

THE MARKER LIGHT

NUMBER 39

FOR FANS & MODELERS OF THE PORT HURON & DETROIT RAILROAD

WINTER 2019

C&O CARS INTERCHANGED IN 1974

Rare Estate Items Acquired

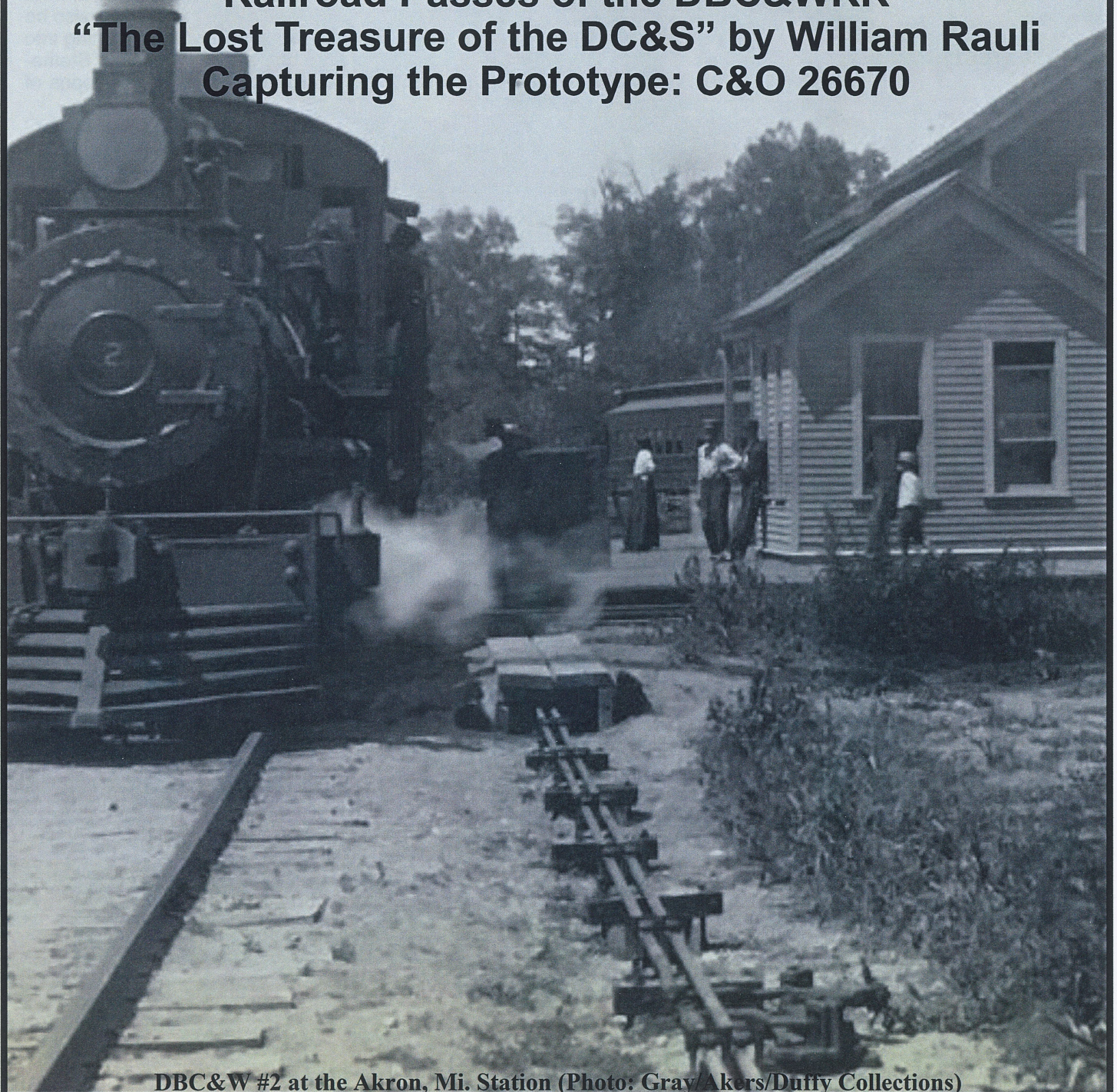
Acquisitions: Engine #52; Resto Funds Robbed

Slide Show: St. Clair Depot 1965

Railroad Passes of the DBC&WRR

“The Lost Treasure of the DC&S” by William Rauli

Capturing the Prototype: C&O 26670



DBC&W #2 at the Akron, Mi. Station (Photo: Gray/Akers/Duffy Collections)

Cover: DBC&W #2 is a 4-4-0 ex-PO&N/GTR Baldwin built in 1873. She's east-bound for Port Huron.

PG. 2: From Where I Sit; Rare Estate Items Acquired

PG. 3: Acquisitions: The Roundhouse (And We're Still Waiting); Slide Show: St. Clair Depot in 1965

PG. 4: C&O Cars Interchanged in 1974

PG. 5: (Cont.)

PG. 6: The Railroad Pass Collection of the Detroit, Bay City, & Western RR.

PG. 7: "The Lost Treasure of the DC&S RR" by William Rauli

PG. 8: "Matching the Prototype": C&O 26670; Carry Your Card; The (*Original*) Purpose



FROM WHERE I SIT

Dear Friends of the PH&D,

Winter is always an opportunity for rail fans. We can browse the Internet, scan through Ebay, and perhaps even organize inventories! And what better time to sit in front of a fireplace with a cup of tea or coffee and reread a classic railroad book. It could also be time to plan that shelf railroad based upon the PH&DRR. Can you see an S2 coming into Marine City with a flatcar load of lumber or a boxcar of fibre board, or an empty for Stema-co to be loaded with coolers? Even a modest 12'x18" could provide many afternoons of pure operating pleasure.

The Detroit, Bay City, & Western Railroad is the star in this issue. Long time member **Bill Rauli** has been the lead on obtaining rare memorabilia on our predecessor, as well as the Detroit, Caro, & Sandusky Railroad. His success story is about locating and obtaining a Detroit, Caro & Sandusky Railroad piece of rolling stock: a track "speeder" with proven provenance. A "speeder" was a two or four man, four wheel cart powered by a small engine to inspect the track. Bill's is mostly intact and he'll be busy this year bringing it back to original condition.

We also showcase a rare collection of DBC&WRR rail passes beginning in 1911 and ending in 1924. Most feature the actual signature of President Thomas L. Handy himself. These came from the late Bob Gray collection, and our GTW pal, **Larry Akers**.

In our last issue, we looked at cars interchanged from the Grand Trunk. In this issue, we examine the cars of the Chesapeake & Ohio Railroad which were interchanged in 1974 from the C&O ("PM" for you old timers). At that time, we would still see 1950s-era 40 foot cars come over, but those long 50 foot blue beauties were definitely becoming the daily normal. As with the Grand Trunk cars, we provide a list from which to start looking for HO scale examples. I would add that basing your PH&DRR layout in the 1970s can feature these 40 footers. And no graffiti!

Lastly, here's a "teaser" for you, two rare files: one on the early days of the DBC&W and one on the PH&D. The PH&D file covers the years from 1917 to 1935. Both fill in the details back on those early days of steam railroad-ing. More on these in the next issue!

See you in the Spring!

Sandy Duffy

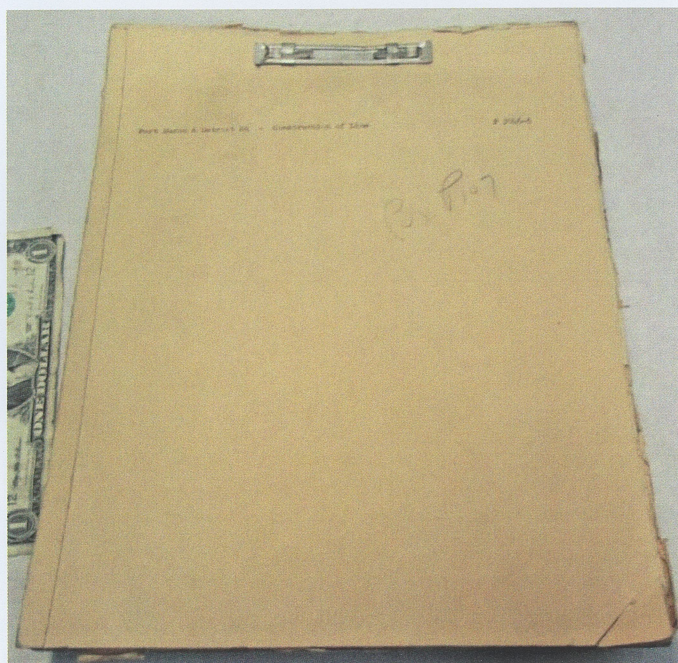
RARE ESTATE ITEMS ACQUIRED

We recently obtained two rare packs of files pertaining to the DBC&W and the PH&D from an estate up in the Thumb.

The first contains files from the early days of the DBC&WRR dated to 1912. It's a collection of letters and other documents specifically regarding the Hecla Mine operation, which was a coal mine near Bay City.

The second file contains a wealth of information beginning with the construction of the Port Huron & Detroit Railroad in 1917 and ending in 1935. We'll take a closer look in the Spring issue of *The Marker Light*. Leafing through this collection revealed some interesting and new details regarding the state of the road just after completion. It seems that many locations downline were barely useable with the rails needing lining and straightening. The main problem was the lack of useable ballast. As a stop-gap, Chief Engineer Bill Boyd obtained cinders from Morton Salt, since they powered their plant with coal. As most of us section guys can assert, a roadbed with cinders can eat up track shovels in short order!

Buried in these leaves of files was a document dated January 1910 describing the plans to extend the DBC&WRR east from Bay City 40 miles to Wilmot!



"PH&DRR - Construction of Line"

ACQUISITIONS: Engine #52; Restoration (donated) funding removed without authorization.
(Photo: Charles B. Porter August 10, 1976)



SLIDE SHOW: The St. Clair Depot 1965

It's a warm September 1965 at the St. Clair Depot, shot by one John Nixon. If you look closely, you can see the red and white "REX" placard in the window indicating that the station agent, Mac McCallum, shipped parcels by Railway Express. He was assisted by Jack McCormack. The station sign still exists and is in the Duffy Collection.



Photo: John Nixon

C&O CARS INTERCHANGED IN 1974

In this issue, we examine the cars of the Chesapeake & Ohio using the same conductor's switch book we used to identify the cars from the Grand Trunk Western in *The Marker Light* #38. Dated from January to March, 1974, you'll remember we moved over 1400 cars.

From that same date range, we interchanged a total of 79 cars from the Chesapeake & Ohio. All were marked "C&O". Let's start at the top. We find Michigan Elevator received 2 hoppers, Chrysler Corporation, 4 boxcars, and Morton Salt a total of 21 boxcars. By far, the majority went to St. Clair with over 48 boxcars and 3 hoppers going into the Diamond Crystal Salt Company plant. Biewer Lumber Company got 1 car. Lastly, an open top hopper car of coal was spotted at the Belle River Coal plant. No C&O cars went south to Marine City. 2 open top hoppers were shared between Michigan Elevator and Morton Salt.

At the Diamond, 42 fifty foot boxcars were spotted along with 6 forty foot boxcars and 3 thirty three foot covered hoppers. These are very hard numbers to locate in HO scale. As noted in the last issue, we're still seeing these 1950's era length cars come online to the PH&D. It's another reason to choose the 1970s to model!

As most PH&DRR fans know, the St. Clair yard had a number of passing sidings to allow easy access to sort and spot salt loads out and empties in. And we know of at least two lumber companies that had unloading facilities at this yard. In fact, on this switch list, a C&O fifty two foot gondola with drop ends came in as an idler car, to protect a lumber load into the Biewer Lumber Company.

During the mid 1970s, the fifty foot cars of the Chesapeake & Ohio were beautifully painted in blue with yellow lettering. These were impressive then and will be when you acquire and add them to your layout. Two brown 1950s era forty foot boxcars also arrived which adds variety.

As in the previous issue, we can now list available sources for some of these C&O cars. Again, not the exact numbers, but if we can find them within the listed range, that's good enough! First, let's take a look at the list of cars and where they went.

C&O Cars Appearing Online Between Jan through March 1974

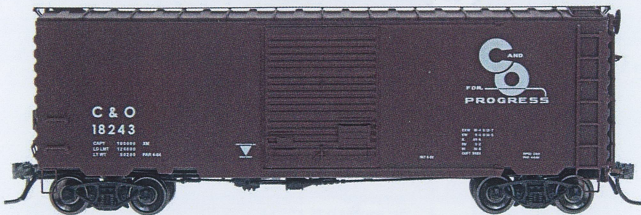
(Numbers spotted)	(#)	(ORER Range)	(Length/Description/Location)
C&O 16073, 16697, 17738, 18550	(4)	(16000-18999)	40'6 boxcars to DCS
C&O 21417	(1)	(21000-21499)	50'6 boxcar to Morton Salt
C&O 21546	(1)	(21500-21899)	50'6 boxcar to Chrysler Corp
C&O 21692, 21712, 21791, 21837	(4)	(21500-21899)	50'6 boxcars to DCS
C&O 22215	(1)	(22000-22249)	50'6 boxcar to Chrysler Corp
C&O 22444	(1)	(22000-22249)	50'6 boxcar to DCS
C&O 22255, 22340, 22343, 22348	(4)	(22250-22349)	50'6 boxcar to DCS
C&O 22444	(1)	(22450-22549)	50'6 boxcar to DCS
C&O 23829	(1)	(23820-23850)	40'6 boxcar to DCS
C&O 24008	(1)	(24000-24553)	50'6 boxcar to Morton Salt
C&O 24274, 24532	(2)	(24000-24553)	50'6 boxcars to DCS
C&O 26179 - 26485	(12)	(26000-26499)	50'6 boxcars to DCS
C&O 26515 - 26977	(14)	(26500-26999)	50'6 boxcars to DCS
C&O 27824	(1)	(27750-27999)	50'6 boxcar to Morton Salt
C&O 27980	(1)	(27750-27999)	50'6 boxcar to Chrysler Corp
C&O 28235, 28544	(1)	(28000-28999)	50'6 boxcar to Chrysler Corp
C&O 28291, 28639, 28884	(3)	(28000-28999)	50'6 boxcars to Morton Salt
C&O 31971	(1)	(31800-32199)	52'6 gondola w drop ends, idler to Biewer Lumber
C&O 108056	(1)	(106000-109499)	40'6 3-door open top hopper to Morton or Mich Elevator
C&O 144483	(1)	(144000-144499)	38'5 3-door open top hopper to Morton or Mich Elevator
C&O 324426	(1)	(324000-325499)	33' open top hopper coal to Belle River
C&O 460059	(1)	(460000-460499)	40'6 boxcar to DCS
C&O 462058, 462064, 462233	(3)	(462000-462364)	50'6 boxcars to Morton Salt
C&O 481001 - 481087,	(11)	(481000-481099)	50'6 boxcars to Morton Salt
C&O 483010	(1)	(483000-483099)	50'6 boxcar to DCS
C&O 483515, 483516	(2)	(483500-483524)	50'6 boxcars to DCS
C&O 483160	(1)	(484000-484549)	50'6 boxcar to Morton Salt
C&O 601311, 601323, 601360	(3)	(601300-601399)	39' covered hoppers to DCS



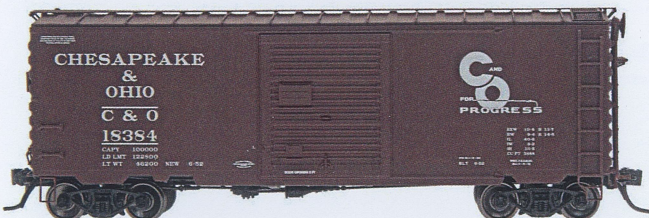
**C&O 601325 3-bay 100 ton hopper
Atlas (or check Ebay)
#601311, #601323, #601360 spotted into DCS
Number range: #601300-601399**



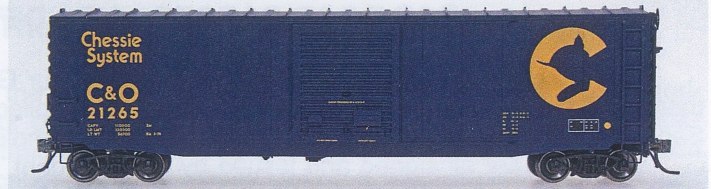
**C&O 17752 40' with 8' door
Walthers #380-5022 \$37.95 In Stock
#17738 into the Diamond
Number range: #17000-17999**



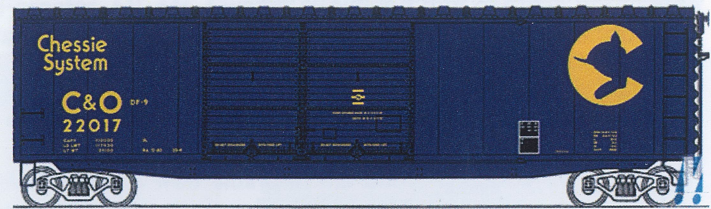
**C&O 18243 40' single door
Intermountain Railway #45455-24 (#18455) Contact Dealer
#18550 went to DCS.
Number range of 18000-18999**



**C&O 18384 40' single door
Intermountain Railway #45489-06 (#18470) Contact Dealer
#18550 to Morton & DCS
Number range of #18000-18999**



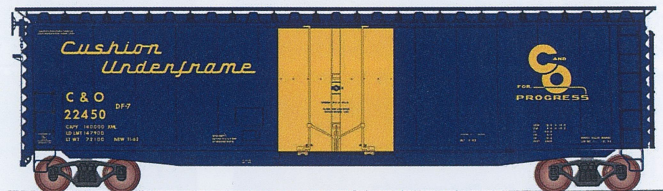
**C&O 21265 50' Single door
Intermountain Railway #45924-06 (#21453) Contact Dealer
#21417 went into the DCS.
Number range: 21000-21499**



**C&O 22017 50' Double Door
Intermountain Railway #85-45615 (Walthers) \$32.95
#22215 into Chrysler
Number range: 22000-22249**



**C&O 22241 50' Double door
Intermountain Railway #45615-06 (#22241) Contact Dealer
#22244 went into the Diamond.
Number range: 22000-22249**



**C&O 22450 50' DF Plug door w Cushioned Underframes
Intermountain Rail #45957-01 (#22450) Contact Dealer
#22444 one of two special cars (ORER) went into the DCS.
Closest Number range: 22350-22436**

Now sources. First, there is your local hobby shop. Near Port Huron, try P&D Hobby (586-296-6616) in Fraser. If you call or visit, have a list of CO cars ready so they can examine their inventory or order ahead for you.

Second, online. In Ebay, typing in "HO Scale C&O 50' boxcar" will bring up a large range of choices. Scroll down until you find a car number that falls in the ranges listed above. Other sources, check Walthers, Intermountain Railway, ExactRail, Hobbylinc.com, Train-life.com, and Accurail. Most will require a bit of digging. Use their "Search" and type in "C&O".

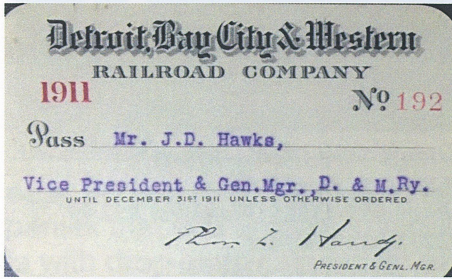
Toughest to find are those covered hoppers. I found the #601325 on Ebay.

In the end, you'll be rewarded in knowing you've acquired these C&O cars that come close in numbers to the actual cars spotted. Good hunting!

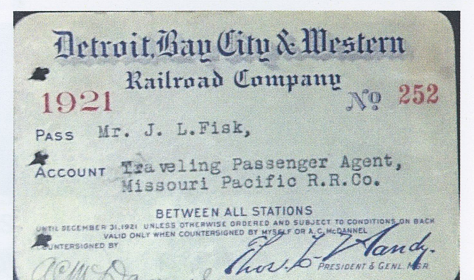
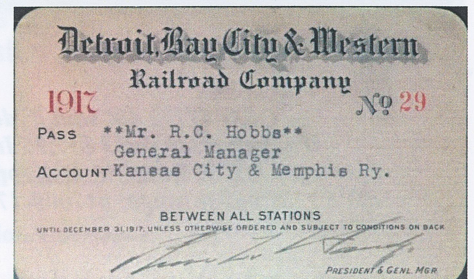
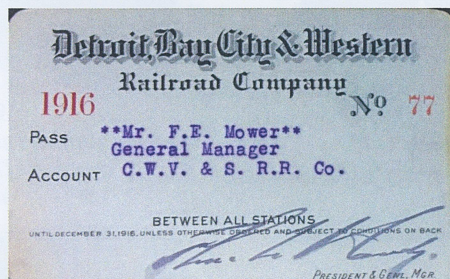
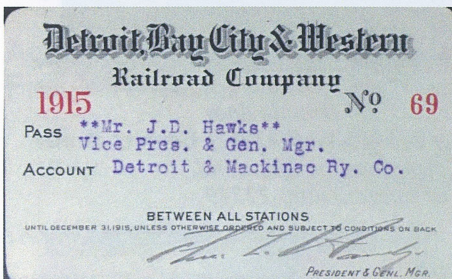
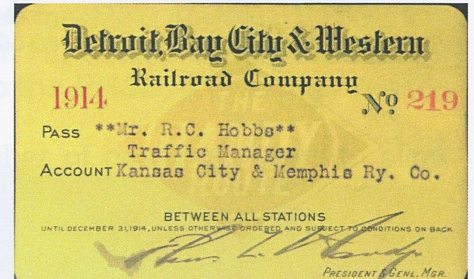
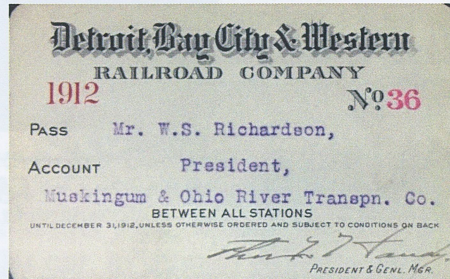
RAILROAD PASSES of the DETROIT, BAY CITY, & WESTERN

These are the rare DBC&WRR passes from our Grand Trunk pal, Larry Akers. He had in turn gotten most of them from the Bob Gray collection. Bob was an early collector of the DBC&W and its later offshoot, the Detroit, Caro & Sandusky Railroad. This collection is the only known complete example, missing just two years, 1913 and 1919.

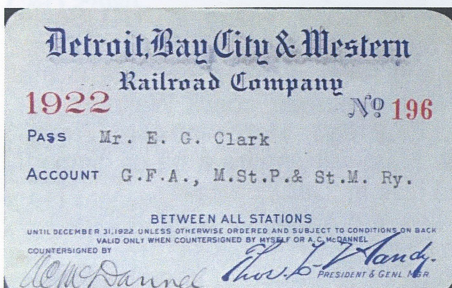
These are all signed and issued by the president, Thomas L. Handy, except for the last two years, 1923 and 1924, when the railroad went into receivership. As Mr. Handy had died in December of 1922, his General Manager, A.C. McDannel, became the principal signer. On January 18, 1924, Willis H. Ogborn, the Receiver of the DBC&W during the bankruptcy, announced that McDannel resigned his position to become the General Manager of the Port Huron & Detroit Railroad. By then, all assets of the Handy Brothers had been liquidated to meet the demands of the creditors. The PH&DRR was shielded when the ownership changed through transfers of stock and James E. Duffy, the corporate attorney, became the principal shareholder.



Mr. Hawks socialized with all the "A Listers" of Bay City, including the Handy Brothers.



General Manager A.C. McDannel becomes a co-signer. Everything is financially booming for the Handy boys.



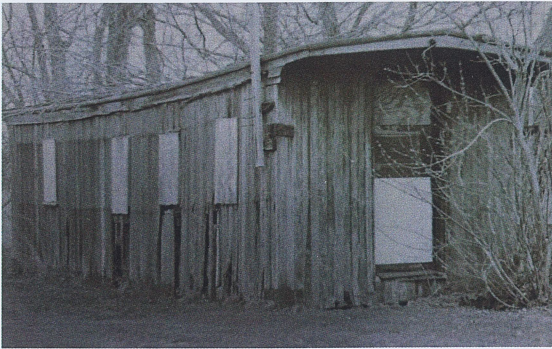
The final year. T.L. dies, the Handy empire enters into receivership with worried creditors at the door.



The Detroit Trust Company acquires the assets of the DBC&W and appoints A.C. as General Manager.



By this date, "A.C." has been appointed General Manager of the PH&DRR. The DBC&W will cease to exist.



Ex-D&M #33 / DC&S #2

The Lost Treasure of The DC&S RR

By William Rauli

Now if the title grabs you, it should. **Bill Rauli**, a dedicated historian and collector of the Detroit, Caro & Sandusky Railway and its predecessor, the Detroit, Bay City & Western, had been trying to hunt down and locate DC&S caboose #2, originally Detroit & Mackinaw #53. It was last seen in Sandusky, MI when the railroad was dismantled in 1953. This search took him all over the thumb area as he picked apart the local folk lore. Last summer, Mr. Rauli posted an article in the Sandusky Tribune asking for information regarding this lost caboose. As the leads and information started to come in, one from Mike Switzer of Croswell pointed to an address in Forester, MI. Mr. Switzer explained that car was purchased by Peter Kendall who moved it to his farm. According to the landowner, who was related to Mr. Kendall, the historic caboose met its fate by being

pushed in a hole, along with another wood caboose (supposedly from the Pere Marquette and later the Port Huron & Detroit).

But the adventure didn't stop there. Two days later, a call came in from a Dave Henderson of Sandusky who revealed he owned a Detroit, Caro, & Sandusky Railroad speeder which was sitting in his barn. This floored Mr. Rauli. With that, plans were made and trip was scheduled to Sandusky. Mr. Henderson had worked for 35 plus years at Yale Rubber and had an amazing collection of local antiques, as well as amazing stories of the railroads in the area. One afternoon, Mr. Henderson took Mr. Rauli to a barn just outside of Carsonville, and sure enough there was the gallant yellow speeder.

Subsequent conversations with rail historian and collector Bob Bennatts of Croswell, and correspondence with staff from a museum in Fairmont Wisconsin where the speeder was built, affirmed that it was the sole surviving example of rolling stock from the little DC&S. Mr. Rauli became certain this was the holly grail. And with that, the story of the little car began to unravel.

The speeder was built for the Pere Marquette in 1936. It was sold to the DC&S some time in the 1940s, most likely in 1947, after the PM was folded into the Chesapeake & Ohio Railway. It was then used as an inspection car until the end of the DC&S in 1953, when it was sold along with the DC&S caboose, making them the only pieces rolling stock saved from the torch. A man bought the speeder and used it on "speeder excursions" around the state of Michigan. He was a friend of Mr. Henderson, who bought it around 1985. The speeder has sat in the same spot since. The speeder had a "hit and miss" engine which was replaced in the late 70's or early 80's with an engine from a Seaboard Coast Line. This engine came from an M19 model Fairmont along with the motor tag, which matched the era of the engine on the original '36 chassis.

So where is this historic speeder today? It now sits in the extensive Rauli collection, to be restored to operating condition and back to the DC&S "Allis Chalmers" orange paint it wore, when bought by the DC&S railroad. The DC&S used the Allis Chalmers color because of an Phipps A.C. dealer was in Caro, which was the location of the road's engine house. Looking forward, this speeder is to be the only remaining example of the little railroad in Michigan that history almost forgot.



Padded seats would be on both sides. This is a two seater.



Front end of the DC&S Speeder

“MATCHING THE PROTOTYPE”: C&O 26670

Noted photographer Byron Babbish was probably shivering as he captured PH&D Engine #62, an ex-B&O Alco S4, shunting cars up in the yard in Port Huron, on a sunny but cold January day in 1976. Barely visible beyond the engine are the Grand Trunk Western car shops which place this shot east of the PH&DRR offices. Given this location, it's a good bet that this string will be spotted at the PM/C&O interchange east of the wye.

Our attention is drawn to C&O 26670, which was a car used at the Diamond Chrystal Salt Company. This car was part of a series 50' XM plugged doors in the number range 26500-26999. There were 473 built. XM designated cars were used for general merchandise loading and had a capacity of 70 tons.



Photo: Byron C. Babbish 1-5-1976

CARRY YOUR CARD

It is presumed that a membership with the so-called “Tunnel City” group will still allow access to the PH&DRR Wye. Inquire before you join.

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, 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.

Tunnel City: “Powered by the PH&DRRHS”

“Powered” as in draining the restricted donor savings account of over \$8000 to pay for expenses not associated with the projects to which donors were giving. This is a clear violation of State & Federal non-profit donor guidelines. Wonder where that money went? Ask ‘em.

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 and thoughtfully crafted, with each specific in meaning. The “revised” version is an example of a hastily crafted, lazy result.

The Marker Light will continue uphold the original 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 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 Hijack complete, the treasury drains;
One lout resigns, the other remains.”