

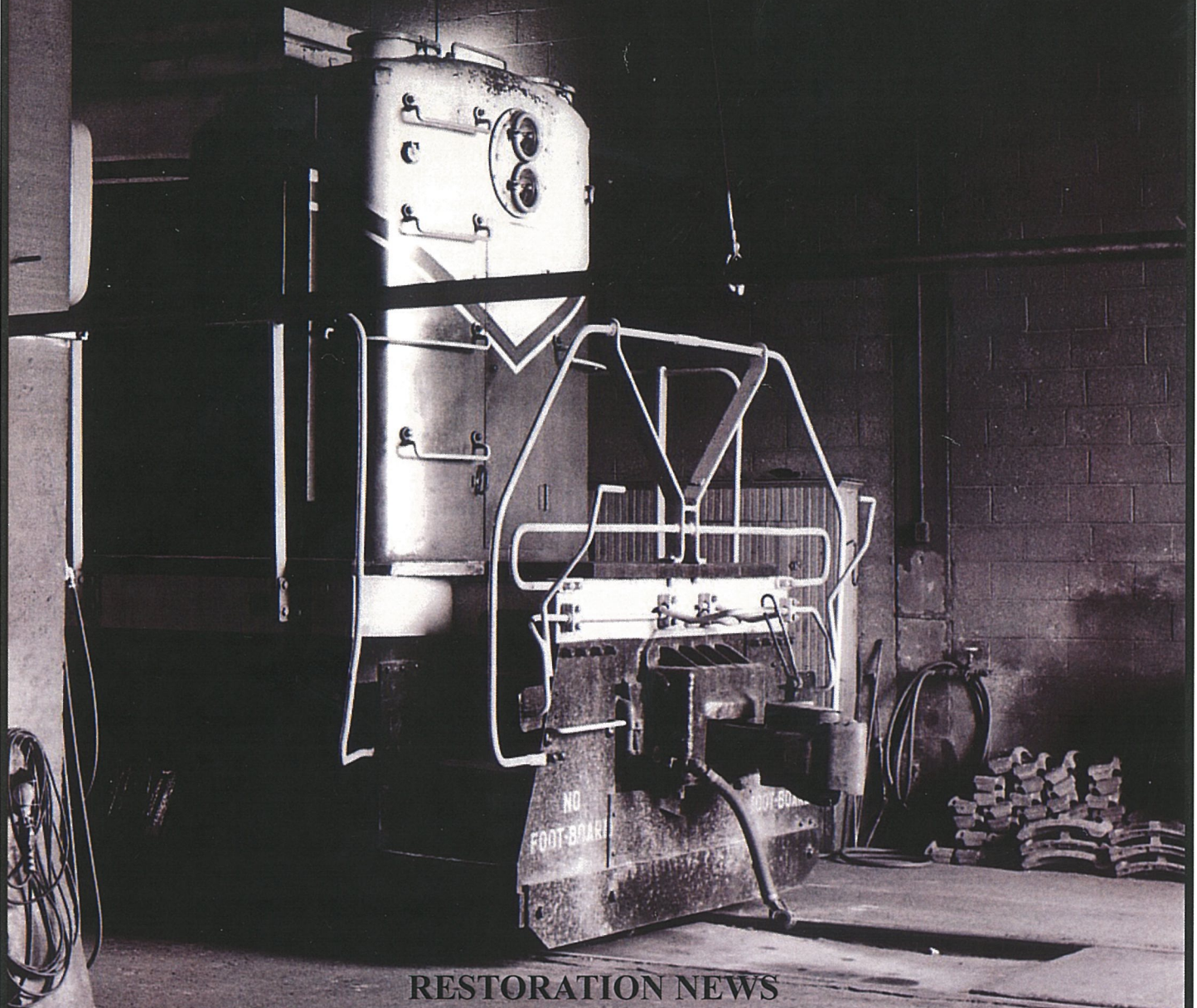
THE MARKER LIGHT

NUMBER 4

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

FALL 2009

CASTLEBLAYNEY UPDATE



RESTORATION NEWS

PORT HURON HOBOFEST 2009

ACQUISITIONS: PULLMAN COMPANY
DBC&W/DC&S NEWS ~ HUBERT SMITH

DONATIONS: RAULI & WURZELS

Ex B&O, PH&D #62 AT REST, MARCH 29, 1984 (photo by Byron Babbish)

COVER: Whoa! Look at that squeaky-clean floor! Mr. Sawdon made sure it was as neat as a pin!

PG. 2: From Where I Sit; Last Train North

PG. 3: RESTORATION NEWS

PG. 4: Castleblayne Update

PG. 5: EVENTS: Hobofest 2009

PG. 6: ACQUISITIONS: The Pullman Company

PG. 7: DBC&W CLUB; Hubert Smith

PG. 8: DONATIONS: Rauli & Wurzel; Join!; Purpose; Board of Directors



Dear Friends of the PH&D,
Hard to believe it's been 25 years since the last train north ended the 67-year history of the Port Huron & Detroit Railroad Company. Then we officially became a "fallen flag", in the parlance of railroad fans. We're going to mark that event with a luncheon and a presentation on how those last days came to pass. Don't miss the special appearance of **Kurt Stetzer**, who was there capturing the last few months with his camera. He's coming in all the way from San Diego and will be presenting a special auction item!

FROM WHERE I SIT

These days, we're focusing on the future. As members of the *Society*, our goal is to resurrect the past. Whether collecting small items, such as a wooden Pullman hanger, or putting in some time helping protect the office, every one of us adds to that effort. We're in the earliest stages of making it happen. Sharing the vision, spreading the news, and contributing your talent, all play a valuable part. I love the fact that each of us seem to have knowledgeable areas of interest and expertise. For example, we were out by the passing siding next to the office when **Billy Rauli** picked up an old tie plate. By its markings, he identified it as manufactured around 1910. That means it was laid right around the time of Port Huron Southern ownership! Isn't that something?

Out at the office, we're surrounded by artifacts that tell us about the earliest history. Just think: some day we'll have a rail transportation museum complex inside the "wye" which will be of the highest caliber. People from all over will be able to visit and learn about the shortline railroad experience and how such a railroad functioned so long and served the downriver community industries during the great heyday of American railroading. It was a Norman Rockwell world, when the local freight agent down line at one of the depots made the decisions that made customers satisfied. The PH&DRR spanned the most interesting time for American railroads, and that's why this small, unique, shortline is so perfect to honor. Creating a top-flight museum provides a window in time to those days when the pace was slower, time more manageable, and when people mattered.

On a sad note, we want to remember our friend **Mr. Hubert Smith** of Marine City, who, despite his infirmity, made sure he never missed a gathering at the "wye" or a meeting at the Quay. He was fervently interested in helping us and was our first member to donate. Thanks to Mr. Smith, we have two lanterns used by his uncle and his father, along with their photographs. On a happier note, I met his sister who told me she worked for the PH&D in the 1940's!

Hope to see everyone on the 13th!

Sandy Duffy, Editor

**"LAST TRAIN NORTH"
LUNCHEON**

**SUNDAY, DECEMBER 13, 2009 ~ NOON - 3:00PM
QUAY STREET BREWING COMPANY**

*COMMEMORATING THE 25th ANNIVERSARY
of the
LAST TRAIN NORTH*

**SPECIAL APPEARANCE:
KURT STETZER**

PHOTOGRAPHER of the FINAL DAYS

**RENEW YOUR MEMBERSHIPS
&**

GET THE NEW 2010 CALENDAR!



#60 entering her bay for the last time, December 13, 1984

RESTORATION NEWS

The board of director's first priority is to restore the former offices of the railroad. While the older, west end roof has taken some damage, the structure remains remarkably sound. The steel window frames are in excellent condition, as is the surrounding brick façade which has remained exceptionally true along all lines. Currently, the Board is gathering bids for the west-end roof replacement and will look for that work to take place this coming Spring. A temporary patch and a tarp over a temporary patch will protect it for this winter.

This past month, board member **Jim Watson** used his wood-working skills to cut sheets of plywood to match all of the office's window dimensions. Imagine how long that took. Then he roll-painted them all! Next, we scheduled two weekends to attach them to most of the windows. Thanks to other board members **Bruce Sawdon**, **Tom Grambau** and his son, **Tom Grambau Jr.**, and member **Bill Rauli**, we were able to get the job done during the recent mild spell. Thanks also go to **Mike Jones** of **Jones Equipment Rental** who provided a lift to make the job go faster. And, a tip of the conductor's hat to **Ted Frantz**, who ordered up a new steel door and frame, scheduled to be installed replacing the old main entrance.

Lastly, we now have a temporary power "drop" at a pole, located next to the building. After we install a bank of duplexes inside the old power room, we'll be able to use tools to do any interior work we plan for in the future.

Those with membership cards are invited to stop out and take a look!



Jim Watson, Tom Grambaus, Jr. & Sr.



Explaining his numbering puzzles



Jim Watson & Bruce Sawdon up top.



All windows are boarded up except for the corner Agent's Office which will receive windows. This will be our temporary office!



At the GoldCoast Museum siding, photo by Amaro Rocha

CASTLEBLAYNEY UPDATE

As my pals from the Grateful Dead would say, what a “long strange trip” this has become. What started out as an easy straight shot north has turned into a red tape tangle. Here’s the latest:

Castleblayney was originally car No. 1, built by the Pullman Company for the president of the Chesapeake and Ohio, Mr. William J. Harahan. It was named *Richmond* and delivered in 1927. Through the years, it went through re-numbering and when bought by the Port Huron & Detroit Railroad, it was No. 23. PH&D management immediately set to work restoring and upgrading the car to Amtrak-certified standards, and named it *Castleblayney*, after a small village in County Monaghan, Ireland, the town where the Duffys emigrated from in 1849.

Included in the rehabilitation was an upgrade to both sets of six-wheeled trucks to Amtrak-certified standards of 105 MPH, capable of running over any road in the country. Although it still retained non-rotating end-cap bearings, periodic inspections carried out by Amtrak personnel ensured yearly compliance. Additionally, the roundhouse crew, led by **Bruce Sawdon**, kept the car in top shape, ready to run at a moment’s notice.

After the sale of the railroad in 1984, the car was used by Mrs. Duffy who later donated it to the Gold Coast Rail Museum, in the mid 1990’s. There, *Castleblayney* languished. In the twenty plus years since, some parts have been removed and the weather has taken its toll.

Last year, the PH&DRRHS got word that PV owner **DeWitt Chapple** had bought the car from the Goldcoast Museum. He wanted to upgrade the wheel-sets for his own car, the famed *Chapel Hill* (the former PV of Marjorie Merriweather Post). Conversations with Society member **Bud Gilbert** convinced Mr. Chapple to donate the car body to the *Society*, if we would pay to transport the car from Miami to Port Huron, and swap wheel-sets.

Within a month, funding was raised through *The Castleblayney Club*, formed to solicit donations for the freight coasts. With negotiations through the special movements department of CSX completed, we were ready to go. Then we hit a brick wall. Upon a final inspection, CSX discovered the non-rotating end-cap bearings. Normally, this isn’t a problem; other railroads accept these older wheel sets, as long as they are properly serviced and inspected by the connecting lines involved in the routing. Turns out, a problem occurred with another PV owner, who didn’t properly service his car which carried NREC bearings, got permission to move his car in a CSX freight train. During the move, his bearings overheated which forced the train to stop and block the main line. The crew had to then set the car out, which took time, and resume their way. The brass at CSX got wind of that and promptly banned private cars with the older NREC bearings from in-freight movements. Over \$9000.00 had been raised, and we were dead in the water!

Well, maybe not. Member **T.J. Gaffney** suggested “Plan B”. We would try to rerouting it back to Michigan via Florida East Coast, Norfolk Southern, Canadian National and back to CSX. So far, it has taken months of careful discussion on the part of Mr. Chapple to make this a reality. As of November 15, *Castleblayney* had passed the FEC inspection process, NS had agreed to accept their inspection, and so we may be ready to go. Most recently, we’ve learned that CSX may be reconsidering moving the car straight north on a one trick move as was originally planned.

So that’s where we stand. If you are a current paid society member, you’ll be the first to know when the move is scheduled!

EVENTS:PORT HURON HOBOFEST 2009

On September 18, 19, & 20, Port Huron Hobofest 2009 came to the “wye”, at 2100 32nd Street. This was the 5th annual event in Port Huron and the first for the *Society* as hosts.

Ms. **Jo Burgette** was a masterful committee chair, and under her watch, the weekend event was seamless and well-coordinated. Friday evening, **Larry Yaek** lit the traditional “Hobo Jungle” fire, with the 2001 National Hobo King “Grandpa Dudley” and 2002 National Hobo Queen, “Mad Mary” providing the opening remarks. Saturday was warm and sunny. **Ted** and **Cindy Frantz** were crowned king and queen, spam contestants showed off their entries, **Jean Hall’s** Puzzle-Play got the kids going, and we even were rewarded some real live railroad action, courtesy of the CSX. Thanks go to CSX’s (and *Society* member) **Bob Siefert**, who manned the two-way, safe passage around the “wye” was assured. By Saturday evening, both pots of Mulligan Stew, generously provided by **Alice Rieves**, were licked clean. Coffee in tin cups, and guitars and singers rounded out the night.

Sunday offered up a marvelous morning of scrambled eggs and sausages over the fire. So come next year!



Coronation of King Ted and Queen Cindy Frantz by Nationals.



The Hobo Jungle, a busy place!



97 year-old Moses Wheeler recounts ridin’ the rails in the 30’s.



Jean Hall’s puzzle play by rolling the marker for the kids.



Spam train carved by Al Guarnieri



Protected rail action at the “Wye” from a safe distance.

ACQUISITIONS: THE PULLMAN COMPANY

While all income is being directed to the renovation of the office, private acquisitioning by members is adding to our collections. You too can help us build up our collection of railroad related collectibles and donate to the Society. We're interested in all railroads but especially those of the thumb: Detroit, Bay City & Western, Detroit, Caro & Sandusky, Pontiac, Oxford & Northern, Port Huron Southern, The Grand Trunk Western/Canadian National, The Pere Marquette/Chesapeake & Ohio/CSX, and of course our own PH&D! If you'd like to help the Society add to the collection, contact by email (WHLRYDR@aol.com) or by phone (810-984-1931). Check out these unique Pullman Company items won from the online auction site, Ebay:

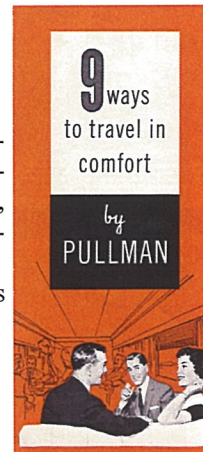
RARE S-20 (1926) PULLMAN BLANKET Winning bid: \$61.00

The PH&DRRHS acquisition team were in the right place at the right time when they picked up this ultra-rare Pullman Company blanket recently! Perhaps no single item epitomizes the Pullman experience as the blanket, which brings back fond memories from some of us older members. We can all remember slipping into a tightly-made berth between the clean linens and feeling the heavy-weight Pullman blanket.



1964 Pullman Brochure Winning bid: \$5.99

This mint brochure lists 9 possible accommodations: 1). Upper, 2). Lower, 3). Section, 4). Roomette, 5). Duplex-Roomette, 6). Bedroom, 7). Bedroom Suite, 8). Compartment, and 9). Drawing Room. Travelling by Pullman was really the "cat's meow"!



Vintage African-American I.B.P.O.E.W. ELKS Badge Winning bid: \$9.99

"I.B.P.O.E.W.", or the Improved Benevolent Protective Order of the Elks of the World, was created in 1898 in Cincinnati by B.F. Porter and Pullman porter Arthur J. Riggs, a former slave, after being denied membership in the all-white BPOE. They all merged within a decade, after the unions reached an historic agreement.

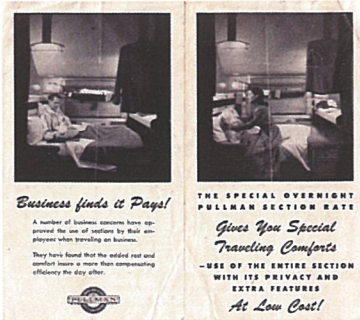
10 OZ WATER THERMOS Winning bid: \$35.00

The Pullman Company contracted with the venerable Stanley Company, makers of the Thermos brand, to provide them with these classy containers. Made with polished silver plate/stainless steel, they were placed upon linen tables in the diner and also in a private drawing room.



PULLMAN CAR BROCHURE Winning bid: \$3.50

The Pullman Company encouraged upgrades to improved accommodations. One way was to showcase the advantage of the "exclusive use of a section on your journey tonight at a small extra cost". Building and adding to our Pullman Collection will educate future visitors about the glory days of railroad travel across our nation.



1936 11x14 GEORGE Magazine Ad Winning bid: \$9.99

There is a huge amount of very collectible material on the men and women who worked for the Pullman Company as attendants, porters, and dining car crews.

DBC&WRR/DC&S CLUB NEWS

The Detroit Bay City & Western Railroad, or "The Handy Line", was the predecessor of the PH&D. It has an incredible history and a loyal following, who also recognizes the Detroit, Caro & Sandusky Railroad, organized after the DBC&W was dissolved in 1923. Periodically, the group meets up in Caro in an attorney's office basement. The room is well-furnished and perfect for meetings. A set of wall panels display historical photographs, as well as aerial images which are connected horizontally, showing the right-of-way east from Bay City to Sandusky, outlined in red ink.

On October 24th, the boys scheduled a picnic at the PH&D "we". Bill Rauli and Sandy Duffy met and "tailgated" that morning with a Coleman stove which kept a pot of coffee going. One of their members brought out a box full of Mancino's variety pack of sandwiches, while we watched the yard action, courtesy of the CN. Additionally, the club donated a vintage charcoal grill and cooler to which we are grateful!

We look forward to collaborating more with this fine group in the future. I



May 2, 2009 ~ DBC&W Spring Meeting, Caro



October 24, 2009 ~ DBC&W Picnic

HUBERT O. SMITH 1912-2009



Hubert Smith took his final departure and left the station this past November, at the ripe age of 97 years young. He was known as the foremost history man of Marine City. He's shown here discussing the two lanterns he donated to the Society last year, which were the first items ever donated. We'll remember him with great fondness, a man who was truly indefatigable!



Bill Rauli with track tools.

DONATIONS: RAULI & WURZELS

While we are in the early stages of restoration, we are always excited when folks come by with donations of railroad history!

Items from any thumb area railroad, especially the Port Huron Southern, the Detroit, Bay City & Western, the Detroit, Caro & Sandusky, the Pere Marquette/Chesapeake & Ohio, the Grand Trunk Western/Canadian National, the Pontiac, Oxford & Northern, and Pullman Company artifacts. And don't forget the PH&DRR!

Member Bill Rauli (left) donated some track gang tools recently. And during the 2009 Hobofest, grand-daughters (right) of Al Wurzel came by with a nifty photo of Al on board engine #51, and presented the Society with two lanterns he used on the PH&D! Do you have items you'd like to donate?



Brakeman Al Wurzel's granddaughters with lanterns.

PH	PORT HURON and DETROIT RAILROAD CO.
	- St. Clair Blue Water Route -
D	PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY
MEMBERSHIP CARD	
NAME: _____	
JOINED: _____ MO _____ YR	
PRESIDENT: _____	

New regulations regarding access to U.S. rail yards are in effect, administered by the U.S. Department of Homeland Security, and subject to local enforcement agencies. Accordingly, those with PH&DRRHS membership cards must stay on the west half of the "wye" parking area (PH&DRRHS property) and be able to present their cards to authorized personnel from either CSX, CN, or St. Clair County Sheriffs, if requested.

The purpose of
The Port Huron & Detroit Railroad Historical Society is:

To collect, archive, preserve, and present, all for the education of the community, historical documents, photographs, drawings, artifacts and equipment relating to The Port Huron & Detroit Railroad Company and its predecessors, The Port Huron Southern Railway and The Detroit Bay City & Western Railroad;

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.

JOIN NOW AND GET ONBOARD!

The Port Huron & Detroit Railroad needs your talent. There is so much to be done, especially at these beginning stages.

We need you to help out committees, contribute your time with hands on restoration projects, and be on board at this early, critical stage.

Membership, publicity, web design, resource development, restoring the office, and acquisitions, are just a few of the areas that you can help out with.

You'll get 4 nifty newsletters, and a chance to be a part of creating the area's first railroad transportation museum complex!

For a membership application, contact:

**BOARD of DIRECTORS
2009-10**

- George Y. Duffy, Jr.**
- Ted Frantz**
- Thomas Grambau**
- Joseph Mericka**
- Bruce Sawdon**
- Earl Shoulders**
- James Watson**

<p>OLD PHOTOS? WE'LL SCAN & RETURN! EMAIL WHLRYDR@aol.com or CALL 810-984-1931</p>	<p>GET OTHERS ON THE MAILING LIST! EMAIL Grambau.com or CALL</p>
--	--