



Feasibility Study of New Terminal
Facilities of the Georgian Ports Plan

Survey of the railway installations in the port of Poti

Annex 9

30 October 1997

Volume III - Annex 9

Review of Present Facilities under Railway Engineering Aspects

- Poti -

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1 Survey of the railway installations in the port of Poti

1.1 Level Crossings

Area: District Station North of Berths 3-6

Level Crossing No. 01

Location: before switch 35, crossing track (29) and 21

Width: 10 m

Sleepers / fastening / ballast

Not noticeable, presumably like track 29:

Sleepers: Wood and concrete sleepers fastened with nails or clamping plates

Bedding: Mixed soil with rubble

Roadway between rails

General Condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: Soil and pebble

Access : From the road side: asphalt

Between the tracks and towards the quay: Solid ground with pebble, the access and the area in-between are very worn out. The road to the quay area descends approximately 80 cm toward the lower area

General Condition: Poor

Area: District Station North of Berths 3-6

Level Crossing No. 03

Location: before switch 25, crossing track 16

Width: 9 m

Sleepers / fastening / ballast

Not noticeable, presumably like track 16:

Sleepers: Wooden sleepers fastened with nails

Bedding: Mixed soil with rubble

Roadway between rails

General condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: Filling with soil and rubble

Access roads: From the road: asphalt, very worn out.

General Condition: Poor

Area: District Station North of Berths 3-6

Level Crossing No. 02

Location: before switch 34, crossing track XX

Sleepers / fastening / ballast

Not noticeable, presumably like track 34:

Sleepers: Concrete sleepers fastened with clamping plates

Bedding: Pebble of different size

Roadway between rails

General condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: none

Access road: Solid ground with pebble, partly concrete.

General Condition: Fair

Area: Access to the Container Area, Berth 7

Level Crossing No. 05

Location: behind switch 24, crossing tracks 14 and 15

Width: 12 m, including a footpath

Sleepers / fastening / ballast

Not noticeable, presumably like tracks 14/15:

Sleepers: Wooden sleepers fastened with nails

Bedding: Mixed soil with pebble

Roadway between rails

General condition

Filling: Between the rails of the tracks: Filling with asphalt and concrete

Access road: Asphalt and concrete, very worn out.

The location of the rail tracks is lower than street crossing them, therefore the surface water of the road runs down into the tracks. As a consequence, the tracks are silted up behind the level crossing in the direction of switch 22.

General Condition: Poor

Area: Access to Berths 6-4

Level Crossing No. 04

Location: before switch 24, crossing track 28

Width: 10 m

Sleepers / fastening / ballast

Not noticeable, presumably like track 28:

Sleepers: Concrete sleepers fastened with clamping plates

Bedding: Mixed soil with pebble

Roadway between rails

General condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: Concrete and asphalt

Access: Road: asphalt and concrete, very worn out.

General Condition: Poor

Area: Access to Berths 7 - 10

Level Crossing No. 07

Location: behind switch 11, crossing track 09 and switch 12

Width: 12 m

Sleepers / fastening / ballast

Not noticeable, presumably like track and switch:

Bedding: Mixed soil with rubble

Roadway between rails

General condition

Filling: Between the rails of the tracks: Asphalt

Access roads: Asphalt and concrete, very worn out.

The location of the rail tracks is lower than street crossing them, therefore the surface water of the road runs down into the tracks. As a consequence, there is stagnant water to both sides of the level crossing.

General Condition: Poor

Area: Access to the Container Area, Berth 7

Level Crossing No. 06

Location: before switch 22, crossing track 27

Width: 12 m, positioned diagonally to the tracks

Sleepers / fastening / ballast

Not noticeable, presumably like track 27:

Sleepers: Wooden sleepers fastened with nails

Bedding: Soil with rubble

Roadway between rails

General condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: none

Access: Asphalt, connections are very worn out.

General Condition: Fair

Railcrossing / Железнодорожный переезд № 08



Area: Track 10

Level Crossing No. 08

Location: before switch 13, crossing track 10

Width: 9 m

Sleepers / fastening / ballast

Not noticeable, presumably like track 10:

Sleepers: Concrete sleepers fastened with clamping plates

Bedding: Mixed soil with rubble

Roadway between rails

General condition

Between the rails of the tracks lie rails of the form R50, all of them point with the head of the rail up.

Filling: Between the rails of the tracks: Soil and rubble

Access roads: Asphalt, very worn out.

The track joints in the middle of the level crossing move up and down during a pass over

General Condition: Fair

1.2 Switches

Area: Track 01

Switch No. A

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with pebbles 10/150mm
Central part	Concrete	Clamping plates	Soil with pebble 10/30mm
Frog part	Wood	Nails	Soil with pebbles 10/30mm

General Condition

The switch is filled up to half of the height of the sleepers with ballast. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

The switch is put into a left position because of the building of the weigh-bridge

General condition: Good, the switch and the tracks are relatively new.

Area: Port Accesses

Switch No. 01

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles 10/150mm
Central part	Wood	Nails	Mixed soil with pebbles 10/150mm
Frog part	Wood	Nails	Mixed soil with pebbles 10/150mm

General Condition

The switch is filled up to the top of the sleepers with ballast. The nails are partly loose and the sleepers are overgrown with grass.

In the central part the rails are bending, they are moving up and down during a pass over and are therefore silted

General condition: Fair to poor.

The switch is the first distributor switch behind the marshalling yard of Poti.

Area: Track 01

Switch No. B

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with fine-grained ballast
Central part	Concrete	Clamping plates	Soil with fine-grained ballast
Frog part	Wood	Nails	Soil with fine-grained ballast

General Condition

The switch is filled up to half of the height of the sleepers with ballast. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

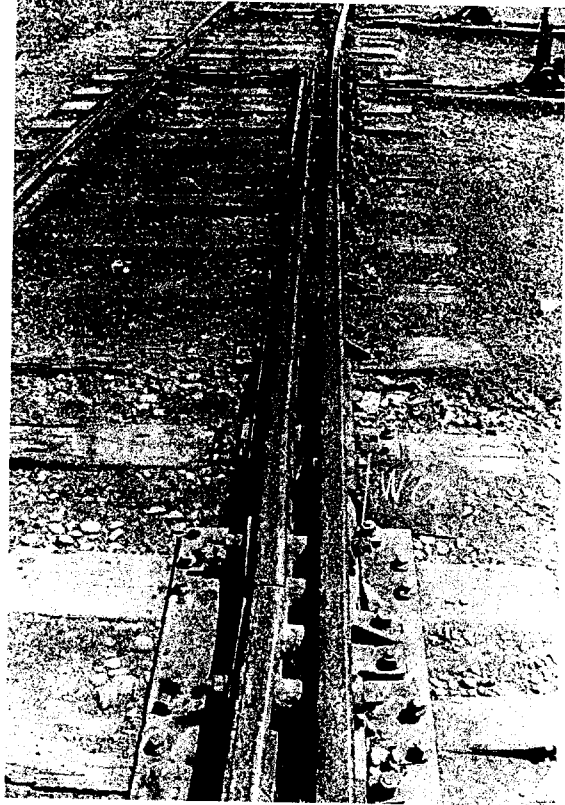
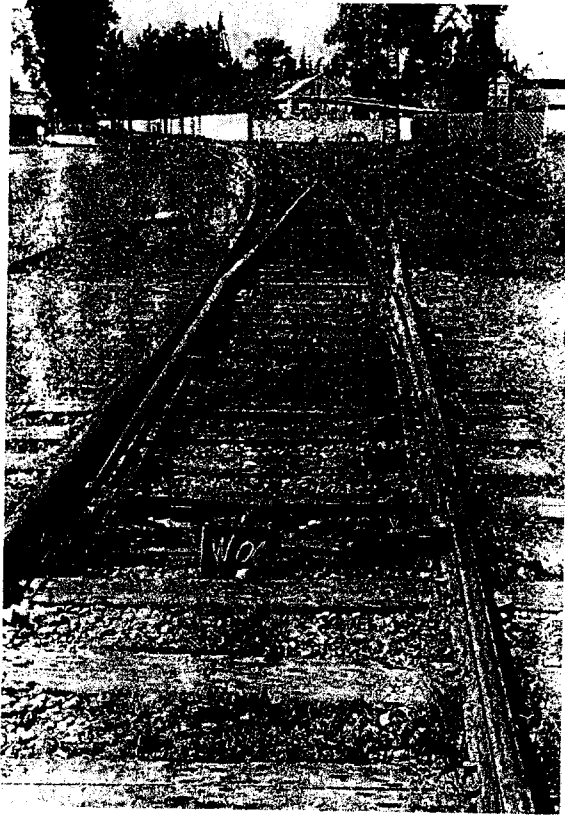
The switch is put into a right position because of the building of the weigh-bridge

General condition: Good, the switch and the tracks are relatively new

Next to the switch the dismantled rail material is stored. Due to the fact that it is not put away in the proper way the rails bend.

Switch / Стрелка

N° 01



Area: Track 01 / Access to Berths 7 - 10

Switch No. 02

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1532 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with pebbles 10/120mm
Central part	Wood	Nails	Soil with pebbles 10/120mm
Frog part	Wood	Nails	Soil with pebbles 10/120mm

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass. In the central part the wooden sleepers are severely damaged as a consequence of a derailment. The rails of the central part are bent behind the blade heel. The rail joints are not stable, they are heavily moving up and down during a pass over.

General condition: Poor.

Area: Track 01

Switch No. 05

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass and are partly rotten.

The fastening of the frog part is loose and the rail joints are not stable, they are moving up and down during a pass over.

The rails are worn out.

General condition: Poor.

Area: Track 01

Switch No. 03

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

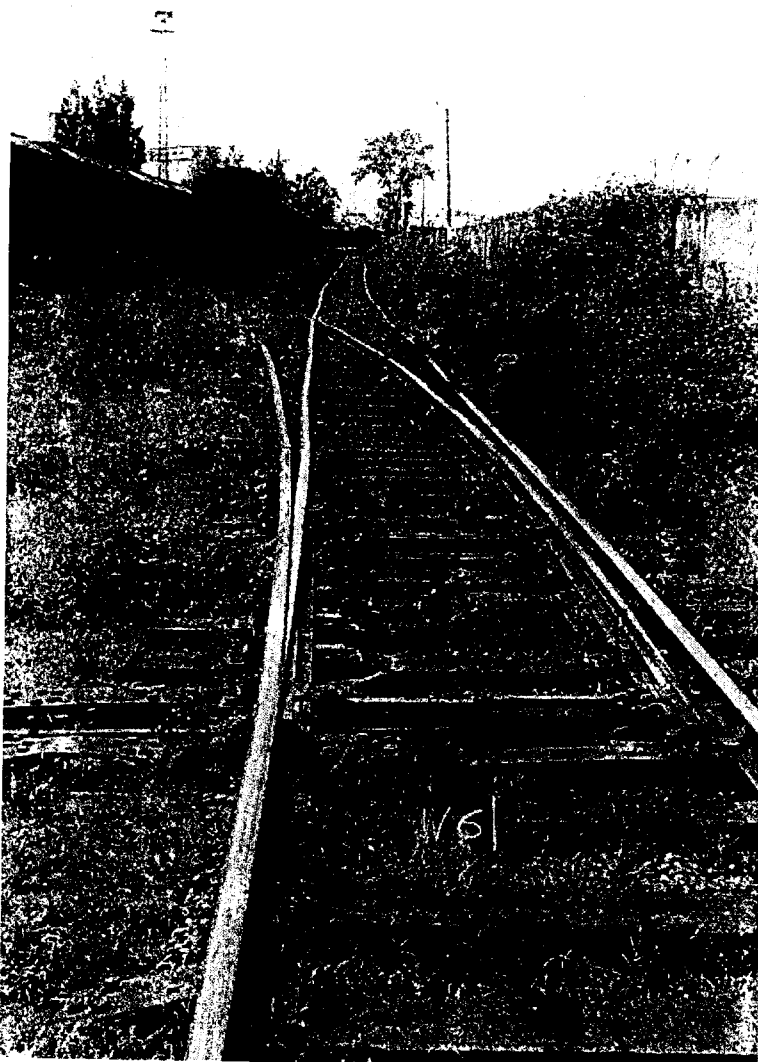
The fastening of the frog part is loose and the rail joints are not stable, they are moving up and down during a pass over.

The rails are worn out.

General condition: Poor.

Switch / Стрелка

N° 06



Area: Tracks South of the Port Walls

Switch No. 06

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Little soil
Central part	Wood	Nails	Little soil
Frog part	Wood	Nails	Soil with pebble 10/40mm

General Condition

The switch is partly filled up to half the height of the sleepers, partly the sleepers are entirely bare. The whole area is overgrown. The sleepers are partly rotten. The base plate of the frog part is nailed, the fastening of the frog part loose and the rail joints are not stable, they are moving up and down during a pass over. The rails are worn out.

General condition: Poor.

Area: Tracks South of the Port Walls

Switch No. 07

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1532 mm
 Branch rails 1545 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast, also at head of the sleepers. The whole area is overgrown.

The fastenings of the rails are loose and the rail joints are not stable, they are moving up and down during a pass over.

The rails are worn out.

General condition: Poor.

Area: Track 01

Switch No. 08

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass and are partly rotten.

The fastening of the frog part is loose, and the fastening of the rails are also loose. The rail joints are not stable, they are moving up and down during a pass over.

The rails are worn out.

General condition: Poor.

Area: Access to Berths 7 -10

Switch No. 10

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1525 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to half the height of the sleepers with ballast. The sleepers are overgrown with grass. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

The base plate of the frog part is nailed.

The switch is covered at the heads of sleepers, therefore the position is stable.

The rail joints are supported by concrete sleepers and they are stable.

The concrete sleepers are partly torn, single sleepers are destroyed.

General condition: Fair - poor.

Area: Track 01

Switch No. 09

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass and are partly rotten.

The fastening of the frog part and the fastening of the rails are loose. The rail joints are not stable, they are moving up and down during a pass over.

The rails are worn out.

The left branch of the switch leads to a level crossing (access road to the Niko Nikoladze Square) into the area of the grain silo at berth 15.

General condition: Poor.

Area: Access to Berth 7 -10

Switch No. 12

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The blade area is filled up to half of the height of the sleepers with ballast. The blade area is overgrown with grass. The bedding is very humid, partly due to stagnant water. The blade area as well as the rail joints are heavily moving up and down during a pass over. Nails and rail-fittings are loose. The central area is inside of the level crossing 07. The fastenings of the frog part are loose.

General condition: Poor.

Area: Access to Berths 7 - 10

Switch No. 11

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to half of the height of the sleepers with ballast. The sleepers are overgrown with grass. The bedding is very humid, partly due to stagnant water. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

The central part and the frog part as well as the rail joints are heavily moving up and down during a pass over. Nails and rail-fittings are loose.

The concrete sleepers are partly torn.

General condition: Poor.

Area: Lateral access to Berth 9 and 10

Switch No. 14

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
 Branch rails 1525 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to less than half of the height of the sleepers with ballast. The sleepers are overgrown with grass. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. In the central part the bedding of the head of the sleepers is missing. The rail joints are not stable, they are moving up and down during a pass over.

General condition: Fair.

Area: Lateral access to Berth 9 and 10

Switch No. 13

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the half of the height of the sleepers with ballast. The sleepers are overgrown with grass. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. The rail joints are not stable, they are moving up and down during a pass over.

General condition: Fair.



Switch / Стрелка

N° 14



Area: Beth 8 - 10

Switch No. 15

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

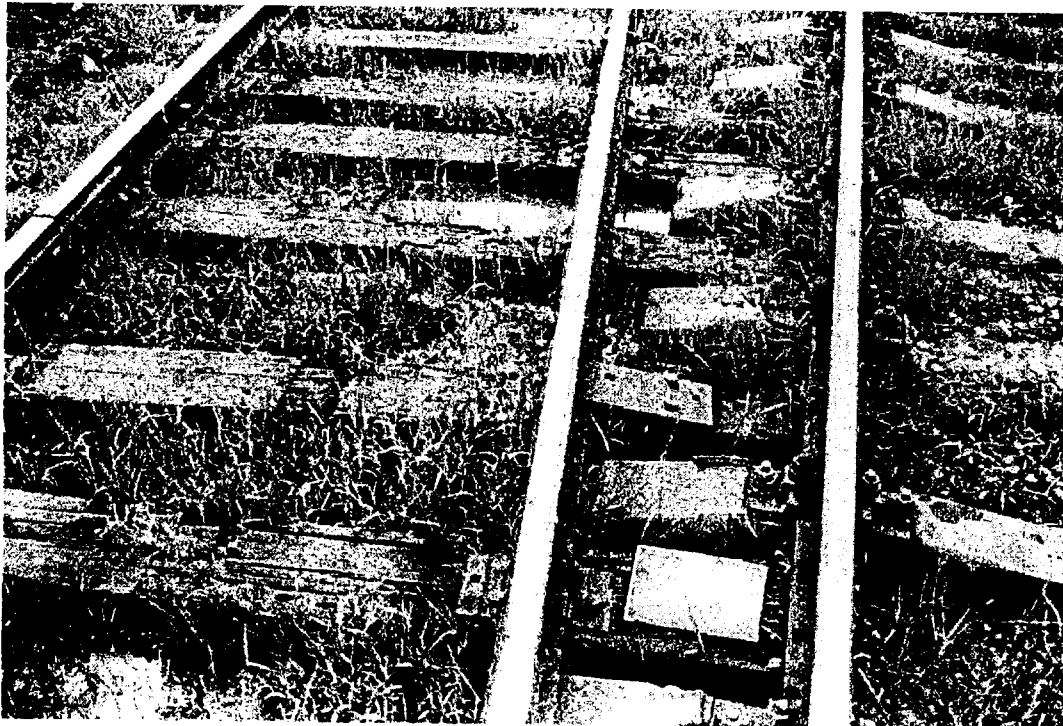
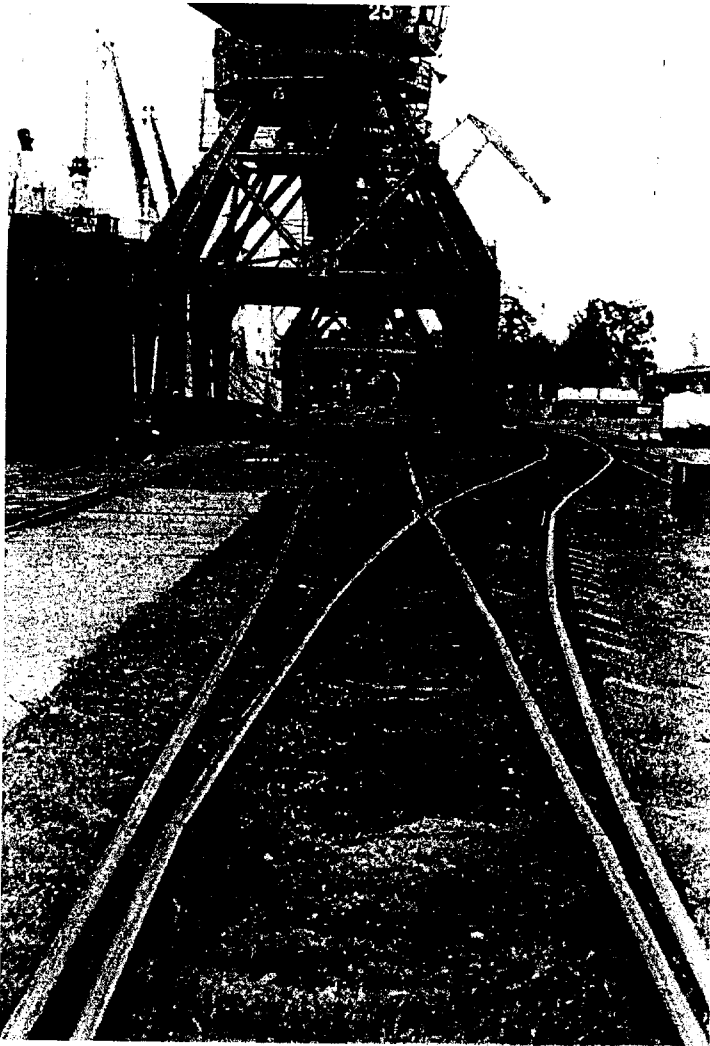
General Condition

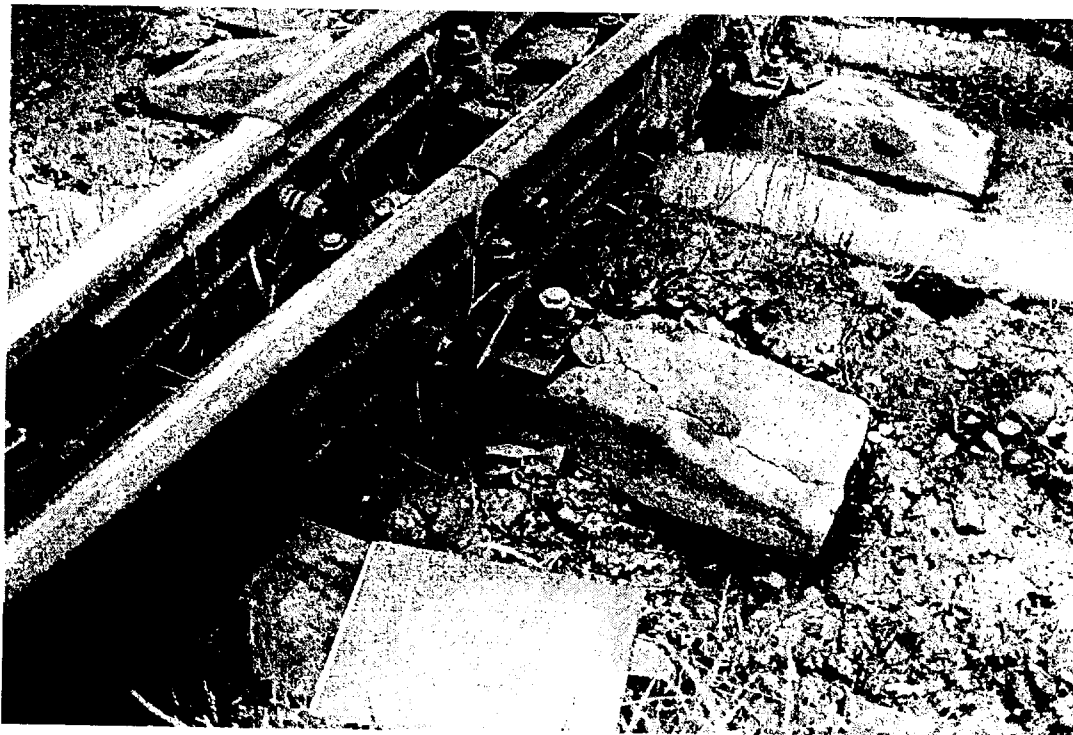
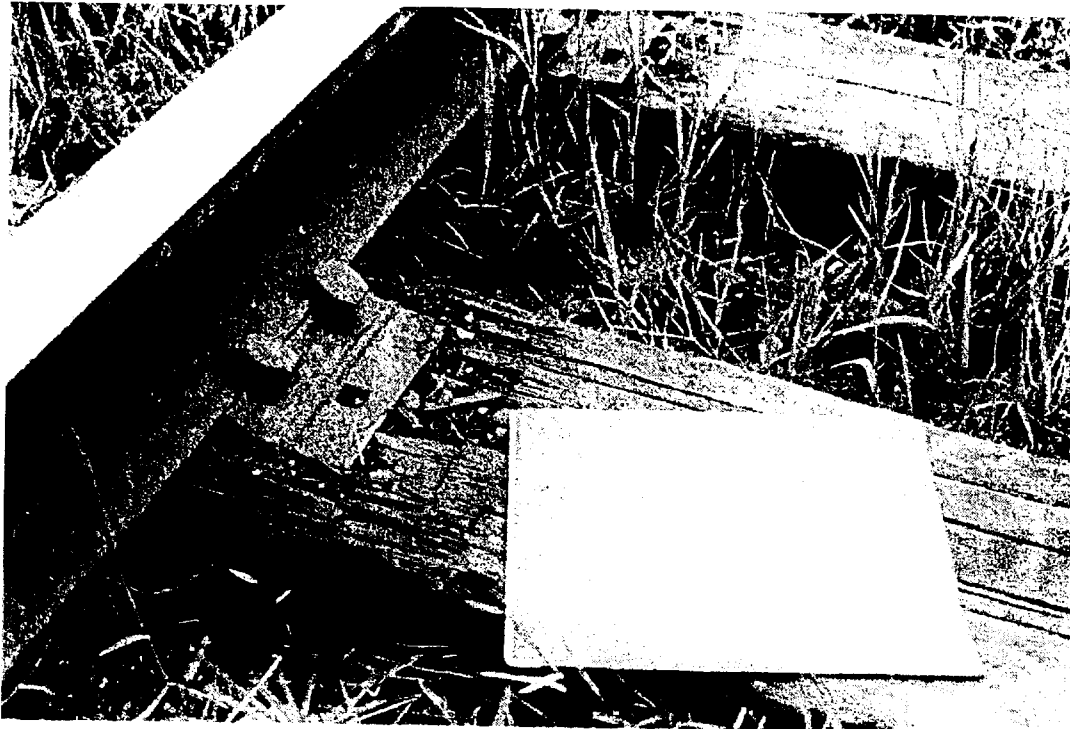
The switch is filled up to the half of the height of the sleepers with ballast. The sleepers are overgrown with grass. The bedding is very humid, partly due to stagnant water. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. The central and frog part areas as well as the rail joints are heavily moving up and down during a pass over. Nails and rail-fittings are loose. The concrete sleepers are partly torn. Single sleepers are destroyed.

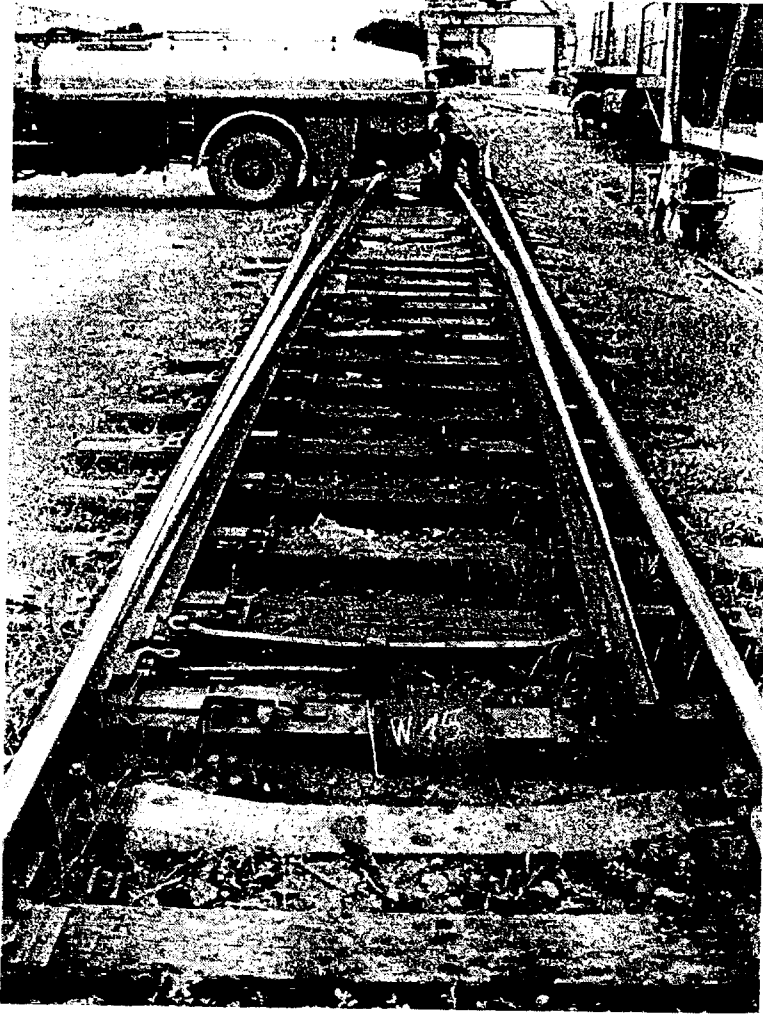
General condition: Poor.

Switch / Стрелка

N° 15







Area: **Berth 8 - 10**

Switch No. 16

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

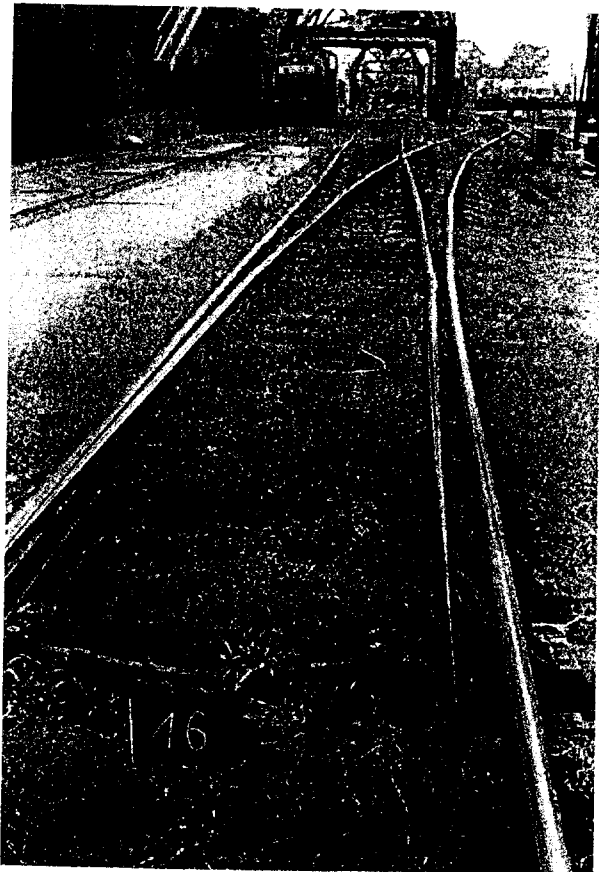
	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

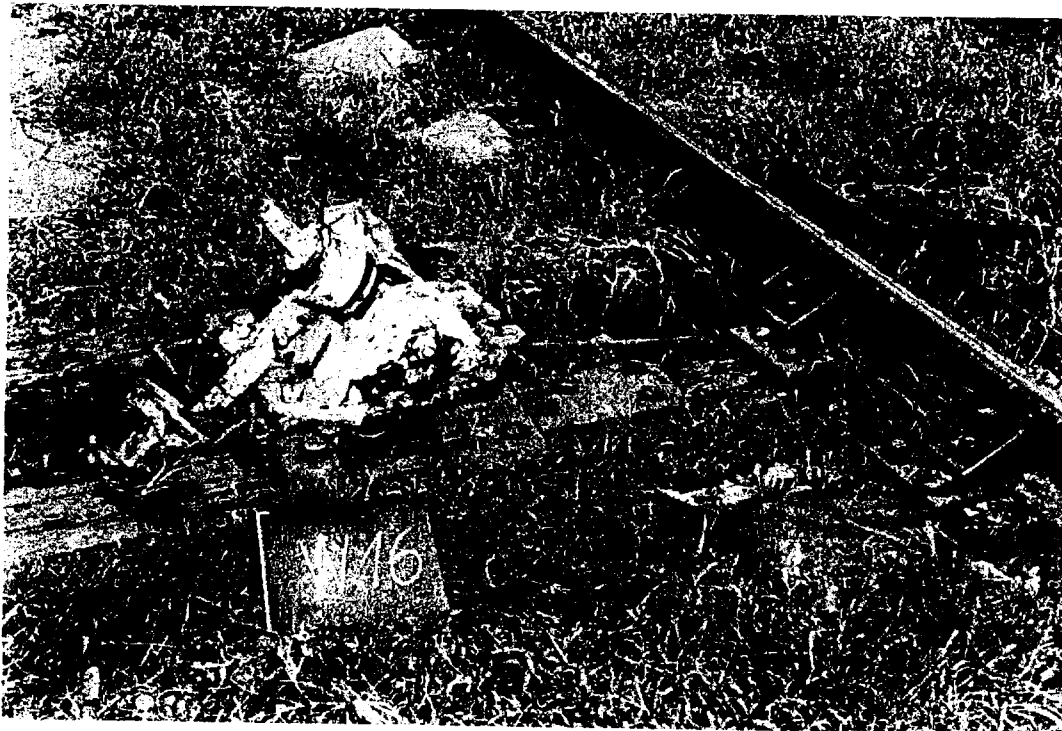
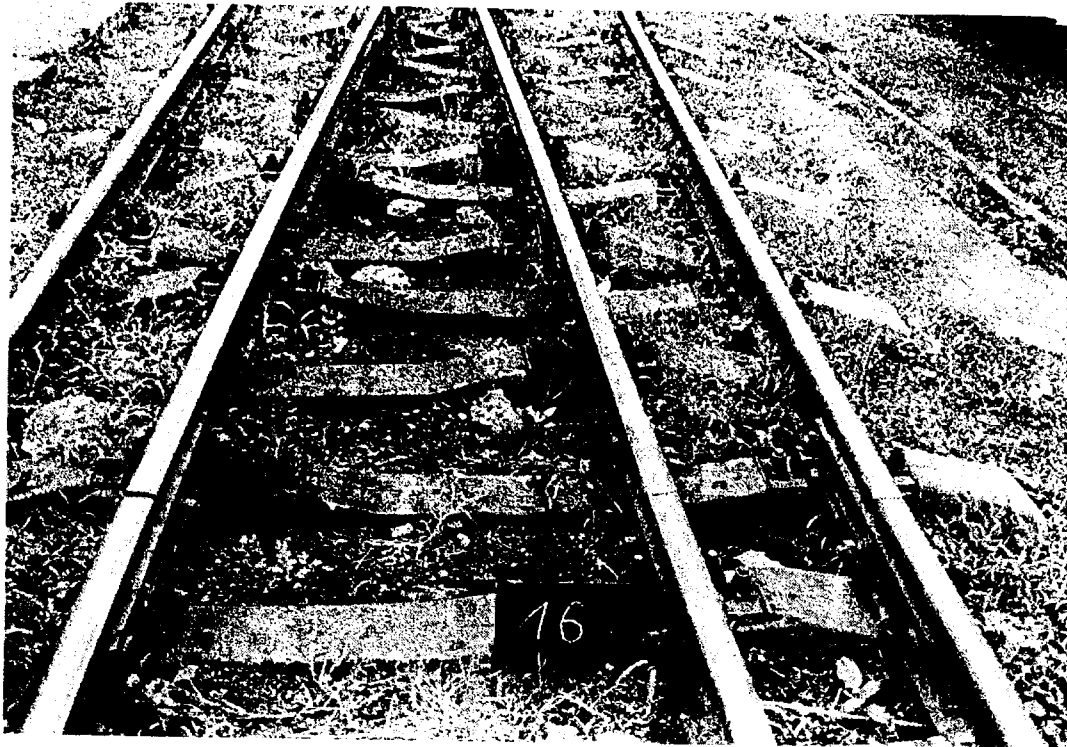
General Condition

The switch is filled up to the half of the height of the sleepers with ballast. The sleepers are overgrown with grass. The bedding is very humid. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. Nails and rail-fittings are loose. The concrete sleepers are partly torn.

General condition: Poor

Switch / Стрелка N° 16





Area: Berth 8 - 10

Switch No. 17

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. The central and frog part areas as well as the rail joints are moving up and down during a pass over. Nails and rail-fittings are loose.

The concrete sleepers are partly torn.

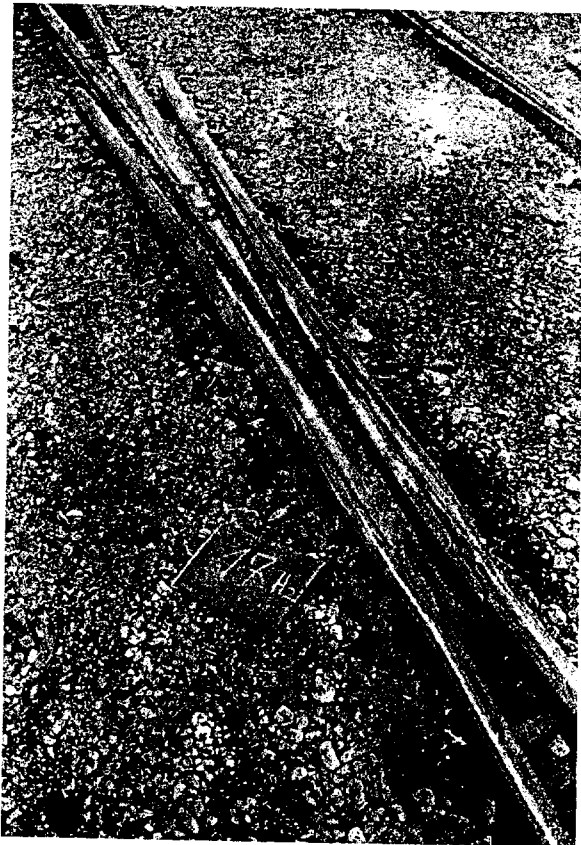
To keep the gauge running straight holders are installed as support.

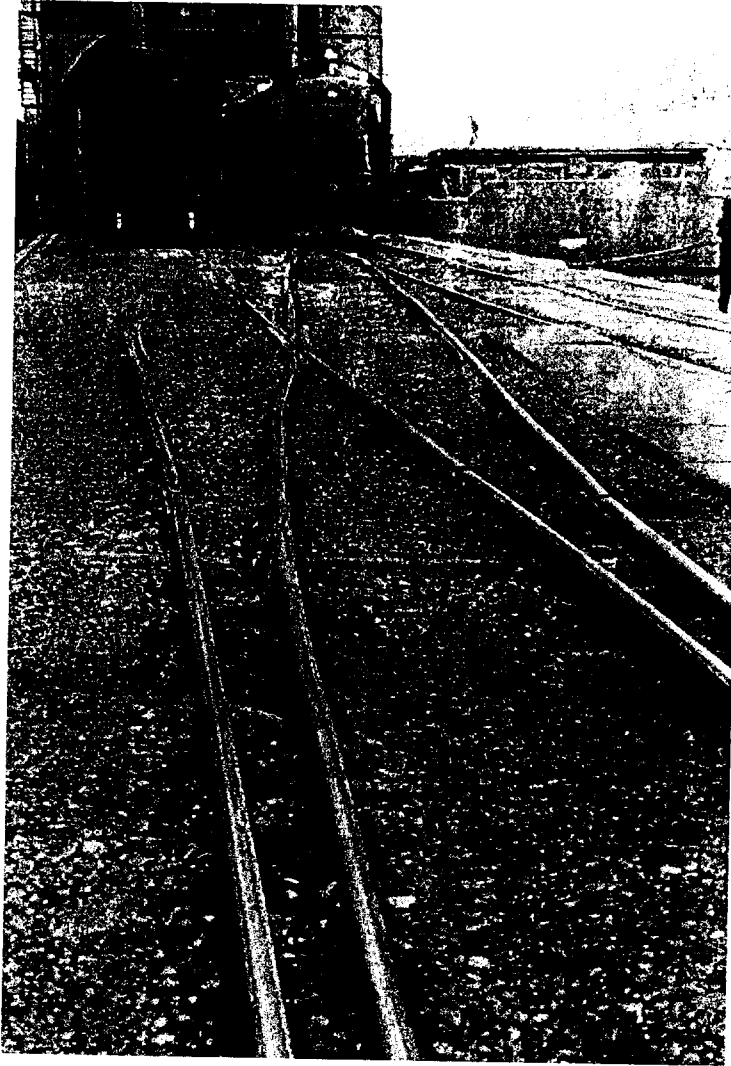
The concrete sleepers are partly torn.

The position of the switch connection to switch 18 is on its horizontal level totally out of line.

General condition: Poor.

Switch / Стрелка N° 17





Area: Berth 8 - 10

Switch No. 18

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Soil with rubble
Central part	Concrete	Clamping plates	Soil with rubble
Frog part	Wood	Nails	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side. The central and frog part areas as well as the rail joints are heavily moving up and down during a pass over. Nails and rail-fittings are loose.

To keep the gauge running straight, holders are installed as support.

The concrete sleepers are partly torn.

The position of the switch connection to switch 17 is on its horizontal level totally out of line.

General condition: Poor

Area: New Tank Car Filling Plant

Switch No. 20

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel (switch with an slight inside arc)

Gauge: Straight rails 1520 mm
 Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Gravel with pebbles 10/40 mm
Central part	Wood	Nails	Gravel with pebbles 10/40 mm
Frog part	Wood	Nails and bolted frog base plate as well as bolted support brackets of the guard rails	Gravel with pebbles 10/40 mm

General Condition

The switch is filled up to over the top of the sleepers with ballast. The sleepers are overgrown with grass. Due to the lack of long sleepers and the use of normal sleepers in the central and frog parts of each switch, in the central part the sleepers are located almost side by side.

General condition: Good, the switch and the tracks are relatively new.

Area: **Accesses**

Switch No. 19

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1533 mm
Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Pebbles 10/150 mm
Central part	Wood	Nails	Pebbles 10/150 mm
Frog part	Wood	Nails	Pebbles 10/150 mm

General Condition

The switch is filled up to over the top of the sleepers with ballast. Nails are partly loose. Due to the locking of the tracks 33 and 34 the switch is fastened in left position.

General condition: Fair

Area: Container Area

Switch No. 22

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails and nailed slide chairs	Soil with rubble
Central part	Wood	Nails	Soil with rubble
Frog part	Wood	Nails and bolted base plate	Soil with rubble

General Condition

The switch is filled up to the top of the sleepers with ballast. The sleepers are overgrown with grass. The switch is rarely frequented.

General condition: Good.

Area: Access Container Area, Berth 7

Switch No. 21

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1540 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails and nailed and bolted slide chair plates	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch is filled up to the top of the sleepers, all fastening are loose. The frog part area as well as all joints are moving up and down during a pass over.

General condition: Fair - Poor.

Area: Berth 4, 5 and 5

Switch No. 24

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch is filled up to the top of the sleepers. The sleepers are overgrown with grass. The central part and the frog part as well as the rail joints are heavily moving up and down during a pass over. Nails and rail-fittings are loose. The guard rails are only bolted to the sleepers. In the central part the rail joints have gaps up to the length of 12 cm, in some cases with adapters up to the size of 20 cm. In the area from the left side behind the frog part into track 26 features from a derailment can be seen, the wooden sleepers are severely damaged.

General condition: Poor.

Area: Access Berth 4 - 6

Switch No. 23

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1540 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

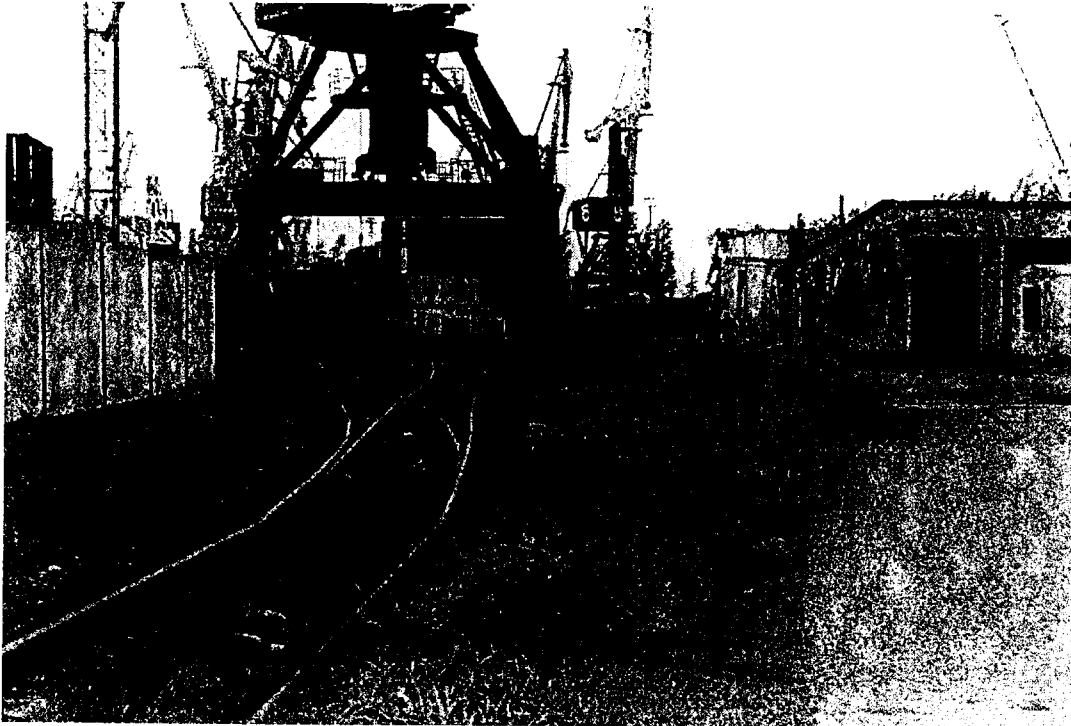
	Sleepers	Fastening	Filling
Blade area	Wood	Nails and nailed slide chair plates	Mixed soil with pebbles and rubble
Central part	Wood	Nails	Mixed soil with pebbles and rubble
Frog part	Wood	Nails and nailed frog base plate	Mixed soil with pebbles and rubble

General Condition

The switch is filled up to the top of the sleepers, all fastenings are loose. The top of the frog part gets stroked. The supporting brackets of the guard rails are not attached to the sleepers. The frog part area as well as the rail joints are moving heavily up and down during a pass over. Moreover the rail joints are acute-angled. All areas are silted.

General condition: Poor.

Switch / Стрелка N° 24



Area: District Station North of Berth 3 - 6

Switch No. 25

Form of rail: R50
Slope: 1:9
right / left right
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch is covered up to the top of the sleepers. The blade and the frog part areas are heavily moving up and down during a pass over. After rain the switch is full of surface water from the adjoining street, which lies above the top of the head of the sleepers. Rail-fittings and guard rails are loose. The rails from the central part are in some cases supported by lugs screwed on from the outside.

The switch is highly frequented.

General condition: Poor.

Area: District Station North of Berth 3 - 6

Switch No. 26

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

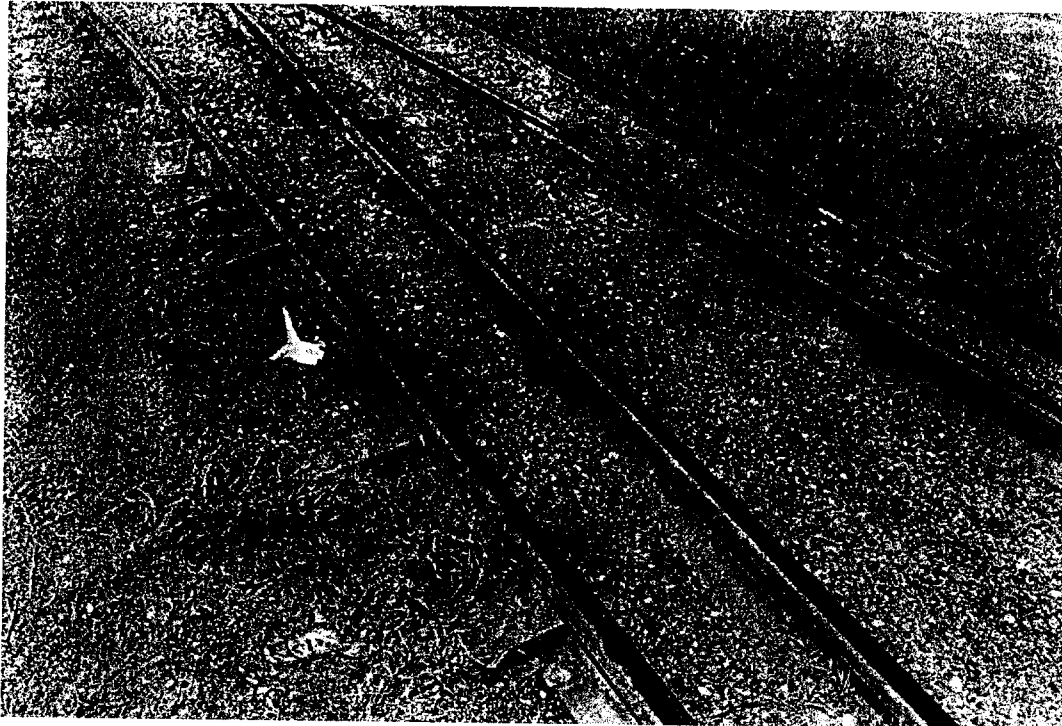
General Condition

The switch is covered up to the top of the sleepers. The blade and the frog part areas are heavily moving up and down during a pass over. Rail-fittings and guard rails are loose. The rails from the central part are in some cases supported by lugs screwed on from the outside.

General condition: Poor.

Switch / Стрелка

N° 26



Area: District Station North of Berth 3 - 6

Switch No. 27

Form of rail: R50
 Slope: 1:11
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles 10/80 mm
Central part	Wood	Nails	Mixed soil with pebbles 10/80 mm
Frog part	Wood	Nails	Mixed soil with pebbles 10/80 mm

General Condition

The switch is covered up to the top of the sleepers. The blade and the frog part are heavily moving up and down during a pass over. Rail fittings and guard rails are loose. The switch is put into a right position (track 22 is locked). The switch shifting weight is missing.

General condition: Poor.

Area: District Station North of Berth 3 - 6

Switch No. 29

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles 10/80 mm
Central part	Wood	Nails	Mixed soil with pebbles 10/80 mm
Frog part	Wood	Nails	Mixed soil with pebbles 10/80 mm

General Condition

The switch is covered up to the top of the sleepers. The blade and the frog part area are heavily moving up and down during a pass over. Rail-fittings and guard rails are loose. The tracks behind the switch are bogged down into the ground.

General condition: Poor.

Area: District Station North of Berth 3 - 6

Switch No. 28

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles
Central part	Wood	Nails	Mixed soil with pebbles
Frog part	Wood	Nails	Mixed soil with pebbles

General Condition

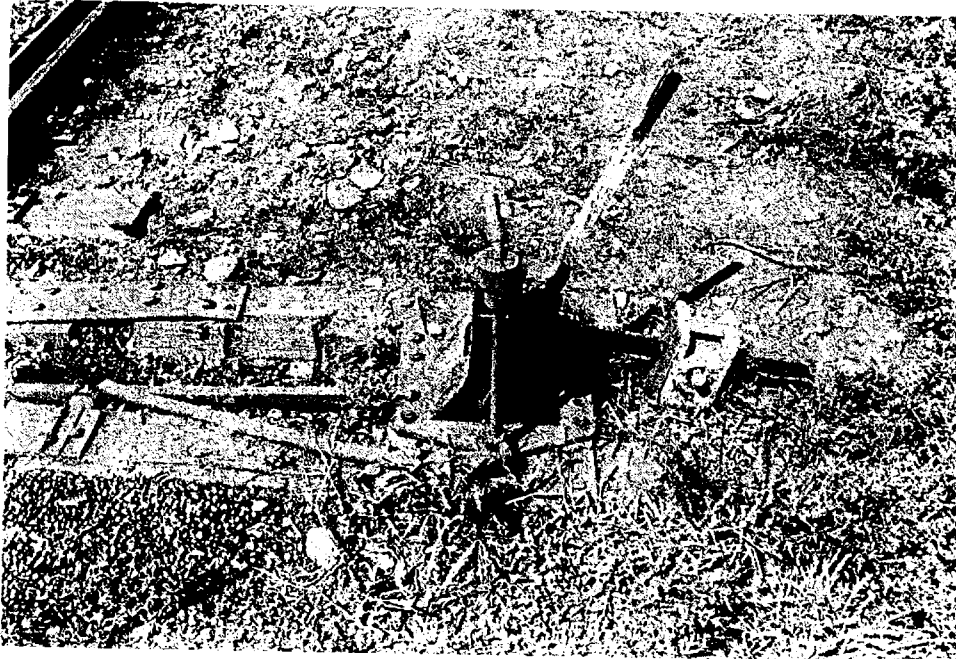
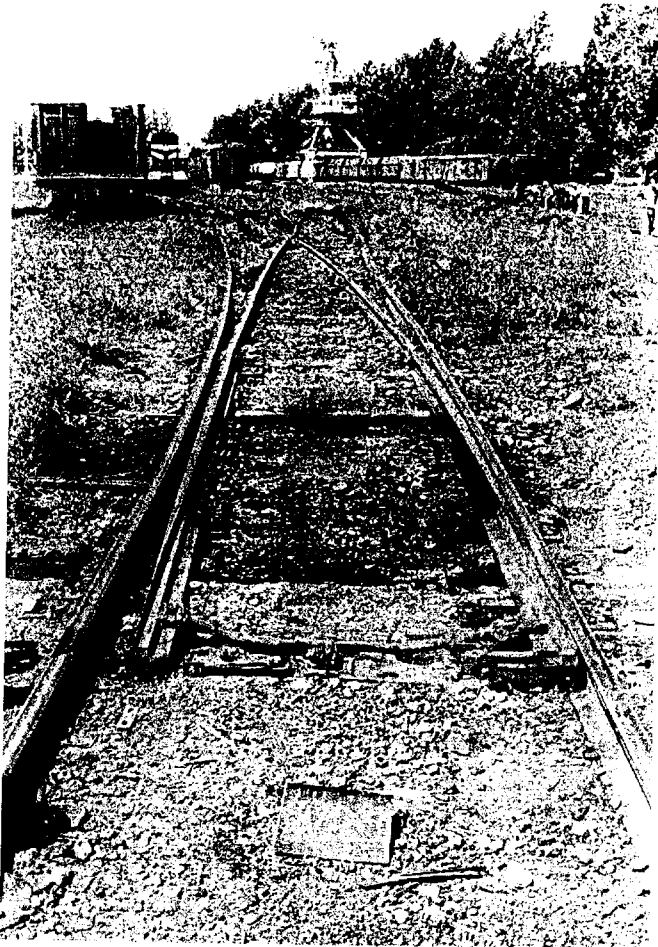
The switch is covered up to the top of the sleepers. The blade and the frog part are heavily moving up and down during a pass over. Rail fittings and guard rails are loose.

General condition: Poor.



Switch / Стрелка

N° 29



Area: District Station North of Berth 3 - 6

Switch No. 30

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1530 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with slag
Central part	Wood	Nails	Mixed soil with slag
Frog part	Wood	Nails	Mixed soil with slag

General Condition

The switch is covered up to the top of the sleepers. The blade and the frog part are heavily moving up and down during a pass over. Rail fittings and guard rails are loose. Minor maintenance work has been done at the switch (pulling out nails, displace sleepers, knocking nails in).

General condition: Poor.

Area: District Station North of Berth 3 - 6

Switch No. 32

Form of rail: R50
 Slope: 1:11
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1538 mm
 Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch is covered up to the top of the sleepers. The sleepers are very overgrown with grass. The frog part area and the rail joints are heavily moving up and down during a pass over. The rail-fittings are loose. The supporting brackets for the stock rails are screwed to the sleepers. The switch is put into a left position (track 23 is locked). The switch shifting weight is missing. Behind the frog part towards track 24 is stagnant water.

General condition: Poor

Area: District Station North of Berth 3 - 6

Switch No. 31

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
 Branch rails 1535 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch is covered up to the top of the sleepers. The sleepers are very overgrown with grass. The frog part area and the rail joints are heavily moving up and down during a pass over. Rail-fittings are loose. The switch is put into a left position by lugs screwed on from the outside (track towards the shipyard is locked). The switch shifting weight is missing.

General condition: Poor

Area: Berth 3

Switch No. 34

Form of rail: R50
 Slope: 1:9
 right / left left
 Switch blade Hinged blade heel

Gauge: Straight rails 1535 mm
 Branch rails 1533 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles 10/150 mm
Central part	Wood	Nails	Mixed soil with pebbles 10/150 mm
Frog part	Wood	Nails	Mixed soil with pebbles 10/150 mm

General Condition

The switch is totally covered up with ballast. At the head of the sleepers there is only a little cover. Some nails are loose.

General condition: Good

Area: District Station North of Berth 3 - 6

Switch No. 33 (new No.)

Form of rail: R50
Slope: 1:9
right / left left
Switch blade Hinged blade heel

Gauge: Straight rails 1520 mm
Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood and concrete	Nails and clamping plates	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The switch was established as a new connection to the tracks 31 and 32. Track 23 was shortened and track 33 (old) expanded.

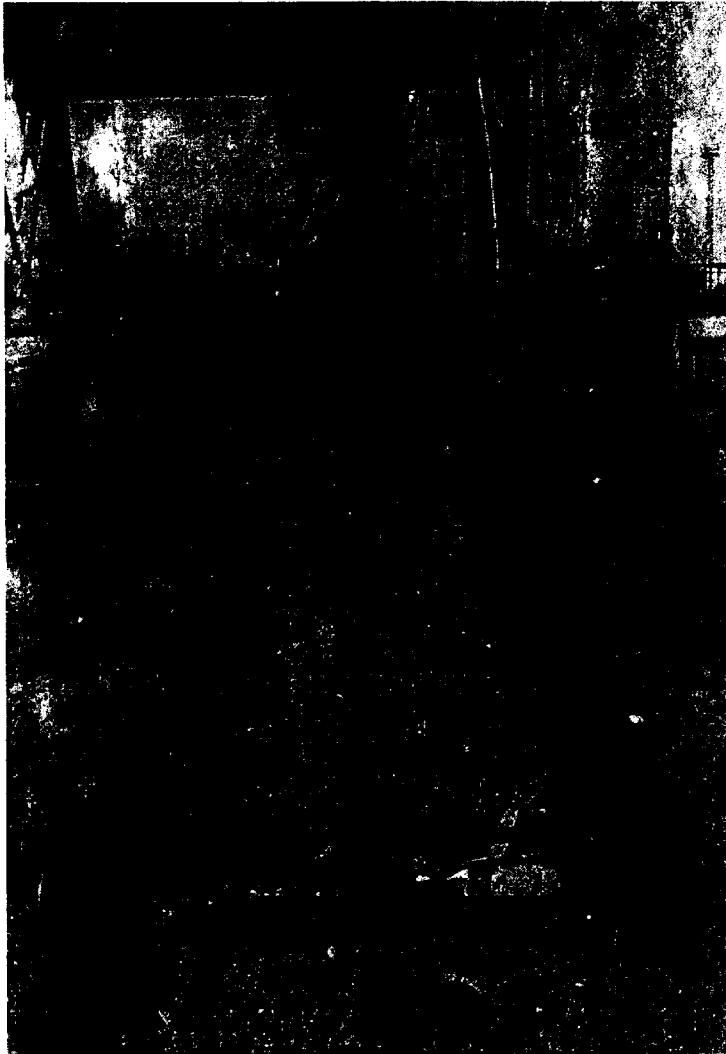
All joints are moving heavily up and down during a pass over.

The fastenings of some rails are loose. The fastening screws of the frog part and the guard rails are partly loose.

General condition: Fair.

Switch / Стрелка

N° 34



Area: District Station North of Berth 3 - 6

Switch No. 35

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1525 mm
 Branch rails 1540 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with pebbles
Central part	Wood	Nails	Mixed soil with pebbles
Frog part	Wood	Nails	Mixed soil with pebbles

General Condition

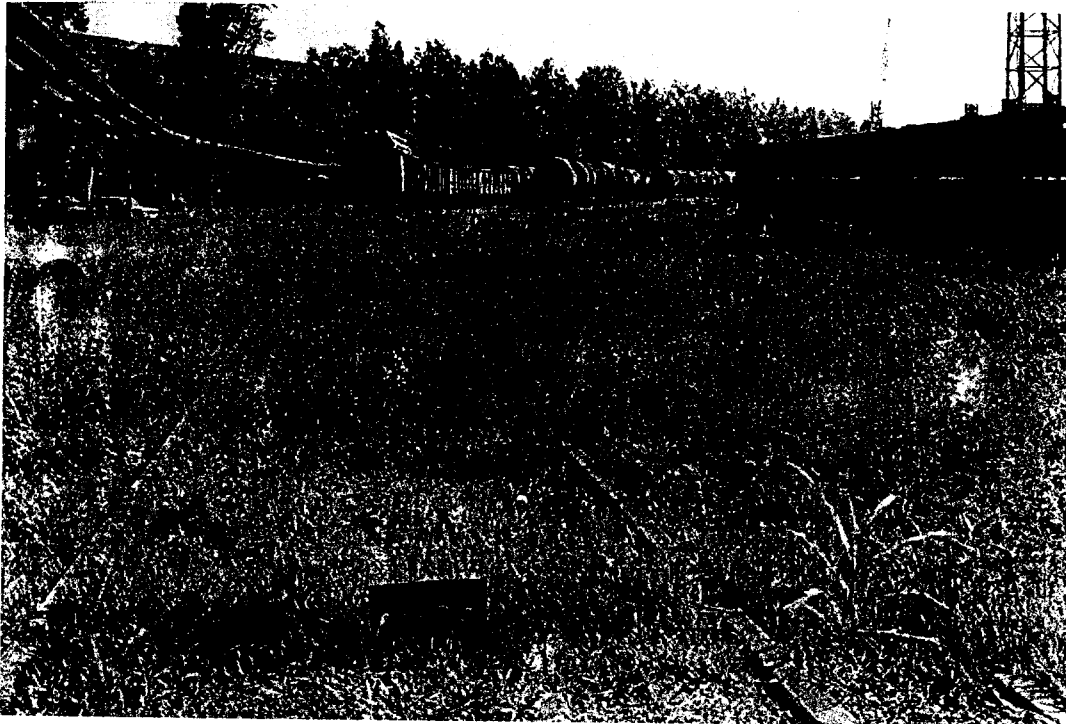
The switch is very overgrown with grass therefore single parts are not recognisable. The bedding is reaching up to the top of the sleepers. There is no ballast at the head of the sleepers. The sleepers of the central part are additionally supported by lugs and plates attached from the outside . They are bolted diagonal into the bays of the lugs.

The switch is put into a right position (towards track 20). The shifting equipment is missing.

General condition: Poor.

Switch / Стрелка

N° 35



Area: District Station North of Berth 3 - 6

Switch No. 36

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1548 mm
 Branch rails 1538 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The fastenings of the sleepers are partly loose.
 The switch is very overgrown with grass.
 The left branch rails are rarely frequented.

General condition: Fair.

1.3 Tracks

Area: Access Track 23/24

Track No. Between switch 25 and 32

Length 90 m (measured from ground plan)

useful length

Gauge: 1535 mm

Sleepers / fastening / ballast

Sleepers: Wooden sleepers fastened with nails.

Bedding: Mixed soil with rubble. The bedding is filled up to the top of the sleepers.

Buffer

Not applicable.

General Condition

The tracks are overgrown with grass. The rail joints are heavily moving up and down during a pass over and are therefore silted. The rail joints are acute-angled.

General condition: Poor.

Area: Berth 1 and 2

Switch No. 37

Form of rail: R50
 Slope: 1:9
 right / left right
 Switch blade Hinged blade heel

Gauge: Straight rails 1533 mm
 Branch rails 1530 mm

Sleepers / fastening / ballast

	Sleepers	Fastening	Filling
Blade area	Wood	Nails	Mixed soil with rubble
Central part	Wood	Nails	Mixed soil with rubble
Frog part	Wood	Nails	Mixed soil with rubble

General Condition

The rail joints are moving heavily up and down during a pass over.
 The fastenings of the sleepers are partly loose.
 The fastening screws of the frog part and the guard rails are loose.

General condition: Fair - Poor.

Area: Accesses

Track No. 01

Length	1156 m	from switch W01 crossing switch W 02, 03, 05, 08, 09 (measure-table from ground plan)
useful length	290 m	(measured from ground plan) <u>Access track</u> towards side-tracks south of the port area
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

Area 1: From switch W01 crossing switch A to switch B

Sleepers: Concrete sleepers fastened with clamping plates.

Bedding: Ballast.

The bedding is filled to half of their height of the sleepers.

Area 2: From switch B crossing switch W02 to switch W03

Sleepers: Concrete sleepers fastened with clamping plates.

Bedding: Soil with rubble.

The bedding is filled up to the top of the sleepers.

Area 3. From switch W03 crossing switch W05, W08 to termination point.

Sleepers: Wooden sleepers fastened with nails.

Bedding: Soil with rubble, partly pebbles.

The bedding is filled up to the top of the sleepers.

Buffer

Not applicable.

General Condition

Area 1:

At the track the switches A and B were inserted due to drive round track 01 for a distance of 150 m. In this area a weigh-bridge with strain gauge measurement technics is being installed as weighing device. (Company Railweight, Stockport). The track is filled up to half of the height of the sleepers with ballast. The weigh starts 8 m behind the bridge above a ditch. In the weigh area the track is placed on a concrete joist.

At the by-pass track there are also concrete sleepers and the bedding consists of ballast. There is no ballast at the head of the sleepers. From the bridge across the ditch the bedding consists of soil with pebbles (10/130 mm). The track is filled up to half of the height of the sleepers with soil.

Area: District Station North of Berth 3 - 6

Track No. YY New connection switch W33 - W34

Length 115 m from switch W33 to switch W34 (measured from ground plan)

useful length

Gauge: appr. 1535 mm

Sleepers / fastening / ballast

Switch W33 to switch W34.

Sleepers: Concrete sleepers with clamping plates.

Bedding: Pebbles (30/120 mm). The single bays of the sleepers have different fillings. The bedding is missing at the head of the sleepers.

Buffer

Not applicable.

General Condition

The joints are not stable, they are heavily moving up and down during a pass over. Almost always their position is concentric between two sleepers.

General condition: Fair.

Area: Tracks South of the Port Walls

Track No. 02

Length 345 m from switch W08 (measured from ground plan)
useful length 290 m
Gauge: appr. 1535 mm

Sleepers / fastening / ballast

Sleepers: Wooden sleepers fastened with nails.
Bedding: Mixed soil with pebbles.

Buffer

Not applicable.

General Condition

The track is covered up to the top of the sleepers. The whole area is very overgrown with grass. The fastenings of the rails are mainly loose. The rails are partly worn into the contact area of the sleepers. The surfaces of the rails are worn out. The track bends.

General condition: Poor.

Area 2:

The track is covered up to the top of the sleepers. The area is very overgrown with grass. The rail-fittings are loose. The track and the rail joints are heavily moving up and down during a pass over. About 20 m before switch 3 the track is entirely bare on the ground. The bays of the sleepers are without any filling. The sleepers are partly torn, some are destroyed.

Area 3:

The track is covered up to the top of the sleepers. The area is very overgrown with grass. Some rail-fittings are loose and the sleepers are partly rotten. The rails are worn out. The area is crossing the Niko Nikoladze Square and ends at Berth 14.

General condition: Poor.

Area: Tracks South of the Port Walls

Track No. 04

Length 510 m from switch W05 (measured from ground plan)

useful length 230 m

Gauge: appr. 1535 mm

Sleepers / fastening / ballast

Sleepers: Wooden sleepers fastened with nails.

Bedding: Mixed soil with pebbles.

Buffer

Heap of earth.

General Condition

The track is covered up to the top of the sleepers. The whole area is very overgrown with grass. The fastenings of the rails are mainly loose. The rails are partly worn into the contact area of the sleepers. The surface of the rails is worn out. The track bends. The distance to track 03 is too little. The track is used as a side-track.

General condition: Poor.

Area: Tracks South of the Port Walls

Track No. 03

Length	300 m	from switch W07(measured from ground plan)
useful length	230 m	(measured from ground plan)
Gauge:	appr. 1535 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with nails.
Bedding:	Mixed soil with pebbles.

Buffer

Heap of earth.

General Condition

The track is covered up to the top of the sleepers. The whole area is very overgrown with grass. The fastenings of the rails are mainly loose. The rails are partly worn into the contact area of the sleepers. The surfaces of the rails are worn out. The track is bending. The distance to track 04 is too little. The track is used as a side-track.

General condition: Poor.

Track / рельсовый путь N° 04



Area: Tracks South of the Port Walls

Track No. 05

Length 580 m from switch W03 crossing switch W06 (measured from ground plan)
useful length 390 m
Gauge: appr. 1530 mm

Sleepers / fastening / ballast

Sleepers: Wooden sleepers fastened with nails.
Bedding: Mixed soil with pebbles. In the front area of switch 06 the bedding consists of soil with ballast.

Buffer

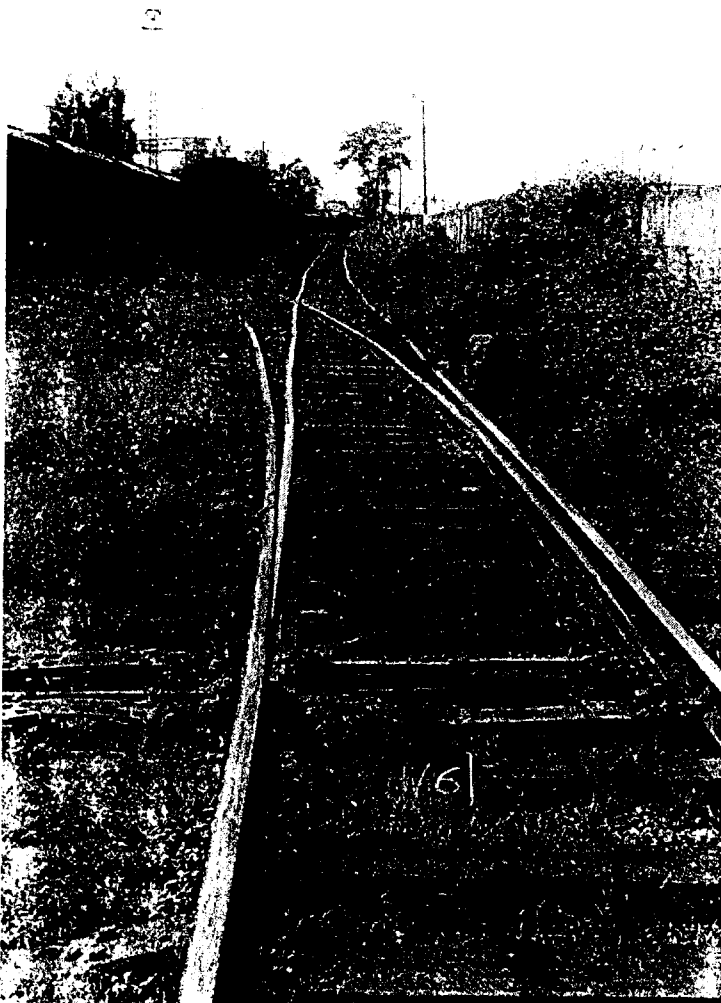
Heap of earth.

General Condition

The track is covered up to half of the height of the sleepers in the area between switch W03 to switch W06 the remaining part is covered up to the top of the sleepers. The whole area is very overgrown with grass. The fastenings of the rails are mainly loose. The rails are partly worn into the contact area of the sleepers. The track bends. The surfaces of the rails are worn out. In the area in front of switch 06 the sleepers are old and have mainly moved into a diagonal position, they have different distances from 70 cm to 110 cm.

General condition: Poor.

Track / рейльсовый путь N° 05



Area: Tracks South of the Port Walls

Track No. 06

Length 425 m from switch W06 (measured from ground plan)
useful length 390 m (measured from ground plan)
Gauge: appr. 1540 mm

Sleepers / fastening / ballast

Sleepers: Wooden sleepers fastened with nails.
Bedding: Mixed soil with pebbles.

Buffer

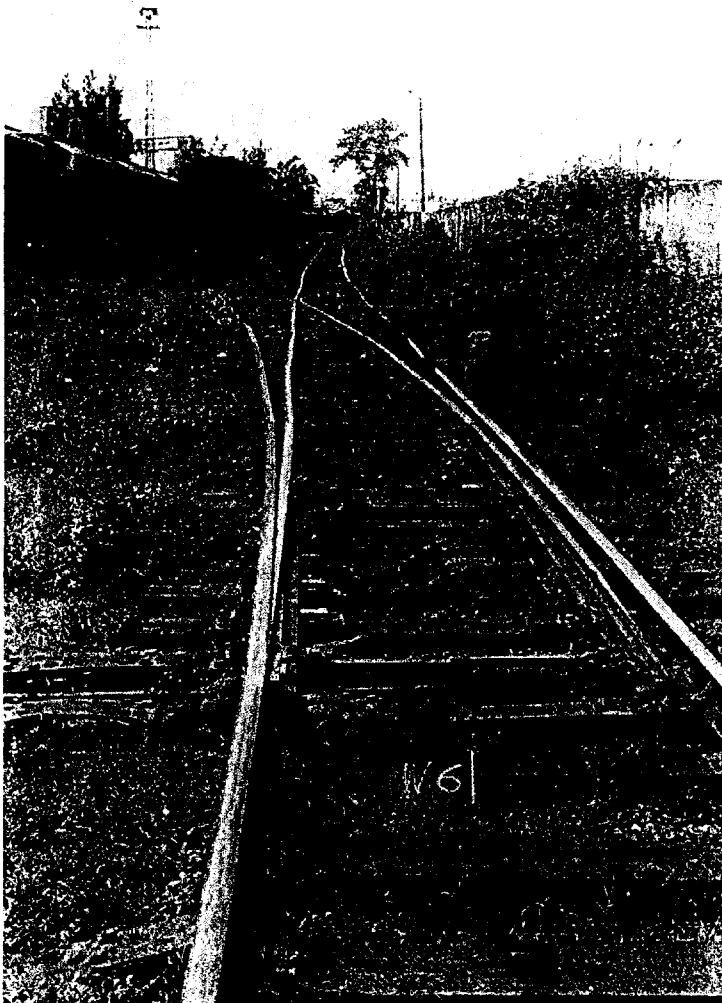
Heap of earth.

General Condition

The track is covered up to the top of the sleepers. The area is very overgrown with grass. The fastenings of the rails are mainly loose. The rails are partly worn into the contact area of the sleepers. The track bends. The surfaces of the rails are worn out. The track is highly frequented. About 140 m before the termination point there is a weigh-bridge which is used to weigh the outgoing loaded carriages.

General condition: Poor.

Track / рейльсовый путь N° 06



Area: Container Area, Berth 7

Track No. 07

Length	390 m	from switch W02 crossing switch W11, 12 (measure-table from ground plan)
useful length	195 m	(measure-table from ground plan)
Gauge:	appr. 1530 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates, subsequently wooden sleepers fastened with nails.
Bedding:	Mixed soil with ballast.

Buffer

Heap of earth enclosed with concrete, additionally a block of concrete.

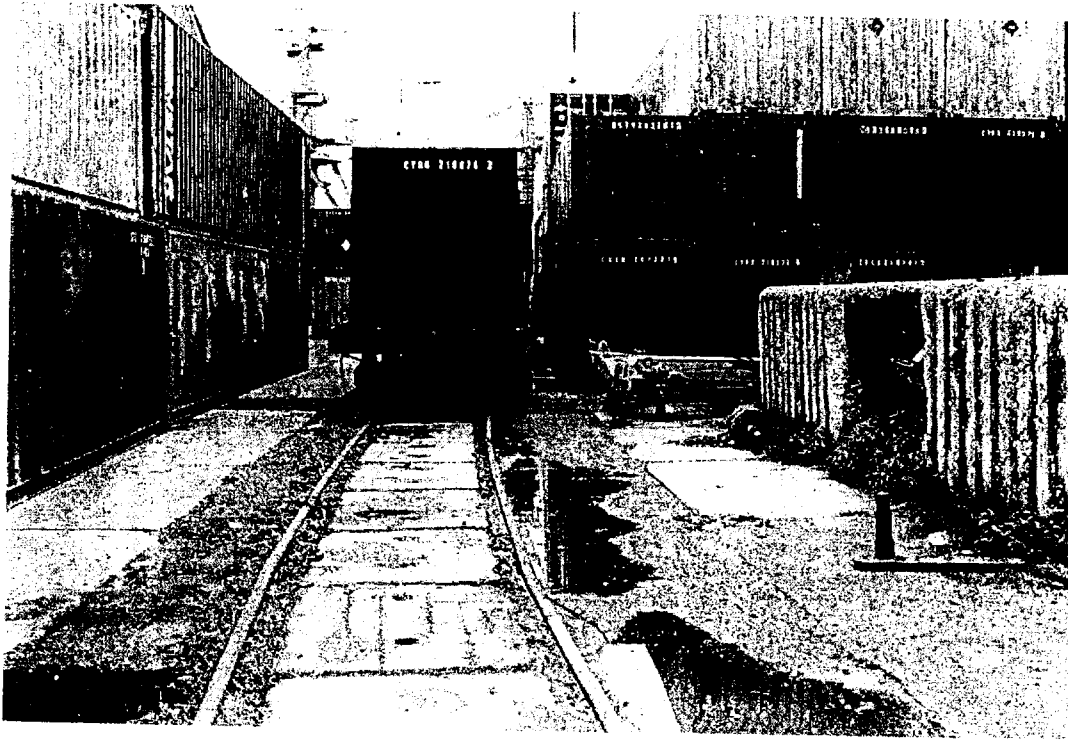
General Condition

The track is covered up to the top of the sleepers. Behind switch 12 the track is entirely bare on the ground, it is overgrown with grass. The bedding is humid, due to stagnant water. The rails joints are not stable, they are moving up and down during a pass over. The lugs are attached to the rail-ends with one screw only, they are partly loose. Because of this the rail joints are partly acute-angled in the curve. Behind the gate the track is placed on concrete plates and passable, it has the same level as the crane sleepers.

General condition: Fair.



Track / рейсовый путь N° 07



Area: Berth 8, 9 and 10

Track No. 08

Length	817 m	from switch W12 crossing switch W18 (measure-table from ground plan)
useful length	762 m	(measure-table from ground plan)
Gauge:	appr. 1530 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.
Bedding:	Area Berth 7; Mixed soil with ballast
Bedding:	Area Berth 8; Lean concrete with ballast
Bedding:	Area Berth 9; Mixed soil with ballast
Bedding:	Area Berth 10; Mixed soil with ballast

Buffer

Heap of earth enclosed with concrete, additionally a block of concrete.

General Condition

Area Berth 7:

Behind switch W12 there is stagnant water. The area is overgrown with grass. The track is covered up to half of the height of the sleepers. The rail joints are not stable, they are moving up and down during a pass over.

Area Berth 8:

Due to the construction of the quay-wall (continuous concrete plate) the track is entirely bare upon this plate of concrete on a 5 cm thick layer of fine ballast. The bays of the sleepers have different sizes from 30 cm to 120 cm and are filled with a mixture of lean concrete and ballast. The filling at the head of the sleepers is missing, therefore the track is not stable in that direction. The difference of the top of the crane rails and the level of the railroad is 35 - 40 cm.

Area Berth 9:

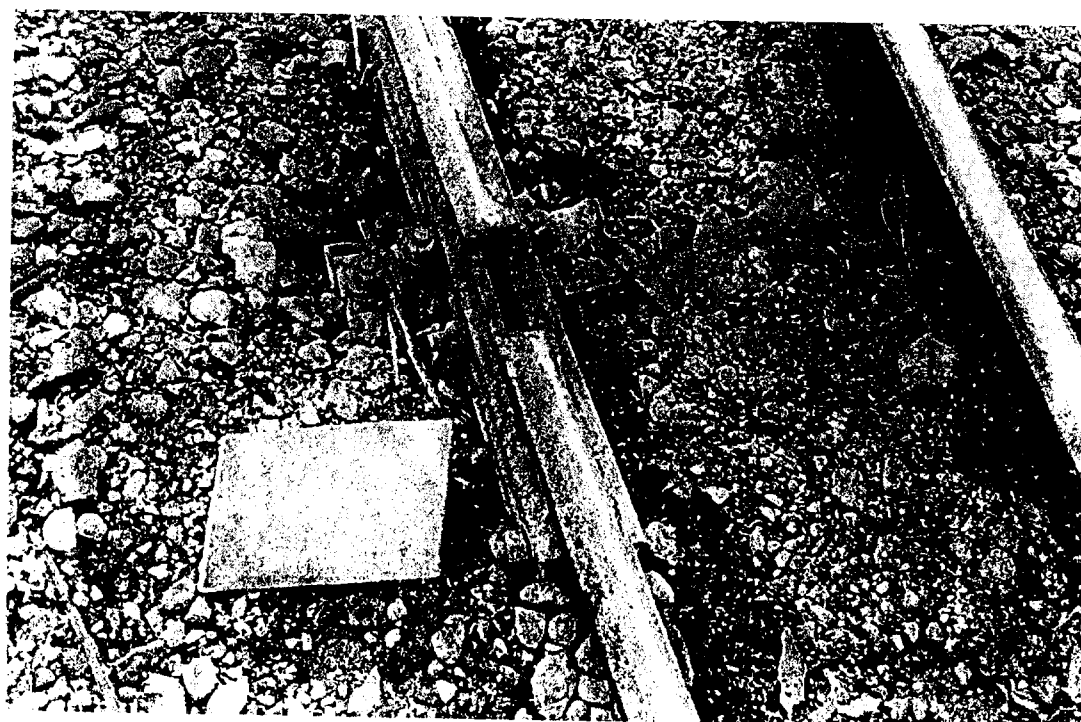
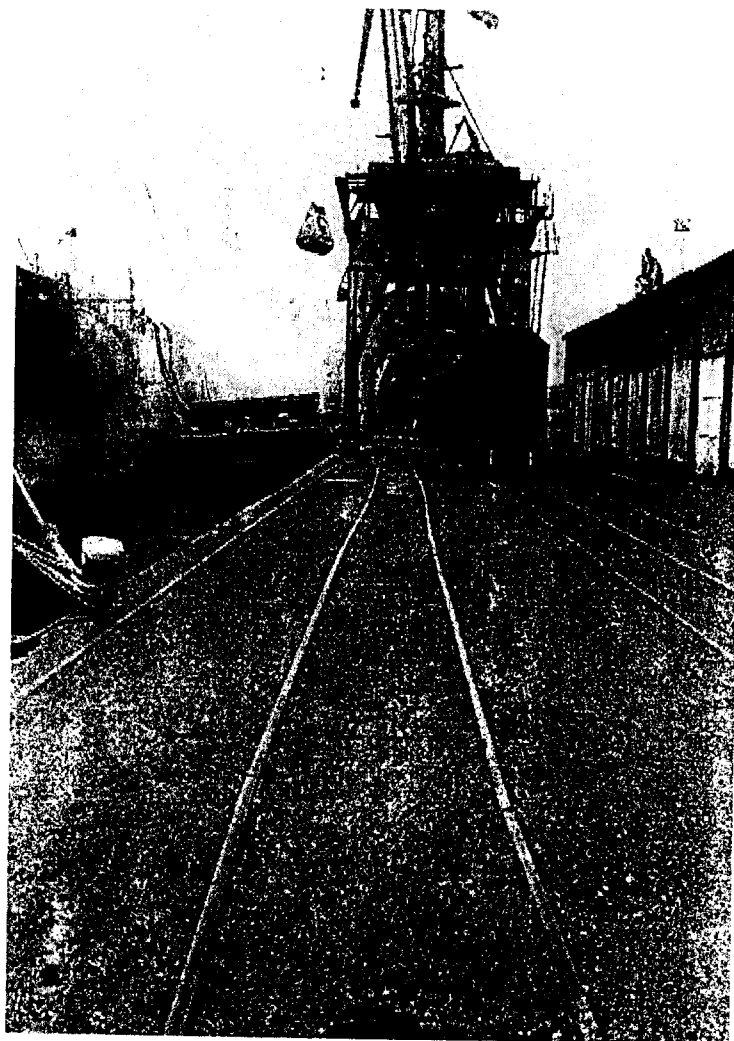
The track is mainly filled up to the top of the sleepers with bedding. The rail joints are not stable, some of them are moving up and down during a pass over. The screws of the lugs do not fit tight.

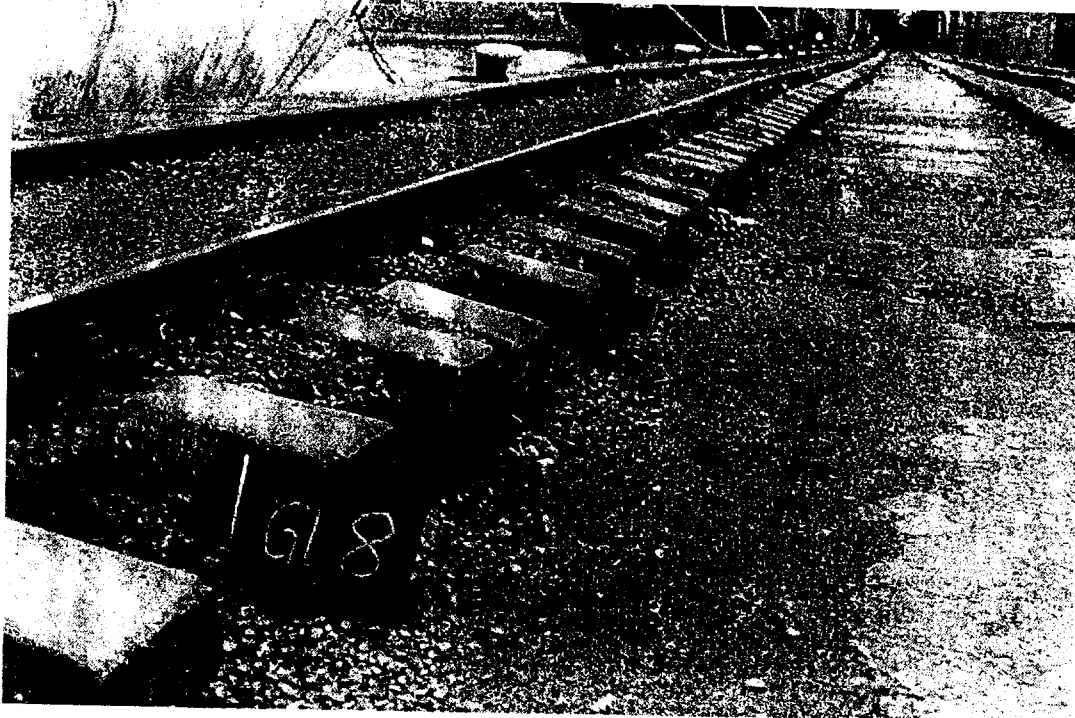
Area Berth 10:

The track is covered up to the top of the head of the rails. Its level is a bit higher than the level of the crane rails.

General condition: Fair - Poor.

Track / рейсовый путь N° 08





Area: Berth 8, 9 and 10

Track No. 09

Length	819 m	from switch W12 crossing switch W16, 17 (measure-table from ground plan)
useful length	669 m	(measure-table from ground plan)
Gauge:	appr. 1535 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.
Bedding:	Area Berth 7; Mixed soil with ballast
Bedding:	Area Berth 8; Lean concrete with ballast
Bedding:	Area Berth 9; Mixed soil with ballast
Bedding:	Area Berth 10; Mixed soil with ballast

Buffer

Heap of earth enclosed with concrete, additionally a block of concrete.

General Condition

Area Berth 7:

Behind switch W12 there is stagnant water. The area is overgrown with grass. The track is covered up to half of the height of the sleepers. The rail joints are not stable, they are moving up and down during a pass over.

Area Berth 8:

Due to the construction of the quay-wall (continuous concrete plate) the track is entirely bare upon this plate of concrete on a 5 cm thick layer of fine ballast. The bays of the sleepers have different sizes from 30 cm to 120 cm and are filled with a mixture of lean concrete and ballast. The filling at the head of the sleepers is missing, therefore the track is not stable in that direction. The difference of the top of the crane rails and the level of the railroad is 35 - 40 cm.

Area Berth 9:

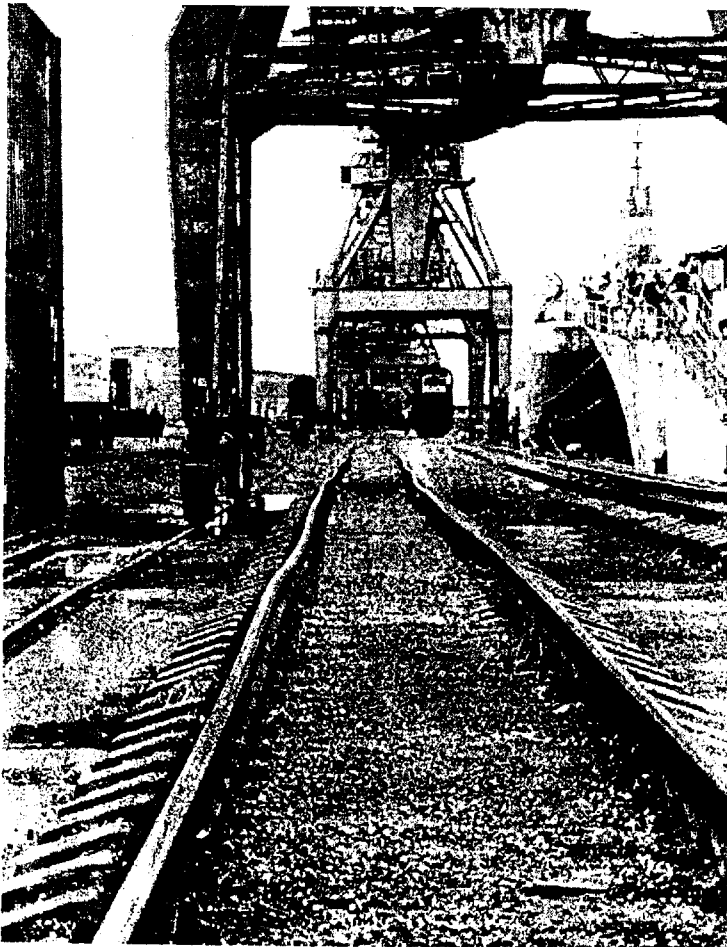
The track is mainly filled up to the top of the sleepers with bedding. The rail joints are not stable, some of them are moving up and down during a pass over. The screws of the lugs do not fit tight.

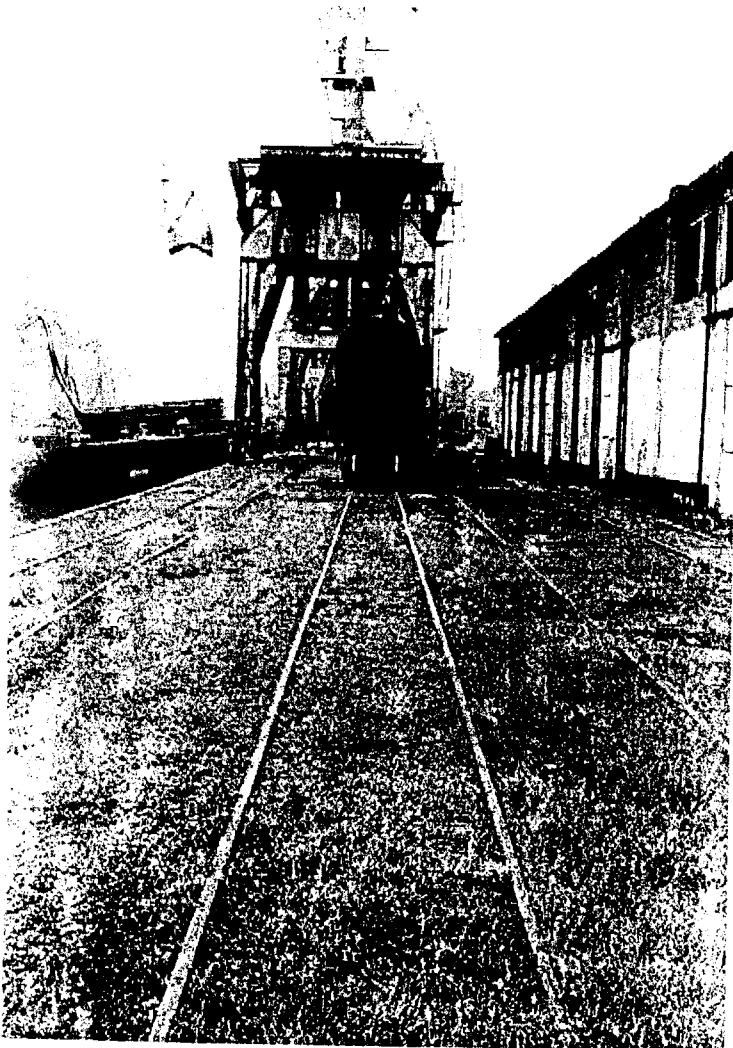
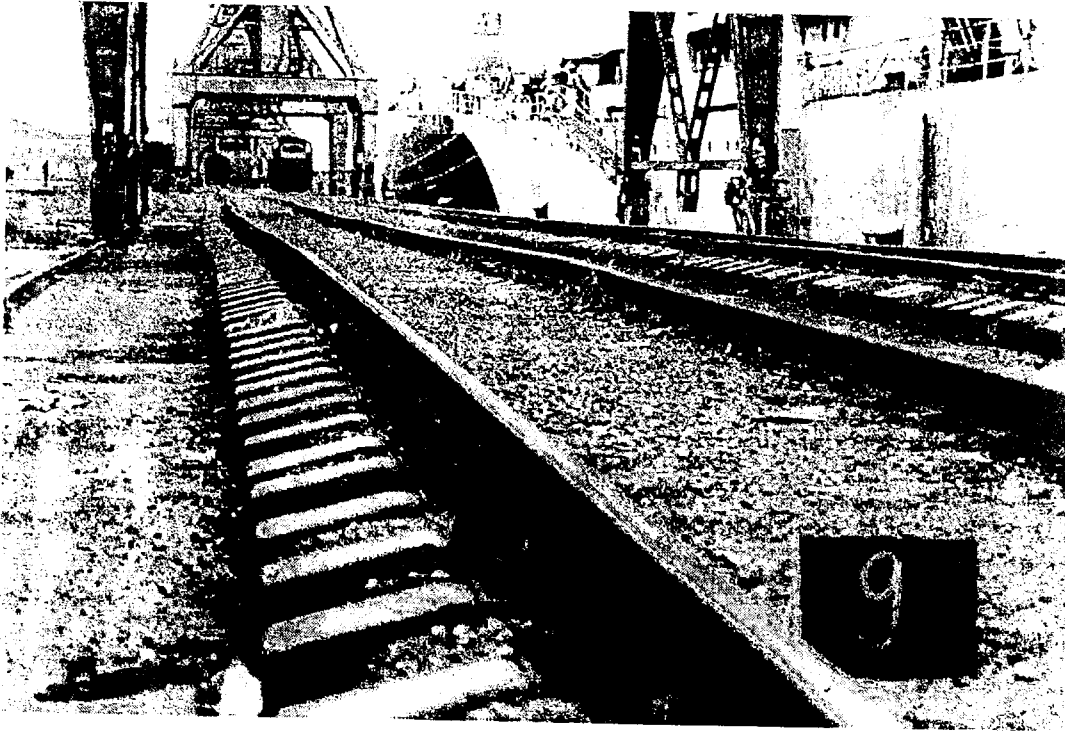
Area Berth 10:

The track is covered up to the top of the head of the rails. Its level is a bit higher than the level of the crane rails.

General condition: Fair - Poor.

Track / рейсовый путь № 00





Area: Lateral Access Berth 9 and 10

Track No. 10

Length 290 m from switch W10 to switch W13 (measured from ground plan)

useful length (240 m)
Access track

Gauge: appr. 1535 mm

Sleepers / fastening / ballast

Sleepers: Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.

Bedding: Mixed soil with rubble.

Buffer

Not applicable.

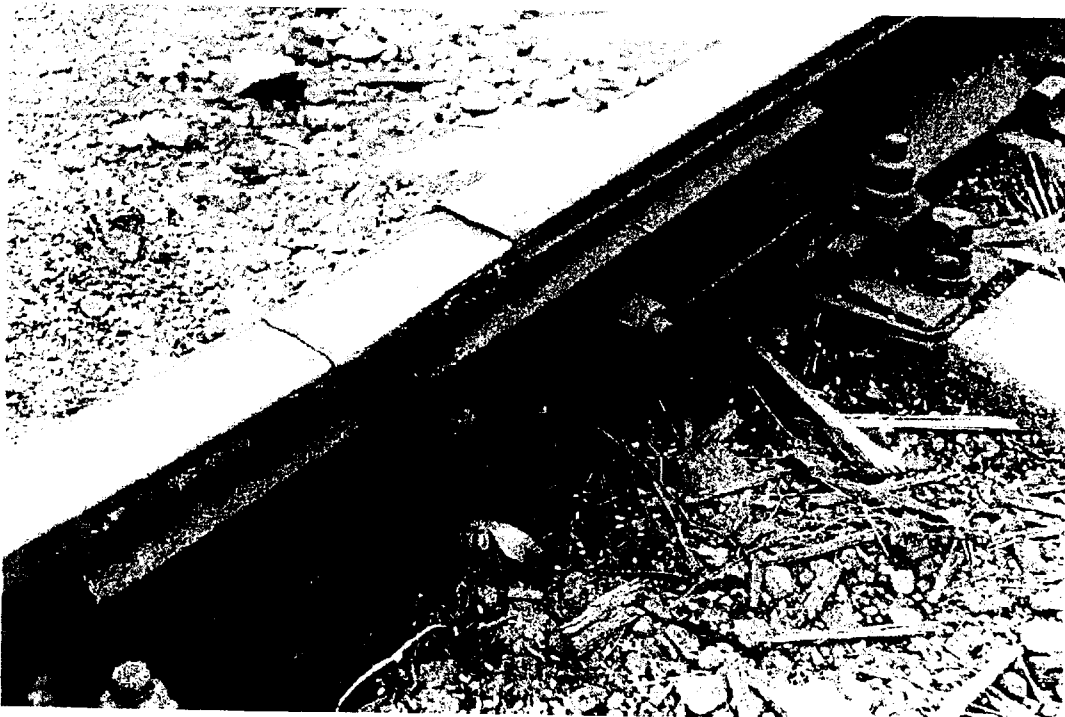
General Condition

The track is covered up to the top of the sleepers, partly even higher. The track is very overgrown with grass. The rail joints are not stable. In the area of the curve the joints are acute-angled.

General condition: Fair.



Track / рейльсовый путь № 11



Area: Lateral Access Berth 9 and 10

Track No. 11

Length	590 m	from switch W13 across switch W14,15 (measured from ground plan)
useful length	300 m	(measured from ground plan)
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.
Bedding:	Mixed soil with rubble.
Bedding:	Area Berth 10; Mixed soil with ballast, partly covered by asphalt.

Buffer

Block of concrete.

General Condition

Area behind switch W14, right branch: The track is partly covered up to half of the height of the sleepers. At the head of the sleepers the bedding is partly missing. The sleepers are uneven, some of them are tipped over. The rail joints are not stable, they are heavily moving up and down during a pass over. In the area of the ramp the fastenings of the rails are partly torn out of the sleepers.

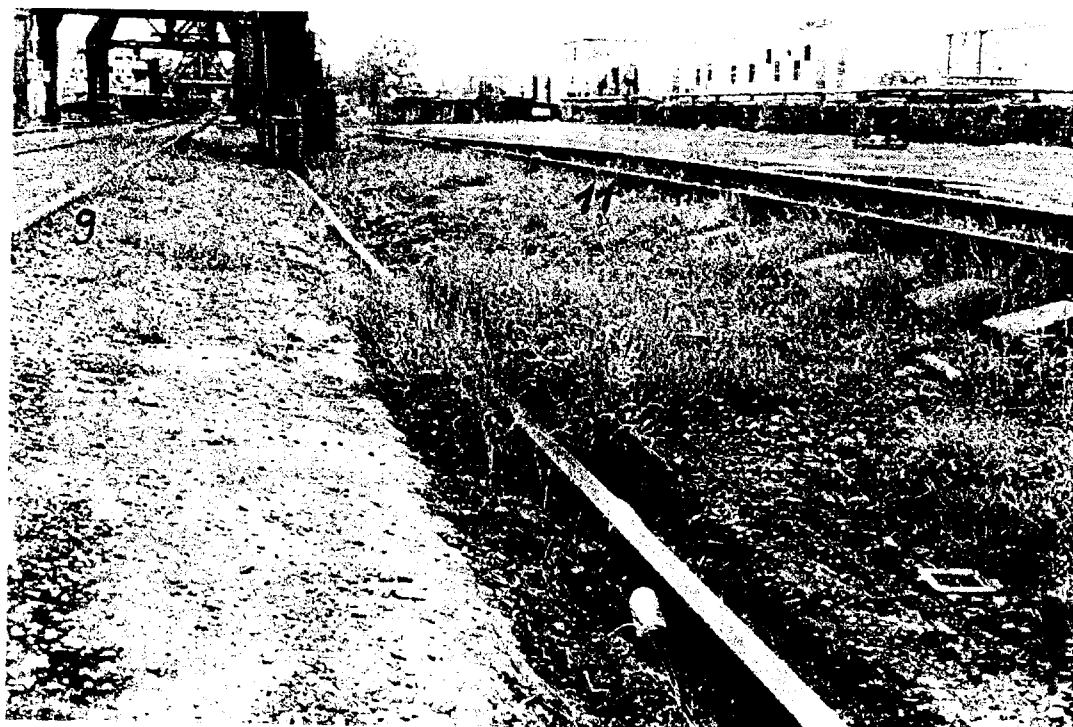
Area Berth 9:

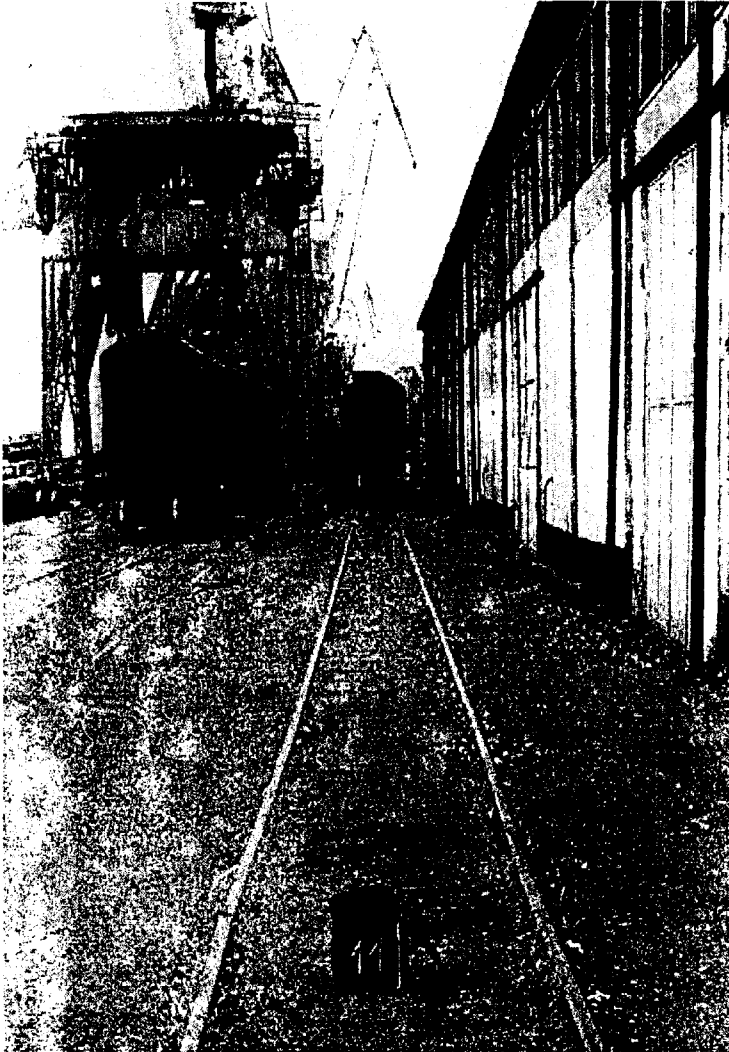
The track runs parallel to the loading road. The surface water from the road is running into the track. It is overgrown with grass. Due to the humid ground the rail joints are not stable, they are heavily moving up and down during a pass over. The screws of the lugs do not fit tight.

Area Berth 10:

The track is covered up to the top of the head of the rails. Its level is a bit higher than the level of the crane rail.

General condition: Poor.





Area: Track of the Ramp

Track No. 12

Length	250	from switch W14 (measured from ground plan)
useful length	207 m	(measure-table from ground plan)
Gauge:	appr. 1530 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.
Bedding:	Mixed soil with rubble.

Buffer

Not applicable.

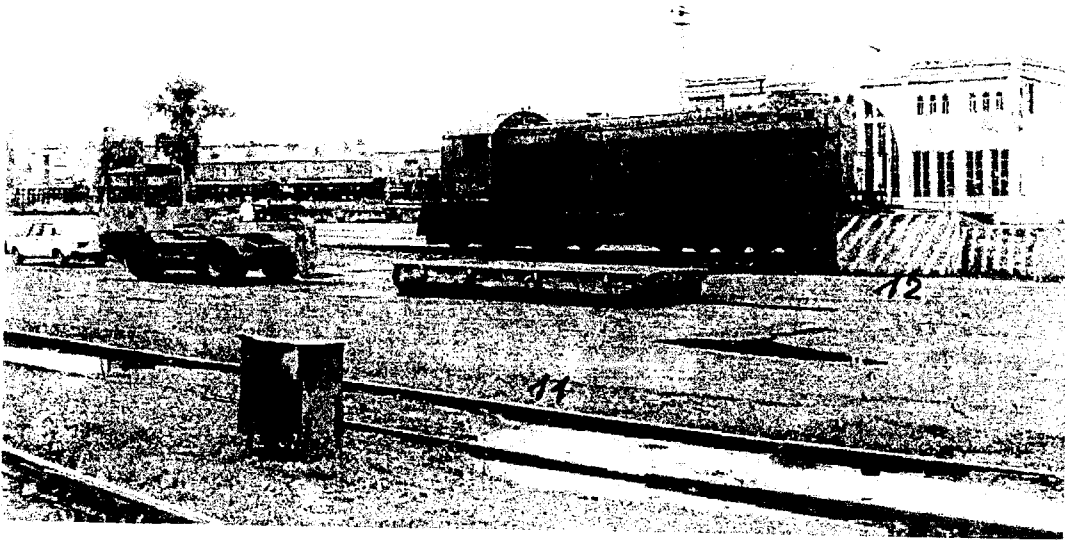
General Condition

The track is covered up to the top of the sleepers. The track is very overgrown with grass. The rail joints are not stable. The fastenings of the rails are loose. The side running street drains into the track.

General condition: Poor.



Track / рейсовый путь № 12



Area: Southern Area in the Port

Track No. 13

Length 505 from switch W13 (measure-table from ground plan)
useful length 450 m (measure-table from ground plan)
Gauge: appr. 1535 mm

Sleepers / fastening / ballast

Sleepers: Concrete sleepers fastened with clamping plates. They are torn at the distance from the base plate to the head of the sleepers.

Bedding: Mixed soil with rubble.

Buffer

Heap of earth.

General Condition

The track is covered up to half of the height of the sleepers. The track is very overgrown with grass. The rail joints are not stable. The fastenings of the rails are loose. The side running street drains into the track. Ongoing from the central area there is a track ramp on the right side.

General condition: Poor.

Track / рейльсовый путь N° 13



Area: Container Area, Berth 7

Track No. 14

Length	175 m	(measure-table from ground plan)
useful length	135 m	(85 m from the level crossing) (measure-table from ground plan)
Gauge:	appr. 1520 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with nails.
Bedding:	Mixed soil with pebbles (10/50 mm), partly rubble.

Buffer

Block of concrete.

General Condition

The track is covered up to the top of the sleepers into the height of the side running road. From behind the switch up to the level crossing the track is overgrown with grass. After the level crossing it lies on concrete plates and is passable. It is on the same level as the crane rails. The useful length is almost 85 m, 6 - 7 m container carriage.

General condition: Fair - Good.

Area: Accesses**Track No. 16**

Length	310 m	from switch W25 crossing switch W19, 21, 23 (measured from ground plan)
useful length	(212 m)	(measure-table from ground plan) Passage track to the district station, Berth 1 - 6 and the container area
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

From switch W01 to switch W25.

Sleepers: Wooden sleepers fastened with nails.

Bedding: Mixed soil with rubble. The bedding is filled up to the top of the sleepers.

Buffer

Not applicable.

General Condition

The rail joints are heavily moving up and down during a pass over. They are partly silted and have gaps. At the side the track is overgrown with hedges. The profile and the fringe way are restricted. The track is used as supply track for the northern area of the railway station POTI and as pull-out track for manoeuvring in the district station north of Berth 3 - 6.

General condition: Fair - Poor.

Area: Container Area, Berth 7

Track No. 15

Length	189 m	(measure-table from ground plan)
useful length	134 m	(85 from the level crossing) (measure-table from ground plan)
Gauge:	appr. 1520 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with nails.
Bedding:	Mixed soil with pebbles (10/50 mm), partly rubble.

Buffer

Block of concrete.

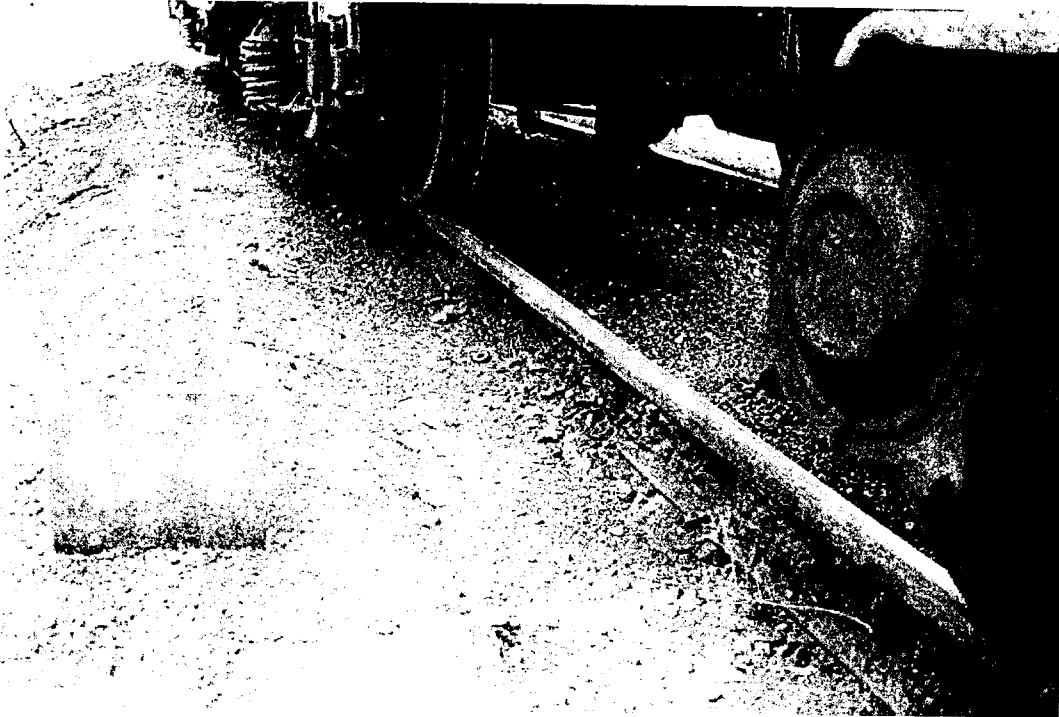
General Condition

The track is covered up to the top of the sleepers. From behind the switch up to the level crossing the track is overgrown with grass. It lays on concrete plates after the level crossing and is passable. It is on the same level as the crane rails.

The useful length is almost 85 m, 6 - 7 m container carriage.

General condition: Fair - Good.

Track / рейсовый путь № 17



Area: District Station North of Berth 3 - 6

Track No. 17

Length	670 m	from switch W25 crossing switch 26, 28, 31 (measured from ground plan)
useful length	470 m	(measured from ground plan)
Gauge:	appr. 1525 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with nails. At the back area there are concrete sleepers fastened with concrete plates.
Bedding:	Mixed soil with rubble. At the back area the bedding consists of soil with pebbles.

Buffer

Not applicable.

General Condition

The track is very covered with bedding, partly up to the top of the head of the rails. At the front area the rails are exposed and partly new fastened with nails. The rubble-waste stays in the track area and prevents a sufficient draining. At the back area the track is overgrown with grass.

In the curve the rails are supported by diagonal attached lugs on the outside. Single rail joint gaps are up to 120 mm. All rail joints are not stable, they are heavily moving up and down during a pass over. There position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rails joints are acute-angled in the curve area. At the end of the curve of the track- behind switch 31 is a weigh which is out of work.

General condition: Poor.

Area: District Station North of Berth 3 - 6

Track No. 18

Length	590 m	from switch W28 crossing switch W30 (measured from ground plan)
useful length	370 m	(measured from ground plan)
Gauge:	appr. 1525 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with clamping plates.
Bedding:	Mixed soil with slag.

Buffer

Not applicable.

General Condition

The track is filled up to the top of the sleepers. The track is overgrown with grass. The rail joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rail joints are acute-angled in the curve area. The track is without a termination point. Deposited carriages are moved further than the end of the track.

General condition: Poor.

Area: District Station North of Berth 3 - 6

Track No. 20

Length	701 m	from switch W26 crossing switch W27, W29 to switch W35 (measure-table from ground plan)
useful length	520 m	(measure-table from ground plan)
Gauge:	appr. 1525 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping platés.
Bedding:	Mixed soil with slag.

Buffer

Not applicable.

General Condition

From switch W29 to switch W35:
The track is very overgrown with grass. The bedding is partly filled up to the top of the sleepers. The rail joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rails joints are acute-angled in the curve area.

General condition: Fair.

Area: District Station North of Berth 3 - 6

Track No. 19

Length	715 m	from switch W30 crossing switch W35 to switch 36 (measure-table from ground plan)
useful length	520 m	
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers fastened with nails.
Bedding:	Mixed soil with slag.

Buffer

Not applicable.

General Condition

From switch W30 to track central:

The gauge is appr. 1540 mm. In the front area there are building works. The track is exposed up to the top of the sleepers. The building work is concerned with the rail joints and the fastenings, work concerning repair of tracks does not take place.

From track central to switch W35:

The gauge is appr. 1545 mm. The track is overgrown with grass. The sleepers are partly filled up to the top with bedding. In the area before the termination point of switch W35 the sleepers are in a very bad condition. Almost 10 m in front of the termination point of switch 35 is a closed down switch. The switch shifting weight is missing. The switch is put in position towards track 19 and was probably used as switch towards the tracks 17 and 18.

The joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rail joints are acute-angled in the curve area.

The end-switch 35 is put into position towards track 20. Track 19 can therefore only be used from the eastern direction.

General condition: Poor.

Track / рельсовый путь N° 21



Area: District Station North of Berth 3 - 6

Track No. 21

Length	705 m	from switch W29 (crossing switch W33) to switch W29 (measure-table from ground plan)
useful length	(595 m)	(measure-table from ground plan) 350 m because of the new installed switch W33 Track 21 is a passage track towards Berth 1, 2 and 3)
Gauge:	appr. 1520 mm	

Sleepers / fastening / ballast

From switch W29 to switch W36

Sleepers: Concrete sleepers with clamping plates, partly wooden sleepers fastened with nails.
Bedding: Mixed soil with slag.

Buffer

Not applicable.

General Condition

The track is in an almost straight line.

The bedding is partly filled over the top of the sleepers up the height of the head of the rails. The rail joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rail joints are acute-angled in the curve area.

In the area of the rail joint gaps the rails are partly broken up to 20 cm. Some of them are supported by adapters which are installed by very long lugs. The screws of the lugs do not fit tightly.

General condition: Fair - Poor.

Area: District Station North of Berth 3 - 6

Track No. 22

Length 320 m (measured from ground plan)

useful length 280 m (measured from ground plan)

Gauge: appr. 1540 mm

Sleepers / fastening / ballast

Not noticeable.

The track is covered up to the top of the sleepers with bedding consisting of mixed soil.

Buffer

Not applicable.

General Condition

The track is put out of work. Switch 27 is put into a right position and is ensured by a lug attached with screws. It is totally covered and overgrown with grass. In the termination area the track is extended. The buffer is missing.

The track is used as deposit place for carriages out of work.

General condition: Poor.

Area: **Berth 4, 5 and 6**

Track No. 24

Length	370 m	(measured from ground plan)
useful length	345 m	(measured from ground plan)
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

Sleepers:	Concrete sleepers fastened with clamping plates.
Bedding:	Mixed soil with rubble.

Buffer

Not applicable.

General Condition

The track is filled up to the top of the sleepers with mixed soil and slag. Behind the switch it is overgrown with grass, further on it is totally covered. It has the same level as track 23. Both tracks are almost 40 cm higher than the crane rails. The distance to track 23 is 4 m. Switch 33 (old) is extended at the end of the track.

General condition: **Poor.**

Area: Berth 4, 5 and 6

Track No. 23

Length 370 m (measured from ground plan)

useful length 345 m (measured from ground plan)

Gauge: appr. 1540 mm

Sleepers / fastening / ballast

Not noticeable.

The track is covered up to the top of the sleepers with bedding. The bedding consists of mixed soil with slag.

Buffer

Not applicable.

General Condition

Behind the switch the track is overgrown with grass. It has the same level as track 24. Both tracks are almost 40 cm higher than the crane rails. The distance to track 24 is 4 m. Switch 33 (old) is extended at the end of the track. The track is used as deposit place for carriages. Some of these are derailed. The track has not been used for a very long time.

General condition: Poor.

Area: Berth 4, 5 and 6

Track No. 26

Length	570 m	(measured from ground plan)
useful length	545 m	(measured from ground plan)
Gauge:	appr. 1535 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding:	Mixed soil with Pebbles (10/150 mm)

Buffer

Heap of earth, behind it there is a block of concrete.

General Condition

Behind switch 24 the track is overgrown with grass, there is stagnant water. On a length of 20 m it is silted. The bedding at the head of the sleepers is too little. The track and the rail joints are moving up and down during a pass over.

Berth 6, 5 and 4:

Berth 6 on piles, Berth 4 and 5 as heavy wall.

The track is ascending At the start of Berth 6. It is totally covered up to the top of the head of the rails. It has the same level as track 25. The level of the crane rails is + 4 cm above the top of the pier. The level of the tracks is 35 - 40 cm above the crane rails. The rails are worn out. At Berth 6 and 5 loading of scrap material and fodder takes place. At the track there can be found loading residues. The track is partly destroyed due to the collection of the residues with grabs.

General condition: Poor.

Area: Berth 4, 5 and 6

Track No. 25

Length	600 m	(measure-table from ground plan)
useful length	545 m	(measure-table from ground plan)
Gauge:	appr. 1540 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding.	Mixed soil with pebbles (10/150 mm).

Buffer

Heap of earth, behind it there is a block of concrete.

General Condition

Behind switch 24 the track is overgrown with grass, there is stagnant water. On a length of 20 m it is silted. The bedding at the head of the sleepers is too little. The track and the rail joints are moving up and down during a pass over.

Berth 6 and 5:

Berth 6 is build on piles, Berth 4 and 5 as a heavy wall.

The track is ascending at the beginning of Berth 6. It is totally covered up to the top of the head of the rails. It has the same level as track 26. The level of the crane rails is + 4 cm above the top of the pier. The level of the tracks is 35 - 40 cm above the crane rails. The rails are worn out.

At Berth 6 and 5 loading of scrap material and fodder takes place. At the track there can be found loading residues. The track is partly destroyed due to the collection of the residues with grabs. At area Berth 6 there is stagnant water at the inner side of the tracks. An outlet for the water is missing probably due to this the surface and bedding is thickened.

Berth 4:

At the end of Berth 4 the level of the track is as high as the crane rails. Further on the tracks are totally covered.

General condition: Poor.

Area: Access Berth 4 - 6

Track No. 28

Length	260 m	(measured from ground plan)
useful length	215 m	(measured from ground plan)
Gauge:	appr. 1530 mm	

Sleepers / fastening / ballast

Sleeper:	Concrete sleepers with fastenings of clamping plates.
Bedding:	Mixed soil with ballast, later on mixed soil with pebbles.

Buffer

Not applicable.

General Condition

The rail joints are incline and acute-angled. They are heavily moving up and down during a pass over. There is one rail joint with a 20 cm long adapter. Partly there is stagnant water. In front of the level crossing there is a switch with wooden sleepers. on its left side there is a very short track. It is put into a right position. The shifting weight is missing. The nail fastening is loose. Behind the switch there are concrete sleepers. The track is overgrown with grass. There is stagnant water. Also here the rail joints are heavily moving up and down during a pass over, therefore they are silted.

General condition: Fair - Poor.

Area: Access Container Area, Berth 7

Track No. 27

Length	158 m	(measure-table from ground plan)
useful length	118 m	(measure-table from ground plan)
Gauge:	appr. 1530 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding:	Soil with rubble.

Buffer

Not applicable.

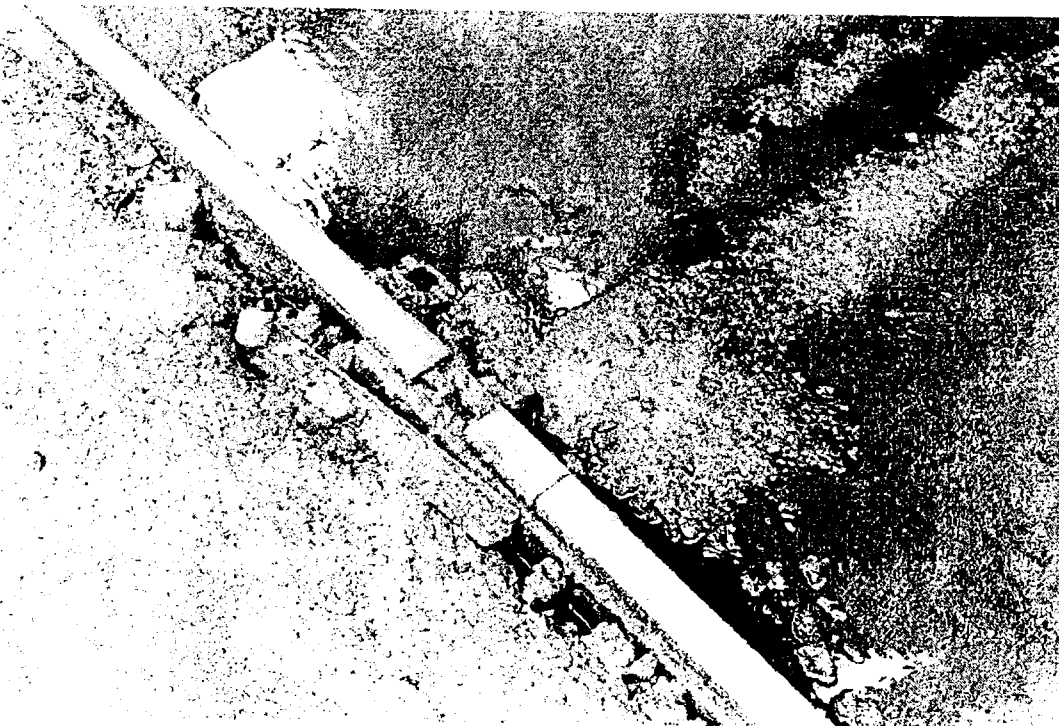
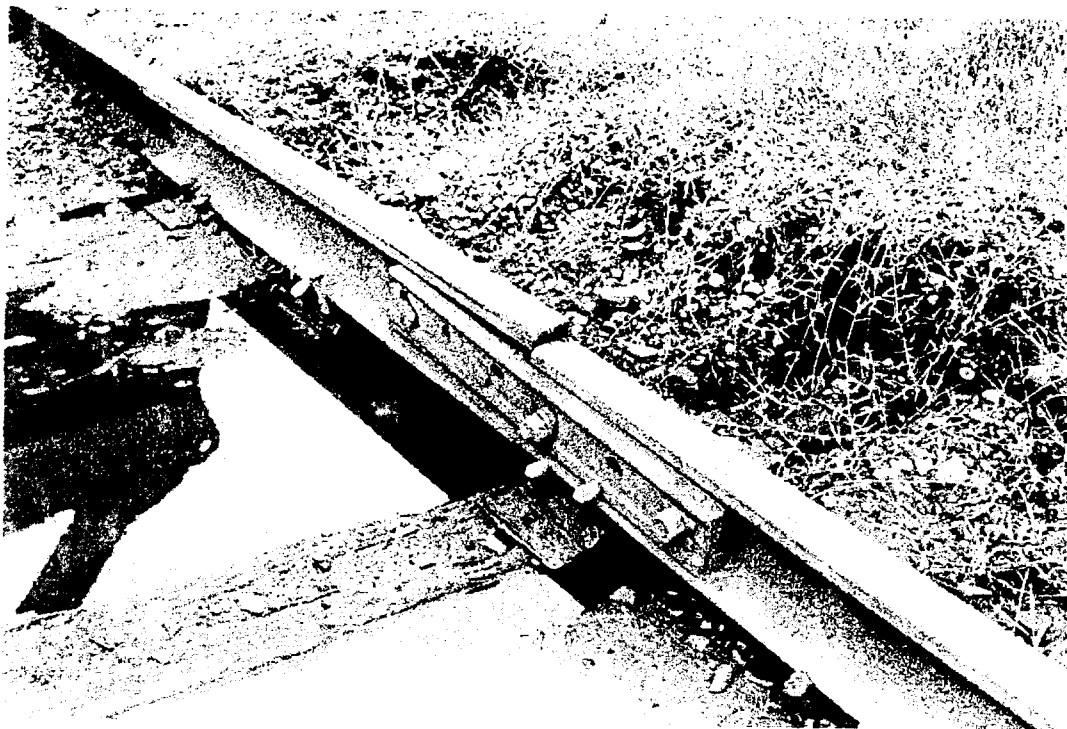
General Condition

The nail fastening is partly loose. The track is overgrown with grass. In the track area is stagnant water. Because of its position between a wall and a road it can not be drained. The level of the top of the rails is at the same level as the surface of the road.

General condition: Fair.



Track / рейльсовый путь N° 28



Area: Berth 1 and 2

Track No. 29

Length	516 m	from W 35 crossing W 37 (measure-table from ground plan)
useful length	363 m	(measure-table from ground plan)
Gauge:	appr. 1535 mm	

Sleepers / fastening / ballast

From switch W35 to switch W37:

Sleepers: Partly wooden sleepers with nail fastenings, partly concrete sleepers with fastenings of clamping plates.

Bedding: Mixed soil with rubble.

From switch W37 to the end of the track:

Sleepers: Wooden sleepers with nail fastenings.

Bedding: Mixed soil with rubble.

Buffer

Not applicable.

General Condition

From switch W35 to the beginning of Berth 2 the gauge is 1543 mm. The track is overgrown with grass. On the outside of the curve the bedding at the head of the sleepers is partly missing. In this area the level differences are up to 90 cm (area of the new railferry-berth).

At the beginning of Berth 2 the tracks and its side area is covered with concrete plates. In the area of the filling plant the track is swivelled, the distance to track 30 is increased towards the intake of the filling plant. The track is entirely bare on the ground and is filled up to the top of the head of the rails with bedding.

The rail joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rails joints are acute-angled in the curve area.

The track has no termination point.

General condition: Fair.

Area: Berth 3

Track No. 31

Length (349) m (measure-table from ground plan)
useful length 222 m (measure-table from ground plan)
Gauge: appr. 1550 mm

Sleepers / fastening / ballast

From switch 34 to the end:

Sleepers and fastenings are not noticeable.

Bedding: The rails and the areas at their side are filled solid up to the top of the rails with a mixture of pebbles and ballast.

Buffer

Heap of earth.

General Condition

The track is straight in line. It has the same level as track 32. The rail joints are not stable, they are moving up and down during a pass over. There are many loading residues on the track.
The level of the crane rails is 40 cm higher than the track.

General condition: Fair.

Area: Berth 1 and 2

Track No. 30

Length	481 m	(measure-table from ground plan)
useful length	426 m	(measure-table from ground plan)
Gauge:	appr. 1525 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding:	Mixed soil with rubble.

Buffer

Block of concrete.

General Condition

From switch 37 to the beginning of Berth 2 the track is overgrown with grass. On the outside of the curve the bedding at the head of the sleepers is partly missing. In this area the level differences are up to 90 cm (area of the new railferry-berth).

At the beginning of Berth 2 the tracks and its side area is covered with concrete plates. The levels are as at track 29. In the area of the filling plant the track is entirely bare on the ground and is filled up to the top of the head of the rails with bedding. The position of the track is a bit lower than the level of the quay.

The rail joints are not stable, they are heavily moving up and down during a pass over. Their position is almost always central between two sleepers. The lugs are in general attached with one screw only per rail ending. Especially therefore the rails joints are acute-angled in the curve area.

General condition: Fair.

Area: New Tank Car Filling Plant**Track No. 33**

Length	299 m	from W19 crossing W 20 (measure-table from ground plan)
useful length	189 m	(measure-table from ground plan)
Gauge:	1520 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding:	Gravel with pebbles 15/80 mm).

Buffer

Solid buffer without any coupling equipment and any bounce sleeper. In front of the buffer there is a heap of earth in long shape as addition.

General Condition

The bedding is filled up to the top of the sleeper.

The nail fastenings are a foundation plate, 2 nails on the inside, 1 nail on the outside, nailed on across the plate, laying on the food of the sleeper with the head. Joint lugs with 4 screws. The length of the joint is appr. 25 - 30 m.

In the area at W 20 there is little ballast at the head of the sleepers. The nails are partly loose. The track is new but because of building work out of work, due to this the track is overgrown with grass.

General condition: Good.

Area: Berth 3

Track No. 32

Length 279 m (measure-table from ground plan)

useful length 224 m (measure-table from ground plan)

Gauge: appr. 1535 mm

Sleepers / fastening / ballast

From switch 34 to the end:

Sleepers and fastenings are not noticeable.

Bedding: The rails and the areas at their side are filled solid up to the top of the rails with a mixture of pebbles and ballast.

Buffer

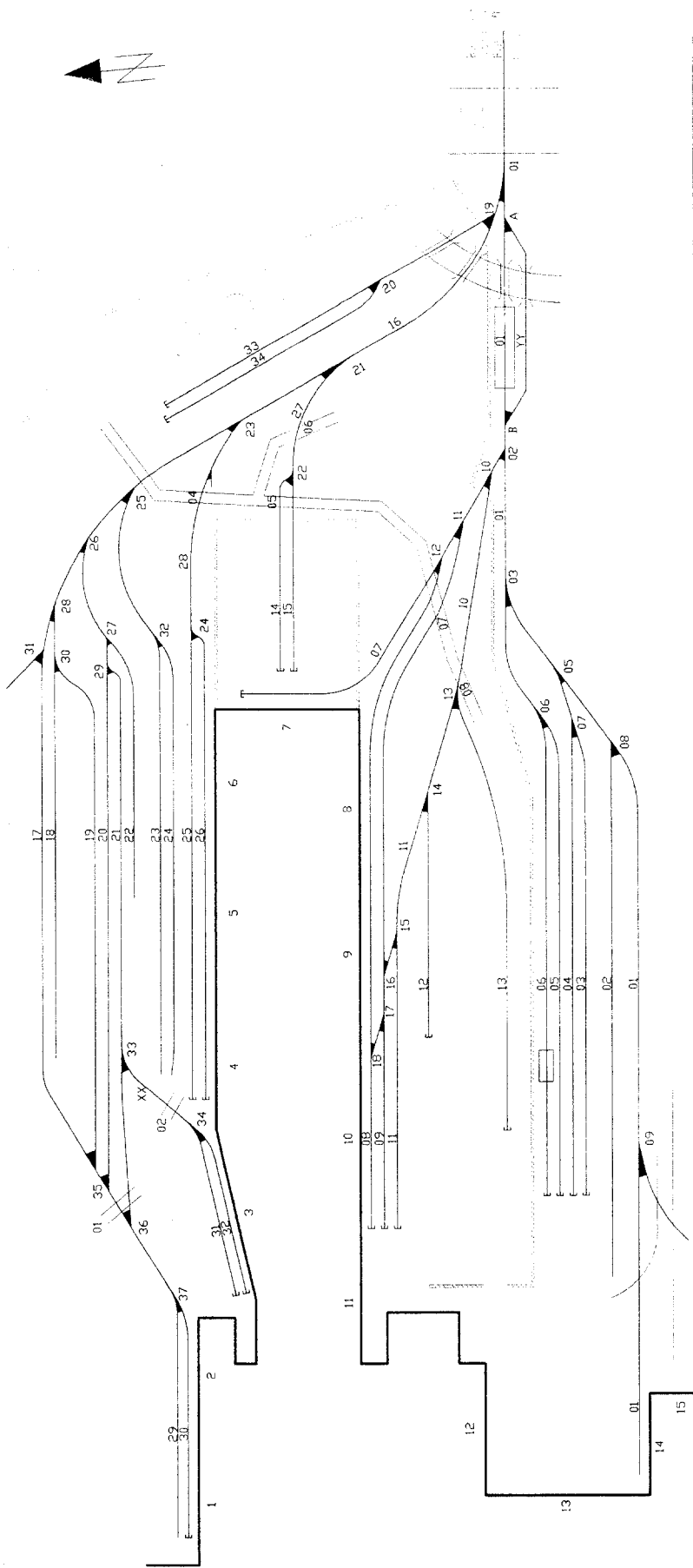
Heap of earth.

General Condition

The track is straight in line. It has the same level as track 31. The rail joints are not stable, they are moving up and down during a pass over. There are many loading residues on the track.

The level of the crane rails is 40 cm higher than the track.

General condition: Fair.



Area: New Tank Car Filling Plant**Track No. 34**

Length	166 m	from W 20 (measure-table from ground plan)
useful length	111 m	(measure-table from ground plan)
Gauge:	1520 mm	

Sleepers / fastening / ballast

Sleepers:	Wooden sleepers with nail fastenings.
Bedding:	Gravel with pebbles (15/80 mm)

Buffer

Solid buffer without any coupling equipment and any bounce sleeper. In front of the buffer there is a heap of earth in long shape as addition.

General Condition

The nails are partly loose. The track is new but because of building work out of work, due to this the track is overgrown with grass

General condition: Good.