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**DATE:** July 23, 2024

**SUBJECT: REQUEST FOR PROPOSALS FOR TRANSPORTATION OF RAIL CARS**

Pursuant to the aforementioned Request for Proposals (RFP), all proposers were to submit any questions regarding this RFP by no later than July 16, 2024. Questions were to be submitted in writing, and all questions and responses were to be posted on [the Department's website](#) and [www.rampla.org](http://www.rampla.org).

Below is a list of questions received from proposers, and the Department's response:

**1. Q: I visited the Red Car Station at 208 W. 22nd St., San Pedro, CA 90731 today to inspect the rail cars as part of the Transportation of Rail Cars bid. However, I did not see any rail cars at the location. Instead, I observed three red buses, which I believe are not related to the bid.**

**Could you please provide information on when the rail cars will be available at the location?**

A: Buses are not part of bid. Rail cars are located inside storage tent.

**2. Q: Exact commodity?**

A: 3- passenger rail cars

**3. Q: Dimensions and weight?**

A: See attached specification sheet.

**4. Q: How will it be loaded and unloaded?**

A: Awarded bidder to provide method.

**5. Q: Cargo value?**

A: Unknown

**6. Q: Can it be exposed to the elements? Or will it be enclosed or tarped?**

A: Rail cars shall be handled in a manner that prevents structural, mechanical or decorative exterior damage.

**7. Q: Does the assignment entail returning the Rail Cars back to their original location, if requested within the year of the contract?**

A: No

**8. Q: There are questions/requirements in the package that seem to geared towards a long-term, continual workload assignment as they ask for. Do we answer as if this were a long-term, continual assignment?**

A: No, this is a one time operation.

**9. Q: Are there any questions that can be skipped as they do not apply to this assignment?**

A: Yes. Please note N/A where applicable.

**10. Q: Are there any access restrictions or special requirements at either pick up or delivery location?**

A: No

**11. Q: What are the dimensions (length, width, height) and weight of each car?**

A: See attached specification sheet.

**12. Q: Are there any variations in size or weight among the three trolley cars?**

A: See attached specification sheet.

**13. Q: Are the cars operational, or will they need to be towed or lifted onto the trailers?**

A: No. They will require tow/haul.

**14. Q: Who is responsible for arranging the towing or lifting/loading of the cars onto the trailers?**

A: Awarded bidder

**15. Q: Are there any special handling instructions due to their condition (e.g., fragile parts, non-functional brakes)?**

A: Rail cars shall be handled in a manner that prevents structural, mechanical or decorative exterior damage.

**16. Q: Will these rail cars require any type of special shrink wrapping prior to pick up and who will be responsible for arranging that service. Or will they just need tarping?**

A: Rail cars shall be handled in a manner that prevents structural, mechanical or decorative exterior damage.

**17. Q: What is the preferred pickup date and time, and are there any deadlines for delivery?**

A: TBD

**18. Q: Is there any flexibility in the schedule if unexpected delays occur?**

A: Yes

**19. Q: Are there any specific route restrictions or preferred routes for transporting the cars?**

A: No

**20. Q: Have there been any previous logistical challenges associated with this or other routes?**

A: No

**21. Q: Will there be loading and unloading assistance provided at the pickup and delivery locations?**

A: No

**22. Q: Are there any specific equipment or personnel requirements for loading and unloading the cars?**

A: No

**23. Q: What is the cargo liability requirement?**

A: Please defer to Section 4.4, Items 2-5” of the RFP for detailed insurance liability requirements.

**24. Q: Are there any specific liability concerns we should be aware of?**

A: Please defer to Section 4.4, Items 2-5” of the RFP for detailed insurance liability requirements.

**25. Q: Are there any additional services required, such as storage, interim stops, or inspections?**

A: No

**26. Q: Are there any potential add-ons or optional services you might be interested in?**

A: No



<b>RED CAR FACTS AND FIGURES</b>	<b>CAR 1058</b>	<b>CAR 500/501</b>
<b>Seating/Standing Capacity:</b>	54 seated 78 standing	48 seated 42 standing
<b>Speed Limit:</b>	20 mph	20 mph
<b>Height:</b>	13½feet higher than trolley pole	13½feet higher than trolley pole
<b>Length:</b>	55 feet, 7 inches	43 feet
<b>Weight:</b>	80,000 lbs.	58,500 lbs.
<b>Types of wood used:</b>	Mahogany (interior) Poplar (exterior paneling) Ash (seats)	Mahogany (interior) Poplar (exterior paneling) Ash (seats)
<b>Paint and varnish:</b>	9 coats of paint (exterior) 11-13 coats of varnish (interior) 7 coats of varnish (seats), topped with hard shell protective coating	9 coats of paint (exterior) 11-13 coats of varnish (interior) 7 coats of varnish (seats), topped with hard shell protective coating
<b>Painted Exterior Colors:</b>	"Pacific Electric Red" Adopted in 1939 by Pacific Electric (500-class cars were retired before color was introduced)	"No. 1 Electric Lines Red" Adopted in 1915 throughout the Southern Pacific System for its electric railway of lines, including Pacific Electric
<b>Year Built:</b>	1907	2003
<b>Year Discontinued:</b>	1950	N/A
<b>Original number:</b>	963	N/A
<b>Pacific Electric Class:</b>	950-class, modified in 1960s to resemble 1000-class	patterned after 500-class, which ran from 1902-1930

## GENERAL INFORMATION

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**Crewmembers:**

6 carpenters  
2 electricians  
5 painters  
4 welders  
1 mechanical helper (18 total)

**Construction Time:**

3 years

**Electrical Power:**

Electric motor on each of the four axles. An electric wire (called the *trolley wire*) is located over each track where the Red Cars run, and a *trolley pole* on the roof of each Red Car slides along trolley wire to bring the electricity into the car. The wire is the "hot" side of the 600-volt DC circuit, and the rail is the "ground" side. As the Red Cars travel down the tracks drawing power for their motors, they complete the electrical circuit.

**Electrical System:**

The electrical system is functionally identical to the original Red Cars, but is built with modern components.

**Airbrake System:**

Each car has its own air compressor, which keeps a set of large tanks on each car pumped with compressed air. To stop the car, the brake system applies compressed air into the car's brake cylinder, moving a set of rods and levers under the car, which press iron brake shoes against the wheels.

**Smaller Windows Along Upper Side of car Exterior:**

*Clerestory* windows, a form of air conditioning used in the early 1900s. Opening these windows helps keep the air moving inside the car, but they could be closed on cold days. The clerestory windows on Cars 500 and 501 are the same amber color as on the original Red Cars.