

The Central Suffolk Dispatch

A News Service for the Central Suffolk Operations Group

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dateline: The Island Central Rail Road, August 11, 2016

The Central Suffolk Operations Group (CSOG) met at the Island Central Rail Road (ICRR) tonight. There was a large turn-out for this session. In attendance were eight operators that included Howard, Ron, Jeff, JJ, Mike, Dave, Carl and Byron. Howard ran the activities as Superintendent. Ron was the Dispatcher. Jeff performed the switching duties of the Far Tower Operator. With Jeff on the job, Howard did not have to fill-in as the Far Tower Operator and was able to devote all his time to operations. Carl was the Dunton Yard Master. This was the first instance we observed him performing in this capacity and he did an excellent job. The rest of the crew, Mike, Dave, JJ and Byron, conducted the train assignments.

This recent delay in meeting our delivery date has to do with our Carlsen facility receiving a load of refrigerated Maine potatoes rather than the implements required to fulfill our function as the



Load of potatoes being delivered to the Central Suffolk Dispatch

best little newspaper in the CSOG. In recent discussions with the ICRR Superintendent, he claims that this matter has been positively resolved and we will be receiving our ink and print

paper via box car in the near future. In the meanwhile, how do you like your potatoes; mashed, boiled or fried?

Byron was scolded by the Dispatcher for using his locomotive number rather than the train number during a radio call. Boy, some guys are really picky!

Someone, culprit as yet un-identified, left two railroad cars sitting on outbound track three and not on the prescribed track two in the Wohleking Industrial Park yard. Mike, Howard, Ron, Carl, Jeff and Byron are in the clear on this one!

The HORN, the HORN, what was with that horn? Everyone's eyes were crossing from all the loud whistle blowing noise. Jeff finally confronted the "doer-of-the-horn" and the environment got back to a reasonable number of decibels.

Aside from possibly Howard who was working hard to keep things moving, it was an enjoyable night of operations all around and we think everyone had a good time.

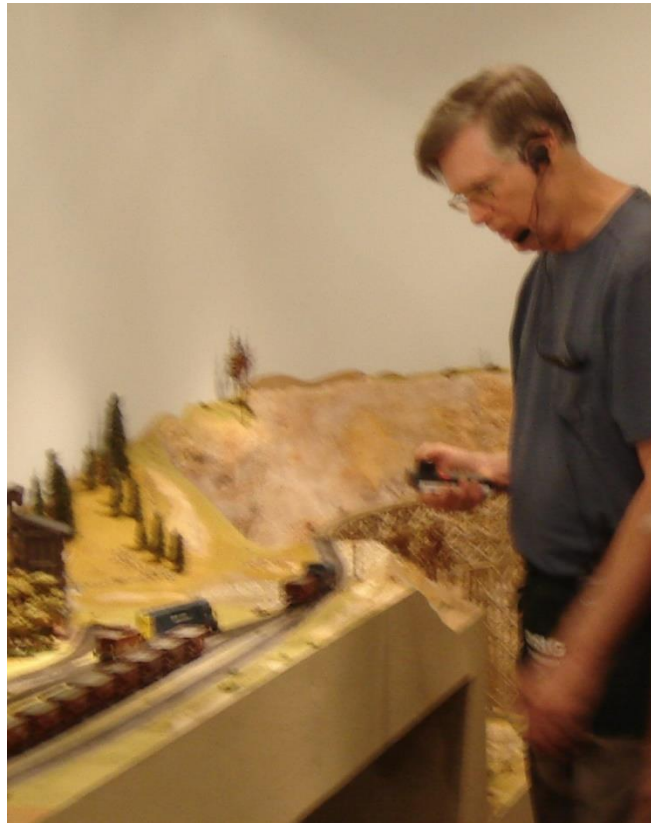
dateline: The Jerome Central Rail Road, August 18, 2016.

The Central Suffolk Operations Group (CSOG) met at the Jerome Central Rail Road (JCRR) on August 18, 2016. In attendance for tonight's session were Mike, Howard, Ron, JJ, Jeff, Ward, Carl, John, Bruce and Byron. This was one of the larger groups to show up for JCRR operations and the Jerome Central handled the load very nicely. Mike ran the railroad as the Dispatcher and was pretty busy early in the session. Howard and Jeff handled the activities in the Jerome yard and it was fun visiting with them during switching operations. This left Ron, JJ, Ward, Carl, John, Bruce and Byron to operate the trains. With all these engineers available, the rails were humming with activity. Some of the train assignments observed by our staff follows. The first photograph shows Ward and Carl hard at work together in the Clarkdale



Conductor Carl on the left gives Engineer Ward movement instruction at the Clarkdale yard.

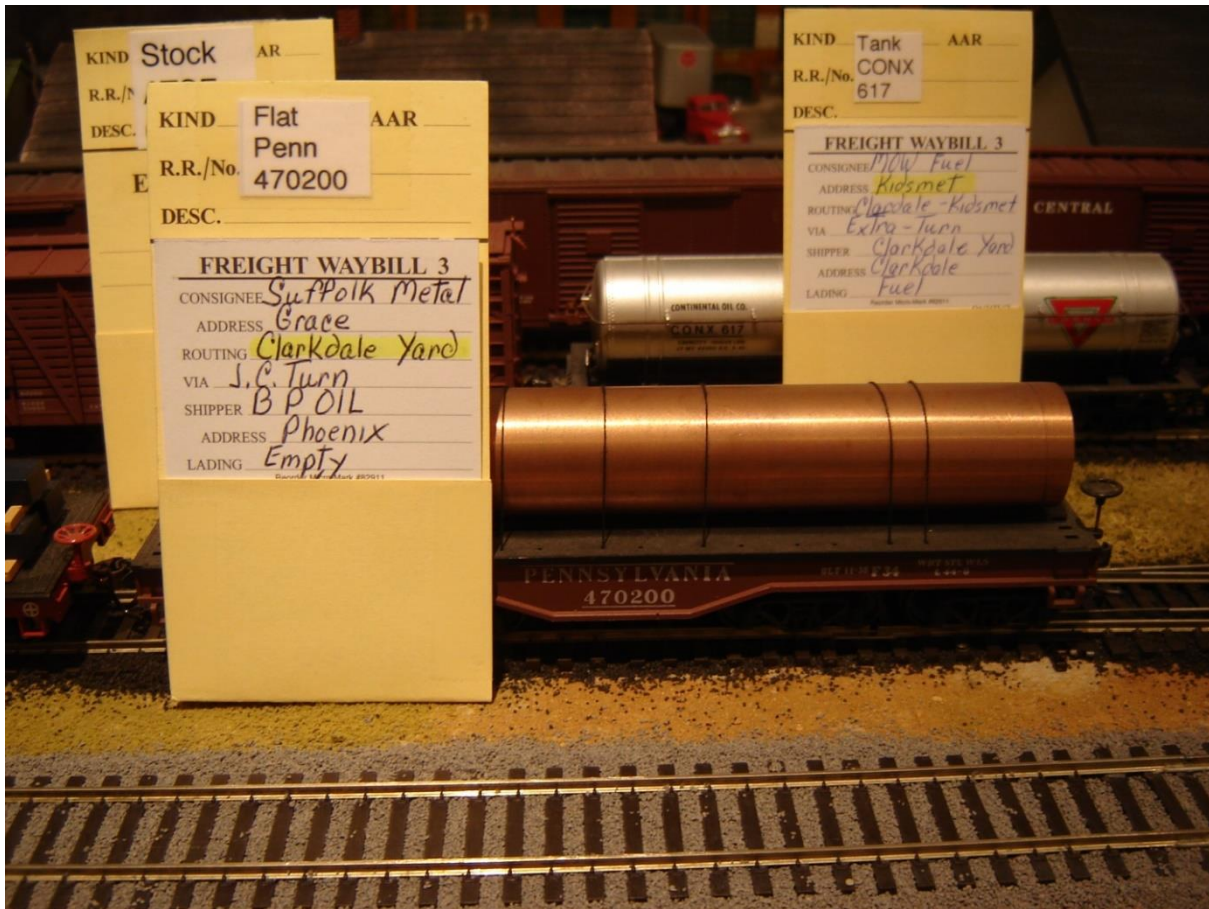
Yard discussing how to attack their freight train setout/pickup assignments. Ron and John were observed cooperating on the ore train interchange at Prescott. The following photograph shows



Ron switching ore cars at Prescott

Ron maneuvering ore cars around the tipples on the Mount Dwyer lead. Well, that is what it would show if it was clearer. John used to be in the photograph but had to be deleted for the same reason. We guess it is about time someone on the staff read the manual! John also operated the Clarkdale/Kidsmet Turn. Bruce ran the passenger trains and was entrusted by the Dispatcher to carry the station delay timer with him, which he did most of the time. It was once spotted standing alone unattended at the Clarkdale station. JJ was nowhere to be seen most of the night, probably way out there in the neighborhood of Imagination. He did show up in Clarkdale late in the session and he and Byron cooperated on making two of his setouts to speed him through town. Byron ran the Clarkdale Coal Turn and the Clarkdale Freight Turn. He used through power from the Missouri Kansas Texas railroad which even though only a GP38-2 had trouble at slow speed powering through some of the turnouts. The caboose was donated to the "Elect Byron for Clarkdale Mayor Campaign Fund Committee."

Okay, let's start at the end of this one and work our way back to the beginning. After the Clarkdale Freight Turn had returned from the Jerome yard and completed the setouts, there remained a wayward flat car, one each Pennsylvania 470200. On examination of the car card and



Stranded flat car in the Clarkdale yard.

waybill it appears that this car should have been delivered to Suffolk Metal in the Grace Yard. Should this car have been put on an earlier train (J.C. Turn?) from the Jerome yard so that it could be picked up by the Grace Turn at Clarkdale? Ask Mike, he knows!

Byron was able to persuade Carl to fill out a Clarkdale City Election Headquarters Party Affiliation Form and he is now eligible to vote in the upcoming Mayoralty Race in Clarkdale. This was accomplished amid shouts of "Move your d--- train off the main," and other assorted threats of violence upon the bodies of Carl and Byron.

One has to keep a sharp eye out when operating on the JCRR to catch all the subtle changes going on from session to session. From last session to this current session the theme appears to be on nudity, especially on the roof tops up in the big city and along the trackside on the East end of the railroad. And let us not mention the guy "tinkling" on the bush in East Ashfork with the Rail Lady up close and personal watching the proceedings. Yea gad! Also, how about those "train mooners" up there in Mount Dwyer. It seems to us that to be a little more effective the "moon" should be facing the tracks. Just a thought. What do our readers think?



"Mooners" in the "Reverse Moon Position!"

You can bet that if Byron wins the election there will be a crackdown in Clarkdale on this kind of shameless behavior!

It is nice to see, however, that there have been some improvements. Did everyone notice that the Hatfield family now has an automobile so the trip to the Police Station in Colls Corner to vote will not be too great a hardship? As explained earlier, they happen to live in Election Zone 5, you know, which requires that the residents living in this zone pass through a little more security



Bubba Hatfield (left) is all excited about his checkers double-jump to the dismay of Willie Hatfield.

than the residents living in the other four zones.