

YouTube Model Builders **eMag**

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

BE PART OF THE
COMMUNITY
YTMB LIVE! SHOWS
YTMB HANGOUTS

VOLUME 1

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NOVEMBER 2015

ARTICLES YOUTUBE CHANNELS COMMUNITY TIPS & TRICKS

A Family Outing

LOGGIN' LOCOS ENTERTAINS US WITH A TALE OF HIS FAMILY
TRIP TO THE RAILROAD MUSEUM OF PENNSYLVANIA

Year-End Issue!

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Congratulations To The Winners Of The Big Build Contest!

BE SURE TO CHECK OUT

Cover Photo:
Carmine Allocca

YouTube Model Builders LIVE!
Join Us LIVE Every Month



Welcome YouTube Model Builders!

We are excited to present this special year-end edition of the **YouTube Model Builders eMag** to the community. The YouTube Model Builders “Team” is committed to putting the “eMag” together with the assistance from the model railroading community at large.

We deliver a useful and informative publication for model railroaders who travel this vast net of information. In this publication, 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, **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.

From the YouTube Model Builders eMag family to you and yours: May your Christmas stockings and holiday packages be full of trains (and not lumps of coal), and may your new year be as bright as the headlight on a new locomotive!

— The YouTube Model Builders Team

Editor's Note...

Wow, fall has kicked in with full vigor! There are a lot of leaves on the ground that need raking as the trees have shed all they wear in preparation for the winter months— the months to be enjoyed indoors model railroading!

I cannot believe a year has gone by so fast, and here we are with the final issue of this year. It was only this time last year that we at YouTube Model Builders were buzzing around with flurry of activity, planning the inaugural issue of the YouTube Model Builders eMag which was released on January 15 this year.

That level of planning, the diligent commitment, countless hours of selfless volunteer work, and the fervor of activity in putting out each issue of the eMag throughout the year has never waned since that day. With that, we also know that we could not have done this without you, the model railroading community!

So, thank you to all those who contributed articles and pictures to the eMag, and thank you to all those in the community for reading and supporting this publication. And let's not forget the team members of the YouTube Model Builders and the eMag staff. They are the ones sweating all the details to bring you, the model railroading community, a quality electronic publication full of wonderful articles and useful information. And most of all, thank you to the model railroader. Without you none of this would exist.

The theme for this year-end issue is about family and sharing our hobby with the ones we love, especially during the holidays. I hope you enjoy reading this special issue. Let us know where you stand on your thoughts regarding model railroading.

Happy Holidays and a Happy New Year!

– **Loggin' Locos**
Editor-In-Chief



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Keep It Going, Dads!



By William Graham

With a Little “RR” for the Holidays

After you have come to the end of a model railroading article, there typically is that small box where the author or the layout builder is mentioned, and in the first line always states, "My father or grandfather got me into the hobby when I was a boy."

It always floors me that a man would have that much influence on a boy, and here is my reason for saying this:

My father was a bartender his entire life - that's what he did. My old man did not know which end of the screw driver to hold, nor did he care to learn. When he bought his home, he had the grass removed and put in concrete, so as not to buy a lawn mower, or to mow the lawn.

Now, please, do not get me wrong, my father was not lazy or stupid; he was pragmatic in his thinking. Why should he do it, when there are people who want to do it, and can do it right; no fuss, no muss. He used to say, "That's why I work, to get nice things." As a kid growing up in my household we had to work for what we wanted; nothing was given - it was earned. I owe that to my father. But the reason I am writing this is because when I was eight, my brother Brian, who was six at the time, and I came to better understand our old man, and how much he was devoted to his family.

Christmas was the busy season for my dad and most Christmas eves he worked. He would still be asleep when we would get up to open our presents on Christmas mornings. One particular Christmas I happen to get up to go to the bathroom and the apartment was quiet. It was a railroad type apartment - meaning that the rooms were off of a straight up and down hallway, like a train, and our living room was up front. As I finished using the bathroom, I saw a light in the living room. Thinking I would catch Santa in the act of placing our presents under the tree, I sneaked into the living room and peeked around the door. Sitting on the floor was my dad, putting track together for the train set that he had purchased for my brother and me. He was still dressed in his bartender uniform - a white shirt, black pants, and black tie. He was bent over a riser, balancing the track to try to get it to stay up. He swore and cursed; I didn't tell my mom.

I left him there and went back to bed. My brother asked if Santa had come yet and I said, "No, not yet." When the morning came we rushed out of our room, and there was my dad standing by the doorway of the living room - still up, tired, and smiling. As we came into the living room, we saw the Lionel train running around the track - flawless. It

had all the bells, the whistles, the smoke, and the clackety-clack sound - everything!

It was the best Christmas I can recall. My dad never did anything like that again; he sent our bikes out to be assembled one Christmas, and would not buy us anything that needed to be put together. But that one time will always be with me. Maybe this is the reason why I love the hobby. I have a great respect for fathers and grandfathers who take the time to put together a little “RR” for Christmas, or show the kids the benefits of this hobby.

Keep it going dads! And until next time, I'll 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 Georgean 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>.

YouTube Model Builders **BIG** *BIG BUILD CONTEST HOSTED BY IMRRO.COM*

Congratulations! To all the Winners of the **YouTube Model Builders** **BIG Build Contest**

1 st Place:	Steve Juranics
2 nd Place:	Robert Van Ooyen
3 rd Place:	Phillip Wyman
Honorable Mention:	Walt Faulconer

And thank you to all those who participated in the contest and made a valuable contribution to the YouTube model railroading community with their video entries. The success of the YouTube Model Builders community could not be possible without your valuable contributions! In addition, thank you to all those on the YouTube Model Builders team who contributed not only time and effort to make the YouTube Model Builders Big Build Contest a big success, but also donated funds for the contest prizes.

Please Note: You can check out the winning entry videos by clicking on the names above.

The Line to Success - 40 Years of the Pacific Belt Railroad



By Carmine Allocca

We all started out in the amazing hobby of model railroading for a variety of reasons. It may have been that a relative worked for a railroad, or maybe it was because you were fascinated by a railroad near your home as a child.

You may have watched in awe as switchers pushed cars around a yard or industrial complex, or – if you were like me – you were able as a child to get within a few feet of the tracks to see massive mainline trains thunder by!

There are a huge variety of reasons we got into this hobby. Though the reasons may differ, they all hooked us in with a passion. A passion that very few members of other hobbies enjoy.

A Special Day

Christmas of 1969 was a rather special day for me. Sure, any Christmas is special when you're five years old, but this one was something out of the ordinary. I ripped through the wrapping paper, uncovering a bright orange box. I was given a Lionel train set that year, and I was excited to get it up and running.

I had the train set unboxed and set up in a flash. It was a simple loop of track set up in an oval on the floor. The trains sped around and around – it provided hours of entertainment.



Carmine plays with his very first train set on Christmas day, 1969.

Soon, I was looking for more, and was ready to expand. Thanks to the support from my parents, I was given many accessories to add to my set. I received switches, extra track and even a few buildings and trees to complete the scene.

The floor layout was soon moved to its own table. I had my first layout table, but before diving into track layouts and scenery, I wanted to decide the location I should model. The area I lived in during my childhood was filled with the Southern Pacific Railroad, at about the absolute peak of their diesel operations. Their tracks, yards and advertisements were everywhere. So, I decided to model the SP, and soon was

Carmine, along with his grandfather and uncle operate the train together.



well underway on the new layout's construction.

By 1974, I had my first Layout "finished". The poor thing was pathetic! Of course, I was 10. At the time, there was no such thing as the Internet, and I had no friends who were also in the Hobby. No, it was just me and the pages of Model Railroader Magazine.

1974 was the same time I had met the great John Allen (on the pages of MRR Magazine anyway!). I was in awe of his "Gorre & Daphetid" Railroad (pronounced "Gory and De-feated"). I was thrilled with the amazing scenery, breathtaking bridges, and his sense of humor. I was also impressed with the fact that he had "invented" the name of his own railroad.

I always had an independent streak. Modeling my own railroad was a natural choice. It was nothing new, even back in 1974. The magazine had even taught me the term "Freelance Railroad", for a railroad of my own name, running under my own rules, and operating with my own equipment. To my ten-year-old-self, the fact that you could name your own railroad and run it however you pleased really appealed to me, so I began thinking about my railroad's new name.

Pacific Belt RR is Born

The next year, in 1975, I received a couple of boxcars for my 11th birthday. They were undecorated, as my parents always encouraged me to be creative. I decided one was going to be a Santa Fe, and the other a Southern Pacific. While looking at the SP decal sheet - which always included

Cotton Belt decals – the name came to me!

The Pacific Belt Railroad was born the following day.

During 1975, I was just 11 years old, trying to learn. A wise move was subscribing to Model Railroader Magazine. I saw unbelievable models in their pages, and at first I thought, "I can't do that"! Fortunately, I had a father who always encouraged me.

My parents were loving, but firm. They laid down the law: "This is a pretty expensive hobby" (it really wasn't then!) "We'll get you trains on special occasions, but if you want more, you'll have to earn the money yourself."

With that, I started mowing grass, washing cars, and doing whatever other odd jobs I could find! I growled at first. But the first time I went back to the local hobby shop, and asked Mom, "What can I get?" and she replied, "You can get whatever you want. It's YOUR money," I realized that all the hours I had spent mowing lawns and washing cars was well worth it!

The first locomotive I ever bought with my own money was an Atlas SD35 in Santa Fe paint. How do I know that? I still have it to this day!

Soon, Dad and I got enough lumber to build a 16' x 4' layout. I believe the cost of the lumber was about \$6.00, and our home at the Air Force Base where we were stationed had a big garage - perfect for my new layout! He and I built the layout and laid the brass snap track, nailing it all down to the table. We also added a few buildings, some

grass mat, a couple of turnouts, and a Troller Autopulse 2.5 transformer (you older guys know!), and I was ready to go – almost.

I got my second lesson that day. My "expensive" (\$25.00!) Atlas locomotive ran beautifully, but my train set locomotives weren't operating too well with the new transformer. So, more lawn cutting, and straight back to the hobby shop. This time, I got my first Athearn Blue Box SD45. It was a big and burly unit, and was only \$12.49! This locomotive was the first piece of equipment I purchased that didn't come ready to run out of the box - I had to put it together myself.

While at the hobby shop, I made a monumental decision. I was going to paint and personalize my new SD45. I purchased spray cans of blue and red paint, and a SP/SSW (Southern Pacific/Cotton Belt) decal set, and went at it.

I had been building model cars and planes for a couple of years before purchasing the SD45, so I figured the unit wouldn't be too hard to build and paint. It turned out alright, but it wasn't my best work. I sprayed the main body blue, the hood ends red, then applied some decals from my SP/SSW decal sheet. This SD45 was the very first Pacific Belt Railroad locomotive. I really wish I still had it.

The 1970's slowly melded into the 1980's. The '80's were busy: high school, a car, girls, college, different jobs and more girls kept my schedule full, and didn't leave much time for the railroad. Luckily, I still found some time and built a model or 10. I even went to some regional and na-



Carmine's short-lived O gauge layout with 3-rail track operating on a table.

tional train shows throughout high school and college. The shows themselves are enough to keep your passion for trains and models going strong!

Experimenting with Scales

By about 1992, I was in full “worker bee” mode. Service, a war, a pair of jobs, and a new hobby/income – drag racing – took up a lot of my time.

Even still, I had the time and space to get into N Scale modeling. I couldn't have chosen a better time to get started with the smaller trains. Kato and Atlas had just started to improve their reliability in N Scale rolling stock, track, and locomotives. They were fantastic little runners, and their track systems worked great. I had just enough space in my apartment to work on a 30” x 60” N Scale layout. I was able to improve my scenery-making skills during this layout's construction.

However, N Scale was not to be. I

talked myself out of thinking I could repaint and reletter locomotives and rolling stock in N – it was just too small!

Then I got interested in the polar opposite to N Scale. I purchased a G Scale set. I loved the heft and mass of the trains. However, the trains were much too big, so my time in G Scale was short-lived.

In 2004, I was involved in a major car accident - the third in my lifetime. This one left me completely disabled. I was forced to retire at forty. It was a tough period of my life, but model trains would pull me back!

I had bought a lot of stuff to work on, so I got started on a variety of projects. I worked out a general theme for the Pacific Belt RR, and I even started a backstory. Over the months of 2004 and 2005, I got to building and painting, and started adding extra details to my models. I found detailing locomotives especially satisfying. I detailed some rolling

stock too, but the locos got most of my attention.

In 2006, I was ready for another layout and a new adventure. This time, I would get some help with the construction.

I had been seeing O Gauge “High Rail” layouts. I read magazines, and even bought the Tom McComas Video series “Great Toy Train Layouts” for some inspiration. It featured some of the best O Gauge modelers (and a couple of the quirkiest!), and some amazing layouts. There was 3-rail track, running through beautiful scenery and detailed structures, but with the animated accessories that many of us loved as kids. I started collecting and building my new O Scale layout. Unfortunately, my O Scale empire quickly came to a crashing halt.

I did not factor in the extreme cost of this niche part of the hobby. I wasn't bringing in the income to support this. I sold off some of my O Gauge trains - incredibly at a profit!

I moved on to my next modeling adventure almost immediately after my O Scale stuff was sold. Oddly enough, a friend introduced me to On30. I was enthralled by his On30 Christmas Set (complete with Department 56 porcelain buildings), and began reading-up on the scale. I joined forums and saw some of the most amazing detailing and weathering I had ever seen! I was hooked, again.

Getting into On30 was easy, because the prices for most On30 equipment was so cheap. There was a wide network of cottage industries around the country and world that

specialized in On30 detail parts and conversion kits. The group I was in really elevated my detailing and weathering skills. I thank them for that.

However, On30 turned out to be a tease. Between the economic slump of 2008 and the secret getting out on the rising popularity of On30, prices skyrocketed. I couldn't cope with the new pricing, so I abandoned On30, and opted for another scale.

At this point, I was actually getting confused. I had been in so many scales, yet I couldn't figure out which one to go to with! Each one had its pros and cons, but none seemed to fit my needs perfectly.

Time for Commitment

By 2010, I was living in a more permanent location. I wanted a layout, but I didn't want something that I had to saw into pieces should I have to move again. My solution was the Woodland Scenics "Mod-U-Rail" system. I used their modular benchwork kits, which were pre-cut and included all the necessary hardware. Best of all, they were only \$25.00 each! I finally had a layout that I could simply unbolt into pieces if I had to move again.

That fired me up to build a "forever" layout, which could be unassembled, moved, and reconfigured at a new location. I got started in N scale, but soon realized it wasn't working for me. The locomotives ran like jewels, but were finicky while running over dirty track. I'm older and disabled. Sometimes I can't do all the necessary maintenance.

I noticed that locomotives in HO

Scale were starting to come out with a new DCC feature called "Keep-Alive". These special decoders would keep your locomotive running flawlessly, even while running over dead frogs and dirty track. Keep-Alive would work in almost any locomotive - even with something like an 0-4-0 Switcher!

Another attraction to HO Scale was that I had already collected a lot of HO Scale equipment over the years. That's a lot of stuff I wouldn't have to spend money on.

It was time to make the commitment - HO for certain! Work began, and soon I had the HO Scale Pacific Belt Railroad up and running.

FORTY YEARS after its conception, thanks to a fellow member of our "YouTube Model Railroaders" Community, my railroad finally has, for the first time, its own identity! This is thanks to his ability to print the Pacific Belt Railroad's name in white, in a neat font, including my Heralds on the new logo as well.

Today, my Pacific Belt Railroad is modeled after the Southern Pacific, between 1976 and 1979. Instead of a Class 1 budget like the SP had, the PBRR has a Class 2 budget, and a smaller network than that of the SP.

The current HO scale Pacific Belt RR measures 5' x 22', divided into five sections. I've been running an NCE Powercab, upgraded with a SB5 Smart Booster, and five power districts - all with circuit breakers.

After several color scheme changes in its lifetime, I've decided to stick with the orange and dark blue scheme. It's unique, and sets the



The Pacific Belt RR shield with the orange and dark blue colors.

PBRR apart from the others. The future is uncertain, as my circumstances keep changing. However, I feel more confident than ever that the Pacific Belt can survive any of the unexpected changes the future may hold.

Here's to forty more years of the Pacific Belt RR! 

About the Author

Carmine has been a Model Railroader since 1975, and has modeled every scale except for S. In recent years, HO Scale has been his mainstay. Carmine has worked with the Boy Scouts, helping them get their Model Railroading Badges. He also did annual work with the Make-A-Wish Foundation. Carmine is member #152456 of the NMRA, and is currently working on his 5' X 21' Pacific Belt Railroad HO Scale Layout. Follow Carmine's progress on his layout on his YouTube Channel here: <https://www.youtube.com/channel/UCMTZPFy2Yoohecv3p6lmfyw>.

A Perspective On Track Planning - Part Five



By [William \(Bill\) J. Beranek —The Track Planner](#)

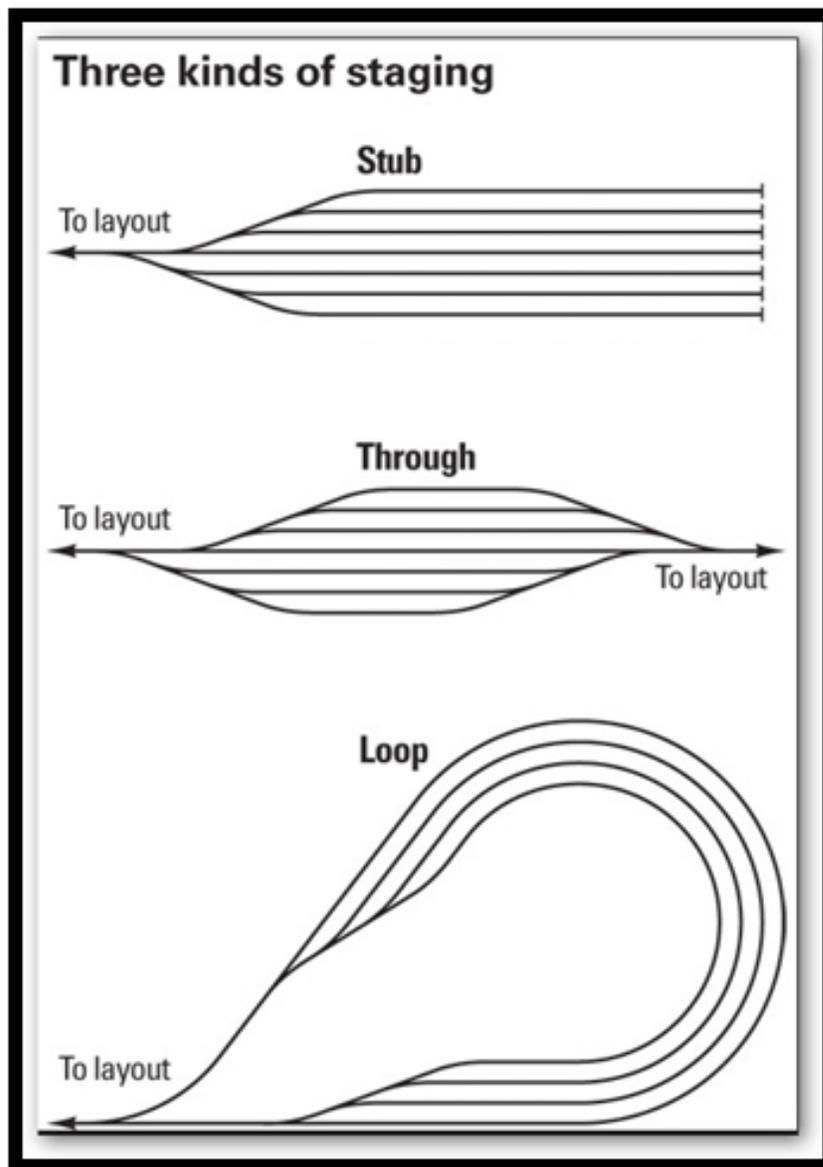
Design Elements #6: Staging Yards

In this installment, I will discuss design element #6: staging yards. This installment builds upon the five previous elements: walk along mainlines, narrow shelves, long mainline runs, traveling through scenes once, and view block peninsulas.

In my opinion, staging is the most important element in track planning and design; it directly influences whether or not your layout operates in a true prototypical manner.

Think of your model railroad as a very small portion of a much larger nationwide transportation system - staging becomes your connection to the rest of the world. Also, think of your railroad in terms of a Broadway play - the visible portion is the stage, where the story takes place. Staging is the sides of the stage, the area the audience never sees; where the actors wait to come onto the stage to perform. In the case of a model railroad, the actors are the trains, hidden staging is the non-visible portion of a stage (the sides), and the visible portion is where you tell the story. Hidden staging yards are the best way to help tell the story. If space is

Figure 1 — Three types of staging yard designs are highlighted below.



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 "Hangout!"

limited, even a small two or three track open staging yard can greatly enhance a layout's operational possibilities.

Staging yards can be designed in various configurations (see Figure 1), depending on the available space and the number of staging tracks needed to tell the story. Below is an examination of each type of staging yard configuration along with each configuration's pluses and minuses.

Stub-End Staging

Stub-end staging is probably the most common type of staging. It is the simplest and least expensive to build and takes up relatively small amounts of space (see Figure 2). The downside to stub-end staging is that between operating sessions, engines (and cabooses) need to switch places. This means physically (0-5-0) handling engines and cabooses, so trains get "restaged" heading in the correct direction for the next operating session. Depending on the number of staging tracks, this process can be very time consuming, especially if the tracks are hidden.

Through Staging

This type of staging is less common,

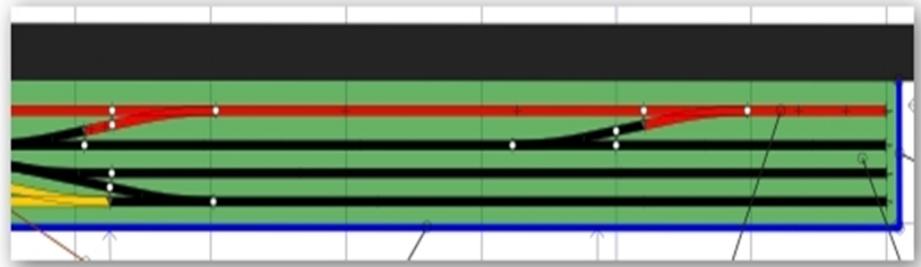


Figure 2 — An example of a "stub-end" staging yard.

but very effective when prototypical operation is the main objective. Through staging works well when the track plan allows trains to enter the layout from opposite ends. In designing through staging (see Figure 3), the middle track is simply an extension of the mainline. Normally, the center track is left open allowing for continuous running. The tracks directly above and below the center track are for staged trains.

One set of tracks are for trains entering the layout heading in one direction, while the other set of tracks are for trains entering the layout heading in the opposite direction. This design works best when the layout has a reasonably large classification yard centrally located on the visible portion. The major advantage of this type of staging is that trains automatically restage themselves. With this arrangement, engines, and

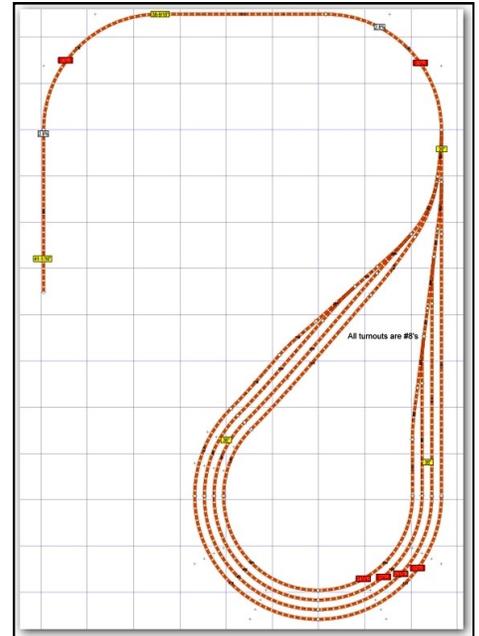


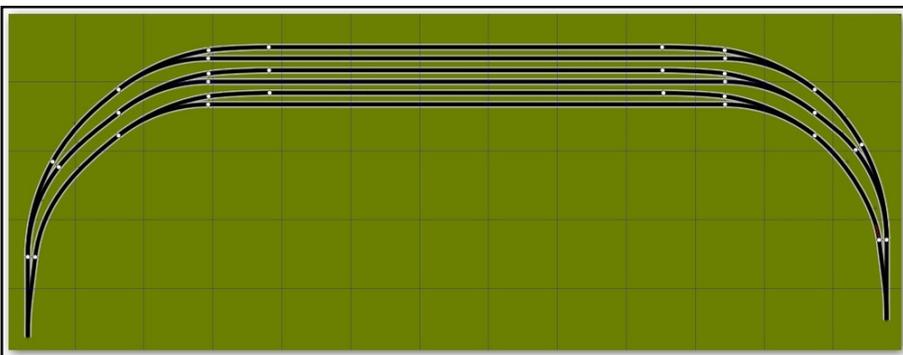
Figure 4 — An example of a "loop" staging yard.

cars should never need handling, except when adding them to, or removing them from the layout.

Loop Staging

Loop staging is stub-end staging with a reverse loop (see Figure 4). The major disadvantage is that it requires a large amount of space. I generally use loop staging when the track plan has a large peninsula able to accommodate three or four loop tracks underneath. The advantage is the loops are generally longer and depending on the length of trains being

Figure 3 — An example of a "through" staging yard.



Up-Coming Articles By The Track Planner*

January 2016 Issue

- Design Element Seven - Prototypical operations

March 2016 Issue

- How the era you like sometimes conflicts with space

May 2016 Issue

- Computer Aided Design (CAD) software

July 2016 Issue

- Model railroaders who were ahead of their times

* Proposed topics—subject to update or change.

tion of the layout on the same track-age. You can eliminate this disadvantage by having stub-end or loop staging at each end of the layout - assuming you have the available space.

In future installments, I will cover (in detail) how the various types of hidden staging yards interact with the visible portion of a layout to create (i.e. tell) a story, and how your railroad interacts with a much larger nationwide rail system. I firmly believe staging yards are what bring a model railroad, regardless of its size, to life.

Everyone's goal should be to make his or her railroad (i.e. layout) as "believable" as possible. If you are truly interested in making your railroad operate like the real thing, staging yards should be a major part of your track plan. 



run, you could place two trains (in tandem) on each track, thus doubling the number of trains able to enter the layout. Loop staging has the same advantage as through-staging: trains automatically restage themselves. One disadvantage is the amount of additional track needed to complete the loops - similar to the amount of track needed to build a helix. Another, but minor, disadvantage to stub-end and loop staging, as opposed to through staging, is that trains enter and leave the visible por-

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.

We want your YouTube inspired articles!

Contact us at YTMBMag@gmail.com

A Family Outing



By [Loggin' Locos](#)

A Trip to the Railroad

Museum of Pennsylvania

The idea of family trip to the Railroad Museum of Pennsylvania in Strasburg, PA began with a Google+ Hangout with Barry Rosier (one of the team members of YouTube Model Builders). As we spoke about several items related to YouTube Model Builders, he mentioned that his [Strasburg Model Railroad Club](#) was displaying their replica of the Strasburg Rail Road at the museum during the weekend of August 21st – 23rd. He also mentioned that “Big Bill” Graham was coming, and I should also come up and check it out. That sounded like a neat idea: check out the museum filled with trains, and meet up in person with Barry. And, I would finally get to meet “Big Bill” in person too!

The Railroad Museum of PA is directly across the street from Strasburg RR.



I have been involved in model railroading for only a couple years now, but my kids (a daughter who is 11, and a son, who is 7) have both grown up playing with Thomas the Tank Engine – and his friends. Both of them have had a cursory interest in model trains: they like to run them. My son just loves to play with my HO collection of expensive steam engines and diesels, and my daughter has helped with weathering some of my rolling stock. Both have gone to train shows with me, but as kids do, their interest in this hobby waxes and wanes and they easily get bored (and tired).

I saw this as an opportunity to accomplish a couple of things. This was a great opportunity for a family



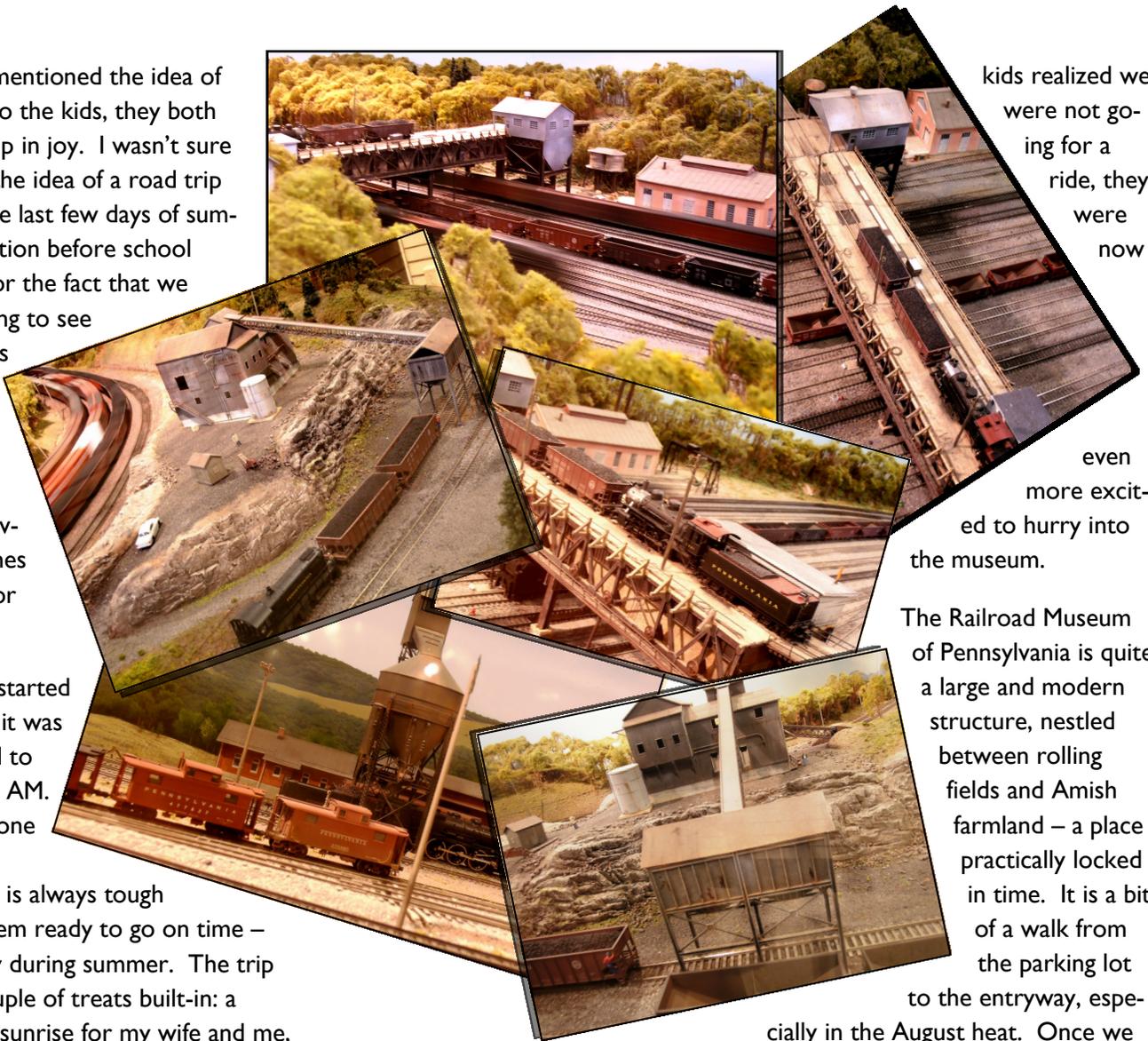
Riding the train pulled by #90 2-10-0 decapod on Day Out With Thomas.

outing; a road trip for the kids, for us to have some quality time together and to get the kids’ interest in model railroading a bit more roused. We had been to Strasburg Railroad twice before for Day Out With Thomas, and the kids had a great time, not only riding with Thomas, but also in the coaches pulled by the Baldwin decapod 2-10-0 #90 steam locomotive. On that ride, the kids stood on the coach platform directly in front of the steam engine the whole ride along with me, loving every chuff, whistle, and pellet of soot and ash that wafted down with the wind. Both times when we had gone there, I had wanted to go to the Railroad Museum of Pennsylvania directly across the street from the Strasburg Railroad. Somehow, each time the schedule never worked out.

When I mentioned the idea of the trip to the kids, they both jumped up in joy. I wasn't sure if it was the idea of a road trip during the last few days of summer vacation before school started, or the fact that we were going to see real trains without having to worry about them moving (engines and all), or both.

The trip started at 7 AM; it was supposed to start at 6 AM. As everyone with kids knows, it is always tough to get them ready to go on time – especially during summer. The trip had a couple of treats built-in: a beautiful sunrise for my wife and me, and for the kids, having breakfast out (think golden arches) during the road trip. Of course we took the scenic route – off the main highways, winding up and down, and all around the waving hills, on narrow curving farm roads, cutting through corn fields, over many railroad crossings, and through small towns. Although this route was shorter in miles, it took us much longer to get there. The advantage to this was that we had more time to chat and enjoy the scenery, and the kids were now even more excited to get to the museum.

We had finally arrived there; it was 11:30 AM. The museum stood there in front of us in all its grandeur, just



Pictures of the HO scale model railroad inside the entrance of the museum.

waiting for us to conquer it, displaying some of its prized collection outside. But before we could be lulled in by its charm of trains, we had stomachs to fill. The kids were, of course, hungry for lunch; and frankly so was I. And in our traditional road trip fashion, my wife had packed sandwiches, chips, juice boxes, and soda. We found picnic benches under shaded trees just on the edge of the parking lot. As we ate our lunch, we also enjoyed the sounds of the chuffing and whistle from the Canadian National 2-6-0 #89, coming from across the street. Although my

kids realized we were not going for a ride, they were now even more excited to hurry into the museum.

The Railroad Museum of Pennsylvania is quite a large and modern structure, nestled between rolling fields and Amish farmland – a place practically locked in time. It is a bit of a walk from the parking lot to the entryway, especially in the August heat. Once we had our tickets, we were pleasantly greeted with an HO scale model railroad. The next twenty minutes were spent with the kids (and me) taking pictures of the moving trains on this wonderful layout. My wife helped by pointing out when the next train was coming around the bend. I had to pull the kids away as we still had the museum to explore and less than five hours to do it in. And we still had to catch up with Barry and check out the layout from his [Strasburg Model Railroad Club](#).

We began with the West end of the museum, which is on the right side of the entryway. Here were many old coaches, baggage cars, railroad



Above, the West wing of the museum. Right, underneath a steam loco. Below, pictures taken by my daughter of inside a sleeper car and a dining car.

post office cars, box cars, cabooses, and various gondolas. I stood back and observed as my daughter (the shutterbug) moved up and down the aisles taking pictures of each coach and then climbing up onto wooden platforms, so she could peek through the windows and take pictures inside the coaches. I watched with a smile

lection. Even my wife was enjoying learning about the various trains, engines, and rolling stock used in the history of the Pennsylvania railroad. One of the main things they enjoyed is being able to walk underneath a steam locomotive. I got to say it is pretty cool!

It is a great feeling when you realize that your family likes and sup-

children's faces as they explored with wide eyes, for me, was heart-warming. It was worth it not working that Friday, and it was worth it driving a long distance to get there. This museum had a captive power to turn my typically "I am bored" kids into little elves excited on Christmas Eve.



We now headed to the East end of the museum and the kids immediately found the "Cab Simulator." Pretty cool to be able to jump into a cab of a diesel and hear and see a video of a cab-view respond to the horn and throttle controls! We continued on, taking pictures, climbing into diesel engines, going up and down the platforms, continuously being amazed at the size of some of these engines such as the GGI, and imagining the sound they would have made. We made it over the observation bridge for a grand view of the inside of the museum, and then it was time to find [Strasburg Model Railroad Club's](#) set-up, so we could catch up with Barry.

At the far end of the East wing on Platform 3 was a huge model rail-



on my face as my wife and my son went exploring the box cars. My son was pointing to each type of box car and explaining to my wife which box car models "daddy" owned. I hadn't realized how much attention he had been paying to what I had in my col-



ports your interests and hobbies, especially model railroading. It was great to see them thoroughly enjoying themselves. The unstoppable look of awe and excitement on my



The kids (and the wife) had a great time on the cab simulator, climbing up into engines, and participating in other activities at the museum.

road setup and Barry was there making adjustments. It was good to see Barry again and introduce to him my family. He was happy that we came out to see his club's setup. It was a model layout of the whole Strasburg Railroad (including the full 4.5 mile run), and the full Railroad Museum of Pennsylvania. The layout

had all the surrounding buildings, including Amish homes and farmland along the Strasburg RR line. It was simply amazing - all this detail! All of the engines and rolling stock that were in the museum were inside the replica as well. All of the pieces displayed outside of the main building (including the turntable) were faith-

fully created. We, of course, started taking pictures. Lots and lots of close-ups were taken between me and my daughter, who loves to take pictures of miniatures. I still had to figure out what I was going to produce for the Community Collage section for the upcoming September, 2015 issue of this eMag, and here, in

***Strasburg Model Railroad Club's** setup faithfully recreates the Strasburg Railroad, the Railroad Museum of Pennsylvania, and the railroad line. Barry Rosier (below center, on the right) and other club members operate the layout.*





***Strasburg Model Railroad Club's** setup is very detailed and includes the full diorama of the Railroad Museum of Pennsylvania. The top picture shows the East wing of the actual museum and the bottom picture shows the model on the club's layout. Note the engines and the rolling stock in the model. Also note the red table in the back, which models the club's set up in the museum, just like they are set up in the top picture. Now that is detailed!*

There is plenty to see (and touch) in the train yard just outside of the West wing of the museum.



front of me was the answer. So if you check out the September 2015 issue of this magazine, you will find some of the pictures my daughter and I took of this magnificent layout. The cover shot of that issue is also from this layout.

It was now 3:30 PM and we had another hour and a half before the museum closed. So we decided to go outside and check out the displayed units there. There was plenty to see, touch, and photograph outside in the late afternoon August heat. We were having too much fun to let a little heat bother us. We (with the exception of my wife) didn't mind being a little sweaty – after all there were real trains to explore! By the way, my wife was a great champion, and stuck it out with us, especially when I promised to run to the car and bring her and the kids back some cold bottles of water from the cooler in the car. We went back in and caught up with Barry and continued taking more pictures of the

club's layout. We did not want to leave and were eventually the last people left at the museum. We had to be kicked out.

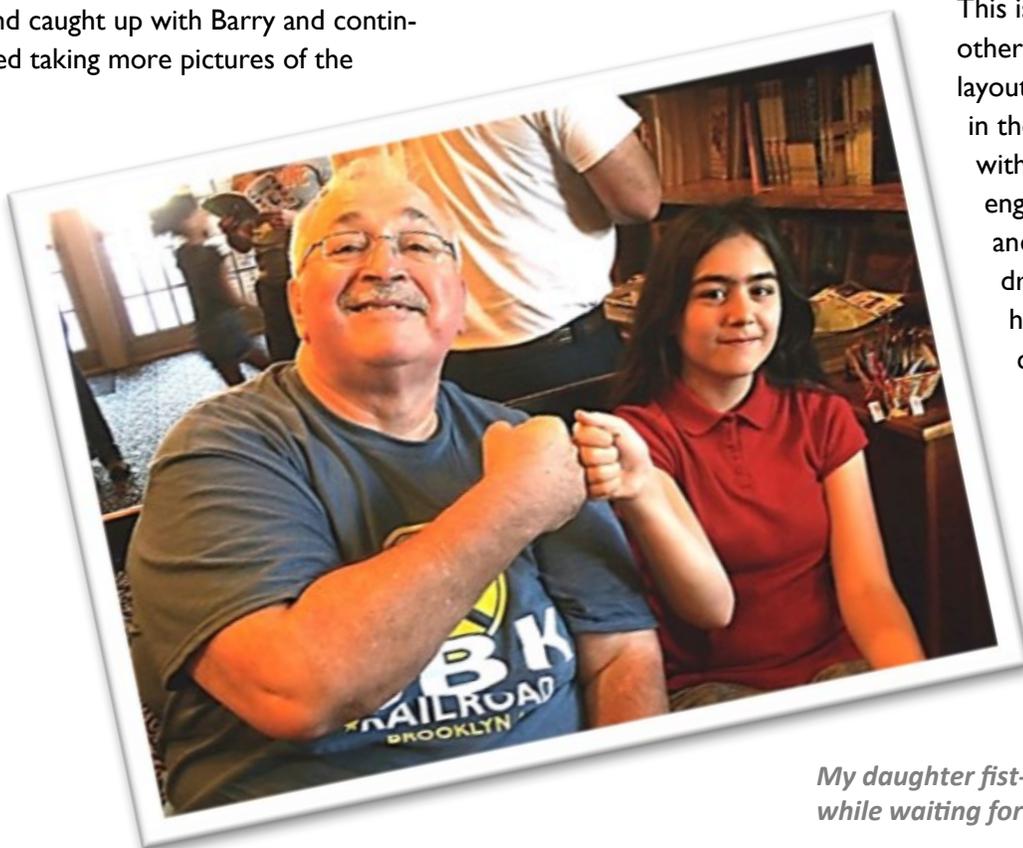
With a quick pit stop for all of us (including Barry) to a local hobby shop, we then headed over to meet "Big Bill" Graham and his wife Georgean for dinner. We were all excited. The kids had spoken with Bill over the phone and on Google+ hangouts, and were also looking forward to meeting him in person.

We finally got to meet "Big Bill" at the local smorgasbord and it was great to meet, in person, him and his wife. We had time to chat and catch up as we waited for our seating. We filled up on this, that, and everything. I can't remember eating this much in a long time. Before we knew it, the day had come to an end, and it was time to head home. So, after we said our goodbyes, and gave each

other hugs, we drove home. And yes we took the highways, and no back roads. On the drive back, the kids recounted with fervor what they had seen at the museum and finally getting to meet in person Bill Graham and his wife. Within half an hour of our leaving on our three-hour drive, the kids were asleep. They were definitely tired. I looked over to my wife in the "co-pilot" seat, and she had a look of content on her face and a smile. I held her hand pretty much the whole drive home. It was a great trip. It was a successful family outing. 🚗

About the Author

Loggin' Locos is currently building two layouts. One is a logging camp based 6' x 12' table style layout. This is his first full sized layout. The other layout he is building is a dream layout in his mind with all the room in the world, from here to there, with all the perfectly weathered engines, rolling stock, structures, and scenery! Until he can get his dream layout to become reality, he is content documenting his current build on YouTube. You can follow him on his channel at <https://www.youtube.com/channel/UCPYcxEM4sIqJJs0Wz-ImVyKA>.



My daughter fist-bumps "Big Bill" Graham while waiting for our seating for dinner.

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!

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.

November 21st, 2015

The weather outside is frightful, and the fire is so delightful ... So here is the question: Why are you sitting by the fire and not running trains?

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

December 19th, 2015

Take a break from the hectic shopping, and sit back and catch up on some modeling tips.

Panel Members: [Barry Rosier](#), [Dude Lindler](#), and [William "Big Bill" Graham](#)

January 16th, 2016

Holidays behind us and modeling in front of us... Let's do this!!

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

COMMUNITY COLLAGE



In this special “Year-End” issue, we present a mash-up of past collages. These include collages from [Geno Sharp](#), [Todd Walton](#), [Marcos Huizel’s Lepanto Valley RR](#), [Keith Edwards’ Sandwell Valley Railway](#), and the [Strasburg Model Railroad Club](#).

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!



Everard Junction

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

Richard has set up this OO scale railway, based around 1988 to 1990, a few years before the end of the British Rail. The operation videos are first-rate, with sound effect, music tracks, and great camera angles. Richard also shares, in detail, his layout building and scratch building skills with his channel visitors.



Maureen Smith

<https://www.youtube.com/channel/UC1LvHp70P9TuTH2DVpWqRPQ>

Maureen and her husband Mike have built and operated a number of layouts. The videos on her YouTube channel show their current layout, Celsham Junction. The layout includes a lot of details, including many structures, vehicles, and people. And, strangely, the seasons change on the layout. (Sometimes it snows!)



dougattrenholmebar

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

Doug has built and operates an OO scale model railway based on a northeast England junction in the 1960s. His YouTube channel is chock-full of *model railfanning* videos: some from trackside, and others from on-board the trains. A number of the videos are filmed in black-and-white, adding to the illusion of being at or aboard the railroad during the period he models. With a wide variety of locomotives, rolling stock, scenery, and structures, there's something for everyone on this site!



Into Facebook?

[Check out the YouTube Model Railroaders Facebook page!](#)

Google+ Hangouts And Etiquette



Dude Lindler

YouTube Model Builders works very hard to bring YouTube model railroaders together in what is called Google+ Hangouts. Google+ has many free resources for us to use and we look forward to taking full advantage of these resources.

What is Google+ Hangouts? It's an application that runs through a web browser that allows up to 10 people to connect with webcams. Using this forum for model railroading discussions is great! It builds friendships, inspiration for model railroad building, and most of all, a great place to air your designs, models, and share in your building adventures with others in real-time. Many of the YouTube video producers you know "Hangout" in these Google+ Hangouts.

Many builders simply place their webcam on their pro-

ject they are working on and show others what they are doing; it may be they are building a model, laying track, or working on anything model railroad related. Many look for feedback from the group, get questions answered, and elaboration on the many projects on which they are working. It's simply a great place to interact in real-time with other YouTube model railroaders.

These Google+ Hangouts are posted most every day on the [Google+ YouTube Model Railroaders Community](#) page. You are not required to use a webcam or even a microphone; you may only use the provided chat box if desired.

With the utilization of Google+ Hangouts by many model railroaders, YouTube Model Builders is now scheduling specific types of events for the community members. Here are two Google+ Hangouts

that we have arranged to help bring more model railroaders together.

Topic Driven, Tuesday Night Hangout Presentations:

YouTube Model Builders invites specific guests to explain techniques in model building, and many times these individuals are invited to our topic driven hangouts based on videos they have produced. Showing the progress real time, the topic driven hangouts are moderated by YouTube Model Builders staff which keeps these hangouts on subject and informative. The Topic Driven Hangouts are much like clinics as they are more so for instruction and techniques shared by a presenting individual or individuals.

We now have three different types of Tuesday night hangout presentations. The

first type occurs on the first Tuesday of each month. It is Geno's Show, which is hosted by Geno Sharp of [Gknos Model Trains](#). The second type of hangouts are moderated presentations that are hosted by Troy Pendizmas of [Pacific North Central](#) and [Dude Lindler](#) on the second and third Tuesdays of each month respectively. The third type of moderated hangout presentation is the Barry and Mike MRR Tech Show which is moderated by [Barry Rosier](#) and Mike Dettinger. This show is presented on the fourth Tuesday of each month and focuses on the more technical aspects of model railroading such as DCC controls and JMRI. There are plenty of opportunities to learn from many experts in model railroading through these hangout presentations and shows. So come and join in the Hangouts!

General Moderated Hangouts: Thursday Nights

Where many hangouts posted through the Google+ YouTube Model Railroaders encompass many subjects and often have many people showing their layouts, and discussion varies from model railroading to just general conversation, YouTube Model Builders has a weekly scheduled, Thursday night, general moderated hangout, to specifically keep on the subject of model railroading. The Thursday night hangout is moderated by Johnny of [Southeast Rails](#) and the topic selection is really driven by community feedback.

YouTube Model Builders as a team helps drive these Hangouts, to spread the word, and get the YouTube Model Railroaders involved. Many people participate and as these numbers have grown, a simple etiquette is followed for the hangouts posted on YouTube Model Railroad resources.

Below is a simple guideline for participating in any YouTube Model Builders hangout event:

- Always keep the conversation G Rated.
- Refrain from political/religion based conversations.
- When not speaking, mute your microphone.
- Keep the hangout fun and on model railroading subjects.
- Remember, you're in a room with others, try not to monopolize speaking time. Allow others to get in their input.
- If you have your camera on, please be presentable – remember others can see you!

Following these simple etiquettes will make hangouts fun, and most of all, suitable for anyone who might want to join! We hope to meet you in a hangout in the near future if you don't already participate! If you have any questions on this subject, feel free to ask any one of the involved YouTube Model Railroaders to help get you into the fun sharing in the Google+ Hangouts. 🚂



YouTube Model Builders

Live Chat / Presentations **HANGOUTS**

ANNOUNCEMENTS: COMING DOWN THE RAILS...

You know the feeling you used to get on the day before a big event, whether it was your birthday, Thanksgiving, or Christmas? The excitement that would build in your heart that something very special was about to happen? Well, hold on to your engines and rolling stock my friends.

We at YouTube Model Builders are going on an adventure, and we want you to join us. We have some things in the works that we are finalizing and putting the finishes touches on.

One of the new things that we started is the JMRI series, and that seems to have taken off quite well with you guys. It is a series on the use of JMRI, in the layman's language, from soup to nuts. Don't worry if you missed any of the episodes, we have recorded them and made them available for you on our [YouTube channel](#).

We are also proud to announce that Miles Hale has joined our team, and you have seen him on the live show as well as on some Hangouts. Now he has joined forces with Bill "The Track Planner" Beranek to do a bi-monthly Hangout. They will kick off the new series this coming November 17 on the Tuesday night hangout. Both are master craftsman in the field of our hobby and the information that they give is priceless.

That is just a couple of the things we are working on. We have more, but we do want to spoil the surprise and the excitement. But trust us; we have some real exciting things coming down the rail. None of this can happen without you, the model railroader; the guy who tinkers, who glues, who shares his knowledge, and his insights into the greatest hobby in the world. Without you, YouTube Model Builders would not be here. So THANK YOU!

Hey, we'll see you on the Radio,

Bill Graham

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.

Space is limited so make sure you don't miss these popular Hangouts!

Been Working On The Railroad...All the Live Long Day



By Lloyd Henchey



I began working on my layout less than a year ago, on November 1st, 2014, and the layout planning started 3 months prior to that. I got into this hobby because retirement is not far away, and I needed to find something to keep me busy. I like attention to details and – having a civil engineering background – I had built many small structures as part of my profession, and I was missing it. Another good reason is the social aspect of the hobby such as train shows, groups, and other individuals with the same interest.

I approached model railroading with a very limited experience with trains. At 2 years of age, when my parents moved, my mother took me by train to our new location. Then, at 5 years of age, I walked on train tracks behind my grandfather's back yard. Fast-forward 52 years, to about one year ago; while on a trip to Arizona, my wife and I took two train rides. As you can see, my knowledge of trains is very little to non-existent.

When we moved to our new house in July 2014, I was amazed by the size of the basement. Since we had no furniture to fill it up with, train modeling immediately came to mind. However, trying to figure out the details of how to proceed kept me awake for a few nights. In this article, I will explain how I got my answers, so that future hobbyists can

answer these same questions much more easily.

Why This Hobby?

It's very important to know why you're getting into a hobby, as it could be very time consuming, expensive, and a never ending progress. Before taking on this hobby, I was a golfer and saw myself retiring down south and playing the game; but during a golf tournament, I tore the ligaments of my left wrist and golf was no longer fun. I then took on poker, played it regularly for 3 years, did very well, but lost interest. We then moved to a new house with a huge basement (see Figure 1), I asked my wife "What are we going

to use the basement for?" and a flash came to me, "Hey, I can start a model railroad." Before jumping into this hobby, I did a bit of research on the Internet and found some great layouts people had done. Since I have the time, space and savings for such a hobby, here I am. I've always loved a challenge, and since I knew nothing about the hobby or anything about real life trains, this hobby would be perfect for me.

What To Build?

At first all I wanted was a train that would run through nice scenes, but after doing some fact finding, I realized that there's a lot more to it than that. I searched the Internet

Figure 1 – The basement of the new home, waiting to be filled with trains!

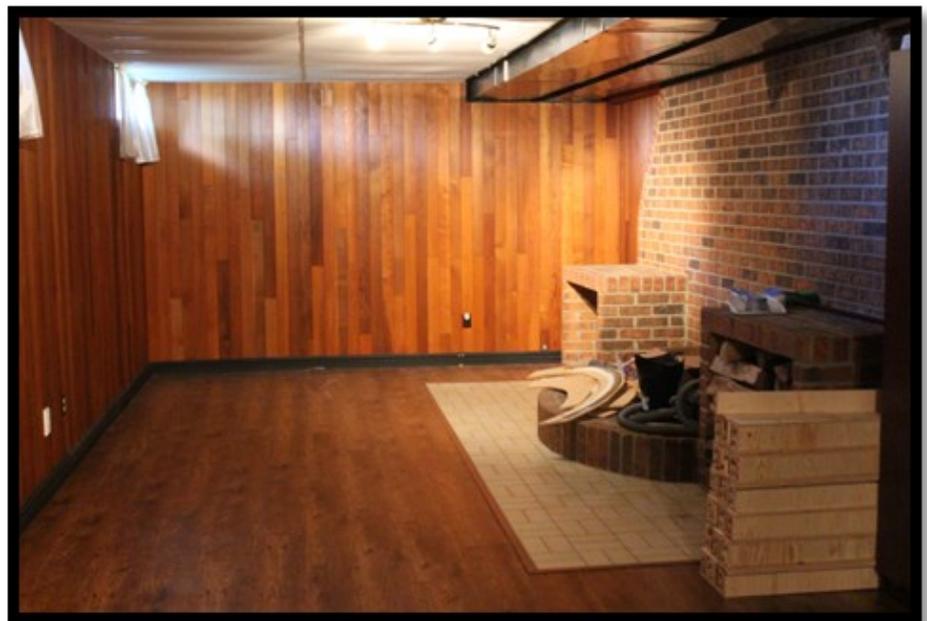




Figure 2 — Phase I of my layout.

for photos, videos, forums, magazines, and anything else to do with model trains. After deciding on the scale (HO) I was told that I needed to decide on the road name I was going to model, because, for example, Canadian Pacific doesn't run on Canadian National rails and doesn't have Rio Grande cars. I have two brothers-in-laws that worked for Canadian Pacific, so I decided to model Canadian Pacific. I was also asked if I wanted to run operations or just watch a train go round and round; I opted for both.

Era of Operation?

I then needed to pick the era I was going to model. Having no knowledge of trains, especially steam, I decided on the diesel era, between 1965 and 1975, because I knew that my two brothers-in-laws would be able to answer some of my questions on train logistics, layouts, terminology, etc., since they worked for Canadian Pacific. One worked as an electrician and was called on all

derailments, and the other worked in the shops as a millwright. One thing I wanted very strongly was to model all four seasons, mainly because my wife loves the Christmas period, so I needed a winter scene.

Location, Location...?

I opted for nowhere in particular, partly because I was modeling all

four seasons, but mainly because I've seen so many wonderful pictures of nice layouts, and I wanted to incorporate some of them in my layout. So the entirety of Canada is my "where."

How Will I Do It?

I kept this one for last, because it was the most important question for me. So much information is at our fingertips today to create some beautiful layouts! At first, I joined two forums and started asking questions; some folks on some forums are very helpful, the folks on others are rivet counters (I just learned that terminology), and some forums have barely any traffic at all, so they are not much help. There are so many people out there that are willing to help, and you'll end up knowing who they are.

Once I had answered my major questions, I spent a month, almost every night, working on a layout design. Sure I could have hired a professional, but it was one way for me

Figure 2 — A bit of staging at the warehouse.





Figure 4— The view from the staging area, looking at the container yard.

to learn. And besides, I wanted to put my civil engineering skills to good use. After 10 “final” plans, I came up with the 11th, which is the one I’m using. Even then, I’ve already made two modifications to the plan.

Another skill I’ve put to use is long-term planning (that’s from being a financial advisor). Sure, I could build a 4’ x 8’ layout to start, but I need a layout that will keep me busy for at least 10 years. Since my whole basement is accessible for my train layout, I designed a layout that’s 12’ x 38’, to be built in three phases, with possible growth. Phase I is 12’ x 18’ (see Figure 2) and if I like it, I’ll then go to phase II. So, it’s just like starting small (see Figures 3 and 4).

There are two skills of which I have absolutely no knowledge: electricity and mechanics. When it comes to wiring, LEDs, locomotives, DCC, trucks, and couplers, I need all the help I can get. The other day, I was looking at couplers and wheels and found so many varieties that I didn’t

even know where to start. I thought that, since I was modeling in HO, they all would be the same....NOT. That’s an example of why I think you should join forums or groups: because you will find some great people with the willingness and knowledge to help. YouTube Model Builders has helped me a lot, especially with their hangouts and the members’ knowledge.

I told my wife the other night that I felt like tearing everything apart and starting over. I feel that, with what I know today, I could build something that is better looking, easier to build and maintain, and especially more accessible. Being a newbie to this hobby and not having asked many questions has caused some mistakes: nothing bad, just things I would do differently today. As an example, I read that I should glue down all my track; so, I even glued down my turnouts and then had to remove them all because I decided to install tortoises and needed to drill a hole under the turnouts. That’s when I realized that this hobby can have lots

of “doing and undoing” to achieve your desired layout.

I think I made the right decision in choosing this, my retirement hobby.


About the Author

Lloyd “Hawkes HO Layout” Henchey is 57 years old. He studied engineering, worked for an engineering firm and – since engineers love numbers – became a financial advisor. He’s been in that profession for 25 years, but now is enjoying semi-retirement. Lloyd has been married for 25 years, and he and his wife have a daughter and five grand-kids. You can follow Lloyd on his YouTube channel at [Hawkes HO Layout](#).



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!

The Story Behind the Boeville & Newtown RR



By Raymond "Ray" Boebel



From late 1980s: The 4' X 8' layout with a 2' x 5' yard on one side.

was first introduced to model railroading. We also had several accessories, such as lighted buildings that we added to the display. I remember the holiday season being my favorite time of year as a kid, because that's when the trains were taken out of their boxes and set up for Christmas.

In 1975, my parents bought their first house. That October, my dad surprised me by pulling out his old 1950s layout from the rafters in my grandfather's garage. We took it home, re-wired it and cleaned it up in time for Christmas. I was beside myself! The pike seemed so much larger back then. Two years later, my dad and I completely rebuilt our

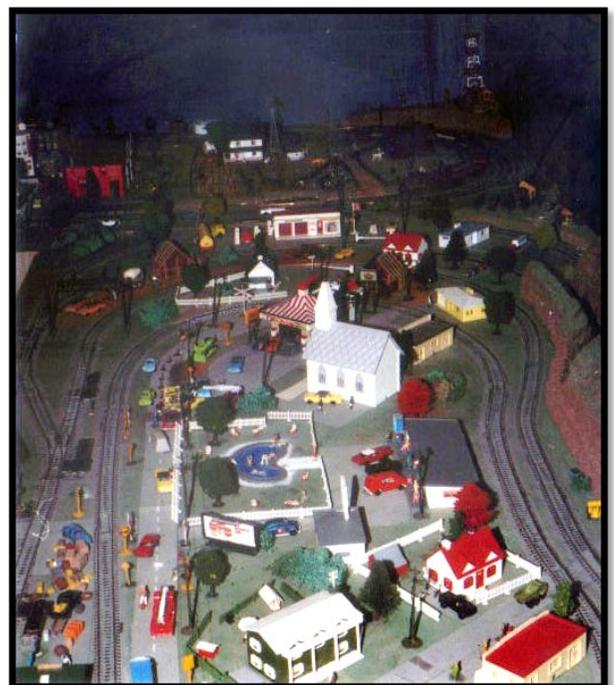
After reading an article by William "Big Bill" Graham in the YTMB eMag, I thought I would shed some light on my model railroad's story.

It all started back in 1950, when my grandfather started a model railroad with my father. The railroad started out small - an HO Scale, 4' x 8' pike with 2 loops. My grandfather built the pike for my dad, who was unable to go outside as he had rheumatic fever. The new layout gave them something to work on together. They worked on it frequently and added many details, such as lighted street lights and buildings. My dad used the layout for a few years after

the initial build, though I'm not sure for how long.

When I was born in 1970, my father introduced me to the hobby, just like his father had to him. My dad built a 4' x 6' pike (also in HO), that was placed under the Christmas tree for me to enjoy. This was a simple layout - a couple loops of track, and no operation. We used the equipment that my dad had from the 1950s when he

Out of the rafters, the layout is operational.



layouts, making a large “L-shaped” display. The trains, however, were still a holiday toy.

In 1980, one of my dad’s colleagues had us over for a cookout. He had heard we had trains and invited us over to see his layout. He had a beautiful HO scale layout that filled a small room (I don’t remember the size). For the most part, it appeared complete, though I now know there is no such thing in this hobby! That Christmas brought the first big change for our layout: scenery. We built hills out of the beaded board foam, built roads and painted the layout a light green. At this time, the layout was in the attic, which was also my bedroom. I shared the room with my two younger brothers, and we all worked on the layout together – most of the scenery came right from our imaginations.

From 1987 to 1990, the layout stayed up year-round. During this

time, I added a 2’ x 5’ yard to one side of the layout. The new yard increased the operations of the layout, but it looked odd with no rolling stock to fill it. In 1988, I joined the US Navy, and, while I was serving, I bought rolling stock and made plans for a new layout. The plans were for a new layout in a new house. I would have more room to work with, so I could easily accommodate a bigger layout. During my time in the service, I only got to run the trains on my pike over the holidays while I was at home with family. As I was gone most of the time, my home layout was left to collect dust. My brothers and my dad didn’t share the same enthusiasm that I had for the hobby! Later, a shipmate and I joined a club in South Carolina. We helped the club rebuild their layout, and we also got to operate trains once a week while we were in port.

Unfortunately, the new layout never got set up in the new house. The

Eventually, the Boeville and Newtown layout expanded to fill a 13’ x 11’ room.



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!

mid 1990s weren’t kind to my family: I lost 3 grandparents and my dad in a four-year time period. I really missed the hobby, and I wanted to get back into it again. So, I hatched a plan. I took my grandparents’ N-scale pikes and combined them on a layout built out of an old bed. This became known as the “Test Bed Layout”, or as I called it, the Penn Central Hummelstown Division. It was fun, but I wanted more.

In 1999, my daughter was born. The old “L-shaped” layout came back to life. That Christmas was the first time she saw it. I can imagine I had the same look when I was first introduced. I could tell she was hooked from the second I set them up. Just like what my grandfather had passed down to my dad, and what my dad had passed down to me, I was keeping the tradition alive, introducing my daughter to the hobby. With her help in 2005, we built the Boeville and Newtown Railroad. We started going to train shows and hitting hobby shops. I was back into the hobby



Ray has an 11' x 13' HO layout that is designed for continuous running and some operation. The layout is modeled after a bridge route between Richmond, VA and Harrisburg, PA. Ray enjoys sharing his perspective on model railroading via his YouTube page, where you can watch his layout Vlogs by clicking here: https://www.youtube.com/channel/UC3psdDEFImi0oM2NU6x2W_Q.

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

In the early 2000s, the L-shaped Boeville & Newtown layout found new life.

and I had someone to share it with again.

The new layout filled a 13' x 11' room in the basement at my mother-in-law's home (we lived with her from 2001 to 2010). My daughter continued to help out with the layout, but mostly with running the wiring.

In 2010, we moved to our own house and the current home of the Boeville and Newtown Railroad. I really enjoy most facets of model railroading and I'm still learning! Scenery and operation are the parts I'm best at and enjoy most in the hobby.

And here we are in 2015. My daughter is still involved with the trains today, despite her busy schedule. The Boeville and Newtown Railroad is still going strong, with some plans of a slight expansion (up from 13' x 11' to 15' x 20') in the works. 🚂

About the Author

Ray is 45 years old and has been involved in the model railroading hobby since the 1970s. He has modeled in both HO and N scales. Currently,

The current 13' x 11' B&N RR layout will be expanded to a 15' x 20' Layout.



ANNOUNCING . . .

THE ASLMS 2.0* COMMUNITY DIESEL LOCOMOTIVE BUILD CONTEST!

The contest includes four categories of entries:

1. Six-axle locomotives
2. Four-axle locomotives
3. Rail yard switchers
4. Non-standard locomotives, track mobiles, and other converted machinery for transferring/moving rail cars, or MOW trains.

You can find contest rules, dates, and more details at the ASLMS 2.0 Google+ site by clicking [here](#).

*The All Scales Locomotive Modelers Symposium 2.0 (ASLMS) is a Google+ community that can take you back to a simpler time, when modelers got out the ol' Athearn "blue box" engines and – with some paint, decals, detail parts, and a little patience – produced award-winning locomotive models!

Food For Thought...

In our 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.

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.

Our author this month is Blayne Mayfield, and his thoughts appears below. We look forward to hearing from you!

Holiday Trains ... The Ghost of Christmas Past?



By Blayne Mayfield

Nowadays, it almost seems cliché: a loop of track around the base of a decorated Christmas tree. No matter what holiday you celebrate or why, the fact that many of these memories seem to be in black-and-white indicate that the scene is not as common today as it once was. So what is it that has led us to this point in time?

Part of the decline may be due to the busyness of modern life. Adults seem to have more work responsibilities and extracurricular activities than ever before. And, let's face it, parents usually are (and have been) the driving force behind purchasing and setting up the train around the tree. But it doesn't stop there: kids

today also are involved in many activities that I did not dream of when I was a child. Even in the winter, there are team sports; add to that the dance recitals, band practice, and on and on. Of course, we can't leave cable and satellite TV – as well as video games and social media – out of the time equation! All-in-all, everyone's schedules seem to be saturated.

Other possible factors contributing to the decline of the holiday-time model train are the current trends in model train

The traditional loop of track around the base of a decorated Christmas tree.





A G scale Santa train, with clanging bells and whistles, goes around the Christmas tree. It is becoming more difficult to find these types of trains.

workhorses on the loop of track around the tree; they don't have a lot of detail molded or added in, but this lends them a durability that is important when little hands will be lifting or placing the train equipment. If one steps outside these entry-level sets, one quickly enters the world of the highly-detailed (and, therefore, more fragile), the limited-run, and the digital extreme. If one goes this route, the stacks of currency needed mount up quickly!

It seems that even the big model train manufacturers no longer get into the spirit of the holiday season. A few decades ago, one could not watch TV on Saturday mornings and after school near Christmas without seeing repetitive commercial ads for train sets as the perfect gift idea. Gone are the days of Johnny Cash singing about Lionel trains, "now with the mighty sound of steam."

The only glimmer of an ad that can be seen, if at all, is for the latest motorized Thomas the Tank Engine toy set.

So, is the tradition of dragging out and setting up the train for the holidays a thing of the past? Maybe we should close up the old photo albums, put them in the closet, and just enjoy our memories. Perhaps the loop-round-the-tree will go the way of the Boston & Maine, the Frisco, and other "fallen flag" railroads. I certainly hope not!

Trains running around a Christmas tree are just one way that model railroading helps bring families together, bonding them across generations in very entertaining and memorable ways. One of the reasons I enjoy being part of the YouTube Model Builders community is its commitment to the idea of involving

our families – from the youngsters through the "not-so-youngsters" – in this wonderful hobby. The resources made available provide inspiration for us to excite and inspire the next generation of modelers.

Happy Holidays! 

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 an associate editor on the YouTube Model Builders eMag. You can follow him on his YouTube channel by clicking [here](#).



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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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