

**January 12, 2026**

**Addendum No. 01**

**File Reference Number: RFQ 2026 114**

**Title: Supply and Delivery of One (1) Rough-Terrain Lift Vehicle**

**RE: Clarifications/Questions**

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**ADDITIONAL INFORMATION**

**Item 1: Appendix B – RFQ Particulars**

Please find below information on:

1. The current equipment being used.
2. The reason this equipment is required, including the purpose of the intended equipment and our requirements for it.

**Answer:** The Truck Shop remanufactures railway trucks for locomotives, freight cars, and passenger cars. This process includes removing trucks from rail equipment and transporting them to the Truck Shop, where inspections, welding, and replacement components are completed. Additionally, the trucks are wet/dry blasted and then painted.

Currently, the trucks are transported using a loader to the locations where work is performed. This movement includes partial disassembly and transportation from the Truck Shop to the Paint Shop, after which the trucks are painted and returned to the Truck Shop.

Other large pieces of equipment are also moved using the loader and forklifts. Due to the weight and shape of this equipment, appropriate measures must be taken to ensure it is moved safely.

The existing Pettibone equipment is at the end of its service life, and ONTC requires new equipment to perform the lidding of gondolas. At present, ONTC performs this task using a crane at a ramp due to the crane's lifting capacity.

ONTC also requires this equipment to facilitate the lifting and transportation of heavy railcar components between facilities within North Bay's Remanufacturing and Repair Center.

Transportation is currently performed by the infrastructure loader, which carries out multiple functions throughout the yard, including facility and railway maintenance, and serves as the primary equipment used for snow removal.

This Addendum hereby forms part of the RFQ.

Regards,

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