The Pennsylvania Railroad has steadily developed and is currently expanding its harbor terminals at the Port of Baltimore until today it offers unexcelled facilities at this gateway for the expeditious and economical interchange of world commerce between land and sea transportation.

These harbor facilities of the Pennsylvania Railroad at Baltimore comprise vast classification and terminal yards—extensive ground storage space—unexcelled piers—efficient cargo handling equipment—heavy duty cranes—a huge grain elevator—and a coal dumper. Lighters, carfloats and tugs augment these shore installations, when required.

Baltimore has been one of the outstanding ports of the Nation since it was officially designated as a port by the General Assembly of Maryland in 1706. Located on the Patapsco River approximately 12 miles from the Chesapeake Bay, it has two separate exits to the sea, the principal route being via the Chesapeake Capes 150 nautical miles distant, and the other via the Chesapeake and Delaware Ship Canal to the Delaware Capes 125 nautical miles distant.

With the development of water transportation from clipper ships to modern steam propelled vessels, the importance of the Port of Baltimore has steadily grown and expanded, and in this advancement the railroads serving the port have participated.

Thus practically all of the large marine terminals used by commercial ocean shipping are either owned or operated by trunk-line and terminal railroads serving Baltimore, and the available facilities accommodate diversified traffic, ranging from various kinds of bulk cargoes to all types of merchandise shipments.

The following pages will acquaint you with the Pennsylvania Railroad's facilities for the interchange of world commerce between cars and vessels at the Port of Baltimore.
THE STRATEGIC POSITION of the Pennsylvania Railroad in the Port of Baltimore through which export and import traffic is handled 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.

CARGO VESSEL, loading export flour at Pier 6, is one of the many ships using the Pennsylvania Railroad's extensive harbor facilities at the Port of Baltimore.
CANTON YARDS of Pennsylvania Railroad, capacity 2168 cars, located immediately adjacent to piers, provide ample space for assembling cargoes, and availability for prompt delivery to vessels. A portion of extensive ground storage area is shown in background. Bayview Yard provides an additional capacity of 3260 cars.

OPEN PIER 7 is served with four surface tracks extending the full length of the pier, 812 feet long and 51 feet wide. Accommodating 47 cars, this facility is used primarily for the transfer of open top freight to lighters.
PIER 6 is 930 feet long by 120 feet wide. Served with two inside depressed tracks extending full length of the center of the pier, it accommodates 38 cars. This pier is equipped with sprinkler and automatic fire alarm systems.

CARGO OF EXPORT FLOUR is shown being delivered to vessel with modern equipment at Pier 6, which is ideal for general cargo freight requiring weather protection.
PENNSYLVANIA RAILROAD PIER NO. 1 is being extended from its present length of 930 feet to 1100 feet, which will permit berthing simultaneously four of the largest cargo vessels afloat, making this one of the most up-to-date and complete facilities of its kind in the world. An additional 15-ton all-purpose gantry crane will be installed on the extension. Modern in every detail, Pier No. 1 is of steel and concrete construction. It has brick and tile firewalls, a sprinkler system with 100,000 gallon capacity gravity water tank, four 5-ton freight elevators, eight gravity chutes, and cargo masts. In addition, this pier, 223 feet wide, has two apron tracks on southside with a 15-ton capacity traveling gantry crane, one apron track on northside, and two depressed center tracks, all extending full length of pier, each with a present capacity of 18 cars. There is a large supporting yard immediately adjacent. Modern offices, including that of the Freight Agent, are located on the pier for the convenience of Pennsylvania Railroad patrons using these facilities.
1. **SERVED BY DOUBLE APRON TRACKS**, extending directly from supporting yards, southside of Pier 1 is equipped with 15-ton all-purpose traveling gantry crane, making this pier completely modern in every detail—and providing expeditious and economical interchange of traffic between cars and ships.

2. **DIRECT CAR-TO-SHIP** delivery of export freight on southside of Pier 1. All-purpose traveling gantry crane, 15-ton capacity, is also shown. Canton supporting yard in background.

3. **MODERN MECHANICAL EQUIPMENT** on Pier 1 for handling export freight for delivery to ships. This pier is served with two inside depressed tracks extending full length of pier, which presently accommodates 36 cars.

4. **IMPORT COFFEE** in storage, discharged direct from vessels, and shown here on second deck of Pier 1. This deck, 173 feet wide and 845 feet long, provides storage space especially suitable for general cargo.
PIER 11 is 1623 feet long and 177 feet wide, with berthing space for three vessels. It has a modern covered two-deck pier 921 feet long and 91 feet wide on the inshore end, and a 702-foot open section with a triple apron on the outer end and cross-over to supporting tracks. Constructed of steel and concrete, the pier is equipped with freight elevators and chutes, firewalls and sprinkler system, and cargo masts. With warehousing space on second deck, apron and covered tracks, with additional parallel supporting tracks, and two 15-ton all-purpose traveling gantry cranes scheduled to be installed here, this facility is admirably suited for the handling of all types of cargoes.

DIRECT CAR-TO-SHIP delivery of export traffic at Pennsylvania Railroad Pier 11 insures prompt interchange and minimum handling of freight. One apron track extends full length of covered portion of pier.
AT THE PENNSYLVANIA RAILROAD’S ORE PIER, bulk cargo shown being discharged direct from vessel to cars by two floating cranes. This pier, 64 feet wide and 1200 feet long, served by four surface tracks extending its full length, provides an ideal facility for open top cargoes.
CANTON GRAIN ELEVATOR of Pennsylvania Railroad, a completely modern structure with storage capacity of 4,250,000 bushels. Driers, coolers, separators, vacuum dust collectors, washers, desmutters, clippers, screeners and blowers provide complete grain handling service. Three vessels can be docked simultaneously at this facility.

TIDEWATER COAL DUMPING facilities conveniently located to all coastwise and export shipping, and to the entire Baltimore harbor area. This facility comprises one car dumper with 100-ton capacity receiving hopper. Coal is conveyed to loading machines on the pier by 4-ton capacity cars operated on a continuous cable. Four movable loaders, with a capacity of approximately 1000 tons per hour, are on the pier.
NEW FUMIGATION CHAMBER installed and operated by the Rukert Terminals Corporation on Pier 5 of the Pennsylvania Railroad. Here import burlap, cotton, cotton products, broom straw, seeds, tobacco and similar commodities are fumigated under Government supervision.

CLINTON STREET FLOAT BRIDGE where cars requiring float service are interchanged between rail and carfloats.

TYPICAL EXPORT SHIPMENT handled by the Pennsylvania Railroad through its Baltimore marine terminal.
CANTON RAILROAD BULK CARGO FACILITIES—Ores and concentrates, sulphur, copra and other bulk commodities are quickly and economically transferred from ships to cars at the Canton Railroad Ore Pier. Equipped with two giant electric bridge cranes, operated by The Cottman Company, with unloading capacity of between 400 and 500 tons per hour, berthing space for three vessels, and a concrete storage bin next to the pier, these facilities, located immediately adjacent to Pennsylvania Railroad Canton Yards, are unexcelled at any port on the Atlantic seaboard.
PENNSYLVANIA STATION, BALTIMORE, serving an important seaport in a city of great historic interest, charm, and the birthplace of our National Anthem.