

(TRAINING MANUAL 9)

The Baltimore and Ohio Railroad Company

TRAFFIC DEPARTMENT



TRAINING MANUAL

FREIGHT FACILITIES AND OPERATIONS

NEW YORK, N. Y.



NEW YORK, N. Y.

Foreword

The City of New York comprises the following five boroughs:

Manhattan	Brooklyn
	Queens (includes Long Island City)
Bronx	Richmond (Staten Island)

The estimated population of this area is in excess of eight million and it is the largest city in the United States.

The metropolitan area, from a transportation standpoint, embraces many municipalities in the State of New Jersey which are located within the free lighterage limits of New York Harbor, viz:

Bayway	Elizabethport	Kearny	Port Newark
Bayonne	Hoboken	Newark	Weehawken
Carteret	Jersey City	Perth Amboy	West New York
Edgewater			

The Port of New York is the nation's largest seaport and in tonnage greatly exceeds all other ports in the interchange of freight traffic between railroads and ocean steamships. By comparison, the Port of New York can accommodate at one time approximately twice as many ships as the combined capacity of the Pacific Coast ports.

Railroads serving New York, N.Y.:

Baltimore and Ohio Railroad
Brooklyn Eastern District Terminal (NOTE)
Bush Terminal Railroad Company (NOTE)
Central Railroad Company of New Jersey
Delaware, Lackawanna & Western Railroad
East Jersey Railroad & Terminal Company
Erie Railroad
Hoboken Manufacturers Railroad Company
Jay Street Connecting Railroad (NOTE)
Lehigh Valley Railroad
Long Island Railroad (Pennsylvania System)
New Jersey & New York Railroad Company
New York Central Railroad
New York Dock Railway (NOTE)
New York, New Haven & Hartford Railroad
New York, Ontario & Western Railroad
New York, Susquehanna & Western Railroad
Pennsylvania Railroad
Staten Island Rapid Transit Railway (B&O System)
West Shore Railroad (New York Central System)

NOTE: Brooklyn contract terminal railroads which are served by all New York Trunk Line Railroads uniformly.

General and traffic headquarters of a large percentage of the nation's industries are located in New York City and a substantial if not major part of the selling efforts of the New York Traffic Department is devoted to these national industries.

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LIGHTERAGE

Lighterage Equipment:

The majority of traffic originating and terminating in the New York Harbor area, and to a large extent traffic passing through New York, must make some portion of its journey over water. For the harbor movement, types of equipment are employed that will not be found in the railroad operations at interior points. This harbor equipment is defined as follows:

Barge:

The general hull construction of this type of boat is similar to that of the scow, except that the deck is enclosed with a structure to protect the cargo against the elements.

Canal or Grain Boat:

This type of boat is designed to carry freight in the hold below the deck and protect it from the elements by hatch covers.

Carfloat:

This type of boat is designed to carry railway equipment on its own wheels, being equipped with railway tracks installed on deck so as to permit the loading of railway equipment at a float bridge.

Derrick:

This type of boat is designed along the same lines as a lighter but of much heavier construction; it also is longer and wider, and is equipped with hoisting facilities of 25-ton hoisting capacity or over.

Hoisting Barge:

The general hull construction of this type of boat is similar to that of the scow, except that the deck is enclosed with a structure to protect the cargo against the elements. It has mast, boom and necessary rigging, as well as power to perform hoisting.

Lighter:

The general hull construction of this type of boat is similar to that of the scow, except that it is equipped with hoisting facilities of less than 25-ton hoisting capacity for handling cargo.

Scow:

A scow is a flat bottomed open deck boat not equipped with hoisting facilities and used primarily for the carrying of open car freight.

Floatbridge:

A pontoon or electrically hoisted bridge equipped with railroad tracks and attached to the land for use in moving freight cars to and from carfloats.

Lighterage and Terminal Regulations:

The rules, conditions and accessorial charges under which freight is handled in New York Harbor are fully set forth in Agent C. W. Boin's ICC No. A-881 - a Trunk Line Agency tariff published for the account of all New York railroads except the New York, New Haven & Hartford Railroad.

Free Lighterage and Extra Towing Limits:

These are defined in Rules A-20 and A-80 of Agent Boin's A-881 and indicate the limitations within which railroad lighterage or floatage equipment will be operated free of charge for picking up or delivering freight and the additional limits to which equipment will be operated at a charge above the New York rate for the extra towing service. These limits are designated on attached map, Appendix A.

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B&O RR FREIGHT FACILITIES AND OPERATIONS

General Description

All freight handled to and from the New York District by the B&O, except local Staten Island traffic, must move across New York Harbor by carfloat or lighter before delivery inbound or before consolidating in westbound trains at Jersey City for outbound movement. Local Staten Island traffic handled by the SIRT Railway, a B&O subsidiary, is moved between Cranford Junction, N. J., and Staten Island across the Arthur Kill Bridge so that no transportation on the water is necessary.

Freight to and from B&O Stations and connecting lines, including the Brooklyn contract terminal railroads, is handled by means of carfloat.

The stations are operated under two categories, i.e., Pier Stations and Land Stations.

At pier stations, carfloats are berthed alongside the pier and freight is handled between cars and the pier proper by railroad labor.

At land stations, which in reality are equivalent to the regular freight station operation in the interior, cars are removed from carfloats and placed on team tracks or alongside freight station platforms or freight houses.

Many of the land stations reached by us include industries served by private siding and the operation within these land stations is conventional.

Export and import freight and what might be termed domestic lighterage freight, breaks bulk at B&O Lighterage, Jersey City, N.J., inbound and is handled on various types of lighterage equipment other than carfloat to steamship piers or to public or private piers and wharves.

Import freight and outbound domestic lighterage freight is received in bulk at steamship piers or public or private piers and wharves and moved by harbor equipment, other than carfloat, to B&O Lighterage, Jersey City, N.J., where it is loaded to car by railroad forces.

We maintain four stations on Manhattan Island, as described in the following pages. At such locations, property values and rentals are extremely high and majority of the freight is loaded or unloaded to and from cars by railroad labor, free of charge. From this it may be appreciated the costs of handling freight at New York are substantial. Therefore, our sales efforts must be discriminate to avoid, when possible, the handling of short haul freight, since on this class of traffic expenses often dissipate revenue.

Carload pick-up and delivery service is maintained within Manhattan only at plus charges over the New York, N.Y., rates, as per ICC No. 23826.

Semi-trailer truck service, which in effect produces another form of pick-up and delivery service applicable to shipments in excess of 15,000 pounds, also is operated to and from our Manhattan stations, as per ICC No. 23825.

Reciprocal Switching

There is no reciprocal switching in the New York metropolitan area. A special switch absorption arrangement is in effect, inbound, on freight requiring cold storage which originates or is received from connections at Pittsburgh, Pa., Wheeling, Parkersburg, West Virginia and points west thereof when consigned or ordered to cold storage warehouses in Jersey City, N.J., served by DL&W, Erie and PRR - see Rule M-35 Boin's ICC A-881.

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NOTE: Numbered locations of facilities on attached maps "A" & "B" - New York Harbor and surrounding area, correspond with numbers appearing in parentheses in the following listing of station facilities.

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I - STATION AND TERMINAL FACILITIES

New York (25 Broadway), N. Y. (1)

This is the designation for the location of our Lighterage Bureau. All carload freight requiring lighterage delivery, or delivery by carfloats in lieu of lighterage in New York Harbor, must be waybilled

New York (25 Broadway), N. Y. (1) (Cont'd)

to this station via B&O-Park Junction-B&O Lighterage (Jersey City), N.J., or via B&O-Park Junction-Cranford Junction-St. George Lighterage, Staten Island, N.Y. Carload freight not consigned by shipper to any specific station in the New York area also should be waybilled to this station, as proper disposition of such cars is determined by Lighterage Agent.

B&O Lighterage (Jersey City), N.J. (2)

This is the B&O designation of the CRRofNJ terminal facilities at Jersey City, N.J., which are used by that carrier to handle the freight of both railroads for lighterage movement in New York Harbor or for carfloat movement to and from the various stations and connecting lines.

Facilities

Holding yards
Team Tracks - capacity 80 cars
Open and covered lighterage piers
Floatbridges

Handling of B&O traffic through B&O Lighterage (Jersey City), N.J., by the CNJ is performed under a memorandum of understanding between the two carriers effective October 1, 1934.

The memorandum contemplated that substantially all B&O lighterage and carfloat traffic which formerly went through the Baltimore & Ohio St. George Terminal would thereafter be handled through the CNJ, Jersey City facilities. However, we continued a dual terminal set-up with all tariff rules, rates and regulations equally applying via St. George Terminal - it merely becoming carrier's option by tariff provision as to the terminal to be used for the handling of freight.

St. George Lighterage became an adjunct to the Jersey City Terminal and was extensively used following the outbreak in 1939 of World War II in Europe. Under the memorandum of understanding covering the handling of B&O traffic by the CNJ through B&O Lighterage (Jersey City), N.J., the marine equipment of the Baltimore & Ohio is pooled with that of the CNJ, and, for all practical purposes, is operated as one fleet under one marine supervisor.

St. George Lighterage, Staten Island, N. Y. (13)

Located at the northern tip of Staten Island which juts into Upper New York Bay, this is the B&O's own facility which was the sole means of handling our New York traffic prior to the time operating arrangements were made with the CNJ at Jersey City in 1934.

The terminal has been used continuously since that date, especially for foreign traffic delivered to or received from steamship and warehouse facilities situated on Staten Island, as well as for other traffic for local delivery on Staten Island.

However, as mentioned previously, following outbreak of World War II in Europe, the St. George Terminal was extensively used. At present, this terminal is used for freight which, from a harbor standpoint, can be
(Rev. 2/1/49)

St. George Lighterage, Staten Island, N. Y. (13) (Cont'd)

more conveniently handled there than at B&O Lighterage (Jersey City), N. J., principally westbound lighterage freight, eastbound domestic lighterage freight, and certain export lighterage freight when conditions warrant the use of this terminal.

Facilities

Holding yards
Open and covered lighterage piers
Team tracks - 12 cars
Floatbridges

The floatbridges at St. George normally are used for the interchange of traffic with the D&W, Erie and NYC, destined to or originated at points on the SIRT. In addition, B&O business requiring carfloat movement which, for operating reasons, can be more conveniently handled via St. George floatbridges, also moves through these facilities.

Appendix "C" is a sketch of St. George Lighterage Terminal layout as it existed prior to January 25, 1946, when the terminal was partially destroyed by fire. Pier 5 was wholly destroyed, together with East and West Annexes, and Pier 6 was partially damaged.

Pier 4 presently is used for marine equipment repairs.

Pier 6, which has been completely repaired, is a covered pier without pillars and with cement flooring. On its north side is an apron track, with capacity of 8 cars, which is used for handling freight direct between cars and lighters berthed alongside the track.

Between Pier 6 and the north side of Floatbridge No. 2 is a covered platform (indicated by dotted portion on the sketch), with capacity of 6 cars, this similarly being for the transfer of freight direct between cars and lighters berthed alongside.

Pier 8, the next pier in the northerly direction, is an open pier, with 3 tracks upon it for its entire length but a working capacity of 7 cars. This pier is used for lighterage freight, especially freight moving in open top equipment, and a steam hoist is maintained in the vicinity for lifting freight between cars and lighters.

The floatbridges, two in number, of the pontoon type, are located adjacent to Pier 8.

Coal Pier 2 is located on the northerly side of Pier 8 and is leased to the Bay of New York Coal and Supply Corp. This facility is used by the lessee for dumping coal intended for barge movement to the Staten Island Edison Company and occasional barge movements to other points in New York Harbor, also to supply fuel to coal-burning marine equipment operating in the New York Harbor area, as well as ocean-going vessels.

At the right on the sketch are shown the Municipal Ferry Terminal and the terminal tracks of the SIRT.

(Rev. 2/1/49)

Howland Hook

Howland Hook, a modern coal handling facility on Staten Island, was placed in operation early in 1949. It has capacity of about 100 cars per 8-hour working day, or approximately 1,000,000 - 1,500,000 tons per annum. Coal is dumped from cars into hoppers and carried from the hoppers by conveyor belt directly to the ship or barge, discharging through a telescopic chute. Empty cars are sent to the return track by gravity. The yard has been re-designed to handle as many as 128 carloads in an 8-hour day. This facility is leased to and operated by the Howland Hook Dock Company, a subsidiary of the Bay of New York Coal and Supply Corporation, which now operates our other coal dock at St. George, Staten Island. This facility is used by the Lessee for dumping coal into barges for movement to plants of various utilities in New York Harbor, and coastwise points; also for loading bunker coal.

Pier 22 North River, N. Y. (3)

Located at the foot of Jay, Harrison and Franklin Streets on the North River, this station comprises Piers 22 and 23.

Cars remain on carfloats at this station, there being no rails on the piers. Therefore, it is impossible to handle freight in tank cars, open cars, pieces in excess of 8,000 pounds, lumber or automobiles at this station, such commodities being restricted by tariff.

Principal Business Handled

Pier 22 - Outbound - Forwarding company freight of Gulf Carloading Company, Lone Star Package Car Company and Republic Carloading & Distributing Company, Inc.

Pier 22 - Inbound - Dairy freight, fruits and vegetables. Cold storage rooms are available for dairy freight. This pier is insulated and heated during cold weather on the land end and is open 24 hours a day, night deliveries being afforded fruit and vegetable traffic.

The Baltimore & Ohio has a reciprocal operating arrangement with the Erie Railroad for use of the Erie's Duane Street Station (Piers 20 and 21 North River) for the unloading of overflow quantities of B&O perishable freight, and the Erie Railroad, in turn, is permitted to unload overflow quantities of perishable freight on our Pier 22 North River.

Pier 23 - Outbound - Forwarder freight of the Associated Forwarders Group, including Wells Fargo Carloading Co., International Forwarding Co., Merchants Shippers Association, Pacific Consolidators, Inc., Western Transportation Co., Inc., and Republic Carloading & Distributing Co., Inc.

Pier 23 - Inbound - LCL merchandise, including delivery freight and miscellaneous traffic. Only used to supplement West Houston Street Station on this type of freight and is not used except when West Houston Street is filled to capacity.

West Houston Street Station (Pier 39 N.R.) - (3A)

Outbound - Pool cars for account of the Metropolitan Pool Car Associates, miscellaneous carload and ICL traffic, including store-door pick-up freight.

Inbound - ICL merchandise, including store-door delivery freight, and miscellaneous carload traffic.

Cars remain on carfloats at this station, there being no rails on the Pier. Therefore, it is impossible to handle freight in tank cars, open cars, pieces in excess of 8,000 pounds, lumber or automobiles at this station, such commodities being restricted by tariff.

Pier 21 East River (4)

Located at the foot of Dover Street on the East River, almost underneath Brooklyn Bridge.

Cars remain on carfloats at this station, there being no rails on the pier. Therefore, it is impossible to handle freight in tank cars, open cars, pieces in excess of 8,000 pounds, lumber or automobiles at this station, such commodities being restricted by tariff.

Principal Business Handled

Main floor of pier is a joint facility with the Pennsylvania Railroad. Second floor is operated as a public warehouse by B&O Stores, Inc., for the exclusive handling of freight moving via B&O.

Outbound and Inbound - Miscellaneous carload freight, including traffic for B&O Stores, Inc., pool cars, and forwarding company freight for Central States Freight Service, Inc., and Shippers' Consolidating Association.

West 26th Street Station, New York, N. Y. (5)

Located between West 24th Street and West 26th Street, Eleventh Avenue and the North River. Served by carfloats, cars moving over float-bridge located between North River Piers 65 and 66 and across Twelfth Avenue at grade to the freight houses and team tracks.

Facilities and Principal Business Handled

Four freight houses - track capacity 30 cars; team tracks - capacity 52 cars. There are no facilities for unloading automobiles at this station.

Modern eight-story concrete warehouse operated by A. O. Feidelson, Inc. - track capacity 6 cars.

Crane, locomotive - gasoline hoist - capacity 25 tons.

Outbound - Forwarding company cars of ABC Freight Forwarding Co., Inc., J. E. Bernard, Inc., Republic Carloading & Distributing Co., Inc., miscellaneous carload and ICL freight.

West 26th Street Station, New York, N.Y. (5) (Cont'd.):

Facilities and Principal Business Handled

Inbound - Forwarding company freight of ABC Freight Forwarding Co., Inc., fresh fruits and vegetables (team tracks), miscellaneous carload freight for station platform, team track and warehouse delivery.

This is a modern facility with wide, well paved driveways, and is one of the best located and most desirable freight stations on Manhattan.

Union Inland Freight Station (6)

Located between 15th and 16th Streets, Eighth and Ninth Avenues.

Facilities

Receiving and delivering platforms for ICL freight only. Served by all New York lines. This ICL terminal has no track connections. B&O freight is transferred by truck between this Station and Pier 39 North River. Tenants located on upper floors are engaged in light manufacturing or distributing.

Brooklyn, N. Y. Contract Terminals:

The following Brooklyn contract terminal stations, which are union stations for all railroads serving New York, provide their own carfloat service between the terminals and the railheads. These terminal companies maintain freight house, warehouse and team track facilities for all kinds of freight, including automobile facilities for side or end-door cars. ICL freight is handled by Brooklyn Eastern District Terminal and Bush Terminal Railroad only. (Except as noted below).

For complete information of facilities, industries, private sidings, etc., consult Boin's ICC A-881.

Brooklyn Eastern District Terminal (7): Located at Kent Avenue and the East River, between North 3rd and North 11th Streets, Brooklyn.

Pidgeon Street Terminal (BEDT) (7-A): Located at Pidgeon Street, East River, Newtown Creek and Vernon Avenue, Long Island City, N.Y.

Jay Street Connecting Railway (8): Located on East River at foot of Jay Street and Bridge Street, Brooklyn. ICL freight is not handled at this terminal except under conditions as outlined in Item No. 1235 of Boin's ICC A-881.

New York Dock Railway viz: Fulton Terminal (9)

Located on waterfront between Fulton Street and Atlantic Avenue, Brooklyn.

Baltic Terminal (10)

Located on waterfront between Amity and Harrison Streets, Brooklyn.

Atlantic Terminal (11)

Located on waterfront between India Wharf and Walcott Streets, Brooklyn.

Brooklyn, N. Y., Contract Terminals (Cont'd.)

New York Dock Railway (Cont'd.)

LCI is handled at these terminals only to and from private sidings in trap cars - no pick-up and delivery service.

Bush Terminal Railroad Company (12)

Located on waterfront between 28th and 51st Streets, Brooklyn.

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II - TERMINAL SERVICE

Outbound - From B&O Manhattan Stations cars are floated to the Jersey City railhead daily in time for departure on scheduled trains 91 and 97 the same day loaded. Cars from the Brooklyn contract terminal stations depart from Jersey City on scheduled trains generally the day following loading - the floating schedules of these terminal companies being designed for the delivery of cars to us during the forenoon or early afternoon of the day following loading.

Outbound lighterage freight departs from Jersey City or St. George in scheduled trains anywhere from one to three days following actual receipt of freight on railroad lighters, this time being required for the movement of lighters to our terminal and for the loading of freight into cars - the volume of traffic also being a controlling factor.

Inbound - Dairy freight and fresh fruits and vegetables are promptly handled upon arrival through our Manhattan station facilities. Other freight - non-perishable - reaches our New York stations the day of arrival or the following day and generally is unloaded and available for delivery within 24 hours of the time of arrival at Jersey City.

Inbound freight requiring lighterage delivery is largely export traffic and this is delivered to steamship lines as ordered by the consignees. Inbound lighterage freight for domestic delivery is delivered without orders from the consignee and as promptly as lighterage conditions will permit.

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III - STATEN ISLAND- S.I.R.T. RY.

Appendix B of this manual is a map of the New York District and surrounding territory, showing Staten Island in its entirety and the SIRT. The circled reference numbers shown below correspond with those on the map.

The Staten Island Rapid Transit Railway (B&O System) is the only railroad serving Staten Island directly by rail. The SIRT connects with other New York railroads at the following junction points and maintains rates and routes to all parts of the United States, Canada and Mexico:

(Rev. 2/1/49)

Interchange Connections of SIRT:

	<u>With</u>
Cranford Junction, N. J. (20)	CNJ
Staten Island Jct., N. J. (19)	LV
Linden Junction, N. J. (18)	PRR
St. George, S.I., N. Y. (13) by carfloat	(DL&E (Erie (LJ (NYC (V'S

The SIRT Ry. does not perform lighterage service in New York Harbor and maintains no floating equipment. B&O operates lighterage service from St. George Lighterage, Staten Island but only on traffic which has moved or will move for line haul via B&O.

Yard Operations:

The nearest yard to the St. George facility is Arlington Yard (17), located in a westerly direction from St. George, approximately five miles distant. Still farther west, a distance of approximately seven miles, is the Cranford Junction Yard (20), located in New Jersey, at which point there is connection with the CNJ. The movements between St. George and the two yards are by road-haul crews, and where traffic warrants, direct runs are made between St. George and Cranford Junction.

Arlington Yard is used for classifying traffic destined to industries on Staten Island, as well as a storage yard for eastbound cars requiring lighterage delivery. It will also serve as the terminal yard for coal consigned to our new Howland Hook coal dumper.

Property is available adjacent to tracks in the Arlington Yard for ground storage of iron and steel articles or other freight not requiring covered storage as listed in Agent Boin's ICC A-881, Rules S-35 and S-45.

Carload Service:

Freight routed via PRR, CNJ or LV, the other three railroads with which the SIRT has direct all-rail interchange, moves out of the New York terminals of those lines approximately twenty-four hours later than if the freight were routed via B&O, while freight routed via lines which are reached only by carfloat connection through St. George, S.I., takes approximately forty-eight hours longer before forwarding from the New York terminals of those lines than would be the case if routed via SIRT-B&O. Corresponding differentials in service apply to inbound traffic so the Baltimore & Ohio has a distinct service advantage on all traffic from and to SIRT points.

ICI Service:

Less-carload merchandise is handled through St. George Transfer where daily outbound cars are loaded to Baltimore and other B&O points as tonnage warrants, as well as to the principal transfer stations of connecting lines. Inbound ICI freight is handled similarly through St. George Transfer.

Automobile Facilities:

Facilities are available at the following stations for unloading automobiles in side-door cars:

West New Brighton	2	car	capacity
Tompkinsville	2	"	"
Great Kills	1	"	"
Tottenville	1	"	"

American Dock Terminal (14):

Pouch Terminal (16):

American Dock Terminal, located at Tompkinsville, S. I., and Pouch Terminal, located at Clifton, S.I., are served by SIRT. The former operates five steamship piers - 1-5 inclusive, and 27 warehouse buildings; the latter operates three steamship piers - 19-20-21 and 23 warehouse buildings.

At these Terminals, which are stations of the B&O, an agent is on duty and freight entitled to free lighterage movement may, at the railroad's option, be handled direct between steamship piers or warehouses and cars in lieu of performing lighterage service but under the same rates and conditions that would apply if the freight were handled by lighter.

The B&O, therefore, has a distinct advantage at these Terminals in that freight can be moved promptly with a minimum amount of handling, avoiding delays that might otherwise occur by moving the traffic via competitive railroads which reach these facilities through lighterage service only.

Storage-in-transit arrangements are applicable on both inbound and outbound freight, including export and import traffic, at both Terminals and the transit period is generally twelve months - for the rules covering, see Roin's ICC A-881, Rules S-55 and S-65A.

New York Foreign Trade Zone (15):

The permanent location of the Foreign Trade Zone is Staten Island, Piers 12 to 16, inclusive. Pier 12 and 13 have track connection with the SIFT (B&O System). Operations at present are confined to Pier 15 and 16 pending withdrawal by the Army and the New York Port of Embarkation which took over these facilities at outset of the war.

This facility was created by an Act of Congress, Public No. 397, approved July 18, 1934. The Zone is an enclosed area patrolled and supervised by U. S. Customs. Import goods for domestic consumption or trans-shipment to other foreign countries or export goods from foreign countries for trans-shipment to other foreign countries may move into this zone for storage or other transit processes as provided for by law without payment of duties and without being subject to the import or export regulations of the U. S. Customs while so held.

New York Foreign Trade Zone (15): (Cont'd)

When goods are moved into the United States for consumption or when trans-shipped to other countries, the full Customs regulations of the U. S. Government are invoked.

The same storage-in-transit arrangements and provisions for direct carloading and unloading in lieu of lighterage referred to above as applicable at American Dock Terminal and Pouch Terminal, also apply here, giving the B&O a distinct service advantage on traffic moving to and from the Foreign Trade Zone.

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IV - WAREHOUSING - CARTAGE

Warehouses reached via Baltimore & Ohio Rails:

American Dock Company	Tompkinsville, N.Y. (SIRT)
B&O Stores, Inc.	Pier 21 E.R., New York, N.Y.
A. O. Feidelson, Inc.	W. 26th St. Station, New York, N.Y.
Pouch Terminal	Clifton, N.Y. (SIRT)
Jim Ball Corporation	New Brighton, N.Y. (SIRT)

Cold Storage Warehouses reached by Absorption of Switching per Rule N-35 Boin's ICC A-881 - Located in Jersey City, N.J.

Harborside Warehouse Company
Hudson Refrigerating Company
Merchants Refrigerating Company
National Cold Storage Company
Seaboard Terminal & Refrigeration Co.
Union Terminal Cold Storage Company

Warehouses Reached in Free Lighterage Service - Located in Brooklyn, N.Y.

Beard's Erie Basin, Inc.	Prospect Terminal Corp.
Bowne-Morton Stores, Inc.	C. O. Rudolph Warehouse Co., Inc.
Brooklyn Waterfront Terminal Corp.	Seaboard Storage Corp.
Rutler's Warehouses, Inc.	Sealand Dock & Terminal Corp.
Greenpoint Terminal Corp	Service Warehouse, Inc.
Lumber Exchange Terminal, Inc.	

Warehouses - Inland, Off-Track, Located in Manhattan:

	<u>Nearest B&O Delivery</u>
Baker-Williams	Pier 22 N.R.
Chelsea Fireproof Warehouse Corp.	West 26th Street Station
Commercial Stores, Inc.	Pier 22 N.R.
Fidelity Warehouse Company	Pier 21 E.R.
North River Stores, Inc.	Pier 22 N.R.
Republic Storage Company, Inc.	Pier 22 N.P.
Shephard Warehouses, Inc.	Pier 22 N.R.

Warehouses-Inland, Off-Track Located in Manhattan: (Cont'd.)

Henry Stetler, Inc.		<u>Nearest B&O Delivery</u>
	Bank Street Warehouse	West 26th Street Station
	Bleecker St. Warehouse	Pier 39 N.R.
Towers Warehouse, Inc.		
	21st Street Warehouse	West 26th Street Station
	Greenwich St. Warehouse	Pier 39 N.R.
	Worth Street Warehouse	Pier 22 N.R.

All of the warehouse operators above listed, other than those designated as cold storage warehouses, handle miscellaneous dry freight only.

In Brooklyn, many warehousing companies are located in or adjacent to the facilities of the contract terminal stations and these warehouses are reached by rail through the common station facilities of all the New York lines.

At the Bush Terminal Railroad there are the vast warehousing facilities of the Bush Terminal Company. At the New York Dock Railway, there are large warehouse facilities operated by the New York Dock Company. At the Jay Street Connecting Railroad there is a large warehouse operation in the name of the Held Haulage Company. At Brooklyn Eastern District Terminal there is the Brooklyn Terminal Stores, Inc., and Lehig Warehouse & Transportation Co., Inc.

In addition to the above warehouses being served by the contract terminal companies, they also are situated on the waterfront and can be served by lighter.

Cartage:

The following companies are particularly identified with the haulage of freight to and from railroad facilities in the New York area:

	<u>Zone of Operations</u>
Adolph Trucking Company (tenant at West 26th Street Station)	Metropolitan district
Brookhattan Trucking Company	"
Empire Express, Inc.	"
Genser Trucking Company	"
Held Haulage Company	"
Paramount Freight Handling, Inc.	"
Patterson Trucking Company	"
Richmond Terminal & Storage Company	Staten Island, N.Y.
St. George Trucking Company	"
Seaman Trucking Company	Brooklyn, N.Y.
E. A. Thompson, Inc.	Metropolitan district
Joseph Whelan Trucking Company	"

V - SALES

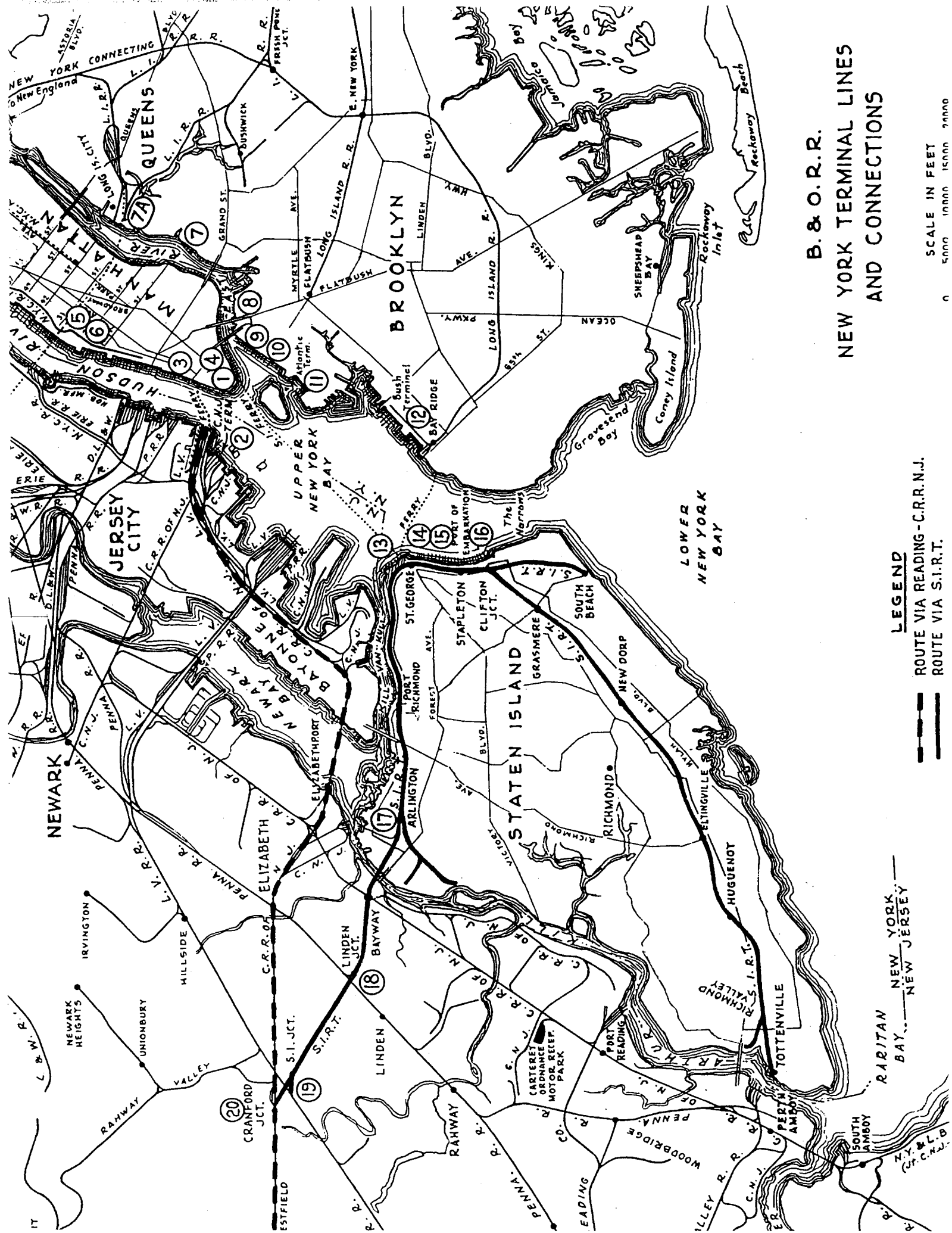
Sales supervision of freight service at New York is as follows:

1. Domestic freight to and from the New York area or System domestic freight controlled at New York but moving between other areas is under supervision of the General Freight Agent.

2. Foreign traffic, import and export, when moving via the Port of New York or via outports but controlled at New York is under the supervision of the Foreign Freight Agent.

In addition, a Coal Freight Agent and Industrial Development Agent maintain offices at New York for specialized activities of the Traffic Department.

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B. & O. R. R. NEW YORK TERMINAL LINES AND CONNECTIONS

LEGEND
 ——— ROUTE VIA READING - C.R.R.N.J.
 - - - - ROUTE VIA S.I.R.T.

SCALE IN FEET
 0 5000 10000 15000 20000

NEW YORK, N. Y.

Legend

Reference

Facility

- | | |
|-----|---|
| 1 | New York (25 Broadway) 4, N. Y. |
| 2 | B&O Lighterage (Jersey City), N. J. |
| 3 | Pier 22 North River, New York, N. Y. |
| 4 | Pier 21 East River, New York, N. Y. |
| 5 | West 26th Street Station, New York, N. Y. |
| 6 | Union Inland Freight Station No. 1, New York,
New York. |
| 7 | Brooklyn Eastern District Terminal, Brooklyn,
New York. |
| 7-A | Pigeon St. Terminal (BEDT), Long Island City,
New York. |
| 8 | Jay Street Terminal, Brooklyn, N. Y. |
| 9 | Fulton Terminal (New York Dock Co.),
Brooklyn, N. Y. |
| 10 | Baltic Terminal (New York Dock Co.),
Brooklyn, N. Y. |
| 11 | Atlantic Terminal (New York Dock Co.),
Brooklyn, N. Y. |
| 12 | Bush Terminal, Brooklyn, N. Y. |
| 13 | St. George Lighterage, S.I., N. Y. |
| 14 | American Dock Co., Tompkinsville, S.I., N.Y. |
| 15 | New York Foreign Trade Zone No. 1, Stapleton,
S.I., N. Y. |
| 16 | Pouch Terminal, Clifton, S.I., N. Y. |
| 17 | Arlington Yard |
| 18 | SIRT-PRR Connection (Linden Jct., N. J.) |
| 19 | SIRT-LV Connection (Staten Island Jct., N.J.) |
| 20 | SIRT-CNJ Connection (Cranford Jct., N.J.);
Cranford Jct. Yard. |

NEW

Coal
No. 2
No. 1
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No. 97
No. 98
No. 99
No. 100

PIERS AND
TRANSFER BRIDGE
ST. GEORGE

COVERED PLATE

Fr. & Pile Treatm.

No. 48

8' Picket Fence
RICHMOND

NICHOLAS

Pf. 12 19753

Man Hole 51E 1730
51D SW 140 1662
51E SW 16716
51F SW 16715
51G SW 16714
51H SW 16713
51I SW 16712
51J SW 16711
51K SW 16710
51L SW 16709
51M SW 16708
51N SW 16707

Req. Wall 14+40
14+26.8 End of T-K Begin P.S.
Former P.S.

Man Hole (S.I.E.) 13+52

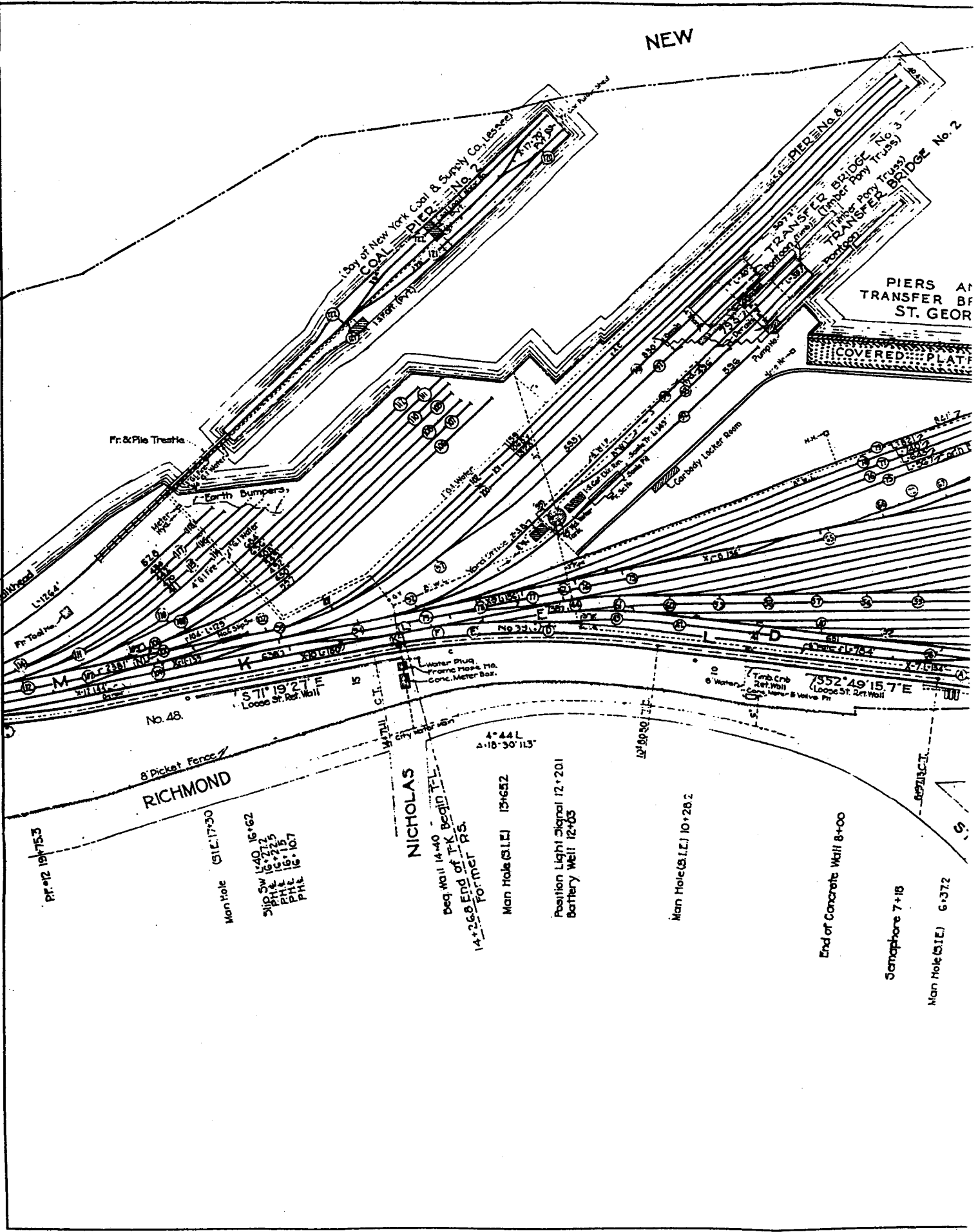
Position Light Signal 12+201
Battery Well 12+03

Man Hole (S.I.E.) 10+20.2

End of Concrete Wall 8+00

Semaphore 7+18

Man Hole (S.I.E.) 6+37.2



NEW

PIERS AND TRANSFER BRIDGES ST. GEORGE

COVERED PLATFORM

COVERED PIER No. 6
1 Story Corrt. Ir. Building

COVERED PIER No. 5
1 Story Corrt. Ir. Shed

PIER No. 4

Position Light Signal 12+201
Battery Well 12+03

Main Hole (S.I.E.) 10+28.2

End of Concrete Wall 8+00

Semaphore 7+18

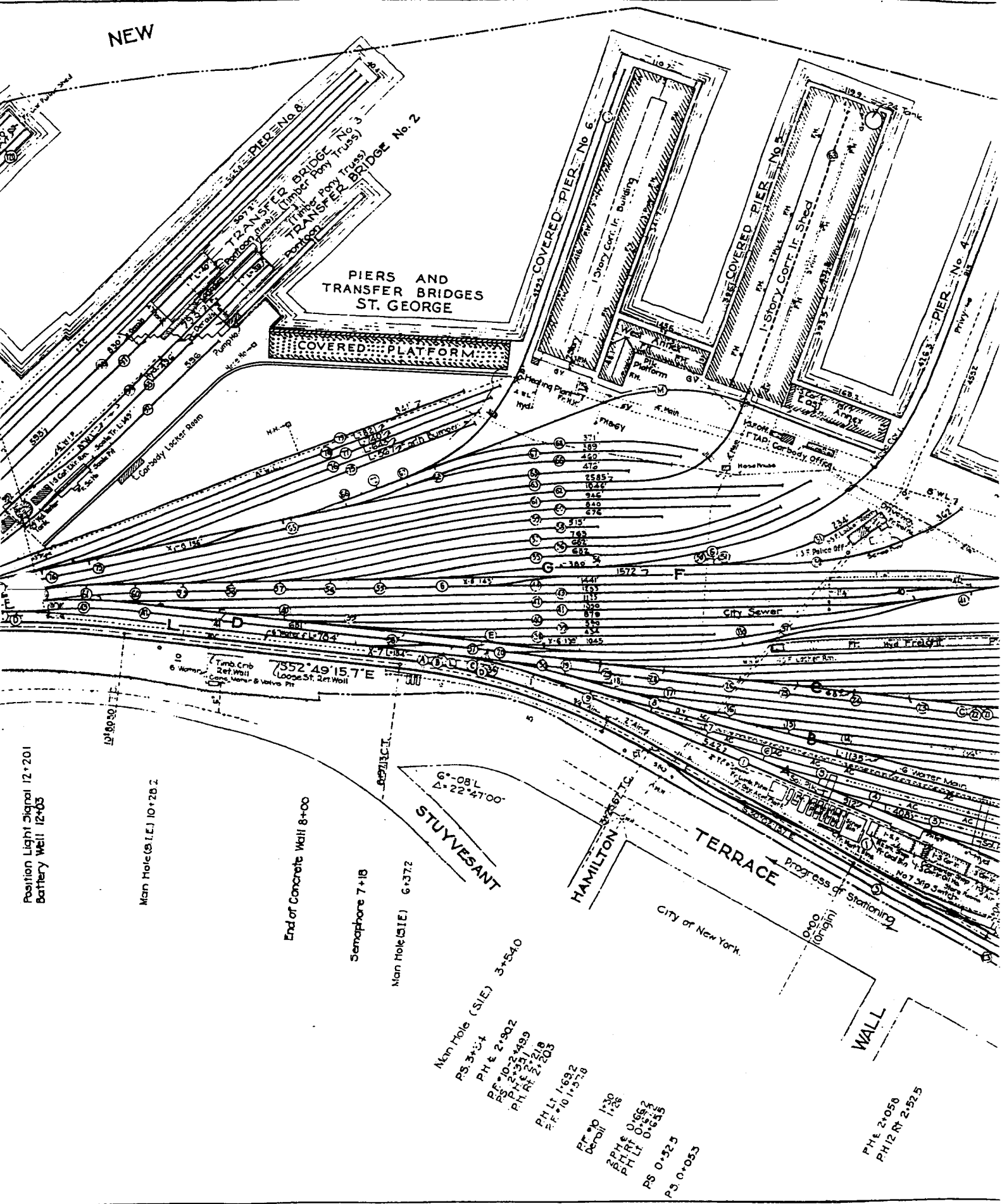
Main Hole (S.I.E.) 6+37.2

Main Hole (S.I.E.) 3+54.0
PS 3+24
PH 2+802
PS 10+2+499
PH 10+2+208
PH 10+2+203

PH Lt 1-682
P.F. 10 1-578

PH Lt 1-20
Detail 1-28
PH Lt 0-682
PH Lt 0-653
PS 0-323
P.S. 0-053

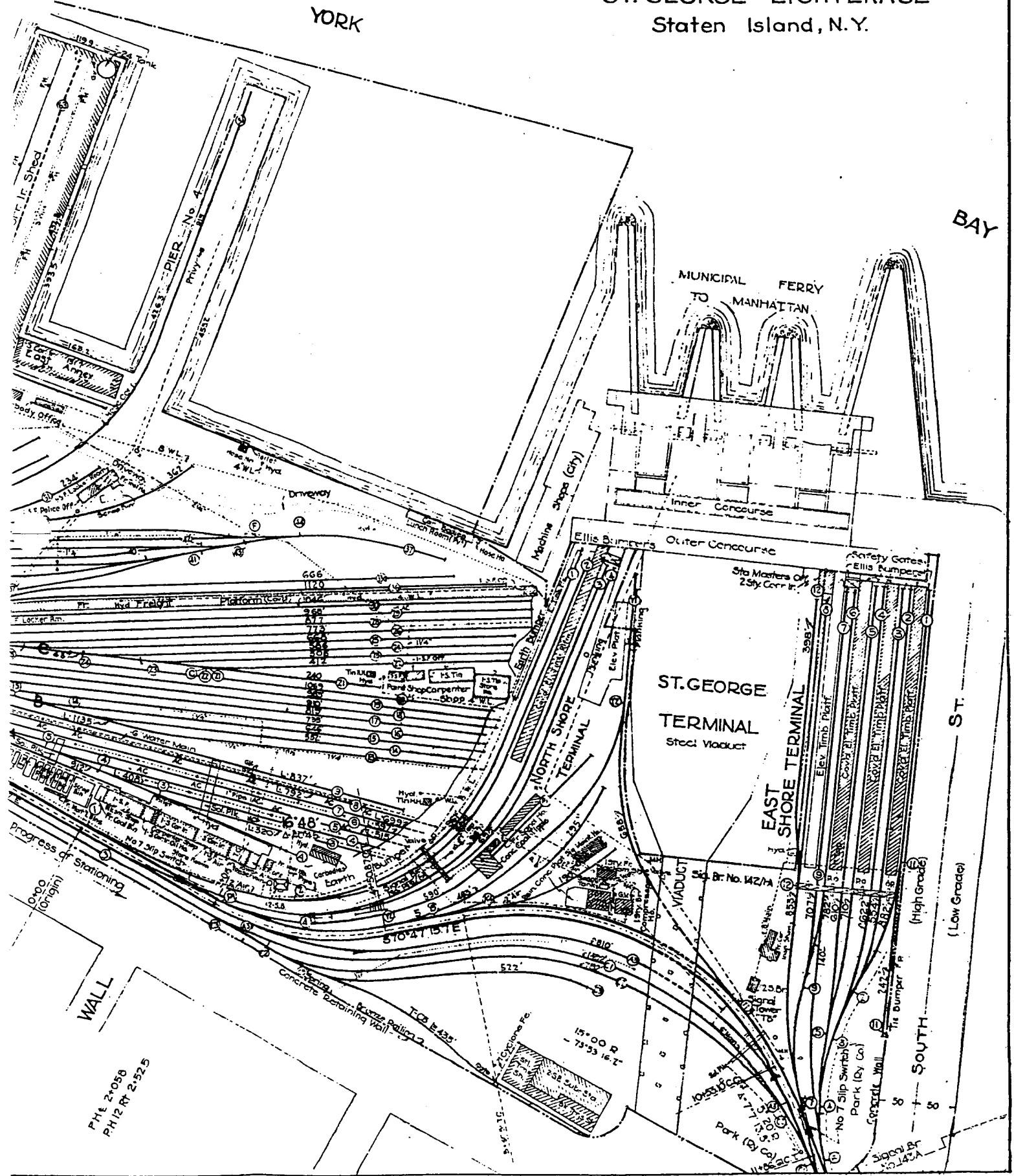
PH Lt 2-056
PH Lt 2-525



APPENDIX "C"
 ST. GEORGE LIGHTERAGE
 Staten Island, N.Y.

YORK

BAY



ST. GEORGE
 TERMINAL
 Steel Viaduct

EAST SHORE TERMINAL

ST.

SOUTH

(High Grade)
 (Low Grade)

PH 2x050
 PH 12 RY 2x525