

# THE MARKER LIGHT

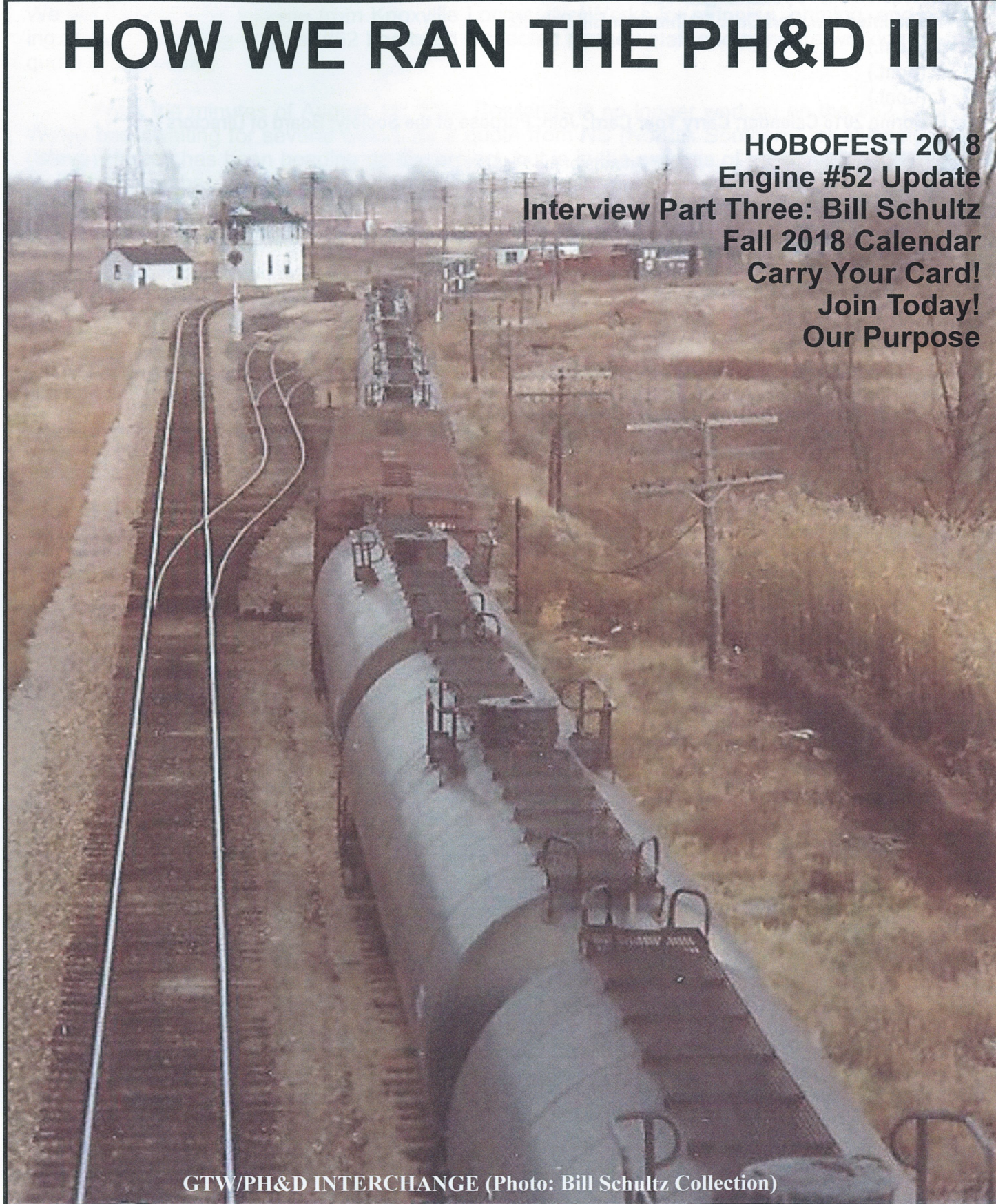
NUMBER 34

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

FALL 2018

## HOW WE RAN THE PH&D III

**HOBOFEST 2018**  
**Engine #52 Update**  
**Interview Part Three: Bill Schultz**  
**Fall 2018 Calendar**  
**Carry Your Card!**  
**Join Today!**  
**Our Purpose**



GTW/PH&D INTERCHANGE (Photo: Bill Schultz Collection)

**Cover:** Here's a great shot of the GTW Interchange tracks looking north off the Mt. Clemens subdivision.

**PG. 2: From Where I Sit; Hobofest 2018**

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

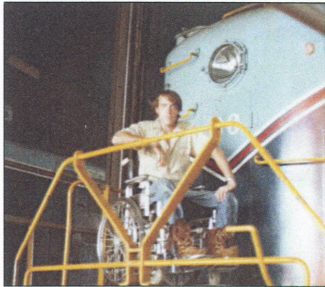
**PG. 4: The Interview, Part One: Trainmaster Bill Schultz**

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

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

**PG. 7: (Cont.)**

**PG. 8: Spring 2018 Calendar; Carry Your Card; Join; Purpose of the Society; Board of Directors**



### FROM WHERE I SIT

provided invaluable detail on the operational aspect of the railroad and this surely gives us modelers a better understanding on how cars were received, switched online, and delivered back to the connecting roads. Now the trick is to condense all this into a realistic point-to-point layout!

Having a one engine setup, with a "marshalling" yard on one end and customers downline, will offer endless switching possibilities and never be boring. I keep telling folks, this is THE perfect line to model! Fortunately, our historical resources and primary documents begin at the absolute beginning, in 1917, when the line was first incorporated and constructed. Not many railroad historical societies can boast of that amazing fact.

This fall, be sure to schedule in Hobofest 2018! Joanne Burgett is heading this project and has always done a brilliant job. The event begins with the traditional lighting of the hobo camp fire on Friday night followed by an entire day of activities at the PH&DRR Society Museum site. In addition to all the games for kids, we have a front row seat watching a Class I railyard and the freights coming and going. This is a railroad fan's dream! So, bring a few lawn chairs, a camera, and your family!

I'm disappointed that the new board continues its draconian decisions. Up to now, I think we were making steady progress and it showed in member retention and attendance at our events. I hope that you continue to support our Society and plan to attend the few meetings you're allowed. Instead of the 12 monthly meetings, you can attend only 4 (Perhaps that's for the better; their recent board meetings have lasted for more than 3 hours each!).

My family remains committed to the success of the Society. But I doubt we will be as enthusiastic in the near future.

**Sandy Duffy**

### HOBOfEST 2018 ~ Sept 14/15

**Friday: 7:00-9:00 PM**

**Lighting the Fire 7:00**

**King/Queen Coronation: 7:30 PM**

**Saturday: 10:00AM - 5:00 PM**

**Hobo Camp Opens 10:00 AM**

Life-sized Board Games for Kids

Live Freight Trains All Day

Hot Food Truck

Ice-cold Drinks

Delicious, Steaming, Authentic Hobo Stew

Museum Tours

Live Music!

History of the Hobos Presentation

Hobo King & Queen Coronation

[www.facebook.com/events/1601435539893185](http://www.facebook.com/events/1601435539893185)



**ACQUISITIONS: UPDATE PROJECT #52**

From unofficial meeting notes from August 11:

#52 has some cancer holes from years of just sitting still. We will be receiving a quote from Knoxville Locomotive Works for stripping, priming, and painting...prior to shipping it to us. #52 has been inspected by their staff and they are working on the quote at this point.

Rick Rowlands is no longer working on the #52 Project. We've been waiting several weeks for a quote from NS (Norfolk Southern) for shipping #52. (Steven) Harvey has been heading up the project, but is in the process of transitioning leadership to (board member William\_ Ayars. Ayars worked for Coe Rail when #52 was on their roster. Ayars also has contacts in the railroad transportation industry due to his position at Conrail.

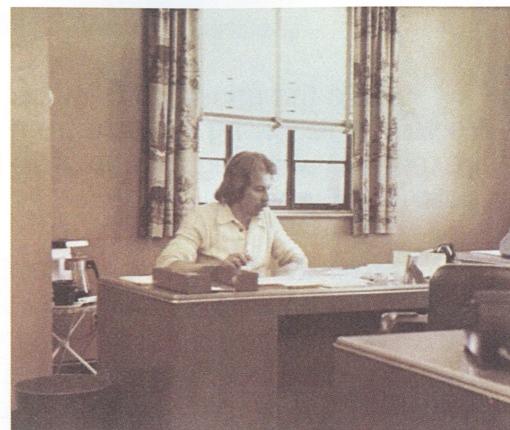


*We don't have too many shots of PH&D #51. Taken in 1954, it reminds us of the later years when the night crew would pause here for "lunch" before continuing south. Conductor Harry Waite would saunter over for a few Carling Black Label. Rule G (drinking on the job) apparently didn't apply. (Gene Buel Photo)*

### THE INTERVIEW: Trainmaster Bill Schultz , Part Three

In this third segment of our interview with the last Trainmaster of the PH&D, we get more details insights on interchange procedures with the Grand Trunk and the Chesapeake and Ohio, yard track storage capacities, descriptions on the Michigan yard switching, mention of derailments, information on three major downline customers, and more details about the PH&D 50' leased boxcars. For us modelers, this is an exceptional first hand account on the day to day operation, from the Trainmaster's own account.

Bill had the rare temperament of doing a job well without drama and loving every day of it. Here's our final installment.



#### Part Three Continued

ML: How did you and Woody (Jim Woods) work together?

BS: *In the office, he handled the demurrage clerk duties and then the trainmaster; sometimes if I was on vacation or had the day off, he'd fill in on my position. On Sundays, he had to go up there earlier. It was part of the job.*

ML: What happened on Sunday

BS: *Kind of like during the week. You had to go up and check the interchange tracks, write up the lists for the Sunday night crew, and you were probably there for 4 hours, maybe 5. In the winter sometimes, it took more time, with snow to walk through. On Sunday nights, their start time was like 10:00 o'clock because usually there was a ton of rail cars to switch out that night, so that's why the start time was bumped back so they could get going. At times too, Sunday afternoons, in the winter, the C&O, their interchange, they'd have sometimes 20, 25 cars of coal for the Marysville power plant. All the cars they brought over, Friday night, Saturday, and Sunday, they were shoved all the way down to the switch, just west of the PH&D office. So I had all of those cars to walk and check, almost all the way out to Michigan Road.*

*Summer time? It was nice. It was nice to be outside. You could go in the office and get your stuff done, no interruptions. Earlier, Ron Liddle used to cover for me, on a few Sundays. I think he just didn't want to do it anymore so that's when they broke Woody in to cover for me when I was off. Woody did good.*

ML: The C&O interchanged up near Tappan (Tower)?

BS: *Correct.*

ML: What about the east end, where that switch is? Was that generally where they would pick up?

BS: *Yeah, they would pick up. We had the C&O, where we interchanged to them just north of the PH&D office, that track that's still sitting there. We'd interchange and shove all the C&O cars at night down on that track east of the office and then they'd come off their main line, over by Dixon and 26th Street. There's a switch off their main line down there. They'd come up maybe 75 feet. They had a derail there they had to unlock and then come over from the east and tie onto all the loads that we interchanged to them. They'd pull em all off of the east end and go back out on their main line and take em down to Court Street.*

ML: So the west C&O interchange was basically for empties?

BS: *Right. Coming to us.*

ML: The Tappan area for the Grand Trunk was for both loads and empties? That was our only interchange with them?

BS: *Correct. Generally, the day job, when they came back up at night, they had a lot of cars they interchanged to the Grand Trunk; usually they'd pull up on our main to Michigan Road, cut off the locomotive, and come back down on number 1 track to run around those cars to come back to put the engine back into the roundhouse.*

ML: Was there a procedure with the Grand Trunk to unlock a switch? How did you shove em onto their interchange?

BS: *Like I said, we'd just pull up to Michigan Road and cut em off. Now the Grand Trunk, when they came to pick up, the only switch they had to unlock was way out by I-94 on their main line, off the Mount Clemens Subdivision, so when they came over, on their north track at Tappan, the middle track, they came across Michigan Road to tie onto all our loads to them, none of these switches had locks on them.*

ML: So we never needed to cross over Michigan Road to their tracks?

BS: *No, we had to cross to pick up from them. Now, back when I was switching on the night job, with Norm (Warcinsky) on that first winter, maybe our day crew might have gotten up late with coal empties, some nights they'd come up late, pull up the main line to Michigan Road, cut off the locomotive, come down through number 1. Well then, at the time, I was on the night job, which started at 11:00. We'd drop our caboos in number 1 and start making up our train. While there were times, when there were loads still sitting on the main line, sometimes Norm would get a little pee'd off, because we were waiting for the Grand Trunk to come over. We needed that main line clear to switch cars across.*

ML: Would you have to go to Tappan to complain?

BS: *Sometimes it was getting around ten or eleven at night and they were changing crews over there. Sometimes we'd be up there and have to use the PM interchange track, to throw cars over there to switch out, which was kind of an in-*

convenience. Sometimes we'd be up there, when I was on the crew, Ray or Norm or Wayne Martin...you'd hear Wayne on the walkie-talkie: "Norm?" "Yeah, Wayne." "Well it looks like the Grand Trunk's over. I can see the cars moving. They're pullin em outta here." So then we had to get on the main line we could use for switching. But sometimes they were in no hurry to get stuff out of there.

ML: Back to Michigan Road, generally, were our storage tracks full?

BS: It varied. Sometimes, maybe in the summer, they were down. A lot of time, when I took over Burt's (Burt Sari) job, when the yard was getting full, I was checking cars at Michigan Road. Sometimes I'd go up in the afternoon after the afternoon crew was done and they had left town, and I'd put it on the switch list for the night job, "Number 3 has only room for three more tank cars." Just an eye estimate. Or "number 5 could probably hold six more cars." When they're switching, after they pulled the cars out, the night job just to kick em in there and let em go because you know if they're too far, they'd put em in the sand hill.

ML: Were tracks 3,4,&5 generally about the same length?

BS: Yes.

ML: How many could each hold?

BS: I think each one could probably hold 35 cars.

ML: And then tracks 1&2 were run-arounds?

BS: Right. That number 2, when I was switching that short period of time, that number 2 switch at Michigan Road, that was kept locked with a PH&D lock on it.

ML: Do you remember any derailments up there?

BS: There were a couple of small ones and I have a few pictures. One time I think it was over on number 3 track. The rail was small and the ties were going bad. They were pulling out a string of tank cars to switch em, and right toward the tail end on the west end, one of em jumped the track and they continued to pull em out. They didn't tip over they just took the rail and got everything destroyed. We had Raymond Excavating up there with their cranes to set a couple of tanks back up on the rail. After that they rebuilt a couple of tracks.



ML: Heavier rail?

BS: I think they put in 80-85 pound rail plus all new ties.

ML: To your knowledge, we never used the Big Hook that was over at the Grand Trunk.

BS: No, not that I can recollect.

ML: Those new PH&D boxcars, were they given different classifications?

BS: Mainly, they were all "XMs" which were for general loading. We did have some "DFs" (dunnage-free), which didn't have anything inside for keeping loads secure.

ML: The pictures of you walking along an entire string of PH&D cars up at Michigan Road; would those have been empties?

BS: Yes.

ML: When empties came online, you were responsible for recording them but also to find room for them.

BS: Right, right.

ML: Would that have been up at Michigan Road?

BS: East of Michigan Road in our yard was my first choice. If I ran out, I had numbers 7&8.

ML: It's sad to drive along 32nd Street and those angle bars (rail joints) have only two bolts holding em together.

BS: Yeah, did you see that? I said to myself, "Did we do that?"

ML: Hell no! We'd never have done that. What a way to run a railroad.

BS: When I was on the night crew, I don't know if this happened to the locomotive, a couple times, it was maybe down by Port Huron Building Supply, there was heavy ice with a boxcar of lumber, or a wheel on the locomotive might have slightly come off the track, but, "not to worry": Ray, Norm, they'd go up on the locomotive and get the blocks of wood and have Charley (Brennan) kind of inch away and get it back on the track, without having to call in the section gang in the

*middle of the night. It'd be an hour and a half before they'd get out there.*

ML: Well they all had those re-railers too, on the engines. I think it's remarkable that, especially with the train crew, you had that broken down into three different lists and everybody new what to do.

BS: *Yeah, they did.*

ML: There was real cooperation from all three departments, office, section, and train crew, and everybody seemed to be pulling for the same thing. And number one was the customer.

BS: Yes.

ML: Who was the "crankiest customer?"

BS: *Let's see. Morton and Chryslers they were good. I think Buck senior at the Michigan Elevator, but he wasn't really "cranky". Probably the crankiest was Smokey, from Eugene Welding. It was about spotting a car at night; he just sounded gruff. But they were all pretty nice.*

ML: I think it was because we treated them well and gave them what they wanted.

BS: *Yeah, we did. We did what we could to give them what they wanted. Our train crews were top-notch. Their work ethic was that they were out there to do the job, instead of sitting in a caboose somewhere, goofin' off.*

ML: Basically, with the night crew, their job was to deliver the empties, while the day crew would pick up the loads.

BS: *Right.*

ML: Makes it nice when you want to build a layout based on our line. Two trains a day, down and back. It's really a one engine affair. Now, with Chrysler, were those all run-around tracks?

BS: *Yeah, there was a long run-around track back by their main line. They had the one track that went into the plant and could hold like ten cars. Then, just west of their building, between our main line and their building, we had what we called "B" Track, where we could store 15 cars. A lot of times, back in the day, we did get inbound loads of fenders that they were going to unload in the plant. On occasion, we had too many that showed up and we'd store em on that "B" track, which we had to unlock and open up their gates. And they'd sit there until Chryslers wanted em inside the plant.*

ML: Did you use the tracks near Chryslers to store PH&Ds?

BS: *No, we didn't use any of their track.*

ML: Morton Salt had quite a number of tracks, mostly passing sidings out front.

BS: *When we talk about storing PH&D cars, even back near the end, we had a lot of them on their two sidings, east of Busha Highway, and they sat there for months and months.*

ML: Did you work in the caboose when it was cold? I just wondered how they heated it.

BS: *It was like a three by four foot square fuel oil stove. It had a stack going out through the roof. Bruce and his helper in the roundhouse - I think they had a tank in there - and they'd use 5 gallon containers with a spout to keep it filled up with fuel oil. Thing is, too, they'd light that at night, on midnights, and it would stay going all night. At certain points, Ray would be back there with the tail end brakeman and, by the time they'd reach St. Clair, it was warm and toasty in there.*

ML: Inside, what was the lighting system?

BS: *They had this little swivel desk lamp, which was screwed to the desk, which ran off a 12 volt battery, like a car battery in there.*

ML: Oh, I remember seeing those hooked up to chargers in the roundhouse.

BS: *Yeah. They'd shut it off when they left the caboose. Ray would be back there, doing any paperwork at the desk, with his light on.*

ML: So, when the crew came in at night, the engineer was usually at that roll-top desk. What was he doing?

BS: *They had a book they had to sign in and it was a log.*

ML: That was for the FRA (Federal Railway Administration) man.

BS: *Yeah, that's right.*

ML: So he'd log in the crew, the time, and departure?

BS: *Right. And then, when I was on the night crew, usually Charlie Brennan, he'd go up and get the locomotive and start it first. Then he'd open up the roll up door to let the exhaust out.*

ML: And starting wasn't much of a chore since we had heaters on both sides of the engine.

BS: *Right. We had people through the years that I talked to, who were really impressed with the fact that we kept the locomotives in a nice heated building.*

ML: And now you look at that poor engine. Must make Bruce's heart break. They were like jewels when he had em. Well running, well maintained. By the time we left in 1984, they were 40 years old!

BS: *How was he when he saw the locomotive in Knoxville? Was he dismayed, was he shaking his head, or not really?*

ML: He was more like (rubbing his hands together) he couldn't wait to climb up on her. Then he was clambering all over it. He was inspecting what he could because most of the access doors had been welded shut. By the time we got there, we saw a broken window here and there. All the copper was gone and they ripped off the bell. The foreman at Knoxville Locomotive Works, Tom German, told me later that they could substitute one made by EMD.

BS: *The last years, with Bill Klborne, they took pride in keeping all that stuff up.*

ML: Before him, it was Bobby. Remember him?

BS: *Yeah, Bob Reynolds. When I first started, there was that other squeekly-voiced guy with those green cigars.*

ML: Old Nate (Georgian). After he retired, you and I went out and interviewed him. He came from the Mather Car Company out of Chicago.

BS: *He and his wife lived in those old reefer cars? I wonder how many years they lived there?*

ML: They were 36 foot wooden reefers, from the 1930s. These were all top loading with roof doors for ice blocks. Re-

member the ice house over at the Grand Trunk?

BS: Yeah. I started in February of 1970, but I remember it was that next summer, looking over from the PH&D office, that first track in their yard, it was used for trains leaving town. But I remember along that track, I don't know the reason why they did it, but a couple times you'd see big blocks of ice tossed and laying down in the grass. I don't know if the car had to be emptied going back, or if they were going to clean it at the other end, but I kinda vaguely remember the ice house and the "Y". That "Y", wasn't that a big building?

ML: I believe it was three stories.

BS: That first winter, maybe it was a Sunday night, up in the yard, all the switching, I think back, man it was a long time, there was a couple times when we were up there, in the caboos, eating our lunch, and we weren't leaving the yard, to go down south, maybe 4:30 in the morning. Sometimes, we had to take coal to Marysville, and they'd let us in, to spot all that in there. Then we'd come back up and start switching the PM. Sometimes just west of our office, with the PM shoved way down there, usually sometimes it was the coal first, since there was no where to put it in the yard. If it was on this end, Ray would like tie on to 24 coal loads and take them down there first to the Edison, to get that out of the way, and then come back up. A couple times, we're eating in the caboos, and it's 4 or 4:20 in the morning, and remember, we'd started at 10:00 that night. Now we're up there six hours. That was a lot of switching. But anyway, sitting in the caboos, I can see this in my mind, coming from the west, we had what they called The Maple Leaf or The International, back in the day with the Grand Trunk. That thing would be coming in from the west in the yard. You don't see that nowadays. That train probably had two old Geeps (a "General Purpose" designation for Electro-Motive Division of General Motors engines) on it, with 5,6,7 passenger cars. A lot of times, Sandy, that would be coming in the yard, and it was so cool, maybe the engine and all the cars, you could see sparks flying as they were applying the brakes. I'm sure, coming over Griswold (Street) they were probably doing 65 or more and they came into the yard. If you could only have that on film.

ML: Here's an aerial shot of the yard taken in 1949. I'm thinking that they added number 3,4, &5 to those passing tracks, numbers 1&2, and made those three stub ends.



BS: Where'd you get this from (referring to the aerial photo)?

ML: Remember going into my dad's office, he had those aerial photos in metal frames mounted to the wall. This is one of the maps. My father told me that, since he was a friend of the president of Detroit Edison, he was able to get these aerials. So he asked for copies of the maps that showed the entire line. Here's one with the Grand Trunk interchange. You can see the two tracks going along the east wye next to the roundhouse. Remember that old tank that was sitting on it?

BS: Yeah. Those two old cabooses were on it. Who's were those?

ML: Those were ours. Management told Bill Boyd that we needed two cabooses. He found them up in Saginaw. Check in an earlier Marker Light; I wrote about how we acquired em. Both were from the PM, 400 series cabooses. We used them for awhile until we bought the new steel bay window units in the late 1940s.

BS: Trying to think, I remember it was in the late 70s, Bill Munce finally began tearing them apart and burning them. Boy, if they could have just left them there.

You know, I think of this occasionally, sometimes quite frequently, from when I worked on the night job for the short time I was out there with Ray, in the caboos. And then later, in the office too, he was a pipe smoker and I recollect, when we'd go up in the yard, when we'd get done switching, before heading south, we'd take the engine and go up the main line. Usually, they'd park it maybe a car length east of the caboos where we couldn't hear the (engine) noise. We'd go into the caboos and have our lunch for maybe 20 minutes. Just to smell that aroma. I wish I could right now smell his pipe. And then sometimes, you know, in the office, at his desk, where he'd write out his switch list; it's a good smell, a memory in your mind, his pipe.

ML: Well Bill, you certainly shared some great memories with us. And I know PH&D railfans will really get a lot out of this interview!

BS: Yeah. A lot of good memories. Boy. Once I made it past the first couple of weeks on the track gang, it turned out to be the best job I ever had, boy. The other thing is too: All of it. All of it, I'd go back and do it again in a minute. Boy.

2018 FALL CALENDAR

Sept 8	Board Meeting; 32nd St	10:00 AM
Sept 15	Hobofest 2018; 32nd St	10:00 AM
Oct 13	Board Meeting; 32nd St	10:00 AM

Notifications for *Saturdays at the Wye* are posted on the PH&D RRHS Facebook page. All members are welcome to spend time watching and photographing trains on the Society-owned half of the “wye” property, marked by the faded yellow stripe. You may park along 32nd Street and the west side of the stripe. An accessible porta john is on site.



The Trainmaster counting cars.

PH

PORT HURON and DETROIT RAILROAD CO.

- St. Clair Blue Water Route -

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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.*

The editor of *The Marker Light* wishes to thank all of our members for supporting our Society ever since our first issue, back in the Spring of 2008! These 34 issues are now collector's items!

**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 \$30 a year, you'll have 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, 2100 32nd. Street, Port Huron, Michigan 48060.

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2018**

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