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For Ballast supply:

1. Tenderer shall submit the test report of Impact value, Abrasion value and Water absorption value from approved laboratories at the time of submitting the tender.
2. Tenderer should submit along with the tender a lead diagram showing ballast quarry place. Crusher place and place/depot where the ballast is to be supplied distance between quarry place and crusher place.
3. **Contractor has to supply the monthly quantity of ballast as mentioned in the schedule of rates. Failure of the contractor to supply the ballast quantity as per the mentioned quantity in the schedule of rates, a cumulative penalty for short fall of Rs. 10/- (Rs. Ten) per cubic meter will be imposed on the contractor.**

Special conditions of contract for loading of ----- Railway hopper/wagons

1. Quantities shown in the schedule for loading is approximately. The contractor will not be entitled for any compensation for less arising from reduced quantity loaded or for not making customary profits on the total quantity mentioned in the contract. The contractor will also not be entitled to any compensation on account of hopper wagons not being supplied daily for loading caused by traffic delays, engine failure, lack of power and crew and other railway operating difficulties and for consequent idling of contractor's labour, tools, plants and machinery etc.
2. The empty hopper/wagons will be made available to the contractor as and when available with the railway and these will be placed in position in the ballast siding. The contractor will be informed for such placement and he has to start the work of loading immediately and complete within stipulated loading time. Loading is permitted during day time i.e. from 6:00 Hrs. to 18:00 Hrs (12 hrs. are free time).
3. The rake placed before 14:00 hrs. then 2 hrs will be free time from the placement time. The 12 hrs. will be counted excluding the night hours (i.e. 18:00 hrs. to 6:00 hrs.)
4. In case ballast rake is placed in the siding (first placing of rake) at 14:00 Hrs. or thereafter, the time from 14:00 Hrs. to 18:00 Hrs. on that day shall be treated free time and loading time will be counted on the next day from 06:00 Hrs. to 18:00 Hrs. This shall not be applicable for the second or third placement of the rake, when loading of the rake is already in process as the consequent placement may be at 14:00 Hrs. or thereafter.
5. The placement of rake shall be done in single placement only. In case, it is impracticable, the multi placement with due reasons shall be allowed only by Sr. DEN (Co) with intimation to CTE. In the ballast siding requiring two placements of rake for loading, the loading time for completing first part of the placement of rake shall be 6 hrs. during the day light (i.e. between 6:00 hrs. to 18:00 hrs) and another 6 hrs. for completing the second part of loading on placement of rake, during the day light hours.
6. The loading time for a rake comprising of more than 30 and upto 40 ballast hoppers shall be 16 hours and for a rake of more than 40 ballast hoppers the loading time will be 20 hours. In case of two

or more placements of the rake, the loading time shall be counted only during the day light hours i.e. from 06:00 hrs. to 18:00 hrs.

7. In case of failure of the contractor to complete the loading of ballast rake within the stipulated time, a penalty of Rs. 150/- per hour or part of an hour, for detention of wagon of the entire rake of ballast hoppers, in excess of permissible free time for loading, shall be recovered from the contractor's bill.

8. Decision of Sr. DEN (Co) of the division shall be final in the case of imposition of penalty for delay in loading of ballast hoppers.

9. No over loading of hoppers/wagons will be permitted.

10. Payment will be made on stacked measurements basis and not hoppers/wagons basis. While loading, the contractor should ensure that no wastage of ballast takes place and ground is made clear.

11. The contractor has to make his own arrangement including temporary developments of road repairs to ramp of bank, repairs to any loading platform required for loading into hoppers/wagons for any lead and lift of stacked ballast in all zone of the depot. Before loading, contractor has to close the door/opening of hoppers if found open after placement for loading by his own labours & tools etc.

12. No ballast or other material will be allowed to be loaded from a zone of the depot when the supply of ballast is in progress in this zone of the depot.

13. Ballast train wagons will be jointly examined by the contractor or his representative and P.Way inspector or his representative, before using the wagons and again when the ballast train is loaded. Statement of damages and deficiencies if any will be prepared in each case and signed by both the parties. The contractor will be responsible for any damage or any deficiencies in the ballast train wagons beyond ordinary wear and tears and the cost of such damages and deficiencies will be payable by him and deducted from his next bills.

14. The rate offered will include all lead lift as applicable to the entire depot.

15. No interference with the ballast hoppers will be permitted i.e. disconnection of hosepipe, disconnection of coupling and disconnection of any type of gear.

16. Contractor has to make lightening arrangement if the work is to be done during night times at his own cost.

17. Ballast shifting wherever required will be carried out by the contractor at his own cost with written permission of Depot in-charge for which no extra payment will be made. (Ref: JBP/W/Rate/T-14/Pt. 24/115 dated 16.06.06 & W-HQ/W-4/Track/Ballast/73-V dated 17.10.17).