

THE MARKER LIGHT

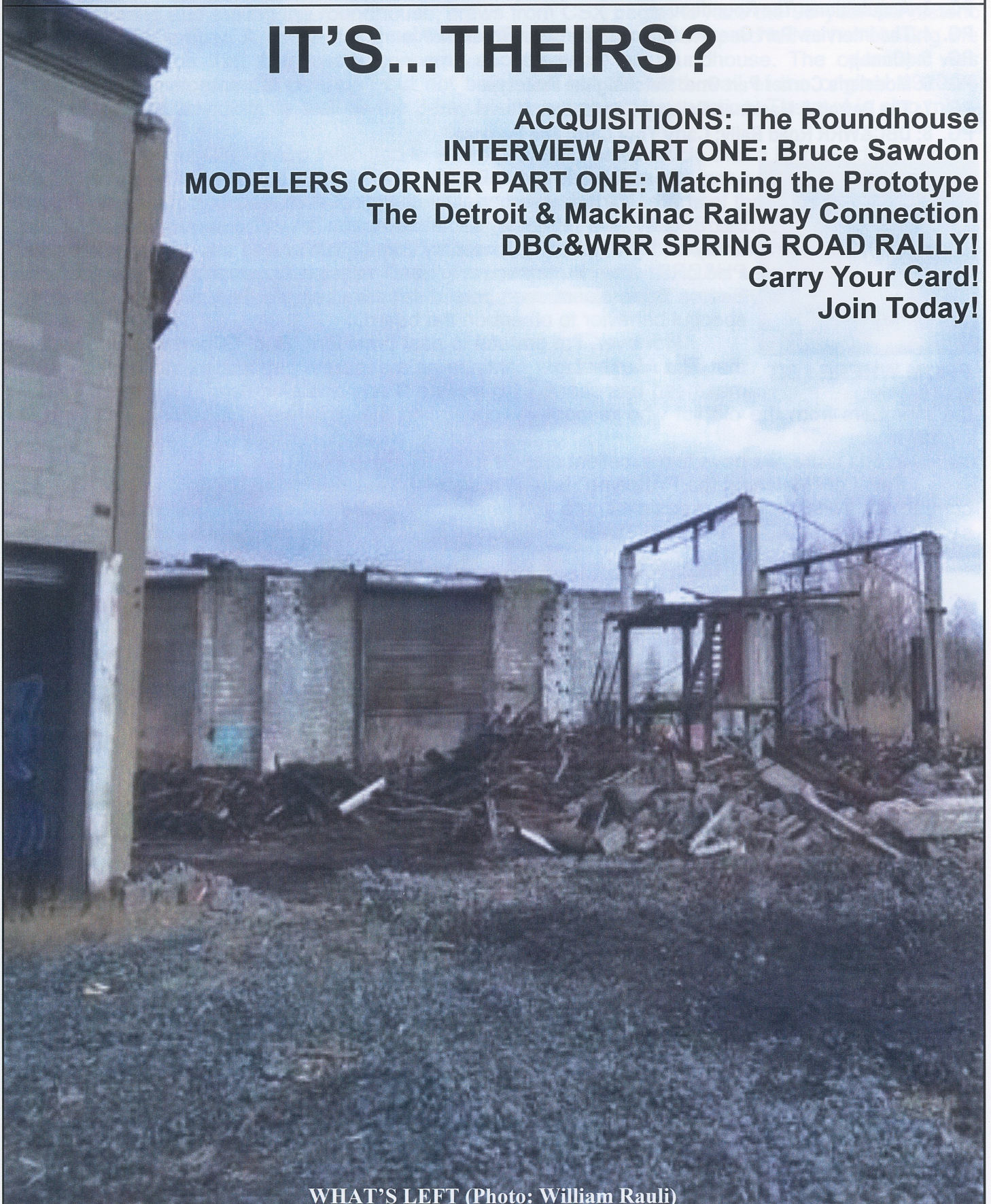
NUMBER 35

FOR FANS & MODELERS OF THE PORT HURON & DETROIT RAILROAD

WINTER 2018

IT'S...THEIRS?

ACQUISITIONS: The Roundhouse
INTERVIEW PART ONE: Bruce Sawdon
MODELERS CORNER PART ONE: Matching the Prototype
The Detroit & Mackinac Railway Connection
DBC&WRR SPRING ROAD RALLY!
Carry Your Card!
Join Today!



WHAT'S LEFT (Photo: William Rauli)

Cover: "Theirs?" No word yet on a deed transfer. CSX still owns their half of the wye after demolition.

PG. 2: From Where I Sit; Classic Toy Trains

PG. 3: Acquisitions: The Roundhouse

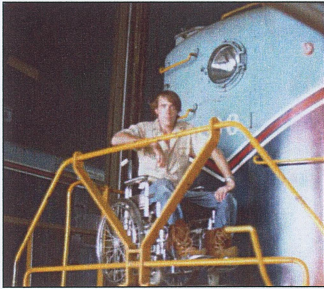
PG. 4: The Interview Part One: Roundhouse Foreman Bruce Sawdon

PG. 5: (Cont.)

PG. 6: Modeler's Corner Part One: Matching the Prototype

PG. 7: The Detroit & Mackinac Railway Connection

PG. 8: DBC&WRR Road Rally; Carry Your Card; The Purpose



FROM WHERE I SIT

the members from the old list who responded, confirming their interest in receiving *The Marker Light*.

In this issue, we have two excellent articles for you.

Part I of "Matching the Prototype" begins a series based upon one day in 1977, listed in a conductor's switch book. It records 43 cars and where they were spotted. Part II will examine those cars in more detail as to the types, lengths, commodities, and capacities, and offer HO scale sources to help add to your consists.

"The Detroit and Mackinac Rwy Connection" lists D&M boxcars that came online in the Spring of 1974. If you have both Chrysler Corporation and the Diamond Chrystal on your layout, you'll be in business! We can obtain examples of the D&M cars in HO scale that match two cars that went to those two customers.

Finally, mark your calendars; in April we trace the old DBC&W right of way from Caro to Sandusky. See back page for details. It'll be a great way to welcome the Spring season and shake off old man winter. Appreciate Bill Rauli for heading up this effort.

Sandy Duffy

CUSTOM PAINT A LOCOMOTIVE

CLASSIC TOY TRAINS

O AND S GAUGE FOR THE OPERATOR AND COLLECTOR • MAR. 2019

POSTWAR CLASSICS

LIONEL FOR 1949

SEE A STUNNING LINEUP OF GREAT TRAIN SETS! p.40

S GAUGE EMPIRE HAS THE BEST OF BOTH WORLDS! p.48

ADD A MOVING BOAT TO YOUR LAYOUT p.66

WEEKEND WORKSHOP
WITH JOSEPH GIBEAU

1

Get the locomotive you want!

TIPS FOR CUSTOM PAINTING AND DECALING

Several months ago, a customer asked me to paint an O gauge Alco S-2 diesel switcher in the eye-catching two-tone blue scheme of the Port Huron & Detroit RR. I was unable to locate commercial

decals or PH&D specific railroad paints. In spite of these obstacles, I successfully replicated the paint scheme. The owner was happy with the engine shown in Photo 1. You can get similar results by following these steps:

After receiving the MTH Alco S-2 from the customer, I carefully removed the cab and hood from the underframe and then removed all the "plastic" pieces.

I prefer to strip the existing paint down to bare plastic, but many manufacturer finishes

have become resistant to plastic-friendly paint strippers. That proved to be the case with this model. I finally decided to sand down the lettering and

leave the underlying paint intact. Since this was a Pennsylvania RR model, the factory color was a uniform black so color separation lines were not a concern.

I thoroughly cleaned the cab and hood with detergent and water and then primed the pieces with Rust-Oleum universal bonding primer.

Be aware that I sprayed this over a factory-painted shell. Otherwise, I would have sanded this primer prior to using it on bare plastic.

Finishing the paints to replicate the PH&D scheme was my next order of business.

I researched photos on the Internet and received suggestions for the dark blue from George Duffy with the PH&D Historical Society as well as a member of the editorial staff at Model Railroader.

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PHOTO 2: After applying a coat of primer over the factory-painted black of the Pennsylvania RR Alco S-2, Joseph airbrushed the model with a coat of Future's Gloss Light Blue.

54 Classic Toy Trains • March 2019

CLASSIC TOY TRAINS

In the March 2019 issue of *Classic Toy Trains*, we find O Gauge modeler Joe Gibeau writing about how he applied the 1980s era PH&DRR paint scheme to an S2 Lionel engine.

Joe contacted me not long ago to obtain shots of #52 to verify the colors and the layout.

We think he did a really nice job. Applying those stripes across the front louvers was no easy task!

Joe recently indicated he is willing to repeat this project and would be willing to take your order! (gibeau9@gmail.com)

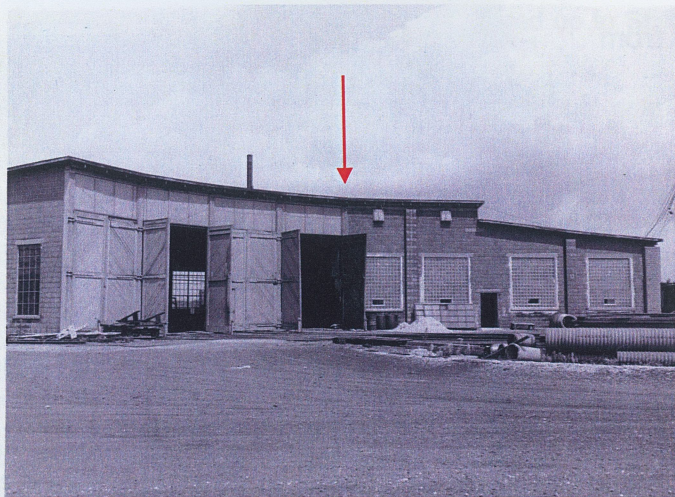
Be sure to grab your copy today.

ACQUISITIONS: THE ROUNDHOUSE

We have good news and not so good news. After years of negotiating and pleading with CSX about acquiring and saving the roundhouse, crews from CSX began to raze the 98-year old historic structure in December. A phone call from Times Herald reporter Liz Sheperd led to her alerting the foreman in charge that there were concerns about saving the roundhouse. The operation was changed to “environmental cleanup”, but not before all but the north wall of the original 1920/26 building was left standing, as well as the 3-bay Maintenance of Way section. The roof is also missing.

The “Tunnel City” group indicated in a Times Herald news article that a land/building transfer ceremony would be scheduled in January, but January has come and gone and this has yet to occur. This is mostly good news and we gratefully acknowledge the efforts of the “Tunnel City” board.

There are examples of roundhouse restorations from the ground up, on their original “footprint”, but they are exceedingly costly endeavors. Rebuilding back to original will take a coordinated effort using private, State, and Federal resources. It remains to be seen if the “Tunnel City” group has the funding, strategy, or the resources to undertake what certainly will be a million dollar project.



The red arrow denotes the point where the bulldozer stopped razing. (Photo: George Askar)



It's December 2018 and all walls of the original structure have been razed except for the north wall. (Photo: William Rauli)



This is the three-bay Maintenance of Way portion used by the section gang. It's now the only structure left standing. (Photo: William Rauli)



What's left of the 98 year old roundhouse: the north wall. Fortunately it contains the different patterns of brick and block that can help date & rebuild. (Photo: William Rauli)

INTERVIEW: BRUCE SAWDON

Bruce Sawdon is one of the last remaining PH&DRR engineers. He began his employment in the early 1950s on the section gang, then, later, onto the train crew, became an engineer, and then into the roundhouse, where he became Foreman. His gave nearly three decades of loyal, dependable service with an impeccable work ethic.

He lovingly cared for three of the four 1940s S-Unit diesel-electric ALCO engines. Each ran as if they'd been purchased yesterday. And there was never a time you went into the roundhouse where you didn't see a smile on his face. He welcomed rail fans whenever they came through the door, He was the engineer on all "specials" which took the private car *Castleblayney* south to Marine City. He always felt that everyone who worked there were like family.

Beginning with this issue, we learn new details from him about his experiences in all three departments.



Atop #52, Knoxville, Tenn. (Photo: Gaffney Coll.)

ML: When and how did you start working at the PH&D?

BS: Well, I was summer help. In 1952, my father in law, Carl Warsinski, was section foreman. I had that or I could go to the Grand Trunk, Detroit Edison, or the PH&D.

ML: How did you learn about the job opening?

BS: Carl told me they were hiring for summer extra help on the track. Ed Strong was the foreman but he couldn't get along with anybody. Carl handled the line to Yankee Road. Then from Yankee Road to St. Clair, Clarence Tallman was foreman.

ML: So different sections were assigned to different men?

BS: Yeah.

ML: Who else was on the gang with you

BS: George Redfield, he was always the one who stood out. Charley Farquhar, his brother Carmen, later.

ML: How long did you stay on the section gang?

BS: Well, trying to think, I went into the office for two days. That's when the "Y" (YMCA) was across the tracks. I was the coffee boy. I said, "That was enough of that! That wasn't for me." Then I went on the section gang and spent a few years with that.

ML: After that, you joined the train crew.

BS: I was braking. Well, Charley Brennan, said he was gong to bump me off. He'll do the firing, I'll do the braken'.

ML: Who were the engineers when you began?

BS: Carl Kohn, Ben Reed, Charley Green. Charley was both fireman and engineer. Carl and Ben were ex-steam guys. Then I went firing on the train crew. Carl Kohn, you remember Carl?

ML: Yes.

BS: I fired for him. Before taking the engine out, first thing you do is to blow the cab out. Then they had louvers where you could open the top, but then you had to open the side louvers. I remember that one day up in the yard. It was warm. I says to Carl, "You want me to open the louvers there?" Carl yelled back, "I'll tell you when to open 'em up!"

ML: Did you start out on the day or night job?

BS: The afternoon job. We'd go and get the plants set up for in the morning, the first thing in the morning. Then the afternoon would come in and pull em. It was convenient for the customers. That's what you were for.

ML: Heading south, how did that work?

BS: Going down, trying to think if there was a runaround along 32nd Street or what (*there was. It was removed.*) Sometimes we'd drop em there. Then we'd go on down to St. Clair. They'd shove the cars into the yard, then go on down to Marine City. Then come back later to pull the Diamond and spot em up. You got down near Marine City and you could only go about two miles an hour, the track, the kind of shape it was in. (*Detroit*) Gasket, M&D Lumber Yard, the depot.

ML: Who were the station agents down there?

BS: Grant Bigger. There was a girl at one time, I guess.

ML: Was that Doris (see ML#25 interview with Doris Smith Blaine).

BS: I think so. I remember unloading freight there.

ML: Where was it spotted?

BS: Right at the depot on the main line.

ML: Was that next to the loading dock?

BS: Yes. There was another siding there, beyond the depot, Pac Lite.

ML: Pac Lite made Styrofoam coolers.

BS: And then Chris Craft, they had their little diesel. I can remember "Chief", we called him. Big tall Indian from Walpole. He was so tall he'd stand on the running board, half in and out. He'd bring the boats up into the yard. The track department had to make sure the track was level where they spotted em.

ML: All those boats on flat cars were covered with tarps.

BS: Yep. Yachts. Chris Crafts.

ML: This was before they closed the plant. When Chris Craft brought up flat car loads of boats, how many would they bring up?

BS: Seems to me only one, maybe two, because there wasn't any room to store them there.

ML: These were big cruisers?

BS: Yes. They had to be loaded square and level, real fussy.

ML: Was it Grant's job to go out and inspect them?

BS: I expect so. Yeah, Grant was there. When he wasn't playing cards! You remember that?

ML: Yep.

BS: When they closed the depot, they moved up to St. Clair. Who was the Superintendent, Bill Fraser?

ML: Yes.

BS: I remember he'd come into the depot and get right besides everybody else, into the card game.

ML: I lost my first paycheck with those galoots!

ML: At the time you joined the train crew, there were only two engines, #51 & #52, both only about 6 or 7 years old. Pretty new.

BS: Yes.

ML: Both were 660 horsepower engines?

BS: Yes.

ML: #51 was replaced with #60 in the 1960s. What made #60 different?

BS: #60 had the turbocharger in it which gives it a 1000 horse.

ML: In operating terms, did you notice a difference between the two, say pulling power?

BS: Oh yeah. Well, #52 could pull as much and more but #60 was faster. #52 had more torque. It was the same block.

ML: While you were in train service, who was the roundhouse foreman?

BS: My buddy Nate (*Georgian*)! There was a guy from St. Clair named Harvey. He worked in the roundhouse with Nate until he finally couldn't take it. I remember he was real nice. When you're on the track department, when he'd need somebody in there, he'd say who he wanted. Nobody wanted to go in. It was a dirty job.

ML: Who trained you for the engineer position?

BS: Charley Green. You know how he trained you? You rode with him and you got out switching and he'd say "It's all yours!"

ML: At this time, you joined the union, right?

BS: Yes. UTU (United Transportation Union). It was the BRE (Brotherhood of Railway Engineers) but I think they all merged together.

ML: At this point, you became certified.

BS: No. Not at the PH&D. The train crews made their own rules, which is good. Everybody knew what everybody else was doin' and all that. It was more like a family you might say. You don't find many places like that.

ML: Heading south, where was the steepest grade?

BS: Starting at Chryslers, the grade goes up until you get to the "windmill curve". Behind Dow, you start going up. From Davis to the windmill curve, that's halfway to Yankee (Road), then she'd start going down.

ML: Who were the station men at St. Clair?

BS: Clarence MacCallum and Jack McCormack.

ML: When did you move into the roundhouse?

BS: It must have been in the 1960s.

ML: At this point, you became Old Nate's assistant. Was it better pay?

BS: I think it was. A couple dollars more an hour.

ML: You probably handled him better than most.

BS: He had a dog named Toby, a little black dog. Nate would go into eat in the reefers and Toby would be laying on his desk. Bobby (Reynolds) would say, "See, he's just watching you for Nate."

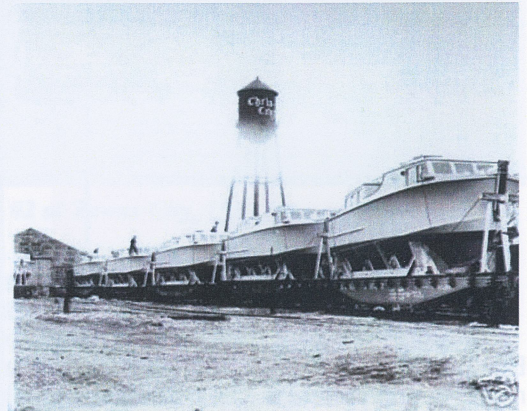
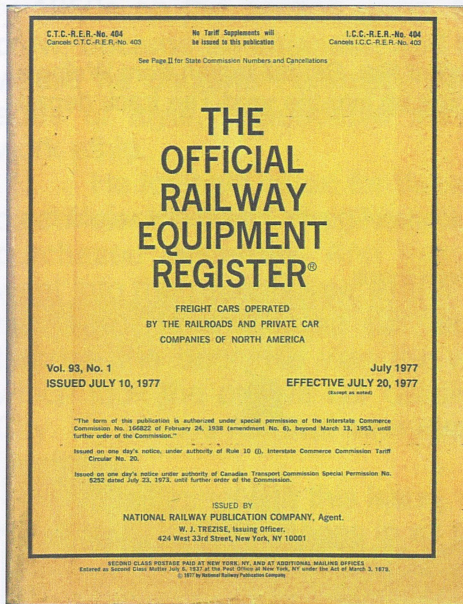


Photo: Algonac Boat Co.

MODELER'S CORNER Part One: Matching the Prototype

As modelers of the PH&DRR, we want to closely follow actual operating moves of the two daily train crews. Knowing how and where cars were spotted downline is one thing. Identifying and obtaining the cars and car numbers is another. It is a daunting task! Fortunately, we have two resources that can help.



Form 112 Rev. PORT HURON & DETROIT R. R. CO. 5-15-77 18						Form 112 Rev. PORT HURON & DETROIT R. R. CO. 5-15-77 18					
INITIAL	NUMBER	Loaded Mark	Where Taken	Where Left		INITIAL	NUMBER	Loaded Mark	Where Taken	Where Left	
CTO	482043	mt	2		Morton	GTW	113731				Morton Salt
GTW	307421	-	GT			PH&D	1030				
	307421	-	GT			NW	164920				
PH&D	1025	-				PH&D	1030				
GTW	113795	-		PH		PH&D	26465				
USLX	783	Relief	2			DR6W	61422				
CTO	26058	ABJ	CTO			TD	25273				
GTW	595543	mt	110	16	Chrysler	PH&D	1031				
CLW	10109	-		18		GTW	59861				
SSW	21819	-		20		PH&D	1030				
NW	391384	mt	GT				1039				
LN	109598	-				GTW	308422				
BT0	486443	-				MP	25272A				
DTG	7262	-									
DPK	513947	-				CLTX	63997	Rel	11	0	MT
DTI	16924	-				USLX	99261	-			PH
ADDEM	101547	-									PH
GTW	138193	mt	2		Morton						
	138175	-	GT								
	138264	-									
	138193	-									
	138277	-									
FN	22509	Rel	GT		Bier						
APK	78501	-									
UP	15759	-	PH								
SP	564300	-									
LN	22562	Rel									
CLTX	63873	mt	3		Morton						

The ORER or the Official Railway Equipment Register lists car reporting marks and numbers for all U.S. railroads. This one is dated July 1977 and lists for the first time the new leased boxcars with the "PH&D" reporting marks, as well as their specifications.

Our other source is the actual switch book used by the conductor. Significantly, we've chosen May 15, 1977, which records the first appearance online of the new 50' ribbed side boxcars leased from ITEL Rail. A total of 100 were ordered, numbering 1000 to 1099. Many were assigned to our customers in the Assigned Car List of Trainmaster Bill Schultz, found in the PH&D modeling book.

There were 43 car entries carried south that day, 29 loads and 14 empties. 7 cars went to Morton Salt, 10 to Chrysler Corporation, 5 at Michigan Elevator, 3 to Amoco Oil, 5 to the John Biewer Lumber Company, and 13 to the Diamond Crystal Salt Company.

It was a varied consist which, for modelers, adds visual interest. Four cars were under 50'. These were covered hoppers GTW113795 (29'.3) for Morton Salt, boxcars CGW 10109 (40'.7) and NW 391384 (40'.6) for Chrysler, and GTW 113731 (29'.3) for the Diamond. Also on the list are 5 flat cars. USLX 783 (48'.10) for Morton Salt, LN 22509 (48'.6), ACL 78501 (48'.6), SP 54300 (53'.6), and LN 22562 (48'.6) at Biewer Lumber Company.

5 covered hoppers were spotted at Michigan Elevator: GTW 138103, 138175, 138193, 138264, and 138277. The ORER lists the 138100 series and the 138200 series as 53'.3 foot hoppers. The latter had triple doors. These were spotted for loading the first spring bean harvest. Might be a perfect small customer to have included on your layout. To obtain these cars, check your local hobby store. If you can find numbers in either series, you're in!

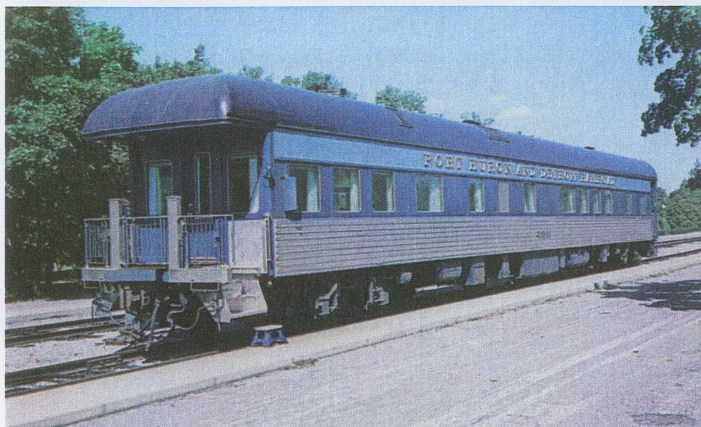
The nearest large hobby store with a decent scale railroad inventory is down in Fraser called P&D Hobby. Their number is 586-296-6116. Call ahead and ask for either Andy or Pat. These guys would be more likely to carry those GTW cars and, if not on the shelf, may be able to order them.

In 1977, the PH&D was still interchanging 40' cars. For modelers, this offers another level of variety and puts us right at the end of the "transition" between the 40' and 50' era. By the way, this is before the influx of graffiti!

In our Spring issue, due out in April, we'll have a more in-depth look at this car list, with specifications, lengths, capacity, loads, and possible sources for scale models.

THE DETROIT & MACKINAC RAILWAY CONNECTION

The Detroit & Mackinac Railway Company and the Port Huron & Detroit Railroad has had a unique connection. Charles A. Pinkerton Jr., president of the D&M, and George Y. Duffy, of the PH&D, knew each other well. Often they would travel together in their respective private cars to the annual American Shortline Convention held at the Greenbrier Hotel in White Sulphur Springs, West Virginia. You can bet that those trips were a real blast! They would remain good friends throughout their railroad careers.



Castleblayne at White Sulphur Springs, WV ca. mid 1970s



D&M #2 at Tawas City, 1988 (Roger Puta)

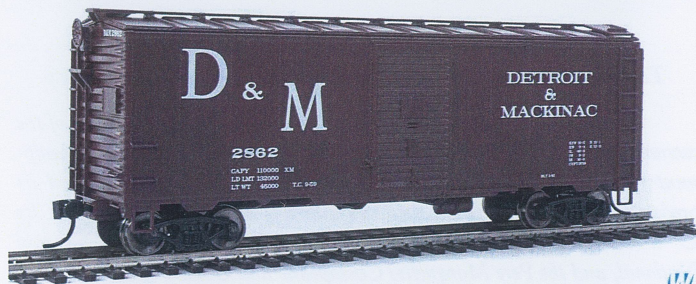
There is another connection that has been asked recently. "Did D&M cars ever come online to the PH&D?" The answer is a resounding yes. In fact, our records, taken from switch lists dated 1974 and 1976, show a regular appearance of these cars. Most went to St. Clair for salt loading at the Diamond Crystal Salt Company.

From the 1974 conductor's switch book of January to the end of March, a total of 24 D&M boxcars came online for loading. Two of these went into the Marysville Chrysler plant while the rest were Diamond loads. For those interested in modeling the PH&D, knowing which cars came in is important and adds to the authenticity of the switching experience.

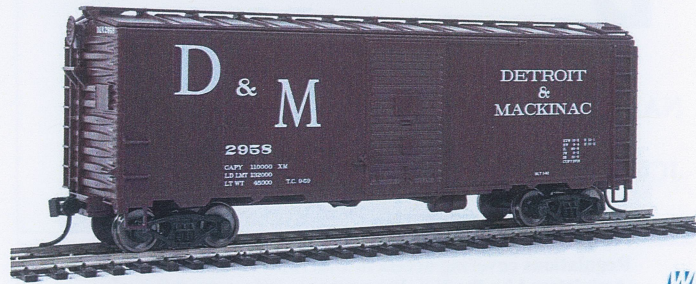
The D&M purchased 220 40' boxcars numbered from 2800 to 3174, built by General American Transportation Corporation, or GATC, and designated XM, for general purpose loading. Cars 2800 to 2999 were built in 1947 to AAR specifications. Cars 3000 to 3099 were built in 1952, and cars 3100 to 3174 followed, in a 1957 build (steamerfreightcars.com, courtesy of Bob Teusink). These were all 40'6" length cars and, considering their age in 1974, were beginning to be rarities in a world dominated by the 50' cars.

The switch book of 1974 includes the following D&M boxcar numbers: 2805, 2826, 2833, 2838, 2841, 2894, 2900, 2918, 2953, 2957, 2959, 2969, 2972, 2978, 2980, 2981, 2993, 2994, 3004, 3017, 3048, 3050, 3112, and 3116.

Two cars are reported being loaded at Chrysler: D&M #3112 on January 25, 1974, and D&M #2969 on February 19. The plant manufactured fenders and completed marine engine assemblies. While #3112 from the 3100 series is difficult to find but we're in luck with #2969. Walthers makes a very close number (see below). Might want to take this list down to P&D and see if they can add to your consist.

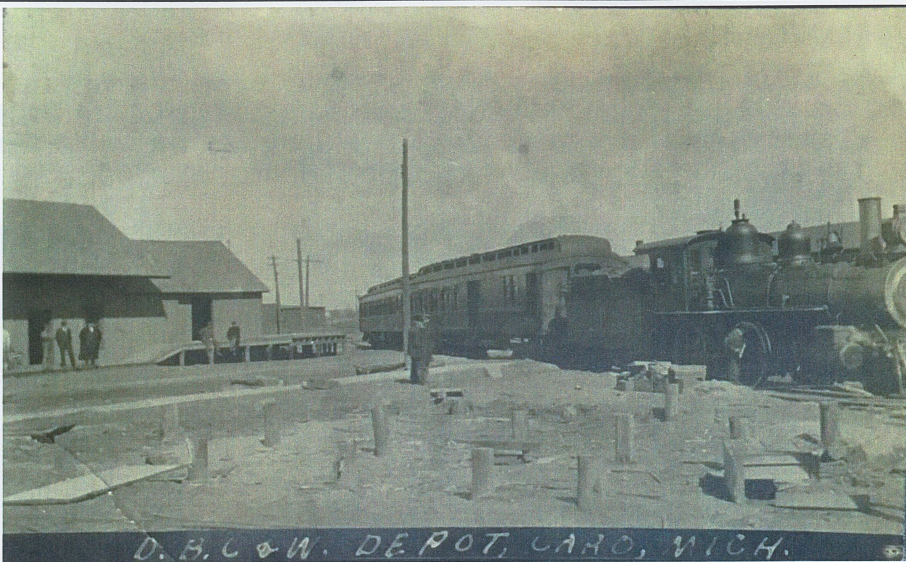


*D&M 2862 40' (Walthers #910-2713 \$27.98)
5.5 Dreadnaught Ends, Murphy Panel Roof, 33" Wheelsets,
6' Youngstown Doors, ProtoMax Couplers*



*D&M 2958 40' (Walthers #910-2714 \$27.98)
5.5 Dreadnaught Ends, Murphy Panel Roof, 33" Wheelsets,
6' Youngstown Doors, ProtoMax Couplers*

The D&M 2862 falls within range of the numbers of our salt loads into the Diamond Chrystal Salt company, while the D&M 2958 is only a few numbers off from our Chrysler Corporation load. I think purchasing these two examples will "fill the bill" in satisfying the prototype. Both Charlie and George would approve!



An east-bound passenger train with combine and coach pause at the Caro station probably around 1915. The DBCWRR reached Caro on February 10, 1911.

**DBC&W NEWS:
ROAD RALLY PLANNED**

A spring road rally is scheduled for Saturday, April 13, to trace the DBC&WRR right of way. The event will begin with a 8:00AM breakfast at the State Street Diner in Caro. Bill Rauli is coordinating the route and recommends that railfans bring a Michigan DeLorme atlas, binoculars, camera, and extra layers of clothing for stops along the way.

Rauli will take participants to key locations along the route between Caro and Sandusky and may include a rare trek to Wilmot, if the current owners approve.

Historically, the Handy brothers, who owned the railroad, obtained the rights of way eastward from Bay City. In August of 1910, the line was within a few miles west of the village of Caro.

In February the following year, a

train of dignitaries arrived to celebrate reaching Caro. By March, the line was fully completed and ready for steady traffic.

In September, the state railroad commission approved an extension to Wilmot allowing the DBC&W to create a junction with the Pontiac Oxford & Northern. Two years later, in May of 1913, the extension to Sandusky was approved.

More details to follow in the Spring issue.

CARRY YOUR CARD

Renewing a membership to this "new" outfit will still allow you access to the yard. \$30 to 2100 32nd Street.

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	

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. 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 Department officers. When visiting, please stay on the west side of the yellow line. Do not enter the roundhouse since it remains dangerous and injury from above is possible.

Like to express my appreciation to my mother for helping to edit the many issues that have been printed. This job now has been handed off to my sister Mino Duffy Kramer. Thanks Mom!

The PH&DRR Historical Society was formed in 2008 to honor and remember this unique Michigan short line. The Society was incorporated as a State and Federal non profit organization with three purposes in mind.

It's important to keep honoring these original purposes. These paragraphs were carefully written with each specific in meaning, and not written in haste.

The Marker Light will continue remember them and remain true to the PH&DRR.

**The Purpose of
The Port Huron & Detroit Railroad Historical Society :**

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 Marker Light will be printed and mailed to those who would prefer to continue receive news and articles on the PH&DRR, free of charge. Email whlrydr@aol.com to be added to the mailing list. Chose either .PDF or hard copy.