

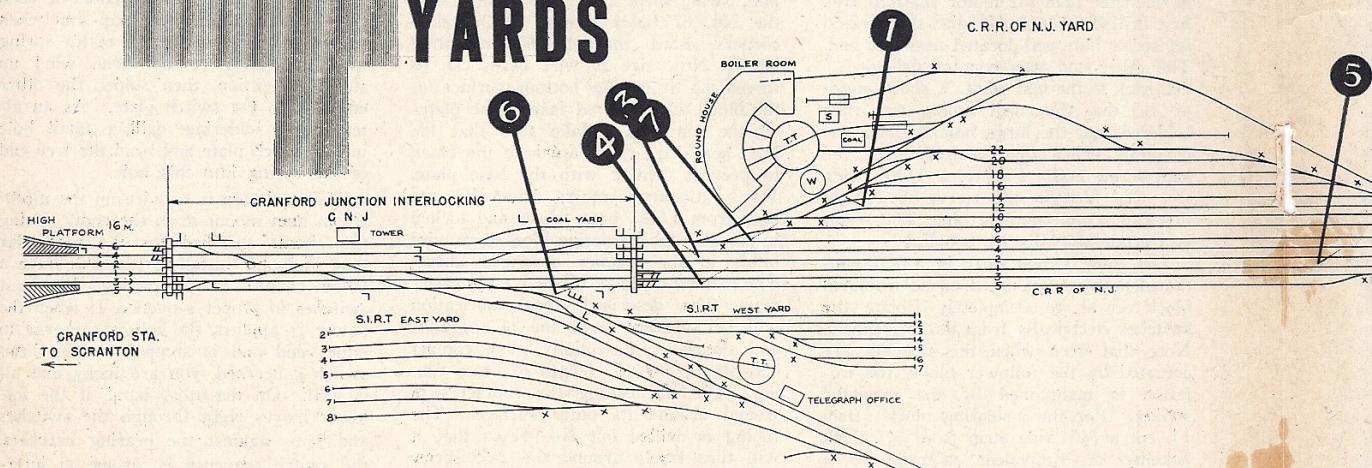
RAILROAD MODEL CRAFTSMAN



- 4 Interchange Railroads
- Pennsy 4-6-0
- Operating Pantographs
- Helium Car

JULY 1944
35 CENTS

4 RAILROADS INTERCHANGES JUNCTIONS YARDS



by WARREN B. CRATER
Photos by A. Q. VOGEL

MANY readily modelable features may be found in this conglomeration of railroad facilities. In a radius of one mile on two main lines and two connecting short lines there are four yards and four junctions. Each junction is an important interchange point.

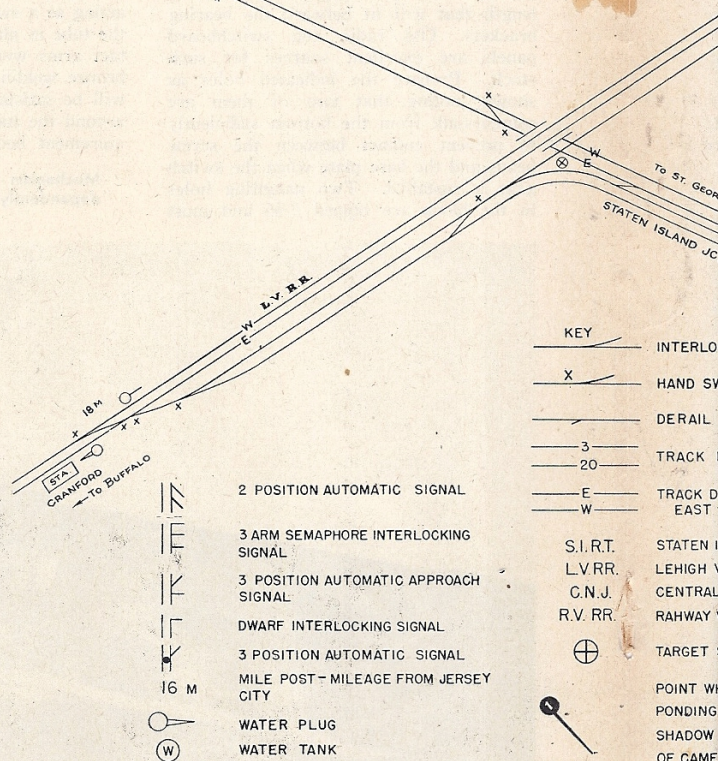
The Jersey Central and Lehigh Valley are important main lines. The Rahway Valley is an independent short line and the Staten Island is a subsidiary of the Baltimore & Ohio. A large portion of the B & O's New York freight moves via Staten Island. The S. I. R. T. provides passenger service on the Island but freight only is handled to Cranford Junction.

Between Cranford Junction and Philadelphia the only track connection from the B & O to its subsidiary S. I. R. T. is over the Reading and C. N. J., B & O passenger trains run to Jersey City via the C. N. J., the freight is handled by Reading and C. N. J. engines and crews east of Philadelphia. These run to and from Jersey City. Cars to and from the island are set out or picked up at Cranford Junction. S. I. R. T. power (all diesel) and crews handle it on the island and to Cranford Junction.

Straight trains come from the B & O at Philadelphia. Their cars are classified in set out order. On arrival at Cranford the rear end is cut off on C. N. J. main track and the Island cars are pulled in on the S. I. R. T. eastward main and set off in the east yard to be drilled into station order and moved to the Island. The west bound cars are placed in the west yard by the island crew. These are drilled, by C. N. J. crews into a reverse station order. That is Philadelphia to the rear, then Baltimore, then Potomac yard cars.

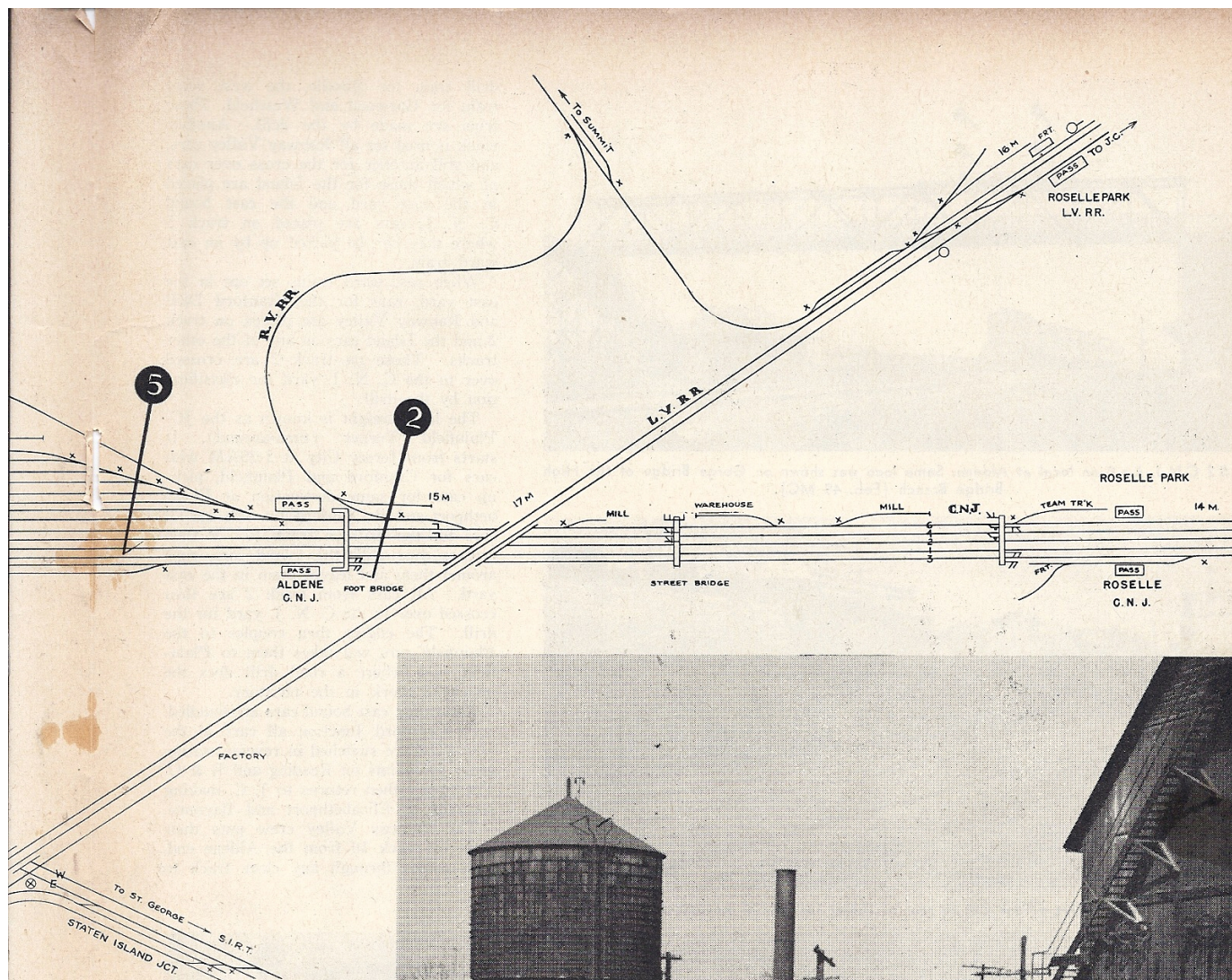
Trains from Jersey City are made up in station order and upon arrival at Cranford Junction the engine is cut off on C. N. J. main; the pick up is then pulled from the west yard and doubled on to the rear end. In this way all the cars for Philadelphia are together in the train. After the Philadelphia set out is made, the Baltimore cars are together and after Baltimore's, the Potomac yards' are all together. There are many more classifications of set outs, and at some points the pick ups must be matched into the train with other cars for same destination. This, however, shows the method of making up freight trains which have two or more points of origin.

Not all cars set out at Cranford Jct. are for the Island. Connection to the Rahway Valley at Aldene and the industrial and house tracks from Roselle to Westfield draw sufficient traffic to keep a



road drill and a local freight going, to the extent of overtime on many days. The road drill is called the Cranford Drill, uses an USRRRA 0-6-0 switcher of 1918 vintage, which is housed at Cranford Junction Round House. The day starts at 8:10AM after the last passenger train has backed over to the station. All tracks in the C. N. J. yard can be used for classification. All cars for Allentown are placed on track 8. Other west bound cars for C. N. J. destinations go on track 12. The other tracks are used to make up the east ward

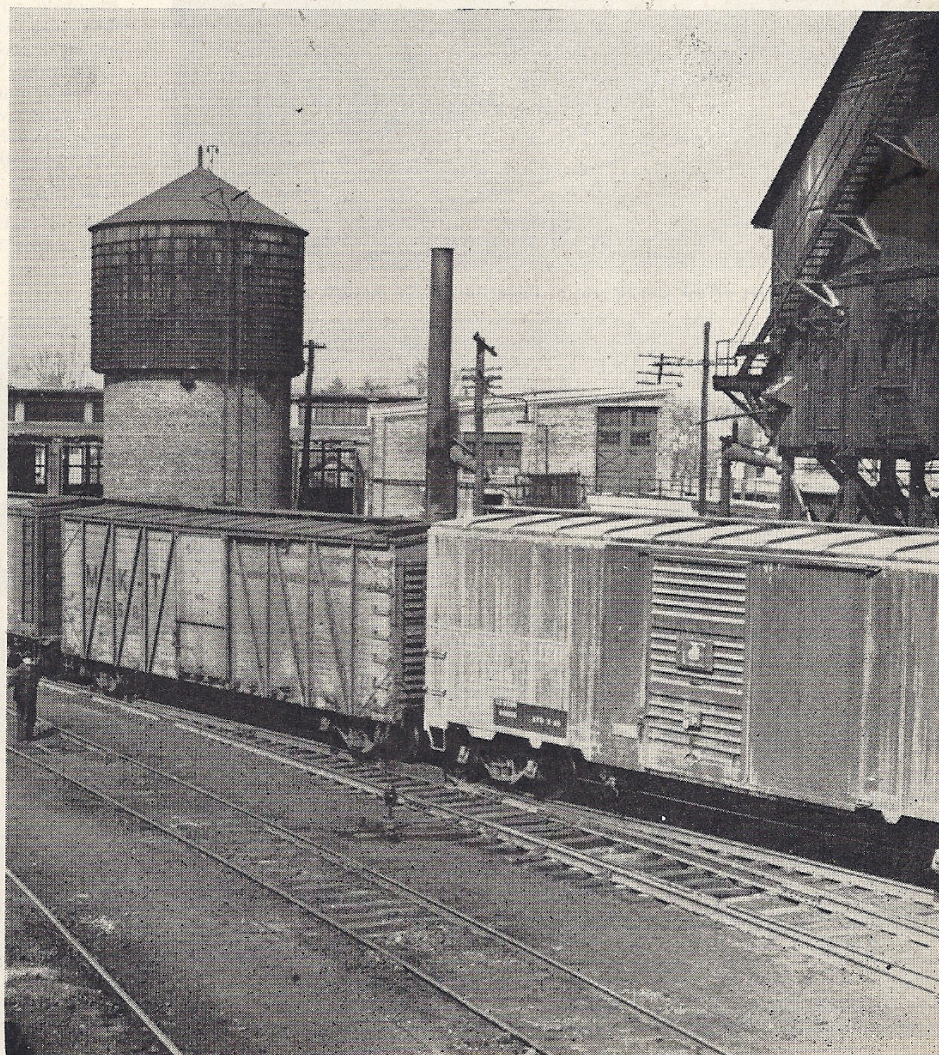
The class Rahway land train.

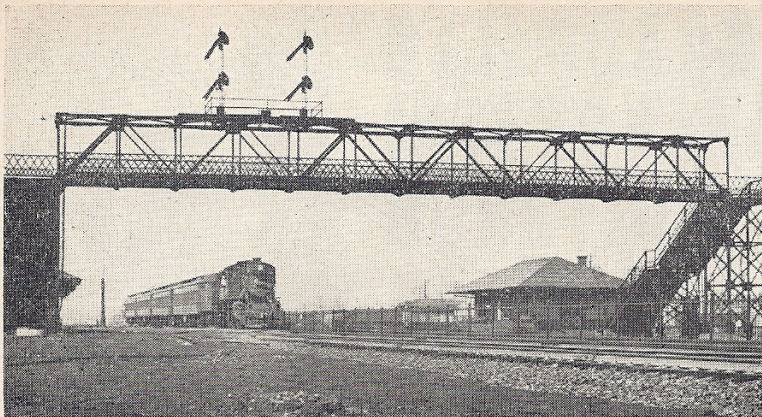


- KEY**
- X — INTERLOCKING SWITCH
 - HAND SWITCH
 - DERAIL
 - 3 — TRACK NUMBERS
 - 20 — TRACK NUMBERS
 - E — TRACK DIRECTION EAST — WEST
 - W — TRACK DIRECTION EAST — WEST
 - S.I.R.T. — STATEN ISLAND RAPID TRANSIT RR.
 - L.V.R.R. — LEHIGH VALLEY RR.
 - C.N.J. — CENTRAL RR OF N.J.
 - R.V. RR. — RAHWAY VALLEY RR
 - ⊕ — TARGET SIGNAL AT RAIL CROSSING
 - — POINT WHERE PHOTO OF CORRESPONDING NUMBER WAS TAKEN. SHADOW REPRESENTS DIRECTION OF CAMERA.

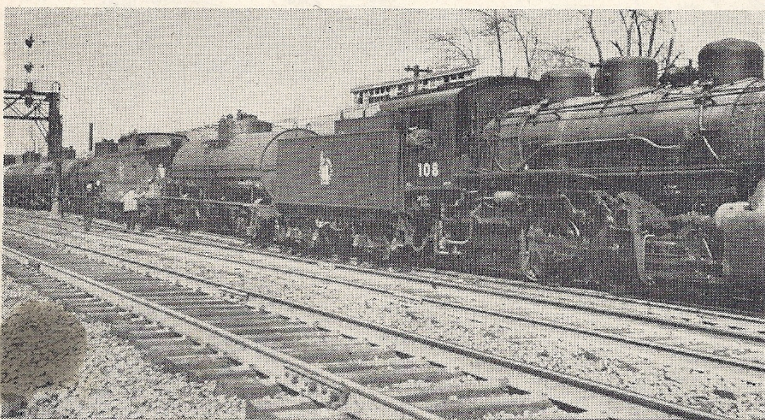
on many
n USRRA
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passenger
N. J. yard
are placed
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east ward

**The Cranford Drill
classifies cars for
Rahway Valley, Staten Is-
land and makes up its own
train.**





#2 C.N.J. 4-6-0 on local at Aldene. Same loco was shown on Gorge Bridge of the High Bridge Branch (Feb. 49 MC).



#3 The Drill couples a Tank Car to rear of Turner for special movement to Garwood.



#4 A 1948 Reading Pacific pulls the Harrisburg Express by Cranford Roundhouse at 70 mph.

drill train for Roselle, the west ward train for Garwood and Westfield. These trips are made by the drill. Another track is used for all Rahway Valley cars, and still another for the cross over cars of which those for the Island are placed in the east yard and the east bound C. N. J. cars are placed on track 5 where they can be picked up by an east ward train.

When east ward trains set out in the east yard, cars for the Cranford Drill and Rahway Valley are placed on track 2 and the Island cars on any of the other tracks. Those on track 2 are crossed over to the C. N. J. yard for classification by the drill.

The local freight is known as the JC-Plainfield Turner (turn-around). It starts from Jersey City at 5:30AM with cars for Cranford and Plainfield, picks up cars for same destination at Elizabethport and at Cranford Jct. sets out all cars for the drill on track 10. It then crosses over with the Island cars, runs around them and leaves them in the east yard. All cars from track 2 are then crossed over to the C. N. J. yard for the drill. The engine then couples to the Plainfield cars and takes them to Plainfield yard where a road drill does the industrial work in the territory.

Returning, east bound cars are handled.

At Cranford Junction all cars in the west yard are switched in reverse station order for points on Reading and B & O. The turner then returns to J. C. making set outs at Elizabethport and Bayonne.

The Rahway Valley crew puts their train on track 10 from the Aldene end, then comes through any clear track to

couple on to their train when the drill has it placed on one track.

After the Rahway Valley leaves, the turner crosses over with the Islands and the east bounds and the drill leaves with its train, all tracks except 8, 10, and 12 are clear for the passenger trains which come in during the evening commuters rush.

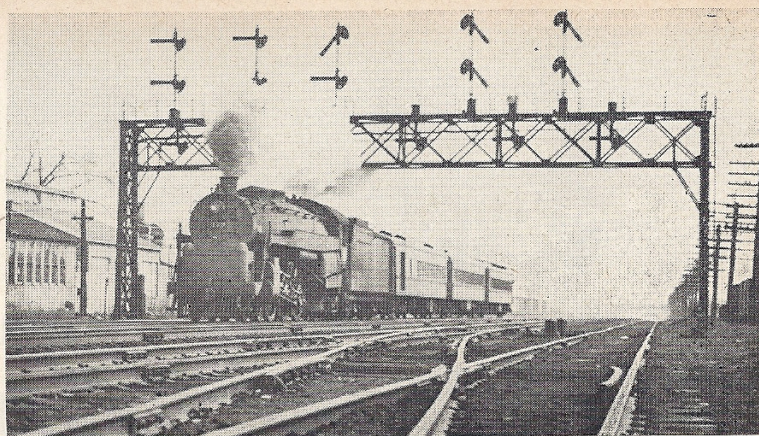
Motive power for the turner varies from day to day according to availability at Jersey City at the time of departure. This includes 0-8-0's, 2-8-2's and the new Fairbanks-Morse 1500 H.P. diesels.

The Rahway Valley has three small 2-8-0's which are rotated in service. Each works one month at a time which is the legal period between boiler washings.

The Lehigh Valley runs a daily local freight from Oak Island Jct. (Newark) to South Plainfield and return. Among other chores, this job drills the team track and freight house at Roselle Park and leaves the cars for the Rahway Valley. Taking cars from the Rahway Valley and the rest of its own train it proceeds to Cranford where the entire train is backed over and down the connection track to Staten Island Junction. A two-way interchange is made with the S. I. R. T. and the factory sidings are drilled before proceeding to Plainfield. The return trip is generally made non stop unless there are rush cars to be handled.

In recent years this job has been powered by Mother Hubbard 4-6-0's and 2-8-0's which are now scrapped. They were succeeded by 4-6-0's, 4-6-2's and 2-8-2's all working day for day according to availability. The ten wheelers and mikados seemed odd with their yard en-

(Continued on page 41)



#5 Reading 4-8-4 cuts off train on main track at Alene. Will make pick-up in West Yard and double against main for trip to Philly. Combination foot and signal bridge in background.



#6 A Philly express with Reading Pacific passes at 70 mph. Note two position semaphore signals.



#7 The FM Diesel of the Turner couples to the cars for Plainfield.

FOUR RAILROADS

(Continued from page 29)

gine foot boards, but some of the pacifics were so equipped. Since diesels have taken over the passenger service, the local freight often has a K6 Pacific complete with cast pilot and retractible coupler to say nothing of the 79 inch drivers. What a drill engine ? and what next ?.

Since the Lehigh Valley is double tracked the local must clear the main while doing its work at its several stops and track facilities have been provided for this purpose. The C. N. J. has three west ward tracks from Lorraine Tower through Cranford to Westfield and three east ward tracks from Westfield to Cranford Junction. Track 6 is signaled in both directions between Lorraine and Aldene, under control of Lorraine Tower. This trackage permits leaving the rear portion of a long train on the main when picking up or setting out at Cranford Junction.

While all of this local work is going on, passenger and freight trains pass on the main tracks.

On the Lehigh Valley the passenger trains are handled by two unit 4000 H.P. diesels, with an occasional pinch hitting pacific. Freight is normally handled by four unit 6000 H.P. diesels and 4-8-4's, but a short main tracker with a pacific is not uncommon.

On the C. N. J. variety is still a notably interesting reality. Local passenger trains are hauled by Mother Hubbard 4-6-0's, pacifics and diesels. The latter include F-M 1500's and BLW double end 2000's. Through passenger has Reading pacifics, streamliners, stream-styled and just pacifics, C. N. J. pacifics and diesels. The B & O trains have pacifics and all possible combinations of 1500, 1750 and 2000 H.P. diesel units.

Freight is handled by the Reading's new 4-8-4's and the now disappearing 2-8-0's and 2-8-2's, C. N. J. 2-8-2's and diesels of two or three 1500 H.P. units.

There are still a few C. N. J. Mother Hubbard 2-8-0's that pinch hit in passenger and freight service or are used as pushers. Generally the work trains have a Mother Hubbard 0-8-0.

When I started to work out of Cranford, thirteen passenger trains tied up there. Most of the cars were wooden open platform type. The engines were 4-4-0, 2-6-0, 4-6-0 and suburban tankers of 2-6-2 and 4-6-4 types. These have all been scrapped except the larger 4-6-0's.

Today there are but seven passenger jobs out of Cranford. All have steel cars, some with head end lighting. Six have Mother Hubbard 4-6-0 engines and the other a pacific.

READERS:

Since future articles of this character are contemplated please write in and tell us how you like them. How do you benefit by them? and suggest any improvements you may find desirable.

July 1949