

THE MARKER LIGHT

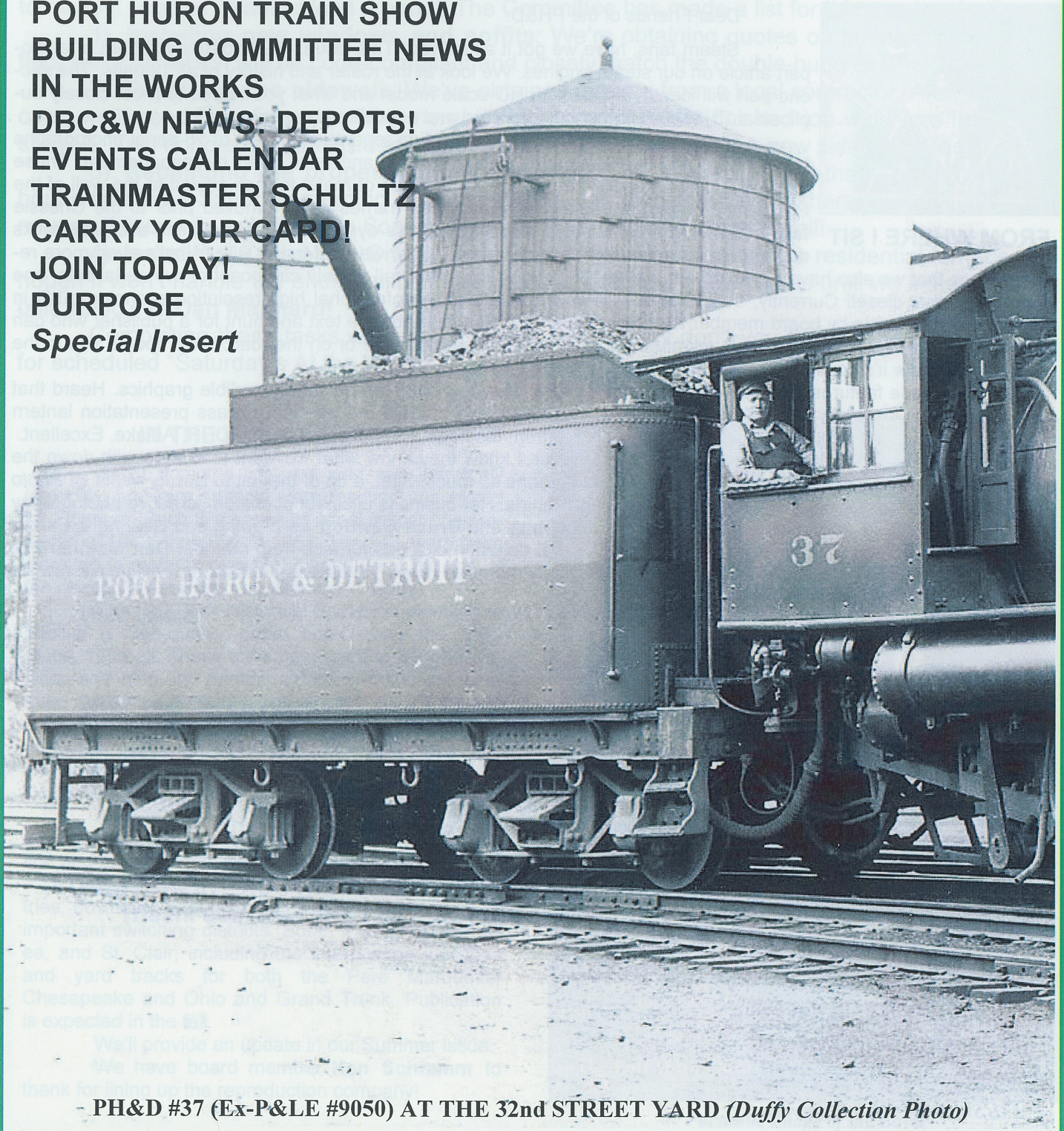
NUMBER 17

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2014

STEAM ON THE PH&DRR: THE ROSTER

PORT HURON TRAIN SHOW
BUILDING COMMITTEE NEWS
IN THE WORKS
DBC&W NEWS: DEPOTS!
EVENTS CALENDAR
TRAINMASTER SCHULTZ
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE
Special Insert



PH&D #37 (Ex-P&LE #9050) AT THE 32nd STREET YARD (Duffy Collection Photo)

Cover: That tender of #37 is filled to the brim. Engineer Ben Reed is at the throttle, ready to head out.

PG. 2: From Where I Sit; Port Huron Train Show

PG. 3: Building Committee News; In the Works Dept.

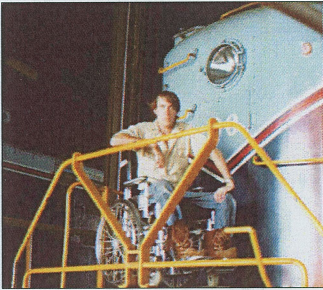
PG. 4: STEAM on the PH&D: The Roster

PG. 5: STEAM (Cont.)

PG. 6: STEAM (Cont.); Newly Acquired: O Scale S2 #52

PG. 7: DBC&W News: Depots of the DBC&W

PG. 8: 2014 Calendar; Carry Your Card; Trainmaster Schultz; Join; Purpose of the Society; Board of Directors



FROM WHERE I SIT

Dear Friends of the PH&D:

Steam fans, have we got it all for you! This issue, we introduce the start of a two-part article on our steam engines. We look at the roster and history of all 12 units. The second part will identify an existing HO-scale model and what you'll need to most closely duplicate a PH&D 0-6-0. It should be a fun and educational experience.

Plans have begun for a the publication reproducing a set of 15 aerial photographs taken of the line in 1949 by the Detroit Edison and once used by management. These large-size aerial maps were mounted in a series of metal frames affixed to the wall of the President's office (fortunately, they and their frames were removed prior to the Chessie take-over). This book will give modelers a bird's-eye view of the main line and side tracks during the steam to diesel transition era, all the way to Marine City. What's even more remarkable is that we also have a second set, dated 1961! Now what other rail society can boast of two aerial sets, one steam, the other diesel! Currently, the maps are all in the hands of a professional high-resolution scanning outfit in Detroit, made possible by board member **Ken Schramm**. Our plan is to add the text and hunt for a publisher who can come out with a high-quality, useable spiral-bound book you can use at home or on the road. We'll update you in the next issue on how it's coming.

This issue features an insert of nifty items for sale. The new shirts are in with incredible graphics. Heard that you can order a sweatshirt as well as that hoodie. And check this out: we are offering a brass presentation lantern marked, stamped and etched "PH&DRRHS"! This comes from the original supplier to the PH&DRR, Adlake. Excellent.

Our Society has so many heroes who help us out. I know they know what we want to end up with down the line and their involvement early on when it's a struggle means so much. First, a tip of the hat to **Nancy Wills** of *Photo Memories by Nancy*, for the great shots of our PH&DRR shirts. Her business is all about custom, creative photography (760-333-2313). Also, thanks to **Fred Minnie**, **Dave Schultz** and **Bruce Sawdon** for plowing and clearing the snow out at the office. Been a brutal winter! And how about that donation of a gas furnace from member **Dan Meinhard** to heat our meeting room? No more shivering! Finally, Society member **Hugh Hales** has donated now twice in a row for the printing of this newsletter! Can't do it without you guys!

See you out at the wye!

Sandy Duffy



PM O. Swick & PH&D B. Sawdon

PORT HURON TRAIN SHOW

APRIL 27 NOON to 5:00 PM ~ McMORRAN PAVILLION

HATS! HOODIES! SWEAT-SHIRTS! T-SHIRTS!
MUGS! LICENSE PLATE!

SPECIAL NOTICE: ORDERS TAKEN FOR THE AUTHENTIC
PH&DRRHS ADLAKE LANTERN (see insert)

BUILDING COMMITTEE NEWS: 2014 GOALS

2013 saw major upgrades to the 32nd Street office building. With the help of members and board, we replaced the water-damaged 2nd floor with new joists and tongue and groove flooring. It was no easy task but due to a dedicated crew, the operation went very quickly; the job was done in under a month. This is what happens when a group gets together and directs its energy to getting the job done. Structural replacement isn't something to be taken lightly, requiring experience and a working knowledge of assembling frames and joists that are expected to support walls in the future. What's impressive is that a small group of volunteers gathered together and did what it took to make it happen. Want to lend a hand? The Committee has made a list for this year's priorities:

1). **Installing new windows and soffits:** We're obtaining quotes on both top and bottom floor windows which will be code-compliant and closely match the double-hung examples.

2). **Replacing the sidewalk:** We've obtained a quote from a local contractor. After his job is over, we'll need help from you (*the membership*) "dressing" the finished job with yard rakes and shovels. Two donors have offered the funds to complete this project! A new sidewalk! Cool!

3). **Repainting the property stripe breakfast:** This is a fun project that will take up a few hour's time on a Saturday morning. An easy way to get acquainted with other members. We'll announce this on our website. The Society will provide a major breakfast for all!

4). **Installing a Furnace:** One of our members has kindly donated a residential furnace. Although it won't handle the entire building, we can use it to heat a few rooms until we install a larger unit. Kudo's to **Dan Manhard!**

Completing these tasks will bring us along quite nicely don't you think? Check the website for scheduled "Saturday's At the Wye".

IN THE WORKS DEPT.

Just before the line was sold, two extremely important and rare artifacts were rescued and stored for 25 years. Each is a series of aerial maps; one produced in 1949, the other in 1961. The sets were once mounted in metal frames that hinged upon the wall of the railroad's last President, George Y. Duffy.

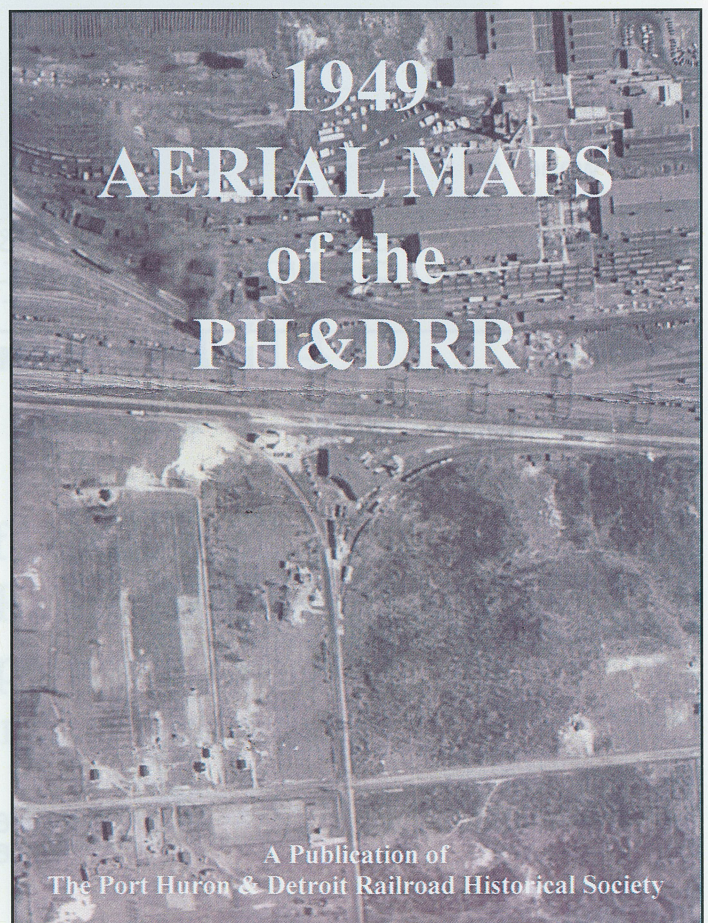
The PH&DRR Historical Society is planning to publish a high-quality photo book using the 1949 maps, 15 in all. These have been sent to a high resolution scanning and printing company down in Fraser to be reproduced. When finished, the book will provide a valuable reference book for those interested in modelling the main line, from the 32nd Street office to the end, in Marine City. All side and passing tracks will be included.

Very few rail societies have this kind of exquisite detail available to them. In fact, this may be the first and one of a kind, tracing the entire line.

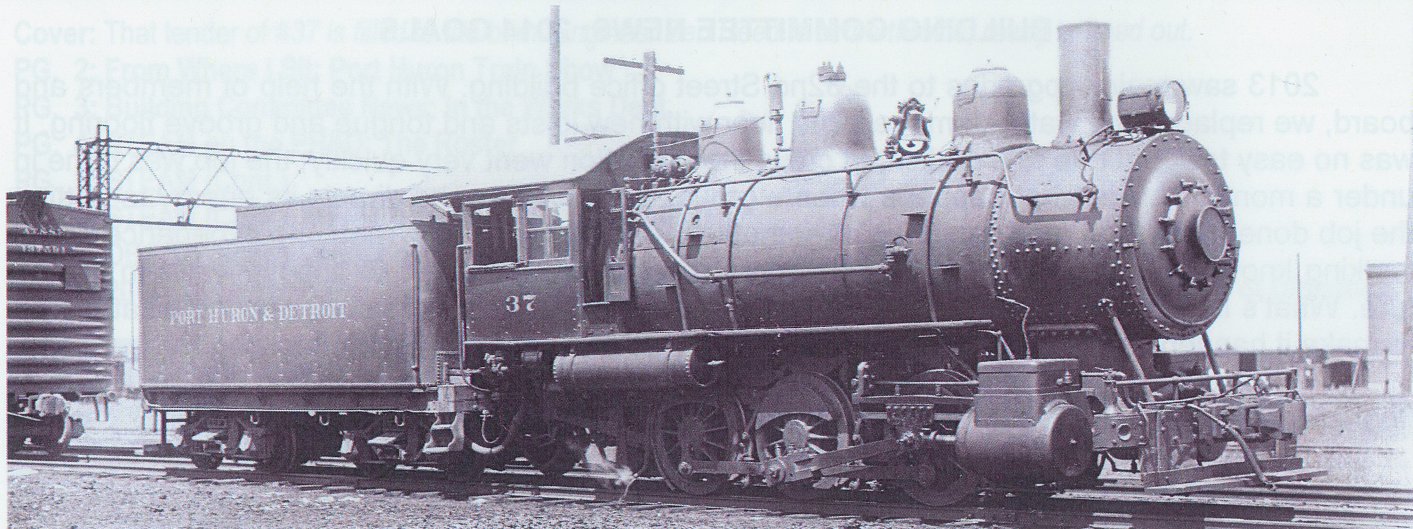
Everything will be identified as of 1949: industries, downriver businesses, the three depots, and all important switching districts, South Park, the Dow area, and St. Clair, including the interchange junctions and yard tracks for both the Pere Marquette/Chesapeake and Ohio and Grand Trunk. Publication is expected in the fall.

We'll provide an update in our Summer issue.

We have board member **Ken Schramm** to thank for lining up the reproduction company!



Facsimile Image of the Cover



PH&D #37 (P&LE 9050) awaits the call at the 32nd Street yard. With a tractive effort of over 35,000, it could handle the job.

STEAM ENGINES of the PORT HURON & DETROIT RAILROAD: THE ROSTER

One of the reasons modelers like to model the PH&DRR is that the short line used switch engines for motive power throughout its entire 66 year history. No need to buy more than one engine! Build yourself a reliable point-to-point system with a few downriver customers, and you are in business. Whether steam or diesel, you can have a great running system for a modest investment. In this issue, we look at the motive power during the steam era.

From the very start, it was always the reliable, sturdy switch engine. There are a number of reasons why management chose them. The line was relatively short, at 19 miles. Two daily freights ran down and back. All steam engines were bought second-hand. Looking over the roster, they were kept in excellent condition, squeezing years out of these already elderly engines.

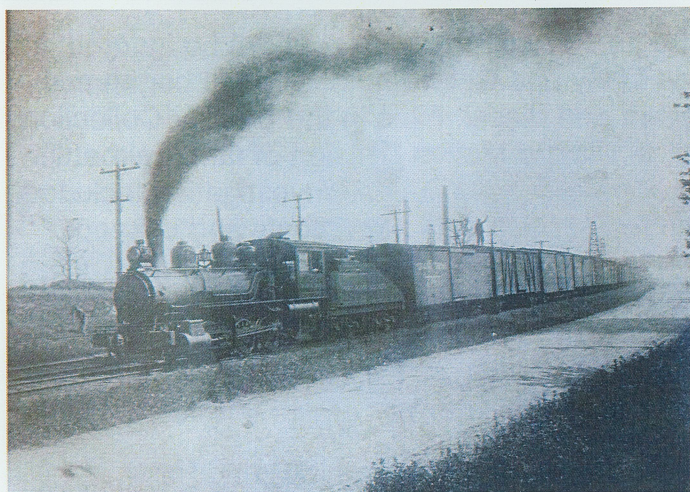
Between 1920 and 1945, the road would own a total of 12 steam engines, all of them in the 0-6-0 wheel arrangement. Management always bought used locomotives from various sources, notably from the General Equipment Company, which sold and leased equipment to many short lines who couldn't afford brand new. For the PH&D, it would be a satisfactory arrangement.

PH&DRR STEAM ENGINE ROSTER

| # | BOUGHT | ROAD | BLDR/CLASS/# | TE | WGT | BLT | RETIRED | IS |
|----|----------|-------------|-------------------|--------|---------|------|------------|----|
| 30 | 02/29/20 | PHS#7 | Bald/39938 | 24,780 | 115,300 | 1913 | 12/01/1933 | 13 |
| 31 | 02/29/20 | PHS#8 | Bald/42658 | 24,780 | 115,300 | 1913 | 12/01/1933 | 13 |
| 32 | 10/29/23 | NYC&STL #49 | Alco/47924 | 22,440 | | | 10/09/1928 | 05 |
| 33 | 10/29/23 | NYC&STL #16 | Alco/25968 | 22,440 | | 1902 | 10/31/1929 | 05 |
| 34 | 05/01/26 | P&LE #9020 | Alco | 35,360 | 176,400 | 1904 | 06/30/1941 | 15 |
| 35 | 05/01/26 | P&LE #9016 | Alco/25202 | 35,360 | 176,400 | 1902 | 06/30/1941 | 15 |
| 36 | 10/09/28 | | Alco/B-104 | 35,360 | 176,400 | 1907 | 11/30/1945 | 17 |
| 37 | 11/10/31 | P&LE #9050 | Alco | 35,360 | 187,300 | 1911 | 11/30/1945 | 17 |
| 38 | 01/12/37 | | Alco | 35,360 | 187,300 | | | |
| 39 | 04/24/37 | | Alco | 35,360 | 187,300 | | | |
| 40 | 01/12/37 | | Bald/6-38-D/54463 | 38,500 | | 1921 | 1945 | 8 |
| 41 | 04/24/37 | | Bald/6-38-D/54462 | 38,500 | | 1921 | 1945 | 8 |

TE: Tractive Effort

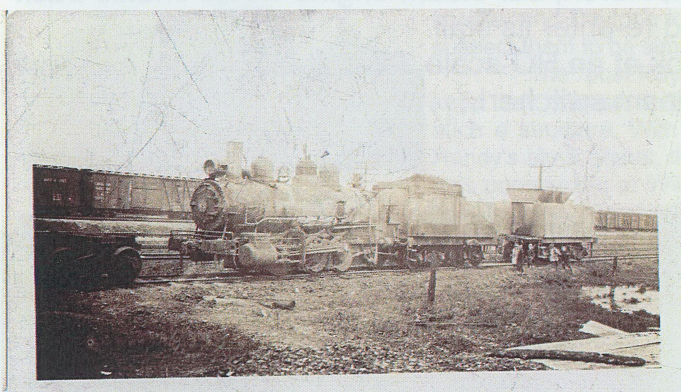
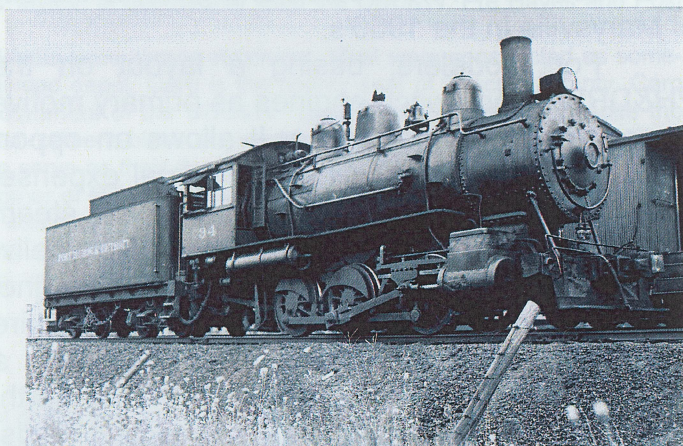
IS: In Service



PHS#7 north-bound from Morton Salt ca 1913.

4 miles. With light trains of salt cars and a few from the South Park spur, these lightweight engines were adequate.

Two more switchers, #32 and #33, were purchased in 1923, but both were lightweight units with a 22,000 pound tractive effort. Recognizing these limitations, Chief Engineer Bill Boyd recommended upgrades to heavier units and on April 15, 1926, the railroad authorized purchasing two 82 ton ex-Pittsburgh and Lake Erie engines, with tractive weights of 35,000 pounds. These two engines, #34 and #35, were ALCO products and would be the standard from then on.



Incredibly, within a week of the authorization to purchase these engines, and before they arrived, a massive fire destroyed the roundhouse. Two of the lightweight engines stored inside were casualties. Our records indicate #30 and #32 were the victims. They would be sent over to the GTW shops for repair.

In 1930, Boyd increased the capacity of the ALCOs, replacing their 3400 gallon tenders with 8400 gallon units, which eliminated the need to refill down line. Within three years, the water tank in Marine City was dismantled. By then, all four

lightweight engines had been replaced with heavier ALCOs.

Between 1928 and 1937, four more Alco switchers were added. In 1937, the two heaviest switchers, #40 & #41 came online, each weighing in at over 90 tons, just in time to handle the jump in war-time traffic. Far cry from the 58 tons they started out with.

All steam engines had large capacity tenders for both coal and water. Pictures exist of slope-backed tenders with the addition of a raised bunker, but these didn't last long with Bill Boyd. Ever in search of efficiency, he wanted every engine to use what they had on the run down and back. All engines left the wye filled to the brim and were refilled upon return for the next crew.

By the late 1930's, news of the efficiency of the new diesel engines could not be ignored. In January of 1939, Assistant General Manager George Duffy and Chief Engineer Boyd began comparing operating and maintenance costs between steam and diesel. Files in the Society Collection contain letters requesting information and booklets from Electro-Motive Division of GM, Fairbanks-Morse, Baldwin Locomotive Works and American Locomotive Works. Their investigation included trips to these manufacturers and letters sent back and forth regarding annual costs and upkeep.

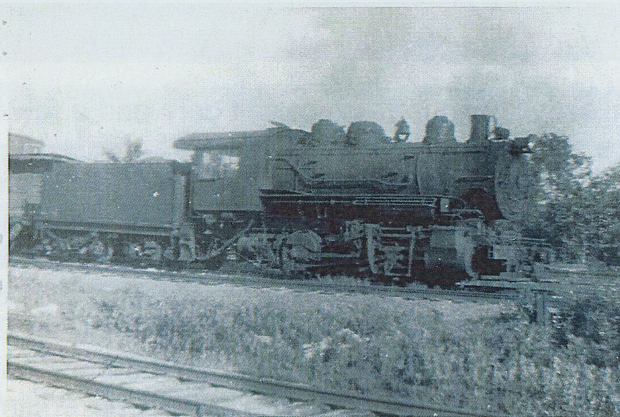
After compiling and comparing the data, both men concluded that the diesel engine was the way to go. In a letter to President James E. Duffy, dated August 14, 1941, George concludes that the yearly cost of one steam engine was \$40,000 compared to the annual cost of \$18,450 for a 660HP diesel, a savings of over \$22,500!

In early 1945, management authorizes the purchase two 660 HP engines from American Locomotive Company. These two arrived in June of 1945.

Upon arrival, all steam engines left the line, bound for the scrap yard. A close replication can be found down in the park in Marysville, with DTE #206, which was retired and given to the city of Marysville in the 1960's.

For modelers, basing a layout on the PH&DRR using switch engines as primary motive power makes perfect sense. It allows an opportunity to operate a layout with minimal expense: one engine will do the job. Modelling the steam era opens up an infinite variety of moves to deliver and pick up loads and empties down the line, on a point-to-point layout. Steam engines require timely pauses at water tanks and ultimately a "we" turn in Marine City for the return trip north. And, after delivering cars to the connecting roads, Pere Marquette and Grand Trunk Western up in Port Huron, our steam engine would shuttle back to the 32nd Street roundhouse to dump its ashes and re-enter its stall.

In the next issue of *The Marker Light*, we'll look at an HO-scale 0-6-0 steam model and how you can add details to closely duplicate the PH&D steam switcher!



P. H. & D.

Beefy Baldwin #40 rests at the 32nd Street Yard with an ex-PM caboose in tow near the end of its service.

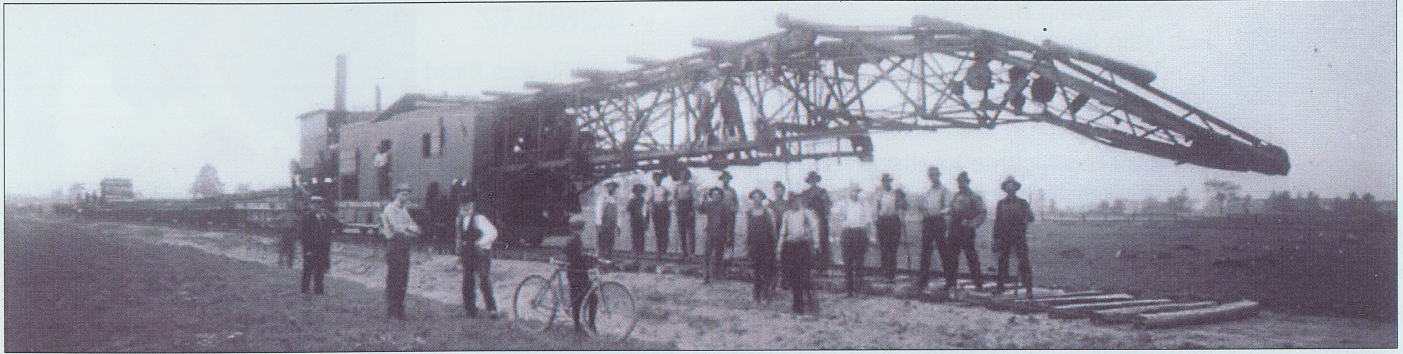
NEWLY ACQUIRED: O-Scale Custom Painted PH&D S-2 #52

It was only on Ebay for a split second when someone hit the Buy-It-Now button. Now, thanks to a lucky fool, we have an excellent O-scale model to display at our sales booth! (*If you look very closely, you can just make out engineer Bruce Sawdon at the throttle*).

These scale model custom-painted units have started to attract some attention, when we trot them out and put them on display. Our plan is to lash up the caboose we already have and present them both under a nifty custom clear Lucite box cover complete with a varnished track set up. See it at the Port Huron Show!

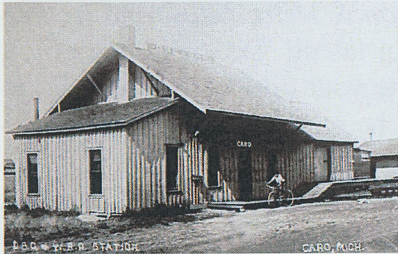


DBC&W - DC&S NEWS



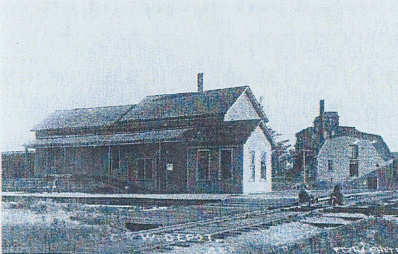
"Depots of the DBC&W...a brief look."

From the moment the first rails were laid on the DBC&W, the Handy Brothers were looking to sell. On the western end of the DBC&W (Bay City-Wilmot) the track and road bed were well built, as the Handys courted several different railroads. Most notably (and infamously) the Grand Trunk Railway and its head man Charles Hayes. Up until the sinking of the Titanic (which claimed the life of Hayes), the Handys were all but certain to be selling the DBC&W to the GT. With the mentality of "lay track and sell", the investment into long lasting depots was not a priority. With the death of Hayes, the Handys decided to keep their railroad and complete it into Port Huron. As a result we have 2 different "styles" of depots that lined the DBC&W. Pre Hayes and Post Hayes.



Caro (Photo T.J. Gaffney)

The "pre Hayes" depots were simple structures. Most were constructed as something other than being a railroad depot. Caro is the county seat of Tuscola County. Caro became the operation headquarters of the DBC&W (and later, the DC&S). Despite the expense of building a 3 stall cement block engine house, turning wye, and a yard, the Handys settled on a barn to serve as their depot and office! The "barn" was located along the new railroad near the corner of Mill and Green streets and had served as a stable. The location was excellent as it was across the street from the Michigan Central's freight house and right in the heart of the industrial area in Caro's south east side. This depot is still standing and is used as an auto detailing shop. Sadly, this means that the structure has been gutted out.

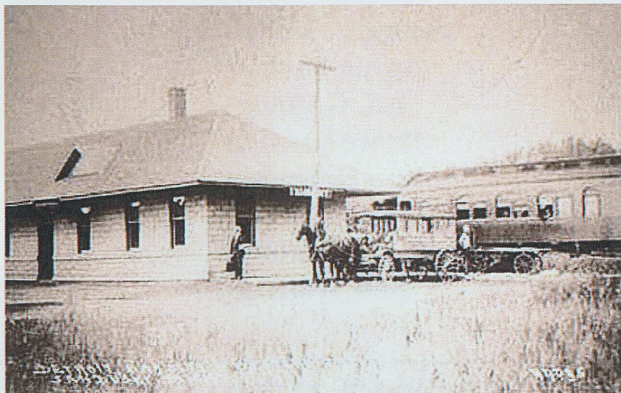


Akron (Photo T.J. Gaffney)

Another "re-use" for a depot on the line was the depot in Akron. From the few photos I have seen of the depot, it looks to be a "re-purposed" house. It was razed when the line between Caro and Akron was pulled up in the late 1920's. What the depots at Quanicassee, Bradleyville, and Daytona looked like is a mystery and I have not found any photos of them. I suspect them to be simple affairs or re-used structures.

The "post Hayes" depots are the more famous ones. Once the Handys decided to keep their railroad, they had substantial block depots built at any online town the warranted such a structure. With the look on the depots being of a certain style, produced at the Handy's block plants, the depots earned the nickname "Handy block depots". The first one was constructed at Wilmot. Erected in the north east quadrant of the DBC&W-GTW junction, it was a "standard" block depot for the road with the addition of an operator's booth or

a non-elevated "tower" to protect the crossing. This was built into the southwest corner of the depot. Wilmot was a "union station" with both the DBC&W and GTW using the depot.



Sandusky (Photo T.J. Gaffney)

The other block depots were built at Hemans, Decker (the smallest one that I am aware of), Snover, Sandusky (the largest of all the block depots), Watertown, Peck, Roseburg, Fargo (which still exists), Ruby (?), and St Clair and Marine City on the PH&D. Another version of "Handy Block" was also used to construct the original 1917 portion of the PH&D's office building as well as the PH&D's original roundhouse.

These block depots were strong and sturdy and were built to last MANY years. Adding to the strength of the structure was a cement foundation. The wall's were rather thin as well. Sadly, we only have one remaining version of a "Handy Block" depot which is the Fargo depot, on Fargo road, on the north end of town. It is now a home but has been heavily modified. In addition, the intact foundation of the Hemans depot still exists as does a partial foundation for the Peck depot.

The Railnut says "Till next time!"

Dave Cenci

EVENTS CALENDAR

| | | |
|--------|---------------------------|--------|
| Mar 13 | Board Meeting Beach Rd | 6:00P |
| Apr 27 | PH Train Show McMorrان PI | 10:00A |
| Apr 10 | 32nd Street Office | 6:00P |
| May 8 | 32nd Street Office | 6:00P |

All members are welcome to attend monthly board meetings.

Saturdays at the Wye begins in April. Check the web-site for last minute weekend gatherings and needs.

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 which is marked by the yellow stripe. You may park in 32nd Street west of the stripe.

TRAINMASTER SCHULTZ

Bill was hired on in 1970. He began on the section gang, later joined the trainmen as a brakeman, and then came into the office to replace long time trainmaster Bert Sari when he retired. His job included recording each car from incoming coal trains as well as setting up the day's switch lists. A likeable fellow, he was efficient, caring and always had a smile for all. He currently works in the Port Huron USPS. His brother Dave sits on our board!



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.

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!

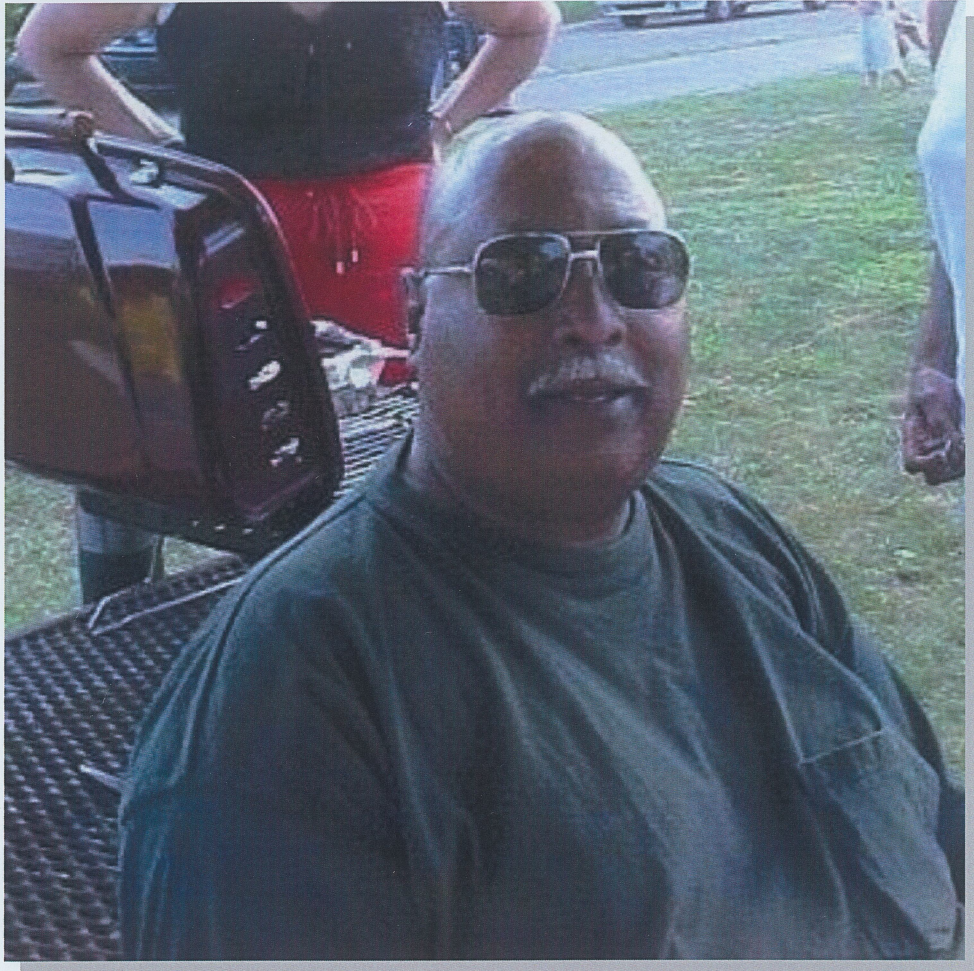
Mail to: PH&DRRHS, P.O. Box 217, Marysville, MI 48040.

**BOARD of DIRECTORS
2014**

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

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

VISIT OUR WEBSITE FOR LATEST NEWS!
phdrailroad.com



EARL D. SHOULDERS
07/15/40 - 03/11/14

The Board of Directors of
The Port Huron & Detroit Railroad Historical Society
Announces with profound sadness
The passing of our dear friend Earl.



**PRESENTATION BRASS ADLAKE LANTERN
(from the original manufacturer)**

MARKED, STAMPED & ETCHED "PH&DRRHS"

**MEMBERS: \$135.00*
OTHERS: \$150.00***

**Send check to:
PH&DRRHS P.O. Box 217
Marysville, MI 48060**



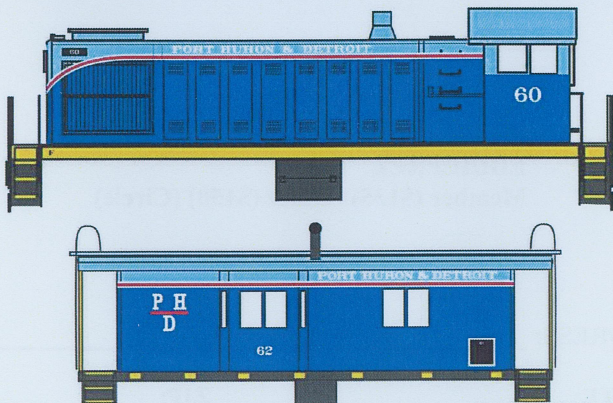
*100 % Cotton PH&D T
Engine #62 Front*



*100 % Cotton PH&D T
Caboose #62 Back*



*Warm PH&D Hoodie
Caboose #62 Back*

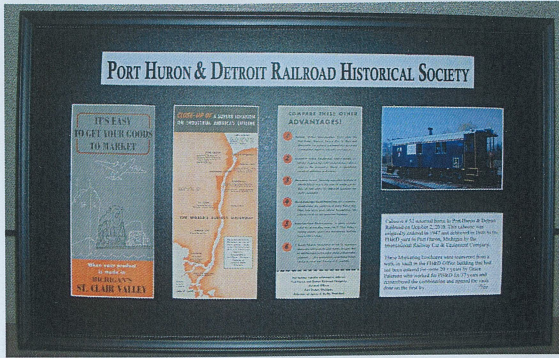


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PH&DRR DECALS FOR HO / N SCALES

Decal sets for the PH&D's locomotives and cabooses are now for sale. Each set will do one locomotive and one caboose in either the first diesel paint scheme or the last diesel paint scheme (shown). 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 (call).

MORE COOL STUFF FROM THE PH&DRRHS



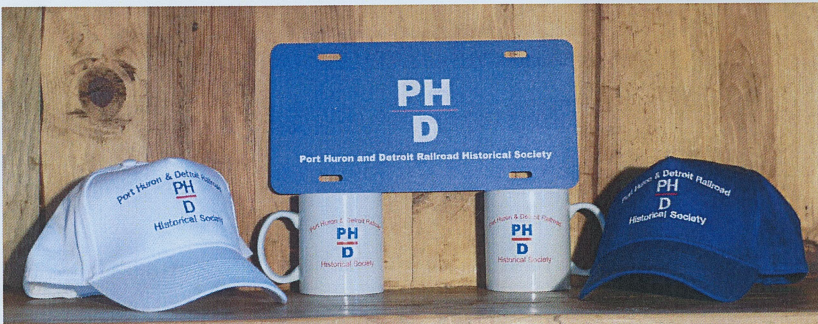
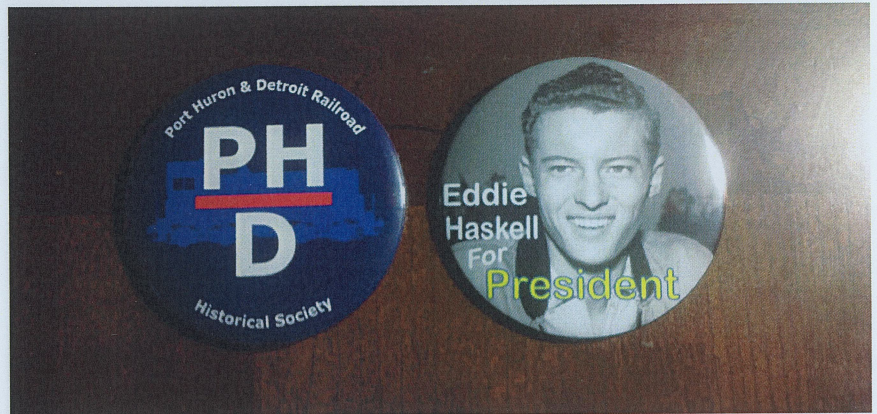
LIMITED NUMBERED EDITION
ONCE THEIR GONE, THAT'S ALL FOLKS!

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)

TOO COOL BUTTONS

3" icons of history!
Both very cool upon your lapel.
One shows you care;
one shows you don't!

\$3.00



AUTHENTIC PH&DRRHS ITEMS
CUSTOM EMBROIDERED CAPS: \$15.00
CLASSICALLY IMPRINTED MUGS: \$7.00
LICENSE PLATE (SPECIAL ORDER): \$15.00

| 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 L (circle) |
| T-SHIRT | \$22 X _____ : | \$ _____ | XL 2XL 3XL |
| PLATE | \$15 X _____ : | \$ _____ | |
| PLAQUE | \$200X _____ : | \$ _____ | |
| HOODIE | \$ 40X _____ : | \$ _____ | L XL |
| HOODIE | \$ 45X _____ : | \$ _____ | 2XL |
| BUTTONS | \$ 3X _____ : | \$ _____ | PH&D (circle) |
| | \$ 3X _____ : | \$ _____ | EDDIEPREZ |
| LANTERN | \$ _____ : | \$ _____ | Member (\$135) Other (\$150) (Circle) |

TOTAL \$ _____

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PLEASE MAIL COMPLETED FORM & CHECK TO: PH&DRRHS P. O. BOX 217, MARYSVILLE, MI 48040 and VISIT US: phdrailroad.com