

PENNSYLVANIA RAILROAD

HARBOR FACILITIES

Port of New York



A Great Railroad

SERVES A GREAT PORT

THE GREAT PORT OF NEW YORK is a two-way channel through which flows a tremendous volume of the Nation's exports and imports. And here the facilities of the Pennsylvania Railroad have been progressively expanded through the years to meet the varied and ever-growing needs of world commerce.

Today, the Pennsylvania Railroad offers unexcelled facilities at the port of New York for the expeditious transfer of world commerce between shore and ship. These facilities comprise extensive classification and terminal yards at Waverly, Meadows, Greenville and Harsimus Cove—convenient freight stations in Manhattan and the port area—modern piers—ground storage space for 2,100 carloads at Greenville—efficient cargo handling equipment, heavy duty cranes, float bridges and grain transfer equipment—and the world's largest railroad "Navy" of floating equipment including tugs, carfloats, self-propelled lighters, steam hoist lighters, open deck and covered lighters, heated and refrigerated lighters, grain barges and other items of related marine equipment.

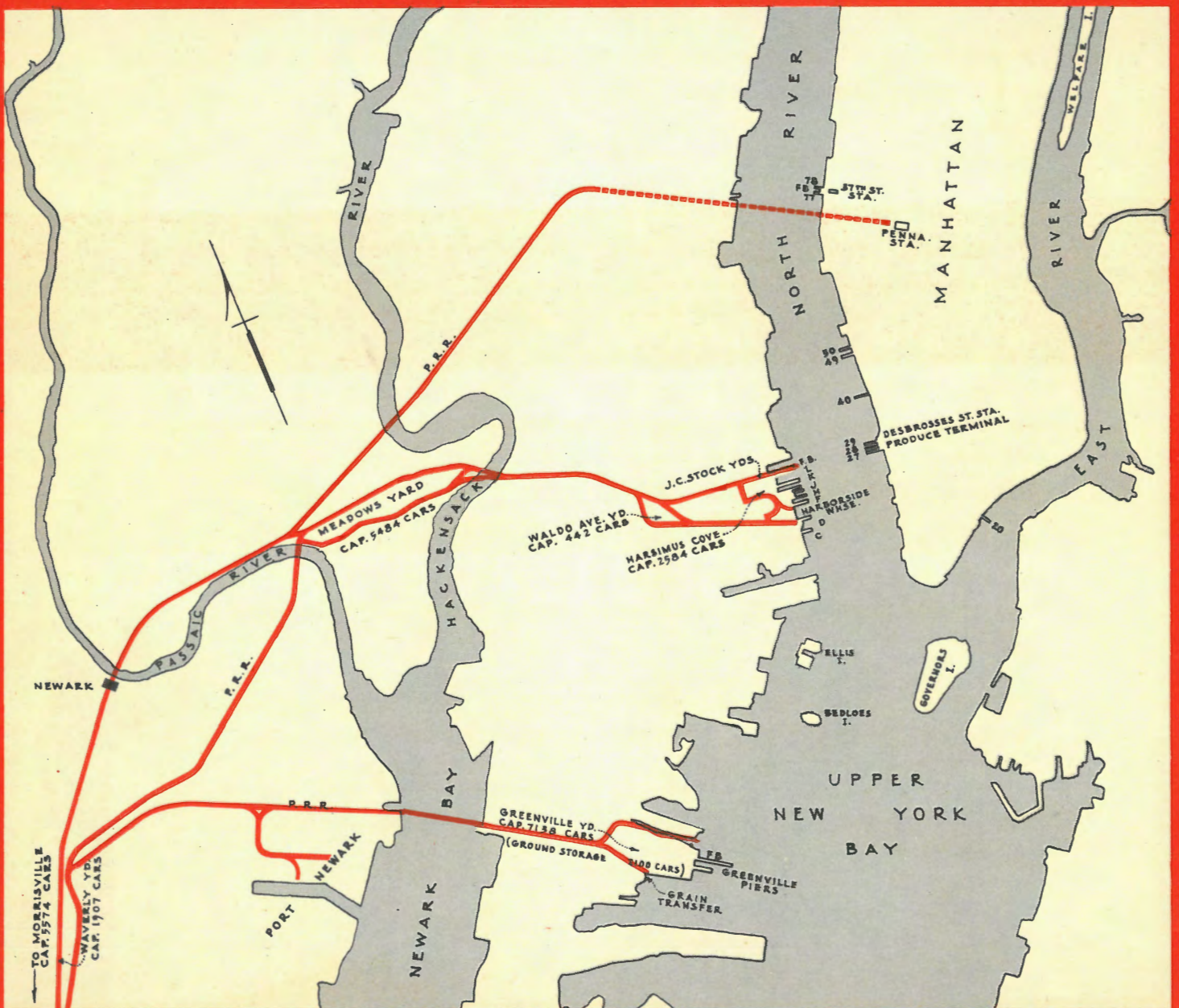
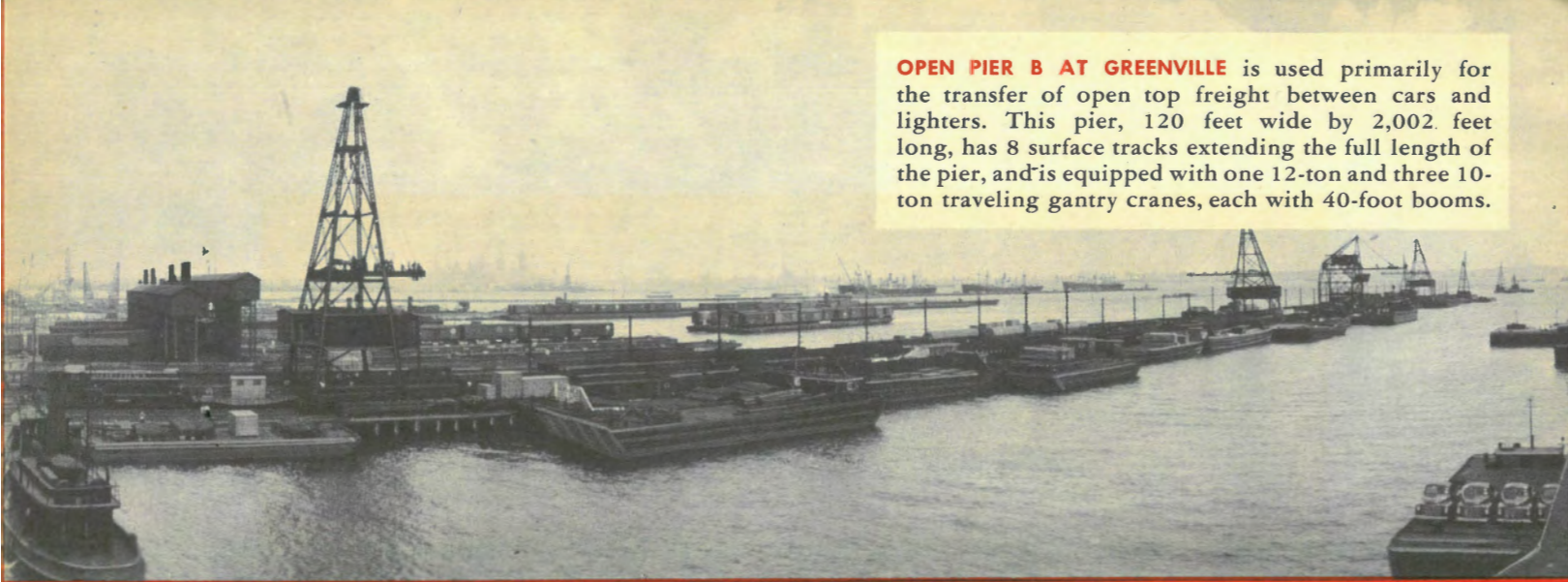
Added to this is the Pennsylvania Railroad's unique, natural advantages of route because its extensive system of tracks are vital transportation arteries in 13 states and the District of Columbia—and connecting with carriers serving the entire United States, Canada and Mexico.

For more than 100 years, the Pennsylvania has served the world's commerce, and gained thereby a wealth of experience that is assurance to every shipper using the port of New York of prompt and expert handling.

The following pages will acquaint you with the vast Pennsylvania Railroad facilities at this port.

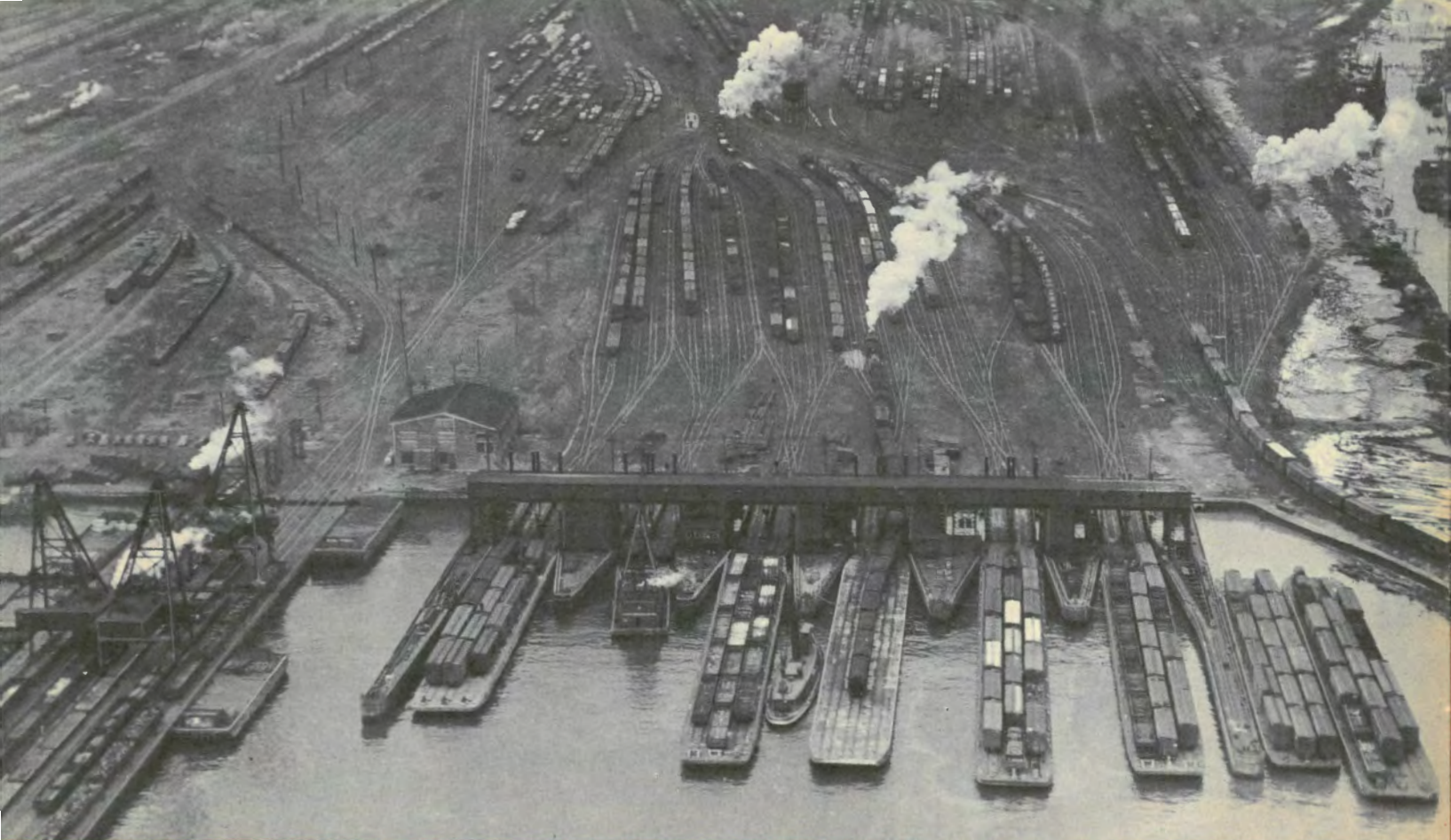


OPEN PIER B AT GREENVILLE is used primarily for the transfer of open top freight between cars and lighters. This pier, 120 feet wide by 2,002 feet long, has 8 surface tracks extending the full length of the pier, and is equipped with one 12-ton and three 10-ton traveling gantry cranes, each with 40-foot booms.



OUTLINE MAP showing Pennsylvania Railroad's strategic position in New York area, indicating locations of classification and terminal yards with capacities, ground stor-

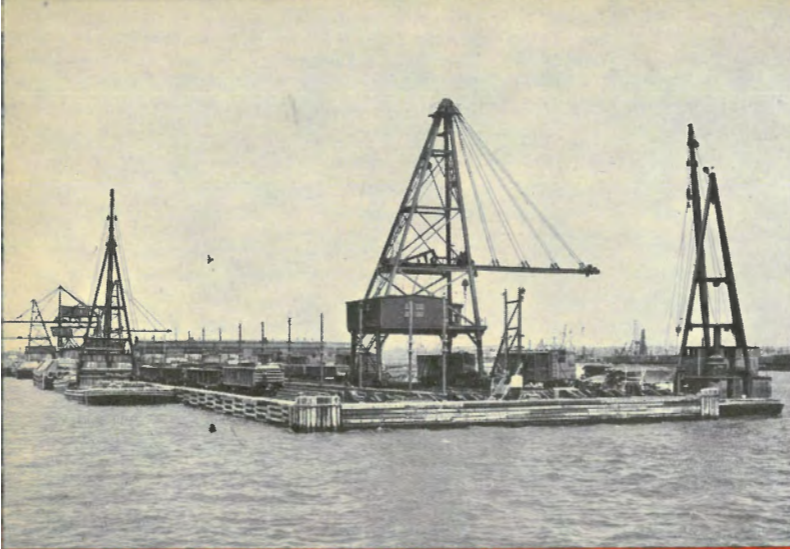
age space, grain transfer house, float bridges, piers, warehouses and principal stations through which export and import traffic is handled.



▲ **GREENVILLE FLOAT BRIDGES** and portion of the Greenville yard which serve as an export-import facility and for interchange of cars with the Long Island and New Haven Railroads and certain terminal railroads in the New York area.

▼ **MEADOWS YARD**, capacity 5,484 cars, serves as a supporting yard to Harsimus Cove where export cars are classified for movement to shipside by carfloat or lighter and where import cars are classified for interior destinations.





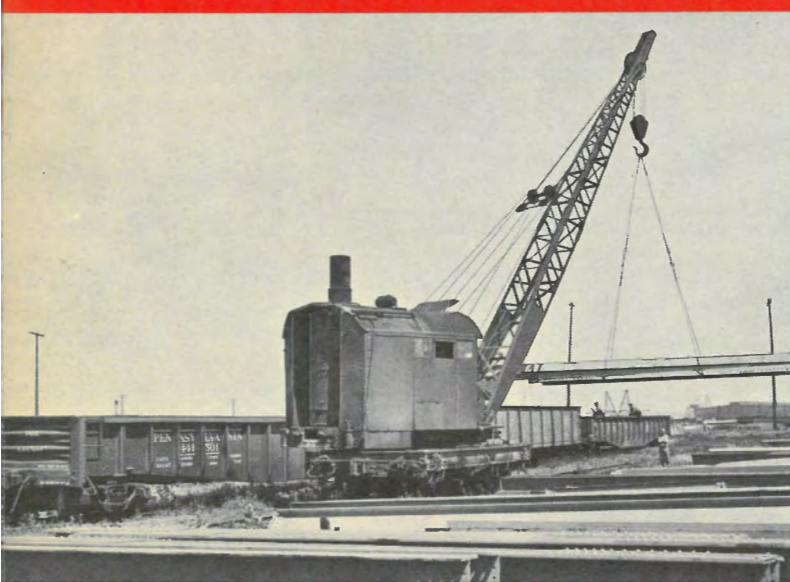
CLOSE-UP view of Pennsylvania Railroad Pier B, Greenville, with cranes in operation, transferring freight from cars to lighters.



MARGINAL CRANE, capacity 65 tons, used in the transfer of excessive weight shipments between cars and lighters at Greenville.



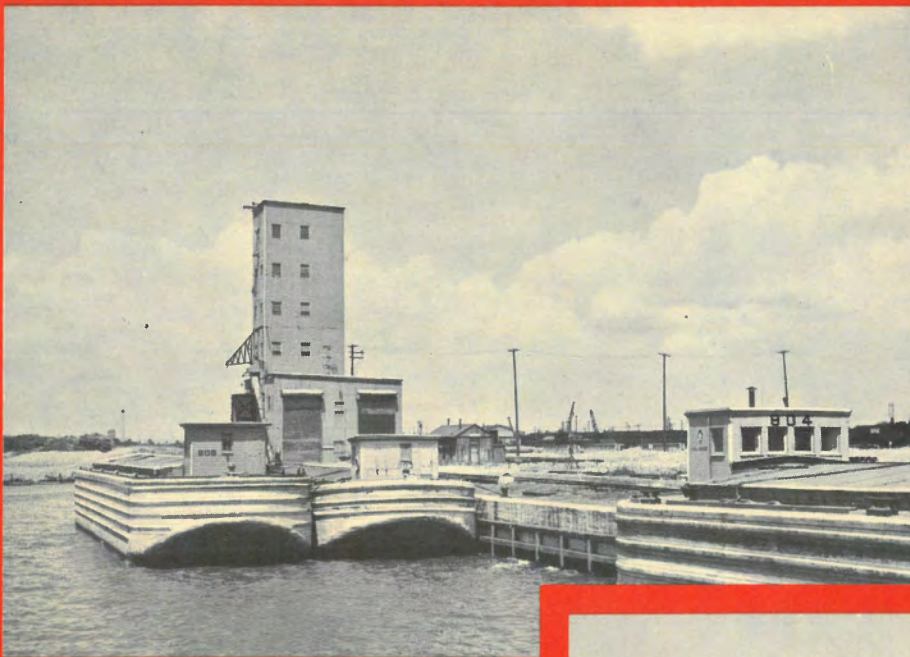
AERIAL VIEW of Greenville Yard, capacity 7,138 cars, and terminals.



LOCOMOTIVE CRANE unloading structural steel in Greenville steel yard for ground storage awaiting delivery orders.



ONE OF FOUR traveling gantry cranes on Pier B, Greenville, transferring export freight from cars to lighters.



GRAIN TRANSFER house at Greenville, where bulk grain is transferred directly from cars to barges for movement to shipside in the harbor, at the rate of 16,000 bushels per hour with electrically operated machinery. This facility is also equipped with bagging and conveying machinery, with bagging capacity of 2,000 bushels per hour.

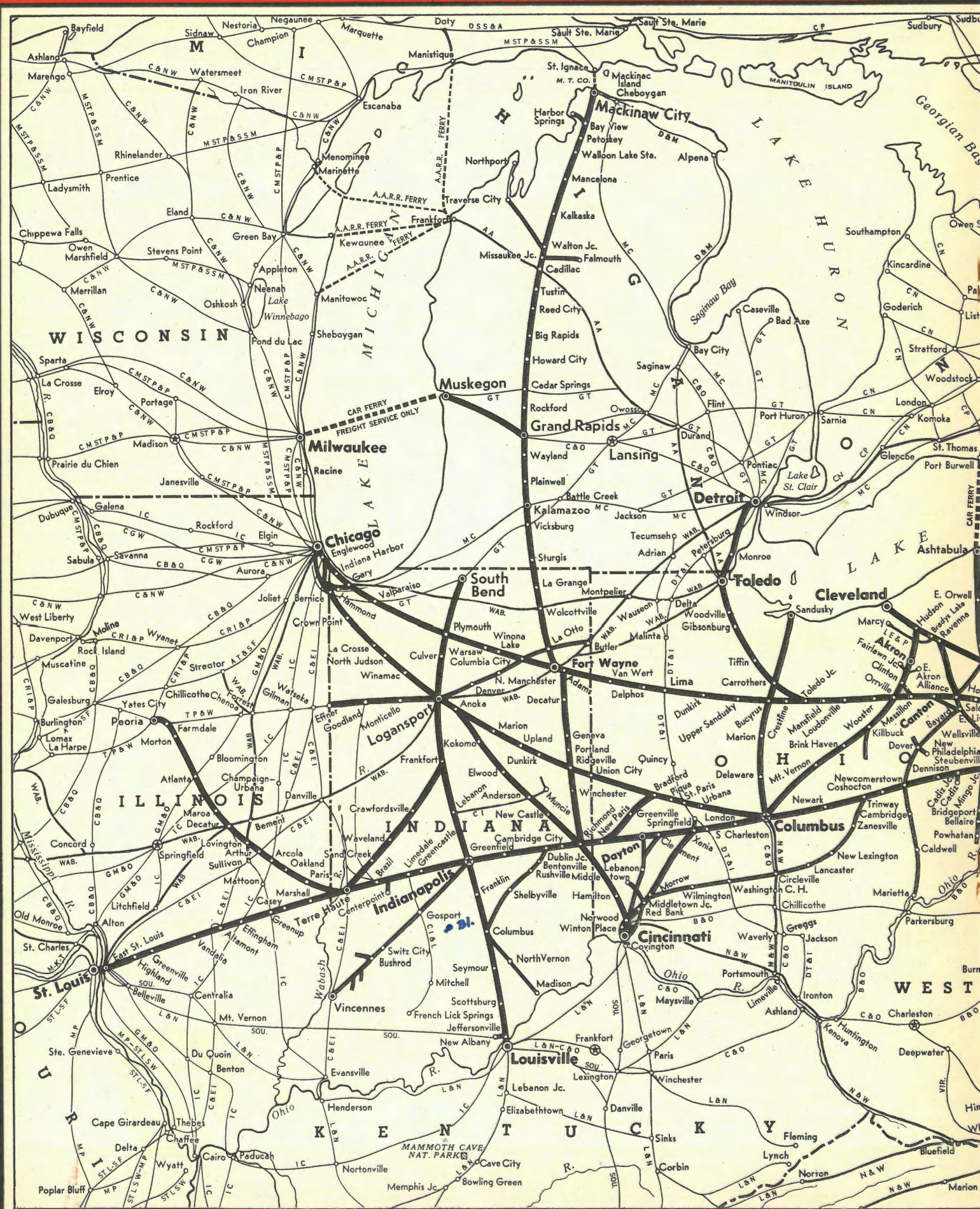


EXTERIOR VIEW of covered Pier C, Greenville, used in the transfer of box car freight between pier and lighters. It is 200 feet wide, 1,010 feet long.

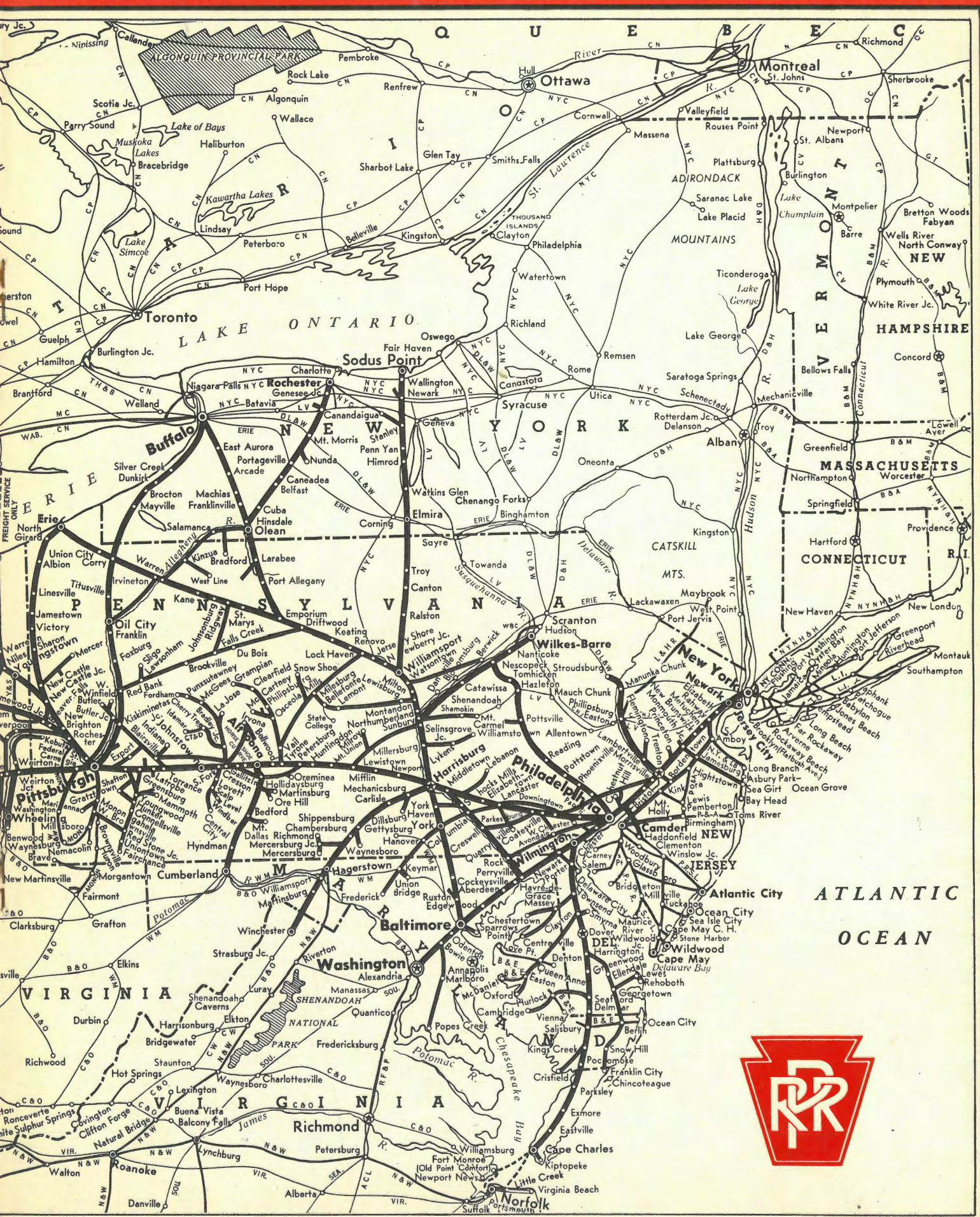


COVERED PIER C, Greenville, with two inside depressed tracks extending full length of pier, accommodating 42 carloads, platform capacity 300 carloads. Shown is export cargo awaiting delivery to ships.





PENNSYLVANIA RAILROAD



RAILROAD AND CONNECTIONS



HARBORSIDE WAREHOUSE, Jersey City, offers an exceptional combination of services and facilities under one roof—more than 27 million cubic feet of storage, manufacturing

and office space, including 4 million cubic feet of cold storage space; direct rail connection with the Pennsylvania Railroad; and storage in transit of export and import



freight. On water side of the warehouse are Pennsylvania Railroad Piers D and F, served by direct rail tracks, providing quick handling of export and import freight.

OLIVES IN CASKS, a typical import shipment handled through Pennsylvania Railroad covered Piers D and F at Jersey City.



↑ **AN EXPORT SHIPMENT** of heavy machinery on flat and in gondola cars aboard a carfloat, moored at Pier J, Jersey City, ready for towing intact alongside vessel. Pennsylvania Railroad covered Piers K and L in background.



← **CLOSE-UP VIEW** of Pennsylvania Railroad 35-ton traveling gantry crane on Pier H, Jersey City, in process of transferring heavy-lift boxed export freight from gondola cars to deck of steam hoist lighter prior to towing to alongside vessel.

↓ **PIER K, Jersey City**, depicting unloading of export flour. Two depressed center tracks extend the full length of this modern, steel, concrete floored structure. Here and at adjacent Pier L, general cargo export-import freight is transferred with modern equipment between lighters and cars. A second deck on Pier K, with maplewood flooring, provides excellent storage space for flour, coffee, woodpulp, crude rubber and other general cargo.

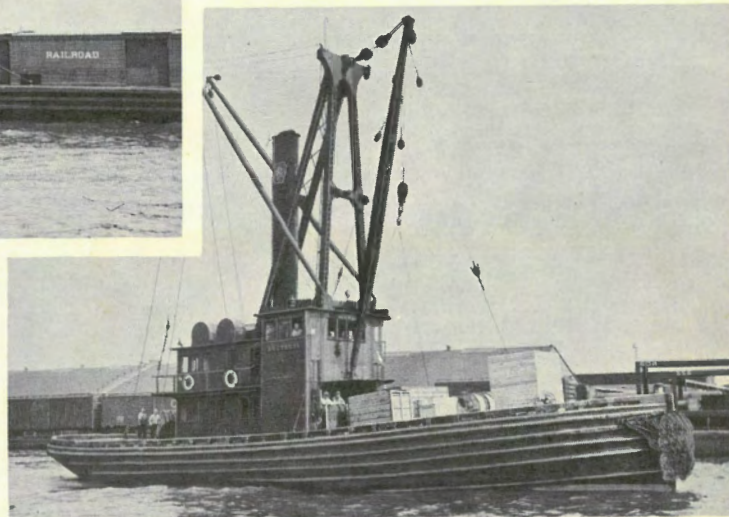




A LEADER of Pennsylvania's fleet of 30 tugs in New York Harbor, the 140-foot LINDEN, with radio-telephone and fire-fighting equipment, has an oil fired engine developing 1,200 horsepower. Built in 1944 for the U. S. Army, it was used in World War II in European waters, having crossed the Atlantic Ocean under its own power.



TUG SIGNALLING departure from Boatmaster's headquarters, Pier H, where dispatching of all Pennsylvania Railroad equipment is controlled by radio-telephone communications.



SELF-PROPELLED steam lighter BUCYRUS departing from Pier H, Jersey City, preparatory to making rapid deliveries of export shipments to vessels in New York Harbor. It has a lifting capacity of ten tons.



ONE OF PENNSYLVANIA'S fleet of 70 modern steel carfloats with loaded cars aboard, being transported across the Hudson River.



THREE UNITS of Pennsylvania's fleet of floating equipment—a covered and a refrigerated lighter being handled in tandem by a tug up Hudson River.



PIERS 27, 28 AND 29, North River, constitute the Pennsylvania Railroad's modern produce terminal in Manhattan, with auction facilities.

Pier 29 operates as a part of Desbrosses Street Station. Loaded cars are ferried across the Hudson on carfloats.

INTERIOR VIEW of Pier 29, North River, operated as a part of Desbrosses Street Station, is located at foot of Desbrosses Street. Modern in every

detail and replete with efficient freight handling equipment, this pier is prominent among North River piers.



DESBROSSES STREET STATION, one of Pennsylvania's principal pier stations in Manhattan. This facility is used largely in the interchange of export-import freight between railroad cars and motor trucks.



"SCENERY YARD," Jersey City, with wide concrete driveways, is adjacent to Harborside Warehouse and Harsimus Cove. Here export-import freight is interchanged between steamshippers and railroad cars by trucks in lieu of lighterage, providing prompt handling of shipments.



WEST 12TH STREET STATION embraces double deck Piers 49 and 50, North River, through which moves much of the export freight for vessels in New York Harbor. These piers also accommodate consolidated cars containing export-import freight.



TIDEWATER COAL DUMPING facilities at South Amboy, N. J., conveniently located to serve the entire New York Harbor territory. The facility comprises two car dumpers with combined capacity of approximately 1,600 tons per hour, an 86-car capacity thawing plant, and ample harbor area for an unlimited number of barges.



PENNSYLVANIA STATION, NEW YORK, busiest terminal in the country. More than 296,000 passengers pass through its train gates daily. Station contains 16 miles of track.

