555 Oak Street East
North Bay, Ontario
P1B 8L3

555, rue Oak Est
North Bay (Ontario)
P1B 8L3

Tel: 1-800-363-7512
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November 9, 2026

Addendum No. 02

File Reference Number: RFQ 2026 081

Title: Supply and Delivery of CWR and 80' Rails

RE: Clarifications/Questions

CLARIFICATIONS:

Item 1: Would ONTC accept the proposed manufacturer's or subcontractor's relevant experience and three comparable customer references instead of the respondent's own references? The respondent would remain fully responsible for contract performance, including product compliance, quality, and delivery.

Answer: Where a Respondent proposes to rely upon the experience, resources, capabilities, facilities, manufacturing expertise, or project references of a subcontractor, manufacturer, fabricator, or other third party in the performance of the Contract, the Respondent shall clearly identify that party and describe its role in the supply of the Deliverables. ONTC will evaluate the information submitted in accordance with the requirements and evaluation criteria of the RFQ, including the information provided regarding subcontractors and manufacturing sources. The Respondent remains fully responsible for performance of the Contract, including compliance with all specifications, quality requirements, delivery obligations and warranty commitments. Submission of third-party experience or references does not guarantee any particular evaluation score.

Item 2: Would ONTC provide the anticipated delivery locations and, for CWR, the applicable railway interchange/handover points. Please also clarify:

- Any required train/unloader specifications and anticipated unloading windows or durations.
- Permitted transportation methods and unloading responsibilities for the 40-foot and 80-foot rails and rail assemblies.

Answer: ONTC advises that all rails shall be delivered to Englehart, ON. CWR shall be delivered to North Bay, ON, where ONTC will then assume operations of the rail unloading in conjunction with the Vendor's unloading staff. It is the Vendor's responsibility to ensure that the unloader is capable of safely unloading rails along ONTC's rail network. Anticipated unloading windows are between March 15 and April 15 for a period of approximately 3 days per 96,000 feet.

80-foot rails shall be delivered by rail cars. 40-foot rails can be delivered by rail cars and trucks.

Item 3: Would ONTC provide CN Drawing TS-1111 and the applicable drawings/specifications for the insulated and transition rail assemblies.

Answer: Please see attached Drawings.

Item 4: Schedule C omits the 80-foot 115 RE rail line but includes the additional products listed in Schedule B, whose product prices are excluded from evaluation. Would ONTC please issue a corrected Schedule C and confirm exactly which items and quantities are to be used when calculating Total Evaluated Import Charges?

Answer: For clarity, Schedule B pricing is mandatory but will not form part of the Total Evaluated Price. Accordingly, ONTC requires respondents to complete Schedule C for both Schedule A and Schedule B items. For Schedule A items, respondents should calculate import charges using the estimated quantities identified in Schedule A, as these quantities will be used to determine the Total Evaluated Import Charges and Total Evaluated Price. For Schedule B items, respondents should provide import-charge information based on a single unit of measure for each item (e.g., per pair, per each), consistent with the pricing submitted in Schedule B. Import charges associated with Schedule B items are being requested for information and potential contract administration purposes only and will not be included in the Total Evaluated Import Charges or the Total Evaluated Price. Appendix E - Schedule of Prices (Addendum No. 02) confirms that Schedule B pricing is excluded from evaluation and that evaluation is based on the Total Evaluated Price derived from Schedule A quantities. Please see attached revised Appendix E - Schedule of Prices (Addendum No. 02).

Item 5: Please confirm whether the maximum quantity of “50” for 40-foot 136 RE rails means 50 individual rails, equivalent to 2,000 linear feet, and whether the quantities of “24” insulated assemblies and “20” transition assemblies are each measured per complete assembly.

Answer: ONTC advises that the quantity of "50" for 40-foot 136 RE means 50 individual pieces of 40-foot rail for a total of 2,000 feet. The quantities of "24" insulated assemblies and "20 transition assemblies are measured for each complete assembly.

Item 6: Please confirm whether ONTC intends to award all items to a single Respondent or reserves the right to make multiple awards by item or category. Further, will Respondents that bid on only a portion of the requested items be eligible for evaluation and award of the items for which pricing has been submitted?

Answer: ONTC intends to award a single Agreement to the top-ranked Respondent. Respondents are required to submit pricing for all items identified in Appendix E - Schedule of Prices (Addendum No. 02), including the mandatory Schedule B items. Accordingly, ONTC does not intend to make multiple awards by item or category, and quotations that do not include pricing for all required items may be deemed non-compliant.

Item 7: Would ONTC provide an estimated base-quantity for the 115lb Insulated Rail and Transition Rail Assemblies?

Answer: Pending budget approval, ONTC currently anticipates requiring a minimum of approximately 50 Transition Rail Assemblies and 40 Insulated Rail Assemblies during the term of the agreement. These quantities are provided for informational purposes only and do not constitute a commitment to purchase. Actual quantities may increase, decrease, or be modified based on operational requirements, approved rail replacement programs, project schedules, and

funding availability. Respondents should provide firm unit pricing for these items as requested in the RFQ.

As stated in the RFQ, all quantities are estimates only and ONTC makes no guarantee regarding minimum quantities, contract value, or volume of purchases under the resulting agreement.

The RFQ Documents have been revised and sections affected are noted below. The revised RFQ sections supersede all previous RFQ Document versions for the said documents.

Delete Document:	**Replace with Revised Document:**
Appendix E - Schedule of Prices	Appendix E - Schedule of Prices (Addendum No. 02)

This Addendum hereby forms part of the RFQ.

Regards,

Nicole Laplante
Procurement Contracts Specialist
nicole.laplante@ontarionorthland.ca

APPENDIX E - SCHEDULE OF PRICES

We,_____
(*Name of Respondent)*

having carefully examined, understood, and completed the Request for Quotations Documents as described in The RFQ Documents, and Addenda No. ___to No. __, inclusive, and having familiarized ourselves thoroughly with local conditions, hereby agree to **Supply and Deliver the CWR and 80' Rails** as outlined in Appendix B - The Deliverables.

1. Pricing Instructions

Respondents shall complete this Schedule of Prices in its entirety.

All pricing shall:

- be stated in Canadian dollars;
- exclude HST;
- include all costs associated with manufacture, treatment where applicable, testing, inspection, packaging, storage, handling, loading, transportation, freight and delivery of the Deliverables to the applicable ONTC delivery location; and
- exclude separately identified Import Charges, which must be disclosed in the Import Charge Evaluation Schedule.

Respondents shall not incorporate tariffs, customs duties, surtaxes, brokerage charges, customs clearance charges or other Import Charges into their unit prices or extended prices.

For evaluation purposes, ONTC will add the Total Evaluated Import Charges to the Total Bid Price to establish the Total Evaluated Price.

Respondents are responsible for providing complete and accurate manufacturing-source, product-origin, tariff-classification and import-charge information. ONTC reserves the right to verify the information and correct mathematical, calculation, or other errors for evaluation purposes.

The inclusion of Evaluated Import Charges in the Total Evaluated Price does not constitute authorization for the Supplier to incur or invoice those charges to ONTC. As described above in Section A of Appendix B (RFQ Particulars), ONTC will only be responsible to pay or reimburse the successful Respondent for Evaluated Import Charges where the Respondent: (i) actually incurs the Evaluated Import Charge(s) upon importation of the Deliverables, (ii) provides ONTC with official customs documentation and proof of payment for each Evaluated Import Charge incurred, and (iii) invoices ONTC for Evaluated Import Charges at actual documented cost without markup.

In accordance with the terms of the Agreement, ONTC shall be responsible for Unforeseen Tariffs as defined therein. Respondents pricing should therefore not include amounts for costs anticipated in relation to Unforeseen Tariffs..

2. Pricing Evaluation

Pricing evaluation will be based solely on the Total Evaluated Price calculated in Schedule D.

Pricing submitted in Schedule B is mandatory but will not be included in the pricing evaluation.

3. Contract Term Pricing

The unit prices submitted in this Appendix shall remain firm for the initial one (1) year term of the Agreement.

Should ONTC exercise any renewal option, pricing for the applicable renewal term(s) may be negotiated between ONTC and the successful Respondent prior to execution of the renewal.

4. Cost Breakdown Information

Respondents shall attach any supporting cost breakdowns, assumptions, or pricing details applicable to the pricing submitted in this Appendix.

Schedule A - Base Pricing Schedule

Item	Unit	Estimated Maximum Quantity	Unit Price	Extended Price
Continuous Welded Rail (CWR)	Foot	192,000	$_____	$_____
80-Foot Rail Lengths - 115 RE HH	Foot	52,800	$_____	$_____
			Total Bid Price (Excluding HST)	$

Note: Schedule A will be used for pricing evaluation purposes only. The Total Bid Price shall be calculated using the estimated quantities identified in Schedule A. The quantities shown are estimates only and do not represent a guarantee of purchase by ONTC.

Schedule B - Additional Items

Item	Unit	Unit Price
Insulated Rail Assemblies - 115 RE HH	Each	$_____
Transition Rail Assemblies - 115 RE HH	Each	$_____
40-Foot Rail Lengths - 136 RE HH	Foot	$_____
Insulated Rails Assemblies - 136 RE HH	Each	$_____
Transition Rail Assemblies - 136 RE HH	Each	$_____

Note: Schedule B pricing is mandatory and may be used by ONTC for purchases made under the resulting Agreement. Pricing in Schedule B will not form part of the evaluated price.

Schedule C - Import Charge Evaluation Schedule

Item	Country of Manufacture	Country of Export	Proposed HS Code	Estimated Customs Value for Duty	Applicable Tariff / Surtax Rate(s)	Estimated Import Charges
Continuous Welded Rail (CWR)				**$**	**%**	**$**
80-Foot Rail Lengths - 115 RE HH						
Insulated Rail Assemblies - 115 RE HH						
Transition Rail Assemblies - 115 RE HH						
40-Foot Rail Lengths - 136 RE HH						
Insulated Rails Assemblies - 136 RE HH						
Transition Rail Assemblies - 136 RE HH						
Total Evaluated Import Charges				**$**	**%**	**$**

Supporting information

Respondents shall attach the assumptions and supporting information used to calculate the Estimated Import Charges.

Where different components of an item originate from different countries or are subject to different tariff classifications, the Respondent shall provide a separate calculation for each applicable component.

Any Import Charges disclosed in this schedule:

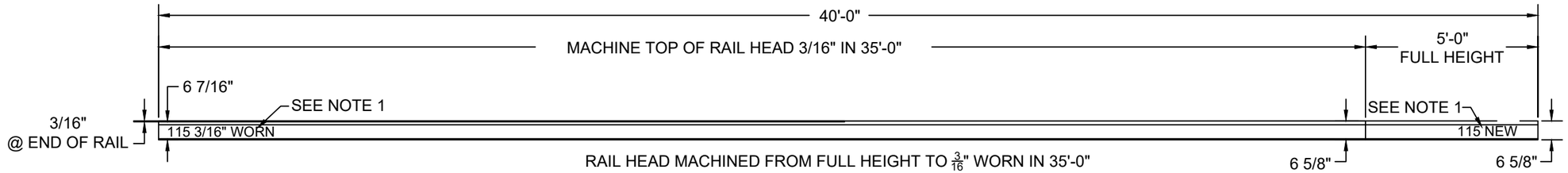
- will be used to determine the Total Evaluated Price;

- shall not be included in the Respondent’s unit prices or extended prices;
- do not constitute authorization for the Supplier to invoice those charges to ONTC; and
- remain subject to verification by ONTC.

Schedule D - Total Evaluated Price Summary

Evaluated Component	**Amount**
Total Bid Price	$
Total Evaluated Import Charges	$
Total Evaluated Price	**$**

The Total Evaluated Price will be used solely for evaluation and ranking purposes. Actual amounts payable under the Agreement will be determined in accordance with the Supplier’s contracted pricing, the applicable purchase order, ONTC’s importer-of-record election and the actual documented Import Charges incurred.



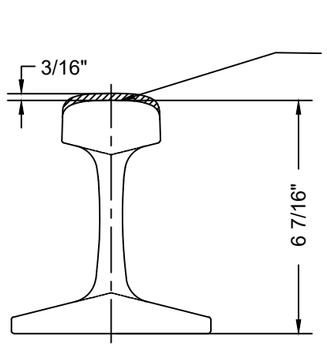
RAIL END BLANK
NO JOINT DRILLING

DETAIL A:A
THIS END OF RAIL

RAIL END BLANK
NO JOINT DRILLING

DETAIL B:B FOR 5'-0"

40'-0" TRANSITION RAIL 115RE 3/16" WORN

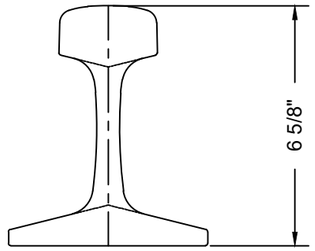


DETAIL A:A

6 7/16" RAIL HEIGHT HEAD MILLED 3/16" @ END

NOTES:

1. THE TRANSITION RAIL PROFILE SHALL BE INDENTIFIED BY WHITE CHARACTERS, 2" TO 3" HIGH, STENCILLED "115 NEW' AND THE END WITH MODIFIED PROFILE IS TO BE STENCILLED "115 WORN 3/16".
2. TOOL TO FOLLOW 1:40 SLOPE LATERALLY AS HEIGHT OF RAIL DECREASES.
3. RUNOUT OF TOP PROFILE WILL VARY DUE TO EFFECT OF RAIL ROLLING TOLERANCES ON DEPTH OF RAIL HEAD



DETAIL B:B

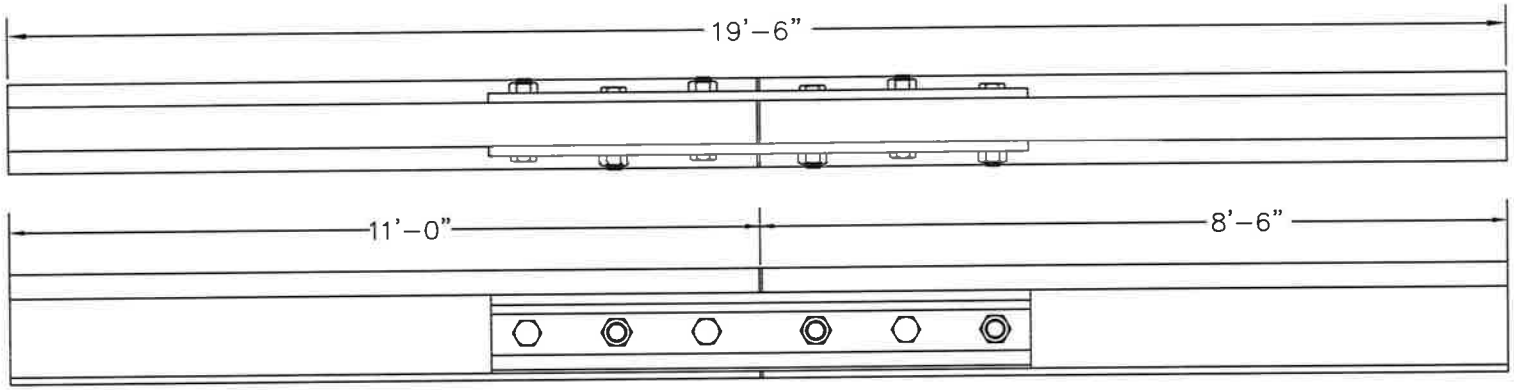
6 5/8" RAIL HEIGHT NO HEAD MACHINING

115 RE TRANSITION RAIL STANDARD

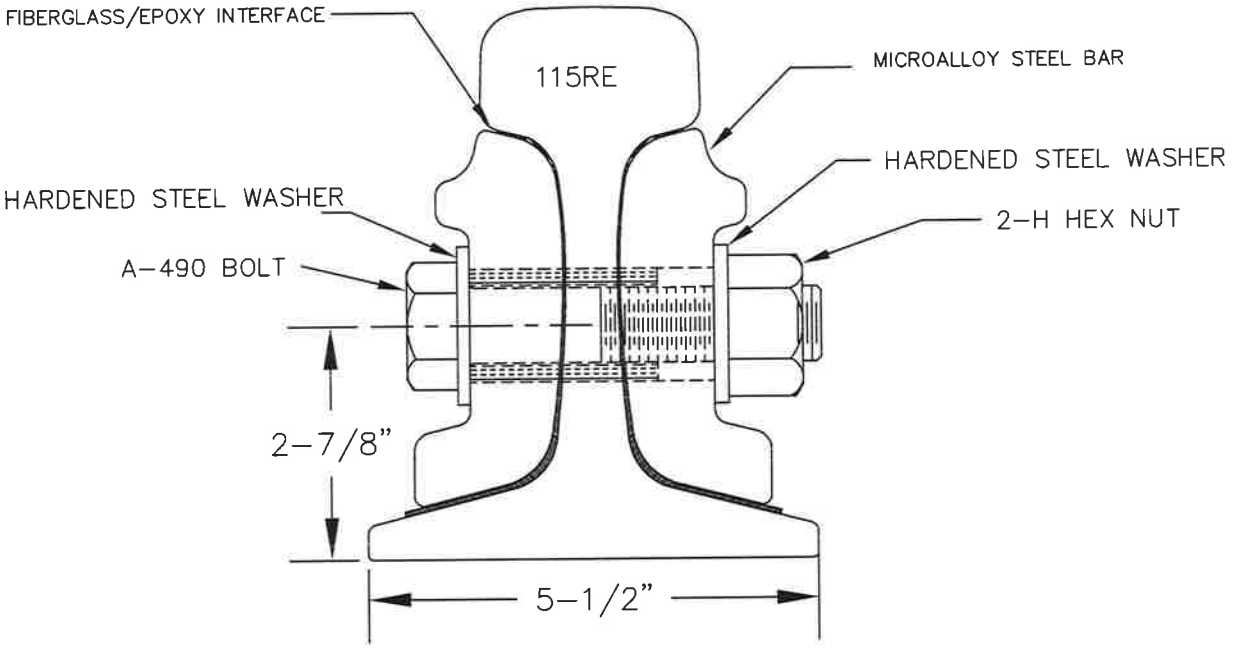
REVISION		

Ontario Northland

DRAWN	SCALE	DATE	DRAWING NO.
R.E.P.	N.T.S.	06/02/2021	A-6466
CHECKED			

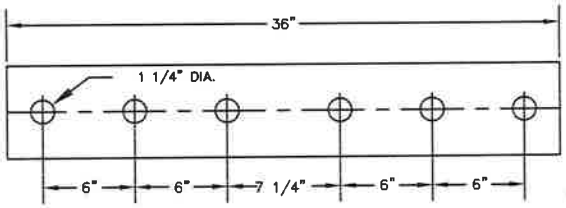


RAIL ENDS BLANK

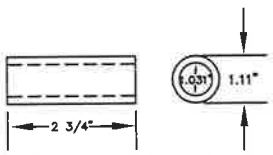


CROSS SECTION OF ASSEMBLED ALLEGHENY INSULATED RAIL JOINT

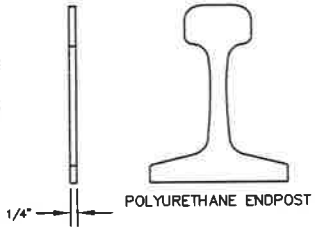
RAIL: 115#RE HEAD HARDENED AREMA SPEC



BAR HOLE SPACING



BOLT INSULATOR BUSHING



POLYURETHANE ENDPOST

THIS DRAWING IS THE PROPERTY OF ALLEGHENY RAIL PRODUCTS AND IS LOANED TO THE RECIPIENT FOR HIS USE ONLY. THIS DRAWING IS NOT TO BE COPIED OR DUPLICATED OR IT'S POSSESSION TRANSFERRED FOR THE USE OF ANOTHER.

Drawn By	W.J.M.
Authorized By	
Date	10.06.10
Scale	N.T.S.
Rail Section	115 RE

Revisions

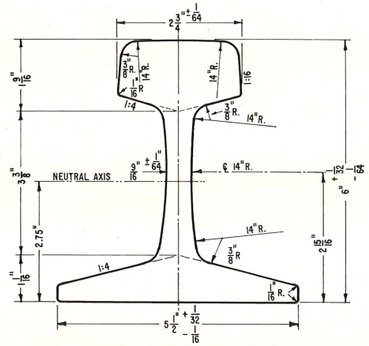
ALLEGHENY

Allegheny Rail Products
A Division of L.B.Foster Co
Pittsburgh, PA 15220

ISO 9001 CERTIFIED BSI REGISTERED FM 38763

BONDED INSULATED PLUG RAIL 115#RE 19'–6" LONG

DWG. NO. A–2447

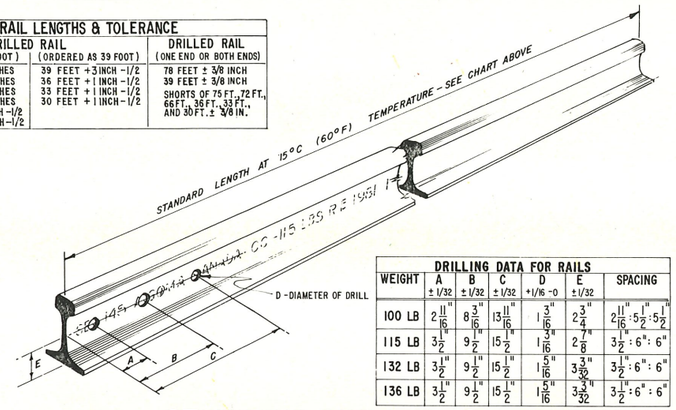


MOMENT OF INERTIA 48.9
SECTION MODULUS HEAD 15.0
SECTION MODULUS BASE 17.8
CALCULATED WEIGHT LB/YD. 100.4

AREA: HEAD ..... 3.64 SQ. IN.
WEB ..... 2.29 SQ. IN.
BASE ..... 3.91 SQ. IN.
TOTAL ..... 9.84 SQ. IN.

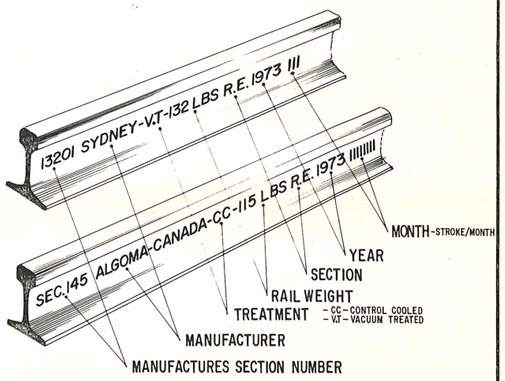
100 LB. ARA-A RAIL

RAIL LENGTHS & TOLERANCE		
UNDRILLED RAIL (ORDERED AS 78 FOOT)	UNDRILLED RAIL (ORDERED AS 39 FOOT)	DRILLED RAIL (ONE END OR BOTH ENDS)
78 FEET ± 6 INCHES	39 FEET +3 INCH -1/2	78 FEET ± 3/8 INCH
75 FEET ± 3 INCHES	36 FEET + 1 INCH -1/2	39 FEET ± 3/8 INCH
72 FEET ± 3 INCHES	33 FEET + 1 INCH -1/2	SHORTS OF 75 FT., 72 FT., 66 FT., 36 FT., 33 FT., AND 30 FT. ± 3/8 IN.
66 FEET ± 3 INCHES	30 FEET + 1 INCH -1/2	
39 FEET + 1 INCH -1/2		
33 FEET + 1 INCH -1/2		

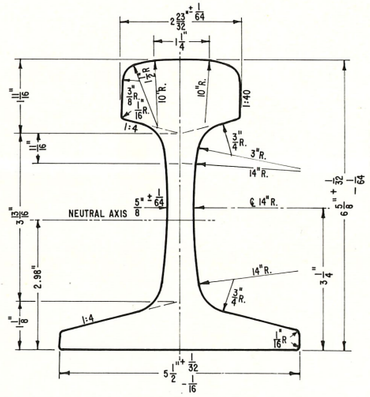


DRILLING DATA FOR RAILS						
WEIGHT	A ± 1/32	B ± 1/32	C ± 1/32	D +1/16 -0	E ± 1/32	SPACING
100 LB	2 11/16"	8 3/16"	13 11/16"	1 3/16"	2 3/4"	2 11/16" : 5 1/2" : 5 1/2"
115 LB	3 1/2"	9 1/2"	15 1/2"	1 3/16"	2 7/8"	3 1/2" : 6" : 6"
132 LB	3 1/2"	9 1/2"	15 1/2"	1 5/16"	3 3/32"	3 1/2" : 6" : 6"
136 LB	3 1/2"	9 1/2"	15 1/2"	1 5/16"	3 3/32"	3 1/2" : 6" : 6"

STANDARD DRILLING & LENGTHS



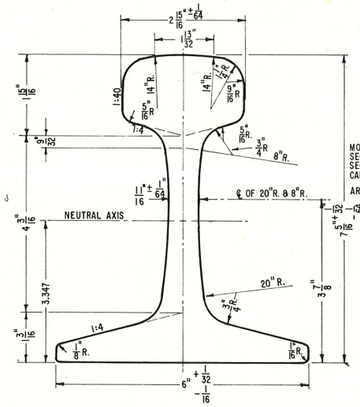
THE ABOVE "RAIL BRAND" FIGURES ARE ROLLED INTO THE WEB OF THE RAIL TO A MINIMUM HEIGHT OF ONE INCH AND THE SEQUENCE SHOWN. ON THE 39 FOOT AND SHORTER RAILS BRAND TO APPEAR A MINIMUM OF THREE TIMES, ON 66 TO 78 FOOT LENGTH RAILS BRAND TO APPEAR A MINIMUM OF FIVE TIMES.



MOMENT OF INERTIA 65.6
SECTION MODULUS HEAD 18.0
SECTION MODULUS BASE 22.0
CALCULATED WEIGHT LB/YD. 114.7

AREA: HEAD ..... 3.91 SQ. IN.
WEB ..... 3.05 SQ. IN.
BASE ..... 4.29 SQ. IN.
TOTAL ..... 11.25 SQ. IN.

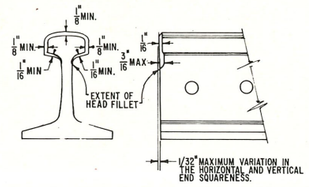
115 LB. R.E. RAIL



MOMENT OF INERTIA 94.9
SECTION MODULUS HEAD 23.9
SECTION MODULUS BASE 28.3
CALCULATED WEIGHT LB/YD. 136.2

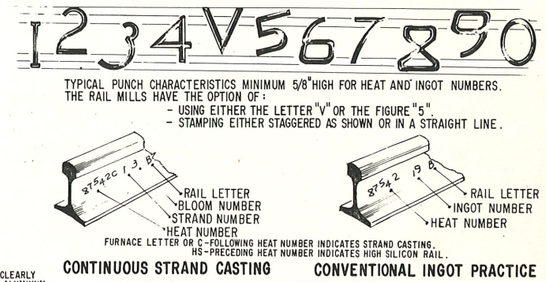
AREA: HEAD ..... 4.86 SQ. IN.
WEB ..... 3.62 SQ. IN.
BASE ..... 4.87 SQ. IN.
TOTAL ..... 13.35 SQ. IN.

136 LB. R.E. RAIL



ALL BURRS CAUSED BY DRILLING SHALL BE CAREFULLY REMOVED.
ALL DRILLED ENDS OF RAIL TO HAVE CORNERS OF HEAD INCLUDING FISHING FILLETS BEVELLED APPROXIMATELY AS SHOWN.
UNDRILLED RAIL ENDS TO HAVE BURRS & FINS REMOVED.

FINISHING OF RAIL ENDS



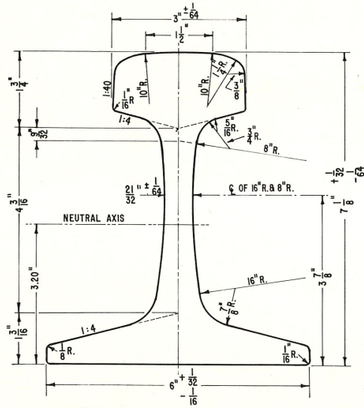
TYPICAL PUNCH CHARACTERISTICS MINIMUM 5/8" HIGH FOR HEAT AND INGOT NUMBERS.
THE RAIL MILLS HAVE THE OPTION OF :
- USING EITHER THE LETTER "V" OR THE FIGURE "5".
- STAMPING EITHER STAGGERED AS SHOWN OR IN A STRAIGHT LINE.

FURNACE LETTER OR C - FOLLOWING HEAT NUMBER INDICATES STRAND CASTING.
HS - PRECEDING HEAT NUMBER INDICATES HIGH SILICON RAIL.

CONTINUOUS STRAND CASTING **CONVENTIONAL INGOT PRACTICE**

THE ABOVE CONVENTIONAL AND CONTINUOUS LETTERING TO BE STAMPED INTO THE WEB OF THE RAIL, CHARACTERISTIC STYLE PER THE ABOVE AND THE SEQUENCE SHOWN. THIS CODING TO APPEAR ON THE OPPOSITE SIDE TO THE RAIL BRAND AND A SIMILAR NUMBER OF TIMES AS THE RAIL BRANDING.

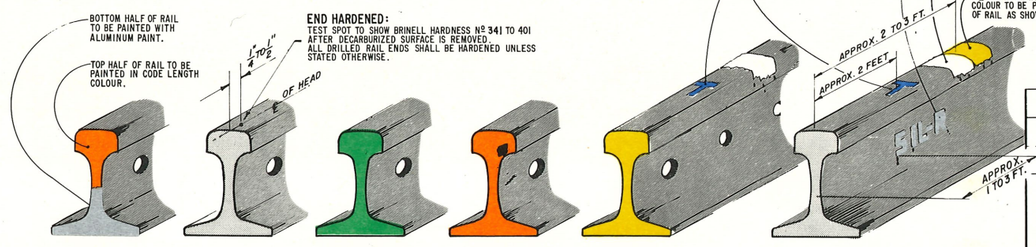
BRANDING & STAMPING



MOMENT OF INERTIA 88.2
SECTION MODULUS HEAD 22.5
SECTION MODULUS BASE 27.6
CALCULATED WEIGHT LB/YD. 132.1

AREA: HEAD ..... 4.42 SQ. IN.
WEB ..... 3.66 SQ. IN.
BASE ..... 4.87 SQ. IN.
TOTAL ..... 12.95 SQ. IN.

132 LB. R.E. RAIL



CLASSIFICATION AND PAINT MARKING CODE

NOTES: 1. THIS DRAWING FORMS PART OF RAIL SPECIFICATION 12.3 LATEST ISSUE.
2. THIS DRAWING CANCELS DRAWINGS S10C-9.2; 9.3; 9.7, -9.9, -18.1, -18.3, AND -25.1

No	Date	Revision
2	JUNE '77	CORRECTION 1-13/32" WAS 1-9/64" (136 LB. R.E. RAIL)
1	15 AUGUST '75	136 LB. RAIL ADDED. STAMPING FOR CONTINUOUS STRAND CASTING ADDED.

Standard / Norme

100 LB. ARA-A, 115, 132 & 136 LB. R.E. RAIL

RAIL

SECTIONS - DRILLING - CLASSIFICATION & BRANDING

Drawn / Dessin GWM — Checked / Vérification NAM — Approved / Approbation — Chief Engineer

Office of Chief Engineer
Bureau de l'Ingénieur en chef

Date 1 DECEMBER 1972 — Drawing Number / Dessin numéro TS-1111