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TO: H. L. Dietze ✓ JOB: 884 O/S 7582  
FROM: David L. Narver, Jr. RE: Marine Railway

DATE: 19 February 1954

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The following scheme has been proposed as a substitute for the marine railway on Elmer. Comments by the Home Office are in order.

The proposal is to utilize Building 419 by replacing the present gantry crane with two gantrys, each with a capacity of 75 tons. By running the gantrys in tandem we can pick up an LCT which weighs about 140 tons (Note: Our old figure of 105 tons is in error). The gantrys would pick the boat out of the water, walk it over to solid ground, where the boat would be put on a cart. The cart would be on railroad rails which extend across that end of Elmer. This would allow four (4) boats to be put ashore.

The questions that require answering by the Home Office are:

1. Will present wood piling take such a load - the load being distributed on eight (8) wheels, four (4) on each side? Each wheel will have approximately 15.5 tons and will be at least twenty (20') feet from any other wheel on the same rail.
2. If beefing up is required, what is recommended?
3. Can the present gantry be modified to take 75 tons? Suggested modifications should assume approximately the same lifting speed as crane now has.
4. Cost of a new gantry to take 75 ton load and still meet space clearances for present crane.

You have driving records for the piling for Building 419, so Dames & Moore should be able to at least attempt a bearing value for the present piling.

*David L. Narver, Jr.*  
David L. Narver, Jr.  
Chief Project Engineer

DLNjr: jm  
cc: R. A. Boettcher  
HO Chrono  
HO Central  
OS Chrono  
OS Central  
OS Engr.

*See letter  
1200 of 3/2/54*

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