

# The Central Suffolk Dispatch

A News Service For The Central Suffolk Operations Group

Located In The F. P. Carlsen Printing Co. Building

Carlsen, New York 11738

BFL - Editor 163564

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Well, there were no bugs today, let us tell you. Howard did an excellent job getting rid of all those critters that plagued the layout last time. The only trouble in that regard was that he left the DDT and the flit gun down at the Wohleking Industrial Park and Byron appeared kind of woozey but had a happy smile on his face. Yes, that is correct. Wohleking Yard has been elevated in status to an Industrial Park. It didn't take Howard an instant, after reading our last issue where we coined the phrase "Industrial Park" when describing the accident over in Little Fork on the Stone Canyon Rail Road, to gobble that title up. Just feel free to take what you need in any future article. Also, College Point is now the College Point Yard. A seventh track has been added to the Industrial Park and the transfer trains are getting longer and to the point that cars don't fit anymore. In addition, car swaps are called for now, right there in the park. Can you believe that! And, of course, one has to put up with that darn coal train coming and going while one is right in the middle of performing their assignments.

There was a light turn out for this session. Only five ROG operators showed up which made for an interesting quiet meet. There were no crashes and only one significant derailment of which to speak. Howard was "Chief" Dispatcher and simultaneously the Far Tower Operator. No problem there except for the time he sat on the train that was passing behind him. Howard claimed he sat on a flat car. We couldn't verify that from our vantage point so we don't know if it was a flat car before or after he sat on it. Crunch! Ron was Yard Master and appeared to have a lot of free time on his hands. That could have been due to the relatively light amount of traffic through the yard today or it could have been the lure of the cookie jar that kept him away from his assigned post. Byron actually got to throw two turnouts on the Dunton Yard board and is now putting together his paper work to apply for "Chief Yard Master." What, there's more to it than that? Mike, JJ and Byron operated the trains, probably on the order of two to three each, or possibly four for Mike, but who's counting. It was fun. JJ didn't have any problems with his controller this session and was a happy camper.



Howard up to his old tricks. CSD photo

There was one episode when it appeared the cave troll was back. Everyone huddled at the far end of the layout in fear, but it only turned out to be Howard crawling under the layout at Liberty to clear a derailment on the hidden reversing loop. It was part of that "blinky-light" thing again. Photograph included.

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We are not sure what the story is with that handsome miner guy. The best we have is either he was fired from his job over in the Rockwell Mine on the Stone Canyon Rail Road, or that he quit. No matter. Word was that he was headed for the Island Central Rail Road in hope of obtaining employment. As these included photographs demonstrate, he was observed in the



The Miner in Morris Park. CSD photo

Morris Park area. He apparently arrived at the Richmond Hill Junction Station on the westbound 10:17 AM local from Ronkonkoma, which is nearby to the Rockwell Mine. He appeared to walk across track 2 and into the Park. He interviewed for a job on the coaling tower but was found to be scarred of heights. You can appreciate that after he spent years tunneling under the ground in caverns as deep as 527 feet below the earth's surface. He was later spotted getting front-brakeman instructions on locomotive number 815 back by the turn-table. Well, yes, it could have been rear-brakeman instructions, one can't tell the front from the back on that locomotive. Anyway, we will all just have to wait to see what fate awaits him.

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