

CHAPTER 4

LOADING AND UNLOADING

SPECIFICATION NO. 4.1—Loading

1. Unless otherwise specified, rate for loading is upto 50 feet (15 metres) lead. Where the lead is more than 50 feet (15 metres), this shall be paid at carriage rates for second, third and subsequent chains, etc., as the case may be. For calculating lead, only horizontal lead shall be taken into account. Nothing shall be paid extra for lift. The distance shall be measured by the shortest practicable route. Supply of any tools and plant required for the work shall be included in the rate for loading. The rate does not include the cost of any special arrangements such as cranes or heavy mechanical equipment.

Loading of
Materials

Loading of materials shall be contracted and paid for either by weight or by volume or by numbers. When the payment is made by volume, the materials shall be measured as laid down in Specifications for that material and deductions from measurements shall be made for voids to account for loose stacking etc.

2. Special precautions should be taken for loading of machinery as slight negligence may cause considerable damage to the same. If there are maker's instructions for loading, those should be strictly followed.

Loading of
Machinery.

3. Loading shall be done carefully to avoid loss or damage to the material or machinery. The loss or damage, if any, shall be made good at the cost of the loading contractor. Any additional charges or penalty imposed by the Railways on account of loading being not done in the specified time by the contractor shall also be recoverable from him.

Damage
Recoverable.

4. Bricks and brick tiles shall be properly placed in stacks in the vehicles and not dumped.

Bricks and Tiles.

SPECIFICATION NO. 4.2—Unloading

Unloading of
material.

1. Unless otherwise specified, rate for unloading includes clearing 5 ft. (1.5 metre) away from the rail or the edge of the platform where existing or 20 ft. (6 metres) away from the water edge. If stacking is specified, the same shall be carried out in accordance with the orders of the engineer-in-charge. Where the lead is more than the lead specified, this shall be paid at carriage rates for second, third and subsequent chains as the case may be. The distance shall be measured by the shortest practicable route. Supply of any tools and plant required for the work shall be included in the rate for unloading. The rate does not include the cost of any special arrangements such as cranes or heavy mechanical equipment.

Unloading of materials shall be contracted and paid for either by weight or by volume or by numbers. When the payment is made by volume, the materials shall be measured as laid down in specifications for that material and deductions from measurements shall be made for voids to account for loose stacking etc. In case of unloading from railway wagons, materials and machinery shall be unloaded where the railway authorities direct. No unloaded material shall be within 5 ft. (1.5 metres) of rail or edge of platform where existing.

Unloading of
machinery.

2. Special precautions should be taken for unloading of machinery as slight negligence may cause considerable damage to the same. If there are maker's instructions for unloading, these should be strictly followed.

Damage
recoverable.

3. Unloading shall be done carefully to avoid loss or damage to the material or machinery. The loss or damage, if any, shall be made good at the cost of contractor.

Bricks, and
tiles.

4. While unloading bricks and brick tiles, these shall be directly placed into stacks and not thrown or dumped on the ground.

Demurrage.

5. After the unloading of materials or machinery has been contracted, the contractor shall be responsible to see that he obtains the Railway receipts from the office of the engineer-in-charge in time.

He shall be responsible for any demurrage that may occur on account of his negligence and must, therefore, keep himself informed of all arrivals of railway wagons, unloading them on indemnity bond, if the railway receipt is not forthcoming.