

27<sup>th</sup> May 2024

Email: [REDACTED]

**Re: FOI request IE\_FOI\_787**

Dear [REDACTED]

I refer to your request dated 7th March 2024 made under the Freedom of Information Act 2014, which was received by my office on the 11<sup>th</sup> March, for records held by Iarnród Éireann.

**Request:**

- any correspondence regarding the disposal of the 2700 DMU Fleet, 8200 EMU fleet and vehicle 3187 after January 1st 2024

I, Emma Cuddy, have now made a final decision to part grant your request on 27<sup>th</sup> May 2024.

You have sought access to the records as listed above and I consider this an appropriate form of access in this case. Accordingly, a copy of the records is now attached including a copy of the schedule to these records.

**Rights of appeal**

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to [foi@irishrail.ie](mailto:foi@irishrail.ie). You should make your appeal within 4 weeks (20 working days) from the date of this notification, where a day is defined as a working day excluding, the weekend and public holidays, however, the making of a late appeal may be permitted in appropriate circumstances.

The appeal will involve a complete reconsideration of the matter by a more senior member of the staff of this body.

Should you have any questions or concerns regarding the above, please contact the FOI Office on [REDACTED]

Yours sincerely,

PP 

**Emma Cuddy, Decision Maker, CME Dept, Iarnród Éireann**

Freedom of Information Request:  
Schedule of Records for IE\_FOI\_787 : Summary for Decision Making

Record No.	Date of Record	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
1	24.01.2024	2700_Redacted	1	Part Grant	S37	Personal Information of others
2	01-Dec-23	Disposale Paper - Disposal of 2751 Railcar_version 1_Redacted	2	Part Grant	S36 Commercially Sensitive Information & S37 Personal Information	Commerical information that may result in a material financial loss or gain to the person to whom the information relates, or could prejudice the competitive position of that person in the conduct of his or her profession or business & Personal Information of Others
3	24.01.2024	Re 2700_Redacted	14	Part Grant	S37	Personal Information of others
4	29.02.2024	Re NIFRS Carriage Prop query request_Redacted	3	Part Grant	S37	Personal Information of others
5	various	8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU Vehicles - Specifications_Redacted	22	Part Grant	S37	Personal Information of others
6	29.02.2024	Response from JG re Specification_Redacted	5	Part Grant	S37	Personal Information of others
7	26.02.2024	Award Criteria memo_Redacted	2	Part Grant	S37	Personal Information of others
8	04.01.2024	FW_Emailing_Technical_Specification_CME_4747_EM_Redacted	4	Part Grant	S37	Personal Information of others
9	various	RE CME_Scrap_Tender_Redacted	3	Part Grant	S37	Personal Information of others
10	16.02.2024	Tender Status Updates - 16_02_2024_Redacted	2	Part Grant	S37 & outside scope	Personal Information of others

Signed: Sue Stanley  
Data Protection & Freedom of Information Officer

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** 2700  
**Date:** Wednesday 24 January 2024 10:20:47

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Is here any movement on the 2750 shunter deployment to PLTCD for the 41 car deployment?

[REDACTED]

Sent from [Outlook for iOS](#)

<p>Authors:  ██████████  CME</p>	<p><b>Disposal of  2751 DMU to Preservation</b></p>	<p>Reviewed by:  EG: xx/xx/xx  CIAG:</p>
<p>Submitted by:  ██████████  CME</p>		<p>Approved by:  ██████████ <b>Director RU</b></p>

## DECISION SOUGHT

The approval of the board of Iarnród Éireann is sought for the scrap disposal of single vehicle 2751 DMU to preservation group The Connemara Railway at Maam cross.

### 1. PROJECT SPONSOR AND PROGRAMME MANAGEMENT ARRANGEMENTS

The project is being sponsored by the Director Railway Undertaking, Iarnród Éireann.

The delivery of and management of the project is the responsibility of the Chief Mechanical Engineer.

### 2. PROJECT OBJECTIVES

The project objective is to dispose of single vehicle 2751 to a preservation railway.

### 3. DESCRIPTION

#### 3.1 Project Description

The Connemara Railway operates a heritage facility at Maam Cross in Co Galway. They wish to take on a single Class 2700 vehicle (2751) for use at their facility in Co Galway for preservation and exhibition purposes. DMU vehicle 2751 to be disposed of to the preservation group – The Connemara railway for a consideration of ██████████. The 2700 fleet has been fully provided for and the vehicle has a nil book value.

#### 3.2 CURRENT POSITION & PROPOSAL

The Class 2700 DMU fleet was supplied in 1998 as 12 x 2 car DMUs and 2 x 1 single car DMUs and 1 x spare DMU and have been in storage since 2012. In August 2023 the IE Board approved the scrap disposal of the entire fleet of 27 Class 2700 DMU vehicles. This is currently progressing through a disposal process.

2751 is currently stored at Cork shed. The vehicle will be moved to a loading facility for transfer to Maam cross.

In accordance with CIE Group Policies and Procedures the transfer of ownership of assets at a value below the anticipated disposal value is permitted to non-profit groups or organisations connected to Railway preservation.





Class 2700 DMU

#### **4. BUSINESS CASE**

N/A

#### **5. PROJECT TIMESCALE AND KEY MILESTONES**

N/A

#### **6. FINANCIAL INFORMATION**

##### **6.1 Project finances**

The Connemara railway will pay a consideration of [REDACTED] for 2751 DMU asset.

#### **7. PROCUREMENT STRATEGY**

The disposal will be undertaken in accordance with the CIE Group Policies and procedures.

#### **8. POSSIBLE RISK FACTORS AND PROPOSED MITIGATION MEASURES**

N/A

#### **9. COMPLIANCE WITH ACCESSIBILITY REQUIREMENTS**

N/A

#### **10. DATES & DETAILS OF PREVIOUS BOARD APPROVALS**

In August 2023 the IE Board approved the disposal of the entire stored 2700 Fleet for scrap

**Chief Mechanical Engineer**

**Inchicore**

**December 2023**

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: 2700  
**Date:** Wednesday 24 January 2024 10:57:10  
**Attachments:** [2751 to be used as a shunting machine in LTCD.msg](#)  
[2751 to be used as a shunting machine in LTCD.msg](#)

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[REDACTED]

[REDACTED] was going to start into it Monday evening. I haven't been talking to him to get an update.

[REDACTED] is undertaking the ECR for the use of same.

See attached mails for further details if required.

Regards

[REDACTED]

[REDACTED]

Fleet Manager  
Iarnród Éireann – Irish Rail.  
Laois Traincare Depot,  
Clonminam Industrial Estate,  
Portlaoise,  
Co. Laois,  
R32 HX83  
Ireland.

[REDACTED]

[REDACTED]

W : [www.irishrail.ie](http://www.irishrail.ie)

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**From:** [REDACTED]  
**Sent:** Wednesday, January 24, 2024 10:21 AM  
**To:** [REDACTED]  
**Subject:** 2700

Is here any movement on the 2750 shunter deployment to PLTCD for the 41 car deployment?

[REDACTED]

Sent from [Outlook for iOS](#)

*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Uí 119571 Uí CBL: IE 4812851 O,  
Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No 119571 VAT No IE 4812851 O*

*In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre  
At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours*



**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** 2751 to be used as a shunting machine in LTCD  
**Date:** Monday 22 January 2024 13:59:00

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All,

Further to our discussions.

We are hoping to use 2751 as a shunting machine to aid in the reconfiguration of the ICR's to accommodate the B2 cars.

Can you please arrange to have this set made operational in advance of its transfer to Inchicore?

[REDACTED]

Can you share any maintenance documents you believe may be required for the next year so during the operation of 2751 in LTCD? We will also require any pre use inspections.

[REDACTED]

Will complete the required ECR's to permit operation of same

Regards

[REDACTED]

[REDACTED]

Fleet Manager  
Iarnród Éireann – Irish Rail.  
Laois Traincare Depot,  
Clonminam Industrial Estate,  
Portlaoise,  
Co. Laois,  
R32 HX83  
Ireland.

[REDACTED]

[REDACTED]

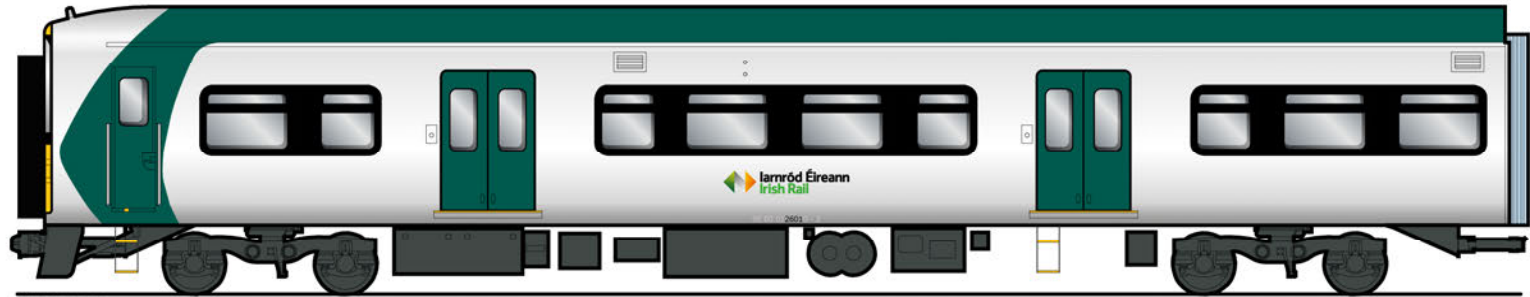
W : [www.irishrail.ie](http://www.irishrail.ie)

# 2600 & 2800 DMU Fleet

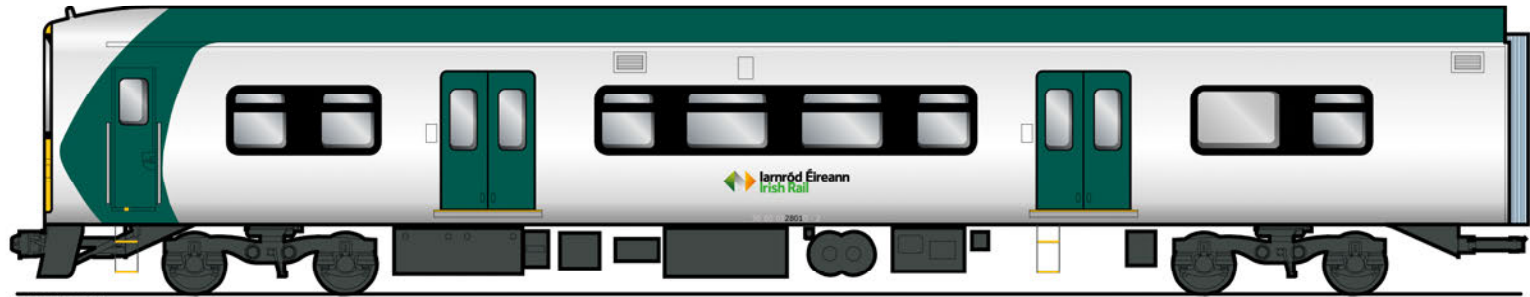
Iarróid Éireann  
Drawing & Design Office  
CME Department  
Indicore Works



2600 DC 1



2600 DC 2



2800 DC 1



2800 DC 2

**From:** [REDACTED]  
**Subject:** 2751 to be used as a shunting machine in LTCD  
**Date:** Monday 22 January 2024 13:59:00  
**Attachments:** [20231108\\_134428.jpg](#)  
[20231108\\_134405.jpg](#)  
[image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[22283-001.pdf](#)  
[22183-001.pdf](#)  
[22083-001.pdf](#)  
[2600-2800.pdf](#)  
[22000.pdf](#)  
[Plug and Play graphic.PNG](#)

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[REDACTED]

Irish rail previously operated a fleet of 2700's

[2700 Class DMU Data Sheet.pdf](#)

[https://en.wikipedia.org/wiki/IE\\_2700\\_and\\_2750\\_Classes](https://en.wikipedia.org/wiki/IE_2700_and_2750_Classes)

This fleet is now out of service and is likely to be scrapped.

There is some information on SharePoint but not much.

[https://iarnrodeireann.sharepoint.com/RU/CME/\\_layouts/15/search.aspx/siteall?p=1&q=2700](https://iarnrodeireann.sharepoint.com/RU/CME/_layouts/15/search.aspx/siteall?p=1&q=2700)

We are hoping to use a dual cab (Bus) variant Set 2751 as a shunting machine to aid in the reconfiguration of the ICR's to accommodate the B2 cars.

2751 is currently in storage in Cork.

The manager on site is [REDACTED]

[REDACTED]  
*Platform Support Manager Main Line, CME Dept,  
Iarnród Éireann Irish Rail, CME Maintenance Depot, Water Street, Cork. T23 RY84*

The FTS is [REDACTED]

[REDACTED]  
Fleet Technical Support.  
CME Dept.  
Iarnrod Eireann  
Waterstreet.  
Cork.  
T23 RY84  
Tel. 0214557049

[REDACTED] is also involved

[REDACTED]  
[REDACTED]

They are arranging to have 2751 running before it is transferred to Inchicore. From Inchicore 2751 will be hauled to LTCD.

Can you arrange an engineering change to use 2751 as a shunting machine in line with CME-TMS-316 and supporting documentation

[Safety Approval of Changes to PEIO.pdf](#)

[https://iarnrodeireann.sharepoint.com/RU/CME/CME%20Standards/CME\\_TMS\\_OP/Forms/CMETMS316.aspx](https://iarnrodeireann.sharepoint.com/RU/CME/CME%20Standards/CME_TMS_OP/Forms/CMETMS316.aspx)

This change will need to include, at least

- A SSOW for operation of 2751 in LTCD
- Risk assessments
- Maintenance program for 2751
- Pre use checks for the staff using 2751
- Competence element for operation and maintenance of 2751

We are going to run this project under the value



We will also be looking at the possibility of running 2751 on HVO



Can you contact [REDACTED] i in relation to HVO

[REDACTED]

[REDACTED]  
Fleet Technical Support, Loco & Carriages • Inchicore Running shed

We will need some storage and a procurement strategy for small quantities of this.

I attach some images and drawings which may be of assistance

Regards

[REDACTED]

[REDACTED]

Fleet Manager  
Iarnród Éireann – Irish Rail.  
Laois Traincare Depot,  
Clonminam Industrial Estate,  
Portlaoise,  
Co. Laois,  
R32 HX83  
Ireland.

[REDACTED]  
[REDACTED]

W : [www.irishrail.ie](http://www.irishrail.ie)

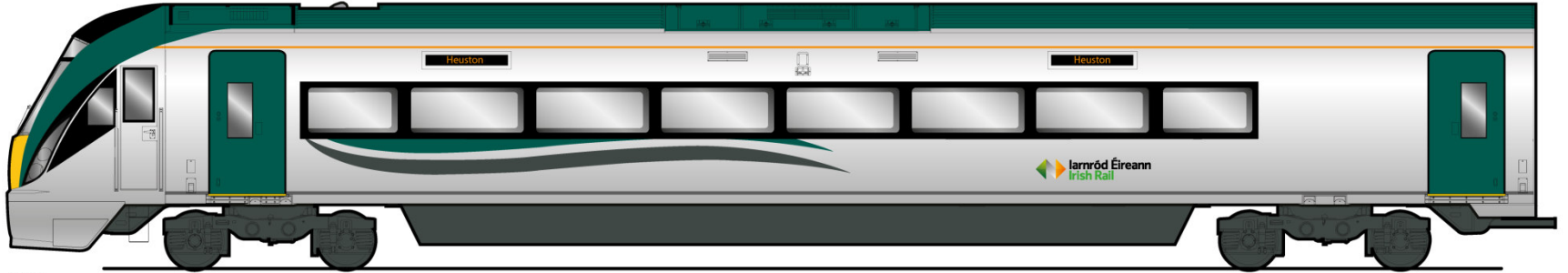


# 22000 ICDMU Fleet

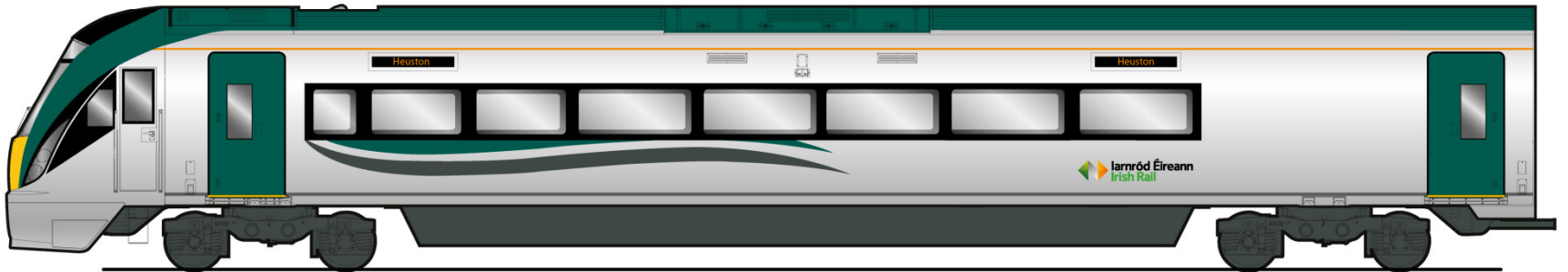
Iarnród Éireann  
Drawing & Design Office  
CME Department  
Inchicore Works



A1 Car



A2 Car



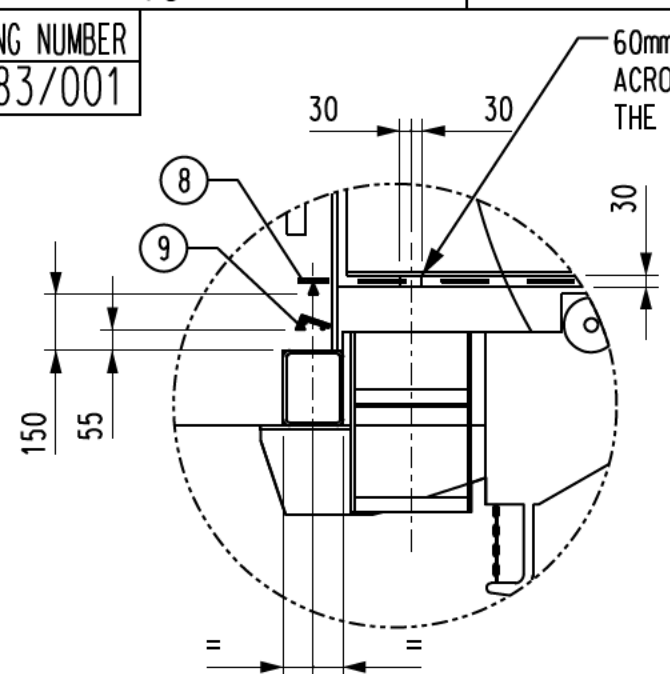
A3 Car



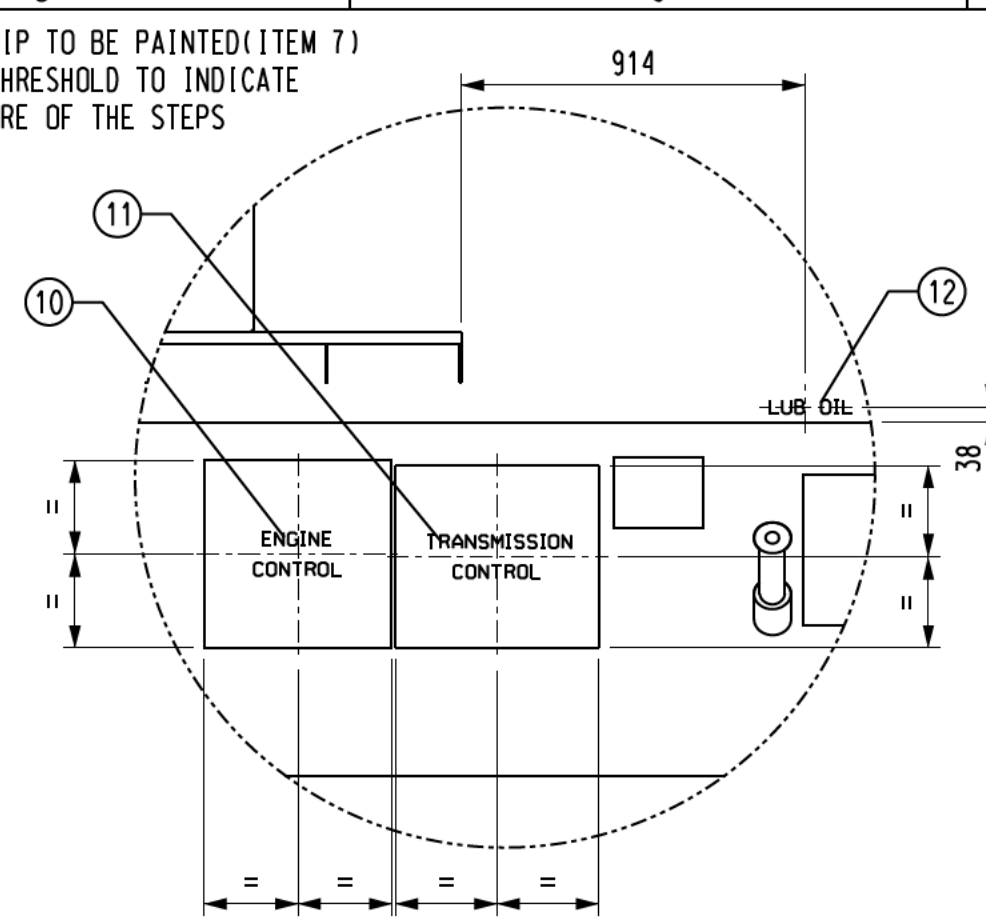
B Car

DRAWING NUMBER  
22083/001

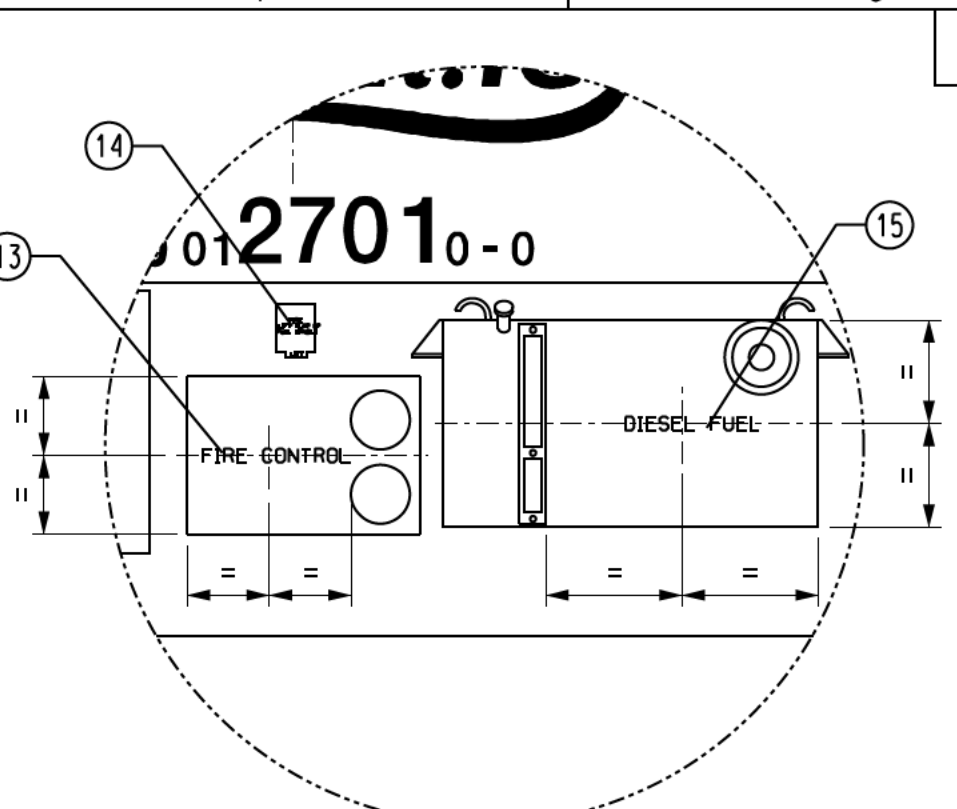
IF IN DOUBT ASK



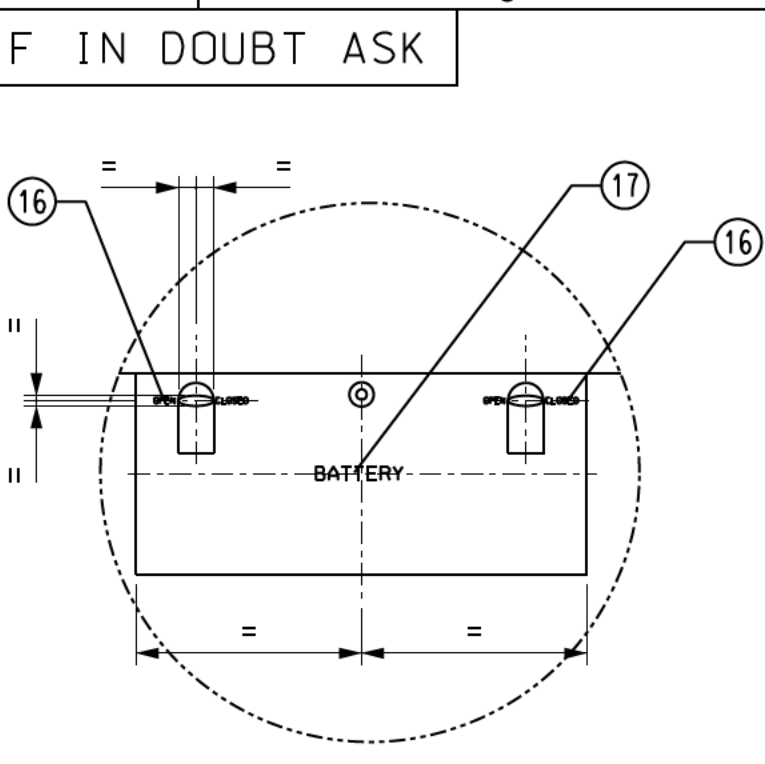
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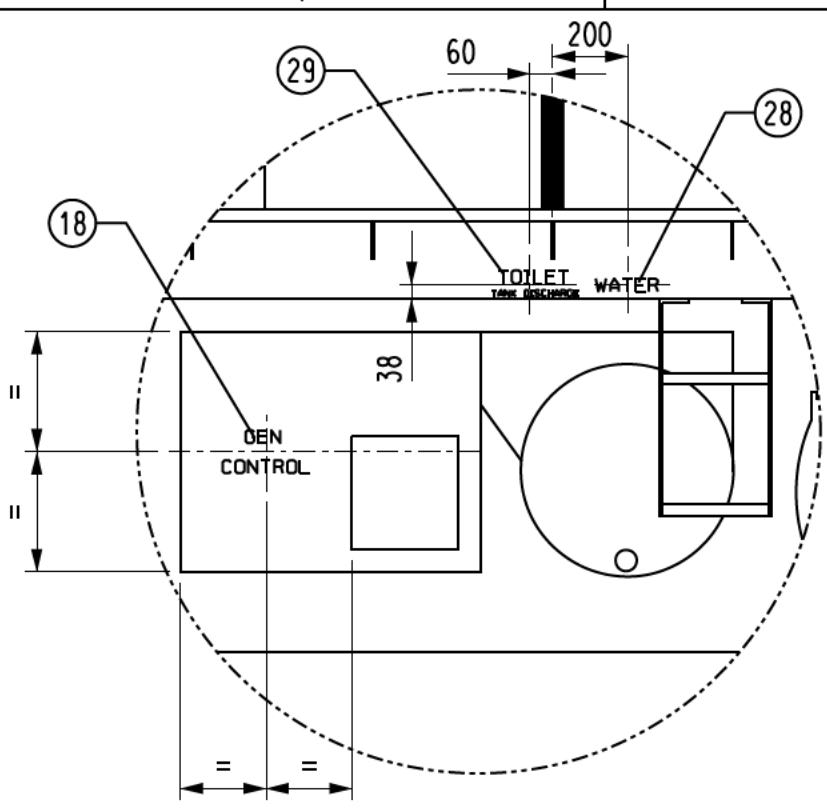
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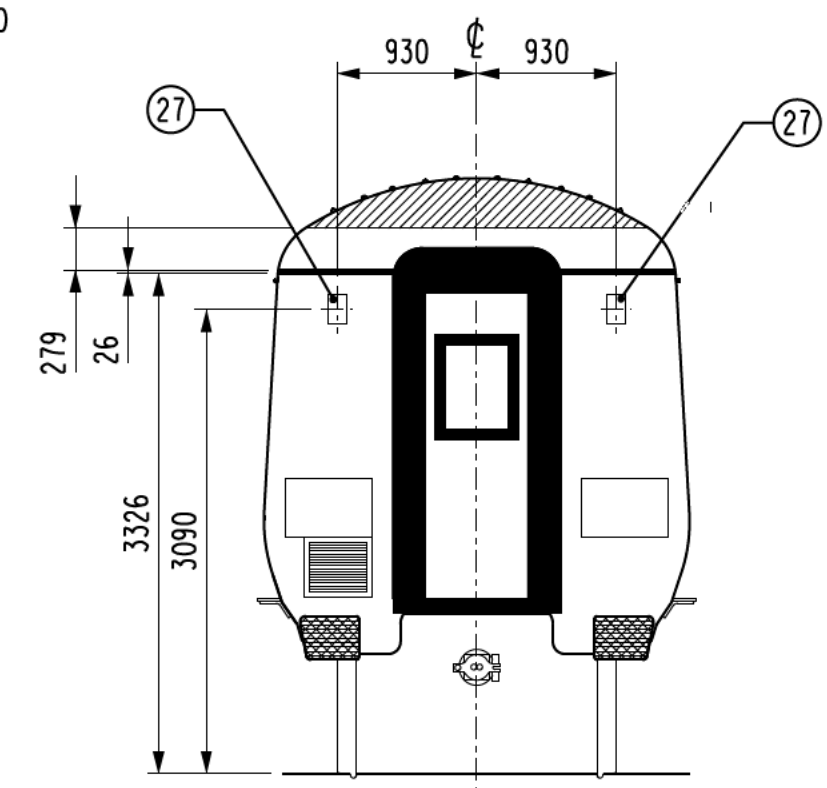
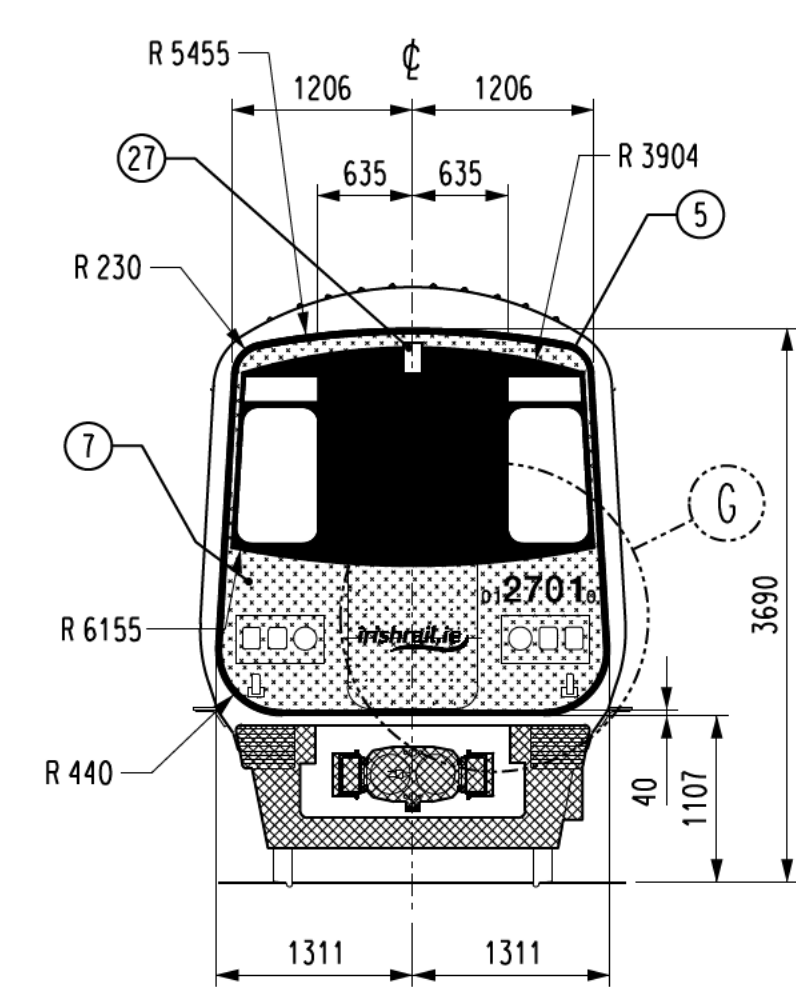
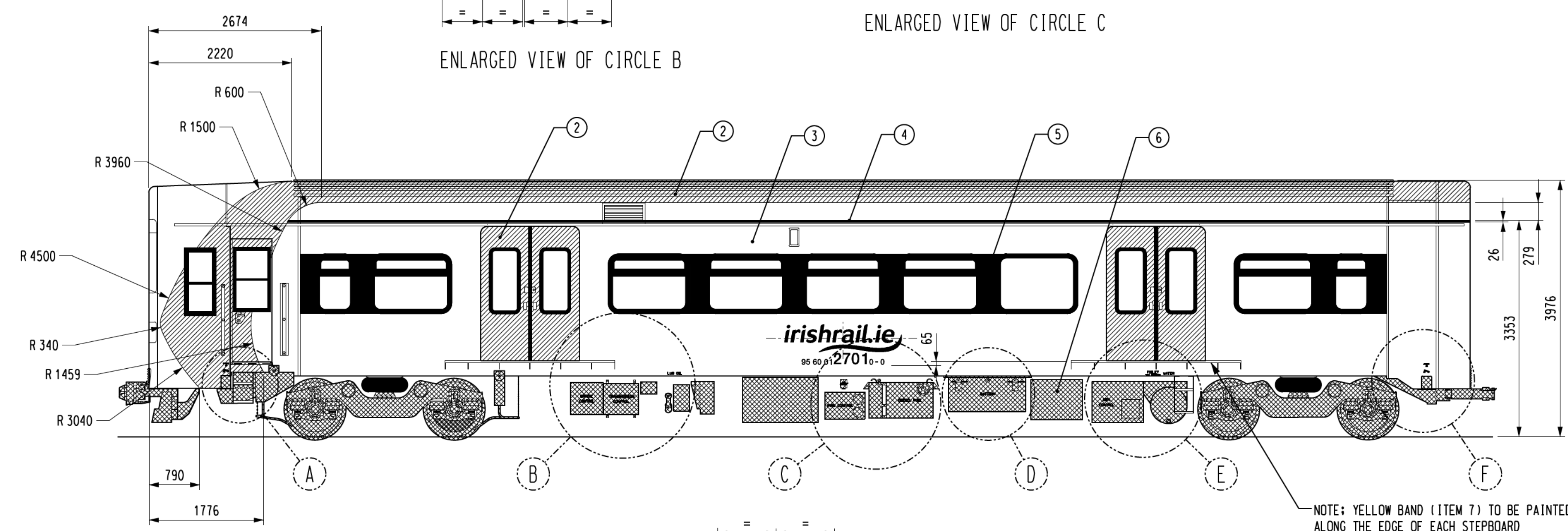
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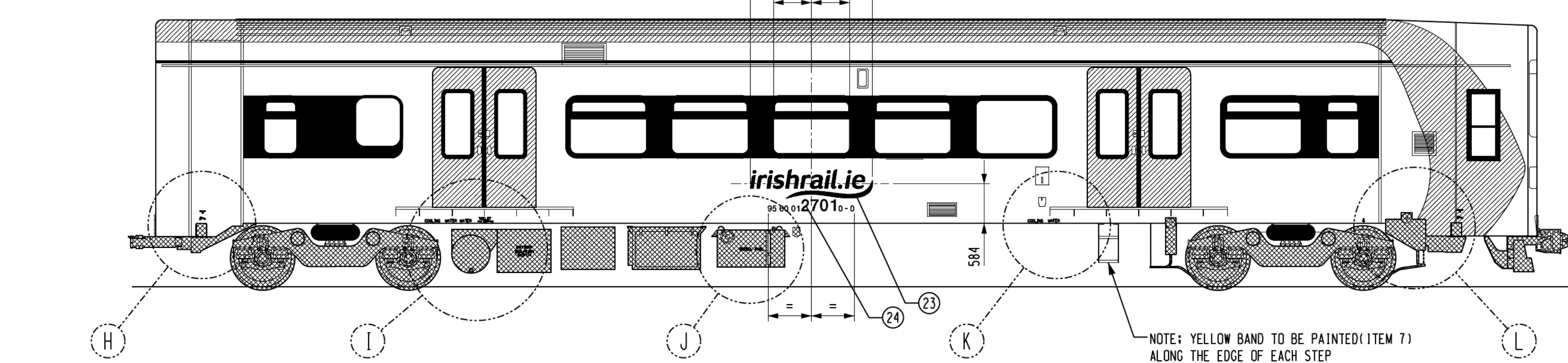
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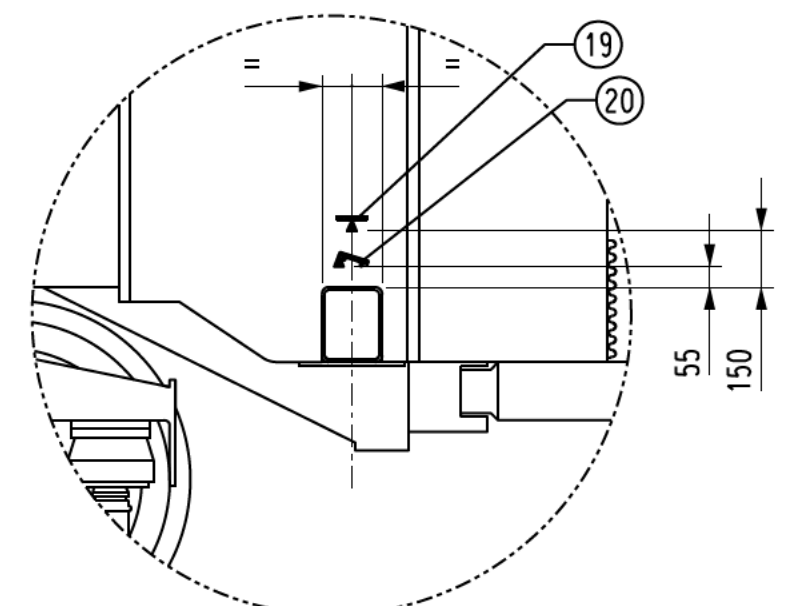
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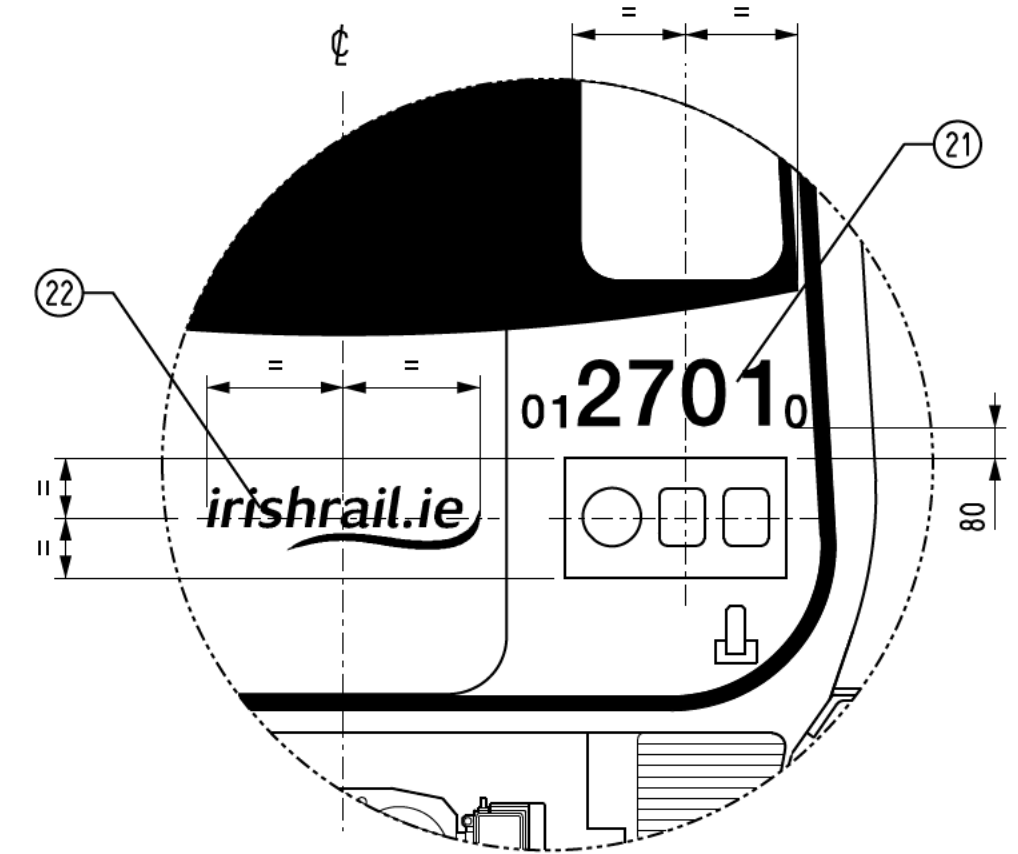
① LIVERY AND LETTERING



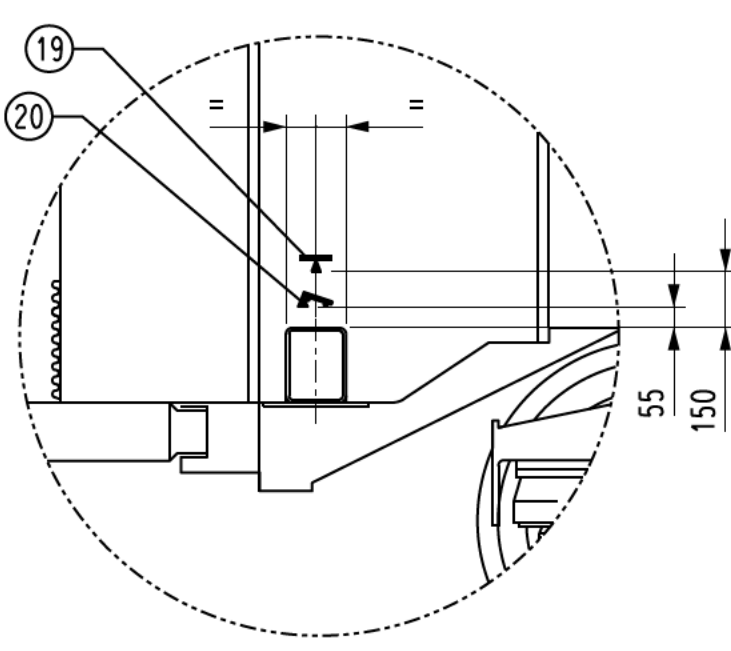
NOTE: YELLOW BAND (ITEM 7) TO BE PAINTED ALONG THE EDGE OF EACH STEP



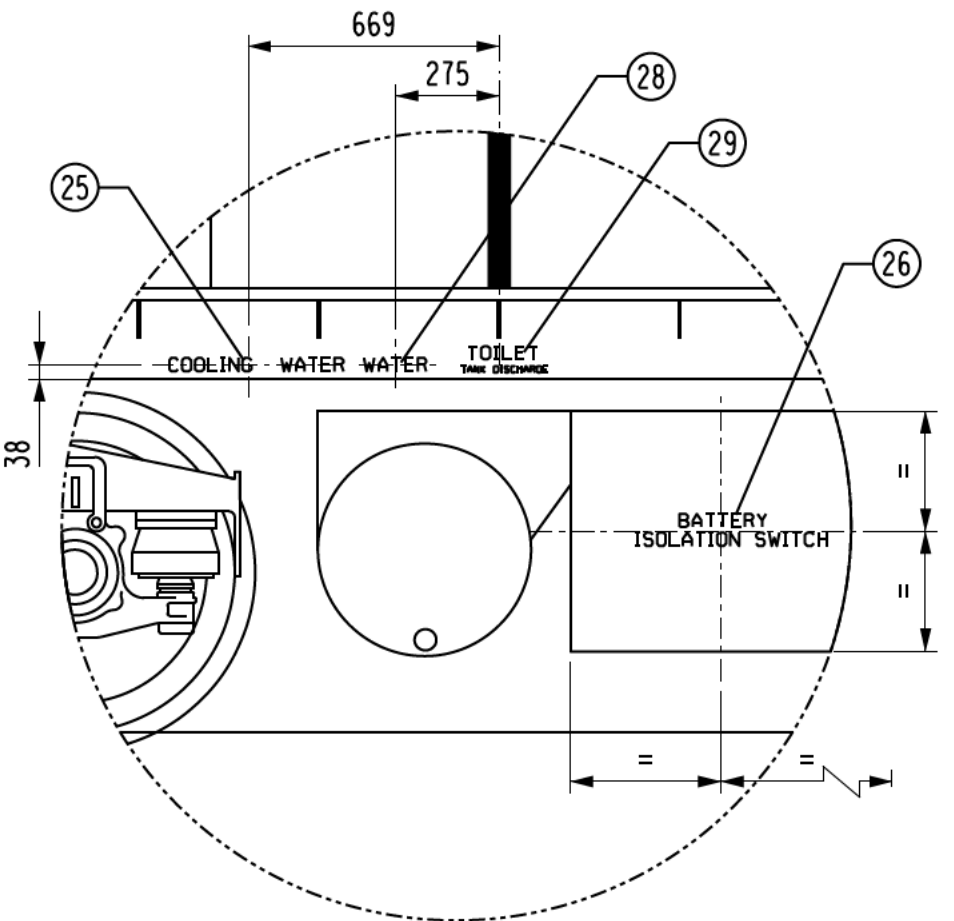
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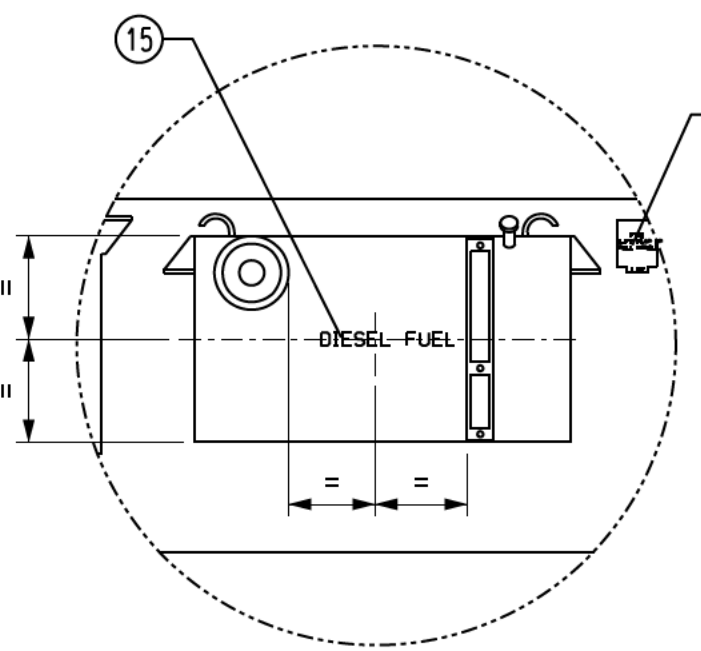
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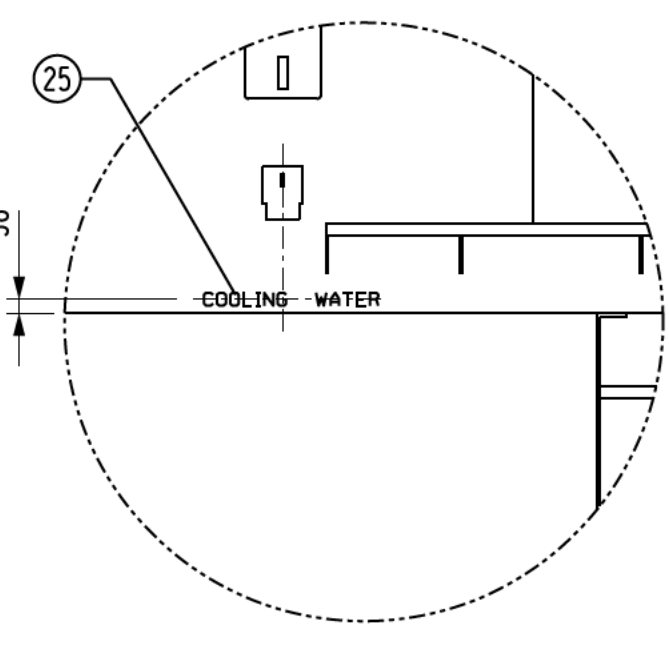
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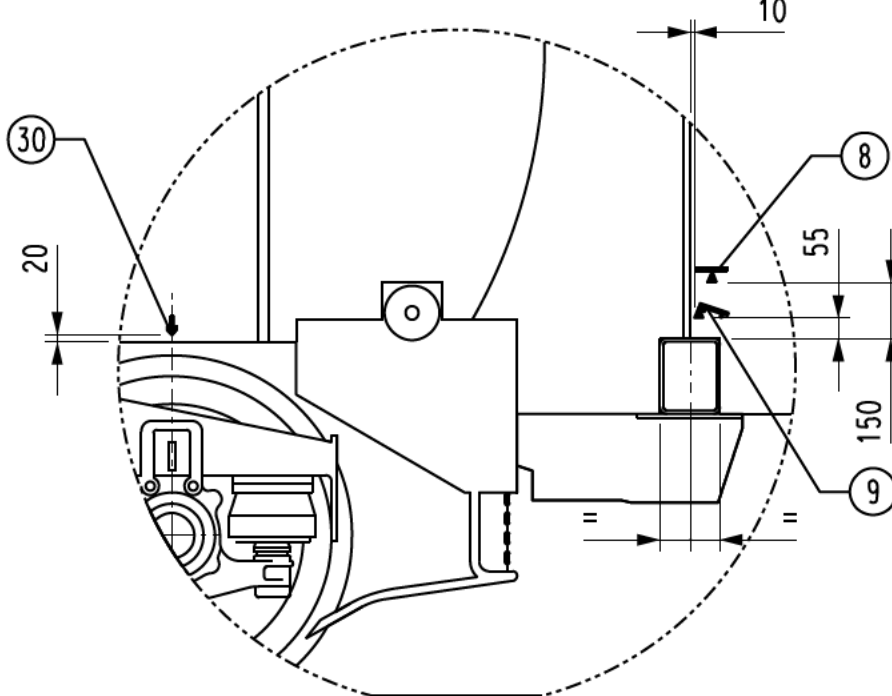
ENLARGED VIEW OF CIRCLE I



ENLARGED VIEW OF CIRCLE J



ENLARGED VIEW OF CIRCLE K



ENLARGED VIEW OF CIRCLE L

ITEM	ASSY	DESCRIPTION	MATERIAL SPEC.	DWN./CAT.No.
1		LIVERY AND LETTERING		
2		PEARL OPAL GREEN	RAL 6036	
3		WHITE ALUMINIUM	RAL 9006	
4		ORANGE WARNING TAPE BR 6C ITEM94	SAP 100207	
5		JET BLACK	RAL 9005	
6		TRAFFIC GREY B	RAL 7043	
7		BR WARNING YELLOW	BS 00 E51	
8	2	LIFTING SYMBOL (WHITE)	SAP 53654	555500/810 ITEM No.1
9	2	JACKING SYMBOL (WHITE)	SAP 72841	596900/24
10	1	ENGINE CONTROL DECAL	SAP 81209	526500/001 ITEM NO.8
11	1	TRANSMISSION CONTROL DECAL	SAP 81221	526500/001 ITEM NO.10
12	1	LUB OIL DECAL	SAP 81220	526500/001 ITEM NO.9
13	1	FIRE CONTROL DECAL	SAP 81206	526500/001 ITEM NO.5
14	2	FIRE LIFT FLAP DECAL	SAP 81679	526500/004 ITEM NO.1
15	2	DIESEL FUEL DECAL	SAP 81208	526500/001 ITEM NO.7
16	2	OPEN/CLOSED DECAL	SAP 81222	526500/001 ITEM NO.11
17	1	BATTERY DECAL	SAP 81207	526500/001 ITEM NO.6
18	1	GEN CONTROL DECAL	SAP 81678	526500/001 ITEM NO.12
19	2	LIFTING SYMBOL (BLACK)	SAP 80733	555500/810 ITEM No.2
20	2	JACKING SYMBOL (BLACK)	SAP 81290	596900/24 ITEM No.2
21	1	FLEET NUMBER	SAP (SEE DRAWING)	555510-004
22	1	IRISHRAIL.IE DECAL (SMALL)	SAP 112846	553300/1114 ITEM 2
23	1	IRISHRAIL.IE DECAL (LARGE)	SAP 112844	553300/1114 ITEM 1
24	2	VEHICLE ID NUMBER	SAP (SEE DRAWING)	555510-004
25	2	COOLING WATER DECAL	SAP 81203	526500/001 ITEM NO.2
26	1	BATTERY ISOLATION SWITCH DECAL	SAP 81202	526500/001 ITEM NO.1
27	3	ELECTRIFICATION NOTICE PLATE	SAP 62631	555559/32
28	2	WATER DECAL	SAP 81204	526500/001 ITEM NO.3
29	2	TOILET TANK DISCHARGE DECAL	SAP 81205	526500/001 ITEM NO.4
30	1	No.1 WHEEL DECAL	SAP 53660	533600/8

THIS DRAWING SUPERSEDES DRG.22000-001

MOD	GRID REF	DESCRIPTION	DATE	DRWN	C'ED.	DATE	ER No.
B		FRONT END BLACK FACE ADDED.	15/12/10				10-0007
A		POSITION OF 12 DIGIT NUMBER ADDED. ITEM 21 WAS 526500-002	14-3-10				10-0007

Dimension without tolerance should be kept within the following limits:	DRAWN	TITLE	ER No.
0 to 5 : ± 0.1	CHECKED	SUB TITLE	DRAWING NUMBER
5 to 100 : ± 0.2	AUTHORIZED	SUBJECT	22083/001
100 to 250 : ± 0.5	DATE		
250 to 500 : ± 1.0	SCALE		
from 500 : ± 1.5	1:50 1:20		

Technical Services	DATE	SCALE	ISSUE No.
Inchicore Works Dublin 9 Ph No 703 3784 Fax No. 453 1329	20/11/10	1:50 1:20	3

WELDING TO ISO 2553	DATE	LOCATION	INDEX
		2	583

EXTERIOR LIVERY AND LETTERING

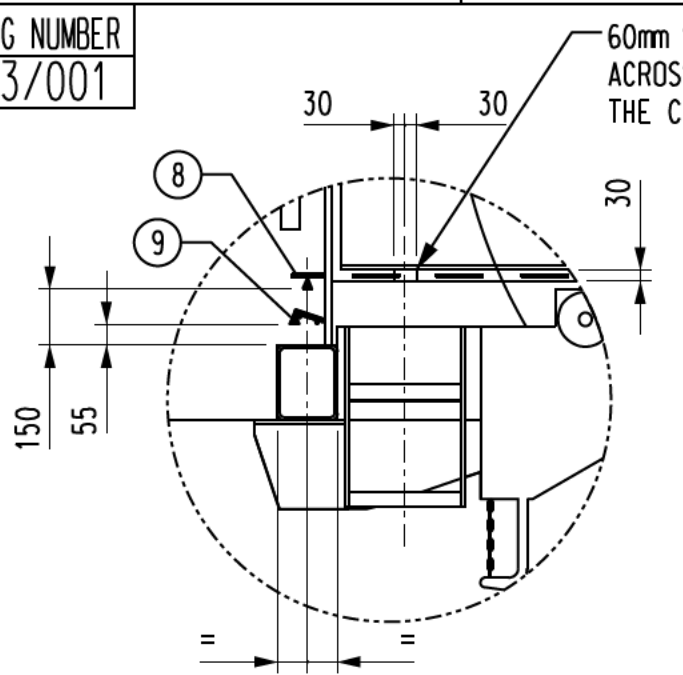
Iarnród Éireann

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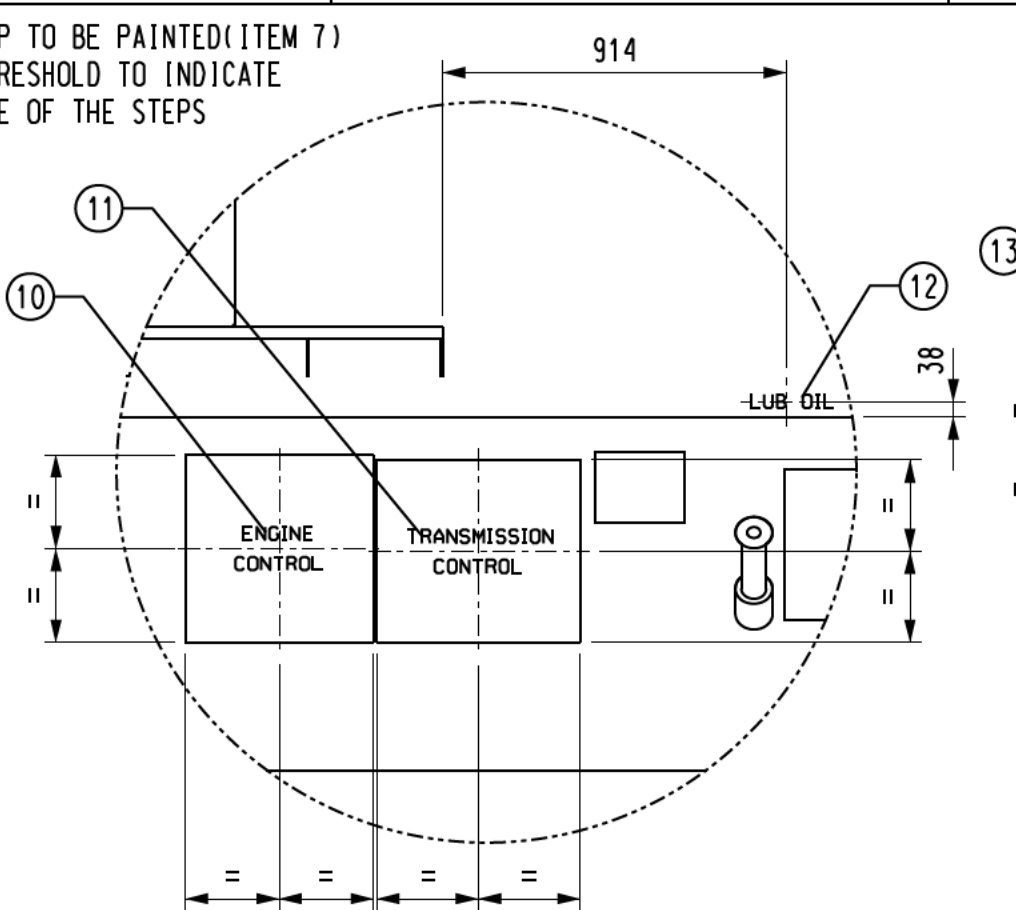


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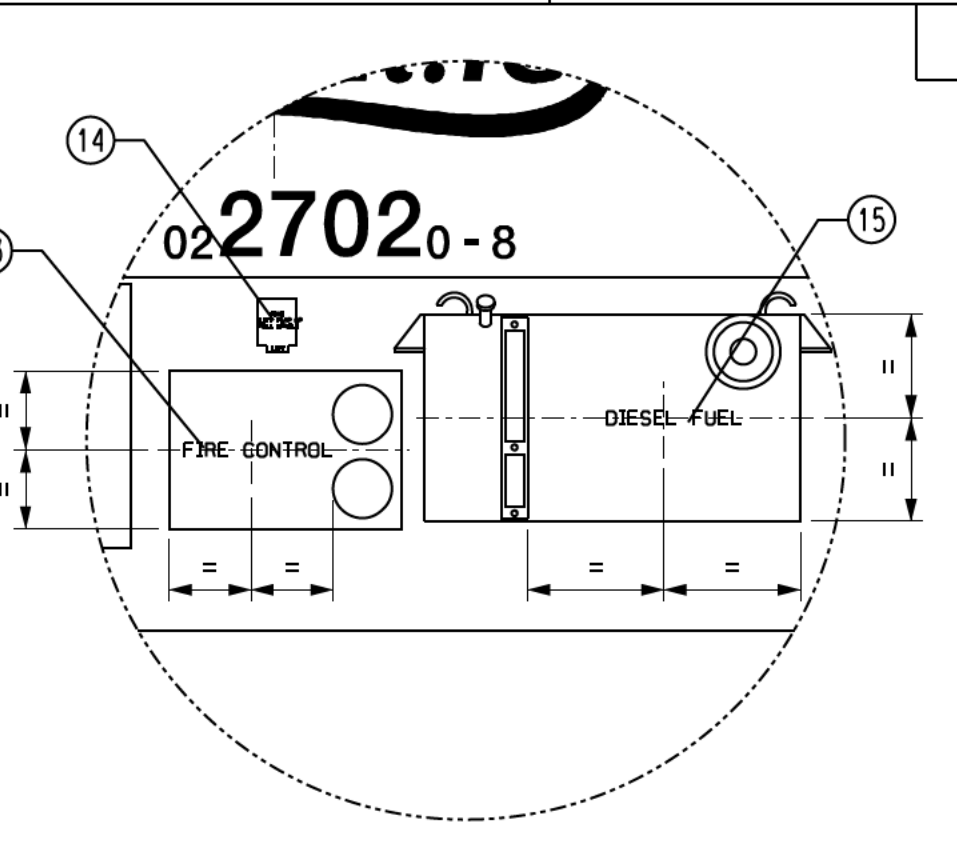
IF IN DOUBT ASK



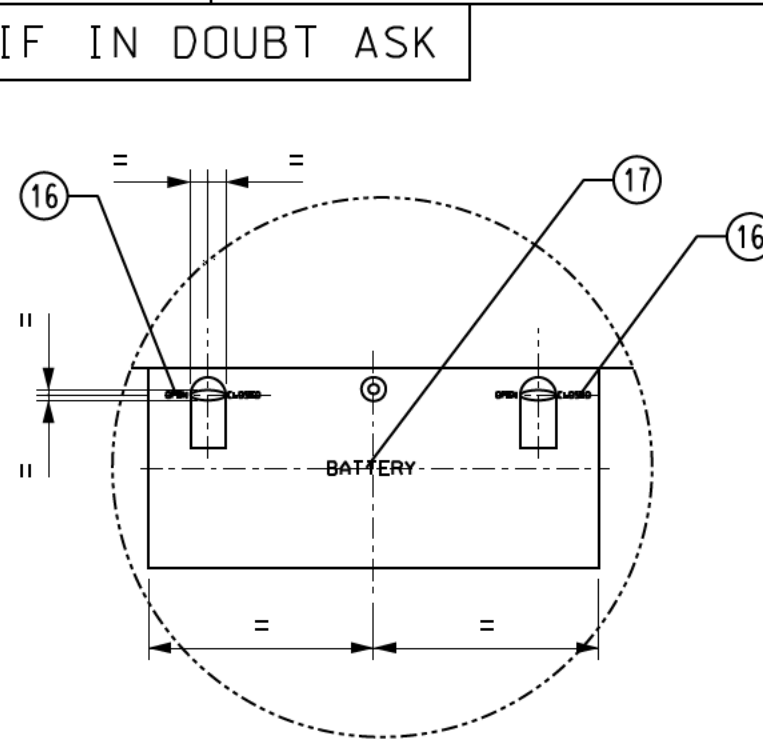
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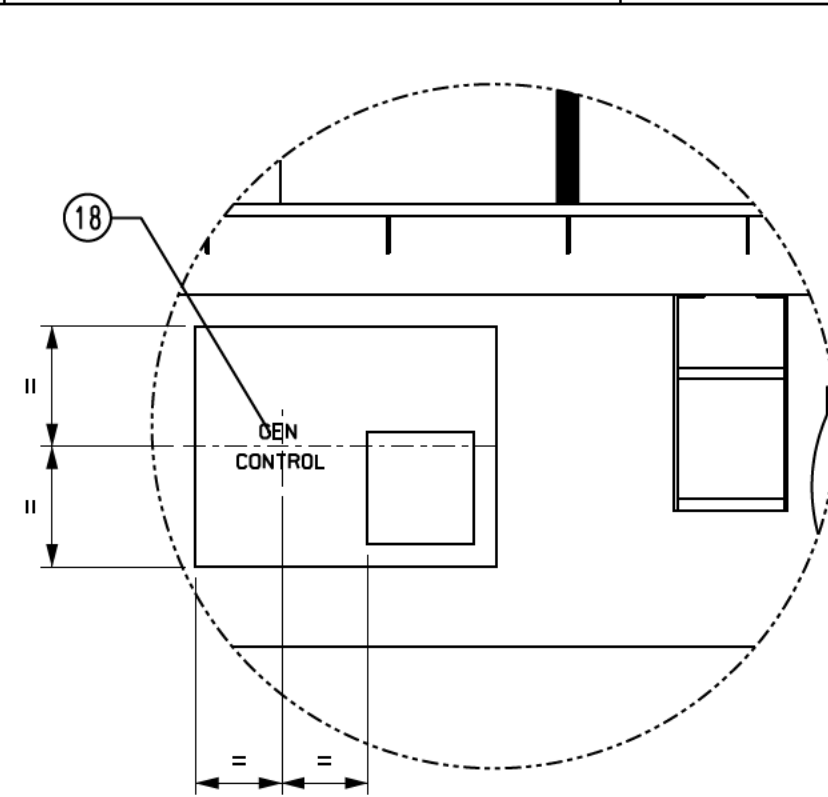
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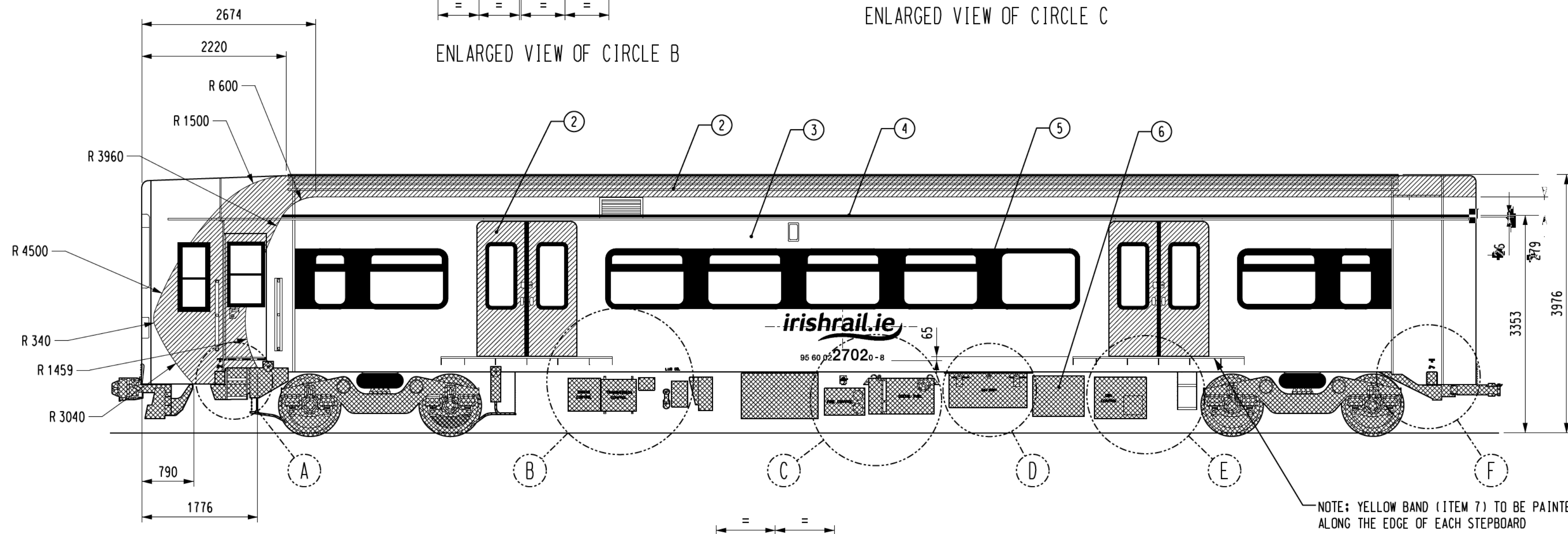
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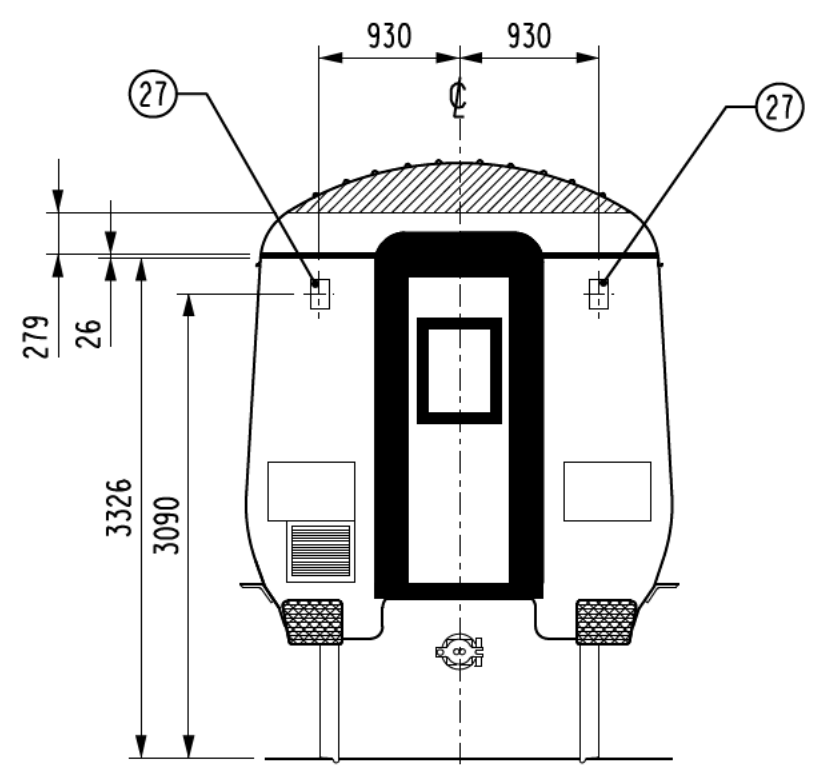
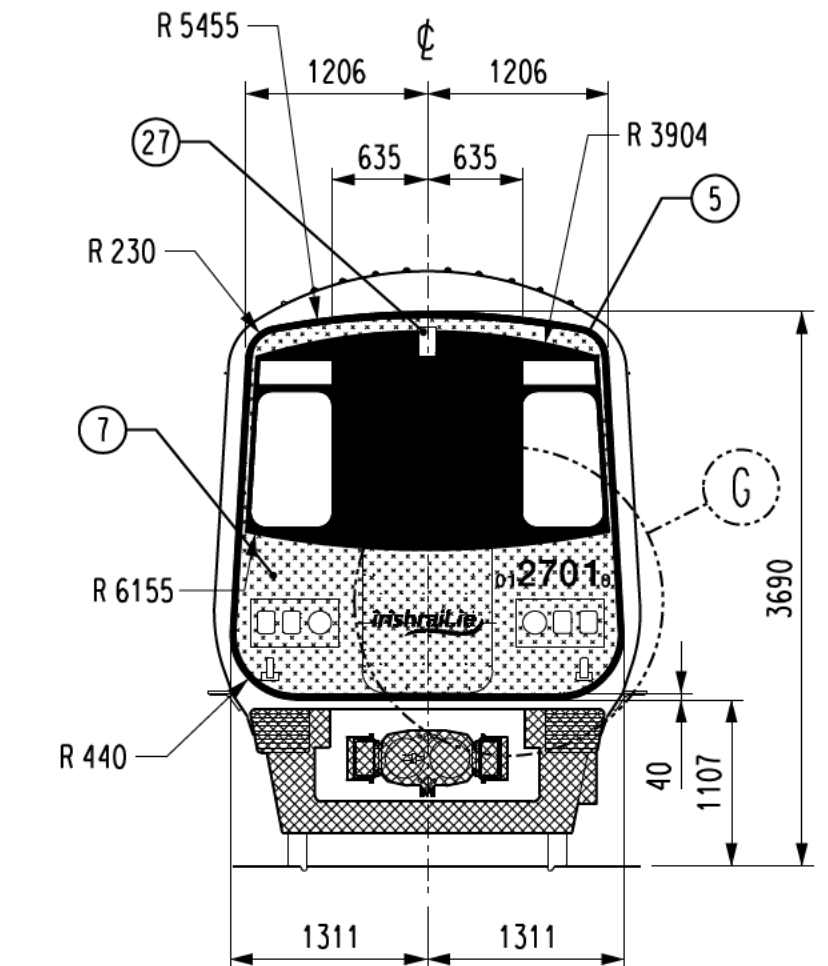
ENLARGED VIEW OF CIRCLE D



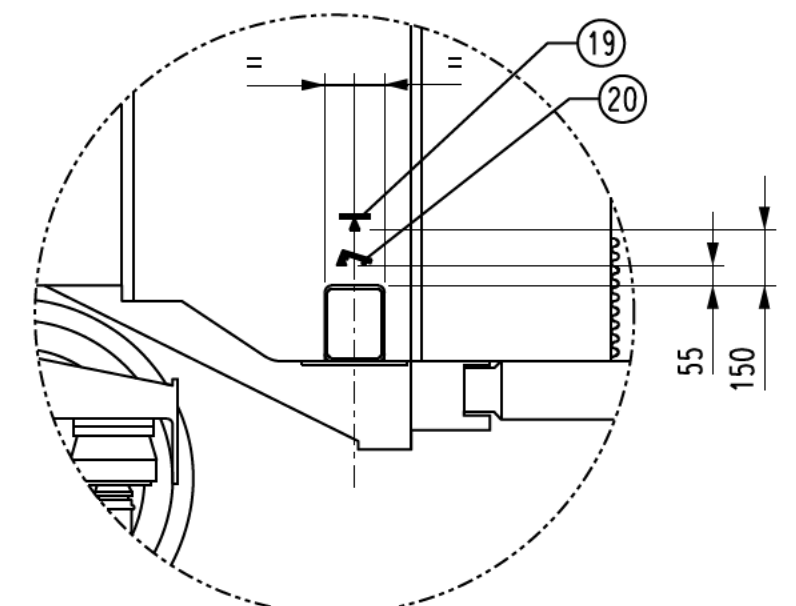
ENLARGED VIEW OF CIRCLE E



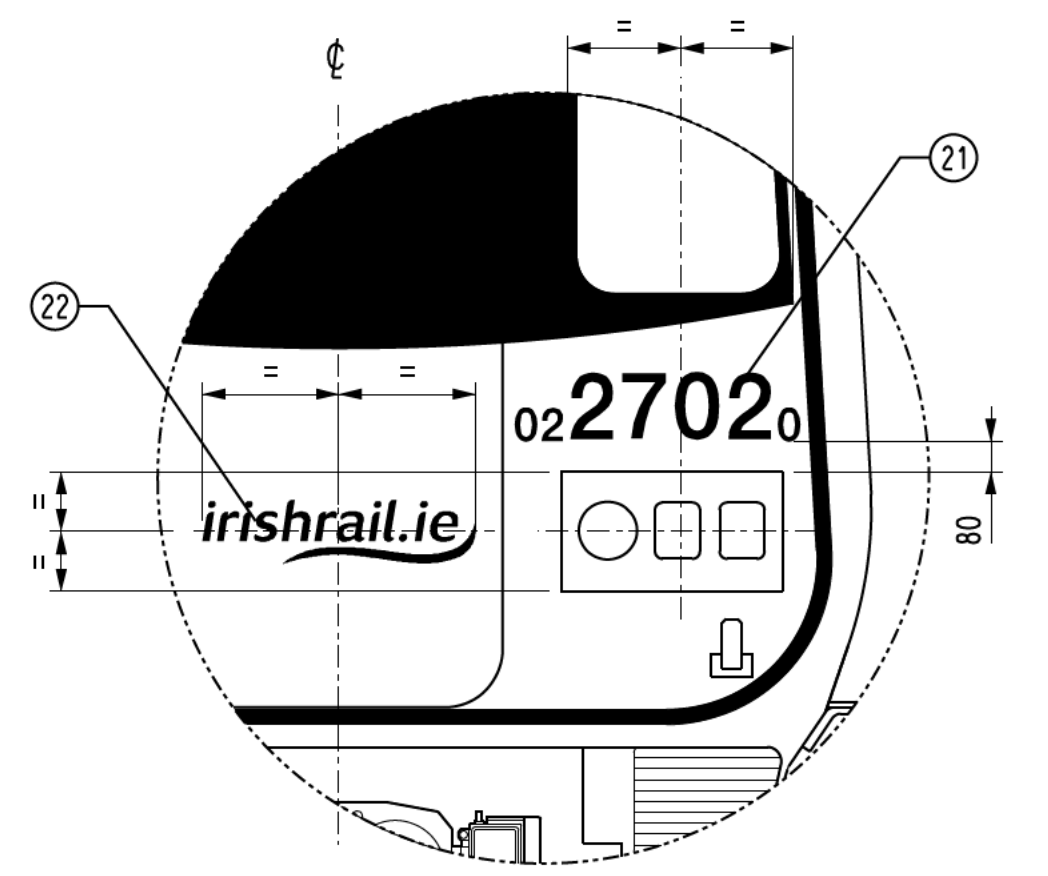
NOTE: YELLOW BAND (ITEM 7) TO BE PAINTED ALONG THE EDGE OF EACH STEPBOARD



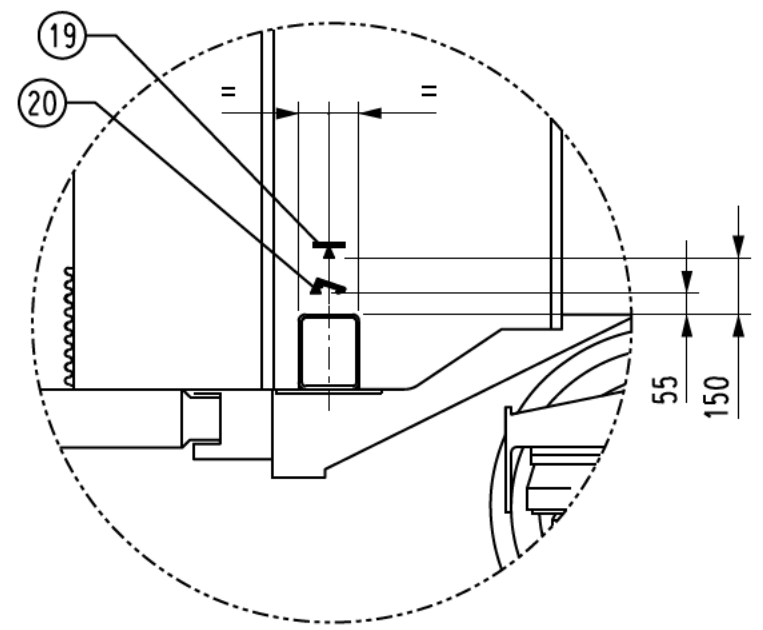
1 LIVERY AND LETTERING



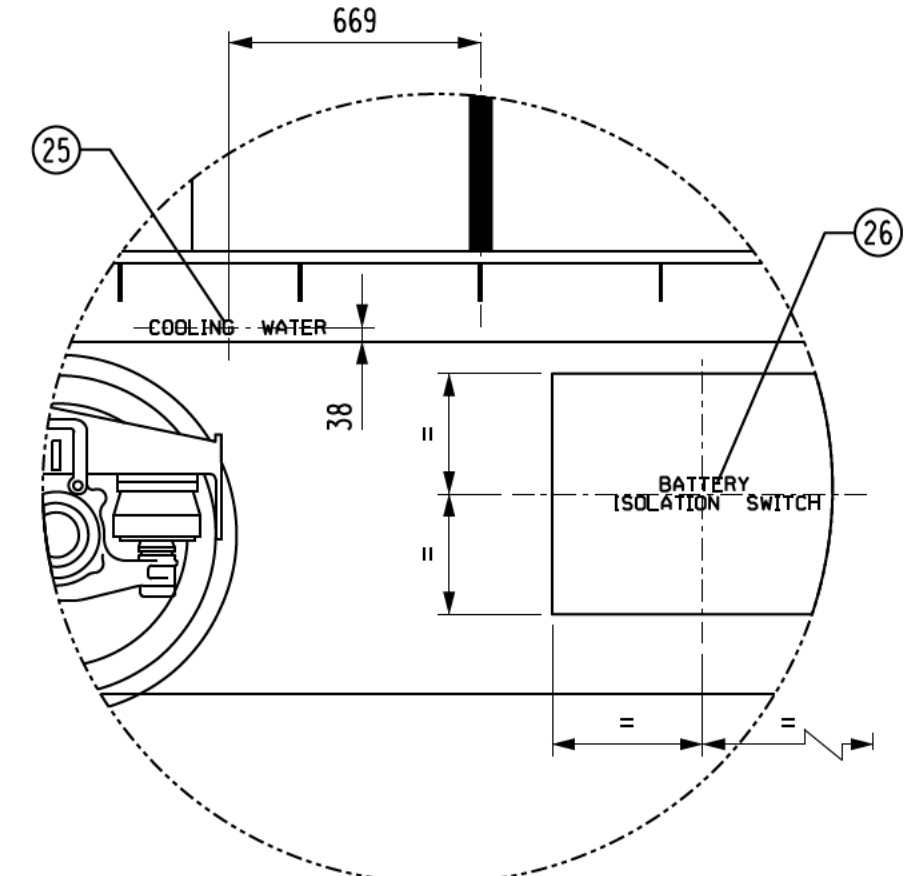
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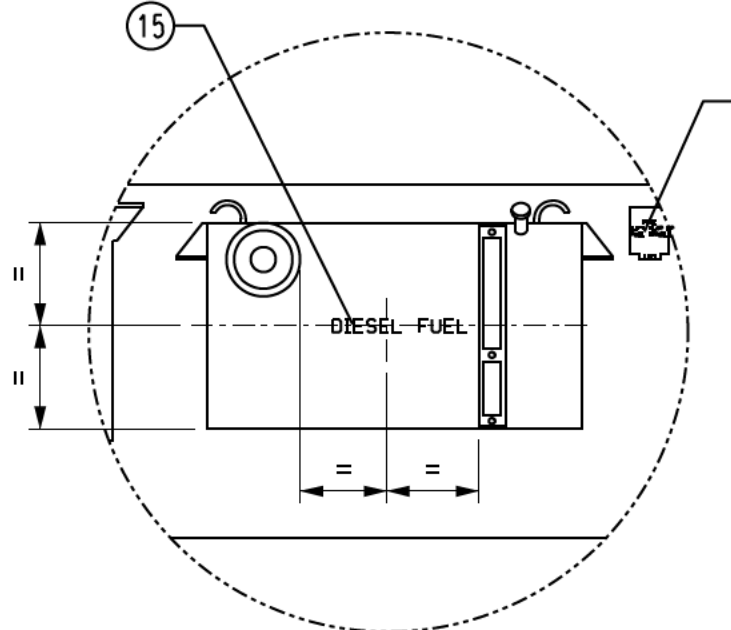
ENLARGED VIEW OF CIRCLE G



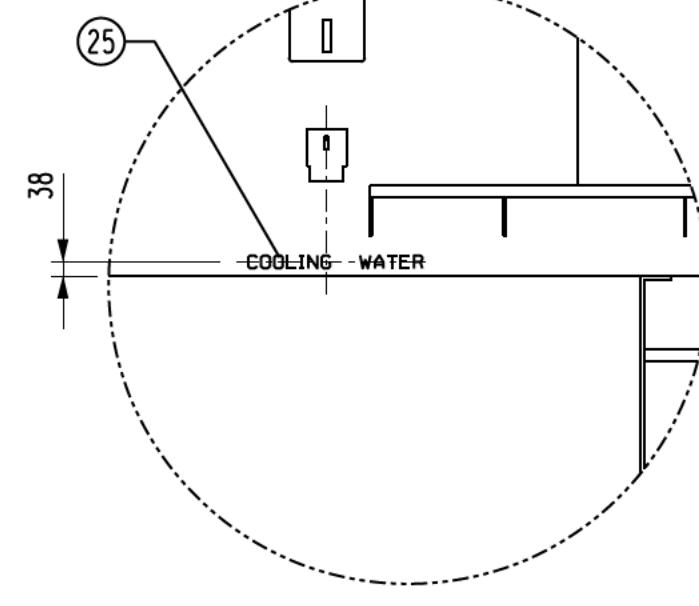
ENLARGED VIEW OF CIRCLE H



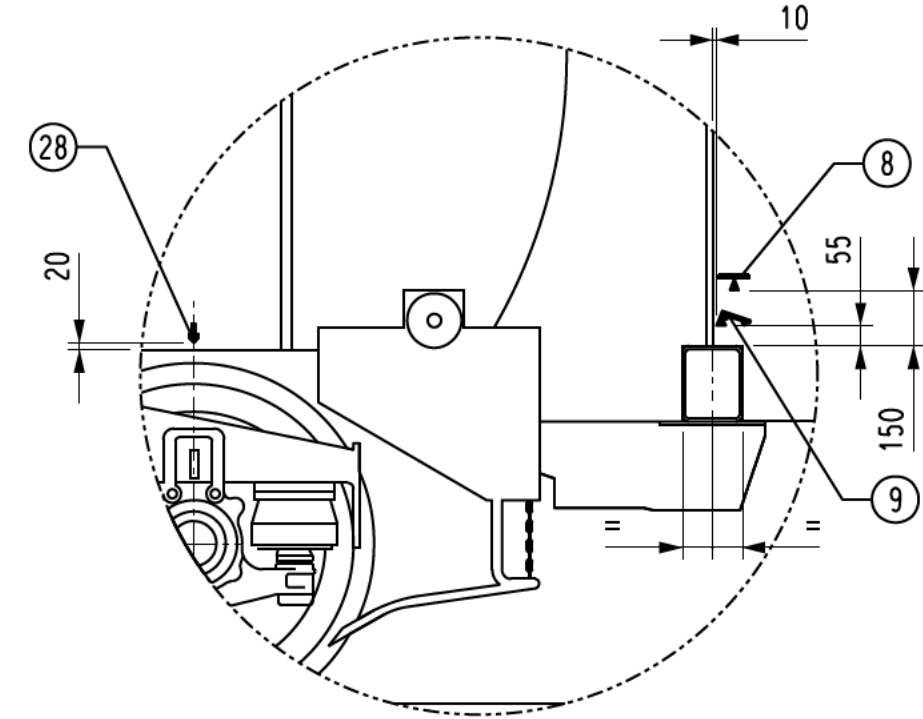
ENLARGED VIEW OF CIRCLE I



ENLARGED VIEW OF CIRCLE J



ENLARGED VIEW OF CIRCLE K



ENLARGED VIEW OF CIRCLE L

ITEM	ASSEMBLY	DESCRIPTION	MATERIAL SPEC.	QTY./CAT.No.
1		LIVERY AND LETTERING		
2		PEARL OPAL GREEN	RAL 6036	
3		WHITE ALUMINIUM	RAL 9006	
4		ORANGE WARNING TAPE BR 6C ITEM94	SAP 100207	
5		JET BLACK	RAL 9005	
6		TRAFFIC GREY B	RAL 7043	
7		BR WARNING YELLOW	BS 00 E51	
8	2	LIFTING SYMBOL (WHITE)	SAP 53654	555500/810 ITEM No.1
9	2	JACKING SYMBOL (WHITE)	SAP 72841	596900/24
10	1	ENGINE CONTROL DECAL	SAP 81209	526500/001 ITEM NO.8
11	1	TRANSMISSION CONTROL DECAL	SAP 81221	526500/001 ITEM NO.10
12	1	LUB OIL DECAL	SAP 81220	526500/001 ITEM NO.9
13	1	FIRE CONTROL DECAL	SAP 81206	526500/001 ITEM NO.5
14	2	FIRE LIFT FLAP DECAL	SAP 81679	526500/004 ITEM NO.1
15	2	DIESEL FUEL DECAL	SAP 81208	526500/001 ITEM NO.7
16	2	OPEN/CLOSED DECAL	SAP 81222	526500/001 ITEM NO.11
17	1	BATTERY DECAL	SAP 81207	526500/001 ITEM NO.6
18	1	GEN CONTROL DECAL	SAP 81678	526500/001 ITEM NO.12
19	2	LIFTING SYMBOL (BLACK)	SAP 80733	555500/810 ITEM No.2
20	2	JACKING SYMBOL (BLACK)	SAP 81290	596900/24 ITEM No.2
21	1	FLEET NUMBER (LARGE)	SAP (SEE DRAWING)	555510-004
22	1	IRISHRAIL.IE DECAL (SMALL)	SAP 112846	553300/1114 ITEM 2
23	1	IRISHRAIL.IE DECAL (LARGE)	SAP 112844	553300/1114 ITEM 1
24	2	VEHICLE ID NUMBER	SAP (SEE DRAWING)	555510-004
25	2	COOLING WATER DECAL	SAP 81203	526500/001 ITEM NO.2
26	1	BATTERY ISOLATION SWITCH DECAL	SAP 81202	526500/001 ITEM NO.1
27	3	ELECTRIFICATION NOTICE PLATE	SAP 62631	555559/32
28	1	No.1 WHEEL DECAL	SAP 53660	533600/8

THIS DRAWING SUPERSEDES DRG.22100-001

B	FRONT END BLACK FACE ADDED.	15/3/10	10-0007
A	POSITION OF 12 DIGIT NUMBER ADDED. ITEM 21 WAS 526500-002	14-3-10	10-0007
MOD	GRID REF	DESCRIPTION	DRAWN C'ED. DATE ER No.
			10-0007
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5 to 100 ± 0.2		AUTHORIZED SUBJECT EXTERIOR PAINTING-MARKING	
100 to 250 ± 0.5		DATE 20/1/10	
250 to 500 ± 1.0		SCALE 1:50 1:20	
from 500 ± 1.5		SURFACE TEXTURE Ra VALUE	
Technical Services		WELDING TO ISO 2553	
Inch/Scale 1:25		SHEET OF	
Ph. No. 103 5744		1 1	
Fax. No. 453 7329		ISSUE No. 3	
Copyright reserved		LOCATION INDEX	
		2 584	

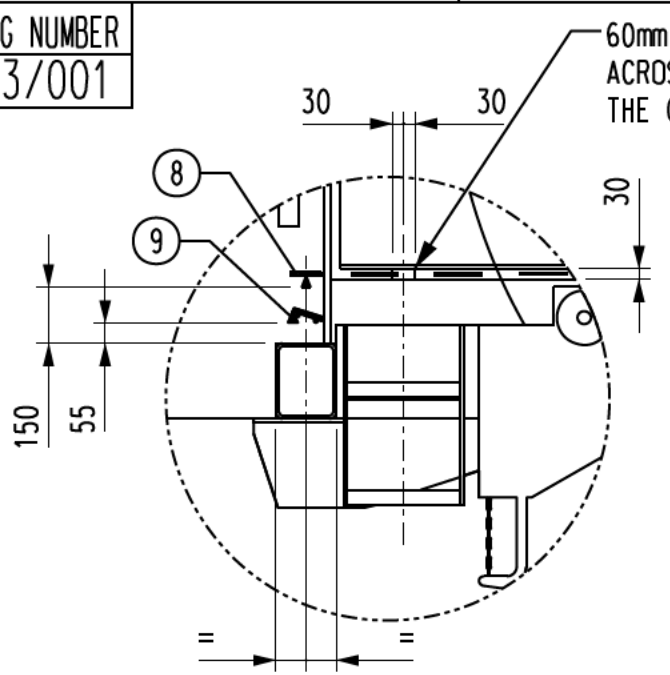
221	2700 M2 DMU	
PREF IX	VEHICLE	Ver. Qty.

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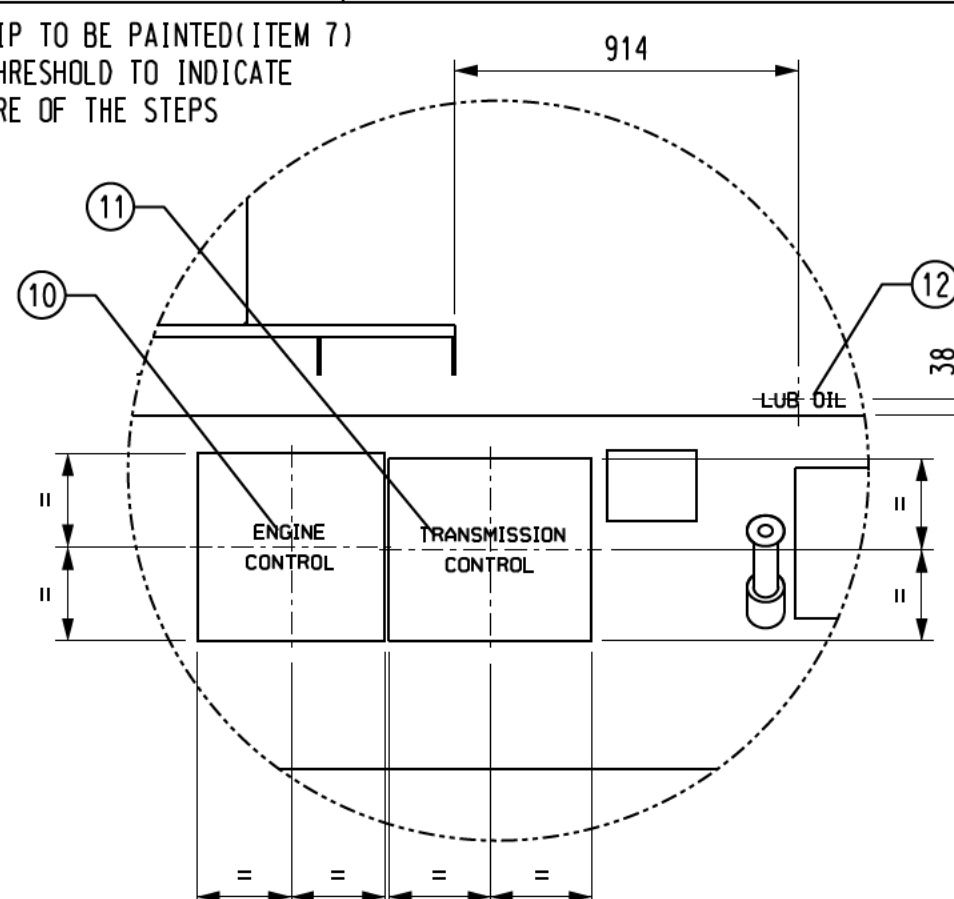


DRAWING NUMBER  
22283/001

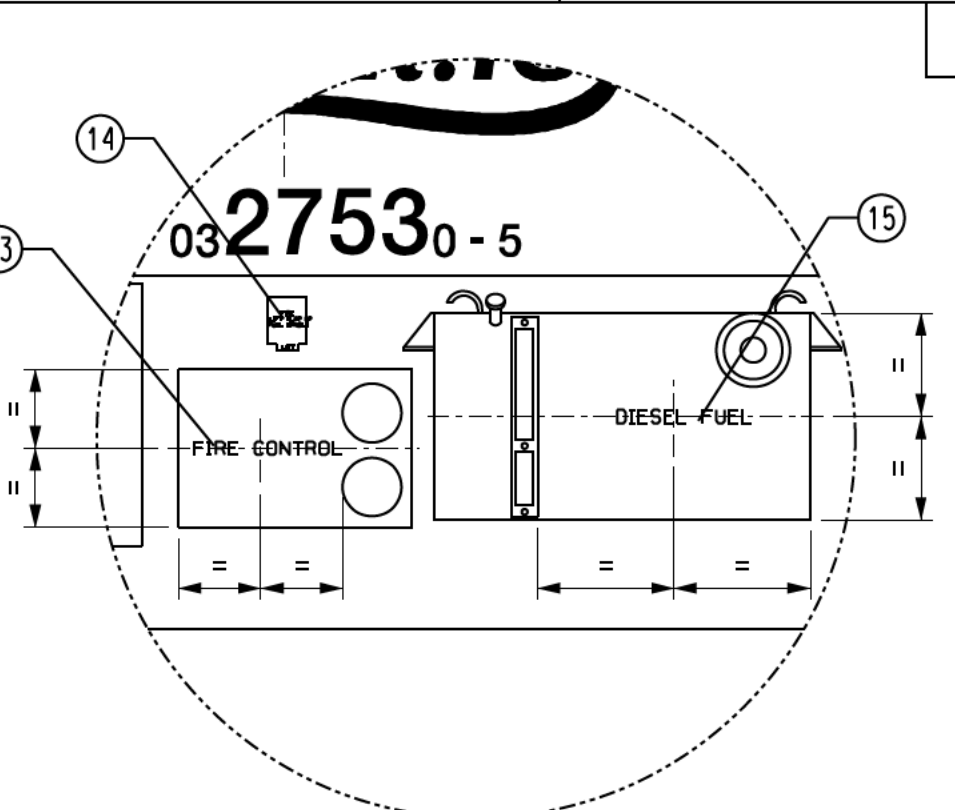
IF IN DOUBT ASK



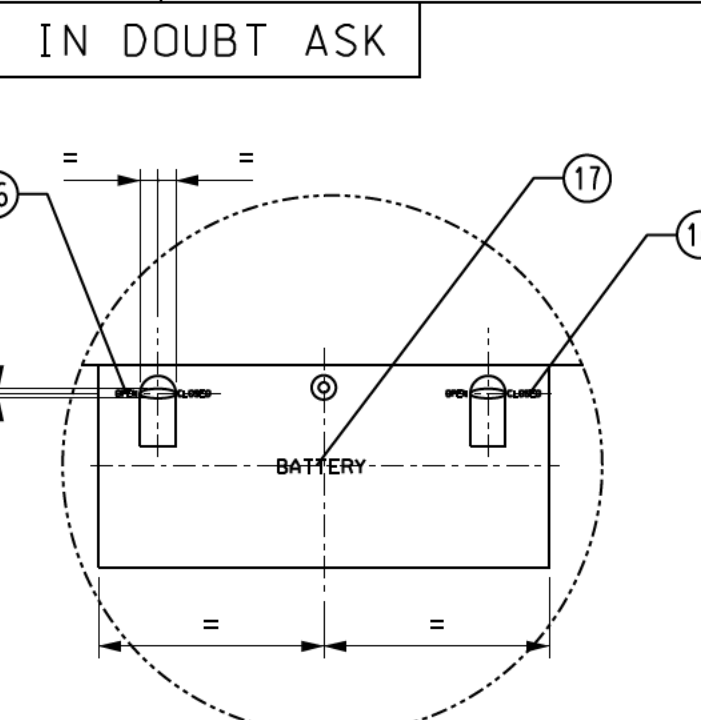
ENLARGED VIEW OF CIRCLE A AND CIRCLE H



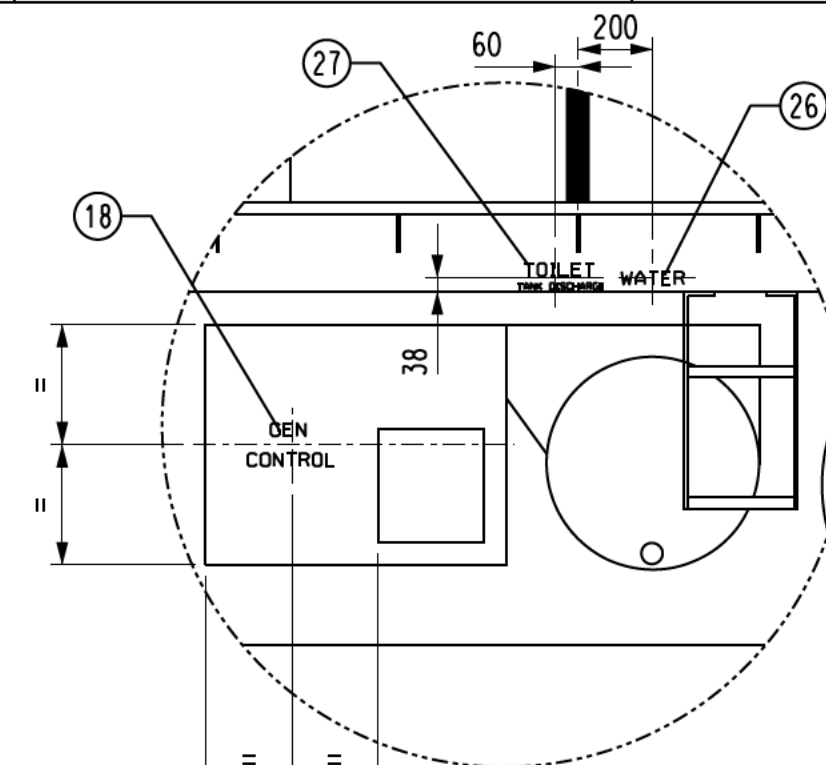
ENLARGED VIEW OF CIRCLE B



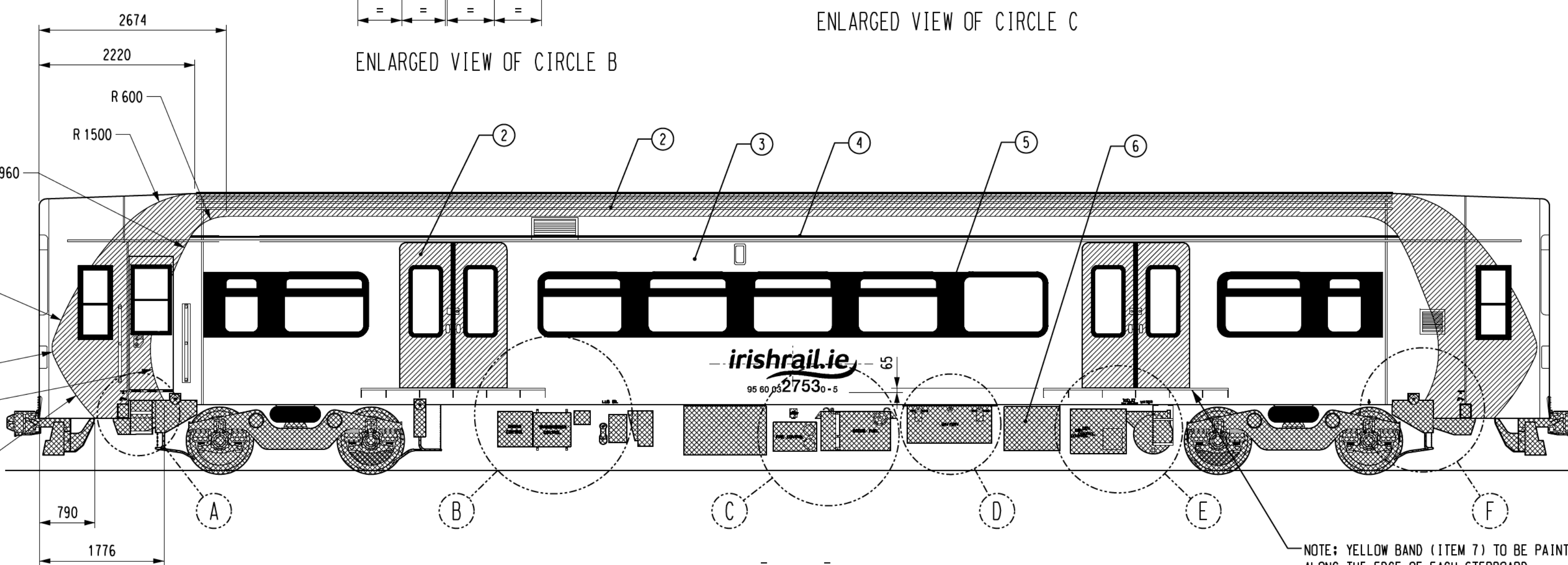
ENLARGED VIEW OF CIRCLE C



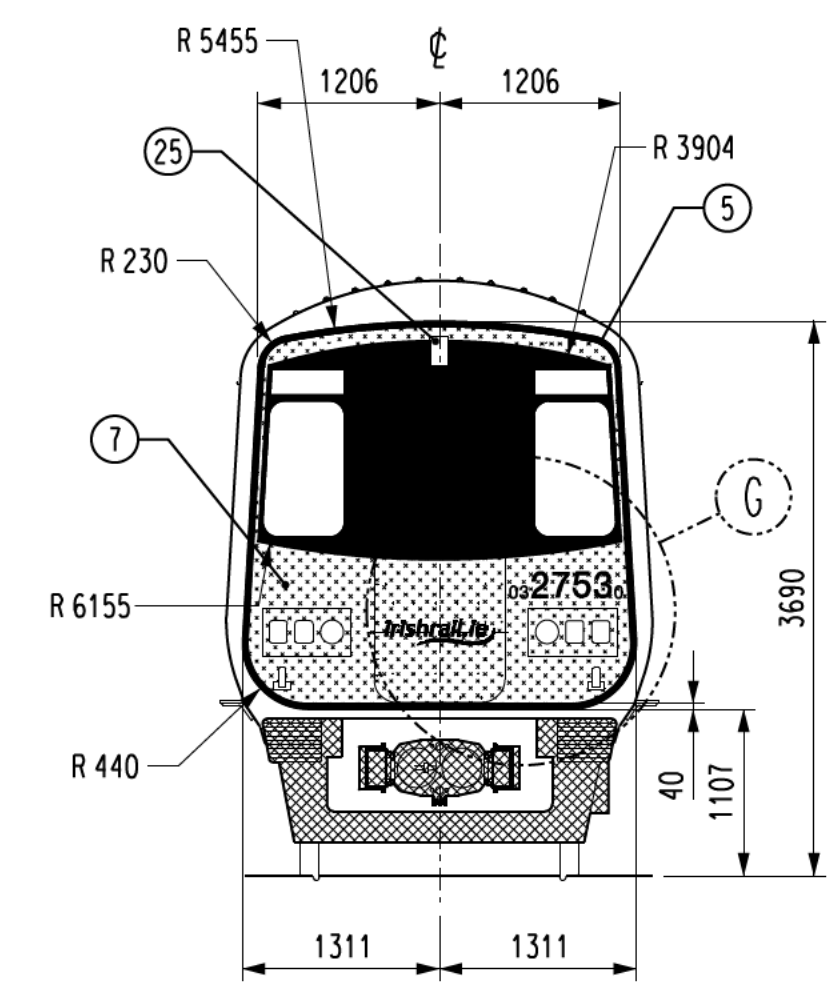
ENLARGED VIEW OF CIRCLE D



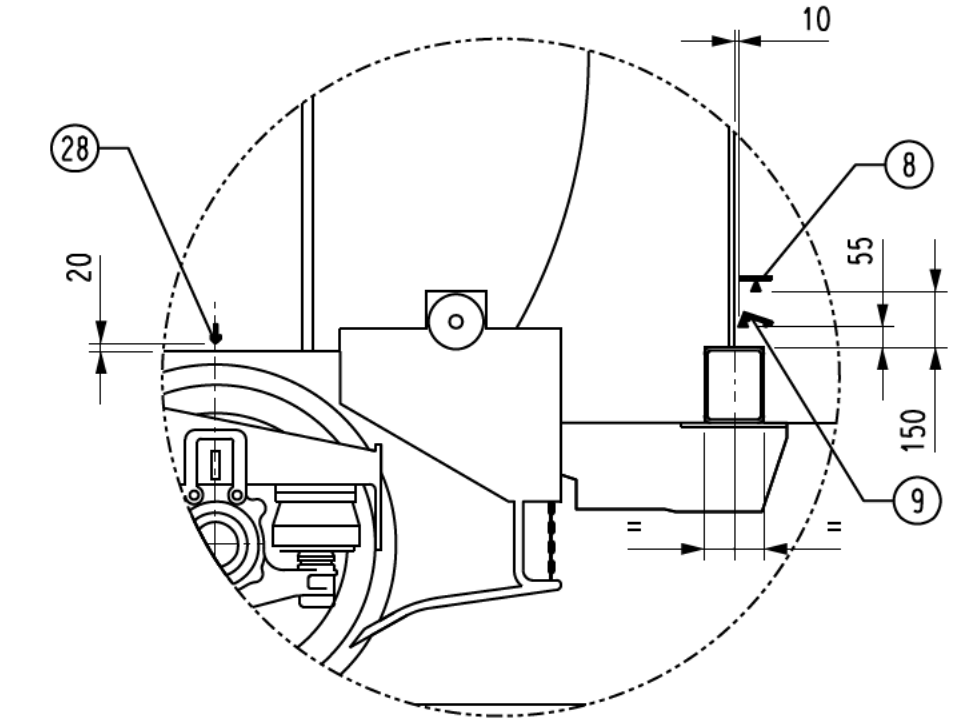
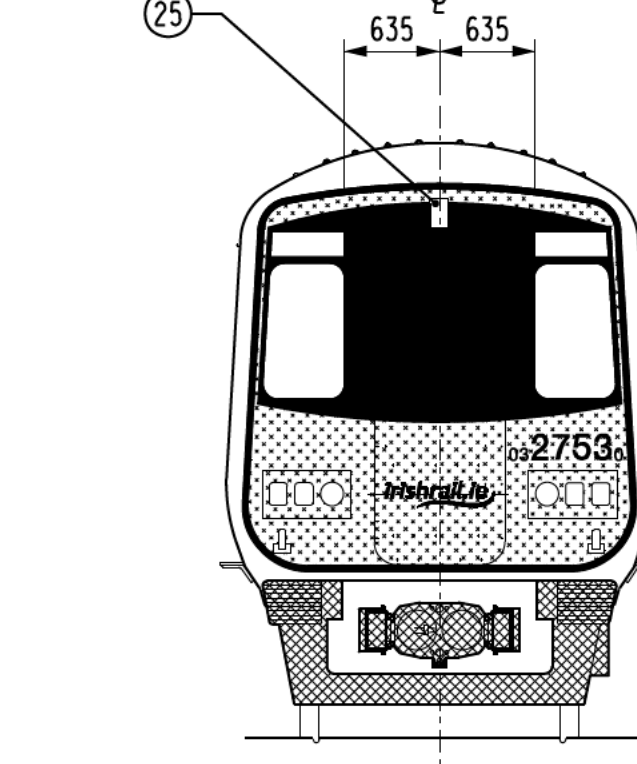
ENLARGED VIEW OF CIRCLE E



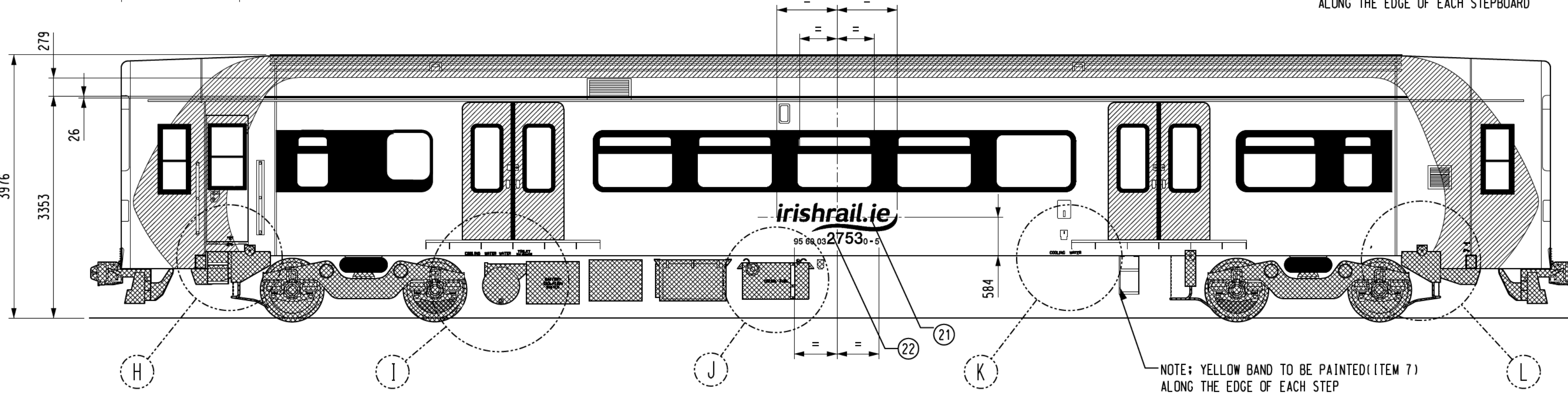
NOTE: YELLOW BAND (ITEM 7) TO BE PAINTED ALONG THE EDGE OF EACH STEPBOARD



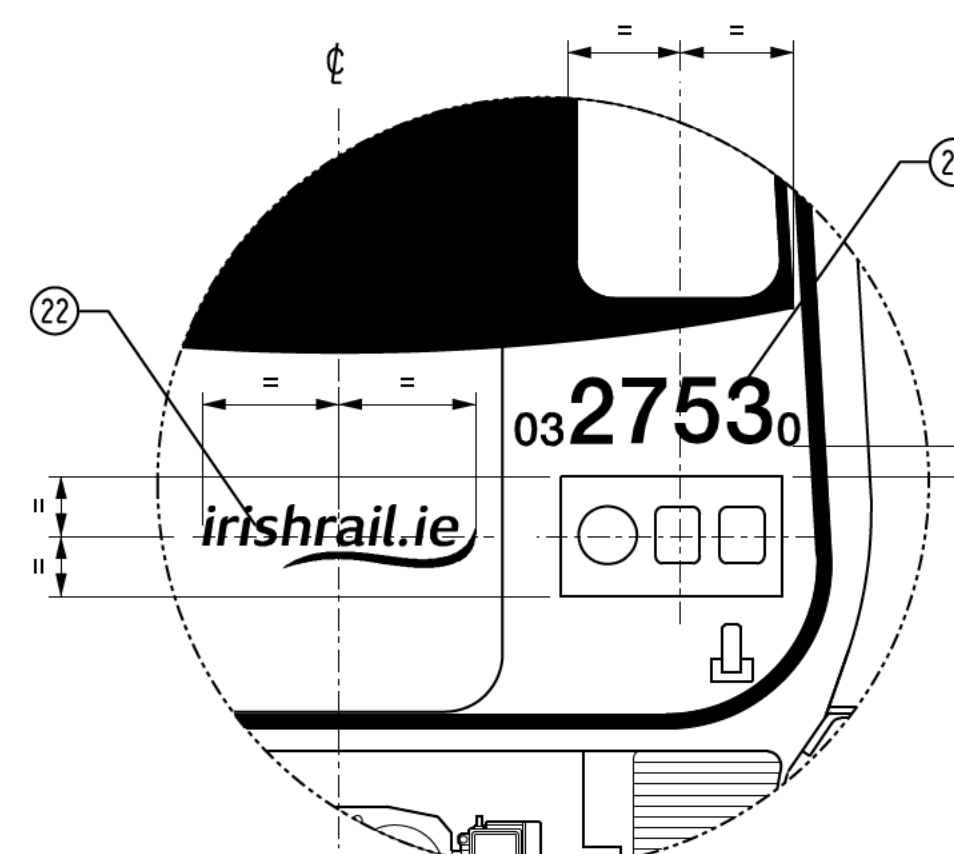
① - LIVERY AND LETTERING



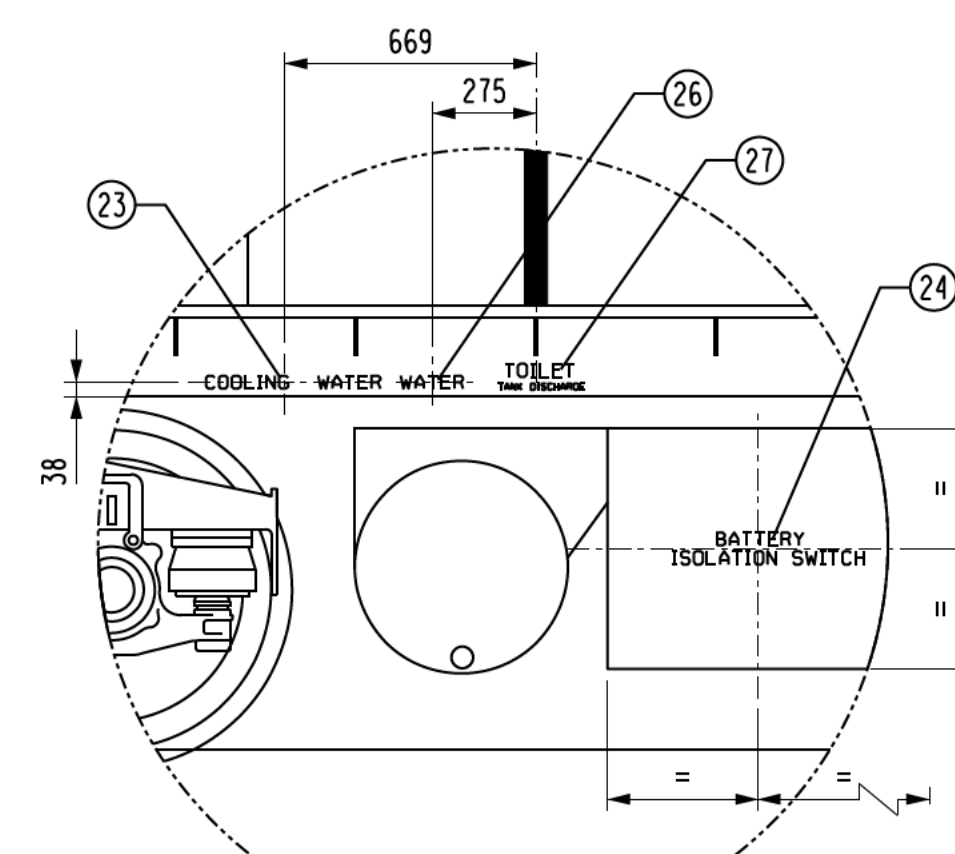
ENLARGED VIEW OF CIRCLE F



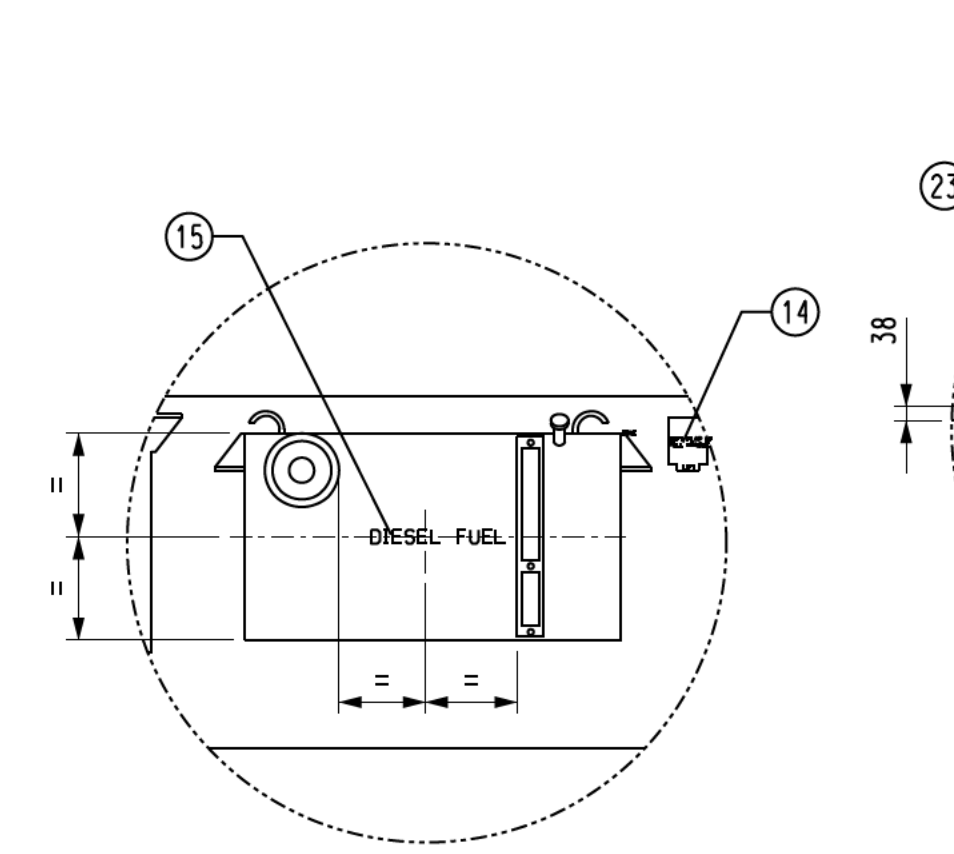
NOTE: YELLOW BAND TO BE PAINTED (ITEM 7) ALONG THE EDGE OF EACH STEP



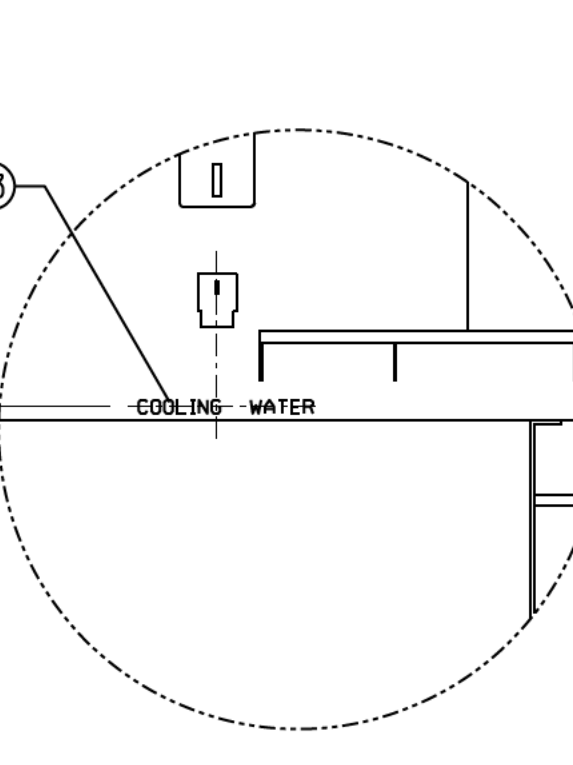
ENLARGED VIEW OF CIRCLE G



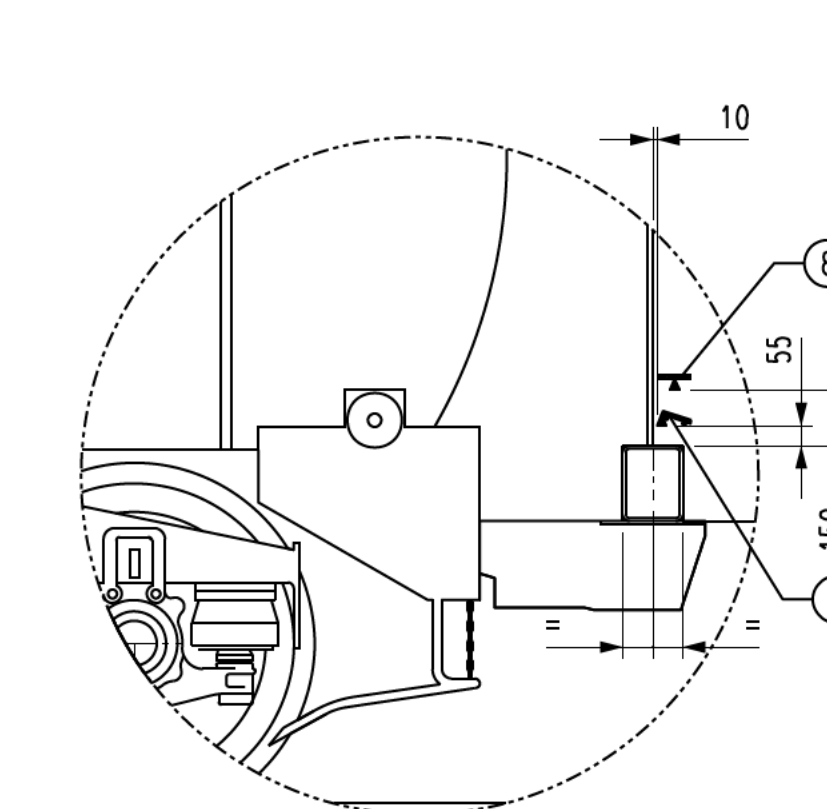
ENLARGED VIEW OF CIRCLE I



ENLARGED VIEW OF CIRCLE J



ENLARGED VIEW OF CIRCLE K



ENLARGED VIEW OF CIRCLE L

ITEM	ASSY	DESCRIPTION	MATERIAL SPEC.	DWN./CAT.No.
1		LIVERY AND LETTERING		
2		PEARL OPAL GREEN	RAL 6036	
3		WHITE ALUMINIUM	RAL 9006	
4		ORANGE WARNING TAPE BR 6C ITEM#94	SAP 100207	
5		JET BLACK	RAL 9005	
6		TRAFFIC GREY B	RAL 7043	
7		BR WARNING YELLOW	BS 00 E51	
8	4	LIFTING SYMBOL (WHITE)	SAP 53654	555500/810 ITEM No.1
9	4	JACKING SYMBOL (WHITE)	SAP 72841	596900/24
10	1	ENGINE CONTROL DECAL	SAP 81209	526500/001 ITEM NO.8
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13	1	FIRE CONTROL DECAL	SAP 81206	526500/001 ITEM NO.5
14	2	FIRE LIFT FLAP DECAL	SAP 81679	526500/004 ITEM NO.1
15	2	DIESEL FUEL DECAL	SAP 81208	526500/001 ITEM NO.7
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23	2	COOLING WATER DECAL	SAP 81203	526500/001 ITEM NO.2
24	1	BATTERY ISOLATION SWITCH DECAL	SAP 81202	526500/001 ITEM NO.1
25	2	ELECTRIFICATION NOTICE PLATE	SAP 53786	555559/32
26	2	WATER DECAL	SAP 81204	526500/001 ITEM NO.3
27	2	TOILET TANK DISCHARGE DECAL	SAP 81205	526500/001 ITEM NO.4
28	1	No.1 WHEEL DECAL	SAP 53660	533600/8

222	2700 BI-CAB	
PREFIX	VEHICLE	Veh. Qty.

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THIS DRAWING SUPERSEDES DRG.22200-001

B	FRONT END BLACK FACE ADDED.		15/3/10	10-0007
A	POSITION OF 12 DIGIT NUMBER ADDED. ITEM 21 WAS 553300/1114			4-3-1010-0007
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5 to 100	± 0.2	AUTHORIZED	SUB TITLE	
100 to 250	± 0.5		MISCELLANEOUS	
250 to 500	± 1.0	DATE	SUBJECT	
from 500	± 1.5	20/1/10	EXTERIOR PAINTING-MARKING	
		SCALE	1:50 1:20	
		WELDING TO ISO 2553		
Technical Services Enlighten Works Dublin 8 Ph. No 703 3384 Fax. No. 453 3329		SURFACE TEXTURE R <sub>a</sub> VALUE		22283/001
Copyright Iarnród Éireann All rights reserved.		EXTERIOR LIVERY AND LETTERING		
		SHEET		OF
		1		1
		ISSUE No.		3
		LOCATION		INDEX
		2		585





0327510

irishrail.ie





03 2751

irishrail.ie





**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Re: NIFRS Carriage Prop query/request  
**Date:** Thursday 29 February 2024 19:37:25  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image004.jpg](#)  
[image005.jpg](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

---

Sounds good to me.

Sent from [Outlook for iOS](#)

---

**From:** [REDACTED]  
**Sent:** Thursday, February 29, 2024 7:35:51 PM  
**To:** [REDACTED]  
**Subject:** Re: NIFRS Carriage Prop query/request

Isn't it just.

I had the 2700 or 82 in mind myself. I will let [REDACTED] know.

[REDACTED] are looking to procure 4 NT's and 15 B series from the 2700's for some other project they are doing. I feel a trade off with some new engine blocks in the horizon

[REDACTED]  
Sent from [Outlook for iOS](#)

---

**From:** [REDACTED]  
**Sent:** Thursday, February 29, 2024 7:26 p.m.  
**To:** [REDACTED]  
**Subject:** RE: NIFRS Carriage Prop query/request

Wow - The northern lads always do things properly. Great set up they are putting together

We have no "carriages" left at this stage as you probably know. They are all with RPSI or scrapped.

However they can have a 2700 DMU car or two or an 8200 carriage( we have 9 + ½ of these) at no cost. We would waive scrap charges if they could arrange to collect in Dublin and move it to site themselves. The vehicle(s) would be available in the next few months. If they went for a 2700 then we could take off the engine, fuel tanks etc or leave them if they wished

Regards,



[REDACTED]  
**Chief Mechanical Engineer**  
Iarnrod Eireann,  
Inchicore,  
Dublin,  
D08 K6Y3

☎: +35317033725 [REDACTED] 🌐: [www.irishrail.ie](http://www.irishrail.ie)



---

**From:** [REDACTED]  
**Sent:** Thursday, February 29, 2024 6:55 PM  
**To:** [REDACTED]  
**Subject:** Fwd: NIFRS Carriage Prop query/request



█  
I got this query from █ enquiring if an old clapped out carriage could be given to this facility? What's the view?  
Regards

█  
Sent from [Outlook for iOS](#)

---

**From:** █  
**Sent:** Thursday, February 29, 2024 6:32 p.m.  
**To:** █  
**Subject:** Fwd: NIFRS Carriage Prop query/request

█  
As discussed,

█  
Sent from [Outlook for iOS](#)

---

**From:** █  
**Sent:** Wednesday, February 28, 2024 5:57 p.m.  
**To:** █  
**Subject:** NIFRS Carriage Prop query/request

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi █  
Thanks you very much for the chat earlier, as usual we all know someone in common when we get chatting.  
Appreciate your overview of current infrastructure movements in Irish Rail and possible opportunities.

As mentioned we have now developed a significant flagship training facility in Co Tyrone, (see link) our █  
Learning & Development College..

█ (older construction Vid)

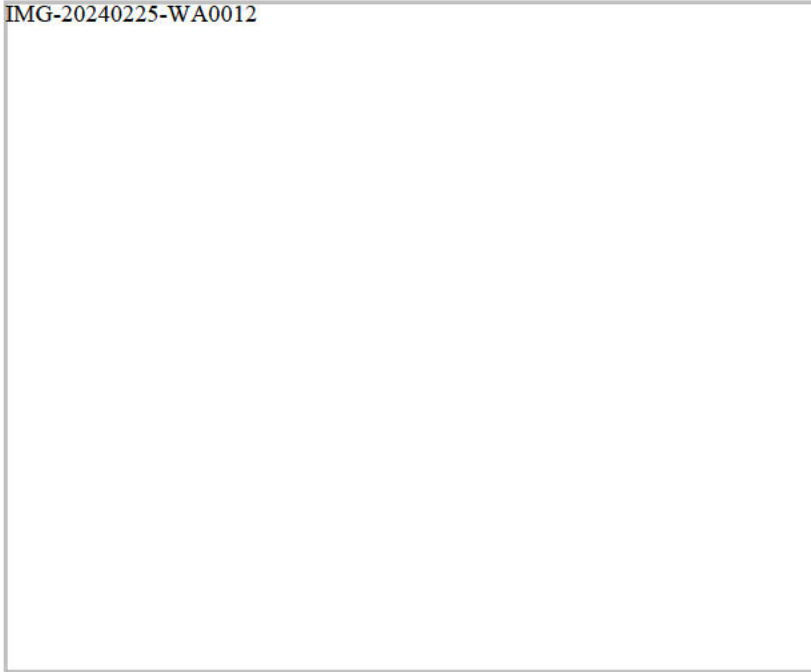
It has the infrastructure & realistic training props to be a hub for emergency service planning across the island. We are already developing MOU's with partner organisations in Ireland from both Fire response █ & emergency planning depts █ to pave the way forward to develop collaborative training opportunities.

One of our really unique road training props is rail infrastructure & future carriage. We have been donated the ground furniture (see pic), it just under construction currently and have had ongoing discussions with our Northern counterparts to seek opportunities for actual prop.

That's where my query has come from █ we are asking if there are any redundant or end of service life train carriages/props available. I appreciate you may have relevant contacts & I would love the opportunity to discuss the matter further.

█ (Below)

IMG-20240225-WA0012



Regards



[Redacted signature block]



**Our Values**

Community | Integrity | Improvement | Respect

**Together we can STOP Fire**

Smoke alarms | Test alarms weekly | Obvious dangers | Plan your escape

---

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In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre. At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours.

Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL: IE 4812851 O, Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre. At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU Vehicles - Specification  
**Date:** Monday 26 February 2024 12:50:00  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[Specification.zip](#)

---

Hi [REDACTED]

I'm sorry, I wasn't able to complete tender pack and issue this tender last week.

Please see attached complete specification for this requirement.

When you get a chance can you please take a look and advise/complete sentence/parts marked in red (please see below short summary):

**Location:**

Are all vehicles in Inchicore or some of them needs to be scrap from Cork (**The vehicles are held on live rail lines and will be stabled / transferred to a location accessible via.....**)

**Site visit:**

A mandatory site visit will take place on **Thursday, 07<sup>th</sup> March 2024 at 10:30am.**

**Meeting location..... The site meeting contact is.....**

**Hours of Work:**

**Works shall be executed during normal working days Monday to Friday from 08:00hrs to 17:00hrs. For the removal of the wagons from IÉ network, lifting of wagons from the rail line may be required and therefore these works will be facilitated to be carried out between 23:00hrs – 05:00 hrs. If night works are required control of the site will be managed by IE.**

**Scrap Weights:**

**Does IÉ site in Inchicore/ Cork have a weighbridge?**

Regards

[REDACTED]  
Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

[REDACTED]  
✉: [www.irishrail.ie](http://www.irishrail.ie)



---

**From:** [REDACTED]  
**Sent:** Tuesday, February 20, 2024 11:08 AM  
**To:** [REDACTED]  
**Subject:** RE: 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU

Any Tuesday to Thursday 10am -12pm suits [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Casualty & Repair & Spray Facility

Iarnrod Eireann / Irish Rail CME | Irish Rail Works | Inchicore | Dublin 8



[REDACTED] [REDACTED]



Please don't print this email unless absolutely necessary



---

**From:** [REDACTED]  
**Sent:** Tuesday, February 20, 2024 10:51 AM  
**To:** [REDACTED] >  
**Subject:** RE: 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU

Hi [REDACTED]

Hope you're keeping well.

[REDACTED]

I apologise, I meant to email you earlier, I just wanted to complete tender for wagons disposal first, to see what the procedure looks like.

I'll send your tender this week, probably on Thursday (I'll double check with you final version of Specification before I issue it).

We have to arrange a site visit for contractors, what time and date would suit you?

Regards

[REDACTED]



Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

 [www.irishrail.ie](http://www.irishrail.ie)




---

**From:**   
**Sent:** Tuesday, February 20, 2024 10:22 AM  
**To:**   
**Subject:** RE: 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU

Well





So where are we with the tender  I need to start this programme ASAP. I have the extra cars coming up from Cork & need to free up space. All scrapping will be done in Inchicore @ my site.

Cheers



Have you a spec done out?

---

**From:**   
**Sent:** Thursday, December 7, 2023 1:51 PM  
**To:**   
**Subject:** RE: 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU

Hi 

Thank you for chat to me this afternoon.



If that's ok with you I'd like to proceed with this tender when I'm back in January 2024?

On my return I'll send you updated specification with proposed methodology for scrap.

When you get a chance please let me know the decision regarding vehicles in Cork.

Thank you for your assistance on this tender.

Regards

[REDACTED]  
Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

[REDACTED]  
✉: [\[REDACTED\]@irishrail.ie](mailto:[REDACTED]@irishrail.ie)



---

**From:** [REDACTED]  
**Sent:** Tuesday, November 7, 2023 12:44 PM  
**To:** [REDACTED]  
**Subject:** 8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU

Hi [REDACTED]

I hope you are remaining well.

I'm about to issue tender for disposal of 2700 DMU and 8200 EMU vehicles.

I note that in the specification attached location for all vehicles is Inchicore however, the excel spreadsheet for 2700 DMU indicates both Cork and Inchicore.

Can you please confirm from where these vehicles needs to be removed?

Can you please advise date and time for site visit?

Would you have a few minutes today or anytime this week to chat to me about this tender?

Regards

[REDACTED] [REDACTED]  
Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

✉: [REDACTED]@irishrail.ie  
✉: [www.irishrail.ie](http://www.irishrail.ie)





## Introduction and Scope of Work

Iarnród Éireann, (IÉ) intends to scrap 27 x 2700 DMU vehicles and 9 x 8200 EMU vehicles.

**The vehicles are held on live rail lines and will be stabled / transferred to a location accessible via.....**

IE require a contractor to dismantle, purchase and remove scrap metal in accordance with the Scope of Works and Appendix1 'Description for Class 2700 and 8200 Scrapping'.

A list of railway vehicles and their identification numbers is provided in Appendix 1 'Description for Class 2700 and 8200 Scrapping' including photos of types of vehicles.

The estimated weight of scrap in this tender is set out in the Appendixes 2 and 3: '2700 Fleet Scrapping\_Proposal\_List', '8200 Fleet Scrapping\_Proposal\_List'.

In the table below is a short summarise of the requirement:

Total for Scrapping	Estimated Weight (Tonnes)
DMU 2706 Vehicle	896
EMU 8201 Vehicle	288
<b>Total Weight (Tonnes)</b>	<b>1184</b>

### 1. Site Survey

A mandatory site visit will take place on Thursday, 07<sup>th</sup> March 2024 at 10:30am. **Meeting location..... The site meeting contact is.....**

### 2. Track and Fixings

All tracks must be maintained in operational condition and must not be damaged by traversing heavy tracked plant equipment etc.

All wagons must be lifted clear of the rail line prior to scrapping to prevent any damage to rail lines and infrastructure.

### 3. Safety Requirements

The following safety requirements are required under this contract.

3.1 Site specific method statement, to be submitted for each site to IÉ by the tenderer for the work activities which shall include, as a minimum:

A step-by-step explanation of how the scope of work is to be done with special reference at every step to the safety considerations to include controlling operations on-site e.g., vehicle movements, protection of staff on ground from operational plant and equipment, fire mitigations re hot work, first aid and first responder contingencies, communication plan with IÉ Site Supervisor, PPE equipment and any other safety considerations.

At tender stage this may be generic, but these must be replaced with information specific to the actual work environment and task being conducted before a Permit-to-Work can be issued.



- 
- 3.2 The Tenderer is required to submit the current written and signed Safety Statement of their company which must identify the Contractor process for managing Occupational Safety, the Risks their personnel will be exposed to, the Risk Assessments that will apply and which will be followed, CME-SMS-005 - Contractors and Permit-To-Work System Issue 11 Page 11 of 53 and the Contractor representative that will be responsible for Occupational Safety during the period of the Permit-to-Work.
- 3.3 Risk Assessments are required to be task specific and specific to the environment where the contractor will be doing the work. At tendering these Risk Assessments may be generic, but these must be replaced with Risk Assessments specific.
- 3.4 Work executed within the limits of a work site including IÉ track possession where required (IÉ to arrange and execute, allows Contractor to work on track free from risk of rail vehicles operating
- 3.5 All Personnel must hold and maintain a current Safe Pass and Personal Track Safety (PTS) Certification whilst working on IÉ's rail infrastructure. The Contractor shall arrange with IÉ that he and his employees and agents shall attend an IÉ run course on railway safety prior to commencement of the Services. The cost of this training shall be borne by the Contractor.**

#### 4. Project Plan<sup>i</sup>

The tenderer is required to submit a Project Plan for each site which outlines the full scope of works to include a project programme estimated on 4 weeks of works. Tenderers must fully understand CME SMS 005 and comply with this IE standard. The project plan should set out an indicative plan for execution of activities. Include start date, finish date, proposed hours of work etc. including mobilisation, site clean-up a demobilisation in accordance with IE's scope of works.

IE required this in order for IE to plan for IÉ Site Supervision activities.

It is IÉ's preference to have works completed by no later than the 22<sup>nd</sup> March 2024.

#### 5. Resources

The proposed Project Manager and contact details proposed should be outlined.

IE require a list of on-site staff allocated to project, roles and responsibilities, relevant certification e.g., Safe Pass, Personal Track Safety, Plant Operator Certs e.g., "Excavator 360°", hot work certification, First Aid / First Responder Certification etc.

IE require all relevant staff proposed to be trained and certified to use equipment and medically/physically fit as identified under the Permit-to-Work standard.

Evidence of procedures (e.g., medical examinations) and training/certification that satisfies the requirements of the Contractor Safety Regulations will be required.

Contractor resources will be required to demonstrate how staff will be managed during the duration of the Permit-to-Work. This will include a description of how changes in Contractor personnel will be notified to the CME.

## 6. Plant And Equipment

Tenderers should outline in their proposed of plant and equipment to be used e.g., tracked excavator with shears attachment etc.

## 7. Onsite Dismantling

Tenderers should demonstrate how they propose to dismantle vehicles and equipment e.g., plant with shears, staff with hot work torches, or a combination of both. If staff and plant are to operate at same time, tenderers should demonstrate how will proposed resources on site be protected from plant machinery e.g., by use of Banksman.

## 8. Off-Site Dismantling

Tenderers should demonstrate how they propose to remove rolling stock from site and set out of any partial disassembly is to be undertaken on-site.

## 9. Environmental Protection and Site Clean Up

The tenderer shall provide a refundable payment of €5,000 to IÉ in addition to tendered prices. This shall be returned to the contractor at the end of the works assuming the site(s) has not been contaminated during scrapping operations and has been left in an orderly and clean condition on completion of works.

The tenderer is required to demonstrate how the environment will be protected from contamination in the event of this arising from works. A site clean-up plan will be required demonstrating how operations will be managed during and on completion of works in accordance with the Contractor Safety Regulations as attached in Appendix 1 of CME SMS 005 and how this will be communicated to IÉ on completion.

## 10. Hours of Work

**Works shall be executed during normal working days Monday to Friday from 08:00hrs to 17:00hrs. For the removal of the wagons from IÉ network, lifting of wagons from the rail line may be required and therefore these works will be facilitated to be carried out between 23:00hrs – 05:00 hrs. If night works are required control of the site will be managed by IE.**

## 11. Site Supervision

The contractor will be required to be acting site supervisor and IÉ will monitor site activities to ensure compliance with all IE standards.

## 12. Records

State how the Contractor shall maintain a cumulative record (to be shared with IÉ) of scrap weights for reconciliation of estimated scrap weights against actual scrap weights at project conclusion.

---

### 13. Identification of Vehicles for Scrap

IÉ will clearly mark all vehicles to be scrapped and markings shall be agreed with IÉ in advance of works being undertaken. Lists of vehicle numbers are provided in Appendixes 2 and 3 for verification purposes.

### 14. Payment, Verification of Actual Scrap Weights and Associated Balancing Payments

The Contractor shall make a full payment to IÉ for the estimated scrap value in this tender in advance of any works commencing. **If the IÉ site in Inchicore does not have a weighbridge the contractor will be required to nominate a third-party weighbridge provider to verify scrap weight.** The tenderer should state the proposed weighbridge provider and the tenderers will be responsible to validate actual weights. The tenderer is required to set out weighbridge plan e.g., truck and trailer weighed each day empty and then weighed each time it is filled. IÉ may witness weighbridge activities with third party provider.

On completion of all activities, IÉ shall compare actual weighbridge records with the estimated tender weight. If the weight of metal is higher than estimated, the Contractor shall make a balancing payment to IÉ. If the weight of steel is lower than estimated, IÉ shall make a balancing payment to the Contractor.

### 15. Any Other Considerations / Assumptions

Set out any other considerations and or assumptions re site specific work within the proposed methodology.

#### Appendixes to the Scope of Work:

Appendix 1 – Description for Class 2700 and 8200 Scrapping

Appendix 2 – 2700 Fleet Scrapping\_Proposal\_List

Appendix 3 – 8200 Fleet Scrapping\_Proposal\_List

---

<sup>i</sup> *Please note Project Plan/Methodology must address sections 2-14 in accordance with the IE scope of works, failure to demonstrate all these services will result in a non-compliant tender.*

**SCRAPPING**  
**27 x Class 2700 DMU Vehicles**  
**9 x Class 8200 EMU Vehicles**

**September 2023**



## **Quantity of vehicles**

There are 27 x 2700 DMU vehicles and 9 x 8200 EMU vehicles to be scrapped.

## **Location**

All vehicles are located at Inchicore Works, Dublin 8.

## **Methodology**

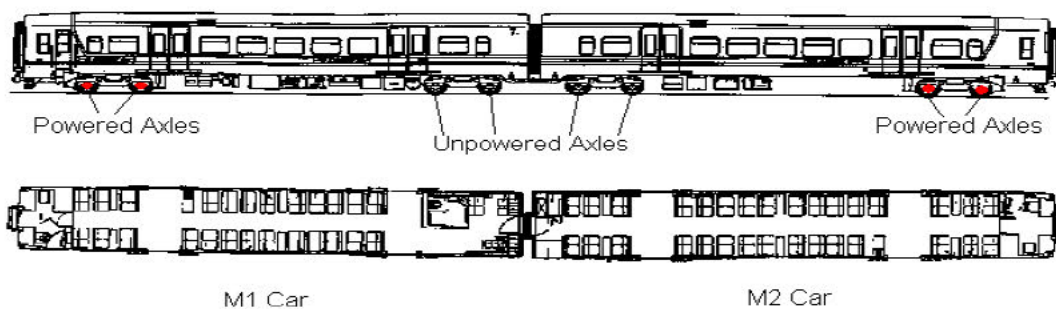
All vehicles can be removed from site for full scrapping or partly sectioned on site to be removed for material recovery. There is a wide concrete apron at the storage location and cranes can be facilitated and also tracked machinery and road haulage as required.

## **Asbestos**

The vehicles were constructed in the last 25years and do not contain any Asbestos material.

## **CLASS 2700 Diesel Multiple Units**

### **Configuration:**



### **General Information:**

	<i>M1</i>		<i>Unit</i>
<i>Length</i>	20.6m	20.6m	41.2m
<i>Height</i>	3.98m	3.98m	3.98m
<i>Width</i>	2.83m	2.83m	2.83m
<i>Weight - Tare</i>	42,150kg	41,468kg	83,616kg

### **Vehicle Numbering:**

**M1** 2701,03,05,07,09,11,13,15,17,19,21,23  
**M2** 2702,04,06,08,10,12,14,16,18,20,22,24,26  
**MTC** 2751,53

There are 27 x 2700 vehicles to be scrapped

### **Into service Dates:**

All railcars in the 2700 series were accepted into service between 16 April 1999 and 6 October 2000.

### **Propulsion:**

Propulsion is provided by Cummins NTA 855-R1 diesel engine rated at 350 BHP/200 RPM. A Niigatta Hydro transmission is fitted. Maximum design speed is 120 kph (75mph)

### **Auxiliary Power:**

Each vehicle is equipped with a diesel generator set providing 61.5kVA. The generator set consists of a Cummins diesel engine 6B5.9GR and a generator manufactured by Iferca.

### **Heating/Ventilation System:**

The heating system consists of a mixture of overhead forced air heating. The air exchange rate is 4.8 m<sup>3</sup>/h of which 1.12 m<sup>3</sup>/h is fresh air from outside. The total heating capacity for M1 and M2 cars is 8kW. Thermostatic controllers provide a saloon temperature of between 20deg and 22deg.

### **Lighting System:**

Interior lighting is provided by two continuous runs of ceiling mounted fluorescent tubes. There are nine battery powered lights for M1, ten for M2, and twelve for MTC cars in case of generator failure.

### **Toilet System:**

Each M1 vehicle is equipped with a vacuum WC system.

### **Passenger Doors:**

There are four double leaf, sliding plug doors.

## **List of Class 2700 Vehicles**

### **Two Bi-cabs**

- 2751
- 2753

### **Single car units**

- 2716 spare vehicle
- 2701 & 2702
- 2703 & 2704
- 2705 & 2706
- 2707 & 2708
- 2709 & 2710
- 2711 & 2712
- 2713 & 2714
- 2715 & 2724
- 2717 & 2718
- 2719 & 2722
- 2720 & 2721
- 2723 & 2726

## **Current Condition of Class 2700**









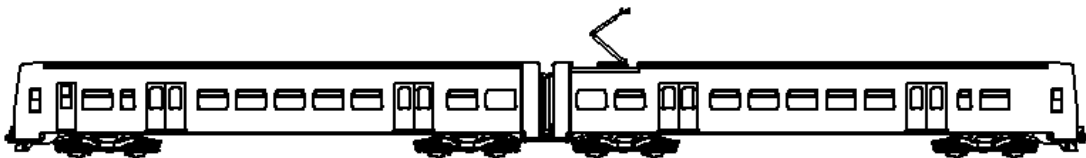


# 8200 EMU

## 1. Exterior Photograph



## 2. Unit Configuration



## Trailer Car

## Motor Car

### 3. General information

	TC	MC	Unit (coupled)
Length (m)	20.860	20.860	41.72
Height (m)	3.877	3.877	3.877
Width (m)	2.9	2.9	2.9
Mass (Tare) (kg)	30,100	42,200	72,300

### 4. Vehicle numbering

TC 8201,02,03,04,05

MC 8402,03,04,05

There are 9 vehicles for scrapping

### 5. Delivery / into service dates

Delivered 01/2000 - 04/2000

Into service 10/2000 - 12/2000

### 6. Propulsion system

- Primary power source 1500V DC overhead line
- Traction Motor 4 of 3-phase, 4-pole squirrel cage AC induction motors. 1 motor per axle on motor cars. Permanently connected in parallel.
- Propulsion control system: AGATE 1500V IGBT 3-phase VVVF inverter with regenerative and rheostatic braking capability

### 7. Brake system

- Blended electric and electrically controlled pneumatic braking



## 8. Wheel Slip Protection ( WSP )

- Trailer Car: microprocessor controlled WSP system providing per axle slide correction for the pneumatically supplied brakes.
- Motor Car: WSP incorporated in traction system.

## 9. Sanding system

Automatic sanding system controlled by traction system and/or WSP system

## 10. Couplers

- Front-end: self-centering automatic couplers
- MC-TC coupling: semi-permanent
- Provides mechanical, electrical, pneumatic coupling

## 11. Auxiliary power system

- Static Inverter (SIV) Convection cooled IGBT semiconductor devices
- Provides Battery charging 119Vdc, 15 kW DC;
- AC loads Three phase 380Vac, 50Hz, 94kVA

## 12. Interior photo



## 13. Saloon heating / ventilator system

Heating is microprocessor controlled and provided by a mixture of baseboard electric convection heaters and roof mounted forced air heaters.

**14. Lighting system**

- Saloon: Ceiling mounted fluorescent tubes in recessed channels, protected by fire retardant diffusers, operating at 220V AC and 110V DC.

**15. Passenger access doors**

- 2 double-leaf sliding plug doors per side per vehicle.

**16. Saloon facilities / passenger services**

- 40 seats per car, arranged as 2-person facing seats.
- Wheelchair space in TC, MC
- Emergency exits: all doors, 2 emergency windows per car.
- Automatic audio announcements
- Electronic displays.









**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FYI [REDACTED]  
**Date:** Thursday 29 February 2024 10:36:30  
**Attachments:** [2700 DMU and 8200 EMU vehicles - Scope of Works.docx](#)

---

[REDACTED]

Please note 2701 is NOT being scrapped. Please remove from list. Questions addressed in document

Regards

[REDACTED]

*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur 119571 Ur CBL: IE 4812851 O,  
Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No 119571 VAT No IE 4812851 O*

*In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre  
At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours*

## Introduction and Scope of Work

Iarnród Éireann, (IÉ) intends to scrap 27 x 2700 DMU vehicles and 9 x 8200 EMU vehicles.

**The vehicles are held on live rail lines and will be stabled / transferred to a location accessible via.....KYLEMORE ROAD DO8YO6.....**

IE require a contractor to dismantle, purchase and remove scrap metal in accordance with the Scope of Works and Appendix1 'Description for Class 2700 and 8200 Scrapping'.

A list of railway vehicles and their identification numbers is provided in Appendix 1 'Description for Class 2700 and 8200 Scrapping' including photos of types of vehicles.

The estimated weight of scrap in this tender is set out in the Appendixes 2 and 3: '2700 Fleet Scrapping\_Proposal\_List', '8200 Fleet Scrapping\_Proposal\_List'.

In the table below is a short summarise of the requirement:

Total for Scrapping	Estimated Weight (Tonnes)
DMU 2706 Vehicle	896
EMU 8201 Vehicle	288
<b>Total Weight (Tonnes)</b>	<b>1184</b>

### 1. Site Survey

A mandatory site visit will take place on Thursday, 07<sup>th</sup> March 2024 at 10:30am. **Meeting location...FCR2 INCHICORE.... The site meeting contact is.....**

### 2. Track and Fixings

All tracks must be maintained in operational condition and must not be damaged by traversing heavy tracked plant equipment etc.

All wagons must be lifted clear of the rail line prior to scrapping to prevent any damage to rail lines and infrastructure.

### 3. Safety Requirements

The following safety requirements are required under this contract.

3.1 Site specific method statement, to be submitted for each site to IÉ by the tenderer for the work activities which shall include, as a minimum:

A step-by-step explanation of how the scope of work is to be done with special reference at every step to the safety considerations to include controlling operations on-site e.g., vehicle movements, protection of staff on ground from operational plant and equipment, fire mitigations re hot work, first aid and first responder contingencies, communication plan with IÉ Site Supervisor, PPE equipment and any other safety considerations.

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#### 4. Project Plan<sup>i</sup>

The tenderer is required to submit a Project Plan for each site which outlines the full scope of works to include a project programme estimated on 4 weeks of works. Tenderers must fully understand CME SMS 005 and comply with this IE standard. The project plan should set out an indicative plan for execution of activities. Include start date, finish date, proposed hours of work etc. including mobilisation, site clean-up a demobilisation in accordance with IE's scope of works.

IE required this in order for IE to plan for IÉ Site Supervision activities.

It is IÉ's preference to have works completed by no later than the 22<sup>nd</sup> March 2024.

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The proposed Project Manager and contact details proposed should be outlined.

IE require a list of on-site staff allocated to project, roles and responsibilities, relevant certification e.g., Safe Pass, Personal Track Safety, Plant Operator Certs e.g., "Excavator 360°", hot work certification, First Aid / First Responder Certification etc.

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Tenderers should demonstrate how they propose to remove rolling stock from site and set out of any partial disassembly is to be undertaken on-site.

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The tenderer shall provide a refundable payment of €5,000 to IÉ in addition to tendered prices. This shall be returned to the contractor at the end of the works assuming the site(s) has not been contaminated during scrapping operations and has been left in an orderly and clean condition on completion of works.

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## 10. Hours of Work

**Works shall be executed during normal working days Monday to Friday from 08:00hrs to 17:00hrs. For the removal of the wagons from IÉ network, lifting of wagons from the rail line may be required and therefore these works will be facilitated to be carried out between 23:00hrs – 05:00 hrs. If night works are required control of the site will be managed by IE. ....THIS CAN BE ADJUSTED TO SUIT**

## 11. Site Supervision

The contractor will be required to be acting site supervisor and IÉ will monitor site activities to ensure compliance with all IE standards.

## 12. Records

State how the Contractor shall maintain a cumulative record (to be shared with IÉ) of scrap weights for reconciliation of estimated scrap weights against actual scrap weights at project conclusion.

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IÉ will clearly mark all vehicles to be scrapped and markings shall be agreed with IÉ in advance of works being undertaken. Lists of vehicle numbers are provided in Appendixes 2 and 3 for verification purposes.

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Set out any other considerations and or assumptions re site specific work within the proposed methodology.

#### Appendixes to the Scope of Work:

Appendix 1 – Description for Class 2700 and 8200 Scrapping

Appendix 2 – 2700 Fleet Scrapping\_Proposal\_List

Appendix 3 – 8200 Fleet Scrapping\_Proposal\_List

---

<sup>i</sup> *Please note Project Plan/Methodology must address sections 2-14 in accordance with the IE scope of works, failure to demonstrate all these services will result in a non-compliant tender.*

Procurement , Inchicore Works , Dublin 8  
 An Roinn Soláthar, Inse Chór, Baile Átha Cliath 8

E [redacted] irishrail.ie W www.irishrail.ie

To: [redacted] [redacted] Manager, Fleet Casualty & Repair & Spray Facility

From: [redacted] [redacted] Procurement Department.

Pages: 2

Re: 8089-25 (8642), Scrapping of 2700 DMU and 8200 EMU Vehicles

**Award Criteria Approval**

Estimated Contract Value = [redacted] (revenue to IE - excluding VAT)

Date: 26<sup>th</sup> February 2024

I would be obliged if you would approve the proposed Award Criteria and Weightings in connection with the above referenced contract as per the CIE Group procurement Policies and Procedures table below.

Manager, Fleet Casualty & Repair & Spray Facility, [redacted] [redacted] -----

Procurement Dept, [redacted] [redacted] -----

Tender Award Criteria	Weighting	Min	Max
Total Cost	100%	N/A	N/A
*Methodology for the Provision of Services  <i>*Please note Methodology must address sections 2-14 in accordance with the IE scope of works, failure to demonstrate <u>all</u> these services will result in a non-compliant tender.</i>		Pass / Fail	Pass / Fail

**Procurement , Inchicore Works , Dublin 8**  
 An Roinn Soláthar, Inse Chór, Baile Átha Cliath 8

E @irishrail.ie W www.irishrail.ie

**Table 2: Authority Levels for Selection and Award Criteria - Iarnród Éireann**

Expected Contract Value	Purchasing Process Approval	Function / Technical Approval	External Approval
Up to €1M	Procurement Executive*	Function / Project Manager or nominated delegate**	N/A
€1M-€2M	CPO or nominated delegate*	Function / Project Manager	Senior Business Manager*** reporting to CEO
€2M-€5M Selection Criteria	CPO	Function / Project Manager	Senior Business Manager reporting to CEO
Greater than €5M Selection Criteria	CPO	Senior Business Manager reporting to CEO	Iarnród Éireann Board
Greater than €2M Award Criteria	CPO	Senior Business Manager reporting to CEO	Iarnród Éireann Board

Notes:

\* Nominated by the CPO.

\*\* Nominated by the relevant Function Manager / Technical Manager / Programme Manager etc.

\*\*\* Senior Business Manager is defined as the manager who is responsible for the business unit executing the contract and who reports directly to the Chief Executive Officer.

All proposed submissions for Board in respect of selection and award criteria must be made through the CPO.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Emailing: Technical\_Specification\_CME\_4747\_EM  
**Date:** Thursday 4 January 2024 10:10:44  
**Attachments:** [Technical\\_Specification\\_CME\\_4747\\_EM.pdf](#)

---

Good Morning & Happy NY.

For when you are back [REDACTED] Attached may be of benefit for you. This was from last scrapping of MK3 fleet!

FYI

[REDACTED]

We need to talk to CME on the above. Parts components removal etc.

[REDACTED]

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Wednesday, January 23, 2013 2:05 PM  
**To:** [REDACTED]  
**Subject:** Emailing: Technical\_Specification\_CME\_4747\_EM

Hi [REDACTED]

Refer to item 6 on this attached document.

Kind regards,

[REDACTED]

On Demand Procurement,  
Iarnród Éireann,  
Inchicore,  
Dublin 8  
Ph: 01-7033737

Your message is ready to be sent with the following file or link attachments:

Technical\_Specification\_CME\_4747\_EM

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



Team: 	 <b>Iarnród Éireann</b> <i>CME – Inchicore Works</i>	Page 1 of 3 Draft 01 Ref: ME/3901/EM
Tel: 01 7034334 Fax: 01 8860567	<b>Disposal of Mk3 Rolling Stock ME/3901/EM</b>	Date: 11/01/2013

## 1.0 Table of Contents

Section NO.	Sub Section	Title	Sub-Title	Page No.
1.0		Table of Contents		
2.0		General Introduction		
3.0		Mk 3 Carriage Material Composition		
4.0		IE SMS No. 5		
5.0		Up Front Payments		
	5.1	Payment for Materials:		
	5.2	Contingency Cost:		
6.0		Vehicle Locations		

## 2.0 General Introduction

IE intends to dispose of withdrawn coaching stock as follows:

- Mk3 Carriages (Approx 92)

IE has identified the constituent ferrous and non-ferrous metals within the vehicles for disposal and the estimated weight of these metals on a per vehicle basis.

The tenderer is required to submit a fixed price per car based on the approximated quantities of metals identified and the winning tender will be the one which offers the best overall value for money to IÉ and is compliant with relevant safety and disposal regulations. Tenders should complete all sections in the form of tender and include references as required.

Vehicles shall be positioned at various locations throughout Ireland. Tenderers shall familiarise themselves with the vehicle types and the number series of vehicles to be scrapped in order to avoid any accidental scrapping. In the event of any doubt the Tenderer shall confirm the number of the vehicle(s) to be scrapped in advance of any work being undertaken.

The Tenderer shall be obliged to dismantle, remove and dispose of all vehicle materials off site in accordance with national waste management laws and regulations. The site must be left clean and free from debris with road readily available for positioning of vehicles.

Team: 	 <b>Iarnród Éireann</b> CME – Inchicore Works	Page 2 of 3 Draft 01 Ref: ME/3901/EM
Tel: 01 7034334 Fax: 01 8860567	<b>Disposal of Mk3 Rolling Stock ME/3901/EM</b>	Date: 11/01/2013

In the event that the road becomes distorted or damaged during the scrapping process, the Tenderer shall immediately advise Engineering Procurement, so that repairs can be immediately undertaken.



**Fig 1: Example of Mk3 Push-Pull Trailer Car**

### 3.0 Mk3 Carriage Number Series 7\*\*\*

The Mark 3 coach comprises of the following materials and an estimation of material content is provided:

Metal	Source	Estimated Weight
Copper	Cabling and Contactors	2 Tonnes
Steel	Bodyshell, underframe equipment, bogies and wheel sets, seat frames,	23 Tonnes
Aluminium	Fixtures, fittings, interior linings, underframe equipment boxes	2 Tonnes
Non Metals	Seats, Glazing, window pans, flooring etc	3 Tonnes
		<b>30 Tonnes (approx)</b>

There are 3 different variations of Mk3 carriages which are being offered.

- a. Mk3 Standard/Push Pull Standard
- b. Push Pull Control Car
- c. Mk3 Generator Van (with generator sets removed)

Please note that the weight of 'non-metals' will be significantly less in the Mk3 Generator Van as there are no seats or windows contained within.

### 4.0 IÉ SMS Standard No.5

Contractors working in Irish Rail Chief Mechanical Engineers locations must comply with the IÉ SMS No.5 and have a Permit to Work. To arrange this, please contact the manager of the location where the work is to be carried out.

Tenderers must provide IE with a Method Statement specific to this job of work as required in SMS No.5. A copy of SMS No.5 is provided in this tender pack. In areas where the dismantling will take place 'on or near the line', the contractor will need to attain a 'personal track safety' card from IÉ.

<b>Team:</b> 	 <b>E Iarnród Éireann</b> <i>CME – Inchicore Works</i>	<b>Page 3 of 3</b> <b>Draft 01</b> <b>Ref: ME/3901/EM</b>
<b>Tel: 01 7034334</b> <b>Fax: 01 8860567</b>	<b>Disposal of Mk3 Rolling Stock</b> <b>ME/3901/EM</b>	<b>Date:</b> <b>11/01/2013</b>

A fee of €200 will be payable to IE for attendance at the training course which is 1 day in duration. The cost of attending the course should be factored into your commercial offer for the vehicles.

## 5.0 Up Front Payments by Tenderer

The successful Tenderer shall be obliged to make the following payments in advance of coming on-site for the purpose of dismantling and scrapping the vehicles listed in this document:

- 5.1 Payment for Materials:** Up Front payment in full and to the satisfaction of IE for all ferrous and non-ferrous metals related to disposal of the vehicles listed
- 5.2 Contingency Cost:** An up-front redeemable payment of €5,000 which shall be used by IE to clean up the dismantling site in event the Tenderer fails to remove all materials associated with this contract.

## 6.0 Vehicle Locations

The vehicles are stored in 4 locations around the country. The breakdown of vehicles is as follows,

Lot A: Inchicore Railway Works [14 Vehicles]

*12 x Mk3 Standard/Push Pull Standard*  
*2 x Mk3 Generator Van*

Lot B: North Wall [48 Vehicles]

*44 x Mk3 Standard/Push Pull Standard*  
*4 x Mk3 Generator Van*

Lot C: Dundalk [16 Vehicles]

*14 x Mk3 Standard/Push Pull Standard*  
*2 x Mk3 Generator Van*

Lot D: Waterford [14 Vehicles]

*11 x Mk3 Standard/Push Pull Standard*  
*3 x Mk3 Generator Van*

The vehicles will be awarded in 4 separate lots, one lot per location.



**From:** [REDACTED]  
**To:** [REDACTED] [Martin Egan](#)  
**Subject:** RE: CME Scrap Tender  
**Date:** Thursday 1 February 2024 10:51:23  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi [REDACTED]

I'm sorry for the confusion, I sent this update in December, [REDACTED].

Please see below updated in red as for January:

8089-24 (8633) - Wagon Scrappage Disposal – **Evaluation meeting was on Tuesday, 30<sup>th</sup> January 2024, evaluation finalised on 31<sup>st</sup> January, I'm drafting regret letters and preparing contract for signing.**

8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU – I spoke to [REDACTED] few weeks ago, he was meeting CME last week to establish whether trains need to be moved from Cork or if they can stay there for Contractors to scrap them from there. **I sent [REDACTED] amended specification to review on 07/12 as we need methodology on how engines, oils, chemicals and glass will be disposed. [REDACTED] sent me comments on 04/01. [REDACTED] [REDACTED]. I'll set up meeting with [REDACTED] next week to finalise the tender.**

Regards

[REDACTED] [REDACTED]

Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

✉: [\[REDACTED\]@irishrail.ie](mailto:[REDACTED]@irishrail.ie)  
🌐: [www.irishrail.ie](http://www.irishrail.ie)



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**From:** [REDACTED] [REDACTED] <[REDACTED]@irishrail.ie>  
**Sent:** Thursday, February 1, 2024 10:17 AM  
**To:** [REDACTED] [REDACTED] <[REDACTED]@irishrail.ie>; [REDACTED] <Martin.Egan@irishrail.ie>  
**Subject:** RE: CME Scrap Tender

Hello again.

Are you away for a length of time [REDACTED]

Kind Regards

██████████  
██████████  
Rolling Stock Manager  
Procurement Department  
Inchicore Works  
Dublin 8

logo\_irishrail



*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur 119571 Ur CBL: IE 4812851 O, Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No 119571 VAT No IE 4812851 O*

*In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre  
At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours*

---

**From:** ██████████ <██████████@irishrail.ie>

**Sent:** Monday, December 4, 2023 2:36 PM

**To:** ██████████

**Subject:** RE: CME Scrap Tender

Hi ██████████

8089 -24 (8633) - Wagon Scrappage Disposal – we received 6 returns last week. We'll have them evaluated before I go.

8089-25 (8642) Scrapping of 2700 DMU and 8200 EMU – I spoke to ██████████ few weeks ago, he was meeting CME last week to establish whether trains needs to be moved from Cork or if they can stay there for Contractors to scrap them from there.

I'll send to ██████████ today amended specification to review as we need methodology on how engines, oils, chemicals and glass will be disposed.

Regards

██████████  
██████████  
Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

✉: ██████████@irishrail.ie  
🌐: [www.irishrail.ie](http://www.irishrail.ie)



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**From:** [REDACTED] >  
**Sent:** Monday, December 4, 2023 2:02 PM  
**To:** [REDACTED] <[REDACTED]@irishrail.ie>  
**Subject:** CME Scrap Tender

Hi [REDACTED]

Just wondering where we are with this one ?

Regards

[REDACTED]

[REDACTED] Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur 119571 Ur CBL: IE 4812851 O, Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No 119571 VAT No IE 4812851 O

*In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre*  
*At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours*

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Tender Status Updates - 16/02/24  
**Date:** Friday 16 February 2024 12:10:05  
**Attachments:** [image001.png](#)  
[SET Procurement Meeting- Tender Status 16.02.24.xlsx](#)  
[CFE Procurement Meeting - Tender Status 16.02.24.xlsx](#)

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Hi [REDACTED]

Prior to our meeting today please see attached updated in red.

Additional:

8089 -24 (8633) - Wagon Scrappage Disposal – **Meeting with [REDACTED] [REDACTED] on 14/02 re audit of wagons scrap and Asset disposal Form; Asset Form sent for signature on 14/02 – still in signing with [REDACTED]**

D10329 Emergency Track Monitoring at UBC102 Monastere – **SAP Solution requested on 15/02.**

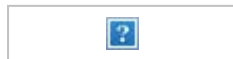
Regards

[REDACTED] [REDACTED]

Category Buyer – Rail Networks

Procurement Department,  
Iarnród Éireann,  
Inchicore Railway Works,  
Dublin 8.

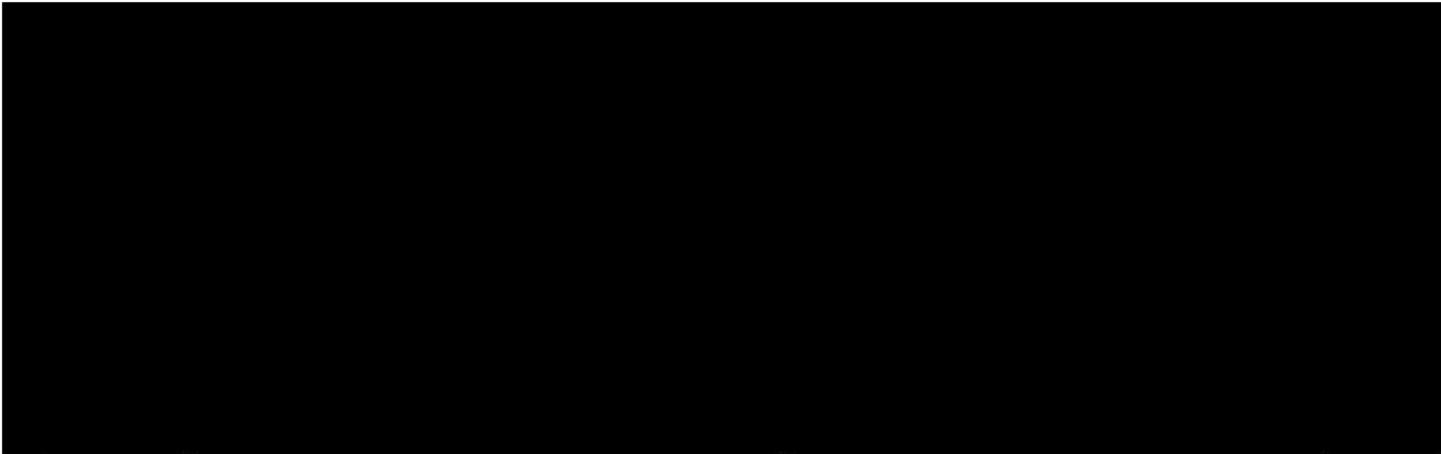
✉: [REDACTED]@irishrail.ie  
🌐: [www.irishrail.ie](http://www.irishrail.ie)



*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur 119571 Ur CBL: IE 4812851 O,  
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At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours*





8089-32 (8740)

Disposal of Old Rail Division 18

Awarded to Wilton Waste - Letters sent on 16/02; Contract to be issued for signign on 19/02

