

# THE MARKER LIGHT

NUMBER 32

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

WINTER 2017

## HOW WE RAN THE PH&D

**Train Day Picnic May 19**

**Engine #52 Update**

**Interview Part One: Bill Schultz**

**The Origin and Design of the Michigan Road Yard**

**Spring 2018 Calendar**

**Carry Your Card!**

**Join Today!**

**Our Purpose**



MICHIGAN ROAD (Photo: Bill Schultz Collection)

**Cover:** Trainmaster Bill Schultz shoots from atop a tank looking west toward Michigan Road and Tappan Tower in 1984.

**PG. 2: From Where I Sit;**

**PG. 3: Acquisitions: Update Engine #52**

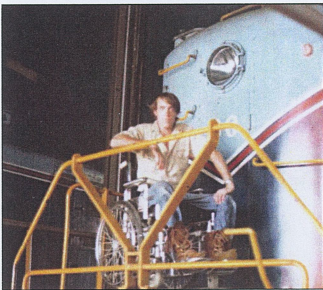
**PG. 4: The Interview, Part One: Trainmaster Bill Schultz**

**PG. 5: (Cont.)**

**PG. 6: (Cont.)**

**PG. 7: Michigan Road Yard, Then and Now**

**PG. 8: Spring/Summer 2017-18 Calendar; Carry Your Card; Join; Purpose of the Society; Board of Directors**



## FROM WHERE I SIT

watching our Facebook presence swell to over 1800 interested rail and history fans. And our board remains committed to helping to reach goals agreed upon by consensus.

We've lost a number of key individuals, among them, **Ray Warsinski**, conductor, and **Bill Munce**, Vice President of Operations. Accordingly, at a recent board meeting, it was agreed that we take an inventory to see how many former employees we have left and contact them for one on one interviews.

Speaking of interviews, this issue kicks off a very special session with Bill Schultz, who was the last trainmaster. His interview reveals not only his day to day responsibilities, but how well the railroad was run. It details the seamless integration of the various departments and the coordination between office, operations, and train crews. It happened 5 days a week, 6 nights a week, and every month, generating a mountain of paperwork tracking every carload and totaling the revenue for our railroad and the connecting lines. Part Two will be continued in the Spring issue, coming on the heels of this one.

We have an exciting year coming up and we want you to be a part of it! The imminent arrival of the ALCO will be history-making and will be the reunion of both engine and caboose. Make sure your membership is up to date (we have two renewal dates, one in December and June) so you can be informed by email.

Finally, if you're thinking about a rail vacation this year, we'll have all the Amtrak Planning guides and route maps at our Train Day Picnic, May 19. Bring your family!

**Sandy Duffy**

**Saturday, May 19**  
**10:00AM - 2:00PM**  
**2100 32nd Street**  
**Port Huron**  
**phdrrailroad.com**



**TRAIN DAY  
PICNIC 2018**



Planning a vacation by rail? You'll find everything you need at our spring Train Day Picnic. As the designated Eastern Region Representative of MARP, the Society will have vacation planning guides, Amtrak route maps, and Amtrak Rail Pass brochures.

It's all at our museum office where we'll have free BBQ and beverages! The location overlooks a very busy Class I railyard which is the destination and departure of many CNR and CSX freight trains.

Bring your family, a lawn chair or two, and your camera! Runs from 10 until 2.

### ACQUISITIONS: UPDATE ENGINE #52

It's coming! Our project manager, Mr. Rick Rowlands, reports that he has begun preliminary preparations for moving our engine from Knoxville Tennessee. He has identified a special flat car designed to transport such an unusual load. It will meet the capacity requirements needed to accept the ALCO. Additionally, mapping out the routing has been studied, using Norfolk Southern north to hand off to the CN. Final arrangements with the destination carrier, CSX, is his next step.

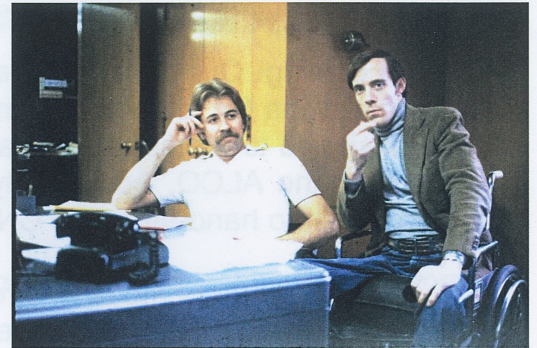
The move will be made in three phases: the first is the actual loading, which requires contracting a crane to lift, and all the needed rigging to tie her down. Next, the move from Knoxville to Port Huron. And finally, the "pick" at Port Huron onto our display track. That will be tricky, as we have to rearrange both the caboose and our boxcar.

If you'd like to be notified, please email your address to [whlrydr@aol.com](mailto:whlrydr@aol.com).



## THE INTERVIEW: Trainmaster Bill Schultz , Part One

The Trainmaster of any railroad is the heart of operations. William A. Schultz spent almost 14 years at the PH&D and tells us how he successfully kept things running smoothly. In this exclusive interview, we get right into the details about how he went about his daily duties, taking inventory of the loads and empties, conferring with customers, collating switch lists, and providing both train crews with their assignments.



ML: When did you hire on?

BS: *I hired on February second, 1970*

ML: How did you find out about the job?

BS: *Well, a former employee, Ray Warsinski, he let me know about it, they were, ah, going to be hiring and he kept me posted.*

ML: You knew Ray through your church?

BS: *Yeah. He probably, at least three times, kept calling me at home. But the day, on that February second, Ray called and told me, "Billy Schultz, better get out there, Munce (William Munce, Vice President, Operations) is getting ready to hire somebody!" So I went out there about 11:00 o'clock in the morning, went in and saw Bill Munce, my best boss ever, and he told me to report at 11:00 o'clock that night to work with Ray on the crew to get trained.*

ML: You went right on the Train Crew?

BS: *Yeah, that night. The only mistake I made on my first night, not dressing properly. I showed up out there with a winter coat and an old pair of winged-tip shoes. Ray, the first times we were switching, he came over and said, "Billy Schultz, go on up there in the engine and get warmed up!" I was only like nineteen, and kind of embarrassed I didn't wear work boots. That's how it started.*

ML: What was the position?

BS: *Brakeman.*

ML: Do you remember who was on the crew that night?

BS: *Engineer was Charley Brennan, Ray was the conductor, and probably Wayne Martin, brakeman, and John Lissee, brakeman.*

ML: Who trained you?

BS: *Well, mostly Ray did. He worked with me all night, telling me how to do stuff, and Wayne Martin, a little bit.*

ML: So after you make up your train, you head south. Do you remember where you went first?

BS: *Not positive, but we might have had coal for the Marysville Edison plant, or Morton Salt, to take cars in there.*

ML: Did you head down to Marine City?

BS: *Generally, no. Not on the night train.*

ML: So you stayed on the night job for awhile?

BS: *Yeah, I was probably on the night crew until mid-April. When the unit trains quit, down at the St. Clair Edison Plant, I went down and worked on the track gang,*

ML: *After spending time on train service, did Mr. Munce come to you to tell you that you were reassigned?*

BS: *He did. That's when he sent me to the Section Gang and I spent the rest of that year with them. It was probably the next year that he came and told me that they were going to use me in the office as the Demurrage Clerk. I took that over from Sam Parker. He trained me. We went down to all the customers, we'd pick up paperwork, bills of lading. After that, he went upstairs.*

ML: For those that don't know, what is "Demurrage"?

BS: *We kept track of the record, manually, on forms, when they (empty cars) came onto our line, the date and the time, and how many days they were on our line, and when they were interchanged back to the Grand Trunk or the Chesapeake and Ohio, then we'd charge with the rate for the time on line.*

ML: Did this depend upon the commodity, like a car of salt or a car of auto parts?

BS: *Yes, each were somewhat different.*

ML: So your job was to track these cars, how long they were on the line, and do this each day, and each week.

BS: *Right. I know at the time, too, thirty three years ago, we'd send the bill to the individual customer, which we'd tally up after a month, and that's what we'd send.*

ML: *You spent time on the section gang, almost a year. How was that and who was with you; who was the foreman?*

BS: *The head foreman was Mel Conklin, with Charley Farquhar and George Redfield as assistants. Conklin came off the CN and was mean and tough. It was the first few weeks in the spring, working with him, I was sent home one day.*

ML: For what?

BS: *Well, out in the parking lot we started at seven in the morning. One morning, I pull up in my car, I don't know, it was, like five after seven, and he came over and I rolled the window down and he said, "Hey bitch, you need to go back home." And I goes, "For what?" "You heard me, bitch: go on home!" And I said, "What for? What did I do wrong?" "You're five minutes late! Go on home and come back tomorrow."*

*So, I was nineteen at the time, and I went home. My mother asked me what I was doing back home. I told her I was five minutes late and he sent me home. The next day, I went there on time. He was the main "ramrod", along with Charley and George, who were much easier to work with.*

ML: *Where were you guys working that year?*

BS: *That spring? That was after the mess. Back when we had that eighty pound rail, the problem that winter was the broken angle bars from running the Detroit Edison coal trains. So that April, we started way down by, I think, Bree Road. It was along haul. We slowly started to work our way back toward Port Huron, changing ties which were cracked because they had shifted due to the weight of the unit trains. I worked with Bruce Sawdon for awhile that spring; he wasn't in the roundhouse yet at that time. We'd be out there changing ties, take the sledge hammer on some that weren't damaged and slam 'em back in place. Hard work. You experienced that. Well, after two weeks, I came very close to quitting because of Conklin. The work was so physically draining. We'd be coming back up through St. Clair, it was seven, seven-thirty at night. We were at Clinton Avenue and Mel, out of his own personal pickup, he's out there waving his arms at us while we're in the motorcar, to stop. He wanted us to get out because some of the planking had come loose, sticking up which could have waited until the next day. So we all had to get out. I remember we were tired after almost twelve hours that one day. So we got our bars and picks, and wanted us to pull some of the big lags (crossing spikes) and wanted us to replace them. I think, to be honest, he was into the overtime.*

MKL: *Were you using the big blue Dodge Powerwagon?*

BS: *We were. Yeah, you remember that, eh?*

ML: *Yeah. So you didn't quit, decided to stick it out, and into the fall, you got offered the Demurrage Clerk job, where Sam Parker was showing you "the ropes".*

BS: *That's correct. Very nice man.*

ML: *Initially, he took you down the line and introduce you to the customers?*

BS: *Oh yeah, he did. Everybody. Very polite, and what to sign and stamp, giving back their copies, and keeping those that I brought back.*

ML: *Was that something you picked up on pretty quickly?*

BS: *Yep. It wasn't that hard. We had something like a route book, similar to what the conductors had. I had to break down all the car numbers with each plant. Just for the record, I'd say check cars at Biewer Lumber, whether the car was half unloaded or empty, which I'd let Bert Sari know; he was the Trainmaster then and he'd know to have the empty picked up. I'd just pencil it in my book, the car number, and the date, and the customer.*

ML: *How long would this take you?*

BS: *I'd leave after eight and get back about eleven thirty. I'd give the information to Burt before I'd head for lunch. I'd give the bills of lading to Evelyn (Gierman), or Jack (McCormack) which they would use to type up waybills for the carloads which were going to be picked up by the night job.*

ML: *What was your afternoon assignment?*

BS: *I was entering into the ledger of the cars for the demurrage totals that day.*

ML: *And this was done not only each day, but for a week, then for the month.*

BS: *Right. I had to get totals together for the week, then for the month. Sometimes, you could work on it a few days before the end of the month. Just now thinking back of Grace Paterson (Agent), who'd ask, "Bill Schultz, how are you doing with those demurrage reports? They're due in three days." I say, "Yeah, I'm working on it, Grace."*

ML: *After you completed the monthly reports, where did they go?*

BS: *These went upstairs to Sam Soini (Vice President Sales), so he could create an invoice for each customer.*

ML: *Where was his office?*

BS: *He had an office room on the southwest end on the second floor with Ron Liddle (Rate Clerk).*

ML: *When you climbed those stairs, whose desk was at the top?*

BS: *Marlene Smith. She was the payroll clerk.*

ML: *And Howard Ferns (Car Accountant) was nearby?*

BS: *He was in the same room as Marlene.*

ML: *How long were you a Demurrage Clerk?*

BS: *I think about a year and a half.*

ML: *So soon you are offered another position?*

BS: *In December of 1974, I was offered the Trainmaster position since Bert Sari was retiring. I started training with Bert the first part of the month.*

Stay tuned for the continuation of this interview in the Spring 2018 issue of *The Marker Light!*

## The Origin and Design of the Michigan Road Yard

The original concept of the Michigan Road yard design began with the Port Huron Southern Railway, the predecessor of the Port Huron & Detroit Railroad. In 1900, the Southern was incorporated to build a small line south to the Morton Salt Company plant in Marysville. This effort was funded by a consortium of south end Port Huron industrialists, headed by Joy Morton of Morton Salt Company, out of Chicago. He needed the rail line to move carloads of salt. Through legal agreements, Morton was able to negotiate an interchange with the Grand Trunk. Motive power was modest, supplied by a small saddle tank engine which shunted back and forth from a small engine shed near the salt plant.

From the salt plant, the main line headed north, reaching the end of 32nd Street in Port Huron. Then it curved west a half mile to Michigan Road. The main line joined two parallel passing tracks, to sort out incoming loads and empties. This was more than adequate for the few cars delivered daily from the salt plant. The track then crossed Michigan Road to connect with the Grand Trunk main, coming off the Mt. Clemens Subdivision. This was a small, curved yard made up of two passing tracks next to their main. The connection with the PM would be made later, in 1919.

In 1916, with their DBC&W Railroad nearing Port Huron, the Handy brothers needed to buy the Southern to obtain entry into the city. They negotiated with the Morton group to purchase the PHS. After negotiations with the PM and the GTW, the State of Michigan granted them the right to enter. Eventually, the sale of that road would be consummated in February 1920, for approximately \$116,000 (\$1,429,000 in today's inflation-adjusted dollars). But entry was approved before hand.

In 1919, the Handys directed Chief Engineer William Boyd to build an interchange with the PM, with the construction of the east leg of the wye at 32nd Street, which curved north off the main and east, with a track of over a 1000 feet, running parallel to the PM (see *Marker Light #23*). Then he finished with the "construction of a crossover switch at west end of the PM transfer, main line."

A few years later, on October 15, 1923, and under the Port Huron & Detroit Railroad control, Boyd began the "construction of one 2600 foot yard track on the south side of the main line 1/2 mile west of the yard office..." This would be Track #3. This was completed in November. The PH&D designated both passing tracks, #1 and #2.

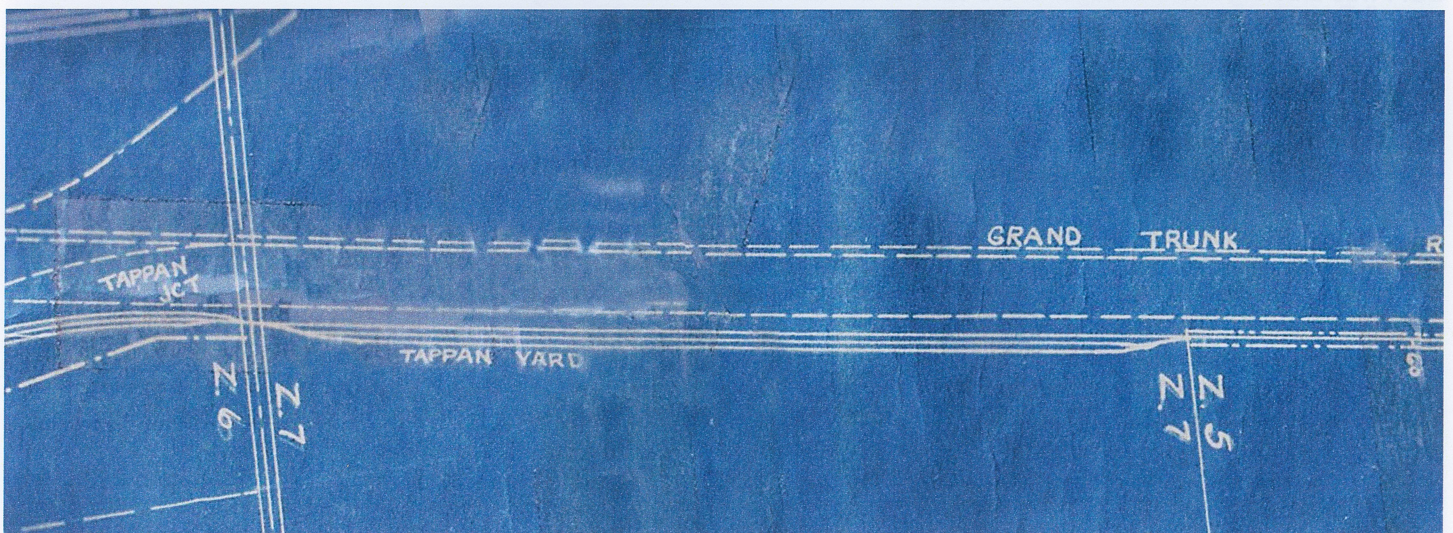
On September 8, 1925, Boyd commenced "construction of a 1500 foot stub end siding at Tappan known as Track #4." Although we have no construction record of Track #5, it must have been built soon after, to complete the Michigan Road Yard design.

Not long after, the PH&D would construct an additional transfer with the PM just east of Michigan Road.

Storage issues up in the yard were manageable until 1977 when the railroad leased 400 50' ribbed side boxcars from ITEL Rail, out of San Francisco. These cars were built in Chicago to replace the 1947 era 40' boxcars. These began to arrive in May of 1977 (see *Marker Light #12*). As Trainmaster Schultz has indicated, it was a trick to find room for these additional cars. Consequently, in 1978, management directed Superintendent Bill Munce to construct two side tracks along 32nd Street, between Petit and Dove Roads, which could hold up to 35 additional cars on each.

The final "redesign" of Michigan Road occurred under the CSX ownership. They eliminated the connection crossing Michigan Road to the GTW and turned all 5 tracks into stub-end sidings. They also eliminated the old Michigan Road PM interchange.

Today, it seems to work for them: even handy storage for a derelict tank car currently buried in the sand in Track #5!



*This rare, original blueprint map, circa 1920, shows the yard ("Tappan Yard") and the interchange with the Grand Trunk Western, west of Michigan Road. Note the PH&D main and two passing sidings. The dashed line running parallel to the yard is the PM main line. The interchange with the PM at this location would be constructed later, just east of Michigan Road.*



*A balmy summer morning finds Trainmaster Bill Schultz walking a long string which is in #3 track*

2



*Then: On the left, runaround Tracks 1 & 2 curve into the main while numbers 3, 4, & 5 are stub ended. On the right, is the PM/C&O interchange with the GTW. Their transfer track with the PH&D begins with that switch on the right.*



*Now: A CSXT train waits to run west on the GTW main. All yard tracks have been converted into stub end sidings removing the old PH&D/Grand Trunk interchange. The access road in the middle remains but gone is the PM transfer track.*

**Spring 2018 CALENDAR**

April 14	Board Meeting 32nd St.	9:00AM
May 12	Board Meeting 32nd St	9:00AM
May 19	Train Day/Picnic	10:00AM

All members are welcome to attend our monthly board meetings.

**Saturdays at the Wye** begins May 5.

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 you unlimited access to the Society-owned half of the "wye" property, marked by the yellow stripe. You may park along 32nd Street and the west side of the stripe. An accessible porta john is on site.



Woody sips a cup of joe while Bill counts cars.

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

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**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).

**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 classy 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 315, St. Clair, Michigan 48079.

**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  
2017-18**

- Jack Allison
- Thomas Boswell
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- Shawn Maertens
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**SPECIAL THANKS TO:**

- Tom Boswell for donating for our annual website fee!
- Hugh Hales for covering The Marker Light for a year!

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[phdrailroad.com](http://phdrailroad.com)