

THE MARKER LIGHT

NUMBER 36

FOR FANS & MODELERS OF THE PORT HURON & DETROIT RAILROAD

SPRING 2019

**ACQUISITIONS: The Roundhouse On Hold
"D&M CONNECTION" REVISITED**

INTERVIEW PART TWO: Bruce Sawdon

MODELERS CORNER PART TWO: Matching the Prototype

DBC&WRR SPRING ROAD RALLY!

Carry Your Card!



Hot Summer Day at the Sandusky DBC&WRR Depot (Duffy Collection)

Cover: A "station wagon" from the McDonald Hotel receives passengers at the Sandusky DBC&WRR station.

PG. 2: From Where I Sit;

PG. 3: Acquisitions: The Roundhouse?; "D&M Connection" Revisited: D&M 3118

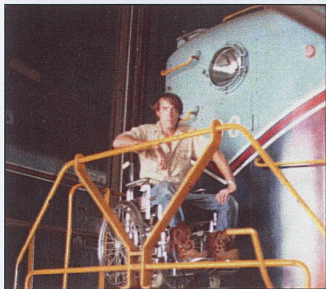
PG. 4: The Interview Part Two: Roundhouse Foreman Bruce Sawdon

PG. 5: (Cont.)

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

PG. 7: (Cont.)

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



FROM WHERE I SIT

Dear Friends of the PH&D,

It's Road-Rally time! Bill Rauli has organized a Spring road rally tracing parts of the original road bed of the Detroit, Bay City, & Western Railroad, starting in Caro and working east. With the help of long time DBC&WRR historian David Cenci, the event is a great way to learn about the history of our predecessor and the Bay City entrepreneurs who built the railroad, the Handy Brothers.

April 13 is perfect timing. The snows will be gone leaving clear traces of the route, made even more visible from the lack of foliage. Bring your DeLorme Map, a pair of binoculars, and your family. It all begins with a breakfast in Caro before the caravan heads out.

In this issue, we'll learn more in the second part of the interview with Bruce Sawdon, the PH&DRR's last roundhouse foreman. He reveals the day to day routine that he performed to keep the fleet of vintage ALCOs in top shape. Railfans were always welcomed and marveled at the condition of these 1940s built engines, classics in their eyes. That Bruce kept the roundhouse in immaculate condition further emphasized his attention to detail and care. Expect additional parts to follow.

Modelers will be pleased to learn how to "Match the Prototype" in this part two which examines the cars that went south in a May 15, 1977 switch list. Obtaining cars that fall within the numbers of these series is difficult, especially considering today's hobby store inventory of modern equipment. With diligence and some smart sleuthing, these do appear and become obtainable. This information will all be included in the upcoming new edition of "Modeling the PH&DRR" due out this summer.

Lastly, The Marker Light is being mailed to all members of the old mailing list for free. We will remain committed to the celebration, study, and history of this small short line. I hope that you'll continue to appreciate and learn more in each issue.

Kindest Regards,

Sandy Duffy

Prototype Quickie

Long gone by now, here we see the siding just off Puttygut Road. It's a facing switch into a short spur to spot a tank, controlled by a wonderful high-mount switch stand, with all new ties and fresh ballast.

This was designed for an unload by a truck, no structures or ramp, just a quick overnight event. The customer would then call the St. Clair freight depot to let them know when the car was empty.

This is an easy modeling project and one that would add interest.



ACQUISITIONS: THE ROUNDHOUSE ON HOLD



“D&M CONNECTION” REVISITED: D&M 3118

Last month, we reviewed the “D&M Connection” and found a source for two HO scale boxcars matching cars, spotted into Chrysler Corp and Morton Salt. These were two 40’ XM cars (*general purpose loading*) in the 2800 series, D&M 2862 and D&M 2958. These are currently available from Walthers. We also noted a third car, D&M 3112, spotted into Chrysler in January of 1974, as well as D&M 3116. A preliminary search for an HO scale model was made with no results.

A new search has changed that. Walthers is listing 6 cars from this 3100 series: D&M 3107, D&M 3118, D&M 3130, D&M 3145, D&M 3149, and D&M 3152. Both D&M 3112 and D&M 3116 are exceptionally close to the first two numbers. These are boxcars manufactured by Intermountain Railway but backordered, for an undetermined amount of time (see “Matching the Prototype, Part II”).

The Walthers stock number is 85-38712 for D&M #3118, \$36.95.

Details can be found at: <https://www.walthers.com/1937-aar-10-6-quot-bxcr-d-m>

In 1974, Chrysler was loading engines strapped onto pallets as well as body parts such as fenders. Get these cars, as well as a front end loader with engines and pallets for your PH&D Chrysler layout!



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. He 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 was like family.

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



Part Two

ML: Who was the Superintendent at this time?

BS: It was Bill Boyd. I remember when they had tires to change, they'd always get 'em (*helpers*) off of the track department and I'd been going into the roundhouse. When I became Nate's assistant, the main thing was changing tires. I got so I'd watch cause Nate (*Georgian*) wouldn't tell you. When you knew they (*the tires*) were ready, you'd spit on the wheel. If it bubbled just right, you knew right when to change.

ML: Did you have to fill the engines with brake sand?

BS: In the mornings, yep, lifting those 5 gallon pails up.

ML: Part of Nate's job was to fill out forms. Did you learn that?

BS: Yes. Federal forms. In the engines, you had to have those filled out every day. When I took over, that's what I had to sign. There were daily, weekly, and monthly reports. There was a blue colored form that was posted up in the cab that was updated every day. Every month, you had to pull the automatic brake to clean it, and the independent, the feed valve. Always had to keep stuff on hand for the FRA (*Federal Railway Administration*) man.

ML: Where did you order ALCO parts from?

BS: Sometimes I'd borrow 'em from the Trunk. We exchanged like that.

We had #60 which had a little crack in the front window, in the corner. It had been there for years and years. Well they got a new Federal guy, Jerry Lewis, and he wrote me up for that!

ML: How often did he come by?

BS: You'd never know when he's coming unless he goes to the Grand Trunk and somebody over there would call over and let you know.

ML: How long would he spend in the roundhouse?

BS: Depends. He'd go over the engines. We kept them

clean. One guy told me that he didn't have to put coveralls on when I come over here. One time, Nate had a governor laid out. It regulates the speed. And so this guy was supposed to know about all of it. You put it all back together, now. And Nate took a part out of it, off the bench there. That's how he was. The guy was madder than the devil. I can remember that. Nate was a funny guy. I went out to get an old wooden ladder, must have been over 40 years old. I went out to clean the windows off in the caboose and it fell. Oh I caught hell but you got so you got use to him.

ML: After you took Nate's position when he retired, who became your assistant?

BS: Bob Reynolds. And then Bill Kilborne. He wasn't scared to get dirty. Of course, when I took over after, I bought coveralls which they never had. Nate would have his own clothes, and get dirty and all that. You'd get into the pits with all that grease all over. I think I ordered them from OK Laundry. Then we had coveralls to put on when we'd come to work.

ML: How often did you have to change tires?

BS: Depends upon how the flange was. I have a flange wear gauge that I kept after I left the PH&D. One measures how thick the flange is and the other one's how high.

ML: Would you say each engine required two tire changes a year?

BS: I don't know if it was that often. It depended upon which engine was down in St. Clair all the time to switch the Diamond. You talk about that now. I remember Mr. Frasier. I'd went to welding school. So they had the track department bring in a couple of chunks of rail loaded on larrys in the roundhouse. And I went in and welded 'em together. They sent them to the Diamond as "special" rail! They wouldn't know. Only thing is, on the curves, all you'd do is switch 'em so the worn side was on the out-

side.

ML: That was the tightest curve on the line?

BS: Yes. Of course we did have those skates (see ML #24, "Nervous Nellie") that Bill Boyd made up, lubricators.

ML: Were they in use for a long time?

BS: They were on a track like, roller skates mounted with a cylinder that contained a greased wick. When they went around that curve, it would slide so that it would oil the flange.

ML: Was it your job to make sure those were in working order each day?

BS: Yep. That was part of the job. Now a days, they (CSX) have a greaser on the curve by the south switch.

ML: In the early 1970s, the private car from the Chesapeake & Ohio arrived. It was renamed Castleblayney. How did you prepare for its arrival?

BS: Well, they wanted to use a track in behind the roundhouse on the north side. It was the track next to the oil tank where we used to spot the tank cars. It was also next to the sand room where we brought in a carload to fill the room through a window.

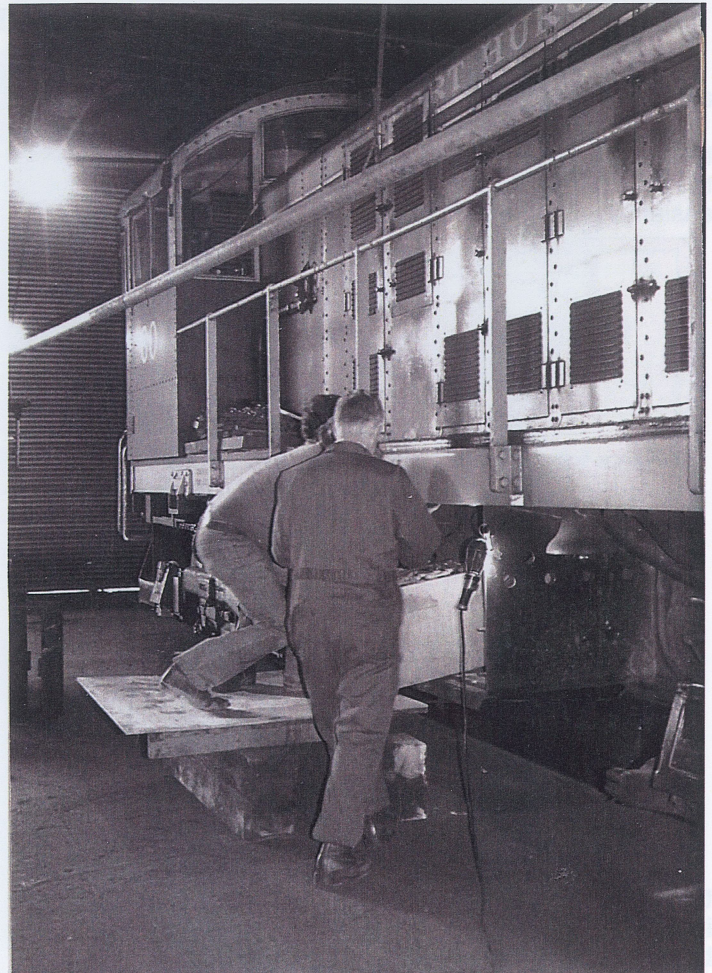
ML: Did you have to build a head-end power supply for the car?

BS: Yes. Max Warsinski came in and had to redo the wiring in the coach. It had all steel walls inside. One time the furnace went out and your mother had had it wall papered. Went in and it was all a mess. All the paper down on the floor. Jack Elingher did that interior work. The walls shrank without heat. Then we put in propane tanks from Riverside down in St. Clair. We changed the airlines. Then we had a problem with the wheel bearings. So we upgraded all four trucks with high speed bearings to make sure that Amtrak would certify it to run on other roads. We often worked with guys from the Grand Trunk Car Shops. One time they had it over there or on the road and someone wound the hand brake up and didn't take it off. They had to turn the wheel to correct it. They had turning wheels like a grinder. Fred Allen, before he came to work at the PH&D, he worked at the Car Shops. Those GP9s, you could put the brakes on and still have the throttle going. With ALCOs you can't do that. They'd lock right up. He had flat spots on 'em. One time, we had to change the tires. And you weren't supposed to grind 'em or weld on 'em. Well, one time there was a spot and I got ol' Basset (*Welding*) over. He welded it and he ground on it and you couldn't even tell it was there. Cause if it ain't perfect as the wheel, you get a hammerin' and she'll split the wheel.

ML: Were there special AMTRAK requirements you had to meet with the coach?

BS: Yes. That's when we changed the trucks to high speed. I remember they wanted to take it somewhere and AMTRAK wouldn't accept it. That's when we changed them. Another issue was the heating system. The coach had its individual boiler and AMTRAK required a steam heat connection through steam lines. So we had to change them. Colder than the devil in the winter with the wind blowing. We had to put some plywood up to protect us while we were changing those lines.

They had heating controls for each room. Max had to rewire every room. He also put in hot water heat lines. The car had cement floors. I remember chipping it out and running a pipe across. It was well built, I'll tell you that. The car had a cook stove, flat, like the old country stove.



Bruce Sawdon & Bill Kilbourn installing fresh batteries from #52 into ALCO #60. (Photo: Paul Maximuke)

They burnt coal or briquettes.

ML: You changed that kitchen out?

BS: Yeah, I remember we took it out. We put an overhead water tank in. I think it was Rutkowski Neal Heating & Cooling that did the work. I think we also put in new cabinets.

ML: The Castleblayney was built upon a massive concrete floor. Did this contain the hot water heating pipes?

BS: Seems to me it had baseboard heat. The pipes that did have water in, I added antifreeze to it. I came to work one day and found that the boiler had gone out. It was in the winter time. I thought everything was froze up. I was rushing around there to get the boiler going again. I reached in to light it and "POOF", it singed my hand!

ML: Did the car have to undergo an annual inspection?

BS: No, not that I know of. Amtrak would let you know before a trip if it was acceptable or not. If it went over onto the Grand Trunk, you had to meet their standards. They'd send someone over to ok it. And I knew most of the guys over there. Think it was a guy named Clarence Bartlett who was in the Car Shops. He knew what AMTRAK required. I remember seeing him walking through the PH&D yard from over there, he'd had a can of red paint he'd "borrowed". Used to be you could get a carload of boxcar lumber for \$5!

MODELER'S CORNER Part Two: Matching the Prototype

In this second part on Matching the Prototype, we take a closer look at the types of cars that went south on the afternoon of May 15, 1977. We'll use the ORER from July of 1977 and the conductor's switch list of May 15 of that year. Our goal is to obtain HO scale cars that fall into the numbered series of the actual cars that went south. This is a tall order since this movement happened over 40 years ago and most hobby shops stock "modern" rolling stock to meet the demands of today's modelers. Initially, we'll concentrate on cars of the C&O and the GTW hoping that they may be easier to obtain from manufacturers.



Using our ORER, we can obtain the series numbers, lengths, and other important data, such as the number of bays with the covered hoppers. Next, we'll do a search of the major HO scale manufacturers, such as Walthers, Atlas, and Intermountain Railway. And as always, don't leave out Ebay.

There are 12 GTW cars: Two from the 113700-113874 series, five covered hoppers from the 138100 and 138200 numbers, three from the 309300-309399 range, one from the 595000-595599 numbers, one from the 599812-599942.

We have success with the five covered hoppers at Michigan Elevator from the 138200 number sets. Intermountain Railway provides 6 car numbers.

We could find nothing in the GTW 309400-309434 spread nor the GTW 599812-599842 numbers. We have some success with the C&O: C&O 26058 (54'6"), another 50' plug door has a close counterpart with Intermountain Railway's, C&O 21265 (54'4"). It's close enough to quality.

At Chrysler, we have GTW 595543. I was able to come close with GTW 595382, snagged from Ebay.

As mentioned, we score big with our next stop, at Michigan Elevator. There are 5 covered hoppers spotted for loading the first Spring bean harvest, GTW 138103, 138175, 138193, 138264, and 138277. From the ORER, the 138100 series were two-bay hoppers at 57'5", while the 138200 series were 60' long with three bays. We find cars within the 138200 series from Intermountain Railway.

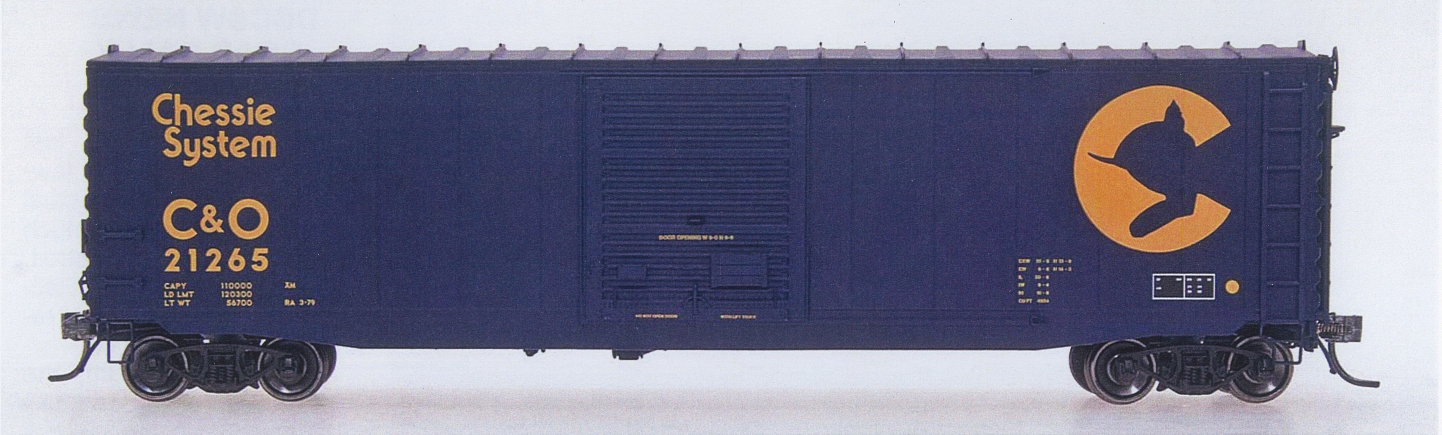
At the Diamond Crystal Salt Company, we find C&O 26465. Intermountain Railway's C&O 21265, is a reasonable close choice.

The nearest large hobby store is down in Fraser called P&D Hobby. I went down recently to look at their inventory. For the GTW, their cars range from the 315000s, the 516000, to the 596000 series. These don't appear on our list. They had no C&O cars.

The not so good news is that, according to Pat Mucci, the owner of P&D Hobbies, Intermountain Railway has been experiencing a backlog due to supplier issues. Call anyway (586-296-6116) to get your orders in the line. P&D can even mail to your door for an extra \$10.00.

Here's hoping, with patience and determination, you'll be able to find cars to match the prototype!

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		mate	GTW	113731				SP Salt
GTW	309434					PHD	1032				
	309421		GT			NW	114920				
PHD	1628					PHD	1632				
GTW	113795			PH		PHD	26465				
USLX	783	Released	2			DRGW	61422				
CTO	26058	701	CTO			TD	252173				
GTW	595543	mt	crn	16	Chrysler	PHD	1031				
FLW	10109			18		PHD	1030				
SCW	21819			20			1029				
NW	391384	mt	GT			GTW	309432				
LN	109598					MP	292720				
BT0	486443										
ITC	7262										
IPC	513947					CBTX	63997		Nov 11	8	MT
DTT	16924					WTLX	99261				PH
DEM	101547										PH
GTW	138193	mt	2		Mich. Elev.						
	138175		GT								
	138264										
	138103										
	138277										
NW	22509	Phy	GT		Bin.						
APL	78501										
UP	15759		PH								
SP	564300										
LN	22562	Phy									
CBTX	63873	MT	3		Mich. Elev.						



C&O 21265 (54'4") from Intermountain Railway (#45924-02). These were built new in April of 1966. There are 6 road numbers available in this series. Price unknown. Get a couple since they were used at both salt plants.



GTW 138278 3-Bay Covered Hopper 55'3" from Intermountain Railway (#45324). These were built new in July of 1975. There are 6 road numbers available: 138200, 138211, 138228, 138245, 138278, & 138292. Fill 'em up with Michigan Elevator beans!



WM 5137 2-Bay Covered Hopper 37'9" from Intermountain Railway (#48642), with the ORER listing them for cement loading. However, dig deeper: Intermountain also has these with C&O-marked hoppers with road numbers 1710, 1783, and 1849. This will work fine for either Morton Salt or the Diamond, as the ORER lists them for bulk loading.



Pub. by W. W. Moore's News, Book and Art Store, Caro, Mich.
D., B. C. & W. PASSENGER STATION, CARO, MICH.

An undated card looking northwest, from local Caro photographer, W.W. Moore. Note the loading dock with ramp and the "D.B.C. & W" sign up top. MC Depot across the way.

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

By Bill Rauli

Although the last train in March 1953 had lowered the curtain on actual operation, the railway, much like the finale of the Detroit, Bay City, & Western Railroad, its predecessor, refused to lie down and die.

This April 13th, the Detroit, Caro, & Sandusky will rise up from the cinders to allow us to discover more of her story, some 66 years later.

Join us for a trip back in time when the wail of a 3-chime whistle echoed across the fields of Michigan's Thumb. We will all meet up at the State Street Café between 10:00 and 10:30 for breakfast in Caro. I recom-

mend that rail fans bring a Michigan DeLorme atlas, binoculars, camera, and extra layers of clothing for stops along the way.

Please email me at gtw6322@gmail.com or call 616-601-7322.

CARRY YOUR CARD

Renewing a membership to this so-called "Tunnel City" 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 is possible.

P&D HOBBY SHOP
Oakridge Shopping Center, 31280 Groesbeck Hwy
Frasier, MI.
586-296-6116

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.