

# THE MARKER LIGHT

NUMBER 11


THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

FALL 2012

## DBC&W BUILDS THE PH&DRR: PART I

**SPECIAL INSERT: NEW PH&DRR T-SHIRTS!  
HOBOFEST 2012  
SATURDAYS AT THE WYE  
ARCHIVE NEWS  
DBC&W/DC&S NEWS  
MODELING COMMITTEE  
NEW LINE  
2012 CALENDAR  
DONATION!  
CARRY YOUR CARD!**

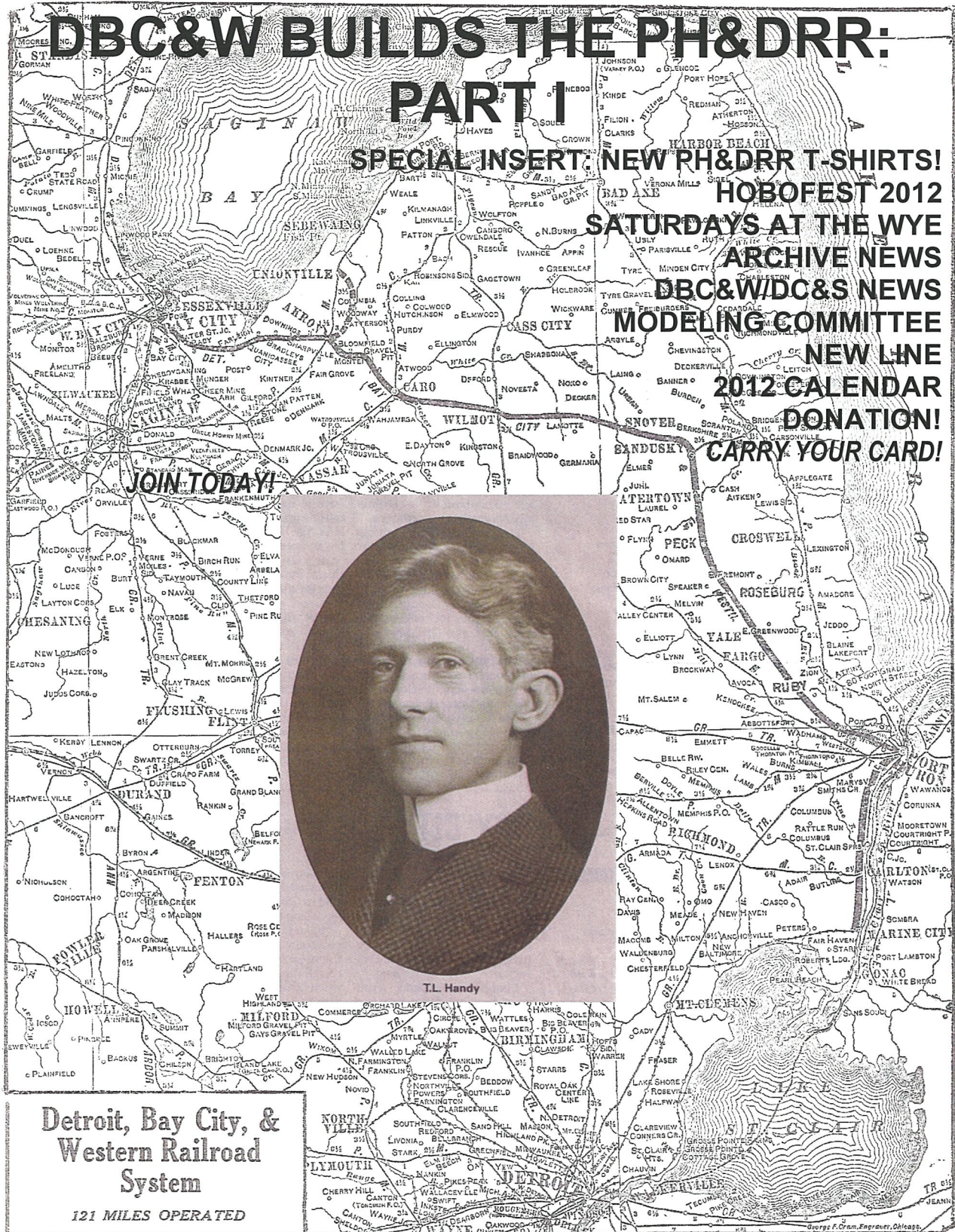
**JOIN TODAY!**



T.L. Handy

### Detroit, Bay City, & Western Railroad System

121 MILES OPERATED



DBC&WRR Letterhead Map, ca. 1919 (Duffy Collection)



Cover: *Thomas Handy, the youngest brother, was the driving force behind expanding the DBC&W.*

PG. 2: *From Where I Sit; Hobofest 2012*

PG. 3: *Saturdays at the Wye; Archive News*

PG. 4: *From the Archives: The Construction of the PH&D: Part One*

PG. 5: *(Cont.)*

PG. 6: *(Cont.) PH&DRRHS; DBC&W/DC&S News*

PG. 7: *Modeling Committee Formed; Property Line Drawn*

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



Dear Friends of the PH&D:

In this issue, we are looking at the very beginnings of the PH&DRR starting with a two part article on the construction of the line in 1918. With the help of more documents "liberated" from the vaults weeks before the sale to CSX, we begin with the actual proposal dated on October 1st, 1917 from the Bay County Construction Company to the board of the newly incorporated PH&DRR. The Handy brothers wasted no time, as the PH&DRR was incorporated a scant month before. In our winter issue, we'll examine Chief Engineer Bill Boyd's original journal which records the actual final construction cost to see how close he came.

#### FROM WHERE I SIT

It is with sadness that we note the passing of **Grace Paterson**, who was the agent for so many years. Grace was a gentle but firm taskmaster and maintained daily, weekly, and monthly records *to the penny*. While we were still pushing pencils, both the C&O and Grand Trunk were already into the computer age, and yet their chief clerks called Grace on a regular basis to verify waybill freight amounts. They always knew her figures would be correct.

We're heading into the fall and still need you to help us out at the office. If you're interested in preserving history, area railroads, or have never been on a short line railroad property, please come and stop in. We'd love to show you around the headquarters of the Society.

Don't forget Hobofest 2012 on September 15. It's an all day affair and a great chance to visit and listen to a few old timers who remember what it was like when railroading was the only way to go.

Thanks to all of our PH&DRR family and fans for coming out to support us at Ruby Tuesday. Through their *Give Back Program*, we cleared around \$300.00! A big tip of the hat to Ian



## HOBOFEST 2012

Saturday, September 15 ~ 10:00AM  
PH&DRRHS "Wye"

MULLIGAN STEW! GAMES FOR THE KIDS!  
SPAM CARVING CONTEST! LIVE MUSIC!  
HOBO KING & QUEEN!



Meet Old Friends! Make New Ones! Learn about Hobo History!  
Discover Michigan's Most Unique Short Line Railroad!  
Bring a Lawn Chair & Camera: Front-Row Seat at a Class I RR Yard!  
Climb Aboard PH&D Caboose #62! Tour the Original Offices!  
It All Awaits at **Hobofest 2012!**

### SATURDAYS AT THE WYE

So far, we've installed temporary supports to areas along the stairway which were damaged by water. We've removed the concrete floor of the double bathrooms downstairs. Most of the debris has been removed from the upstairs office rooms, as well as the damaged carpets. Windows still need replacing which, when finished, will ensure that the building will be secure for the upcoming winter.

We are working on running an electrical line from the pole which will give us "juice" for power tools and portable heaters for the monthly meeting, as well as Saturdays at the Wye, when it gets cold out.

We obtained a quote from a local fence company to install a four foot fence to follow the property line which defines the west wye track.

And speaking of property lines, we laid down a bright yellow stripe marking the eastern edge of the Society's property along 32nd Street.

Thanks to all our volunteers, especially **Dave Schultz, Jack Allison** and son **Brandon, Chuck Grambau, Dave Cenci, Bruce Sawdon, Steve Nordgren, and Charles Warczinsky**.

If you'd like to help out, come to the PH&DRRHS headquarters usually on Saturdays at 10:00AM and join our happy team!



*Dave Schultz, Bruce Smith & Brian Mifflin up top.*

### ARCHIVE NEWS

The PH&DRR building contains three large walk-in vaults. The Society's archivist, **TJ Gaffney**, has been busy working on the Agent's Office vault, removing the stacks of waybills, switch lists, and train reports.

Thankfully, there was minimal damage from a 25 plus year roof leak. Once empty, he'll remove the metal shelving which will be cleaned and repainted.

The interiors of all three vaults will need to be cleaned, bleached, and coated with a special sealant to help preserve and protect priceless documents. Everything that has been and is removed has to be cleaned and inventoried and returned to properly labeled shelving. Gaffney has extensive experience with railroad preservation and we are indeed fortunate that he's in charge of this operation.

Recently, he was able to obtain more steel shelving units from a business auction, as well as two filing cabinets. We're always looking for more, if anyone knows of any units that are available. These will be put to good use.

There is much to do. In the Duffy Collection alone are the annual reports for the Port Huron Southern, Detroit & Bay City & Western, and the PH&DRR. Other documents removed before the sale to CSX include hundreds of letters between 1903 and 1940, including rare blueprints of trackage. Perhaps the most valuable document is the Construction Journal of Chief Engineer, Bill Boyd. This is a total account of the cost of building the PH&D in 1918.

Gaffney is starting from scratch. Imagine having to clean, sort, store, and count all these priceless, one-of-a-kind documents. He's literally holding history in his hands. As a guy interested in railroads at an early age, let's just say the guy's in railroad heaven!

Lots to be done which is really exciting for us just discovering how lucky we are to have these things! As we uncover more of these historical documents, we'll let you know how we're coming in every issue of *The Marker Light*.



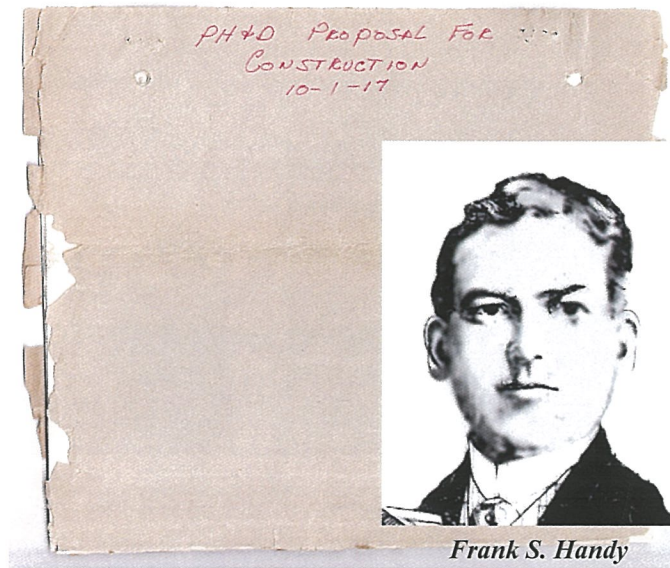


FROM THE ARCHIVES: The Construction of the PH&DRR - Part One

In this issue, we begin a two-part article on the construction of the PH&D. Part One introduces the original proposal to build the line starting at Morton Salt and ending at the Michigan Salt Company, a half mile south of Marine City. In Part Two, we'll examine Chief Engineer Bill Boyd's original construction ledger to see how close he came to matching this proposal's bottom line.

Although all the details should be laid out in a book on History of the PH&DRR, a brief summary should be revealed here. The four Handy brothers, George, Charles, Frank L., and Thomas S., had by 1917, built up an impressive entrepreneurial "empire" in Bay City. They had interests in lumbering, box manufacturing, coal mines, sugar plants, and railroads. They'd successfully extended the Detroit, Bay City, and Western Railroad all the way to Port Huron, purchased the Morton Salt owned Port Huron Southern, and were planning on a huge sugar processing plant in Marine City. Their Chief Engineer, William Boyd, was the ram-rod behind the railroad construction and was the obvious choice to extend the line from "South Port Huron", which began at the Morton Salt plant. All economic engines were running smoothly when the newly-formed Port Huron & Detroit Railroad board of directors were presented with a proposal from the Bay County Construction Company to build the line.

Here is an vintage copy of the proposal that was presented to the Detroit Bay City & Western Board of Directors from the Bay County Construction Company (owned by the Handy Brothers!), which had built the Detroit, Bay City, & Western Railroad from Bay City to Port Huron. This lists details including grades, curvatures, types of ties, joints, and rail weight. Rails scholars, historians, and fans will find this interesting as it is literally the birth of a short line railroad which required stations, wyes, yards, water "plugs", crossings, fences, and a roundhouse. All of these are also considered when building a model railroad based upon this unique Michigan shortline.



Frank S. Handy

Frank Handy, secretary of the Bay County Construction Company, a company organized by the Handy Brothers to build their rail lines, has written this cover letter to his brother Thomas Handy, President of the PH&D. Remember that the PH&DRR had just been incorporated the month before, on September 1, 1917. According to the letter, the line must be completed by exactly one year later. This covers 16.5 miles from south Port Huron to Marine City.

**BAY COUNTY CONSTRUCTION CO.**  
RAILROAD CONSTRUCTION  
AND GENERAL BUILDERS

Bay City, Mich.  
October first, 1917

COPY

Port Huron & Detroit R.R. Co.,  
Bay City, Michigan.

Gentlemen:-

Attached hereto is our proposal for constructing your railroad from South Port Huron to a point 1/8 mile south of Marine City, a distance of 18 1/2 miles, also a branch line approximately one mile in length, from St. Clair to Diamond Crystal Salt Co. plant.

The route of the railroad to be that adopted by the directors of your company, which is shown on the blue print attached hereto.

It being understood that same will be completed ready for operation not later than October 1st, 1918.

Your acceptance to this proposal will constitute a contract between us.

Yours truly,

Bay County Construction Co.  
Per: Frank S. Handy  
Sec'y.

ACCEPTED:  
Port Huron & Detroit R.R. Co.,  
Per: Thos. L. Handy  
Pres.

REGULATIONS

RIGHT OF WAY

A right of way will be provided on the line adopted by the Board of Directors of the Railroad Company, as shown on the attached blue-print, said right of way to be 66 feet in width. Title to right of way to be acquired in the name of the Railroad Company, at the expense of the Construction Company. Easements to be secured through the City of St. Clair and Marine City at the expense of the Construction Company.

PROVIDING

Line to be located and staked by the Construction Company. The maximum curvature not to exceed 6 degrees and the maximum grade not to exceed 1 per cent.

LOCATION OF LINE

Location of line, degree of curvature and percentage of grade to be approved by the Chief Engineer for the Railroad Company.

CLEARING

All timber, trees and brush to be cleared from right of way, the full width of 66 feet.

STUMPS

Stumps and roots to be grubbed out, except between ditches and right of way fences, where the stumps will be cut off flush with the ground level.

GRADE

Grade to be constructed in a first-class workmanlike manner, with at top of fills to be 18 feet, slope 1 1/2 to 1, with continuous ditches parallel to grade of sufficient depth to provide proper drainage for road bed.

DITCHES

The bottom of cuts to be 22 feet wide, with ditches as above specified.

Page One: Bay County will acquire land for a 66 foot wide right of way, and a 6 degree maximum curvature with a grade not exceeding 1%, approved by Bill Boyd. Grading, clearing, and ditching to cover the full width of the standard 66 foot right of way.

TIES

Ties shall be of first-class cedar, oak or southern pine, or mixed, of standard size, not less than 5 inch face, 6 inches thick and 8 feet long, the wood to be spaced 22 inch centers or 3000 ties per mile.

BRIDGES AND CULVERTS

One 100 foot bridge will be constructed across Pine River and one of the same length across Belle River. Culverts will be constructed at all points of crossing creeks, county drains, and ditches. Bridges and culverts to be of concrete and steel I beams, piling, corrugated or cement pipe as may be specified by the Chief Engineer.

STEEL AND WAGON WORK

The steel shall be 67 1/2 pounds per yard. Fastenings to be of same material and make. The same to be laid joints on the half, with proper expansion allowed at points for variation in temperature. All work will be done in a workmanlike manner in the laying of track.

BALLAST

The ballast shall be of the best grade gravel or cinders obtainable adjacent to the right of way and to be put in to an average depth of not less than 4 inches under the ties, trimmed up in a neat appearance, with proper allowance for drainage.

SIGNALS, SWITCHES AND CROSSINGS

Switch stands shall be of high main line type. Frogs and switch points shall be of standard size in form and make. The number of sidings shall not exceed more than one to each 2 miles of main line track.

LANDING CROSSINGS AND INTERLOCKER TRACKS

Diamond crossings shall be of the sliding type. Interlocker

Page Two: 3000 ties of cedar or pine per mile, two bridges, 67.5 pound rail with matching joints and fasteners, with cinder or gravel ballast. High level switch stands, one siding per 2 miles of track.

plants shall be those specified by the Michigan Railroad Commission and approved by the Chief Engineer for the Railroad Company.

FENCES

Fences shall be of woven wire to conform to the laws of the State of Michigan, with first-class cedar posts not less than 4 1/2 inches diameter at the small end, posts to be set 20 feet centers and properly anchored.

HIGHWAY AND FARM CROSSINGS

Highway crossings to be constructed at all highways and street crossings, to be of the type approved by the Michigan Railroad Commission, equipped with standard wing fences and cattle guards. Farm crossings to be equipped with 16 gate fences.

STATIONS AND DEPOTS

There shall be erected at St. Clair and Marine City suitable depots. Section houses of the standard size shall be constructed at points to be designated by the Chief Engineer.

WYE AND TURN TABLES

Wye or turn table shall be constructed at Marine City for turning engines.

WATER SUPPLY STATIONS

Substantial water tanks shall be erected at St. Clair and Marine City, to be built under specifications to be furnished and to hold not less than 15,000 gallons, equipped with proper pumping stations to supply water to tanks.

TELEPHONE LINES

A two wire telephone line shall be erected and all poles placed not less than 200 feet apart. Poles to be of size and length specified by Chief Engineer and telephones to be located at specified points.

Page Three: A depot at St. Clair & Marine City, section houses, with a wye or turntable at Marine City. A 15,000 capacity water tank at both stations, and a two-wire telephone line connecting at "specified points".

SPUR TRACKS AND YARD TRACKS

A spur track to be constructed to the Diamond Crystal Salt Company's plant at St. Clair, approximately one mile in length, rail to be not less than 60 pounds. Yard tracks to be located at St. Clair and Marine City of sufficient size to take care of present business and constructed in such manner that they may be enlarged to accommodate future increased business.

PAYMENT

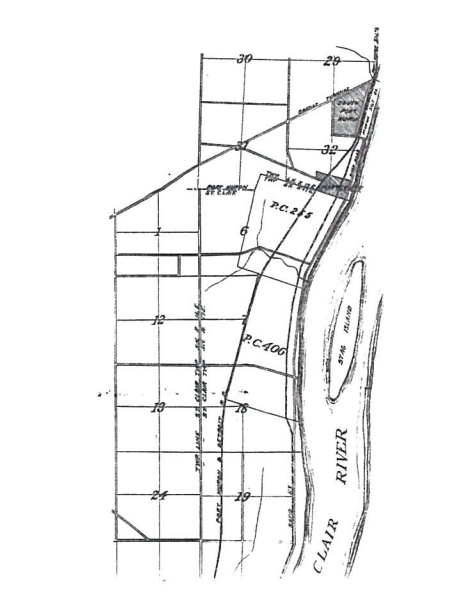
The work shall be done by us according to specifications furnished by the Chief Engineer of the Railroad Company which calls for 16 1/2 miles of main line and one mile of branch line, and necessary side tracks, for the sum of Four Hundred Thousand (\$400,000.00) Dollars in cash and Fifty Thousand (\$50,000.00) Dollars of the capital stock of the Port Huron & Detroit Railroad Company, fully paid and non-assessable; such cash, as may be necessary, to be advanced as the work progresses, upon presentation of certificates signed by the Chief Engineer of the Railroad Company showing the amount of work done and material furnished, the retention of such payment to be made upon the schedule hereto attached.

Page Four: A one mile spur track to Diamond Crystal Salt, with yard tracks at both St. Clair and Marine City. All work was to have been cleared through Bill Boyd with an estimated total cost of \$400,000 in cash and \$50,000 of PH&DRR stock. Payment would be advanced as work progresses.

Right of way 66 feet wide

|                                                                       |           |
|-----------------------------------------------------------------------|-----------|
| 8 acres per mile @ \$350.00 per acre                                  | \$2800.00 |
| Engineering                                                           | 800.00    |
| Clearing                                                              | 120.00    |
| Grubbing                                                              | 100.00    |
| Grading - average 4800 yards per mile @ 20 cents                      | 2160.00   |
| Ties - 3000 per mile @ .70 each                                       | 2100.00   |
| Bridges and Culverts                                                  | 700.00    |
| Rail - 67 1/2 lbs. per yard 106 gross tons per mile @ \$68.00-\$69.00 | 1200.00   |
| Rail Fastenings, angle bars, bolts and spikes                         | 1200.00   |
| Track laying                                                          | 700.00    |
| Ballasting - 3800 yards per mile @ .45                                | 1710.00   |
| Switches, Turnouts and Sidings                                        | 400.00    |
| Diamond Crossing and Interlocker Frame                                | 400.00    |
| Fences                                                                | 480.00    |
| Highway and Farm Crossings                                            | 120.00    |
| Stations and Buildings                                                | 400.00    |
| Wyes, Turntables                                                      | 300.00    |
| Water Supply Stations                                                 | 800.00    |
| Telephone Lines                                                       | 200.00    |
| Stock Pans                                                            | 30.00     |
| Branch Lines and Yard Tracks                                          | 140.00    |
|                                                                       | \$1138.00 |
| Add 10% for Superintendence and tools                                 | 113.80    |
|                                                                       | \$1251.80 |

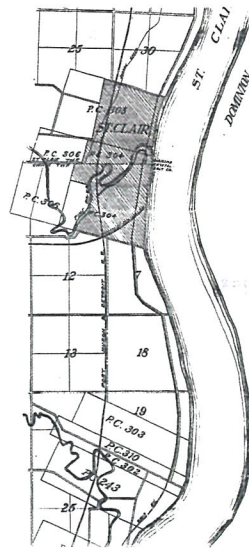
Page Five: Per mile breakdown is \$23,306 including both depots, 3000 ties at .70 each, and 8 acres (\$350 per) to obtain the necessary right of way south, and 106 gross tons per mile of rail. Note: This rail quote was before the Russian rail deal appeared.



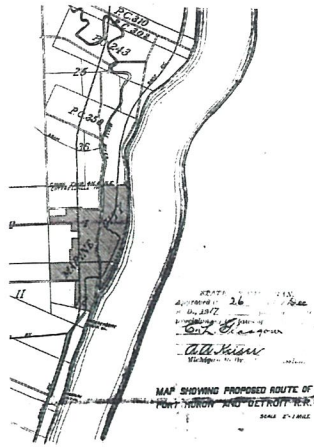
Map #1: "South Port Huron" on this map begins at the Morton Salt plant, adjacent to the Detroit Urban Railway line. According to the proposal, a line of 16.5 miles would be constructed south from this point.



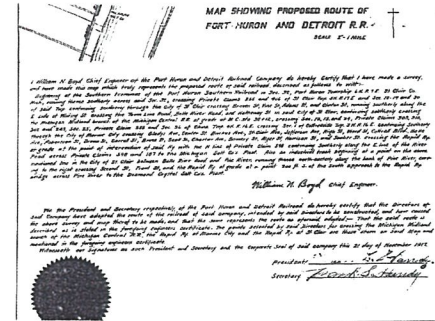
FROM THE ARCHIVES: (Cont.)



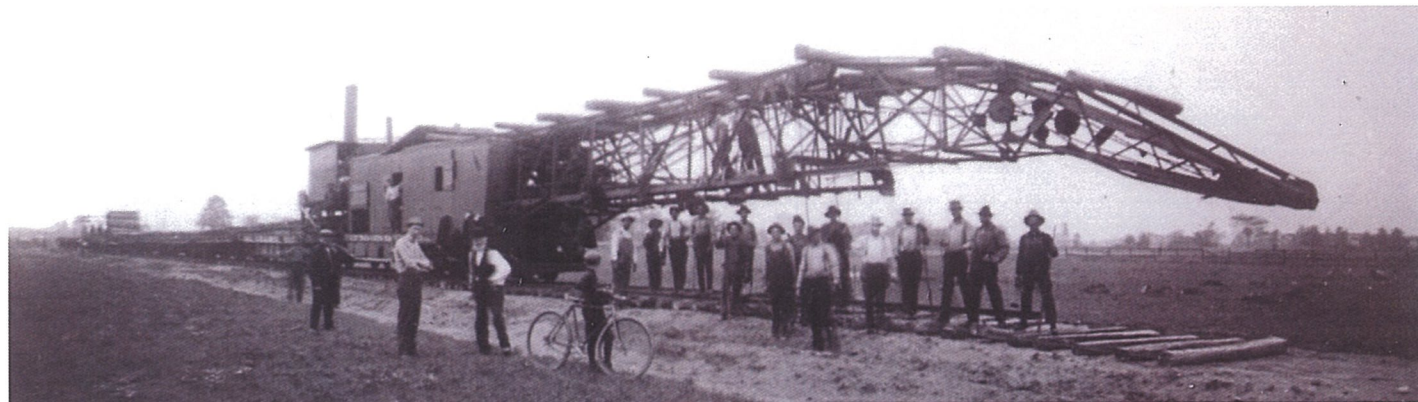
Map #2: This shows the line crossing the Michigan Central at exactly the south city limits of St. Clair, as well as the one mile long spur to the Diamond Crystal. Both the Pine and Belle Rivers show the rail line over each.



Map #3: The end of the line passes near the Independent Sugar Company and ends at Michigan Salt Company. This copy of the map bears an approval stamp dated December 26, 1917. No depots are shown since no land was acquired at this point.



Map #3a: Here's Boyd's legal description of the lands crossed southerly down to the end of the line which he identifies as the Michigan Salt Works which was incorporated in 1903. By 1910, this company was producing 800 barrels a day from two wells, 1600 and 1800 feet deep. Those modeling the PH&D already know that hauling box cars of salt was a big business for many years. As of 1929, it was still a customer of the railroad, making a total of three salt company customers. That would be lots of salt cars for you steam-era modelers!



DETROIT, BAY CITY & WESTERN RAILROAD COMPANY



DBC&W - DC&S NEWS

I was sitting down this morning looking for a tidbit, a precious morsel of info to include in the "Markerlight". I opened my notes and discovered that 101 years ago, the first DBC&W train reached Caro from Bay City! The road had also taken delivery of their first passenger train set that same year. The road had 3 vestibuled coaches, a smoker/baggage car, a regular "day" coach, and a parlor car. Power at that time were 3, 4-4-0 "American" type locomotives believed to be of Grand Trunk heritage.

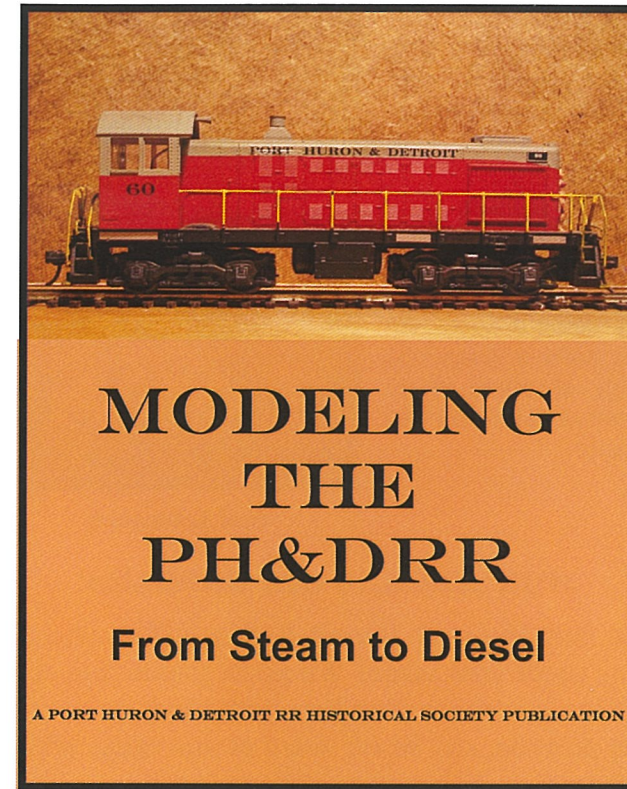
Almost 100 years ago, to the month, the DBC&W reached Wilmont. Here the DBC&W would interchange with the Grand Trunk's former "Polly Ann". It should be noted that the "PO&N" was the 2nd "Handy Line". Thomas Handy purchased the bankrupt PO&N for \$400,00 in 1908. he then turned around and sold it to the Grand trunk in 1909.

Also, we are planning yet another road rally, this one will cover the PH&D! It will be in October. Stay tuned for details!  
Dave Cenci

NEW MODELING COMMITTEE FORMED  
Charles W.

Many of you have purchased copies of the modeling binder over the last couple years. It's a great resource, but probably needs updating. With that in mind, we have formed a team of model railroaders with two goals: First, to fill in the gaps in the information present in the current binder and Second, to (eventually) convert the material included in the binder into a bound book. While the second goal is very long-term in nature, it is our goal to one day offer a comprehensive PH&D modeling book for sale.

Currently, we are working toward a comprehensive list of all locomotives and rolling stock offered in the major modeling scales in for the Port Huron & Detroit Railroad. We hope to have this list complete by the end of the calendar year (2012). If you are a modeler and have some (or many) PH&D pieces in your collection, we would greatly appreciate your input. We are hoping to include N, HO, and O scales in the list, but would also welcome input from S, Z and anyone modeling in the larger scales as well. In order to contribute additional information, please send us a list of your PH&D equipment. On your list, please include the scale of the model, the type of car (ex. boxcar, flatcar, tankcar, hopper, etc), the model (ex. 50' single door boxcar, 40' single door boxcar, 40' outside braced boxcar), the number on the car (ex. PHD 1008, PHD 1103), the company who made the model (ex. Athearn, Lionel, Atlas), the company's part number (if you know it), and any other details you can think of that would be relevant to a list of available rolling stock in your particular scale. At this time we are particularly in need of information relating to HO, N, S, Z, and the larger scales.



Early "Modeling the PH&D RR" book draft cover.

Finally, the technology is becoming available to produce unique models in almost any scale. While a master craftsman should have little to no problem modeling much of the PH&D's rolling stock through the years, we understand that not everyone is a master craftsman. However, using Rapid Prototyping technology (3-D printing), models can be produced much more affordably than through conventional modeling mass production techniques. Unfortunately, this technology still requires the use of a CAD (Computer-Aided Drafting) program. We are looking for a member willing to donate his or her time to designing a model of the caboose bodies that can be combined with commercially available caboose frames/wheels to help us offer models of these unique cars.

One final note to add, if you are modeling the PH&D or one of its predecessor or sister railroads, we would like to find out more about your layout and/or models. While we are working to provide better resources to novice and future PH&D modelers, the last thing we want to do is isolate the current PH&D modeling community. Please feel free to contribute anything you feel might help a novice or future modeler of the PH&D or any of its related railroads.



KEEP LEFT of the LINE!

PH&DRRHS PROPERTY LINE DRAWN

Visitors arriving at the Society's headquarters will see a new addition: a bright yellow stripe marking our half of the "wye". Technically and legally, 32nd Street extends all the way north to the edge of the parking area adjacent to the east-west rails of CSX. This means you can park using the angled yellow lines along the street. CSX property begins along the edge of the roundhouse, which is strictly off limits.

Holders of a membership card current and in good standing can come into the PH&DRRHS side of the wye and enjoy an afternoon of watching trains. If you are asked by law enforcement personnel, just present your card and you'll be covered.



**2012 CALENDAR**

|                   |                       |                  |
|-------------------|-----------------------|------------------|
| Thursday, Sept 13 | Board Meeting         | 32nd St. Office  |
| Saturday, Sept 15 | Hobofest 2012         | "                |
| Thursday, Oct. 11 | Board Meeting         | "                |
| Saturday, Oct. 13 | Homecoming at the Wye | "                |
| Thursday, Nov 8   | Board Meeting         | "                |
| Sunday, Dec 9     | Holiday Party         | Quay St. Brewing |

Remember:

**Saturdays at the Wye**  
Usually the 2nd and 4th Saturday

FREE LUNCH! CHEAP ADVICE! UNSOLICITED OPINIONS!  
GOURMET TUBE STEAKS! KRAUT & ONIONS!  
YOUR BUNS CUSTOM-GRILLED! UNLIMITED CONDIMENTS!

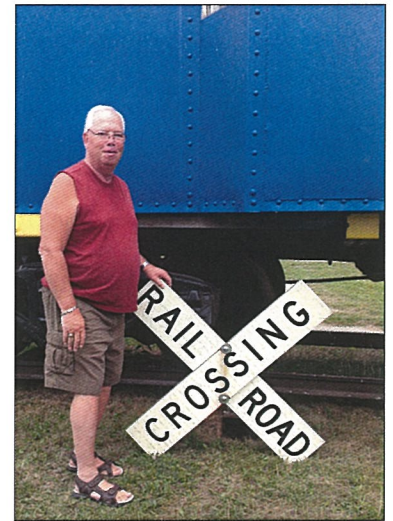
**SPECIAL NOTICE:**

SATURDAY, OCT 13 UM/ILLINOIS HOMECOMING GAME  
COME ON OUT ~ BRING A LAWN CHAIR  
Starts at 3:00PM ~ Radio Broadcast with Tube Steaks!

**DONATION!**

Thanks to a Port Huron man, we now have our old 32nd & Petit crossing sign back! **Carl Schoenberg** came by our Spring Picnic and brought the sign for our collection.

If you have an artifact that needs a home, we now have a donations policy in place. Help preserve local railroad history!



Carl Schoenberg

**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, please stay on the west side of the yellow line (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

**SPECIAL THANKS:**

**Chris Reynolds** of Port Huron's *Sherwin-Williams*. His dad was Bob Reynolds who worked with Bruce in the roundhouse!

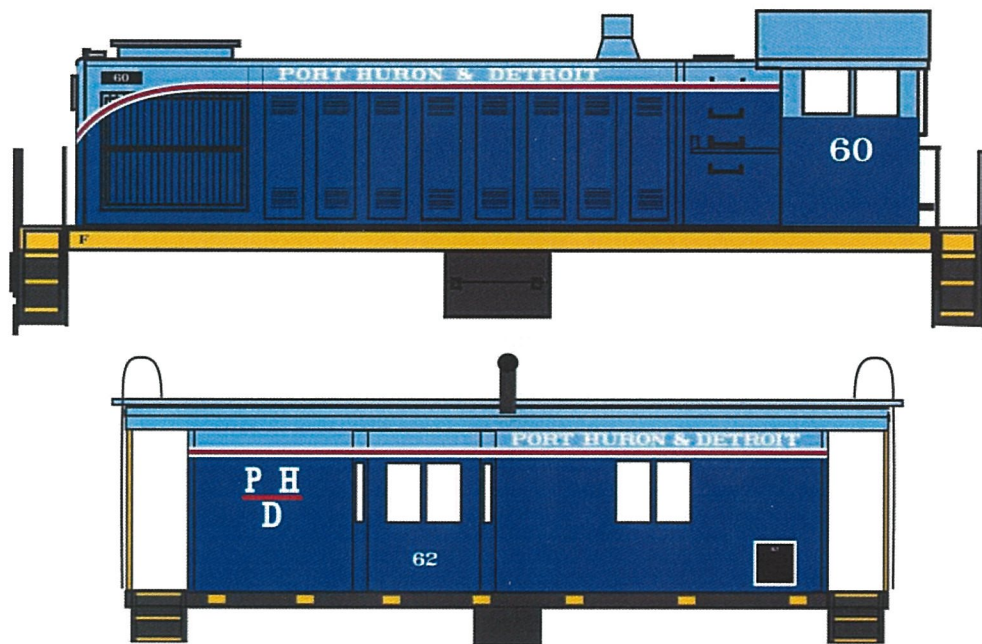
**VISIT OUR WEBSITE FOR LATEST NEWS!**  
[phdrailroad.com](http://phdrailroad.com)





OFFICIAL PH&DRRHS T-SHIRTS ~ LIMITED NUMBER at HOBOFEST 2012!!!

SIZES M-Lg-XXL \$15.00 (XXL \$22.00)



Copyright Highball Graphics 2012

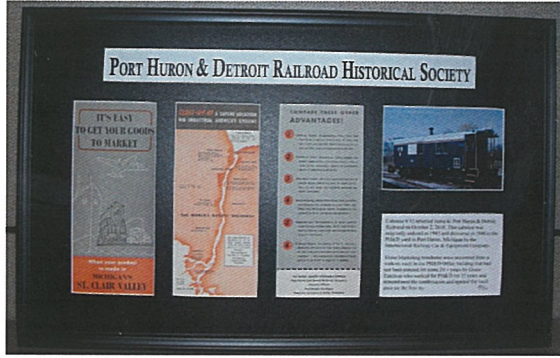
### NEW PH&DRR DECALS FOR HO / N SCALES

A set of decals for the PH&D's diesel locomotives and offset bay window cabooses has been printed and is being offered for sale. The set was announced on our Facebook page recently. Each set will do one locomotive and one caboose in either the first (diesel) paint scheme or the last (diesel) paint scheme. The transition scheme (solid blue) requires additional decals to those offered in the set, but can be completed as well.

HO scale sets are \$8.00 each and N scale sets are \$6.00 each. Prices do not include shipping costs. Sets in O, S and other scales have not been printed, but can be ordered for additional cost.



**MORE COOL STUFF FROM THE PH&DRRHS**



**LIMITED NUMBERED EDITION  
ONCE THEIR GONE, THAT'S ALL FOLKS!**

**50 PLAQUES AUTHORIZED ~ ONLY 28 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 (call)**

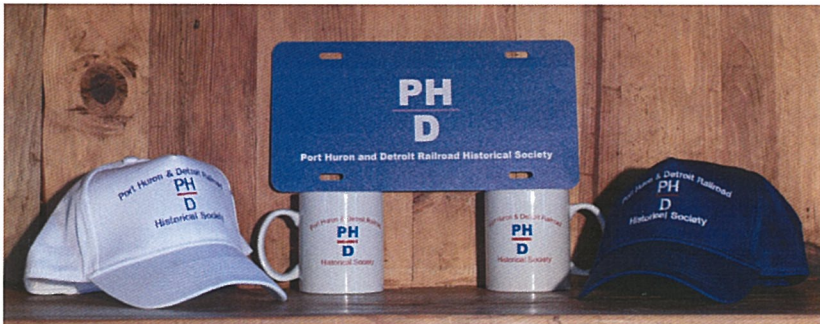


**AUTHENTIC PULLMAN BLANKET  
REPRODUCTION**

**DESIGN BASED ON PULLMAN BLANKETS  
MADE BETWEEN 1907-1926**

**EXCLUSIVELY AUTHORIZED TO THE PH&DRRHS  
DIRECT FROM FARIBAULT MILLS  
100% VIRGIN WOOL ~ MADE IN THE USA**

**REGULARLY \$220  
NOW \$110\* TO PH&DRRHS MEMBERS ONLY  
PERFECT FOR GIFTS, ANNIVERSARY, WEDDINGS  
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**AUTHENTIC PH&DRRHS ITEMS  
CUSTOM EMBROIDERED CAPS: \$15.00**

**CLASSICALLY IMPRINTED MUGS: \$7.00**

**LICENSE PLATE (SPECIAL ORDER): \$12.00**

| ITEM:        | QTY            | PRICE                           |
|--------------|----------------|---------------------------------|
| HAT          | \$15 X _____ : | \$ _____ Blue or White (circle) |
| MUG          | \$ 7 X _____ : | \$ _____                        |
| DECALS       |                |                                 |
| HO           | \$ 8 X _____ : | \$ _____                        |
| N            | \$ 6 X _____ : | \$ _____                        |
| T-SHIRT      | \$15 X _____ : | \$ _____ Size: M LG XL (circle) |
| T-SHIRT XXL  | \$22 X _____ : | \$ _____                        |
| PLATE        | \$12 X _____ : | \$ _____                        |
| PLAQUE       | \$200X _____ : | \$ _____                        |
| PULLMAN      | \$110X _____ : | \$ _____                        |
| <b>TOTAL</b> |                | <b>\$ _____</b>                 |

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

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PLEASE MAIL COMPLETED FORM & CHECK TO: PH&DRRHS P. O. BOX 217, MARYSVILLE, MI 48040 and VISIT US: [phdrailroad.com](http://phdrailroad.com)