

# The Central Suffolk Dispatch

A News Service for the Central Suffolk Operations Group

Located in the F. P. Carlsen Printing Co. Building

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

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The Central Suffolk Operations Group (CSOG) met at the Great Northern Rail Road (GNRR) on May 5, 2016. The usual operating group that handles the GNRR Thursday night session was in attendance for this get together. Out of fear of upsetting Ward, let us just call this the ... er, ah, um, ... a good operations group. We wouldn't want to get Ward mad at us because of all the great support he has contributed to Byron's Primary campaign. We hope we can count on his continued support in the general election for Mayor of Clarkdale. We understand that there may be a gentleman's agreement (all verbal, nothing in writing you understand, and surely nothing on any government cell phone) in place for the new Mayor to purchase furniture from Ward's furniture factory over in Stone City for the new office building he is planning to erect at tax payer's expense. You know, like, you scratch my election and I'll scratch your furniture factory.

The operators for tonight's session included Ron, John, Jeff and Byron. Ron ran the entire shooting match as Dispatcher. John operated as the Saint Cloud Yard Master, and Jeff and Byron operated the trains. Jeff and Byron exchanged their usual start-up assignments. Jeff started out with the GN400 Hustle Muscle empty coal drag heading East for Saint Cloud where John added two more empties for the climb to Hinkley. Byron operated the loaded coal train coming down from the mine atop Helix Mountain for the hopper exchange at Hinkley. After the exchange and the empty hopper pick-up and loaded car set-out at Hinkley, Byron brought the empties back up to the mine. Jeff brought the loaded cars to Saint Cloud, where John removed two loaded hoppers. The Hustle Muscle then continued west bound for Minneapolis. Byron ran the local freight for the rest of the evening. Jeff operated a few more trains and did some hostling work with John.

The buzz around Elk River was that it appears that a Giant Conglomerate may be attempting to take over the local newspaper. Could that be our beloved CSD expanding it's domain? Stay tuned for the latest developments.

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dateline: The Island Central Rail Road, May 9, 2016

The Retired Operations Group (ROG), a sub-division of the Central Suffolk Operations Group (CSOG), met at the Island Central Rail Road (ICRR) today. There was a light turn out for this session. In attendance were operators Howard, Mike, JJ, Carl, and Byron. For those of our loyal readers who have not met him yet, Carl is a new operator. Well, new to the group anyway. He appears to know what he is doing. This was his second time operating on the ICRR. He was one of the operators at the recent IslandOps session on the ICRR. It is good to get additional

operators to expand the group but his inclusion will no doubt bump operator Byron down one more notch on the totem pole. Any more and he is likely to fall off the bottom. Oh, well, there is always that job opportunity over in Clarkdale. However, the ownership of our Central Suffolk Dispatch (CSD) is ecstatic about Carl's attendance since it has increased our circulation all the way up to 14.

Howard ran the rail road operation as the Dispatcher but was located in the Farmingville "hole." From there he was also able to conducted the business of the Far Tower Operator. He was kind of busy and had to crawl out a number of times to perform Dispatcher duties. Mike was assigned the job of Dunton Yard Master and performed all tasks without mishap (that is what the news crew reported, anyhow). Ward, watch out! We see some territorial infringement going on here! JJ operated the long local freight and was in the way most of the morning. It appears he had trouble with both his controller and radio. Carl operated the coal train. Since there were no reports of missing or "five-oh'ed" hopper cars like that which occurred at recent ICRR sessions, we can reasonably be assured he did a good job.

The biggest mishap that our staff was aware of happened on the potato run, the *Bangor and Aroostook (BAR)*. It started out innocently enough. The train made it all the way to the Wohleking Industrial Park without mishap. The instruction card read; ...exchange three BAR reefers for three New York Central reefers. The trouble for engineer Byron was that the arriving consist included four BAR reefers and did not specify which three reefers were to be spotted. We guess this is where one should pay attention to blocking. The first two BAR reefers were nice modern shiny new steel cars. The next car in line was a BAR reefer also. However, it was a dirty old outside braced wood reefer from the nineteen thirties. But wait a moment. Mid-way down the line of cars was the fourth BAR reefer, a nice clean orange metal one. What do you think he did? That is correct! He left the three new cars and took the old wood reefer with him. Now the trouble starts. When the potato train arrived at Carlsen there was to be a drop off of a BAR reefer at the F. P. Carlsen Printing Co. Building, where the headquarters of the CSD is located. It happens that it was supposed to be the nice orange one that was left sitting back in the Wohleking Industrial Park. Oooopps! If Byron had read the car card for the delivery at Carlsen while still sitting in the Industrial Park, there would not have been a problem sorting the reefers. It was Byron's mistake, Howard, and he is sorry for dragging you out from under the Far Tower. There was an embarrassing moment when the two reefers were "five-oh'ed," especially since Howard pointed out earlier that the President was looking out one of the printing company windows observing this new delivery operation. As an aside, the staff was wondering why a reefer was delivered to the printing company in the first place. One would expect to see a boxcar loaded with rolls of 25 lb. printing paper and drums of ink, wouldn't one? For those of you that haven't seen the printing company building lately, it has been completely renovated and looks beautiful, with a delivery spur that goes right into the heart of the building, as seen below.



The F. P. Carlsen Printing Co. Building looking stately after the renovation was completed.

And one last paid political announcement: Please consider voting for Byron in the upcoming general election.



Paid for by the *Sons of Clarkdale*. I am Byron and I approve this message.