

THE MARKER LIGHT

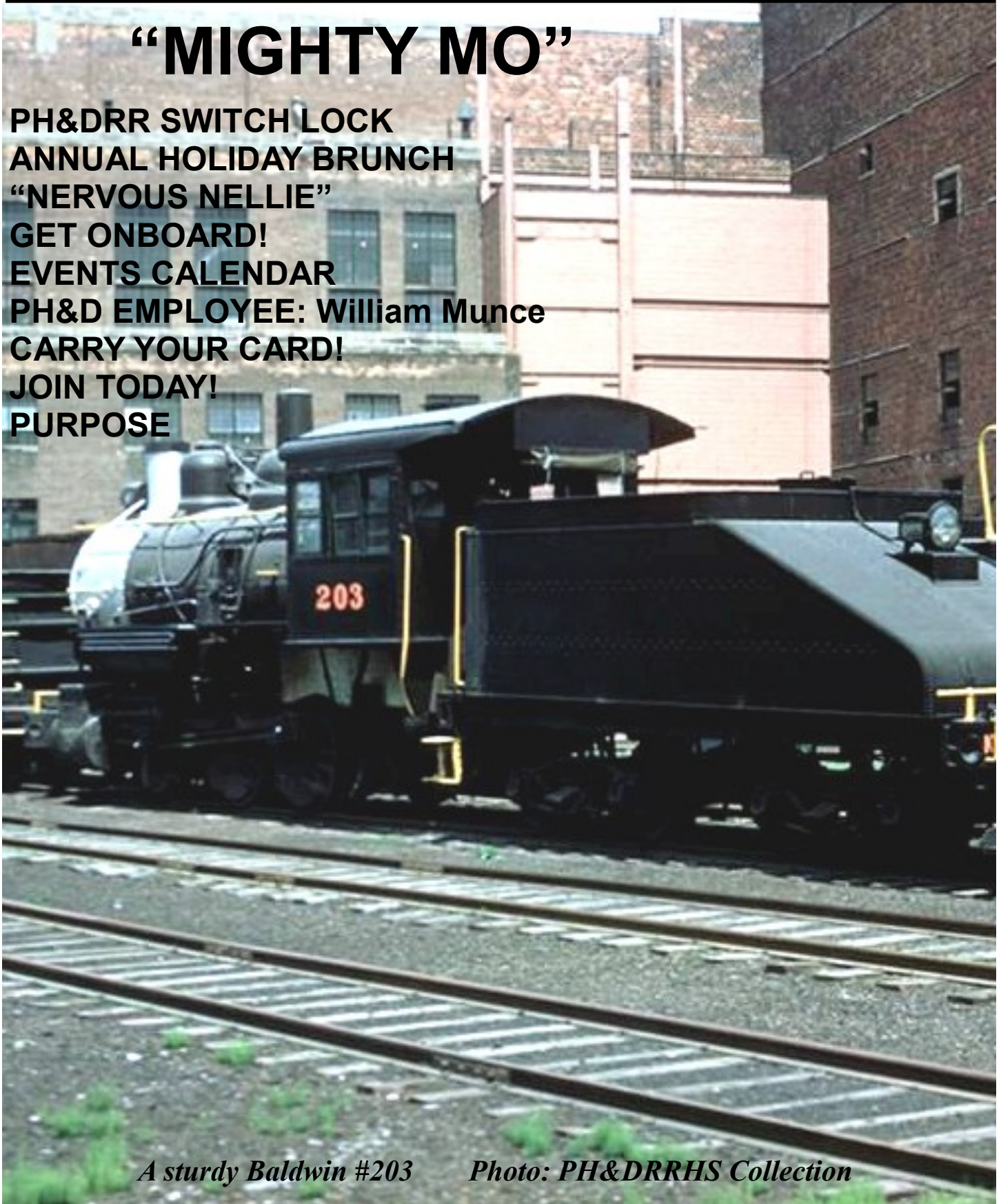
NUMBER 24

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2015

“MIGHTY MO”

PH&DRR SWITCH LOCK
ANNUAL HOLIDAY BRUNCH
“NERVOUS NELLIE”
GET ONBOARD!
EVENTS CALENDAR
PH&D EMPLOYEE: William Munce
CARRY YOUR CARD!
JOIN TODAY!
PURPOSE



A sturdy Baldwin #203

Photo: PH&DRRHS Collection

Cover: Detroit Edison #203 on duty at the Marysville Power Generating plant.

PG. 2: From Where I Sit; Acquisitions: PH&DRR Switch Lock

PG. 3: Holiday Luncheon December 12; Two-Volume Set of the PH&D by Kurt Stetzer

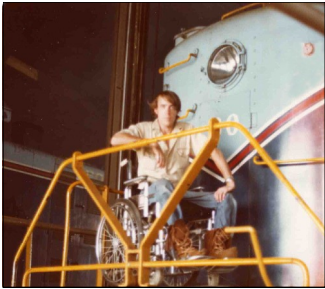
PG. 4: Detroit Edison's Marysville Power Plant

PG. 5: (Cont.)

PG. 6: Bill Boyd's "Nervous Nellie"

PG. 7: Get Onboard!

PG. 8: 2016 Calendar; PH&DRR Employee: *William Munce*; Join; Purpose of the Society; Board of Directors



Dear Friends of the PH&D:

"Mighty Mo" was imploded in November erasing over 90 years of this imposing structure. In this issue, we give her a nod recalling her past. Thanks to our own Marysville History Museum for the great black and white photographs, courtesy of the City of Marysville.

We're almost finished with the Agent's and Superintendent's offices. A fresh coat of paint has been applied to the ceilings and walls and new lighting has been installed. All that remains is the stained and varnished window sills and carpeting. Soon we'll have an operating office! Thanks go

FROM WHERE I SIT

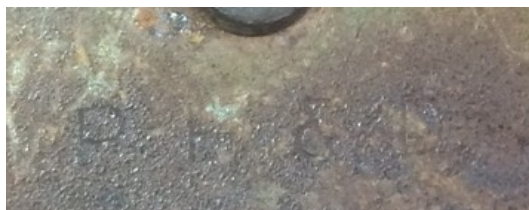
to the usual crew, Bruce, Jack, Dave, and Mike. Thanks also to Mino Kramer and Kay Houghton who lent their skills and suggestions. And for helping hang our wall with vintage, farmed railroad advertising. Expect an Open House this spring to showcase both offices!

2016 will be huge, I predict. First, we're preparing to welcome back ALCO #52 which will join its original caboose after 30 years. We know of no other railroad historical society that can boast of this rare and unique matched set of rolling stock. Second, we plan more improvements to the office, based upon the board's recommendations. Internally, your Society continues to maintain a very healthy membership base of over 75 members who continue to support our progress. That's what keeps us going.

Our annual Holiday Brunch at the Dorsey House welcomes Kurt Stetzer all the way from California! He'll have both volumes of his wonderful photographs taken during the final years of the PH&D available for sale, as well as exquisite posters. Hope to see you there!

Just a reminder that all monthly board meetings have changed to the second Saturday of each month.

Sandy Duffy

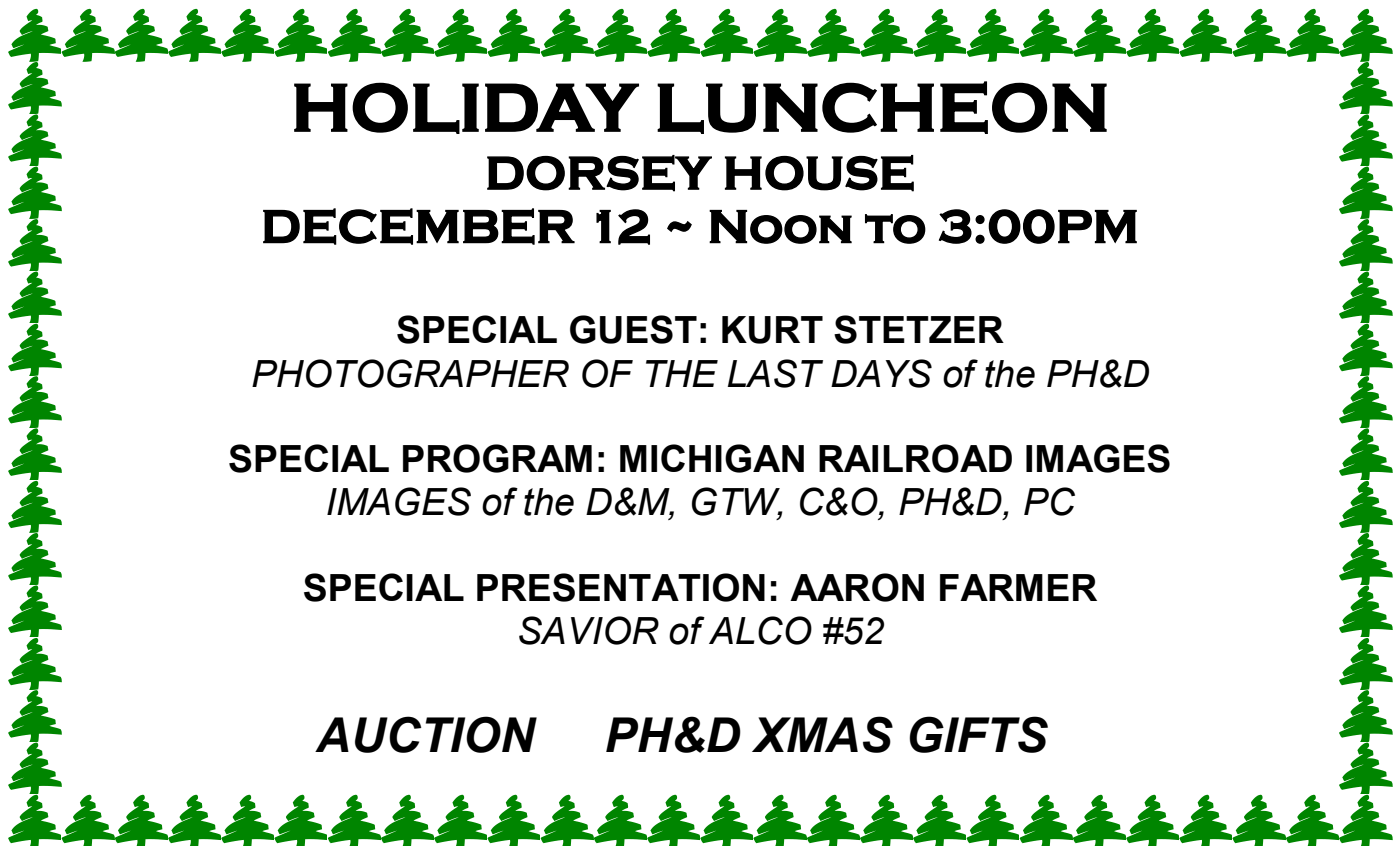


ACQUISITIONS: PH&DRR SWITCH LOCK

Recently, a switch lock appeared on Ebay and was won with a very decent price of \$25.00. Considering the scarcity, it was a good deal. When it arrived in the mail, a close inspection revealed a barely legible imprint of the letters, "PH&D" stamped on the back.

Adlake was a supplier of lanterns, globes, keys, and switch locks for the PH&DRR for many years. PH&D-marked switch locks are considered fairly rare, as are many of Michigan's shortline railroads.

The patina on both sides is as is expected for a lock that withstood the elements. But it hasn't suffered from any significant rusting and, in spots, shows some of the original clean surface. The spring loaded latch is still strong. A display with its brass switch key would make this an attractive and complete paring.



HOLIDAY LUNCHEON
DORSEY HOUSE
DECEMBER 12 ~ NOON TO 3:00PM

SPECIAL GUEST: KURT STETZER
PHOTOGRAPHER OF THE LAST DAYS of the PH&D

SPECIAL PROGRAM: MICHIGAN RAILROAD IMAGES
IMAGES of the D&M, GTW, C&O, PH&D, PC

SPECIAL PRESENTATION: AARON FARMER
SAVIOR of ALCO #52

AUCTION PH&D XMAS GIFTS

THE FINAL YEARS OF THE ST. CLAIR
 BLUE WATER ROUTE

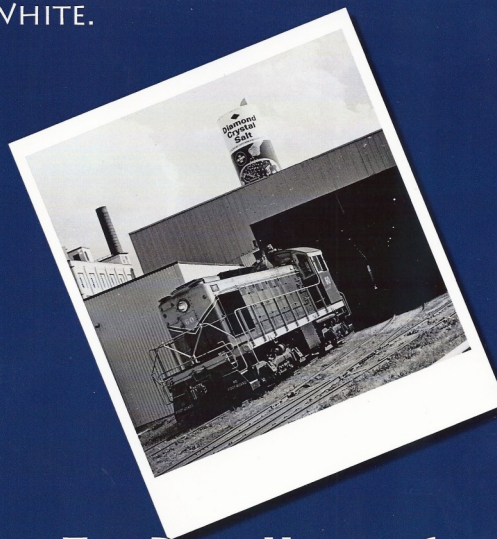


**THE PORT HURON & DETROIT
 RAILROAD AND CONNECTIONS
 IN COLOR 1982-1984**

Through My Lens, Volume 1

KURT M. STETZER

THE FINAL YEAR OF THE ST. CLAIR
 BLUE WATER ROUTE IN BLACK AND
 WHITE.



**THE PORT HURON &
 DETROIT RAILROAD IN
 BLACK AND WHITE, 1984**

Through My Lens, Volume 2

KURT M. STETZER

TWO-VOLUME SET SIGNED BY THE AUTHOR
VOL 1: THE PH&DRR in Color VOL 2: THE PH&DRR in B&W
SPECIAL MEMBER PRICES

MIGHTY MO: MARYSVILLE'S DETROIT EDISON POWER PLANT

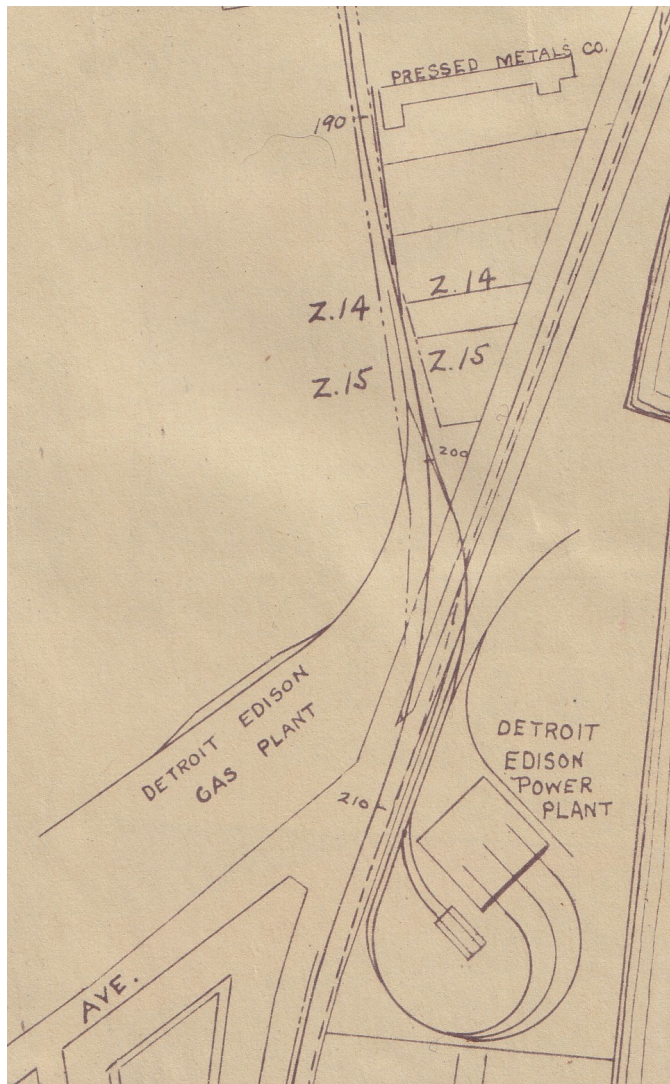
On February 11, 1921, the Detroit Edison Company announced the construction of a massive, improved power generating plant. The projected cost was \$2,500,000. In today's dollars, that would amount to over \$30,000,000!

For railfans and modelers, the complex featured two leads entering the facility from the north, with crossings at Gratiot Boulevard. Both tracks led to a modest coal car storage yard with ample passing tracks and runarounds. A north-west-facing engine house permitted access to the yard. From the storage yard, the switcher pushed a string of loads south and east, around two large curving tracks, which entered the plant for unloading. This procedure would last until the 1940s when it was complemented by self-unloading lake freighters.

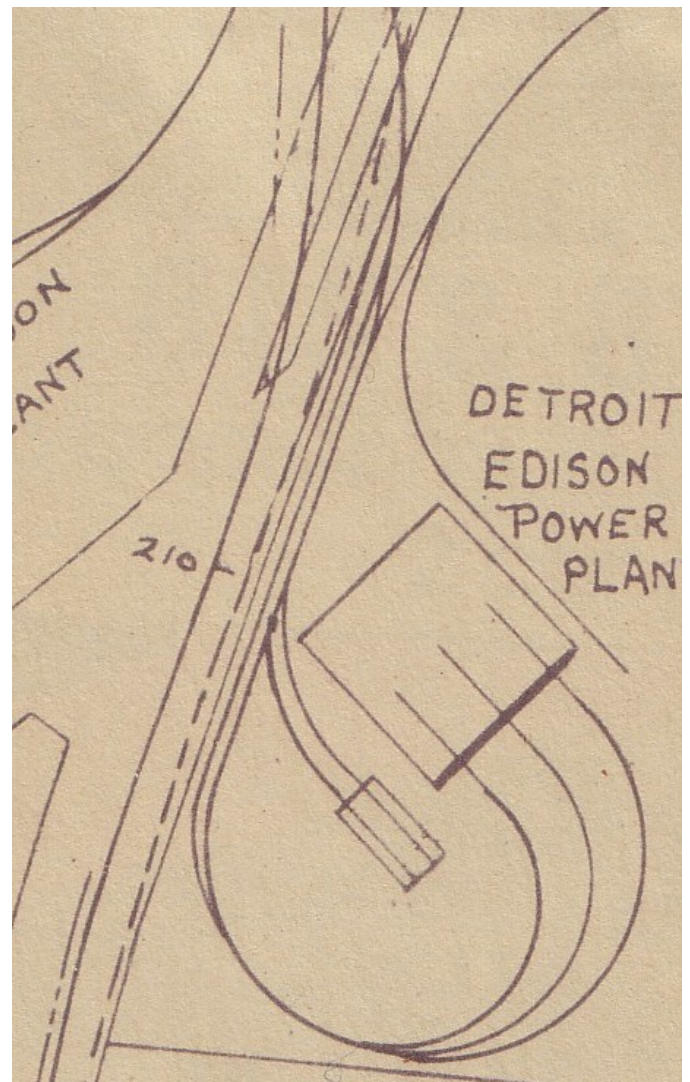
Detroit Edison used steam switchers, mostly 0-6-0 units, along with a saddle-tank engine. These were replaced in the 1950s with diesel engines, sporting the logo, "Reddy Kilowatt".

In 2001, the plant was idled and decommissioned in 2012 which led to its implosion in 2015.

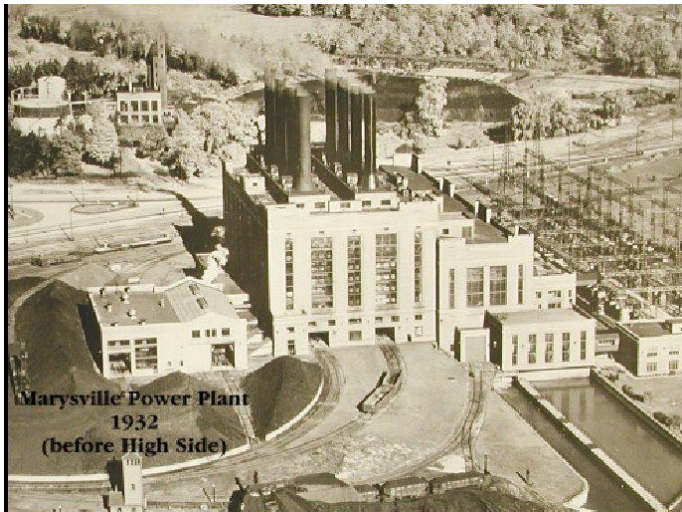
In 1958, DTE engine #203 (Baldwin #56524, built 1924) was preserved and placed on display at the park in Marysville where it resides to this day.



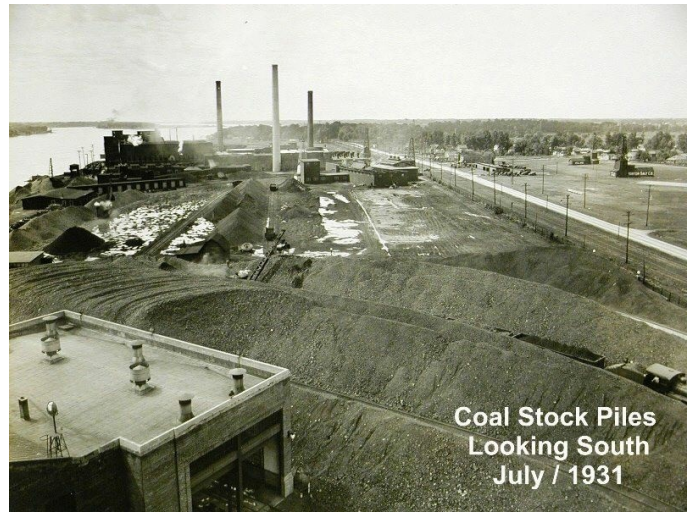
This drawing shows the two north entry tracks leading into the yard. A two track small engine house connected to the passing track.



Model railroaders had better put in a pretty tight radius for the three sharp curves into the plant. Imagine those outside rails had to be frequently replaced!



In 1932, only two tracks enter the plant facility. A third leads into the newer addition added a few years later. Note the single track emerging from that engine storage unit.



At far right, an 0-6-0 engine is seen with a car in tow. Looks like the engine house has been enlarged. Morton Salt, which used Detroit Edison coal, is seen in the distance.



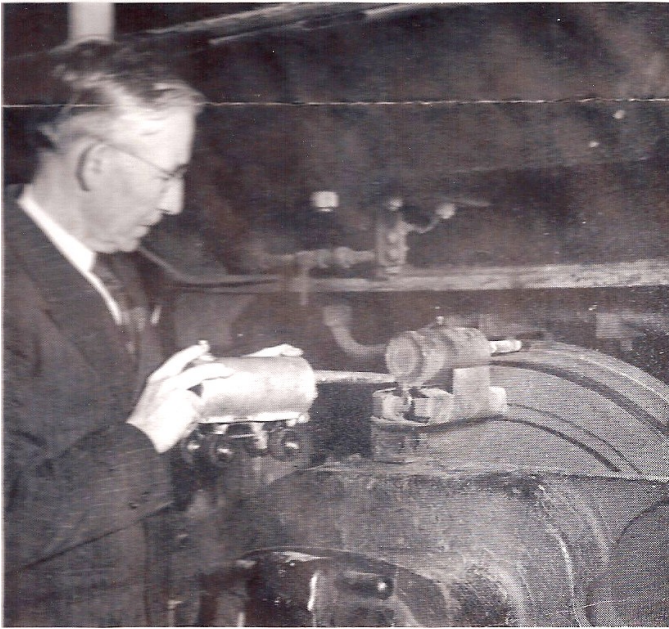
C&O #52527, built in 1909, has a capacity of 55 tons. It, and MC #11389, will need some serious blocking and jacking.



Here's Reddy Kilowatt who many of us remember on this company switcher.



All black and white photos from the Marysville History Museum Facebook Posts, courtesy of the City of Marysville.



BILL BOYD'S "NERVOUS NELLIE"

Chief Engineer and General Superintendent William Boyd was a common-sense farm boy from Snover. He had super natural abilities of understanding the laws of physics at a very early age and possessed an inquiring mind, which always looked for solutions. So it was not surprising when he came up with "Nervous Nellie".

The purpose of the device was to add more life to the engine's flanged tires while reducing wear which occurred on sharp curves by the application of a lubricant. Boyd used a common roller skate to apply the grease to the engine's wheel flange.

With help from Acheson Colloids, he created concentrated graphite suspended in mineral spirits, of the same viscosity of kerosene. The unit used a small cylinder containing a felt tip which delivered the grease. Welded to a roller skate, the device was mounted on a frame at right angles to the wheel flange and moved back and forth, "dabbing" the oil using the movement of the engine. Cool!

Modern Railroads

PH&D Uses Unique Oiler For Diesel Flanges

"THE NERVOUS NELLIE" flange lubricator on PH&D diesels has eliminated derailments due to thin or rough flanges. W. N. Boyd, General Superintendent of the line, is shown with his "Nervous Nellie" invention in use on all the railroad's diesels.

EVEN though the Port Huron & Detroit Railroad doesn't run on roller skates, these playtime accoutrements have a vital role in the operation of the line. The skates are a principal component of a newly-designed flange lubricator, named "Nervous Nellie."

The lubricator, which gives three times longer life to brake shoes, doubles the flange life, and almost entirely eliminates screech of wheels on curves, was developed by William N. Boyd, general superintendent and chief engineer of the PH&D. Designed for the road's diesels, the lubricator incorporates the use of concentrated graphite suspended in mineral spirits of the same viscosity as kerosene oil.

The unit consists of a small cylindrical tank with a felt wick projecting through a tube. The entire assembly is welded onto a common roller skate. It travels in an adjustable guide mounted on the top of the side frame of the truck at right angles to the wheel. Lateral movement is one to three in., when the locomotive is in motion. The wick draws the lubricant from the container by capillary action, makes occasional contacts with the flange on straight track and continuous contact on curves where the track has elevation. Although it exerts little or no pressure, the wick deposits a light film of graphite on the flange only. A noteworthy feature of the lubricator is that the flange on the high side of curves gets continuous lubrication.

With this applicator, the life of flanges on the PH&D averages 8000 hours before ream is necessary and brake shoe wear has been reduced, averaging 5000 hours. The shoes become impregnated with graphite, take hold but do not grab, and tires do not develop flat spots. Proper flange lubrication has increased tractive power on curves and reduced wear and tear on the rails.

The lubricator was developed after a number of experiments with various methods of flange lubrication. Mr. Boyd's experiments showed that the use of graphite was the most satisfactory since it would adhere to metal, act as a dry lubricant, and eliminate changes incurred by the weather. However, the dry graphite flaked off, leaving only a small portion adhering to the flanges.

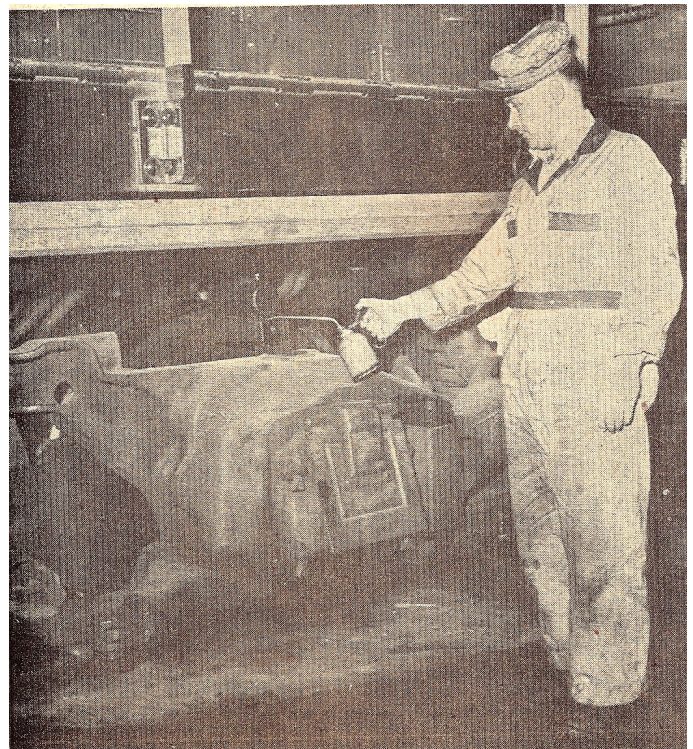
As a result of their observations of these tests, Acheson Colloids Corporation, Port Huron, Michigan, manufacturers of "dag" colloidal graphite dispersions, then recommended and furnished the lubricator.

DECEMBER, 1950

December 1950, Modern Railroads



August 13, 1950 Times Herald article



Harvey Parsons applies a spot of oil to Boyd's "Nervous Nellie". Photo from the Times Herald, 1/1/1955

GET ONBOARD!

JOIN THE PH&DRR HISTORICAL SOCIETY

MEMBERS:

EXCLUSIVE ACCESS TO A CLASS 1 YARD

CONSTANT ACTION AT A RR WYE

4 MONTHLY NEWSLETTERS

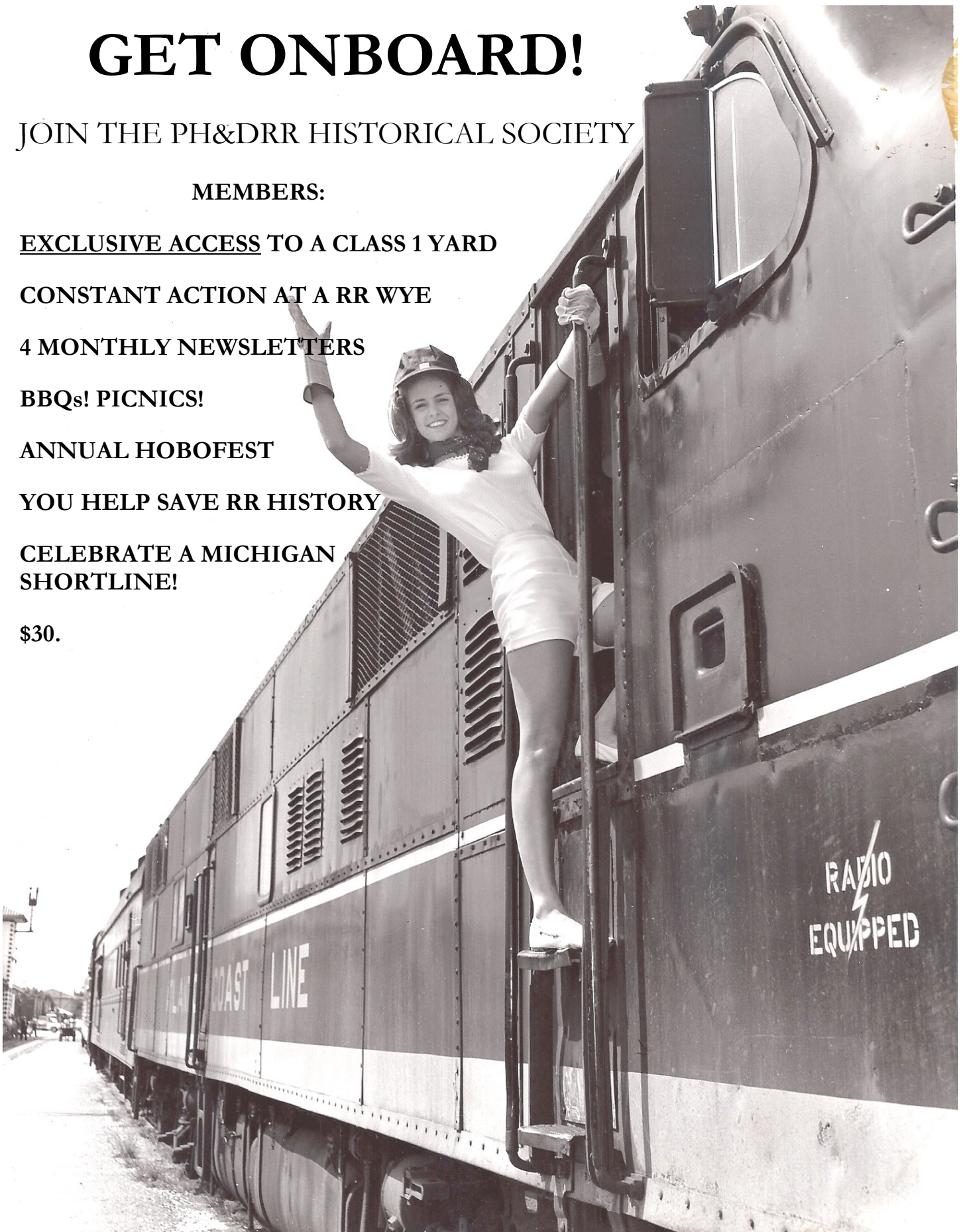
BBQs! PICNICS!

ANNUAL HOBOFEST

YOU HELP SAVE RR HISTORY

**CELEBRATE A MICHIGAN
SHORTLINE!**

\$30.



2015-16 EVENTS CALENDAR

Dec 12 Holiday Luncheon (Dorsey House) Noon-3:00P
 Jan 16 Board Meeting 32nd St Wye 9:00A
 Feb 13 Board Meeting 32nd St Wye 9:00A

NOTE: **Board Meetings changed to 2nd Saturdays**
 All members and guests are welcome to attend monthly board meetings.

Saturdays at the Wye will resume next year. Check the website for events and announcements.

Website: www.phdrailroad.com
 Email: info@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 allowing unlimited access to the Society-owned half of the "wye" property. Please stay off CSX property including the Roundhouse.

	PORT HURON and DETROIT RAILROAD CO. - St. Clair Blue Water Route -
	 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.

Special Thanks

Special Thanks
 To long-time member Hugh Hales
 For covering this month's issue!

Special Thanks

PH&DRR EMPLOYEES:

WILLIAM MUNCE

Bill Munce was hired in 1968 to replace outgoing super Bill Frazier. He came over from the Canadian National.



Bill Munce, far left

Bill remained the company's Superintendent until the sale in 1984. His job required daily monitoring of the facilities, roadbed, engines, and the scheduling of the section gang down the line.

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 help create the area's first railroad transportation museum complex, and have exclusive Member-only access to the 32nd Street "Wye" and a Class I rail yard.

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

**BOARD of DIRECTORS
 2016**

- Jack Allison**
- Thomas Boswell**
- Joe Ann Burgett**
- George Y. Duffy, Jr.**
- Aaron Farmer**
- T.J. Gaffney**
- Bruce Sawdon**
- David N. Schultz**
- Chad Thompson**