



A Report on the Terminal Facilities for Handling Freight of the Railroads Entering the Port of New York: Especially of Those Railroads Having Direct Western Connections (Classic Reprint)

Gratz Mordecai

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Excerpt from A Report on the Terminal Facilities for Handling Freight of the Railroads Entering the Port of New York: Especially of Those Railroads Having Direct Western Connections

It is evident that the work of moving freight on railroads consists in general of the operations of transporting or hauling, which may be classed as Work on the Road and at Division Yards, and also of the operations of handling, or receiving and delivering, which may be classed as Work at Stations and Station Yards. And it is equally evident that these two classes of work are distinct both in methods of operation and management, for while the railroad companies have full control of all details of hauling, the work of handling directly depends also upon the merchants, and their commercial laws and business methods.

This division is not always clearly defined, either in railroad work or accounts, but it is proposed herewith to make a distinct separation and to give some notes on the terminal work alone of some of the railroads entering the port of New York. It is not intended to give complete details, but simply to give an idea of the general methods; of the appliances used and the work done. Very little description will be given of the clerical work, and none at all of the management.

The freight handled by these railroad companies has been divided into three general commercial classes:

Goods for local use and local storage: The terminal movement of this class is east-bound, and is from the cars to the stores, markets, warehouses and factories, which last are generally situated inland in New York, and on the water in Brooklyn and other points.

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