

The Central Suffolk Dispatch

A News Service for the Central Suffolk Operations Group

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The Central Suffolk Operations Group (CSOG), met at the Island Central Rail Road (ICRR) tonight. There was a heavy duty turn-out for this session. In attendance were operators Howard, Mike, John, Ron, JJ, Jeff, Dave, and Byron. Dave is the second new operator that came to the group by way of the recent IslandOps session. From what our staff reporters were able to pick up he apparently operated on both the Great Northern Rail Road and the Stone Canyon Rail Road. Dave's addition to the group has increased our Central Suffolk Dispatch (CSD) circulation all the way up to 15.

Howard supervised the operation as the roving Superintendent and was very helpful in keeping things running smoothly. Others might find fault (the Dispatcher for one, possibly) with some of his decisions, but if the Superintendent says the passenger train doesn't have to stop at Liberty to justify his solution to the fiasco over in Port Richmond, then the passenger train doesn't have to stop there. Does it? Ron had the job of Dispatcher and did a stern job of dispatching, at one point yelling at Byron to use his train designation rather than his locomotive number on radio calls. The general consensus found by our news team after poling the operators was that he did a good job for the first two hours and ten minutes. But after that they thought the jury is still out, if you get our drift. Mike was assigned the job of Dunton Yard Master and performed all tasks without mishap. It should be noted that this was not observed by anyone on our staff, you understand. Our reporters had far more important leads to follow than to stand around watching him! It came to our attention when two Chinese guys were overheard in the men's room of the MAI WAH NOODLES & CHOP SUEY eatery, located in the Wohleking Industrial Park, praising his performance. Ward, watch out! Mike is getting pretty good at that job. We did catch him lounging on the Dunton Yard switch board at one point when he was caught up on all his tasks and he had nothing better to do. But the Superintendent did have to come to his aid to straighten out the "blinky-light" thing that re-occurred. By the way, John and Howard are often spotted in MAI WAH's getting their beans. The following photograph may explain the reason for that. MAI WAH's is located between *Feraca Iron Works* and *Dwyer Enterprise*. Howard confessed he only comes in for the vegetables, not for the crab legs!



Crew's favorite spot in the Wohleking Industrial Park for getting their beans

Well, let us now turn our attention to the Far Tower Operator. Yep, we are referring to Jeff doing his yeomen services up there in the Farmingville "hole." He was pretty busy tonight due to the large volume of trains operating at Farmingdale that required his switching expertise, not to mention helping out at Dellwood. It is CSD management's position not to include visual recognition photographs in our copy because of identity theft possibilities, but in this instance we will make an exception. Jeff needs some love too all alone up there in the "hole" soldiering on!



Jeff keeping a sharp eye out for approaching trains.

What is it about that coal train that cars end up lost, "five-oh'ed", or sometimes an extra open hopper found along the route? In the last episode at the ICRR, Mike and Ward were caught red handed, well, black handed if one takes into consideration the coal dust effect, swapping empty and loaded hoppers back and forth in Dunton Yard. Our records

conclude that similar instances occurred on earlier sessions also. But going there diverts us from the point of this story. Tonight the coal train was operated by John, a well-respected railroad mogul. However, a ruckus arose as the train was performing its tasks at East Utica. The Superintendent had to rush in to resolve an issue between car cards and a coal hopper that apparently appeared out of no-where. The funny thing is the new guy, Carl, ran the coal train on Monday without a problem. Well, just maybe there was and the Superintendent didn't catch it during re-set! Later John operated what might be a new train, or one we hadn't noticed before, the NYF15/16, without an observed incident. We hope that no feathers were ruffled with our comments and that we don't hear from that esteemed group over there in Stone Canyon: Dewey, Cheetem and Howe!

JJ operated the long local freight. It looked like things went a lot better for him tonight than on Monday, at least as far as the freight was concerned. Tonight he was involved in a warm hearted railroad brotherhood get together over in Port Richmond. There was a lot of chatter on the radio, along with some static, the likes of which we couldn't decipher. The next thing we knew fellas were rushing to Port Richmond. We thought it was some form of social gathering for which we didn't receive or invitation yet. Quick-as-a-wink we sprang over there to see what all the clatter was about. A large cluster of on-lookers had formed and there was a lot of pushing and shoving and finger pointing going on. Our poor photographer couldn't get close enough to get a good shot at the calamity. There they were. The Superintendent had rushed in from Liberty. The Dispatcher vacated his post at the dispatcher board and came to the scene. Of course, that was in violation of Rule 539, Section E3a, which states that: "No Dispatcher shall leave his post to observe any detrimental results his action(s) may have caused." Dave was there operating P20/21, the big 2402 locomotive pulling a short passenger train. How short one might ask? Well, how about one car length! (What, Howard, you couldn't trust the new guy with two cars?) On the other end of this near catastrophe was JJ with passenger train NYC M101. We are not quite sure what transpired here tonight but seeing two trains facing each other at the Port Richmond station on the same track just does not appear to be prototypical! The Superintendent's decision, countermanding the Dispatcher's solution to the problem, was to allow the NYC M101 to take the inside track at Liberty and bypass that station. It had to bypass the station because the fancy passenger train operated by Byron was sitting at the Liberty station on the outside track in opposition to the NYC M101's direction. The Dispatcher yelled: "Foul!" "You can't change rules in the middle of a session!" And other railroad things like that. The included photograph, snapped late in the event, is the best we have of the situation. The P20/21 has just backed down (the nose is just visible on the right and has cleared the grade level crossing to allow vehicles and pedestrians to pass) to make room for M101 to clear the switch (?). M101 is partly visible just to the left of the station. An Investigation Board will be convened to establish just how this situation occurred in the first place, and if criminal action was involved. It might do well to point out that Mike and Jeff manned their posts to the bitter end. Earlier in the evening Dave was spotted operating what we think was the *Dellwood Turn*.



The scene at the Port Richmond station shortly after the near disaster.

Byron operated the *Wohelking Industrial Park Turn* and the potato train, the *Bangor and Aroostook*, BAR 71/72. He had only one derailment this evening on the switch in the Industrial Park lead tunnel. He also ran the fancy passenger train, mentioned above, but got only half-way around, due to the Port Richmond episode, before railroad time expired.

Overall, it was a really good session, with a lot of trains being run and a lot of good laughs and brotherhood!