

# The Central Suffolk Dispatch

A News Service for the Central Suffolk Operations Group

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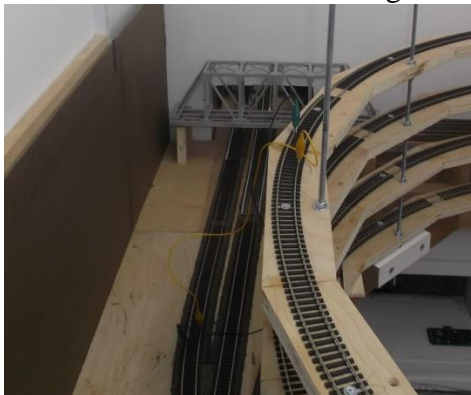
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**T**he Central Suffolk Operations Group (CSOG) met at the Great Northern Rail Road (GNRR), Thursday, October 6, 2016. Ron, John, Jeff and Byron were the operators in attendance for tonight's session. Ron ran the session as Dispatcher and John was the Saint Cloud Yard Master. Jeff and Byron operated the trains. The first assignment was the coal trains' interchange at Hinkley. 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 Hinkley. After some clever switching at Hinkley, 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. After that, Jeff ran the local freight in the west bound direction from Duluth to Saint Cloud, and the eastbound return run to Duluth. In the meanwhile, Byron operated a number of the other trains for the first time. There was enough train-time remaining that Byron was able to return these trains to their starting point after John set them up in the yard. There were a number of hesitation problems tonight which appear to be primarily caused by dirty tracks. The Maintenance-of-Way Superintendent was asked when was the last time the tracks in Helix Mountain were cleaned, and he replied; "Never!" One astonished spectator in the crowd exclaimed; "Never, ever, ever?"

The Great Northern expansion to Superior, MN is well under way and it looks fantastic. The first level table-top is finished and so is about 90% of the track work, including many hand-laid turnouts. A double track portal that connects the original layout to the expansion is in place and trains could have been operated between the two rooms tonight.



Double tracks leading through the portal to the original layout.

The following photographs show the tracks from the portal leading to the first industrial area. The lead into the helix is visible up near the portal. The new areas in the expansion appear to have names selected already but we won't get into that now. Just let it suffice to say, that from our understanding, the extension will be running North/South connecting Minneapolis and Superior. Does this mean that we will now have to memorize that both East and North bound trains are even numbered? Oh, my, Toto!



First industrial area looking right toward the portal... ...and as it continues away to the left.

The following photograph shows the rails as they curve around at the rear of the room.



The track connecting the right side of the room (from the portal) to the left side

The following photographs show the industrial area on the left side of the room. In the photo on the left, the track with the white tack box sitting on it is the unfinished lead to a bridge (where the tape measure is sitting in the right photograph) and then through a lift bridge and around behind the helix into staging. The two golden boxcars are headed for a railroad barge. Yes, Sir, we ~~said~~ wrote barge! The photograph on the right shows the SS Edmund Fitzgerald (well, actually, it is that block of wood with the parallel 36 inch tracks tacked down with red push pins).



Left side of the expansion showing leads to staging and the barge.

Ron gave us a tutorial on building helixes. Unbelievable, the amount of exact work Mr. Helix puts into these things.



The helix as it stands tonight, and will be continued to three levels!

Did we happen to mention that the first level is powered-up? Jeff jumped right in and was at home running a freight train all around the extension.



Engineer Jeff operating a freight train around the extension.

In Issue #63, the CSD reported on the staging yard extension at the Stone Canyon Rail Road. It was also reported that the last thing we heard from Howard as he scrambled out the door was that he couldn't wait to get back to the Island Central to start on his own new expansion. It was learned tonight that Howard did indeed start an expansion to include a rock quarry. The question John F. had was where the heck that effort was going to be located? A rousing discussion led to a suggestion by John that maybe a contest could be conducted to see who could come up with the best guess as to where the rock quarry will be. The CSD is willing to accept the challenge of contest moderator and collect all email entries. Winner will be announced at the next Island Central session (when we find out where it actually is). Of course, Howard and all members of his immediate family are not eligible.

#### **Letters to the Editor -**

To the Editor  
The Central Suffolk Dispatch

A copy of your scurrilous rag was brought uninvited into our fair community. As a result, children and our women folk have taken to their homes, and a bounty of five Lionel operating milk cars has been offered for the knee-capping of your nefarious editor.

The dastardly implication that as long-time mayor of Lionelville I was present at your recent operating session under false pretenses is lower than the lowest culvert on the Lionel Showroom Layout of 1948, which is quite low, indeed. In fact my only reason for attending was to receive a maintenance dose of

your HO operating serum to treat the O gauge tremors with which I have been afflicted since childhood in Brooklyn. I regret to say that the serum was ineffective, and my addiction to three-rail track remains as virulent as ever.

On behalf of my 1:48<sup>th</sup> citizenry, I demand an apology from your editor. If that is not forthcoming within 24 scale hours, we shall refer the matter for redress to our municipal counsel, Roy M. Cohn.

I remain yours in Lionel,

Hon. Ron Hollander  
Mayor  
Lionelville, NY

In response, the CSD has this to say:

Dear Honorable Mayor Ron Hollander of Lionelville, NY,

We here at the CSD are very sorry that you took exception to various parts of Issue #63. Please accept our sincere apology if we offended you. There is no need to resort to physical violence. However, offering five Lionel operating milk cars to "knee-cap" my scrawny HO gauge leg sounds a bit too much. One broken lumber loader or that crossing guard with the lantern might have been enough.

If you recall, we did provide free advertising of your book and exposure of our readers to the world of large scale model railroading (Did we mention our circulation of 17 readers!). It was unfortunate that you thought you had to address our news endeavor as "your scurrilous rag!" We have been told, at least a few times, that our "rag" delighted many with our news reporting. Unfortunately, there are some, apparently, that think the same way you do, but did you have to rub our nose in it? It did seem a little odd to see you hanging around with Mike asking about the Jerome Central Rail Road and discussing the Mayoralty race in Clarkdale with Byron. You could admit that might have been a little misleading to us.

And in closing, the entire staff at the CSD join with me in offering our condolences regarding your affliction. In discussing this matter with Nurse Sally Wenchel in the Stone City Memorial Hospital, she suggested that the reason the maintenance dose of HO operations serum was not effective can be summarized in your choice of using a "maintenance dose" to treat your "O gauge tremors." She suggested that you should have gotten a prescription for a double-dose of HO operations serum to ramp it up to the proper scale.

Signed: The Editor, Central Suffolk Dispatch