

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: #53

Circulation: 15

We here at the Central Suffolk Dispatch (CSD) would earnestly like to apologize to all our paying subscription holders regarding the interruption in our service. We hope that we have not caused any undue hardship on anyone. The staff here at the CSD is painfully aware of that "let down feeling" when one opens their mail box to find that the anticipated delivery has not occurred. To make patrons aware of the excuses we have envisioned for this situation, we have developed two primary reasons. First of all, the young delivery boy we hired as an after school-hours part time job is now on summer break and looking for a more lucrative job, and was unavailable to make deliveries! Our second reason has to do with the reefer delivery we received at our office in the F.P. Carlsen Printing Company Building. The Superintendent was kind enough to provide an excellent spur track right into the bowels of said building for deliveries. As you may remember, we commented in an earlier issue that we received a reefer delivery rather than the box car we ordered with printing ink and rolled press paper. Why he scheduled a meat delivery is beyond our comprehension, but let us tell you that it is near impossible to print a newspaper on Jimmy Dean's breakfast pork patties. Well, that's our story and we are sticking to it!

dateline: The Great Northern Rail Road, June 9, 2016

The Central Suffolk Operations Group (CSOG) conducted railroad operations on June 9, 2016, at the Great Northern Rail Road. Without needing to mention the operators by name, it might just do well enough to invoke their infamous trade name for this prodigious group of young, energetic, operators, or maybe not! There are some grumpy guys out there that desperately want to be on this shift and we don't want to antagonize them by invoking the first letter of the alphabet. Therefore, by name, the operators for this session included Ron, John, Dave and Byron. Ron put the bridges down and ran the rail road with a Nordic iron fist. John ran the yard at Saint Cloud. Dave filled in for Jeff and did an admirable job running trains. Byron was there also. It was a good operations night with a lot of fun. However, late in the session as the local freight was making its eastbound run from Elk River to Duluth, a small problem was discovered. Someone happened to look back toward Elk River. Right there, sitting on the by-pass track, was a loaded flat car bound for Duluth that was apparently left behind. This will probably come as a shock to John and Ron, but with some quick slight-of-hand the car was "five-oh'd" back on the train as it passed over the section of visible track on the side of Helix Mountain. Right, Dave?

dateline: The Island Central Rail Road, June 13, 2016

The Retired Operations Group (ROG) of the Central Suffolk Operations Group (CSOG) conducted railroad operations on June 13, 2016, at the Island Central Rail Road. The operators for this operations session included Howard, Mike, Ron, Carl and Byron. Howard acted at Superintendent and Far Tower Operator (aka: the Farmingville Hole). Mike was the Dunton Yard Master. Ron, Carl and Byron ran the trains. With the exception of the Superintendent, the following photograph shows this prodigious group hard at work. It was taken by the Far Tower Operator from the Farmingville Hole and gives a remarkable view of this side of the layout.



The Island Central Rail Road as viewed from the Farmingville Hole.

The guy up front in the yellow shirt is the Yard Master making a few set-outs and pick-ups at Clarenceville. He looks a little perplexed about which way his locomotive is going. Pssst! It's going frontwards, check the headlight. Next in line is Ron. He is operating the local freight, which by reputation, is the hardest train to run. No, not Ron's reputation, the train's reputation! Third in line is Carl. He appears to be the only operator who looks like he knows what he is doing. It appears he is uncoupling cars of the Dellwood Turn. Right, Carl? Or are you using that stick to poke the Cave Troll who lives under the layout just about where you are conducting business. For your benefit, and possibly Dave's, we will include a recent photograph of the troll so you can see for yourself that we are not fooling around when we write about the Cave Troll and what you could be up against if you provoke him with that stick.



The famous Cave Troll recently sighted at North Lake

The last guy on the far end looks like he lost his train again and is waiting patiently for it to magically pop out of the tunnel. Or, could it be that it has already passed him and he is trying to ascertain what the new sign means? Can you really park a train? Is that diagonal, parallel, or head-in-only parking?



Confusing sign recently posted by the Emperor

dateline: The Island Central Rail Road, June 16, 2016

The Central Suffolk Operations Group (CSOG) conducted railroad operations at the Island Central Rail Road.

Pardon us, but we forgot what the heck happened and who the involved culprits were! We think it was Howard, Mike, John, JJ, Dave and Byron. We are so confused that we don't know if we found a rope or lost our horse!

dateline: The Jerome Central Rail Road, June 23, 2016

The Central Suffolk Operations Group (CSOG) conducted railroad operations tonight, June 23, 2016, at the Jerome Central Rail Road (JCRR). Included in the group were Mike, Howard, Ron, Ward, Jeff, Carl, Dave, Mike Jr. and Byron. It is interesting to note that four operators who are usually in attendance for the Jerome sessions were missing tonight: John, JJ, Bruce and Jack. If they happen to show up at the next JCRR session along with the list of characters at tonight's get together it is going to be a doozie of a session! Spill-over parking is down by the Suffolk County water facility.

Assignments were as follows. Mike ran the session as the Superintendent and was kept pretty busy straightening out problems and creating new trains on the fly to keep operators involved. Howard and Jeff operated Jerome Yard and was a pretty happy bunch. At one point the Clarkdale Freight Turn was delayed in yard waiting for the entry of the ore train and they both supported the freight engineer in singing that popular railroading song made famous by Engelbright Pumpnickel:

"Please release me,
Let me go,
For I don't want to be in this freight yard,
anymore,
To keep me on a siding,
would be a sin,
Howard, release me,
and let me head for Ashfork."

(Sounds better when accompanied by music.)

Ron, Ward (who spotted a reefer incorrectly at Clarkdale), Dave, Mike Jr. (we think somewhere in the Operations Manual it states not to leave tied-down freight cars on turn-outs) and Byron operated the trains. Carl kind of walked around with a big clipboard taking notes, no doubt. It was whispered around in the engineer's locker room that he was reporting his assessment of the engineer's performance back to the Superintendent. Don't worry Carl, all the engineers saw you snuggling up to the boss. It was inspiring to see Ward and Mike Jr. working together when both of their freight trains arrived simultaneously at Clarkdale to perform set-outs and pick-ups. Then one of them went off in the wrong direction! Byron also had a little episode of his own. After completing his work, he left Ashfork for the Jerome Yard. When his train was well into the

tunnel leading to the yard, a radio call came over stating that, "There appears to be an abandon caboose at Ashfork." The Superintendent, who observed the situation develop right under his nose, said to bring the train into the yard and sent Byron to "Five-oh" the caboose.

The Clarkdale Independent Election Counsel met today to strategize how to conduct the upcoming Mayoralty election. It is well known that the "Hillary Group" has established their headquarters in the Silver Dollar Saloon and Hotel, the swankiest building in Clarkdale. The Election Counsel was forced therefor to establish their headquarters in the so-so Merlin Hotel around the corner. In today's meeting, boundaries of the election districts were negotiated. The First E.D. was established as being East of Main Street, North and West of the JCRR tracks, but South of Motor Avenue. ~~Citizens Legal People~~ Anyone living in this E.D. will vote at the American Foundry building. The Second E.D. was established as being East of Main Street, North of Motor Avenue, and West of the JCRR tracks. People living in this E.D. will vote at the motorcycle repair shop. The Third E.D. was established as being North of the JCRR tracks, West of Main Street, South of Industry Avenue, and East of the West end of the Clarkdale freight yard. All people living in this area will vote in the Syron Depot building. The Fourth E.D. was established as being West of Main Street, and North of Industry Avenue. People living in this E.D. will vote at the Jaklitsch building. The Fifth E.D. was established as being West of the Budweiser silos and East of the Canyon Bridge. All hillbillies and ~~Indians~~ Native Americans living in this area will vote at the Police Station in Colls Corner. Please bring at least two forms of identification.

During interviews with undisclosed representatives of the PC Party, it was learned that one of the key planks of the PC Party platform will be to eliminate the Stock Market and direct that all monies liberated from that un-holy alliance be directed to the coffers of the National Rifle Association. How is that for Progressive-Conservative politics!

Please note that the Clarkdale Cinema is now showing a new movie, *Rebel Without a Cause*, starring James Dean and Natalie Wood, two young actors with a long life of film acting ahead of them. Come on out to the theater. Bring the family. Support your local businesses.