



Transnet SOC Limited
Transnet RME

REQUEST FOR QUOTATION

TFR Tender Baord
TFR Tender Board
Johannesburg.
2000

Registration Number: 1990/000900/06
Vat Number : 4720103177

Attention:
TFR Official Tender Board.
Telephone Number :
Fax Number :
Vendor Number :500000

Quotation Deadline Date : 11.11.2013
Quotation Deadline Time : 12:00

REQUEST for QUOTATION
Transnet RME
RFQ Number / Date
6000180360 / 31.10.2013
Contact Person / Telephone
Eddie Quinn / 035 905 3664
Return to VAX Number/EMAIL
0865159978 / TCPtendersRichardsBay@Transnet.net

Item	Material	Description	RFQ Qty	UoM	Required Del date	Confirm Del date	Unit Price Excl	Total Price Excl
00010		Mast number plate as pe	1,000	ea	29.11.2013			

Manufacture & Deliver, 1000 x Mast Number Plates, Please refer to the attached Drawing Number: BBC2036, for details regarding sizes, holes and layout. (See attached Engineering Instructions for more details, if required.)
Mast Numbers Required are attached (500 x Numbers only, Manufacture 2 x plates per Number, = 1000 Plates.)
Numbers to be delivered to: 1 Morris Road - Empangeni Rail - OHTE Store.
Contact Mr Tebogo Mooketsi Tel: 083 305 5966 / 074 183 6550.

Transnet Limited t/a Transnet Freight Rail (R.M.E.) # Richards Bay, hereby invite your company to submit a detailed quotation for:

The Supply, Deliver & Offload, 1000 x Mast Number Plates, see the attached Drawing Number: BBC2036, for details regarding sizes, holes and layout of boards. (See attached Engineering Instructions for more details, if required.)
Mast Numbers required are attached (500 x Numbers only, Manufacture 2 x plates per Number, = 1000 Plates.)
Numbers Boards to be delivered to: 1 Morris Road - Empangeni Rail - OHTE Store.

All technical queries relating to this invitation may be addressed to;
Mr. Tebogo Mooketsi Tel: 083 305 5966 / 074 183 6550.



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 Company:
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All tender related queries pertaining to this invitation may be addressed to;
 Mr. Eddie Quinn, Tel: 035 # 905 3664.

The closing time for receipt of your official quotations is 12:00 hours on Monday, 11 November 2013.

Telephonic and late quotes will not be accepted.
 All quotations should be clearly marked, and may be dropped in our tender box, or alternatively forwarded to:
 Me Yogeshnie Gengan, Tender & Fax Assistant,
 Fax No: 086 515 9978 and / or
 e-mailed to: TCPtendersRichardsBay@transnet.net

Physical address for delivering quotations, if required, is:

Transnet Capital Projects Richards Bay
 Tender Box in Main Foyer
 Old Naval Base,
 Commodores Close,
 Meerensee,

The contractor's address and identification details have to be shown on each quotation submitted.

Please supply the following documents with your quotation submitted;

- Valid Tax Clearance certificate.

N.B.



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Copy of your latest B.B.B.E.E. Certificate.

Failing to submit any of the documents mentioned above, could result in your quotation to be disqualified / not accepted.

Note: #Transnet may not necessarily accept the lowest or any other offer and reserves the right to select in its favor any or, a portion of any offer made"

If you have been contacted directly by the Supply Chain Office (Via a RFQ.), and you are unable to quote for these items, please submit a "NO QUOTE".

Otherwise we look forward to receive your detailed quote by the date and time stated.

Yours faithfully,

"PREVIEW COPY"



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Delivery Address

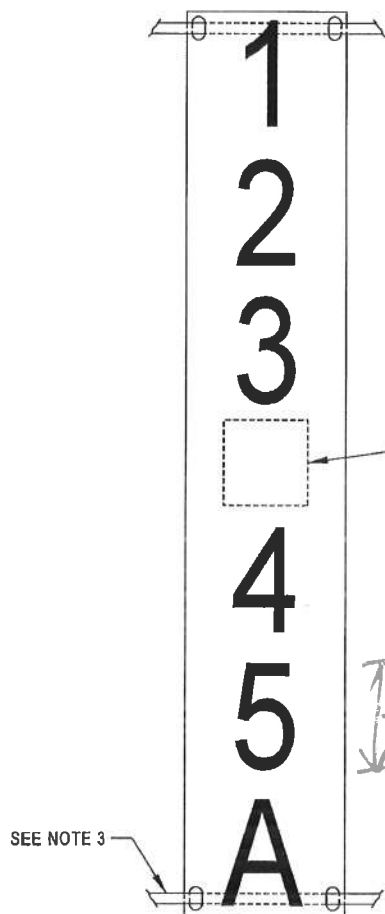
TFR RME Richards Bay
 Old Naval Base, Commodores Clo
 Meerensee, Richards Bay
 3900

This RFQ is subject to the following conditions:

1. Price/s : The price/s quoted in SA currency and is excluding of V.A.T
2. Delivery : The price/s quoted should include delivery cost to the delivery address stated on the RFQ
3. Returnables : A valid tax clearance certificate and BBBEE certificate from a SANAS accredited verification agency attached to quotation for all quotes above R30 000.
Please note that only the official Transnet RFQ will be accepted and all other correspondence to be attached to the original
4. Safety : To confirm to Transnet Capital Projects Health & Safety plan and specification; HAS-std-0001, copy available on request.
5. Confirmation: To confirm your participation in this tender process please sign and return this document as immediate effect prior to the quotation deadline.
6. Negotiations: The Employer may elect to negotiate the final terms of the contract/order with the preferred tenderer in accordance with Clauses F.2.17 and F.3.13 of the CIDB Standard Conditions of Tender. A copy of which is available upon request.

Signature _____

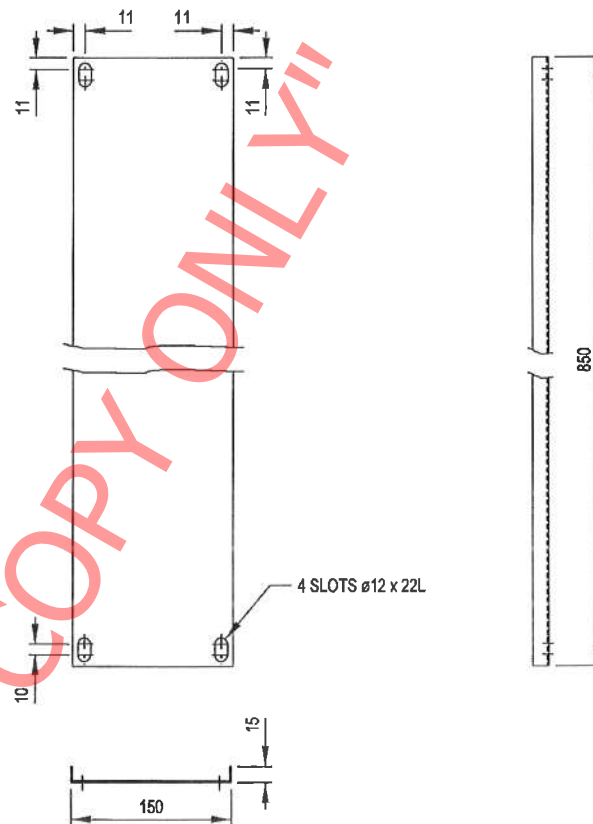
Date _____



NUMBER PLATE WITH UNIQUE NUMBER AND 'BAND-IT' STRAPS

● OR /
DEPENDING ON APPLICATION

LETTER SIZE:
100 mm.



NOTES

1. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ENGINEERING INSTRUCTION CEE-B 008.
2. DEPOTS TO PAINT OWN UNIQUE MAST NUMBERS ON THE PLATE.
3. FIX NUMBER PLATE TO MAST USING 15mm 'BAND-IT' STRAP.
4. THIS DRAWING IS AN ALTERNATIVE TO DRG. NO. CEE-TW-646.

FINISH

1. HOT DIP GALVANISE TO SANS 121.
2. POWDER COAT WHITE AFTER GALVANISING.

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DIMENSIONS : mm SCALE : 1 : 5
TOLERANCE : LIN ± 1 ANG ± - ITEM NO : -
MATERIAL : M.S. PLATE, 850 x 150 x 1,6THK
VERSION INFO : -

DO REF : CDO/5026
ECP REF : -
DRAWN : J.R. Anthony
DESIGNED : W.F. Mans
CHECKED : J.D. van Dyk

DATE: 28/03/2006

APPROVED
[Signature]
AUTHORISED

OVERHEAD TRACK EQUIPMENT MAST NUMBER PLATE
FOR ALL TYPES OF MASTS

SPOORNET

BBC2036
VERSION 1

A3

Mast No Export.

183/12	186/08	189/04	191/15	194/07	197/08	200/04	203/05	205/10	208/10
183/13	186/10	189/05	192/01	194/08	197/09	200/05	203/06	205/11	208/11
183/14	186/11	189/06	192/02	194/09	197/10	200/06	203/07	205/12	208/12
183/15	186/12	189/07	192/03	194/10	197/11	200/07	203/08	205/13	208/13
183/16	186/13	189/08	192/04	194/11	197/12	200/08	203/09	205/14	208/14
184/01	186/14	189/09	192/05	194/12	197/13	200/09	203/10	205/15	208/15
184/02	186/15	189/10	192/06	194/13	197/14	200/10	203/11	206/01	209/01
184/03	186/16	189/11	192/07	194/14	197/15	200/11	203/12	206/02	209/02
184/04	186/17	189/12	192/08	194/15	198/01	200/12	203/13	206/03	209/03
184/05	186/18	189/13	192/09	194/16	198/02	200/13	203/13	206/04	209/04
184/06	186/19	189/14	192/10	195/01	198/03	200/14	203/13	206/05	209/05
184/07	187/01	189/15	192/11	195/02	198/04	200/15	203/14	206/06	209/06
184/08	187/02	189/16	192/12	195/03	198/04A	201/01	203/15	206/07	209/07
184/09	187/03	189/17	192/13	195/04	198/05	201/02	203/16	206/08	209/08
184/10	187/04	189/18	192/14	195/05	198/06	201/03	203/17	206/09	209/09
184/11	187/05	189/19	192/15	195/06	198/07	201/04	203/18	206/10	209/10
184/12	187/06	189/20	192/16	195/07	198/08	201/05	203/19	206/11	209/11
184/13	187/07	190/01	192/17	195/08	198/09	201/06	203/20	206/12	209/12
184/14	187/08	190/02	192/18	195/09	198/10	201/07	203/21	206/13	209/13
184/15	187/09	190/03	192/18	195/10	198/11	201/08	203/22	206/14	209/14
184/16	187/10	190/04	192/18	195/13	198/12	201/09	203/23	206/15	209/15
184/17	187/11	190/05	192/19	195/14	198/13	201/10	203/24	206/16	209/16
184/18	187/12	190/06	193/01	195/15	198/14	201/11	203/25	206/17	210/01
184/19	187/14	190/07	193/02	195/16	198/15	201/12	204/01	206/18	210/02
185/01	187/15	190/08	193/03	195/17	199/01	201/13	204/02	206/20	210/03
185/02	187/17	190/09	193/04	195/18	199/02	201/14	204/03	207/01	210/04
185/03	187/18	190/10	193/05	195/19	199/03	201/15	204/04	207/02	210/05
185/04	187/19	190/11	193/06	195/20	199/04	201/16	204/05	207/03	210/06
185/05	187/20	190/12	193/07	196/01	199/05	201/17	204/06	207/04	210/07
185/06	188/01	190/13	193/08	196/02	199/06	202/01	204/07	207/05	210/08
185/07	188/02	190/14	193/09	196/03	199/06	202/02	204/08	207/06	210/09
185/08	188/03	190/15	193/10	196/04	199/06	202/03	204/09	207/07	210/10
185/09	188/04	190/16	193/11	196/05	199/08	202/04	204/10	207/08	210/11
185/10	188/05	190/17	193/12	196/06	199/10	202/05	204/11	207/09	210/12
185/11	188/06	190/18	193/13	196/07	199/11	202/06	204/12	207/10	210/13
185/12	188/07	190/19	193/14	196/08	199/12	202/07	204/14	207/11	210/14
185/13	188/08	191/01	193/15	196/09	199/13	202/08	204/15	207/12	210/15
185/14	188/09	191/02	193/16	196/10	199/14	202/09	204/17	207/13	210/16
185/15	188/10	191/03	193/17	196/11	199/16A	202/09	204/18	207/14	210/17
185/16	188/11	191/04	193/18	196/12	199/17	202/10	204/19	207/15	210/18
185/17	188/12	191/05	193/19	196/13	199/18	202/11	204/20	207/16	211/01
185/18	188/13	191/06	193/20	196/14	199/19	202/12	205/01	208/01	211/02
185/19	188/14	191/07	193/21	196/15	199/19A	202/14	205/02	208/02	211/03
186/01	188/15	191/08	194/01	197/01	199/20	202/16	205/03	208/03	211/04
186/02	188/16	191/09	194/02	197/02	199/21	202/17	205/04	208/04	211/05
186/03	188/17	191/10	194/03A	197/03	199/22	202/18	205/05	208/05	211/06
186/04	188/18	191/11	194/03B	197/04	199/23	202/19	205/06	208/06	211/07
186/05	189/01	191/12	194/04	197/05	200/01	203/01	205/07	208/07	211/09
186/06	189/02	191/13	194/05	197/06	200/02	203/02	205/08	208/08	211/10
186/07	189/03	191/14	194/06	197/07	200/03	203/03	205/09	208/09	211/11



SPOORNET

(INFRASTRUCTURE)(ELECTRICAL)

metrorail

ENGINEERING INSTRUCTION

NUMBERING OF OVERHEAD TRACK STRUCTURES

"PREVIEW COPY ONLY"

Date: April 2000

Distribution: A, B

File Ref: S.RTS/I/W.2/4/1/6/2/B.008

1.0 GENERAL

1.1 This instruction is issued to ensure that the application of mast location numbers to overhead track structures will be uniform.

2.0 MAINLINES

2.1 All mast location numbers must indicate the geographic kilometre distance in concurrence with the track kilometre posts in the section e.g. 119-045, 119-112 etc. where the first three characters indicates the kilometre distance from the zero station and the last three characters indicates meters.

2.2 The complete mast location number must be indicated on each mast.

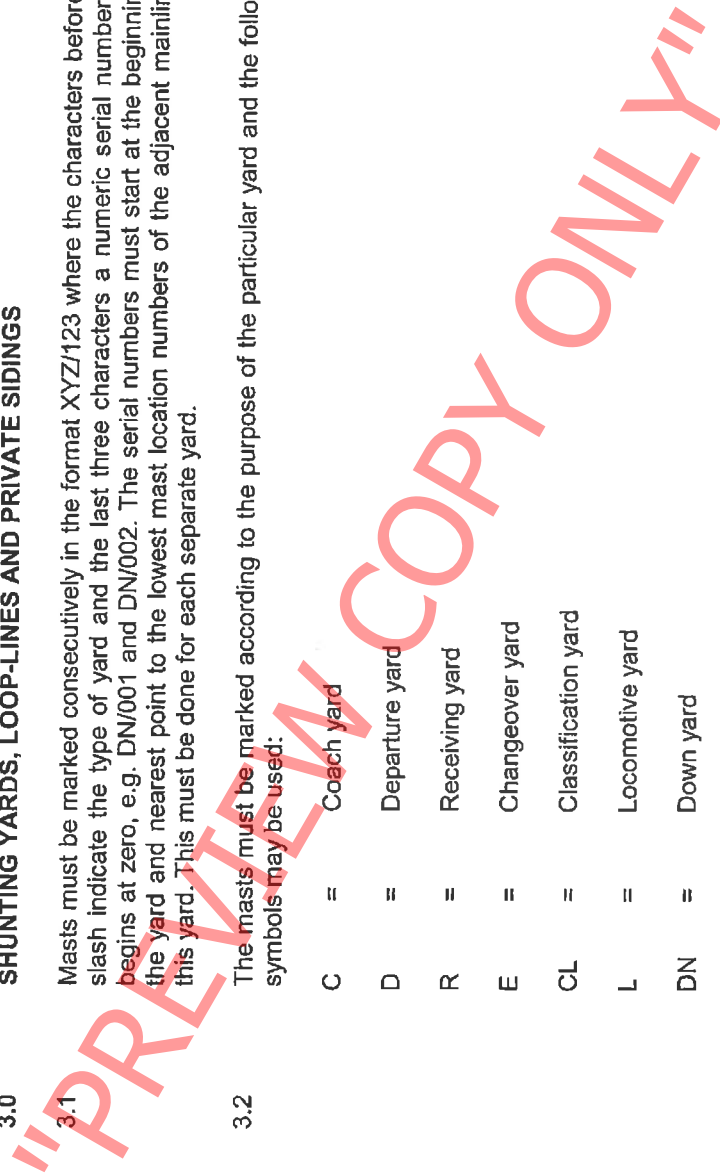
2.3 Where mainlines run through yards, the structure on the main line side of booms must be marked according to the mast location numbers as indicated in 2.0 above.

3.0 SHUNTING YARDS, LOOP-LINES AND PRIVATE SIDINGS

3.1 Masts must be marked consecutively in the format XYZ/123 where the characters before the slash indicate the type of yard and the last three characters a numeric serial number that begins at zero, e.g. DN/001 and DN/002. The serial numbers must start at the beginning of the yard and nearest point to the lowest mast location numbers of the adjacent mainline to this yard. This must be done for each separate yard.

3.2 The masts must be marked according to the purpose of the particular yard and the following symbols may be used:

- C = Coach yard
- D = Departure yard
- R = Receiving yard
- E = Changeover yard
- CL = Classification yard
- L = Locomotive yard
- DN = Down yard
- S = Station yard
- UP = Up yard
- PS = Private siding
- LP = Loop-line
- M = Shunting yard
- B = Balloon line or Link line



- 3.3 If in a particular shunting area where there are two or more yards for identical purposes, the masts must get an additional prefix. This prefix will indicate the number of the yard to differentiate between them, for example DN1/ 001, DN1/ 002 and DN2/ 001, DN2/ 002 for number one and number two departure yards.
- 3.4 If a local name must be awarded to a yard, a suitable prefix must be used with a maximum of three characters that will not concur with mast location numbers allocated to other yards supplying other services.
- 3.5 The numbers of masts must be consecutive and begin at zero and includes structures such as pull-off masts, anchor masts and any other mast between structures. No additional prefix is necessary for such masts.

4.0 NUMBER AND STENCILLING

- 4.1 Mainline mast location numbers must be stencilled on both sides of masts in cases of single lines and lines with bi-directional traffic. In all other cases the mast may only be marked on the side facing on coming trains.
- 4.2 In yards the mast location numbers must be stencilled on the side of masts facing the direction of the lowest kilometre distance point of the yard.
- 4.3 The mast location numbers must be stencilled with a 100-mm stencil and numbers must be evenly spaced on a vertical height between 2 m and 3, 3 m above the track height.
- 4.4 The numbers must be in black on a white background.
- 4.5 Only characters as depicted on drawing CEE-TW-646 (sheet 1- 6) or suitable plastic stickers with black numbers on a white background may be used.

5.0 GENERAL

- 5.1 The renumbering of masts must be executed according to a program for existing electrified railway lines.
- 5.2 In the case of new electrification schemes the Infrastructure Manager must be requested to provide the Contractor with the necessary information concerning the numbering of OHTE structures so that the application of numbers to the structures could be included in his work programme. If this information is not available to the Contractor for inclusion in his work programme the maintenance personnel will be responsible for the numbering of OHTE structures as soon as the information is available.
- 5.3 Where the old numbering system is to be replaced with the new system the train operational staff in the area must be notified in advance.

6.0 RELATED DRAWINGS

- 6.1 The following drawing is refer to in this instruction: CEE-TW-646 (Sheet 1- 6): Jig, Stencilling, Structure Numbering.
- 6.2 It is the responsibility of all persons involved to be in possession of the most recent version of this drawing.

7.0 SUBSTITUTION

- 7.1 This instruction replaces Engineering Instruction B.008 Issue 1 of July 1994.

- 7.2 Clause 2.0 was comprehensively amended. Mast location numbers on mainlines should only be modified once the existing numbers become illegible and must be repainted over the complete section.
- 7.3 Clause 3.0 was comprehensively amended. Mast location numbers in yards loop-lines and private sidings may only be modified once the existing numbers become illegible and must be repainted over the complete yard.
- 7.4 Clause 4.3 was changed from 75 mm stencil to a 100 mm stencil.
- 7.5 Clause 5.3 was added to this instruction

END

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