

THE MARKER LIGHT

NUMBER 16

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2013

PH&DRR DEPOTS PART THREE: *MARINE CITY*

HOLIDAY LUNCHEON
BUILDING COMMITTEE NEWS
DBC&W NEWS
HOBOfEST 2013
EVENTS CALENDAR
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE



RAILFAN SPECIAL BOUND FOR MARINE CITY (*Duffy Collection Photo*)

Cover: A 1964 Michigan RR Club Special about to head south for a lunch in St. Clair then on to the Marine City depot.

PG. 2: From Where I Sit; Annual Holiday Luncheon

PG. 3: Building Committee News

PG. 4: PH&DRR Depots Part Three: *Marine City*

PG. 5: (Cont.)

PG. 6: (Cont.)

PG. 7: DBC&W News: *DBC&W #15; Hobofest 2013*

PG. 8: 2013-14 Calendar; Carry Your Card; Join; Purpose of the Society; *Full Service*; Board of Directors



FROM WHERE I SIT

Dear Friends of the PH&D:

While we wait on word from the CSX on the fate of the roundhouse, we forge ahead with the projects identified as priorities earlier in the year by our Building Committee. Our main concern was to rectify and repair the damage caused by water over 25 plus years. Thanks to generous donors, we've replaced the roof on the original office structure, ripped away hundreds of pounds of dried and rotted wood, and replaced the sub floor on the second floor. This takes time and effort and we have to thank our small but determined crew who put that major project to bed. The Agent's vault is 90% finished, which will allow us to log in the large amount of archival paper through a newly-acquired museum software program called *Pastperfect*, generously donated by **Kay Houghton** and **Mino Duffy-Kramer**.

The board continues to meet monthly in the Agent's Room, now heated with a roaring propane heater. Some day, those times will be fond memories when we hold our meetings in a building totally restored!

We continue to be aided by other angels: Long-time Society member **Hugh Hales** is sponsoring this issue; he attends practically every event we have during the year. After our website was hacked recently, the incident costs us over \$400! Thankfully, this cost was picked up by **Sanilac Computer Products**, based in Sandusky. You guys rock!

Many people continue to share our vision and come out to the wye to support us. A great example was this year's *Hobofest 2013*. That Friday evening, we *packed* the Agent's Room with folks wanting to view the documentaries of the hoboes of the 1930's and 1940's. It was unprecedented and hugely rewarding!

On December 8, we'll hold our annual Holiday Luncheon and it's a splendid way to spend a Sunday afternoon. Bring your family! It's from noon until 3 and we'll update you on everything PH&D. This newsletter will be available and it's also a handy time to renew your membership.

In this issue, we finish our coverage on the depots of the PH&D. Each one represents a time in America that we don't see now, where you could drive up to the depot before the afternoon train got in and hand the station agent a package or trunk you wanted delivered via Railway Express Agency. A slower time when ice-cold, glass Coke bottles tumbled out, milk trucks still made their rounds, and the girls wore saddle shoes. Want to return? Well, I'll sell you my handy 3-ring binder on *Modeling the PH&D* and that'll get you started! See you at the Holiday Luncheon! **Sandy Duffy**

~ ANNUAL HOLIDAY LUNCHEON ~ DECEMBER 8 NOON - 3:00 QUAY STREET BREWING COMPANY

Featuring

ORIGINAL 8MM FILM/DVD OF CHARLIE FORMAN
DC&S in CARO ~ AARR ~ EAST JORDAN & SOUTHERN

COME FOR A PRE-HOLIDAY LUNCH & LIBATION!
MEET OLD & NEW FRIENDS OF THE PH&D!
NEW SHIRTS ON SALE! X-MAS ITEMS! CAPS! CUPS!

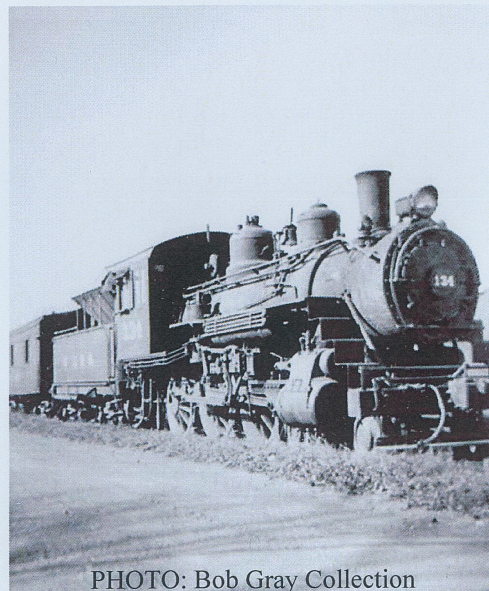


PHOTO: Bob Gray Collection

BUILDING COMMITTEE NEWS

Progress continues at the headquarters of the Port Huron & Detroit Railroad Historical Society. The water-damaged second floor portion has been replaced with new tongue and groove plywood and reinforced with 2x12 beams and metal posts. This was accomplished by a handful of talented members who completed the project in only two weeks! Kudos to this team of dedicated guys: **Bruce Sawdon, Jack and Brandon Alison, Dave Schultz, William Rauli** and his pal **John, Dave Cenci, and Chuck Grambau.**

The Committee also finished another project that they ear-marked earlier this year, which was the restoration of the Agent's vault. Thanks to **Tom Gaffney** and his son, "TW", and **William Rauli**, the room was scraped, bleached, sealed and painted. The finishing touch was restoring the metal shelving and painting them an attractive gloss khaki color.

With the newly obtained museum inventory program, we'll start to inventory the current items in our collection which includes bound waybills, log books, and the rare archives in the other two vaults. Other artifacts include lanterns, track tools, and period furniture. It's all steady progress, thanks to you and our supporters who believe in our vision!



We're on the first floor, looking up at the rafters with the new tongue and groove plywood providing a new subfloor. This was all done in about 10 days by a handful of board & Society members. We are so proud of these guys who bring their talents to each project!

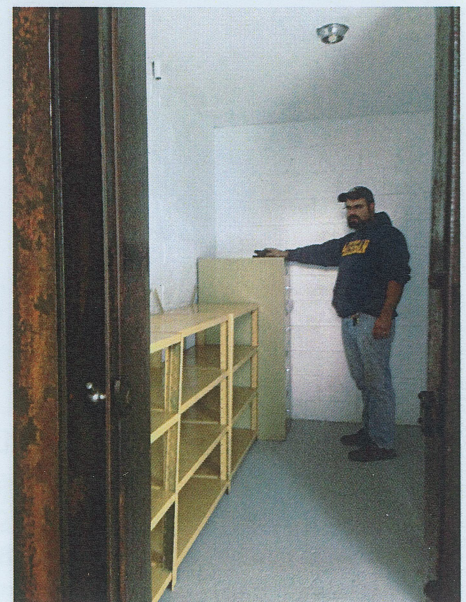


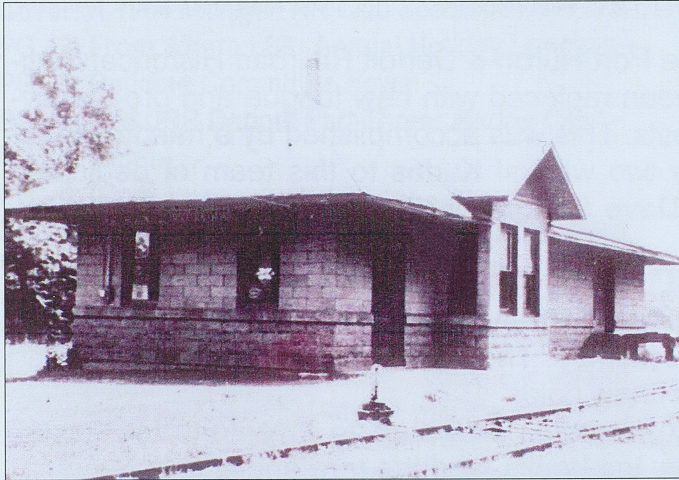
Looking east at the office door of the President, the 2nd floor sheeting is finally fastened. No more water damage!



The boys are grinding and spraying the nearly 60 year old metal-framed shelving units.

Tom Gaffney surveys the newly-restored vault with repainted shelves and a filing cabinet. All that remains is to get that overhead lighting fixture working and we're in business! Wow! Look how clean it is!

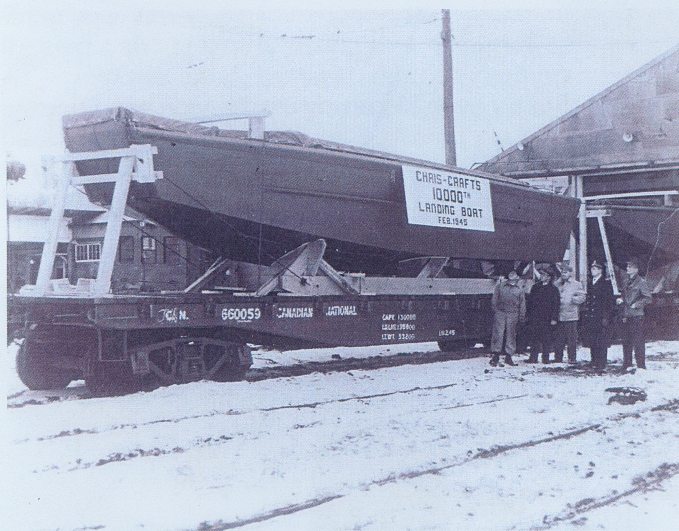




This depot, like its twin in St. Clair, was an authorized REA shipper. Note loading ramp for LCL shipments.

es along the walls for passengers. A freight room in the rear was accessible by a short stairway. This was a shipping room which contained scales, shipping materials, labels, and Railway Express Agency manifests. A sliding door opened onto a side track to load baggage or boxcars.

South of the depot was a passing track connected to a wye and storage yards, which ended at the Independent Sugar Company and later, Superior Concrete. This was also the interchange with the Algonac Transit Company, which transported flat cars with boats from Chris Craft Corporation.



It was a big day for the 10,000th landing craft out of Chris Craft Corporation. On hand is a Naval Officer with plant officials while behind them another load emerges.

DBC&W, which built the PH&DRR to Marine City in 1917, experienced cash flow problems in 1922 and by 1924, all passenger trains ended.

For freight service during the first decade of 1920, the depot was a busy place. The agent processed waybills for no less than 22 businesses. Among them were Superior Concrete,

PH&DRR DEPOTS PART THREE: *Marine City*

06/01/19 - 10/01/19 AFE#09

Construction: Granite face Cement Block Composition Roof Passenger & Freight Station at Marine City

Bill Boyd's *Authority For Expenditure* book lists both depots at St. Clair and Marine City authorized for construction on the same date. Both were identical with 4 courses of granite block with a one course surround separating the flat blocks which extended to the roof line. Many depots in Michigan were built with this two block combination.

This depot had a central waiting room with a bay window, an agent's desk and benches along the walls for passengers.



The wye extended west to allow a south-facing steam locomotive to head back north.

The Algonac Transit connection was of particular importance during World War II, since the boat works built and shipped thousands of landing craft.

Did passenger service extend to Marine City? We'd like to think so, since it was both a freight and passenger depot. If the service existed, it didn't last long. One of the last Detroit Bay City & Western timetables, published in 1924, lists a connection at Westover, which was the PM junction into Port Huron, but no further. The



1918 Line Map - Marine City Portion

1918 Line Map - Marine City

This is our earliest map of the PH&DRR. It was made just after the line was completed in 1918. We know this because the depot hasn't been included (built in 1919), and the huge Independent Sugar Plant is shown, south of the wye yard.

For modelers focusing on the end of the line, the Marine City terminus offers a number of operational possibilities. There are trailing and facing switches, two wyes, a passing siding and a junction with the Algonac Transit Company. The Industries on this map include: Western Gas and Refining Company, Roberts Coal Company, M&D Lumber Company, Marine City Motor Castings, and Independent Sugar. Interestingly, the sugar plant contained a number of storage tracks for sugar beet gondolas and even a wye to turn an engine!

McLouth Foundry and Shipyard, Michigan Salt Works, M&D Lumber Company, Marine City Motor Castings, Star Oil Company, and 6 coal companies.

By the 1940's, 8 companies remained: Detroit Gasket, Western Gas and Refrigeration, M&D Lumber, 2 coal companies, Chris Craft Boats, Reed Products and Superior Concrete.

In the 1960's, all that remained were Detroit Gasket, M&D Lumber, Chris Craft, and two plastic mold companies, Stemaco and Pac-Lite. By then, the depot operation and agents at both stations were moved to the general offices at 32nd Street. It wasn't long after that both depots were torn down.

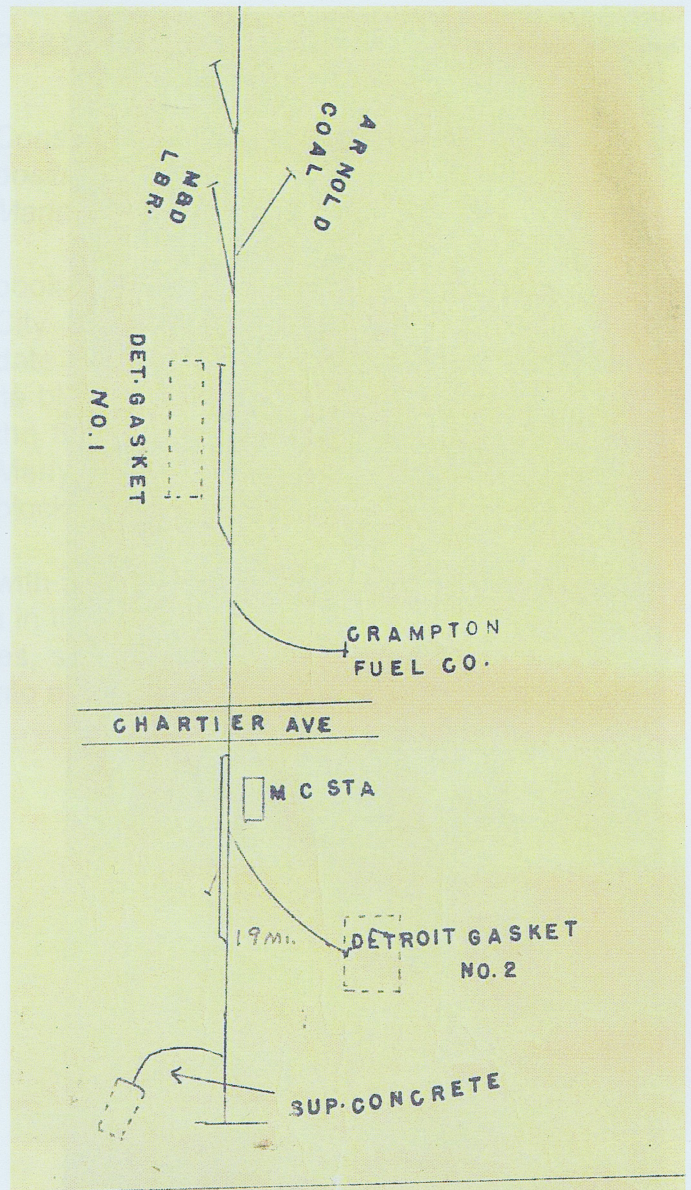


The Michigan Railroad Club Special pauses at the depot. The consist was remarkable: two GTW Green & Black coaches, a classic GTW caboose lashed with our own #52, an open gondola, and a 1000 series ex-N&W PH&D boxcar.

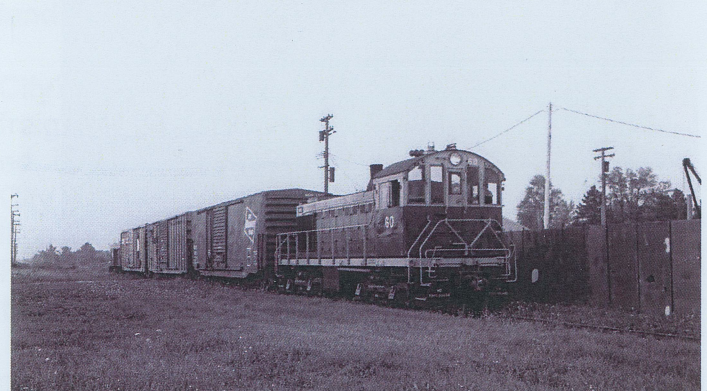


This 1940's map shows excellent detail for modelers wishing to include the Marine City yard. A passing siding just north of the depot crosses Chartier and extends south through the former Independent Sugar Plant grounds to Superior Concrete. Management moved the siding south of Chartier eliminating the costly upkeep of two crossings. The siding had just enough room for Chris-Craft deliveries.

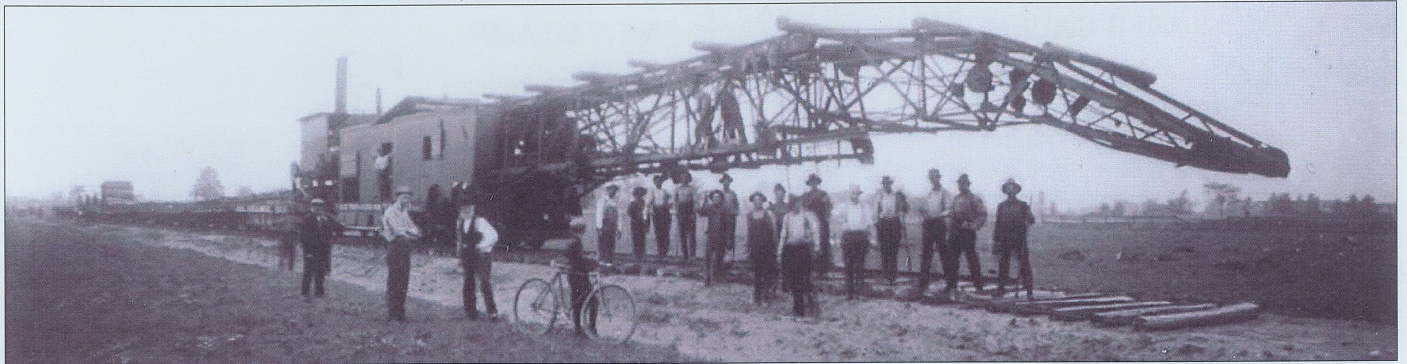
The Marine City depot remains in our minds a classic example of small town America, when life was slower and more simple. Two daily trains, an agent who handled your packages, and lazy summer afternoons: it makes a perfect point-to-point model railroad!



Superintendent William T. Frazier's Map of October 1959 shows the passing siding moved south of Chartier, no wye and the 19 mile mark. Note a small spur off the siding and a second Detroit Gasket Company spur. Our venerable M&D Lumber Company still exists.



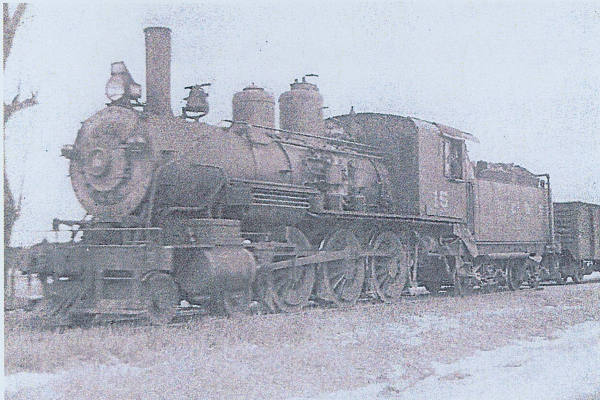
Late summer, #60 heads into Marine City with 3 cars: classic shortline railroading at its best. (Photo: Paul Maximuke)



DBC&W - DC&S NEWS

Those who are familiar with the *Detroit Caro & Sandusky* know that the road relied on second hand power to pull their trains. While the most notable engines on the roster came from the likes of the *Detroit & Mackinaw*, *Grand Trunk Western* and *Nickel Plate*, the DC&S also had several lesser known engines. Two of these engines were DC&S 4-6-0's, #15 and #31.

I have known of the 31 for several years now, but not the 15. I recently went through some files I had and came across a photo of #15. For some reason I did not remember having it nor seeing it before. One thing that did become apparent: it looked like the DC&S #31. I went on the assumption that #31 was renumbered as DC&S #15, to have it fit better with the numbering scheme at the time (as was done with D&M #121 which became DC&S #17).



Ex-DM&IR 4-6-0 DC&S #15

An internet search provided the information I was looking for. I knew them as former *Duluth, Missabe & Iron Range* engine. I was partially correct. Come to find out, #15 and #31 were sister engines, built in 1893 for the *Duluth Messabe & Northern!* These 4-6-0's were known as "Class F" engines. The site notes that the 15 was retired in 1933 and the 31 retired in 1940. I have seen 2 photos of the 31, one after delivery with her boiler jacket all shined up, and another in the dead line at Caro. The only photo of 15 I have is of her in action at an unknown location. This gives credence to the idea that John Gray bought anything that was available and cheap!

I do not know how long they were in service but I know both were in the Caro dead line upon the arrival of the 17, 134, and 135 from the D&M. Here is the link for those interested in seeing the DMIR/DM&N roster:

<http://www.missabe.com/cms/steam-roster>

Dave Cenci

EVENTS: HOBOfEST 2013

Our third annual Hobofest opened on Friday, September 13 with a series of documentaries on hobo history. The Agent's Office was packed full of visitors on hand to watch. It was the beginning of our most successful weekend, which featured beautiful weather on Saturday, kids games courtesy of **Jean Hall**, a "jungle" camp fire of Mulligan Stew cooked up by **Alice Rieves** and tended by the "Michigan Kid", **Larry Yaek**, and the acoustic sounds of Keith Menzies, with the Moutox brothers, the Yeagers. Authentic and a real delight.

We crowned **Bruce** and **Joyce Sawdon** as this year's King and Queen and were on hand to listen to 100-year old **Moses Wheeler** recount the good old days of riding the rails in the 30's and 40's. "Ol' Mose" is one of the last surviving porters in the United States, having worked for the Southern Railway.

A classic wooden trolley, thanks to **Jim Wilson** of Blue Water Area Transit, ferried guests to and from the PH&DRR 'wye". All in all, it was a wonderful weekend highlighting rail history. Hey, it's what we do!



Mose chats with Kay Houghton and Mino Duffy-Kramer



The "Michigan Kid" opens with the Friday night cook-fire.

EVENTS CALENDAR

Dec 8	Xmas Party at Quay St. Brew	Noon-3
Dec 12	No Meeting	
Jan 9	Board Meeting 32nd St.	6:00PM
Feb 13	Board Meeting 32nd St.	6:00PM

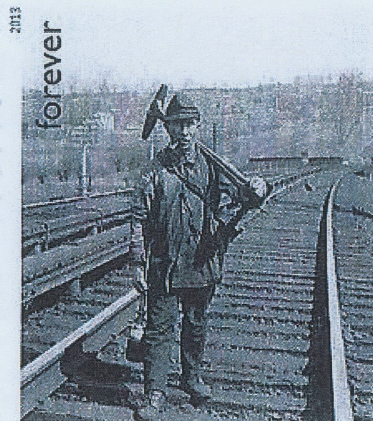
All members are welcome to attend monthly board meetings.

Saturdays at the Wye ended in October. Work inside may continue until the cold weather takes over. Check the website for last minute weekend gatherings.

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 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.

NEW STAMP

Early 20th-century workers were honored this past labor day with a series of stamps. One of them featured a section hand along some un-named right of way. Get yours at your local P.O.!



USA | Building a Nation

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**

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SPECIAL THANKS:
PH&DRRHS member Hugh Hales for a donation of \$150 covering the printing costs of this Winter 2013 issue!

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phdrailroad.com