



PENNSYLVANIA RAILROAD

HARBOR FACILITIES

Port of Philadelphia

PENNSYLVANIA RAILROAD FACILITIES AT PHILADELPHIA'S HISTORIC AND MODERN PORT

CLOSELY INTERWOVEN with the development of the great Port of Philadelphia is the growth of the Pennsylvania Railroad which from its inception more than 100 years ago has actively participated in the development of this Port by the extension of rails directly to the waterfront and the construction of piers to accommodate vessels engaged in world commerce.

From the earliest Colonial days, the historic Port of Philadelphia has moved progressively forward from the time of sailing vessels to the current modern steamers.

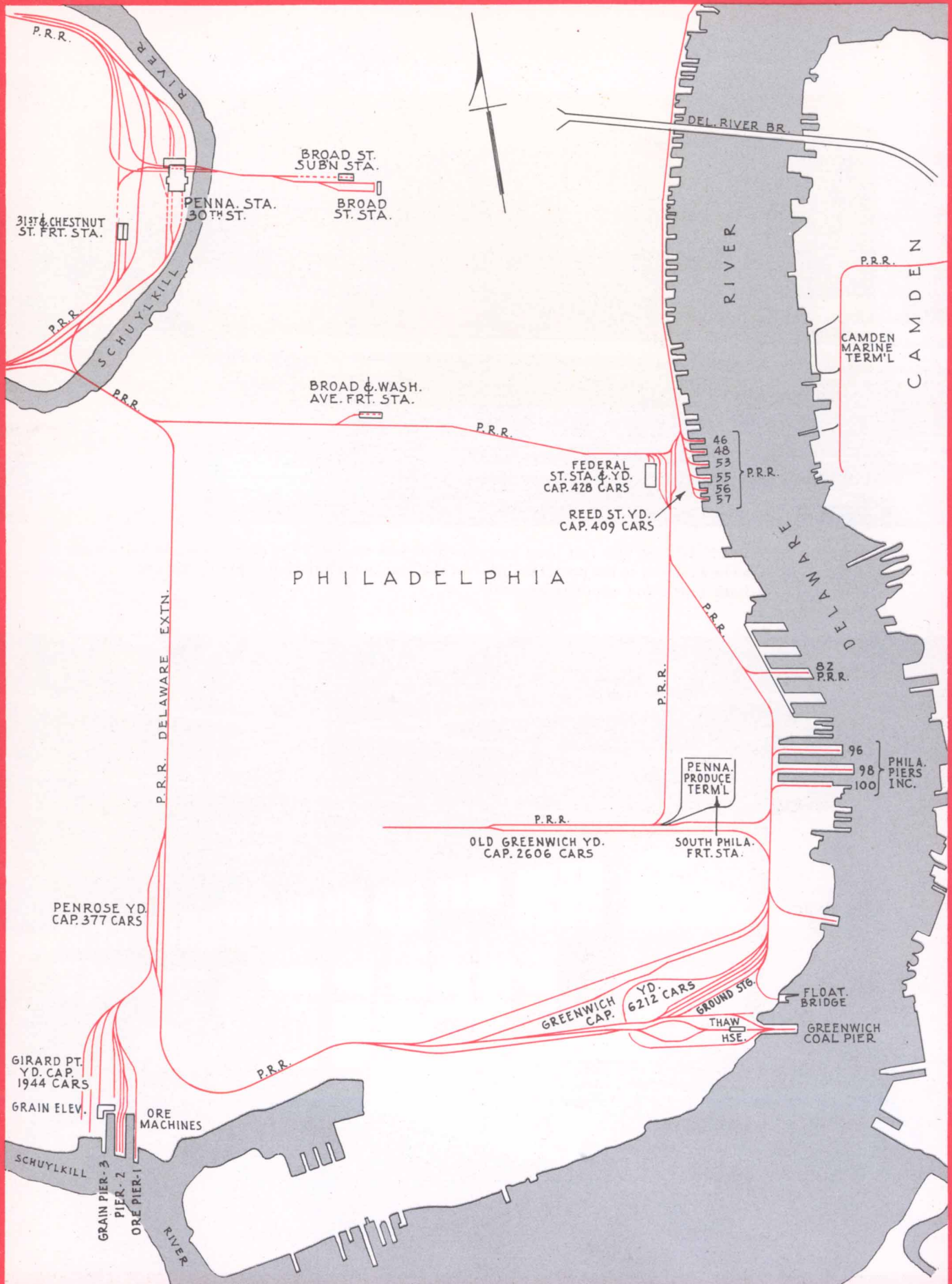
Situated approximately 90 miles from the sea and strategically located at the confluence of the Delaware and Schuylkill Rivers, it has the distinction of being a major fresh water port. The products of the fields, forests, mines and mills of America have been exported through this Port since its birth, and in the reverse direction, the raw materials and finished products from foreign shores have been imported here.

Today, the Pennsylvania Railroad provides extensive terminals and shipside facilities for speedy and economical interchange of the Nation's cargoes between cars and vessels. These facilities include vast waterfront classification yards and terminals, piers, cranes, ore handling machines, a huge grain elevator and a modern coal dumper. Lighters and carfloats are available, when required, but the direct interchange of freight between vessels and cars is one of the outstanding features of the Port of Philadelphia.

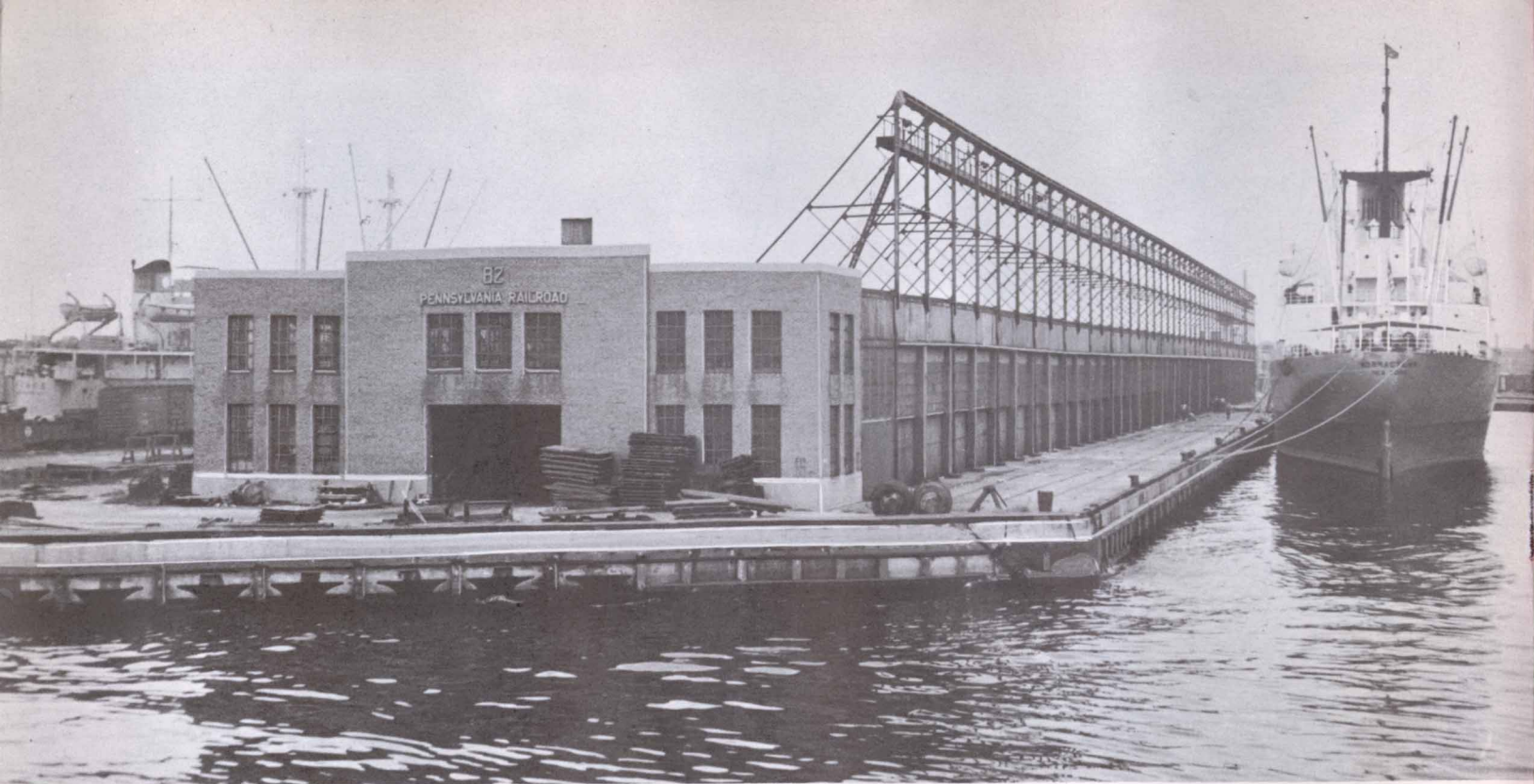
New Jersey and Delaware, having a common interest in the Delaware River, have established at Camden and Wilmington, compact, efficient marine terminals operating shipside facilities in harmony with the Port of Philadelphia, and are served by the Pennsylvania Railroad.

This pamphlet describes the major Pennsylvania Railroad harbor facilities at the Port of Philadelphia and the Camden and Wilmington Marine Terminals.





PENNSYLVANIA RAILROAD'S STRATEGIC POSITION in the Port of Philadelphia is shown in this outline map, indicating locations of its classification and terminal yards, ground storage area, piers, float bridge, grain elevator and coal dumper through which export and import freight is handled; also locations of Philadelphia Piers, Inc. and the Camden Marine Terminals.



NORTHSIDE OF PIER 82, SOUTH, 990 feet long and 345 feet wide, is the newest pier in the port. Double apron tracks on both north and south sides, and

two surface tracks in the center, extend full length of the pier, with adjacent supporting yard.



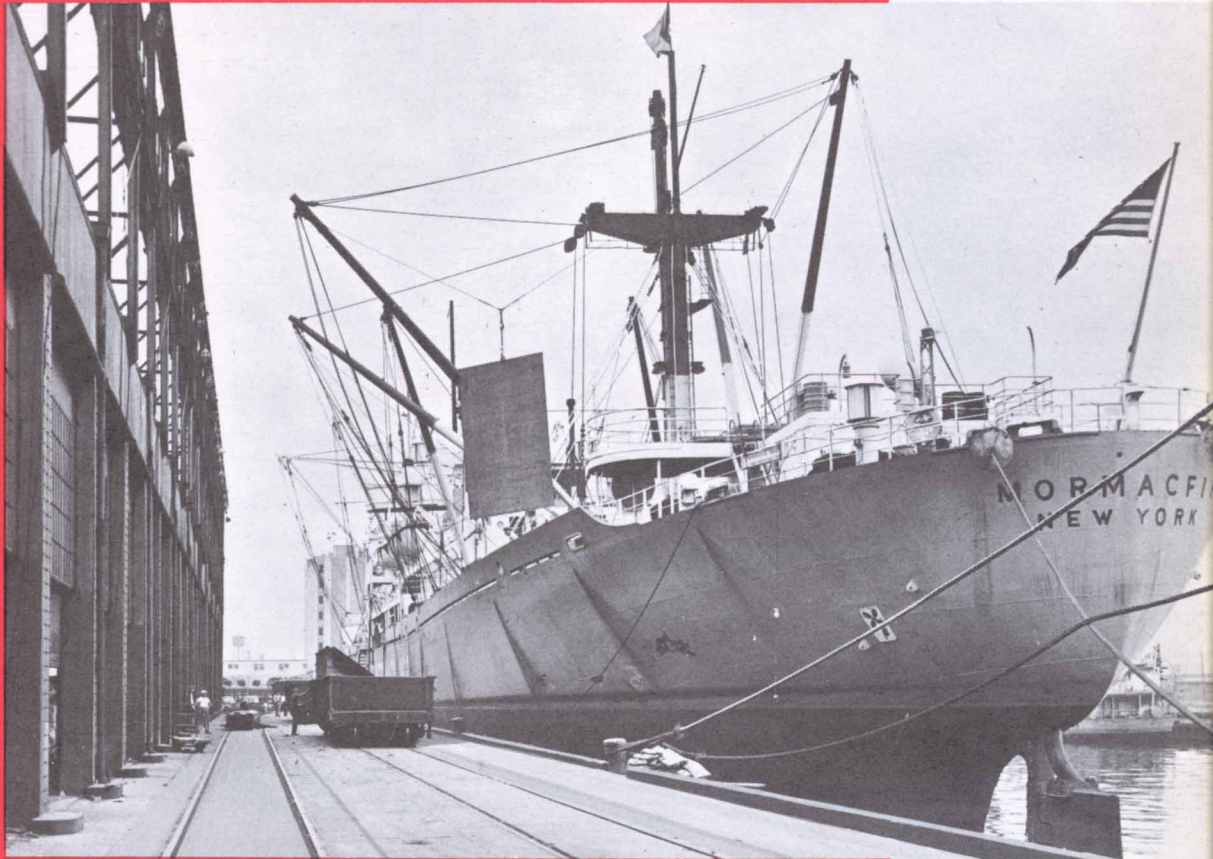
EXPORT FREIGHT being delivered to vessel with modern freight handling equipment from covered section of Pier 82, South. This transit shed, 920

feet long and 82 feet wide, provides excellent space for assembly of export freight requiring weather protection.

SOUTHSIDE OF PIER 82, SOUTH, showing double apron and two center tracks which serve the modern covered section. The superior track arrangement, open and enclosed sections of pier, provides an ideal facility for practically all types of cargoes.



CAR-TO-SHIP loading of steel plates at Pier 82, South, shows typical direct expeditious and economical interchange of traffic.

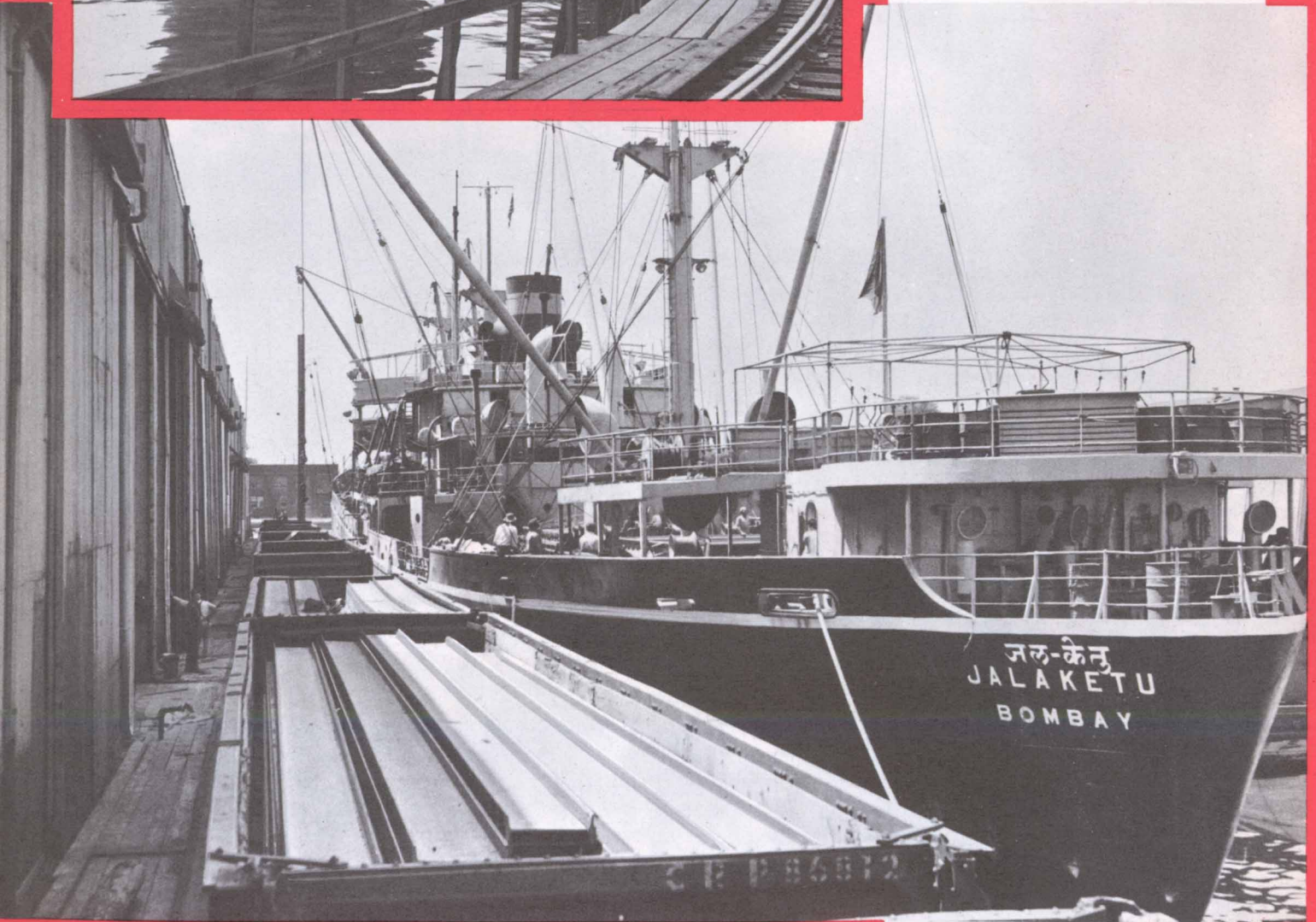


DOUBLE APRON on north-side of Pier 82, South, illustrates the excellent coordination of rail-and-sea transportation.

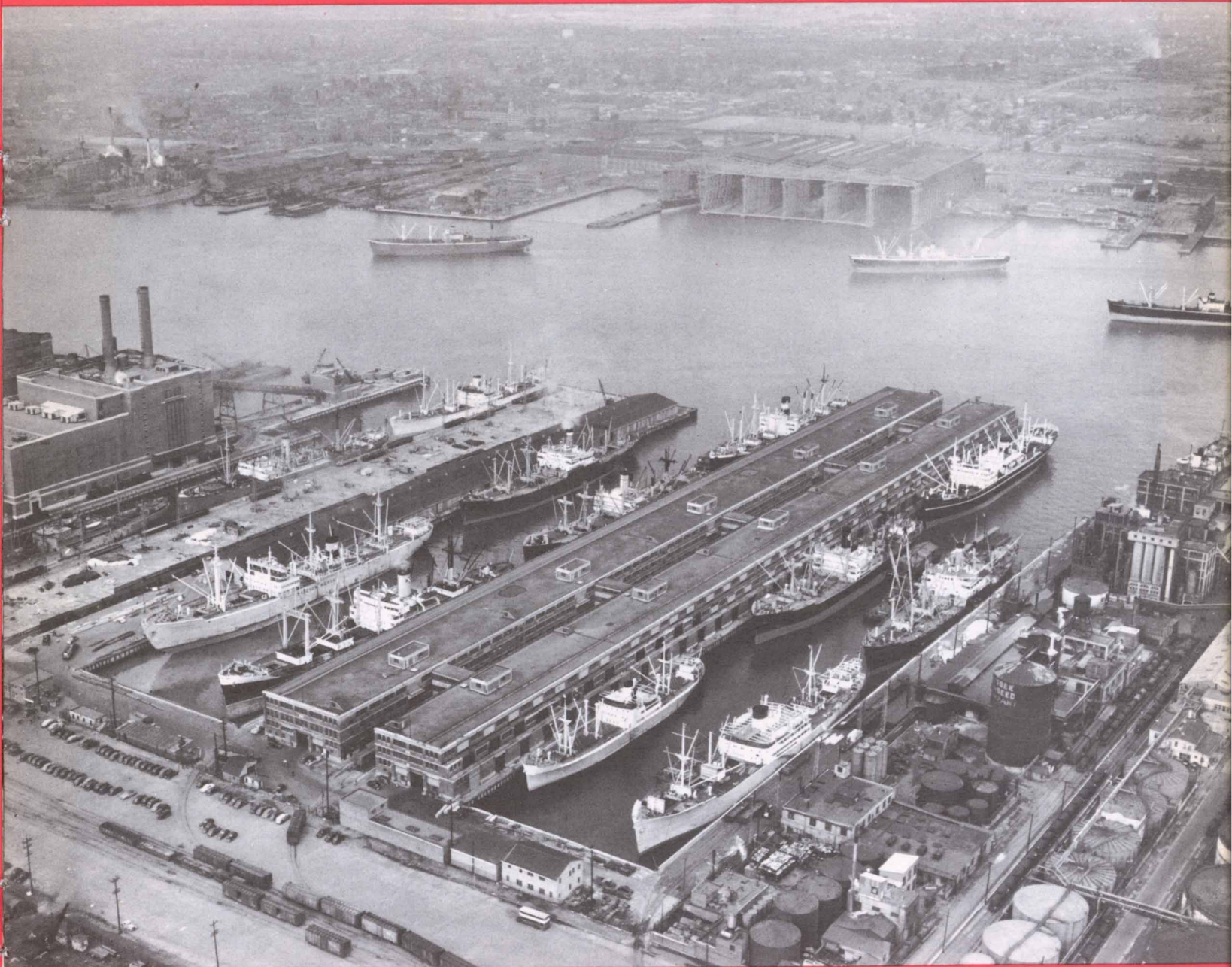




FOR LOADING OF OPEN TOP FREIGHT, direct car-to-ship, apron track shown was recently installed on northside of Pier 46, South, one of a group of six Pennsylvania Railroad Washington Avenue Wharf piers.

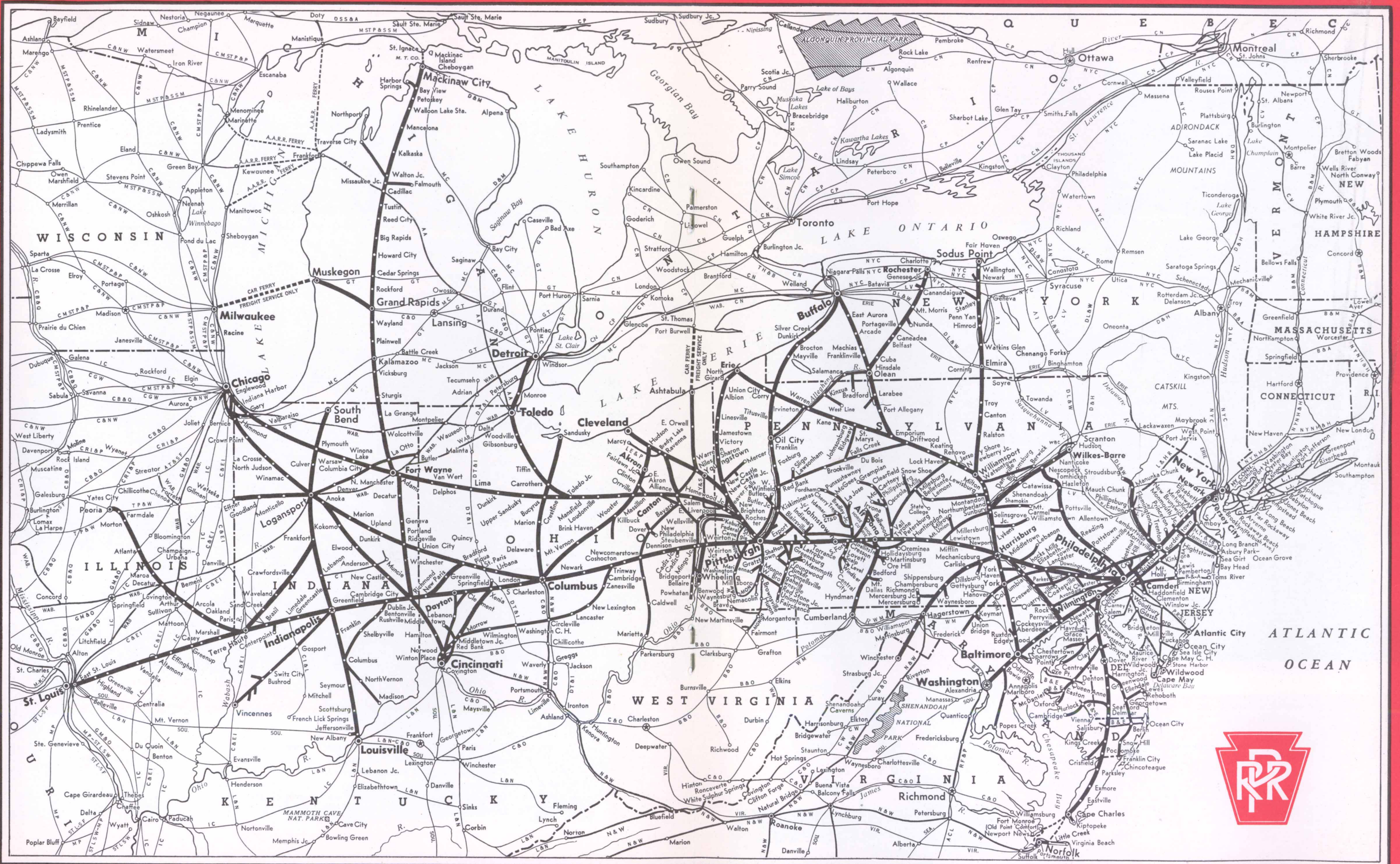


ANOTHER ONE OF PENNSYLVANIA RAILROAD'S Washington Avenue Wharf group of piers is Pier 53, South. The apron track on the Northside, shown here, is a recent improvement, resulting in expeditious and economical interchange of freight with vessels. One depressed track is located in center of covered section of pier.

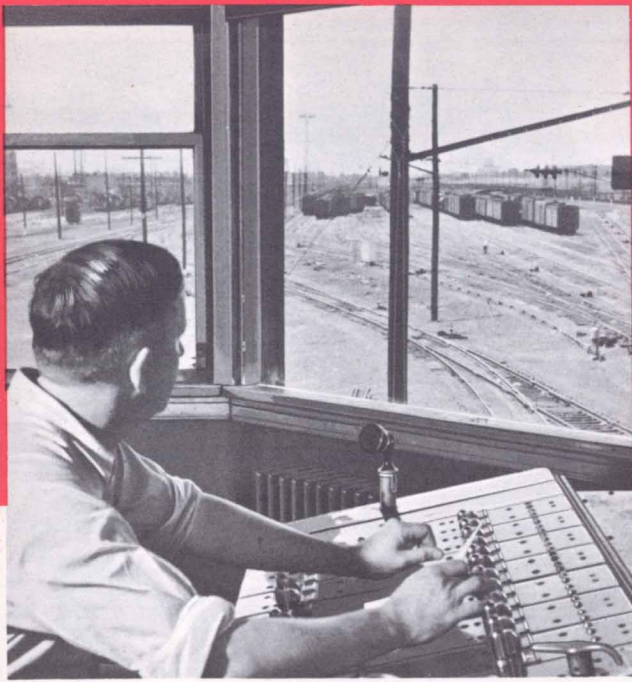


PIERS 96, 98 AND 100, SOUTH, owned by the Federal Government, are leased by Philadelphia Piers, Inc. and operated as a public terminal. It has berthing space for 15 vessels, 1,200,000 square feet of covered storage space, track capacity for 448 cars, and 25 acres of adjacent

open storage space. Aside from direct rail connections with its own piers, the Pennsylvania Railroad reaches practically all municipal and other marine piers in Philadelphia Harbor through the Philadelphia Belt Line Railroad, including the Philadelphia Piers terminal.

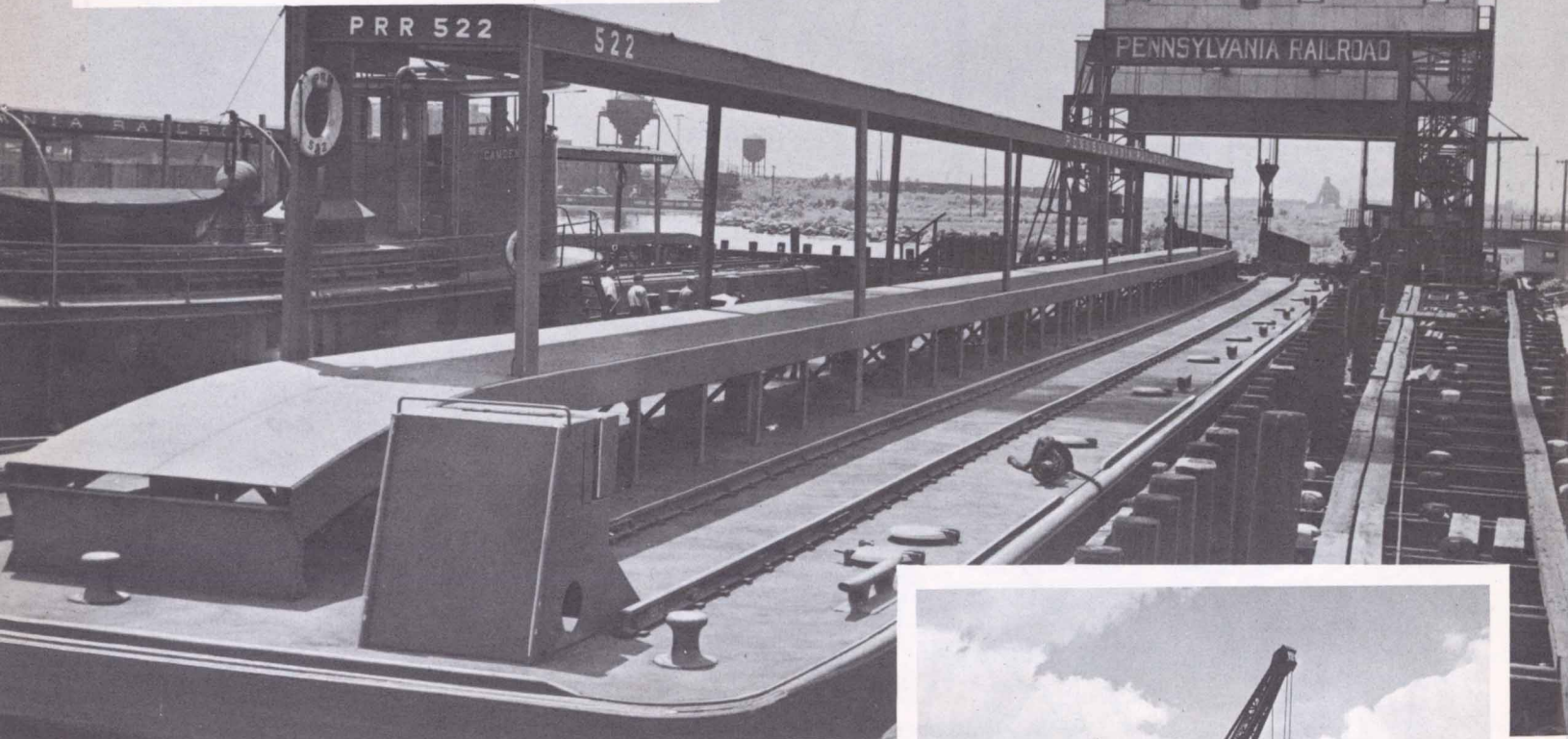


PENNSYLVANIA RAILROAD AND CONNECTIONS



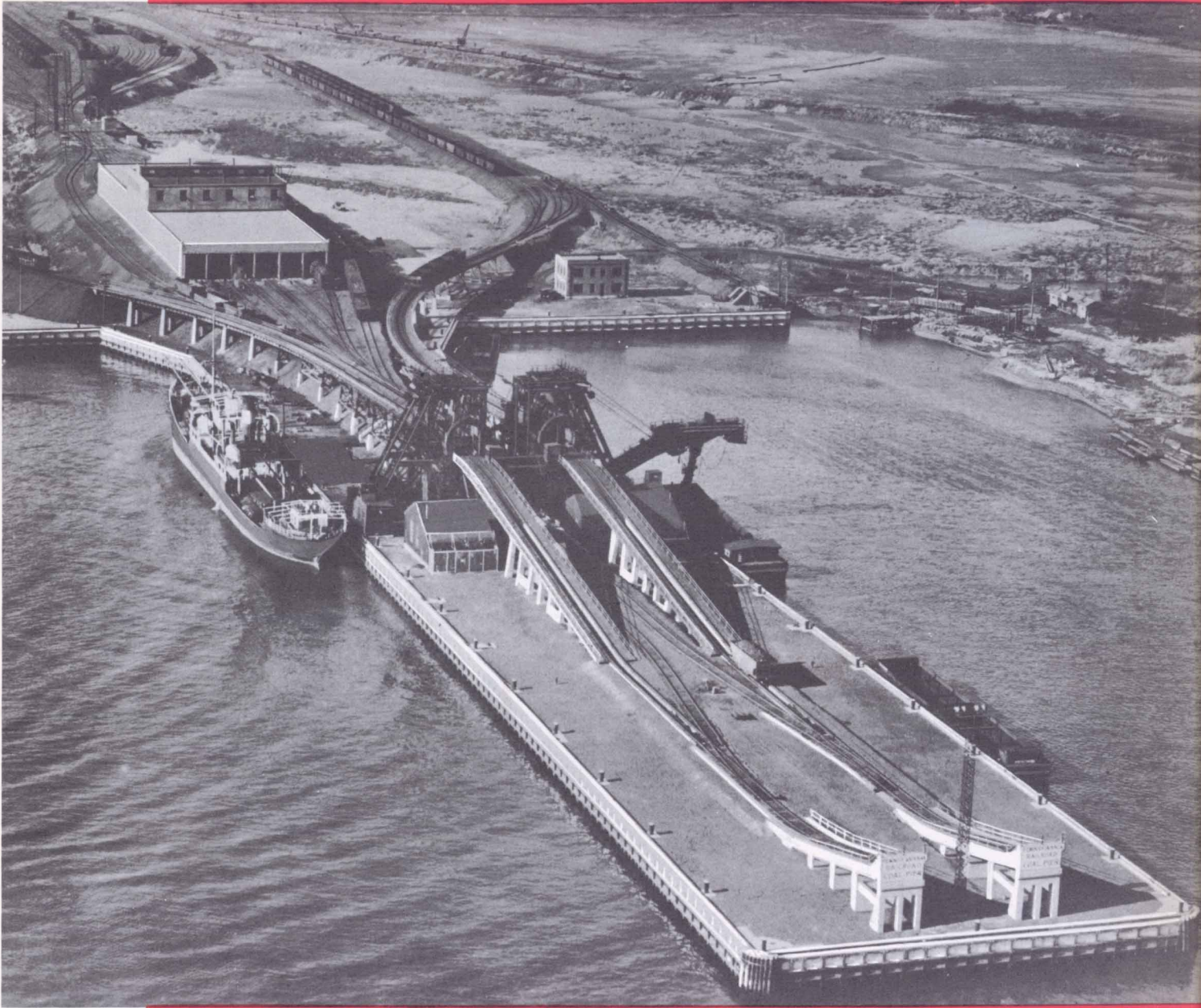
GREENWICH YARD, capacity 6212 cars, showing modern control tower located midway of yard. Here export cars are received in through-trains and classified for switching to shipside; also import cars are received from shipside for dispatch in symbol trains. This yard also serves industries in the South Philadelphia area, the Pennsylvania Railroad Produce Terminal, South Philadelphia Freight Station, and the coal dumper.

FLOAT-BRIDGE at Greenwich, constructed during World War II to speed shipment of heavy equipment overseas, is now used primarily to supplement the Pennsylvania Railroad's shore installations, when required.

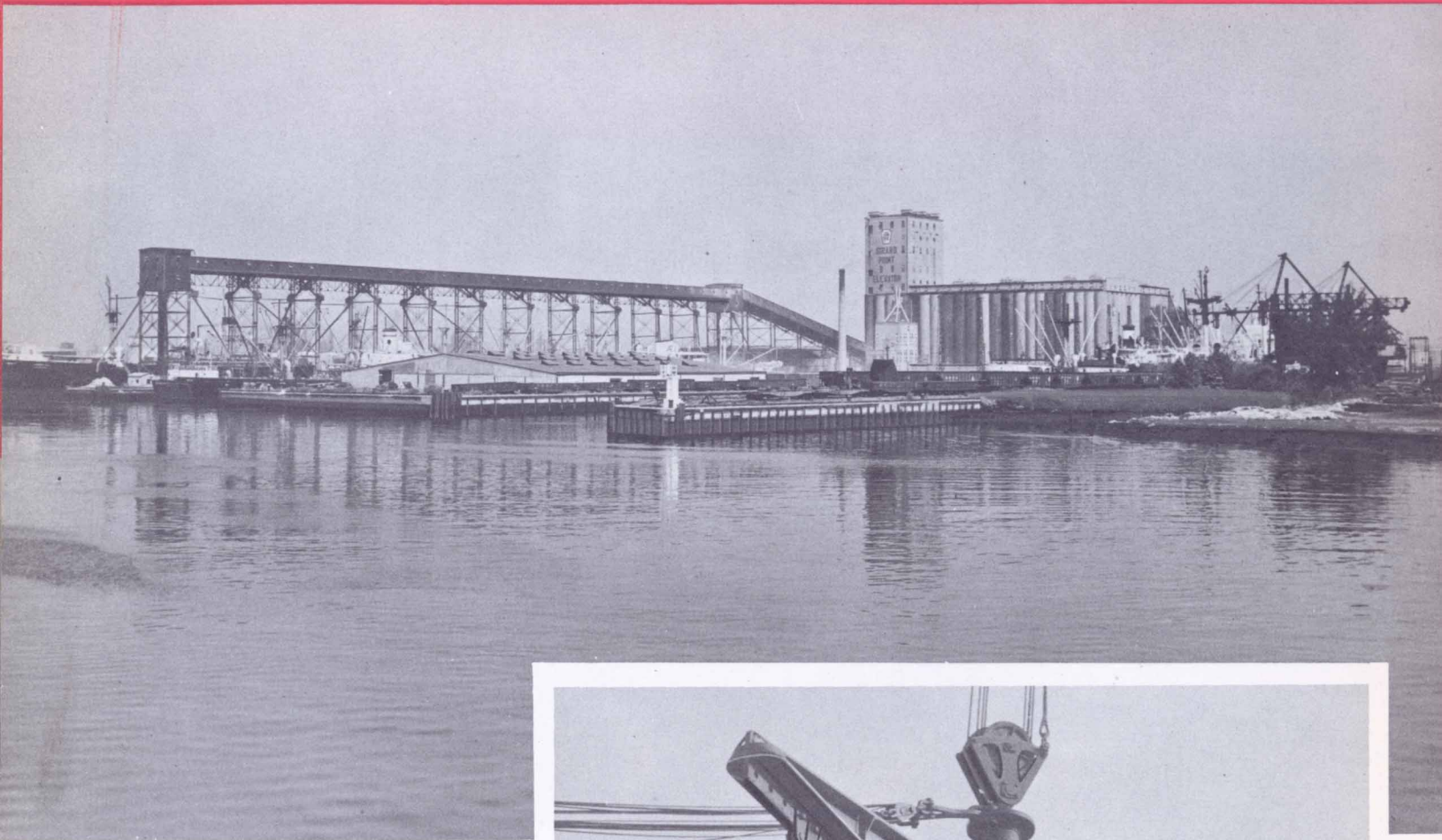


MODERN DIESEL LOCOMOTIVE CRANE picking up export freight from Greenwich ground storage yard for delivery alongside vessel. The ground storage yard has a capacity of 2100 cars.





GREENWICH TIDEWATER COAL DUMPER conveniently located to all coast-wise and export shipping and Philadelphia Harbor area. This facility comprises two modern rotary coal dumpers, capacity approximately 1000 tons per hour, a 60-car capacity thawing plant, and bunkering facilities for tugs and small vessels. Adjacent is extensive supporting yard.



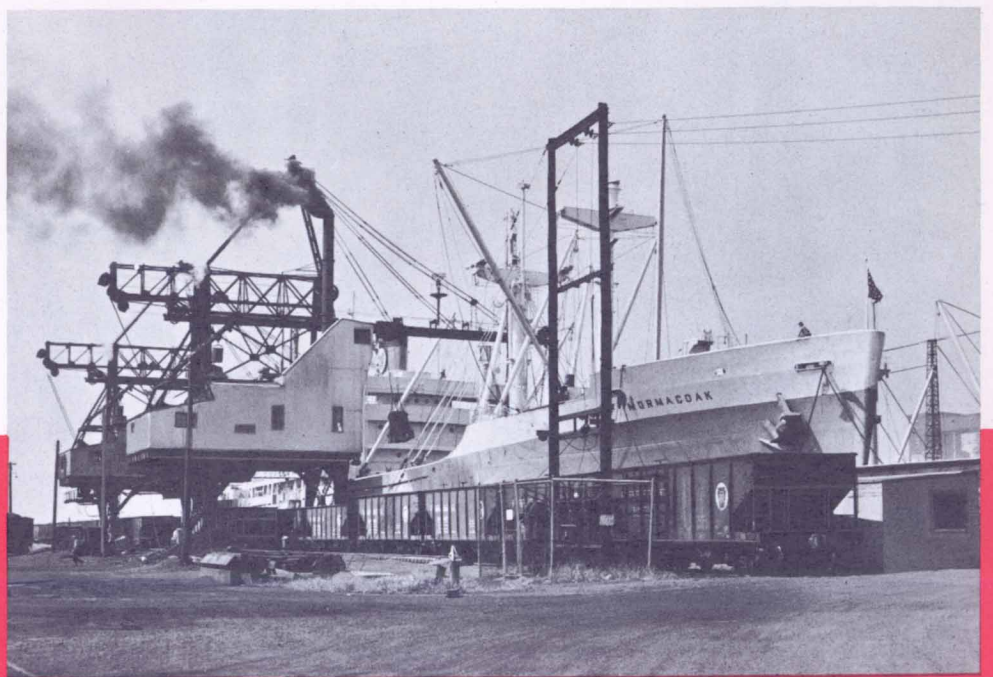
GIRARD POINT TERMINAL, Pennsylvania Railroad, comprises an ore pier on right equipped with two ore unloaders; combination closed-and-open pier shown above in center; and grain pier with 2,225,000 bushel capacity elevator in background. With berthing space for nine vessels and adequate shipside tracks on piers, Girard Point and Penrose with supporting yards adjacent, including ground storage space, make this terminal an ideal facility for bulk and other full cargo shipments.



FOR EXPORT TO INDIA, streamlined locomotives and tenders, fully set up, were transferred direct from Pennsylvania Railroad flat cars to specially fitted vessel at Girard Point Pier No. 2. Shipping weight of each locomotive and tender was approximately 93 tons and 37 tons respectively.

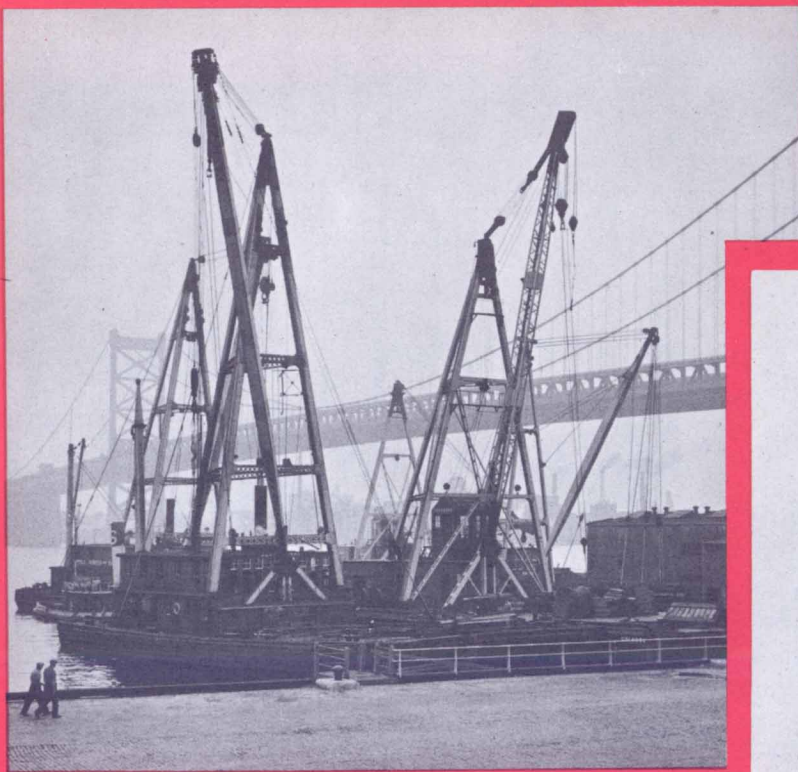


PENNSYLVANIA RAILROAD GIRARD POINT ELEVATOR, capacity 2,225,000 bushels. The elevator is equipped with all modern facilities for handling grain. Three vessels can be berthed simultaneously at this facility.



DISCHARGING ORE FROM VESSEL TO CARS at Girard Point Ore Pier No. 1, are these two 5-ton traveling straight-line gantry cranes. Each crane has an unloading capacity of 125 tons per hour, and can be used as general cargo cranes through hook and magnet attachments. Pier is served with two surface tracks, supported by adjacent yard and adequate ground storage space.

CHINA AND BALL CLAY, imported from England in cargo lots, is transferred from alongside vessel by tractor scoops to box cars for immediate shipment to interior destinations or to storage in covered shed at Pennsylvania Railroad Girard Point Pier No. 2.



◀ **FLOATING DERRICKS** for the transfer of heavy shipments to vessels are available in Philadelphia Harbor, operated by the Philadelphia Derrick and Salvage Corporation. Shown here are two 75-ton, two 50-ton and one 25-ton capacity derricks.



ONE OF THE 75-TON CAPACITY floating derricks is shown delivering heavy shipments to vessel. ➔



CAMDEN MARINE TERMINALS are operated by the South Jersey Port Commission as a public facility. A 1050-foot wharf, with two marginal tracks, berths two vessels. Two depressed tracks serve two one-story marginal transit

sheds. Two adjacent general storage warehouses provide covered storage. Open storage is also available. The Camden Marine Terminals are served by the Pennsylvania Railroad.



WILMINGTON MARINE TERMINAL dockside view. This terminal is municipally owned and operated as a public facility by the Board of Harbor Commissioners. A 2060-foot wharf is served with 2 marginal tracks. Adjacent are a 400-by-120-foot transit shed and 2 warehouses, each

500 by 120 feet, and replete with modern mechanical handling equipment, and 3 gantry cranes ranging from 5- to 15-ton capacities. The terminal has 8 miles of trackage, and the Pennsylvania Railroad connects with the Marine Terminal Railroad, which serves this facility.



PENNSYLVANIA STATION, Philadelphia, at 30th Street, is one of the most beautiful of the many stations erected by the Pennsylvania Railroad for the convenience of travelers.

