

# The Central Suffolk Dispatch

A News Service for the Central Suffolk Operations Group

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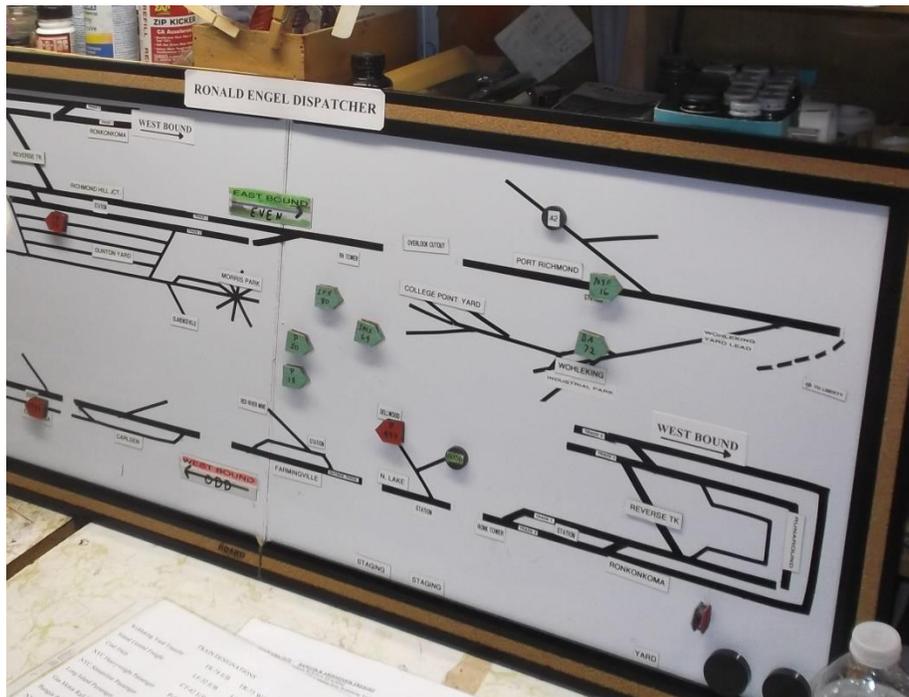
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The Central Suffolk Operations Group (CSOG) met at the Island Central Rail Road (ICRR) on Thursday, October 13, 2016. Attending this evening was Howard, Carl, Jeff, John F., John J., Mike, Ward, Dave and Byron. Of significant importance, which will be expanded upon later, was the fact that Ron, the usual Island Central Rail Road Dispatcher, was missing for tonight's session.

Howard ran the show as Owner, Superintendent, and Dispatcher. He really had his hands full. Besides the unusually high level of merriment he had to contend with, there were a number of problems which required his attention away from the dispatcher's train board. Carl, working as



The deserted "Ron Engel Dispatcher" train board. Looks like four trains already left the tracks.

the Dunton Yard Master, had numerous controller problems, and we witnessed a few trains operating on their own. Howard had to make a few trips under the layout to straighten out problems. Some locomotives just refused to go. With his attention being diverted to other areas, this left the layout unguarded for the rest of the crew to go bonkers! It was as if someone had let

the poltergeist out. In that regard, Howard was asked if the layout had a church. He responded that the layout not only had a church, but that there was a grave yard behind it. Someone suggested that we should all go investigate what is written on the headstone to see just who the heck is buried up there in Port Richmond. Maybe Casey Jones was out and about getting his halloween fun in early at the expense of the ICRR! It really was a strange session! There were volumes of calls for a Central Suffolk Dispatch (CSD) reporter to cover events as they occurred.

One specific event pictured below kind of epitomizes the craziness of tonight's session. The

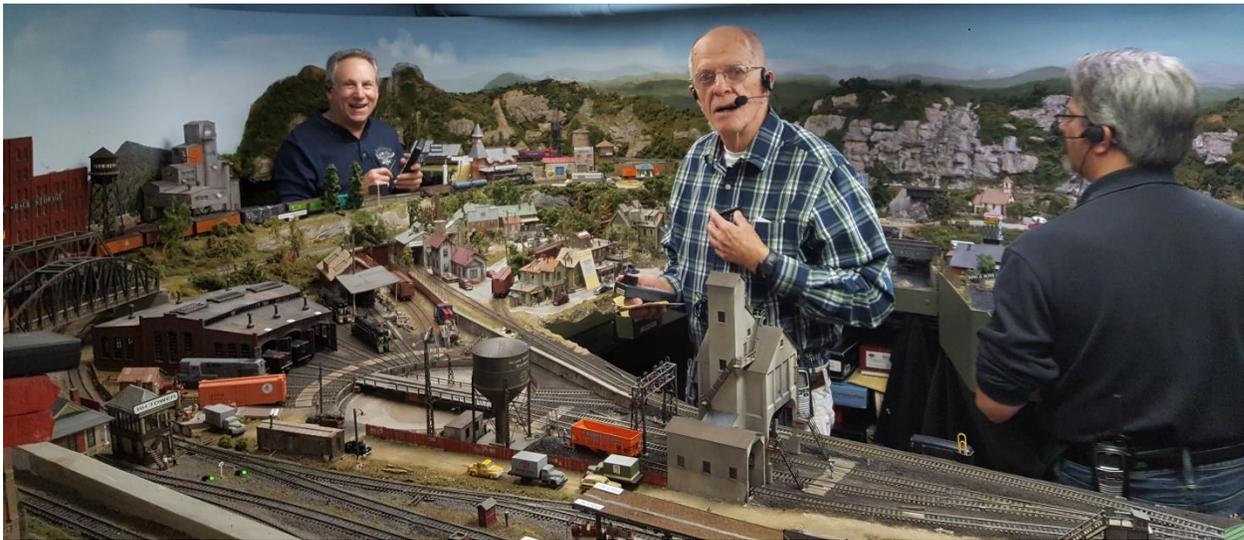


Four trains on two tracks!

photograph shows four trains on two tracks at East Utica. Our reporter was a little late to the scene so we don't know exactly how this situation occurred. We say four trains because the coal train is, in fact, separated into two parts. If you look closely you may be able to discern the east bound coal train locomotive with some coal cars nose-to-nose with the locomotive of the west bound local freight on the inside track at Carlsen, with the remainder of the coal train blocking the inside track at East Utica. From eye witness accounts of this episode, we were able to piece the following fabrication together. The coal train, apparently, had to do work on the spur leading to "Byron's Auto Body." Byron's Auto Body shop is the structure with the light colored roof at the bottom of the photograph. (Yes, he is still open for business in this turbulent economy. So bring your vehicle on down for repair. Special discounts are available for railroad employees and their families.) Ward, pictured above, was operating the coal train and crossed over to the outside main track to back down the siding to do his work. This left both main line tracks blocked. Then the local freight, with engineer J.J. at the controls and conductor Mike choreographing his every move, came thundering around the bend from Farmingville to Carlsen. At the same instant, John F.'s freight was already west bound on the outside track (the train with the nice new shiny white chemical tank car behind the two Maine potato cars). No one could figure out exactly how it happened that two freights were running parallel through town. Both of the freights were put on hold while they tried to figure out what to do with the coal train. Two solutions were offered. Someone suggested that the entire coal train back onto the East Utica inside track siding. A

second opinion was to have Mike's and J.J.'s freight back up to give the lead cars of the coal train sufficient room to clear the crossover switch so that John F.'s freight could escape. The first option was selected, but the coal train didn't fit on the siding (Lesson learned). So then option two was tried. The photograph above represents the situation just described as John F.'s train scurries past the remnants of the coal train. Watching this entire episode we have engineer J.J. just beyond Ward, Jeff (way in the back) trying to get a view around Carlsen, Next is Dave on the right, who just popped into view and doesn't believe what he is seeing. Finally, Carl is trying to get a good look from the confines of Dunton Yard. How they resolved the situation of the two remaining freight trains nose-to-nose on the same track is beyond the scope of this report! Well, we guess the ICRR could have used Ron tonight.

Jeff, the Far Tower Operator, appeared to be the only stable individual in the group tonight, conducting business as usual in Farmingville. However, one incident did occur when Ward accused Byron of mucking up the entire rail road caused by his delay reversing the Wohleking Industrial Park transfer train at Farmingville.

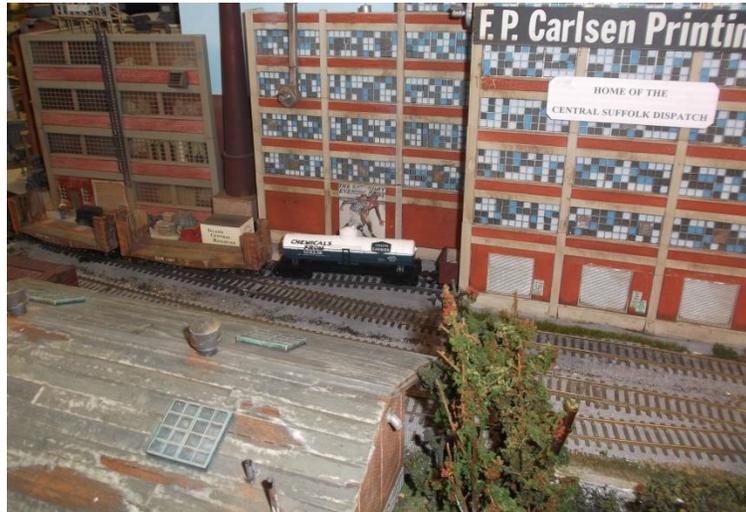


Who, me? I did that? Jeff looks like he is not taking any part of the responsibility for the delay (if there was one). Photo by Ward.

It appears we may have had a totally wrong impression about Carl's operation as Dunton Yard Master. That's what happens when one listens to what other people are saying about him without knowing the facts. The completion of Byron's transfer train run ends in Dunton Yard. Carl was very congenial and suggested that engineer Byron place his caboose on the caboose track and then park his locomotive in the service area. Byron appeared to be very happy to oblige and with Carl's turnout help was able to complete these tasks. In fact, Carl, in a gracious act of kindness, allowed Byron to operate the turntable for his very first time (any turntable, that is). No whiney Byron tonight.

Don't forget the Rock Quarry location contest. If interested, send in your guess as to where you think it will be located on the ICRR. The CSD has graciously offered to collect all entries. Send your completed entry form along with a Cheerios box top and proof of purchase to [byronf@optonline.net](mailto:byronf@optonline.net). Requirements for the Cheerios box top will be waived for all CSD subscribers.

Okay, now let us talk about that long awaited delivery of ink to the CSD. The attached photograph shows the new dedicated-use ink delivery chemical tank car being shunted into the receiving dock of the F.P. Carlsen Printing Company Building. Just look at the beauty of that car with the correct dome height. None of those Athearn mistakes on this baby. It must have cost a fortune. It makes one's eyes water!



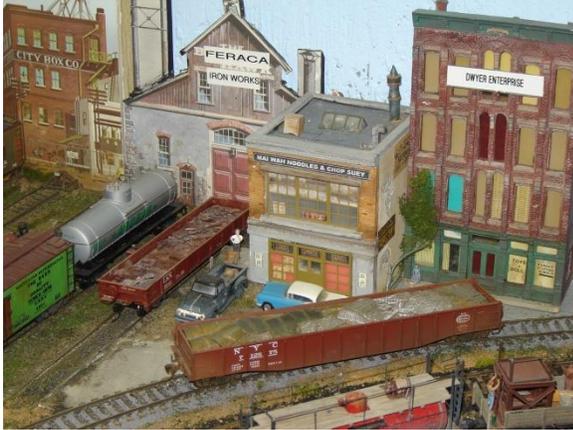
Ink delivery to the Dispatch.

How many people knew this? We were doing a little investigative reporting on the source of the "blinky light" problem and we discovered that there is an entire station stop under the bowels of Liberty/East Utica, complete with subway type access stairs descending from the streets above. Wow!



Subterranean train station

We say this all the time. One must keep their eyes open when operating on the ICRR. There are changes going on all the time. Like the new building that was recently constructed in the Wohleking Industrial Park.



Can you spot the new building?

For a while now, Ward has been talking about an area in Liberty/East Utica that he thought was a little "shady looking." Tonight we had the opportunity to investigate just where this area is located. With Ward's help, we were able to find it. As viewed in the evening light, it does look like this could be a scary alleyway after night fall.



Bleeker Street (behind the elevated railway) in the evening.

However, Bleeker Street in the light of day doesn't look so scary! Does it?



Ward, are you sure you took us to the correct area?

We received a tutorial on what the lights on the yard master's switch board indicated. The flickering lights are quite simple to understand once you get someone to explain it to you. Oh, yes. The Superintendent sternly requested that we stop calling them the "blinkie lights" and instead refer to them as the flickering lights. Much more prototypical, according to him. We wondered why one of the lights is red and thought maybe it had some major significance. Turns out it is red because Howard ran out of green bulbs! Did we mention that during the discussion we got too close and poked the red bulb out of the board. We think it was around this time that Howard threw in the sponge and called it a night. As far as the CSD is concerned, we guess this scraps the entire idea of the "Ballad of the Blinkie Lights" song, after we already engaged a professional actor to work on it for us. Truly! Although the actor's biggest part so far was when he was cast as "Peter Wabbit."

It is confirmed. The Owner and Superintendent of the Jerome Central Rail Road has given the "steady" green light to conduct Clarkdale elections on October 20th.