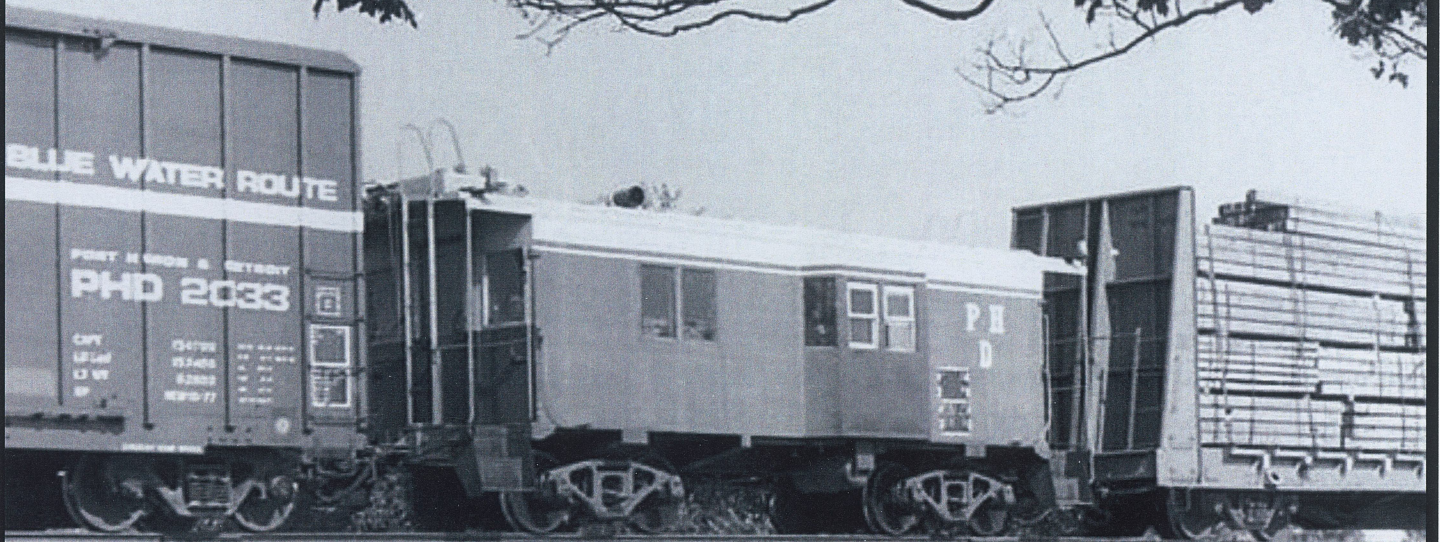


# THE MARKER LIGHT

NUMBER 38

FOR FANS & MODELERS OF THE PORT HERON & DETROIT RAILROAD

FALL 2019

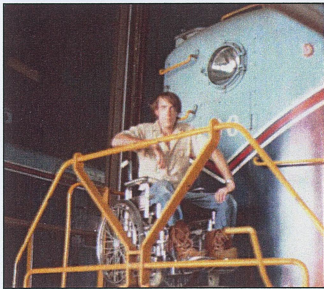


## GTW CARS INTERCHANGED In 1974

**THE ROUNDHOUSE: STILL WAITING**  
**PH&DRR DATE NAILS: RAREST of the RARE**  
**JUD POWELL'S BLACK & WHITE IMAGES**  
**"MATCHING THE PROTOTYPE": Bulkhead Flatcars**

(Photo: Jud Powell)

- Cover: Caboose #60 is sandwiched between a PH&D box and a lumber load over the Pine River into St. Clair.
- PG. 2: From Where I Sit; An Ebay Grab: GTW 595184
- PG. 3: Acquisitions: The Roundhouse (And We're Still Waiting); The Rarest of the Rare: PH&DRR Date Nails
- PG. 4: Grand Trunk Western Cars Interchanged in 1974
- PG. 5: (Cont.)
- PG. 6: The Black & White Photographs of Jud Powell
- PG. 7: (Cont.)
- PG. 8: "Matching the Prototype": A Bulkhead Flatcar; Carry Your Card; The (Original) Purpose



**FROM WHERE I SIT**

Dear Friends of the PH&D,

It's fall in Michigan and a perfect time to get out on a rail trail or trace an old abandoned right of way. I always carry a Michigan DeLorme Atlas which gives great detail. It reminds me of those fall weekends when Frank Koob and I used to go up into the Thumb to follow the old roadbed of the Detroit, Bay City, & Western Railroad. Frank's wonderful set of PH&D date nails is featured in this issue.

We continue our focus on the Grand Trunk Western, examining the cars which were interchanged between January and March of 1974. In the last issue, we visited Tappan Tower. Remember that the interchange with the Grand Trunk was just west of the Tower consisting of a small series of passing yard tracks which came off the Mount Clemens Subdivision. Trainmaster **Schultz** would inventory what had come over, and invariably shared a morning coffee with Tower Operator **Bob Carlisle**.

According to our switch list, over 250 different GTW cars came to the PH&DRR out of a total of over 1400 cars. Of that 250, 68 were 40' boxcars! Even back then, they still hadn't entirely disappeared from Michigan railyards. For modelers of the PH&D, this list offers the opportunity to "Match the Prototype" and have GTW cars with numbers that come close to the actual cars that came online. Tracking them down is half the fun!

Finally, I'm delighted to find and introduce **Jud Powell** from Texas. He came to visit on one warm July afternoon in 1982, before he left his native mid-west roots. Armed with a pair of Canon Single-Lens Reflex cameras, he was able to capture a day in the roundhouse, as well as follow #60 south. I hope you'll like the exquisite images he captured that day.

**Sandy Duffy**

Form 112 Rev. PORT HURON & DETROIT R. R. CO. 2-11-74 19

| INITIAL | NUMBER | Loaded Mark | Where Taken | Where Left |          |
|---------|--------|-------------|-------------|------------|----------|
| SP      | 131232 | Salt        | 0           | 4          | Morton   |
| -       | 174003 | -           | -           | -          | -        |
| BT      | 302059 | Seasdy      | -           | -          | -        |
| USLX    | 764    | Mty         | -           | -          | -        |
| -       | 713    | -           | -           | -          | -        |
| BT      | 309431 | -           | -           | -          | -        |
| -       | 309420 | -           | -           | -          | -        |
| PC      | 161463 | -           | -           | -          | -        |
| NAC     | 67653  | Opt         | -           | -          | Chrysler |
| BT      | 595186 | Mty         | -           | -          | -        |
| DTS     | 3615   | -           | -           | -          | -        |
| ATSF    | 18372  | -           | -           | -          | -        |
| -       | 18757  | -           | -           | -          | -        |
| PC      | 267396 | -           | -           | -          | -        |
| BT      | 595508 | -           | -           | -          | -        |
| CM      | -      | -           | -           | -          | -        |
| MP      | 351862 | -           | -           | -          | -        |
| BT      | 595374 | Mty         | 0           | 12         | BA       |

**AN EBAY GRAB: GTW 595184**

GTW 595184 is a fairly easy boxcar to obtain to add to your inventory. To validate its authenticity, the switch list of February 11, 1974, shows we received an empty 50' boxcar GTW 595186 from the Grand Trunk and spotted it at Chrysler Corporation for auto parts loading. According to the ORER, it's an XM (general loading), 50'6" steel boxcar with an 88,000 lb capacity. There were 500 cars made within the number range (595000-595499).

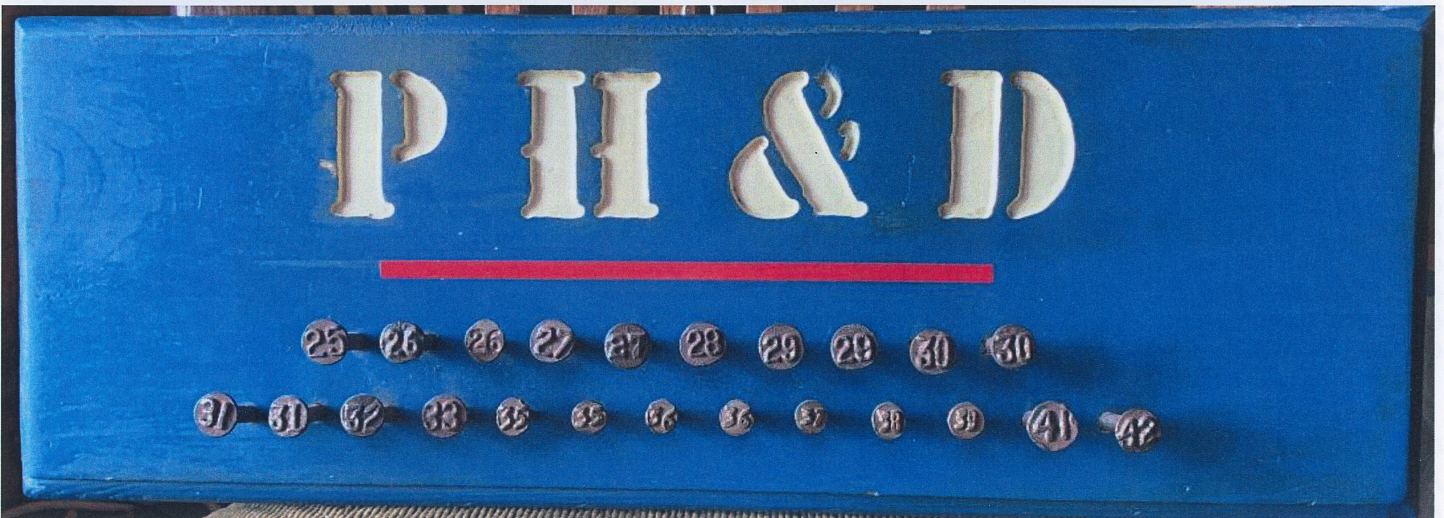


**GTW 595184**  
Type in "GTW 595184 HO Scale" in Google search.

ACQUISITIONS: THE ROUNDHOUSE; AND WE'RE STILL WAITING**THE RAREST of the RARE: PH&DRR DATE NAILS**

From roughly 1920 through the 1960s, date nails were used to mark the age of railroad ties. They had numbers either indented or raised upon the head which designated the year a railroad tie was installed. That way a railroad knew when a section of ties needed to be replaced years later. Date nails could have different shaped heads with different markings depending upon the railroad. Manufacturers of nails added markings upon the shaft of the nail that further identified the railroad. Most were made of steel.

My first experience with date nails came when Frank Koob gave me a full set of PH&DRR date nails that he had put together, mounted on an attractive display piece. Frank was a fellow rail fan most interested in the PH&DRR and the DBC&WRR. His cousin was Ken Koob who was employed in the GTW 24th Street Freight Office in Port Huron. I must say I was "blown away" when he presented this to me. We would remain good friends until his death about 10 years ago. Incidentally, I believe he made two sets, although that other set hasn't turned up that I know of.



This is the most complete collection of PH&DRR nails found today. The set begins in 1925 and ends with 1942. There are some duplicates and smaller lengths. The smaller head sizes are from 1935 through 1939. I like to think many were personally installed by Chief Engineer Bill Boyd himself!

On the section gang, I would occasionally come across a date nail, especially in the section between St. Clair and Marine City, where there was a permanent "slow" order of 10mph, the ties being that bad. Whenever we took the coach down, it was a real "rockin' roll" ride!

### GTW CARS INTERCHANGED IN 1974

For those who've chosen the PH&DRR to model, following the prototype matters. Let's say that you've built your point to point layout to include Marysville, St. Clair, and Marine City. You've added the Morton Salt Company, Diamond Crystal Salt Company, and a few local customers down in Marine City, such as M&D Lumber and Pac-Lite. You've been lucky to acquire an S2 ALCO and you're ready to add rolling stock. But not just any run-of-the-mill cars. You want to identify the actual cars and car numbers which were spotted at these customers. So here's how to do that.

In The Marker Lights #35 & #36, we used a switch list from 1977 and an ORER (Official Railway Equipment Register) to identify Detroit & Mackinac Railway cars, spotted at both Morton and the Diamond. We were able to find online sources that sold HO scale D&M cars within the number range we identified. The same applies here, only we'll be working with cars from the Grand Trunk. In this case, we'll use a conductor's switch list dated January 27 to March 25, 1974.

This earlier switch list is interesting for a number of reasons. First, in just this 3 month period, we moved over 1400 different cars! Second, over 250 were cars with the Grand Trunk reporting marks and numbers, almost 300 in fact. And as you'll learn below, they were all a variety of lengths and types. Third, the 1974 timeline is significant. In 1974, there were a surprising number of 40' cars still being interchanged. On our list, 68 were Grand Trunk Western cars.

Knowing which ones were switched and being able to buy them will add more variety and authenticity to your operation. There were three customers who required assigned cars: Morton Salt Company, Chrysler Corporation, and the Diamond Crystal Salt Company. Each saw a steady rotation of assigned GTW cars entering their yards. Additionally, we must also note that there were other smaller customers which would see a car return to them at regular intervals.

So, with our tools at hand, and a list of those Grand Trunk Western cars, we can explore how to acquire HO scale models that fall within the number ranges. First, we look at the list.

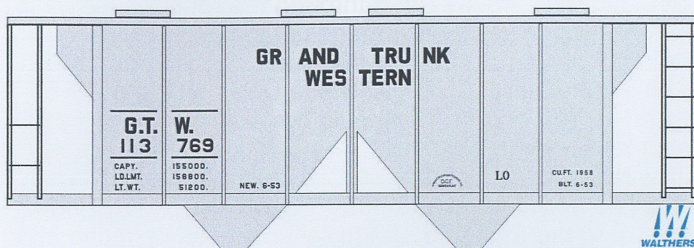
#### GTW Cars Appearing Between Jan through March 1974

| (Number ranges spotted) | (#)  | (ORER Range)    | (Length/Description/Location)                       |
|-------------------------|------|-----------------|---|
| GTW 113702-113827       | (10) | (113700-113740) | 30' two bay covered hoppers to Morton Salt & DCS    |
| GTW 146083-147712       | (3)  | (145700-146099) | 50' gondolas, to Anker-Holth; 147712 to Morton Salt |
| GTW 309219-309434       | (40) | (309000-309400) | 50' boxcars, to Morton Salt & DCS                   |
| GTW 315003-315024       | (2)  | (315000-315024) | 50' three-bay covered hopper, to DCS                |
| GTW 315050-315099       | (5)  | (315050-315099) | 35' two-bay covered hopper to DCS                   |
| GTW 385000-385004       | (6)  | (385000-385010) | 60' boxcars to Chrysler Corp; Chrysler Gas Tanks    |
| GTW 441823              | (1)  | (441500-441849) | 40' boxcar, to Morton Salt                          |
| GTW 515002-515988       | (32) | (515000-515499) | 40' boxcars to Morton, Chrysler & DCS               |
| GTW 516010-516799       | (29) | (516000-516599) | 40' boxcars to DCS; Pac Lite, Marine City           |
| GTW 585379-585686       | (6)  | (585203-585884) | 40' boxcars to Ainsworth?                           |
| GTW 595002-595990       | (54) | (595000-595499) | 50' boxcars to Chrysler Corp & DCS                  |
| GTW 596015-596439       | (9)  | (595950-596449) | 50' boxcars to Chrysler & DCS                       |
| GTW 597007-597095       | (4)  | (597000-597099) | 50' boxcars to DC & Morton                          |
| GTW 599511-599984       | (44) | (599000-599699) | 50' boxcars to DCS & Morton                         |
| GTW 616662-616721       | (4)  | (616600-616699) | 56' flatcars to Consumer's Power                    |

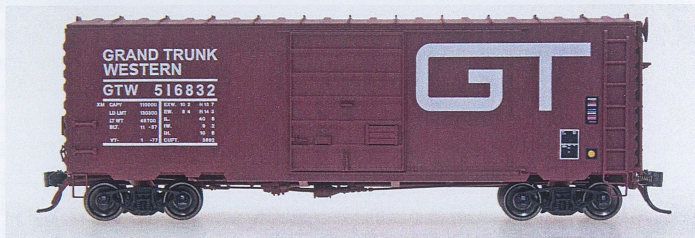
1400 cars are on the switch list. The GTW cars display an interesting variety. We have three different lengths of covered hoppers: 30' & 35' two-bay hoppers, and some 50' three-bay hoppers. Add to that a couple of 50' gondolas, over one hundred 50' boxcars, and even some larger 60' boxcars, specially designed to ship gas tanks from the Chrysler Plant. There are even a few flat cars with loads into Consumers Power. Most notable, however, are the 60 plus number of 40' cars interchanged and still in use! Bill shared that these were specially ordered from the GTW Trainmaster.

Now for the sources. First, there is your local hobby shop, such as P&D Hobby, down in Fraser (586-296-6616). If you call or visit, have a list ready so they can examine their inventory or if they can order. Second, online. Try Ebay. Typing in "HO Scale GTW 50' boxcar" will bring up a large range of

choices. It just takes scrolling down until you find a car number that falls in the ranges listed above. Third, you might look in the Walthers Catalogue. Fourth, there are a number of manufacturers who may have GTW cars still available. The following are worth investigating: Hobbylinc.com, Train-life.com, and Accurail. Some of these require a bit of digging. Use their "Search" and type in "GTW".



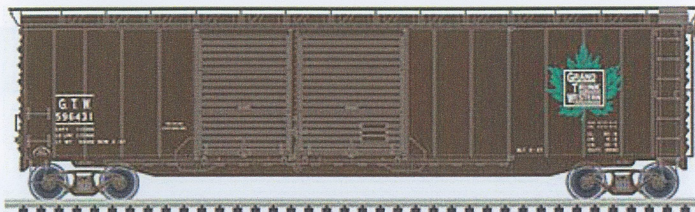
**GTW 113769 Decal Set Walthers.com**  
Tichy Train Group #293-10218 \$4.00 In Stock  
These 30' hoppers just can't be found. If you can locate an undecorated model, Walthers has this decal set.



**GTW 516832 Intermountain.com**  
Built new in 1957, there went into the Diamond. One (GTW 516137) went south to Pac-Lite in Marine City. Intermountain lists 6 available starting with 516205.



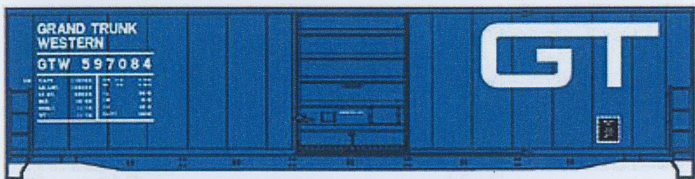
**GTW 309147 Hobbylinc.com**  
Kadee #KAD6383 \$37.19 In Stock  
The majority of the forty 309000 series cars were switched into and out of Morton Salt Company, although some came into the Diamond Crystal.



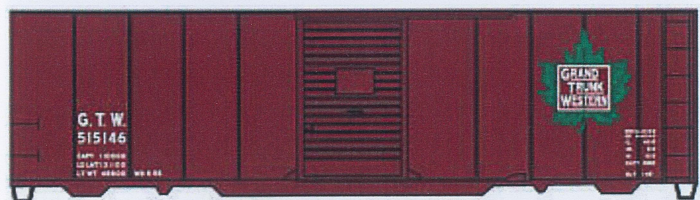
**GTW 596431 Hobbylinc.com**  
Atlas Models #ATL20004415 \$30.29 In Stock  
You can't go wrong with few of these double door GTWs! Help the crew in the Chrysler docks and get a few of these.



**GTW 315055 Walthers.com**  
Intermountain Railway #85-66532 \$27.95 In Stock  
The PH&D interchanged 5 cars within this number range to the Diamond Crystal. Walthers lists 6 different numbers.



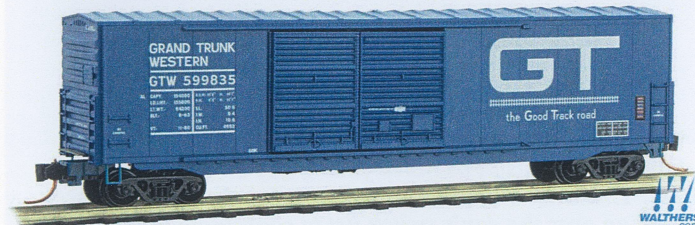
**GTW 597084 Hobbylinc.com**  
Accurail #ACU5552 \$15.94 Pre-order



**GTW 515146 Hobbylinc.com**  
Accurail #ACU3549 \$14.65 In Stock  
There were thirty-two of these 40' cars that served Chrysler, Morton Salt and the Diamond. Impress your visitors with a half dozen of these Maple Leaf GTWs.



**GTW 148117 Lombard Hobbies (Lombardhobby.com/atlas)**  
#ATL20001928 \$17.98 In Stock. #146083 & 146206 went into Anker-Holth. 147712 into Morton. Scrap loading!



**GTW 599835 Walthers.com**  
Micro Trains #489-18200090 \$24.95 Pre-order  
44 of these 50' double doors came out of both salt plants.

## The Black & White Photography of Jud Powell

Before relocating to Texas, Jud Powell decided he wanted to photograph an area railroad. Having majored in Photo Journalism, we was looking for a short line that he could photograph that harkened back to the old days. He had numerous other roads he could have looked at but, since we had everything he was looking for, he chose the PH&DRR. He writes "Short lines still had equipment that was long gone on the majors and was worth capturing on film. I don't remember who I talked with that day but the shop crew was very nice and gave me free rein through the roundhouse." On July 13, 1982, he arrived to capture what would turn out to be some of the most exquisite images of the railroad.

First, he took pictures inside the roundhouse. At the time, the cab end of Engine #62 was up on jacks, having major repairs done to its truck-wheel assembly. He hung around until the afternoon job had made up its train and he followed it south. Jud preferred black and white film for the dramatic effect and because he could develop the film himself. He used two Canon F1 35mm SLR bodies with several lenses using Kodak Tri-X film.

Along the way, he was pleased to have shot the train following Whiting Street in St. Clair, which was a dirt road at the time. It seemed a perfect example of "residential running." I asked him about the famous "bridge shot." "The bridge photograph was partly by design and partly luck. I framed the shot using the tree limb and the train. It was standing still at the time and I heard the boat coming. I waited until it appeared, hoping the cabooses would remain in the center and got the shot."

He managed to shoot 40 shots that day and each is an image that reveals short line railroading at its best.



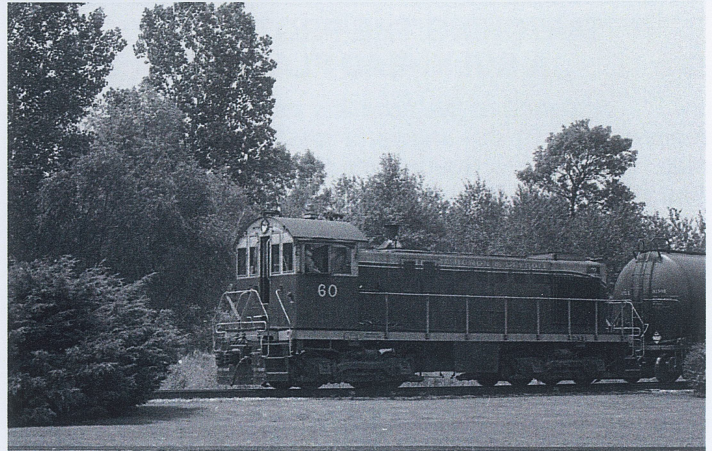
*Engine #52 rests in its north-facing bay on a warm July in 1982. This desk was the starting point for the conductor who would go over the day's switch list to coordinate the moves to put his train together.*



*Mr. Sawdon had to pull some of the boys from the section gang to assist in this major rehabilitation to Engine #62's truck assembly. On the right is the unmistakable beer belly of one George Redfield. The man in the foreground appears to be "Little" Joe Zuniga, who could "windmill" a spike mall with the best of them.*



*Looking out the door past #52, we see who's just arrived from the Mt. Clemens Subdivision. It's one of those Detroit, Toledo, & Ironton Geeps!*



*Whoever's at the throttle doesn't seem too concerned that there's a crossing coming up! Engine #60 is rounding the west wye curve to head south.*



*The silence of a quiet summer afternoon is interrupted by the venerable old ALCO pulling a string of loads and empties. It's making its way along Whiting Street in St. Clair, infamous for the "Ladies of Whiting Street" who would call in to complain about the coal trains disturbing their glass cabinetry.*



*A string of empty PH&D boxcars goes into the spur leading into the Dow area. In 1982, there was an excess of PH&D cars which Trainmaster Schultz had to find room for.*



*She's skirting the Pine River bound for Amoco Oil with a load of 4 empty propane tank cars.*

**“MATCHING THE PROTOTYPE”:  
A BULKHEAD FLATCAR**

A glance at the downline customer lists from the modern era (1970s) shows at least four lumber companies. They were in South Park, St. Clair, and Marine City. And don't forget, at the tail end of the 60s, lumber loads were still interchanged with the Algonac Transit Company in Marine City, bound for Chris Craft in Algonac.

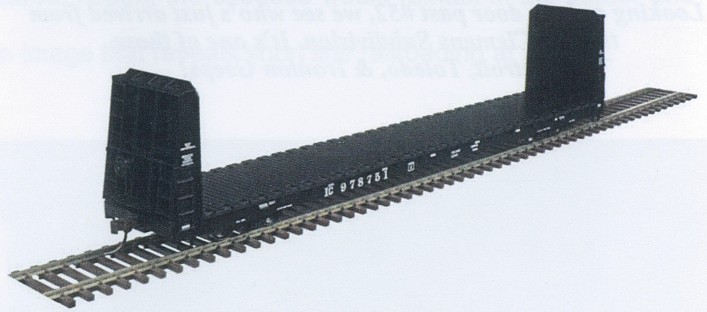
Switch lists show numerous lumber loads in both flat cars and boxcars. For those modeling the PH&DRR, it's rewarding to include these in your down-bound consists for these customers. It's pretty easy to head for your local hobby store and pick up some flat cars. But if you want to “match the prototype”, we need to identify those cars and numbers that went south, as closely as possible. Let's look at a particular bulkhead flatcar.

One of Jud Powell's photos captures ICG 978850 with a load of lumber bound for Biewer Lumber Company in St. Clair. According to the Official Railway Equipment Register, it's a 61' bulkhead flatcar. Checking on the internet, we can find a close number from an Atlas Model, Item #20005074, ICG 978889. However, on the Atlas website, it's out of stock! After fruitlessly searching, I finally just cut and pasted from the Atlas site and gave it to Google. Well, danged if it came up on Ebay! I won it.

It was the only one offered but I did see other 61' bulkhead flats, only not ICG. I called our go-to area hobby store, P&D, and they put me on a search list in case the Atlas model appears again. Good hunting!



Photo: Jud Powell



*ICG 978889 Walthers.com  
HO 62' Bulkhead Flat Car  
Atlas Models #ATL20005074 \$29.95  
Currently Out of Stock; Pre-order*

**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.<br>- St. Clair Blue Water Route - |
| D                             | PORT HURON & DETROIT RAILROAD<br>HISTORICAL SOCIETY                   |
| <b>MEMBERSHIP CARD</b>        |   |
| 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, Homeland Security, 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.

**“Powered by the PH&DRRHS”**

“Powered” as in draining the restricted donor savings account to pay for expenses not associated with the projects to which donors were giving. A clear violation of State & Federal non-profit donor guidelines.

The PH&DRR Historical Society was formed in 2007 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 retain these original purposes. They were carefully and thoughtfully crafted with each specific in meaning and not simply dashed out in haste.

*The Marker Light* will continue to uphold them and remain true to the history and legacy of the PH&DRR.

**The (Original) 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 32<sup>nd</sup> 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*** is printed and mailed free of charge, to those who would prefer to continue receiving news and articles about the PH&DRR. Email [whlrydr@aol.com](mailto:whlrydr@aol.com) to be added to the mailing list. Chose either .PDF or hard copy.