

THE MARKER LIGHT

NUMBER 15

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

FALL 2013

PH&DRR DEPOTS PART TWO: *ST. CLAIR*

MODELING COMMITTEE NEWS
2ND FLOOR REPLACEMENT

1920's Survey Map

DBC&W NEWS

The Weed Sprayer

FALL 2013 CALENDAR

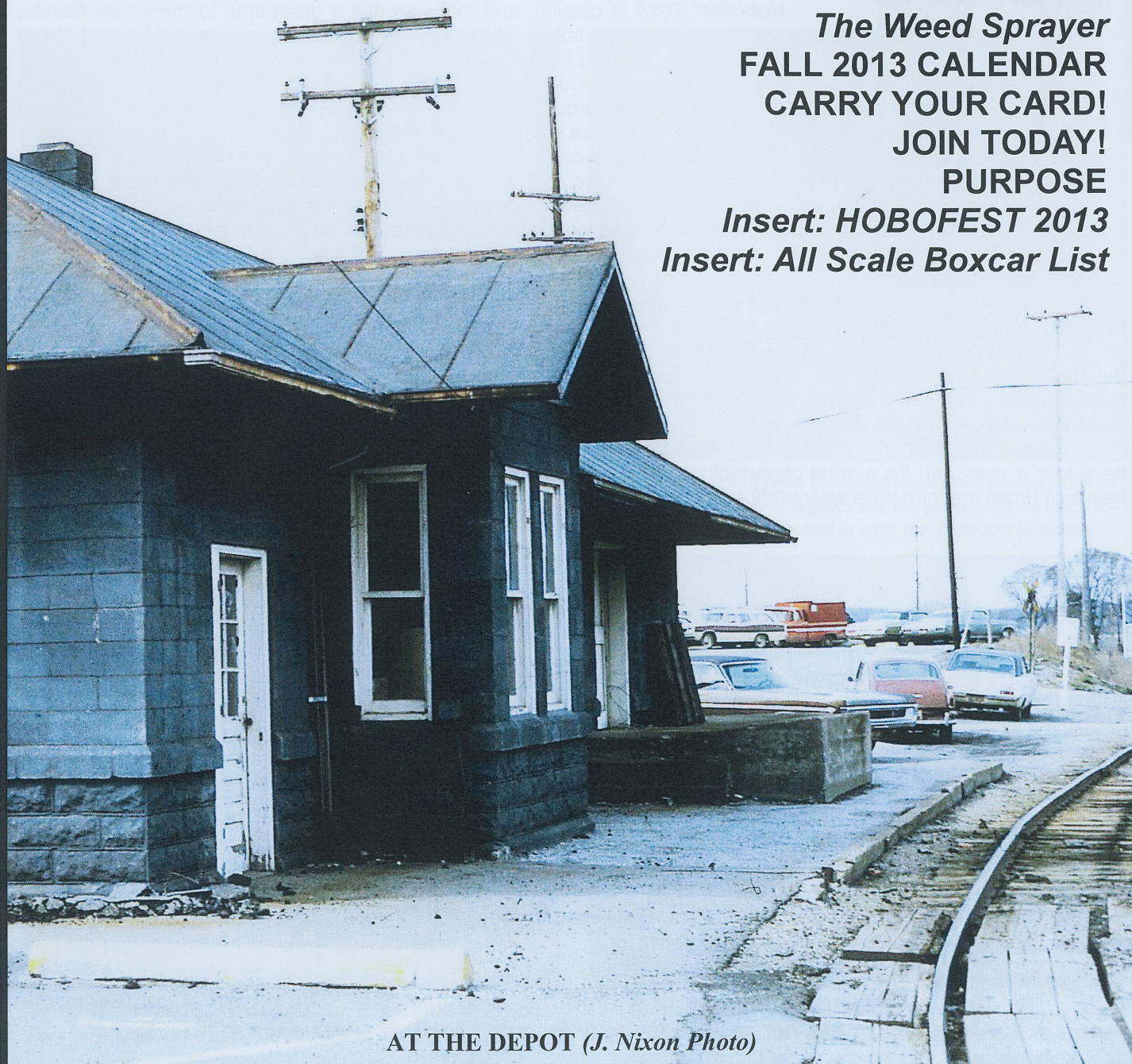
CARRY YOUR CARD!

JOIN TODAY!

PURPOSE

Insert: HOBOFEST 2013

Insert: All Scale Boxcar List



AT THE DEPOT (*J. Nixon Photo*)

Cover: *Small town America, down at the Depot.*

PG. 2: *From Where I Sit; Modeling Committee News: All Scale List of PH&D Boxcars*

PG. 3: *Building Committee News*

PG. 4: *PH&DRR Depots Part Two: St. Clair*

PG. 5: *(Cont.)*

PG. 6: *Collector's Corner: A 1920's Survey Map*

PG. 7: *DBC&W News: Fall Road Rally; Future Project: The Weed Sprayer*

PG. 8: *2013 3rd Quarter Calendar; Carry Your Card; Join; Purpose of the Society; Board of Directors*

Inserts: *ALL-Scale List of PH&D Boxcars; Hobofest 2013*



FROM WHERE I SIT

Dear Friends of the PH&D:

Fall is upon us which means football, fall colors, and the end of our projects "down at the wye". As you'll read, we made significant progress on the inside.

Hobofest 2013 is coming, and that's always a great time to meet new friends, watch trains, and learn about hobos. Throughout the Great Depression and beyond, these men and women rode the rails looking for work. Come on out for a bowl of "stoup"!

The DBC&WRR crew has another road rally planned, tracing the Croswell to Port Huron branch of the Pere Marquette. You PM fans will love this excuse to get out on that old, classic roadbed. See **Dave Cenci's** article for time and date.

We continue to work on acquiring the roundhouse. Thanks to an anonymous donor, we were able to have the east side of the wye surveyed. This produces a legal description which defines that side of the property. This gives us a document which we can use to begin talks with CSX. As you can see from your visit to the wye, scavengers continue their destructive ways, pilfering the glass from the building which weakens the walls. Time marches on, and we have to save this historic building, one of nine remaining roundhouses in the State.

"Saturdays at the Wye" may be ending but you'll still find railfans and Society members out there, watching trains and helping out. In the fall, being out at the Society's headquarters will be especially nice. Bring a picnic lunch!

Like to thank member **Charles Warczinsky** for his efforts in cataloguing as complete a list as we can get of all the PH&D boxcars in all scales. This took a lot of study and research and other sources to develop. We barely scratched the surface with **Dennis Klymko's** fine article in *Marker Light* #7, and this list shows the entire line. Now, we should get to work trying to obtain every one!

Can't leave out our own Ron Walters of Croswell Computers for the cost of publishing this month's issue. We have four a year, and it's a great opportunity to help out by becoming a sponsor. For about \$130 an issue, you can help too! Email me for details whlydr@aol.com

Sandy Duffy

MODELING COMMITTEE NEWS: ALL-SCALE PH&D BOXCAR LIST by Charles Warczinsky

The purpose of this guide (*see insert*) is to provide a list of model railroad equipment mass produced in the most common scales. This list focuses on the 3 major scales (*O, HO and N*) as these are the scales we were able to identify as the most comprehensive list of available equipment, and in the scales which the majority of our modeling members participate. As additional models are released, we anticipate making note of them in *The Marker Light*

This list is considered to be current as of January 1, 2013. If you see something we missed or are aware of an upcoming model release that includes the PH&D, please let us know so we can make note of it in *The Marker Light*.

This guide would not have been possible without major contributions from **Tom Boswell** (*O scale*), **Dennis Klymko** (*HO scale*) and **Jim Thuma** (*N scale*). **Jeff Branch**, **Dave Schultz** and **David Cenci** also contributed to this guide.

This took a tremendous amount of shared research and time. The payoff is immeasurable for us modelers. Thanks to Charles and the crew for compiling this very useful reference tool!

BUILDING COMMITTEE NEWS: 2nd Floor Replacement

An anonymous donor with \$1000 to burn helped move the second floor rebuild along recently. This bought the materials to remove the flooring up on the second floor, damaged by water. This came from leaks in the roof of the original building, constructed during the early 1920's.

A volunteer crew from the membership ripped up the old flooring to expose the floor joists, constructed of mismatched pieces of lumber, some which looked like reused baseboard! Credit Bill Boyd's handiwork. He was an expert at "repurposing" anything he could find.

With that half of the damaged second floor removed, the men began to build wall frames which will be insulated and sheeted over with wood veneer replicating the original structure. Blueprinted measurements had been created so that the walls could be rebuilt where they once stood. By the time the cooler weather hits, we should have a rebuilt second floor!

If you have a spare \$1000 bill, we'll put it to good use and even cook up one of Sandy's special gourmet hot dogs for you!



The water-damaged rafters are exposed and half of second floor sheeting has been removed. That door leads to the board room. That wall with a sloped veneer lines the stairs.



Half of the second floor has been removed. Now we'll build brand new framing to replace the old portion. Note old window placements blocked in with the 1950 era addition.



The Ripping Crew (L2R): Jack, John, Bill, Chuck & Bruce. They've just nailed a 2x12 face board to the one half of the undamaged second floor.



After framing in the east wall of the original building, they'll frame two more walls, insulate them, and move on to building the frames to support the new second floor.



The two different cement block styles are evident in this late 1960's shot. An REX sign is displayed in the far left window.

PH&DRR DEPOTS PART TWO: ST. CLAIR

06/01/19 - 10/01/19 AFE#08: Construction: Granite face cement block composition roof Passenger and Freight Station at St. Clair

Near the end of 1917, Chief Engineer William Boyd had just finished the spur from the main line into St. Clair, ending at the Diamond Crystal Salt Plant. The nearly one mile track included a series of passing sidings for loads and empties coming out from the salt company.

On June 1, 1919, construction began on a freight and passenger station on the south side of the Pine River. The depot at St. Clair followed a design that was popular in that era: a bottom two courses of granite-faced block with an outcropped surround separating an upper wall of flat block which extended up to the roof overhang. A bay window shared the train side with a small loading dock which sloped up from a doorway to match the height of a common boxcar floor, accessed by a portable ramp positioned by the station agent.

The bottom row of granite-faced blocks was cast from a common pattern still evident in many older houses across small towns in Michigan. These blocks measured 24"x8". In the accompanying photo of the end view of the depot, we note 10 blocks across which would make the depot width about 22', including the mortar and corner blocks. The roof was an asbestos slate with raised ribbed separations.

The depot was finished on October 1, 1919. It was designed for both freight and passenger service since, in 1919, the Handy Brothers were running passenger trains from Bay City on the Detroit, Bay City & Western Railroad. (Wouldn't it be stunning to find a shot of a DBC&W coach loading passengers? I'd bet someone in St. Clair has such a picture, stashed away in a photo album.) After the DBC&W went into receivership, all passenger service ended.

From our customer list of 1922 (see *The Marker Light* #9) the station agent was a busy man. Although the majority of carloads came out of the salt plant, other customers included the William Kemp Company (coal and building materials), Schlinkert Fuel (coal), Kantzler and Sons (lumber), Ezra Wortz (coal), Baubie Coal Company (coal), Ruff Florist (flowers), Munt Florist (flowers), St. Clair Milling Company (flour and feed), Jarvis Coal Company (coal), and the Star Oil Company (gas and oil). Additionally, the depot handled Railway Express Agency parcels and did so right up into the late 1960's. If you were a college student, you could still ship a footlocker from St. Clair!

Clarence McCallum. "Mac" was the last station agent and handled all the waybills with the help of Jack McCormick. One lunch hour in 1966, Mac enjoyed teaching a young man, fresh on the section gang, the nuances of a poker game called "Acey-Deucey". The unsuspecting youth was subsequently relieved of his first week's pay, which had just been cashed that morning.

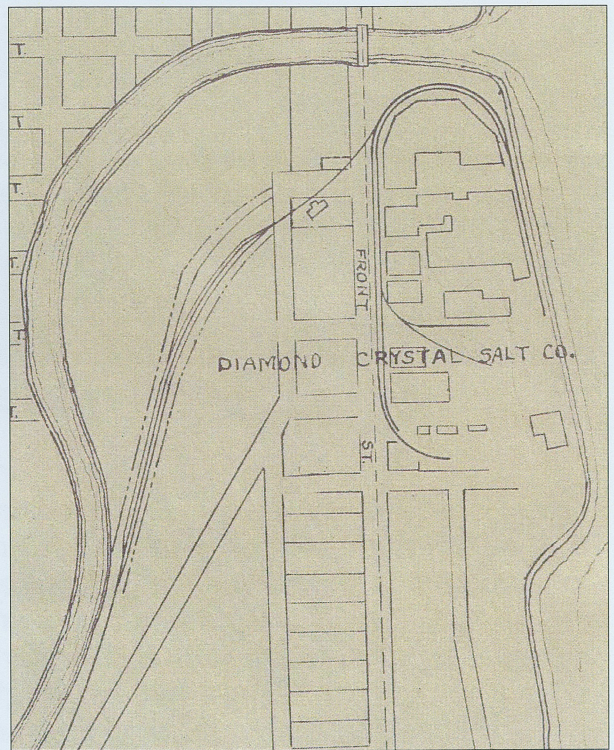
Another more gruesome story, involved a suicide. As related by Jack, as they opened the depot one morning, they discovered a man hanging from the rafters of the back freight room. The police and the coroner were summoned to remove the body.



Section gang tamping a newly-replaced outside rail.

The map shows three passing sidings which served the salt company's in-bound empties and out-bound loads. Another siding, nearer the main line, went into the John A. Biewer Lumber Company's wood treatment facility.

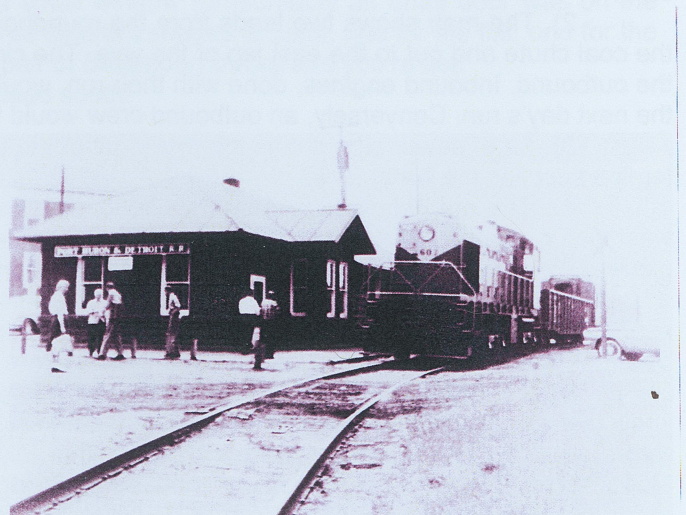
It's a shame that the depot was torn down, not long after the CSX acquisition. It represented another time and era when life was slower, waiting for the afternoon train.



St. Clair depot with yard of passing sidings.

Just across the street from the depot, inside the Diamond Crystal yard, was the sharpest curve on the PH&D line. The flanges of the diesels regularly carved the outside rail which required constant replacement by the section gang.

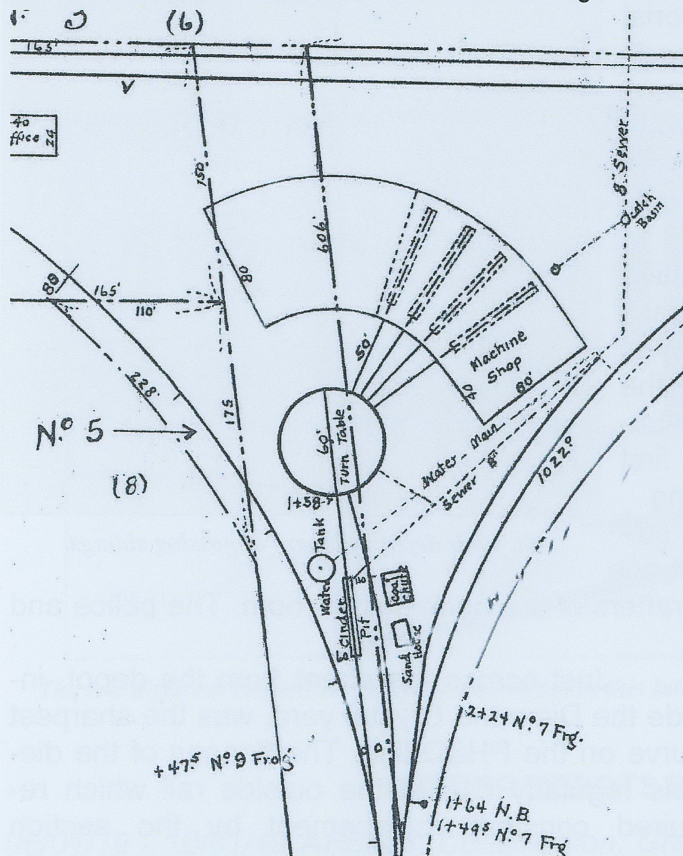
In the mid-1960's, the Michigan Railroad Club arranged a special train to run down to Marine City and back. The crew of Engine #60 took the members into St. Clair for a diversion.



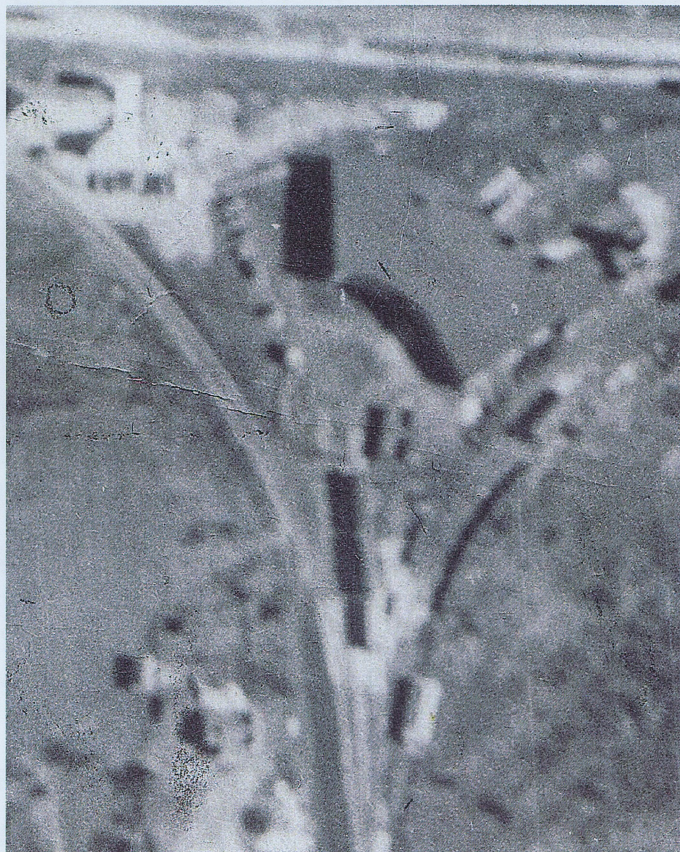
Michigan Railway Club at the depot.

COLLECTOR'S CORNER: 1920 Township Map

During the research on the CSX side of the wye, surveyor Dave Little came across a document from the Land and Graphics Department of St. Clair County that sheds light on the PH&DRR in the early 1920's. It's an early survey map of the wye showing all of the key elements of the steam locomotive facility at the PH&D. We know the date of this map pre-dates the 1926 fire since we see the turntable servicing a four stall roundhouse. Everything is there: a water tank, coal chute, cinder pit, sand house, water and sewer lines. The original 40x24' office building is here, as are the location and numbers of all the switch frogs. Also included here is an aerial shot from 1949 for comparison.



Ca. 1920 Map



1949 Aerial Photograph

When we place each alongside, interesting details emerge:

1). The survey map shows a stub-end spur along the east leg of the wye. In the aerial, it has been lengthened into a passing siding, doing duty as a storage for the ex-PM cabooses, weed sprayer and a cleaning track for box-cars.

2). The map shows two leads from the roundhouse; one to the cinder pit and water plug, the other out past the coal chute and out to the east leg of the wye. The cinder pit lead is an inbound track while the coal chute track is the outbound. Inbound engines, done with their run, would dump their cinders and pass by the water plug to fill up for the next day's run. Conversely, an outbound crew would fill the tender with coal and sand and they'd be on their way.

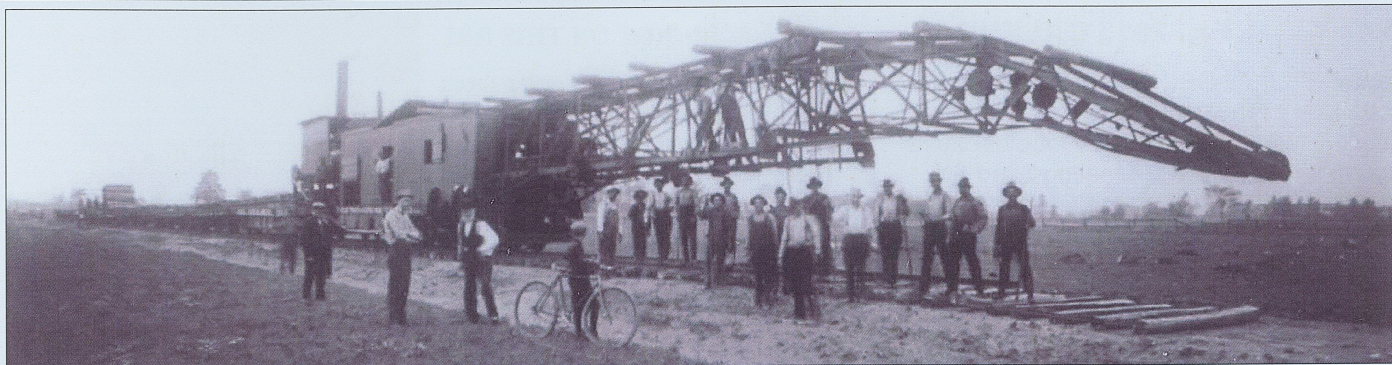
3). An 8" sewer pipe drains the cinder pit out to the ditch between the PM main and the PH&D and a city water line supplies the water tank.

4). The map shows the 4-stall roundhouse literally blocking 32nd Street, while the aerial photo shows the west wall of the rebuilt roundhouse ending right on the eastern edge of 32nd street. The aerial also shows that employees came into the wye from the east and parked along a line directly in front of the office.

5). The 60' turntable pit is still visible in the aerial and remains so today, with a pronounced ridge of curved asphalt rising through the road. Actually, the softer asphalt road is sinking exposing the old foundation. The two "reefers" used by old Nate and later a Security Office are visible in the aerial.

6). It is unlikely that the RR would remove any of the four stalls with servicing pits after the fire of 1926. We know that a wall was erected later, separating the first two bays. We can confirm that there is a track in the MOW side with a servicing pit. Therefore, we must concur that this track was Bay #1 on the map which became one of three MOW tracks. Bay #2 of the map became the south-facing bay for the diesels.

Little by little more of our history is revealed further confirming the uniqueness of this shortline. No other railroad in the State of Michigan can boast of such a repository of documents. Aren't we proud? You betcha!



DBC&W - DC&S NEWS

Fall Road Rally

By popular demand, I am announcing our upcoming 8th Roadrally!!! We will be covering the Pere Marquette "Port Austin Sub Division" between Croswell and Port Huron. It will be held on Saturday, September 7th. We'll meet up at McDonalds at 9:00AM in Croswell, at the corner of M-90 and Howard Avenue, for our usual breakfast and meet and greet.

The plan is to locate the PM watering facility near Atkins. For this outing, we suggest bringing bug spray and protective clothing. Additionally, we will be having a drawing for a 1952 C&O "PM District Saginaw Division" employee timetable which will happen at breakfast!!!

For more information and updates, you can email me at Railnut19@yahoo.com.

Dave Cenci

FUTURE PROJECT: *The Weed Sprayer*

Over the years the PH&D did have some interesting rolling stock. Various ORER's list hoppers, flat cars and gondolas. The road also had MOW equipment and here's a perfect example, one that still existed as late as the early 1970's.

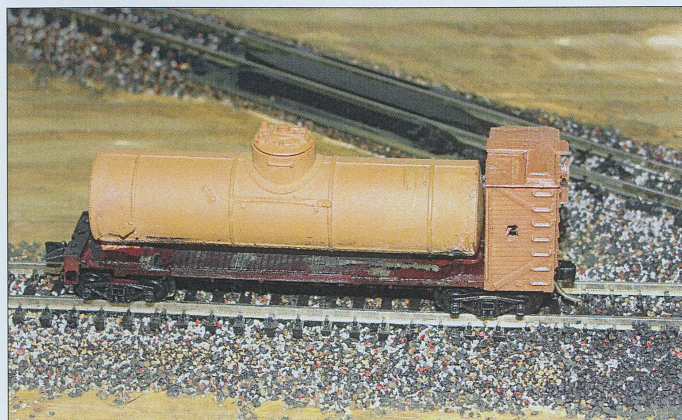
This weed sprayer was parked on the passing siding along side the east leg of the wye, sharing the same as the two ex-PM wooden cabooses. Apparently, an outside-braced boxcar, spotted at the Diamond Crystal Salt Company in the 1950's, was damaged in their yard beyond repair. A decision was made by management to acquire the car, shorten and place it on one end of a 40' flat. A steel tank was added with adjustable spigots which would be used to distribute a weed killing agent. This is a perfect afternoon kit-bash project. Matter of fact, Society member Charles Warczinsky did just that with an excellent version in N-Scale.

Details include the "B" end with ladder and brake, a small window (presumably an entry door was on the other side), and metal strapping holding the tank. Note the three different shades of paint, one for the flat, one for the tank body and another for the outside-braced box car. Add a pair of Bettendorf trucks and you're set!

I'd say it's a great excuse to hook up an engine and head south!



Photo: Greg Degowski ca. 1972



Excellent N-Scale Kit Bash by Charles Warczinsky

Fall 2013 CALENDAR

Sept 7	DBC&WRR Fall Road Rally	9:00AM
Sept 12	Board Meeting 32nd St.	6:00PM
Sept 14	Port Huron Hobofest 2013	10:00AM
Oct 10	Board Meeting 32nd St.	6:00PM

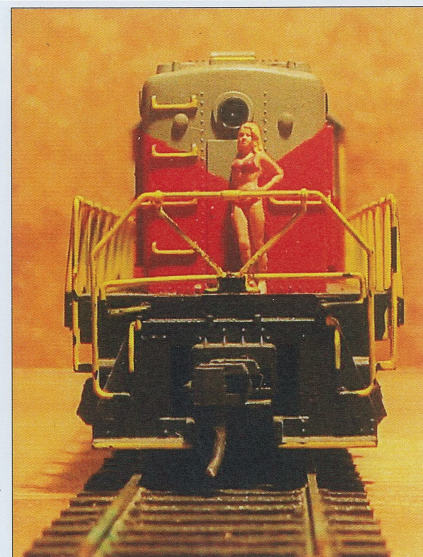
All members are welcome to attend monthly board meetings.

Saturdays at the Wye will end in October. Work inside may continue until the cold weather takes over.

If you'd like to come up on a Saturday and 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 "wye" property, marked by the yellow stripe. You may park along 32nd Street and the west side of the stripe.

NOT ON THIS RR!

Has there ever been any hanky-panky on the front of our S2s? Can't say for sure. It is rumored that, after one particularly raucous dinner trip down to the Little Bar in Marine City, *some* illicit activity took place up on the front end. If Engineer Sawdon, who was in the seat that night, saw (or smelled) something, he isn't sayin'!



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
2013**

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

SPECIAL THANKS:
Created For Success Chapter of
Business Network International for a \$170 donation!

VISIT OUR WEBSITE FOR LATEST NEWS!
phdrailroad.com



HOBOFEST 2013

Friday, September 13 ~ 6:00PM: Lighting the Jungle Campfire
Saturday, September 14 ~ 10:00AM to 5:00PM: Open to the Public
Sunday, September 15 ~ 10:00AM: Breakfast At the Wye

Games for Kids
Spam Carving Contest
Authentic Mulligan "Stoup"
Listen To & Swap Stories with Old-Time "Rails"
Acoustic Instrument Session Players On Site
Front-row Seat In Front of Two Class-One Railroads
Railroad Swap Meet: Dealer Tables
Tour the PH&D Offices by Ex- Employees
Free Trolley Ride to Site

2100 32nd Street ~ Port Huron (Dove Rd to 32nd and Go North)

SCALE: 2

O

Manufacturer:	Stock #	Road #	Description
Atlas	2001030-1	PHD 1029	50' 6" Single door boxcar Produced for Peterson Supply
	2001030-2	PHD 1096	50' 6" Single door boxcar Produced for Peterson Supply
All Nations	???	PHD 1033	40' Single door boxcar kit
	???	PHD ??	40' Single door boxcar kit
	???	PHD ??	40' Single door boxcar kit
	???	PHD ??	40' Single door boxcar kit
Crown Models	156	PHD 1156	Outside-braced boxcar
	???	PHD ???	Outside-braced boxcar
	???	PHD ???	Outside-braced boxcar
Lionel	6-17875	PHD 1289	50' Single door boxcar; LOTS Convention car; T1511L
	6-17234	9464-298	50' single door; LCCA/Dearborn Michigan; Year: 2000
	6-17234	PHD 9464	50' Single door; 1998 Convention car (156 pieces produced)
	6-36228	PHD 36228	BC Visitor Center "01" car
Mikes Train House (MTH)	20-93191	PHD 1067	50' Single door boxcar
	20-93191	PHD 1068	50' Single door boxcar
	30-74704	PHD 5035	50' Single door boxcar (Railking, outside braced)
Weaver	7007	PHD 1651	40' Boxcar
	7008	PHD 1653	40' Boxcar
	7009	PHD 1665	40' Boxcar
	1533	PHD 1533	50' Boxcar
	1539	PHD 1539	50' Boxcar
	1691	PHD 1691	50' Boxcar

SCALE:

HO

Manufacturer:	Stock #	Road #	Description
Athearn			
Bev-Bel	1034	PHD 1351	40' single door boxcar, rivet side, 6' door
Bev-Bel	1034-1	PHD 1356	40' single door boxcar, rivet side, 6' door
Bev-Bel	1034-2	PHD 1368	40' single door boxcar, rivet side, 6' door
Bev-Bel	566	PHD 1037	50', FMC outside braced boxcar, 10' door
Bev-Bel	566-1	PHD 1053	50', FMC outside braced boxcar, 10' door
Athearn	1235	PHD 1347	40' single door boxcar, rivet side, 6' door
Athearn	5347	PHD 2003	40' single door boxcar, rivet side, 6' door
Athrn/Horizon	70329	PHD 1024	40' single door boxcar, rivet side, 6' Superior door
Athrn/Horizon	70330	PHD 1195	40' single door boxcar, rivet side, 6' Superior door
MDC/Roundhouse			
	DL-5	PHD 1126	40' single door boxcar, rivet side, 6' Superior door
		PHD 1129	40' single door boxcar, rivet side, 6' Superior door
	1963	PHD 1005	50', FMC outside braced boxcar, 10' door
	01963	PHD 1008	50', FMC outside braced boxcar, 10' door
Atlas			
	1554	PHD 1000	50', FMC outside braced boxcar, 10' door
	1555	PHD 1016	50', FMC outside braced boxcar, 10' door
	1556	PHD 1066	50', FMC outside braced boxcar, 10' door
Bowser			
	3-1046	PHD 1308	40' single door boxcar kit
ExactRail			
Platinum Series	EP-80908-1	PHD 3009	50' P-S 5344 Boxcar
Platinum Series	EP-80908-2	PHD 3012	50' P-S 5344 Boxcar
Platinum Series	EP-80908-3	PHD 3018	50' P-S 5344 Boxcar
Platinum Series	EP-80908-4	PHD 3021	50' P-S 5344 Boxcar
Platinum Series	EP-80908-5	PHD 3027	50' P-S 5344 Boxcar
Platinum Series	EP-80908-6	PHD 3033	50' P-S 5344 Boxcar

SCALE:

HO (Continued)

Branchline

12005	PHD 1302	40' single door boxcar (used MDC body shell)
12005	PHD 1304	40' single door boxcar (used MDC body shell)
???	PHD ???	40' single door boxcar (used MDC body shell)
???	PHD ???	40' single door boxcar (used MDC body shell)

English's

3-1046	PHD 1308	40' single door boxcar (used Bowser body shell)
--------	----------	--

Walthers

Proto 2000	30876	PHD 1010	40' single door, Mathers Boxcar. Kit
Proto 2000	30877	PHD 1247	40' single door, Mathers Boxcar. Kit
Proto 2000	30900	PHD 1393	40' single door, Mathers Boxcar. RTR
Proto 2000	30901	PHD 1509	40' single door, Mathers Boxcar. RTR

Kar-Line

???	PHD 1031	40' single door boxcar
-----	----------	------------------------

Decals

Harold King	#B-1010	Port Huron & Detroit 50' boxcar. PHD 1000
	81-11	Port Huron & Detroit 40' Boxcar. PHD 1395

SCALE:

N

Manufacturer:	Stock #	Road #	Description
Atlas	2388	PHD 1275	40' single door boxcar, rivet side, 6' door
AHM/Minitrix/Trix/Model Power	???	PHD 1347	50' Double door boxcar Sold under multiple manufacturer names
Fox Valley	FV8001-1	PHD 2003	50' FMC 5347 Single 10' Door Boxcar
	FV8001-2	PHD 2005	50' FMC 5347 Single 10' Door Boxcar
	FV8001-3	PHD 2018	50' FMC 5347 Single 10' Door Boxcar
	FV8001-4	PHD 2034	50' FMC 5347 Single 10' Door Boxcar
	FV8001-5	PHD 2008	50' FMC 5347 Single 10' Door Boxcar
	FV8001-6	PHD 2012	50' FMC 5347 Single 10' Door Boxcar
	FV8001-7	PHD 2025	50' FMC 5347 Single 10' Door Boxcar
	FV8001-8	PHD 2031	50' FMC 5347 Single 10' Door Boxcar
Kadee	20318	PHD 1307	40' Single door boxcar
Microtrains	20150	PHD 1305	40' Single Superior 6' door
	020 00 150	PHD 1309	40' Single Superior 6' door
MDC/Roundhouse	8319	PHD 1008	50' FMC 5347 Single 10' Door Boxcar

S

Manufacturer:	Stock #	Road #	Description
American Models	EP-80908-1	1395 3009	40' Boxcar
American Models	EP-80908-2	1396 3012	40' Boxcar
Enhorning Decals	EP-80908-3	PHD 3018	50' P-S 5344 Boxcar
SB-347	St Clair	PHD Freight Car; A-30	P-S 5344 Boxcar
SB-430	PH&D	New Blue	50' P-S 5344 Boxcar
Platinum Series	EP-80908-6	PHD 3033	50' P-S 5344 Boxcar