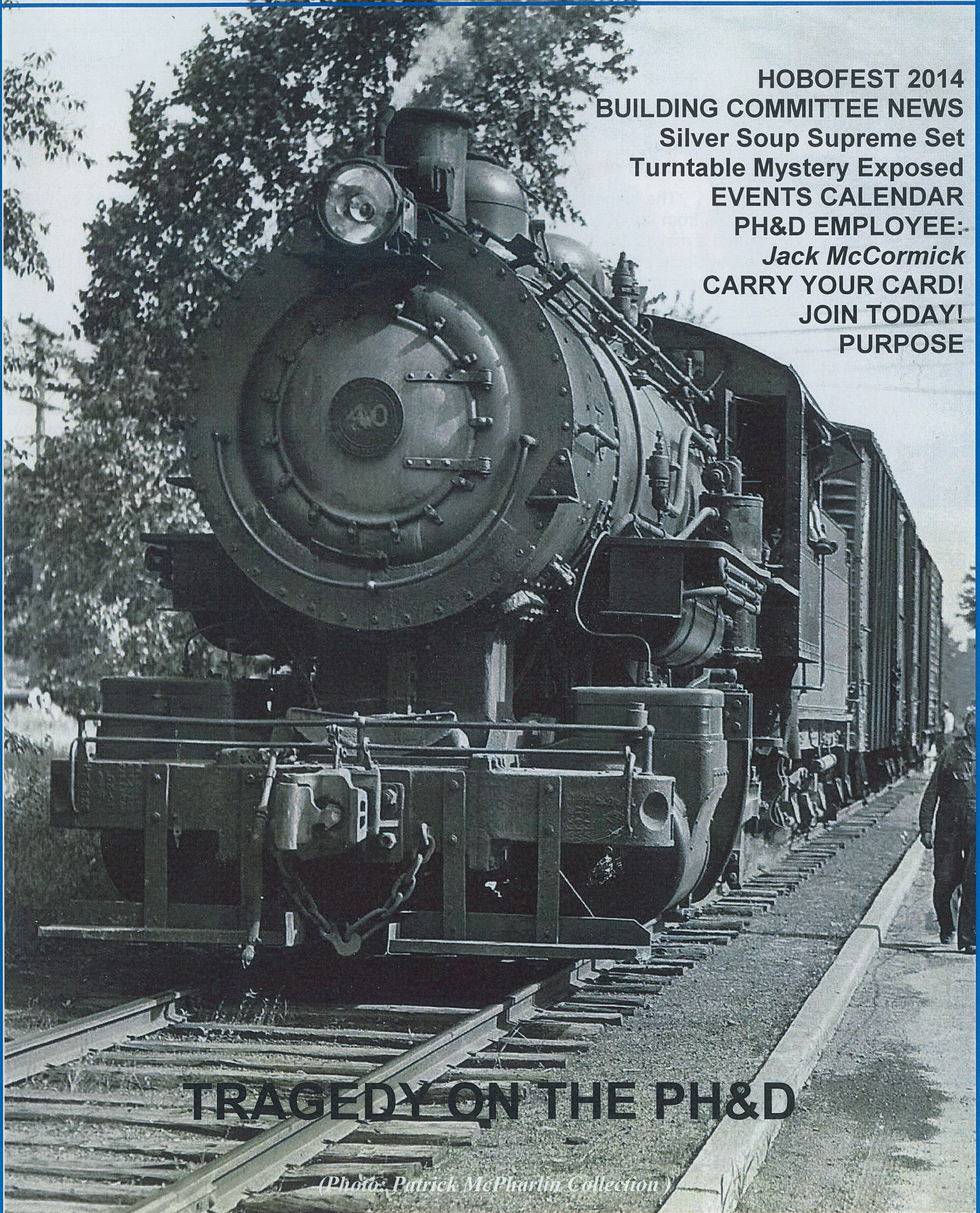


THE MARKER LIGHT

NUMBER 19

THE FORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

FALL 2014



HOBOfEST 2014
BUILDING COMMITTEE NEWS
Silver Soup Supreme Set
Turntable Mystery Exposed
EVENTS CALENDAR
PH&D EMPLOYEE:
Jack McCormick
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE

TRAGEDY ON THE PH&D

(Photo: Patrick McPharlin Collection)

Cover: PH&D Engine #40 rests along 32nd Street heading north. Weeks earlier, it had been in a horrible accident.

PG. 2: HOBIFEST 2014

PG. 3: BUILDING COMMITTEE NEWS

PG. 4: Death on the PH&D

PG. 5: Death (Cont.)

PG. 6: A Silver Soup Supreme Set

PG. 7: Turntable Mystery Exposed

PG. 8: 2014 Calendar; PH&DRR EMPLOYEE: *Jack McCormick*; Join; Purpose of the Society; Board of Directors



Dear Friends of the PH&D:

The biggest news is the installation of our new windows, made possible by donations from Ms. Kay Houghton and another anonymous donor! This is a huge improvement and it makes it possible to finish sealing the older back two portions of the office building. The Society is deeply appreciative of this major improvement. Please come out to the wye and have a look!

FROM WHERE I SIT

Our annual **Hobofest 2014** is this month. The event opens Friday evening with the traditional lighting of the "Jungle" campfire by the "Michigan Kid", who rode the rails back in the 80's. An evening of documentary films about the lives of hobos will be shown in the Agent's office. Saturday will be a fun-filled day of Mulligan Stew, games for families and kids, watching trains, and listening to railroad stories from our elders. "Mose" Wheeler, 101, who worked for the Southern Railway, is one of the last surviving porters and tells of the days of depression-era tales. We always welcome Orville Swick, who is in his late 80's, and is perhaps the last of the Pere Marquette employees, having been a steam engineer in the 1940's. He was at the throttle of PM #1225! As usual, former employees of the PH&D may show up as well. So, it's worth your time to come out and listen to first-hand accounts of what it was really like.

Also on hand will be our pals from the Little Steamers who will have an active running rail line of operating scale steam engines. As many as a dozen small steam engines will be chugging along using the exact same technology as their counterparts! Totally fascinating to see these engines under steam!

Our event has garnered attention from the National Hobo network so we may see some of these folks appear from out state. In the past, we have had "Hobo Royalty" at our event, including the National King and Queen! In addition, we will be having live music with Keith Menzies and his crew.

Lastly, we will be having a swap during **Hobofest 2014**. Dealer tables will be under tents so you might be able to pick up that special rail car or engine for a real deal! Lionel Fans take note: a special collection will be going up for sale. As always, everything we do out at the wye is "family-friendly" so come on out!

Next big event will commemorate the 30th year of the sale back in 1984. Special plans are afoot for December! See you at Hobofest!

Sandy Duffy



(LtoR) Orville Swick PM, Bruce Sawdon, PH&D and Mose Wheeler, Southern Rwy trade tales with Earl Shoulders.

HOBIFEST 2014 SCHEDULE PH&DRRHS WYE (2100 32nd St.)

Friday, September 12:

Lighting of the Jungle Fire, Hobo Documentaries

Saturday, September 13:

Campfire Coffee, Kids Games, RR Swap Tables, Live Music featuring Keith Menzies and the Brothers in Arms, Real Hobo Stew, Operating Small-scale Steam, and a ring side seat watching a Class I rail yard!

**BRING YOUR LAWN CHAIR AND CAMERA!
FREE BRATS ON THE BARBIE! KRAUT TOO!
ICE-COLD LEMONADE! KIDS WELCOMED!
info@phdrailroad.com & Facebook!**

BUILDING COMMITTEE NEWS



NEW WINDOWS AT THE OFFICE!

As "The Donald" would say, this is huge: new windows have just been installed at the 32nd Street office! These are new, code compliant, energy efficient windows with forest green trim that match the double-hung versions that would have been installed in the 1920's. Both the original 1920 structure and the 1927 addition received the new windows, top and bottom floors. Shoreline Aluminum came in and finished the job in just 4 days.

This means we are getting very close to reaching our goal of completely sealing the building! In the meantime, we're ready to connect our recently-donated heater (thanks **Dan Meinhard**) and we're in business! A big shout-out to Kay Houghton and an anonymous donor for their generosity!



Kay Houghton with installer Tom from Shoreline Windows and Doors



The Wiring Crew (LtoR): Dave Schultz, Dave Kennedy, Bruce Sawdon, T.J. and Phoebe Gaffney

MORE WIRING STRUNG

One of our goals is to get the vault and two downstairs offices wired, as well as running a line upstairs for power tools. We've had a few Saturday's to do it. The job is about 75% done and we've only a few more weekends and it'll be finished.

We hope to have the Superintendent's office ready for use as our Society's office space, equipped with the essentials, desk, chair, filing cabinets, work/computer desks and more.

With all the windows in, we're looking for someone to install our propane heater. It'll handle heating our downstairs well enough to hold meetings in the winter.

Little by little, things are taking shape! We still have a few Saturdays at the wye left so, check the website for the latest updates on who's going to be there! Our email is: info@phdrailroad.com

TRAGEDY ON THE PH&D

It was a beautiful summer afternoon on August 7th when Ben Reed and his crew made up their train up at Michigan Road and headed south, with twenty-five empty cars. As was the habit, steam crews coupled onto their string with the front of the engine and headed south with the tender in front. Around this same time, Calvin Ravin, a Detroit Edison construction worker, climbed behind the wheel of a Foster Building Supply GMC cement truck. His destination was the Marysville Detroit Edison plant.

Engineer Reed had a full crew: Gurdon Watson, fireman, Ernest "Ernie" Rebeske, Edward Short, and Merle Sari, conductor. After crossing Gratiot Avenue, Gurdon noticed that a cement truck was also heading south paralleling the engine. Ben had the train steaming at about 10 miles per hour. Ravin pulled ahead when he spotted the truck entry gate ahead, which was closed. Thinking he had time enough to make it, he intended to reach the grade crossing and make a left turn, and cross the track. Watson, born and raised in Snover, continued to watch the truck as Ravin drove south, "parallel to the train and that it appeared as if Ravin thought he could cross the track" in front of the tender. The gateman shouted "Stay back; you can't make it!" The crash occurred right when he made his turn onto the crossing. The fully-loaded tender hit the truck near the center and rear wheels. According to the April 7 evening edition of the Port Huron Times Herald, "The truck's cab was dragged back under the tender's wheels and ground into a twisted, flattened mass before B.F. Reed, engineer, could stop the train."

After Sheriff Ferris Lucas and his deputies arrived, it took more than two hours to extricate Ravin's body from the wreckage. Two thousand people and hundreds of cars blocked M-29.

On August 21st, a coroner's jury found that Ravin had "met death through his own negligence." The chief causes of his instant demise were "...skull and neck fractures and a crushed chest". From these pictures, taken by Deputy Sheriff Albert Thompson, it is very evident that the cement truck was no match for the tremendous weight of a fully loaded tender.



Within the hour, crowds of onlookers have arrived. The scene is not a pretty one. All photos courtesy of Patrick McPharlin Collection.

EDISON TRUCK DRIVER KILLED IN TRAIN CRASH

2,000 Tie Up Traffic At Scene While Workmen Struggle 2 Hours To Release Body

(Special To The Times Herald)

Marysville, Aug. 8 — Calvin Ravin, 45, of 3705 Dove street, Port Huron, Detroit Edison construction worker, was crushed to death Thursday afternoon when he drove a company truck in front of a Port Huron & Detroit freight train at the Edison power plant.

An estimated 2,000 persons and hundreds of cars at the accident tied up M-29 traffic nearly two hours while emergency crews worked to extricate Ravin's body.

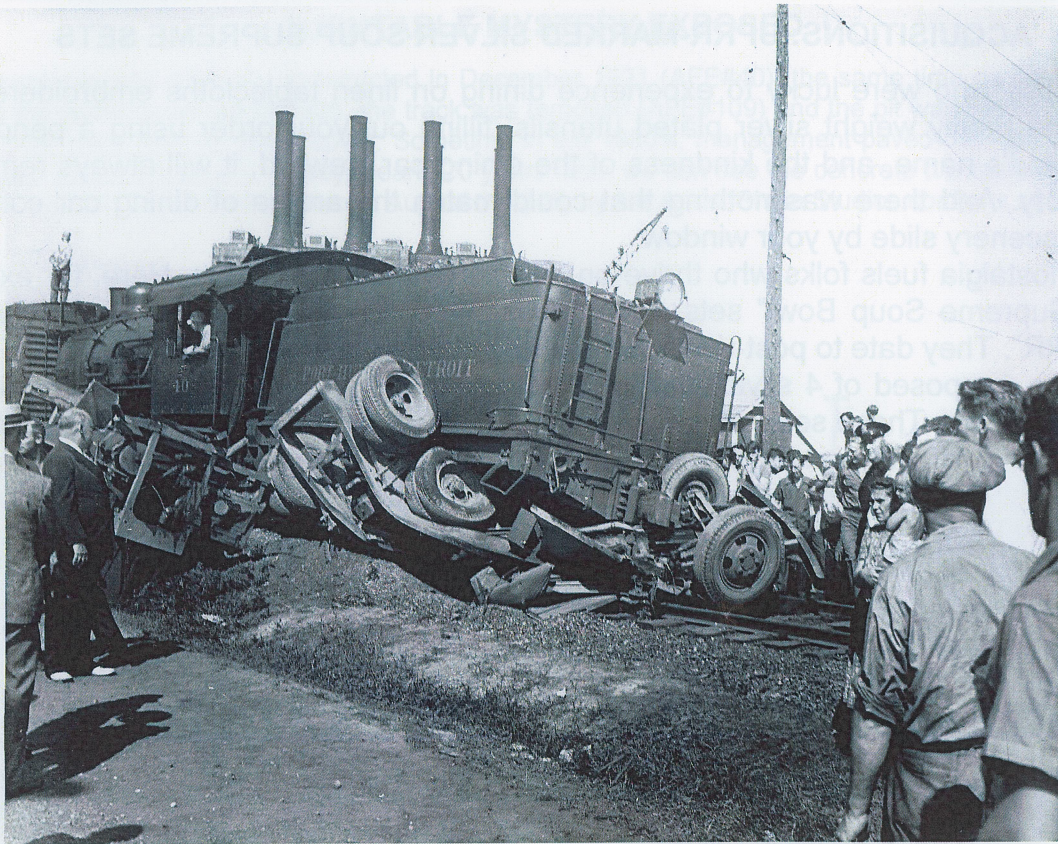
An eye witness, Mrs. Helen Merchant, St. James street, Marysville, said the train and truck were moving slowly when Ravin wheeled his empty truck across the P. H. & D. tracks up to closed gates of a plant entrance. The train tender hit the cement-mixer trailer near the center and toward the back wheels.

Deputy Sheriff Ezra H. Tomlinson said John Bland, who lives at 2722 Wright street, gate watchman, told him he shouted to Ravin to "Stay back. You can't make it." It is not known if Ravin could have avoided the train had the gates been open. Mrs. Merchant said the crash occurred almost at the instant Ravin drove onto the tracks.

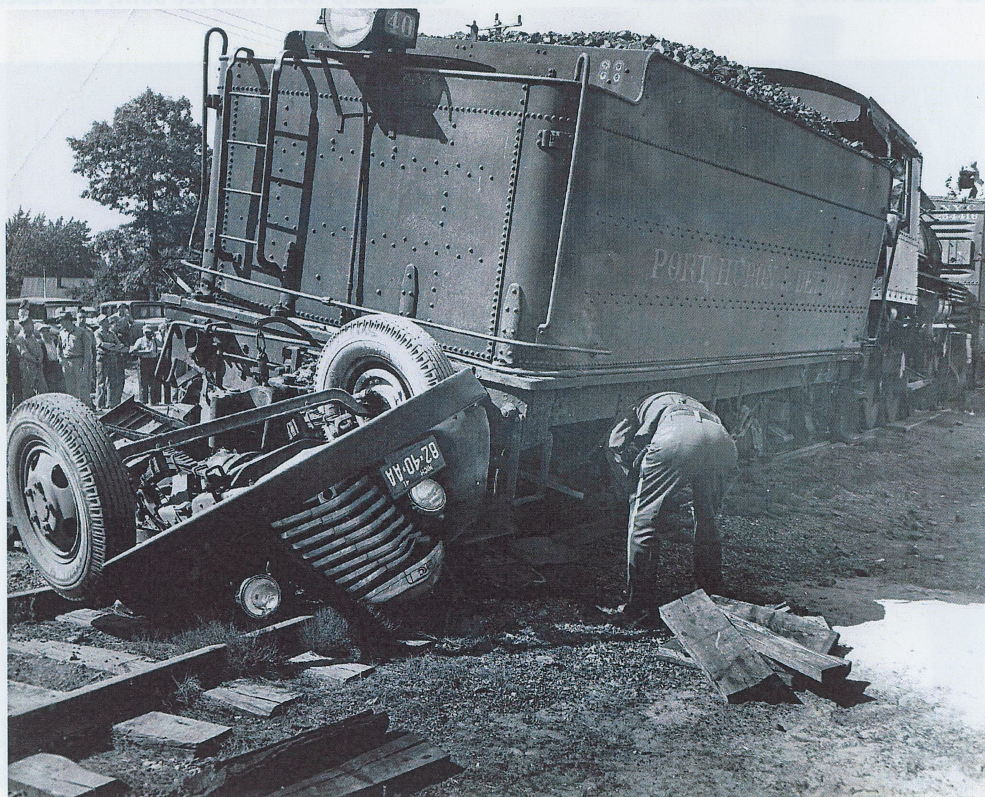
Truck Cab Twisted Mass

A report that Ravin had parked his truck across the tracks, tried the gates and returned to his cab when he found them locked in an effort to avoid a crash, is untrue. Sheriff Ferris E. Lucas said.

The truck's cab was dragged back under the tender's wheels and ground into a twisted, flattened mass before B. F. Reed, engineer, could stop the train. The engine was running backward, about 10 miles an hour, on its daily haul to St. Clair from Tappan junction, Reed said. Twenty-five empty cars



Deputy Thompson has ordered the crowds to part enabling him to get this clear camera shot. The extreme weight of both tender and train load dragged the train right up on top of the truck, even at a scant 10 miles per hour.



Engine #40's tender left 32nd Street fully loaded. Once the truck was hit, its forward progress stopped immediately allowing the rear of the tender to "climb" up and over the vehicle. Here, a section man prepares to jack the tender to free the truck.

ACQUISITIONS: UPRR-MARKED SILVER SOUP SUPREME SETS

For those who were lucky to experience dining on linen tablecloths embroidered with the line's logo, the heavy weight silver plated utensils, filling out your order using a pencil stamped with the railroad's name, and the kindness of the dining car steward, it will always remain an exquisite memory. And there was nothing that could match the aroma of dining car coffee as you watched the scenery slide by your window.

That nostalgia fuels folks who thrive on collecting dining car items. Here, for example, are two "Silver Supreme Soup Bowl" sets, recently acquired for our Museum from Ebay. Both are marked "UPRR". They date to post-war 1947 to 1952 according to the seller.

Each is composed of 4 silver pieces: a bottom base, an ice bowl, a top rim, and a glass bowl with a silver rim. These sets were designed for cold soup service where the silver bowl would hold shaved ice which surrounded the glass bowl which kept the cold soup perfectly chilled when it arrived table-side. These sets are valued at \$145.00 in the 4th edition (1993) of *Railroad Collectibles* by Stanley Baker. The Museum picked up both, one for \$49.00 and the other, \$50.00!



Two "UPRR" marked Soup Supreme sets.



Glass soup bowl, rim, ice bowl, and base. 3 pieces marked.



Bottom base, marked "UPRR" in script.



Ice bowl, marked "UPRR" in script.



Top rim marked "UPRR"

TURNTABLE MYSTERY EXPOSED

The turntable was originally constructed in December 1921 (AFE#40), the same time as the two story office building. With the roundhouse fire of 1926, the track was removed (AFE#109) and the pit was filled in. The wye's surface was a cinder base with no landscaping. Sometime in the 1950's, management paved over the cinder yard and the turntable and added shrubbery. Today, nearly 70 years later, we can see the concrete turntable foundation, rising up through the asphalt. These shots, taken in August of 1948, by the Askar-Shain Studios confirms all that we know.



On the right, the rim of the turntable is totally exposed. The pit has been used as a catch-all for miscellaneous material. Employees drove into a cinder base parking lot. The two story office still looks the same today. For modelers, this scene has many transition-era details of the postwar years. That west leg wye curve looks nicely "dressed" eh? (Photo: Duffy Collection)



Employees entered the wye yard from 32nd Street, passing by the exposed concrete turntable foundation. Four tracks from the roundhouse shrink to one as they pass "The Reefers", 36' conversions occupied by Roundhouse Foreman Nate Georgian and his wife. On the right, concrete foundations from the steam era still remain under those ties. (Photo: Duffy Collection)

EVENTS CALENDAR

Sept 11 Board Meeting PH&DRRHS Office 6:00PM
 Sept 12-13 Hobofest 2014
 Oct 9 Board Meeting PH&DRRHS Office 6:00PM

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.
phdrailroad.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	PORT HURON and DETROIT RAILROAD CO. - St. Clair Blue Water Route -
	PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY
D	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.

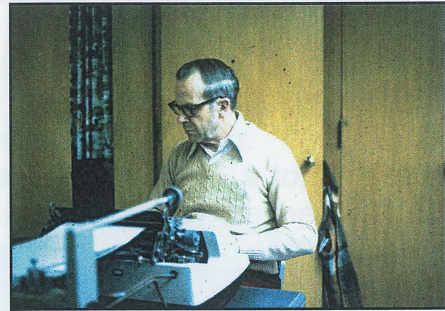
To obtain, restore and maintain the roundhouse at 32nd Street for use as a museum, as well as other structures, artifacts, and rolling stock, as they may become available;

To accumulate, conserve, and index all data relating to the above-named railroads for the use of scholars, rail fans and scale modelers.

PH&DRR EMPLOYEES:

Billing Clerk Jack McCormick

Jack started in July of 1939. He spent his first years as a clerk at the St. Clair depot along with Agent Clarence "Mac" MacCallum. When all depots were consolidated, he came up to the 32nd Street office to work in the Agent's office.



Jack at the IBM "Selectronic" billing machine.

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
- Chad Thompson
- Ron Walters

SPECIAL THANKS:
 PH&DRRHS members **Bud Gilbert** and **Mike Vanoost** for their recent donations to the Society!

SPECIAL THANKS : To **Judy Stewart** of the Blue Water Area Convention and Visitors Bureau and **Marci Fogal** of the Blue Water Chamber of Commerce!