

THE MARKER LIGHT

NUMBER 10

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

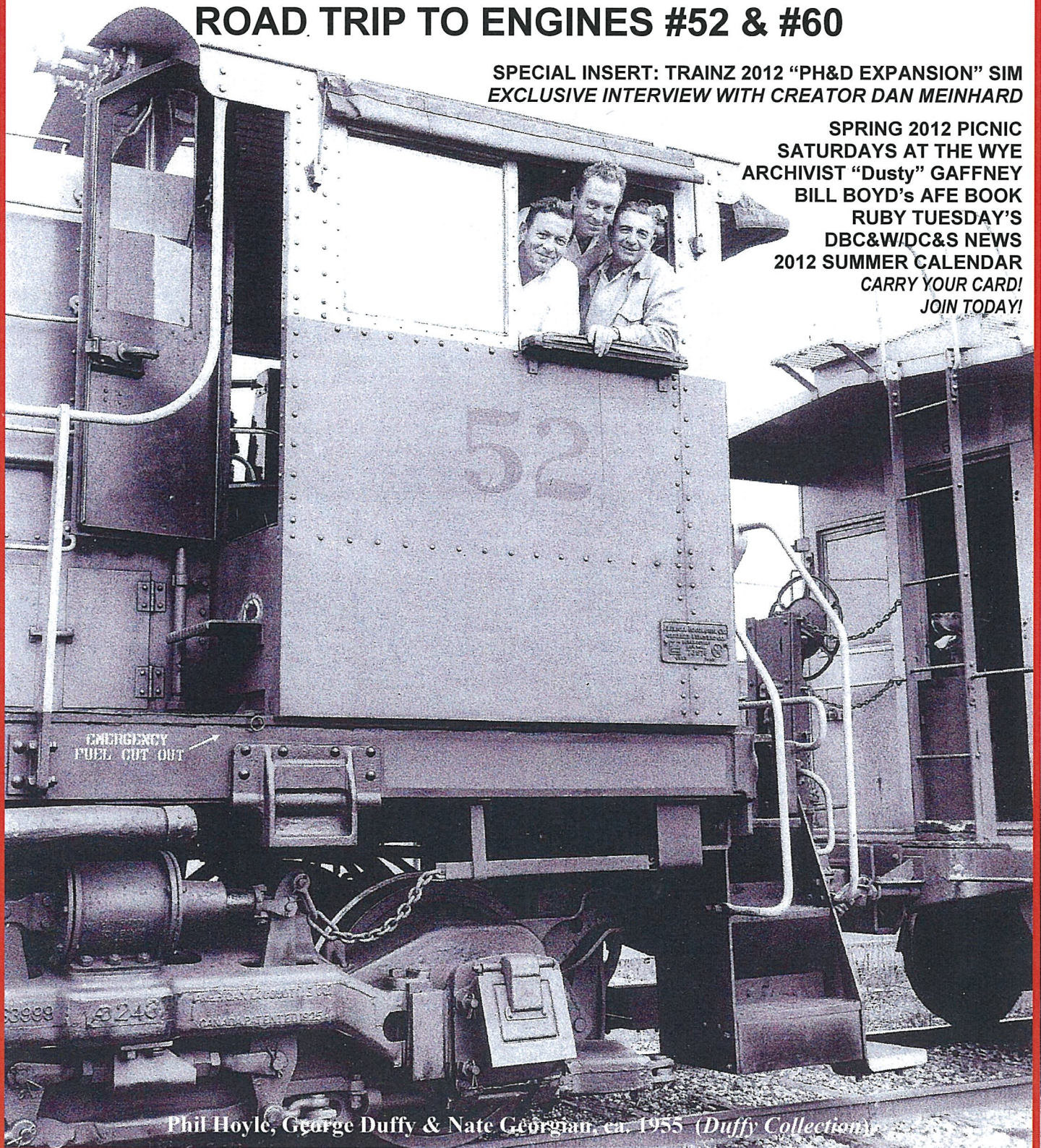
SUMMER 2012

OFFICE NOTE RETIRED!

ROAD TRIP TO ENGINES #52 & #60

SPECIAL INSERT: TRAINZ 2012 "PH&D EXPANSION" SIM
EXCLUSIVE INTERVIEW WITH CREATOR DAN MEINHARD

SPRING 2012 PICNIC
SATURDAYS AT THE WYE
ARCHIVIST "Dusty" GAFFNEY
BILL BOYD'S AFE BOOK
RUBY TUESDAY'S
DBC&W/DC&S NEWS
2012 SUMMER CALENDAR
CARRY YOUR CARD!
JOIN TODAY!



Phil Hoyle, George Duffy & Nate Georgian, ca. 1955 (Duffy Collection)

Cover: George Duffy giving Florida Cadillac dealer Phil Hoyle a tour with Roundhouse foreman, Nate Georgian.

PG. 2: From Where I Sit; Spring Picnic

PG. 3: Saturdays at the Wye

PG. 4: Road Trip: Update on Engines #52 & #60

PG. 5: (Cont.)

PG. 6: From the Archives: Bill Boyd's AFE Ledger; Ruby Tuesday Fundraiser

PG. 7: DBC&W/DC&S News

PG. 8: Calendar 2012; Carry Your Card; Join; Purpose; Board of Directors

SPECIAL INSERT: Interview: A PH&D Trainz Sim 2012 with Creator Dan Meinhard



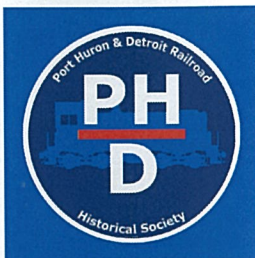
FROM WHERE I SIT

Dear Friends of the PH&D:

We are pleased to announce that the Promissory Note on the office building has been paid in full, thanks to the extraordinary donation to the Society by Mrs. Catherine Houghton! We are now the new owners, free and clear! The immediate impact will open the doors for other like-minded donors who wish to make our dream of a world-class short-line railroad transportation museum a reality. Mrs. Houghton has maintained all along that she would like to see the roundhouse saved and this investment on her part marks a significant step toward that goal.

Becoming the legal owner of half of the wye at the 32nd Street address is significant; it clearly establishes our presence and indicates that the museum and Society are on track for further development. The Board of Directors was stunned at the last meeting when this was announced and expressed their deep appreciation by a letter signed by all. Isn't that sweet?

Progress continues on other fronts. The marketing team has developed a new logo which will appear shortly on a 3" pinback. Our webpage and Facebook page has produced good results which help spread the word about our Society. And the monthly fund-raising event, thanks to the generous folks at Ruby Tuesday, will give us added visibility. Our Saturdays at the Wye has become a weekend magnet for interested railfans and we've cleaned out the first floor of remaining debris. And lastly, membership has grown. We now have a total of over 75 PH&DRRHS members! We are on a roll! So join with us as we continue this exciting ride! Sandy Duffy, Editor



SPRING PICNIC

Saturday, June 16 ~ PH&DRRHS "Wye"
NOON - 3:00PM

GOURMET CHEFS AT THE BBQ!
COLLECTIBLE PH&DRR COFFEE CUPS!
ULTRA-HIP PH&DRR BALL CAPS! 50/50!
VINTAGE PH&DRR AUCTION ITEMS!
NEW PH&DRRHS PINBACK BUTTONS!

Bring Your Lawn Chair and Camera
Front-Row Seat at a Class I RR Yard

Meet Old Friends! Make New Ones!
Spend Three Hours Immersed In
Michigan's Most Unique
Short Line Railroad!



Johnsonville Chef Extraordinaire Scott Beedon

SATURDAYS AT THE WYE

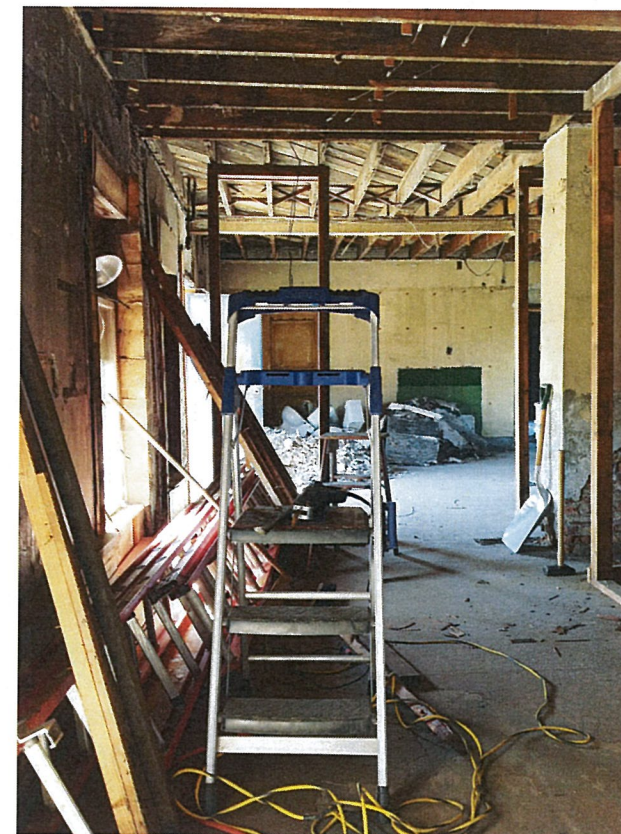
We're going at it hard, gang! As you know, we've been busy working on both the first and second floor of the office. On most Saturdays, you'll find a crowd of folks doing their part to make things happen. Here's an update:

On the first floor, we tore out the hallway and bathroom walls which were heavily damaged by water and weather through the years. We then installed temporary bracing, shoring up the second floor, removed an ancient chimney, and cleaned all the rooms of debris.

Upstairs, more debris has been removed, including the remains of our former "tenants", a family of raccoons. Fortunately, the second floor wasn't as badly damaged by water. For example, the board room should look as good as new with minor repair and a few coats of varnish. Window panes remain to be installed, and we hope to have the entire building sealed in time for winter.

Throughout the summer months, you're likely to find a crew onsite, so do take an opportunity to come out and see how we're progressing. Usually a grill is trotted out, and one of our many talented chefs are creating gourmet meals that Wolfgang would be impressed by.

Most of the major demolition has been done; we do expect that the next stage will be to obtain quotes on a heating, plumbing, and electrical installation, since our goal is to have heat and water before winter.



Hallway wall removed revealing trainmen's room.

ARCHIVE/ACQUISITION NEWS

Tom Gaffney has been dusty lately, very dusty! With the help of his son, Thomas W., and other members, he's been removing the contents from the Agent's office vault, on the first floor. As Chair of the Archive and Acquisition Committee, he's been charged to clean and inventory everything he finds in the two downstairs vaults.

Many of the documents he's removed so far are old PH&D waybills, bound with string and dated. These are taken to a cleaning table where the accumulated mold is wiped off, and then taken to tables in a back room, which have been covered with rolled paper sections, marked with dates.

Presently, almost all of the contents have been removed which leaves the original steel shelving, which hasn't been touched since the mid 1920's. These units will be removed and repainted.

Although he hasn't started on the back vault, scraping two layers of paint has revealed that it's an A.L. Deane & Company safe. This vault and the one directly above it on the second floor was installed when the addition was built on June 1, 1928. Since President James E. Duffy was a director of Bay City Bank at the time, we might infer that he arranged the installation of these fire-proof safes.

Come on out on a Saturday morning and see our progress!



T.J. Gaffney & son T.W. removing & cleaning.

ROADTRIP: ENGINES #52 & #60

Over the past few years, fans of those venerable PH&DRR Alco engines #52 and #60 have loyally kept them from slipping beneath the radar. One of these, Aaron Farmer, had recently began a dialogue with a Mr. Tom German, manager of the Knoxville Locomotive Works, a locomotive re-powering and servicing facility. This is also where #52 resides. Through his persistence, he arranged a time to allow an inspection of this engine.

On Thursday, May 31, Farmer and board members Bruce Sawdon, T.J. Gaffney and Sandy Duffy left Port Huron and headed south. On our way, we stopped in Lebanon, Ohio and visited the Lebanon, Mason & Monroe Railroad, courtesy of its President, Mr. Ray Kammer, a friend of Mr. Gaffney. A highlight included seeing an operating GP-7 shunting cars in a nearby yard. Leaving Lebanon, we headed to Knoxville, where we experienced a chop-a-block display from a Japanese steak house and then spent the night, before our 9:00am morning appointment.

That morning, we met with Mr. German and learned that #52 is safely tucked away on a siding, on the Gulf & Ohio Railroad, the parent company which owns the KLW. We all left together and headed out to this siding, located on the outskirts of Knoxville. And there she was, about 50 yards from a crossing, parked in the weeds between two engines. The five of us strolled along the roadbed and reached #52 which looked sun-beat but safe in its current state.

We learned that the engine's original friction bearings have been replaced with a set of roller bearings and that one traction motor was inoperable. Mr. German revealed that the president of the G&O had a special interest in vintage ALCOs and had bought #52 for \$15,000 from Coe Rail, who had acquired the engine from CSX. While Tom and I looked on, the three others began to clamber over and upon the engine. Since the doors on both sides were welded shut, to discourage thievery, it wasn't long when all three men were up on top, opening the two doors to make a visual inspection of the engine. Bruce was mighty pleased to see that it was in very good shape. Tom mentioned that the engine was last fired when it was run into the siding, which dispelled rumors of engine block damage. In fact, the most serious issue concerned the traction motor on #2 axle which needs replacement. It was a real treat to see 82 year-old Bruce Sawdon climbing over and around the engine he cared for, for so many years.

Cosmetically, in spite of being out beneath the weather, #52 is in pretty decent shape. The horn and bell have been removed for safe-keeping and the door has been locked to keep vagrants out.

After our initial inspection, we drove back into Knoxville to the Knoxville Locomotive Works office where, after a phone call, Tom arranged a meeting with the President of the G&O. In spite of a heavy downpour, we arrived at the downtown office of the G&O and had a brief meeting with President Peter Claussen. "Doc", as he is known, assured us that the engine was currently safe and that he had no immediate plans for it. We informed him that, while we had immediate tasks in front of us, we were interested in an eventual acquisition. He further confirmed that both he and Tom would keep #52 safe until we were ready to discuss that subject. With that, he said his good-byes, as he was headed for a luncheon with the Governor of Kentucky!

Before our departure, Tom treated us to a Mexican lunch and then, after a phone call, lined us up with the manager of services with the Big South Fork Railroad, a tourist line located about 3 hours north, which owns engine #60. That's where we headed next.

Engine #60 is cosmetically more improved, having been under a roof since the engine arrived. Bruce, T.J., and Aaron made a inspection of the engine and found that the railroad has been using it as a "parts" engine, keeping one of their other ALCOs running. The engine still retains its original friction bearing trucks, although the builder's plate, bell, and horns have been removed. We were told the plate is on display at the nearby museum and that the engine wasn't for sale.

We left after about an hour and returned to Port Huron with high hopes that at least one of our former remaining engines was in good hands and might return to us someday.



Rare, rare, rare GP-7 un-chopped!



Remembering trips taken on this car in the 60's.



L-R: Bruce, Tom German, T.J. & Aaron



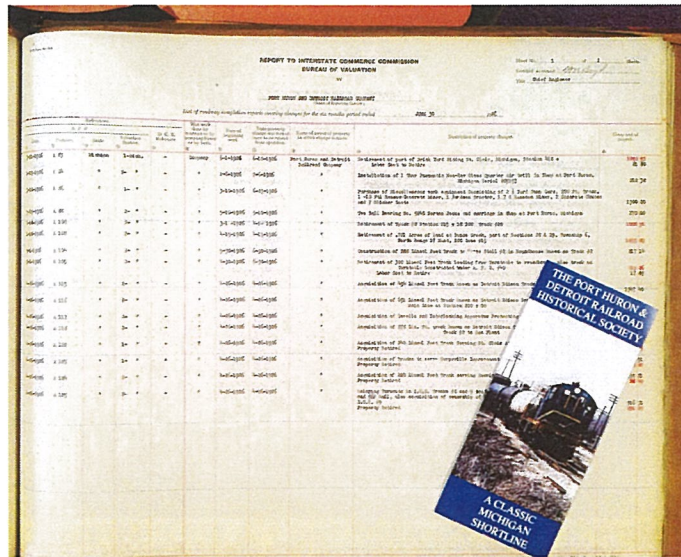
T.J., Aaron, & Bruce up top.



Reunited after 26 years...



Engine #60: An Ignoble End as a Parts Engine.



Note large scale of this account ledger: 22.5 w x 17.5 h.

FROM THE ARCHIVES: Bill Boyd's AFE Book

One of the artifacts "liberated" from the vault, during the final months of operation in 1984, was a large account book listing the Authority For Expenditures or AFE's, with Chief Engineer William Boyd and Auditor William Branhany's signatures. The book contains a list acquisitions, purchases, installations, construction and retirements of virtually all equipment, buildings, track, and rolling stock from 1919 to 1945, covering the steam era of the PH&D, making this time line of invaluable sources for historians, students, and modelers.

Because these entries are meticulously recorded, excellent details emerge. For example, we know when certain segments of the old 67.5 pound rail were replaced with the heavier 70 and 85 pound examples. Other entries reveal that construction on all three downline depots was started before the main office was built. On June 1st, 1919, AFE #8 and #9 records the following: "Construction: Granite face cement block composition roof Passenger and Freight station at St. Clair/Marine City Michigan". Note that the entry lists "Passenger", since, at the time, the DBC&WRR, parent company of the PH&D, still used passenger cars originating out of Bay City. Both depots were completed by October 1st.

Construction on the two story General Office building of the PH&D began on December 15th, 1920 and finished the following June. Only the first floor was finished!

For you modelers, this account ledger is a rare document and will be of special value for those interested in the steam to diesel transition era. Future plans have this ledger available in a MS Word format, and will become available in an updated Modeler's Handbook. Members who have the Modeler's Handbook on the PH&D can get a free copy of this 7-page pre-punched document by emailing whlrydr@aol.com.

RUBY TUESDAY FUNDRAISER

Thanks to the crew at Ruby Tuesday, especially Ian the manager, we can now enjoy a lunch and dinner and help out the Society at the same time. Here's how it works: The Society gets 20% of every invoice from a day that's scheduled for our members and friends.

We have three days coming up this summer: June 28, July 18, and August 15. If you and your family would like to help the cause, please come out to Ruby Tuesday on these days, once each month!

Ruby Tuesday features entrees that are low in fat, an incredible salad bar, and a great place to spend an hour nearby the north-end shopping areas.

Go to our website (phdrailroad.com) and print out the handy coupon which you present to your waitstaff at the end of the meal. That's all there is to it!

Lastly, we'd like to give our warmest thanks to Rob Collins who handed over a check for \$250.00 after his lunch! Wow!

Snatch, Print, & Use!



DETROIT, BAY CITY & WESTERN RAILROAD COMPANY



DBC&W - DC&S NEWS

I would like to thank all those that attended the PM Almont branch Road Rally on April 21st. We had over 20 come out and brave the chilly wind to retrace a line that was removed 70 years ago. Several interesting findings along the route included the cut off bridge pilings that once held a trestle over the "North branch of the Clinton River" at Almont; the preserved Berville depot, now sitting in Allenton; the remains of the PM's water tank in Memphis, as well as a "cut" just east of Memphis.

The "Rally" ended with a complimentary lunch provided by Mr. Duffy and our brothers at the PH&D. Our next "Rally" is still undecided, but we are looking at either the "Michigan Midland & Canada" between Richmond and St Clair, or the MC between Yates and Oxford. Thanks again and see ya trackside!

Dave Cenci (rainut19@yahoo.com)



Under the century-old Almont Elevator at the end of the Pere Marquette Almont branch.

2012 SUMMER CALENDAR

Thursday, June 14	Board Meeting	32nd Street
Saturday, June 16	Spring Picnic	"
Thursday, June 28	Ruby Tuesday Fundraiser	
Thursday, July 12	Board Meeting	32nd Street
Thursday, August 9	General Membership	"
Thursday, Sept 13	Board Meeting	"
Saturday, Sept 15	Hobofest 2012	"

Remember:

Saturday at the Wye
2nd and 4th Saturday

**FREE LUNCH! FREE ADVICE!
UNSOLICITED OPINIONS!
GOURMET TUBE STEAKS!
UNLIMITED CONDIMENTS!**



Charles Warczinsky greets and signs up new members!

JOIN NOW AND GET ONBOARD!

The *Port Huron & Detroit Railroad Historical Society* needs your talent! We invite you to join 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.

For only \$30 a year, you'll receive 4 nifty newsletters, a chance to be a part of creating the area's first railroad transportation museum complex, and learn more about this historic Michigan shortline!

Finally, don't forget our Spring Picnic at the wye on June 16th! Bring the kids!

 	PORT HURON and DETROIT RAILROAD CO. - St. Clair Blue Water Route -
	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 enforced by local enforcement agencies. Accordingly, those with PH&DRRHS membership cards must, if requested, present their cards to authorized personnel from either CN, CSX, or St. Clair County Sheriff's officers. When visiting, you must stay on the west half of the "wye" parking area (PH&DRRHS property).

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 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.

**BOARD of DIRECTORS
2012**

- D. Scott Beedon**
- Thomas Boswell**
- George Y. Duffy, Jr.**
- T.J. Gaffney**
- Bruce Sawdon**
- Ken Schramm**
- Earl Shoulders**
- Ron Walters**
- Charles Warczinsky**

NEEDED: PULLMAN-MARKED WOODEN HANGERS
PLEASE BUY THEM ON EBAY & DONATE
(TAX DEFERRED RECEIPTS!)

VISIT OUR WEBSITE!
phdrailroad.com



INTERVIEW: A PH&D TRAINZ SIM 2012 with Creator DANIEL MEINHARD

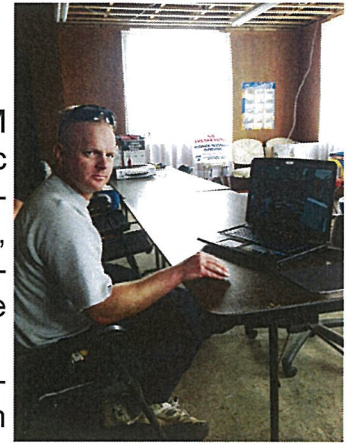
I bet you didn't know that the PH&D has a SIM program. Well, by the time you read this, this classic shortline will exist on your very own computer monitor! In fact, you'll be able to head up to Tappan Yard, assemble a train from both the GTW and C&O interchanges, and head south, to deliver them to all those familiar customers.

PH&DRRHS member Dan Meinhard has created a PH&DRR expansion pack that he's been working on for Trainz 2012, a trains simulation com-

pany out of Australia.

By purchasing the program and installing Dan's handiwork, you'll soon find yourself in the cab of venerable ALCO #60 heading south. This is the best of both worlds. While the line has been shortened to the Belle River Power Plant, "your" PH&D will have all the customers right down to the depot at Marine City.

Sandy Duffy sat down with Dan recently to learn more about how this amazing duplication came about.



*Dan Meinhard
creator of the PH&D Sim.*

ML: Well Dan, what you've done is the dream of PH&DRR fans: to actually operate and "ride the simulated rails" on one's own PC. We want to find out how this came about. But first, give us some background on your education and skills that you used to achieve this remarkable outcome.

DM: *I grew up north of Utica. After high school, I spent 4 years in the Marines, went to Macomb Community College and got an Associates degree in Fire Science. I worked as a Signal Maintainer under a private contractor for different railroads in Michigan, Ohio, and Kentucky. You might say I was continuing a legacy from my grand dad who spent his career with the Canadian Pacific in the Wabash Building down in Detroit.*

ML: Have you been a fan of the PH&DRR for long?

DM: *Well, I love history. I remember seeing the blue box cars as a kid driving up along the river road and the long strings parked next to the Morton Salt plant. With the larger roads, people kind of take for granted what they see but the smaller historical societies can make a real difference and have a greater impact.*

ML: When did you begin the PH&D simulation project?

DM: *I started in the Fall of 2011. I had sprained my ankle so I had a lot of "sit-down" time. I started with the tunnel yard area and the Mount Clemens subdivision, added the C&O Saginaw subdivision using aerial images from the 'Net, Topo maps, and Google Earth, various track maps, and the PH&D Modeling Book.*

ML: The line is essentially a 19 mile long point to point railroad. How hard was this to map and plot?

DM: *Because the line is fairly short, it's easier to recreate. The software is simple but time-consuming. A lot of what I was able to do was from first hand knowledge, period photographs, and personal resources from former employees. The existing track-work is my starting point.*

MK: What's the process to duplicate?

DM: *I copy and paste using photo-editing software and a 3-D imaging program. I then transfer it all onto my "layout", which is a template. If a particular item looks close, and it was created by someone else, like the office building at the wye, I copy the image and use it, as long as I give credit to that source.*

ML: I notice in this draft that there is a Union Pacific 0-60-0 switcher. Does this mean that we can operate our PH&D in the steam-era configuration?

DM: *Absolutely! Of course this involves knowing how to operate a steam engine using all the valves, monitoring boiler pressure, water and coal consumption - it's an interesting challenge for folks used to diesels. TrainX 2012 has tutorials on all this stuff.*

ML: To operate during the transition from steam to diesel is a really exciting period for those of us who want to experience that era. Does the application take into account the watering and coaling needs of the PH&D steamers?

DM: *I have a master "template" that I use and everything is in it; water plugs, all the industries, turnouts, wyes, coaling docks, you name it. Of course the diesel template is missing those features that were required for steam operation, as well as a more updated customer base. So I guess you could operate both using the "Master" template or just the modern era using the diesel-only plan.*

ML: PH&D fans will be very excited to obtain this program. How soon can we get our hands on this?

DM: *I'm hoping to have the entire line done by the end of the summer. As a "beta" tester, I can offer the PH&D expansion pack for free, as long as you buy the TrainX 2012 program. It come in both DVD and downloadable formats. Once you've installed the program, I'll make the expansion pack available as a download.*

ML: *What are the requirements we can expect to be able to install and use all this?*

DM: *I believe I'll end up with 20 to 30 MG's from the expansion pack. You should have a fairly loaded computer, as this is a very graphics-intensive program.*

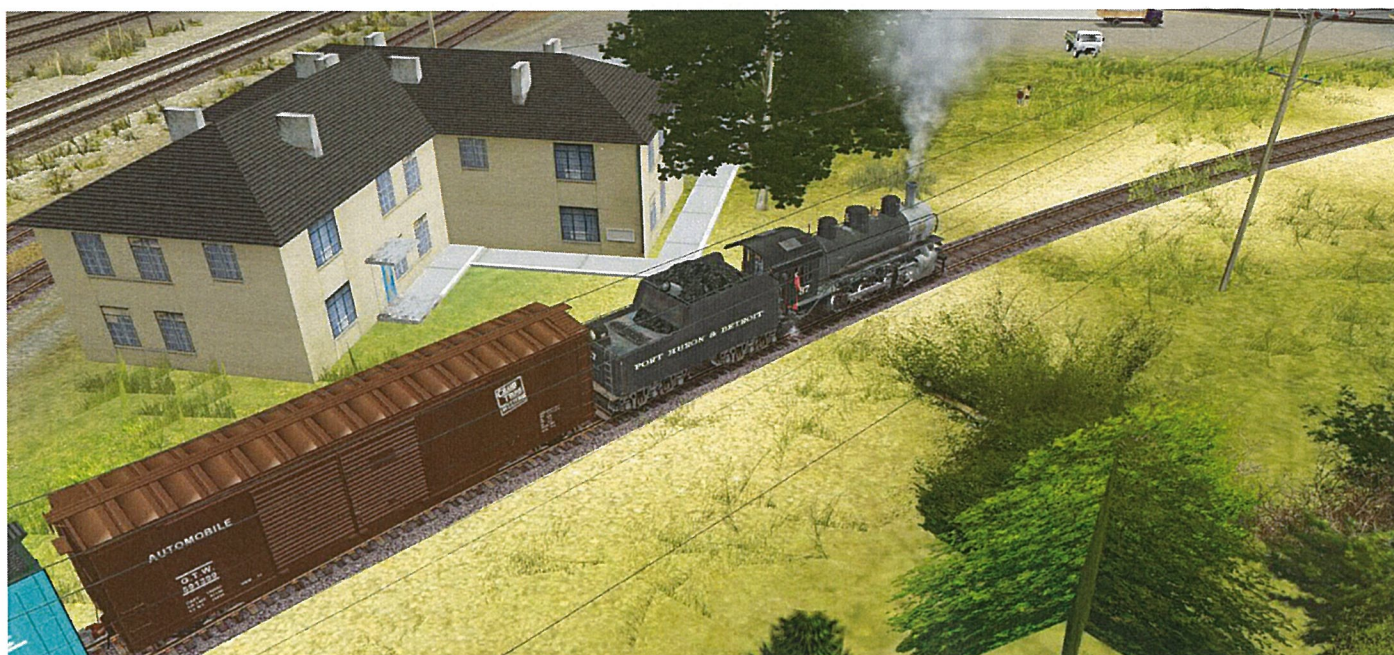
ML: *Well, I know PH&D fans will really look forward to this when it becomes available!*

DL: *The great thing about rail-simulators is that if you have limited space and or resources, you don't have to do any construction or purchasing engines or rolling stock, just install the program, download the expansion, and you're ready to operate!*

ML: *I suppose that means in real time as well?*

DM: *That's where this is really interesting and I suppose "prototypical"; you can spend hours just making up a train and going downline, just like the real thing.*

ML: *Dan, I have a feeling everyone's going to be lining up to install this incredible expansion! On behalf of the PH&D fan base and modelers everywhere, we thank you for all your time and effort bringing this incredible possibility to us!*



0-6-0 PH&D awaits orders ready to head south



#60 about to cross Moak Street.



#60 pausing before entering the South Park spur.