555 Oak Street East
North Bay, Ontario
P1B 8L3

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Tel: 1-800-363-7512
www.ontarionorthland.ca

November 18, 2026

Addendum No. 04

File Reference Number: RFQ 2026 080

Title: Purchase of Various Rail Materials (OTM)

RE: Clarifications/Questions

CLARIFICATIONS:

Item 1: Would ONTC confirm whether pricing submitted under this RFQ shall include the supply and delivery of anchors packaged in wooden crates?

Answer: Yes, ONTC confirms that respondents are to include all costs associated with the supply and delivery of anchors, including packaging in wooden crates, within their submitted pricing.

Item 2: With respect to the estimated requirements dated, would ONTC confirm whether delivery is required within the 2027 or 2028 calendar year?

Answer: ONTC advises that all quantities listed in the RFQ are to be delivered in the 2027 calendar year.

Item 3: Would ONTC provide the technical drawings for the following items:

- **Joint bars** for 136 lb rail (pairs)
- **Compromise joint bars** (LH/RH pairs)
- **16" double shoulder tie plates** with a 6" base width
- **Improved Fair rail anchors** for 136 RE rail
- **Pandrol clips**, type e2055

Answer: Yes. Please see attached drawings.

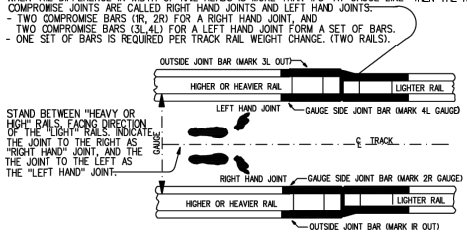
This Addendum hereby forms part of the RFQ.

Regards,

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

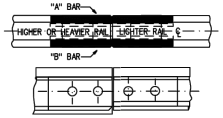
RAIL HEAD	COMPROMISE JOINT RAILS	JT.	CNR DETAIL DIAGRAM	TRACK BOLTS PLAN	QTY	RAIL DRILLING SPACING	ABOVE BASE	REMARKS:
3	140 R.E.	A.B.	140-136-1	GTS-1320/1	3	3 1/2 X 6 X 6	3"	
2 15/16	136 R.E.			GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
3	140 R.E.	A.B.	140-132-1	GTS-1320/1	3	3 1/2 X 6 X 6	3	
3	132 R.E.			GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 15/16	136 R.E.	A.B.	136-132-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
3	132 R.E.			GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 15/16	136 R.E.	R.H.	136-115-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 23/32	115 R.E.	L.H.		GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 15/16	136 R.E.	R.H.	136-100-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 3/4	100 ARA-A	L.H.		GTS-1319/1	3	2 11/16 X 5 1/2 X 5 1/2	2 3/4	
3	132 R.E.	A.B.	132-130-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 27/32	130 R.E.-H.F.			GTS-1320/1	3	2 11/16 X 5 1/2 X 5 1/2	3 1/16	
3	132 R.E.	R.H.	132-115-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 23/32	115 R.E.	L.H.		GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
3	132 R.E.	R.H.	132-100-1	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 11/16	100 ARA-A-H.F.	L.H.		GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
3	132 R.E.	R.H.	132-100-2	GTS-1320/1	3	3 1/2 X 6 X 6	3 3/32	
2 3/4	100 ARA-A	L.H.		GTS-1319/1	3	2 11/16 X 5 1/2 X 5 1/2	2 3/4	
2 27/32	130 R.E.-H.F.	R.H.	130-130-1	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
3	130 P.S.	L.H.		GTS-1320/1	2	2 21/32 X 7 1/2	2 3/4	PENN R.R.
2 27/32	130 R.E.-H.F.	A.B.	130-127-1	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
3	127 DUDLEY			GTS-1319/1	2	2 3/4 X 5 5/8	3 1/8	CNR DRILLING
2 27/32	130 R.E.-H.F.	A.B.	130-127-2	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
3	127 DUDLEY			15/16 DIA X 4 7/8	2	2 3/4 X 5 5/8	3 1/8	N.Y.C. DRILLING
2 27/32	130 R.E.-H.F.	R.H.	130-115-1	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	(2 BOLTS)
2 23/32	115 R.E.	L.H.		GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 27/32	130 R.E.-H.F.	R.H.	130-115-2	GTS-1320/1	3	2 11/16 X 5 1/2 X 5 1/2	3 1/16	(3 BOLTS)
2 23/32	115 R.E.	L.H.		GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 27/32	130 R.E.-H.F.	A.B.	130-110-1	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
2 25/32	110 R.E.			GTS-1319/1	2	2 3/4 X 5 5/8	2 5/8	N.Y.C. & ST. L.
2 27/32	130 R.E.-H.F.	A.B.	130-105-1	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
3	105 DUDLEY			15/16 DIA X 5 1/4	2	2 3/4 X 5 19/32	2 5/8	N.Y.C. DRILLING
2 27/32	130 R.E.-H.F.	R.H.	130-100-1	GTS-1320/1	3	2 11/16 X 5 1/2 X 5 1/2	3 1/16	
2 11/16	100 ARA-A-H.F.	L.H.		GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
2 27/32	130 R.E.-H.F.	R.H.	130-100-2	GTS-1320/1	3	2 11/16 X 5 1/2 X 5 1/2	3 1/16	
2 3/4	100 ARA-A	L.H.		GTS-1319/1	3	2 11/16 X 5 1/2 X 5 1/2	2 3/4	
2 27/32	130 R.E.-H.F.	A.B.	130-100-3	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
2 3/4	100 A.S.C.E.			GTS-1319/1	2	2 15/16 X 6	2 65/128	
2 27/32	130 R.E.-H.F.	R.H.	130-100-4	GTS-1320/1	2	2 11/16 X 5 1/2	3 1/16	
2 21/32	100 ARA-B	L.H.		15/16 DIA X 5	2	2 15/16 X 6	2 65/128	E.J. & E.
3	127 DUDLEY	R.H.	127-100-1	GTS-1319/1	2	2 3/4 X 5 5/8	3 1/8	C.N.R. DRILLING
2 3/4	100 ARA-A	L.H.		GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
3	127 DUDLEY	R.H.	127-100-2	15/16 DIA X 4 7/8	2	2 3/4 X 5 5/8	3 1/8	N.Y.C. DRILLING
2 3/4	100 ARA-A	L.H.		GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
2 23/32	115 R.E.	A.B.	115-100-1	GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 3/4	100 ARA-A			GTS-1319/1	3	2 11/16 X 5 1/2 X 5 1/2	2 3/4	
2 23/32	115 R.E.	A.B.	115-100-2	GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 11/16	100 ARA-A-H.F.			GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
2 23/32	115 R.E.	A.B.	115-100-3	GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 11/16	100 R.E.-H.F.			——	2	2 11/16 X 5 1/2	2 45/64	C.P.R. BOLTS
2 23/32	115 R.E.	R.H.	115-85-1	GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 7/16	85 STD.(C.P.R.)	L.H.		GTS-1318/1	2	2 7/16 X 6 1/2	2 11/32	C.N.R. DRILLING
2 23/32	115 R.E.	R.H.	115-85-2	GTS-1319/2	3	3 1/2 X 6 X 6	2 7/8	
2 29/64	85 H.F.	L.H.		GTS-1318/1	2	2 1/2 X 6 1/2	2 11/32	C.N.R. DRILLING
2 25/32	110 R.E.	A.B.	110-100-1	15/16 DIA X 5 1/2	2	2 11/16 X 5 1/2	2 5/8	PER. MARQ. DR.
2 3/4	100 ARA-A			GTS-1319/1	2	2 11/16 X 5 1/2	2 3/4	
3	105 DUDLEY	R.H.	105-100-1	15/16 DIA X 5 1/4	2	2 3/4 X 5 19/32	2 5/8	N.Y.C. DRILLING
2 3/4	100 ARA-A	L.H.		GTS-1319/1	2	2 11/16 X 5 1/2	2 5/8	
3	105 DUDLEY	R.H.	105-100-3	15/16 DIA X 5 1/4	2	2 3/4 X 5 19/32	2 5/8	N.Y.C. DRILLING
2 3/4	100 A.S.C.E.	L.H.		GTS-1319/1	2	2 15/16 X 6 3/4	2 65/128	
3	105 DUDLEY	R.H.	105-90-1	15/16 DIA X 5 1/4	2	2 3/4 X 5 19/32	2 5/8	N.Y.C. DRILLING
2 9/16	90 ARA-A	L.H.		GTS-1319/1	2	2 11/16 X 5	2 37/64	
3	105 DUDLEY	R.H.	105-80-1	15/16 DIA X 5 1/4	2	2 3/4 X 5 19/32	2 5/8	N.Y.C. DRILLING
2 1/2	80 ARA-A	L.H.		GTS-1319/1	2	2 15/16 X 6 1/2	2 21/64	

WHEN THE DIFFERENCE IN WIDTH OF RAIL HEADS IS MORE THAN 1/8" AT GAUGE LINE: THEN THE RAIL COMPROMISE JOINTS ARE CALLED RIGHT HAND JOINTS AND LEFT HAND JOINTS:
- TWO COMPROMISE BARS (1R, 2R) FOR A RIGHT HAND JOINT, AND
- TWO COMPROMISE BARS (3L,4L) FOR A LEFT HAND JOINT FORM A SET OF BARS.
- ONE SET OF BARS IS REQUIRED PER TRACK RAIL WEIGHT CHANGE. (TWO RAILS).



RIGHT & LEFT HAND COMPROMISE JOINTS

WHEN A DIFFERENCE IN WIDTH OF RAIL HEADS IS NOT MORE THAN 1/8" AT GAUGE LINE, THEN COMPROMISE BARS FOR A RIGHT HAND OR LEFT HAND JOINT ARE INTERCHANGEABLE. OCCASIONALLY THIS JOINT IS REFERRED TO AS A "NO HAND" JOINT. THE COMPROMISE SPLICE BARS FOR A "A-B" (NO HAND) JOINT CONSIST OF A AN "A BAR" AND A "B BAR".



"A-B" (NO HAND) COMPROMISE JOINT

NOTES

(1) THIS DRAWING IS A REFERENCE LIST OF THE VARIOUS STANDARD COMPROMISE SPLICE BARS. THE DRAWING HAS BEEN ISSUED TO CLARIFY THE COMBINATIONS AND ASSIST IN THE ORDERING OF BARS FOR RIGHT HAND, LEFT HAND AND "A-B"(NO HAND) JOINTS FOR SPECIFIC DESIGN DATA ON EACH PARTICULAR BAR REFER TO CNR DETAIL DIAGRAMS (FORM 1023) HQ. FILE K100-163.1

(2) WHEN ORDERING COMPROMISE SPLICE BARS STATE THE FOLLOWING
-NUMBER OF RIGHT HAND, LEFT HAND AND "A-B" (NO HAND) JOINTS. DO NOT ORDER BARS OR SETS.
-STATE CNR DETAIL DIAGRAM NUMBER. E.G. 115-100-1 AND THE DESCRIPTION 115RE TO 100 ARA-A RAIL
-STATE STOCK NUMBER IF LISTED

ATTENTION CARE MUST BE TAKEN WHEN ORDERING A COMMON RAIL SECTION WHICH HAS NUMEROUS DRILLINGS. SELECT THE PROPER DRILLING AND ADD THIS TO THE NUMBER AND DESCRIPTION. E.G. 100-80-1 100 ARA-A TO 80 ASCE - GTR DRILLING.

(3) THE BOLTS ARE NOT SUPPLIED WITH COMPROMISE SPLICE BARS.
(4) TOELESS BARS WILL BE PROVIDED WHENEVER POSSIBLE.
(5) FOR ADDITIONAL COMPROMISE SPLICE BARS - SEE PLANS GTS-1211, GTS-1212, GTS-1213.
(6) FOR WELDING COMPROMISE RAILS SEE PLAN GTS-1216.

MATERIAL:

COMPROMISE SPLICE BARS SHALL BE MANUFACTURED IN ACCORDANCE TO THE FOLLOWING SPECIFICATIONS
S3W-12 1 CARBON STEEL. HEAT TREATED COMPROMISE RAIL SPLICE BARS - JUNE 1929
S3W-12 2 CAST ALLOY STEEL HEAT TREATED COMPROMISE RAIL SPLICE BARS - JUNE 1929

ABBREVIATIONS

RAILROADS

C N R - CANADIAN NATIONAL RAILWAYS
C P R - CANADIAN PACIFIC RAILWAY
CAN NOR - CANADIAN NORTHERN RAILWAY
C G R - CANADIAN GOVERNMENT RAILWAYS
G T R - GRAND TRUNK RAILWAY
G T W - GRAND TRUNK WESTERN RAILWAY
G T P - GRAND TRUNK PACIFIC RAILWAY
N Y C - NEW YORK CENTRAL RAILWAY
N T R - NATIONAL TRANSCONTINENTAL RAILWAY
C.S. & M. - CINCINNATI SAGINAW & MACKINAW
Q M & S - QUEBEC MONTREAL & SOUTHERN RAILWAY
E J & E - ELGIN JOLIET & EASTERN RAILWAY
I C R - INTERCOLONIAL RAILWAY
D & T S L - DETROIT & TOLEDO SHORE LINE RAILROAD
H S R - HAMILTON STREET RAILWAY
PENN - PENNSYLVANIA RAILROAD
PER MARQ - PERE MARQUETTE RAILROAD
N Y C & ST L - NEW YORK, CHICAGO & ST LOUIS
M & M - MACKENZIE & MANN CO.

RAIL SECTIONS

ARA-A - ASSOCIATION OF AMERICAN RAILROADS' - A SECTION
ARA-B - ASSOCIATION OF AMERICAN RAILROADS' - B SECTION
A S C E - AMERICAN SOCIETY OF CIVIL ENGINEERS
R E - (A.R.E.A) AMERICAN RAILWAY ENGINEERING ASSOCIATION
H F - HEADFREE
P S - PENNSYLVANIA STANDARD
B S - BRITISH STANDARD

NOTE: ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

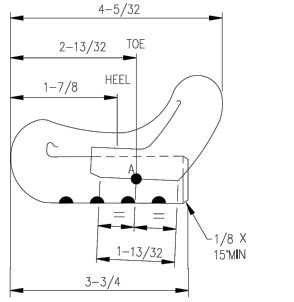
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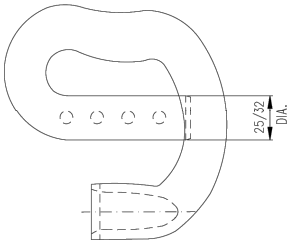
Ontario Northland

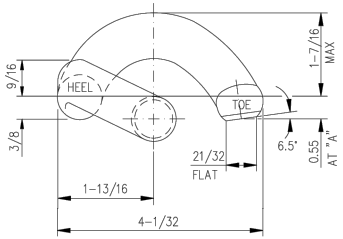
STANDARD

COMPROMISE SPLICE BARS
RIGHT HAND, LEFT HAND
& "A-B" (NO HANDS) JOINTS

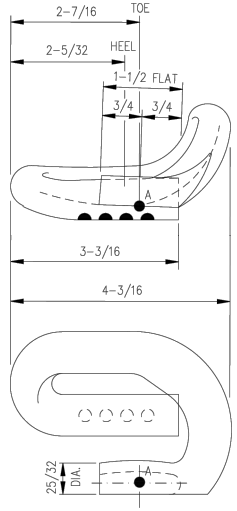
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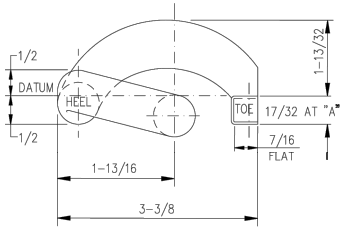




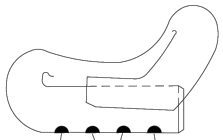


PANDROL RAIL CLIP
TYPE e2055 FLAT TOE
FOR WOOD AND CONCRETE TIES





PANDROL RAIL CLIP
TYPE e2063 FLAT TOE
FOR BONDED INSULATED RAIL JOINTS



YEAR CODE			STAMP CODE	COUNTRY CODE
W = 2001	B = 2011	L = 2021		A = U.K.
X = 2002	C = 2012	M = 2022		G = CANADA
Y = 2003	D = 2013	N = 2023		D = USA
Z = 2004	E = 2014	P = 2024		F = BRAZIL
5 = 2005	F = 2015	Q = 2025		H = SOUTH AFRICA
6 = 2006	G = 2016	R = 2026		
7 = 2007	H = 2017	S = 2027		
8 = 2008	I = 2018	T = 2028		
9 = 2009	J = 2019	U = 2029		
A = 2010	K = 2020	V = 2030		

EXAMPLE: NTCD DESIGNATES AN e2055 CLIP (TC) MADE IN THE USA (D) IN 2023 (N).

PANDROL "e" TYPE CLIPS			
CLIP TYPE.	COLOUR CODING	STAMP CODE	WEIGHT (LBS.)
e 2055	AS MADE	TC	1.71
e 2063	GREEN	TH	1.63

STAMPING DETAILS

NOTES:

1. ALL DIMENSIONS ARE IN INCHES.
2. MATERIAL: HEAT TREATED STEEL, 25/32" DIAMETER FOR e2055, e2063.
3. LEGACY e2009L CLIPS ARE ACCEPTABLE FOR USE ON CONCRETE TIES ONLY.

NOTE: ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

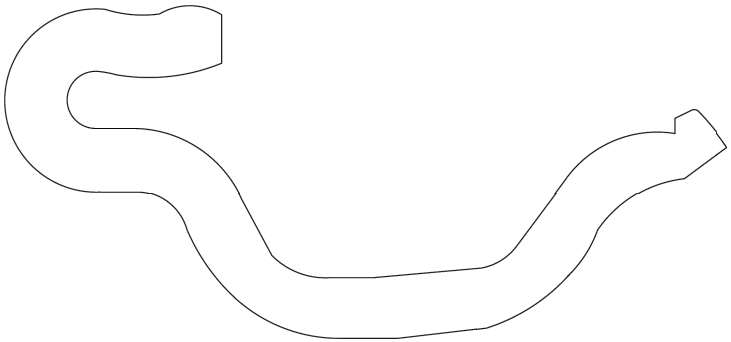
Ontario Northland

STANDARD

PANDROL RAIL CLIPS

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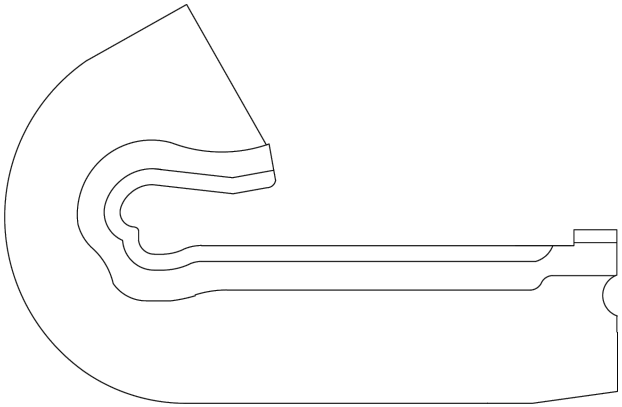


BAR STOCK

RAIL ANCHOR

115 lb.
136 lb.

NOTE : ONLY FOR USE IN THE UNITED STATES



IMPROVED FAIR

RAIL ANCHOR

RAIL
132 & 136 R.E.
127 DUD
115 R.E.
100 ARA-A
85 STD.

REMARKS

1. RAIL ANCHORS ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH GO TRACK STANDARDS.
2. RAIL ANCHORS TO BE IN ACCORDANCE WITH LATEST ISSUE OF GO TRACK STANDARDS.

NOTE: ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

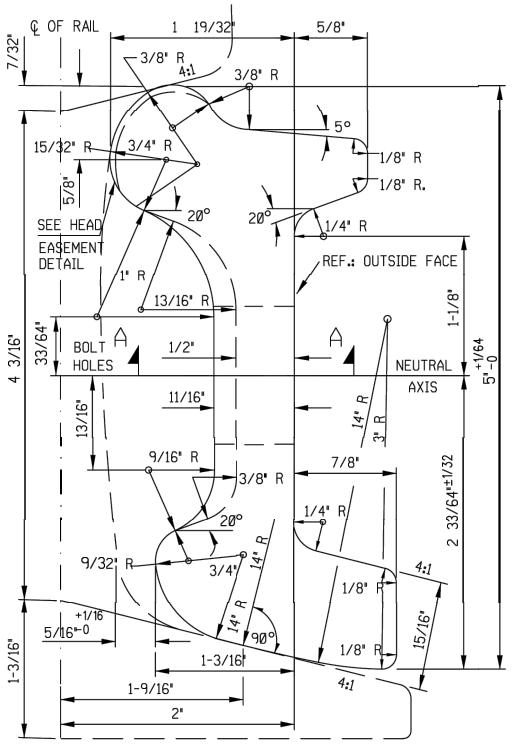
Ontario Northland

STANDARD

RAIL ANCHORS
VARIOUS TYPES

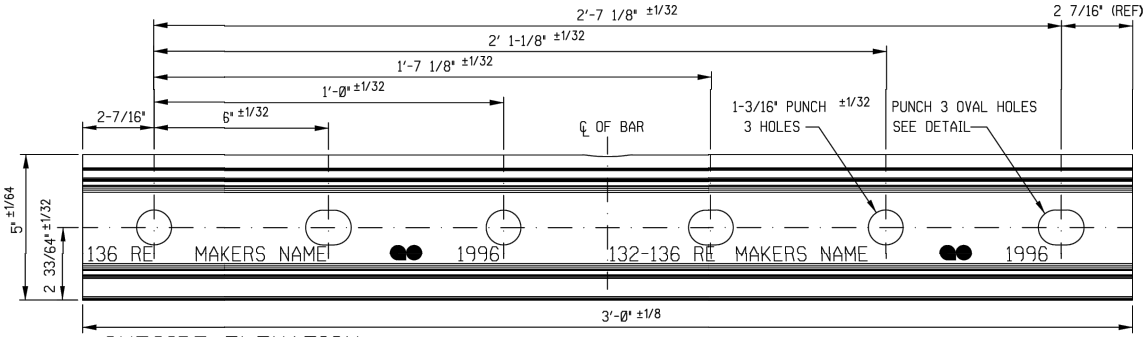
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6 HOLE BAR

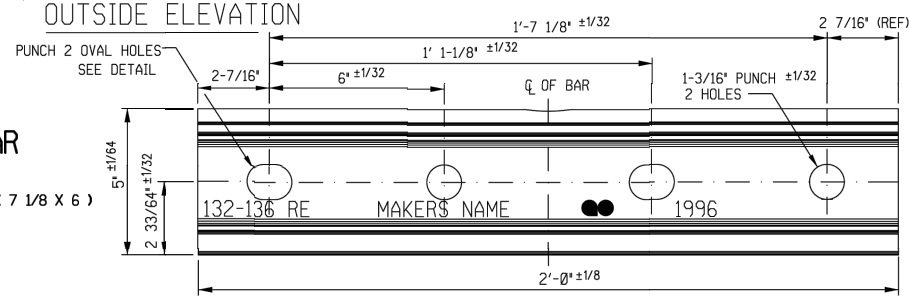
(ISSUED AS PAIR)
(HOLE SPACING 6 X 6 X 7 1/8 X 6 X 6)



OUTSIDE ELEVATION

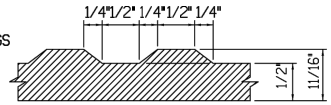
4 HOLE BAR

(ISSUED AS PAIR)
(HOLE SPACING 6 X 7 1/8 X 6)

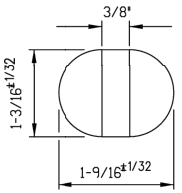


OUTSIDE ELEVATION

TOLERANCE NOTE:
THE SPLICE BARS MUST FIT PERFECTLY WITH THE HEAD, BASE, AND DRILLINGS OF SAMPLE RAIL ENDS WHICH WILL BE SUPPLIED BY THE RAILWAY COMPANY AT THE MANUFACTURER'S REQUEST.

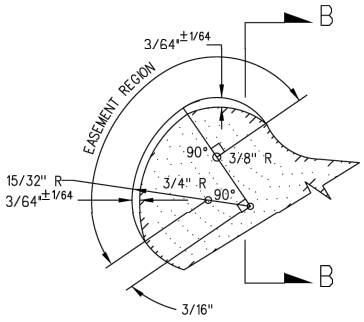


SECTION A-A

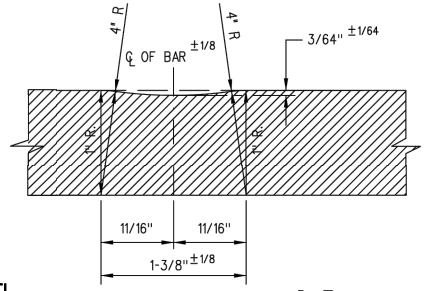


OVAL HOLE DETAIL
DIMENSIONS AT INSIDE FACE

END VIEW



HEAD EASEMENT DETAIL



SECTION B-B

NOTES:

- ALTERNATE OVAL AND ROUND BOLT HOLES SHALL BE PUNCHED IN THE ORDER SHOWN.
- BOLT HOLES SHALL BE PUNCHED FROM THE INSIDE OF SPLICE BAR.
- THE USE OF ACETYLENE TORCH OR OTHER BURNING METHOD FOR THE CUTTING OR MAKING OF HOLES IN THE MANUFACTURE OF SPLICE BARS IS ABSOLUTELY PROHIBITED.
- 3/8" MIN. IDENTIFICATION MARK SHALL BE ROLLED IN RAISED CHARACTERS (1/32" MIN.) ON THE OUTSIDE OF THE BARS.
- EACH FINISHED SPLICE BAR MUST HAVE A TOTAL MARKING SHOWN.

MATERIAL: SPLICE BARS SHALL BE MADE OF BASIC OPEN-HEARTH OR BASIC OXYGEN CARBON STEEL

PHYSICAL PROPERTIES OF ONE BAR			
GROSS AREA:	MAXIMUM	5.59	IN^2
	MINIMUM	5.12	IN^2
	AVERAGE	5.355	IN^2
MOMENT OF INERTIA		13.726	IN^4
SECTION MODULUS:	TOP	5.48	IN^3
	BOTTOM	5.46	IN^3
NEUTRAL AXIS:	FROM TOP	2.507	IN
	FROM BOTTOM	2.516	IN
NET WEIGHT OF 6 HOLE BAR		53.27	LBS
NET WEIGHT OF 4 HOLE BAR		35.51	LBS

NOTE: ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

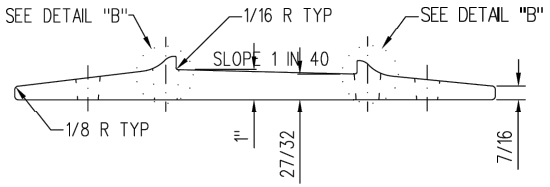
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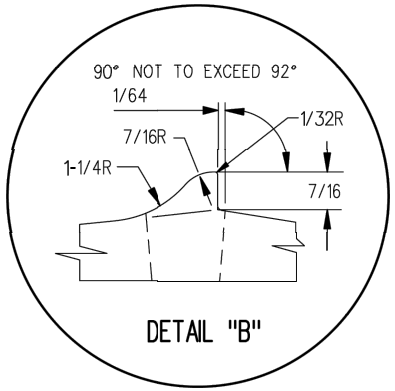
STANDARD

HEAD FREE RAIL SPLICE BAR FOR 132, AND 136lb R.E. RAIL

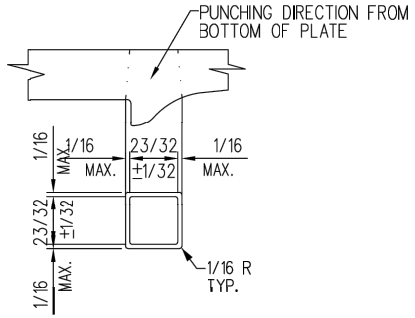
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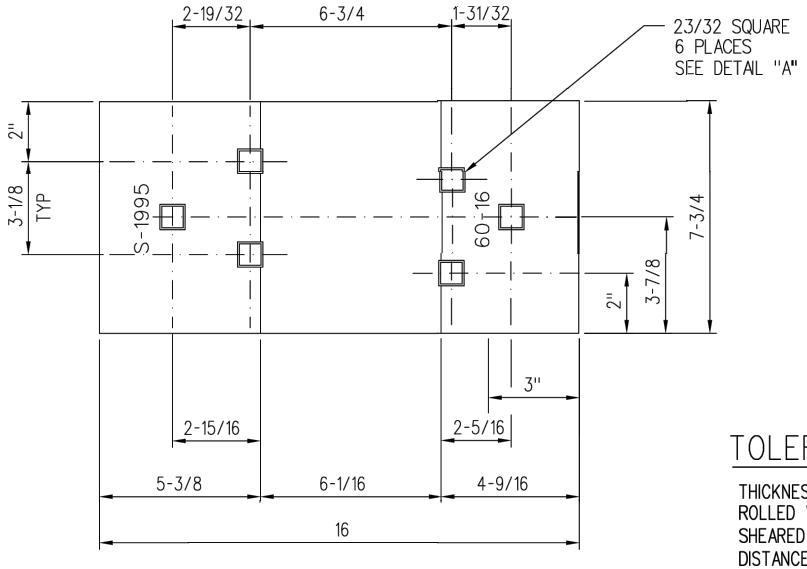


DETAIL "B"



DETAIL "A"

TOLERANCE DETAILS OF SPIKE HOLES



16" TIE PLATE FOR 130/132/136 RAIL- 6" BASE WIDTH

WEIGHT- 27.81 LB/PLATE

NOTES

1. MATERIAL TO CONFORM TO LATEST APPLICABLE AREMA SPECIFICATIONS FOR HIGH CARBON STEEL TIE PLATES.
2. ALL DIMENSIONS ARE IN INCHES.

MARKINGS

1. 1/2" MIN. PLATE IDENTIFICATION CHARACTERS TO BE BRANDED PLAINLY AS SHOWN.
2. THE MANUFACTURER'S IDENTIFICATION LETTER AND THE FIGURES OF THE YEAR TO BE BRANDED PLAINLY IN 1/2" MINIMUM CHARACTERS ON EACH PLATE.
3. MANUFACTURER'S IDENTIFICATION LETTERS:
   S- ARKANSAS STEEL ASSOCIATES (SUMITOMO)
4. ALL CHARACTERS SHALL BE RAISED 1/32".

TOLERANCES

	OVER	UNDER
THICKNESS	1/32	1/32
ROLLED WIDTH	1/8	1/8
SHEARED LENGTH	3/16	3/16
DISTANCE BETWEEN SHOULDERS	1/16	0
HEIGHT OF SHOULDERS	1/64	1/32
SIZE OF SPIKE HOLES	1/32	1/32
DISTANCE BETWEEN SPIKE HOLES	1/32	1/32
LOCATION OF SPIKE HOLES FROM GAUGING SIDE	1/32	1/32
FLATNESS OF RAIL SEAT	0.025	0.025

NOTE: ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

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STANDARD

TIE PLATES
DOUBLE SHOULDER
FOR 130, 132, and 136lb RAIL

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