

# THE MARKER LIGHT

NUMBER 7

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

SUMMER 2011

## ***PART I: THE 40' PS-1 STEEL BOXCARS of the PH&D***

*By Dennis Klymko*

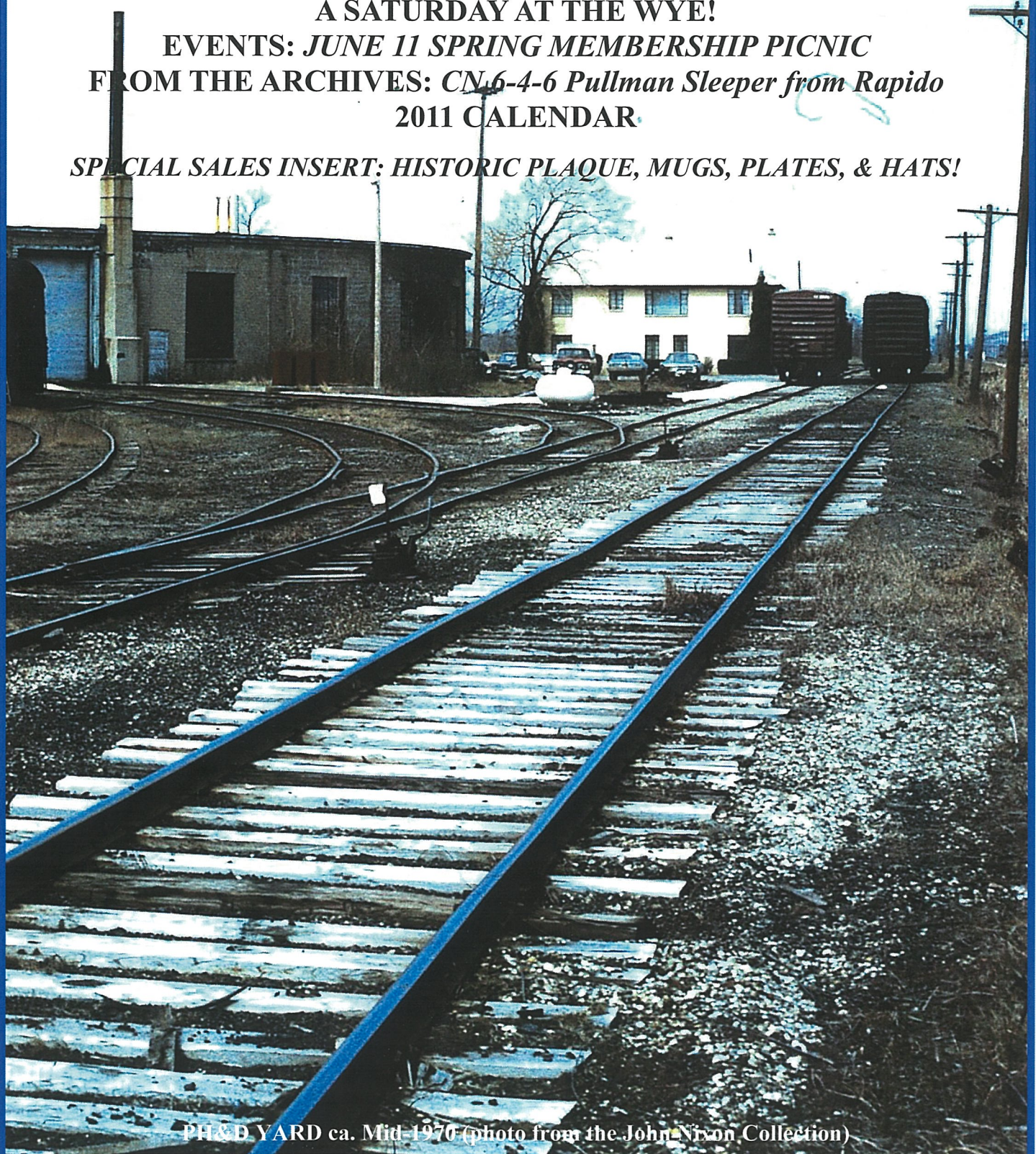
**A SATURDAY AT THE WYE!**

**EVENTS: *JUNE 11 SPRING MEMBERSHIP PICNIC***

**FROM THE ARCHIVES: *CN 6-4-6 Pullman Sleeper from Rapido***

**2011 CALENDAR**

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



PH&D YARD ca. Mid-1970 (photo from the John Nixon Collection)

**COVER:** Those sharp curves to the passing siding sent train crews up into the west yard. The classic and venerable Alcos, then nearly 40 years old, functioned perfectly as switchers and road units to the delight of visiting rail fans.

**PG. 2: From Where I Sit; Saturday At the Wye**

**PG. 3: EVENTS: Spring Meet, June 11**

**PG. 4: THE 40 FOOT PS-1 STEEL BOX CARS OF THE PH&D** by Dennis Klymko

**PG. 5: (Cont.)**

**PG. 6: FROM THE ARCHIVES: The CN 6-4-6 Sleeper 501 from Rapido Trains**

**PG. 7: (Cont.)**

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



Dear Friends of the PH&D,  
It's been a busy time out here at the "Wye". The gang has been busy sprucing up the office, installing more windows, applying fresh paint to the window frames, ripping out damaged ceiling panels and tiles, and carting out hundreds of pounds of debris. It's a slow, painstaking job, but every hour we do these little things means progress. Please come on out and get involved and you'll become part of our team!

**FROM WHERE I SIT**

We still have a limited number of hats and mugs. Get them while we still have them in stock as the designs likely will change with the next orders. That makes our current inventory collector's items. The coffee mugs are especially well made, and you can bet that, in the future, you'll not want to be missing "The First Mug" in the PH&D Collection.

See YOU at the "Wye"!

Sandy Duffy, Editor

**SATURDAY AT THE WYE**

Only a few Saturdays remain until Old Man Winter takes over for you to come out and help. It's a great way to meet and greet other Michigan railroad fans and put in some mild manual labor (sweat equity) to help us prepare our office headquarters for cold weather.



(L2R) Charles Warsinski, Jack Allison, Chuck Grambau, Earl Shoulders, Bruce Sawdon, Ted Frantz, and Tom Grambau.



Charlie, Tom, and Dave Schultz hacking away.



Ted Frantz applying fresh green.

**EVENTS: JUNE 11 SPRING MEMBERSHIP PICNIC**

Cindy Frantz had the office landscaping looking sharp for rail fans and visitors for our annual Spring Meet at the Wye this past June. The Board Members provided excellent Koegel Brats on the BBQ and conducted tours inside the former offices of the famed shortline. PH&DRR Caboose #62 was looking good and everyone enjoyed a hands-on experience climbing on board.



Looking good, thanks to Cindy Frantz!



The ladies are railfans too!



Ted Frantz draws a winner as Board Members Earl Shoulders & Bruce Sawdon look on.



Classics: C&O's Orville Swick, PH&D's Bruce Sawdon & former Pullman porter Moses Wheeler talk of the old days.



Board members Scott Beedon, Earl Shoulders, and Tom Boswell discuss how to swing a lantern properly.



Rail fans pose with the real thing.

**THE FORTY FOOT PS-1 STEEL BOX CARS OF THE PH&DRR by Dennis Klymko**  
*Dennis Klymko was the owner of Blue Water Hobbies which served the model railroad hobbyist in the area for many years. We are very grateful for his research and analysis of the history of this important example of a PH&D steel panel freight car.*

As with many railroads from Class One to shortline, the forty-foot boxcar has been their workhorse. The Port Huron & Detroit Railroad was no exception, with its wooden Mather boxcars of the mid 1930's to the colorful blue PS-1 boxcars of the 1960's. This era ended for the PH&D when it obtained its last series of fifty-foot boxcars in the late 1970's. This article will deal with the PH&D's forty-foot PS-1 steel boxcars and give some insight as to their origin.

There has been much discussion as to when these blue boxcars appeared on the railroad scene. Build dates for these cars, applied to the lower right hand corner, show them as being built in November of 1947 ("11-47"), December 1947 ("12-47"), and April 1948 ("4/48"). However, the PH&D did not own any steel-sided boxcars at this time in its history. The PH&D still has 60 wooden, outside-braced Mather cars in their possession in 1949. The stylish blue forty-foot steel boxcars did not make their appearance on the PH&D property until March 1962 through 1963.



These cars were built by the Pullman-Standard Car Company in 1947 and 1948 to their early standard design of welded sides and 4/5 end panels. However, the PH&D did not acquire these cars directly from Pullman-Standard. The cars, 400 total, were obtained second hand with a lease from the United States Railway Equipment Company out of Chicago, Illinois. Their logo, a map of the continental United States, is located between the second and third ladder rungs on the far right side of the car. These were the first cars to carry the famous "St. Clair Blue Water Route" slogan and the large P H over D logo separated by a short red stripe. This color scheme was designed by W.B. Ford Design Associates from Detroit.

All 400 steel boxcars carried an AAR (American Association of Railroads) designation "XM" which means an enclosed car (protected from the weather) for general service. The PH&D cars were divided into two number series: #1001 to #1277 and #1278 to #1400. There was a difference between the two. The first series had an inside height of 10 feet and a smaller cubic foot capacity of 3715. The second series had an inside height of 10 feet 6 inches and a larger capacity of 3903 cubic feet. The difference in height is not so noticeable unless both are coupled together.

All PH&D cars in both series had the 10-panel welded sides and were of the 60 ton capacity ("CAPY 120000"). The car ends were typical of PS-1 boxcars produced in 1947-1948 with flat ends just under the roof walk overhang. After 1949, this area showed six extruded rectangles used as stiffeners. Also, the end panels were made in two pieces that were riveted together between the 4/5 end ribs. This changed in the mid-1950's where later PS-1 production showed a welded seam. The end grab iron on the left for the early production PS-1's was attached to the end rib on one side and to a single strap on the other. The end ladder was straight without the offset of the bottom two rungs.

The doors of all PH&D boxcars were most likely the 7-panel seven foot Superior door. However, some cars may have had seven foot Youngstown doors as replacements due to damage or repair. If you compare pictures of two PH&D cars from each series, you will notice that the top panel of the earlier 10 foot height car's Superior door is noticeably shorter, by 6"!

So who was the original owner of the early PS-1 boxcars refurbished for the PH&D? Of all original owners of PS-1 40 foot single door boxcars, there were 10,000 cars produced with seven foot doors. This leaves 15 railroads as candidates. Of these 15, only 4 had cars built before 1950 with 7-panel Superior doors. However, the Nickel Plate road, being one of these, had cars with 12-panel welded sides instead of the 10-panel that the PH&D leased. This narrowed the field of candi-

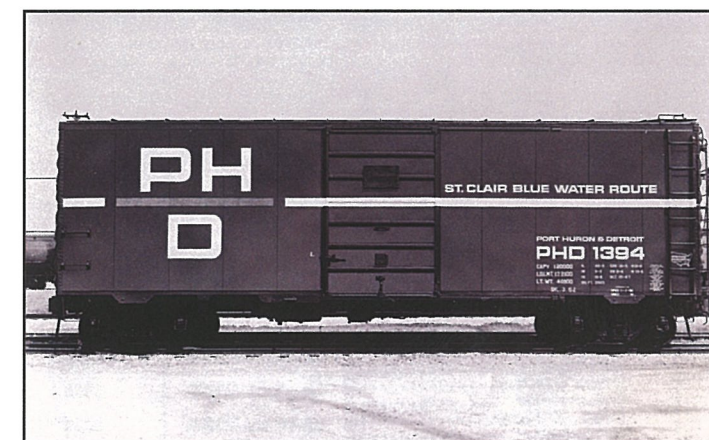
dates to three railroads: The Boston and Maine (#74000 to #74499), Lehigh Valley (#62000 to #62499), and the New Haven (#33500 to #33999, #34000 to 34999, #35000 to 35999). Of these railroads, only the New Haven boxcars had a capacity of 120000 pounds and matching build dates. Also, the New Haven car series of #35000 to #35999 is the only string to have an inside height of 10 foot even. It is therefore easy to conclude that the PH&D boxcars were most likely refurbished ex-New Haven early PS-1 boxcars.

These PH&D cars saw service well into the late 1960's but were quickly gone by the early 1970's. So ended the reign of the forty-foot boxcar of the Port Huron & Detroit Railroad.

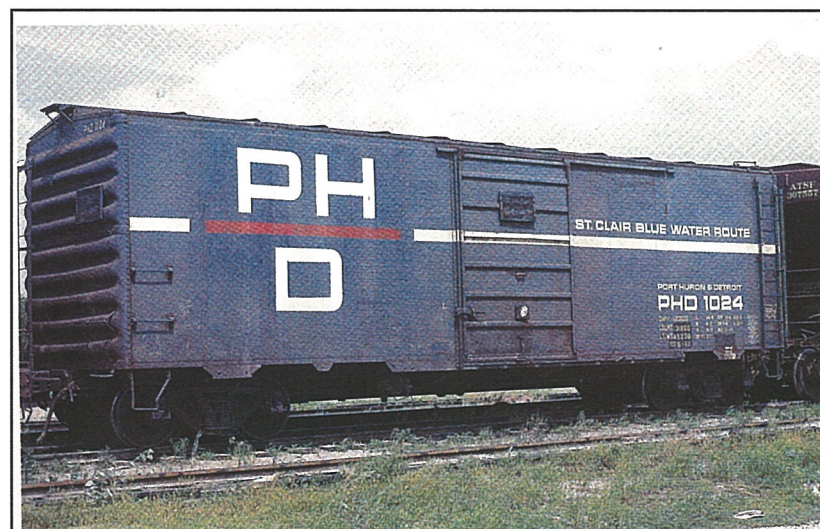
Sometimes these 40' PH&DRR steel box cars appear on Ebay. Be sure to snatch one up if and when it appears!



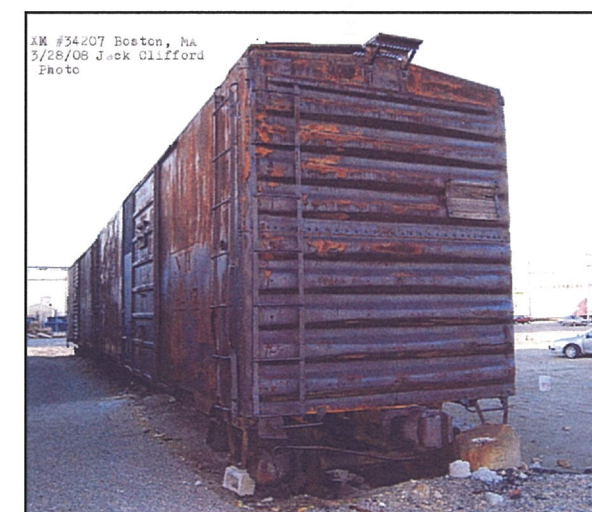
*First series (1001-1277), 277 cars. Inside height 10'. Vice-President of sales Frederick Soini stands in front, called to the Chrysler receiving dock to investigate the damage beneath the ladder. Build date is "4/48". Rebuilt 1962. (photo: Duffy Collection)*



*Second series (1278-1400), 128 cars. Inside height 10'6". Compare top fuller height door panel with picture on left. This shot taken at the 32nd Street yard office. Built 12/47. Rebuilt 3/1962 (photo: Duffy Collection)*



*Here's a beautiful color shot which shows the smaller top door panel of the First Series 10' high cars, capacity of 3715 cubic feet. (photo CLASSIC FREIGHT CARS VOL 7 Henry Maywald Collection)*



*The 5/5 PS-1 End, on NH #34207, an early version with riveted top panel. The XM designation allowed loading of general commodities not governed by restrictions. (photo: D. Klymko/J. Clifford)*

Don't miss Part Two in the Winter issue, **THE PH&D 40' BOXCAR IN HO SCALE!**

**FROM THE ARCHIVES: The Canadian National 6-4-6 Sleeper #501 by Rapido Trains**

By George Duffy, Jr.



Here's a bit of history that will surely interest you GTW fans. Rapido Trains, as their web site states, "...is a high-end manufacturer of model trains and accessories in both HO and N scales. Our aim is to recreate the entire rail travel experience, from fully-detailed interiors and underframe equipment on our trains to fully-wired telephone poles for your model railroad."

As a fan of the olive and black CN/GTW color scheme, which appeared in the spring of 1954 and lasted until the early

1960's, I was excited to learn about Rapido's planned release of a Pullman sleeper that ran between Port Huron and Chicago. The Rapido web site further offers a roster of these Canadian-bought USA-assigned 6-4-6 Pullman sleepers, assigned to trains 5 and 6. Something else caught my eye: included in this roster, past the car names Greenbush and Greenfield and Train no's 5 & 6, were Run Numbers "501" and "601". These refer to the sleeping car numbers assigned to this car between Port Huron and Chicago. "501" was west-bound and changed to "601" going east. "501" seemed familiar. I knew I had seen it somewhere before.

**PULLMAN - OPERATED AIR CONDITIONED EQUIPMENT**

Cars are C.N. owned, leased to Pullman, and air conditioning is Electro-mechanical, unless otherwise indicated.

Name of Car	Capacity	Pullman Line No.	Trains Nos.	Run No.	Between	And
Green Bush.....	6S-6Rmt-4DBR	1302	5 & 6	501-601	Port Huron	Chicago
Greenfield.....						
Green Cabin.....	6S-6Rmt-4DBR	1305	57-5 & 6-28-128	5700-600	Detroit	Chicago
Green Shields.....						
Green Harbour.....	6S-6Rmt-4DBR	1334	5 & 6	502-602	Lansing	Chicago
Green Hill.....						

And then I remembered. It was September of 1961. I was boarding the west-bound LaSalle, Train #5, heading for Chicago's Dearborn Street station. #5 left just before 11:00PM and would arrive early the next morning. Then I could make a station transfer to the LaSalle Street station to board Rock Island's Rocky Mountain Rocket to Colorado Springs. But that "501" stuck out in my mind.

I searched the Archives, lo and behold, I found it. It was a picture my mother had taken of me boarding that very Pullman sleeping car and I had the proof: in the upper right corner is "501", the west-bound car number.

Rapido has announced a release date sometime this fall. Contact P&D Hobbies (1-800-874-7443) to reserve one!



Boarding the LaSalle's Greenbush, September 1961 (Duffy Collection)



Greenbush at Lansing. (photo: Grand Trunk Western Vol 1: Steam & Green, 1941-1961 by Jerry A. Pinkepank, pg 53.)



**CHICAGO - PORT HURON**  
AND CONDENSED SCHEDULES TO AND FROM  
**LONDON · HAMILTON**

**D · OTTAWA · MONTREAL · QUEBEC · HALIFAX**  
DUNDAS WESTBOUND—READ UP

Miles	TABLE 1		The La Salle	The Inter-National Limited	The Inter-City Limited	
	Central Standard Time West of Battle Creek	Eastern Standard Time Battle Creek and East				
	20 Daily	5 Daily	15 Daily	17 Daily		
	AM	AM	AM	PM		
10	9.30	0.0	Lv Chicago, Ill. (Central Std. Time)	6.00	7.25	6.10
31	9.50	10.3	Lv Chicago Lawn (63rd St. & Central Park Ave.)	5.35	7.01	5.49
19	10.37	55.8	Lv Valparaiso, Ind.	4.40	6.15	5.06
35	11.20	100.2	Lv South Bend	3.50	5.31	4.23
31	11.45	122.9	Lv Cassopolis, Mich.	3.10		3.56
	f 11.59	135.8	Lv Marcellus			3.38
58	12.17	152.2	Lv Vicksburg	2.30		3.22
25	12.42	176.6	Ar Battle Creek (Central Std. Time)	2.05	4.17	2.58
35	1.50	176.6	Lv Battle Creek (Eastern Std. Time)	2.50	5.08	3.50
03	2.19	202.4	Lv Charlotte	2.20		3.24
20	2.37	220.9	Ar Lansing	1.50	4.21	3.05
35	2.46	220.9	Lv Lansing	1.30	4.21	2.50
13	3.16	253.3	Ar Durand	1.00		2.20
13	3.26	253.3	Lv Durand	12.41		2.10
		261.5	Lv Swartz Creek			
31	3.48	270.4	Ar Flint	12.21	3.30	1.50
45	3.48	270.4	Lv Flint	12.08	3.30	1.44
		279.2	Lv Davison			
	4.12	290.0	Lv Lapeer	11.47		1.24
	f 4.27	302.0	Lv Imlay City	11.28		1.09
		309.3	Lv Capac			
		317.9	Lv Emmett			
		322.9	Lv Goodells			
00	5.05	333.9	Ar Port Huron, Mich.	10.50	2.30	12.35
10	5.25	333.9	Lv Port Huron, Mich.	10.05	2.20	12.12
05	7.14	405.7	Lv London	8.40	1.00	10.35
31		476.3	Lv Hamilton (Dundas)	6.53	11.13	8.53
25	10.05	515.6	Ar Toronto	6.00	10.15	8.00

April 29, 1962 GTW Timetable (Duffy Collection)

## 2011 EVENTS CALENDAR

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'S AT THE WYE

Sept 17th, October 1 &amp; 15, Nov 5 &amp; 19.

**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: \_\_\_\_\_

Federal and State 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 unexpired 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 officers, upon request.

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 ON BOARD!

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

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

OLD PHOTOS? WE'LL SCAN &amp; 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)