

# 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: #60

Circulation: 16

dateline: The Great Northern Rail Road, September 8, 2016.

**T**he Central Suffolk Operations Group (CSOG) met at the Great Northern Rail Road (GNRR), Thursday, September 8, 2016. Ron, John, Jeff and Byron were the operators in attendance for tonight's session. Ron operated as Dispatcher and John was the Saint Cloud Yard Master. Jeff and Byron did all the hard work operating the train assignments. Byron brought the loaded coal train down from Helix Mountain to Hinkley. Jeff brought the GN400 Hustle Muscle hauling empty open hoppers from Minneapolis to the Saint Cloud yard where the Yard Master added two additional empty open hoppers. The Hustle Muscle then headed eastbound for the hopper car exchange at Hinkley. After some clever switching at Hinkley, all in the spirit of cooperation, the empty hoppers were returned to the mine for another load and the Hustle Muscle brought the loaded cars back to the fair city of Minneapolis, after dropping off two as it passed through Saint Cloud. (We bring you this detailed description of this assignment so that it may be studied by the Retired Operations Group (ROG) in hope that they might learn a thing or two about true railroad cooperation and improve their efficiency conducting this interaction in the future.) After that, Byron ran the local freight in the west bound direction from Deluth to Minneapolis while Jeff operated a number of the other trains. John was way ahead of the job in the yard tonight, and looking for more work, we might add. When the local freight arrived at the yard it was found John had already constructed the consist for the local freight's east bound run home to Duluth. The exchange was made in record time, according to complements from the Dispatcher, and the local freight was on its way. In the meanwhile, Jeff had completed his work and jumped in to help conduct the local freight's return run. He came up with a number of neat time saving ideas on how to perform some of the local switching, and you know what they say on the railroad, "TIME IS MONEY." This brings us to a point where we can talk about time, operating time! Apparently the Tuesday morning crew finished up with twenty minutes to spare and thought that brought them up a few more letters of the alphabet. Well, tonight's crew finished ALL assignments by 9:30 PM, which even by Minnesota time is ten minutes faster than those other guys.

In one of his weaker moments, while the crew was fastidiously re-setting turn-outs to the main line after passing over them, the Dispatcher let it slip out that the Great Northern's motto is, "Let the next guy do it!"

Ron's expansion is well under way. The new room is all sealed up, painted, lighted and insulated. The rail access portal is cut through. Most of the first level table is in along with some of the

track. The plan is to have three levels and a helix (which is already started), similar to the layout in the original room. It looks like it will easily double the size of the layout.

Although most of the details are TOP SECRET, our fine journalistic photographer was able to get two snap shots of the new layout progress before he was unceremoniously escorted out of the room by rail road security.



Portal from the main room and the start of the helix



Inspectors inspecting the radius-of-curvature

We think that all of tonight's operators were impressed. Ron can't wait for next year's Island Ops so he can impress his "real" buddies.

Well, this expansion does appear to have some drawbacks. Word must have gotten out that a second helix will be built and the Mountain Trolls have gotten wind of it and are planning on moving in. In fact, one Mountain Troll was sighted in Helix Mountain tonight. We contacted our Swedish Professor friend in Stockholm who specializes in Troll history and he confirmed that it is in fact a Mountain Troll. It appears that Mountain Trolls tend to be taller than other trolls, like



First sighting of a Mountain Troll on the GNRR

Cave or Rock Trolls. They prefer tall hollow dank places like the inside of mountains where they can stand erect and eat the tree roots that penetrate down into the mountain side.

The Great Northern Thursday night group usually receives an obscene phone call during



Yeah, these guys!

their session from the crew operating over on the New York Connecting Railroad. But that group was working on Carl's layout tonight and probably too busy to bother the GNRR.

Letters to the Editor:

A new feature is being added to the CSD. If you need to voice "your" problem, please contact the Editor and your response will be addressed in the CSD. We will start by responding to our inaugural input.

"Dear CSD readers (yes, all three of you.) (you know who you are),

In the latest issue of the local rag CSD, happenings at Dunton Yd on the ICRR were criticized by one of the reporters. While this reporter may be adept at relating social issues, he (she?) is apparently not aware that the very nature of railroading, wherein wheeled vehicles are confined to movement on rails, has times when there are more vehicles awaiting movement than there are rails available to move them on. This reporter is probably also unaware that in railroading, various people, such as a Yard Master, are the authority in their area and that when one enters that area, one is subject to the directions of that person in charge. That includes whiny road engineers, who because of their ignorance of rail yard situations, find a need to complain when instructed to finish what they started.

In an effort to educate CSD reporters on a few of the finer points of railroading, perhaps I should also mention that real railroad men don't go crying to newspapers when a yard master doesn't give them a pat on the ass and a cookie after a run.

Dunton Yard Master, ICRR  
C.P.Rotolo"

It appears to us here at the CSD and hopefully to all our loyal readers, that in Mr. Rotolo's Letter to the Editor we are seeing an unwarranted attack on the reporters of the CSD, and the CSD itself. If one looks at the top caption it is clear that the CSD now reaches out to 16 individuals and quite probably more than three of them actually read the newspaper. He is correct in pointing out that our reporters might be a little unfamiliar with railroading in general and freight yard operations specifically, since we have only been at this business for a little over a year. However, we don't make the news, we just report what our reporters see. If someone doesn't want to help out a fellow engineer and park his caboose, that's what we witness, the act itself, not whether it is correct or not. There was no whiny engineer crying to the newspaper because he didn't get a pat on the ass and a cookie. We happen to be very familiar with the engineer involved in this incident and know he has a carbohydrate problem and can't eat cookies. About the pat on the ass, well, that something of a different nature!