

# 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 - Owner, CEO, Author, Editor and Delivery Boy 163564

Issue: 49

Circulation: 13

dateline: The Stone Canyon Rail Road, April 28, 2016.

The Central Suffolk Operations Group (CSOG) met at the Stone Canyon Rail Road (SCRR) on Thursday, April 28, 2016. The operators onboard for this session included John, Howard, Mike, Ron, J.J., Ward, Jeff and Byron.

John ran operations as the Dispatcher. Ward had the job of the Stone City Yard Master and was assisted by Jeff. Jeff's other responsibilities included operating as the yard Hostler and the helper locomotive engineer. Howard, Mike and Ron operated trains individually and JJ and Byron teamed up to operate the coal train and the local freight. It was a great session with a large number of trains on the rails simultaneously.

At one point late in the session we had a little time on our hands waiting for the Yard Master to construct our departure freight. Our staff hired a taxi to take us to the Flat Rock station to view one of our favorite SCRR events, that is, the operation of the helper locomotive. The freight came into view pounding around the curve between Little Fork and Flat Rock. Mike was at the controls with a big smile on his face as he waived to all the bystanders waiting at the Flat Rock station. Much to our surprise the last freight car passed with no sign of the helper locomotive or the caboose. The next thing we knew the helper locomotive came into view with the caboose in tow (like it should be). The helper was going full throttle but just couldn't close the gap. It just couldn't couple-up for the push up-grade to the Rockwell Mine. The last we saw of the "big chase" was when the helper disappeared into the tunnel behind Stone City Heights. We all jumped in the taxi and headed for Red River Canyon to witness the outcome of this event. When we arrived at Red River Canyon everything appeared normal. The freight had already made it over the "hill." The helper was cut in ahead of the caboose and pushing forward. It was an impressive sight. Actually at this point the helper was more likely retarding the decent down from the Rockwell Mine.



Helper locomotive cut-in ahead of the caboose. It just warms one's heart.

But then the unthinkable happened! In executing the cut out at the Red River Canyon cross-over a number of freight cars were scattered hither-and-yon over the main. It was really lucky for us that we were there to photograph the end of the cleanup of the derailed freight cars. It appears we have seen that hand involved in a cleanup before. Could that have been over on the Jerome Central?



Was that a misaligned switch or a misaligned engineer?

The Sunrise Trail Division, Northeast Region, NMRA, Model Railroad Spring Meet was held on Saturday, April 30, 2016. Howard, John, Mike, J.J., Dan Shepard, Steve Perry, Byron and others were in attendance.

There were model and photo contests open to NMRA members only in support of Achievement Program goals. Howard was the Contest Chairman and was busy most of the day judging photographs. We are not certain of this but it appeared that Mike was also involved in judging the photographs. John entered his scratch built building and bridge which were judged by Steve Perry.



Judges raising the roof on John's building entry.

J.J. entered a black and white and a colored photograph. We didn't get the final results of the judging but we would bet that John received high marks for his two entries and J.J. probably won the black and white photo category. It was also observed that J.J. bought containers of vintage HO scale ballast at the White Elephant Table. There was no Chinese Auction at the meet. What a bummer!

John gave a great clinic on *Ground Cover Techniques Using Static Grass*. It appeared to be well received by those in attendance.



John giving a clinic on growing grass.