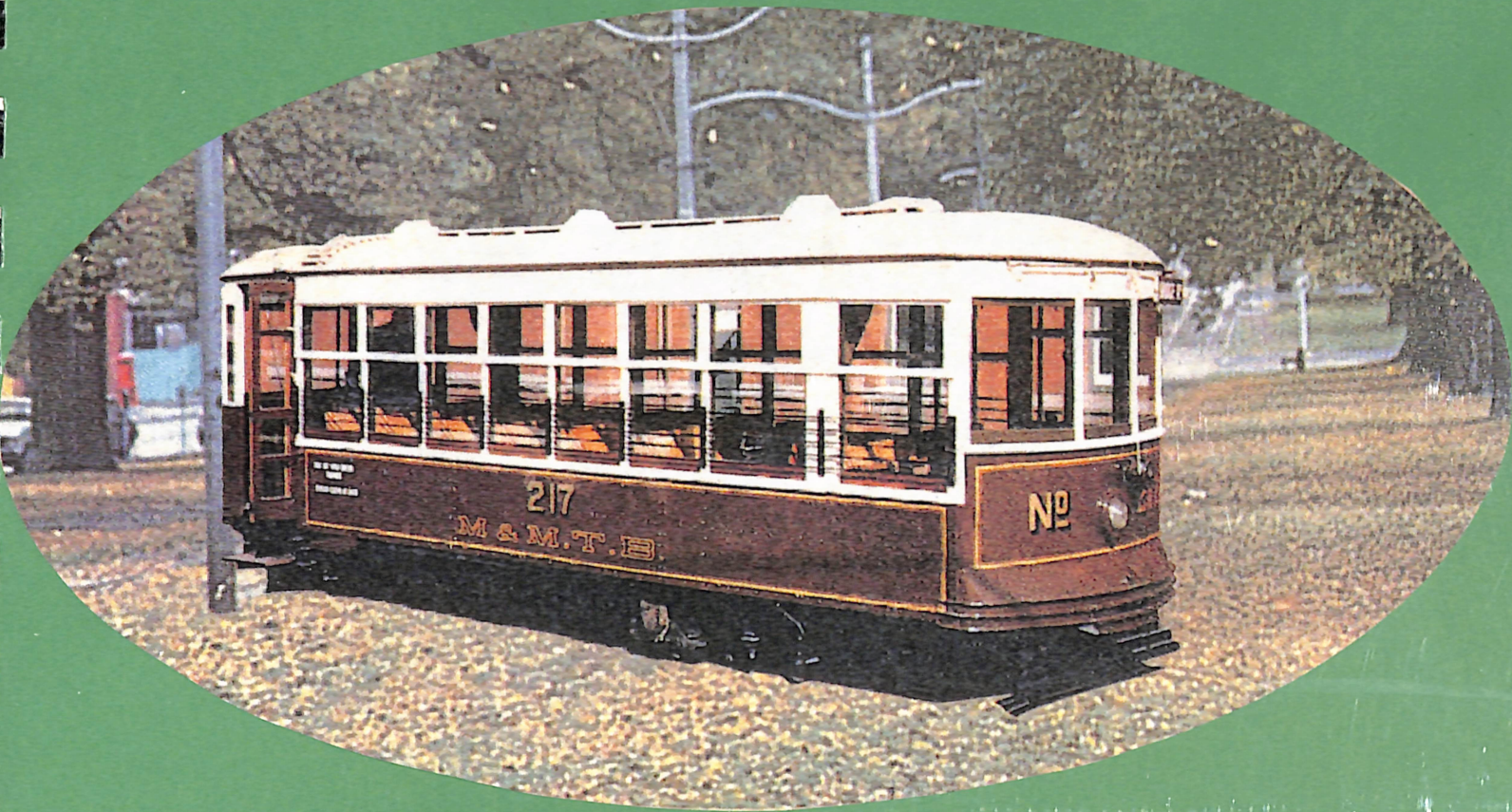


PUBLIC TRANSPORT CORPORATION

RESTORATION OF HERITAGE TRAMS



SPECIFICATION TENDER NO. 95252

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Asia Pacific Rail
60 Collins Street
MELBOURNE 3000

Telephone: 9650 1444 Facsimile: 9650 7622

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SPECIFICATION

SECTION 1 - GENERAL

1.01 Background

The Minister for Public Transport and the Public Transport Corporation wish to restore three heritage trams during 1995/1996 as part of a longer term programme to eventually restore the PTC's Heritage Tram Fleet.

The Minister for Public Transport is keen to see these vehicles restored and given greater exposure so that the Victorian public and tourists gain a greater appreciation of our transport heritage. There is considerable potential for these vehicles to make a valuable contribution to community and tourist related events and festivals.

The heritage trams to be restored are S164, T180 and X217.

The PTC is inviting proposals from suitable qualified organisations to undertake the restoration of these trams.

1.02 History

Tram S164

Tram S164 was built in 1916 by Duncan and Fraser (Adelaide) for Melbourne, Brunswick and Coburg Tramways Trust (MBCCTT), where it entered services as Tram No11. General Arrangement Drawing No. R8999 is the current arrangement following a number of modifications during its lifetime.

It became part of the Melbourne Metropolitan Tramways Board (MMTB) fleet following the formation of the MMTB in 1920, and renumbered as Class S Tram No.164.

It last received an MMTB overhaul at Preston Workshops in 1937. It was removed from service and presented to the Australian Electrical Traction Association (AETA) and subsequently transferred to the Tramway Museum Society of Victoria (TMSV) and has undergone some

restoration work. It has been available as part of the PTC Heritage Tram Fleet for intermittent use such as the 1992 Cavalcade of Transport.

Tram T180

Tram T180 was built in 1917 by Duncan and Fraser (Adelaide) for the MBCTT, where it entered service as Tram No. 16. General Arrangement Drawing No. R3093 is the current arrangement following a number of modifications during its lifetime.

It became part of the MMTB fleet in 1920 and renumbered as Class T Tram No. 180.

It last received an MMTB overhaul at Preston Workshops in 1953. It was removed from service in 1959 and used for a short period for non-passenger use.

It was presented to the AETA and subsequently transferred to the TMSV and has been used intermittently for tours and displays such as the 1992 Cavalcade of Transport.

It has undergone some restoration work by the TMSV.

Tram X217

Tram X217 was built in 1923 by J. G. Brill (USA), General Arrangement Drawing No. R2462. It entered service in 1924.

It last received an MMTB overhaul at Preston Workshops in 1955.

It was removed from service in 1957 and presented to the AETA and subsequently transferred to the TMSV in 1963 and has had some restoration.

It has been used intermittently for displays and special occasions such as the 1992 Cavalcade of Transport.

1.03 Contract

The contract relates to the overhaul and restoration of three heritage Trams S164, T180 and X217 to their original condition when they first entered service. The contract includes all tasks and sub-tasks required to complete the work process, this includes transport of the vehicles to and from the contractors work site.

It is emphasised that the Tenderers will need to have a proven record in the construction and maintenance of light and/or heavy rail vehicles to be considered.

1.04 Condition of Pick-Up

Contractor to pick-up trams in their as is condition from Preston Workshops, Miller Street, Preston, at a time and date by arrangement with the Engineer. At least 24 hours notice is required.

1.05 Acceptance

The work required on the trams shall be subject to approval and acceptance of the Engineer or his nominated representative for this Contract.

1.06 Tender Schedule

All equipment and fittings shall be so manufactured and assembled that they form an integral part of the existing unit, capable of working with a high degree of reliability with an agreed level of authenticity. Approval must be issued by the Engineer prior to any departure from "Original Specification".

1.07 Condition of Delivery

Trams shall be delivered to Preston Workshops, Miller Street, Preston, complete in every respect as required by the Contract and shall be ready for operation as soon as the Corporation's inspection is completed.

1.08 Identification of Trams

All documentation relating to delivery, inspection, modification and invoicing shall refer to Contract No. 95252 and the specific tram number.

1.09 Information to be Supplied by Tenderers

Tenderers shall submit full details of all restoration work offered. These details shall include all information specifically requested herein and such other information considered relevant by the Tenderer.

Tenderers are requested to supply all information sought as analysis of tenders received will be undertaken by reference to the information provided in the schedules.

1.10 Items to be Approved by the Corporation

Tenderers shall complete Schedules A, B, C, D, E, F, G and H of this Specification.

It is the Corporation's intention to issue a Letter of Acceptance at the earliest possible date to the successful Tenderer and, before the signing of Contract Documents, the Corporation will require submission of details of issues raised in these Schedules and from any tender evaluation meetings for approval.

Approval of all these issues shall be completed before the Contract is signed.

1.11 Items for Approval after Signing of the Contract

The Specification requires that the Contractor submit for approval a substantial number of items that are summarised in Annexure 1.

Other materials, parts or equipment that are to be supplied by the Contractor that are not specifically listed as requiring approval, should be of a high quality standard, designed for heavy duty usage and long life.

The Contractor may submit any material, parts or equipment to the Engineer for approval, to ensure their acceptance to obviate any unnecessary delay to the Contractor.

Once approved, these shall not be altered without written permission. Grounds for submission of a substitute for approval will be:

- (I) Where the original material, component, etc, becomes unavailable.
- (II) Where experience demonstrates that the original choice fails to comply with the specific requirements or proves unsuitable under operating conditions.

Notwithstanding the above, the Contractor may offer an alternative for approval, but the adoption of this alternative shall be at the Corporation's discretion.

1.12 Work Procedures

Various works undertaken by the Contractor under this contract will require work procedures to be prepared by the Contractor and approved by the Engineer prior to the commencement of such work.

Once approved, these procedures shall be strictly adhered to. Subsequent requests to vary a procedure shall be made to the Corporation and shall not be acted upon until approved in writing by the Engineer.

Work areas requiring approved procedures are identified in the Annexure 2 of this Specification. Further work areas requiring approved procedures may be included at the discretion of the Engineer.

1.13 Recording of Existing Condition

Prior to removal or dismantling of tram equipment or fittings, the Contractor shall photograph or otherwise record the existing location and condition of such items. This may require the production of dimensioned drawings or sketches.

Items requiring existing condition recording are identified in Annexure 2 of this Specification. Further work areas requiring recording may be included at the discretion of the Engineer.

1.14 Variation Work

The actual scope of work required in certain areas of the work will be dependent upon the results of dismantling, inspection, testing and reporting carried out by the Contractor under this Contract.

Following an assessment of the inspection and test reports for these items, the required scope of work will be determined by the Engineer.

The Contractor will be requested to submit a price for such required work as a variation to the contract. The decision to proceed with such variation work shall be at the discretion of the Engineer.

Items requiring dismantling, inspection and testing work are identified in the schedules to this Specification.

Further work areas requiring dismantling, inspection and testing work may be included at the discretion of the Engineer.

1.15 Retention of Records

Records of all work carried out by the Contractor and his sub-contractors on the trams under this Specification shall be maintained by the Contractor for handing over to the PTC at the completion of the work.

These records shall include photographs, sketches, drawings, work procedures and test reports produced during the course of the work.

The records shall be supplied in hardbacked ring binder covers in A4 page size format (sheets folded if necessary).

Separate uniform binders are required for each tram.

1.16 Programme of Work

The works covered by this Specification are required to be completed during March 1996.

Tenderers are required to provide evidence of adequacy of resources to meet this programme.

Schedules A, B, C, and D (manpower/supervisor, work location/area, tools and equipment and details of previous tram or LRV work) will be used to assess the Tenderers capacity to meet the required programme.

1.17 Further Details

Further information and/or details regarding this project can be obtained from Mr Ian Cordwell, Manager, Heritage Liaison (telephone (03) 9619 4084).

Inspection of the trams can also be arranged through Mr Ian Cordwell.