

# Gov. Tawes Dedicating Eve Sun Hawkins Point Pier

OCT 7 1959

The \$3,500,000 Hawkins Point Marine Terminal, which has been in operation for about a month, is being dedicated today as the port of Baltimore's newest cargo pier.

Representatives of government and business will be on hand as Governor Tawes leads the ceremony which will include addresses by John L. Kronau, chairman of the Maryland Port Authority and Joseph L. Stanton, its executive director, and Howard E. Simpson, president of the Baltimore and Ohio Railroad.

Built by the port authority on the site of the old ammunition pier which was destroyed by flames in January, 1951, the facility will be operated and maintained by the B. & O. under terms of a 40-year lease.

The rental will amortize the cost of the pier financed by the port authority through the issuance of \$2,500,000 in revenue bonds, \$800,000 in State general obligation bonds and cash.

The open-deck pier with its adjacent 36-foot deep channel to the main shipping lanes of the harbor will serve new plants in the

growing Marley Neck industrial area.

## 56-Car Capacity

The facility is 90 feet wide, 730 feet long with potential expansion to 1,320 feet, and has four railroad tracks with a 56-car capacity. The pier is elevated 8.75 feet above the mean low water level.

Operated as a World War II munitions pier, the charred pilings and 137-acre site was purchased from the General Services Administration by the port authority, July, 1958, for \$1,500,000.

Blister copper, shipped from Chile to the new Kennecott Refining Corporation plant at Marley Neck, will be one of the principal cargoes received at the pier.

## Other Installations

Other plant installations in the industrially zoned area include the Baltimore Gas and Electric Company, the Pittsburgh-Des Moines Steel Company and the Glidden Company.

The pier was built by the McLean Construction Company of Baltimore. The industrial area is partly in Baltimore city and part in Anne Arundel county. Edward S. Corcoran, port authority commission member, will represent the county at the ceremony.

# PORT AGENCY PIER OPENED

OCT 8 1959

Tawes Dedicates Facility  
At Hawkins Point

The Hawkins Point Marine Terminal, the first waterfront facility constructed by the Maryland Port Authority since it was created as a State agency three years ago, was formally dedicated yesterday by Governor Tawes.

In addressing about 200 industry and Government leaders who gathered at the open-deck general purpose pier for the dedication ceremony, the Governor commended the Port Authority for its speedy work in bringing about the port's newest terminal.

Mr. Tawes referred to the project as an important pioneering effort with the added significance of being the first in which the State has joined hands with private business to create a port facility.

## Cost Of \$4,000,000

The pier, built at a cost of \$4,000,000, will be operated and maintained by the Baltimore and Ohio Railroad, which has leased it from the Port Authority.

John K. Kronau, chairman of the Port Authority, one of the four speakers at the ceremony at which Joseph L. Stanton, executive director of the port agency was master of ceremonies, visualized this initial construction as the beginning of a whole new port de-

velopment program.

Edward A. Corcoran, commissioner of the port agency from Anne Arundel county, pointed out the significance of the new pier, located in Baltimore just across the county line, to the industrial development of the Marley Neck area.

He said the 4,200 acres of land zoned for heavy industry is the only large area in the port which is ready for all-inclusive economic development.

The new pier is 90 feet wide and provides mooring space for two vessels, one on each side. It is 720 feet long but was designed so that it may be extended an additional 600 feet as traffic demands.

The structure is considered virtually fireproof. The deck is paved with bituminous concrete and provides for four railroad tracks with a capacity of 56 cars.

Reinforced concrete crane runways have been incorporated into the deck to provide for the future installation of gantry cranes.

The approach channel to the pier has been dredged to a depth of 36 feet and is 390 feet wide to provide slips of 150-width to each side of the pier.

"... And it (Marley Neck area) has been declared by experts to be one of the best industrial areas on the East Coast, both in physical characteristics, and in comprehensive zoning regulations," Mr. Corcoran said.

Howard E. Simpson, president of the Baltimore and Ohio Railroad, in accepting proprietorship of the new facility said that he expected to see a wider variety and heavier volume of both export and import cargoes pass over the facility.

# Hawkins Point plan scaled down

By JOSEPH S. HELEWICZ

By significantly revising its construction plans for a marine terminal at Hawkins Point, the Maryland Port Administration feels it may have struck a compromise that will make the long-delayed project more palatable to the federal government.

The facility, which is designed to take the heavy load of imported automobiles off Dundalk Marine Terminal, has been on the drawing boards for years, and has been the center of dispute between the state agency and the Department of the Interior for almost as long.

And while each argued its case for economics and the environment, the price tag of the proposed terminal has risen from its 1971 projected cost of \$20 million to its pre-revised plan cost of \$30 million.

In terms of actually "winning the war"—if the issue is resolved by the MPA compromise—it appears the Inter-

ior Department will emerge the victor. As long as the federal agency withholds its approval of the project, the Army Corps of Engineers apparently will refuse to issue the necessary construction permits.

APR 12 1974

But for the port administration, which foresees a "breakthrough," according to Joseph L. Stanton, its administrator, a new marine terminal, even if reduced in size, seemingly would be better than no terminal at all, especially in view of the congestion problems the agency has encountered at its Dundalk facility.

Looking at the project as a whole, it appears the port administration really may not be giving up that much.

In a revised permit application submitted to the Army Engineers last month, the state agency proposed reducing the size of the Hawkins Point facility, which is expected to be built on state property near the Anne Arundel county line, from its originally planned 160 acres to 90 acres.

The state hopes it will be able to change the government's attitude to-

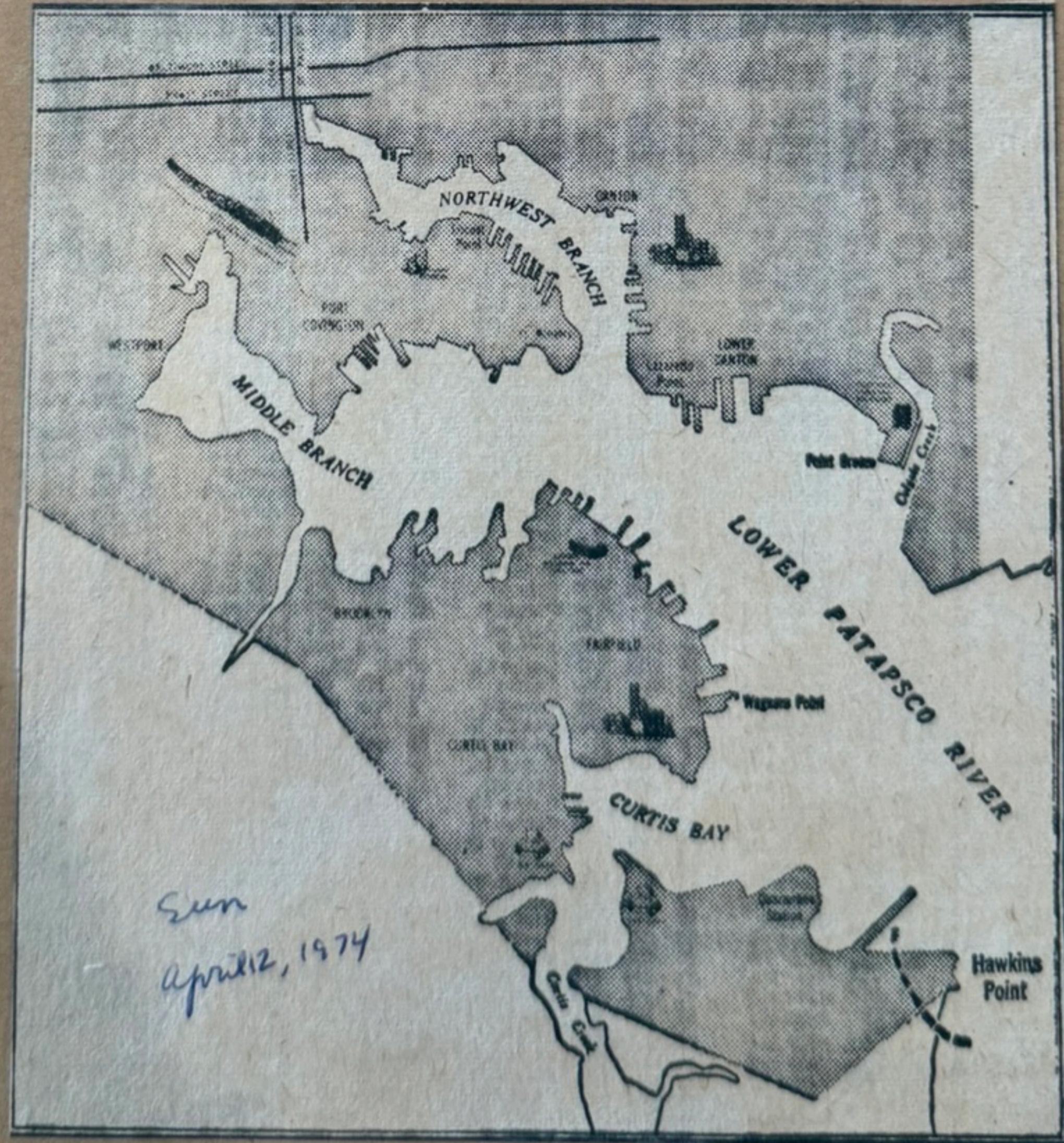
ward the revised \$15 million project by showing that the proposed terminal will require less "filling in" of wetlands than was originally expected.

Originally, the port administration planned to fill in approximately 70 acres of what is now considered by the Interior Department to be a sanctuary for aquatic life. A state engineering official said substantially less will be filled in, but he could not estimate the size of the area.

SUN

The new plan will reduce the terminal's ship-handling capacity from the initially proposed four ships to two at one time and concurrently, will decrease the volume of foreign cars that will be handled at one time from initial estimates of 35,000 to 19,000.

However, though the projected rate will be nearly cut in half, it appears to be right in line with the volume of automobiles now being handled at Dundalk. Its normal inventory of imported cars, according to another port administration official, ranges from 15,000 to 20,000 automobiles at one time, including peak periods.



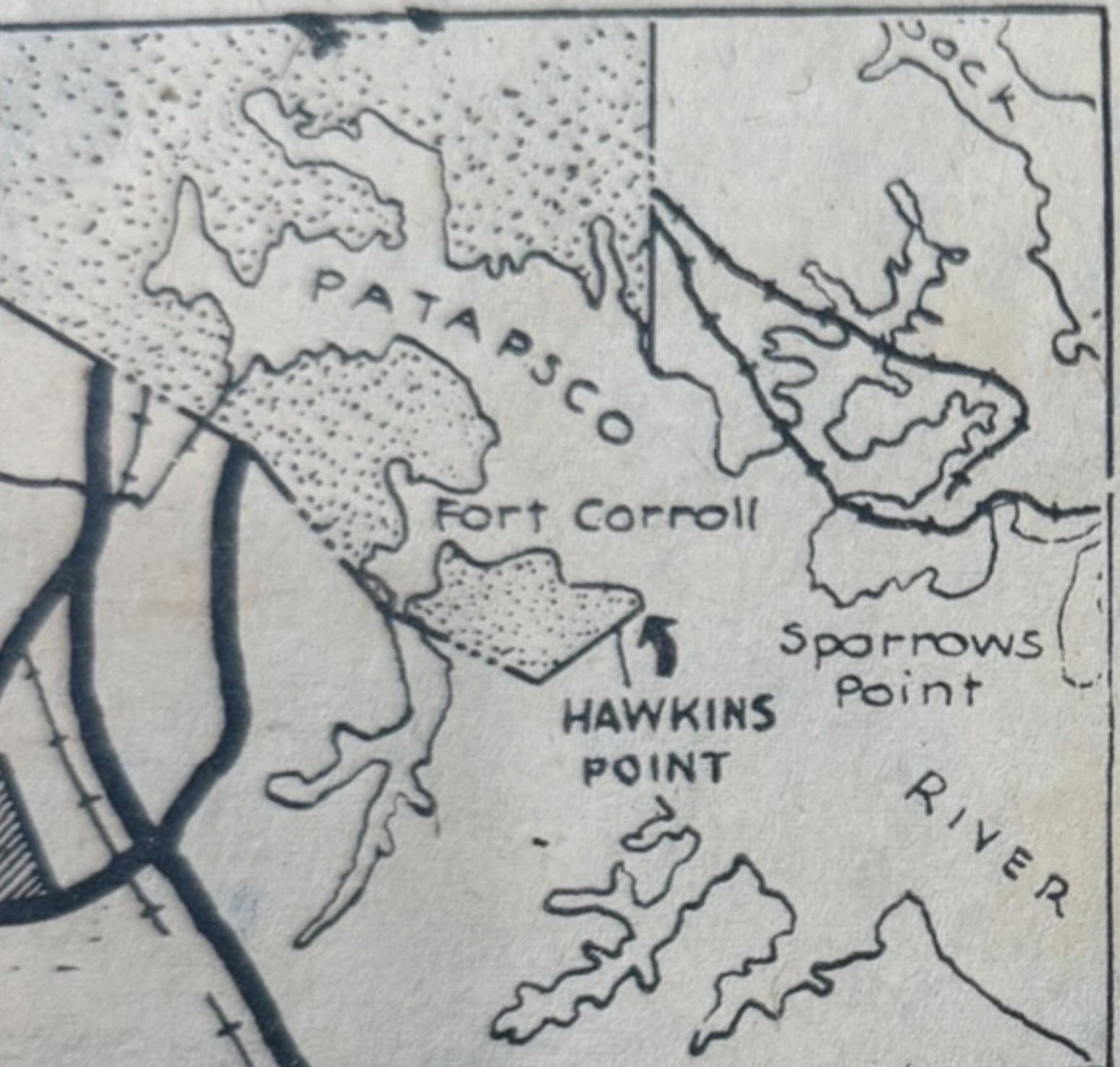
FROM SUN  
50 YEARS AGO

Sun

MAY 9 194

THE most important portion of the work of perfecting the defenses of Baltimore will be commenced today, when the task of mounting the big 12-inch breech-loading rifle will be undertaken at Hawkins Point. It will be fully ten days to accomplish the work.

# Hawkins Point Terminal Offered For Sale By U. S.



**HAWKINS PT. ON PATAPSCO RIVER**  
*...U. S. Gov. offers it for sale*

## Deepwater Gateway To Sea Is Vital Site

The Baltimore Association of Commerce is keenly interested in the forthcoming sale by the United States Government of some 137 acres of land on Hawkins Point.

For this land is one of the last deepwater terminal sites available in the city, and is located within the vast industrial complex that has grown up in the Curtis Bay area of the port.

A spokesman for the Association said that there is little doubt that some major industry will grab up this site which offers a gateway to the sea, and rail connections leading to important inland markets.

Sealed bids for the purchase of this land, which is being offered for sale by the General Services Administration, Region 3, will be opened in Washington, Wednesday, May 7.

KNOWN AS the "Hawkins Point Terminal Facilities, Thoms Cove, Baltimore Harbor," the facility was used by the government for loading ships during World War II. More recently it was used by the contractors for the \$45,000,000 Chesapeake Bay Bridge as the assembling point for floating equipment.

The tract, which is virtually level, is improved by railroad spurs, hard surfaced roads, and water mains. In addition to spurs from the Baltimore and Ohio Railroad on the property, there are 18,000 feet of trackage in a yard area large enough to accommodate 316 cars.

Across Curtis Bay from the

adjacent firms to the terminal include the Glidden Paint Co., the Davison Chemical Co., and Kennecott Copper. Across the bay are the mills and shipbuilding facilities of the Bethlehem Steel Company.

Near the Hawkins Point site, the Baltimore Gas and Electric Co. is spending an estimated \$30,000,000 to erect the second 125,000 KW unit in its Herbert A. Wagner steam electric station.

The Hawkins Point acreage is open for inspection daily. On Wednesday, April 9, and again on Wednesday, April 30, a realty officer will be on the site to meet prospective purchasers.

# Hawkins Point terminal dropped

By JOSEPH S. HELEWICZ

The Maryland Port Administration, faced with spending restraints and environmental problems, has dropped plans to construct a general cargo-handling marine terminal at Hawkins Point, near the Anne-Arundel county line, the agency administrator said yesterday.

The decision to cancel construction plans, which have been in the works for years, was reached with the move by the state Transportation Department to tighten all capital-budget spending.

Harry R. Hughes, the state Transportation Secretary, announced this week that a decline in highway revenues, a chief source of state income, and severe inflation in construction costs would force the state to reduce the level of capital projects in some areas and slow progress in others during fiscal 1976.

The austerity program affects all agencies associated with the port, with highways, aviation, mass transit and motor vehicles.

In addition to having its impact on the Hawkins Point project, the belt-tightening program is expected to delay completion of an additional marine terminal project at Locust Point by one year, to 1979, and another at Dundalk Terminal—the creation of two more berths—by two years.

Both the Hawkins Point and Locust Point projects are expected to alleviate the heavy cargo-handling burden imposed at Dundalk, the port's largest marine terminal.

Although the spending issue

apparently forced the Port Administration finally to make its decision on Hawkins Point, the project has been on shaky ground, environmentally, for years, Joseph L. Stanton, the agency administrator said.

For several years, the agency has been attempting unsuccessfully to strike a compromise with the federal government on a site to dispose of dredged material that would be taken from the Hawkins Point site.

Meanwhile, the project's cost increased in three years from

\$20 million to \$45 million. A modified plan reducing the project's size and cost had been offered, but Mr. Stanton said it would not meet the port's needs either.

*Nov 28 1974*  
The state has set a capital spending ceiling of \$15 million on the agency budget for fiscal 1976, which begins July 1. However, Mr. Stanton, said Mr. Hughes has authorized the agency to carry over or ask for a re-authorization of funds not spent this year.

Mr. Stanton said this means the agency will have a capital

budget of approximately \$53 million to work with next year, if funds are approved by the Legislature.

That amount would be sufficient to continue construction of the World Trade Center in the Inner Harbor, a new container-handling rail yard and truck processing gateway at Dundalk Terminal, and shore-side construction on the south side of Locust Point.

Funds also will be set aside Mr. Stanton said, for buying possible new marine terminal sites.

## New Terminal To Open Monday

The new Hawkins Point Terminal is going to be put into operation Monday—far ahead of schedule as a result of the current copper strike.

SUN

The Maryland Port Authority, which purchased the site and is building the terminal in conjunction with the Baltimore and Ohio Railroad and the Kennecott Copper Corporation, had not intended to have the pier used until it had been formally dedicated.

And the formal dedication was to be tied in to the opening of the new Kennecott plant at Marley Neck.

AUG 15 1959

Labor Trouble

But labor trouble has intervened, and Kennecott needs a place to stockpile the copper bars imported from Chile. Therefore, the S.S. Santa Maria, of the Grace Lines, will tie up at the Hawkins Point Terminal Monday, and its 1,300 long tons of copper slabs will be discharged there for stockpiling.

Other ships are scheduled to follow next week, the following week and probably as long as the copper strike is in progress.

Meanwhile, the Maryland Port Authority is switching its plans and wondering what to do about dedicating the new marine terminal.

II ammunition pier that burned down in 1950. The Maryland Port Authority purchased the entire Hawkins Point area, involving 137 acres of land, from the General Service Administration.

Provision has been made for the addition of heavy cranes on the sides of the pier when their need is found to be necessary.

The new open top structure cost more than \$2,000,000 and is built on the same site of the World War

## Hawkins Point Terminal Opening Slated Wednesday

Sun

OCT 4 1959

The port's newest waterfront facility, the Hawkins Point Marine Terminal, will be dedicated Wednesday.

Leaders from industry and government will turn out for the official unveiling of the \$4,000,000 open-deck cargo pier to be operated and maintained by the Baltimore and Ohio Railroad, which has leased it from the Maryland Port Authority.

The new terminal is the first waterfront facility completed by the Port Authority, which was created three years ago.

Cost of the construction of the new pier on the site of an Army ammunition pier which burned several years ago was financed by the Port Authority through the issuance of \$2,500,000 in revenue bonds, \$800,000 in general obligation bonds of the State of Maryland and cash.

### Under 40-Year Lease

The railroad will amortize the cost of the pier under the terms of a 40-year lease negotiated with the Port Authority.

The ceremony is to be conducted at the pier with several hundred representatives of business firms and agencies of the State, Baltimore city and Anne Arundel county governments expected to attend.

One of the principal cargoes to be received at the new pier will be blister copper from Chile bound for the new Kennecott copper

refinery.

Engineers and planners of the Port Authority chose to launch their long-range program at Hawkins Point because the new pier was regarded as necessary to spur industrial development in the Marley Neck area.

Marley Neck lies within the limits of Baltimore city and Anne Arundel county. Zoning authorities of the two local governments have zoned the 4,200-acre tract for heavy industrial development.

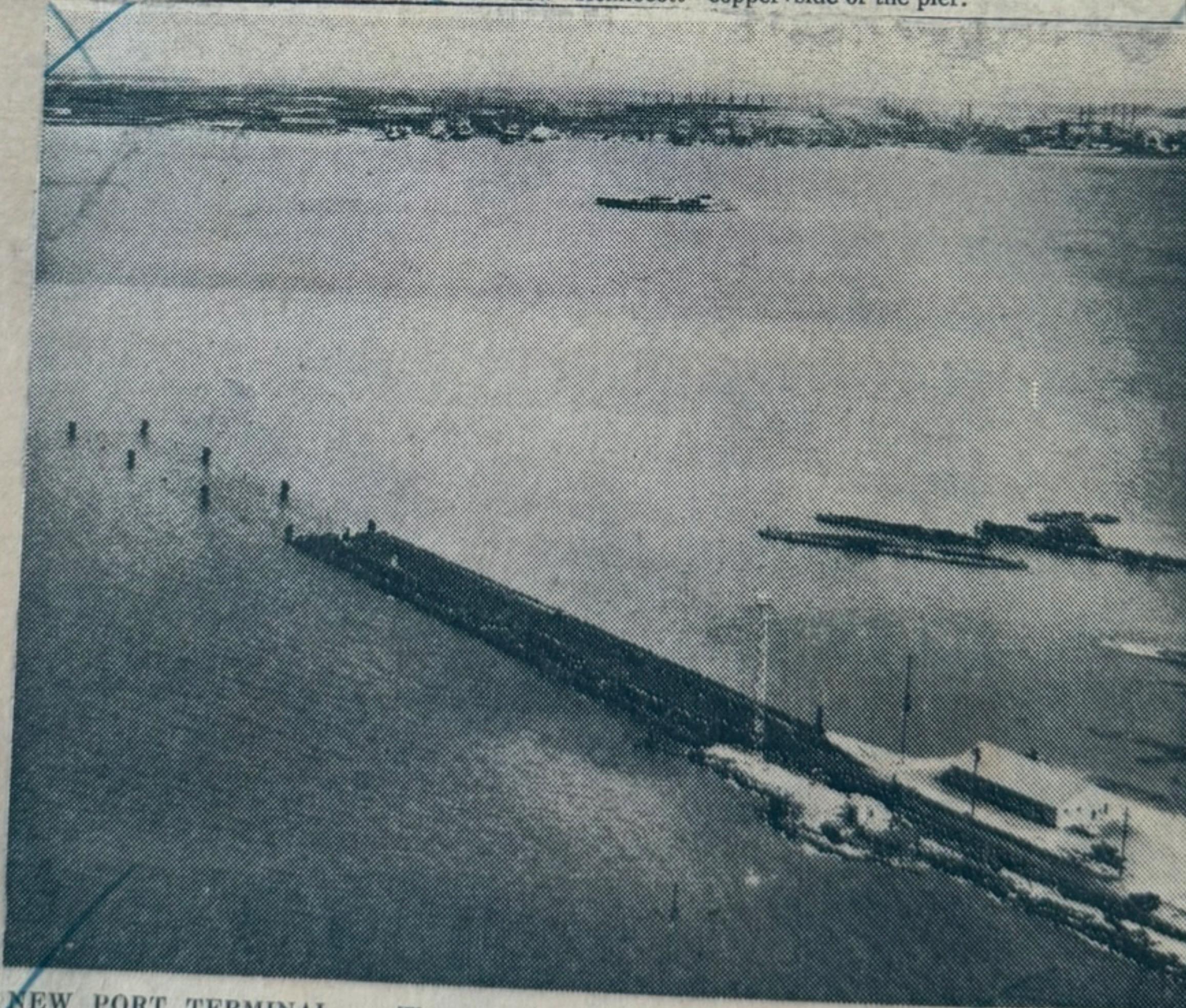
The wrecked munitions pier and an adjoining 136-acre tract of land were acquired by the Port Authority from the Federal Government in 1958 for \$1,510,000.

The new pier is 90 feet wide and provides mooring space for two vessels, one on each side. It is 720 feet long, but was designed by the Baltimore and Ohio engineering department so that it may be extended an additional 600 feet as traffic demands.

The structure is considered virtually fireproof. The deck is paved with bituminous concrete and provides for four railroad tracks with a capacity of 56 cars.

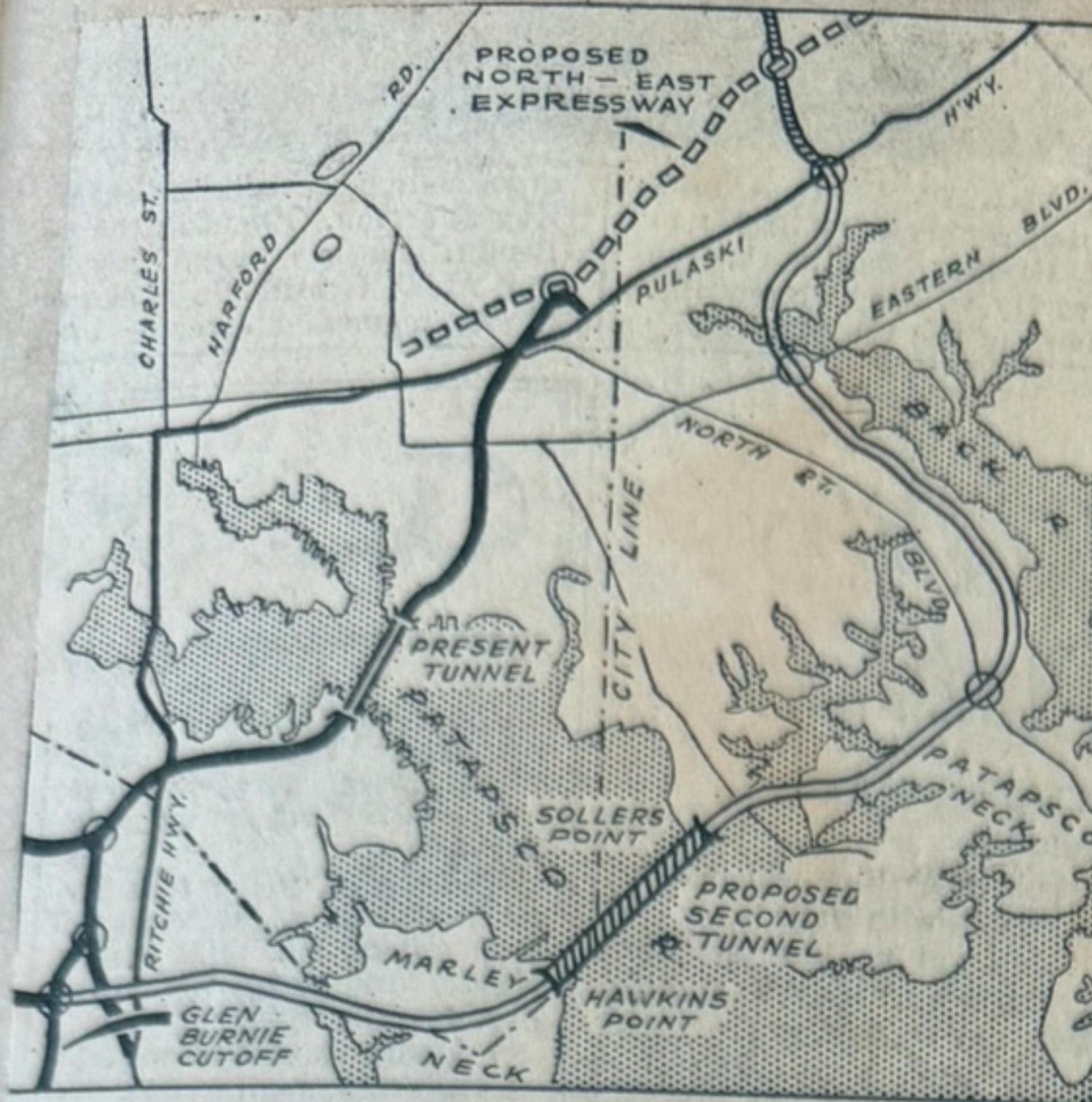
Reinforced concrete crane runways have been incorporated into the deck to provide for the future installation of gantry cranes.

The approach channel to the pier has been dredged to a depth of 36 feet and is 390 feet wide to provide slips 150-foot wide at each side of the pier.



NEW PORT TERMINAL — The Hawkins Point Marine Terminal, newest port facility, will be dedicated Wednesday. The \$4,000,000 pier has space for mooring two vessels.

If the  
gram is  
be the  
cent of  
iced in  
officials  
the outer  
prop-  
ogram  
ture.  
ould be  
into  
the built.  
Tun-  
at the  
compet-  
pre-  
The  
this  
hey  
all  
now



The heavy black lines on the above map show the approaches to the present harbor tunnel and segments of the county beltway in the southwest; shaded lines show a small segment of the beltway in the northeast. The rectangular blocks in the upper right hand part of the map represent the proposed northeast expressway on which the State Roads Commission is planning to get to work. The open lines represent the approaches to the proposed second tunnel; these approaches would be called the outer beltway and would complete the circle of which the presently planned beltway is a major arc.

## Tunnel Entrance Site Is Assured

Sun

The State Roads Commission yesterday finally was assured of a site for the entrance to a second harbor tunnel at Hawkins Point some time during the next twenty years.

Signatures for the Maryland Port Authority, the Baltimore and Ohio Railroad and the commission were placed on an option under which the commission may buy 15.6 acres during that period for \$171,000, plus the cost of financing.

### "Great Saving"

It was not as good a deal as the highway agency had hoped for in the beginning. But Robert O. Bonnell, chairman of the commission, said there is no doubt that the cost "represents a great saving from what it would have been if we had tried to negotiate for the land twenty years from JUN 28 1958

The signing of the option yesterday cleared the way for the United States Bureau of Public Roads to tell the General Services Administration it approves of the plan. Then the latter agency can complete its sale of a 137-acre tract at Hawkins Point to the Port Authority.

### Tract Sought Free

The Roads Commission had sought 15.6 acres of the tract free, as provided in Federal highway legislation, just as the General Services Administration was accepting bids for the total acreage.

The Port Authority, which plans to lease the land to the B&O. for development, was the successful bidder at \$1,510,000.

The option agreement resulted after the failure of the commission's effort to obtain the future tunnel site free. Mr. Bonnell said he was "well satisfied" with the outcome.

Engineers have said the traffic outlook is such that a second harbor tunnel will become necessary some time in the late 1960's.

MD. V.F.

ENOCH DODD ATT

ARY

## HAWKINS SITE DEAL CLOSED

Sun

State Port Authority Buys 130 Acres From GSA

The Maryland Port Authority closed the deal yesterday with the General Services Administration for the purchase of 130 acres of waterfront property at Hawkins Point.

J. Vernon Lemmert, Port Authority comptroller, presented a check for \$1,359,000 to the GSA. This amount and \$151,000 submitted with the bid on the property made a total price of \$1,510,000 paid for the plot.

### Port Agency Gets Deed

Lawson B. Knott, Jr., assistant commissioner of acquisition and disposal for GSA, turned the deed over to the port agency.

The deal provides an option for the State Roads Commission to buy fifteen acres of the land if and when it decides to construct a second Baltimore harbor tunnel.

This transaction represents the first major acquisition by the port group.

### Area To Be Developed

The Port Authority plans immediate development of the area in the form of a general cargo pier that will be leased to the Baltimore and Ohio Railroad. They plan to open the pier by August, 1959.

The transaction was scheduled to take place last week, but negotiations with GSA by the State Roads Commission for the tunnel site delayed the action.

Originally the area had been used as an ammunition pier by the Army, but a fire swept the facility in 1951 and destroyed the pier and the old troopship George Washington which was tied up there.

## Groundbreaking Held at Hawkins Point

BALTIMORE SEP 1958

The first major construction project of the Maryland Port Authority was started September 6 with brief ceremonies at the Hawkins Point pier site in Baltimore harbor.

Governor McKeldin officiated at the ground-breaking, which consisted of driving the first pile, and later attended a reception at the Merchants Club.

The new pier, a two-berth open deck general purpose structure, is being constructed on the site of the old Army ammunition pier which was destroyed by fire several years ago.

The pier is the first structure to be started on the 127-acre Hawkins Point site, purchased by the Port Authority from the General Services Administration in July. The new project is expected to cost approximately \$4,000,000.

Upon completion in about a year, the pier will be leased to the Baltimore and Ohio Railroad. It will pro-

vide the necessary waterfront facility to support operations of the Kennecott Copper Company, which has a major refining plant under construction in the area immediately adjacent.

The new Kennecott plant, which will cost approximately \$40,000,000, will utilize the pier for the importation of blister copper and also for the outbound movement of copper in finished forms.

The pier is being erected by the McLean Contracting Company of Baltimore.

## New Hawkins Point Pier Officially Opened

A NOTHER giant step forward to meet ever-increasing competition was taken by the Port of Baltimore on October 7, when the new deep-water Hawkins Point Marine Terminal was dedicated.

In formally opening the new facility, which will serve the fast growing Marley Neck industrial area, Governor Tawes told 200 business and governmental leaders that in developing the new port facility he felt the Maryland Port Authority had "acted with commendable speed."

The open-deck general purpose pier was the first waterfront facility completed by the Port Authority since its formation in 1956. Built at a total cost of about \$4,000,000, it will be operated, maintained and amortized by the Baltimore and Ohio Railroad under a 40-year lease.

Governor Tawes said "this important effort has added significance: It marks the first project in which the State of Maryland has joined hands with private business to create a port facility that should be of outstanding benefit to all of us who call Maryland our home."

OCT 1959  
**Private Enterprise**

The Governor praised private enterprise interests of Maryland for "a magnificent job in the past in constructing piers, wharves, warehouses and other waterfront facilities essential to attracting world commerce to this port". He singled out for particular commendation the Baltimore and Ohio Railroad, which he described as "that great transportation system that has played such a prominent part in the development of the State's marine facilities, and is now the first private business firm to enter into a contract with the Authority for the construction of this great pier."

Governor Tawes said that private enterprise, faced with competition by public authorities at practically all other major ports, could not have hoped to carry on alone the necessary construction to keep the Baltimore port plant modern and competitive.

### Mr. Simpson

Howard E. Simpson, president of the B. & O., said "we confidently expect to see a wider variety and heavier volume of both export and import cargoes pass over this pier" than the shipments already handled at Hawkins Point in advance of the dedication.

Referring to the many facilities constructed in the port by the Baltimore and Ohio Railroad since its creation 132 years ago, Mr. Simpson said that "to insure a sound future for both the port and the railroad, the B. & O. builds and spends." He added.

"And in the building, and in the spending, perhaps we are entitled to the natural anticipation of securing a fair share of the traffic moving through the port.

### BALTIMORE

"If there are other transportation agencies that plead for their rightful share of this traffic, it recalls the story of the man who killed his father and his mother and then asked the court for mercy on the grounds that he was an orphan!

"I urge such agencies to build and spend also, and to join the family of those who give and participate in making Baltimore the busiest port in America."

### Mr. Kronau

John L. Kronau, chairman of the Port Authority, said "we visualize this pier being dedicated here today as only the beginning of a vast new industrial community that will contribute materially to the economic welfare of our state."

Mr. Kronau referred to the opening of the St. Lawrence Seaway and the improvement of facilities at other major North and South Atlantic seaports as serious threats to Baltimore's waterborne commerce.

"Baltimore, for many years one of the major ports of the world, is definitely at the cross-roads," he said. "Baltimore must be kept competitive."

OCT 1959

### Mr. Corcoran

Edward S. Corcoran, Authority commissioner, said that "good port

development is stabilized by parallel industrial development" and therefore "the construction of this pier will permit Anne Arundel County to resume in an accelerated degree its role in maritime and industrial development after an involuntary lapse of several years."

Mr. Corcoran said the Marley Neck area of Anne Arundel County "has been declared by experts to be one of the best industrial areas on the East Coast, both in physical characteristics and in comprehensive zoning regulations."

He noted that the 4,200 acres of land zoned for heavy industry is the only large area in the port which is ready for all-inclusive economic development.

### BALTIMORE

#### Industrial Guests

Among the invited guests at the dedication ceremonies were officials of firms which already have constructed multi-million dollar plants in the Marley Neck area. These include the Kennecott Refining Corporation, the Herbert A. Wagner generating plant of the Baltimore Gas and Electric Company, a fabricating plant of the Pittsburgh-Des Moines Steel Company and the Glidden Company's titanium dioxide operation.

The new terminal was constructed on the site of an Army ammunition pier destroyed by fire in 1951. The wrecked munitions pier and an adjoining tract of land were acquired by the Port Authority from the Federal Government in 1958 for \$1,510,000.

#### The Pier

The new pier is 90 feet wide and provides mooring space for two vessels, one on each side. It is 720 feet long, but was designed by the B. & O. engineering department so that it may be extended an additional 600 feet as traffic demands.

The structure is considered virtually fireproof. The deck is paved with bituminous concrete and provides for four railroad tracks with a capacity of 56 cars.

Reinforced concrete runways have been incorporated into the deck to



Part of the audience at the ceremonies on October 7.

On the platform, left to right: John L. Kronau, chairman of the Maryland Port Authority; former Governor Theodore R. McKeldin, Gov. J. Millard Tawes; Howard E. Simpson, president of the Baltimore and Ohio Railroad; Martin L. Kohn, president of the Association of Commerce; and Edward S. Corcoran, Port Authority Commissioner.



provide for the future installation of gantry cranes.

The approach channel to the pier has been dredged to a depth of 36 feet and is 390 feet wide to service ships of 150-foot width to each side of the pier.

Construction was supervised by the Port Authority. The contractor was the McLean Contracting Company of Baltimore. The B. & O. did the electrical and track work on the pier with its own forces. Dredging was done by the Arundel Corporation under subcontract.

The track facility built by the B. & O. on the 137-acre tract at Hawkins Point adjoining the new terminal has a capacity of 170 railroad cars.

An operations building at the end of the pier houses a U. S. Customs office, quarters for the B. & O. freight agent and storage facilities for stevedoring personnel.

OCT

1959



Governor Tawes greets former Governor McKeldin at the Hawkins Point ceremony. B. & O. President Howard E. Simpson happily looks on.



The New \$4,000,000 Hawkins Point Pier of the Maryland Port Authority, which will be operated by the Baltimore and Ohio Railroad.