

THE MARKER LIGHT

NUMBER 14

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

SUMMER 2013

PH&DRR DEPOTS PART ONE: MARYSVILLE



FUTURE PROJECT: *The Gas House*
NATIONAL TRAIN DAY/SPRING RALLY/BBQ
1920 MICHIGAN RAILWAY GUIDE

DBC&W NEWS
2013 CALENDAR
WE MISS YOU!
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE

SWITCHING THE DEPOT (*G.Y. Duffy Collection*)

Cover: *It's a rare shot taken during the diesel's "Red and Gray" livery, mid-1960 spotting the depot at Marysville.*

PG. 2: *From Where I Sit; Future Project: The Gas House*

PG. 3: *National Train Day/Road Rally & BBQ!*

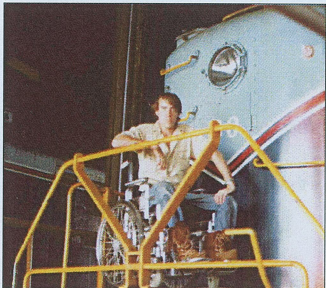
PG. 4: *PH&DRR Depots Part One: Marysville*

PG. 5: *(Cont.)*

PG. 6: *Collector's Corner: The 1920 Michigan Railway Guide*

PG. 7: *DBC&W News: Spring Road Rally; "What If?"*

PG. 8: *2013 2nd Quarter Calendar; We Miss You!; Carry Your Card; Join; Purpose; Board of Directors*



FROM WHERE I SIT

Dear Friends of the PH&D:

Now that summer is upon us, there's a lot of activity out at the Wye. We have some great projects we're working on and many of these can be finished more quickly if YOU come out and help. If you love to watch trains and, in particular, a classic short line railroad, make the PH&DRR Historical Society your Saturday morning destination.

Two big events are ahead of us so please mark your calendars. May 11 is National Train Day and we are partnering up with the folks at MARP (Michigan Association of Railway Passengers). The event gives us the opportunity to celebrate rail passenger service at our end of the Amtrak service line, here in Port Huron. Bring the whole family and hang out with us that Saturday from noon until 4:00PM. If you want to participate with the Road Rally, by all means do so. We'll have the BBQ hot and ready when you come up to

the wye.

The modeling team has been hard at work. They have started to really expand the roster starting with the Port Huron Southern all the way to the end, in 1984. They're even including former road names of engines purchased second hand. In fact, we have a new push to fully develop the steam engine roster which will give you steam-era modelers some great new information. Currently, they're also working on some of the structures of the line which will add depth and exacting new details to the depots as well as those structures at the wye (see below).

From member Mike Delaney, we have direct access to the Bay City Times Newspaper through an online website called Genealogy Bank. This is a beginning effort which shows incredible promise in mining the chronological data regarding the triumph and tragedy of the Handy Brothers. Eventually, all this will be the basis of the long-awaited book on the PH&DRR and its predecessors. So lots going on!

Lastly, please renew and join the Society. You are our heart and soul celebrating Michigan's Classic Shortline. For almost 67 years, the PH&DRR served the downriver area and truly represented an era when time was at a slower pace, the customer was king, and railroading was done all by hand, the old-fashioned way. By joining our Society, you help preserve those memories and make resources available for future students of rail history!

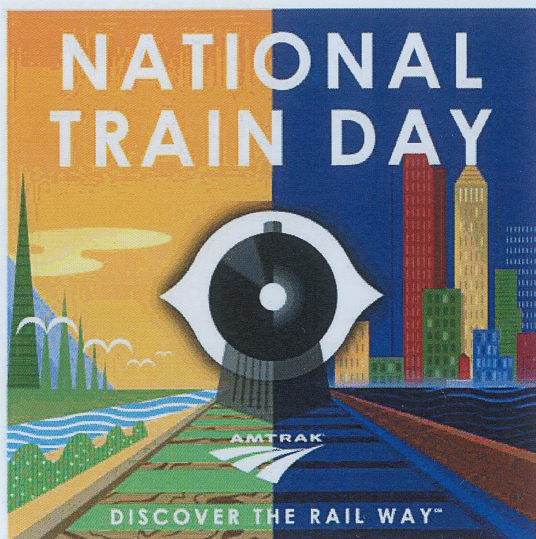
Sandy Duffy

FUTURE PROJECT: *The Gas House*

The "Gas House" was built in August of 1928 as a "Section House and Section Storage" building. It contained track tools, Adlake Lanterns and wicks, and a handcar. It was a 16'x40' building and gave direct access to the east leg of the wye for the section gang before they set out down the line. This would make a beautiful scratch-build for your PH&DRR layout.



A scan through the latest Walther's Catalog might produce the correct cement block walls in styrene, doors, windows and roof needed to build this old gas house next to the wye. In our archives, we have enough photographs of three sides to closely duplicate this building in both HO and N scale. The Modeling Committee has identified this yard building as a definite future project. Look for detailed instructions in a future issue.



NATIONALTRAINDAY.COM



MICHIGAN ASSOCIATION
Of
RAILROAD PASSENGERS

Join the PH&DRRHS & MARP
To Celebrate
NATIONAL TRAIN DAY
At the Wye!

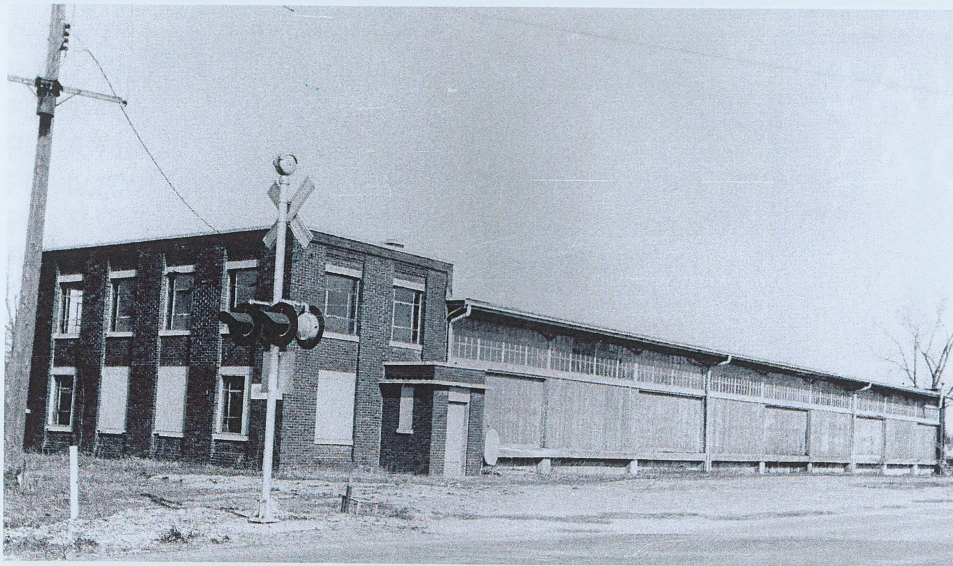
Saturday ~ May 11

FIRST: DBC&W Road Rally @ 9:00AM
(Marine City Big Boy)

SECOND: PH&DRR BBQ Noon - 4:00PM
(PH&DRRHS WYE, 32nd Street)

Grilled-Gourmet Buffalo Dogs!
(Special Kraut & Sweet Onion Steaming Slather)

Meet old friends and make new ones!
Watch CN/CSX Trains in action! ~ Bring a camera!
Renew your membership!
Join the Michigan Association of Railroad Passengers
Get the latest *Marker Light!*



It's only been closed a few years in this Gene Buel Photo

**PH&DRR DEPOTS
PART ONE: MARYSVILLE**

Our coverage of the three downriver depots of the Port Huron & Detroit Railroad begins with the depot in Marysville.

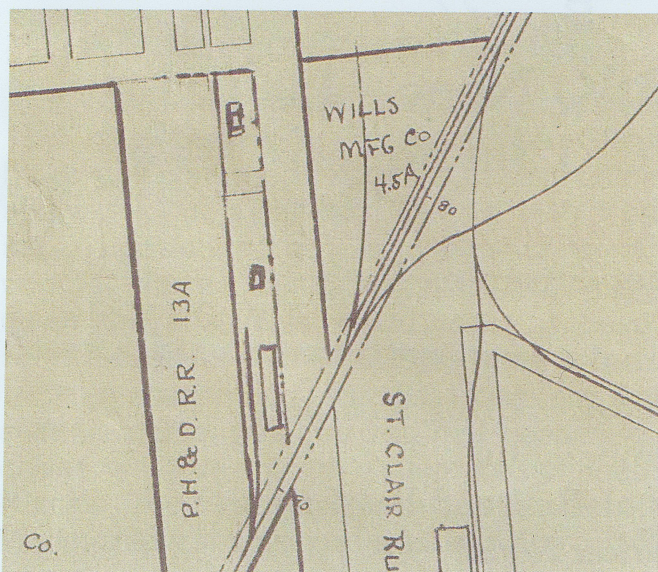
From our Authority For Expenditure (AFE) ledger, we find that there were actually two depots at that spot. AFE #11 authorized the construction of a one story frame composition shingle roof, 14x16' office building. Two months later, on December

15, a 16x40' one story freight shed was added. This frame building stood for nearly 16 years until management decided to replace it.

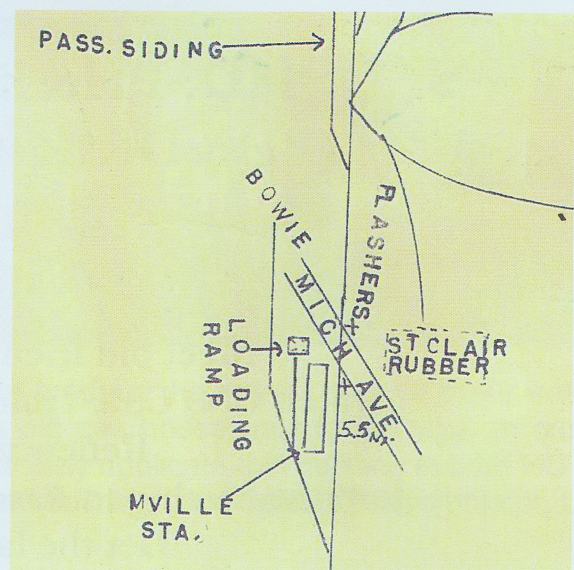
On September 1st, 1936, AFE #234 records the purchase of 13 acres for a station site, adjacent to the Michigan Road crossing. A facing switch was put in place about 75 yards south of the crossing which connected to a 690' siding, followed by a second shorter spur of 410' three months later. At this same time, a two story 20'x40' fireproof brick station was built, along with a 180'x20' connecting shed with 5 large bays on both the south- and north-facing sides. Both sidings ran alongside the south side of the depot. The floor height of this loading dock was built to match the floor height of a standard 40' boxcar. The bottom floor of the connecting depot is several feet lower. Having completed this project, the structures built in 1920 were officially "retired", which meant torn down. No current records indicate a water tank at Marysville.

The 1959 map of Superintendent William Frazier shows the addition of a loading ramp at the end of the shorter spur, for open-ended flat cars (see *Frazier Map*).

In the 1960's, Grief Brothers Manufacturing would occupy the 180' long loading bay. They manufactured large wooden spools for electric cables and were one of the area's first employers



Map shows two different length sidings. Note passing track.



W.T. Frazier's Map of 1959. Note loading ramp!

of folks with disabilities.

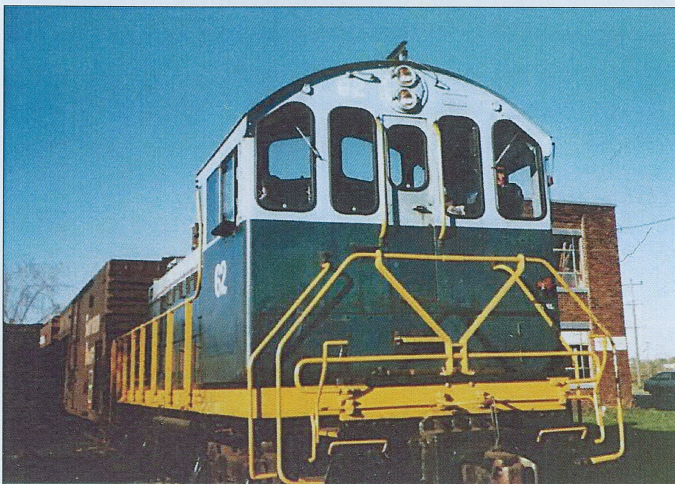
The Marysville Freight Office had two clerks to handle LCL (Less than Carload) loads. They processed freight bills for the nearby Chrysler plant, Gar Wood Boats, the St. Clair Rubber plant and the customers in the Dow Magnesium area. These waybills were generated from outbound loads and picked up and brought to the General Office at 32nd Street.

By the late 1960's, management consolidated clerical staff and closed the three downline depots. Station agents and clerks were re-located to the 32nd Street office, ending a significant Norman Rockwell-type scene for many residents who had used the depots for over 30 years for personal shipping. Within 10 years, only the Marysville Depot remained.

This rare, remaining PH&DRR depot is currently owned by the Wilkie Brothers Conveyor Company and is used to store equipment.



PH&D #60 spots a P&LE gondola at the first two bays of the 180' loading dock at the Marysville depot spur.



Ex-B&O PH&D #62 is pulling out a string out of the short spur next to the loading dock.



Dan Meinhard's excellent long shot photo should inspire modelers to add the Marysville depot to their PH&D layout.

COLLECTOR'S CORNER: 1920 Michigan Railway Guide

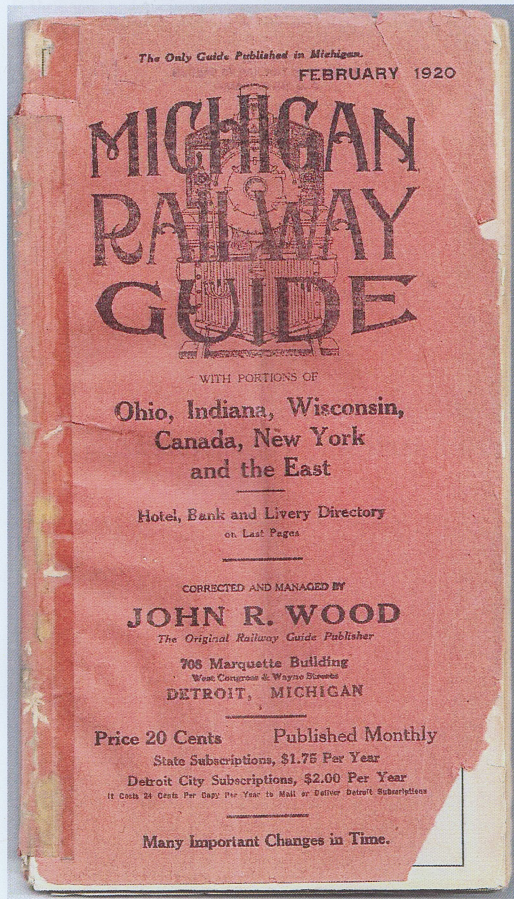
"The Only Guide Published in Michigan" gave the traveler all he or she needed to plan a trip within the state. This booklet was a handy guide that covered rail passenger service as it existed in 1920. All railroads that provided passenger service are included.

On page 55, we find a timetable for our Detroit, Bay City and Western as of June 8, 1919. Included are two trains daily between Bay City and Port Huron. Train #2 left Bay City early morning at 7:15 and brought passengers into Port Huron just in time for lunch at the beautiful and ornate Spanish style depot located at Railroad Street. You could catch the return train, #5, at 4:15, arriving back in Bay City for a late dinner by 8:30.

The afternoon train, #6, also left at 4:15 and arrived at the Tunnel Station at 8:30. Interestingly, there was a meet in Hemans with both train numbers 1 and 2 a 9:11 AM!

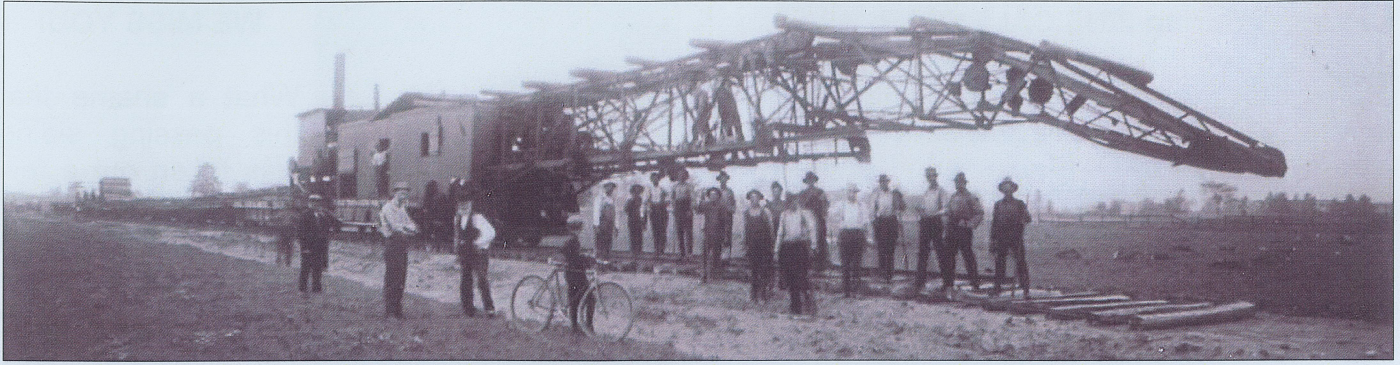
It appears that the schedule of all four trains were very orderly and departed from both Bay City and Port Huron at almost exactly the same time!

This little booklet gives us a unique glimpse back in time when the DBC&W provided an orderly and timely train trip to and from Bay City and Port Huron at decent hours. Everything was perfect in 1920!



		June 8 1919			
6	2		P. M. Stn.	1	5
PM	AM	Lv	Ar	AM	PM
4 15	7 15	0	Bay City	11 05	8 30
4 24	7 24	2	Center Ave	10 52	5 15
*4 35	*7 35	4	Raby	10*45	*8 10
*4 39	*7 38	7	Farleigh	10*41	*8 06
4 54	7 52	11	Quanicassee	10 27	7 52
4 58	7 56	13	Bradleyville	10 22	7 47
5 02	8 00	15	Sharpville	10 18	7 43
*5 04	*8 02	16	Downing	10*15	*7 40
5 14	8 11	19	Akron	10 10	7 35
*5 18	*8 15	22	Mitchells	10*01	*7 25
*5 20	*8 17	23	Montei	*9 59	*7 23
5 37	8 34	29	Caro	9 47	7 10
		33	Seeley		
*5 50	*8 47	35	Daytona	*9 32	*6 54
		37	Wellsford		
		40	Ar Wilmot	Lv 9 28	6 45
6 04	9 01	40	Lv Hemans	Ar 9 11	6 31
6 14	9 11	45	Decker	9 06	6 26
6 19	9 16	47	Snover	8 59	6 19
6 25	9 23	52	Elmer	8 53	6 13
*6 30	*9 27	54	Hazelwood		
		57	Sandusky	8 40	6 00
6 48	9 45	60	Watertown	8 26	5 46
6 58	9 55	65	Cooks		
*7 04	10*01	68	Stillson	*8 21	*5 41
7 14	10 12	71	Peck	8 15	5 35
*7 24	10*22	75	Kerr	*8 04	*5 23
7 32	10 30	78	Roseburg	7 56	5 15
*7 37	10*35	80	Erb	*7 47	*5 06
		83	Turnow		
7 50	10 50	85	Fargo	7 37	4 55
*7 58	10*58	88	Baird	*7 30	*4 47
*8 04	10*04	90	Ruby	*7 24	*4 40
*8 15	11*15	96	Wadham	*7 14	*4 30
		99	Westover		
8 30	11 30		Port Huron	7 00	4 15
PM	AM	Ar	Tunnel Stn.	Lv AM	PM

DETROIT, BAY CITY & WESTERN R. R.



DBC&W - DC&S NEWS

Spring Road Rally

Our annual DBC&W/DC&S Road Rally is scheduled earlier this year, on the same day as National Train Day, May 11. Our focus will be on the southern end of the downriver area, beginning with the Algonac Transit Company. We plan to work north from there.

We will meet at the Marine City Big Boy (by the K-Mart) at 9:00AM. The group will move out and head to Algonac around 10:00AM. If you have a two-way radio (walkie-talkie) feel free to bring them as we try to use them to keep everyone informed as to what our next move is.

Info packets will be available to those who were unable to attend the rally back in the fall. Bring comfortable shoes for walking. As with past rallies, we do tend to do some hiking from time to time. For further information, email me at Railnut19@yahoo.com or keep an eye out on the PH&DRR Historical Society's facebook/web page. Hope to see you all there!

“What if?”

It's a common statement uttered by many railfans and historians. While others speculate “what if”, it gives much fodder for model railroaders to recreate how they would see their favorite fallen flag after its demise.

The DBC&W/DC&S (and the PHD as well) have recently been included in this area of model railroading with my 1970's version of the DBC&W. I have taken the DBC&W route as it was at shutdown and replaced the aging steam locomotive fleet with diesels. My biggest challenge was developing a diesel roster that was reliable but “cheap”. The DBC&W may have escaped financial peril but was still operating on a meager budget!

Road power was decided to be 2 venerable EMD “F-units”: a vintage FT and an F7A. I also determined a history for the F7. It was a Chicago Great Western unit that the DBC&W acquired from the Chicago & Northwestern in the early 1970's. I also have 2 switcher type locomotives on the roster. One will be a Baldwin S-12 with the other an EMD switcher model (probably an NW-2)

My 1970's version has a daily road train between Port Huron and Bay City with switch job's assigned to Caro and Sandusky. These switch jobs not only work in their respective towns, but also work in nearby villages. For example, the Sandusky job may also run to Watertown or Peck to work a grain elevator or spot a car for a lumber yard. The road trains pick up and set out cars at the two terminals. Imagine two EMD F's in matching paint gliding across Mill Creek trestle or that S-12 drilling cars at the C&O interchange at Sandusky! Makes for quite a mental image.

Dave Cenci



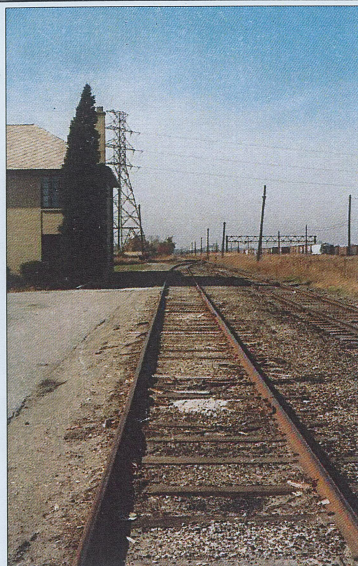
The DBC&W “City of Port Huron”

Spring 2013 CALENDAR

May 9	Board Meeting 32nd St.	6:00PM
May 11	National Train Day Rally/BBQ	Noon
June 13	Board Meeting 32nd St.	6:00PM
June 15	Spring Picnic	10:00AM
July 11	Board Meeting 32nd St.	6:00PM

All members are welcome to attend monthly board meetings.

Saturdays at the Wye has resumed. If you'd like to come up on a Saturday and help out or spend time watching and photographing trains, make sure you have a paid-up membership card which allows you unlimited access to the Society-owned half of the property.



WE MISS YOU!

What a shame that this passing siding was taken out a few years ago. It would have been a perfect spot to display a car or a coach. We can only hope that some day, we'll see this as our junction with CSX.

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, have exclusive access to the "wye", and learn more about this historic Michigan short line!

Mail to: PH&DRRHS, P.O. Box 217, Marysville, MI 48040.

PH PORT HURON and DETROIT RAILROAD CO.
- St. Clair Blue Water Route -

D PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

MEMBERSHIP CARD

NAME: _____

JOINED: ____ / ____ **MO/YEAR**

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.

**BOARD of DIRECTORS
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SPECIAL THANKS:

An anonymous donor for this summer issue!

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