

THE MARKER LIGHT

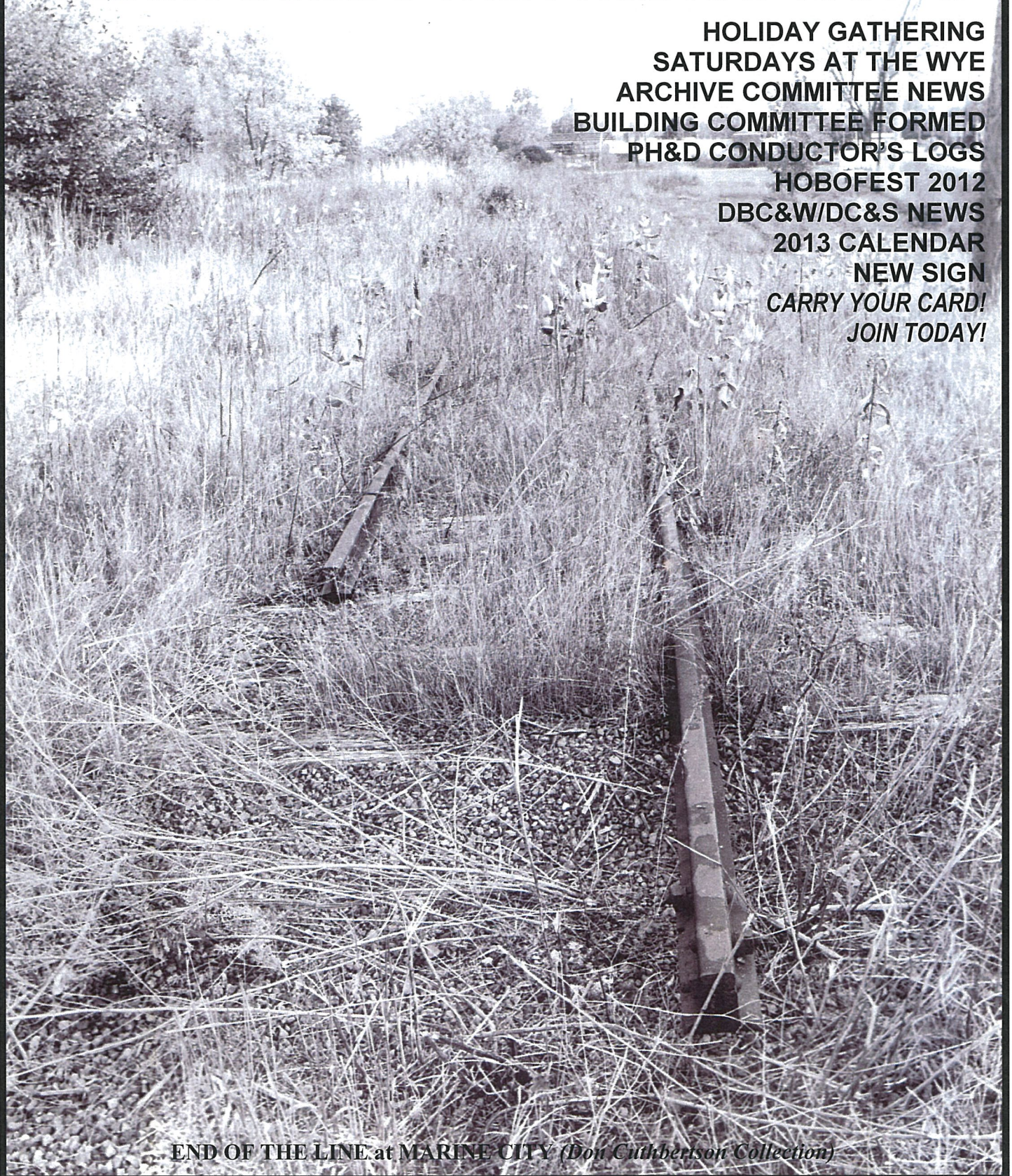
NUMBER 12

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2012

DBC&W BUILDS THE PH&DRR: PART II

HOLIDAY GATHERING
SATURDAYS AT THE WYE
ARCHIVE COMMITTEE NEWS
BUILDING COMMITTEE FORMED
PH&D CONDUCTOR'S LOGS
HOBOfEST 2012
DBC&W/DC&S NEWS
2013 CALENDAR
NEW SIGN
CARRY YOUR CARD!
JOIN TODAY!



END OF THE LINE at MARINE CITY (Don Cuthbertson Collection)

Cover: *It's the End of the Line* just south of Marine City where the Algonac Transit Company's tracks used to connect.

PG. 2: **From Where I Sit**; Holiday Party

PG. 3: **Saturdays at the Wye**; Archive Committee News, Building Committee Formed

PG. 4: **From the Archives: DBC&W Builds the PH&D: Part Two**

PG. 5: (Cont.)

PG. 6: **Acquisitions: PH&D Conductor's Log Books**

PG. 7: **Hobofest 2012**; DBC&W News

PG. 8: **2013 1st Quarter Calendar**; **New Sign**; **Carry Your Card**; **Join**; **Purpose**; **Board of Directors**



Dear Friends of the PH&D:

Our final installment on building the PH&DRR ends with this issue and I hope you find the story fascinating and compelling. The Handy brothers were fearless and bold, which are the hallmarks of successful entrepreneurs. With that genius farm boy, Chief Engineer William N. Boyd, all the stars were aligned. It was full steam ahead!

Progress continues out at the 32nd Street yard office. By the time you read this, we'll have a direct power lead connecting the building, thanks to our partners at DTE Energy. This will eliminate that long extension cord from our meter on the pole! With inside plugs, we'll be able to provide juice to our power tools and overhead lighting in some of the downstairs rooms.

FROM WHERE I SIT

The Agent's vault is now cleared and will be ready soon for "repopulation". Our new Building Committee has already begun to list and prioritize the tasks of limited restoration. Most windows have been replaced and we are pretty well weather-proofed.

Members continue to visit us and have renewed their memberships, which tells us that they share our mission to restore the office and eventually acquire the roundhouse. More activity on site has discouraged vandalism to both structures, although two banks of windows of the roundhouse have been pushed in. We recently met with CSX officials at their Yankee Road yard and assured them that together we will continue our vigilance.

Hobofest 2012 was a tremendous success. More than 500 people showed up during the afternoon and thanks to LarryYaek, Jean Hall, and Joanne Burgette, the event was enjoyed by all. Tom Kirkpatrick supplied the sounds which really contributed to the spirit of the event.

Our new shirts with the very cool design are selling like hotcakes! Royal blue with our logo and the faint outline of one of the classic Alco's are real attention-grabbers. Get yours for Xmas at the Holiday Party on December 9.

Finally, thanks to all who share our dreams. Step by step, we'll get there.

Sandy Duffy

ANNUAL HOLIDAY PARTY 2012

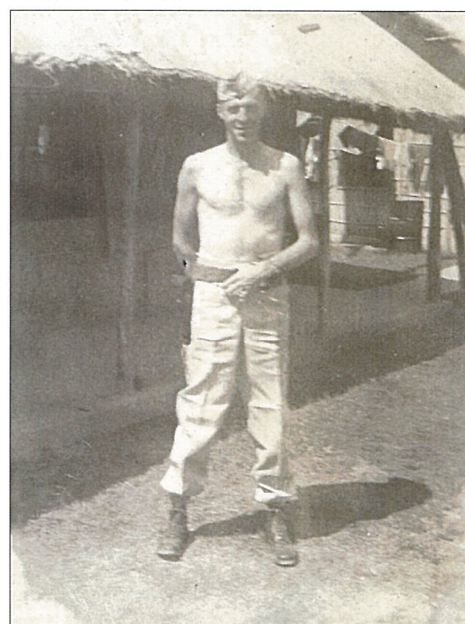
Sunday, December 9 ~ Noon to 3:00

QUAY STREET BREWING COMPANY ~ PORT HURON

**Special Presentation:
"The Trainmaster of Dimapur"
Railroad Operating Battalions of India
In WW II**

Vintage Railroad Artifacts Auction! Swap Shop!

**Meet Old Friends! Make New Ones!
Chat with Former Employees!
Renew Your Membership**



*2nd Lt. G.Y. Duffy,
745th Railway Operating Battalion*

SATURDAYS AT THE WYE

In spite of the weather becoming colder, it seems we always have folks showing up each Saturday. Many come to watch the weekend yard activity, while others come into the building to help whomever is there. Formally, our Saturdays-At-The-Wye have ended until next April. But that hasn't stopped railfans and the curious from spending time enjoying the sights and sounds.

Nor did the cool weather deter Dave Schultz, William Rauli, and Bruce Sawdon from leveling out a section of sidewalk that almost caused board member Earl Shoulders to take a nose dive the night before. The boys were at it the very next day and quickly made things right.

Railfans and their families are still welcome each Saturday to come out to the wye. It's a safe bet to expect at least someone from the Society to be on hand, usually inside sweeping up this and that. Besides, it's a great time to see how we're progressing. Just bring a cup of hot coffee or cocoa and watch the action!



On the level with Bill Rauli & Dave Schultz (r)

ARCHIVE COMMITTEE NEWS

The agent's vault has finally been cleared of documents and shelves. What remains is to remove a mystery pipe, which crosses the ceiling, bleaching all walls, ceiling, and floor, and finishing with a water-proof sealant. This has to be applied with a warm interior, accomplished with space heaters.

All documents have been placed upon shelving units and tables with dates. cursory cleaning has been done but each bundle should be more carefully cleaned and then entered into inventory. The PH&DRRHS is fortunate to be at a beginning stage of inventory documentation, which allows the creation of an inventory control system. Such programs are not inexpensive, running into more than one thousand dollars. At this stage, we rely upon pencil to paper, hoping to see a system in place for next year.

Archive and document preservation will require environmental controls. Proper temperature and humidity are a crucial consideration, due to the often fragile condition of many documents. Some have been water-damaged, others contain dried mold. All must be cleaned and preserved.

There's much to be considered when it comes to our archives, and we have only just begun!



Moldy-oldies.

BUILDING COMMITTEE FORMED

At the November Board of Directors meeting, a new committee was formed called the Building Committee. It is charged with identifying and prioritizing projects that have to do with restoration. The Committee will bring recommendations to the board concerning specific tasks within a project. For example, we are currently working on finishing the clearing of the agent's vault. The documents have been removed and stored, and all shelving units have been taken out, cleaned, and are ready to be repainted. The Building Committee has given their approval for the next step which is to clean and bleach the vault room, remove an overhanging pipe, and apply a sealant to the walls, ceiling and floor. We'll finish with rewiring to code and reinstalling the shelving units.

All restoration efforts are governed by architectural and historical design, as well as how we intend to use each room in the building. Obviously our pace and what we choose are determined by our cash resources. And occasionally, licensed experts must be consulted, and expense projections must be considered which is all under this new committee.

Bruce Sawdon, T.J. Gaffney, and Dave Schultz, have agreed to serve for 2013.



Brandon Allison painting the steps.

FROM THE ARCHIVES: DBC&W Builds the PH&DRR - Part Two

When the back vault was opened two years ago by former agent 92 year-old Grace Paterson, one document was unearthed that is perhaps the most valuable in our collection: the journal of the Bay County Construction Company dated December 31, 1918. Included in this journal is the cost of constructing the PH&DRR.

In the last issue, we learned about the proposal from the Handy Brothers-owned Bay County Construction Company to build the railroad for a distance of 16.5 miles, from Morton Salt south to Marine City. Based upon Chief Engineer William Boyd calculations, the Handys backed up the construction with bonds and stock totaling \$450,000. The proposal, dated October 1, 1917, promised the rail line would be finished in one year.

Boyd's legacy remains visible to this day in both the office building and the roundhouse. The reason the roundhouse still stands is in part due to his construction methods, using more than substantial materials. Examples can be seen in the iron turnbuckles, I-beams and railroad rails that have kept the roundhouse "true" for 86 years. He was a notorious penny-pincher and believed in re-using materials on hand. He applied this same philosophy when constructing the PH&DRR, as well as the DBC&W.

Since we have both his estimate and his final cost, let's see how close he came.



William Boyd, ca. 1967

-5-

Right of way 66 feet wide	
8 acres per mile @ \$350.00 per acre-----	\$2800.00 per mile
Engineering-----	500.00
Clearing-----	100.00
Grubbing-----	100.00
Grading - Average 4500 yards per mile @ 30 cents -----	1350.00
Ties - 3000 per mile @ .70 each-----	2100.00
Bridges and Culverts-----	700.00
Rail - 67½ lbs. per yard 106 gross ton per mile @ \$65.00-----	6290.00
Rail Fastenings, angle bars, bolts and spikes-----	1200.00
Track Laying-----	700.00
Ballasting-----1600 yards per mile @ .80-----	1280.00
Switches, Turnouts and Sidings-----	400.00
Diamond Crossing and Interlocker Plants-----	400.00
Fences-----	428.00
Highway and Farm Crossings-----	150.00
Stations and Buildings-----	400.00
Wyes, Turntables-----	300.00
Water Supply Stations-----	200.00
Telephone Line-----	200.00
Stock Pans-----	50.00
Branch Lines and Yard Tracks-----	1100.00
	\$21138.00
Add 10% for Superintendence and tools -----	2113.80
	\$23252.80

October 1, 1917 Per Mile Proposal

When we look at a line by line comparison, Boyd stuck pretty close to his original format. In his *Historical Record of Construction of the Port Huron & Detroit Railroad*, he notes that the branch line to St. Clair wasn't started until November of 1918 and finished the following June. Therefore, we won't include that but instead use a multiplier of 16.5 main line miles in our computations.

In most areas, Boyd ended up with substantial cost savings. "Engineering" begins with a projection of \$8250 and ends with an actual cost of \$4,933. "Land for Transportation" starts with \$46,200 and ends with \$22,864. "Rail Fastenings" was projected at \$21,000.00 but ended up with half that, \$11,836.00. Other estimates were pretty close: "Ties", projected at \$36,750, came in at \$34,284. Similarly "Telephone Lines" was \$3,500 and ended up \$2,326.

There are some areas he underestimated: "Rails" original projection of 16.5 miles of 67.5# rail was \$113,685. His final actual cost was \$134,463.00. Another example was the cost of labor. While he projected \$12,250.00, the final cost was \$20,179.00, using "...men from skid row in Detroit, boys, and cripples." (see *Historical Record of Construction* by William Boyd).

Ballast was another miscalculation. He originally posted \$19,800.00 and ended up with \$40,935.00, double the amount. Boyd grouched that "Ballast for track was somewhat of a problem. About one car of cinders per day was available from the Morton Salt plant. Handy Brothers Mining Company owned and operated a gravel pit west of Sandusky on the D.B.C.&W. RR (a 60 mile

Exhibit IV

Bay County Construction Company
Cost of Constructing P.H. & D. R.R.
to
December 31, 1918

1 Engineering	\$ 4,933.84
2 Land for Transportation Purposes	22,864.61
3 Grading	26,509.95
6 Bridges, Trestles, and Culverts	4,509.93
8 Ties	34,284.75
9 Rails	134,463.26
10 Other Track Material	11,836.86
11 Ballast	40,935.75
12 Track Laying and Surfacing	20,179.31
13 Right of Way Fences	5,112.43
15 Crossings and Signs	2,297.55
Buildings	315.74
18 Water Stations	2,637.23
26 Telegraph and Telephone Lines	2,326.11
38 Roadway Small Tools	269.79
41 Organization Expense	66.45
72 General Officers & Clerks	887.61
74 Stationery and Printing	12.00
Total Cost (Exhibit III)	\$312,074.15

Exhibit IV, Bay County Journal Entry December 31, 1918

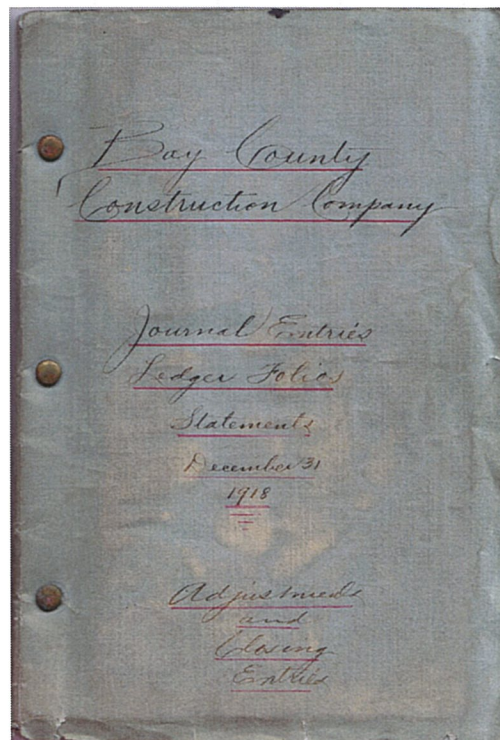
haul). Good gravel was in demand and selling at a fair price. We did not get much of that, for the most part, the ballast was refuse from the pit."

Although most figures from his projected tally can be computed and compared, some estimates are incomplete. For example, for "Stations", Boyd projected \$400 but ends up with \$315.74. From our records, we know the stations at St. Clair and Marine City weren't built until 1919. The wye at Marine City was projected to cost \$300 and ends up not being counted in the final costs of construction.

Even with these discrepancies, Boyd has to be commended for the final outcome: he comes in with a final cost to build the 16.5 mile line to Marine City of \$312,074.15. In 2012 dollars, that's \$4,728,396.21! He brought the project under budget and saved the Handy brothers the equivalent of over one million dollars.

Having no further construction needs, the brothers voted to end the existence of the Bay County Construction Company, which officially expired on November 10, 1921.

It seemed that all was well within their empire. Fate would change everything, but that's another story!



Cover, Bay County Construction Journal

What led to the building of the PH&DRR? The four Handy brothers of Bay City, as we remember, were riding the crest of a wildly successful and diverse empire. Their interests included coal and gravel mines, a large lumber yard on the bank of the Saginaw River, a box factory, a sugar beet processing plant, and railroads. In 1909, after purchasing a nearly bankrupt Pontiac, Oxford and Northern Railway, Thomas Handy negotiated a deal with the President of the Grand Trunk Railway to buy the line and sold it for a cool \$400,000.

In 1910, they formed The Bay County Construction Company to "...carry on a general engineering, contracting and equipment business, and to do and perform all things necessary for the building and construction of railroads." Flush with cash from the sale of the PO&N, they immediately began their first major project, building the Detroit, Bay City, and Western Railroad east from Bay City and eventually to Port Huron.

The Journal Entry book records the cost to build the DBC&W RR at \$1,021,543.87. (In 2012 dollars, that's \$1,547,793,742.42!) Think about that for a minute. It illustrates just how much capital was available through the Handy brothers' holdings and further underscores how successful they were as entrepreneurs.

One by one, their plans took shape. As they neared Port Huron, they acquired the Port Huron Southern, allowing entry into the city by October, 1916. A year later, on September 28, 1917, they incorporated The Port Huron & Detroit Railroad. On October 1, they presented the proposal to build the road south from Morton Salt to Marine City, which we examined in our last issue of *The Marker Light*. A year later, the line was complete, a testament to the organizational genius of Chief Engineer, William

Boyd.

How close did he come? "Exhibit IV" in the Bay County Construction Journal, records that the final cost of construction was \$312,074.15. Since the proposed amount was financed to the tune of \$450,000, Boyd came in under budget to the tune of \$131,006! What made the difference?

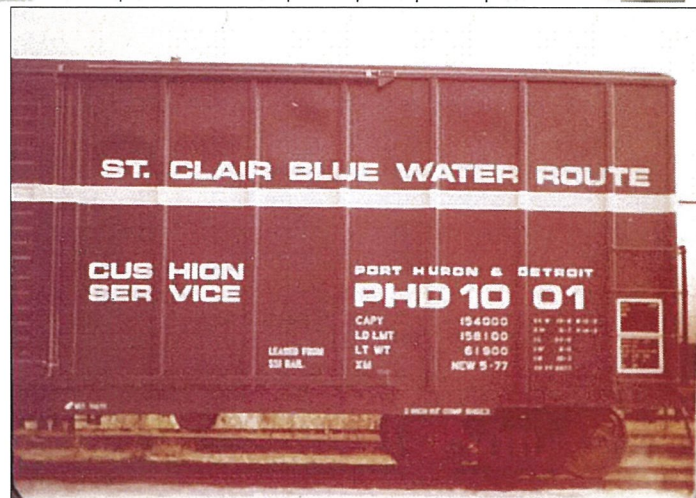
ACQUISITIONS: PH&DRR CONDUCTOR'S LOG BOOKS

Thanks to Allen Brown, President of Railmark Holdings, Inc., we recently acquired 4 sets of PH&DRR conductor's logs, more technically known as Form 112. These were daily records of each train movement, recording pickups and deliveries to and from the Grand Trunk and Chesapeake and Ohio, and the subsequent activity to the customers downriver.

Of the four, the booklet covering from 3/20/77 to 6/7/77 provided some revealing data which confirms delivery of leased equipment to the PH&D. For May 15th, several entries record PH&D 1000 series boxcars. Since this was on a Sunday night, our conductor records six PH&D 1000 series cars delivered to the Diamond Crystal Salt Company for loading: PH&D 1028, 1029, 1030, 1031, 1032 and 1033.

In essence, we have from this log book definitive proof of the first appearance of these PH&D 1000 series cars online and their subsequent assignment. For modelers, this is great news.

Form 112 Rev. PORT HURON & DETROIT R. R. CO. 5-15-77 19					Form 112 Rev. PORT HURON & DETROIT R. R. CO. 5-15-77 19				
INITIAL	NUMBER	Loaded Mark	Where Taken	Where Left	INITIAL	NUMBER	Loaded Mark	Where Taken	Where Left
CTO	482043	07	2	mate	GTW	113731			BPSalt
GTW	309434	-	-	-	PH&D	1033			-
-	309421	-	GT	-	NW	164920			-
PHD	1628	-	-	-	PH&D	1032			-
GTW	113795	-	-	OH	PH&D	26465			-
USLX	783	Poland	2	-	DRGW	61422			-
CTO	26058	7Bd.	CTO	-	TP	25273			-
GTW	595543	mt	PH&D	16 Chrysler	PH&D	1031			-
PLW	10109	-	-	12	GTW	599861			-
SSW	21819	-	-	20	PH&D	1030			-
NW	391384	apt	GT	-	-	1029			-
LN	109598	-	-	-	GTW	309402			-
BT	486443	-	-	-	MP	252720			-
ITC	7262	-	-	-					
DCL	513947	-	-	-	CGTX	63997	Mar	11	6
DIT	16924	-	-	-	WTX	99261	-	-	-
NDEM	101547	-	-	-					PH&D
GTW	138193	mt	2	Mid. Ch.					
-	138175	-	GT	-					



Taken in May 1977, a string of 1000 series 50' just arrived at the 32nd Street offices. The car in front is PH&D 1000.

"Leased from SSI Rail" is stenciled on PH&D 1001, part of a delivery made in May of 1977. HO-scale models say "10/77".

HOBOfEST 2012



Larry Yaek, aka The Michigan Kid, Mayor Pro-Tem Sherry Archibald, Jean Hall, aka Activities Jean, and Joanne Burgette, aka Depot Diva, await the official proclamation presented to the Society from the City of Port Huron.



It was a splendidly warm day for hundreds of folks with their families who came to HOBOfEST 2012. Games, hobo stew, authentic hobo royalty from other states and great sounds from live acoustic bands made everyone smile!

The sounds of period music from Hobo Minstrel Tom Kirkpatrick and his band and the Brothers In Arms Band brought back the 1930's and 1940's to life as hundreds of visitors and their families came to Hobofest 2012. The Society sponsors the annual event which helps educate folks about the struggles of working families who used the rails to find work during the two world wars.

Turned out to be a great event for the Society which plans to schedule it again next September.



DBC&W - DC&S NEWS

Our PH&D/AT Road rally was held the last Saturday in October and was a success! Despite the cold wind and heavy cloud cover, we covered the entire road. Because of the aforementioned cold, we only stopped at "major" locations.

Our first was the site of the Chris Craft plant in Algonac. We then stopped at the site of the depot and wye in Marine city. The location of the wye is still quite visible.

The next stop was Recor road. This is where CSX began removal of the line to Marine City. At this location, and short segment of the main line (with its 67.5 lb rail) sits disconnected from the loop track at the DTE Belle River power plant. There is also a nice girder bridge over the Belle River as well.

Our next stop was "St Clair junction" where the Salt plant spur comes off the main line. We then went north to the yard and depot site in St Clair. From there we went to the former Dow Magnesium plant before making a lengthy stop at the depot in Marysville. The group photo was done with DTE 203 in the park in

Marysville and we trekked north for the final couple of miles to the PH&D office building.

This was our 6th road rally and each one is just as good as the one before it. We even have a core group that attends these events, but we always look forward to seeing new faces.

The next rally date has not been chosen, but when it's announced feel free to come along for the ride!

Now for some DBC&W trivia! It was this month (November) in 1909 that Thomas Handy sold the Pontiac Oxford & Northern RR to the Grand Trunk. The money got in the sale would be used to build the DBC&W RR.

Dave Cenci



Fall Road Rally Crew at Marysville Park

1ST QUARTER 2013 CALENDAR

Dec 9	Holiday Party	Quay St. Brew	Noon-3:00PM
Dec 13	Board Meeting	32nd St.	6:00PM
Jan 10	"	"	"
Feb 14	"	"	"
Mar 14	"	"	"

All members are welcome to attend monthly board meetings.

Saturdays at the Wye to resume in April. If you'd like to come up on a Saturday and spend some time watching and photographing trains at the Wye at the 32nd Street office, make sure you have a paid-up membership card which allows you unlimited access to the Society-owned half of the property.

PH	PORT HURON and DETROIT RAILROAD CO.
	- St. Clair Blue Water Route -
D	PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY
	MEMBERSHIP CARD
NAME: _____	
JOINED: _____ MO _____ YR	
PRESIDENT: _____	

Regulations covering access to U.S. rail yards are in effect, administered by the U.S. Department of Homeland Security and enforced by local enforcement agencies. Accordingly, those with PH&DRRHS membership cards must, if requested, present their cards to authorized personnel from either CN, CSX, or St. Clair County Sheriff's officers. When visiting, please stay on the west side of the yellow line (PH&DRRHS property).

The purpose of
The Port Huron & Detroit Railroad Historical Society is:

To collect, archive, preserve, and present, all for the education of the community, historical documents, photographs, drawings, artifacts and equipment relating to The Port Huron & Detroit Railroad Company and its predecessors, The Port Huron Southern Railway and The Detroit Bay City & Western Railroad, as well as the Grand Trunk Western/Canadian National, and the Pere Marquette/Chesapeake and Ohio.

To obtain, restore and maintain the roundhouse at 32nd Street for use as a museum, as well as other structures, artifacts, and rolling stock, as they may become available;

To accumulate, conserve, and index all data relating to the above-named railroads for the use of scholars, rail fans and scale modelers.

NEW SIGN

Visitors to our offices at the wye are seeing a new sign, thanks to our printing pal, Deanna ???. Bruce Sawdon, remembering the old blue sign thought we should have another and he and Deanna came up with this splendid one. A tip of the hat to ?? Printing for this mighty fine job!



JOIN NOW AND GET ONBOARD!

The *Port Huron & Detroit Railroad Historical Society* needs your talent! We invite you to join committees, contribute your time with hands on restoration projects, and be on board at this early, critical stage. Membership, publicity, web design, resource development, lawn mowing, and acquisitions, are just a few of the areas that you can help out with. For only \$30 a year, you'll receive 4 nifty newsletters, a chance to be a part of creating the area's first railroad transportation museum complex, and learn more about this historic Michigan short line! Mail to: PH&DRRHS, P.O. Box 217, Marysville, MI 48040

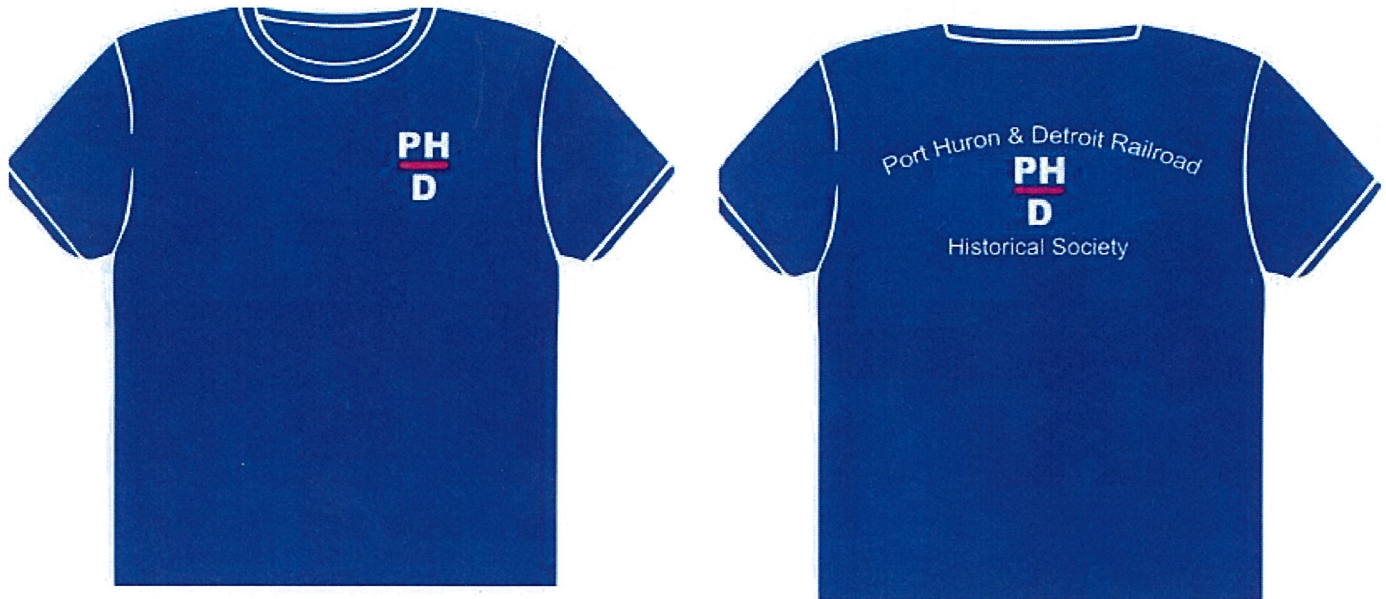
Finally, don't forget our Holiday gathering at the Quay Street Brew Pub, December 9 at noon!

**BOARD of DIRECTORS
2012**

- Thomas Boswell**
- George Y. Duffy, Jr.**
- T.J. Gaffney**
- Bruce Sawdon**
- Ken Schramm**
- Earl Shoulders**
- Ron Walters**

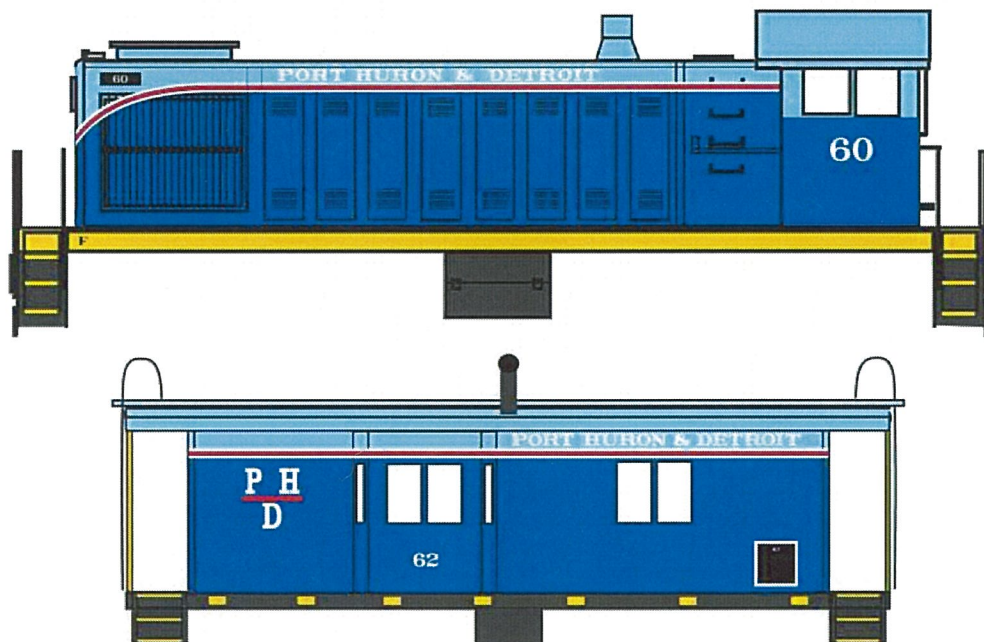
SPECIAL THANKS:
Deanna of Port

VISIT OUR WEBSITE FOR LATEST NEWS!
phdrailroad.com



OFFICIAL PH&DRRHS T-SHIRTS ~ **LIMITED NUMBER** at our **HOLIDAY GATHERING DECEMBER 9 !!!**

SIZES M-Lg-XXL \$15.00 (XXL \$22.00)



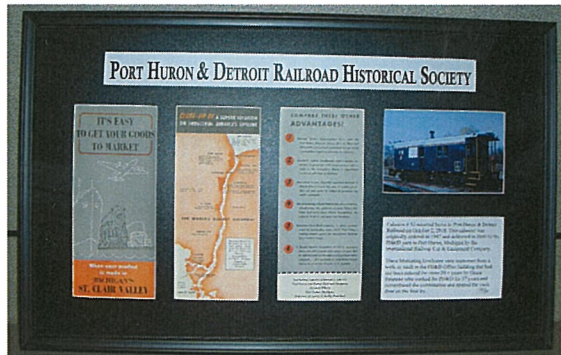
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NEW PH&DRR DECALS FOR HO / N SCALES

A set of decals for the PH&D's diesel locomotives and offset bay window cabooses has been printed and is being offered for sale. The set was announced on our Facebook page recently. Each set will do one locomotive and one caboose in either the first (diesel) paint scheme or the last (diesel) paint scheme. The transition scheme (solid blue) requires additional decals to those offered in the set, but can be completed as well.

HO scale sets are \$8.00 each and **N** scale sets are \$6.00 each. Prices do not include shipping costs. Sets in **O**, **S** and other scales have not been printed, but can be ordered for additional cost.

MORE COOL STUFF FROM THE PH&DRRHS



**LIMITED NUMBERED EDITION
ONCE THEIR GONE, THAT'S ALL FOLKS!**

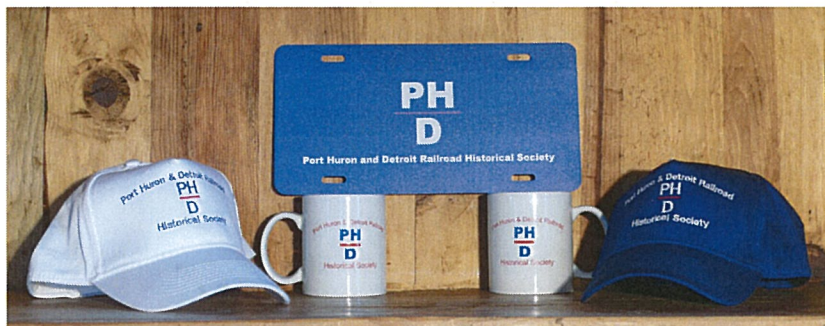
**50 PLAQUES AUTHORIZED ~ ONLY 28 AVAILABLE
VINTAGE PH&DRR BROCHURES CA. 1950
NEVER RELEASED FOR DISTRIBUTION
PLAQUE COMMEMORATES CABOOSE #62 (#52)
RETURNED IN 2010
A DISTINCTIVE PIECE OF PH&DRR HISTORY
\$200 plus S&H (call)**

**AUTHENTIC PULLMAN BLANKET
REPRODUCTION**

**DESIGN BASED ON PULLMAN BLANKETS
MADE BETWEEN 1907-1926**

**EXCLUSIVELY AUTHORIZED TO THE PH&DRRHS
DIRECT FROM FARIBAULT MILLS
100% VIRGIN WOOL ~ MADE IN THE USA**

**REGULARLY \$220
NOW \$110* TO PH&DRRHS MEMBERS ONLY
PERFECT FOR CHRISTMAS!
*PACKAGING & SHIPPING EXTRA (call)**



**AUTHENTIC PH&DRRHS ITEMS
CUSTOM EMBROIDERED CAPS: \$15.00**

CLASSICALLY IMPRINTED MUGS: \$7.00

LICENSE PLATE (SPECIAL ORDER): \$12.00

ITEM:	QTY	PRICE	
HAT	\$15 X _____ :	\$ _____	Blue or White (circle)
MUG	\$ 7 X _____ :	\$ _____	
DECALS			
HO	\$ 8 X _____ :	\$ _____	
N	\$ 6 X _____ :	\$ _____	
T-SHIRT	\$20 X _____ :	\$ _____	Size: S M LG (circle)
T-SHIRT	\$22 X _____ :	\$ _____	XL XXL (circle)
PLATE	\$12 X _____ :	\$ _____	
PLAQUE	\$200X _____ :	\$ _____	
PULLMAN	\$110X _____ :	\$ _____	

TOTAL \$ _____

NAME: _____ **ADDRESS:** _____

CITY: _____ **STATE:** _____ **ZIP:** _____

EMAIL: _____