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30 SEP 1981

MEMORANDUM

From: Public Works Officer
To: Assistant Chief of Staff, Facilities
Base Maintenance Officer
Subj: Railroad Trackage

Ref: (a) Mtg btwn Col Millice, AC/S, Fac; Col Mount, BMaintO; and Mr. Cressman, PWD on 13 Aug 81
(b) Lease and Use Agreement No. NOM-71659
(c) 49CFR 213, Track Safety Standards
(d) MTMC Report TE 80-4-40, Rail and Motor Outloading Capability Study
(e) CG MCB CLNC ltr PWO:405.1:JCJ:hf 11000 of 4 Mar 81 to SRR
(f) CG MCB CLNC ltr PWO:405.1:JCJ:hf 11000 of 4 Mar 81 to SCL
(g) Contract N62470-81-C-3631, Railroad Maintenance
(h) NAVFAC DM 5.6, Trackage (NOTAL)

Encl: (1) Inspection Report on Rail Transportation Facilities of August 1981
(2) Railroad Site Map

1. During reference (a) the condition of the base railroad trackage was discussed. At that time it was requested that Public Works prepare an assessment of the trackage, the effect of continued track deterioration and provide recommendations for the required maintenance and repairs.

2. The use and maintenance of railroad trackage aboard Camp Lejeune and serving Camp Lejeune from MCAS, Cherry Point, is controlled by the provisions of reference (b). This agreement grants the Atlantic Coast Line Railroad Co. (now Seaboard Coast Line (SCL)) the exclusive right to use and operate all trackage at Camp Lejeune except from the Wye to the connection with the Atlantic and East Carolina Railway Co. in Havelock. This segment is granted for the exclusive use and operation of the Camp Lejeune Railroad Co. (now a part of the Southern Railroad (SRR)). Article 9 of reference (b) sets the maintenance requirements and states, "The railroad shall be maintained and repaired by the leasees....in a manner to permit the safe operation of the railroad and such connecting facilities without undue interruption of service. For all periods the standard of maintenance shall be proportionate to the volume of traffic moved over the track." This wording allows the leasees to be the sole determining authority on when maintenance is required. No reference is made in the agreement to meeting any requirement of reference (c).

30 SEP 1981

MEMORANDUM

TO: Director, Office of Transportation Policy and Planning
FROM: [Illegible]
SUBJECT: [Illegible]

- (1) [Illegible]
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1. During the course of the collection of data, it was discovered that the use of the [Illegible] system is not recommended for the [Illegible] and [Illegible] systems.

2. The use and maintenance of [Illegible] systems is controlled by the provisions of [Illegible]. This movement through the [Illegible] system is not recommended for the [Illegible] system.

3. The use and maintenance of [Illegible] systems is controlled by the provisions of [Illegible]. This movement through the [Illegible] system is not recommended for the [Illegible] system.

4. The use and maintenance of [Illegible] systems is controlled by the provisions of [Illegible]. This movement through the [Illegible] system is not recommended for the [Illegible] system.

5. The use and maintenance of [Illegible] systems is controlled by the provisions of [Illegible]. This movement through the [Illegible] system is not recommended for the [Illegible] system.

Subj: Railroad Trackage

3. Reference (d), prepared to determine if the facilities are sufficient to support deployment of units assigned to Camp Lejeune states, "The primary finding is that most of the Government trackage at Camp Lejeune is in poor condition and that the rail system is inadequate to support deployment of the units stationed there." This is amplified in paragraph III.A.2.b which says, "The majority of this trackage does not meet the requirements of FRA Class 2. Poor conditions prevail in Camp Lejeune's industrial area.... Most of the deficiencies noted in this area involve the track hardware itself, such as missing track bolts, broken or cracked joint bars, broken rails and switch mechanism defects. Different, but equally serious, problems exist on the segment of track from the North Wye at Camp Lejeune to Havelock. The unreplaced crossties have aged collectively and are nearly at the end of their service life. The trackage is only marginally FRA Class 1 for most of the distance." Reference (c) defines FRA Class 1 as track with a maximum allowable operating speed for freight trains of 10 mph with a minimum of five non-defective crossties every 39 feet of track and a maximum center to center distance of 100 inches between non-defective crossties. FRA Class 2 is defined as track with a maximum allowable operating speed of 25 mph with a minimum of eight non-defective crossties every 39 feet and a maximum distance of 70 inches between non-defective crossties.

4. Enclosure (1) is a comprehensive inspection report prepared by Base Maintenance and is being forwarded to the leasees. The previous inspection reports were forwarded to the leasees by references (e) and (f). In reference (e), SRR was advised that the trackage was in extremely poor condition and that there existed a probability of derailment which could cause personal injury. No reply has been received from SRR nor have any corrections been started.

5. Part 213.5(a) of reference (c) states that, "Any owner of track to which this part applies who knows or has notice that the track does not comply with the requirements of this part, shall -

- (1) Bring the track into compliance; or
- (2) Halt operation over that track."

Any trackage which does not meet FRA Class 1 requirements violates the requirements of reference (c). Enclosure (2) shows the assessment of Mr. James R. Teeter, a Federal Railroad Administration Track Safety Inspector in June, 1980. As can be seen, if the provisions of reference (c) were enforced, the delivery of coal to the Steam Plant by rail would be stopped and the ability to move armored vehicles and supplies by rail would be drastically reduced.

Subj: Railroad Trackage

6. Reference (g) was prepared during July 1981 in an attempt to prevent further deterioration of the trackage. The total cost of this work was estimated to be \$369,600. As concern was expressed over the cost of this work and funding authority, the contract was divided into three items of work. The base bid included track from the Wye to Sneads Ferry Road, the first additive item included trackage in an area bounded by Holcomb Blvd and Louis Road and Ash Street to Sneads Ferry Road, and the second bid item contained portions of track B, C and E. Further review of reference (g) ascertains that the work would return the trackage to compliance with FRA criteria rather than maintain it in compliance and was therefore repair exceeding local funding authority and the contract could not be advertised.

7. References (h) and (d) recommend that the trackage be maintained to FRA Class 2 criteria. Additionally, reference (h) requires the use of 90 pound rail and 110 pound rail should be used on sidings where loaded coal cars or flat cars loaded with armored vehicles are parked. Currently, tracks aboard Camp Lejeune vary from 63 pound to 90 pound rail. Therefore, work on the trackage at Camp Lejeune may involve improvements as well as maintenance and repair.

8. The following options are available to obtain the required corrections to the rail system:

a. Pursue having the leasees maintain the trackage to a level acceptable to our standards. This option will be pursued through LANTNAVFACENGCOM although only very limited success should be expected.

b. Renegotiate reference (b) to include maintenance to meet FRA Class 2 criteria as recommended by reference (d). This is not a realistic option unless the system is brought to FRA Class 2 condition prior to negotiations.

c. Accomplish the repairs and incidental improvements under the special projects program. This is the recommended option although the total cost may exceed \$2 million and would require SECNAV approval.

9. With the current trend toward deregulation it is especially important that correction of these deficiencies be expedited. Reference (d) indicates that SCL has listed their trackage between Wilmington and New Bern as assets which they are considering for abandonment within the next three years. If they are unable to derive revenue because of the embargo at Camp Lejeune, this might force them to initiate the abandonment proceedings without consultation with this Command. As the trackage between Camp Lejeune and the port of embarkation at Morehead City is in a rapidly deteriorating state this would seriously affect the ability to move equipment to the port and Morehead City would be the only port of embarkation that could be used, as the bridges on U. S. 17 between

Subj: Railroad Trackage

Jacksonville and Wilmington will not support the movement of armored vehicles. Also to be considered if abandonment is implemented is the effect on the day-to-day operations of the MCAS(H), New River (loss of ability to receive fuel by rail), and the effect on the ability to generate steam at Camp Lejeune. It is therefore requested that consideration be given to negotiating a contract with an A&E firm to do a detailed inspection of the system and prepare the necessary project documentation for funding of the repair work by Headquarters Marine Corps. The preliminary estimate of the cost of the services is \$13,000.

R. E. CARLSON

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MAIN/JLS/clm
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AUG 17 1981

From: Base Maintenance Officer
To: Public Works Officer

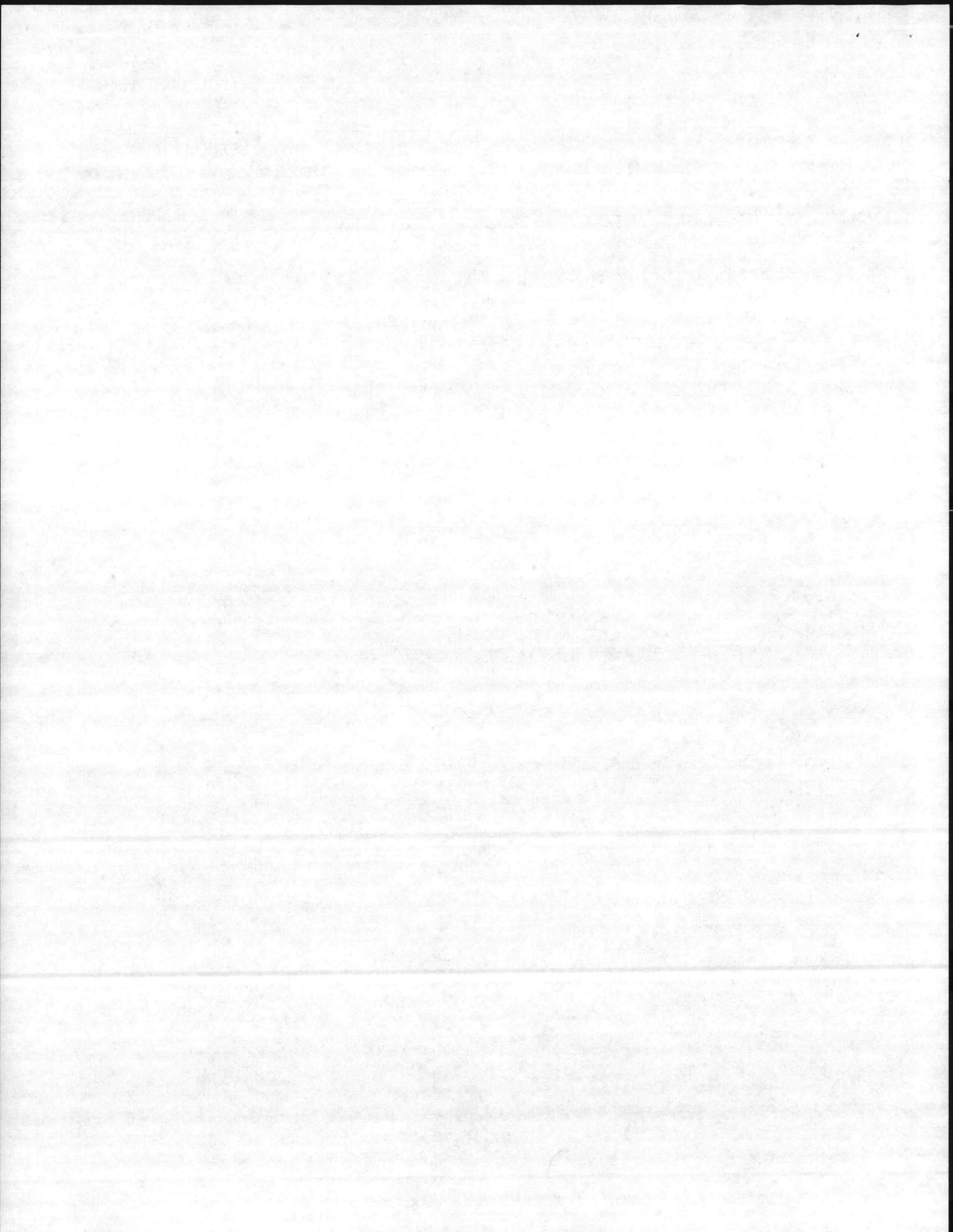
Subj: Inspection Report on Rail Transportation Facilities

Encl: (1) Inspection Report on Rail Transportation Facilities, Camp
Lejeune, North Carolina, August 1981

1. The semi-annual Inspection Report of the Rail Facilities at Camp
Lejeune is provided as enclosure (1).

F. H. MOUNT

Copy to:
AC/S, Fac
SptBn(TransUnit)



INSPECTION REPORT
ON
RAIL TRANSPORTATION FACILITIES
Camp Lejeune, North Carolina

AUGUST 1981

This inspection covers Government-owned railroad properties beginning at Jacksonville, North Carolina and extending to Havelock, North Carolina, and extending to Havelock, North Carolina, including the trackage in the Industrial Area of Camp Lejeune, North Carolina. The following sections of track are included in the report.

SECTION I: Jacksonville to Camp Lejeune - maintained by Seaboard Coastline.

SECTION II: Wye near Camp Lejeune main gate to Industrial Area, Camp Lejeune - maintained by Southern Railroad.

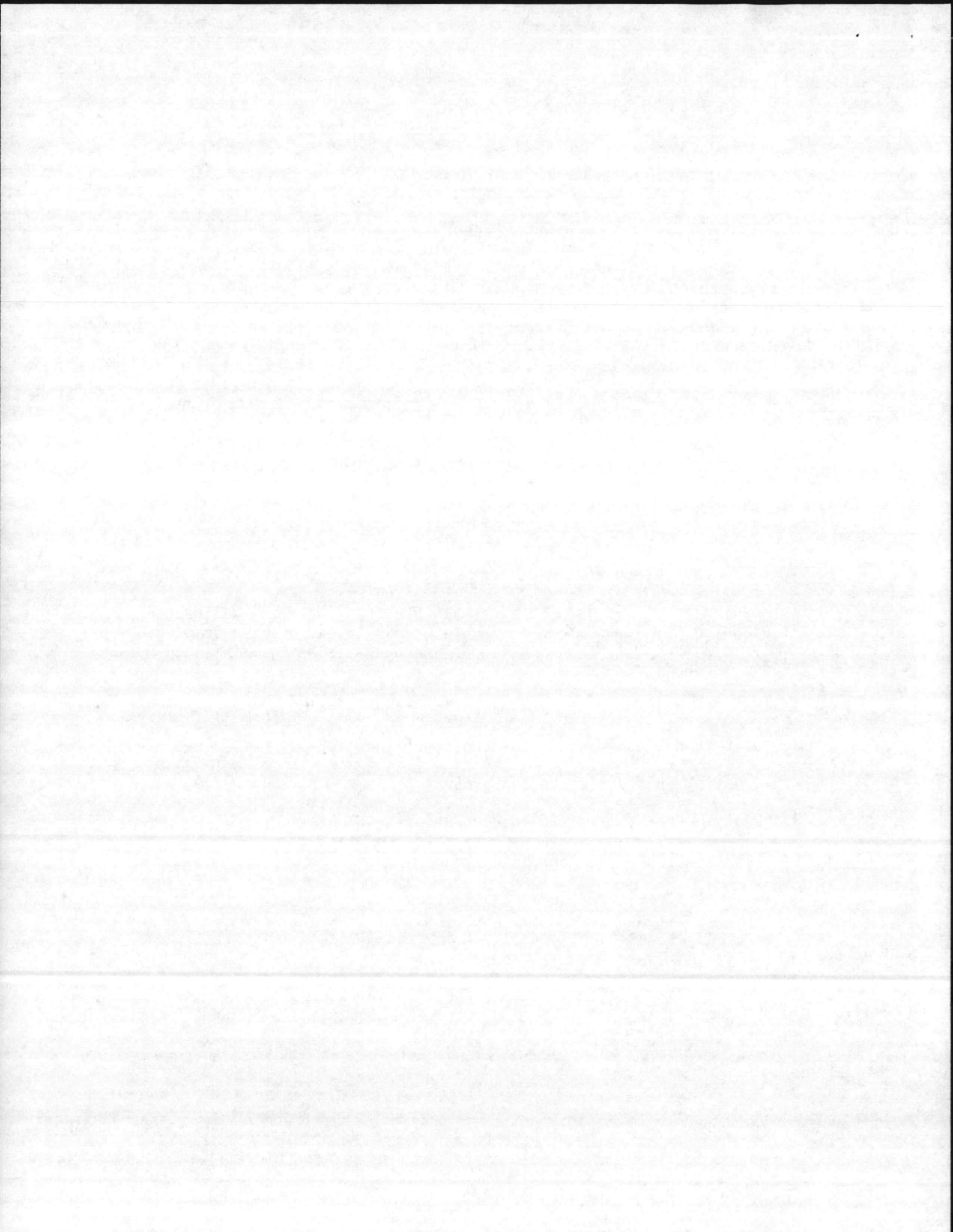
SECTION III: Industrial Area, Camp Lejeune - maintained by Southern Railroad.

SECTION IV: Camp Lejeune to Havelock - maintained by Southern Railroad.

SECTION I: Beginning at wye intersection with Seaboard Coastline Railroad, Jacksonville, North Carolina and extending to wye intersection with Camp Lejeune - Havelock trackage. This section of trackage is being maintained by Seaboard Coastline Railroad Company.

- a. Railroad crossings at the following locations need minor patch paving.
 1. Holcomb Boulevard exit side crossing. Replace one rail guardboard.
 2. Crossing in front of Building 45.
 3. Crossing in front of Building 670 (water plant).
 4. Tarawa Terrace (five crossings).
 5. Hargett Street needs prompt attention.
 9. Highway 24 East and West bound lanes need flange and rail guardboards replaced and patch paving.
- b. Erosion on track bed slope at culvert, approximately 100 feet from Building 646, pump house, Marine Corps Base, needs correcting as soon as possible.
- c. Install conduit on pole for service drop (wires exposed) on Highway 24 crossing.

ENCLOSURE (1)



d. Ellis Boulevard wood railroad crossing sign and post missing.

e. Metal crossing sign posts need painting (bad condition).

f. Switch flags need replacing, North leg.

g. Replace 25 percent crossties north of wye toward Jacksonville.

h. Railroad from wye to Jacksonville.

1. Spikes missing at numerous rail joints.

2. Need to remove small trees out of right-of-way in numerous places.

3. Need to spray for weeds.

4. Need to replace ties under rail joints in numerous places. Failure to correct this problem will result in rail joints developing bad dips that cannot be corrected without replacing rail sections completely.

5. Ties under rail joints are low in various places. They need raising and tamping.

SECTION II: Trackage from the Industrial Area, Camp Lejeune, North Carolina to wye intersection with Camp Lejeune - Havelock track is maintained by Southern Railroad Company. The main trackage and siding in use are operational and in a fair state of maintenance. However, the following discrepancies should be corrected.

a. Approximately 20 percent of the crossties on this trackage are decayed and should be replaced.

b. Numerous areas of track require straightening and leveling.

c. Replace and secure rotten and loose flange rail guardboards at crossing on Sneags Ferry Road. Minor pavement patching required, also, painting flashing sign post guards.

d. Replace switchflag near Lot 201 and build up switch points.

e. Replace switchflag inside Lot 201 near North gate.

f. Numerous rail joints need securing on this section.

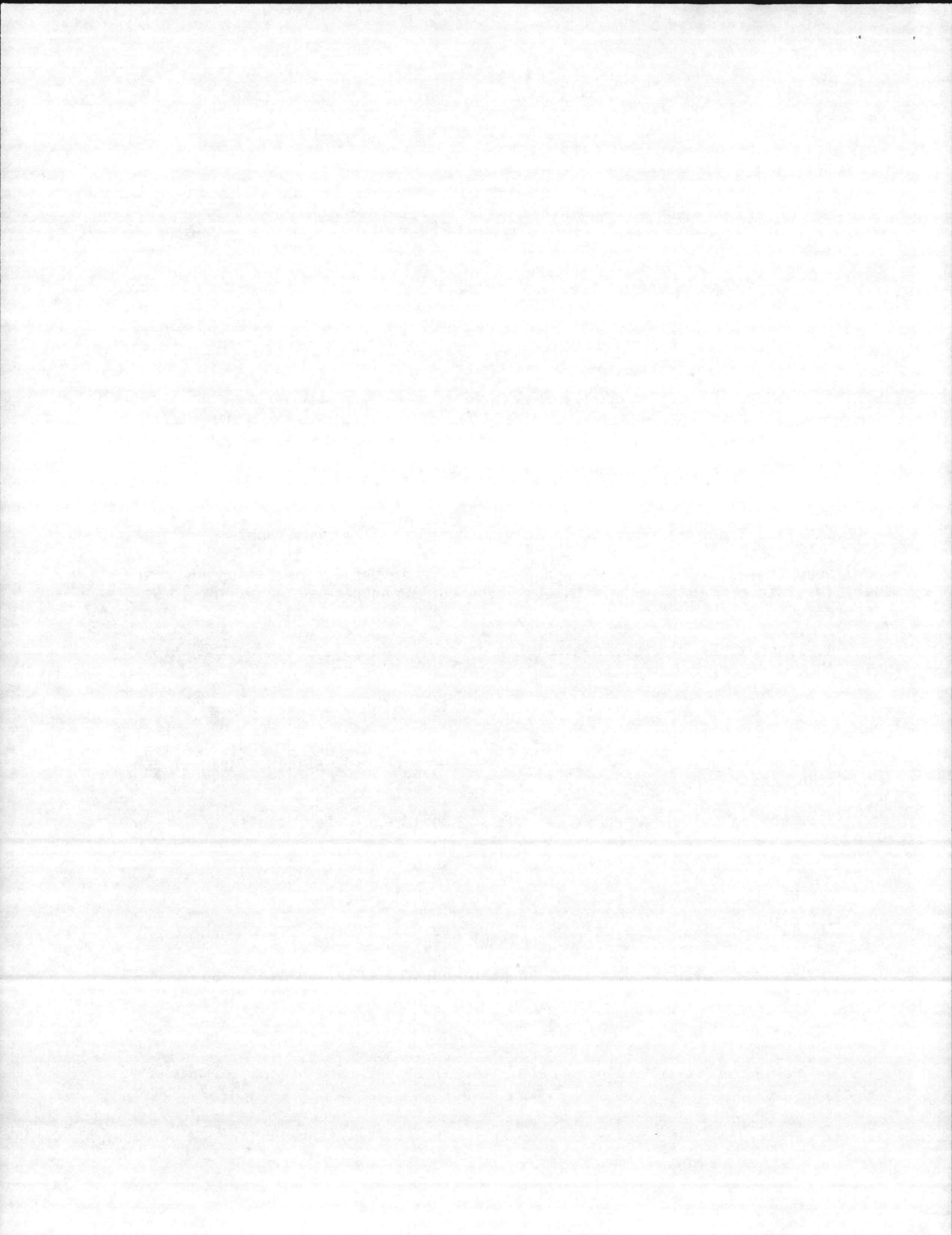
g. Build up points on switch track at Lot 203.

h. Replace ballast washed out at each end of trussel number S-785 at Wallace Creek.

i. Replace rotten ballast retaining boards on trussel number S-785.

j. Replace rotten retaining wall material at each end of trussel number S-785.

k. Spray for weeds and clear right-of-way of small trees and bushes.



SECTION III: Trackage in the Industrial Area, maintained by Southern Railroad Company.

a. Track Number 1

1. All switch points need rebuilding.
2. Replace rails near switch to wye track.
3. Replace 35 percent of ties.
4. Spray for weeds.
5. Ties under rail joints need raising and tamping with ballast.

b. Ramp Track

1. Need ballast near Track Number 1 switch.
2. Spray for weeds/vegetation.
3. Bolts missing from rail joints in numerous places.
4. Replace switch flag off Number 1 Track to ramp track.
5. Rebuild switch points and replace switch flag.
6. Replace 50 percent of ties and straighten and level track in numerous places.

c. Track Number 2

1. Y Intersection to Ash Street (Track 2)

- (a) Straighten and level track at various locations.
- (b) Replace rail joint bars and bolts in numerous places.
- (c) Spray for weeds and vegetation.
- (d) Replace two rail joint bars and eight bolts and nuts
- (e) Replace switch flags, two, to side track near loading ramp.
- (f) Rails rusted on sides badly.
- (g) Replace 20 percent crossties.

2. Ash Street to Building 1606

- (a) Rebuild back up ramps.
- (b) New ballast retaining walls need support posts in various locations.
- (c) Straighten and level track.

(d) Bolts in rail joints are missing completely by Building 1101 on Birch Street side of building.

(e) Switch flags need replacing.

(f) Crossing at Gibb Road and Dogwood Street needs patch paving.

(g) Crossings on this trackage were paved when railway was repaired. However, there is need of another layer of paving on each one.

(h) Back up ramp at Building 1501 rebuilt by contractor does not allow trucks to back up all the way to unloading ramps on building.

d. Track Number 2 Siding

1. Replace approximately 50 percent of crossties.
2. Spray for weeds/vegetation.
3. Straighten and level track at various locations.
4. Needs ballast added.

NOTE: Portions of track damaged by military tracked vehicles will be repaired by Government.

e. Track to Building 738 from Number 1 Track

1. Replace approximately 100 percent of crossties and numerous tie plates and rail joint bars and bolts.
2. Spray for weeds/vegetation.
3. Straighten and level track at various locations.
4. Replace missing tie plates in numerous places.
5. Replace ties where switch gearbox is bolted.

f. Engine Track 1500

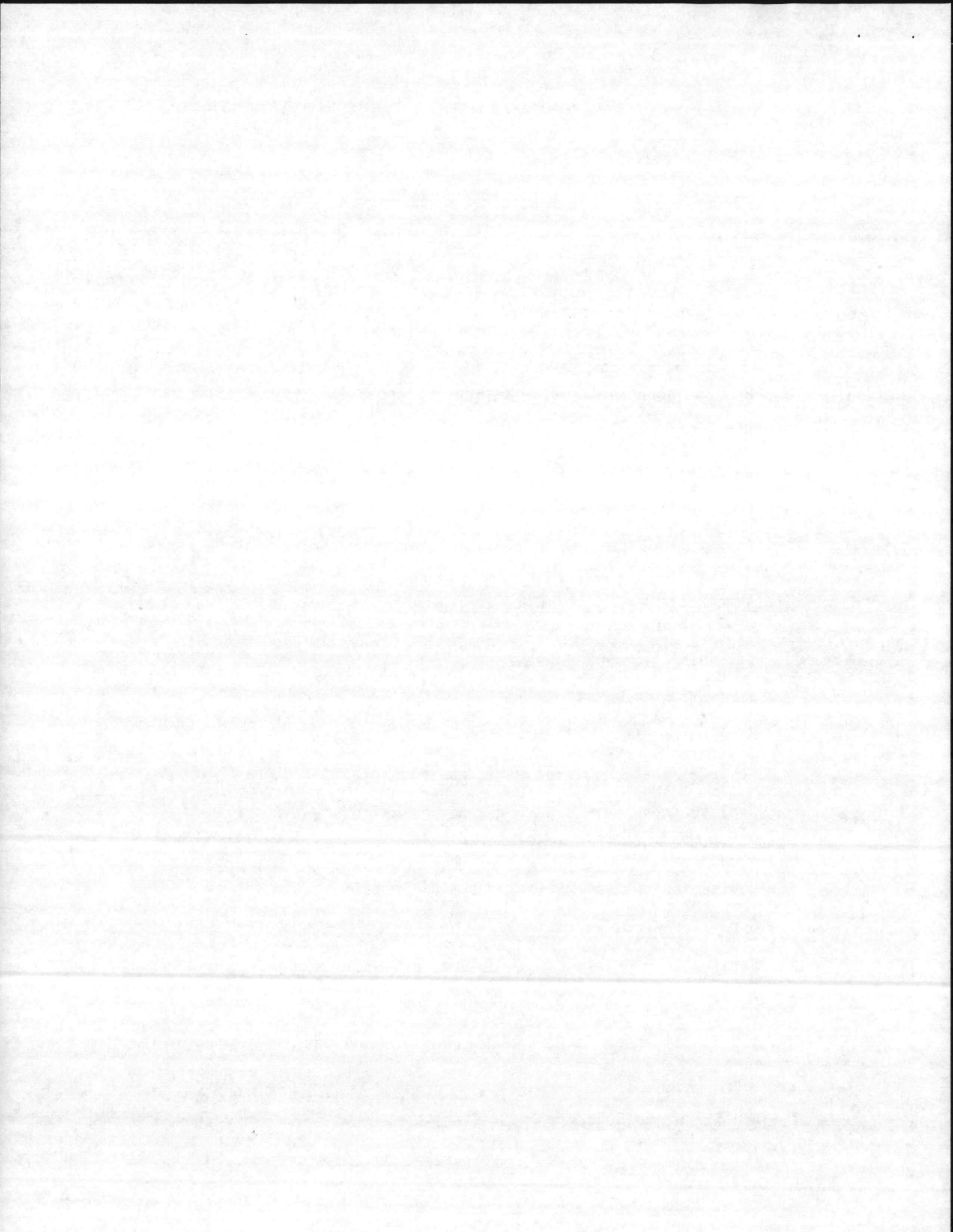
1. Replace approximately 35 percent of crossties.
2. Spray for weeds/vegetation.
3. Straighten and level track at various locations.
4. Switch points needs rebuilding to Number 1 track.

NOTE: This portion of track is partially abandoned and deteriorating rapidly.

g. Track Number 3

1. Ash Street to Building 1700 (Track Number 3)

- (a) Replace approximately ten percent of crossties.



(b) Straighten and level track at various locations (dips and settling).

(c) Replace ballast, various areas of track.

(d) Ballast retaining walls are deteriorated beside Buildings 1401, 1300, and 1200. Water ponds on trackage by Building 1300. Building 1401 retaining wall boards are gone. Ballast washing out into drainage ditch.

(e) Track in front of Building 1300 is extremely low (settled). Needs raising and ballast added.

(f) Remove debris left from track repair near Building 1611.

(g) Replace section of rail by Building 1611.

(h) Side track near 1611 needs ballast.

(i) Replace missing rail joint bar bolts on side track by 1611. Replace missing switch flag and build up switch points.

(j) Replace missing rail joint bolts.

(k) Track in front of Building 1500 needs raising and leveling with added ballast (badly). Replace missing rail joint bolts and broken joint bars.

(l) Crossing at Ash Street needs minor patch paving.

(m) Need retaining wall for ballast at Building 1401.

(n) Repair ballast retaining wall by ramp at Building 1200.

NOTE: High congestion in this area. There is a high probability that material damage and personal injury would result in the event of a derailment. No apparent work has been accomplished since the last inspection.

2. Track Number 3 to Track Number 1 Switch

(a) Replace approximately 35 percent of crossties.

(b) Spray for weeds and vegetation.

(c) Straighten and level track at various locations and raise track by adding ballast and tamping.

(d) Replace missing rail joint bolts and joint bars need replacing in various places.

(e) Replace missing and loose spikes.

(f) Rails rusted (badly).

h. Track Number 4

1. Replace approximately 30 percent of crossties.
2. Spray for weeds/vegetation.
3. Straighten and level track at various locations from wye at "0" Mile Post to wye at Ash Street.
4. Replace missing rail joint bolts and cracked or broken rail joint bars.
5. Build up switch points to Track Number 3 and Track Number 1.
6. Track needs raising and ballast added.

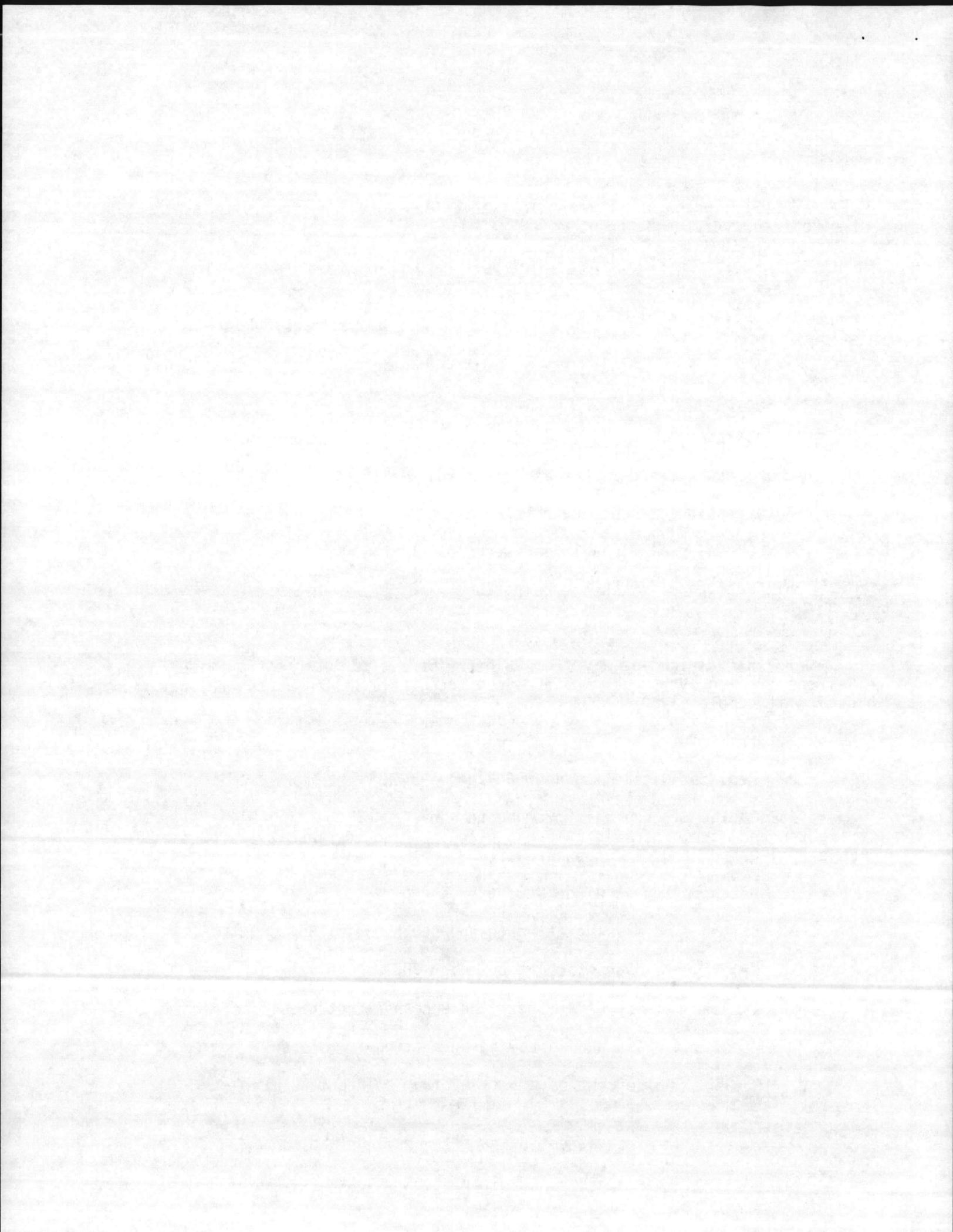
i. Track A

1. Straighten and level track at various locations.
2. Track covered with dirt at several places.
3. Crossing at Louis Road needs patch paving, concrete.
4. Crossing at Michael Road needs patch paving.

NOTE: This section of track not being used.

j. Track B

1. Clear right-of-way from Mulberry Street to intersection with Track A. Trees growing over track and numerous trees have fallen across railway blocking it completely.
2. Track is covered at dirt road crossing.
3. Replace switch flag near Building 914.
4. Replace flange rail guardboards in rear of Building 914 and straighten and level track in numerous places. Also, replace 20 percent of flange rail guardboards in warehouse area.
5. Patch paving at Birch Street crossing.
6. Switch flag missing at north and south end of Building 905.
7. Remove dirt over track at Building 905.
8. Crossing at Mulberry Street and Duncan Street needs patch paving.
9. Weeds and grass need spraying or cutting.
10. Replace 100 percent of crossties from switch to G Track to Mulberry Street.
11. Crossing at Birch Street needs patch paving (badly).
12. Crossing at Ash Street needs patch paving (badly).

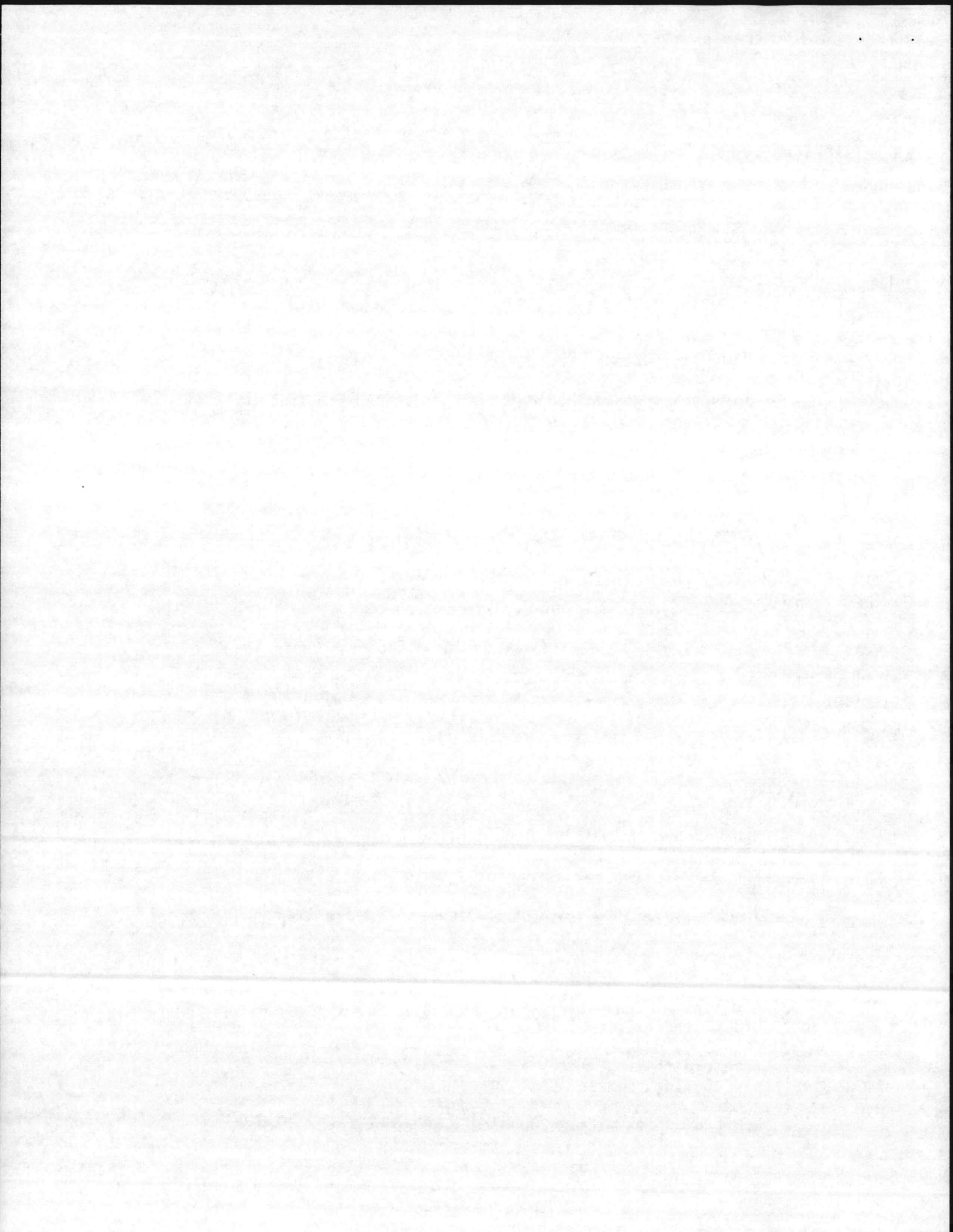


k. Track C

1. Remove dirt from switch area near Birch Street and Cedar Street.
2. Replace approximately 20 percent of flange rail guardboards.
3. Spray for weeds.
4. Miscellaneous dips (unleveled spots) need repair.
5. Replace missing switch flag to Track D and build up switch points.
6. Some straightening required.
7. Numerous areas washed out near Louis Road crossing.
8. Patch paving on Cedar Street crossing and replace two rail guardboards.
9. Replace missing rail joint bolts and tie plates.
10. Patch paving on Hickory Street crossing.
11. Patch concrete on Louis Road crossing.
12. Remove from switch and replace switch flag at Buildings 1317 and 1117.
13. Replace section of rail by Building 915 near Louis Road.
14. Remove dirt from switch at Track B and replace missing switch flag.
15. Refill with ballast washed out area under rail joint near Building 905.

l. Track D

1. Replace approximately 30 percent of flange rail guardboards.
2. Straighten and level track at various locations.
3. Flange rails need leveling on crossing at Franklin and Hickory Streets.
4. Spray for weeds.
5. Crossing at Cedar Street and Franklin Street needs patch paving and flange rail guardboards replaced.
6. Remove dirt from switch areas. Replace switch flags and build up switch points at Buildings 1116, 906, 1211 and 1316.
7. Replace approximately 25 percent of crossties.



m. Track E

1. Replace approximately 30 percent of flange rail guardboards.
2. Straighten and level track at various locations.
3. Crossing at Hickory Street and Franklin Street needs patch paving.
4. Spray for weeds.
5. Replace joints near Building 905.
6. Replace switch flags near Buildings 906, 907, 1116, 1316 and 1211.
7. Replace switch flag near Mulberry crossing.
8. Replace switchbox complete near Building 907.
9. Track near Buildings 906 and 907 are settling (badly) and needs raising and leveling the full length of the building. Ties are probably rotten underneath rail. Conditions near Building 907 could cause a derailment.
10. Crossing at Louis Road needs patch paving (concrete and asphalt).
11. Replace 30 percent of railroad ties from Louis Road to Mulberry Street and tighten rail joints.
12. Rebuild switch points and replace switch flag near Louis Road.
13. Remove dirt from all switch areas to allow switches to be operational.

n. Track G

1. Spray for weeds.
2. Need switchbox and flag at Track B intersection.
3. Straighten and level track.
4. Michael Road crossing needs patch paving.
5. Build up switch point near Building 900.
6. Remove excess rock and dirt off crossing near Building 904.
7. Replace approximately 20 percent of cross ties.
8. Replace missing spikes and plates near Michael Road crossing.

9. Need ballast in track in area of Building 900.

o. Wye track from Track Number 1 to "G" Track

1. Replace 20 percent crossties.

2. Straighten and level trackage.

SECTION IV: Trackage beginning at wye intersection with Camp Lejeune Railroad extending to Havelock, North Carolina is maintained by Southern Railroad Company.

a. The wye section at Camp Lejeune adjoining Seaboard with Southern Railway needs numerous places straightened and leveled and also replace about 60 percent of the railroad ties. All switch flags on this wye need replacing.

b. Railroad crossings at the following locations need patch paving and flange rail guardboards replaced.

1. Highway 24, west and east bound lanes (bad). Replace six rail guardboards on east bound crossing and six on west bound crossing. Paint crossing sign posts (flashing type).

2. Belleau Woods Trailer Park (bad shape). Needs complete flange rail guardboard replacement.

3. Hickory Hills East, (bad shape). Needs complete flange rail guardboard replacement. Need to replace one complete non-flashing sign and post.

4. Secondary Road Number 1428 to Belgrade needs patch paving and crossing posts signs need painting.

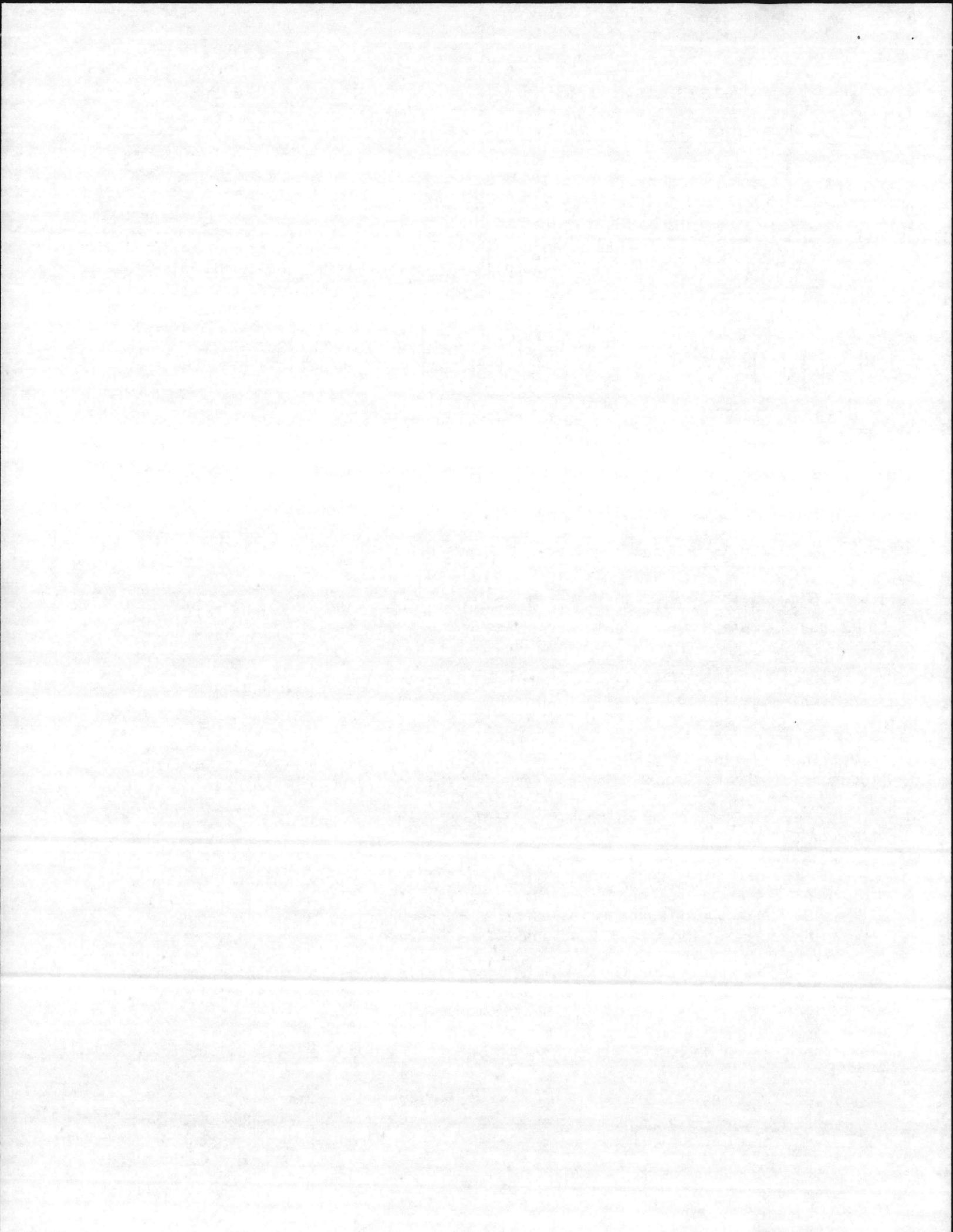
5. Secondary Road Number 1432 near Stella (needs attention promptly). All flange rail guardboards need replacing, some spikes are sticking up one inch out of the rail guardboards. Crossing sign posts need painting.

6. Replace base on crossing light on Road 1434 crossing "L" (wires exposed).

7. Secondary Road Number 1102 near Stella (needs attention promptly). Flange rail guardboards need replacing completely on mainline part of this crossing. Railroad ties under paved crossing need replacing, track shows signs of bad settling. This crossing needs to be completely rebuilt.

8. Secondary Road Number 1102 near Stella (needs prompt attention). Flange rail guardboards need replacing completely on mainline part of this crossing. Crossing sign needs replacing (gone).

9. Patch pavement at Highway 58 crossing and secure all rail guardboards.



c. Secondary Road Number 1434 crossing flashing signal pole base has missing cover plate and electrical wires exposed. Exposed wiring could be hazardous and needs immediate attention. Replace metal base stand for sign post north bound lane side.

d. Secure rail guardboards and patch pavement on crossing Nine Mile Road crossing.

e. Switch flag at wye east side to Cherry Point missing.

f. Numerous areas of erosion on track bed slope need filling and grading.

g. Replace Five and Six Mile Post signs.

h. Trackage inspection from Mile Post to Mile Post.

1. 0-1 Mile Posts

(a) Replace ten percent of railroad ties.

(b) Straighten and level trackage.

(c) Bad dip by trussel.

2. 1-2 Mile Posts

(a) Replace 20 percent of railroad ties.

(b) Straighten and level trackage.

(c) Several bad dips by Number 2 Mile Posts.

3. 2-3 Mile Posts

(a) Replace 20 percent of railroad ties.

(b) Replace missing switch flag at wye to Cherry Point.

4. 3-4 Mile Posts

(a) Replace 80 percent of railroad ties.

(b) Straighten and level trackage.

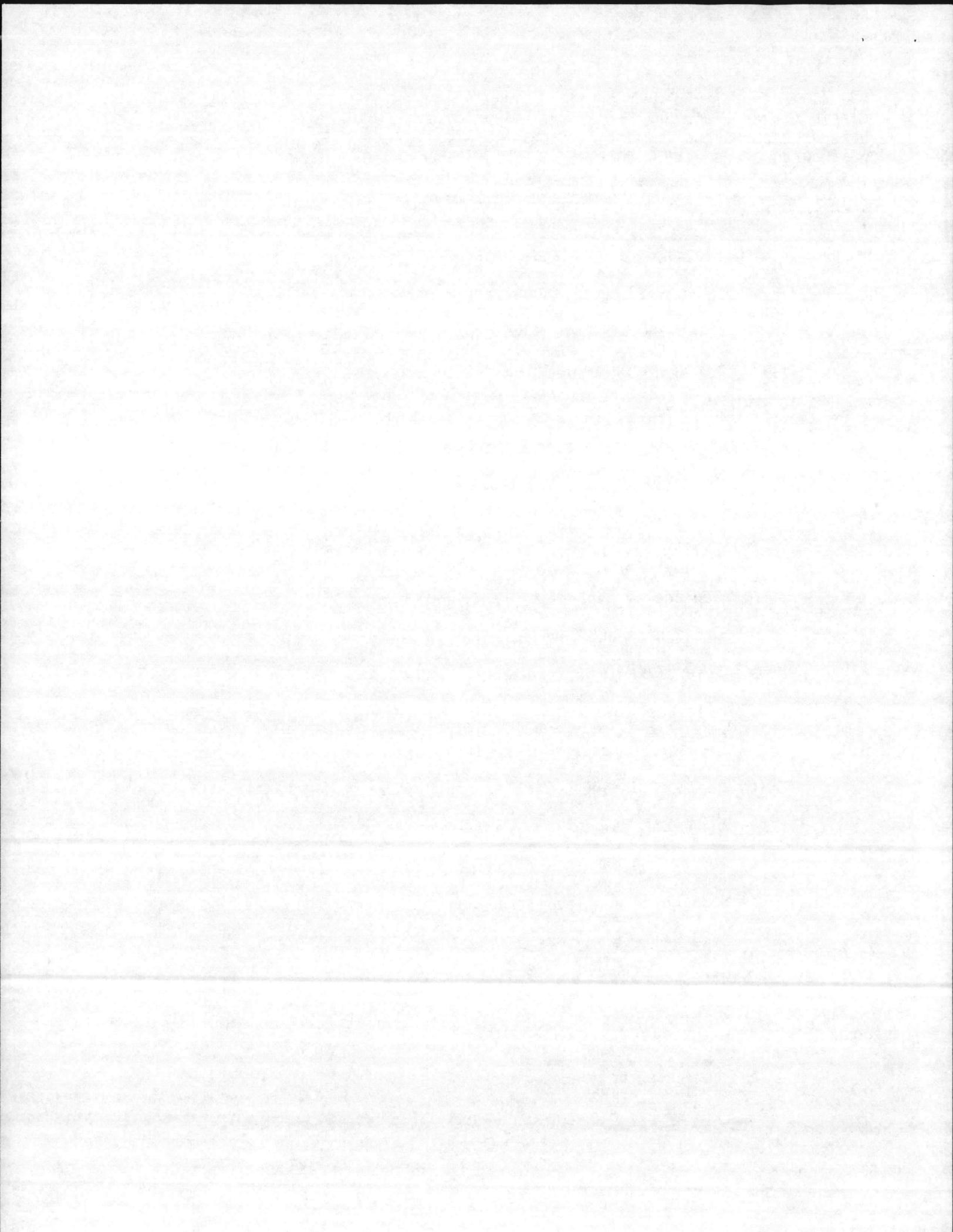
(c) Need ballast in several locations.

5. 4-5 Mile Posts

(a) Replace 75 percent of railroad ties first half and 40 percent second half.

(b) Straighten and level trackage.

(c) Several bad dips in trackage.



6. 5-6 Mile Posts

- (a) Replace 50 percent of railroad ties.
- (b) Straighten and level trackage (one bad area).
- (c) Several bad dips in track.
- (d) Dirt crossing needs rail guardboards.
- (e) Replace Number 5 post sign.
- (f) Numerous railroad ties burned due to forest fires.

7. 6-7 Mile Posts

- (a) Replace 40 percent railroad ties.
- (b) Straighten and level trackage.
- (c) Replace Number 6 Mile Post sign.
- (d) Replace Number 6 Mile post.
- (e) Numerous ties burned due to forest fires.

8. 7-8 Mile Posts

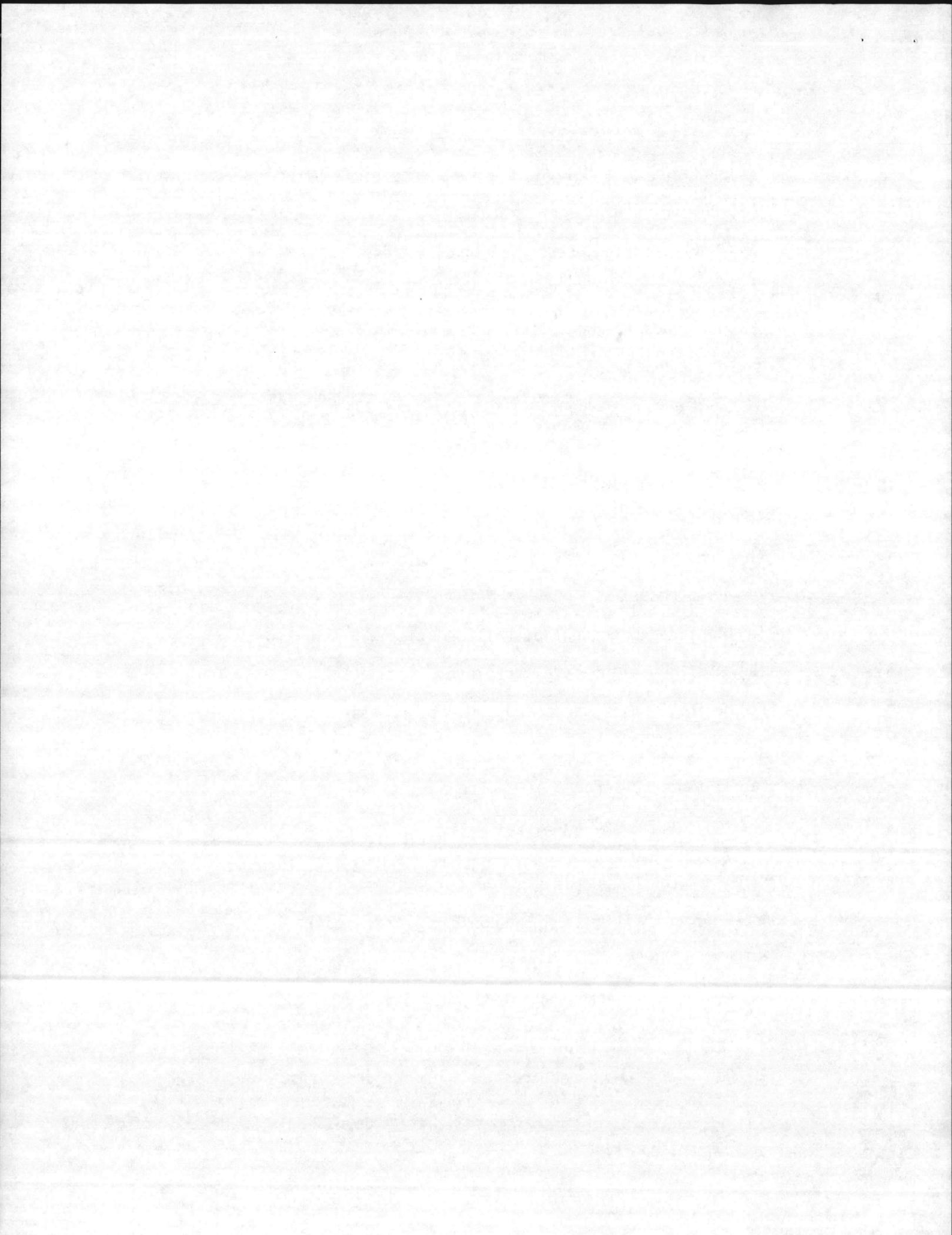
- (a) Replace 40 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Replace rail guardboards on dirt crossing.

9. 8-9 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Sides of trackage need fill dirt and ballast in washed out areas.
- (d) Replace rail guardboards on dirt crossing.

10. 9-10 Mile Posts

- (a) Replace 40 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Replace rail guardboards on two dirt crossings.



11. 10-11 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Replace rail guardboards on dirt crossing.

12. 11-12 Mile Posts

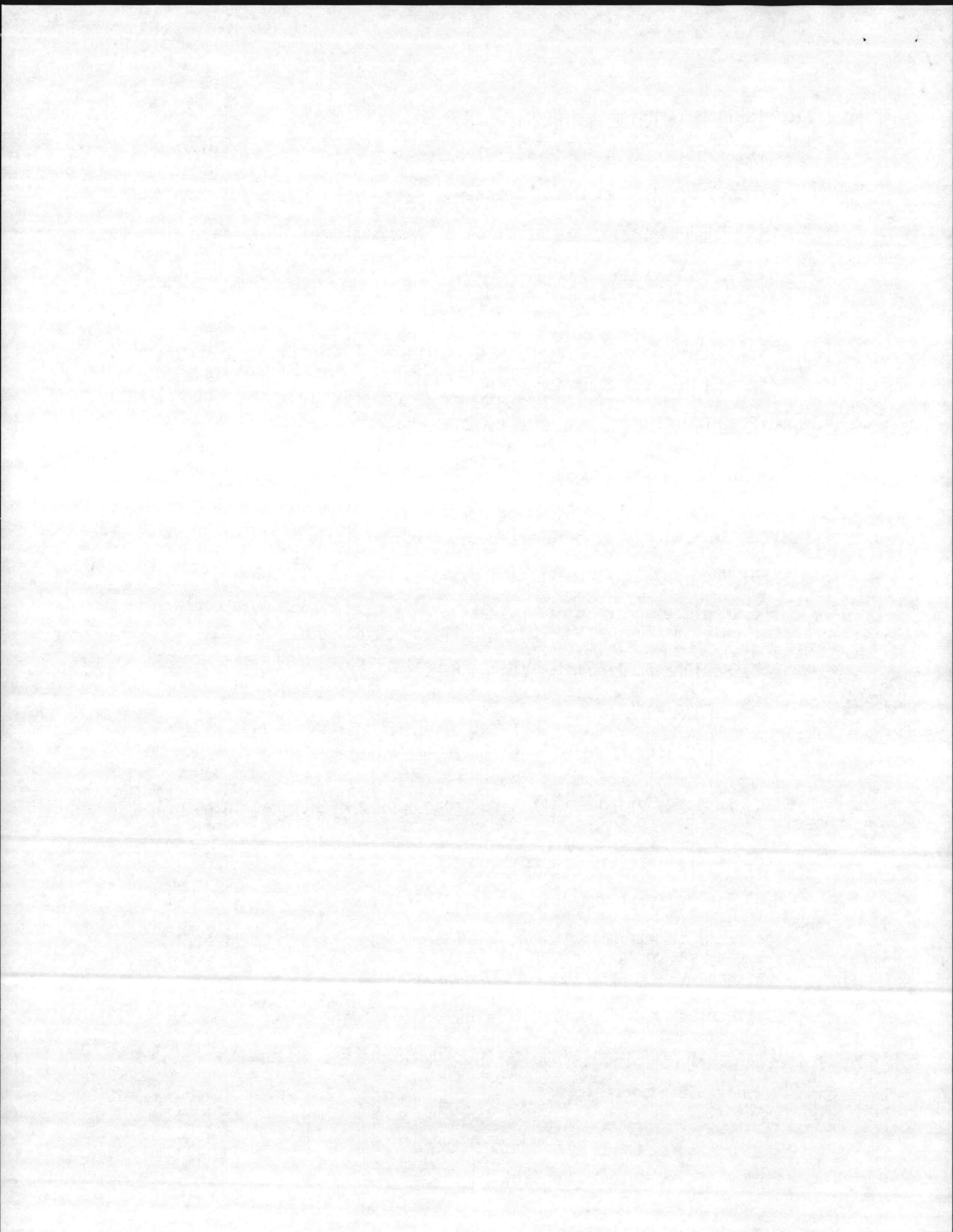
- (a) Replace 50 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Replace rail guardboards on dirt crossing.

13. 12-13 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Several bad dips in trackage.
- (d) Need ballast in several locations.
- (e) Replace numerous railroad ties on trussel and replace rotten boards on retaining walls. Needs ballast behind retaining walls.
- (f) Replace rail guardboards on dirt crossing.

14. 13-14 Mile Posts

- (a) Replace 70 percent of railroad ties (this section of track in bad need of repairs).
- (b) Replace numerous rotten railroad ties and wall retaining boards on trussel.
- (c) Several bad dips in trackage.
- (d) Replace rail guardboards on two dirt crossings.
- (e) Fill in washed out area on side of track near Mile Post 13.
- (f) Need ballast in numerous locations.
- (g) Replace No. 13 Mile Post sign.
- (h) S-882 trussel needs numerous tie replacements (approximately 20 percent).



NOTE: This area of trackage needs prompt attention (rough riding).

15. 14-15 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Secure several loose rails.
- (d) Replace rail guardboards on three dirt crossings.

16. 15-16 Mile Posts

- (a) Replace 50 percent of railroad ties on main trackage and 90 percent on side trackage.
- (b) Straighten and level trackage (several bad dips).
- (c) Need ballast in numerous locations.
- (d) Rails and switch on end of passing track near Secondary Road Number 1102 have been removed, needs to be reinstalled.

17. 16-17 Mile Posts

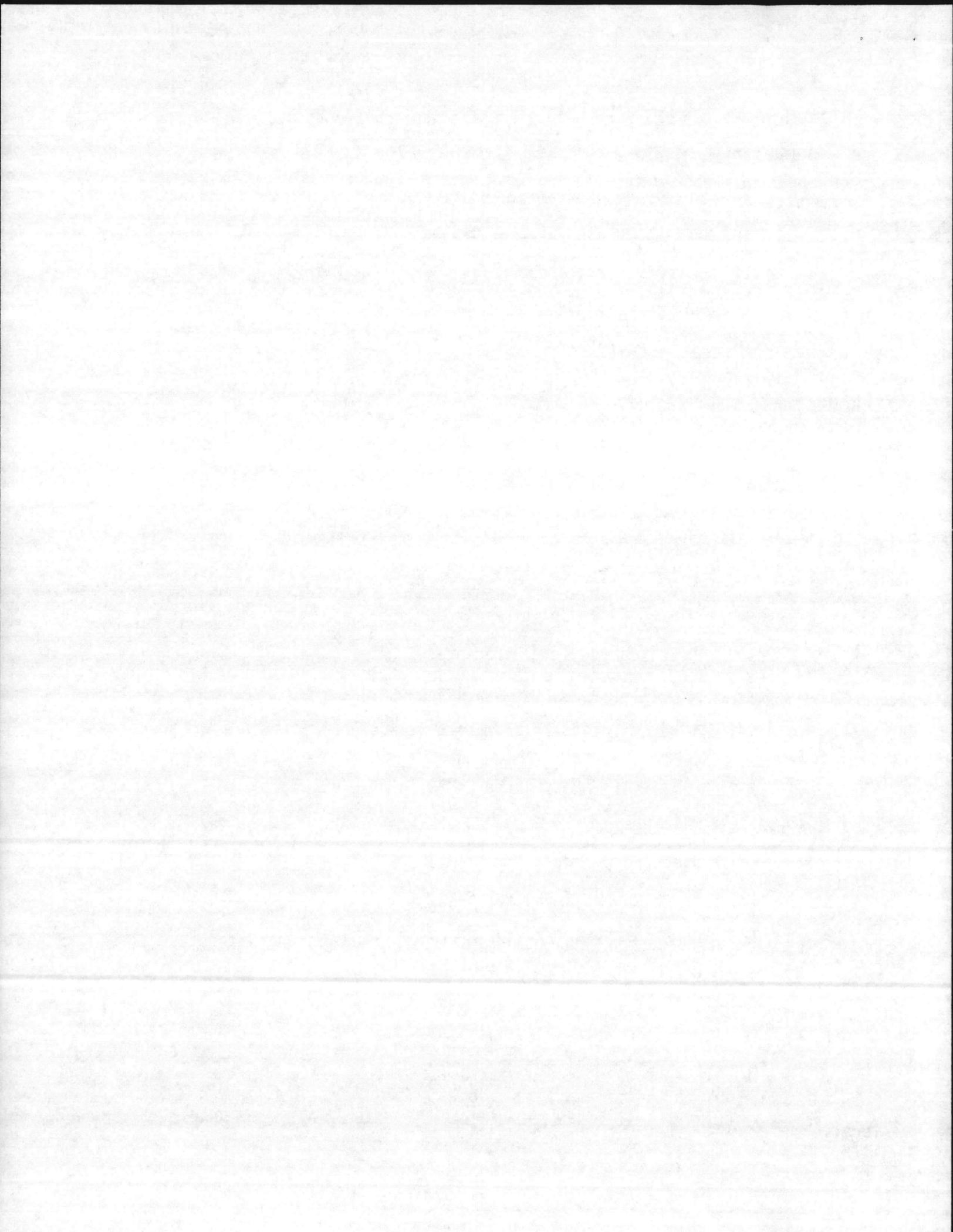
- (a) Replace 50 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Need ballasts in numerous locations.
- (d) Washed out areas on side of trackage need fill dirt and ballast.
- (e) Replace rail guardboards on two dirt crossings.

18. 17-18 Mile Posts

- (a) Replace 50 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Washed out areas on side of trackage need fill dirt and ballast.

19. 18-19 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Sides of trackage need fill dirt and ballast in numerous locations.



(d) Replace rail guardboards on dirt crossing.

20. 19-20 Mile Posts

(a) Replace 50 percent of railroad ties.

(b) Straighten and level trackage (several bad dips).

(c) Area washed out near culvert.

Locations. (d) Sides of trackage need fill dirt and ballast in numerous

(e) Replace rail guardboards on dirt crossing.

(f) Need ballast in numerous locations.

21. 20-21 Mile Posts

(a) Replace 60 percent of railroad ties first half and 40 percent second half.

(b) Straighten and level trackage (several bad dips).

Locations. (c) Side of trackage needs fill dirt and ballast in numerous

22. 21-22 Mile Posts

(a) Replace 60 percent of railroad ties first half and 40 percent second half.

(b) Straighten and level trackage (several bad dips).

Locations. (c) Sides of trackage need fill dirt and ballast in numerous

23. 22-23 Mile Posts

(a) Replace 65 percent of railroad ties.

(b) Straighten and level trackage.

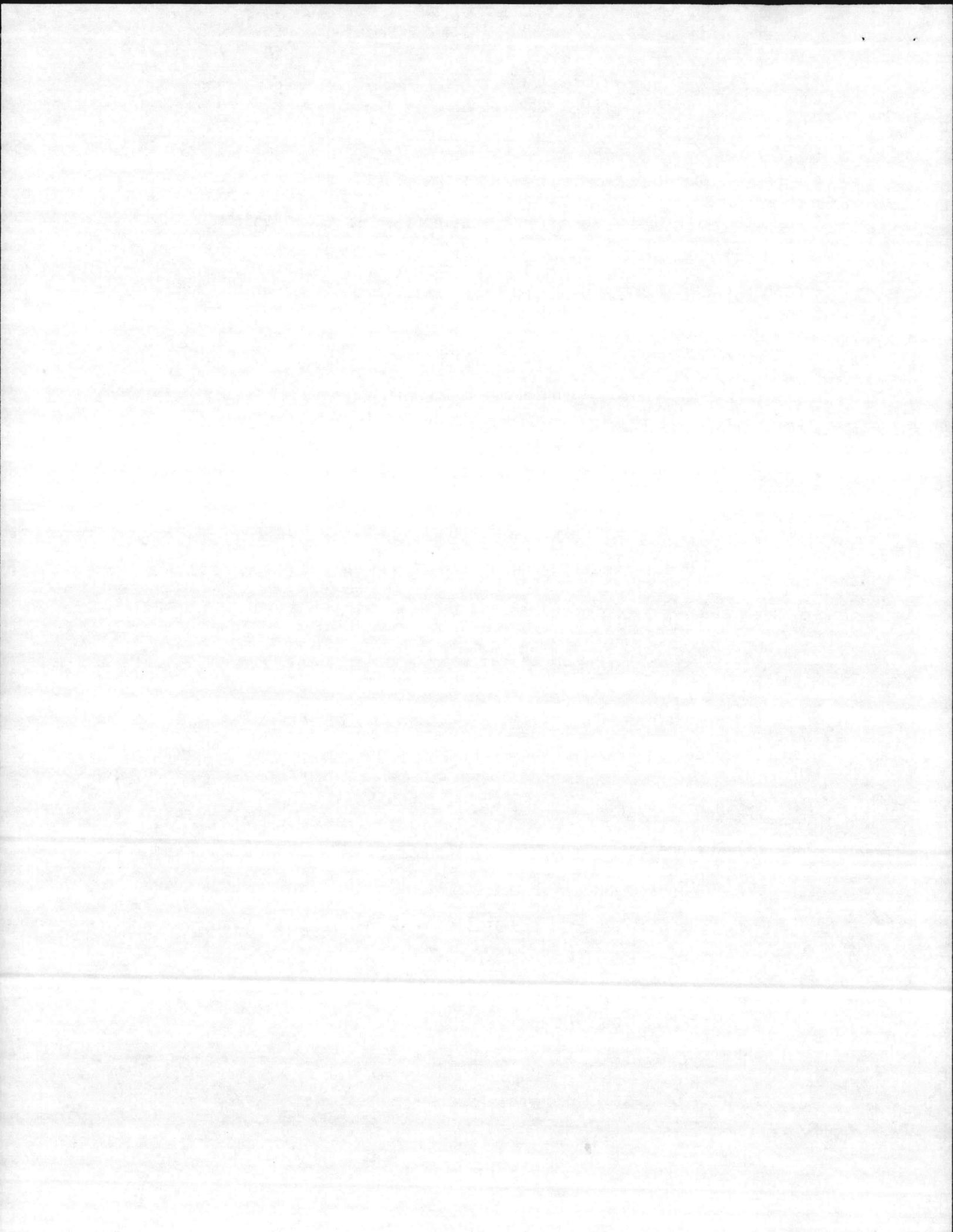
Locations. (c) Sides of trackage need fill dirt and ballast in numerous

24. 23-24 Mile Posts

(a) Replace 60 percent of railroad ties.

(b) Straighten and level trackage.

(c) Need ballast in numerous locations.



25. 24-25 Mile Posts

- (a) Replace 70 percent of railroad ties.
- (b) Straighten and level trackage.

26. 25-26 Mile Posts

- (a) Replace 70 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Need ballast in various locations.
- (d) Replace rail guardboards on dirt crossing.

27. 26-27 Mile Posts

- (a) Replace 80 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Need ballast in various locations.
- (d) Replace rail guardboards on dirt crossing.

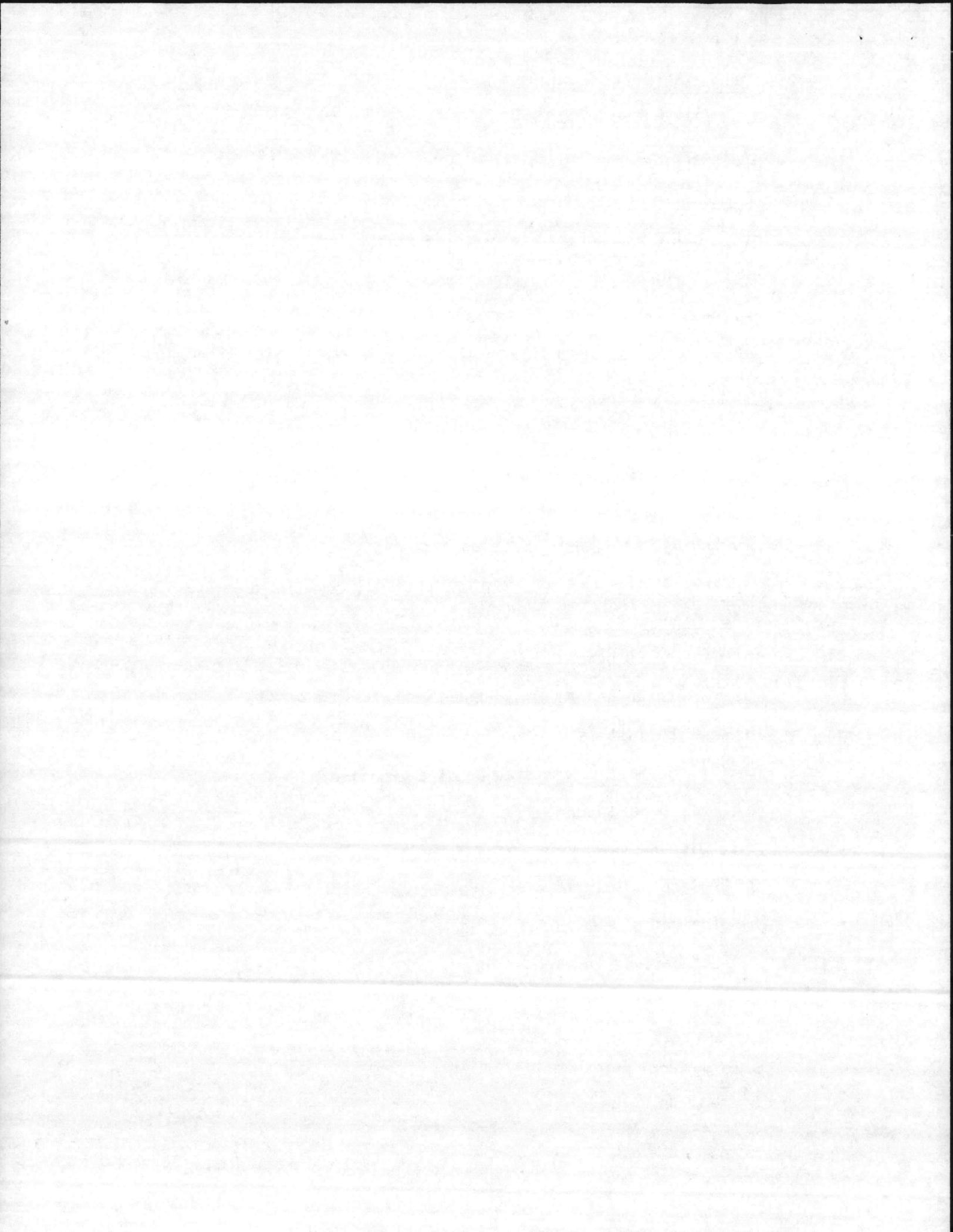
NOTE: This area of trackage needs prompt attention (rough riding).

28. 27-28 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Need ballast in various locations.
- (d) Replace rail guardboards on dirt crossing.
- (e) Numerous bad dips.

29. 28-29 Mile Posts

- (a) Replace 60 percent of railroad ties.
- (b) Straighten and level trackage.
- (c) Need ballast in various locations.
- (d) Numerous bad dips.
- (e) Replace rail guardboards on two dirt crossings.
- (f) Spray for weeds.



30. 29 Mile Post to Southern Line in Havelock

(a) Replace switch flag.

(b) Replace 20 percent of ties.

REMARKS: (1) Trackage from Camp Lejeune to Havelock needs major repair. Trackage to Havelock does not appear to ever have been maintained at a level that the contract requires. (2) A maximum speed limit of 10 M.P.H. has been placed on traffic due to the condition of trackage. However, in numerous places the engine must travel below this allowable speed limit in order to prevent possible derailment. (3) There are numerous places that need fill dirt and ballast in washed out areas. Trackage needs spraying for weeds and small trees or bushes. (4) Southern Railroad removed a complete switch and sections of rail and ties near Crossing 1102 from side track. This was used to assist in replacement of trussel at Queens Creek. This switch and rail sections have never been reinstalled. (5) The trussel at White Oak River needs prompt attention. In numerous places there are six to seven rotten ties in sequence. Repairs to fire damaged area on Onslow County side of trussel were not completed. The timbers and pilings that were repaired were improperly installed.

