

# **Railway Facilities**

**Massachusetts. Special Commission to Investigate Railroad Transportation Facilities Within the Commonwealth**

**The Country's Need of Greater Railway Facilities and Terminals** James Jerome Hill, 2015-02-09 Example in this ebook The subject of national transportation is many-sided. One aspect of it takes precedence in one community or in the opinion of one interest, while for others some different phase ranks all the rest. But every interest and every community should understand that the main need today of transportation and of the many activities connected with and dependent upon it is an increase of terminal facilities. It is no exaggeration to say that the commerce of the country, its manufacturing and agricultural industry, its prosperity as a whole and the welfare of every man in it who engages in any gainful occupation can escape threatened disaster only by such additions to and enlargements of existing terminals at our great central markets and our principal points of export as will relieve the congestion which now paralyzes traffic when any unusual demand is made upon them. Our natural material growth will make this their chronic condition in the near future unless quick action is taken. If you increase the size of a bottle without enlarging the neck, more time and work are required to fill and empty it. That is what has happened to the transportation business. In 1907 traffic was blocked on nearly all the principal Eastern railway lines. It took months to convey an ordinary shipment of goods from one domestic market to another. The dead-lock was broken partly by a panic that lessened the volume of business and partly by the efforts of railway managements to add, by increased efficiency, to the moving power of facilities at command. We neither anticipate nor desire perpetual business depression. While the limits of efficiency have not been reached, we know that it cannot be made to cover the demands of our growth in population and production. The records of any large city will prove this. The tonnage of the Pittsburgh District, for example, by railroad alone, grew from 64,125,000 to 152,000,000 in the ten years between 1901 and 1911. It is both practical and patriotic to ask what is to be done. To be continue in this ebook

Railways of the United States Association of American Railroads. Bureau of Railway Economics, 1940

**The Country's Need of Greater Railway Facilities and Terminals** James Jerome Hill, 1912

**Report of Committee on Unification of All Railroad Facilities** Committee on Unification of All Railroad Facilities, 1934

Emergency Rail Facilities Restoration Act United States. Congress. Senate. Committee on Commerce. Subcommittee on Surface Transportation, 1972

Report Massachusetts. General Court. Joint Special Committee on the Transportation Facilities of Western Massachusetts, 1913

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**Railway Economics** Harry Turner Newcomb, 1898

**Railway Engineering and Maintenance Cyclopedia** Elmer Thomas Howson, 1926

Report of the Commission to Consider the Improvement of Transportation Facilities in the Commonwealth Massachusetts. Commission to consider the improvement of transportation facilities in the commonwealth, 1915

**Marine Railways** United States. Naval Facilities Engineering Command, 1982

**Report of the Special Commission to Investigate Railroad Transportation Facilities Within the Commonwealth Under Chapter 64, Resolves of 1939. December 4, 1940** Massachusetts. Special Commission to Investigate Railroad Transportation Facilities Within the Commonwealth, 1941

The Needs of the Railways Samuel Orace Dunn, 1912

**The Country's Need of Greater Railway Facilities and Terminals** James Jerome Hill, 2015-06-17 Excerpt from The Country's Need of Greater Railway Facilities and Terminals Our natural material growth will make this their chronic condition in the near future unless quick action is taken. If you increase the size of a bottle without enlarging the neck, more time and work are required to fill and empty it. That is what has happened to the transportation business. In 1907 traffic was blocked on nearly all the principal Eastern railway lines. It took months to convey an ordinary shipment of goods from one domestic market to another. The dead-lock was broken partly by a panic that lessened the volume of business and partly by the efforts of railway managements to add, by increased efficiency, to the moving power of facilities at command. We neither anticipate nor desire perpetual business depression. While the limits of efficiency have not been reached, we know that it cannot be made to cover the demands of our growth in population and production. The records of any large city will prove this. The tonnage of the Pittsburgh District, for example, by railroad alone, grew from 64,125,000 to 152,000,000 in the ten years between 1901 and 1911. It is both practical and patriotic to ask what is to be done. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

**Emergency Rail Facilities Restoration Act, Hearing Before the Subcommittee on Surface Transportation..., 92-2, on S. 3843..., August 2, 1972** United States. Congress. Senate. Commerce, 1972

The Country's Need of Greater Railway Facilities and Terminals James Jerome Hill, 1912

The Public and the Railroads Committee on Public Relations of the Eastern Railroads, 1923

**Maintaining and Improving Britain's Railway Stations** Great Britain: National Audit Office, 2005-07-20 Network Rail owns most of Britain's 2507 stations and is responsible for their structural repair and renewal. It also operates and manages 17 large stations, known as managed stations. It leases the remainder, known as franchised stations, to 22 Train Operating Companies (TOCs) responsible for station maintenance, cleaning and operations. The Strategic Rail Authority (SRA) sets minimum standards, including facilities and services required at franchised stations, monitors TOCs' compliance with requirements and helps fund stations' operation and improvement. In this report, NAO examines whether passengers are satisfied with station facilities and services and whether station requirements are being met, the barriers to station improvement and what is being done to overcome them. There has been a little improvement in passengers' satisfaction over recent years. National Passenger Survey data show that satisfaction increased from 59 per cent to 63 per cent between 1999 and 2005, but the greatest levels of dissatisfaction are with the more than 2000 small and medium-sized stations which are unstaffed, or staffed for only part of the day, and which have few facilities. But there is a gap between rising passenger expectations on the one hand, and value for money and what the government and the industry can afford to spend on the other. Funding constraints constitute the biggest barrier to further improvement. Having originally envisaged spending £225 million on new facilities at 980 stations in its Modern Facilities at Stations programme, the SRA shrank the programme to £25 million and 68 stations to match the amount of money the Department for Transport made available.

Railway Traffic and Rates Lewis Henry Haney, 1923

**Railway Facilities** Book Review: Unveiling the Power of Words

In some sort of driven by information and connectivity, the ability of words has are more evident than ever. They have the capability to inspire, provoke, and ignite change. Such is the essence of the book **Railway Facilities**, a literary masterpiece that delves deep in to the significance of words and their impact on our lives. Written by a renowned author, this captivating work takes readers on a transformative journey, unraveling the secrets and potential behind every word. In this review, we shall explore the book is key themes, examine its writing style, and analyze its overall affect readers.

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