

THE MARKER LIGHT

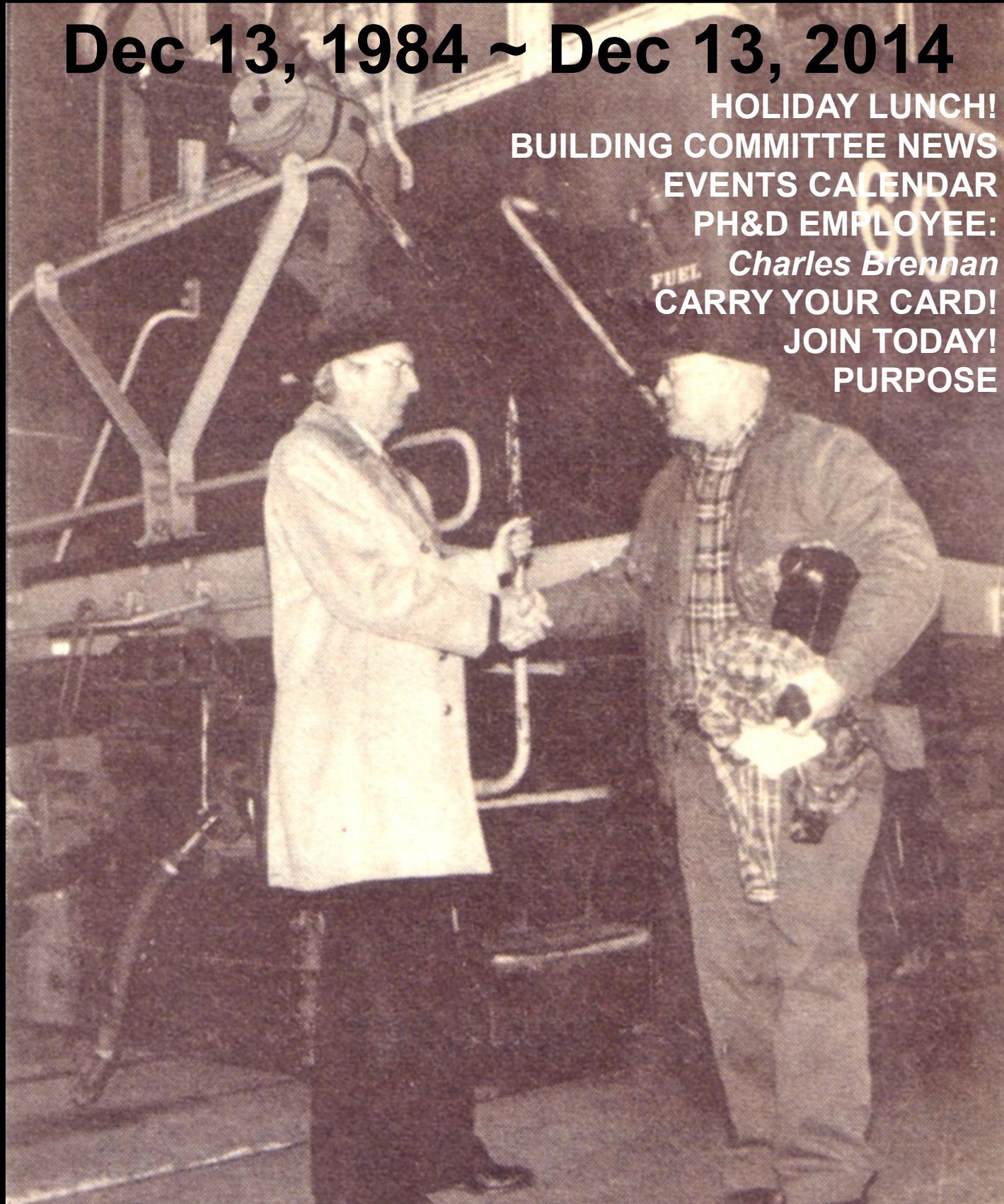
NUMBER 20

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2014

Dec 13, 1984 ~ Dec 13, 2014

**HOLIDAY LUNCH!
BUILDING COMMITTEE NEWS
EVENTS CALENDAR
PH&D EMPLOYEE:
Charles Brennan
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE**



GEORGE DUFFY GREET'S CHARLES BRENNAN AFTER THE LAST RUN (R. Polivich)

- Cover: #60 ends 65 years of history as President George Duffy greets Engineman Charles Brennan for the last time.
- PG. 2: Holiday Luncheon
- PG. 3: Building Committee News
- PG. 4: Last Train North
- PG. 5: Interview: *Enginemen of the PH&D*
- PG. 6: LTN (cont.)
- PG. 7: LTN (cont.)
- PG. 8: 2014-5 Calendar; PH&DRR Employee: *Charles Brennan*; Join; Purpose of the Society; Board of Directors



FROM WHERE I SIT

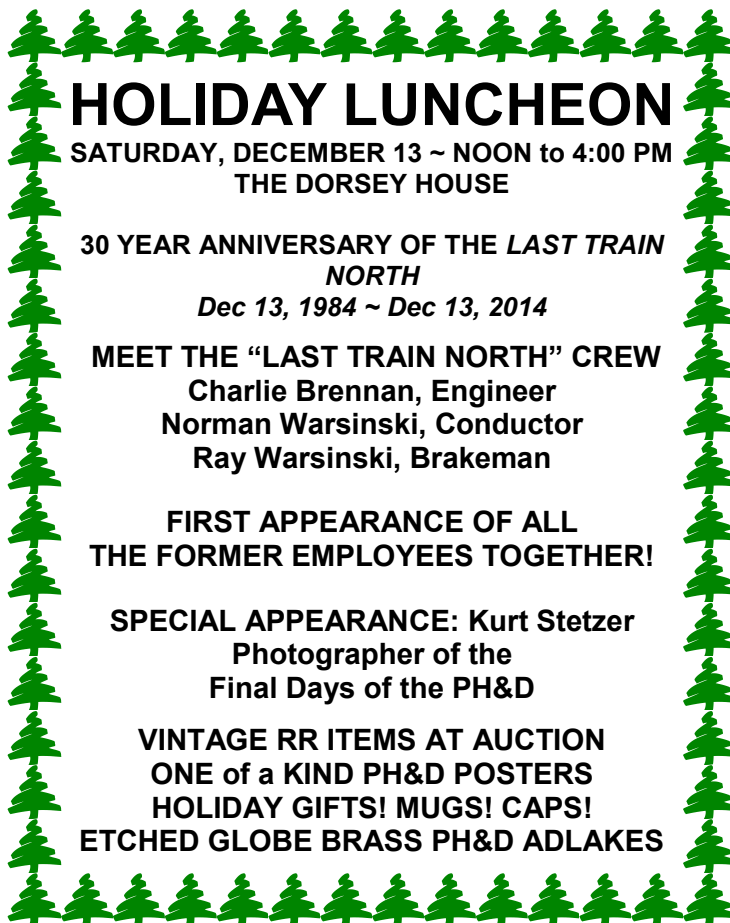
Dear Friends of the PH&D:

My recent interview with the three surviving train crew members of the Last Train North, along with shop foreman **Bruce Sawdon** who was there that night thirty years ago, revealed the stark contrast between the PH&D and the Chesapeake & Ohio, as it was known at the time of the sale. The respect that these four held for their fellow employees, for their jobs, for the “company” and for a honest day’s work, was something that we all just assumed was the proper way to run a railroad. No one thought of themselves or any personal gain. Nobody was looking over their shoulders to make sure the job got done. We all used good old common sense and respect for the others, those who were part of the family that came to work each day to do what was expected. The three part, office, train crew and track gang all knew their jobs and tended to them accordingly and daily. It was a combination that produced a complimentary and productive relationship for generations. When it came to an end, it was not unlike all of us going into a state of numbness rather than shock. Three of these men went into a totally alien environment the very next day, working for a Class I railroad managed from a few thousand miles away by men who’d never held a spike maul nor lining bar. It was and is this disconnect that separates and erodes personal responsibility. That’s the real difference 30 years ago and even now. We were lucky and didn’t know it until it was all taken from us. This month, we remember this special railroad and, as a Society, work hard to continue that legacy when hard work and respect for the company and each other meant something. See you at the luncheon!

Sandy Duffy



G. Y. Duffy & Charles Brennan



HOLIDAY LUNCHEON

SATURDAY, DECEMBER 13 ~ NOON to 4:00 PM
THE DORSEY HOUSE

30 YEAR ANNIVERSARY OF THE *LAST TRAIN NORTH*
Dec 13, 1984 ~ Dec 13, 2014

MEET THE “LAST TRAIN NORTH” CREW
Charlie Brennan, Engineer
Norman Warsinski, Conductor
Ray Warsinski, Brakeman

FIRST APPEARANCE OF ALL
THE FORMER EMPLOYEES TOGETHER!

SPECIAL APPEARANCE: Kurt Stetzer
Photographer of the
Final Days of the PH&D

VINTAGE RR ITEMS AT AUCTION
ONE of a KIND PH&D POSTERS
HOLIDAY GIFTS! MUGS! CAPS!
ETCHED GLOBE BRASS PH&D ADLAKES

BUILDING COMMITTEE NEWS

We are really closing out 2014 on our busiest and most productive year yet. We finished the second floor subfloor replacement, wired both the agent's and superintendent's offices, removed the latter's walls, completely cleaned out the furnace room and installed a furnace (a welcome donation from member **Dan Meinhard**), installed new thermopane period-matching windows to both the upper and lower floors of the older addition, grouted, filled, and sealed the north block wall (1920), and removed the old sidewalk and poured a new walkway all the way to 32nd Street. In addition, we added two rampways into the office separated with a lovely patio! New soffits, gutters and downspouts matching our forest green window trim completed our very busy year. Finally, we placed a 500 gal propane tank on the property to supply our furnace.

We have to thank *Matt Raymo Masonry* for the cement work and a tip of the hat to **Jerry Kramer** for that referral, **Dave Kennedy** for the wiring, *Certified Seamless Gutters*, *Ferrell Gas*, *Shoreline Aluminum* and *L.S. Heating & Cooling*. Lastly, the tireless effort from our board! Great work team!



Wow! After 30 years, we have our sidewalk, from the street to the front door!



Matt Raymo sealed up that north 1920 era block wall!



No more tube steaks gang; it's "Shrimp on the Barbie!" Check out the new soffits up top matching our new windows!

LAST TRAIN NORTH

On December 13, 1984, engineer **Charles Brennan** guided ALCO S1 #60 into her stall for the last time. At midnight, CSX would take over the 19 mile classic Michigan shortline. In the roundhouse that night were a small group of onlookers; both **Mr. and Mrs. George Duffy** were there, along with their son **George Jr.** and daughter **Mino Duffy Kramer**. Employees **Ron Liddle** from the office, **Bill Kilbourn**, roundhouse foreman **Bruce Sawdon**, section men **George Redfield** and ?? As well. Well-known railroad buff **Bob Gray**, a reporter from the Times Herald, and **Kurt Stetzer**, who had been following the end days with his camera. Transit museum writer **Bill Henning** and the crew, besides Brennan, were **Wayne Martin**, and **Ray and Norm Warsinski**. Engine #60 came to rest ending sixty six years of a classic Michigan shortline, which employed generations of men and women who came to regard their fellow employees as a family in itself. This was 30 years ago. Everything has changed but holding on and celebrating that enduring legacy is why we do what we do today.

ORIGINAL FREIGHT BILL

PORT HURON AND DETROIT RAILROAD COMPANY

CONSIGNEE CHRYSLER CORP PARTS DEPOT
5790 CAMPUS DR

DESTINATION HAZELWOOD MO

VIA CD PERU NW

PRO NO. 122060

ORIGINATED FROM PORT HURON, MICH. WAYBILL DATE & NUMBER CONSIGNEE INITIAL AND NO. OF CAR

LADING	WEIGHT	RATE	FREIGHT	PREPAID
MARYSVILLE MI 12/13/84 206 CHRYCORP MP463370 PHD 2047				
50 FT THIS CAR MUST BE PLACED AS MARKED				
C/L AUTO P ARTS				PPD
WT/A SHPRS WT LOAD COUNT				

Assigned Car CSD 145. When empty bill back to Agent PH&D Port Huron, Mich., in reverse of the loaded movement.

FORM 48 REV. 1-81

ORIGINAL FREIGHT BILL

PORT HURON AND DETROIT RAILROAD COMPANY

CONSIGNEE CALGAS CORP

DESTINATION ALGOOD TN

VIA CO TOL & BO CINTI SBD

PRO NO. 122220

ORIGINATED FROM PORT HURON, MICH. WAYBILL DATE & NUMBER CONSIGNEE INITIAL AND NO. OF CAR

LADING	WEIGHT	RATE	FREIGHT	PREPAID
ST CLAIR MICH 12/13/84 222 AMOCO OIL CO # 06861 AMOX 33584				
T/C LIQUEFIED PETROLEUM GAS PROPANE FLAMMABLE GAS UN 1075 CAR LGT WGT PLACARDED FLAMMABLE GAS	117453 102200	49-057-81 19/9 179/1 199		233 73 2337 31
CAR TRIP LEASED TO CONSIGNEE ETHYL MERCAPTAN 3.8% SEAL 108 OUT 37.75" GR GAL 24596 SPEC GRAV .505 AT 50 DEG NET GALS 24990 AT 60 DEG AT 4.7 LBS PER GAL				

TRANSPORTATION EMERGENCY CALL TOLL FREE 800 424 9300 DAY OR NIGHT

FORM 48 REV. 1-81

There were 17 waybills printed the morning of December 13 starting with #206 and ending with #222. PH&DRR waybills started with the month and ended with a zero for easy accounting. Here's the consist:

- | | | |
|-------------------|----------|--------------|
| 122060 PHD 2047 | Chrysler | Assigned Car |
| 122070 PHD 2193 | Chrysler | Unassigned |
| 122080 PHD 2005 | Chrysler | Assigned Car |
| 122090 PHD 2004 | Chrysler | Assigned Car |
| 122100 PHD 2197 | Chrysler | Unassigned |
| 122110 PHD 2096 | Chrysler | Assigned Car |
| 122120 PHD 2014 | Chrysler | Assigned Car |
| 122130 PHD 2080 | Chrysler | Assigned Car |
| 122140 PHD 2150 | Diamond | Assigned Car |
| 122150 PHD 2144 | Diamond | Assigned Car |
| 122160 PHD 2115 | Diamond | Assigned Car |
| 122170 PHD 5022 | Diamond | Assigned Car |
| 122180 ACFX 19690 | Amoco | |
| 122190 ACFX 18844 | Amoco | |
| 122200 NATX 35142 | Amoco | |
| 122210 NATX 35130 | Amoco | |
| 122220 AMOX 33584 | Amoco | |



Heading for Michigan Yard with the final consist. Chrysler assigned car PHD # 2047 leading the way.



Engineer Charlie Brennan easing #60 into the south bay.



ENGINEMEN of the PH&D: THE INTERVIEW

On the 29th of November, Sandy Duffy sat down with the surviving members of the Last Train North crew. There were four on that night: **Charles Brennan**, engineer, **Norm Warsinski**, Conductor, brother **Ray Warsinski**, head brakeman, and **Wayne Martin**, brakeman. In my interview, only Wayne was missing, having passed a few years ago. I also added **Bruce Sawdon** who was the roundhouse foreman and present when engine #60 finally came to a rest. The interview lasted nearly two hours. What was extraordinary was the stark contrast between how a small Michigan Shortline operated as opposed to the Class I C&O which the Warsinski Brothers went to, the very next day when CSX took over. Here's an excerpt from that session.

ML: When you came in on that last night and brought engine #60 to a stop, what was that like?

CB: *It's like now it's a whole new life or something. They asked me "What did you think? You quit this job then what do you put first?" I said, "Well first thing it's like this: there's God, that's number One, see, now then my family, and then this job. Now I don't know what's going to happen." When you first come out, you lose your job. I imagine you, when they came out and told you that the railroad's going to be sold, you know how you felt, you know, you felt kinda low, you don't figure on that. Knowing all along it was a nerve-racking thing. All that time thinking when's this gonna happen, when is it coming to the end, for about a year like that. Then once it came out, in about two weeks, well, December 14, that's the end of it, see. Well, now we come to the end. Here we are, I'm going to take that engine out. It's my last trip on her, now what am I going to do?*

ML: How'd you feel on that day, Ray?

RW: *Yeah, I figured what's next? When you've got a family to think about...the next day, I got up and went to work. Went out to the PH&D; I didn't hear anything. That's when I got the news: "You're going down-town!" I thought "No way!" I'd worked on that ferry before and I knew what that was like. But I said I gotta work. There was no way out of it.*

NW: *It's like starting a whole new job over with.*

BS: *Yeah.*

NW: *It was all entirely different. You never knew what to look for or what to do it right...*

RW: *After you spend 30 some years in one spot, you knew everybody, like family.*

NW: *But you didn't know their system; it was the hardest thing to work for, their system.*

RW: *You have a change like that in your life at 50 to 60 years old, it was like pulling a bicycle from underneath you. What are you going to do?*

BS: *It was a big outfit. Half the guys couldn't care less about their railroad.*

RW: *You get off the PH&D like that, like Bruce was saying, it was like family, no body bothered you, I can say that. Even when we were working in the roundhouse, when we had a derailment, nobody said anything about it. We went out, done our job, put the engine back. You go over to the other place and they said "No." What are you going to do?*

NW: *Then they gotta see what happened, the details, what you did...*

BS: *Biggest thing with the big roads, first thing they figure, it's the engineer's fault.*

NW: *It was hard. When you went to work on the PH&D, you knew everybody and how they worked with you, you knew what to expect. You go over there and you didn't know what the hell was going to happen. They never even gave me a rule book. Somebody asked "Where's your rule book?" I says "I never got one." Think I like about the PH&D is when we were switching plants. You'd go in a talk to somebody and they'd say to just bring 'em in. It was easy to get it done. With CSX, you weren't supposed to leave your engine and talk to no body. That way they'd rack up the switching charges.*

The entire transcript will be available for PH&DRR HS Members very soon.

Change in wind for rail workers

By MARGARET WHITMER
Times Herald Reporter

The gentle sunshine smiles on the crew of diesel engine No. 62 as they leave the office of the Port Huron and Detroit Railroad yard, Port Huron Township.

Engineer Charles Brennan, 60, swings easily into the train's cab. He has been with the railroad 34 years and openly admits that, to him, railroading is second only to God.

"Next to bein' a Christian, I'm a railroad man. It's altogether different from any other occupation. For me, this is all there is," he says.

But something has shaken one of the foundations of his life: the PH&D's sale to the Chessie System Railroads, approved last week by the federal government.

The sale will mean a drastic change for as many as 23 of the railroad's 33 employees.

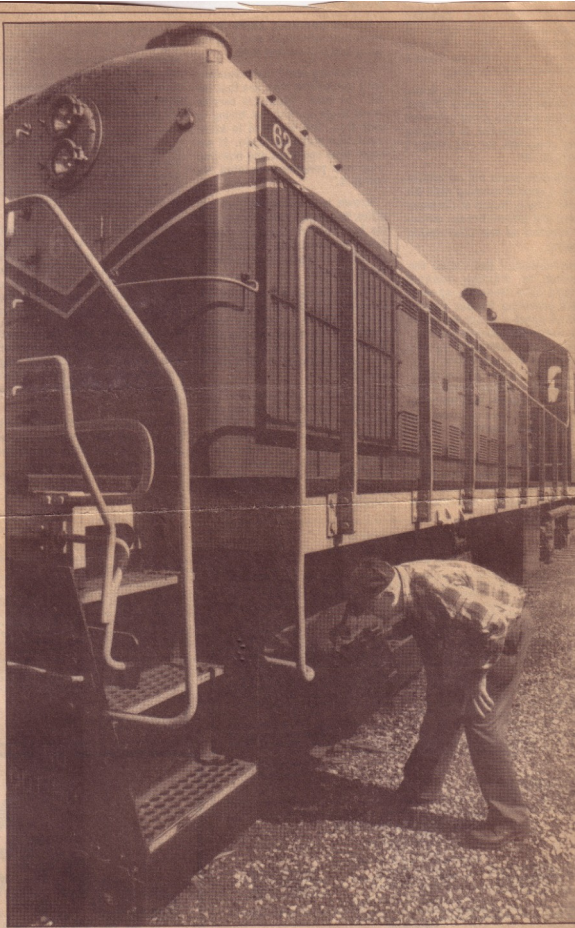
According to Chessie officials, employees not kept by Chessie will be given a choice of severance pay based on seniority, or of taking another job at a different Chessie location.

But conductor Norman Warsinski, 53, still isn't happy. "After 30-some years, you get into a pattern of working. I don't want to change at all. I don't know what to expect," he says.

Founded in 1918, the PH&D once enjoyed a reputation as the busiest little railroad in Michigan. It was the first to become completely diesel-powered.

The 28-year-old No. 62 is nearly antiquated now. And this may be one of the last times she works the short 20-mile stretch of track the company owns between Port Huron and Marine City.

See Train, Page 5A



Times Herald — Ralph W. Polov

Engineer Charles Brennan makes a final check before engine No. 62 gets under way for the Port Huron and Detroit Railroad. Brennan does not know how long he will be

guiding the train along the short 20-mile stretch of track from Port Huron to Marine City. The sale of the PH&D was approved last week.

Duffys' PH&D highballs into rail history

By MARGARET WHITMER
Times Herald Reporter

It was a quiet little group that gathered Thursday night in the roundhouse of the Port Huron and Detroit Railroad.

The railroad had come to the end of its line. The people had gathered to toast its memory.

There was George Duffy, his wife, Kay, and their children. And there were members of their extended family — the employees who have worked for them for 15, 30, 40 years or more.

They waited with cameras and champagne, ready to cheer the minute veteran engineer Charles Brennan pulled old Engine No. 60 into the roundhouse.

His arrival would signal the end of an era.

"It isn't just a railroad that's been broken up. It's a family," said chief clerk Ron Liddle. He spent nearly 19 years at the PH&D, which has operated since 1918.

Earlier Thursday, Chessie System Railroad officials signed the papers that put them in control of the line — a 20-mile stretch of track be-

See Railroad, Page 2A



Times Herald — Greg Jensen

The Port Huron and Detroit Railroad comes to the end of its line Thursday after engineer Charles Brennan, right, pulls into the roundhouse at 2100 32nd St. and bids a final farewell to former PH&D President George Y. Duffy, left. Final sale of the PH&D to Chessie System Railroads took place early in the afternoon.

After the sale was approved, it was the beginning of a very sad and drawn out period affecting all employees. The Times Herald printed a September article with a shot of Charlie Brennan just before the noon train.

Times Herald lenseman Ralph Polovich was on hand to photograph President Duffy and Engineer Brennan just minutes after shutting down Alco S2 engine #60.



Bruce Sawdon reflects with George & Kay Duffy before he "liberates" the roundhouse door.



Lunch December 13: Times Herald reporter Margaret Wittmer interviews Trainmaster William A. Schultz in Pete's Bar as Car Inspector Jim Wood looks on.



Lunch December 13: Unidentified bartender commiserates with beer-crying employees at Pete's Bar. Left to right: Jack McCormack, Waybill Clerk, Bob Jones, Agent, Sandy Duffy, Interchange Clerk, Jim Wood, Demurrage Inspector, Charles Snyder, Brakeman, and Sam Soini, Vice President of Sales.

EVENTS CALENDAR

Dec 13 Holiday Luncheon Dorsey House Noon to 4
 Jan 8 Board Meeting 32nd Street 6:00 PM
 Feb 12 Board Meeting " 6:00 PM
 Mar 12 Board Meeting " 6:00 PM

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.
phdrrailroad.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

PH&DRR EMPLOYEES:

Engineer Charles Brennan

Charlie started in April of 1950 in the roundhouse but became a train crewman through Bill Boyd's order. He retired upon the sale of the road in 1984.



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	

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.

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
2014**

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SPECIAL THANKS:
To Robert Richmond for his generous donation!

SPECIAL THANKS: