

# THE MARKER LIGHT

NUMBER 6

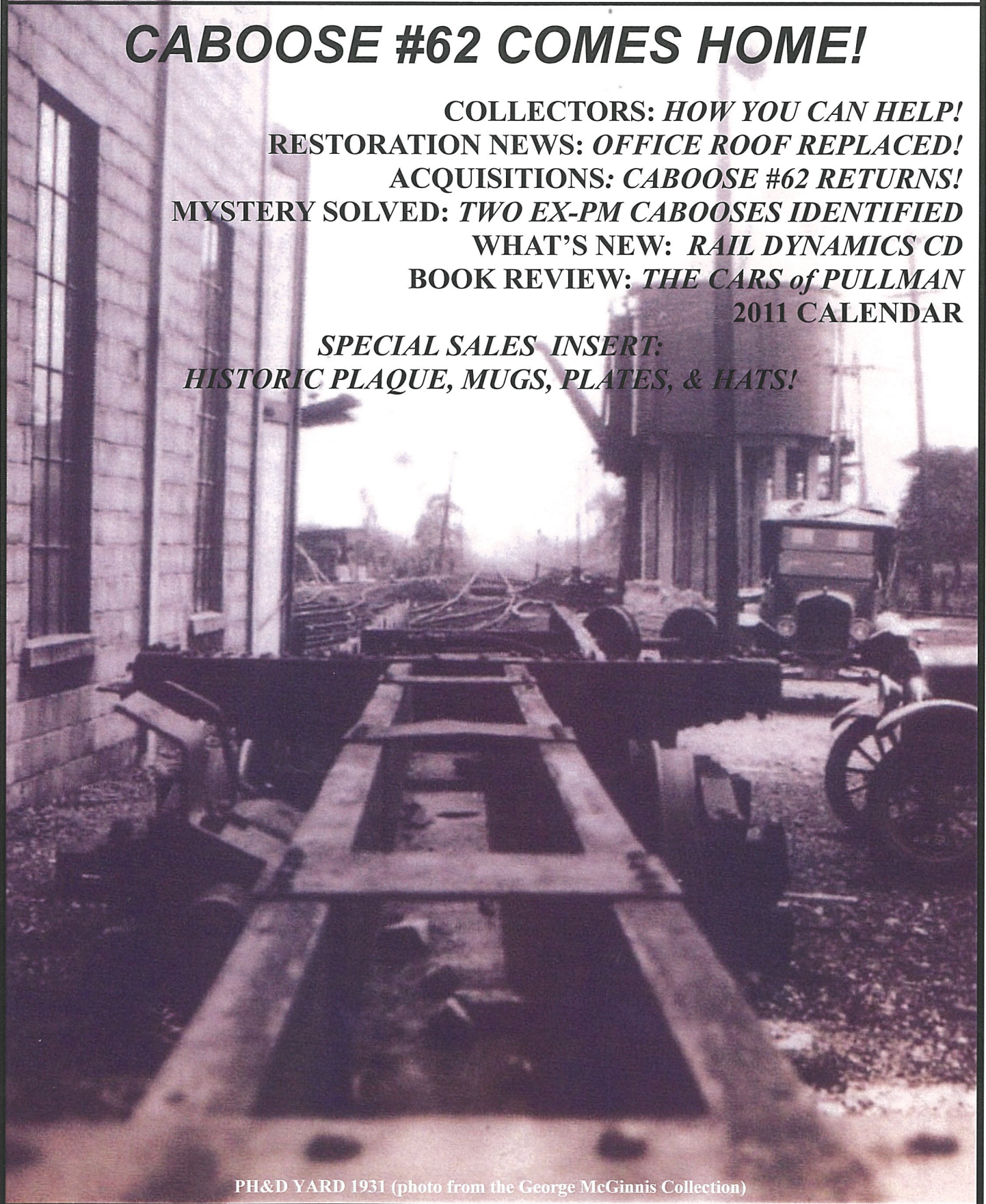
THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

SPRING 2011

## ***CABOOSE #62 COMES HOME!***

***COLLECTORS: HOW YOU CAN HELP!***  
***RESTORATION NEWS: OFFICE ROOF REPLACED!***  
***ACQUISITIONS: CABOOSE #62 RETURNS!***  
***MYSTERY SOLVED: TWO EX-PM CABOOSES IDENTIFIED***  
***WHAT'S NEW: RAIL DYNAMICS CD***  
***BOOK REVIEW: THE CARS of PULLMAN***  
***2011 CALENDAR***

***SPECIAL SALES INSERT:***  
***HISTORIC PLAQUE, MUGS, PLATES, & HATS!***



PH&D YARD 1931 (photo from the George McGinnis Collection)

**COVER:** A stripped frame rests alongside the roundhouse in this view looking south. Note the double water plugs. The coal chute from the large coal tipple is just visible on the edge of the tall roundhouse door.

**PG. 2:** From Where I Sit;

**PG. 3:** COLLECTORS CORNER: How you can help

**PG. 4:** RESORATION NEWS: A New Roof!

**PG. 5:** ACQUISITIONS: PH&D Caboose # 62

**PG. 6:** FROM THE ARCHIVES: PM Cabooses Identified!

**PG. 7:** WHAT'S NEW: Rail Dynamics CD; **BOOK REVIEW:** The Cars of Pullman

**PG. 8:** 2011 CALENDAR of EVENTS; Join!; Purpose; Board of Directors



**FROM WHERE I SIT**

Dear Friends of the PH&D,

By now you may have heard of the sad fate of the business car *Castleblayney*. While all the details aren't to be revealed, what we do know is that much effort and money was spent by owner DeWitt Chapple to rehabilitate the car so that it could travel. Numerous inspections were made, Amtrak certifications obtained, and local donations were raised to pay for the estimated \$9000 freight charges to get it to Michigan from Florida. If it weren't for one jerk's ineptness and ignorance, we could have saved this historic car.

*Castleblayney* was equipped with the older non-rotating open end bearings and, properly serviced and maintained, functioned with perfect safety. Someone tried to move a private car similarly equipped without properly servicing these bearings. As a result, his car's bearings overheated which caused the CSX train hauling the car to stop, blocking the main line, to set the car off. Top management found out and immediately put a stop to all similarly-equipped PVs. We were literally within a day of moving our car.

DeWitt made numerous requests to CSX and even had the AARPCO (Association of Rail Passenger Car Owners) ask for a variance but to no avail.

There isn't much to say or comment upon at this point. Obviously we are all disheartened that we couldn't save our car. That it was the Chesapeake and Ohio's first heavyweight Pullman business car didn't seem to matter to those who could have allowed the move.

We used the funds raised for the move to purchase and move our original bay-window caboose recently and that, at least, is some solace.

Sandy Duffy, Editor



## COLLECTORS CORNER: HOW YOU CAN HELP

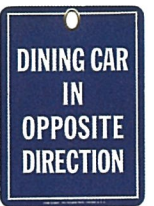
The PH&DRRHS is your local railroad transportation museum dedicated to preserve local railroad history. Although we aren't quite ready to accept artifacts or material, we would like to encourage you to keep your eyes open for items we might need in the future. Here are some examples of railroad-related material we will be interested in, once we're ready:

### 1). Magazines

Scholars and students of local railroad history often look for references when researching. Having a library containing railroad magazines from the past would be a valuable resource. Some of the magazines we are looking for are: *Railway Age*, *Railroad Magazine*, *Northwestern Newliner*, *The Railroad Trainman*, *Ties* (Southern Railway magazine), *Chesapeake & Ohio Lines*, *Nickel Plate Road Magazine*, *Railway Progress*, *The Short Line*, *Midwest Rail Magazine*, *Passenger Train Journal*, *Railpace Magazine*, *Locomotive Firemen & Enginemen*, *Chesapeake & Ohio Historical Magazine*, *Baldwin Locomotives*, *The Railway Clerk Magazine*, *The Railroad Enthusiast*, *Locomotive Engineers Journal*, *Trains and Travel*, *Baltimore and Ohio Magazine*, *Railway Journal Magazine*, *Train Collectors Quarterly*, *Locomotive and Railway Preservation Magazine*, *NMRA Bulletin*, *Private Varnish* (AAPRCO), *Rail Classics Magazine*, *Trains*, *Classic Trains*, railroad books, maps, car diagrams, scrapbooks.

### 2). Pullman items

Collecting Pullman Car Company items continues to grow in popularity. We'd like to see Pullman-marked items available for sale in our gift shop. Some of these include: wooden hangers, dining car no smoking signs, playing cards, towels, dining ware (utensils, plates, table-cloths), menus, and employee items, such as badges, pins, and especially Pullman porter/attendant memorabilia.



### 3). Local rail items

Port Huron and the surrounding area was a huge center for a number of railroads. In addition to the PH&DRR, we have the Grand Trunk Western, the Pere Marquette, the Chesapeake & Ohio Railroad, the Michigan Central, the Detroit Bay City & Western, the Detroit Caro & Sandusky, the Pontiac, Oxford & Northern, as well as the Canadian National. Many local families had relatives, grandparents, who worked for these lines. If you have items you'd like to donate with a family connection, we'd like to help you honor them. For example, if you have a lantern with a vintage picture of your relative working on the railroad, we'd like to create a display. We're also looking for timetables, track tools (jacks, spike mallets, rail & tie tongs, lining and claw bars), date nails, and switch keys/locks, maps, and blueprints.

### 4). Books

We'll need rail books to build a library. Students and researchers need these references to aid their projects. In time, we'd like to see the PH&DRRHS library contain the largest railroad-related reference library in the mid-west. Books include: *The Car & Locomotive Cyclopedias*, *Pullman-Standard Library* (all volumes), *Train Shed Cyclopedias*, train & car operating/maintenance manuals, all Beebe and Clegg volumes, *Locomotive Quarterly*, rail books by Ball, as well as locomotive and passenger car maintenance manuals.

### 5). Photographs

Slides, photographs, and collections. Somewhere, sometime, folks took shots of trains. The PH&DRR ran a number of railfan trips in the 1950's and 1960's. Let's start digging through those old scrapbooks and see what you have. Vintage originals would be nice. We can copy as well!



Brand new roof trusses next to the office await placement as the crane pulls off sections of the old roof.

**RESTORATION NEWS: A NEW ROOF!**

Certainly, the biggest news to report is the roof replacement of the west wing of the office. Due to the generous loan made by **Bruce and Joyce Sawdon**, work began on Friday, December 17th to remove the old and deteriorating roof which dates back to the early part of the last century. Records indicate that the structure was built in 1920.

The new roof will put an end to the water damage and seal the building so that we can address a gradual interior restoration. Stripping away damaged walls and ceiling had already begun. Efforts by volunteers, members of the board, and interested railfans have helped immensely. We sure do appreciate any help we can get.

As of this printing, the Blue Water Modelers Club has indicated an interest in renting a room on the west portion for their meetings.

If you would like to join with us, our Saturday restoration sessions begin in April. Bring a pair of gloves and get in on some real "hands-on" experience! You too can take part in bringing our historical office back to life!



**ACQUISITIONS: PH&D CABOOSE #62**

As the hope of acquiring the PH&D private car *Castleblayney* faded last fall, the Board of Directors turned to "option B", having learned that one of the road's former steel bay-window cabooses was for sale. After negotiations with the Walled Lake Dinner Train owner, a deal was agreed upon, a check was cut, and we set up the means to transport the car to Port Huron. Delivery day was Saturday, October 2nd. With the help of board members and interested onlookers, rails and ties were laid, and the car was eased onto its resting spot.

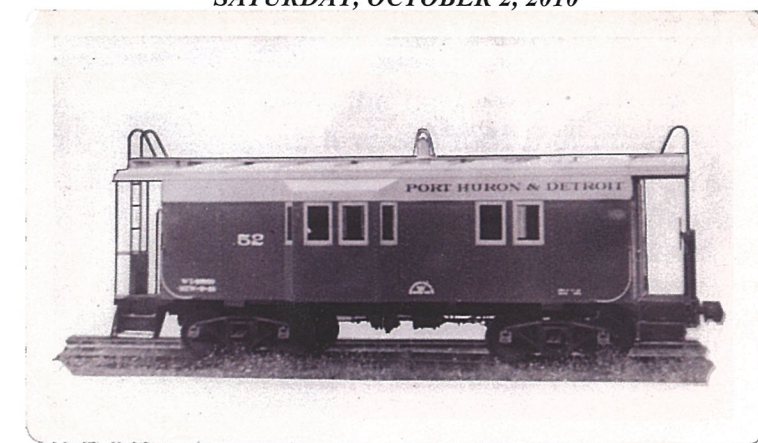
Best of all, Kay Duffy Houghton was on hand to "bless" the event. She was even quoted by the local paper as wanting to get started on the repainting!

Having an actual piece of rolling stock among the "assets" of the PH&DRR Historical Society allows access to grants that were previously unavailable.

The PH&D was one of the first Michigan railroads to obtain a steel bay-window caboose. Delivered in September 1948 and numbered #52, it was part of a pair, the other caboose numbered #51.



SATURDAY, OCTOBER 2, 2010

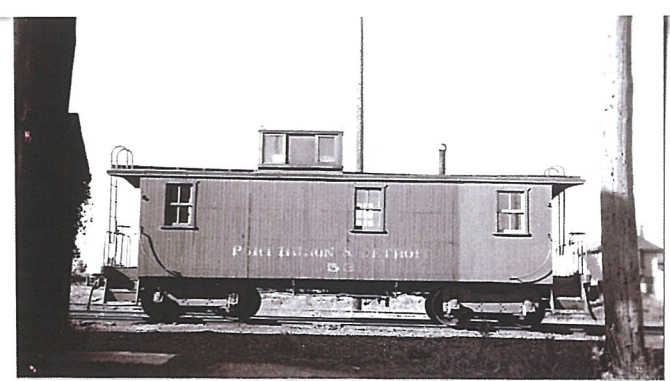


FROM THE ARCHIVES: EX-PM Cabooses Identified!

The clues were all there. It just took some deeper scrutiny to make the diagnosis. Thanks to rail photo collector John La Rue Jr. and documents "liberated" by G.Y. Duffy, Jr. during the final days of the PH&D, we can now positively identify the two ex-PM cabooses, which used to sit on the east leg of the "wye".

Handwritten note dated 9/17/47, signed "George Duffy", discussing a caboose and its condition.

- Condition of PM Caboose:
1. Two window sashes have to be removed.
2. Three draft irons cranked on inside- will have to be welded (electric)
3. Six body bolts will have to be tightened.
4. Two body bearings are loose- will have to be replaced.
5. Side sheeting - 7 feet rotted and will have to be replaced.
6. Caboose will have to be painted and restenciled.
7. Muzzing Gear in fairly good condition.
8. Wills in good condition.
9. Wheels in good shape.
10. Frame in fairly good shape.
11. This caboose was rebuilt in 1924; repaired in 1950



Here's the shot that helped identify both cabooses: The 7' of side sheeting indicated in Boyd's note 5, is clearly visible. The older style trucks and the window placement date this car as PM #A-429. Renumbered PH&D #53, it's resting next to the office, 08/31/1947.

Initialed by GM George Duffy, this note indicates interest in a PM caboose.

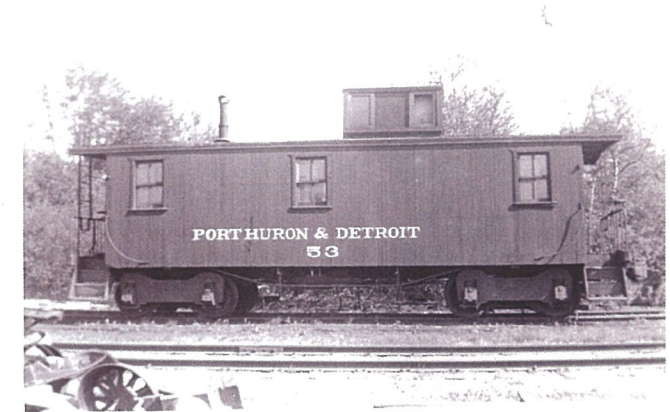
Superintendent Bill Boyd is sent to Flint and types his inspection of PM #A-429.

Typed letter from C&O Super Cronk to GM Duffy dated November 4, 1917.

Typed letter from VP/GM and older brother James Duffy to GM Duffy dated November 4, 1917.

C&O Super Cronk's letter of November 4 to GM Duffy is replied to on the same day by VP/GM and older brother James Duffy who sends a Purchase order for two cabooses.

And finally, we have PM #A-469, re-numbered PH&D #54 in this shot, by E. Kahn on August 31, 1947, from the John La Rue Collection. This shot, taken from the "B" (or brake) end, shows a caboose with journal doors and a Santa Fe style window placement. It's still in active service, although the new steel bay-window versions are soon to be delivered in another two weeks. Management squeezed the life out of its equipment whether caboose or engine and reflected a parsimony that was evidence of the senior patrician, James E. Duffy, who was still Chairman in 1947, at the age of 80.



Seven years later, on 05/19/1954, PH&D #53 is spotted near the roundhouse. It's been re-stenciled and still serviceable, even at the ripe age of 30 years!



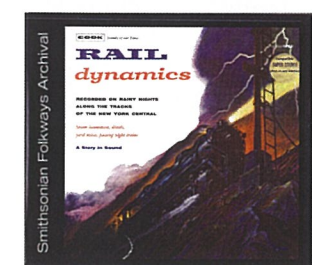
WHAT'S NEW: RAIL dynamics



Back in the early 1950's, my dad picked up this album of railroad sounds. Of course being a 6 year old kid, I thought it was pretty cool. Here were actual recordings made along the classy New York Central tracks! The liner notes from the original album indicate that the location was along the tracks near Peekskill.

This exceptional recording was made by an audio engineer named Emory Cook in 1950. He believed that two microphones placed 7 inches apart picked up sounds duplicating the human ears and he called this binaural sound, which differed from stereophonic. His reproduction studio was Cook Laboratories in Stamford, Connecticut. The album was released in 1952.

On the first side we hear sounds from the station: commuter trains stop and continue on to New York City; one train screeches to a stop then pulls out; baggage wagons clatter past upon the platform; passengers disembark and we hear seats being reversed for the return trip; the train departs behind a chuffing steam engine; another train approaches and passes at high speed, as freight wheels clatter over joints; a train pulls in, stops, releases brakes, and leaves; a fast freight approaches from the distance, its whistle warns from a distance; an announcer at the station lists the train numbers and connections; a long freight clatters by; and all this on just one side!



Side two is even better. A whistle blast and a passing engine with its bell goes by; a steam engine starts slow, echoing off nearby buildings and we find ourselves inside a Pullman car, listening to the rhythmic sounds of classic train travel complete with distant chuffing and clickity-clacks. Gradually the train begins to slow and we can hear the head end faintly chuffing as it pulls to a stop. We hear a long freight approach, its two long, one short, one long whistle greets in the distant darkness, and rushes past. Steam vents announce our slow departure back out on the main line, as we pick up speed. We are back at speed again, rail joints in rhythm. You can almost feel the motion of the car. We cross occasional bridges, hear the crossing bells, as the train continues its journey. Gradually, we begin to slow and hear the head end in the distance, working to bring us toward our destination. The majority of side two is this great train ride. Fortunately for us, the original masters from Emory Cook were donated to the Smithsonian after his death in 2002 and this new CD is crisp and clean. Typing in Rail Dynamics will take you to Smithsonian Folkways. You can order this on line for \$16.98 plus S&H.

BOOK REVIEW: The Cars of PULLMAN

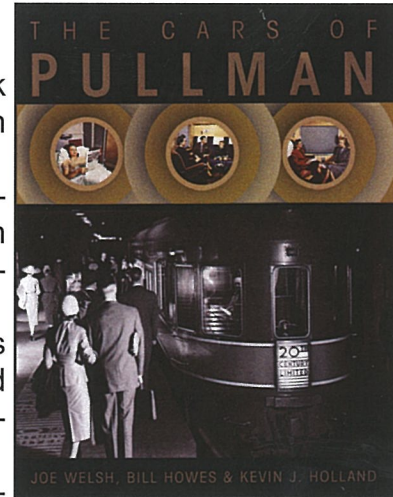
Brand new from Voyageur Press comes this beautiful new book covering the cars of the Pullman Company, starting from the wooden era all the way up to 1968 when the company folded.

The book contains 100's of sumptuous photographs of diagrams, sales advertisements, interior shots, 3/4 shots, and end of train views. The authors also discuss in depth the changes and improvements made with various floor plans, and when they were introduced.

If you loved travelling by Pullman, or ever wanted to, this is your book. One section even goes into how the cars were distributed to railroads and how that system worked. It was a model of military-like efficiency.

Chapters begin with an overview, the Wood-Car era (1867-1910), the Standard Steel era (1910-1932), the Prewar Lightweight cars (1932-1943) and finishes with the Postwar cars (1945-1968).

The authors went into considerable detail and spent much effort to bring a better understanding on how the company operated. Overall, it's a wonderful addition covering this venerable company.



**2011 EVENTS CALENDAR**

May	12	Board Meeting	(PH&D office 6:00PM)
June	9	Board/Membership Meeting	(PH&D office 6:00PM)
	11	Spring Picnic	(PH&D "WYE" 11:00-4:00)
July	14	Board Meeting	(PH&D office 6:00PM)
August	13	Board/Membership meeting	(PH&D office 6:00PM)
Sept	8	Board Meeting	(PH&D office 6:00PM)
Oct	15	Board/Membership meeting	(TBA 6:00PM)
Nov	10	Board Meeting	(TBA 6:00PM)
Dec	11	X-Mas Special	(Quay Street Brewing Co Noon-3)

**SATURDAY RESTORATION AT THE WYE**  
 9AM-NOON, 2nd & 4th Saturdays. May - August  
 Then Sept 17th, October 1 & 15, Nov 5 & 19.

**PH** PORT HURON and DETROIT RAILROAD CO.  
 - St. Clair Blue Water Route -

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**D** PORT HURON & DETROIT RAILROAD  
 HISTORICAL SOCIETY

**MEMBERSHIP CARD**

NAME: \_\_\_\_\_

JOINED: \_\_\_\_\_ MO \_\_\_\_\_ YR

PRESIDENT: \_\_\_\_\_

Regulations covering 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 "wve" parking area (PH&DRRHS property) and be able to present their cards to authorized personnel from either CSX, CN, or St. Clair County Sheriffs officers, 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, as well as the Grand Trunk Western/Canadian National, the Pere Marquette/Chesapeake and Ohio/CSX.*

*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.*

**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, lawn mowing, 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!

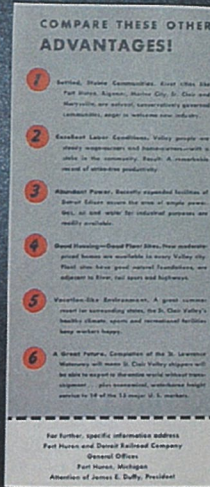
**BOARD of DIRECTORS  
 2010-11**

- B. Scott Beedon**
- Thomas Boswell**
- George Y. Duffy, Jr.**
- Ted Frantz**
- Thomas Grambau**
- Bruce Sawdon**
- Ken Schramm**
- Earl Shoulders**

**OLD PHOTOS? WE'LL SCAN & RETURN!**  
 EMAIL [WHLRYDR@aol.com](mailto:WHLRYDR@aol.com) or  
 CALL 810-984-1931

**GET OTHERS ON THE MAILING LIST!**  
 EMAIL [tom.grambau.trw.com](mailto:tom.grambau.trw.com)

# PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY



Caboose # 52 returned home to Port Huron & Detroit Railroad on October 2, 2010. This caboose was originally ordered in 1947 and delivered in 1948 to the PH&D yard in Port Huron, Michigan by the International Railway Car & Equipment Company.

These Marketing brochures were recovered from a walk-in vault in the PH&D Office building that had not been entered for some 20 + years by Grace Paterson who worked for PH&D for 37 years and remembered the combination and opened the vault door on the first try.

MATTED & FRAMED VINTAGE BROCHURES and CABOOSE #62 ARRIVAL PLAQUE

## LIMITED NUMBERED EDITION

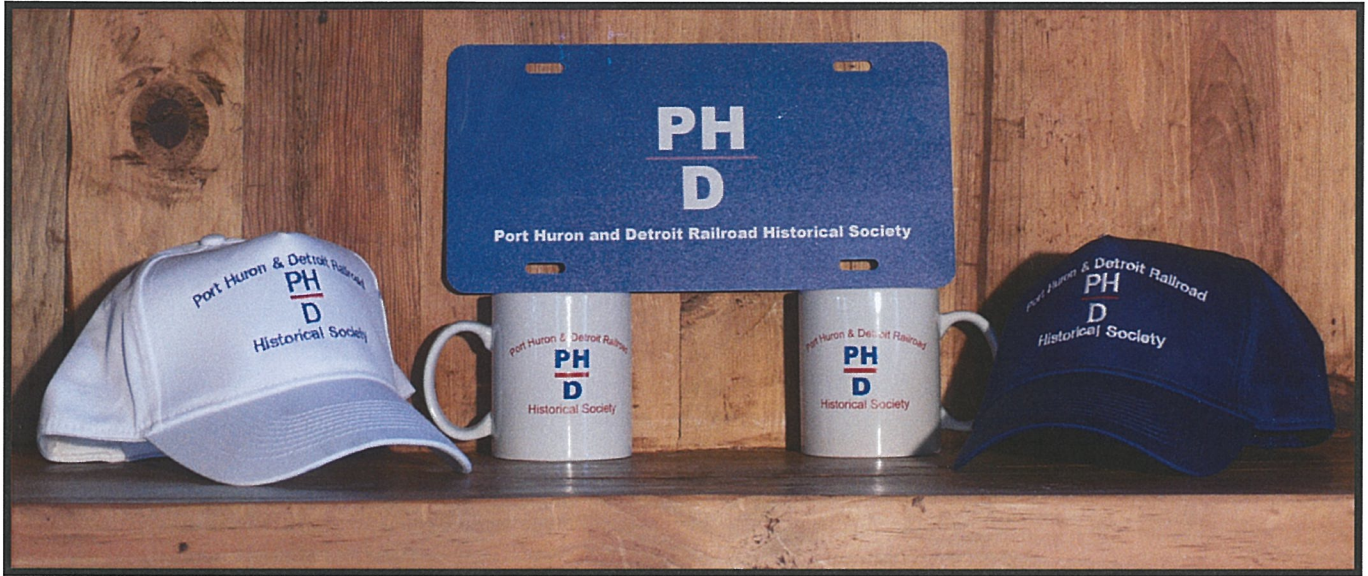
ONLY FIFTY (50) PLAQUES AUTHORIZED & AVAILABLE

VINTAGE PH&DRR BROCHURES CA. 1950  
NEVER RELEASED FOR DISTRIBUTION

PLAQUE COMMEMORATES CABOOSE #62 (#52)  
RETURNED IN 2010

A DISTINCTIVE PIECE OF PH&DRR HISTORY

**\$200 plus S&H**



**PORT HURON & DETROIT RAILROAD  
HISTORICAL SOCIETY PRESENTS  
EXCELLENT SOCIETY ITEMS!**

**CUSTOM-EMBROIDERED HAT: \$15.00  
(Specify Blue or White)**

**CLASSICALLY-IMPRINTED MUG: \$7.00**

**PROFESSIONALLY-STAMPED  
LICENSE PLATE: \$12.00**

ITEM:	QTY	PRICE
HAT	\$15 X _____ :	\$ _____
MUG	\$ 7 X _____ :	\$ _____
PLATE	\$12 X _____ :	\$ _____
PLAQUE	\$200X _____ :	\$ _____

TOTAL \$ \_\_\_\_\_

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

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PLEASE MAIL COMPLETED FORM & CHECK TO: PH&DRRHS P. O. BOX 217, MARYSVILLE, MI 48040