

THE MARKER LIGHT

NUMBER 18

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

SUMMER 2014

STEAM ON THE PH&DRR: AN HO-SCALE ENGINE

BUILDING COMMITTEE NEWS

Chef Shell's

CD REVIEW: *Classic Railroad Songs*

PRODUCT REVIEW: *Atlas PH&D 50' Boxcar*

DBC&W NEWS: *Mystery Locos*

EVENTS CALENDAR

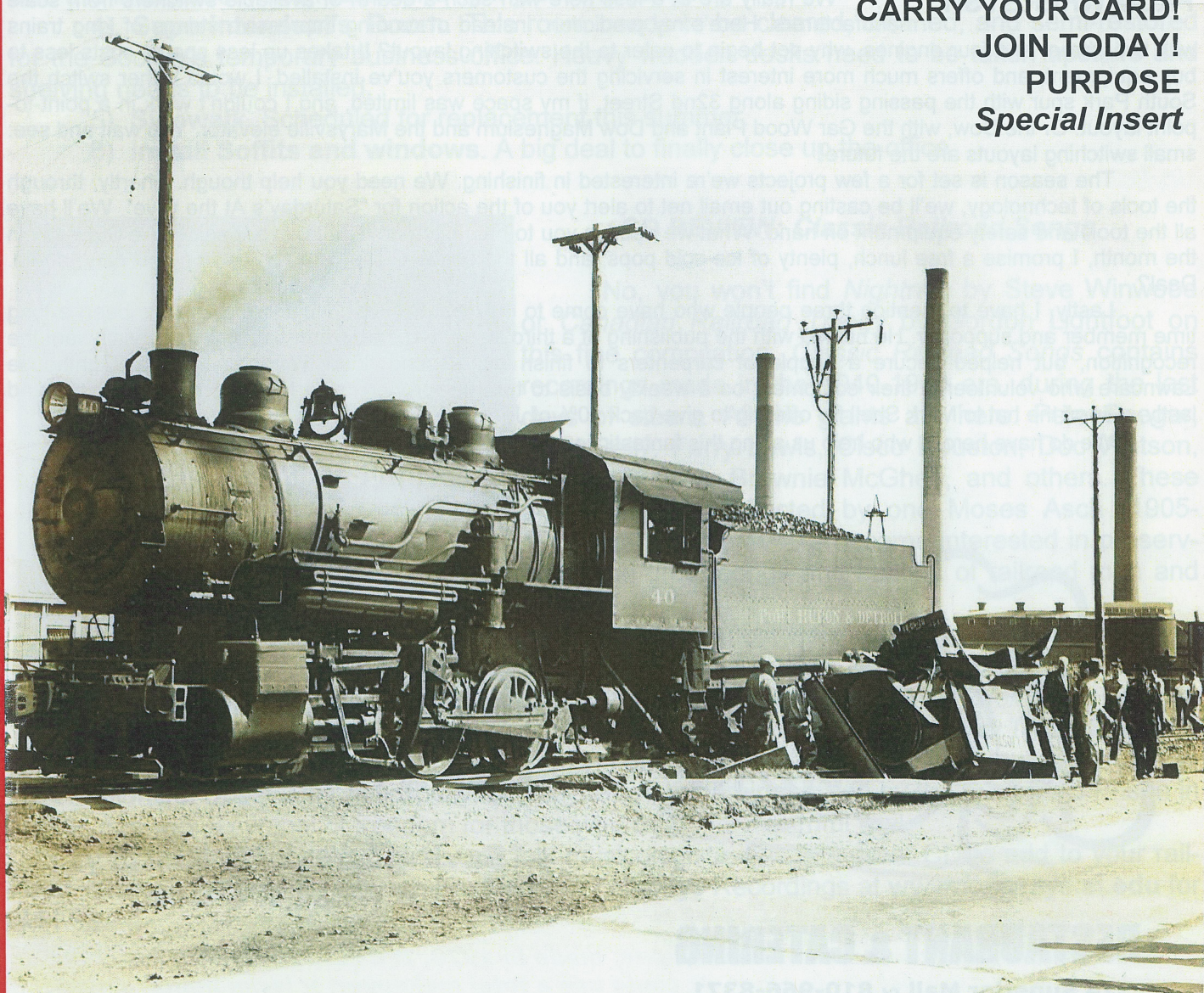
PH&D EMPLOYEE: *Car Accountant H. J. Ferns*

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PURPOSE

Special Insert



#40 (Ex-DT&SL #9050) IN AN ALTERCATION, MORTON SALT YARD (*Duffy Collection Photo*)

Cover: #40 had a run-in with a Port Huron Building Supply cement mixer. The mixer lost but did derail the tender!

PG. 2: From Where I Sit; Chef Shell's 10% Donation!

PG. 3: Building Committee News; CD Review: *Classic Railroad Songs*

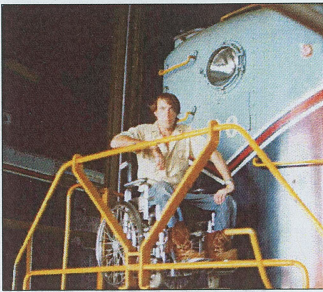
PG. 4: Steam on the PH&D: *A Model in HO-Scale*

PG. 5: Steam (Cont.)

PG. 6: Product Review: *Atlas 50' PH&D Boxcar* by Charles Warczinsky

PG. 7: DBC&W News: *Mystery Locos*

PG. 8: 2014 Calendar; PH&DRR Employee: *H.J. Ferns*; Join; Purpose of the Society; Board of Directors



FROM WHERE I SIT

Dear Friends of the PH&D:

This issue finishes the two-part story on the steam engines of the PH&D. One of these days, I must have an 0-6-0 steam switcher complete with front and back lighting, steam sounds, and a DCC installed receiver. One of these days...

The beauty of modelling this classic shortline railroad is being able to base your layout in either era. Boyd wanted his refueling all done at 32nd Street, with the exception of having a few water plugs downline. No big deal! Having a water tank elsewhere makes for good planning and an excuse to reach your destination, service your customers, and take on water for the trip north.

We really are at a loss here with such a dearth of available switchers from scale manufacturers. Here's my prediction: instead of running impressive strings of long trains with two, three, and four engines, why not begin to cater to the switching layout? It takes up less space, costs less to buy equipment, and offers much more interest in servicing the customers you've installed. I would rather switch the South Park spur with the passing siding along 32nd Street, if my space was limited, and I couldn't work in a point-to-point layout. Or the Dow, with the Gar Wood Plant and Dow Magnesium and the Marysville elevator. You wait and see: small switching layouts are the future!

The season is set for a few projects we're interested in finishing. We need you help though. Shortly, through the tools of technology, we'll be casting out email net to alert you of the action for "Saturday's At the Wye". We'll have all the tools and safety equipment on hand. What we need is you to help pitch in. If you can set aside one Saturday in the month, I promise a free lunch, plenty of ice-cold pops, and all the active Class-One yard action you can handle. Deal?

Lastly, I have to mention three people who have come to our rescue. First, Hugh Hales, who's been a long time member and supporter. He helped with the publishing of a third issue! Second, Dennis Will, who doesn't want the recognition, but helped secure a couple of carpenters to finish our second floor! Third, how about Lighthouse Lawncare who volunteered their equipment on a weekly basis to trim our property and have it looking so nice. And lastly, a tip of the hat to Mark Shell for offering to give back 10% of June sales at Chef Shell's.

We do have heroes who help us along this fantastic journey. See you at the picnic!

Sandy Duffy



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BUILDING COMMITTEE NEWS

Shortly, those of you who have email addresses will be notified of upcoming "Saturdays At the Wye" work projects. Frankly, we need your help, your tools, your enthusiasm! There are a number of small but important projects that we've identified to complete this year. The usual core group just can't handle it every time. Having members out on site, at the wye, will not only make the tasks go easier but more fun. And you'll become involved with fellow railfans who enjoy good, old fashioned elbow grease!

Here's what we have in the works for this year:

1). **Running wire into some of the rooms.** We'd like to install a light fixture in the downstairs Agent's Room vault, as well as running some wire up into the second floor for a power source for hand tools.

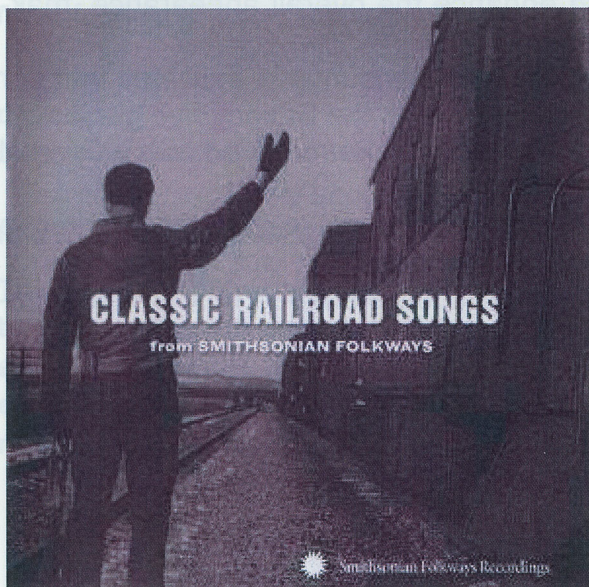
2). **Outside Information Box.** This framed box with a plexi-glass front needs some help! It's been several years since it was installed and it needs a fresh coat of paint.

3). **Document Storage.** When the Agent's vault is finished, we'll be looking at the other vaults containing valuable archival documents. Undoubtedly, they'll need to be cleaned and identified prior to storage. T.J. Gaffney, as Chief Archivist, will be heading up this job and needs folks who are interested. Face masks and light gloves required.

4). **Superintendent's Room.** This room needs to be cleared, cleaned, and semi-restored for the Society's temporary business office. Heavy wooden desks need to be taken upstairs and shelving needs to be installed.

5). **Sidewalk.** Scheduled for replacement this summer.

6). **Install Soffits and windows.** A big deal to finally close up the office.

CD REVIEW: *Classic Railroad Songs*

No, you won't find *Nightrain* by Steve Winwood or *Canadian Railroad Trilogy* by Gordon Lightfoot on this fine compilation. *Classic Railroad Songs* contains recordings made in the 1940-1960 era, during the last days of steam. All the giants are here: Pete Seegar, Lead Belly, Furry Lewis, Cisco Houston, Doc Watson, Woody Guthrie, Brownie McGhee, and others. These are recordings collected by one Moses Asch (1905-1986) who, in the 1940's became interested in preserving these great songs and ballads of railroad men and women.

Although most were recorded in the 1950-1960s, a few were made earlier, like Lead Belly's *Rick Island Line*, recorded in 1942, and *John Henry*, by Woody Guthrie and Cisco Houston. *Lonesome Train* is another old classic with blind harmonica player Sonny Terry, with both Guthrie and Houston, made in 1944. *Midnight Special*, by Lead Belly, actually refers to a train that ran by the Sugarland Prison in Texas and was a symbol of freedom for those who heard its mournful wail.

For railfans, hobo-historians, and folk musicologists, this is a great CD to add to your railroad library. It can be had through Smithsonian Folkways Recordings at www.folkways.si.edu for \$11.98.

STEAM ENGINES of the PORT HURON & DETROIT RAILROAD: HO SCALE

In the last issue (*The Marker Light #17*), we covered the roster of the 12 steam switching locomotives. In this issue, we want to reproduce one of our steam engines in HO-scale, using an engine currently available from model manufacturers.

The 0-6-0 steam engine was the venerable workhorse of countless US rail yards. One would think that you'd be able to find numerous models available. Partly true. In the past, there have been many models made in brass and plastic. These days, it seems that only one maker has a switcher, which is available from your local hobby shop: Bachmann Industries' USRA 0-6-0, with a slope-backed tender (\$79.99, *P&D Hobby*).

These United States Railway Administration designs were all made for one purpose: to consolidate and mandate a standard design for steam engines during World War I. If we review the roster, none of our engines were of this USRA design. Most of our used engines of the PH&D were built prior to this standardization.

Our roster contains eight ALCOs and four Baldwins. Most of these engines, with the exception of the last two Baldwin locomotives, were relatively light-weight units. Fortunately, our Bachmann unit comes close to these earlier ALCOs but requires a few "alterations".

First, that slope back tender need replacing with a rectangular unit. Here's why: as soon as these used engines came on line, Chief Engineer William Boyd set about to increase their coal and water capacity. If the engine came with a slope-back tender, it was replaced by a larger capacity rectangular unit. That way, each of these engines could go downline and back, to be refueled once at the 32nd Street facilities, ready for the next crew.

Second, we need to repaint that engine. The photograph of #37 shows two shades of black. Up front is a grimier black section followed by a smoother looking shade, beginning at the first sand dome. Also, eliminating that Bachmann silver would enhance the overall appearance, making the engine seem visually unbroken with these two shades.

Third, there isn't much we can do about the slide valves. Our Account #51 indicates that our ALCOs were supplied with Stephenson slide valves; the Bachmann has the Baker valve guides.

Fourth, that slope beneath the Bachmann's engine cab needs to be removed with a Dremel tool and replaced with a piece of horizontal styrene, painted flat black.

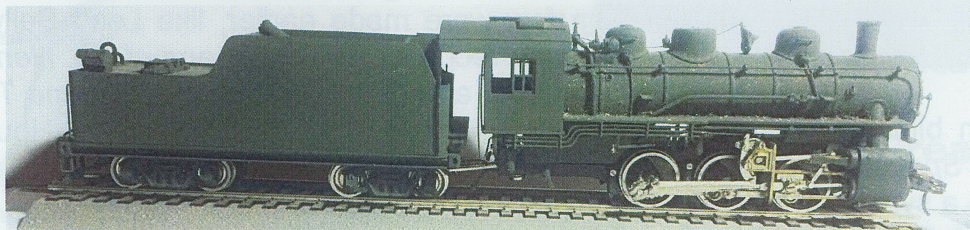
Fifth, the cab's one-window version needs to be replaced with a two-window cab. Remove the Bachmann unit and replace.

And finally, closer-coupling between your newly-acquired square-shaped tender would improve its overall appearance.

Perhaps reviewing the NMRH standards for weight on this small switcher might entail additional weight added to beef up this plastic model.

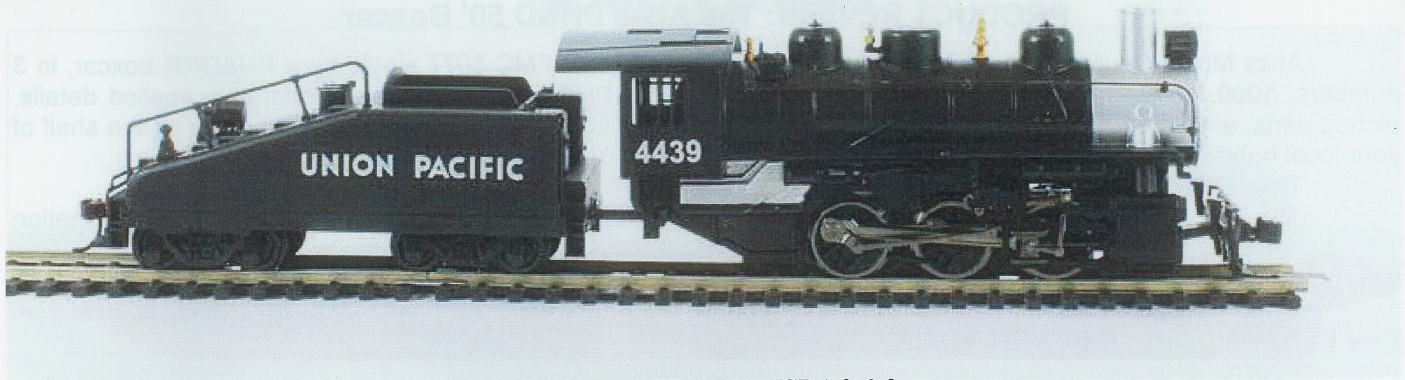
That's about it. Let us know how you did with "kit-bashing" your 0-6-0!

Thanks to steam mavens Chad Thompson and Dave Cenci for their research and help putting the details together!



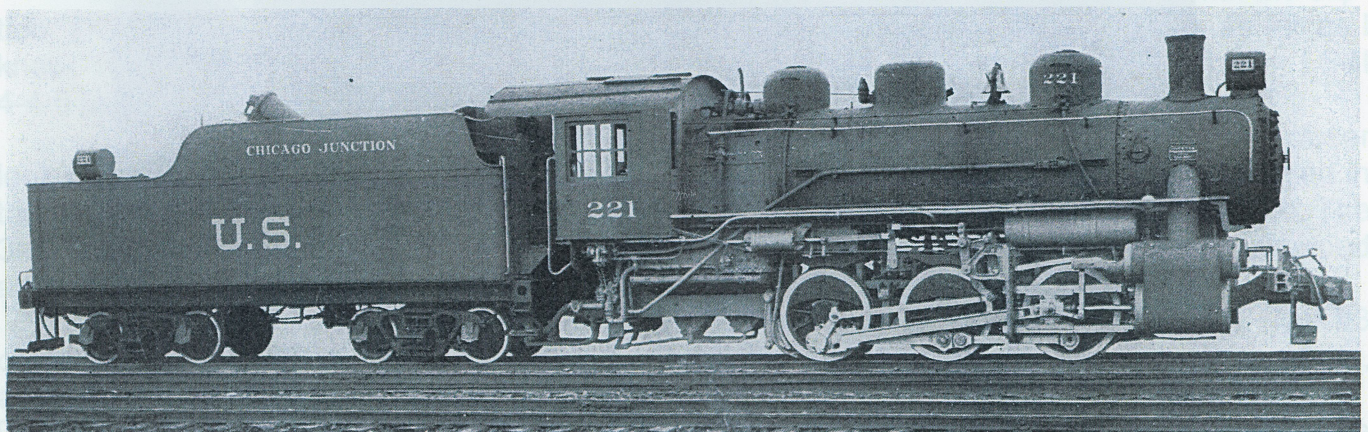
NWSL USRA 0-6-0 (NYC, UP, PRR, MC, CB&Q, & B&O) ca. 1917

Here's a brass Northwest Shoreline engine, made in 1976. It's very faithful to the USRA design with all the details in place. It could use a total makeover: it lacks lights, sound, and a DCC system. No, I don't know where the headlight went. (Author's collection)



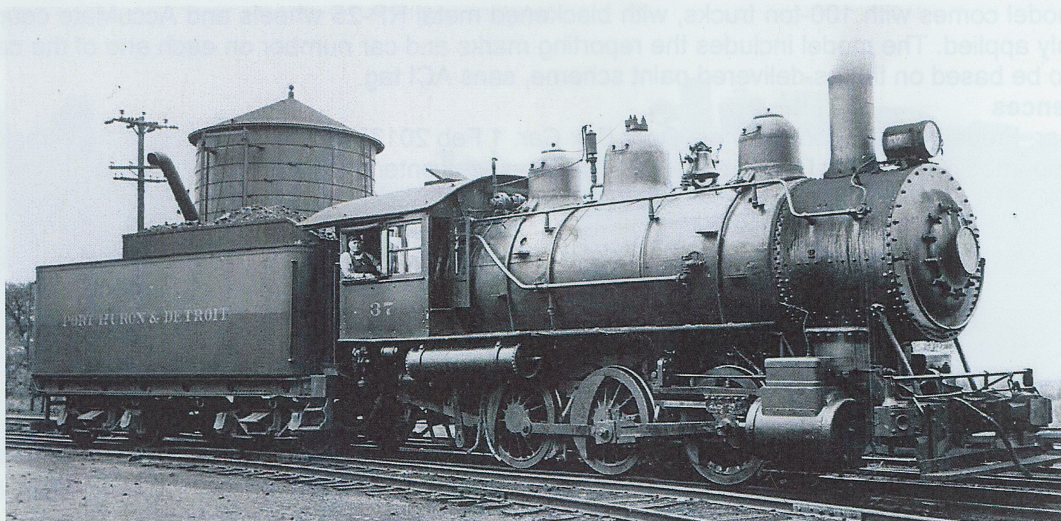
Bachmann UP #4439 USRA 0-6-0

First, we need a rectangular tender. Then a total re-paint. Perhaps additional piping from Detail Associates? Change the angled area beneath the firebox. And we're missing a second window in the cab! And those domes need to be taller to match the PH&D!



Chicago Junction #221 USRA 0-6-0 1916-18

Here's the USRA prototype. All domes on this look very close to the Bachmann unit, just more "meat" to them. Piping would need to be added, with the molded plastic removed. The handrail configuration on both don't match our PH&D. And the smoke box front looks puny!



PH&D #37 ALCO 0-6-0 1911

All three share these features: Two sand domes separated by a steam dome; a bell in front of the steam dome; the electric generator in back of the rear sand dome; the headlight mounted on top of the front of the boiler; a steam reservoir mounted on the left side on our version. Ok, let's see your version!

PRODUCT REVIEW: The Atlas PH&D 50' Boxcar

Atlas Model Company has released (and delivered!) a 50 foot FMC 5077 single door PH&DRR boxcar, in 3 numbers, 1000, 1016, and 1066. Part of Atlas Master Line, the PH&D boxcar features separately applied details, etched parts, and wire grabs. MSRP for the car reflects this at \$34.95, although you may find it for less on the shelf of your local hobby shop.

The Prototype

The prototype for the models were, "100 70-ton, 50'6", single sheath boxcars (AAR Mechanical Designation XM), bearing the identifying numbers PHD 1000 to PHD 1099, both inclusive." Each car was identified on each side with the words, "OWNED BY A BANK OR TRUST COMPANY UNDER A SECURITY AGREEMENT FILED UNDER THE INTERSTATE COMMERCE ACT, SECTION 20C". These cars were built by FMC Corporation for SSI Rail Corp., who then leased them to the PH&D.

According to the original lease documents (filed under I.C.C. Recordation No. 8799), dated February 22, 1977, these cars were 50'6" long, inside width 9'6", and 10'7" high, with 10' wide doors.



Photo: H. Fleming

The Model

For this article, we heavily consulted Frederick Boucher's review of the Atlanta & St. Andrews Bay version of this model (Mr. Boucher's article can be found at <http://railroadmodeling.kitmaker.net/modules.php?op=modload&name=Reviews&file=index&req=showcontent&id=8685>). Mr. Boucher noted that his sample weighed 4.6 oz, which we confirmed with our acquired model, and which Mr. Boucher noted as correct, based upon NMRHS Standards. Mr. Boucher also confirmed that the model scaled out at 51' 6" long and 56' 6" coupler to coupler.

The model comes with 100-ton trucks, with blackened metal RP-25 wheels and AccuMate couplers. Paint is crisp and evenly applied. The model includes the reporting marks and car number on each end of the car. The model also appears to be based on the as-delivered paint scheme, sans ACI tag.

References

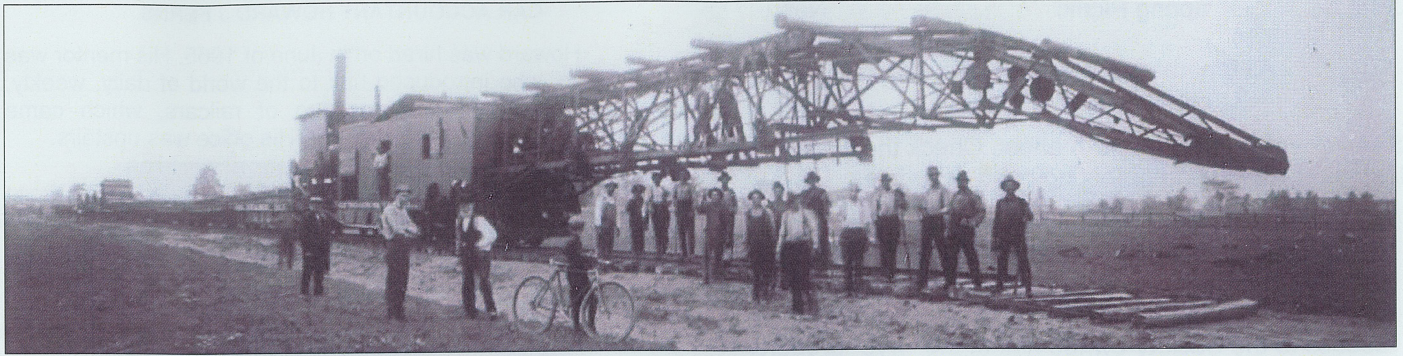
Boucher, Frederick. *FMC 5077 Single Door Box Car*. 1 Feb 2013. <http://railroadmodeling.kitmaker.net/modules.php?op=modload&name=Reviews&file=index&req=showcontent&id=8685>

Atlas HO FMC 5077 Single Door Box Car. 2012. <http://www.atlasrr.com/hofreight/ho5077boxcar.htm>

Charles Warczinsky, Chair Modelling Committee



DBC&W - DC&S NEWS

**"Mystery Engines on the DC&S"**

This edition, we cover a pair of mystery engines that were on the DC&S.

At a recent model railroad swap meet, I picked up a photo of 2 forlorn 0-6-0's with the caption "DC&S 3 & 4...dead". My first thought was that the DC&S did not have 0-6-0's as far as I know. The DC&S #3's I know of are a 2-6-0 ("Old Jerry", a DBC&W hold over) and a former LS&I 4-4-0 (acquired in the 40's) so this had my interest!

A first glance at the boilers shows the 2 units to be of different ages or owners. A closer look shows several details that both units share. The 1st is the air pump, as they are mounted in the same location. The 2nd is the cabs. The windows and roof vents appear to be the same. The 3rd, and biggest detail, concerns the tenders. Mind you, tenders can be (and were) swapped around, so the tender detail can be a weak starting point.

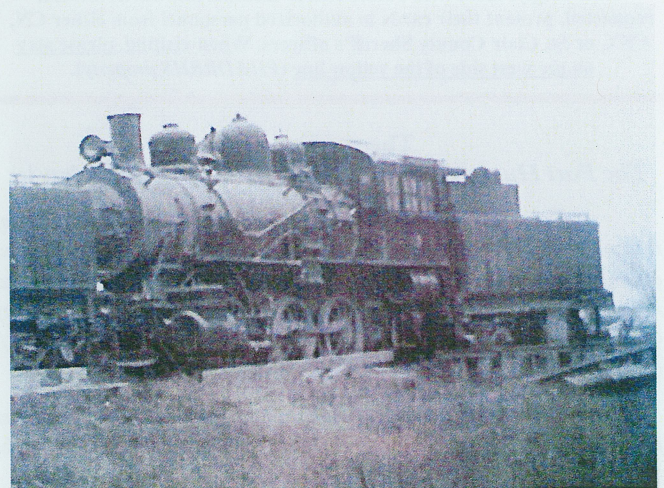
I began some research and have concluded that #4 may be former GTR/GTW. The #3 could also be GTR/GTW but has a NKP style headlight (though headlights are also swapped out, as well). Any help in identifying this duo is greatly appreciated!

We do have plans for a Fall Rally, so stay tuned to an announcement and details in the next Marker Light!

Dave Cenci



Rare 0-6-0 (ex GTW) DC&S #4 in the dead line.



(ex GTW) DC&S #3 coupled up with #4

EVENTS CALENDAR

June 14 Spring Picnic Noon

All members are welcome to attend monthly board meetings.

Saturdays at the Wye is in effect. Check the website for last minute weekend gatherings and schedules.

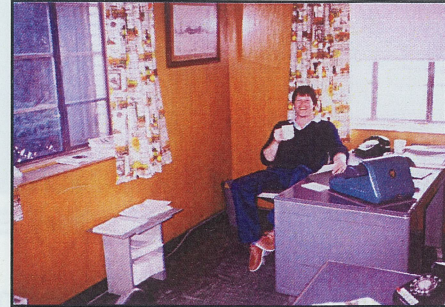
phdrr.com

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.

PH&DRR EMPLOYEES:

CAR ACCOUNTANT HOWARD J FERNS

Howard was hired on in June of 1965. His mentor was John Levin, who introduced him to the world of daily, weekly, and monthly accurate accounting of railcars, which came online or were leased to the PH&D. His office was upstairs.



H.J. at the Agent's desk for the 9:00AM coffee break.



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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.

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SPECIAL THANKS:

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

SPECIAL THANKS:

Lighthouse Lawncare (810-434-3270) for donating their time and equipment to cut our lawn! Call them for yours!

ADDENDUM: STEAM ON THE PH&DRR: The Roster

After the last issue was published covering the roster of PH&D steam, additional information has come to light thanks to our resident steam expert, Chad Thompson. Chad's no lightweight when it comes to steam engines, having had the grit and grime underneath his fingernails from the star attraction of the Steam Railroading Institute's, *Pere Marquette #1225*. We are indebted to his additional information:

After doing the research, I am 99.99% convinced that PH&D #40 and #41 were initially ordered by the Clover Leaf from Baldwin Locomotive Works. The serial numbers of all four 0-6-0s are in sequence and erected in January of 1921. Of the four serials, 54460 and 54461 became Clover Leaf 16 and 17 respectively (later Nickel Plate Road 716 and 717). Serials 54462 and 54463 went to the Detroit and Toledo Shoreline as part of the agreement of 50/50 equity, between the GTW and Clover Leaf (Clover Leaf equity was transferred over to the Nickel Plate Road after acquisition on December 22nd, 1922). There, the pair of Baldwins earned their keep until they were retired and subsequently purchased by the PH&D. 54462 and 54463 became PH&D #41 and #40 respectively.

Also, PH&D owned steam locomotives from a total of five different builders from five different railroads:

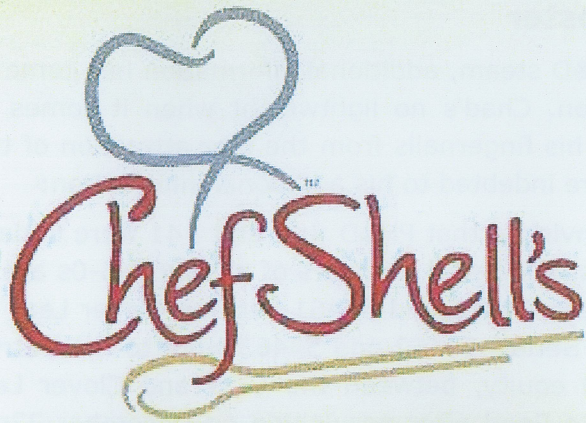
#30 and #31 were Baldwin built, originally from the Port Huron Southern. #32 was a former Brooks built 0-6-0 from Nickel Plate (*Acct#51 records this as a Manchester built engine*). #33 was a former Manchester built 0-6-0 from the Nickel Plate. Both #30 and #31 were originally purchased by the Detroit, Bay City & Western, worked on that line for about three years then sold to the PH&D.

Unless records correct me, I think #30 and #31 were originally slope back tenders and were the targets of the larger upgraded tenders in 1930 (they toiled on for almost three more years). #34 though #39 were all from the Pittsburgh and Lake Erie of either American Locomotive Company manufacture or from Pittsburgh & Lake Erie's McKee's Rocks Shops.

I get the idea that the Master Mechanic rotated these engines in and out of service because they would have routine inspection and would have to be sent out for heavy repair as it appears the roundhouse at 32nd would've been for light repair only.

Sorry about the wondering thoughts, but Sandy's steam article in the Marker Light really got the gears turning.

The story of PH&D steam is far from over. Hopefully additional efforts will continue to fill in these details to give us the full picture of these 12 hard-working engines that started at incorporation in 1917 and ended shortly after the second World War. I would even venture to suggest that more modelers interested will pursue basing their efforts on these venerable steam switchers. Now we need modeling companies to start producing them!



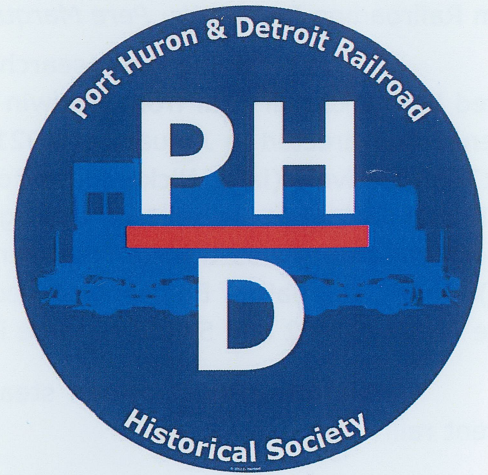
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