

YouTube Model Builders eMag

A Free YouTube Model Builders e-Magazine
Produced by YouTube Model Builders.

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COMMUNITY

YTMB LIVE! SHOWS
YTMB HANGOUTS

VOLUME I

www.YouTubeModelBuilders.com

MAY 2015

ARTICLES YOUTUBE CHANNELS COMMUNITY TIPS & TRICKS

Silver #7 of the Lepanto Valley Railroad

MARCOS HUIZEL DELIVERS AN IN-DEPTH STORY OF HIS CUSTOMIZATION TO ONE OF HIS MOST PRIZED 2-8-0 CONSOLIDATIONS ON THE LEPANTO VALLEY R.R.

INSIDE THIS ISSUE:

- Weathering: The Age of Realism
- Building a Model Structure for YouTube
- A Perspective on Track Planning—Part Two
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- Union Pacific's 49er
- Food For Thought—To Build or Not to Build?

BE SURE TO CHECK OUT

YouTube Model Builders LIVE!
Join us LIVE Every Month

Cover Photo: Geno Sharp's
Central City Beltline R.R.



Welcome YouTube Model Builders!

We are really excited to deliver this May issue of the **YouTube Model Builders eMag** to the community. The **YouTube Model Builders “Team”** has grown with the addition of three new eMag editors: Blayne Mayfield, Jack Hykaway, and Harry M. Haythorn. With growth comes the opportunity to serve our community in even better ways. And with the addition of the new team members, our commitment to putting the “eMag” together with the assistance from the model railroading community at large, has been further strengthened.

We continue on course with our plan to deliver a useful and informative publication for model railroaders who travel this vast net of information. In this issue (and many to follow), we include many informative tutorial-based articles, information on happenings in the community, listings of up-and-coming YouTube channels, information about the **YouTube Model Builders LIVE!** show, **Tuesday night Hangout Presentations**, along with general information that is inspirational in building of our model railroads.

Our Vision:

To establish free online resources as a primary source for model railroad techniques and inspiration in an ad free, selfless service environment.

Our Mission:

The mission of YouTube Model Builders is to inspire individuals for sharing model railroad building techniques through the use of YouTube and other free online resources. Our goal is not only to share knowledge in a community but also assist individuals who are learning or looking for inspiration through the online model railroading community.

— The YouTube Model Builders Team

Editor's Note...

Spring has finally sprung and the cold weather is hopefully behind us! Speaking of the weather, this issue of the YouTube Model Builders eMag focuses on one of our favorite subjects: weathering and customization of structures, models, and layouts. It builds upon the prior issue where the primary theme was key elements of planning a layout.

Within the following pages you will find articles from experts in our model railroading community who have over time perfected their art. These members of our community have committed to passing along to us their thinking, their know-how, their techniques, and the gravitas of their skill. So we thank them for their time and effort and ask that you go visit their YouTube channels or their Google+ pages, and take advantage of the additional information they have shared in these venues.

In this issue we introduce a new feature called "Food for Thought." We invite members of the model railroading community to write an opinion editorial on a subject relating to the model railroading hobby. We ask that the opinions be thought-provoking. So, send us your opinions and thoughts related to model railroading and see what responses you can elicit from members of our community.

Our first "Food for Thought" editorial comes from Sven Frank. In his opinion piece, "To Build or Not to Build? That is the Question!" Sven asks whether we should scratch-build something that may be readily available for purchase. Please let us know your thoughts on Sven's opinion to this age old question.

William "Big Bill" Graham provides his perspective on the art of weathering and our desire to make our miniature world look as realistic as possible. ModelerManMike provides us with more insight into how he built the New River Mine kit from Walthers, which many have enjoyed watching on his YouTube channel. Geno Sharp encourages us not to be shy about, or afraid of, weathering our shiny new structures, engines, or rolling stock with some very simple and straight-forward weathering techniques and advice.

Bill Beranek -The Track Planner continues his track planning series with discussions about his track design elements #1 and #2: walk-along mainlines and use of narrow shelves. In his discussion he compares and contrasts his design elements against a 6' x 10' table-style layout.

Once again we are taken back in time to the late 1800's in the theme of the Old West with Marcos Huizel's entertaining story of his customization of his most prized 2-8-0 Consolidation: Silver #7, on the Lepanto Valley Railroad. I am sure you will be impressed at the quality of this 18-year-old modeler's work and the pictures alone are worth the look. Be sure to check out his YouTube channel for videos of his picturesque layout.

The very talented Harry M. Haythorn walks us through, in his article, the modifications he has made to his brass model of Union Pacific's 49er – a streamlined P-77 class 4-6-2 with a consist of 8 IHC streamlined smooth-side coaches. Pay attention as Harry mentions the parts (including manufacturers of those parts) he used to make the upgrades. You may be looking for those same parts as well and Harry has already done much of the research.

Also featured are three YouTube channels that are great resources for YouTube modelers in the Pick-3 section and a picture collage of models weathered by Todd Walton in the Community Collage section.

In our up-coming July 2015 issue, we will address how we can get the next generation of young modelers interested and involved in our hobby. We will explore their perspective and some of the barriers and challenges they face as they take their first foray into model railroading.

Remember, the YouTube Model Builders eMag is a free publication released by model railroaders for model railroaders. It's completely ad-free and free for you! Also keep in mind that it is a community publication and that means we want you to send us your articles and pictures so we can help you share your expertise with others in this hobby.

Happy Spring, and as always, happy model railroading!

– **Loggin' Locos**
Editor-In-Chief



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Weathering: The Age of Realism



By William Graham



In this scene from Bill's YouTube video, weathering effects to structures and vehicles provide for a greater sense of realism. Texture, depth, and the feeling that time and elements have taken toll are easily sensed.

Weathering is the art of adding decades of rust, dirt and grime to any structure, train, or detail part. Weathering will tone down the bright, factory fresh paint on a piece of rolling stock, or that plastic-like sheen on a structure kit. Weathering is, in essence, the art of making something new look old and beaten, as if it has completely surrendered to the elements.

Some model railroading hobbyists enjoy running trains around the layout, while others like to operate their railroads in a prototypical fashion. Though these may be two distinct ways to operate a layout, they have one thing in common: weathering. You may be asking what weathering has to do with running a railroad. No matter how you choose to run your railroad, weathering enhances any piece of rolling stock or locomotive. Weathering gives the

model texture and depth. After all, no locomotive or car is shiny and new forever!

The model railroading hobby has come a long way from when we used to install a shiny plastic building with the train master popping out every time the train passes, and called the scene finished. The age of realism is upon us, and if the model isn't beat up, dirty or falling apart, it's not going on my layout!

Weathering adds so much to your railroad. It highlights a by-gone era and how the world looks in miniature. It gives your railroad a sense of purpose and brings the viewers into that make-believe world.

When you take that model you built so carefully and then you start to dirty it up, it adds a whole new layer of detail. My wife couldn't understand why I would ever take a flawless, clean boxcar and weather it up. She said to me: "You're going to dirty that car up?" When she saw it on the layout, it all made sense to her. The boxcar fit into the scheme of things; it was natural looking.

In our miniature empires, the ones we have going in the basement, where everything runs on time and things look great, weathering can bring it up to a bunch of new levels – literally. Weathering creates depth in a model. It brings out the cracks and crevasses, and washes out the high points.

In the real world a tree is not perfect - nothing is perfect - yet we try to make a perfect tree. We try to make the trees straight, true to color, and well, just plain perfect. Take a look at a tree next time and pay attention to the imperfections such as how gnarly, crooked, or twisted it stands. The imperfections are what make that tree unique, and that's what should be modeled. The same goes for weathering. Where is there rust, and where do you see the

Weathering can be subtle and light, depending on actual prototypes.



We want your YouTube inspired articles!

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grimy areas? Going off of the small imperfections and details you can create something truly stunning for that layout of yours!

In this issue of the YouTube Model Builders eMag, weathering and customization is the theme. In these pages you will read what other modelers do to achieve that perfection, their style you will see in their photos, and follow up on their videos on their YouTube channels. You might say to yourself, "I wish I could do that!" Guess what? You can!

It's not hard - it's just practice, that's all. I worked as a Motorman for the NYCTA and I have to tell you, I wasn't born to that job. I had to be trained and shown what to do.

The same applies to this hobby. You have to be shown, and that's where YouTube videos come into play. Modelers of all calibers from all over

the world show you their tips, tricks, and techniques to help you create that stunning structure or beautiful boxcar. Videos on YouTube allow you to see how it's done, and then you can try it out for yourself.

Weathering is just a small fraction of what we do in this hobby. Everything comes together rather nicely when you combine it with all the other aspects of this great hobby. So get that building, that rolling stock, or that locomotive and dirty it up! Don't forget to have fun while doing it. Make some art! It may not hang in a museum, but it will make heads turn when it's on your layout. Until next time God Bless and I will see you on the radio! 

About the Author

William "Big Bill" Graham is a retired motorman for the New York City Transit Authority (NYCTA) where he pushed the Iron Horse for over 30 years. He spends his time with his beautiful wife Georgan of 38 years and working towards world peace. In his spare time he works on his South Brooklyn Railroad. Follow "Big Bill's" progress on his YouTube Channel at <https://www.youtube.com/channel/UCqM-v6qryZa702BwAEaCENQ>.

Building a Model Structure for YouTube



By [ModelerManMike](#)



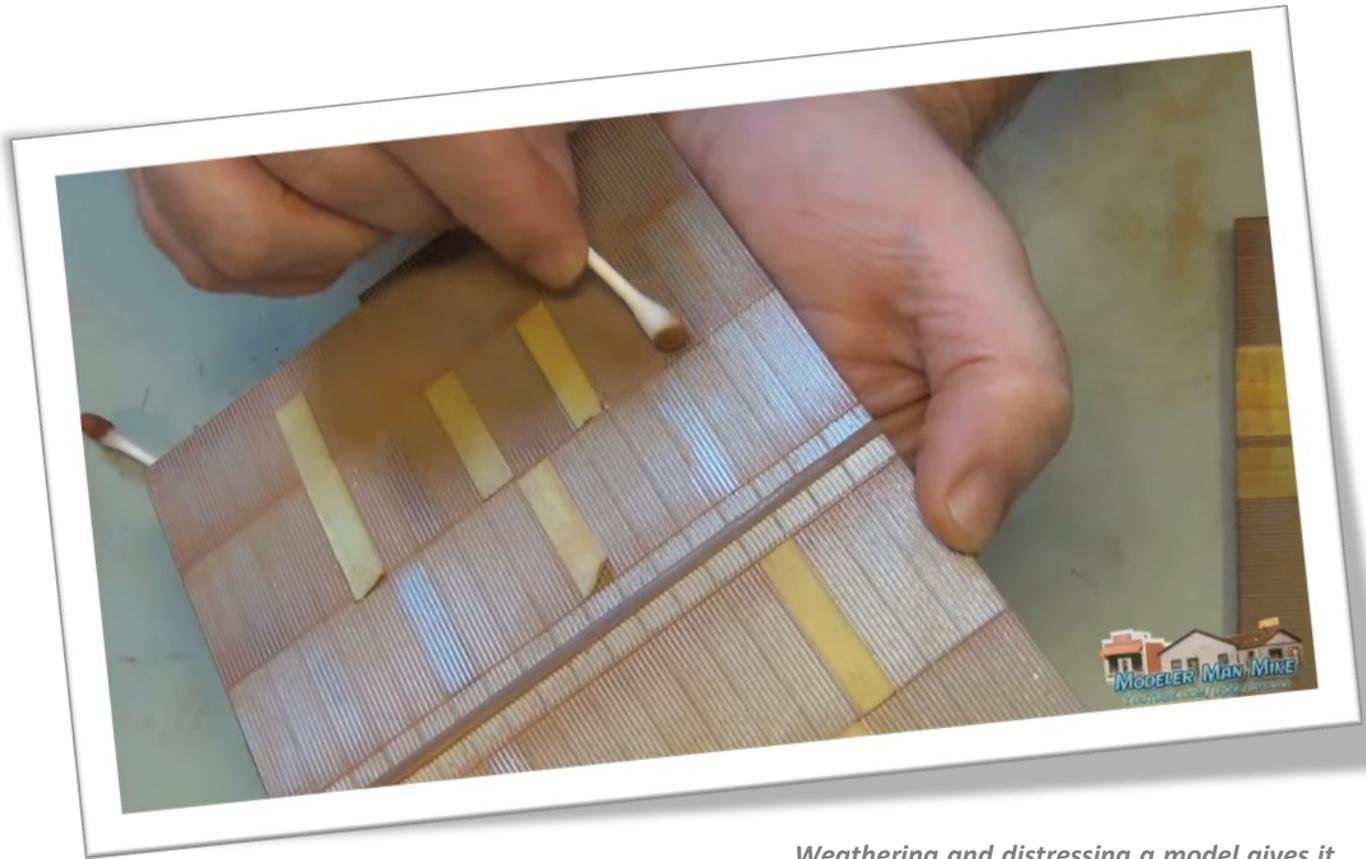
Walthers New River Mine kit as built and weathered by [ModelerManMike](#). You can find all the step-by-step details of this build in video form on his YouTube channel by clicking [here](#) or on the picture above.

YouTube is one of the best things to come along to deliver free sources for instructional and how-to videos that share tips and techniques on building models. One of the models I built for my YouTube channel ([ModelerManMike](#)) was the New River Mine by Walthers (#933-3017). My YouTube video of this kit build has been circulated throughout YouTube, and has been posted on Google+ and Facebook. Many have seen this video and the response to it and many other videos on my

YouTube channel have really inspired many in the hobby to also share their builds. I thought it might be interesting to share some insight about putting models like this on YouTube and share some of the build right here in the YouTube Model Builders eMag.

The New River Mine is one of the most popular HO structures by Walthers for a coal mine scene on a model railroad. As I say in this video (probably more than once), this model is undoubtedly a fun build.

Plastic models that come in a kit are perfect for YouTube videos because they are, in many cases, simple to put together and don't require a mountain of work like a craftsman kit. I build these plastic models for YouTube simply because the amount of work involved allows for recording a decent length video and is informative for new builders. Building this structure for a video was a little extra work. However, it's my feeling that with the number of individuals building models in the community that it's great to share



Weathering and distressing a model gives it a true sense of age!

things like this in a video, and it's my mission to assist others in creating similar videos for YouTube.

The New River Mine video actually started with an idea to simply make a video showing how to put a plastic kit together, paint it, and detail it with a general how-to method of building the model in a production. The planning started very early and a list of things to show in the video was compiled. From there, it is just a matter of putting the model together and getting it on video.

Painting the models using the technique I that use ("Rattle Can" paints) is a bit controversial to some. Personally, I find this easy to do. I could airbrush my models, however, for large areas and for time reasons, it is just my method for painting large surfaces. Many people in the model railroading community use this method of painting, and it just simply

works. Some of the paints I use the most are all Krylon brand camouflage colors. I like these paints because many of them are flat, no gloss, and are all generally an earth tone color. I always paint the insides black as all of my buildings will be lit from the inside. The outside of any building is determined by the facade type: brick, tin, steel, or whatever it may be. For the New River Mine I wanted to go with a steel look as the model itself is a representation of corrugated sheets. Many steps were taken to give the New River Mine a look of wear and many years of usage.

After the assembly and painting of the model, for many, the build would be complete. I do really enjoy working on these models and this truly is where the fun starts for me. Details, details, and more details! It is my opinion that any model put together needs to be kicked up a notch with

details. Putting this in a video is important because other individuals really enjoy getting ideas from builds like this.



YouTube Model

Builders LIVE! Want to see live shows

discussing modeling techniques, YouTube resources, and Web resources?

Check out the LIVE show that airs monthly.

— Free to you!

For details on the New River Mine, I thought about several different things - and some things that came to mind were some type of power lines and call boxes. I think in this video I finally decided to call them "call boxes" so the workers could have phones to call to different locations in the mine. Using wire and some plastic, I just ran much of this around the model, to give it something a little different. Another thing I put together to help bring out some detail was adding air conditioners with custom-made platforms for them. There are many details on this model, and you can see many of them by watching the video.

Weathering and distressing the model gives it age. This model on my layout would be around 30 years old, maybe even more. Adding weathering and creating the effect of new panels being added to the struc-

ture give it a sense of age. It's really about creating a scene over all, right? This was the idea for this scene: to have some construction workers replacing panels or otherwise "repairing" the old structure. There were many things added to this structure as far as details go, and the feedback on the video (on my YouTube channel), has let me know that the explanation given and showing of how all this was done, was very helpful to many.

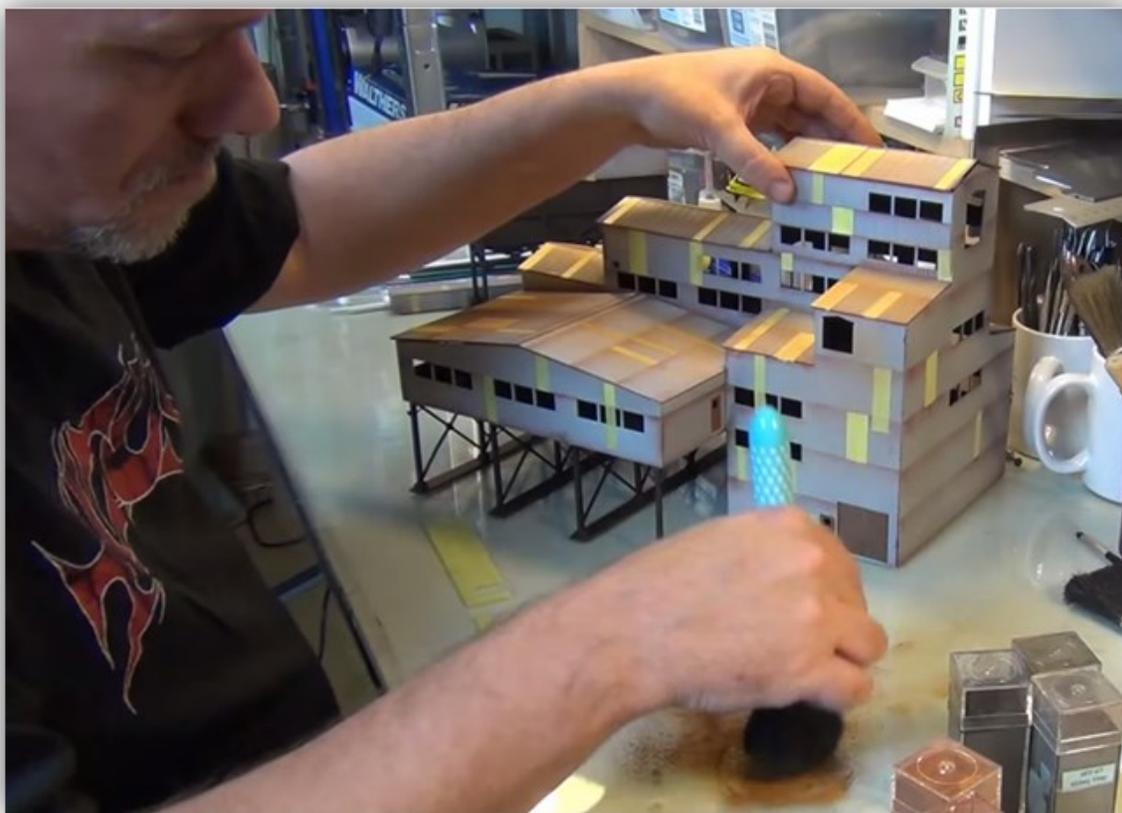
Getting the work in video and getting close-ups is key. Beginners and novice modelers alike enjoy seeing these things come together without a lot of fluff. Getting to the point in a video, and showing the general instruction without watching the paint dry, is important.

The New River Mine is a perfect build for YouTube because it's a sim-

ple build and it is very recognized in the model railroading community. Check out the New River Mine build video on my YouTube Channel. If you enjoy building model railroad structures, you might also enjoy this video. 

About the Author

ModelerManMike is a YouTube channel owner who has been modeling for several years and really enjoys sharing model railroad how-to videos. As the YouTube Model Builders Team lead, he works for the community to assist new builders and experienced modelers alike. You can learn more about model railroad structure building on Mike's YouTube channel at <https://www.youtube.com/user/digoxy>.



Mike applies weathering powders to the coal mine to create the scene where construction workers have been replacing panels (covered by tape) to repair the aging structure.

A Perspective on Track Planning - Part Two



By William (Bill) J. Beranek —The Track Planner

Design Elements #1 and #2: Walk-Along Mainlines and Narrow Shelves

What are the two most common mistakes I see “newbies” make when building a new layout? The first is easy: they want to get trains up and running as soon as possible. They rush out, buy a sheet, or sheets of plywood, and build a ping-pong table, or worst yet, the donut-hole layout. I have never understood the rationale behind building a layout with a hole in the middle, making you crawl under the layout, to run trains. The second mistake, if they do build an around the wall layout, is that they build it too wide. Newbies think the wider the bench work the more trains they can run.

Here is an example regarding bench-work width. Place two 30" wide shelves together in an L-shape. You will find out the distance to the corner is around 51". How can a person of average height reach into a corner 51" away?

When I design track plans, two of the hardest things to explain to customers are:

1. The concept of "less is more" and
2. 12" to 15" shelves are better than 30" shelves.

Layouts look better and operate better with less track and narrow shelves.

Let us assume you are building your first HO scale layout to fit a room measuring 12' x 10' (120 sq. ft.) with

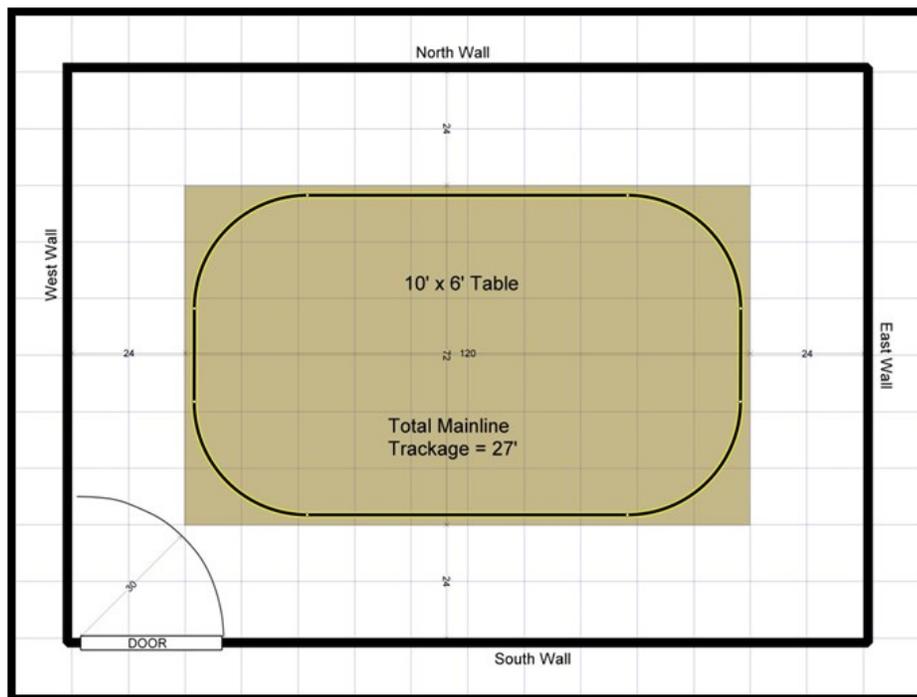


Figure 1—Track Plan #1. A 10' x 6' table layout in a 120 sq. ft. room with a 24" minimum radius will only give you roughly 27 feet of mainline run.

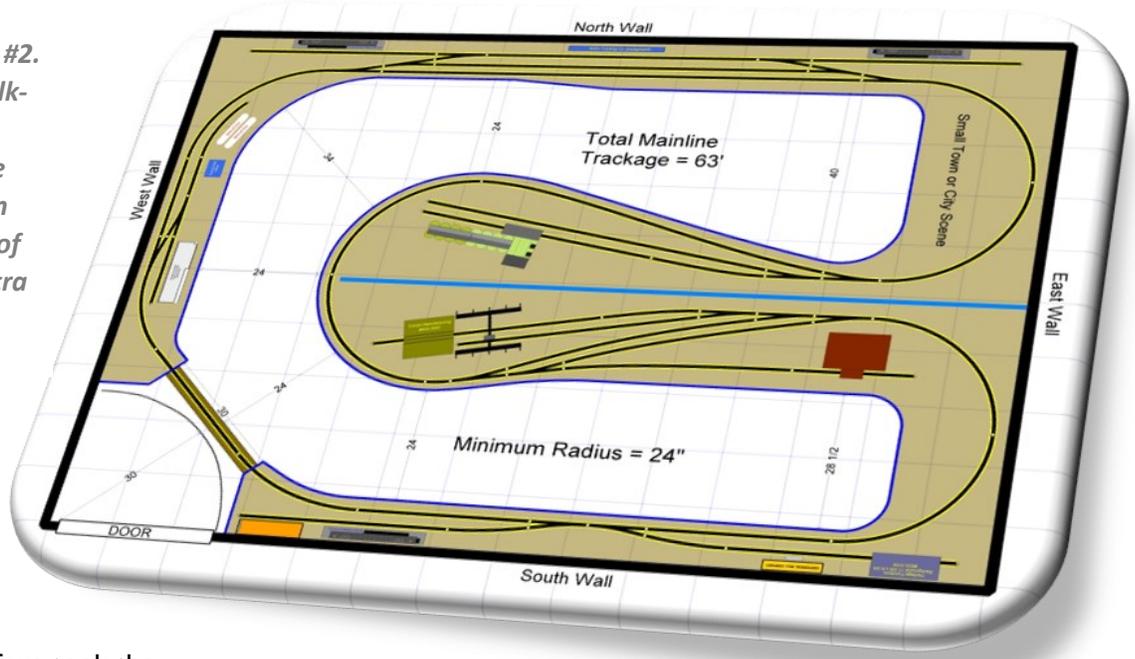
a 30" wide door in the lower left-hand corner of the plan. Most first-time builders would opt for the plywood table, measuring 4' x 8' or possibly 5' x 10'. With this style of bench-work, 99% of the newbies are going to design some kind of track plan where trains ran around in a circle or figure eight configuration. All of the switching operations take place in the center area of the table (see Figure 1: Track Plan #1).

If you build the tabletop layout and allow for 24" aisles on all sides, you end up with a layout measuring 6' wide by 10' long. Because the reach (across the table) is so far, the layout

must sit in the middle of the room, as opposed against the wall. More importantly, you have used only 50% (60 sq. ft.) of the available 120 sq. ft. If you run the mainline along the outside edges of the table and used a minimum 24" radius, the best you could hope for is a mainline run of approximately 27 feet (see Figure 1: Track Plan #1).

Layouts look better and operate better with less track and narrow shelves.

Figure 2—Track Plan #2.
A track plan with walk-along mainlines and narrow shelves in the same 120 sq. ft. room will give you 63 feet of mainline run—an extra 36 feet of mainline!



What would happen if we took the same 120 sq. ft. room and thought in terms of walk-along mainlines and narrow shelves? If we designed a mainline around the outside walls on narrow shelves, added a center peninsula, and maintain 24" minimum aisle widths, we can have a layout with a mainline run of approximately 63 feet or 57% longer. We have more than doubled our mainline run in the same 120 sq. ft. space. The other benefit is we have increased our switching possibilities by a factor of three or four and all areas will be easy to reach. We can utilize background structures and create many more places to spot cars. On the new walk-along design, I have created twelve places/industries to spot cars (see Figure 2: Track Plan #2).

Along the north, there is enough room for a run around track, industry spurs, and background structures. The west wall shelf is only 12" wide but there is enough room for two full sized industries. The examples shown are Walthers Sunrise Feed Mill and Walthers Central Gas Supply.

By dividing the peninsula into two sections using a view block (partition), we end up with about a

24" reach on each side and could place two large industries or four smaller industries on either side. We even have enough room left over for a small town scene.

On Track Plan #2, I have maintained the minimum aisle width of 24", with some places widening out to 40 inches! Keeping in mind, the room is only 10 feet wide!

We accomplished our goal of having narrow shelves and a walk-along mainline. We increased our mainline run from 27 ft. to almost 63 ft. We designed a true walk-along mainline; giving the operator the feeling the train is going somewhere; and we have doubled or tripled the number of potential sidings.

I hope this article has persuaded you to think in terms of walk-along mainlines and narrow shelves. Many of my track plans have 12" to 15" wide shelves and many of my clients are amazed at the amount of scenery and industries I can include. The next time you are trying come up with a track plan, think narrow shelves, and peninsulas, not tables with donut holes.

In the next installment, I will discuss long mainline runs and trains traveling through scenes only once. 🚂

About the Author

Bill Beranek - The Track Planner has over forty years in the model railroading hobby. Bill enjoys golfing, travelling, and of course designing "prototypical operations" focused track plans. He has been a member of a local 135+ member model railroad club since 2003 and has served twice as the club's president, twice as a board member, and is currently serving as the club's treasurer.

Bill is currently working on his latest triple-deck HO scale layout depicting the SP&S (Spokane, Portland & Seattle Railway) in southern Washington and the OTL (Oregon Trunk Line) on the upper level in northern Oregon in the mid 50's.

You can find more about Bill—The Track Planner at:

www.thetrackplanner.com.

Fear Not Dipping the Brush!



By Geno Sharp

I'm sure, a lot of folks, after spending a lot of money and time putting together various structure kits for their layouts, don't want to do anything to cause permanent damage to them. I feel the same way. We all have our own reasons for jumping into the hobby of model railroading, but I believe the main driving force behind mine, and most modelers, is to recreate realism. Let's face it, glossy building surfaces, shiny locomotives, and rolling stock, for the most part, do not look realistic. In this article, I share a few simple weathering tips and techniques I have learned over the years that will really bring your structures to life.

First, instead of quickly putting a kit together and placing it on your layout, take a few moments in the beginning to plan your scenes. Do a little research on real world structures that are similar to the kit you are building. Take a road trip or plan a rail fanning day around your area and look at buildings and trains and the different stages of weather each have. Take pictures to capture colors and the locations that tend to show more weathering than others. Look up structure pictures on the



Figure 1. All the basic materials you will need to start weathering.

Internet. There are an overwhelming number of photos online you can use to get the inspiration you're trying to find.

Second, gather the materials you will need (see Figure 1). There are two basic items that I use to create weathering effects on my models: washes and powders. The market today is full of various different products to add weathering effects to your models with almost as wide a price range. I have found over the years that you don't have to spend a lot of money to achieve outstanding results. When it's time for me to

restock on weathering products, I head to the local dollar store, or the various big box department stores.

For fade-washes, plain old rubbing alcohol (70%) and cheap acrylic paint will make a weathering wash that I will put the results up against any brand name wash. Fade-washes will dull down the shiny plastic finish on the model and also enhance any art decor or fixtures on the model. When it comes to weathering with washes, you will want to take into consideration the base color of your model.



Google+ Hangouts! If you like real time video chat with other model railroaders, watch for these LIVE Hangouts to join. Ask questions, help others with their modeling videos, or just join in live chat and simply "Hang out!"



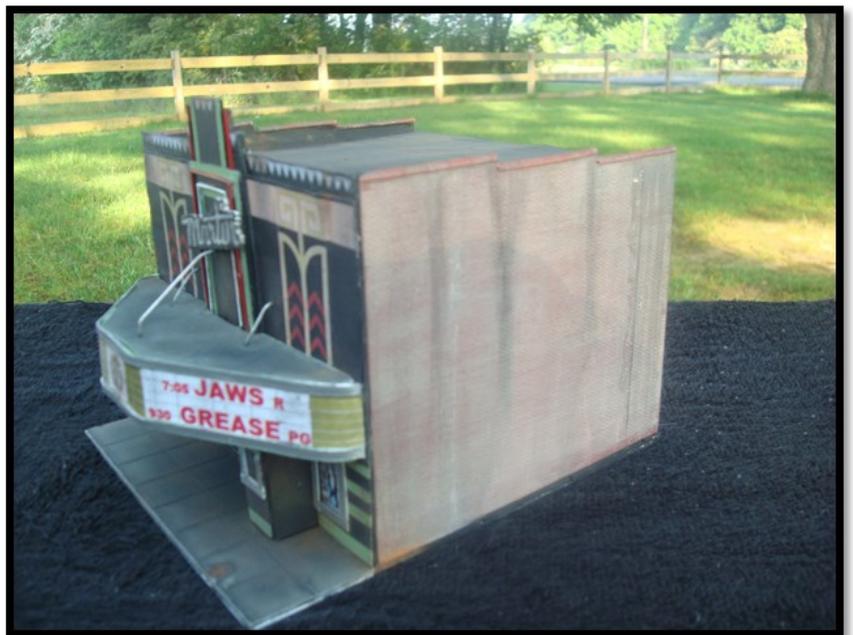
Figure 2. Working from the top to the bottom of the structure allows the wash to work itself into all of the design details.

In general, on structures, dark colored buildings get a light colored wash, and vice versa, for light colored structures. To start, pour some rubbing alcohol in a cup, add a small drop or two of acrylic paint, and mix. I start at the top of the structures and generally work down to the base, letting the wash work its way into all the design details (see Figure 2). Depending on what level of weathering affects you desire, multiple layers may need to be used. If you don't feel the first application is dark enough, you can add a few more drops of paint to darken the mix. Keep in mind that when using the alcohol and acrylic paint mix, it will dry a few shades lighter than when you brush it on. You should also consider the age of the structure you are modeling as new buildings will have a lighter layer of weathering than their older counterparts. Remember, everything in the real world is affected by not only weather, but also by various other elements.

For powders, a pack of artist chalks from the "Wally" or "Bull's Eye" department stores and a cheese grater

from the dollar store can be used to make weathering powders to enhance your aging effects. All structures suffer the effects of Mother Nature and the human effect. Dust and dirt kicked up by highway travel ends up on the building surfaces. Stains from water drainage and various mechanical equipment on the structure itself, also affect the building. Powders can be used to recreate this effect. Black or gray powder brushed on in a downward stroke under window sills and roof top edges can really enhance this (see Figure 3 and Figure 4).

Figures 3 and 4. Black or gray powders brushed downward under window sills or rooftop edges can enhance the look of realism.





Figures 5 and 6. Adding black paint to the mix can highlight oil spots over dirt and grime. Oil, dirt, grime, and rust accumulate at various rates therefore multiple layers can be used to achieve the desired level of weathering.

Brown and red colored powders brushed on around the bottom edges and corners can really bring out the dust and dirt that is kicked up onto the sides of buildings.

For my locomotives and rolling stock I usually start with a grayish wash. I begin with about a half a cup of alcohol. I then add one drop of black to two drops of white paint mixing them until I get the color I'm satisfied with. I then brush the mix onto the whole model. This gives me a base coat of dirt and grime from which to work. Working from the



same mix, I then add several drops of black paint. This darkens the mix and I use it for oil streaks and heavy grime build up in areas near the bottom of the model. I use multiple layers to achieve the level I want (see Figure 5 and Figure 6).

For rusted areas, I lightly brush various shades of brown paints onto the areas of the model where I wish to show rust. While the paint is still wet, I dab on brown or rust colored weathering powders with a dry brush. When the paint and powders dry

Figure 7. Blending brown and rust colored powders on top of wet paint can create the effect of real rust.





Figure 8. Mixing powders with rubbing alcohol can create a "rust paste" that can be used on boxcar rooftops to indicate a more severe level of weathering. It is a very simple, yet effective way to achieve outstanding results.

together, the mix creates the look of real rust (see Figure 7). Lighter brown and tan powder can be brushed around the lower edges of locomotives and cars to create the effect of dust and dirt that is kicked up onto the car sides and the trucks and wheels. Powders can also be mixed with rubbing alcohol to create a "rust paste". I use this paste on the roof tops of cars that usually show some of the more heavy signs of weathering (see Figure 8). It is a simple way to achieve some outstanding results.

Finally, *FEAR NOT DIPPING THE BRUSH!* I struggled with this for a long time before I was comfortable weathering my structures, locomotives, and cars. However, I also wanted the same results on my models as I was seeing in the model press. One of the best things about using acrylic paints and chalk powders is that they can be very forgiving. Most can be dissolved with water if you find yourself not comfortable

with the results. Find an old cheap model to practice on and see what technique works best for you. So go ahead and grab that brush and dip it in that fade-wash or weathering powder. Once you are comfortable with the process, you will be very pleased with the results you can obtain. 

About the Author

Geno Sharp is a retired law enforcement officer with 21 years of service. Geno has been involved in model railroading for over 30 years and is now a YouTube channel owner. He produces a monthly layout blog video for his YouTube channel, [Gknos modeltrains](#), as well as various "how-to" and structure build videos.

Geno is currently working on a 2nd version of his Central City Belt Line Layout. The layout is a recreation of the old belt line railroad that once

encircled the city of Birmingham, Alabama serving numerous business and industries all over the city where in many areas, trains and vehicles shared the streets. Geno's layout features many highly detailed and weathered scenes and hand-laid track. You can learn more about Geno's weathering techniques and about his Central City Belt Line on his YouTube channel [Gknos modeltrains](#).

Your YouTube Model Builders Team is working for you! We bring the YouTube channels and FREE resources for model railroading to your doorstep.

YouTube Model Builders LIVE!

Join Us LIVE Every Month

Air Dates

YouTube Model Builders LIVE! show is aired monthly with a great line up of events and panel members. The main focus of YouTube Model Builders LIVE! is to provide a Q&A style forum for YouTube modelers to interact with their favorite YouTube model builders. Come watch and remember to register for great door prizes during the show! For the latest schedule updates go to www.YouTubeModelBuilders.com.

May 16th, 2015

When May is here and winter is in the rear view mirror, nothing is better than to celebrate the **one-year anniversary** of YouTube Model Builders Live! show. We are planning to have some great guests and a few surprises too! So come on, pop the popcorn and get the computer up and running.

Panel Members: [William Graham](#), [Barry Rosier](#), [ModelerManMike](#), [brian102256](#), [Colorados Joint Line](#), [Fishplate Films](#), [gknosmodeltrains](#), and [Southern8099](#)

June 20th, 2015

The show will focus on weathering and terrain building. Stop by for a great discussion and an opportunity to ask our panel your questions on these topics.

Panel Members: [Barry Rosier](#), [Dude Lindler](#), [gknosmodeltrains](#), [Mike Hale](#), [ModelerManMike](#), [Southern8099](#), and [William "Big Bill" Graham](#)

July 18th, 2015

Summer is in full swing and there is plenty to do outdoors, but we have some tips for you on keeping those modeling projects going even while you're cooking the hot dogs!

Panel Members: [William "Big Bill" Graham](#) and [ModelerManMike](#)

YouTube Model Builders HANGOUTS

We now have three different types of Hangout Presentations each month!

For the latest schedule updates please go to www.YouTubeModelBuilders.com.



The first Tuesday of each month is Geno's Show!

Geno's show is all about structures, weathering, scenery, and more.



The second Tuesday of the month is an open presentation hosted by Troy Pendzimas.

The third Tuesday of the month is an open presentation hosted by Dude Lindler.

Open presentations are topic driven and fellow YouTube modelers are brought in to present and answer questions from the panel and the viewers.



Every fourth Tuesday of the month is the MRR Tech Show hosted by Barry Rosier and Mike Dettinger.

The MRR Tech show is all about the technology of model railroading. Covered topics include DCC, JMRI, animations, 3D printing, and much more.

Calling all geeks!

Silver #7 of the Lepanto Valley Railroad



By Marcos Huizel

The Story of a Mighty 2-8-0 Consolidation



Back in a time where a man took pride in his job, a steam locomotive was not just a means of transportation, but rather it was something special to her crew. Back in the Golden Age of Steam, each steam engine was a one-of-a-kind locomotive. Each one not only looked different, each also acted differently and had individual names, just like us. This is due to the fact that many engineers saw their locomotives as living things that always need to be cared for, kept clean and looking her best. This is the law of railroading personally and happily upheld on the Lepanto Valley Railroad. Each engine is given individual care, and is a special, one-of-a-kind engine. Just like the real ones, each engine has its own personality, such as what its capabilities are and how they chuff along the tracks. Although deep down, they may have been produced by their respective

locomotive works as identical, they each are different. Although the Lepanto Valley R.R. is not a vast class one railroad such as the New York Central System, it does have a small, specialized locomotive fleet. As mentioned, each engine has and will always have special care, from cleaning to mechanical work and dressing each one up.

Like all railroads, all engines share similar appearances to a certain extent. An example of this would be locomotives Major #2 and Silver #7.



They both have the same color scheme from the boiler rings to the headlight type and nose board number color. However the similarities stop there. If you examine Major more carefully, you will notice that its headlamp has brass trimming, and



it has a 5-chime whistle, and it is the only engine to have the complete lettering of Lepanto Valley R.R. on its tender as well as a modified coal bunker. Now, if you look at Silver, it is different from Major, for it shows more elegance and class, from the ornate light bracket to its dome stripes and a 6-chime whistle. One may be easily at awe how elegant and fancy Silver #7 looks. However



to fully appreciate this fine little engine, one must know how much planning, research, work, and most importantly, time went into her.

Today, you will learn of the story behind the mighty 2-8-0, a one-of-a-kind Consolidation, Silver #7 of the Lepanto Valley R.R.

It is most certainly a fact that each model railroader, no matter which aspect of the hobby they enjoy most, from kit bashing buildings to scenery, has a dream locomotive - a locomotive that we would put sweat and tears into, and would love to have. That is Silver #7 to me. I have put a lot of sweat, some tears, and lots of love into her. Like everything in this world, this engine had a beginning. This story begins approximately three years ago. I was just starting to get serious about model railroading and had chosen to model the Golden Age of Steam in the late 1800's.

I was at a train show that I was accustomed to attending for the previous two years. It was a miracle that I had even gone to the show that year as I had moved out of that state the summer before. However, it was providential, for I would find my dream engine that day. It was at the very end of the show, when I was about to leave, something silver caught the corner of my eye. I then

came across an old-timer MDC 2-8-0 for ATSF numbered as #679. The previous owner had painted the iconic silver boiler rings, smokebox, and cab detail on it with utmost perfection. It was sold after some intense negotiations. I had the engine for about a year before I decided to start its long road to what she is today.

The first thing I did was take some



red acrylic paint and added red window trim to the engine cab. For some reason, I always found red window trim eye catching and neat. I then proceeded to paint over the lettering in black as well as the cab roof. After that, I did not tinker with it much until a bit later on.

Like the real railroads of the 1800's did, I needed to do research and

experiments for my engines. For example, "how does the placement of the geared driver affect an engine's pulling and traction power," as well as "is this motor efficient for this engine?" After doing research and comparing the motor to those of other engines in the fleet, I determined that I could convert the engine to DCC. When the L.V.R.R. first acquired the engine, it was a longtime dream to have it DCC sound-equipped.

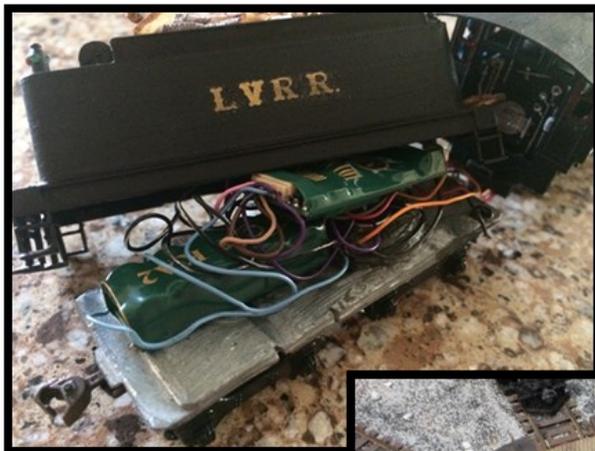
After receiving the all clear from the CEO, Silver became the next big, long-term rebuild on the L.V.R.R. beginning one year ago. It was my first DCC wiring job, so the mechanical department took things nice and easy, for slow and steady gets the train to its destination. After rigging

the motor for a DCC 9-pin plug, the cutting of the tender was the next phase, and perhaps the most challenging.

Before I continue, one must understand that old MDC (Model Die Casting aka Roundhouse) tenders were constructed of die cast metal and it has a cavity that fills the shell of the plastic cover of the tender.

Thus the job was transferred to the machine shops.

It was decided that the use of a Dremel tool with a metal cutter disk would get the job done. Well, it took three disk blades and an entire day to cut that tender down to have a smooth bottom to allow DCC sound. Holes were then punched with a 1/16th-inch steel drill bit. The tender frame was then set in room



temperature water to help it cool off from the heat due to the friction of the blade against the metal. After that portion was completed, it was smooth riding from there on out.

The mechanics took back the engine and cut out the plastic fuel cavity in the tender to allow for the sound decoder to breathe. The big day came when the electrician arrived and installed the new TCS WOW 101 Sound Decoder with a K2A Keep Alive and a 3/4-inch speaker.

When the engine was brought up to steam for the first time, and that whistle blew loud and clear, it was a very happy day. We took that engine for a long run through the Town of San Pedro and all over the

L.V.R.R. main line in Minnesota. She sounded like a dream coming true already. The engine then went through various tests to see what its capabilities were and how it had improved after the modification of the decoder and keep alive.

Silver then returned to the shops for her special treatment. We changed out the large silver diamond stack to a small black diamond stack (from an

MDC Old Time engine kit).

During the tests, we found that the engine lacked traction surface, thus we added Bull Frog Snot (liquid traction tires) to every other driver (main power



wheel on the engine). The engine was then taken to the paint shops to have all its wheels painted black. Management did consider red, however it did not go well after they dropped the red paint during shipment.

Silver then returned to the machine shops for further upgrades. An operating headlamp was added by drilling through the die-cast boiler at a 45° angle towards to back of the engine to allow the light cables to be run through the

If one is to add DCC to any MDC Roundhouse engine that predates the twenty-first century, one will need a device like the TCS K2A to keep power flowing through the motor while going over insulated frogs in switches.

boiler. She then received her iconic 6-chime brass whistle and had everything all strung into the cab using black sewing thread. Then, a custom wood load bunker and a specially-trained, wood-burning engine crew was assigned to her. The tender trucks were also changed to more sturdy fox type trucks (from MDC old time tank cars). Silver was then given green classification lights (vintage MDC green jewels and brass lamps) on the smokebox and tender, and put into service for an undefined period of time to see how it took to these upgrades. Like all things in life, something went wrong.

The headlamp on Silver would heat up too fast, and caused the head lamp casing to melt and warp. The shops could not determine the cause of this issue for some time.



About two weeks after this incident, I ventured to a train store that was close to my house, which I had not visited before. I began speaking with the owner of the shop and told him the situation with Silver. He proceeded to explain to me the difference between the small incandescent bulbs and LED bulbs and how to wire an LED. He also told me to wire a connected pin so the tender and engine could be easily separated for maintenance. With his great ad-

running boards and tender. Silver then was inspected one last time by the electrician and had a baffle installed, which improved the sound quality and volume tenfold.

Although this is the process I used for customizing one engine on the Lepanto Valley R.R., I reused the same techniques and ideas on all the other engines. For example, Major also has a custom tender load that allows the decoder to breathe and

taken three years to this day. Like all projects, it required a lot of time and patience. At times, the dispatcher could not use Silver because it was taken out of service indefinitely until a major problem was fixed. In the final run, it all is up to the model railroader and what he or she is willing to do to make their dream engine or even their layout become a reality. If I were asked if I would go through all this hard work again, I would respond, "of course!" It is a very satisfying feeling and a great accomplishment to bring a dream from your imagination to a physically reality in front of you. 🚂

About the Author

Marcos Huizel, is the owner of and the one creating the magic behind the scenes of Lepanto Valley R.R.

Marcos is 18 years old and about to graduate from High School this year. He is pursuing a future career in aviation and is currently training for his private pilot's license. One can say he has steel and air in his veins. Marcos enjoys flying as well as model railroading. He became seriously involved with model railroading and working on the Lepanto Valley Railroad over four years ago. He is glad that many enjoy his work and he hopes to continue learning, enjoying, and sharing in this great hobby with many of you. You can see more of L.V.R.R. on Marcos' YouTube channel: [Lepanto Valley Railroad](#).



vice, I returned to the shops and got to work immediately on Silver. In a short time, Silver received a completely new headlamp, even brighter and fancier than the original. She now had a sleek, silver trimmed lamp that was on an ornate brass bracket. Then Silver went to the paint shops one final time. There she received her special blue and gold striping on the domes, and tender, as well as her name on the cab. The Lepanto Valley R.R. initials were painted on the tender, and stars and silver line trimming were painted along the

not overheat. And Victory also has a custom brass whistle like Silver. Once you learn the correct techniques, there are no limits to what you can do with your engines.

After it's all said and done, when the engines are blown down and crews head home, each engine has a story that will never end. When the mechanics believe they can finally say, "She is complete", a new upgrade comes along to make the locomotive even better. This journey of Silver's construction and modifications has

COMMUNITY COLLAGE

Todd Walton's Weathered Structures and Rolling Stock



In this issue we present pictures of Todd Walton's weathering of some of his vehicles, rolling stock, engines, and structures. You can find much more of Todd's wonderful work and learn about his weathering techniques on his YouTube channel [2Toady](#).

In each issue we choose one YouTube model railroader and feature a collection of photographs of their layout, building structures, or any other YouTube model railroad related project. If you would like to share pictures of your layout in the Community Collage, please contact us at

YTMBMag@gmail.com.



PICK 3

In each issue we share with you three YouTube Model Builders' channels that stand out and provide the model railroading community new and interesting ideas, tips, tricks, and resources. Please check them out!



MidwestModelRR

<https://www.youtube.com/user/MidwestModelRR>

Steve Atwell focuses mostly on N scale modeling on his Missouri Pacific Sedalia Subdivision layout. He enjoys scratch building and the quality of his work shows through on his videos on his channel. You also will find great videos on "the basics", such as bench work, track laying, and ballasting.



djstrains

<https://www.youtube.com/channel/UCMhzrplyMbk2HuMTUouSrBg>

DJ scratch builds structures and rolling stock for N, HO and O scales, with an emphasis in N scale. On his channel you will find numerous videos on construction and some nifty weathering techniques. Included on his channel are some great videos in which he uses Google Maps satellite views and actual location visits to gather information before beginning his builds.



Sven Frank

<https://www.youtube.com/user/SvenFrankNE>

Sven's scales of choice are HO and 1/8th, and he enjoys scratch building structures, trees, and other things for his railroad hobby. Sven even scratch built his own 1/8th scale locomotive and rolling stock. Sven also can be heard as a frequent guest on the Model Rail Radio podcast (www.ModelRailRadio.com).



Into Facebook?

Check out the YouTube Model Railroaders Facebook page!

Union Pacific's 49er - A Custom Build



By Harry M. Haythorn - UPHS #4043

Imagine it is July 8th, 1937 and you are standing trackside east of North Platte, Nebraska. You look to the east and see a flurry of Armour Yellow and Leaf Brown on the point of 8 streamlined, heavy-weight Pullman cars painted in a beautiful Gunmetal Gray with stripes of Dulux Gold and black the full length of the train. You stand in awe as a streamlined P-77 class 4-6-2 #2906 screams by with the Hancock Long-Bell 3-Chime whistle screamin' out a warning at 95+ MPH. And in the blink of an eye the streamlined beauty is gone and all you see is the red 49er drumhead on the last car and a cloud of dust.

As we snap back to reality, a little back story is needed. For Christmas two years ago Josie, my amazing wife walks out of the bedroom with a box from Brass Trains/Dan's Depot. As I open it, to my complete surprise, there is a New Jersey Custom

Brass model of Union Pacific's streamlined bathtub P-77 class 4-6-2 #2906. Mine is pro painted but is incorrectly numbered. It is numbered as 2609, and it was done this way before I received it. I am completely blown away as she explains that I deserved something that I really wanted and would enjoy.

The first thing I did was to upgrade the motor to a low current draw, DCC-friendly can motor and install a decoder and check to make sure that the drivers are properly quartered and that the gear box is properly lubricated. I now have the start of my 49er consist (see Figure 1).

History

The all-Pullman train was a joint venture between the Overland Route railroads, Chicago Northwestern

I recently installed a TCS WOW sound decoder with Keep Alive into the Streamlined P-77 class 4-6-2 49er and this can be seen on my YouTube channel. Click [here](#) to watch.

(CNW), Union Pacific (UP), and Southern Pacific (SP), initially as a train to take travelers to the 1937-38 World's Fairs in San Francisco. The train operated 5 times a month from Chicago to San Francisco on a 49-hour schedule westbound and 50.5-hour schedule eastbound. The train ran from July of 1937 until July of 1941. The CNW and UP both provided streamlined steam locomotives for the train where as SP used whatever passenger power was available at the handoff of the train from UP at Ogden, Utah. Union Pacific only had two streamlined locos and they used them on the 49er almost exclusively. They were the P-77 (Pacific 4-6-2) #2906 on the Nebraska division from Omaha, Nebraska to Cheyenne, Wyoming and the MT-73 (4-8-2 Mountain) #7002 on the Wyoming Division from Cheyenne to Ogden, Utah. Both of these locomotives were rebuilt and upgraded at the Omaha Shops in 1936 with roller bearings and the streamlined shrouding. Originally these locomotives were to be used as backup power for the diesel-powered streamliners, but were rarely used for this service.

Figure 1. The streamlined P-77 class 4-6-2 49er awaits its consist. It has been upgraded with DCC capability and is properly lubricated for its journey.



The Hunt Begins

This build is the result of searching for the matching cars and coming up empty handed. The 8-car set has only been produced by a few manufacturers: they include Challenger Imports and Oriental Limited Imports. The biggest thing that stopped me from acquiring one of these sets is the fact that they are almost impossible to find, and secondly, the fact that they are currently trading on the second hand brass market at \$2,800 for unpainted sets and \$3,200+ for the painted cars. After 18 months of searching with few results, I decided that I would have to build these cars myself.

The Build Begins

I started with 8 IHC streamlined smooth-side cars (see Figure 2) that I have stripped and repainted into the correct gray and black (see Figure 3). The next modification I made to these cars was to add Adair Shops weight upgrade kits to bring these up to NMRA weight standards (see Figure 4). I have also changed the trucks from the two axle (4-wheel) Talgo-style trucks to the correct 6-wheel trucks on the first six cars and the middle of the articulated 2-car tail set (see Figure 5). I used Walthers heavyweight roller bearing trucks (part # 920-2204 6-Wheel Heavyweight Passenger Truck), and D&G P61R, UP/SP City of San Francisco/ City of LA/ 49er trucks on the ends of the articulated sleeper/ observation tail car set (see Figure 5 and



Figure 2 (Left 4 Frames). The build began with eight IHC streamlined smooth-side cars.

Figure 3 (Below). The cars were stripped and repainted into prototypically correct gray and black colors.



Figure 4 (Below). A finished car with proper NMRA weight and a clean, smooth paint job sits precariously balanced on top of a paint can.



Figure 5.



Figure 6). I mounted all these trucks in the original holes in the floor with a 6-32 machine screw and a few washers to get them to the right height so that the couplers match. One feature of the train was the use of full-width diaphragms between all the cars. To remedy this problem I used The Coach Yard full-width diaphragms and Darwin sliding coupler boxes so that the diaphragms all touch while the train is in motion.



Figure 6. Use of proper trucks, adjusted coupler heights, and special soft-rubber, full-width diaphragms with stainless steel striker plates make the cars prototypical.



These diaphragms are a very soft, flexible rubber with stainless steel striker plates. These are all screwed on to the car bodies for easy removal (see Figure 6).

The interiors are all kit bashed and scratch built with parts from IHC and Palace Car Company. The decals are all off the shelf from Microscale, with the exception of the car names, that I have to have made by my cousin who has access to an old Alps printer. The biggest challenge of this build is going to be the striping decals, as I have to lay down the black 6-inch wide stripe, and then lay the 4-inch wide gold stripe on top of the black stripe. The cars window arrangements are close enough that I don't even have to rearrange them or change them in any way. The only real change that has to be made is the articulated tail car set. I will shorten them and cut a new floor for each out of 0.040" sheet brass. This is an ongoing build that is currently in the paint and initial detailing stages. I still have to install the interiors, put a decoder in the tail car and

wire it up to the truck so it will power the lighted drumhead and marker lights.

The final details will include a Tomar Industries lighted 49er drumhead and marker lights on the tail car, and a very light coat of road grime on the running gear and undercarriages of the cars. The interiors will be filled with passengers going to the west coast. After all of the modifications are complete, I will have one more of the Union Pacific mythical passenger trains! 🚂

About the Author

Harry is a rancher who works with his father and grandfather to help run their 22,000 acre, 1500 head of mother cow, ranch. He lives in Nebraska with his wife and 6 children ages 11 years old to 6 months old and therefore stays busy all the time.

Harry has been model railroading for over 20 years and considers himself a serious prototypical modeler, but



Want to get your YouTube channel featured or mentioned in the YouTube Model Builders eMag? Contact us at YTMBMag@gmail.com and tell us about your YouTube Channel.

believes in "good enough" modeling and not rivet counting.

Harry models the Union Pacific Steam era from the 1930's to the 1960's, in central and western Nebraska (the area and time period that he loves the most).

Harry is a Sustaining Member of the Union Pacific Historical Society and a member of the UPHS Streamliner 100 club. He is a National Model Railroad Association member currently working on his Master Model Railroader Certificate and is also a Member of the National Hot Rod Association (Drag Racing), as well as a Lifetime Member of the American Quarter Horse Association.

Harry regularly posts videos on his YouTube page. You can follow Harry as he works on his 7th layout at <https://www.youtube.com/channel/UC6-MPHmYU3Cc2uEVfjZDIcQ>.



YouTube Model Builders

Live Chat / Presentations **HANGOUTS**

YouTube Model Builders Tuesday night Topic-Driven presentation Hangouts start at 9 PM CST / 10 PM EST and are scheduled for up to 2 hours so you have plenty of time to ask questions and learn. These presentations are also recorded for later viewing. For the latest schedule updates go to www.YouTubeModelBuilders.com.

May 2015

- 19th: How to video and photograph train layouts, layouts at train shows, and trains while rail fanning with Bob Werre.
- 26th: The Barry and Mike MRR Tech Show: DC vs DCC

June 2015

- 2nd: Geno's Show. Geno will be joined by John Howard of Highways and Byways who will demonstrate road striping and rail car safety stripes.
- 9th: Troy Pendzimas of Pacific North Central model railroad will cover track painting and weathering techniques.
- 16th: Dude Lindler and Chris Heili will discuss use of JMRI and other methods for operating servos and switch controls.
- 23rd: The Barry and Mike MRR Tech Show: Installation of speakers for DCC Sound.
- 30th: Dude Lindler will host James Wright who will review differences between various model manufactures and the differentiators to which we should pay attention.

July 2015

- 7th: Geno's Show. Geno will be joined by Barry Rosier and they will discuss use of LEDs and SMDs in lighting models, structures, and layouts.



Google+ YouTube Model Railroaders Community! This is the place to be to discuss model railroading, YouTube production, and most of all, share your model railroading layouts and videos!

Food For Thought...

In this issue, we introduce a new feature called "Food for Thought." Members of the model railroading community are invited to write an opinion editorial on some matter relating to the model railroading hobby. Topics may range from simply thought-provoking to downright controversial.

Our first author is Sven Frank, and his opinion piece appears below. Please read it over, and then share your thoughts with us. Do you agree with the statements in his article? Do you disagree? Do you wish to add another point of view that you feel should have been made? You can send your response to us at YTMBMag@gmail.com. We'll pick some of the more interesting responses we receive and publish them in our next issue. Please include the text "Food for Thought" and the issue date in the subject line of your email, and let us know the name you'd like us to use if we publish your opinion. If you would like to submit an opinion piece of your own, please contact us at the same email address above. Submission guidelines can be found at www.YouTubeModelBuilders.com.

We look forward to hearing from you!

To Build or Not to Build? That is the Question!



By Sven Frank

Why should I build from scratch what is readily available on the market?

That's an interesting question, and the answer for me is, "Because I can, and I want to."

What are the benefits of building from scratch instead of buying? First of all, it is NOT about the money; the primary benefit is the use of one's brain and to figure out a way to build a desired or required item. Next is learning about the choice of materials, followed by research for dimensions, useful prototype photographs, etc. And in the end, yes, there may be some money saved.

Two aspects that often get overlooked, though, are the development of skills and the requirement to learn new techniques. One may even de-



Sven has completely scratch-built everything in this picture to 1:8th scale except for the bricks. It took a lot of planning and a lot of hard work.

velop a completely unique and new technique that one can share with others. Once I have developed my skills and techniques, I even can go ahead and build items that are not available on the market.

But, doesn't building instead of buy-

ing hurt the hobby by keeping money out of the railroad marketplace?

No! One might just spend the \$40 saved by building a nice, scratch-built structure (instead of purchasing a Walther's out-of-the-box building kit), on a well-detailed (and otherwise too expensive), piece of rolling



Sven's fully scratch-built HO scale Palmetto trees can be seen in his YouTube video detailing the build. To watch, click [here](#).

stock. The amount of money spent stays about the same, and might even end up in the same pockets.

One might say, "Oh, man! All that scratch building is so time consuming. I'm better off just jumping online and ordering something real quick." However, who takes on a hobby to save time? Isn't spending quality time working on models a big reason for picking up this hobby?

So, if you've never tried scratch building something for your layout, let me encourage you to take the plunge and give it a try! There are many YouTube videos to help you along the way, and the YouTube Model Builders Live! Show, this eMag, and the Tuesday night Hangout presentations are great resources provided by YouTube Model Builders for getting your questions answered. 🚂

Up-Coming Articles By The Track Planner*

July 2015 Issue

- Design Element Three - Long mainline runs
- Design Element Four - Trains traveling once through a scene

September 2015 Issue

- Design Element Five - View blocks & peninsulas
- Design Element Six - Staging yards

November 2015 Issue

- Design Element Seven - Prototypical operations

January 2016 Issue

- How the era you like sometimes conflicts with space

March 2016 Issue

- Computer Aided Design (CAD) software

May 2016 Issue

- Model railroaders who were ahead of their times

* Proposed topics—subject to update or change.

About the Author

Sven's modeling career started at age 9 with a Maerklin train set after his dad made the mistake of taking him to an open house at a local train club. The journey took the usual detour to girls and guitars (the guitars stayed, the girls...well never mind), then back to modeling a European truck in 1/8th scale, followed by the Feldbahn (German narrow gauge field railway), and finally, recently back to H0 scale, which you can check out on his YouTube channel:

www.YouTube.com/user/SvenFranNE.

This free YouTube Model Builders e-Magazine is produced by the dedicated YouTube Model Builders team on a volunteer basis. Please visit their channels and show your support!

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If you would like to submit an article for the YouTube Model Builders eMag or pictures for the Community Collage section, please contact us at: YTMBeMag@gmail.com. Submission guidelines can be found at www.YouTubeModelBuilders.com.

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