



**ORANGE COUNTY MODEL ENGINEERS WEBSITE: [www.ocmetrains.org](http://www.ocmetrains.org)**

### **A Fun Time at OCME's Poker Run**

OCME members enjoyed a Club Poker Run on Sunday afternoon August 3rd, 2008, which was once again skillfully organized by Lori Tolan. After a great meal, these members got down to some serious business---playing poker. Before one starting playing, they had to get their



cards from Jim Kontur, the main card dealer. Other card dealers were scattered throughout the ride so players could get better cards (HaHa). Carol Hunneyman was at the birthday siding, Joe Hayes was at the water tower and Amy & Heather Pokorny were at the station.

The winners (pictured at the left) were: 1st Place - Jeff Sumners and his sons Jack & Dylan; 2nd Place - Dee Holden; 3rd Place - Doug & Bailey Maywald; and the kids competition was won by Chasten Hummeyman.



The Cub members helped Bob Platfoot celebrate his birthday. Happy Birthday Bob.

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# A FIRST CLASS RAILROAD

BY

## President Bob Brooks

Congratulations to Myron Peterson and crew. The new drain has been installed under the Hank Hornsveld Trestle over the last two workdays. The next project is the replacement of boards and painting of the trestle by the Boy Scouts. This project is to be completed by September 7. In the mean time please take care to plan your train routes to not include going over the trestle. We will be back to normal in time for the fall meet.

Speaking of the fall meet, the chair persons are Holly and Jim Ferguson. The food sounds like it will be very good. So get your reservations in on time. We need volunteers to handle the chores over the weekend. Jim Kontur has already signed up to handle the welcome and registration duties. There are several other slots to be filled: cooks for Saturday and Sunday breakfast, daily cleanup crews, tables to be moved under the tent by Friday evening, and steaming bay coordination and track stuff. Please contact Holly, Jim, or a board member to sign up. You are not expected to do the work by yourself. You are supposed to get others to help you. Volunteers are the life blood of our club. See the August Way Freight for the schedule of events and meal reservation form.

Elections for two Board Members are coming up this fall, so we need to get nominations in during September to make the November ballot. If you want to run for the board or would like to suggest someone to be nominated please contact one of the current board members. The ballots will be counted at the December General meeting on December 6, 2008.

On Saturday night( September 20, 2008) we will have a special meeting to vote on the changes to the club by-laws governing membership. They are: establishing a new family membership category, and allowing the spouse of a deceased member to retain their membership standing at he time of their spouse's passing. Please see the July Way Freight for the wording of the proposed changes.

The refrigerator in the clubhouse is no longer operable. We need to replace it. Please do not store any food items in it until we have replaced it.

Things are looking very neat and tidy in the store and around the compound. Rumor has it that Betty Cummings and Ken Matassa have been hard at work in their respective environments. All of which leads to making this a First Class Railroad. See you all at the Fall Meet of this First Class Railroad.

<b>2008 O.C.M.E. BOARD OF DIRECTORS</b>	
<b>President:</b> .....	Bob Brooks (562) 429-8325
<b>VP-Operations:</b> .....	Jim Ferguson..(714) 744-2707
<b>VP-Facilities:</b> .....	Myron Peterson (949) 494-9655
<b>Secretary:</b> .....	Carol Hunneyman (714) 960-4862
<b>Treasurer:</b> .....	Allen Stephens (714) 533-4774
<b>Appointed Officers:</b>	
<b>Mackerel Flats Mercantile Store Mgr.:</b>	
Rowena Asuncion-Duong..... *82(949) 429-3992	

<b><u>DATES TO REMEMBER</u></b>	
<b>September 6th Sat.:</b>	<b>General Meeting 8:00 a.m.</b> Clubhouse followed by <b>Work Day.</b> Coffee and donuts at meeting -- Lunch at noon.
<b>September 10th Wed.:</b>	<b>Board Meeting 7:00 p.m. -</b> Clubhouse.
<b>Sept. 18th - 21st Thur - Sun</b>	<b>17th OCME Fall Meet</b>
<b>September 20 &amp; 21st Sat. &amp; Sun. :</b>	<b>Public Run</b> Weekend 10:00 a.m. to 3:30 p.m.
<b>October 4th Sat.:</b>	<b>General Meeting 8:00 a.m. -</b> Clubhouse followed by <b>Work Day.</b> Coffee and donuts at meeting -- Lunch at noon.

**THE WAY FREIGHT** is published by **ORANGE COUNTY MODEL ENGINEERS, INC. (OCME)**, a non-profit California Corporation which has created **THE MACKEREL FLATS & GOATHILL 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.





## Vern & Anne Lockhart

My Dad was a railroader along with 3 uncles who all worked for Union Pacific out of Salt Lake City. The earliest recollection I have of trains was when my Dad was working in Provo, he would take me down to the yard to watch the switching operations. I was always fascinated to see an engine working way down at the other end of the yard blow it's whistle... you'd see the steam expelled from the top of the boiler, and then a second or two later hear the sound.

In 1934 my family moved to Salt Lake and when U.P. started running it's first Streamliner between S.L. & L.A., (a couple of times a week), one of my uncles would gather up a carload of the cousins and drive to a grade crossing outside of town where the train had reached track speed and we would be just be enthralled to watch that magnificent train flash by! That became a family ritual for a time.

By the time I had reached the ripe old age of 7 or 8, one of my very favorite Saturday activities was to hike the 14 blocks from home to the U.P. depot to spend the day watching arriving & departing passenger trains. Those were the good old days when no one seemed to be bothered by a couple of scrungy kids, aged 6 & 8, (my little brother & I), as long as you stayed out of the way of the passengers and the "trains" of baggage carts rattling up and down the several platforms. West of the depot was the freight activity, so it was non-stop activity all day long.

In the summer of 1941 my Dad bid in the Water Service Foreman's job at East Yard in Los Angeles. This provided an expanded Saturday activity--- a great bike ride from our home in Whittier via Washington Blvd. to East Yard. Besides the destination and all the rail activity, there was any number of manufacturing and processing plants along the Blvd. from

Montebello westward. Again, no one seemed to be too bothered with us.

I had worked on my Dad's water service gang for a couple of summers during high school, which was interesting. I got some exposure to the grunt side of railroading.

After graduating from Whittier Union H.S. in 1949, my parents thought I should go to college. I really wasn't too excited about that, I wanted to be a railroader... besides, I hated school! The year I spent at BYU was fun, but in order to support myself I worked a couple of interesting jobs; I shoveled coal at Provo Power & Light's steam generating plant and then refereed intramural basket in the evening, after which I performed the janitorial service for the gym. Getting to bed at 1:AM was detrimental to being sharp for a 7:AM class!

Shortly after again going to work on my Dad's gang for the summer, notice appeared on the bulletin boards that the company was hiring locomotive firemen. (For the first time since WWII had ended.) This sounded like a lot more fun than school, so I put in my application, much to the chagrin of my parents. Learning to fire a steam locomotive was something I had dreamed about for a long time.

After firing for a couple of years, I visited my draft board to see how soon I might be called up. "Your name isn't even in sight yet." Was the answer I got. I had previously talked with an Army recruiter. (They had just started the guaranteed job placement program prior to enlistment.) He had painted a very rosy picture of immediate training in all phases of railroading and rapid promotion, so with the news from the draft board, I decided to enjoy the Christmas holidays and then join the Army.... Guess what I received a few days later in the mail? Notice to appear for induction into The United States Marine Corps, and they don't run any railroads!

Surviving my world being turned upside down, the five years I spent on active duty in the Corps turned out very well. I was able to go to Pensacola and become a Naval Aviator, flying helicopters in Korea.

Prior to going overseas Anne and I were married in the Salt Lake Temple. Her family had moved to Whittier after her graduation from H.S. I think I won her over the night we took her for a ride on a switch engine at the Harbor Belt Line... I wish! Anne has never become the rabid RR fan that I am.

Four months after going off active duty I went to work for TWA. This was a great experience for about 3 years until I got laid off. This was during the recession of 1958 and the only 2 aviation jobs open in the world were in Saudi Arabia and Minot, ND (\$350/Mo.)

By this time we had 4 children, so I went back to Union Pacific where I worked a midnight goat (switch engine) for the next 5 years while I finished pre-dental and went on to earn a DDS from USC. Incidentally, the month I started at USC we had our 5<sup>th</sup> child.

Anne isn't much into railroading, but she's a great wife and mother. We have 8 children (Anne went through 10 pregnancies), 41 grandchildren and 2 great grandchildren. I thank The Lord for the marvelous blessing she has been for the last 55 years in my life.

In 1992 a friend told me about a park in Costa Mesa that had a model railroad in it. "Really," I said. The very next Saturday I looked it up and the first person I met was Bob Platfoot. He introduced me to Bob Donnelly, and Bob told me more about OCME than I can remember to this day and had me signed up before I could take a breath!

I've seen a lot of great things happen in the last 16 years and look forward to great things in the future.