

SPECIAL CONDITIONS OF CONTRACT (TECHNICAL)

1.0 SUPPLYING AND STACKING STONE BALLAST

1.1 MANDATORY CONDITION FOR SUBMISSION OF TENDER

1.1.1 Each tenderer at the time of tendering for supply of ballast shall submit the following:-

(a) Test report of impact value, abrasion value, and water absorption value from reputed laboratory/institution as mentioned in the list in Annexure-D. These shall have to be in accordance with IS codes as under:

Aggregate abrasion value test.....IS: 2386 part IV 1963.

Aggregate impact value testIS: 2386 Part IV 1963

Water absorption testIS: 2386 Part III 1963.

(b) The tenderer shall also furnish an undertaking as Annexure- E incorporated in the tender document that the ballast supply at all times will confirm to specification for track ballast as specified by Railway without these the tender will be summarily rejected.

(c) Calculation for lead of ballast is done from nearest quarry (Jhunjhunu/Gopalpura quarry). If the contractor supply ballast from any other quarry which is farther than Jhunjhunu/Gopalpura, payment will be done as per calculation done for lead of ballast from nearest quarry (Jhunjhunu/Gopalpura quarry) only. If the contractor supply ballast from any quarry which is nearer than Jhunjhunu/Gopalpura, payment will be done as per calculation of lead from nearer quarry subject to approval for change in quarry as per Annexure – E.

Actual distance between ballast supply location and quarry location to be certified by ADEN concerned and SSE/Pway concerned.

(d) The test viz. determination of Abrasion value, Impact value and water absorption should be got done through approved laboratories or Railway's own laboratories.(List in Annexure-D). It may be noted by tenderer/s that they are required to submit the test report of the stone ballast, along with their offer, issued from the approved laboratory as listed in the tender documents. The tenderer/s is/are also required to mention the name of the quarry from which he/they are intended to supply the ballast either in the ballast testing report of approved laboratories .Test report should not be older than 6 (Six) months from the date of opening of tender”.

1.2 SPECIFICATION FOR STONE BALLAST:-

1.2.1 GENERAL:

1.2.1.1 Basic quality ballast should be hard durable and as far as possible angular along edges/corners, free from weathered portion of parent organic impurities and in organic residues.

1.2.1.2 Particle shape ballast should be cubical in shape as far as possible, individual pieces should not be flaky and should have generally flat faces with not more than two rounded/sub-rounded faces.

1.2.1.3 Mode of manufacture:-Only machine crushed supply will be acceptable.

1.2.2. PHYSICAL PROPERTIES:

1.2.2.1 Ballast sample should satisfy the following physical properties in accordance with IS: 2386 part-IV-1963, when tested as per the procedure given in Annexure of specifications for track ballast from RDSO Geo-Technical Engineering Directorate

Aggregate abrasion value30% maximum.

Aggregate impact value20% maximum.

1.2.2.2 The water absorption tested as per IS: 2386 part-III-1963 following the procedure given in Annexure of RDSO specification should not be more than 1%.

1.2.3 SIZE AND GRADATION:

1.2.3.1 Track ballast should satisfy the following size and gradation: a) Retained on 65mm square mesh sieve 5% max. b) Retained on 40mm square mesh sieve 40% - 60% c) Retained on 20mm square mesh sieve Not less than 98%.

1.2.3.2. OVER SIZE BALLAST:- i) Retention on 65MM square mesh sieve..... A maximum of 5% ballast retained on 65mm sieve shall be allowed without deduction in payment. In case ballast retained on 65MM sieve exceeds 5% but does not exceed 10% payment at 5% reduction in contracted rate shall be made for the full stack. Stacks having more than 10% retention of ballast on 65mm sieve shall be rejected. ii) In case ballast retained on 40mm square mesh sieve (machine crushed case only) exceeds 60% limit prescribed in

1.2.3.1 (b) above, payment at the following reduced rates shall be made for full stack in addition to the reduction worked out at (i) above.

a) 5% reduction in contracted rates if retention on 40mm square mesh sieve is between 60% (excluding) and 65% (including).

b) 10% reduction in contracted rates if retention on 40mm square mesh sieve is between 65% (excluding) and 70% (including).

iii) In case retention on 40mm square mesh sieve exceeds 70%, the stack shall be rejected.

1.2.3.3 UNDER SIZE BALLAST: The ballast shall be treated as undersized and shall be rejected, if:

i) Retention on 40mm square mesh sieve is less than 40%.

ii) Retention on 20mm square mesh sieve is less than 98%.

1.2.3.4 METHOD OF SIEVE ANALYSIS:

(i) Sieve sizes mentioned in this specification are nominal sizes. The following tolerances in the size of holes for 65, 40 and 20mm nominal sieves shall be permitted: 65mm square mesh sieve plus minus 1.5mm. 40mm square mesh sieve plus minus 1.5mm 20mm square mesh sieve plus minus 1.0 mm. mesh sizes of the sieves should be checked before actual measurement. The screen for sieving the ballast shall be of square mesh and shall not be less than 100 cm in length, 70 cm in breadth and 10 cm in height on sides.

(ii) While carrying out sieve analysis, the screen shall not be kept inclined, but held horizontally and shaken vigorously. The pieces of ballast retained on the screen can be turned with hand to see if they pass through but should not be pushed through the sieve.

(iii) The percentage passing through or retained on the sieve shall be determined by weight.

1.3. CONDITIONS FOR SUBMISSION OF TENDER:

1.3.1 Each tenderer at the time of tendering shall submit the test report of impact value, Abrasion value, water absorption value from approved laboratories as mentioned in para 1.1 (c).

1.3.2 The tenderer/s shall also furnish an undertaking that the ballast supply at all times will conform to the specifications for track ballast as specified by Railway.

1.4 Method of Measurement:-

1.4.1 Stacking shall be done on a neat plain and firm ground with good drainage. The height of stack shall not be less than 1m except in hilly areas where it may be 0.5m. The maximum height shall not be more than 2.0m top width of stack shall not be less than 1.0m. Top of stack shall be kept parallel to the ground plane. The side slopes of stack should not be flatter than 1.5:1 (Horizontal: vertical). Cubical content of each stack, shall normally be not less than 30cum in plain areas and 15 cum in hilly areas.

1.4.2 Shrinkage allowance:- Payment shall be made for the gross measurements either in stacks or in wagons without any deduction for shrinkage voids. However, when ballast supply is made in wagons, shrinkage up to 8% shall be permitted at destination while verifying the booked quantities by the consignee.

1.5 SAMPLING AND TESTING:

1.5.1 A minimum of 3 samples of ballast for sieve analysis shall be taken for measurement done on any particular date even if the numbers of stacks to be measured are less than three.

1.5.2 The test viz determination of absorption value, impact value and water absorption should be got done through approved laboratories or Railways own laboratories (List of these laboratories in mentioned in Annexure - D).

1.5.3 In order to ensure supply of uniform quality of ballast the following norms shall be followed in respect of sampling, testing and acceptance.

1.5.3.1 On supply of the first 100 cum, the test for size, gradation, abrasion value, impact value index and water absorption value, shall be carried out by the Railway. Further supply shall be accepted only after this ballast satisfies the specification for these tests. Railway reserves the

right to terminate the contract as per General Condition of Contract at this stage it self in case the ballast supply fails to conform to any of these specifications.

1.5.3.2 Subsequent tests shall be carried out as follows:

S.No.	Test	Supply in stacks	
		For each stack of volume less than 100 cum	For each stack of volume more than 100 cum
(a)	Size and gradation test		
	No. of test	One of each stack	One for each stack
	Size of sample	0.027 cum #	0.027 cum for every 100 cum or part thereof
(b)	Abrasion value , Impact value and water absorption tests @ testing frequency	One for every 2000 cum	

This sample should be collected using a wooden box of internal dimensions 0.3M x 0.3M x 0.3M, from different parts of the stack.

@ Contractor will arrange to provide such boxes at his cost. These tests shall be done for the purpose of maintaining quality during supply in case of the supply. In case of the supply test results not being as per the prescribed specifications at any stage, further supplies shall be suspended till suitable corrective action is taken and supplies ensured as per specifications. The above tests may be carried out more frequently, if warranted at the discretion of Railway.

1.5.3.3 All tests for abrasion value, impact value, and water absorption conducted subsequent to award of contract shall be done at Railways cost.

1.5.3.4 To carry out Impact test on ballast, a test sample of ballast piece (about 5 kg in weight) of size 10 mm to 12.5 mm will be required. Appropriate care should be taken by the railways that ballast selected for breaking down to 10 mm to 12.5 mm size for Impact test should be random from the ballast supply to avoid any subjectivity in selection of test sample. Alternatively, the test sample in the recommended range of size be got manufactured along with the ballast in sufficient required for this test.

1.6 Ballast plots, will be prepared by the contractor with his labour at the locations as indicated by the Engineer in charge. Each plot will be made on a neat, plane and firm ground with good drainage and will be properly leveled and dressed for stacking of ballast by the contractor at his/their cost. Ballast plot registers will be maintained by the Engineer's representative at site which will be required to be jointly signed by the Railways representative and the contractor of his/their authorized representative. All the ballast shall be stacked only on the area of plots. Each stack of ballast shall be serially numbered. After the stacks are measured these should be sprinkled with lime in the form of cross on all the sides by the contractor/s at his/their own cost, to the satisfaction of the JE/SSE (Pway)/ Assistant Divisional Engineer. Suitable space should be left in between stacks in adjacent zones so that there is no possibility of material from fresh stacks mixing with stacks already measured.

1.7 Ballast shall be supplied along existing track and in yards as directed by the Engineer- in charge between telegraph poles in required quantity in stacks of convenient sizes at the given location. Nothing extra shall be payable on this account.

1.8 The collection and stacking of ballast should be completed in all respect in a TP length before measurements are taken i.e. measurement for ballast supplied in a particular TP length shall be

taken only once during the currency of a contract. Further collection, stacking and measurement of ballast for one block section must be completed before order for putting into track can be issued by DEN/Sr.DEN.

1.9 In case of cess supply, cess supply sketch similar to depot sketch shall be drawn as mentioned above by SSE/JE (Pway) in-charge of the section. The diagram shall reflect all the stacks available per block section by clearly indicating the following with different colour/hatching.

(a) Stack measured on date and yet to be paid for.

(b) Stacks measured earlier and paid.

(c) Stacks where the supply is in progress. These diagrams shall also be signed by contractor's representative and ADEN duly certifying that position of stacks on the date of measurement is correctly incorporated in the diagram. Availability of cess supply diagram shall be pre-requisite for processing of the bill for payment in the Divisional Office.

1.10 The measurement of the ballast stacks shall be carried out by the JE/SE/SSE (Pway)/ Assistant Divisional Engineer in presence of the Inspector (being accounting authority of the material) and also in the presence of the contractor or his authorized representative on the date/dates intimated/ fixed by the JE/SE/SSE (Pway)/ Assistant Divisional Engineer and the same will be binding on the contractor. If he fails to witness the measurements on the appointed date and time, the work will be measured in his/their absence which shall be binding upon the contractor, whether or not he/they has/have signed the measurement book, provided always that any objection made by him/them to any measurement shall be checked investigated and considered in the manner set out as per **clause 45 of the General Conditions of Contract 2022**.

1.11 Stacks of ballast taken along track or in yards should not be disturbed, nor stacked ballast put into the track until DEN/Sr.DEN gives his clearance in writing. Where the supply extends over long stretches along track, the above conditions should be implemented for each kilometer.

1.12 Till such time the ballast is finally measured and taken over by the Railway safe custody of the material shall be responsibility of the contractor. The Railway shall not be responsible for any loss of material stacked due to any cause what so ever.

1.13 The measurements of stacks of ballast will be made as under, additional measurements may be taken if the stacks are irregular.

$$\frac{L1 + L3 + L2 + L4}{4} \times \frac{B1 + B3 + B2 + B4}{4} \times \frac{H1 + H3 + H2 + H4}{4} = \text{Gross volume of stacks}$$

i) L1, L3, L2 & L4 are length of bottom and top of both sides respectively.

ii) B1, B3, B2 & B4 are the breadth of bottom and top on both sides respectively

iii) H1, H3, H2 & H4 are the height taken from four representative locations, chosen at random. However, if necessary, more heights can be recorded.

1.14 It is understood that the accepted rates for ballast are for materials, which conform in all respects with the specifications laid down. If the Engineer or his representative, deputed to measure the ballast supplied, feels that any of above conditions and specifications have not been fully complied with, he is at liberty to:

i) Refuse to measure the ballast supplied after communicating his reasons in writing and to,

ii) Call upon in writing to bring the ballast up to the specifications by either re screening the ballast to conform to the specified sizes and grading or to re stack it to proper shape and size to enable re-inspection and measurement and the contractor shall have no claim, whatsoever on this account.

1.15 SSE/JE (P.way) will take the measurements ADEN will carry out 100% test check and sectional Sr.DEN/DEN, who is the bill passing officer shall exercise 10% test check on quantity and quality. At least 30-33% of the bills should be covered by the test check to be carried out at the DEN/Sr.DEN's levels. In case measurement are directly recorded by Asstt. Engineer 10% test check by DEN/Sr.DEN to be done on quality and quantity in each bill.

1.16 For the supplies taken along the cess, ballast passed by the ADEN should not be put into the track till the bill is passed by the Sr.DEN/DEN and a lapse of further 14 days and the ballast is accounted for in the ballast ledger by the subordinate in-charge. ADEN in-charge of the section shall fax the measurement details to Dy.CVO/Engg. immediately, once he has test checked the

stack measurements, made the bill and sent to sectional DEN/Sr.DEN for further necessary action. Dy.CVO/Engg. or his representative may check the ballast stack, within the mandatory period of 14 days before commencement of spreading of ballast into the track. In case DEN/Sr.DEN chooses to recommend spreading of ballast earlier than 14 days, he may seek written approval of THOD through Sr.DEN/Co. with proper justification. A copy of such request should also be faxed to Dy.CVO/Engg.

1.17 REJECTED MATERIALS:

1.17.1 The contractor/s is/are advised to bring only such material at the site which conforms to the specifications, as given above. Any material which fails short of the prescribed standards will be rejected and will have to be removed by the contractor at his/their own expenses as laid down in para

1.17.2 below. It should be noted that all materials will be passed at the site of delivery only. No passing will be carried out at the sources or anywhere else.

1.17.3 The Engineer shall mark all rejected ballast in any manner he thinks fit to prevent rejected ballast being mixed with good ballast and the contractor/s shall remove the rejected ballast to such places as may be directed by the Engineer within a fortnight from the date of order of removal. In the event of the contractor failing to do so, the Engineer may cause it to be removed and all cost of such removal shall be payable by the contractor/s to the Railway and without prejudice to any other mode of recovery may be deducted from any money that may be due or may be come due to contractor from the contractor's bill for any other works awarded by the Railway on demand.

1.18.GENERAL:

1.18.1 The rates quoted by the tenderer/s for the items of schedule of rates and quantities shall be all inclusive through rates i.e. rates for the material delivered at site including all leads, lifts, ascents, descents, crossing of nallahs, streams, tracks, and any other obstructions etc. Leading, unloading, handling, re-handling, sales taxes, Octroi, royalty or any other taxes levied by the State Govt/Local bodies. He/they will also himself/ themselves arrange and pay for such working facilities as he/they need for labour camps, contractor/s office, asses road to the site of work etc. The contractor will be deemed to have included the element of cost Royalty or compensation in his/their through tender rates and will not be entitled to any extra payment. He/They are advised to visit the site of works before tendering.

1.18.2 The contractor will have no claim for compensation in case of delay in handing over the stacking area that may take place during the progress of the work.

1.18.3 The Railway shall not be responsible for any loss or damages to the contractor/s materials equipment's tools, and plants etc. from any cause, whatsoever.

1.18.4 The contractor/s shall be responsible for observance of Rules and regulations under the Mines and Minerals Rules, Indian Metrology Rules and Regulations of the State concerned.

1.18.5 The contractor/s shall at all times keep the Railway Administration indemnified against all penalties that may be imposed by the Govt. of India or State Govt. for infringement of any of the clause of the Mines Act and Rules made there under in respect of quarries from which the ballast is procured.

1.18.6 The contractor/s shall be responsible for observing the stipulation of the Mines Act inverse and if any facility is provided by the Railway in case of Railway ballast quarries, the contractor/s shall be required to pay rent for the same, which shall be deducted from his/their dues.

1.18.7 The contractor/s shall comply with all the instructions issued by the Chief Inspector of Mines in respect to the safety of the workmen and the working of quarries and maintain register in which shall be recorded, such information/s for supply annually to Chief

Inspector of Mines of the Government of India, as required by him. Final payment will be released after producing the no dues certificate from Mining department or any other concerned office of the area. The contractor/s are required to produce necessary documentary proof regarding payment of royalty of stone ballast supplied to Mining Department, as and when demanded by the Railway administration. Final Bill shall be released only after production of "No Dues" certificate from the Mines Department, by the contractor.

1.18.8 The contractor/s shall carry out the provisions/s of any Laws, Rules and Regulations that may be enforced in the areas in which work/s is/are to be done at his/their own cost.

1.18.9 The contractor/s shall make all necessary arrangements for the provision of sanitary, medical and water supply facilities and foodstuff according to the site, nature, importance and locations of the labour camp. If the contractor/s fails/fail to provide the requisites medical, food, stuff, sanitary and water supply arrangements, these will be provided at the contractor/s expenses by Railway.

1.18.10 The tenderer/s should thoroughly inspect the site of work before quoting rates. All the sites are not approachable by road. The tenderer/s shall have to make his/their own arrangements for leading, rehandling and stacking the ballast at the stipulated sites.

1.18.11 The contractors shall be required to nominate and arrange continuous attendance of his / their authorized agent for various operations of the work.

1.18.12 Administration will be at liberty to terminate the contract whenever any accident takes place because of carelessness on the part of the contractor.

1.18.13 In case of any dispute regarding interpretation of any of the above clauses, decision of the DEN/Sr.DEN shall be final and binding on the contractors.

1.18.14 Engineer in charge may impose any other conditions necessary for a particular work or site.

ANNEXURE-I

1. Full name of Contractor/s Construction firm and year of establishment.
2. Registered Head Office Address
3. Branch Office in India.
4. Construction of firm gives full details including name of Partners/Executive/s Power of Attorney holders etc.:
5. Particulars of registration with Government semi Govt Organization, public sector undertaking and local bodies etc.:
6. The bank account number, name of bank and bank specific code number (MICR/IFSC)

Note:- The information furnished above shall be supported by authentic documents including registration number of the firm. The copies of documents submitted shall be duly attested by Gazetted officers.

Signature of Tenderer/s
Dated -----

Aggregate Abrasion Value

(Based on IS: 2386 part IV-1963)

1. Apparatus.
 - 1.1 The abrasion test for track ballast shall be carried out using Los-Angeles machine.
 - 1.2 The Abrasive charge shall consist of 12 nos. cast iron or steel spheres approx. 48mm dia and each weighing between 390 and 445 gm ensuring total weight of charge as 5,000 \pm 25 gm.
 - 1.3 IS sieves of sizes 50mm, 40mm, 25mm and 1.70mm.
 - 1.4 Drying Oven.
2. Test Sample.
 - 2.1 The test sample of 10000 gm shall consist of clean ballast conforming to the following grading.
 - Passing 50mm and retained on 40mm square mesh sieve 5000 gm@
 - Passing 40mm and retained on 25mm square mesh sieve 5000 gm@@tolerance of \pm 2% permitted.
 - 2.2 The sample shall be dried in oven at 100°C to 110°C to a constant weight (Weight 'A')
3. Test Procedure:

The test sample and the abrasive charge shall be placed in the Los-Angeles abrasion testing machine and the machine rotated at a speed of 20-33 revolutions/minute for 1000 revolutions. At the completion of test, the material shall be discharged and sieved through 1.70mm IS sieve.
4. Analysis and reporting of the Result:
 - 4.1 The material coarser than 1.70mm IS sieve shall be washed, dried in oven at 100°C to 110 °C to a constant weight and weighed (weight B)
 - 4.2 The proportion of loss between weight "A" and Weight "B" of the test sample shall be expressed as a percentage of the original weight of the test sample. This value shall be reported as:

$$\text{Aggregate Abrasion Value} = [(A-B)/A] \times 100$$

Signature of tenderer/s

Dated -----

Aggregate Impact Value
(Based on IS: 2386 part IV-1963)

1. Apparatus.
The apparatus shall consist of the following:
 - a) Impact testing machine conforming to IS: 2386 part IV-1963.
 - b) IS Sieves of sizes 12.5 mm, 10mm and 2.36 mm.
 - c) A cylindrical metal measure of 75mm dia & 50mm depth.
 - d) A tamping rod 10mm circular cross section and 230 mm length, rounded at one end.
 - e) Drying oven
2. Test Sample.
 - 2.1 The test sample shall be prepared out of track ballast so as to conform to following grading:

-----Passing 12.5mm IS sieve	100%
-----Retention 10mm IS sieve	100%
 - 2.2 The sample shall be oven dried for 4 Hours at a temperature of 100°C to 110°C and cooled.
 - 2.3 The measure shall be filled about one-third full with the prepared aggregate and tamped with 25 strokes of the tamping rod. A further similar quantity of aggregate shall be added and a further tamping of 25 strokes given. The measure shall finally be filled to overflowing, tamped 25 times and the surplus aggregate struck off, using and tamping rod as a straight edge. The net weight of the aggregate in the measure shall be determined to the nearest gm (weight's')
- 3 Test procedure:
 - 3.1 The cup of impact testing machine shall be fixed firmly in the position of the base of the machine and the whole of the test sample placed in it and compacted by 25 strokes of the tamping rod.
 - 3.2 The hammer shall be raised 380mm above the upper surface of the aggregate in the cup and allowed to fall freely on the aggregate. The test sample shall be subjected to a total of 15 such blows, each being delivered at an interval of not less than one second.
- 4 Analysis and reporting of the result.
 - 4.1 The sample shall be removed and sieved through 2.36mm IS sieve. The fraction passing through shall be weighed (weight "B") .The fraction retained on the sieve shall also be weighed (Weight C) and if the total weight (B+C) is less than the initial weight (weight") by more than one gm, the result shall be discarded and a fresh test made.
 - 4.2 The ratio of the weight of the fines formed to the total sample weight shall be expressed as a percentage.
$$\text{Aggregate Impact Value} = (B/A) \times 100$$
 - 4.3 Two such tests shall be carried out and the mean of the results shall be reported to the nearest whole number as the Aggregate impact value of the tested material.

Signature of tenderer/s
Dated -----

Water Absorption.

(Based on IS: 2386 Part III-1963)

1. Apparatus.
The apparatus shall consist of the following:
 - a) Wire Basket- Perforated, electroplated or plastic coated, with wire hangers for suspending it from the balance.
 - b) Water tight container for suspending the basket.
 - c) Dry soft Absorbent cloth 75 x 45 cm size 2 Nos.
 - d) Shallow Tray of minimum 650 square cm area.
 - e) Air tight container of capacity similar to basket.
 - f) Drying Oven
2. Test Sample: A sample of not less than 200 gm shall be used.
3. Test procedure:
 - 3.1 The sample shall be thoroughly washed to remove finer particle and dust drained and then placed in the wire basket and immersed in distilled water at a temperature between 22°C to 32°C .
 - 3.2 After immersion the entrapped air shall be removed by lifting the basket and allowing it to drop 25 times in 25 seconds. The basket and sample shall remain immersed for a period of $24 \pm \frac{1}{2}$ hours afterwards.
 - 3.3 The basket and aggregate shall then be removed from the water, allowed to drain for few minutes, after which the aggregate shall be gently emptied from the basket on to one of dry clothes and gently surface dried with the cloth transferring it to second dry cloth when the first will remove no further moisture. The stone aggregate shall be spared on the second cloth and exposed to atmosphere) away from direct sunlight) until it appears to be completely surface dry. The aggregate then shall be weighed (weight "A")
 - 3.4 The aggregate shall then be placed in an oven at a temperature of 100°C to 110°C for 24 hours. It shall then be removed from oven, cooled and weighed (Weight "B").
4. Analysis and Reporting of the Result.

Water Absorption = $[(A-B)/B] \times 100$
- 4.1 Two such tests shall be made and individual and mean results shall be reported.

Signature of tenderer/s

Dated -----

Annexure-D

LIST OF APPROVED LABORATORIES :-

- (i) S.S.E./P.Way Bhagat Ki Kothi, Jodhpur Division .
- (ii) Any Govt. Engg College, Polytechnic etc.
- (iii) Any Government Laboratory such as CPWD, MES, PWD, PHED, Irrigation etc.
- (iv) Any Government approved Laboratory.

Date-
Place-

Signature of Tenderer/s
Address-.....

Annexure- E

Certificate to be given by tenderer/s

I here by undertake to supply the ballast from.....quarry, which has been got tested from the approved laboratory (test report attached as per Annexure-D) as listed in the tender documents. It is also certified that the total quantity of ballast to be supplied will conform to the laid down specification for track ballast. Any change in the source of supply will be intimated, in writing, to the administration in time, along with test report of the ballast, prior to actual supply thereof.

Date-
Place-

Signature of tenderer/s
Address.....