

# THE MARKER LIGHT

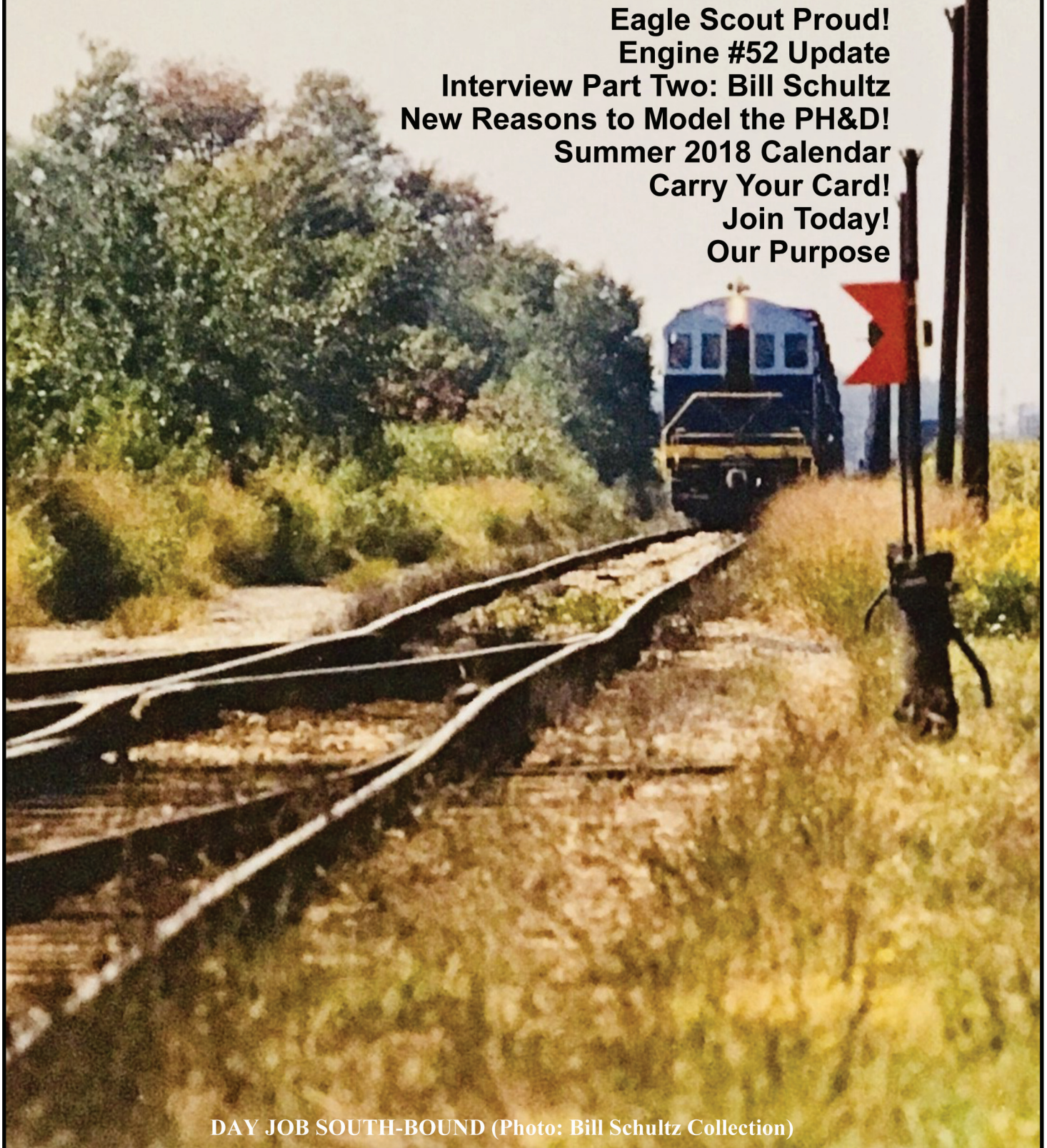
NUMBER 33

THE PORT HURON & DETROIT RAILROAD HISTORICAL SOCIETY

SUMMER 2018

## HOW WE RAN THE PH&D II

Eagle Scout Proud!  
Engine #52 Update  
Interview Part Two: Bill Schultz  
New Reasons to Model the PH&D!  
Summer 2018 Calendar  
Carry Your Card!  
Join Today!  
Our Purpose



DAY JOB SOUTH-BOUND (Photo: Bill Schultz Collection)

**Cover:** *Afternoon job has made up its train and is heading toward the office wye curve to head south.*

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

**PG. 3: Acquisitions: Update Engine #52**

**PG. 4: The Interview, Part One: Trainmaster Bill Schultz**

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

**PG. 6: (Cont.)**

**PG. 7: Revised Reasons to Model the PH&DRR**

**PG. 8: Spring 2018 Calendar; Carry Your Card; Join; Purpose of the Society; Board of Directors**



### FROM WHERE I SIT

Dear Friends of the PH&D:

By now, you probably have heard about major changes to the board of directors. Apparently, a contingent wasn't happy with my style of leadership and initiated a takeover. Out of it came three resignations and a "retirement", leaving five members of the board to run the Society. Although I have an issue about the way they went about it, I wish them well and urge all of us to continue supporting our Society. Please attend the board meetings so that you can continue to be informed.

It seems Train Day at the wye was a smashing success with a truck vendor providing some great food and drink. Attendance was admirable and there was plenty of action in the yard, provided by both CN and a south bound CSX consist. We pride ourselves in providing a rare unmolested venue to sit and watch trains roll by at a Class I rail-yard! Hope you had a great time. If you missed out on the Amtrak Trip Planners, come by any Saturday, and we will give you one.

Glad to know that the Modeling Committee has been reformed. We'll be working on an updated version of the Modeling the PH&DRR Guide which will include expanded and useful information that you'll use when planning a layout. Kudos to Charles Warczinsky and Chad Thompson for helping to reinvigorate this effort.

Thanks also to young Thomas Gaffney for his completion of our fire ring area. You can be sure that there will be many rail tales swapped in front of it!

Hobofest 2018 looms in another two months. We do need volunteers to help Chair Joanne Burgett make this a success. Our Hobofests continue to celebrate the history of of the many who traveled by rail looking for work, during the tough times of the 1930s. Our "camp" will replicate what it was like, complete with a sumptuous Hobo Stew pot simmering out on an open fire. It may be July, but Jo needs your help now. If you could contact her it would lighten the load: [joeannburgett@gmail.com](mailto:joeannburgett@gmail.com)

Have a safe summer and as always please come out to the wye, bring your family, a picnic lunch, and enjoy our excellent train watching location!

**Sandy Duffy**

### EAGLE SCOUT PROUD!

Young **Thomas Gaffney** gained a badge recently toward completing his rank of Eagle Scout, with this excellent project. Along with other volunteers and donated materials, a community fire pit was installed out at our wye. The job required digging a hole in which fire brick was placed. The addition of pea gravel improved access from the parking lot. A convertible picnic table/bench combination plus several wooden benches completed the job.

The Society really appreciates this new addition and we expect many tales of railroad-ing to be swapped in the future! Thanks Tom!



**ACQUISITIONS: PROJECT #52**

As project chair, I've recently been in touch with the head contractor, Mr. Rick Rowlands, and I'm helping him coordinate the project.

Mr. Rowlands is making progress determining the routing. The departure begins with Norfolk Southern. As the Knoxville Locomotive Works manager, Mr. Tom German, has done similar moves, he's helping Rick develop the route. Plans are being discussed with CSX to finalize the drop and spot at Port Huron.

The process involves a special consideration since the PH&DRR wye has no assigned location number in the CSX system. This requires what's known as a "Temporary Unloading Agreement", which he will use, in his contact with the CSX sales representative. Mr. Rowlands has already submitted a request to CSX.

Two "drops" are contemplated. Both will require two cranes made possible through Raymond Excavating, headed up by our friend to the Society, David Burgess. One "pick and drop" will have the engine spotted on the west leg of the wye. The other will involve temporarily removing overhead lines, spotting the engine on the northern portion of the wye.

Additionally, there will be two loads; one for the engine and one for the trucks which is being shipped separately.

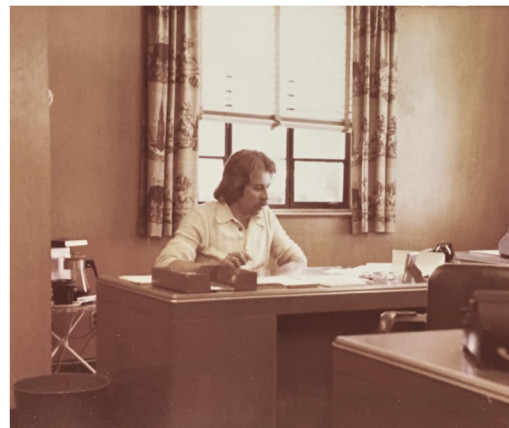
Finally, a contract to film the move, from loading, tracking, and final unloading has been awarded to Delay In Block Productions, underwritten by a generous donor to the tune of \$1800. The high quality of this company can be uploaded through YouTube. They have covered numerous rail lines, most notably, the Lake States Railway, formerly the Detroit & Mackinac.

So it's all good news. We now have an actual CSX application form and a human contact!



## THE INTERVIEW: Trainmaster Bill Schultz , Part Two

In this second segment of our interview with the last Trainmaster of the PH&D, we go deeper into the everyday operations. Both train crews, the afternoon and night jobs, began with the interchanges. The C&O had two different locations, while all Grand Trunk action was west of Michigan Road. How we picked up loads and empties and where we took them is just many of the stories Bill reveals in Part II. His recounting provides valuable tips for anyone interested in modeling the Point-to-Point design of the PH&DRR.



BS: *In December of 1974, I was offered the Trainmaster position since Bert Sari was retiring. I started training with Bert the first part of the month.*

ML: That was probably a welcome bump in pay.

BS: *Sure was.*

ML: How did the training go?

BS: *I tagged along with him. He was pretty cut and dry. He explained things well. We'd get in his car and head down 32<sup>nd</sup> to Dove, out Michigan Road, and then to Tappan Tower and check all the cars that were on the interchange track from the Grand Trunk to us. They'd shoved them off their Mt. Clemens Sub (division), from their main line onto what we called their "cleaning track". The Grand Trunk had an employee up there that would go along and check all these cars, the foreign lines to us, that we'd use at the time to load salt, and this employee would go through them and clean all the cars that needed to be cleaned. He just swept the cars out and threw out the cardboard. No washing involved up there. We'd check the cars and Bert would write 'em down in sequence, from the east end to the west end of the string of cars, which could be anywhere up to twenty five to forty cars. Then that would be transferred onto their (our train crew) switch list back at the office.*

ML: The interchange with the Grand Trunk was made up of a series of passing sidings. How many?

BS: *Three tracks. There was the cleaning track, which could hold maybe forty, fifty cars, at least. They never filled it up that often. Then just to the north of that was what the train crew called the "middle track" which was kind of a "runaround" track, and then the north track. That north track, that usually was the track that the night crew took their cars that they were interchanging to the Grand Trunk in the morning, which I think held maybe seventeen, eighteen cars. The night crew in the morning would pull their cars up on that north track and then come back on the middle track and that's where they'd leave the cars that they were going to interchange to the Grand Trunk.*

*If they had too many cars in the morning, they'd leave them on our main line, east of Michigan Road.*

ML: So when you left in the morning with Bert, you picked up on that pretty quick, how that was supposed to be. In fact, as Trainmaster, your focus was upon both interchanges recording the inbounds from both roads.

BS: *Right.*

ML: How about the C&O? Would you go to their interchange as well?

BS: *Right. That track, what we'd do, is, off Michigan Road, there's like a little dirt road, which ran just south of their main line. I'd drive down there, maybe two hundred, two hundred fifty feet. I'd park and get out of my vehicle. The cars they'd interchanged the night before to the PH&D which they'd shoved just clear of their main line at the west end of this interchange track, I'd just get out there with my book and go along and write down all the car numbers and what they were.*

ML: Not commodities, just the car numbers?

BS: *Right. When I'd get back to the office, the C&O had their interchange paperwork that would say if the car was a load or an empty and I'd transfer that into my book. If it was a load of lumber for Port Huron Building Supply, I could tell what the commodity was.*

ML: Did this interchange list include empty cars assigned to some of our customers?

BS: *It did, right. Those cars that were assigned, generally, in an envelope, we'd have a list of all the assigned cars that we knew who they were going to, and, after awhile, you kinda recognized the numbers.*

ML: So you'd know, for instance, that PH&D series 400 cars were assigned to Morton Salt.

BS: *Yes.*

ML: So that was your morning, tallying up both interchanges.

BS: *Right.*

ML: You came back to the office after that. Then how did you spend your afternoon?

BS: *Usually all the cars you received in the interchange, especially the tank cars, you'd put them in a long ledger to record their numbers, so you knew what tank cars you had up there. And then, back in those days, all those tank cars that we received daily, verbally, I'd give them the numbers over the phone, to Tom Banning down at Amoco, so that he would know which cars we'd received so he could put them in his book down at their office, before they got delivered.*

ML: Was it your job to call customers in the afternoon?

BS: *It was. I'd let them know what cars showed up. The Diamond Crystal, I'd let them know which assigned cars showed*

up. When I'd give them the car numbers, which included Morton Salt and Chrysler, they'd get back to me before the end of the day to give me what cars they wanted spotted for the midnight shift. Sometimes stuff would be close, like I'd get a little concerned around four o'clock because I wanted to put down where these cars would be going in their plant for our night crew. Like John Parent, at Morton Salt, would let me know on the phone how many assigned cars they needed, from the cars we received from interchange.

ML: So in the afternoon, you had to prepare a switch list for the night job.

BS: Right, for the 11:00PM crew. I'd have one list for Amoco on the cars they wanted pulled out, usually the tank car number, with either GT or PM to let **Norm (Warsinski)** on the night crew on how to switch them out. Then I'd have a list of all the tank cars from our yard to take down there.

ML: What about spotting at customers down line, like Morton, Diamond, or Chrysler? How'd that work?

BS: I had them on our switch cards, the empty cars that they were getting.

ML: How did you know where to spot them?

BS: The train crew knew where to spot them. The boxcars, at Morton, usually went on to what they called the number two track. There were two tracks inside the plant that were closest to Busha Highway. Number one track was never used. Number two track was right next to the dock platform. That's where they spotted the box cars.

ML: Was that the track that curved into the building, from the south?

BS: It was. Morton Salt, generally, through the years I was on, only used maybe three, no more than four, each night. They didn't ship out a lot of boxcars. They shipped more bulk loads in covered hoppers.

ML: Was it generally the practice to spot and move empties to the customer at night and pick up the loads during the day?

BS: Correct. All the loads came up on the day shift, like seven, eight, nine at night. Then the night crew would spot all the empties in the customer's plants for loading the next day.

ML: You didn't actually tell the train crew to spot them at different points, only that, say, Morton Salt wanted five cars spotted on Track #2.

BS: Right. Sometimes Morton Salt had some Grand Trunk assigned cars that were 309 series. So for demurrage purposes, John Parent wanted me to spot the oldest cars that we had up in the yard first, using them up. For the Diamond Crystal, I had blank sheets up at our office listing their cars and they would tell me over the phone where to spot this car at the Diamond. They called it the "door" but it was actually at the "dock". At the north end of Diamond Crystal, I think it went "Eighteen", then "Sixteen", and "Fourteen"; there weren't actually "doors" there but a "spot" number. They had an inside and an outside track.

ML: These are instructions you'd get by phone before you left for the day?

BS: Correct.

ML: So by the time you left, you had prepared switch lists for the night crew which you left on their desk.

BS: Right. I'd have all their paperwork clipped together and leave it out there for them to look over when they came to work.

ML: That was all for the conductor?

BS: Yes.

ML: Would he then take what you gave him and prepare his own list?

BS: He usually had those blank PH&D switch list cards and what the conductor would do, is he'd flip that over, and on the back side, he'd put down in pencil the car numbers, and line up their train on this card on the back, from the tail end by car number, up to the head end. Then the rear brakeman, sometimes it was either **John Lisse** or **Wayne Martin**, they'd have a card that they would prepare for themselves to carry when they were up switching. Usually that rear brakeman was **Ray (Warsinsky)** and there would be a third card made out for the head end switchman, so that when the engine came out of the roundhouse, along with the cabooses, with Charley Brennan, they'd come out in front of the office with three cards for themselves for the way the train was going to be made up, from the rear to the head end.

ML: Generally, would you head south to the first customers or, as some have stated, go directly to Marine City?

BS: That might have been before I started in the office. I know that **Bruce (Sawdon)** mentioned that they would head straight to Marine City. When I was Trainmaster, I scheduled it so that the customers nearest were first on the list.

ML: So, for instance, Chrysler would be listed before Michigan Elevator?

BS: Yes. When I was on that job, doing that for ten years, there were some instances with the night crew when I had to send them down to Marine City, for, say, a "hot" load of lumber for M&D that they wanted the next morning. Then, the other thing that happened a few times, Detroit Gasket, down in Marine City, there were some times where we had some cars interchanged through the C&O that evening, say seven or eight o'clock, and it was a "hot" load which the Gasket had been waiting on, which we didn't get in time to send it down with the afternoon crew. So we had to send it with the midnight crew. Just glad I wasn't in the trainmen's room, because I knew that the midnight guys hated to go down to Marine City at night. It made their night longer.

ML: You'd get this notification from the C&O Interchange? Who would tell you about a "hot" load?

BS: Usually I'd have gotten a call from an employee from Detroit Gasket calling about a load they were expecting during the day, wondering where it was. Sometimes they'd call down to Court Street (C&O) asking about it. They'd be checking and I'd be checking. Then Gasket would call me and let me know that the C&O would be having the car interchanged by 11:00 o'clock that night. Then they wanted to know if could get it down to them by 7:00 the next morning! And I'd tell them, that we'd get it down there. And I'd get it down to them.

ML: That was back when the customer meant something.

BS: *Right, right. Sometimes the customers would even go beyond us trying to track the car, back before computers. But sometimes, when stuff slowed down for the night job, back in the day, like when Amoco slowed down, especially during the summertime with the propane (I feel free to speak, if you don't mind), some of these times in the summer, they'd go to work at 11:00 o'clock at night and stuff was slow, especially with the Gasket, they'd be going home by 4:30 in the morning and I know they liked those because they still got paid for eight hours. They called 'em an "early quit". They liked that!*

ML: Did you ever have car shortages?

BS: *We did sometimes. Might have been before we had the PH&D leased cars. I'd have to call over and talk to the Grand Trunk agent, Frank Russell, and he, in turn, would get a hold of the yardmaster and have their switch crews out in the yard just throw some onto number nine track, up west of Michigan Road, which was the interchange track for the PH&D cars. They'd put the word out that we'd needed 50 foot boxcars and just whatever they had, throw them in there. They'd interchange 'em over to us and then I had to go up and inspect 'em to see if they were suitable for loading. And we did have a few cars that weren't suitable for loading.*

ML: You'd "bad order" 'em or kick 'em back?

BS: *I had the train crew just return 'em back over there. We had a 50 foot BN car for salt loading with wood walls that might be half missing or ripped off or worn out where the bags of salt could get caught so I'd just send it back.*

ML: Did you have anything to do with damaged cars or damaged product?

BS: *I did. I had to write up a report and let usually **Ron Liddle** or **Sam Soini** know; if it was a flat car load of lumber that was damaged, you really had to look over the loads. It was especially intricate with loads going into the Belle River Power Plant; back in the early 80s, they had a lot of equipment and parts that came in on flat cars and you really had to inspect stuff carefully. If stuff was even nicked, I'd have to get either Sam or Ron to go up there (the GTWIC&O interchanges) so they could take pictures of it and all that to protect ourselves.*

ML: Let's talk about those leased cars from ITEL. By the time you became Trainmaster, we had completed negotiations with ITEL to lease about 300 of these brand new ribbed-side 50 footers. When they first started to come online, did you anticipate storage issues?

BS: *At times, when we first got them in, in certain "batches", there was a concern where to put them all.*

ML: Did you have enough room up in Michigan Yard?

BS: *No, there wasn't enough room up there. No way. Up at Michigan Road in our yard, there were tracks that were filled up with tanks. Back then, we weren't getting the amount of tanks they get today; we had number three track with tanks for Amoco; number five had all the Chrysler cars, number four had the 40 and 50 footers, for Morton and Diamond, and on number two track were usually all the assigned cars for Diamond Crystal and Morton. Sometimes in the afternoon, we'd just throw the covered hoppers in number two and they'd take 'em down that night. Management then built numbers 7 & 8 along 32nd Street around 1978 or 1979. They were built for extra storage for the PH&D boxcars.*

ML: How many cars could they both hold?

BS: *I'm not exactly sure, maybe 25-28 cars at least. At times, when we had too many PHD cars, when stuff slowed down, we'd store them at Ainsworth or Chryslers. Ainsworth only shipped out a 40 foot car, very seldom, and we could shove a lot of empties, 50 footers, back all the way right up to the gate. We could store them there for quite some time. When they needed a 40 footer then we had to pull the entire string out. We had them stored even in the Dow area, the track that went back into Eugene Welding, with 20-25 of 'em stored back in there. Consumers Power, just north of Davis Road. Back in the day when Consumers Power was completed, there was a siding going in there for when they were building. After that, we never really went in there, so that could hold maybe 20 cars. We had 'em tucked away all over.*

Part Three continued in ML #34

**PORT HURON AND DETROIT RAILROAD COMPANY**  
 Reporting Marks and ACI Nos.—"PHD"—0 647  
 Uniform Alphabetic Code and ACI No.—"PHD"—0 647  
 GENERAL OFFICES: Box 266, Port Huron, MI 48060  
 GENERAL OFFICERS: Port Huron, MI 48060  
 J. J. Duffy, Chairman of Board  
 S. T. Coffey, President  
 R. W. Bantz, Vice-President, Operations  
 F. S. Soini, Vice-President, Sales  
 F. B. Young, Auditor  
 H. J. Farris, Car Accountant  
 Miles of road Operated, 19.08; Equipment: Locomotives—diesel-electric, 3  
**FREIGHT EQUIPMENT**  
 Cars are marked "PHD" and are numbered and classified as follows:

A.A.R. (N.E.C.) (Dep.)	DESCRIPTION	A.A.R. Car Type Code	NUMBERS	DIMENSIONS										CAPACITY						
				INSIDE			OUTSIDE			DOORS				Cubic Feet (Net)	No. of Cars					
				Length	Width	Height	Length	Width	Height from Rail	To Floor	To Top of Door	Width of Opening	Height of Opening							
	"PHD" Box, St. Cosh. Underf., Nailable St. Fl.	B209	1000-1099	50	8	10	7	8	7	10	12	13	14	10	9	10	5077	154	100	
	"PHD" Box, St. Cosh. Underf., Nailable St. Fl.	C 8209	3000-3199	50	8	11	1	8	7	10	13	14	15	8	10	10	4	5347	154	200
Total																				300

July 1978, Official Railway Equipment Register



Track #8 filled along 32nd Street (B. Schultz Coll.)

## REASONS TO MODEL THE PH&DRR (UPDATED)

The interview with former Trainmaster Bill Schultz has revealed some new details to consider for a design based upon the PH&DRR. This is timely because the Society has begun work on an updated "Guide for Modelling the PH&DRR"! While the first edition concentrated on basic information, the new version will go into much greater detail, with paint schemes, improved maps, and more customer photos. We'll have an update in the next issue. For now, let's review new insights on why the PH&DRR is such a perfect railroad to model.

1). The 19 mile line was essentially in the shape of a "T-Square", running from north to south. At both ends were interchanges. At the top, we interchanged with the GTW & PM, while down in Algonac, we connected with the Algonac Transit Company, a short transit line owned by Chris Craft. This design is perfect for a very tidy "Point-to-Point" layout. You'll have interchanges at both ends, while serving customers in between. With this linear design, constructing a shelf layout makes the best sense.

2). In essence, the line was an industrial switching railroad. It used switch engines from its start in 1917 to 1984. All steamers were 0-6-0 configuration, while the postwar engines were ALCO "S" units. For modelers, you need only one ALCO S unit, saving you money.

3). With only one engine, there is no need to invest in the more expensive DCC, another way to save you more money. Additionally, there is no need for signaling.

4). As far as operations, there is plenty, all based upon prototype experience. First, plenty of switching moves up in the yard while making up your train. Loads to and empties from the GTW were handled west of Tappan Tower on a three track siding, part of the Mount Clemens Subdivision. For the PM/C&O, there were two separate interchanges: loads and empties were taken at a connection just east of Michigan Road, while loads from us were dropped off at the other end, east of the wye. Departing south initiates a second phase, spotting cars for the customers that wanted them. Then the return trip required bringing loads and empties back up to both GTW and the PM.

5). For most of its history, the railroad had an impressive list of customers with a very diverse list of commodities. This will require an inventory of different car types. In the diesel era, there were 3 lumber companies, 2 salt plants, 2 coal power plants, a propane facility, an auto parts and motor plant, as well as smaller companies that shipped plastic, wire, and beans. The PH&D has a rich history of leased cars, starting with the wooden Mather cars in the 30s and 40s right up to the large quantities of new 50' ribbed side PH&D boxcars, assigned to the salt companies and Chrysler Corporation. Additionally, Morton Salt required numerous bulk hopper cars. And the lumber loads came in on flat cars and box cars. The new guidebook will have references for sources of the rolling stock for sale at hobby shops, based upon the actual numbers used by Trainmaster Schultz.

6). We had three freight stations: a two story brick building in Marysville and two downriver, identical depots. Each had their own yards or sidings. Both downriver stations had loading docks, used for LCL (Less than Carload) loading. The Marysville building was connected to a long 5 bay loading facility used by Grief Brothers, which shipped industrial spools. The station had two spurs leading off a trailing switch. All three stations were REA (Railway Express Agency) designated which meant "walk-in" customers could ship larger packages such as footlockers, crates, or boxes.

7). The line also contained what you could refer loosely as "subdivisions". For example, the South Park area had a spur that meandered east all the way to the river and served as many as four businesses. Another example is the "Dow" spur, east of the Marysville Freight Station, and south of the Chrysler Plant. Incidentally, this also crossed the PH&D's only diamond! The Dow spur was built in the 1940s to serve war-related industries, such as the magnesium plant and the Gar Wood boat plant. The other is the nearly one-mile long spur branching off east into St. Clair, to serve the salt plant. This contained a substantial, multiple passing, siding yard. And, nearby, we have another lumber company included.

8). Although there is no evidence to indicate any regular passenger traffic, from time to time, railroad clubs were allowed on line and would travel all the way to Marine City and back. It's another switching experience using foreign equipment! In 1971, management did acquire a private car from the C&O. For the brave, a reasonable copy of *Castleblayne* can be had using a C&O heavyweight, open-ended, observation car with minor customizing.

The PH&DRR Point-to-Point, shelf design has it all: three freight stations, multiple interchanges, assigned cars, carloads of coal, salt, auto parts, lumber, and bulk beans. The bottom line: it offers the best combination of plenty of switching and operation!



*St. Clair Freight Station. The loading platform on the right corner slants up to a level matching the height of the average boxcar floor. A back room contained weighing scales and packaging materials. Barely visible is the red and white "REA" sign in the window on the far left, under the station sign. This station sign is in our possession.*

**2018 SUMMER CALENDAR**

July 14 Board Meeting 32nd St 9:00AM  
 Aug 11 Board Meeting 32nd St 9:00AM

All members are welcome to attend our monthly board meetings.

**Saturdays at the Wye** is in full swing!

If you'd like to come up on a Saturday to help out and spend time watching and photographing trains, make sure you have a paid-up membership card which allows you unlimited access to the Society-owned half of the "wye" property, marked by the yellow stripe. You may park along 32nd Street and the west side of the stripe. An accessible porta john is on site.



*The Trainmaster counting cars.*

PH  
D

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

**PORT HURON & DETROIT RAILROAD  
 HISTORICAL SOCIETY**

**MEMBERSHIP CARD**

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

**JOINED:** \_\_\_\_ / \_\_\_\_ **MO/YEAR**

**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, and the Pere Marquette/Chesapeake and Ohio.*

*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 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, 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 classy newsletters, a chance to be a part of creating the area's first railroad transportation museum complex, have exclusive access to the "wye", and learn more about this historic Michigan short line!

Mail to: **PH&DRRHS, 2100 32nd. Street, Port Huron, Michigan 48060.**

**BOARD of DIRECTORS  
2018**

**Jo Burgett  
 Steve Harvey  
 Shawn Maertens  
 William Schultz  
 Chad Thompson**

**SPECIAL THANKS TO:**

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[phdrailroad.com](http://phdrailroad.com)