

The Central Suffolk Dispatch  
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**T**he Central Suffolk Operations Group (CSOG), met at the Island Central Rail Road (ICRR) tonight. There was a large turn-out for this session and parking spaces for the late comers were hard to find. In attendance were operators Howard, Mike, John, Ron, JJ, Jeff, Dave, Carl and Byron. Howard ran the activities as Superintendent. With Jeff in attendance, Howard was free of the duties of the Far Tower Operator and devoted his entire time to operations, and boy, was it needed tonight. He has here, then there, all over the place, straightening out problems, giving guidance to just about everyone, directing traffic, over-riding the Dispatcher, yelling at Byron, etc., etc., etc. In our humble opinion, he was the hero of the



The Superintendent all over the Dispatcher to make sure he gets it right

night! During the after-session closing critique the Superintendent summed up tonight's operations session in just one word. What was that word again? Oh yeah, something like "great," or a close facsimile there of! He stated that eleven or twelve trains made a showing tonight, which at times made for a busy and congested rail road, and also caused operations to run a "little" behind schedule (as if the ICRR had one). Only two trains, both tied down at College Point, didn't get out for a run. Hats off, Howard, for a job well done!

**J**ohn had the duty at the Dunton Freight Yard. Everything appeared to go great until the "blinkie light" thing surfaced again. We thought we had put that well behind us. Just ask Ward. He knows! To keep that light thing straight, all one has to do is remember that old Russian Navy ditty:

### **Ballad of the "Blinkie Lights" (or How to Park Trains in the Tunnel)**

If the green light is blinking,  
Then you gotta do some thinking,  
You drove your train in the tunnel too far,  
So now back up those railroad cars,  
When the green goes steady,  
You can stop your train already,  
There's enough empty track,  
To bring a second train back.

When coming to the tunnel, be on the ready,  
To see that the red light is steady,  
When the red starts blinking,  
You have to keep on thinking,  
To watch for the red to go steady,  
So you can stop the train already,  
Now there is enough room on the track,  
To bring a forth train back.

(Well, what did you expect? The Russian Navy lost the war to Japan. Editor's note)

**J**eff operated as the Far Tower Operator and did it in that exemplary manner that everyone now expects of him. He has turned that boring job of car exchanges at Farmingville into an exciting experience. Nothing but the best from Mr. Jeff. However, we will not mention breaking the couplers off his switcher locomotive, which drew the Superintendent's immediate attention to fix them! Now that's a Maintenance Department!

**R**on was tonight's Dispatcher. With all the rail traffic tonight, Ron had a busy time keeping the trains moving. Unavoidably, there were a number of long delays. The following photograph demonstrates this situation. Dave's passenger train is shown holding at the East Utica passenger station while engineer Dave is dashing to the library to pick out a good book to read during the delay. This just may be the situation that inspired the expression "Dashing Dave," or was that "Dashing Dan?"



Dave checking out a book at the Carlsen Lending Library

**T**hat left Mike, JJ, Dave, Carl and Byron to operate the trains. The following photograph shows the engineers, and other assorted employees, hard at work. Up front on the right we



Engineers, Yard Master and Far Tower Operator hard at work



Engineer Dave who appears to me missing a train. Left of Dave in the photograph is Engineer Carl who appears to be trying to provoke the Cave Troll again with his uncoupling stick. In the center, up front, we have Engineer Mike pointing out a mistake in the blocking of his train cars to the Yard Master, who appears to be not believing a word of it. At the far end we have Engineer JJ arguing with the Far Tower Operator as to which direction is East.

**W**hen it comes to reporting on train operations tonight the top story is the tragic accident that occurred on the outside track between Carlsen and East Utica. For those of you that might not be familiar with this section of track, it happened just about in front of the F. P. Carlsen Printing Company building that houses the home office of the beloved Central Suffolk Dispatch. In an effort to keep your interest in this story, we will drop to the bottom line and report the rumors we overheard. It appears that the rear brakeman on a local freight, LF33 to be precise, was ~~killed~~ crushed tonight when he was caught between his caboose and another oncoming freight. The brakeman's name is being withheld until next-of-kin has been notified, but Molly, we don't think Wilbur will be home for dinner tonight.



Tragic scene that unfolded last night just East of the Bay Bridge

**A** number of photographers were on hand to document this incident and there may be a lot of different versions presented describing what happened. Our photograph, captured by the CSD Photocopter, shows the scene immediately after impact. That's the engineer and

front brakeman of 210 looking on. The engineer from LF33 is hot-footing it over the Bay Bridge to see just what type of windfall might be in this for him. Oh, yes, that's Wilbur on the tracks. However, we here at the Dispatch were in direct communication with the NTSB and are the only newspaper that has the actual facts detailing what happened that we can present with any kind of spin that we wish. It appears that LF33 was cleared by the Dispatcher to proceed westbound on the outside track at the Carlsen turnout. In the meantime, freight 74 was proceeding eastbound to Farmingville to drop off an open hopper at the coal facility. After excellent maneuvering by Jeff, the 74 freight was directed to proceed westbound to Dunton Yard. The 74/73 train is actually called in the ICRR vernacular the *Wohleking Industrial Park Transfer*, but after recent changes in its routing it might be better described as the *Turnaround Train* because of all the changes in its East/West direction. Anyhow, train 73, the number 73 indicating a change in direction to westbound from Farmingville, called in for clearance to Dunton yard and later a follow-up call requesting instruction as to which track to take at the Carlsen turnout. Permission to Dunton yard was granted but the Dispatcher apparently didn't catch the change in direction and made the selection of track optional. Since the engineer of TF73 apparently prefers right-hand-running, the conductor instructed the front brakeman to throw the turnout to the outside track. Byron started to nonchalantly walk around the island to check for proper switch settings at East Utica and Liberty when he was startled by the commotion near the Bay Bridge. A large group of people had gathered and it was then that he noticed that LF33 was still sitting on the outside track. It was lucky that the TF73 was traveling at a low rate of speed at the time of the collision and there was no structural damage, even though the engineer of TF33 was screaming for an insurance adjustor claiming that his caboose was severely damaged and for compensation for his front brakeman who fell off the pilot and bumped his head. Yeah, sure! We are not entirely sure that TF33 didn't intentionally back into TF73! The trains were separated and all went about their normal business. This story ends with a lot of finger pointing, mostly at Dave, who happened to be standing a little too close to this episode that he didn't have something to do with it!

**T**he last thing to report was the running of passenger train 20/21. It leaves College Point as eastbound train 20. It travels through the Wohleking Industrial Park and onto the main line just past Port Richmond. It then backs down into the Port Richmond passenger station. From here it goes all the way around the layout, stopping at all passenger stations, until it reaches Ronkonkoma. At Ronkonkoma the Yard Master turns the train which then leaves westbound as train 21, stopping at all passenger stations, until it rolls into the station at Port Richmond. This is where this story gets interesting for some, but apparently kind of foggy for others. Byron, mis-understanding the "clues" on the train operating instructions, requested permission from the Dispatcher to back out to the Wohleking Industrial Park lead and proceed to College Park. The Superintendent picked up on that call and came running over yelling no, no, no at Byron and explained the train had to go back to Richmond Hill Junction. Byron was so confused at this point he could not tell if he found a rope or lost a cow. Anyhow, the train switched back to 20 and left eastbound for Richmond Hill Junction where the Yard Master reversed the train again. Now train 21 again, it proceed westbound from Richmond Hill Junction to Port Richmond station. After kicking all the paying customers off the train, Byron moved the train past the Wohleking Industrial Park lead turnout, and proceeded to back the train, assuming it was still train 21, all the way to College Point. Byron was overheard mumbling, as he dis-mounted the locomotive, that he was going to make sure he gets his afternoon nap next time he comes back to the ICRR.

