



**Nerahoo Hemraj**  
**Controller**

**GENESEE COUNTY PURCHASING**  
A Division of the Genesee County Controller's Office  
COUNTY ADMINISTRATION BLDG  
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May 17, 2019

Re: ADDENDUM #1  
Locomotive Replacement #19-182

The purpose of this addendum is to provide responses to questions that have been received for the aforementioned proposal.

Vendors must indicate receipt of this addendum by adding the following on the proposal form and on the exterior of the envelope containing your proposal:

ADDENDUM #1 RECEIVED

The due date remains the same, 3:00 p.m. (EDT), Thursday, May 30, 2019.

All bids must be received at:  
Genesee County Purchasing Department  
1101 Beach Street, Room 361  
Flint, MI 48502

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Noel Roan, Purchasing Manager

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Question and Answer:

Q1. In regards to the Huckleberry railroad, can we make multiple bids from the same vendor? For example, we have a 20 ton three foot gauge diesel locomotive that can be ready in very short order. Or, we can create a similar 45 ton locomotive that would take more time and perhaps cost more.

A1. In the bid documents it states the alternate bids will be accepted if they are equal to or better. So, yes we will accept multiple bids from the same vendor.

Refer to:

1. Section 7
  - a. Technical Proposal
    - i. #8, 4 cost proposal

Q2. What is your maximum width of the locomotive on rail that you can accept without affecting your right of way or other objects?

A2. Our diesel No. 7 is 7'-6" wide but our steam locomotive 464 is 10'-3", the widest of all of our locomotives. So to answer to your question the maximum width would be 10'-3" wide.

Q3. Was the bid awarded?

A3. The bid has not been awarded. It is due 3:00 p.m. (EDT), Thursday, May 30, 2019.

Q4. Was the date extended?

A4. No it was not extended. That's the original date.

Q5: We would be interested in quoting this 40-45 ton 3 foot gauge reconditioned locomotive if your team was interested in the appearance and concept? Or we could look to rebuild a standard gauge 45 ton center cab to three foot if this was not of interest"

**PLYMOUTH**  
**LOCOMOTIVES**      **M/W-series**



M-Series - 30 to 45 tons - 30" to 66" gauge

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A5. We are interested as long as the “reconditioning process” included all of the items listed in our RFP. We don’t want a used locomotive that has had a “tune up” and a paint job.

We have concerns about a 2 axle Plymouth (as shown in the picture). We are not sure it would have enough tractive effort in bad weather to pull our train. We are also concerned the axle loading may be too heavy for our trestles.

We are not interested in a converted standard gauge locomotive.

Q6: “...advise if an onsite unit inspection will be possible.”

A6. Section 5, Scope of Work, Services to be performed by the Contractor, #6, page 8. “The Contractor shall invite the Project Supervisor to perform a final inspection of the project within two weeks prior to the completion of the project.”

Q7. (Clarification to Q6) Can we inspect subject GE locomotive next week so we can accurately quote the rebuild?

A7. We don’t own the locomotive. We are seeking vendors that have one that needs to be refurbished.

Q8. Is there a budget limitation that we should be working within?

A8. Budget \$200,000 to \$250,000 (including the trade in).

Q9. “As a clarification, I understand that you wants a 50 Ton narrow gauge GE locomotive as a replacement unit & after refurbishment, you will trade in the current GE locomotive (#7).

A9. Correct

Q10. “...Finding a core for a replacement unit to rebuild may prove to be very difficult. I have asked our overseas managers to reach out to their contacts in Africa and South America to see if any cores are available for purchase?”

A10. We cannot be without our current unit, so a core needs to be found.

Q11. The specification calls for a 3' narrow gauge locomotive, is this exactly 36" rail to rail?

A11. Yes

Q12. Will a New replacement locomotive be acceptable, with a modern design & modern components & modern specification? A New unit will cost much more than a rebuild, much more than \$1M so can your budget and specification consider that.

A12. No, our budget cannot support the cost of a new unit.

Q13. Does the replacement unit need to be a center cab design?

A13. Not necessarily but a center cab unit is preferred.

Q14. Would you accept a single engine 600 HP Tier 4 emissions option or do you want the dual engine set up to remain?

A14. Single engine would be acceptable.

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Q15. Can the replacement unit be designed for a 74 volt electrical system?

A15. As long as the components have been reconditioned and the locomotive was to originally designed to operate on 74 volts.

Q16. In any upgrade, there are many air brake system options. The specifications calls for the installation of a 14EL brake system. This system is very old and obsolete. Can a 26NL, 26L or CCB26 system be installed in place of the obsolete air brake system?

A16. Any system as long as the brake system supplied will operate with RR cars equipped with the 14EL system.

Q17. Can the replacement unit be heavier than 50 maximum tons? Or be slightly larger dimensionally?

A17. Yes, but it must not be too heavy to traverse our wooden trestles that are limited to E60 loading. The unit can be no wider than 10' 3"

Q18. Are there any EPA emission requirements?

A18. No

Q19. What are your transportation plans to receive this narrow gauge unit & send in the trade in narrow gauge unit? It seems that stand gauge trucks would have to be supplied (& fitted) to accommodate this shipment?"

A19. Transportation to be provided by the supplier. We expect the locomotive trucks and the body to come on two separate shipment and be assembled to operational on site.