

# YouTube Model Builders eMag

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SEPTEMBER 2017

ARTICLES YOUTUBE CHANNELS COMMUNITY TIPS & TRICKS

## ALL ABOARD! PASSENGER TRAINS

### INSIDE THIS ISSUE:

- The Golden Age of Passenger Trains
- Passenger Service in Illinois
- Named Passenger Trains of the UP
- Detailing a Passenger Car

Be Sure To Check Out Columns From  
Jack Hykaway, Harry M. Haythorn,  
The Track Planner, and Blayne Mayfield

Cover Photo:  
Courtesy of Bob Buesking

BE SURE TO CHECK OUT

**YouTube Model Builders LIVE!**  
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# Editor's *Note...*

Modeling passenger trains is a complex topic and it can quickly become a daunting one. However, that does not keep us from exploring it here at the *eMag*, for we like challenges. So we have provided in this issue a fractional vignette into the world of modeling passenger trains. I personally love what I call the golden age of train travel—a time period that began in the early 1900s and has slowly faded into recent time. Although, there still are many named passenger trains around the world and in the United States, named passenger trains used to be celebrated by both passengers and railroads, which catered luxury to riders during this golden age of train travel.

We start this issue with an amazing cover (in my humble opinion), which shows a night scene of a Pioneer Zephyr modeled by Bob Buesking on Central Missouri Rail Road Association's club layout. I think the cover really says it all, don't you? We then take your imagination back in time with a presentation of advertising postcards and posters of some famous named trains from the past.

In his article "Passenger Service In Illinois," Tom Klimczak showcases his *Blue Island and Western Railway*, which depicts the goings-on in and around Rock Island's Chicago Terminal during what Tom describes as "deepest, darkest" 1974. Harry Haythorn takes us on an amazing ride through his discussion about many of Union Pacific's named passenger trains. Harry also shows us how he details empty passenger train cars with interior walls, window shades, and figures in his article "Detailing A Passenger Car."

The Track Planner discusses three design elements that he believes are critical in properly designing a track plan for passenger train operations. In his "UP-HUB" column, Harry gives background about and shows us how to build Union Pacific's lunch counter "Chuck Wagon" diner cars. In his column "Jack's Junction" Jack Hykaway provides an overview of the life of *Canadian Pacific Railway's* trains 1 and 2 collectively known as *The Canadian* with its famous *Park* and *Skyline* dome cars. The column is complemented with some amazing photographs taken by Jack.

In this issue of the "Community Collage," we feature a mashup of photographs from several very talented modelers. Please be sure to check it out. Also be sure to check out the YouTube channels listed in the "Pick 3" section.

In the "Food For Thought..." column Blayne Mayfield defines how he sees passenger service, which he argues includes not only the large passenger trains, but also regional and local service, subways, and even modern-day streetcars which are now making a comeback. Blayne also encourages us to take on the challenge of adding some type of passenger service to our venerable layouts so we can get those passengers moving!

We hope you enjoy this small glimpse into modeling passenger trains.

Happy Model Railroading!

– **Loggin' Locos**  
Editor-In-Chief



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A Pioneer Zephyr with an add-on car makes a stop on a warm summer night at Eagle River station on Central Missouri Rail Road Association's club layout in Warrenton, MO.

Photograph Courtesy of [Bob Buesking](#).

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# **YouTube Model Builders** **HANGOUTS**

**We have several different types of shows each month!**

For the latest schedule updates please go to  
[www.YouTubeModelBuilders.com](http://www.YouTubeModelBuilders.com).



Tuesday night shows are topic-driven and are hosted by Johnny of Southeast Rails. The shows include various topics and interesting guests such as Miles Hale and Bill Beranek (The Track Planner).



During this Thursday night show, open presentations are topic driven and fellow YouTube modelers join in to discuss various model rail-roading topics.

# Gain A New Perspective With The Track Planner!

Next Show: September 26<sup>th</sup>, 2017

Follow Bill Beranek's column "A Perspective on Track Planning" in every issue of the eMag and his show *The Track Planner Presents...* brought to you by YouTube Model Builders.

Watch *The Track Planner Presents...* every other month on Tuesdays.

Topics include:

- ✓ Principles of Track Planning
- ✓ Designing for Operations
- ✓ Proper Benchwork Design
- ✓ Dissecting Track Plans

And much, much more!



# *The Golden Age of Passenger Trains*

*Prior to the mid-1960s, there was the golden age of travel on passenger trains. The railroads provided many an opportunity to travel in style - from basic luxury to all-out opulence. Throughout the 1920s and all the way through the 1950s, getting to your destination faster than before was also the lure of train travel. The railroads were competing for passengers and advertised their "streamlined" trains on posters boasting the train's size, speed, and luxury. Within the next few pages, we give you a sample of some of these postcards and posters. As you view these images, let your imagination take you back to the golden age of travel on passenger trains!*



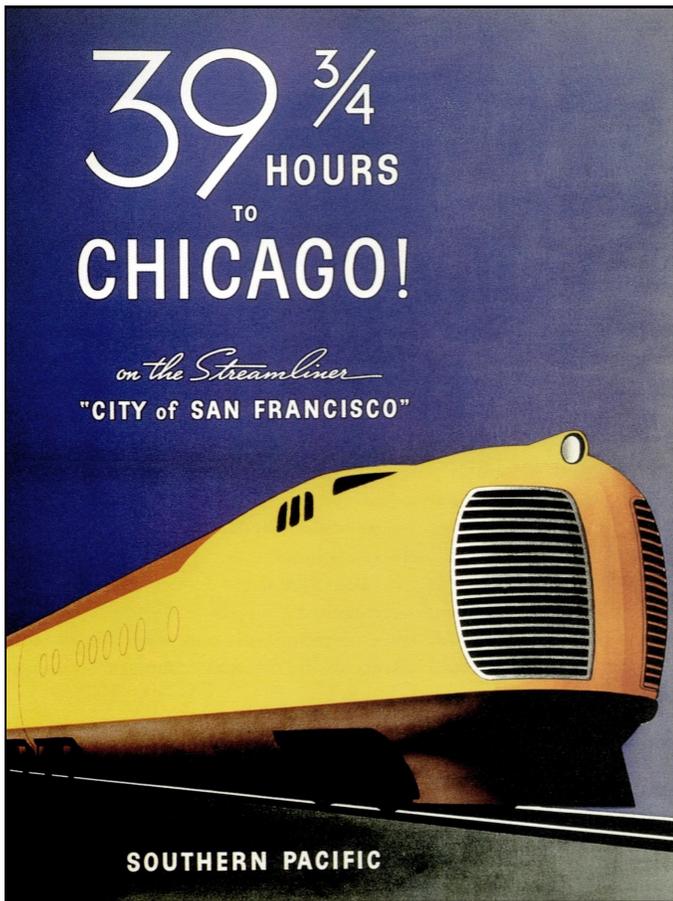


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Click [here](#) for a list of named passenger trains from around the world.

Left: A Southern Pacific poster (circa 1936) promoting their first "City of San Francisco" Streamliner.

Right: An official poster of the London Brighton and South Coast Railway (LBSCR). Circa 1900.



Image used under the Creative Commons Attribution 2.0 Generic license.

# COLORADO

*A Chicago & North Western / Union Pacific poster (circa 1936) promoting their "City of Denver" Streamliner trains.*

AND THE

*Streamliner*

CITY OF DENVER



Image placed in public domain without copyright.

ONE OF THE STREAMLINED BURLINGTON ROUTE ZEPHYRS

*Postcard of Burlington's "Denver Zephyr" being pulled by the "Silver King" locomotive. Circa 1950.*



Image placed in public domain without copyright.

*A mid-1930s linen type postcard of the "Ozark State Zephyr" known as the "Burlington Alton" because part of its route between St. Louis and Kansas City ran over tracks owned by Alton Railroad.*

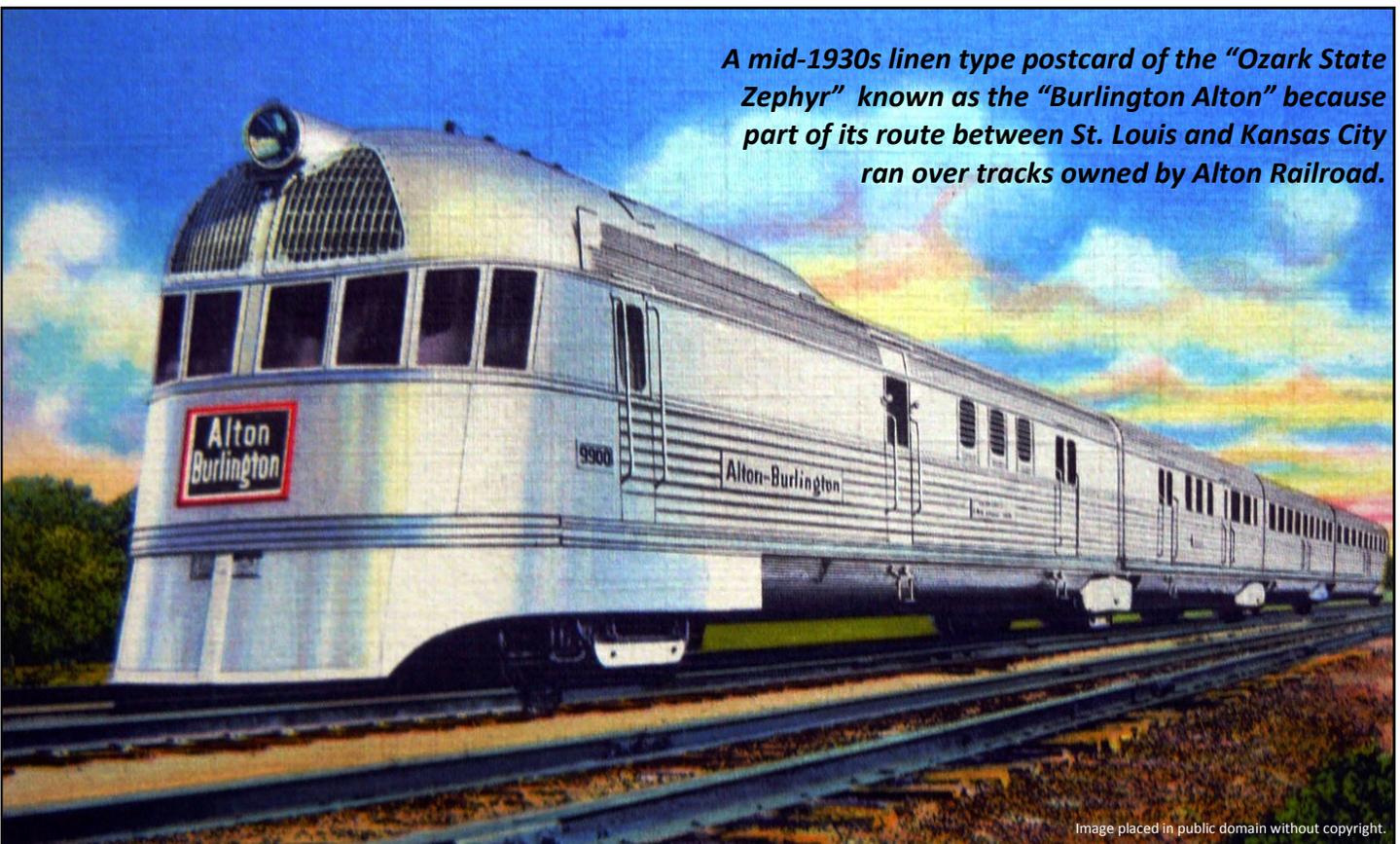


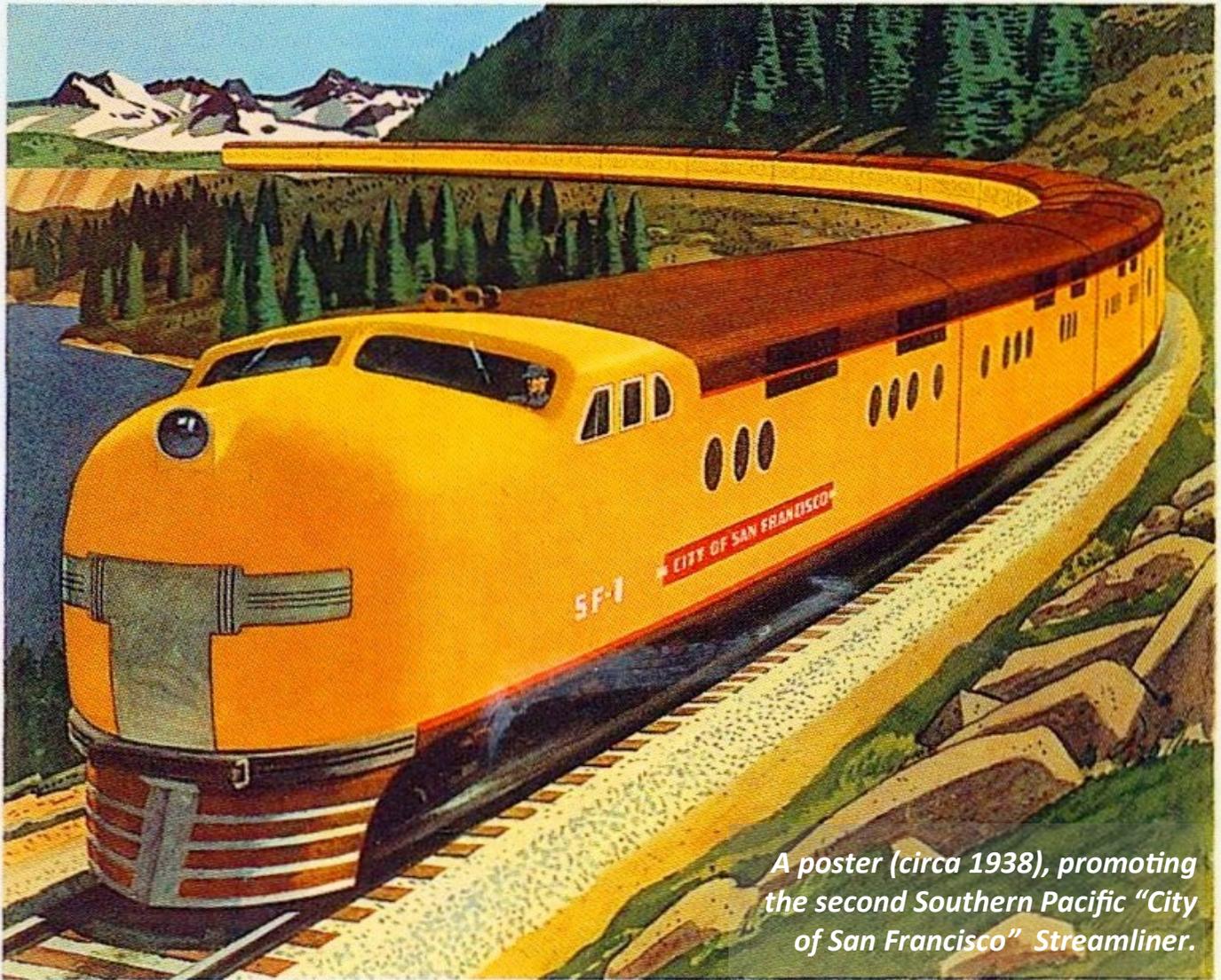
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# THE NEW STREAMLINER "CITY OF SAN FRANCISCO"

SAN FRANCISCO - CHICAGO **39<sup>3</sup>/<sub>4</sub>** HOURS!



*A poster (circa 1938), promoting the second Southern Pacific "City of San Francisco" Streamliner.*

**TWICE as big • TWICE as powerful • TWICE as luxurious**

# SOUTHERN PACIFIC



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# YouTube Model Builders Presents



Next Show—October 4, 2017  
8 PM Central / 9 PM Eastern

All Newbies Welcome!

Please join YouTube Model Builders along with Chris Heili and guest panelists, who will build live, various projects using the Arduino platform. \* Projects include lighting, sensors, servo control, and animation. Each project is quite easily accomplishable by any beginner hobbyist.

Let's explore and learn together some of the coolest projects in model railroading. We encourage you to ask questions directly to the presenters and chat live with them during the workshops. Share videos, pictures, and comments of your accomplishments on our [YouTube Model Railroaders Google+](#) community page.

\* Participation in workshops requires an [Arduino based project kit and breadboards](#). For more information, please see the [YouTube Model Railroaders Google+](#) community page and posts announcing the workshops.

# Passenger Service In Illinois



By Tom Klimczak

All photographs by Tom Klimczak.

**T**he name of my layout is the *Blue Island and Western Railway*, and it is set in deepest, darkest 1974. Its trackage portrays heavily prototype-based, mainline railroading, with only minor concessions to available space and operational flexibility. The layout depicts the comings and goings from the Rock Island's Chicago Terminal west of 119<sup>th</sup> street through Western Avenue Junction, Blue Island Junction, Oak Forest, Convent Curve, Tinley Park, Providence, Joliet Yard, and Joliet Union Station, finally ending at milepost 40.6, right at the foot of the Des Plaines River drawbridge.

When I first saw the room in which my layout would be built, the track plan began to form itself in my head. I had already done research into the prototype as it exists today and had plenty of advice and information from Harold Krewer, Bob Massey, Roger Mullenix, and many others. The research led to a series of Layout Design Elements (LDEs) that represent the entire line from Blue Island to Joliet, all in prototypical order. Towns are laid out with generous space between them so that

operators actually feel like they are going somewhere, and trains pass through every scene only once. (This means that not all locations could be represented, for space reasons.)

This is an HO scale layout that still has a lot of construction to go; it is one deck and fills a 28' x 38' room ... and that is plenty of layout to build! The mainline is 243 feet long,

is double-tracked, and is depicted as jointed rail – just as on the prototype – using Details West joint bars and other track details from Proto87 Stores. The layout is powered by an NCE DCC system, and all locomotives feature either Tsunami I or Tsunami II decoders. If I had my way (and I don't), I'd upgrade all my decoders to Tsunami II; I feel that the Tsunami II "full prototype" feature most closely depicts how throttle

*E9 #662 rolls slowly around the curves of Western Avenue Junction. The junction is where the suburban line rejoins the mainline at the far west end of Burr Oak Yard in Blue Island. The acceleration and braking features make this BLI unit operate more like actual locomotives do and can test engineers as they try and keep to the schedule and not miss a platform stop.*





*A “caboose meet” on the diamonds of Joliet. #17196 rolls east and #17100 west on this fine 1974 day. Both models are Overland brass models that I am too shy to weather.*

inputs affect locomotives, giving operators a chance to run locomotives more like they are run in real life.

My layout is a hybrid of overlaid point-to-point and continuous operations. I like being able to work on a project while mainline trains simply roll by; they remind me of why I am working on the layout instead of playing.

Commuter trains originate at the Joliet engine facility, run to Western

Avenue Junction (around Burr Oak Yard), and terminate in staging. A local commuter train can take a full 20 minutes to make the run. Add to these the transfer freights that run between Burr Oak Yard and prototype interchange partners as diverse as IHB, GTW and B&O (Chessie System by 1974, eh?). Some not-so-prototypical interchange partners also are imagined, such as the EL, the interchange of which I moved from South Chicago (which I don't model)

to Burr Oak Yard (which I do model) just so I could include their power on my layout.

Like most modelers, I started as a collector. When I began layout construction, I had planned a layout set in 2005, with the RI somehow surviving 1980, resembling what would be today's Iowa Interstate Railroad. In 2007, I met Tom Wencil, a strict, prototype Milwaukee Road modeler. He quickly figured out that my true

*Numbers 658 and 662 double-head an outbound rush hour, bi-level train on the main at Western Avenue Junction.*





*U25B #225 leads two more U-boats east through Western Avenue Junction. The train just rolled over the bridge carrying the mains, next to another one that carries the west-end drill track over the pungent waters of the Cal Sag Channel. The locomotive is a Bowser unit that now features a Tsunami II decoder and still awaits a trip through the weathering shop.*

*This shot of an E9 would best be taken by a photographer with a head cold since the vantage point would be from a boat in the smelly Cal-Sag Channel. The shot contrasts the colorful smoothness of the E9's nose with the harsh, filthy, and rusty bridge components. The single-track bridge at this location is a Walthers kit built and weathered. The double-track bridge is made from two single-track Walthers bridge kits and was built to convey a family resemblance between the two structures residing side-by-side in Blue Island.*





*There is action at Joliet as #658 ignores the station and platforms as she rolls freight towards Burr Oak. A Budd stainless steel cab car is ready to head in with a midday commuter run back into LaSalle Street via the Dirt Road. The cab car is an ancient Holgate and Reynolds kit that I re-detailed and fitted with Kato bi-level trucks. The crews still refer to it as “the ugly cab car,” which it definitely is.*

passion was for the RI of the early 1970s. We attended a Naperville (now Lisle) Railroad Prototype Modeler’s meet that fall, and I was hooked. The era shifted immediately to 1974. Clark Propst says, “The more you learn, the less you can model,” and that is absolutely true. With my knowledge gained far too late, I began to sell off my collection of equipment that did not fit into the 1974 era.

A few years ago, I began detailing my track, then I painted some stretches of it. But, the filthy roadbed and track made the shiny wheelsets and clean power look out of place. I used to pull models out of their box-

es, snip off the trip pins, and run them as if they were showroom new. Now, freight car models are not allowed on the layout without a trip through the weathering process. Weathering is truly an art form, and my first models looked as though they were ready for the scrap heap. With practice and research, I began to weather models to a decent, 1974 standard. Locomotives are a completely different ballgame, as my fear of destroying an expensive locomotive by messing up the weathering has hampered my efforts somewhat, though notable exceptions are seen on the layout.

The BI&W is definitely a work in

progress, but still, gives hints at the scenery to come. I'm told that scenery is the most fun part of the layout building process and I am looking forward to working on that. I am also working up a design of the signal system that will control movements over the line during operating sessions. I may even have to create a basic design of the old RI TP5 signal head since there were a few dozen of these in the area I model.

The work to come isn't a bad thing, as it provides a good way to unwind at the end of the day. I can only suggest accomplishing one task on the layout every day, no matter how small, as that moves the layout closer to completion. 🚂

## About the Author

Tom Klimczak has been a rail aficionado since watching the evening parade of cab units that was the 1970s rush hour at the local station while waiting for his father to step off the train home. He volunteers for and coaches youth baseball. Tom is a CPA and works in the short line rail industry. You can follow Tom’s progress on his layout on his YouTube channel [Rocksland652](https://www.youtube.com/channel/UCRocksland652).



# Named Passenger Trains of the Union Pacific

All photographs by Harry M. Haythorn.



By Harry M. Haythorn, UPHS #4043

**M**odeling passenger trains is a topic that is near and dear to my heart, because I model the Union Pacific in the transition era, and passenger trains are a major part of that. So in this article, I am going to give you a rundown of the famous UP trains from the mid-1930s to 1971, when Amtrak took over.

For over 100 years, Union Pacific ran some of the fastest, most advanced, and smoothest trains in the nation. But that amazing, bygone era of fast Armour Yellow streamliners and steam-powered passenger trains of many sizes is all but gone, with the exception of a few times a year when we get to see a steam excursion or special trip behind the three preserved E units.

## The Overland Limited

The oldest named train on the System is the *Overland Limited*. It made its first run from Omaha to San Francisco on November 13, 1887, but at that time it was called the

*Overland Flyer*. Along the route, it exchanged to the Central Pacific (later Southern Pacific). The name was changed to *Overland Limited* in 1895. (See Figure 1.)

In 1906, it made its first run as an all-Pullman train, with electrical lighting. By 1930, it could make the trip from Chicago to San Francisco in 56 hours, and it carried cars that went all the way to both New York City and Washington D.C., via connecting roads. In 1931, it was combined with the *San Francisco Limited* to be-

come the *San Francisco Overland Limited*; this lasted right up until 1971 as a passenger train and carried on as the USPS mail and express train into the 1980s. It was among the most famous of trains to carry the gorgeous, two-tone gray paint scheme for overnight trains from 1946 to 1952. Click [here](#) for a video of my version of the *Overland Limited* in action.

In 1934, the nation was slowly trying to recover from the Great Depression, and the railroads wanted a way

Figure 1. The *Overland Limited* at North Platte on the club layout.





Figure 2. The M10000 as it crosses the country on my home layout.

to attract riders to the rails. Union Pacific and Pullman came up with the first internal-combustion-powered, streamlined passenger train, the M10000, a 3-unit, articulated train, also known as *Little Zip* and the *Worm*, (see Figure 2). This was the first use of Armour Yellow on the Union Pacific. The train toured the nation on 14 different railroads and visited 65 key cities, including its stop at Boulder Dam (now known as Hoover Dam) near Las Vegas. The train was later used as the *City of Salina*, and it was removed from service in 1941 after 899,000+ miles of service. It was unceremoniously scrapped in Omaha for its aluminum as part of the war effort.

## The Challenger

The *Challenger*, introduced in 1935, ran between Chicago and Los Angeles and San Francisco. It was considered the “*Everyone’s Limited*,” an express passenger train that was within the financial means of most everyone; this was an all-coach train with affordable meal services. It was originally an all-heavyweight train, but in 1937, it got new lightweight coaches

and the famous articulated dormitory kitchen diner cars. The train ran with green equipment with words “The Challenger” painted on the sides of the cars until 1947 (see Figure 3), when it was consolidated with the *City of LA*, and the San Francisco train became known as the *Gold Coast*. In 1954, it went from a streamliner to a dome liner with the addition of the 7000-series dome coaches, when it got its rightful name back and ran until 1971. The train was steam powered for most of its life (up to 1953 or so) and was always diesel powered after that. Click [here](#) for a video of the streamlined *Challenger* running on the club layout.

Figure 3. Two Challenger coaches as they appeared in the late 1930s.



## The Pony Express

The *Pony Express* began service in 1926 and was discontinued in mid-1954. The train ran from Kansas City to Salt Lake City on the old Kansas Pacific mainline via Denver, and it bypassed Cheyenne by using the Borie Cutoff. The *Pony* was really the only heavy passenger train on the KP line until the *City of St Louis* began running in 1955, as all other traffic on this line was handled by motorcars or other local trains. In 1955, the *Pony Express* became *Mail and Express* Train numbers 5 and 6. The most unique feature of the *Pony Express* was the solarium observation club cars. Each of these cars had a large set of windows at one end for viewing the scenery as you rolled down the road. The drum head also carried the famous image of a Pony Express rider. This train usually made a two-section trip, with the first section almost always led by diesels (beginning in the late 1940s) and the second section being steam powered. (See Figure 4.)

## The Forty Niner

Next up is the *Forty Niner*, and it is amongst my favorites. (See Figure 5.) It was one of the shortest-lived

trains on the railroad, operating only from July 1937 until July 1941. The train ran from Chicago to San Francisco, and on the Union Pacific portion of the route, it was pulled by the only two streamlined, steam locomotives owned by UP: #2906 – a Heavy Pacific (4-6-2) with 77" drivers that ran from Omaha to Cheyenne, and #7002 – a Mountain type (4-8-2) that ran from Cheyenne to Ogden.

The *Forty Niner* was the last all-Pullman train in the nation. The paint scheme of the cars was a very attractive polychromatic gunmetal gray with gold and black stripes. The train was an extra-fare train, and there were only eight cars in the consist. The cars in the train were rebuilt heavyweights, with an articulated, lightweight, duplex sleeper/observation car bringing up the markers and drumhead.

The train coincided with the *Treasure Island Special*, which ran on opposite departure days when the *Forty Niner* was on the road. I hunted and hunted for the correct brass cars and



Figure 4. UP FEF-1 #800 on the second section of the Pony Express.

locomotives for this train for over 10 years and built stand-in cars out of plastic twice, including a build I chronicled in a previous issue of the YouTube Model Builders eMag. Here is a [link to my video](#) of the *Forty Niner* running from Chicago to San Francisco.

## The City Trains

Beginning in the 1930s, Union Pacific began service of the famous *City*

*Fleet*; these were the absolutely amazing, streamlined marvels that most people think of when you mention a Union Pacific passenger train. The first *City* train to be named was – as I mentioned earlier – the *City of Salina* after the M10000 entered regular service in January 1935; this train lasted until 1941.

The *City of Portland* was started in June 1935 and was among the last of UP's passenger trains when Amtrak took over in 1971. The *City of Portland* was one of the first trains to become a dome liner when it received five 9000-series, end-of-train dome observation lounge cars in 1955; they only lasted as end-of-train domes for about a year before being converted to mid-train versions in 1956. After the domes were moved to mid-train, the end of the train was always a sleeper: either a 6-6-4 American class or a 10-6 Pacific class with a gate over the ends and a marker light hanging; gone

Figure 5. The Streamlined Bathtub #2906 on the *Forty Niner*, leaving North Platte.





Figure 6. The City of Los Angeles tail-end dome car with neon a sign (a Walthers car).

was the lighted neon sign proclaiming the train's identity.

The next streamlined train to enter service was the *City of Los Angeles* (CoLA – see Figure 6). The CoLA was inaugurated in May 1936 and ran daily until Amtrak Day in May 1971. The CoLA was a very fast and fancy way to travel from California to Chicago and all points east. The scheduled 2,299 miles took just 40½

hours. The CoLA was the train to ride; no matter if you were a businessman, a family on vacation or a movie star, the *City of Los Angeles* was the premier train. Many famous people rode the train including Desi Arnaz and Lucille Ball; they even filmed an episode of the “I Love Lucy” show on the train.

Click [here](#) is a video of my *City of Los Angeles* running westbound on the club layout during Railfest 2014.

The *City of San Francisco* (see Figure 7) was the mirror image of the CoLA, but with a different west coast destination. The train began service in June 1936 and ran until 1971. In the late 1960s, the CoLA and CoSF were combined and became known as the *City of Everywhere* ([see this video](#)), which usually had 24 or more cars in its consist.

In 1939, the *City of San Francisco* was involved in a derailment at Harney, Nevada. The cause of the derailment was vandalism of the tracks and roadbed; a joint bar was removed on the outside of a curve, causing five cars to be completely destroyed and 20+ people to lose their lives. The road and federal government both investigated the accident, but no one was ever convicted of the crime. It remains an open, unsolved case to this day.

The *City of Denver* entered service just days after the CoSF in June 1936 and lasted until 1971. It had one of the shorter runs of the *City* trains, as it ran from Chicago to Denver. The CoD was also the last train to use standard equipment as opposed to the original, articulated train sets. The rest of the *City Fleet* had gone to E units and individual cars in January 1947, but the *City of Denver* held on to its original equipment until December 1953.

Figure 7. The City of San Francisco E7 A and B sit awaiting departure (BLI models).



The *City of Seattle* was an on-again, off-again train, first running from April 1942 to March 1943, with M10002 as power between Seattle and Portland; this locomotive was dropped for a more conventional steam-powered train during the war. After the war, the train was again given back diesel power and its rightful name, and it lasted almost until Amtrak took over in 1971. The train was really an extension of the *City of Portland*, but it ran on its own schedule, thus giving it *City* train status. (See Figure 8.)



Figure 8. The *City of Portland/Seattle* running on the club layout.

In 1956, as the popularity of Las Vegas continued to grow, the UP decided to capitalize on that fact and introduced the *City of Las Vegas*. The train was originally the General Motors Aerotrain, which was used until September 1957 (see Figure 9); after that, the *City of Las Vegas* had conventional power and lightweight equipment. When the Aerotrain was removed and standard equipment took its place, the road includ-

ed a “pub car” (a reconfigured lounge car), where you could get extra-fare drinks. The free buffet-style lunch was still available in the diner. The *City of Las Vegas* was short-lived, only lasting until 1967; but for that time, it had some of the highest numbers of riders for a short-haul style service.

The last *City* train is the *City of St. Louis*; this train has the distinction of having its city of origin as its name instead of its city of destination; it ran to Los Angeles from St. Louis via Denver, Cheyenne, and Ogden. The CoStL also had the very cool lunch counter “Chuck Wagon” diners, which I show how to build in my UP

Figure 9. The GM Aerotrain in *City of Las Vegas* service (this is a Con-Cor model).





Figure 10. A Lunch Counter Diner and a 44-seat coach wait to be picked up by the City of St. Louis.

HUB column within this issue. The *City of St. Louis* was operated by the Wabash Railroad (later Norfolk and Western) between Kansas City, Missouri and St. Louis. It was also the only streamlined *City* train to run with the two-tone gray paint scheme during the 1946 to 1952 time frame, whereas all other *City* trains were in Armour Yellow. The *CoStL* first ran from June 1946 until June 1968, when the name was changed to the *City of Kansas City*, and then it ran under that name until Amtrak in 1971.

The UP *City* trains were famous the world over for their quality of ride and friendly service. Some of the well-known features of the trains were (of course) the dome car, but also the budget-friendly, 44-seat, leg-rest coaches (see Figure 10) with attendants – an amenity not found on many other roads – café lounge cars (including a Redwood Lounge), and some of the best diner car meals in the world. They also had fresh-cut flowers year-round on all the tables and heavy carpets in the vestibules to help keep sound and dust at a minimum when the doors were opened, not to mention the ability to

see a barber or hair stylist en route. They also had some of the first safety/booster seats for infants and toddlers; these hung over the back of a standard seat and raised the child up to window-level for better viewing.

The roads involved in making the seamless journey from one coast to the other – besides UP – were New York Central and Pennsylvania, as both roads had connecting cars that required no need to get off one train and cross the platform to board another. Prior to 1955, the Chicago and North Western was the Omaha to Chicago connection, then Milwaukee Road as the CNW could not meet the strict on time schedules required by the UP. In the West, the Southern Pacific was the connecting road from Ogden to southern California. Union Pacific passenger travel would not have been as grand without these partners.

I have covered some of the most famous trains of the UP here, but I have also left a few out, such as the *Portland Rose* and the *National Parks Specials*, the mail and express trains, plus many more; but alas, time is short and I hope to cover these trains in the future.

I hope you have enjoyed this small look at the massive Union Pacific passenger train fleet, and until next time, keep the wheels rolling and the signals green! 🚂

## About the Author

Harry is a rancher in Nebraska who works with his father and grandfather to help run their 22,000-acre, 1,500-head of mother cow, ranch. Harry has been model railroading for over 20 years and models the Union Pacific Steam era from the 1930's to the 1960's, in central and western Nebraska. 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. 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>.

# A Perspective On Track Planning



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

## Designing for Passenger Train Operations

**O**n my website, I have a questionnaire which I ask potential clients to fill out. The twenty-plus questions give me a good insight into what the client really wants on their new layout.

When a new questionnaire arrives in my inbox, I look at three areas: available space, scale, and the general theme. Of explicit interest is the general theme. Will I be dealing with a Class I freight-hauling railroad, a railroad heavy on coal or grain, a lumber and sawmill operation, a short line operation, or perhaps a passenger operation?

When designing a layout for passenger train operations, consideration must be given to three specific design elements: *space*, *hidden staging*, and *research*. Each of these design elements impacts each other. Available *space* is the most important element, followed by *hidden staging*, and then by *research*.

On numerous submissions, some of the common requests I receive include Class I railroading heavy on hauling freight (usually including intermodal), passenger train operations, branch line operations, and so

on; all in a space barely large enough to represent a small branch or short line railroad. Unfortunately, what clients want and what they can have doesn't always correlate. I relate it to "an all-you-can-eat buffet line" as we go through the line (in this case the questionnaire); our eyes are bigger than our stomachs.

Recently, a client stated he was having a lot of problems coming up with a track plan. He asked if I could design him one that included the following elements: 1) a double-track mainline, 2) freight hauling and passenger service, 3) a freight classification yard, 4) an engine facility, and 5) some mountain scenery.

What was the kicker? He had an 8' x 10' space with which to work. Unfortunately, I had to advise him that I had no magic formula or special insight into designing a track plan which included all the elements he was asking for within 80 square feet.

So, how does this pertain to "Designing for Passenger Train Operations?" Simple: one five-letter word - "space." Without a large-enough space, it is virtually impossible to design a track plan that in-

cludes prototype passenger operations.

The remainder of this column will focus on the elements needed to design and operate prototypical passenger trains on a Class I railroad. I will leave other types of passenger train operations for another column.

### **Element #1: Space**

If passenger train service is your main interest, be "honest" with yourself when evaluating available space. If you want Class I railroading with passenger service, you'll need a bare minimum of 150 square feet. Having at least 200 to 250 square

*"Consideration must be given to three specific design elements: space, hidden staging, and research"*

*“On a model railroad, you cannot have two major cities situated closely together.”*

feet would be my suggestion for a starting point.

Class I railroads with high-speed passenger service almost always run on double-track mainlines. While single-track mainlines make for interesting operations on a model railroad, they are highly inefficient at moving people from point A to point B in the quickest amount of time.

What does a double-track mainline railroad need? *Space.*

Many Class I railroads with first-class passenger service only stopped at major cities. They did not make stops at secondary townships along the way. Their job was to move people long distances between population centers in the shortest amount of time.

On a model railroad, you can't have two major cities situated closely together. Without large distances between cities, you don't get the feeling of the trains going somewhere. You want to create the illusion of time and distance.

What does “time and distance” need? You guessed it; more *space*.

In the past, Class I railroads with first class passenger service were celebrated for their fast service. Getting passengers to their destinations in comfort, style, and in the shortest amount of time was their main goal. This meant passenger trains had priority over all other trains, that way they could keep their express schedules.

On a model railroad, speed is a detriment, not an advantage. On most layouts, inexperienced operators almost always run trains too fast. An inexperienced operator might think he is operating a passenger train at about approximately 65 scale miles per hour when in reality he is running closer to 100 scale miles per hour! I've tested this theory on friends; and to their surprise, they were running trains about 25% to 50% faster than they thought.

What does fast-paced passenger service need? Yup, *space!*

If you're running passenger trains, you need passenger stations. A prototypical passenger station in a medium-to-large city can eat up a lot of real-estate. They will need multiple tracks for arrivals and departures, service tracks for things like the US mail, REA express cars, car cleaning facilities, and repair/service facilities.

What do passenger stations need? *Space.* Sensing a pattern?

## Element #2: Hidden Staging

After space, hidden staging – in my opinion – is the next most important element. Without staging, there is nowhere for your passenger trains to go. Having passenger trains running around in circles, always visible and never seeming to go anywhere, gets old very quickly. You need hidden staging at each end of the layout to give the illusion of two terminals.

If you want your passenger trains to operate in a prototypical manner – meaning they'll arrive on the layout “coming from somewhere” and they'll leave the layout “going to somewhere” – you need hidden staging.

Class I railroads with passenger service ran both eastbound and westbound trains. In some cases, trains would have “meets” at designated points along the mainline. On a model railroad, this requires having two passenger trains heading in opposite directions, coming from and going to different places.

What do you need to replicate this? *Hidden staging.*

On a model railroad, you can get by with one passenger train representing both eastbound and westbound movements. Most operating layouts have an AM and a PM shift. During the AM shift, an eastbound passenger would run across the visible portion of the layout and during the PM shift, the same trainset would return



**Video Chats!** If you like real time video chats with other model railroaders, watch for these LIVE chats to join. Ask questions, help others with their modeling videos, or just join in live chat and simply “Chat!”

heading westbound. To the operator or the visitor, the illusion makes it seem that there are two different trains, but in reality, it's the same train heading in opposite directions. This scenario would repeat during each operating session.

For this “to-and-from movement,” what do you need? *Hidden staging.*

### **Element #3: Research**

Mimicking prototype passenger service is a complex subject. Complete books have been written on the subject.

Whether you're designing track plans (like me), or simply designing your own layout, having a good working knowledge of how passenger trains operate is a must.

If you want to include US Mail or REA express service in your passenger train operations, you would need to know how did those services work, what kinds of structures did they have and what were the daily procedures at each type of facility.

These questions can only be answered with *research*.

Are you modeling a specific prototype that offered passenger service? What kinds of trains did they run? How often per day or per week did the trains run? What was the makeup of the consists? What did the schedules look like?

Once more, these questions can only be answered with *research*.

At major servicing facilities, ask yourself: “what was the track arrangement?” and “what type of services did they perform?” as well as

“did cars get washed at the facility?” or “were there dictated structures just for passenger car repairs and maintenance?”

To answer these questions, more *research* is required.

### **Final Thoughts**

At the beginning of this column, I briefly talked about the client who was having problems coming up with a track plan for an 8' x 10' space, wanting 1) a double-track mainline, 2) freight hauling and passenger service, 3) a freight classification yard, 4) an engine service facility, and 5) mountain scenery.

I highly doubt that the client did any meaningful research into what he was asking. If he had just researched passenger train operations alone, he would have quickly realized what he was asking for was impossible.

His 80 square feet of space could easily be eaten up by a medium-size passenger car servicing facility alone.

As of the writing of this column, the client has yet to get back to me after I responded that “I have no magical formula to make his wants and wishes a reality, given the amount of space he currently has.”

I'll predict the client will probably still try to build a layout based on his wants. I'll also predict that within a very short period, maybe a year or two, the layout will be torn down.

At that point, there is a very real possibility that the client will become so discouraged that he will leave the hobby altogether - which is the real shame.

*“Mimicking prototype passenger service is a complex subject.”*

If you are contemplating adding passenger operations to your layout, think about the space you have, think about what kind of operations you would like to run, and lastly, do your research before you ever start cutting the first piece of wood. 

### **About the Author**

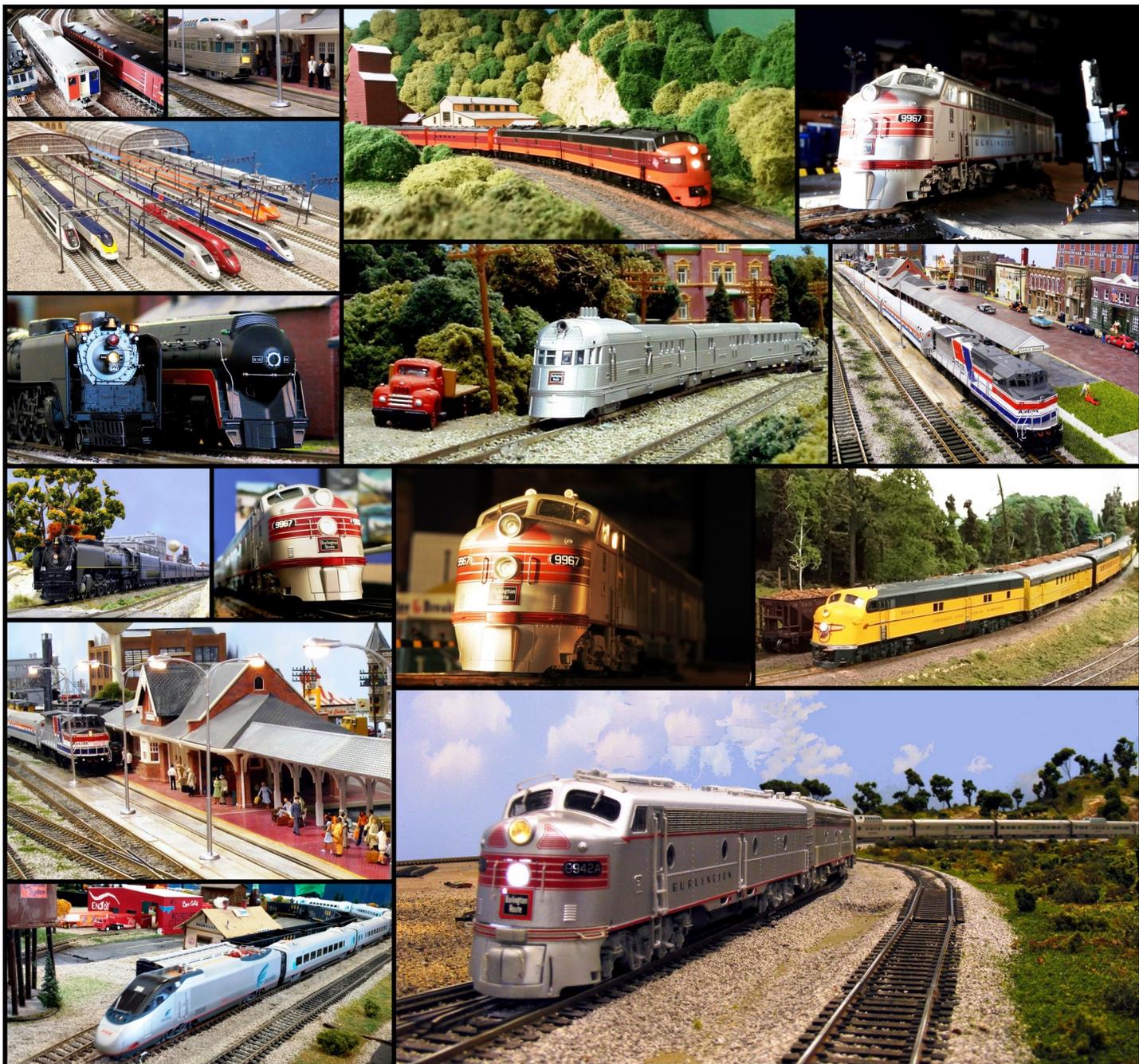
Bill Beranek - The Track Planner has over forty years in the model railroading hobby. Bill enjoys golfing, traveling, and of course designing “prototypical operations” focused track plans. He has been a member of a local 135+ member model railroad club since 2003 and has served twice as the club's president, 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-50s.

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

[www.thetrackplanner.com](http://www.thetrackplanner.com).

# COMMUNITY COLLAGE



**I**n this issue, we present a mashup of photographs from the layouts of Dave Rothchild, Greg Smith, Jim Etchie, John Mueller, Paul G., Jonah Hemingway, and Bob Buesking. Thanks to each of these talented modelers for their contribution to this issue.

If you would like to share pictures of your layout in the Community Collage, please contact us at [YTMBemag@gmail.com](mailto:YTMBemag@gmail.com).



# PICK 3

**I**n each issue we share with you three YouTube Model Builders' channels that provide the community interesting ideas, tips, tricks, and resources. Here are three channels that will help you be more creative in your modeling efforts.



## Pilentum Television (Markus Lenz)

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

It all started many years ago in Germany, when Markus was trying to make photos and videos in macro photography mode. Over time, his preference shifted toward filming model railway exhibitions, and Markus now specializes in making documentary films about the beautiful world of model trains and railroads. There are many model passenger trains depicted on his channel. Most videos have no background commentary or music, but just the original sound of model trains in action.



## mpeterll

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

The main thrust of this channel is to document the development of an HO-scale model railroad. You will see the failures and frustrations as well as the triumphs and successes. Follow along and learn new techniques as the layout takes shape.



## D Murphy

<https://www.youtube.com/channel/UCwZwlnsTQUXBdXRAA4VtAjA>

While Murphy has posted a lot of interesting videos (including railfanning), lately he has been focusing on his "Welcome to My World" series. In this series, he gives tips and techniques that will help you make your layout a better place. (And in one of his most recent videos he describes how to build a camera car for your railroad!)



Into Facebook?

Check out the YouTube Model Railroaders Facebook page!



## Let's build a Union Pacific Lunch Counter "Chuck Wagon" Diner Car

**I**n 1955, UP took delivery of four lightweight, lunch counter diners; this is the smallest order of cars that the road ever took. These cars were numbered 4000 - 4003, and they were among the first cars to be changed over from gray to silver-painted tucks. The lunch counter design was well-suited for shorter-distance, local-type trains. Lunch counter service was first used during WWII when 12 heavyweight diners were rebuilt into this configuration, and the design was well received by both troops and the general public. The menu catered more towards small "comfort food" type meals – such as bacon and eggs, soups and sandwiches, and other similar items – and not the large, multi-course meals available on longer-distance trains.

In late 1951, the *City of St. Louis* (CoStL) became a daily train between St. Louis and Los Angeles, and by 1953 the train was carrying a large volume of passenger traffic between Denver and Los Angeles; these travelers were mostly gamblers on their way to Las Vegas, or businessmen traveling between the west coast and

the Midwest. The CoStL was considered the "long-distance local" and many rode it because of its relaxed schedule.

In mid-1951, UP placed an order with American Car & Foundry (AC&F) for additional 48-seat diners; as these cars neared completion in 1953, the road decided that four of them should be changed to the lunch counter diner style, as these would better lend themselves to CoStL service. The road and AC&F agreed on the changes, and the four cars were completed by the summer of 1955. The interior design was one of efficiency and function-over-form; there was seating capacity for 37 passengers: 21 at the counter and four tables with four chairs each at one end, with the kitchen on the left-hand side of the car behind the counter.

These four cars were used on the *City of St. Louis*, and later on the *City of Las Vegas* until 1967, when they were used in standby service for special movement and on-occasion business train service until the end of UP passenger service on May 1,

1971, when Amtrak took over all of the nation's long-distance passenger service. The lunch counter diners were used quite often in place of traditional diner cars on special trains. After the advent of Amtrak, the cars were sold off:

- 4000 was retained by UP until 1987 when it was sold to Mexican Nation Railroad; it was scrapped in the late 1990s.
- 4001 was sold to Amtrak and now is owned by the Western New York Railroad Historical Society.
- 4002 was sold to Alaska Railroad and used for passenger service for many years; it is currently the Whittier Visitor Center.
- 4003 was sold to Amtrak, and it changed hands a few times before being re-purchased by UP in 1993 and renamed *Pacific Limited*; it has been rebuilt into an executive sleeper with four large staterooms and is quite often used on excursion and business trains.



*Figure 1 . In this photo, the roof is loose and the sides are ready to be removed from the 48-seat diner.*



*Figure 2. The sides and roof have been removed, and I am test-fitting figures and counter placement inside the car.*

## Construction of a 4000 Series Lunch Counter Diner

These lunch counter cars have one of the coolest looks of all the cars in the UP fleet. The whole left side of the car is blanked out except for two windows on one end and a door on the other. These cars have been produced in brass by both Soho and Overland Models, but they are pretty rare and don't often come up on the used market. As many of you know, if I can't find a car, then I build it myself. A good thing for those that want to build these cars is that the car sides are readily available from at least three different car side producers. For the build described here, I used the ones from American Model Builders (part #1002). These car sides are made of clear acrylic and are pre-masked for painting, and the ladders are cut with the car side.

I used a Walthers 48-seat diner as a

basis for the project, as they are readily available; since the lunch counter cars originally were supposed to be 48-seat diners, the Walthers diner makes the perfect core

for the project. Let's get started with the construction.

The first thing to do to the 48-seat diner car is to remove the roof and the car sides. (See Figures 1 and 2.)

*Figure 3. Car sides are checked for proper fit.*





*Figure 4 (above). On to the painting; first, a coat of Armour Yellow...*

*Figure 5 (below). ...and then gray along the bottom of the sides.*



These are held in place by small tabs that go into corresponding slots. The easiest way to remove the roof so that the sides can be removed is by grabbing the car body with a hand above each truck and gently twisting the car until the roof pops loose. After the roof is removed, a small, flat-blade screwdriver can be inserted along the tabs at the sides to gently pry them loose; the sides will almost fall off by themselves.

The next step is to fit the new sides to the core. This requires a little bit of sanding to get a good, flush fit against the roof and the ends of the car. (These are universal car sides, so take your time to ensure a good fit; see Figure 3.) These car sides come with four small strips of plastic to make the belt strips; they are laid onto the car and glued in place after you remove the front masking sheet, and there is a line for them to follow so that they lay straight.

Once you have the sides fitting properly, you can paint them and get them ready to be secured to the car body.

I use Scalecoat paints exclusively on both plastic and brass. It is shot from my airbrush, with a mixture of 2 parts of paint to 1 part thinner. (See Figures 4 and 5.)

The car sides are attached, and the bottom of each side is painted gray. All that is left is to decal the car and



Figure 6. Window shades provide another touch of realism.



Figure 7. Our cars wait on a siding for the City of St. Louis.

add a clear layer to protect everything. I glue the car sides on with high-quality plastic glue, such as Am-broid's Proweld for Plastic; Testors Model Master also is a good choice. I prefer these over CA glues (a.k.a. superglue or Crazy glue), in that the plastic glue gives you about a minute of working time to position the sides.

Notice the window shades seen in the windows of the car in Figure 6. These are made from a manila envelope cut into strips of varying lengths to represent the shades being pulled down to different levels. All that is left now is to install the grab irons

and press the car into service.

In Figure 7, we see the finished car coupled to a coach as they wait in the yard for the *City of St. Louis* to pick them up for their trek west.

I hope you enjoyed this simple, but fun build, and I hope it gives you the confidence to build a model that hasn't been produced before. 

### About the Author

Harry is a rancher in Nebraska who works with his father and grandfather to help run their 22,000-acre,

1,500-head of mother cow, ranch. Harry has been model railroading for over 20 years and models the Union Pacific Steam era from the 1930's to the 1960's, in central and western Nebraska. 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. 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 eMag**

A Free e-Magazine Produced by YouTube Model Builders.

## **Welcome to All New Subscribers!**

**Here are some themes we are developing for our upcoming issues:**

- **Prototypical Operations**
- **Using 3D Printing and 3D Modeling in Model Railroading**
- **Model Railroad Photography**
- **Modeling Narrow Gauge**

If you are interested in contributing to the eMag an article or photographs related to any of the above topics, or even a topic you would like for us to consider, please drop us a note at [YTMBeMag@gmail.com](mailto:YTMBeMag@gmail.com). To learn more about the eMag, or to subscribe now, please visit [www.YouTubeModelBuilders.com/emag](http://www.YouTubeModelBuilders.com/emag).

We look forward to hearing from you soon!



# Detailing A Passenger Car



**By Harry M. Haythorn, UPHS #4043**

All photographs by Harry M. Haythorn.

**T**he conductor on the platform yells “All Aboard!” and the final stragglers hop on and take their seats. Two short, sharp blasts of the whistle and the train is on its way. As the train pulls away from the depot, you notice that there aren’t any passengers in the cars, there’s no furniture, no partitions, and no rooms. Welcome to your typical HO-scale passenger operation; we are going to remedy that problem with some cheap and easy ideas.

If you have been reading the

YouTube Model Builders eMag for any length of time, you will know that I love passenger trains, and you can’t have a passenger train without passengers in the cars. There are thousands upon thousands of figures from many different manufacturers that you can use on your railroad. I think that Preiser and Woodland Scenics figures are among the best-looking and most-detailed, and they make for great foreground figures. The only drawback with these tiny people is that they can get pricey in a hurry if you are trying to fill a passenger car or two – much less if you

want to populate up to 200 cars like me.

eBay is the best way to solve the potent pricing. There, one can purchase pre-painted figures from China in bulk for bargain-basement prices. These figures cost around \$21 for 120 pieces – do the math and you’ll find that works out to about 17.5 cents each.

Now I can hear you saying; “But Harry, these figures aren’t going to be up to par with my other figures.” It’s true, they’re not very detailed. But do you want to cut the legs off of a two-to-eight-dollar figure to make it fit into a seat? Probably not. Most of these figures are the same castings as Model Power uses, and a few of the older Woodland Scenics and Walthers figures.

## **Coach or Sleeping Class?**

Now that you have figures, getting an interior for your passenger cars is the next step. Not all passenger cars come with interiors like the newer Walthers, Branchline, Atlas, Kato, or brass cars do. Don’t fret, these items are available from many different places and companies; I



*Here is a small sampling of some of the figures I use.*



*Here are a few figures being test fitted before the partitions and other details are added*



*Here we see some of the easiest additions to a passenger car: shades are drawn to give it that "lived in" look.*

usually use IHC interiors. Although IHC is out of business, the interiors are readily available on eBay and at train shows. I also use parts from Palace Car Company, Red Cap Line, and even a few 3D-printed items that I have found from online sources.

## **Take Your Seat.**

Now that we have the figures and interiors, let's combine them in the cars to add an interesting scene to the interior of the train. There are a few tips and tricks to remember. The first is to make sure that the interior will fit inside the car that you are working on before you go through all of the work assembling the kit... don't ask me how I know this! The second step is to take notice of the position of the passengers in relation to the windows.

Speaking of windows, let's talk about shades and blinds. Passenger cars have rather large windows and as such require blinds to cut down on the amount of light being let in. I use many different things to make my blinds and window shades. The most common materials I use include 3" x 5" index cards painted in appropriate colors, manila envelopes for older cars, and printed colors/patterns using a color printer and regular printer paper. The other item that I use is Venetian Blinds from Plano Model Products or Precision Scale. These are etched metal parts and they are very nicely priced.

Now that we have the interiors filled and the passengers are settled in, and riding comfortably in style, let's make sure that they can go from car to car without having to pull some wild acrobatics. Jumping over cou-

plers is not for everyone! We are going to add some diaphragms so that our paying customers can walk between the cars and fill in that unsightly gap that is present on too many models. The diaphragms that I use are from a few different companies including The Coach Yard, Hi-Tech Detail, American Limited Models, Walthers, and a few others. The thing to remember about diaphragms on models is that you just want them to kiss so that they don't bind in curves and cause derailments.

Now that you have picked a diaphragm that suits your needs (car style or railroad), let's put one on. This is where a little bit of measurement and pre-planning goes a long way. The diaphragms need to be centered over the top of the coupler so that they touch when the cars are coupled.



*As you can see here the Venetian Blinds are see-through.*

I know that we didn't cover lighting inside or out; truth be told there are so many options that it could be a whole other article. I am glad you guys went along with me on this short overview of adding a few details to your passenger cars. Hopefully, you've learned a thing or two about how you can make your fleet more realistic. Now that your cars are safe for passengers to ride in, "All Aboard!" 🚂

## About the Author

Harry is a rancher in Nebraska who works with his father and grandfather to help run their 22,000-acre, 1,500-head of mother cow, ranch. Harry has been model railroading for over 20 years and models the Union Pacific Steam era from the 1930's to the 1960's, in central and western Nebraska. 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. 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>.



*Here are a pair of Walthers diaphragms on some Harriman cars.*

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*The iconic EMD F-series was the chosen power for CPR's Canadian. Photograph by Jack Hykaway.*

# *The Last Great Streamliner*

All photographs by Jack Hykaway.



By Jack Hykaway



**S**waying back and forth gently, the train bobs its way through switch frogs and over lumpy rail joints. I'm sitting in the *Skyline*, a car famous for its glass dome, offering passengers an unbeatable view of the scenery. Looking ahead down the tracks, people step out of their vehicles to watch the sleek passenger train roar by the rural crossings.

Only a few cars in front of me, the locomotives hum as they pull us forward at speed. The tradition of EMD F-units on passenger trains continues today; the demanding job of pulling a carrier's flagship train has been passed down from generation to generation. The whine of the locomotive's horn – although barely audible through the car's insulated walls – reminds me of the colorful story of this legendary train.

## A Brief History

In the 1940s, competition between North America's passenger carriers was fierce. Companies were always one-upping their competitors with a more luxurious, faster, or better-looking passenger train. Big name trains from the *Super Chiefs* of the Santa Fe to the *Zephyrs* of the CB&Q were built by this healthy battle.

Streamlining was the trend. Already feeling the pressure from south of the border, the Canadian Pacific Railway was behind the curve. In the years after World War II, the CPR's passenger trains consisted primarily of clunky heavyweight and pre-and-post-war lightweight passenger cars. Many of these cars were built in the early decades of the century; their mismatched rooflines and rather boxy designs were old-fashioned and

proved to be substandard for a modern flagship passenger train.

In 1949, the CPR bit the bullet and called on one of the pioneers of streamlining – the Budd Company of Philadelphia, PA – to fill their order for 155 brand-new lightweight stainless-steel cars. These cars would have modern features such as air-conditioning and electric lights by means of a generator on each car's axle as well as modern disk brakes.

The immense order – which included 18 rear-end domed-observation cars, 18 mid-train *Skyline* dome cars, 30 coaches, 18 dining cars, and 71 sleeping cars – was delivered to the CPR in the years to follow. This order – coupled with a second order for 18 baggage cars – was enough to introduce a brand-new transcontinental service from Montreal and Toronto to Vancouver.

*VIA No. 1 at Rivers, MB. September 2017.*





*F40PH-3s provide the muscle. September 2017.*

Although the CPR finished the interiors of every car of the train flawlessly, the company paid special attention to their 18 *Park*-series rear-end observation cars. Each of the *Park* cars – named after famous Canadian parks – featured a handful of 1<sup>st</sup> class bedrooms, an observation dome, the Bullet Lounge, and most notably of all, the famous Mural Lounge. Fa-

mous Canadian artists – including three members of the Group of Seven – were commissioned by the CPR to complete the murals which graced the lounges' walls.

Along with a brand-new train came brand-new power. The CPR placed an order with GMD for a series of new FP9A and FP9B diesel locomo-

tives. Streamlined in design, these locomotives complemented the train's design while providing the power necessary to keep the train on its 71-hour transcontinental schedule.

Named *The Canadian* and known on the CPR as trains 1 and 2, the company's new flagship was launched on

*The Canadian passing through Diamond, MB. June 2017.*





*Budd coaches of The Canadian brisk over a bridge in the moonlight.*

April 24, 1955. At this time, *The Canadian* became the first – and only – domed streamliner in Canada. This was a major selling feature to passengers, much to the frustration of competitor Canadian National who launched their non-streamlined passenger train on the same day.

Ridership soared through the 1950s and early 1960s, but ridership began to decline sharply in the late 1960s. Facing stiff competition from airlines and by the automobile, *The Canadian's* 71-hour schedule couldn't keep up. In 1970, the CPR petitioned the government for permission to discontinue *The Canadian* due to significant operating losses.

This petition was denied, but the CPR wanted nothing to do with what was once the pride of its fleet. The carrier further removed itself from the passenger rail market by reducing service frequencies and cut-

ting back on amenities. The Canadian government began subsidizing 80% of the train's operating losses. It seemed the future was bleak for the once-mighty *Canadian*.

The light at the end of the tunnel came on October 29<sup>th</sup>, 1978, when the crown corporation VIA Rail Canada, Inc. assumed all responsibility for intercity passenger services in Canada. *The Canadian* was brought under VIA's wing and it became VIA's premier transcontinental train.

In 1990, following deep funding cuts by the government, VIA's *Super Continental* passenger train – inherited from the Canadian National – was discontinued, and *The Canadian* took its place on the Canadian National's more northerly transcontinental routing. The transplanted *Canadian* was reduced to three-times-weekly service, reflecting the train's present schedule.

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— Free to you!***

## The Canadian Today

VIA Rail's *Canadian* has weathered it all; from our notoriously-brutal winters to round-after-round of government budget cuts. Still operating with original passenger equipment from the 1950s, VIA continues the tradition of offering a streamlined dome-liner service from Toronto to the coast.

In recent years, VIA has launched a new class of service on *The Canadian*. *Prestige Class* was introduced to cater to wealthy travelers looking for a luxurious experience on their way across Canada. To host the new premier service, VIA remodeled the *Park*-series observation cars and several *Chateau*-series sleepers to bring a new sense of luxury to the 60+ year-old train. You can purchase a transcontinental trip in a *Prestige* bedroom for a cool \$9,944.00 – do the math and you'll find that this works out to approximately \$3.50

per mile traveled. This rather hefty price tag comes with access to the exclusive *Park* car, a personal service attendant, and includes the cost of the trip's many five-star meals.

Speaking of food, VIA Rail offers only the best onboard. All meals are prepared by skilled onboard chefs with local ingredients – a tradition that VIA has kept even in this age of microwaves. Served three times every day in the dining cars, passengers enjoy their meals while the ever-changing scenery rolls by the large windows.

Stepping onboard *The Canadian* will bring you back in time; back to a time when travel was civilized and enjoyable. The train is recognized as one of the great train journeys of the world. It is an adventure that should be experienced by everyone – train buff or not. 🚂

## About the Author

Jack Hykaway is a student, currently attending a post-secondary institution in his hometown of Winnipeg, Canada. He is an amateur videographer and writer and enjoys exploring and documenting nearby railroads and railroad operations in both written and visual formats of his work.

Jack joined the YouTube Model Builders e-Mag team as a content editor in 2013; his main focus of late has been producing his bi-monthly column Jack's Junction for the eMag.

Follow along with Jack's videography on his YouTube channel at <https://www.youtube.com/user/WinnipegRailfanner1>.

*The Canadian shines in the sunlight as it makes its way through Winnipeg. August 2017.*

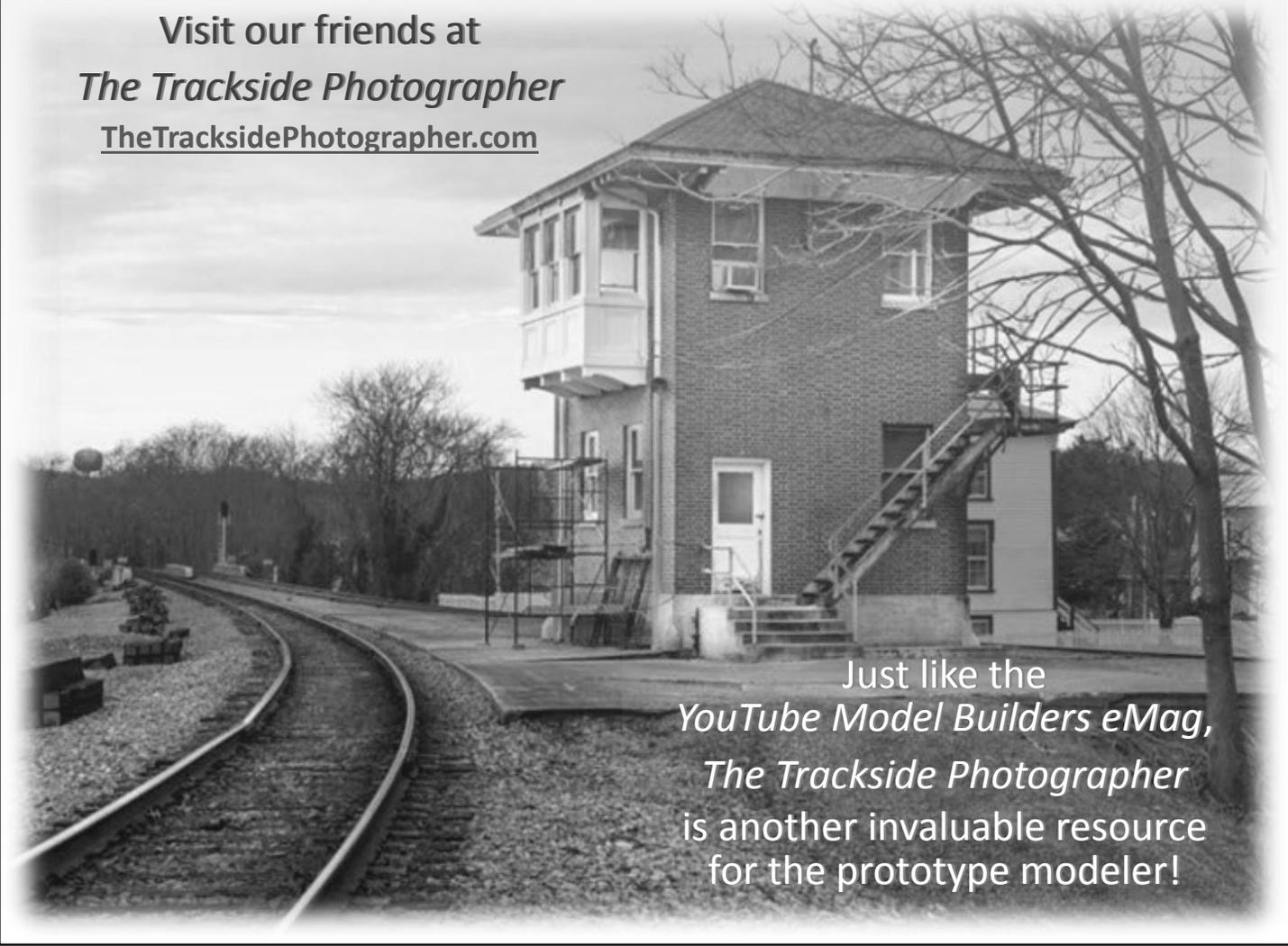


# The Trackside Photographer

If you are looking for a wealth of interesting railroad lore along the tracks: depots, freight houses, signals, interlocking towers, bridges, trestles, shops, turntables and other trackside structures and equipment, then look no further than *The Trackside Photographer*.

Visit *The Trackside Photographer* and explore the visual and cultural landscape that the railroad moves through, with photographs of trackside structures and scenery and writing about the history of sites that are rapidly changing, or have already disappeared.

Visit our friends at  
*The Trackside Photographer*  
[TheTracksidePhotographer.com](http://TheTracksidePhotographer.com)



Just like the  
*YouTube Model Builders eMag*,  
*The Trackside Photographer*  
is another invaluable resource  
for the prototype modeler!

# Food For Thought...

## Get those Passengers Moving!



By Blayne Mayfield

**I** bet that if you were to take a look at passenger service on most model railroads today, you would find it absent or modeled in one of the “traditional” interpretations: either dedicated passenger trains or mixed trains (those hauling both passenger and freight cars), from the late 1800s, through the 1960s, and into the Amtrak era.

But my definition of passenger trains and service is broader than that. I consider any car or train that is set up to move people from one place to another to be passenger service, and these “non-traditional” forms seem to be woefully absent or underrepresented on today’s layouts. We include everyday details in our modeled scenes as we strive toward believability: autos of the right era, make, and weathering; cracks and potholes in the roads and sidewalks; and even small bits of newspaper and other trash along railroad rights-of-way, wind-blown up against chain link fences.

So how about modeling the wide variety of passenger service possibili-

ties that visitors to our layouts would expect to see in real life?

Take, for example, trolley service. Once, this was common in many cities and towns to provide neighborhood transportation. While this service survived the passage of time in some places, streetcars (especially

in the U.S.) gave way to buses and cars in most areas. However, trolleys now are making a comeback in some cities, not just as a form of nostalgia, but also to help reduce traffic gridlock and automobile-related air pollution.

Perhaps more modelers should con-

*An Amtrak Acela train carries passengers through Old Saybrook, Connecticut in 2011. Photo by Michael Kurras. Used under Creative Commons Attribution 3.0 Unported license.*





*The Seattle Streetcar system utilizes modern in-street trams such as this Czech-built streetcar in order to reduce traffic and traffic-related pollution. Photo by Steve Morgan. Used under CCA-Share Alike 3.0 Unported license.*

sider adding trolleys to the cities and towns on their layouts. In-street trolley tracks – and streetcars running along them – could add an interesting bit of realism to our scenes. And operating these small lines through the city streets could be quite interesting. With the availability of inexpensive micro-controllers, such as the Arduino and PICAXE boards, streetcars could even make their way through our miniature worlds automatically and on specific schedules.

Cousins to trolley services, light rail, and heavy rail systems are another form of urban passenger service; one distinction between light and heavy rail systems is the volume of passenger traffic they are designed to han-

dle. Generally, both types are electrically powered and run on exclusive rights-of-way. (That is, they do not share their tracks with freight trains.) Trains may consist of one or several cars, and they may be automated or semi-automated. Adding such trains to a layout could provide interesting modeling aspects, such as overhead wires or a third rail, as well as operational interests.

Yet another form of passenger service is subway service, which is (and has been for more than a century) common in larger cities. These fascinating trains spend most of their time underground, coming up into the open on occasion. One of my favorite subway journeys was in Boston, MA; yes, much of the time was

spent staring out at the tunnel walls rushing by just outside the window, but occasionally we would come into and stop at a passenger station. And once in a while, we would pass a long-abandoned tunnel heading off at an angle, and I would catch a glimpse of older-style subway cars abandoned along the those forgotten tracks.

Imagine a layout that represents a subway. (I'm sure there are a few out there, already.) This could be the ultimate in shadowbox-style model railroads! Or, for even more realism, the subway could be modeled as a second deck located below the busy street scenes and industrial railroads. Appropriately-colored LED lighting could help set the shad-



*Modeling a New York City subway such as the one pictured above can make for an interesting addition to an urban scene on a layout. Photo by Robert McConnell. Released into public domain by its author Port of Authority.*

owy, sometimes dim, sometimes harshly-lit atmosphere associated with these lines. And I even can picture the front car containing a tiny model of YouTube Model Builders' own "Big Bill" Graham safely shuttling his passengers to their destinations.

There are other passenger service variants out there that provide great modeling opportunities: commuter trains, high-speed rail, and even the "Chunnel" train – the train that runs through a tunnel under the English Channel, between the U.K. and France. The important thing to remember is that passenger service is as much a part of the everyday life in both urban and rural areas as is freight service.

So, why are we not including more of these exciting passenger service alternatives in our modeling? What are we waiting for? Let's get out there and get those passengers moving! 🚆

### **About the Author**

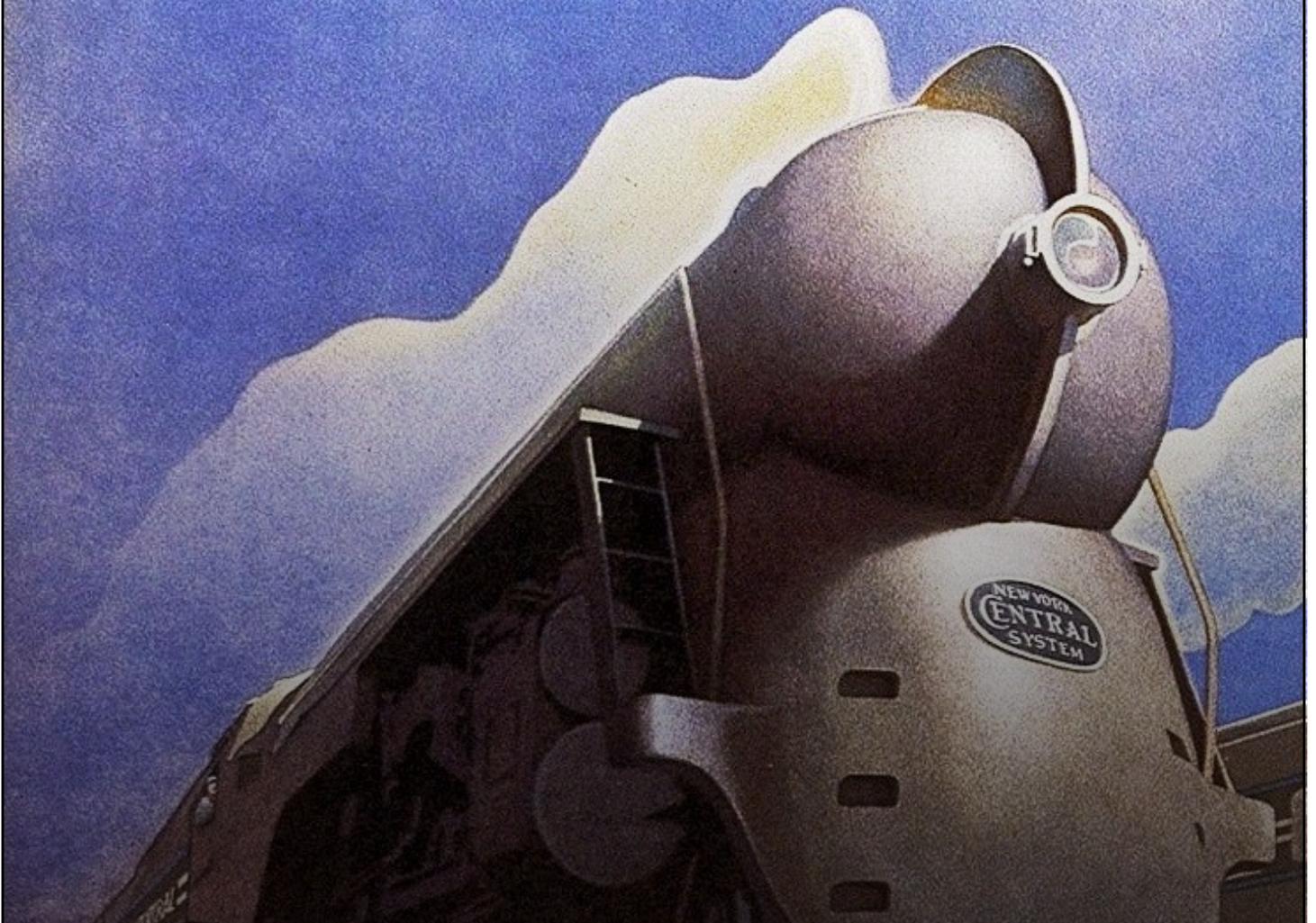
Blayne Mayfield is a university professor by day and an HO engineer by night. After a 20+ year absence from the hobby, he currently is working on a proto-freelance layout based on the [Frisco Railroad](#) in southern Missouri. Blayne lives in Stillwater, OK, and volunteers as a content editor on the *YouTube Model Builders eMag*. You can follow him on his YouTube channel by clicking [here](#).



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A painting by Leslie Regan of a Dreyfuss-styled J-3a Hudson locomotive used for the streamlined New York Central 20th Century Limited.



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