

B-1082
Canton Coal Pier

Statement of Significance

by the Penn Central Railroad in 1916
When constructed, the Canton Coal Pier was radically different from any other on the Atlantic Coast and has remained so until the present time. It is not known how many others of the type -- if any -- were built but it is probably unique today. Still in full operation it is unchanged in any substantial way from its original form. It is effecient but in apparent danger of replacement due to deferred maintenance. The outstanding features of the Pier are its combination of cable-drawn dump cars that carry coal to the pier and traveling loaders that carry coal from the pier into the ships. When constructed, the plant's capacity was 800 tons per hour --since raised to 1000. It proved enormously effective as a unified system for transferring coal from railroad cars to coastal vessels. The entire equipment of the Pier was built in 1916-17 by the Mead-Morrison Manufacturing Company of Chicago and installed under the direction of the Pennsylvania Railroad's chief engineer, A.C. Shand.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Canton Coal Pier

AND/OR COMMON

2 LOCATION

STREET & NUMBER Crossing Clinton St. 1.8 miles south of Boston St., Canton

CITY, TOWN Baltimore

CONGRESSIONAL DISTRICT

— VICINITY OF

STATE Maryland

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Conrail

Telephone #:

STREET & NUMBER Room 1846, 6 Penn Center

CITY, TOWN Philadelphia

— VICINITY OF

STATE, zip code Pennsylvania, 19104

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Baltimore City Hall

Liber #: WA 3700-412
Folio #: 412

STREET & NUMBER 100 N. Holliday Street

CITY, TOWN Baltimore

STATE Maryland 21202

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

—FEDERAL —STATE —COUNTY —LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-1082

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canton Coal Pier is located on Clinton Street .8 mile south of Boston Street in Canton, Baltimore, Maryland. It is owned and operated by the Penn Central Railroad.

The plant is composed of four distinct elements: 1. a gravity/cable-haul system for getting the loaded cars to 2. a car dumper with storage hoppers, 3. a cable car system of four-ton cable-drawn dump cars that carry the coal out to the pier, and 4. three traveling loaders on the pier that place the coal in the ships. They operate in combination as follows:

In the "load" yard area to the east of the pier, the railroad hopper or "road" cars are pushed over a hump, and from that point no locomotives are required until time to remove the cars from the "empty" yard. With brakes released, one at a time the loaded cars run down to the foot of an incline, from which a cable propelled "barney" pushes them up to the car dumper. The empties run from there by gravity to the "empty" yard. As the "load" and "empty" yards are side by side there is a kickback to turn the cars back on themselves at the foot of the incline, before being picked up by the barney.

The 100-ton hopper under the car dumper automatically gravity feeds into the cable cars which travel on an endless narrow-gage track. The cars are hauled up a 6.72% grade to the high steel superstructure on the pier proper, passing to the outer end of the pier and back, and back down the incline to the starting point. In transit they can be made to deliver their coal to any of the three traveling loaders.

These loaders are machines that move along the 1000 foot pier on a two-rail track, carrying a hopper and a chute for delivering the coal into barges or the holds of vessels. There are two loaders on the north side and one (presently out of service) on the south.

The cable system is divided into two parts--one for the incline, the other for the pier superstructure. A tripping device at the top of the incline releases the car from the first cable, and if it is too close to the car ahead, it can be held at will until the spacing is as desired. The aim is to have the 62 cars about 30 feet apart.

The emptying of the dump cars is centrally controlled from a headhouse at the top of the incline, so that it is impossible for loader No. 1 to take coal intended for No. 2. The operator in the headhouse designates where each car of coal is delivered.

The cable is driven by a 150 hp motor in a small powerhouse

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1916-1917

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

When it was built, the Canton Coal Pier was radically different from any other on the Atlantic Coast, and has remained so until the present time. How many others of the type were built, if any, is not known, but it is probably unique today. Still in full operation, it is unchanged in any substantial way from its original form. It is efficient, but in apparent danger of replacement due to deferred maintenance.

The outstanding features of the Pier are its combination of cable-drawn dump cars that carry coal to the pier and traveling loaders that carry coal from the pier into the ships. When constructed, the plant's capacity was 800 tons per hour--since raised to 1000. It proved enormously effective and efficient as a unified system for transferring coal from railroad cars to coastal vessels. Today the efficiency of the Pier continues as it is used to load coal onto barges and export ships that deliver throughout the world.

The entire equipment of the Pier was built in 1916-17 by the Mead-Morrison Manufacturing Company of Chicago and installed under the direction of the Pennsylvania Railroad's chief engineer, A. C. Shand.

The text of this form has been taken, with some alteration, from page 19 of the booklet, Some Industrial Archaeology of the Monumental City, which describes the Canton Coal Pier. See #9, Major Bibliographical References.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Vogel, Robert M., ed. Some Industrial Archaeology of the Monumental City & Environs, The Physical Presence of Baltimore's Engineering and Industrial History. Smithsonian Institution, Washington, D. C., Society for Industrial Archaeology, April 1975.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Dennis Zembala

ORGANIZATION

Baltimore Industrial Museum

DATE

March, 1980

STREET & NUMBER

217 N. Charles Street

TELEPHONE

301-396-1931

CITY OR TOWN

Baltimore

STATE

Maryland 2120.

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

under the pier at the bulkhead line just west of Clinton Street.

The pier was erected to replace an 1887 facility of the "locomotive incline" type, in which the loaded hopper cars were pushed up a 20° incline onto the pier structure, from which they dumped through chutes directly into the ships. Its capacity was only about 500 tons per hour, and its entire operation was far less flexible. Just to the north of the present pier can be seen the ruins of the earlier one, as well as the brick piers that supported the incline over Clinton Street.

The 1917 coal pier survives today with little essential change from its original construction or method of operation. A series of storage bunkers at the end of the pier has been removed, and the discharge ends of the loader chutes have been fitted with "trimmers" for distributing the coal to all corners of the ships' holds. It is these that produce, when the chutes are in their raised position, the loaders' striking zoomorphic effect. Additionally, the dump cars have had their wood bodies replaced by ones of sheet steel and their friction journals by roller bearings, while in the interests of reducing air pollution, water sprays have been placed in the car-dumper hopper where the cable cars are loaded to keep down dust.

Operation is steady overall--if momentarily sporadic--dependent entirely upon the demands of ships and barges. A backlog of cars is present in the load yard. A large amount of coal (as well as coke, occasionally) is loaded to barges for the short trip down harbor to Bethlehem Steel's Sparrows Point Plant.

Pennsylvania Railroad Company, 1948.

"Coal Exports Through Baltimore Reach Farthest Corners of the World." Port of Baltimore, October 1978, pp 14-5.

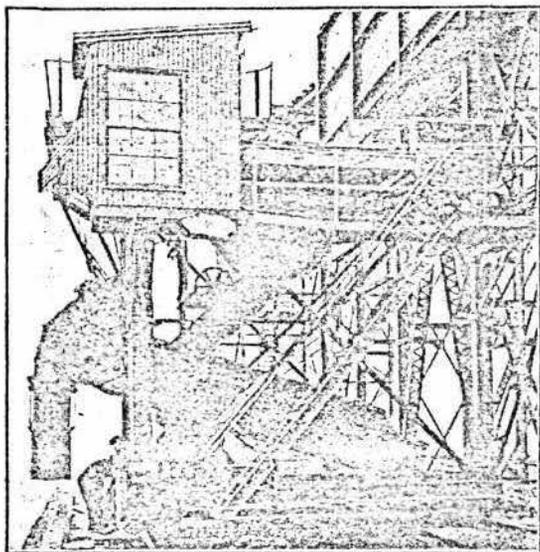
Condensed Catalogues of Mechanical Equipment with Directory.
New York: American Society of Mechanical Engineers, 1917.

Seventieth Annual Report, Pennsylvania Railroad Company.
Philadelphia: Pennsylvania Railroad Company, 1916.

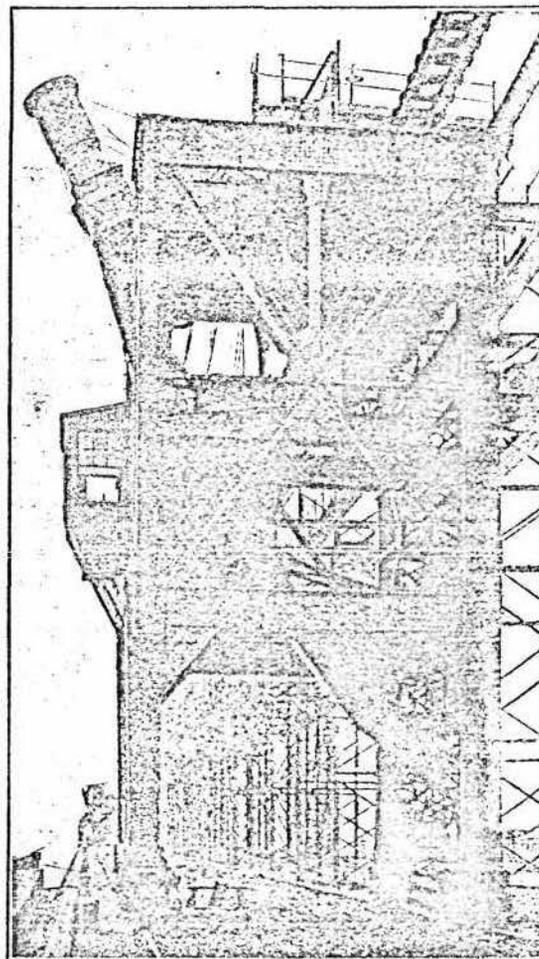
Seventy-First Annual Report, Pennsylvania Railroad Company.
Philadelphia: Pennsylvania Railroad Company, 1917.

"Two Novel Coal Piers Recently Opened at Port of Baltimore."
Engineering News-Record, 16 August 1917, pp 292-7.

Vogel, Robert M., ed. Some Industrial Archaeology of the Monumental City & Environs, The Physical Presence of Baltimore's Engineering and Industrial History. Smithsonian Institution, Washington, D.C.: Society for Industrial Archaeology, 1975.



WEIGHING LOADER, TO SERVE BUNKERS AT CANTON,
HAS PAN CONVEYOR



GRAVITY LOADER 3 AT CANTON IS DESIGNED FOR
OPEN-TOP BOATS

From "Two Novel Coal Piers Recently Opened at Port of Baltimore,"

Engineering News-Record, Vol. 79, No. 7.

August 16, 1917.

1. SITE I.D. NO

B 1 0 8 2

NAER INVENTORY

U.S. Department of the Interior
Heritage Conservation and Recreation Service

2. INDUSTRIAL CLASSIFICATION

3. PRIORITY

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

5. DATE

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Conrail

8. NAME(S) OF STRUCTURE

Canton Coal Pier

9. OWNER'S ADDRESS

Room 1846, 6 Penn Center

10. STATE

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG. DIST.

STATE

P A

COUNTY NAME

CITY/VICINITY

Philadelphia

CONG. DIST.

11. SITE ADDRESS (STREET & NO)

Crossing Clinton Street. 1.8 miles
South of Boston St., Canton

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CLB
 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE	EASTING	NORTHING	SIGN
1 8	3 6 4 5 2 2	4 3 4 6 1 3 0	
UTM ZONE	EASTING	NORTHING	SIGN

SCALE 1:24 1:62.5 OTHER

QUAD NAME Baltimore East

SCALE 1:24 1:62.5 OTHER

QUAD NAME

15. CONDITION. 70 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 77 DESTROYED 85 DEMOLISHED

16. INVENTORIED BY

Dennis Zembala

AFFILIATION

Baltimore Industrial Museum

DATE

March 1980

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS.

MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

When constructed by the Penn Central Railroad in 1916 the Canton Coal Pier was radically different from any other on the Atlantic Coast and has remained so until the present time. It is not known how many others of the type -- if any -- were built but it is probably unique today. Still in full operation it is unchanged in any substantial way from its original form. It is efficient but in apparent danger of replacement due to deferred maintenance. The outstanding features of the Pier are its combination of cable-drawn dump cars that carry coal to the pier and traveling loaders that carry coal from the pier into the ships. When constructed, the plant's capacity was 800 tons per hour -- since raised to 1000. It proved enormously effective as a unified system for transferring coal from railroad cars to coastal vessels. The entire equipment of the Pier was built in 1916-17 by the Mead-Morrison Manufacturing Company of Chicago and installed under the direction of the Pennsylvania Railroad's chief engineer, A. C. Shand.

(CONT OVER)

18. ORIGINAL USE

Transportation/Cargo Handling

PRESENT USE

Transportation/Cargo Handling

ADAPTIVE USE

19. REFERENCES-- HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Vogel, Robert M., ed. Some Industrial Archaeology of the Monumental City & Environs (Smithsonian Institution, Washington, D.C., Society for Industrial Archaeology, April, 1975.)
 Pennsylvania Railroad Company, 1948.
 "Coal Exports Through Baltimore Reach Farthest Corners of the World." Port of Baltimore, October 1978, pp. 14-15.

(CONT OVER)

20. URBAN AREA 50,000 POP. OR MORE?

 YES NO

21.

22. PUBLIC ACCESSIBILITY

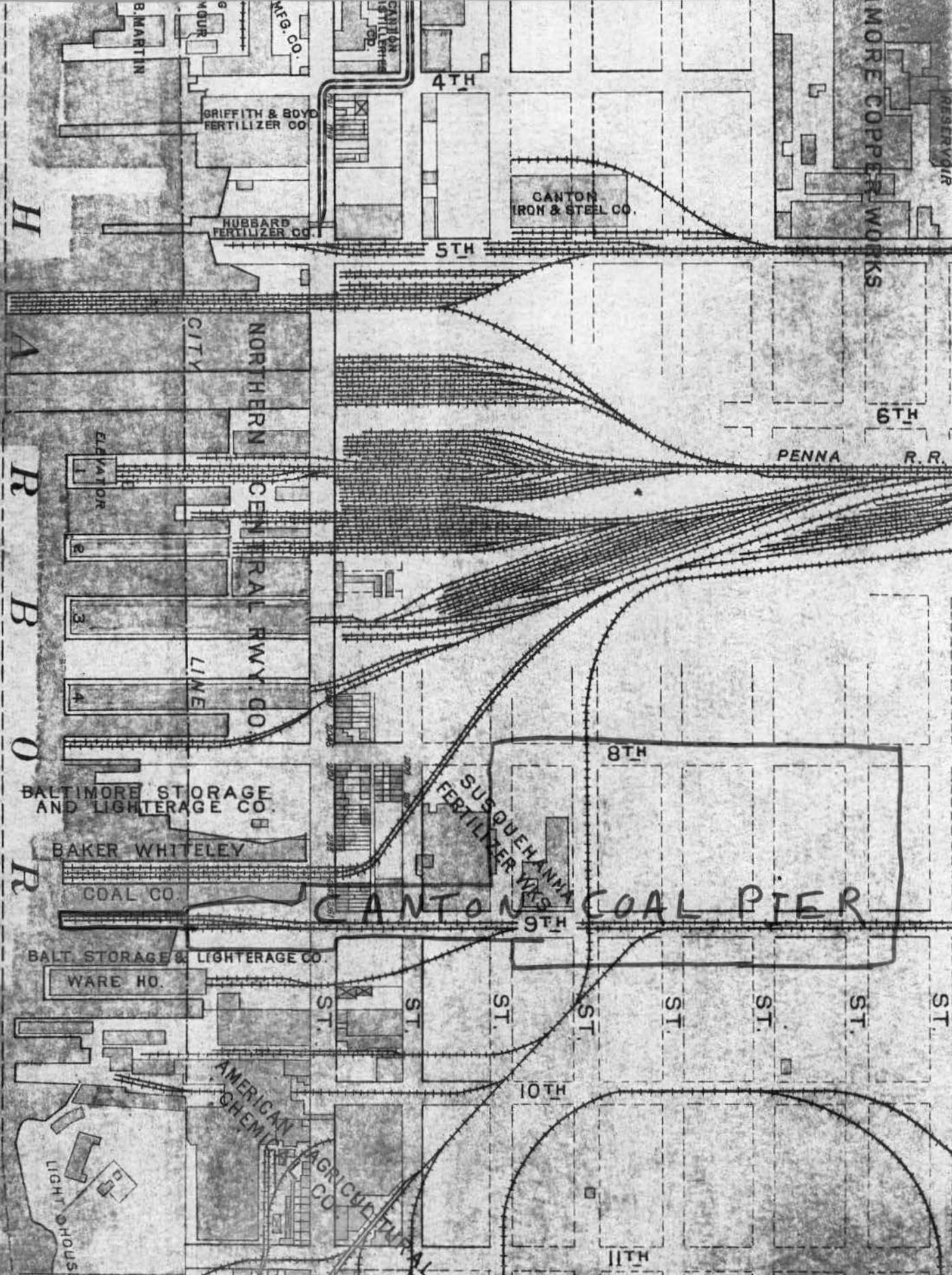
 YES, LIMITED YES, UNLIMITED
 NO UNKNOWN

23. EDITOR INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO NAME

DISTRICT I.D. NO



CANTON COAL PIER
 BALTIMORE CITY, MD
 MAP FROM: 1914 BALTIMORE
 TOPOGRAPHICAL SURVEY COMMISSION

B-1082



CANTON COAL
PIER
18° 45' 22.43
46130

B1082

CANTON COAL PIER
U.S.G.S. 7.5#Balto. E. Quad
18° 45' 22.43 46130

(CURTIS BAY)
1862 U.N.I.

PATAPSCO RIVER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED B - 1082

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

CANTON COAL PIER

AND/OR COMMON

Canton Coal Pier

2 LOCATION

STREET & NUMBER

Clinton Street at Keith Avenue,

Canton

CITY, TOWN

Baltimore

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Maryland

CODE

24

COUNTY

Baltimore City

CODE

510

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Mr. Jervis Langdon, Jr., President, Penn Central Trans. Co.

STREET & NUMBER

Room 1846, 6 Penn Center

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania 19104

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Baltimore City Hall

STREET & NUMBER

CITY, TOWN

Baltimore

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-1082

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canton Coal Pier is located at the intersection of Clinton Street and Keith Avenue in Canton, Baltimore, Maryland. It is owned and operated by the Penn Central Railroad.

The plant is composed of four distinct elements: (1) a gravity/cable-haul system for getting the loaded cars to (2) a car dumper with storage hoppers, (3) a cable car system of four-ton cable-drawn dump cars that carry the coal out to the pier, and (4) three traveling loaders on the pier that place the coal in the ships. They operate in combination as follows:

In the "load" yard area to the east of the pier, the railroad hopper or "road" cars are pushed over a hump, and from that point no locomotives are required until time to remove the cars from the "empty" yard. With brakes released, one at a time the loaded cars run down to the foot of an incline, from which a cable propelled "barney" pushes them up to the car dumper. The empties run from there by gravity to the "empty" yard. As the "load" and "empty" yards are side by side there is a kickback to turn the cars back on themselves at the foot of the incline, before being picked up by the barney.

The 100-ton hopper under the car dumper automatically gravity feeds into the cable cars which travel on an endless narrow-gage track. The cars are hauled up a 6.72% grade to the high steel superstructure on the pier proper, passing to the outer end of the pier and back, and back down the incline to the starting point. In transit they can be made to deliver their coal to any of the three traveling loaders.

These loaders are machines that move along the 1000 foot pier on a two-rail track, carrying a hopper and a chute for delivering the coal into barges or the holds of vessels. There are two loaders on the north side and one (presently out of service) on the south.

The cable system is divided into two parts--one for the incline, the other for the pier superstructure. A tripping device at the top of the incline releases the car from the first cable, and if it is too close to the car ahead, it can be held at will until the spacing is as desired. The aim is to have the 62 cars about 30 feet apart.

The emptying of the dump cars is centrally controlled from a headhouse at the top of the incline, so that it is impossible for loader No. 1 to take coal intended for No. 2. The operator in the headhouse designates where each car of coal is delivered.

The cable is driven by a 150 hp motor in a small powerhouse under the pier at the bulkhead line just west of Clinton Street.

The pier was erected to replace an 1887 facility of the "locomotive incline" type, in which the loaded hopper cars were pushed up a 2% incline onto the pier structure, from which they dumped through chutes directly into the ships. Its capacity was only about 500 tons per hour, and its entire operation was far less flexible. Just to the north of the present pier can be seen the ruins of the earlier one, as well as the brick piers that supported the incline over Clinton Street.

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

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DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CANTON COAL PIER

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 1

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always

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
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<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1916-1917

BUILDER/ARCHITECT

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The outstanding features of the Pier are its combination of cable-drawn dump cars that carry coal to the pier and traveling loaders that carry coal from the pier into the ships. When constructed, the plant's capacity was 800 tons per hour, since raised to 1000. It proved enormously effective and efficient as a unified system for transferring coal from railroad cars to coastal vessels. Today the efficiency of the Pier continues as it is used to load coal onto barges and export ships that deliver throughout the world.

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10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 20 acres

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Pamela James, Assistant Historian

IS

ORGANIZATION

Maryland Historical Trust

DATE

August 1975

STREET & NUMBER

21 State Circle

TELEPHONE

301-267-1438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

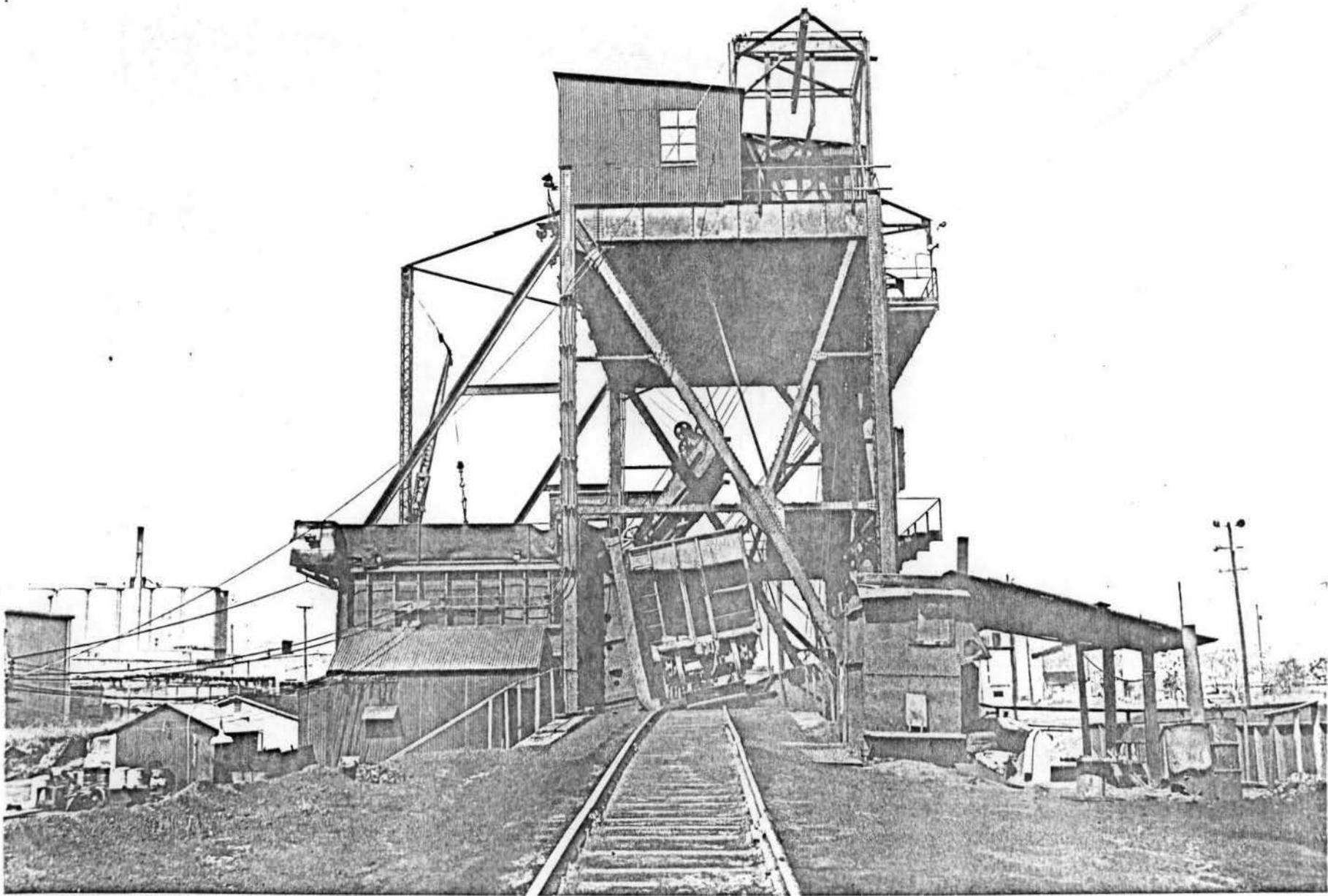
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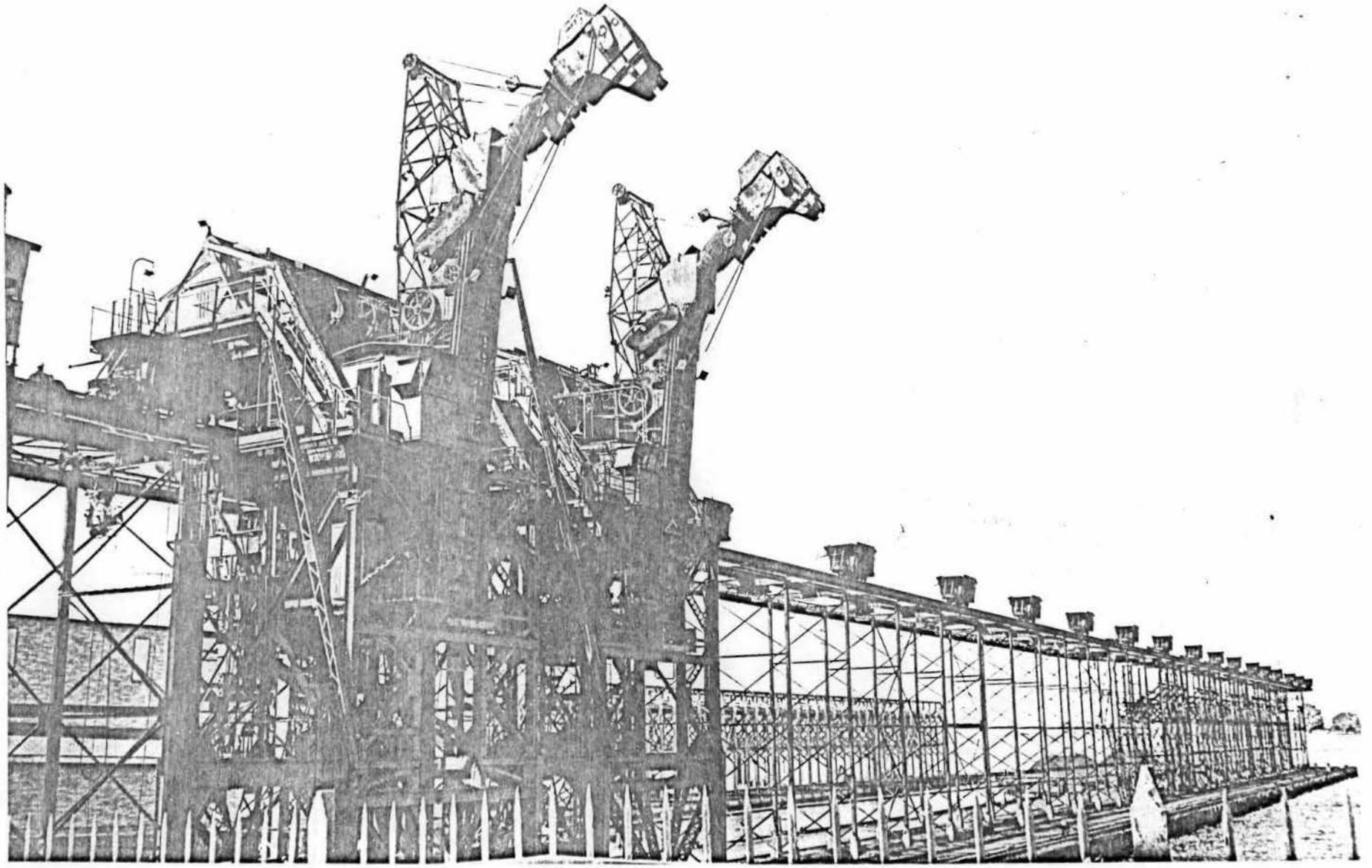
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

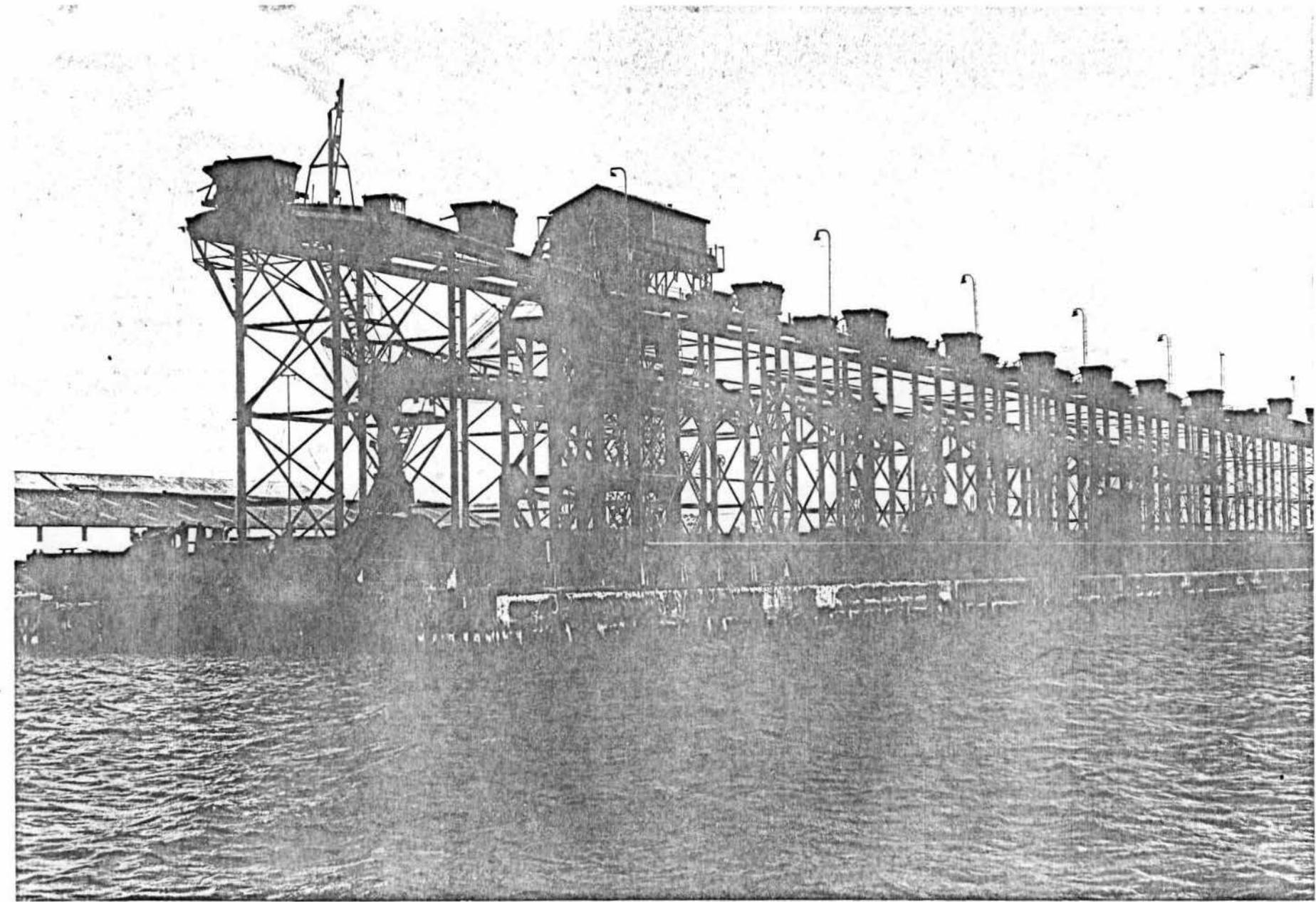
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KEEPER OF THE NATIONAL REGISTER

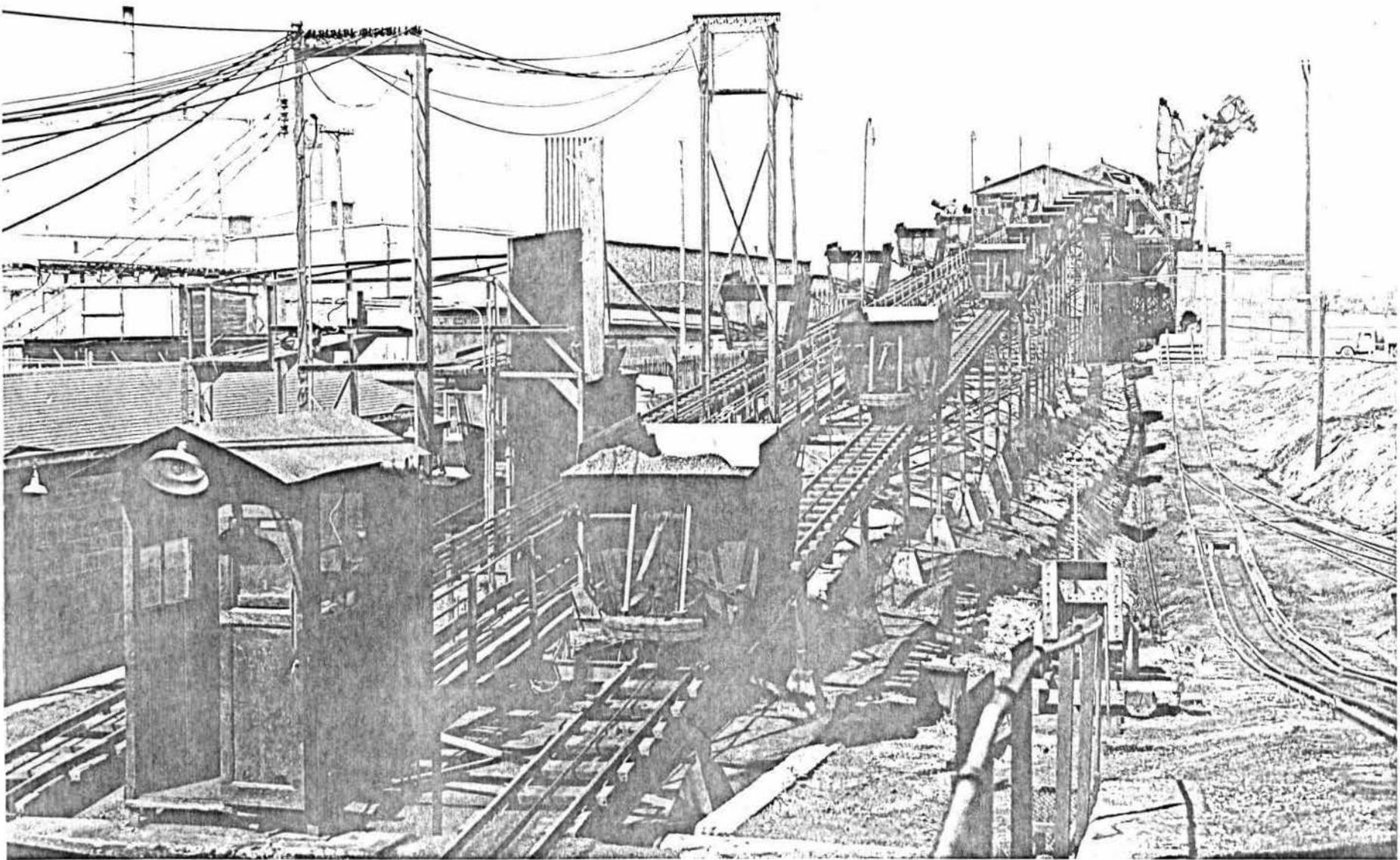




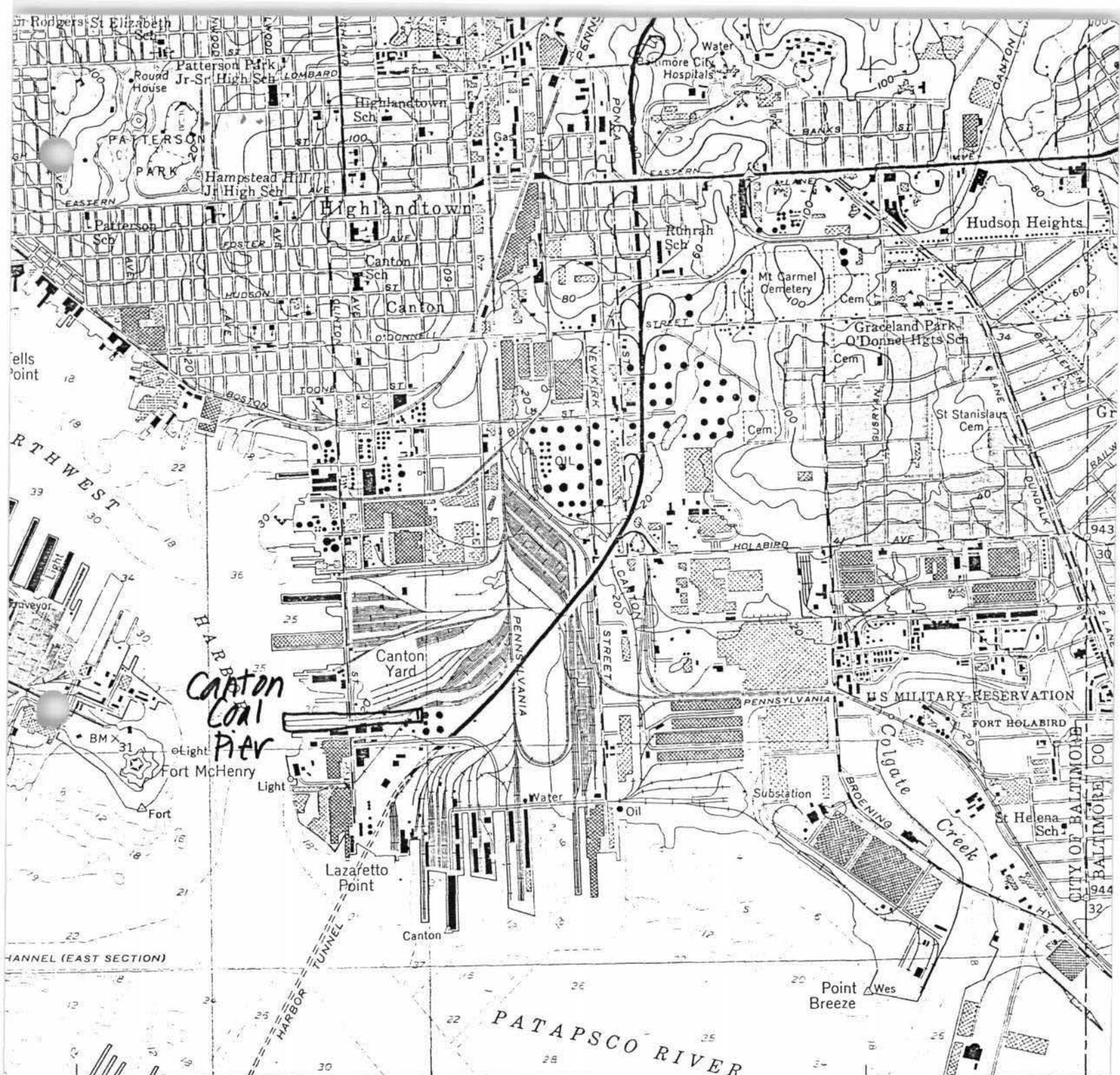
G-1032



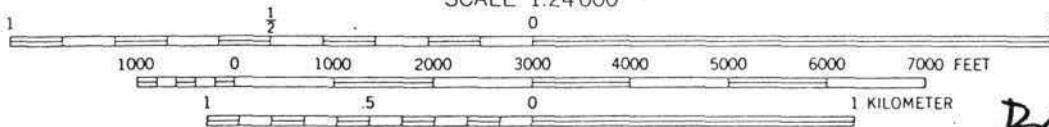
B-1082



B-1082



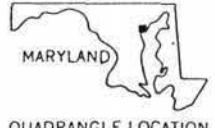
(CURTIS BAY)
5662 11 NE
SCALE 1:24 000



CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1.1 FEET

B-1082

Baltimore East
Quad



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NORTH SHEET



#B-1082

CANTON COAL PIER

BALTIMORE CITY, MD

PHOTO Dennis Zembala

NEG. LOC: MD HISTORIC TRUST

MARCH 1980 Looking west



CANTON COAL PIER

BALTIMORE CITY, MD

PHOTO: DENNIS ZEMBALA

NEG. LOC.: MD HISTORIC TRUST

3/80 Trestle - looking West

B-1082



CANTON COAL PIER

#B-1082

BALTIMORE City, MD

NEG LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Oil Spray Shed



CANTON COAL PIER

#B-1082

BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MAR. 1980 Repair Shop-looking east



1082

CANTON COAL PIER

BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Coal Pier looking west



CR
472256

30 IN. WHEEL
SWL 25 T
30 IN. WHEEL BEAR

MADE IN U.S.A.
LUBRICATE PER INSTRUCTIONS
DO NOT OIL BEARING HOLES
OR THE AXLES

Canton Coal Pier

B-1082

Baltimore City, MD

Photo: Dennis Zembala

Neg. Loc: MD Historic Trust

3/80 Car on tilt table



#B-1082

CANTON COAL PIER
BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Hopper filling car



CANTON COAL PIER

#B1082

BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Hopper - under tilt table



CANTON COAL PIER
BALTIMORE CITY, MD
PHOTO: DENNIS ZEMBALA
NEG. LOC: MD HISTORIC TRUST
3/80 Repair Shop

B-1082



#B-1082

CANTON COAL PIER
BALTIMORE CITY, MD

PHOTO: DENNIS ZEMBALA

NEG. LOC: MD HISTORIC TRUST

MARCH 1980 turntable - repair shop



#B-1082

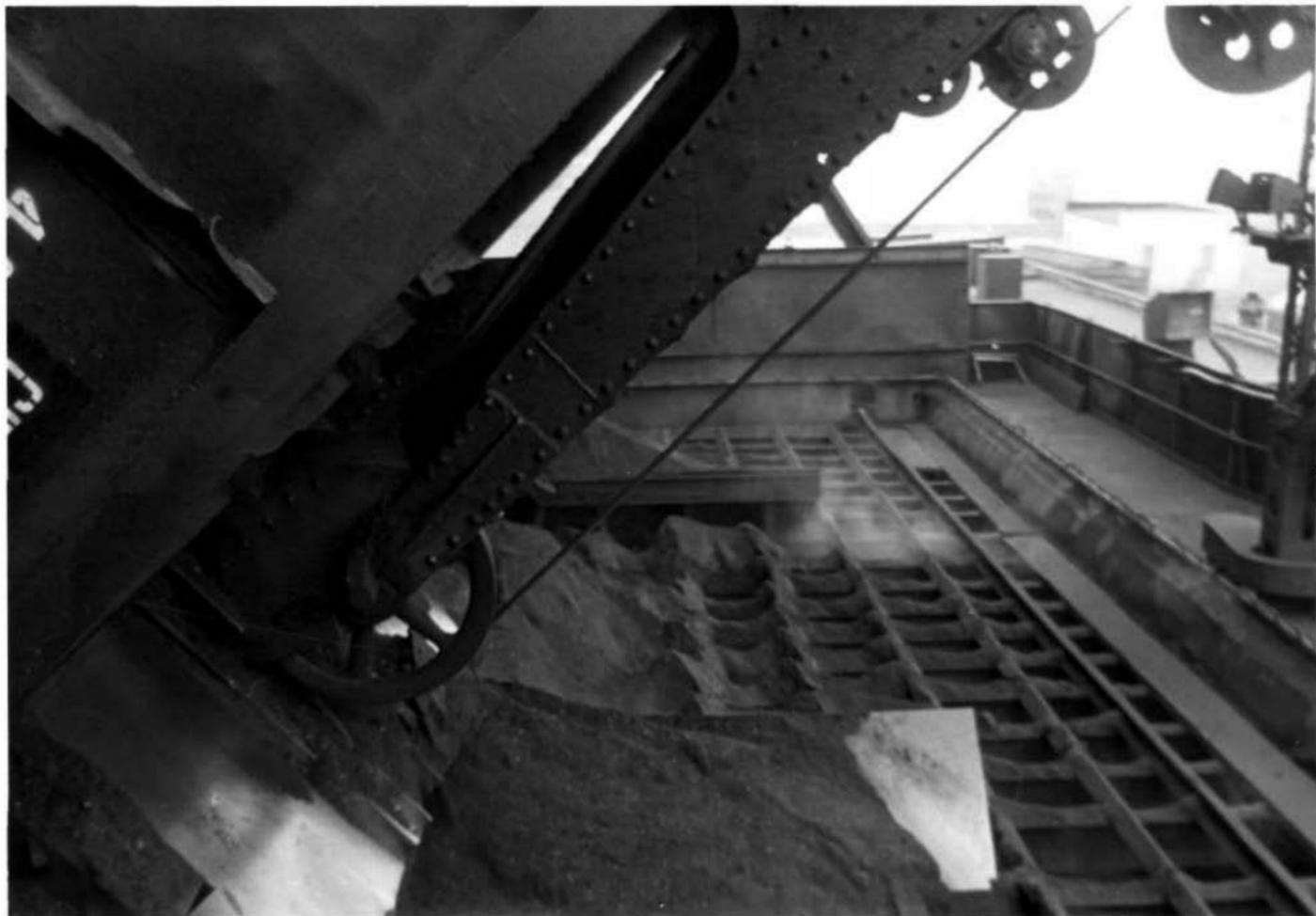
CANTON COAL PIER

BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Coal Car and Shaker



CANTON COAL PIER

B-1082

BALTIMORE CITY, MD

NEG. LOC: MD HISTORIC TRUST

PHOTO: DENNIS ZEMBALA

MARCH 1980 Hopper-Shaker Table



CANTON COAL PIER
BALTIMORE CITY, MD

B-1082

PHOTO: DENNIS ZEMBALA

NEG. LOC: MD HISTORIC TRUST

3/80 Hopper car in repair shop



B-1082

CANTON COAL PIER

BALTIMORE CITY MD

PHOTO: DENNIS ZEMBALA

NEG. LOC: MD HISTORIC TRUST

3/80 Empty cars returning to happen