

# **Port Richmond**

**PHILADELPHIA**



**largest privately owned railroad  
tidewater terminal in the world**



# the things that make a great terminal

The shipper of any type of cargo considers a sea terminal in terms of its facilities to handle his shipments quickly and safely.

All shippers, however, do not require the same facilities. The shipper of a grain cargo, for instance, requires a storage elevator and bulk deliveries to meet his needs, while the shipper of locomotives or railroad cars requires crane facilities with the capacity to load or unload easily. In like manner, the shipper of merchandise, of coal and of ore each requires different types of facilities. The first requisite of a terminal with claims to greatness is to maintain the facilities which will serve all these shippers equally well.

There would, however, be no advantage to assembling such a group of facilities at one point unless that point possessed unusual natural advantages. Water depth, for instance, to accommodate ocean steamers. Ready access to fast rail transportation. A location near to important markets to attract shipping. A climate that permits an open port twelve months of the year. Protected berthing not too remote from ocean lanes.

Not many shipping terminals in the world offer this combination of advantages and facilities. At only one place in America are they available at one tidewater terminal. This is Port Richmond, the largest and most versatile privately owned railroad tidewater terminal in the world.



**READING**  
*Company*



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Port Richmond, tidewater terminal of the Reading Railway System, is located on the Delaware River in Philadelphia.

It has a frontage of more than a mile along the river with ten piers offering an unusual combination of handling facilities. Including the rail storage yard, it covers an area of 225 acres. And it is served by a 37-foot channel, 1,000 feet wide, with a constant depth of 32 feet maintained at every pier, assuring ample depth for large cargo vessels.

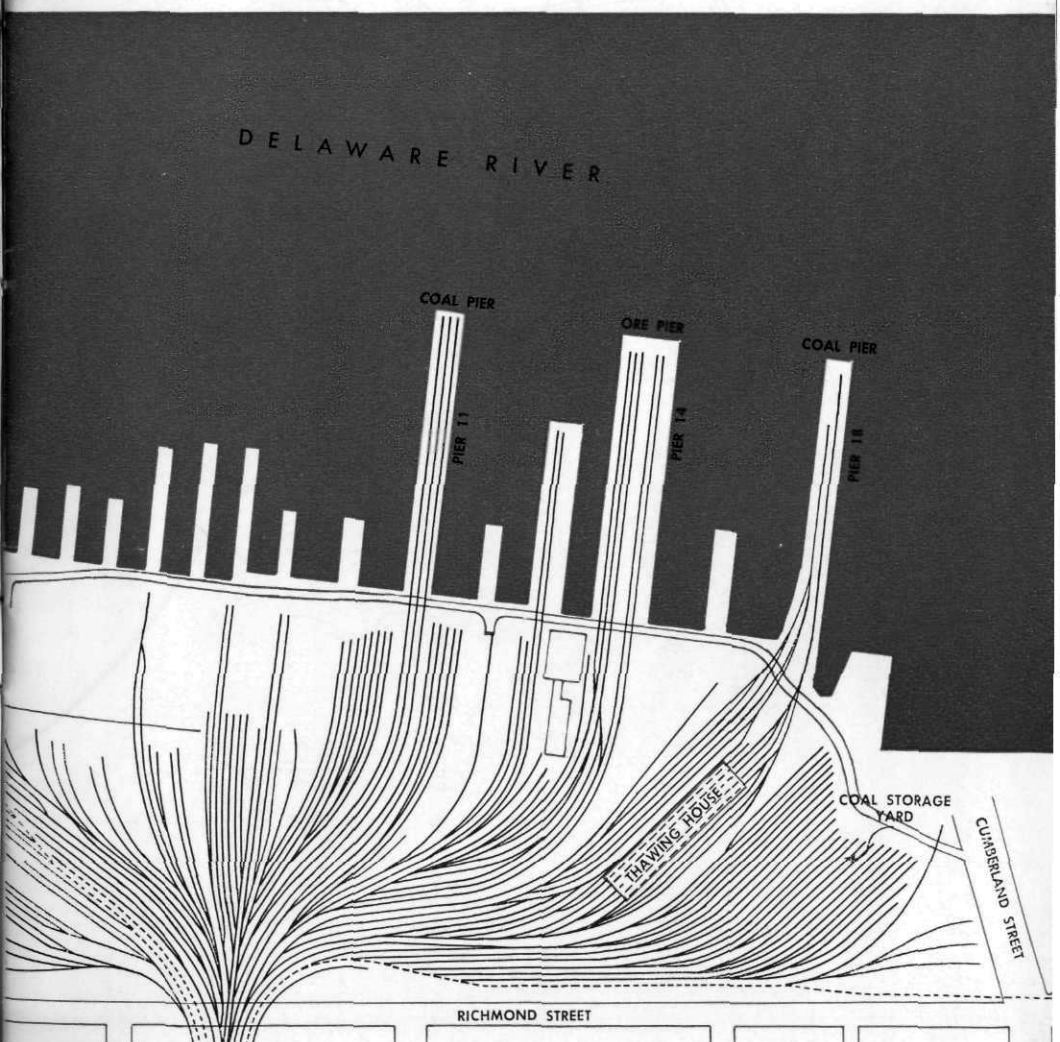
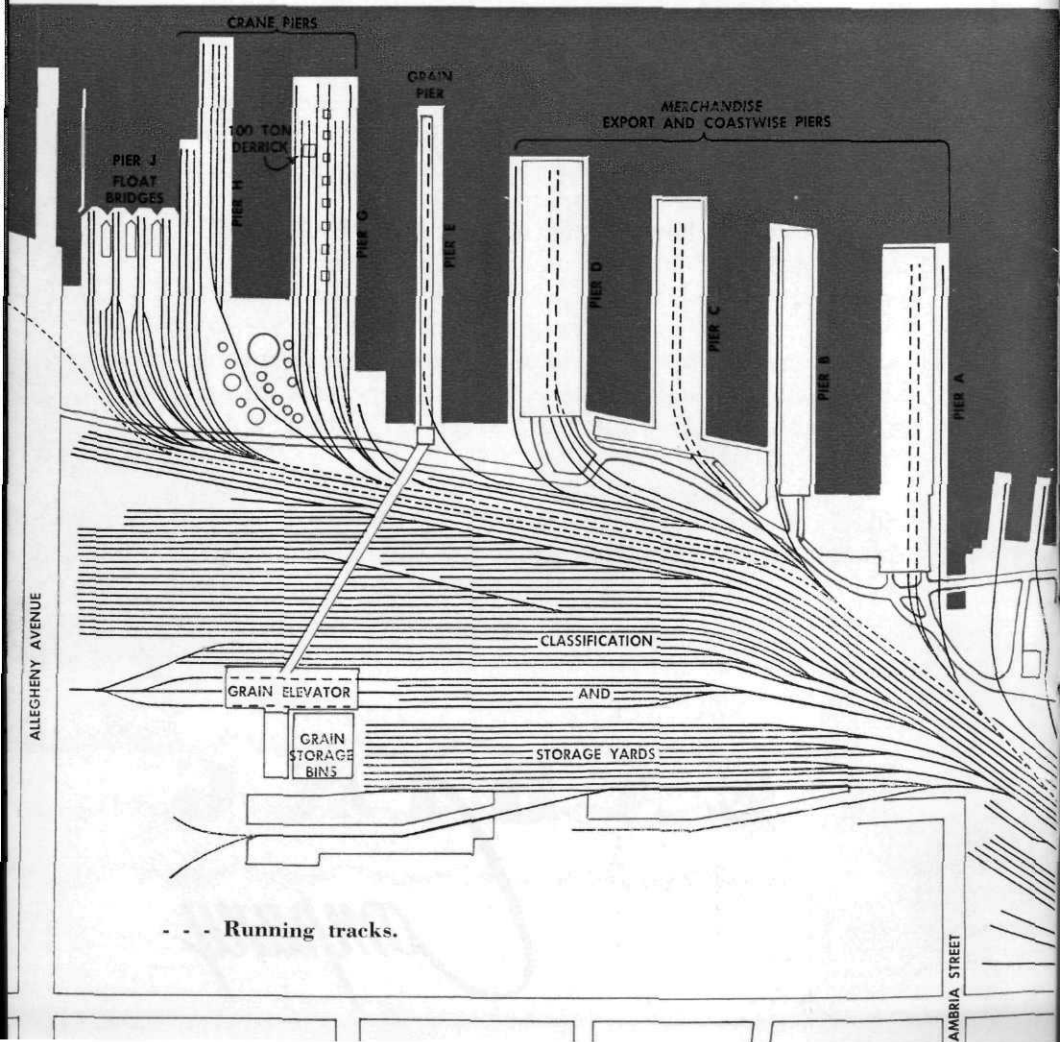
Although Port Richmond is more than 100 years old, its facilities are extremely modern (note the pictures throughout this booklet) and it is equipped to handle virtually

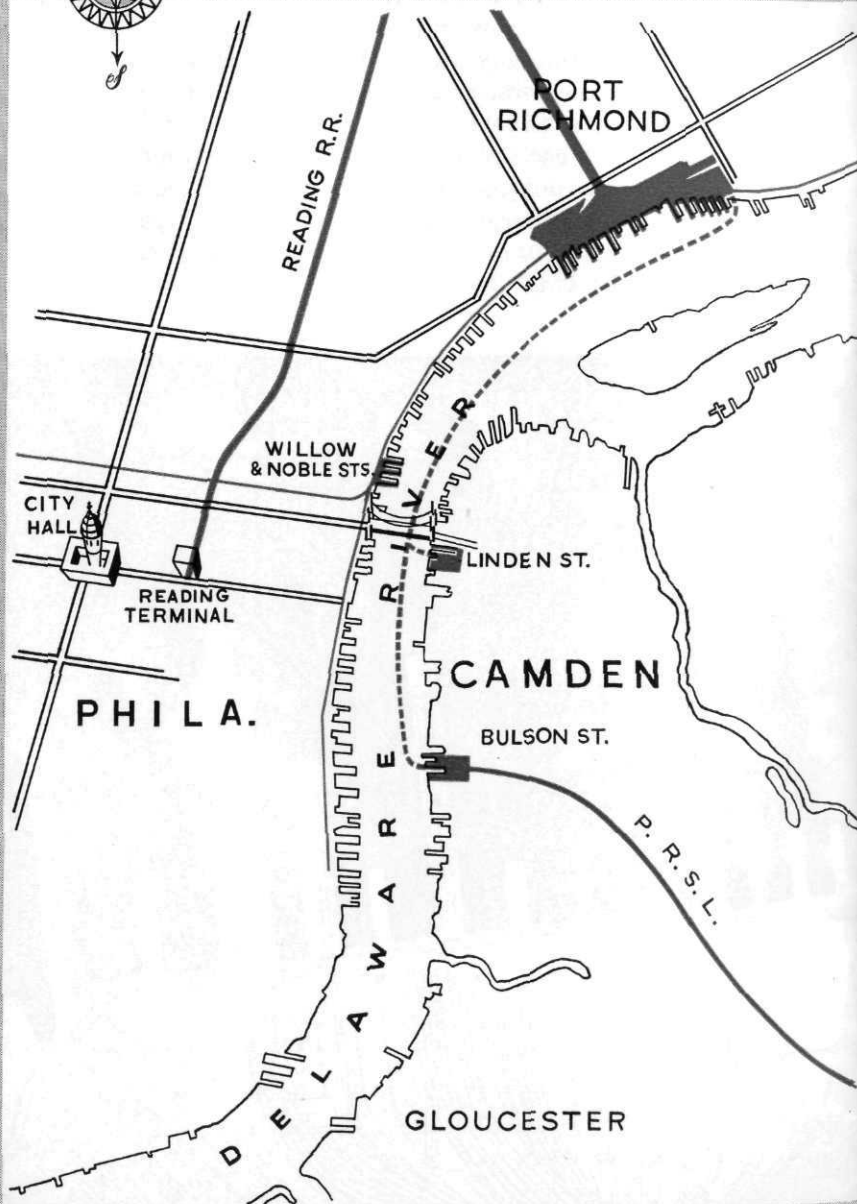
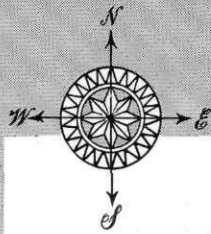
every class of shipment with the latest types of labor-saving equipment.

It handles cargo to and from coastal, intercoastal and foreign ports and, in the course of any year, these shipments cover most of the important ports of the world.

For many coastwise and world-wide steamship lines, Port Richmond is a scheduled port, and these schedules have grown steadily each year as shippers and shipping men have experienced its unique combination of advantages.

If you ship or receive by water, it will pay you to consider the facilities described in this booklet, which have much to offer you.





## the facilities at Port Richmond

Direct rail facilities for ship-side loading and unloading are not unusual, in port facilities, but rare indeed is the concentration of rail service that exists at Port Richmond. This tidewater terminal contains within its limits approximately 85 miles of railroad track with a yard storage capacity of 5,600 cars. This capacity provides for ready movement to or from the appropriate pier, and permits fast rail movement to or from any part of the country.

Later pages of this booklet present the facilities available at Port Richmond for handling various classes of cargo. Backing up all of these handling facilities is the convenience and speed of rail transportation facilitated by ample track capacity within the terminal area to assure rapid classification and delivery, or assembling and dispatching.

In addition, the Belt Line Railroad, operated along Philadelphia's entire water front, connects the Reading Lines with the Baltimore & Ohio and Pennsylvania Railroad Systems, making Port Richmond facilities readily available to all sections of the port.

A small section of the yard facilities at Port Richmond.





## ◆◆◆ if you ship or receive

Four covered piers at Port Richmond and two at nearby Willow and Noble Streets have a combined floor area of 780,000 square feet.

Five of these piers are equipped with depressed tracks under cover, permitting car loading and unloading at car floor level. Four of the piers are equipped with aprons and two with special type doors which provide apron wells for all-weather loading and discharging. Two of the piers are double decked and provided with cargo chutes to facilitate delivery to ship holds. One of these piers is equipped with depressed tracks on both decks. All aprons are equipped with tracks for spotting cars ship-side where this is desirable. With the new type of laminated oak flooring installed in 1953 on Piers A and C to facilitate palletized handling, all piers are equipped to handle merchandise cargo by the most modern means.

To both the shipper and the receiver, these facilities hold unusual advantages. Freight cars can be loaded and unloaded under cover and with a minimum of time. Concentrated storage areas speed up loading and unloading of ships. Inbound merchandise can be handled direct from ship to freight car without intermediate storage, saving one handling and providing faster delivery. Merchandise bound for other ports can be palletized as the freight car is unloaded, ready for transport to holds.

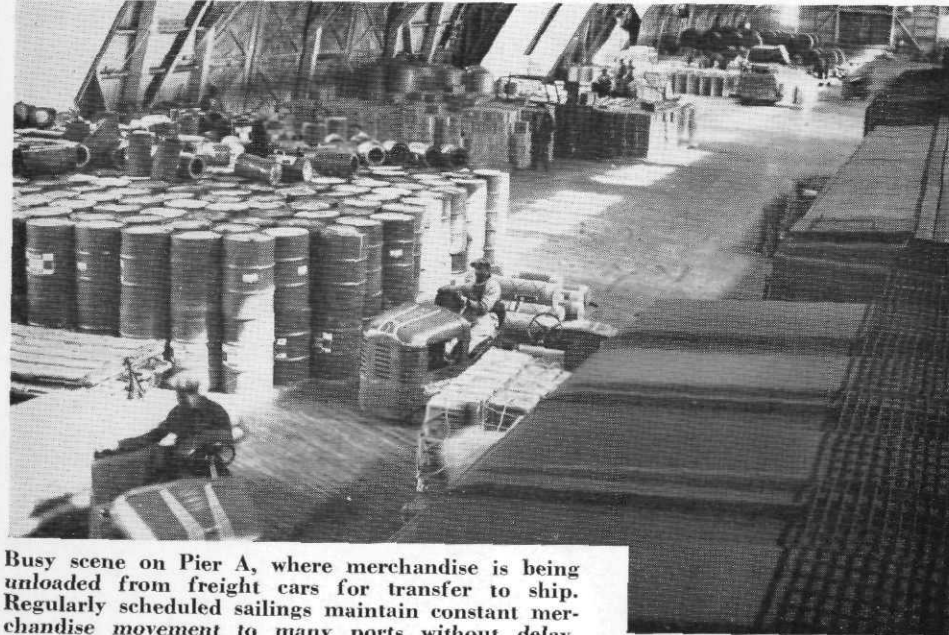
With a versatile range of facilities available, cargo can be directed to the pier best adapted to handling it economically and without delay.

An adequate fleet of fork lifts and tow motors speed up loading and unloading, eliminating the costly in-between waiting time.

Frequent scheduled sailings of coastal, intercoastal and foreign lines assure quick movement of merchandise to destination.



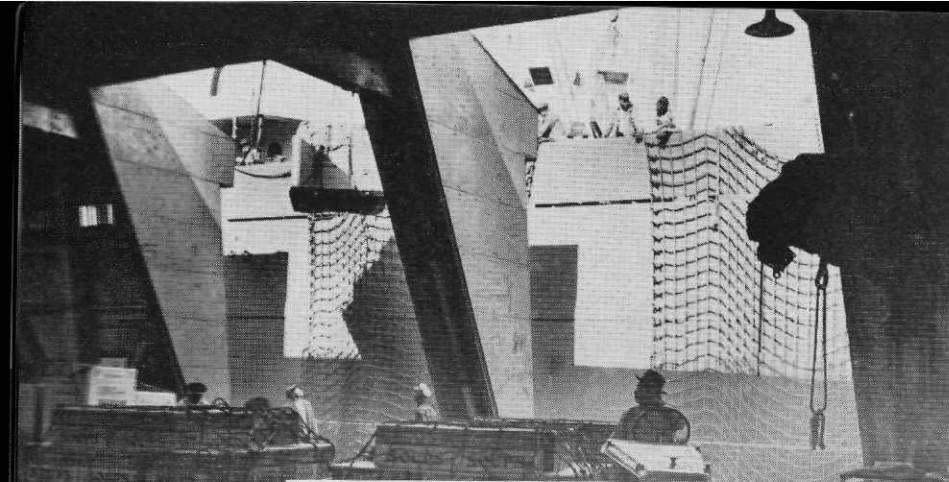
# MERCHANDISE



Busy scene on Pier A, where merchandise is being unloaded from freight cars for transfer to ship. Regularly scheduled sailings maintain constant merchandise movement to many ports without delay.

Three of Port Richmond's busy merchandise piers.





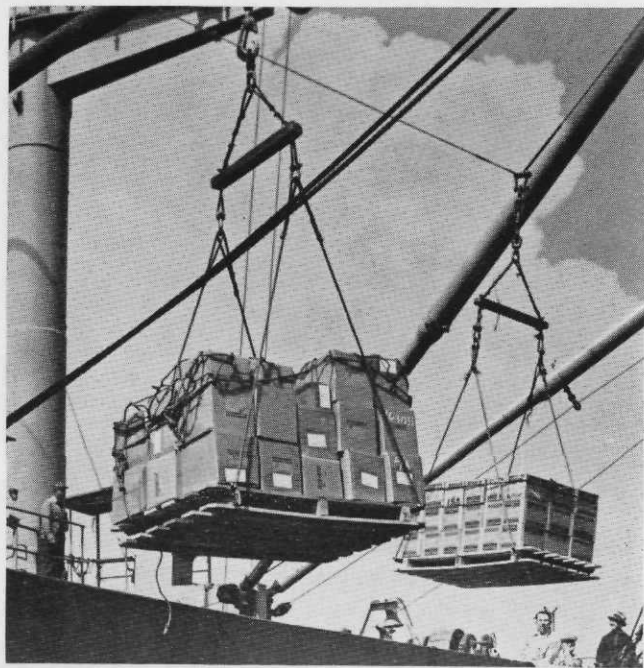
New type doors on Pier C eliminate need for apron and provide all-weather loading.



Cargo booms swing two pallets simultaneously from above doors to the ship's hold.



Handling merchandise from ship direct to car is possible at Port Richmond, saving one operation.



One of the new wide crossover bridges for quick movement of merchandise to all parts of the depressed track piers.

Freight cars run right on pier on depressed tracks for under-cover, floor-level loading and unloading.



Palletized as unloaded, stored ready for ship-side handling—a Port Richmond practice that saves time and cost.





## ◆◆◆ if you ship or receive

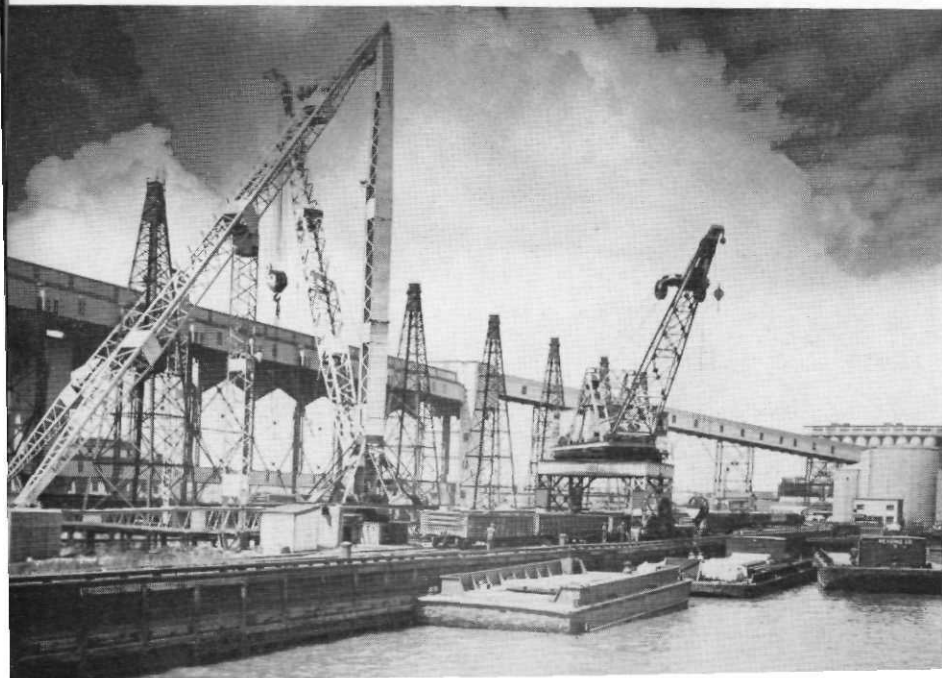
Port Richmond is equipped with varied facilities for direct handling of all types of bulky objects.

Two open piers, with a combined capacity of 265 cars, are equipped with traveling gantry cranes with capacities of 10 to 50 tons and with steel cargo masts to assist with the loading and discharging of cars in conjunction with ship's gear.

On one pier (Pier G) is an electrically operated stiff-leg derrick with a capacity of 100 tons, the largest privately owned derrick on the East Coast.

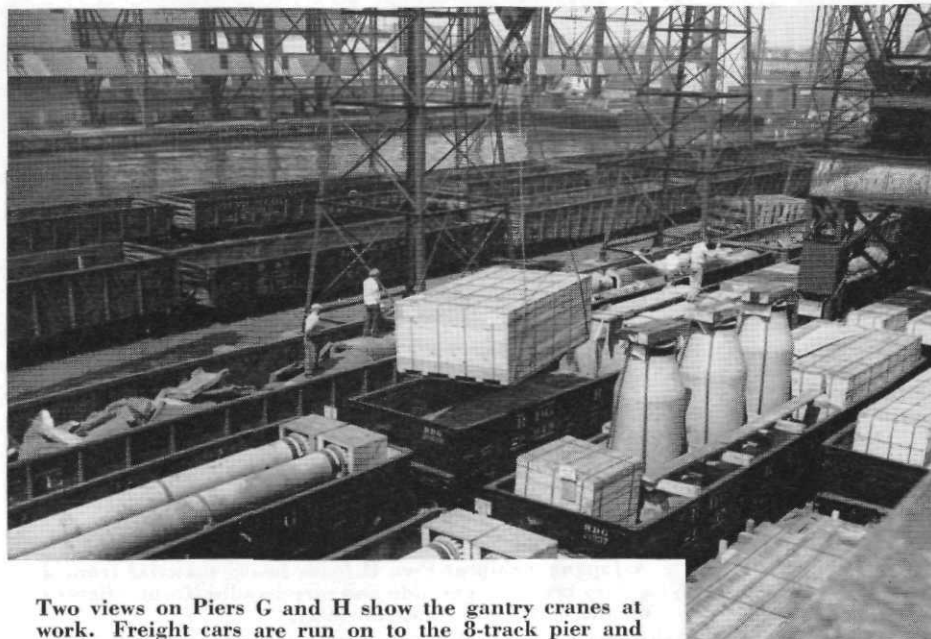
With these facilities, many extra-heavy shipments are moved through Port Richmond every year.

View along Pier G, showing 100-ton electric derrick, gantry crane and loading masts for handling bulky shipments.



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## BULKY OBJECTS



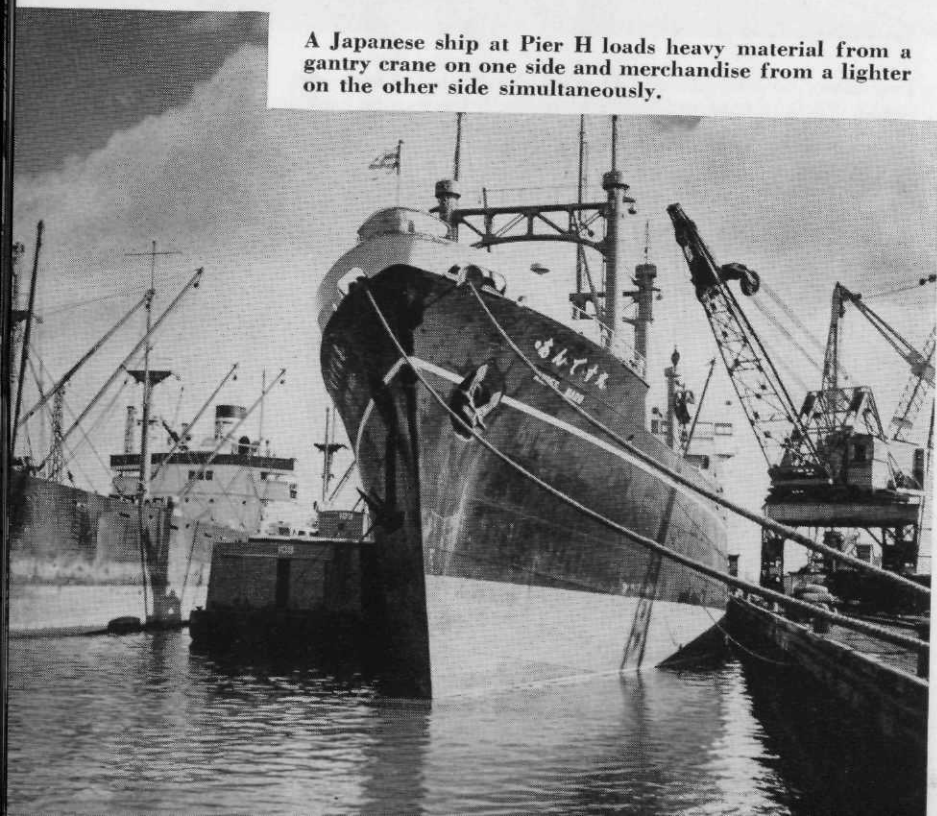
Two views on Piers G and H show the gantry cranes at work. Freight cars are run on to the 3-track pier and shipment is picked up by crane for direct transfer to ship. These facilities, in use continually, contribute to Philadelphia's importance as an export port for U. S. manufacturers' products moving to all parts of the world.



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Passenger cars, destined for South American use, are picked up by the 100-ton derrick and deposited on the ship's deck. This is the largest privately owned water-side derrick on the East Coast.



A Japanese ship at Pier H loads heavy material from a gantry crane on one side and merchandise from a lighter on the other side simultaneously.



A heavy girder, fabricated by an eastern steel company, is lowered to the ship's deck by the 100-ton derrick.



A gantry crane loads heavy structural steel on deck lighter for ship-side delivery.

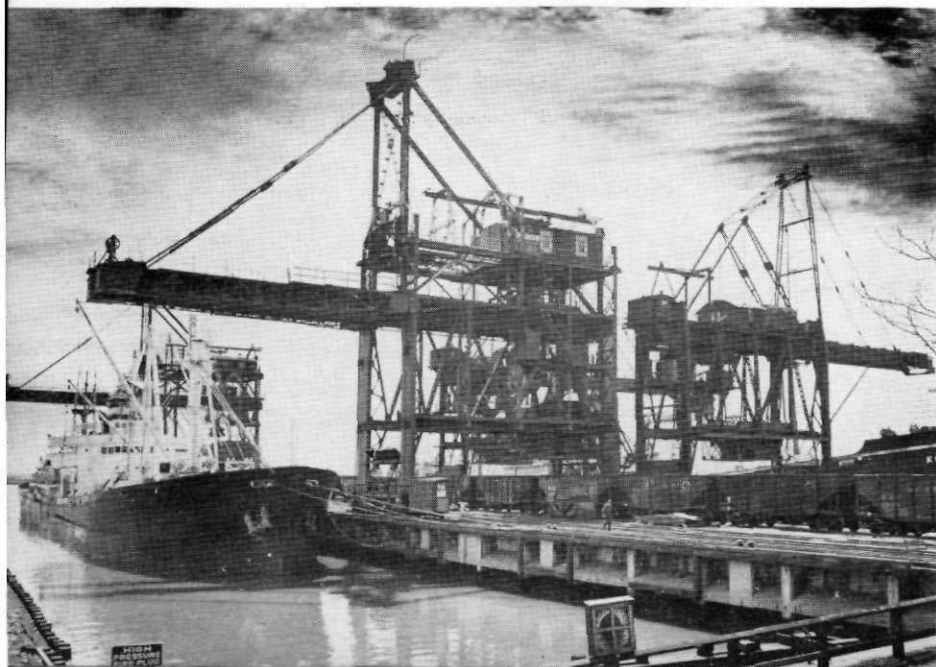


# ◆◆◆ if you ship or receive ORE • PIG IRON • SCRAP

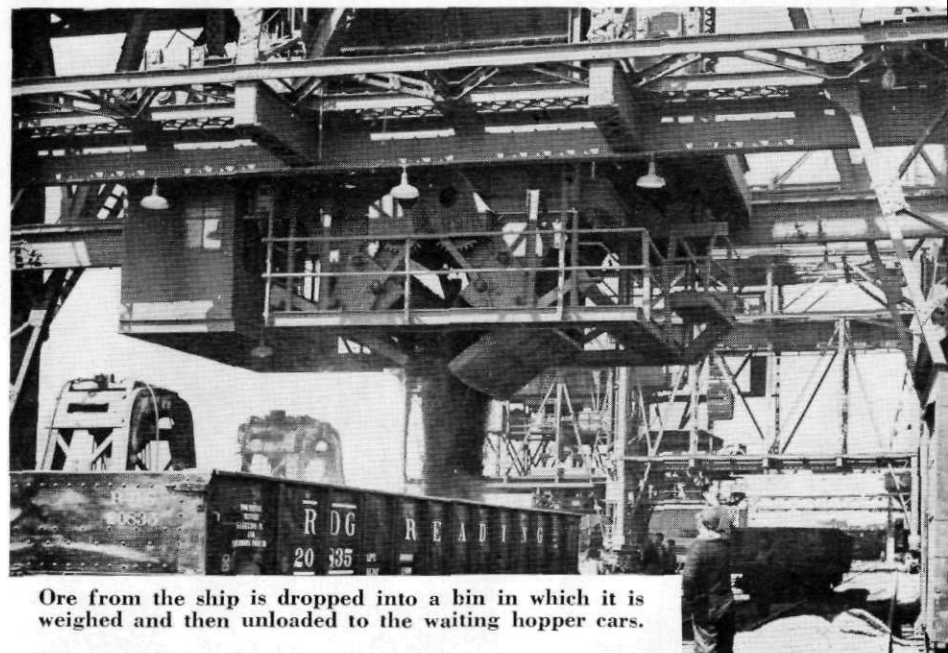
Because of special facilities for ore handling, more than a million tons per year move through Port Richmond from all points of the world. Pier 14, with 8 tracks equipped with electrically operated car pulls to facilitate shifting, provides two 10-ton McMyler ore unloaders and two 5-ton Brown Hoist ore unloaders with a combined capacity of 600 tons per hour. Loading is direct from ship to car without intermediate belts.

For scrap and pig iron, the Brown Hoist unloaders on Pier 14 and the gantry cranes on Pier H are equipped with electric magnets for direct ship-to-car handling.

The four ore unloaders on Pier 14 unloading two ships.

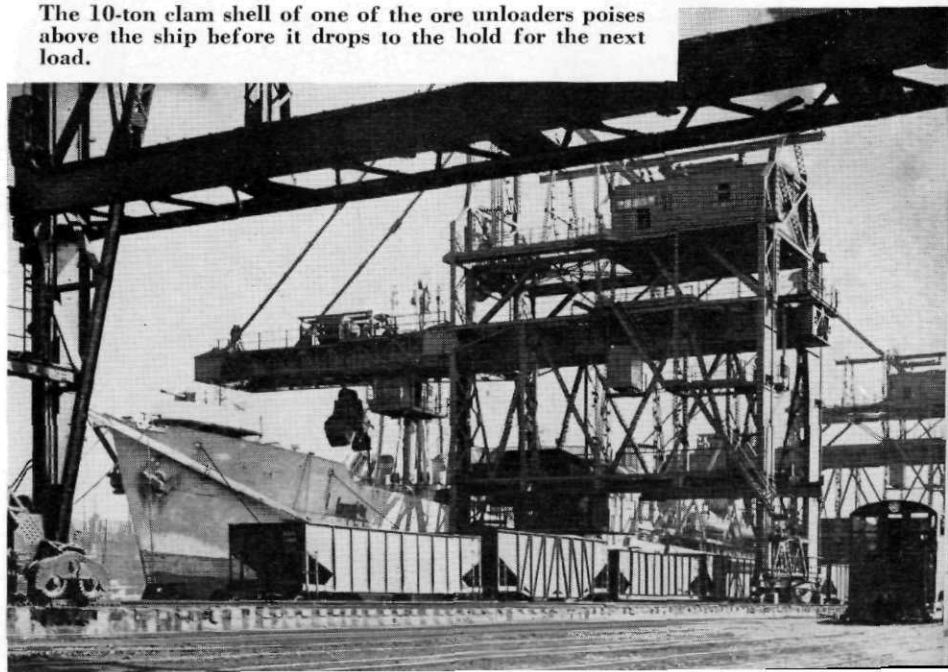


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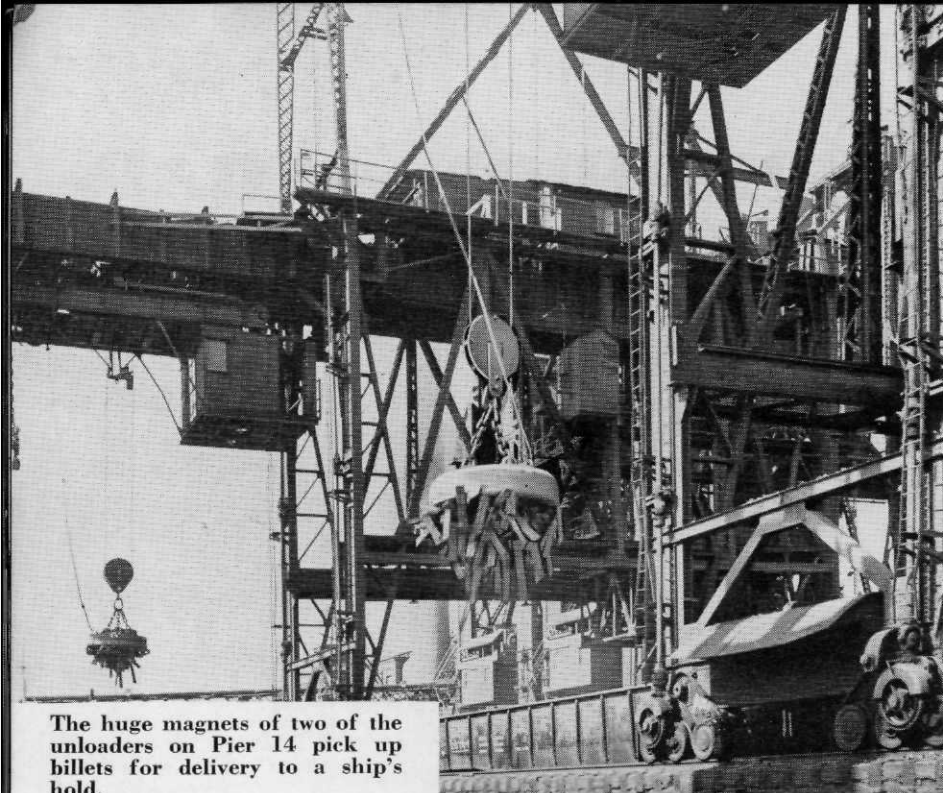


Ore from the ship is dropped into a bin in which it is weighed and then unloaded to the waiting hopper cars.

The 10-ton clam shell of one of the ore unloaders poises above the ship before it drops to the hold for the next load.

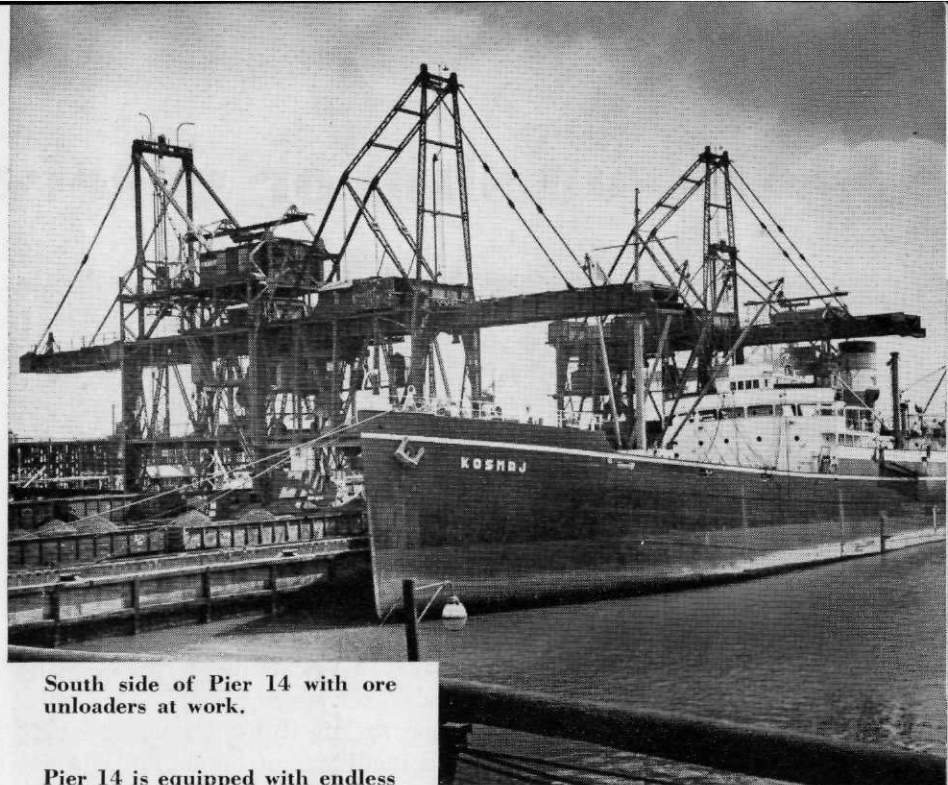


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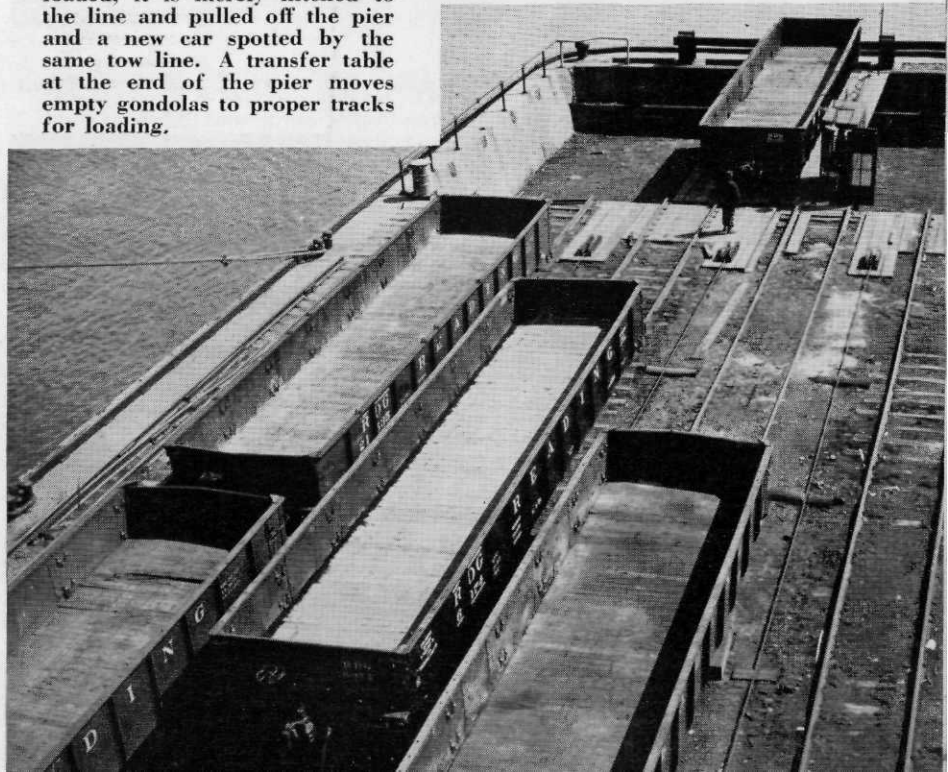
The huge magnets of two of the unloaders on Pier 14 pick up billets for delivery to a ship's hold.

Ore unloading may also be done on Pier G with gantry cranes.



South side of Pier 14 with ore unloaders at work.

Pier 14 is equipped with endless tow lines. When a gondola is loaded, it is merely hitched to the line and pulled off the pier and a new car spotted by the same tow line. A transfer table at the end of the pier moves empty gondolas to proper tracks for loading.





## ◆◆◆if you ship or receive

Among the equipment at Port Richmond kept constantly busy are the grain storage and handling facilities.

A grain elevator with storage capacity of 2,500,000 bushels, equipped with all modern accessories, connects directly with Pier E by a conveyor belt system. For receipt of grain by rail, two electrically operated unloaders mechanically unload 14 cars per hour.

The 850-foot-long Grain Elevator Pier (Pier E) contains six conveyor or grain shipping belts with a total capacity of 90,000 bushels per hour. Delivery of grain can be made to two ships simultaneously through 26 shipping spouts.

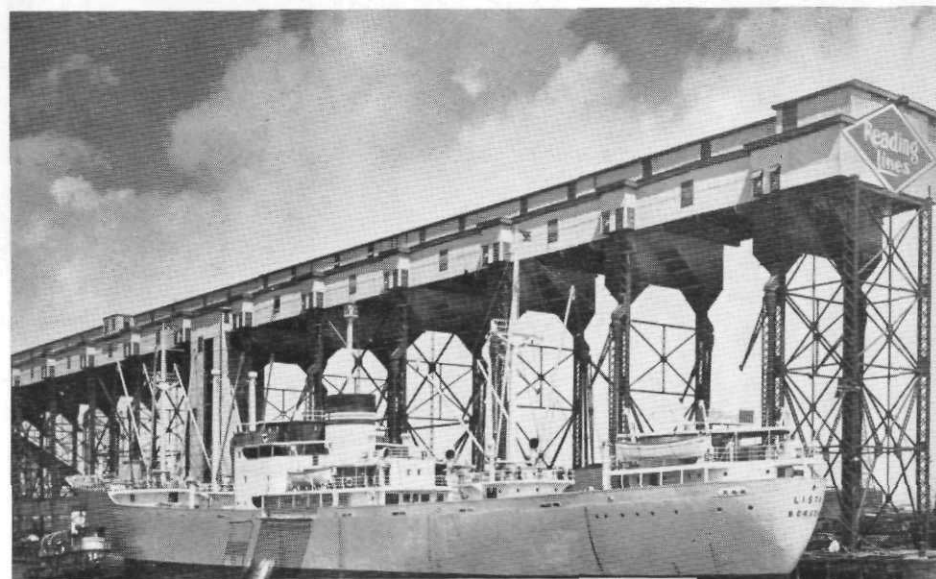
A marine Elevator Leg with a capacity of 8,000 bushels per hour also provides for the unloading of water-borne grain for delivery to the elevator.

With direct rail transportation from wheat-producing areas, this Port Richmond facility is of major importance, transshipping as much as 27,000,000 bushels a year.

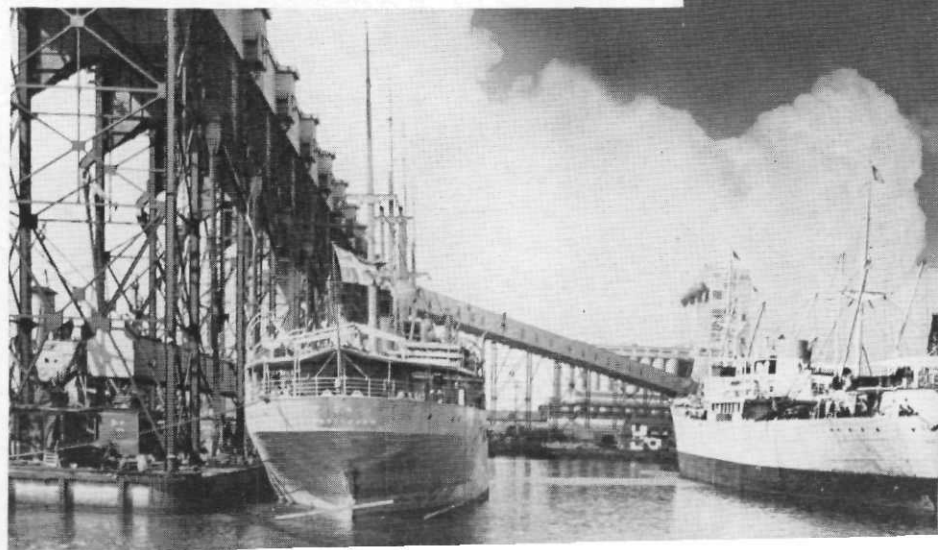
Port Richmond 2,500,000-bushel grain elevator and covered belt gallery to Pier E.

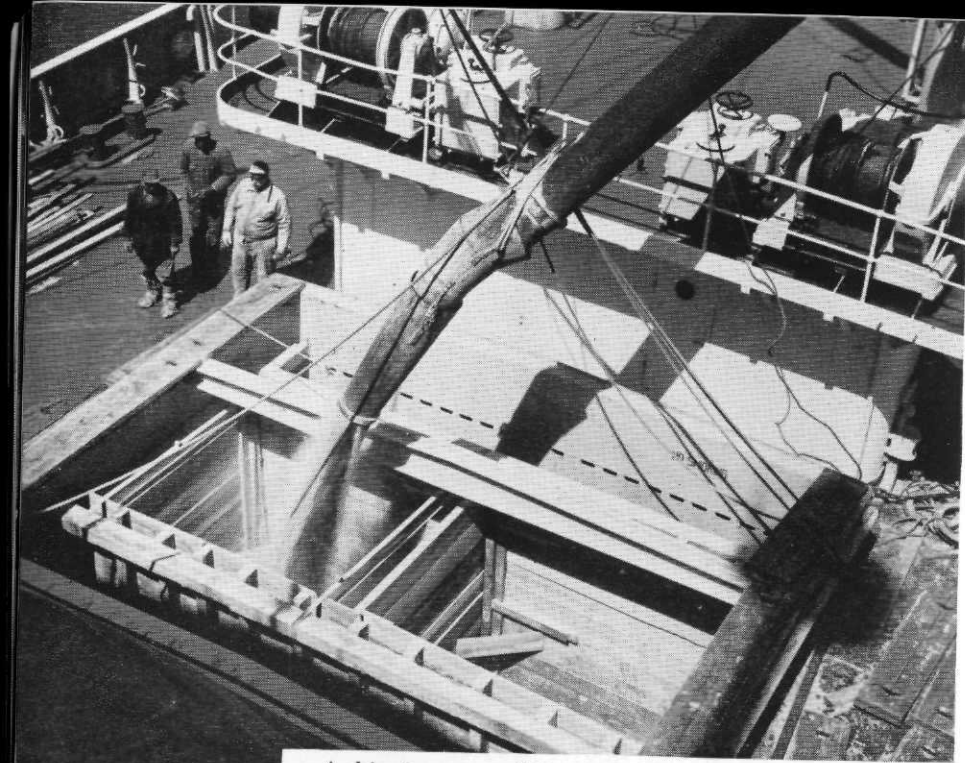


# G R A I N

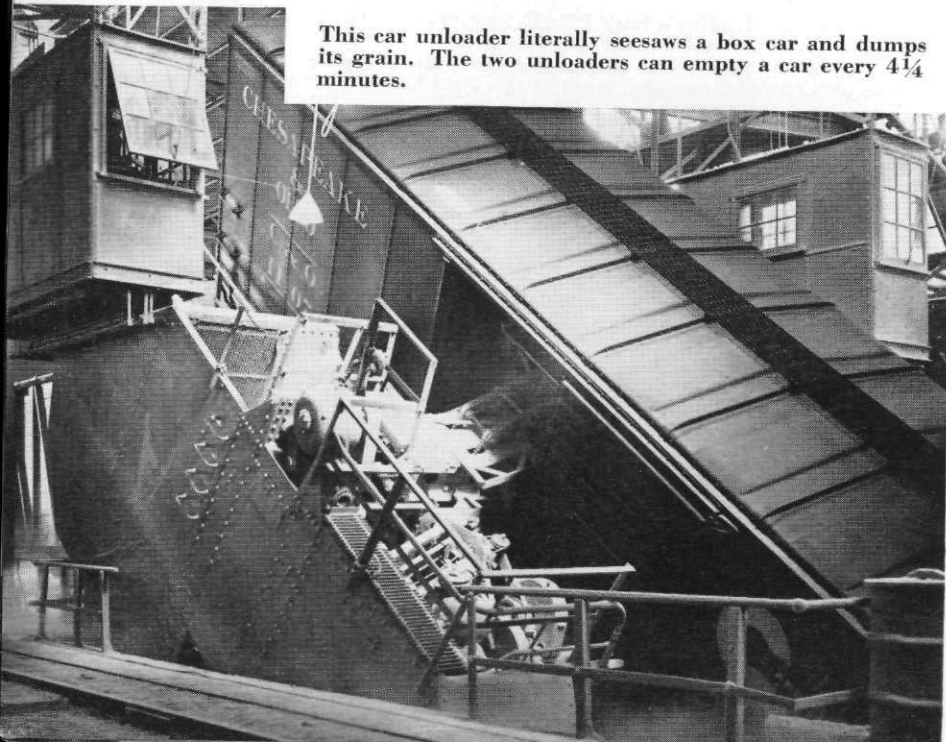


Two views of Reading's busy Pier E with modern facilities for grain delivery or receipt. The pier is sufficiently long to berth four grain ships, and from 26 shipping spouts all ships can receive grain at the same time.





A shipping spout delivers grain to a ship's hold at Pier E.



This car unloader literally seesaws a box car and dumps its grain. The two unloaders can empty a car every 4¼ minutes.

## if you ship or receive **COAL**

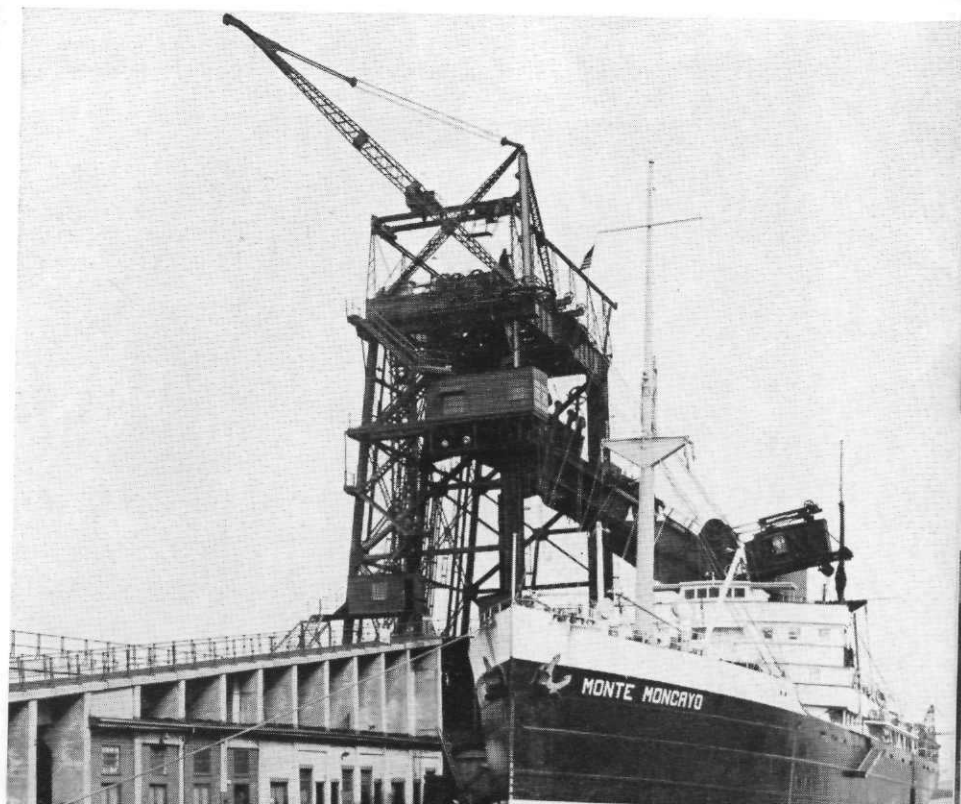
On Pier 18 at Port Richmond is a modern McMyler coal dumper with a dumping capacity of 30 cars an hour. The dumper is equipped with a telescopic chute and trimmer, permitting delivery of coal to every part of the ship's hold without hand trimming and free of objectionable breakage.

A Thaw House and additional thawing facilities (for 55 cars simultaneously) are available for thawing frozen coal.

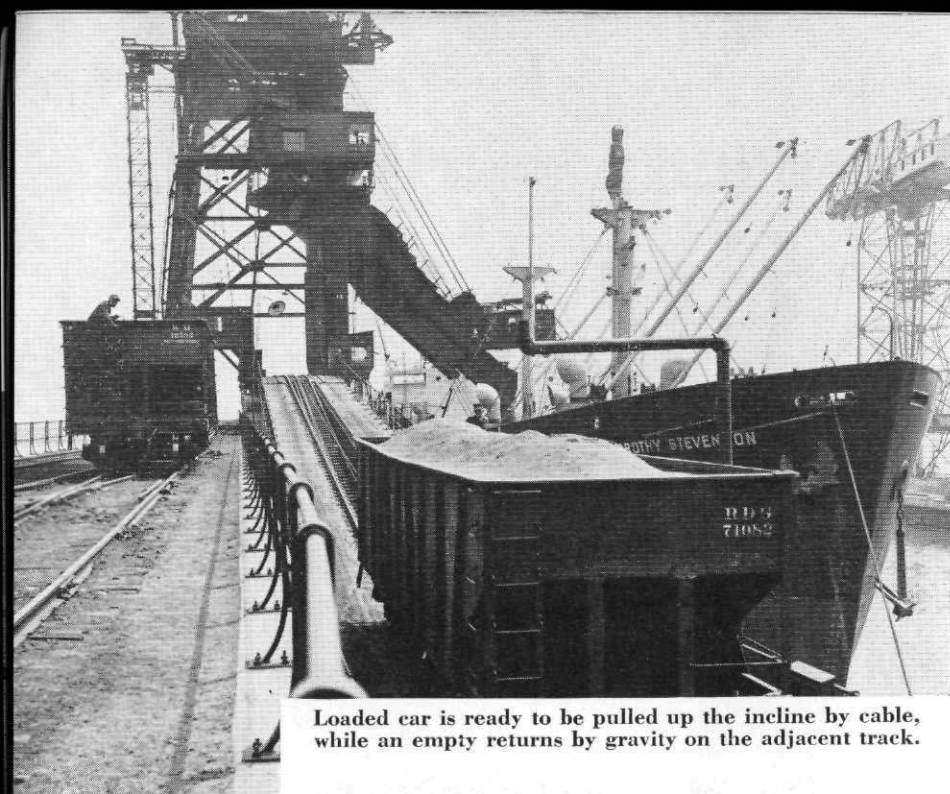
This dumper and its thawing facilities are served by yard tracks with a capacity of 771 cars, permitting rapid, continuous handling of coal shipments.



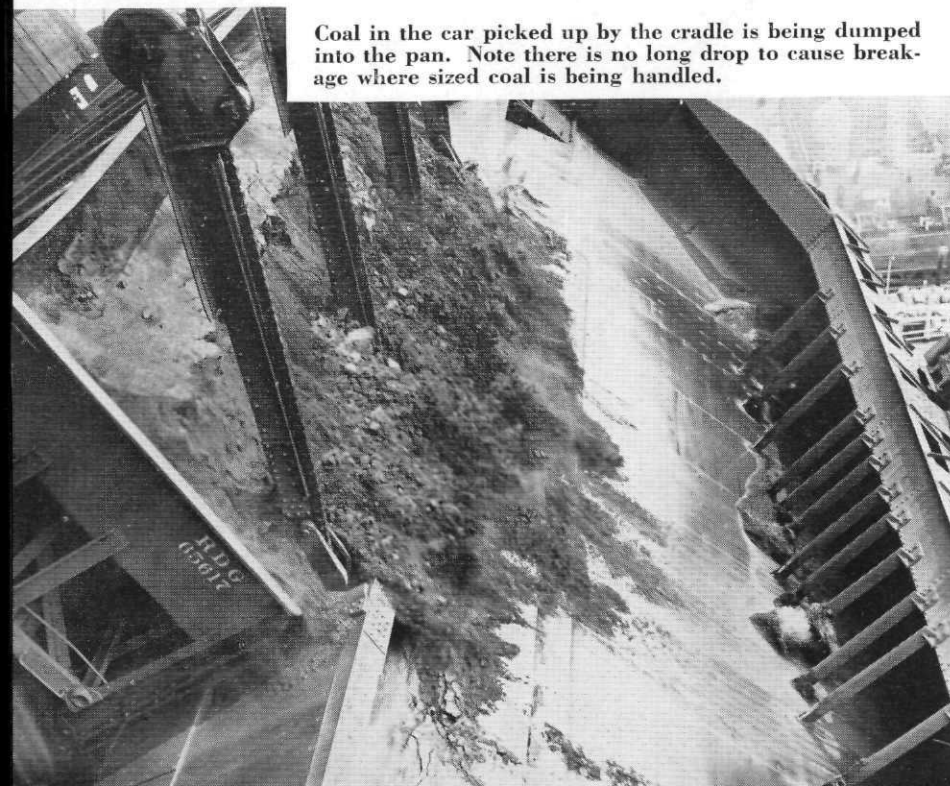
View along Pier 18, showing the coal dumper loading a ship.



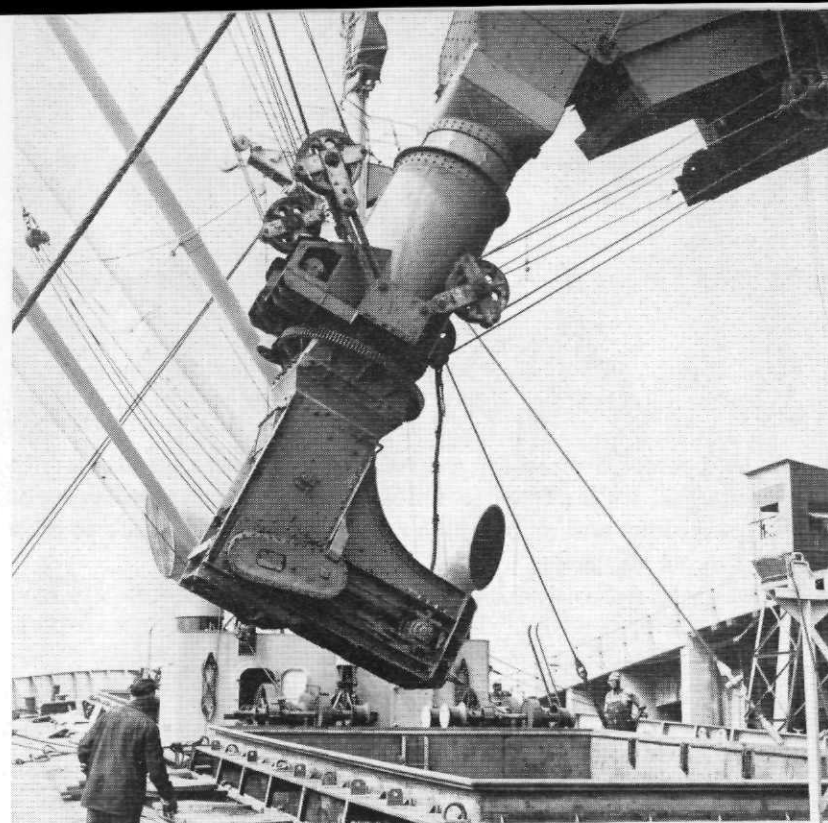




Loaded car is ready to be pulled up the incline by cable, while an empty returns by gravity on the adjacent track.



Coal in the car picked up by the cradle is being dumped into the pan. Note there is no long drop to cause breakage where sized coal is being handled.



The telescopic chute is being lowered into the ship's hold preparatory to delivering coal in a continuous stream from the pan.

The trimmer can be turned in all directions to load all parts of the hold without necessity for manual trimming.



# ◆◆ FACILITIES

## that attract ships and shippers

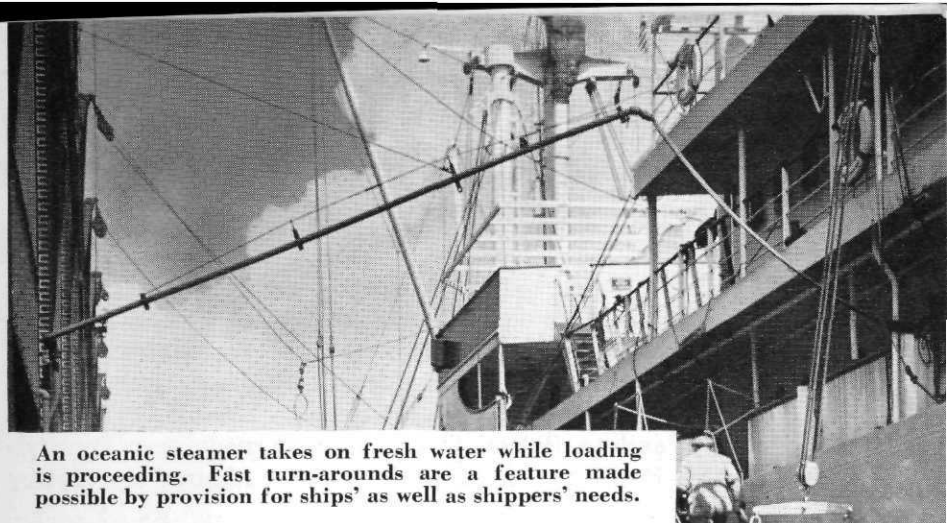
In addition to equipment designed to facilitate movement of various types of cargo, Port Richmond also contains general facilities advantageous alike to both ship owners and shippers. Fresh water is available at all piers, so that a ship may fill its tanks when unloading or loading. Deliveries of provisions and ship supplies may be made by truck to ship side at all piers.

Special facilities have been constructed for shippers who deliver or receive in their own trucks or by motor transport.

Ample arrangements for prompt spotting railroad cars at ship side have been made, eliminating costly delays.

These advantages have been helpful in attracting responsible shipping lines to Port Richmond, offering the shipper the benefit of prompt movements.

Steel sheets from a gondola on the apron of Pier A are transferred to the hold with the ship's equipment.

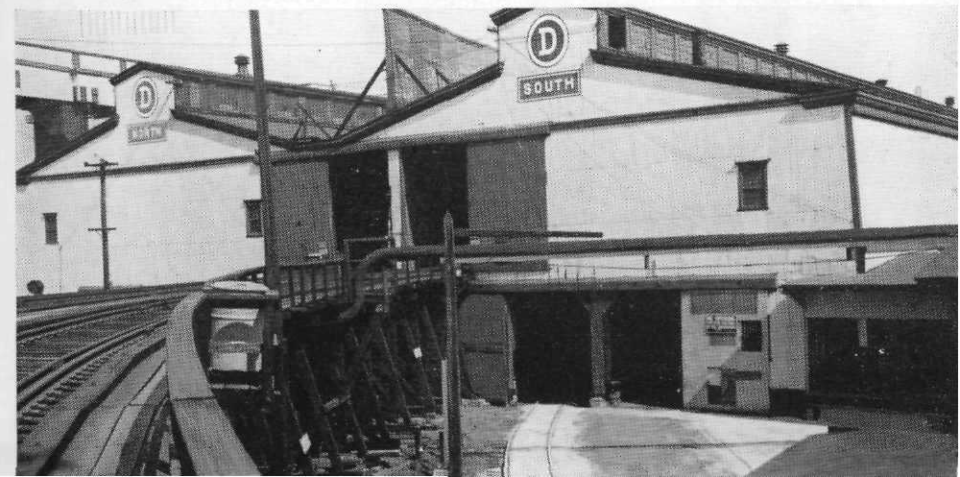


An oceanic steamer takes on fresh water while loading is proceeding. Fast turn-arounds are a feature made possible by provision for ships' as well as shippers' needs.

Ramps to piers and provisions for tailboard delivery accommodate many shippers whose own trucks or contact trucks deliver to proper spots for ship loading.



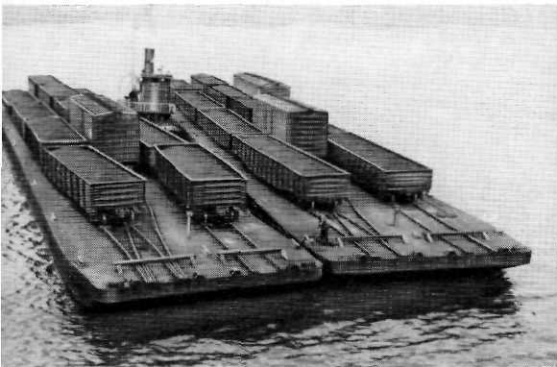
Pier D is double decked with tracks to both levels. Note truck platform at right for truck tailboard delivery.





## if you ship to South Jersey points

Port Richmond facilities provide a direct connection for shippers or receivers in southern New Jersey by means of car floats. Four float bridges in Port Richmond (Pier J) accommodate Reading-owned floats in constant movement between this point and Linden Street Float Bridge, Camden, serving industries on the Reading Lines in the Camden area, and to Bulson Street for movement over Pennsylvania-Reading Seashore Lines to southern New Jersey points.



Two Reading modern car floats move across the river with cars of coal destined for South Jersey points.

Two car floats move into the float bridges (Pier J), from which point cars will be moved to yards for further handling.



## some of the many advantages of the port of PHILADELPHIA

Hub of tremendous industrial activity along the Atlantic Seaboard, Philadelphia is the second—and fastest growing—port in the United States.

In addition to coastal and intercoastal services, shipping lines maintain regularly scheduled sailings to 247 principal ports in 75 different countries.

Last year a cargo ship arrived or left the Port of Philadelphia every half hour around the clock. Total customers' receipts for the port average more than \$40,000,000 a year.

Located in a climate excellent for year-round shipping, the Port Authority has added to natural advantages a well-planned program to meet the needs of all types of shipping. A 40-foot channel extends from Delaware Bay to Philadelphia Navy Yard, and a 37-foot channel 1,000 feet wide extends all the way to Allegheny Avenue, past Port Richmond. Federal, state and municipal governments and private businesses are engaged in port projects totalling more than a billion dollars that will attract even more shipping to this area.

Through such facilities as those at Port Richmond, the port is connected by fast rail transportation with all parts of the United States. More than 5,000,000 square feet of modern warehouse space in 52 great general merchandising warehouses are conveniently available to general cargo piers.

A total of 13 modern cold storage houses (15,796,000 cubic feet of refrigerated space) are in the port area.

The area served by the port itself contains the largest concentration of productive capacity and wealth in the western hemisphere.

With these natural endowments and man-made improvements, Philadelphia is the fastest growing port in the United States, and rates the serious attention of shippers and shipping lines the world over.



### richest market area in the U. S.

The Port of Philadelphia, of which Port Richmond is an important part, serves 13 great states, embracing one-third of the population of the Nation. Within 300 miles of Philadelphia there are more people, more stores and more manufacturing plants than within the same distance of any other port in the country.

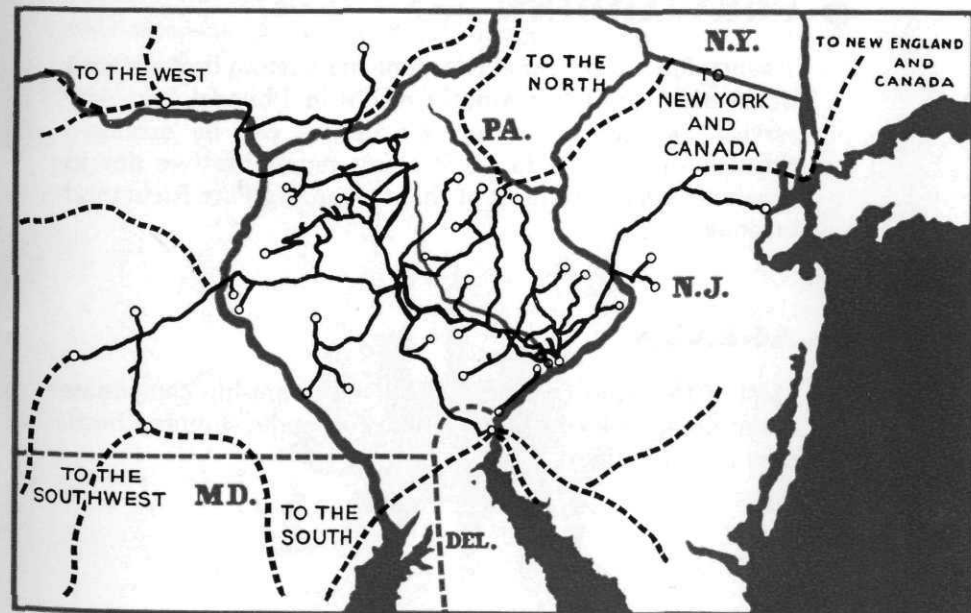
On a square mile basis, the population concentration is 10 times that of the United States, number of manufacturing plants 14 times, value of products 16½ times.

Whether the shipment is from or to this market area, use of the Port of Philadelphia saves days and dollars because of its central location.

## ◆◆◆ Reading Lines connect with the Nation's Railroads

Reading Railroad, among the half dozen largest carriers of revenue freight in the United States, not only serves directly the great market area of the Port of Philadelphia but provides direct rail connection with the remainder of the country. Indicative of its importance as a connecting road is the fact that 42.9% of the rail movement originating on its lines is delivered to connections for further movement. Of the business terminating on its lines, 50% is received from connecting railroads.

With a reputation for fast movement, with modern equipment for yard and road handling of freight, the Reading offers the user of Port Richmond Tidewater Terminal excellent rail transportation between his plant and ship side.





## ◆ WAREHOUSING

Terminal Commerce Building, owned by the Reading, is the largest combination warehouse, display and office building east of Chicago and is directly connected with Port Richmond. It contains 1,247,000 square feet of floor space. Other warehouses for general merchandise storage are available within city limits.

A total of 15,796,000 cubic feet of refrigerated space (from 10° below to 30° above F.) is available also within city limits.

## ◆ BANKING

Many of the banks in the area have foreign connections to adequately meet the needs of shippers using the Port of Philadelphia. Virtually every financial facility that is available anywhere in the world is available at this port.

## ◆ FORWARDING

Twenty foreign freight forwarders and custom brokers with world-wide contacts maintain offices in Philadelphia. Any service the shipper or receiver desires can be arranged through these individuals. Reading representatives are in constant touch with most of them regarding Port Richmond business.

## ◆ AGENTS

Most of the trans-oceanic and coastal steamship companies maintain agencies in Philadelphia to handle shipping business for their lines.

## ◆ CONSULS

Twenty-three foreign governments maintain consulates in Philadelphia to handle business between their countries and the users of the Port of Philadelphia.

## ◆ CUSTOMS

The United States Government maintains a customs office at the port which has reported total customs receipts of more than \$40,000,000. Customs offices at Port Richmond are constantly manned to service foreign shipments through this terminal.

## ◆ LABOR

A combination of experienced workers and forward-looking management working together has produced favorable records for cargo handling in this port. In one recent test period, the turn-around time for ships in this port was only four-sevenths of the national average—the quickest turn-around of ships in any American port.



◆◆◆ **We invite you to  
discuss your shipping needs with us**

Near you is an experienced Reading representative ready to advise on shipping problems—and particularly those involving Port Richmond Tidewater Terminal. He is familiar with port operations, and if he is unable to supply needed information himself, he knows where to get it quickly.

His job is to help you utilize port facilities and rail transportation at lowest cost, and with greatest benefit to yourself in time and convenience, and he has shown many companies how to get more for their shipping dollar.

We invite you to discuss your shipping needs with this representative. An inquiry to this office will bring him to you at your convenience and at no obligation.



**FOREIGN FREIGHT DEPARTMENT  
READING TERMINAL, PHILADELPHIA 1**

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