NAVIGATION DISTRICT
HOUSTON, TEXAS

INSPECTION TRIP
OF
NAVIGATION AND CANAL
COMMISSIONERS
AUGUST 9, 1946
August 9, 1946

Chairman Wilson G. Saville
and Board Members
W. W. Strong
R. D. Ernst
L. G. Sanders
W. L. Walker
Houston, Texas

Gentlemen:

In an effort to accurately furnish exact information on Navigation District owned property, this booklet has been prepared.

Respectfully submitted

General Manager

JRW:EH
NAVIGATION DISTRICT PROPERTY

Briefly stated, the actual physical property of the Navigation District at and about the Turning Basin may be divided into two groups (a) City-owned property which was purchased by the Navigation District in 1945 for $1,500,000.00 and (b) property which was purchased and on which facilities were constructed by the Navigation District itself.

In general, facilities originally constructed by the Navigation District are on the North side and, in general, those purchased from the City are located on the South side, an exception being Wharves 7 and 8 which were purchased from the City but which are located on the North side.

Today's inspection will follow the schedule of properties herewith set forth:

1. Grain Elevator.
4. Railroad Yard and Connections.
5. South Side Docks and Warehouse.
6. Trip on Channel.
7. Manchester Property and Railroad.
GRAIN ELEVATOR

This plant was constructed by the Navigation District, the first section being constructed in 1926 and the second and larger portion being constructed in 1930. The total cost, not including wharf and dock structure, approximates $3,250,000.00.

The capacity is 3,600,000 bushels of wheat. There are 116 large and 81 small bins, 9 elevators to lift grain from the basement to the top of the workhouse, 4 belts serving ships (each of 20,000 bushels per hour capacity - a total of 80,000 bushels per hour to the ship).

There are two car dumpers. On the center track an Ottumwa dumper was erected in 1926. This dumper is too small and contract is now in existence between the Link-Belt Company and the Navigation District to replace this dumper with a new modern dumper capable to handling the longest and heaviest cars. In 1930 the second car dumper was erected by the Link-Belt Company and is on the Westernmost track. Together these dumpers are capable of unloading 16 cars per hour, or 128 cars per 8-hour day. The average box car holds 1,800 bushels.

The Elevator is equipped with Zeleny electric control system for determining temperature in the bins.

On the top of Wharf 15 is a modern sacking plant with a capacity of 24 sacks per minute, or 1,440 sacks per hour. This amounts to more than one car load per hour.

On top of the Elevator is a drier, and this is supplemented by grain cleaning, sifting and a dust collecting system.

When the new dumper is installed the capacity will be increased to 18 cars per hour, or more.

All switching operations to and from the Elevator are performed by the Fort Terminal Railroad switching across Clinton Road.
NORTH SIDE DOCKS

All of these docks were built by the Navigation District. The total dock length is approximately 2,800 feet. There are 6 berths for modern ships, of which 5 have sheds.

The depth of water at the docks is 30 feet m.l.t. All are equipped with wharf apron tracks, and the wharves are equipped with electric current, oil, water, gas, and are serviced by 11 locomotive cranes owned by the Navigation District.

In operating this plant prior assignment of berth is given grain ships at Berth 14.

All switching operations on these docks are performed by the Port Terminal Railroad to and from the North side Yard over the viaduct.

A modern refrigeration plant is on the upper floor of No. 13.

A grain sacking plant is on top of No. 15.

A vegetable oil pumping plant is under No. 15.

Fire protection is furnished by elevated tanks, fire pumps, and City water supply.

North of the docks is the shop of the Navigation District in which repairs to equipment are made.
Pumping Activities

Dumping Ground
DUMP GROUNDS

The Navigation District now owns the following dump grounds:

NORTH SIDE

Old Filter Bed Tract ........................................ 123 Acres
Glendale Tract (Rear Elevator) ............................ 107 "
Brunsville No. 1 ............................................. 50 "
Brunsville No. 2 ............................................. 63 "
House & Stimson .............................................. 388 "
Fidelity to Holland Avenue ................................. 706 "
East Holland Avenue ....................................... 114 "
Total North Side of Channel ............................. 1,551 Acres

SOUTH SIDE

Jones No. 1 (West) .......................................... 183 Acres
Jones No. 2 (East) .......................................... 142 "
Total South Side of Channel ............................ 325 Acres

TOTAL DUMP GROUND AREA OWNED
BY NAVIGATION DISTRICT ................................. 1,876 Acres

Today's inspection will briefly cover the first two tracts on the list.

Use of dump grounds by private corps. 10¢ per cu. yd.
Removal of same, per cubic yard agreement 5¢ per cu. yd.
Shipside Tracks

Tracks Behind Transit Shed
RAILROAD YARD AND CONNECTIONS

The Navigation District owns 76.46 miles of railroad and leases 5.71 miles of railroad, making a total of 82.17 miles of railroad now a part of the Port Terminal Railroad Association trackage.

North of the Turning Basin is a large, modern railroad yard now being augmented by the construction of locomotive terminal and additional trackage.

Later on in the trip today the South Side Yard at Manchester will be seen. It is about to be enlarged by an additional 100 foot by 3,600 foot tract in which additional tracks will be constructed.

This railroad is built by the Navigation District into areas and industries in which other railroads are not previously in operation.

The Navigation District's return on the investment comes from a rental per loaded car.

The railroads furnish the motive power, each railroad furnishing its prorata share based on the volume of loaded cars.

Deliveries to and from all the railroads in Houston are made at designated points of interchange on this line.

The operation is carried on by the Association, and at the end of each month each member line is billed at the actual cost of switching each loaded car in.

The beginning of this railroad was in 1916 when the City constructed a line to Crown Central, and the City continued in operation and finally leased its properties to the Navigation District in 1922, including what was then a total of 17 miles of railroad.
Loading Cement - Wharf No. 1

Loading Horses

Wharf No. 3

Entrance to South Side Property
On the South side of the Turning Basin are Docks 1 to 5, inclusive. All of these docks were built by the City, commencing in 1916, and the City expended $3,150,000.00 building wharves, docks, railroad and warehouse.

The large warehouse is situated behind Wharf No. 4 and is a very valuable formerly City-owned property. It is a big aid in feeding Navigation District wharves and docks.

Commencing with Wharf No. 2 it is proposed to rebuild it as the first of the reconstruction program. The new construction consists of building a new shed on the wharf foundation which is now intact.

The second construction program will be Wharf No. 1, which construction will continue to the property line on the lower end.

Wharf No. 2 will be a one-story shed similar to No. 10.

Wharf No. 1 will be a two-story shed, the upper floor being adapted to passenger handling and office space.

All of these docks are served by the Port Terminal Railroad Association from the South side.

Across the channel from these wharves are timber structures known as Wharves 7 and 8. These wharves are obsolete and require reconstruction. A construction program contemplated building Wharves 6, 9, 8 and 7 in the order herewith set forth. It is necessary to build No. 6 first to accommodate the compress customer now behind the old wharves 7 and 8.

Wharf No. 9 would be constructed adjacent to No. 10 and this north side construction will provide four of the most modern deep draft ship berths, all equipped with wharf apron tracks, and of the same type of construction as No. 10.

The attention of the Board is called to property East of 75th Street. About 60 percent has been purchased by the Navigation District for the purpose of permitting widening, improving, and providing better access to the new wharves about to be constructed; also to provide area on which the Navigation District may build a modern office building adequately equipped to carry on the purposes of the Board, especially to house into proper fireproof vaults the valuable deeds, records, files and documents of the Navigation District.

The locomotive house on the South end will be torn down when the North Side Locomotive Terminal is completed, and a new construction will proceed to the property line at the Armour terminal property.
CHANNEL TRIP

The Navigation District Commissioners, acting as Navigation, Canal and Pilot Commissioners, appoint and have jurisdiction over the Pilots operating on the Ship Channel.

The Board owns 3 boats and one derrick barge, and for the purpose of this inspection will board the Inspection Boat "R. J. Cummins". This boat was built in 1929 and cost approximately $17,000.00 and is operated by Captain Shook, a long time employee of the Board.

The Patrol Boat was constructed in 1941 and cost $10,000.00. A derrick barge was built in 1938 and cost $7,000.00. These two pieces of equipment are operated by the Board to pick up debris, trash, trees, and materials which obstruct navigation, and to provide information on channel operations and pollution, accidents, violations of regulations, and activities on the Ship Channel.

Further down in the channel and in the San Jacinto River and Bay area the Board controls a large area of tidal lands. These will not be inspected on this trip.

All vessels traversing the Houston Ship Channel travel 50 miles in the Ship Channel and 8-1/2 miles across Bolivar Roads and Galveston entrance, and ships traversing this channel enter the County at Morgan Point. Morgan Point is 25 miles from the Turning Basin, and all of the land, in general, on this 25 mile section of the Ship Channel is privately owned.

The Board owns at the Turning Basin area approximately 11,000 linear feet, approximately 2 miles, whereas private ownership accounts for the other 50 miles when we consider both sides of the 25 mile channel in the County.

On this inspection the Board will pass privately owned industries and will get off the boat at Manchester where the Fireboat and all floating equipment of the Board is kept.

The Fireboat was purchased by the Navigation District, and with its equipment cost $317,000.00. It is now operated by the Fire Department, and the Navigation District pays three-quarters, plus, of the expense and the City pays the balance.

In the near future it will be advisable for the Board to purchase smaller boats, two in number, to take care of fire protection both in and out of the geographic City Limits.
MANCHESTER PROPERTY

The Manchester property consists of 20 acres deeded to the City by the owners, with the understanding that the City would erect thereon a wharf and dock. This was done by the City in 1922.

This property abuts 1,500 feet on the Ship Channel.

On the upper end and for approximately 500 feet is a coal tipple on an open dock. In the center is the Manchester shed and dock. On the down channel end is a tug boat wharf which is rented to tug boats for $110.00 per month.

The floating equipment of the Navigation District, including the Fireboat, is terminated on the downstream end of this property.

An agreement exists with the owners of the flour mill under which they pass grain inbound and outbound over the dock, using the dock under the regular terminal charges of the Board, and paying tolls for passing the tonnages over the dock. The conveyors, both inbound and outbound, are owned by the flour mill company, Arrow Mills, Inc.

This Manchester shed has recently been overhauled by installing a new roof and new drain pipes underneath it and will soon offer to the trade of the port a very modern and up to date facility.

Two pictures are shown opposite. One is the Manchester property of this Board, and the other is a private corporation, the Manchester Terminal Corporation, located further downstream.

Leaving the Manchester property we will cross the Manchester railroad yard where enlargement is urgently needed.
Vessels passing in Buffalo Bayou Section of the Channel

Vessels passing in Galveston Bay Section of the Channel

This is the latest locomotive crane purchased by the Board in June of this year, a 50-ton diesel heavy lift crane.
Opposite this page are three pictures of interest to the Board.