4-6minutes).....
14. Trimming is done by : Weld trimmer/Manual
15. Wedge was removed after (20minutes) Minutes
16. First train was passed afterMinutes

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17. First train was passed with speed restrictionKMPH
18. Grinding is done with the help of: Mach. Grinder/Manual

Signature
Name of inspecting authority.....
Designation
Date

Signature of tenderer

CHECK LIST FOR INSPECTION OF A.T. WELD

SECTION.....DIVISION.....KM/TP.....

LINE: UP/DN/SINGLE

DATE.....

BLOCK TIME.....

1. Tolerances of finished weld:
 - (a) Vertical alignment with 1m st. edge (1+1.0,-0.0mm)
 - (b) Lateral alignment with 1m st. edge (+0.05mm)
 - (c) Finishing of top surface at the end of 10 cm st. surface (+0.4,-0.0mm)
 - (d) Finishing on sides of Rail head at the centre of 10 cm st. (+0.3mm)
2. Weld is serially numbered as per
(Para 5.6 of A.T.Welding Manual) Yes/No
If yes, then give the no.
3. Whether USFD testing of weld done or not Yes/No
If yes, result of USFD testing O.K./Not O.K.
4. Whether painting of Thermit weld done or not Yes/No
5. Whether sample test joint made and sent for testing
or not (one of 100 joints) Yes/No
6. Weld register is maintained as per manual (Annexure-5) Yes/No

Signature

Name of inspecting authority.....

Designation

Date

Signature of tenderer