



ORANGE COUNTY MODEL ENGINEERS WEBSITE: www.ocmetrains.org

NEW BOARD SECRETARY

At the Club's General Meeting held on July 9, 2011 your Board voted to appoint a new Club Secretary until such time as a regular election can be held. The person appointed to this position is Claire Marsden.



By the way, Claire has just been awarded her Masters degree in Speech Pathology. I speak for all our members when I say "Congratulations Claire!!"

WORK CAMP OUT CHILI COOK OUT

WE had a great turnout, over thirty members came out. Some stayed to camp and some did not. Whether you stayed, or not, I think everyone enjoyed themselves. We were able to start work much earlier than a normal work day because many of us were already here. We always had a pot of coffee going thanks to Russ Green. I spoke to our President's wife, Carolyn, on Tuesday. They were in Wyoming on vacation and heading back. They planned on coming in on Friday evening. Got a call from them around 5:00 PM and they were waiting for us at the restaurant Thursday night. We generally meet the first night at Acapulco for a dinner out. We were very surprised to see them. Later that night Danny and his mother arrived from Glendora and set up camp. By Friday night many tents, trailers and motor homes had arrived.

Early Friday morning we were on the track making repairs. That afternoon I had expected a call from Ronald Blanchard, but no call. He had been working on an idea that Kevin had thought of for an engineer's rest. Kevin's idea was to put in some type of anchor to prevent the picnic tables from being moved and placed on the station platform. I talked to Ronald earlier that week to get his ideas on doing what Kevin has suggested.

{See **Cook Out**, Page 3}

O.C.M.E., P.O. Box 3216, Costa Mesa, CA 92628-3216, (949) 54-TRAIN. Editor and Publisher: Bill Pemberton. bill.pemberton@ca.rr.com; 2944 Redwood Avenue, Costa Mesa, CA 92626-3741. Our railroad is located in Fairview Park, 2480 Placentia Avenue, Costa Mesa, CA.



A FIRST CLASS RAILROAD

BY

President Joe Hayes

While driving home from visiting family in Michigan and Minnesota (we were in Wyoming), Carolyn and I received a phone call from Dixon Sheldon. He invited us to join him and other Club members for a work camp-out at the Club that weekend. We immediately said yes and told him we would be in town by Saturday. Since it was Wednesday and about a thousand miles to get back home, we figured that we would make it to the Club in time for the weekend. We did better than that. We arrived at the Club Thursday evening, in time to enjoy a good meal with several members at a good Mexican restaurant.

The work weekend was a lot of busy and productive people having a great time. We were fortunate to have the help of a professional contractor, (member Ronald Blanchard who flew in from his home in Oregon) and several young new members. The potluck dinner Friday and the Saturday chili cookout were more than successful. The only thing we didn't do was to vote a winner - I confess they were all so good we did the right thing - they were all winners.

I am sorry we were all so busy on Saturday, the general meeting was lost in the shuffle. Attendance was very light, and after waiting until about 9:30, the work in progress dictated we dig in and help. Those members who showed up for the meeting also pitched in and a lot of work was accomplished

The Board did meet, and elected Claire Marsden as our new Secretary, replacing Mike Getscher who volunteered to fill the position on a temporary basis. Thank you Mike.

You may notice that the gas barn has a new lock. This is the result of a recent dramatic unexplained increase in fuel consumption. If you need access to the fuel barn, ask any Board member for help.

The question of what to do about the fall meet was not discussed by the Board, but the results of the pole regarding which weekend to hold the meet were unofficially relayed to me as five for the run weekend and five for any other weekend. The Board will announce the disposition of the Fall Meet when we meet at the August meeting.

2011 O.C.M.E. Board of Directors

- President**.....Joe Hayes (310) 386-9662
- VP-Operations**.....Dixon Sheldon (909)861-8810
- VP-Facilities**.....Myron Peterson (949)494-9655
- Treasurer**.....Larry Ogle (714) 539-9382
- Secretary**.....Claire Marsden (714) 457-7160

- Appointed Officers:**
Mackerel Flats Mercantile Store Co-Mgrs:
 Betty Cummings.....*82(714) 979-9390
 Janet Trom.....(714) 546-4721

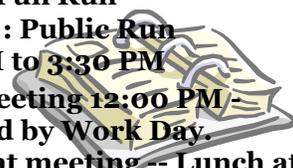
DATES TO REMEMBER

August 6th. Sat.: General Meeting 12:00 PM - Club house followed by Work Day. Coffee and donuts at meeting -- Lunch at noon. Board Meeting 3:00 PM

August 13th. Sat. - Summertime Fun Run

August 20th. - 21st. : Sat. & Sun. : Public Run Weekend 10:00 AM to 3:30 PM

September 3rd. Sat.: General Meeting 12:00 PM - Club house followed by Work Day. Coffee and donuts at meeting -- Lunch at noon. Board Meeting 3:00 PM



THE WAY FREIGHT is published by **ORANGE COUNTY MODEL ENGINEERS, INC. (OCME)**, a non-profit California Corporation which has created **THE MACKEREL FLATS & GOAT HILL JCT. RAILROAD** in Fairview Park, Costa Mesa, California. It is the intent of OCME to educate and enlighten people of all ages in the rich railroad heritage of the United States of America and other parts of the world. As a qualified non-profit organization, all donations are fully tax deductible under IRS ruling 501 (C) (3). Views and opinions expressed in **THE WAY FREIGHT** are not necessarily those of **OCME**. Material for **THE WAY FREIGHT** may be submitted to Bill Pemberton, 2944 Redwood Avenue, Costa Mesa, CA 92626-3741 or bill.pemberton@ca.rr.com.

{Cook Out, From Page 1}

Ronald perfected this idea and set up the materials at Home Depot for Saturday. I called Ronald and got the recorder, less than five minutes went by and he called me and asked if I could meet him at Home Depot at 6 AM to get this project going. He said he was home in Oregon.

At 1:00 AM he had flown down to do this project. By 7:30 AM we were digging holes and making concrete. Danny had never worked with concrete but by the end of the day he was an expert. He worked his heart out the entire weekend. We had several younger members who showed up to help out and by 1:00 PM on Saturday they were tuckered out. Joe and Ronald picked up the pace and the kids were forced to get back to work or loose face. By Sunday we had dug many holes, filled them with anchors and concrete, repaired several sections of track weeded, fixed trash cans and several other projects. At night we discussed the days events and plans were made for the next day.

We had many good meals with some new members joining in to do the cooking. We had 4 different types of chili, many deserts, and all of the other fixens that seem to show up when we get together. We were able to look at the sun with Gary Dutra's telescope. I have received several e-mails thanking us for setting up this event, so I guess we will plan more. Maybe a soup cook-off?

Note, went by the Club today--no bench on the platform. Thank you OCME members for a job well done.

Dixon Sheldon



**“I’ve been workin’ on the railroad”
in June**



Dave Bowen, Terry* & Betty* Cummings, Stefanie Drake*, Eric Engle*, Joe* & Carolyn* Hayes, Gary Kimble, Derek & Claire Marsden, Ken Matassa*, Juanita Matassa*, Dan O’Brien, Bob Platfoot*, Jerry Platfoot, Dixon Sheldon*, Lois Taube*, Steve Trom*, Collin Westphal, Jack Young.

“*”signifies working both Saturday and Sunday.



**Many “thanks” to the
June
Birthday Party
Volunteers.**

Bill Pemberton, Jack Young, Russ Green, Jim Ferguson, Hunter Ferguson, Doug Maywald, Eric Engle.

COURTESY & SAFETY

On the track we need to think about other members when we are operating our equipment. Last Sunday when we tried to start 509 it would not turn over. A possible cause the ignition switch was left on from the day before. On the 1104 the choke cable was too loose. Mike Springer found the rod somehow had come away from it's guide. Both of these were little things however we were not able to bring our flagship engines out at the start of the run for Sunday. IF we take a little more time when putting our equipment away this will free up time in the mornings when we need every minute to get ready for the riders. Another observation, I have heard rumors that the Club engines are out on the track on days other than the run days and birthdays. If someone wants to run an engine and is qualified, please let me know. Alex asked if he could take out a Club train and the Sweet Creek for a photo shoot. This is fine. He is a qualified engineer. How ever if he was taking the Club's engines out for a spin around the track, this would be a different story. We try to keep all of our equipment in tip top shape so all we need to do on run days is fuel the engines, make up a train, check off the safety items and go.

Let's try something to see if it works. I will be putting in each engine some old fire tags with seals. Write your name, telephone number, e-mail, the problem with the engine, date it and put it onto the window of the cab. We had a limited amount of time and we did get the 596 out by 10 am. The 509 never ran on Sunday.

We have some members who are new to the Club that do not have the training to do some of the jobs for a run day. There are things that you can do at the station without any formal training. Gary Sharp has made it possible for you to study the information on the web site as well as in the Club house to become an conductor or engineer.

{See Courtesy, Page 4}



HANK HORNSVELD

{Ed. Note} Eight locals were inducted into the Community & Clubs Hall of Fame during a luncheon in their honor June 17 at American Legion Post 291 in Newport Beach. Orange County Supervisor John Moorlach emceed this event, while Daily Pilot Jim de Boom introduced each of the inductees. Hank Hornsveld was one of those inductees. Following is the speech introducing Hank.

HANK HORNSVELD

Hank has been involved in the Costa Mesa Newport Harbor Lions Club for 40 plus years and has served in many positions including club president.

Over the years, Hank has been involved in all club projects, but he is probably best known as the electrician for the annual Lions Club Fish Fry. Before the Fish Fry begins, Hank is on site, hooking up the electrical power that is needed for the carnival, food booths and the main stage. Hank is also a founder and member of the Orange County Model Engineers.

A footnote: During World War II, Hank helped Jews in his native Holland escape from the Nazis. Hank is a proud "Dutchman" and a strong family guy.

{**Courtesy**, From Page 3}

Once you have finished these courses, run and conduct, and are then qualified by a senior member, you can help on the trains. We pull approximately 3000 public riders per weekend. The thanks we get are the smiles on the riders faces when they leave the trains. You cannot put a price tag on smiles. If you make the time just once a month to come out and support your Club on Sundays you will be happier for it, it might just put a smile on your face too.

A couple of safety items and I will let you go. When you are about to leave the station and the conductor says "High Ball" (you are clear), check the track in front of you for other trains keep a minimum of 200 feet between trains for safety. The only times you can shorten the distance is when you are in the station.

I am always asking about radios, well I make mistakes too. Last Saturday there were no situations on the track which I thought was strange Well I was saving my batteries - the radio was in the car. Always carry your radio. Some transmissions may be minor to you, but they are for your safety and the safety of others. If you forget to bring your radio there are radios in the station you can borrow.

The people who wander the park when we are not there do some sneaky things . I have found small rocks in frogs, and rocks between the paddles of the switches, it looks like the switch is thrown correctly but the points are slightly off, causing a derailment of the train. So the first one on the track beware and go slow.

Special note, I will be placing a set of keys labeled "picnic tables" in the 596, 509, and the 1104. They look like master padlock keys. We have locked up the tables at the station to keep the tables in one place. If your guests want to move them, the keys will be in the engines. At the end of the run have your guests move the tables back so you can re-lock them. If I have a spare lock, I will place it in the storeroom. If you use it please let me know so I can purchase a new one.

See you at the track.

Dixon Sheldon