



The Order Board

Volume 54 No. 3

September 30, 2026



Tracks Ahead for the Cajon Division

What's Inside

Upcoming Events	1
Director's Desk	2
From the Head End	4
Social Media News	6
Editor's Column	7
Membership Report	9
County Line Crew	10
Call for Donations	13
Call for Layouts	13
New Hobby Shop	14
Art in Miniature	15
Flyers	22
Hobby Store Ads	26

Upcoming Events

October 3, 2026, 9AM-4PM

LA Area Prototype Modelers Meet 2026

Imago Dei Church

10012 Ramona St., Bellflower, CA 90706

\$20 admission, \$15 with a model to display

October 17, 2026, 8:30-11:30AM

Roundhouse Gang Model RR Club Swap Meet

Old Santa Fe Train Station

1170 W. 3rd. St., San Bernadino, CA

October 24, 2026, 8AM-3:30PM

Cajon Division Fall Meet

Riverside City College

4800 Magnolia Ave., Riverside, CA

(See Flyer and From the Head End for details)

October TBD 2026

Nevada Layout Open House

Tentative in the works...stay tuned, a notice will be sent to NV members

Links to PSR and Divisions Websites

PSR: <https://psrnmra.org/neo/>

LA: <https://ladiv-nmra.org/>

San Diego: <https://sandiegodivision.org/neo/>

Arizona: <https://azdiv-nmra.org/>



From the Desk of the Director

Gary Stenberg, Cajon Division Director



CAJON DIVISION OFFICERS

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Conventions. What is a Convention? Well, in the National Model Railroad Association world, a convention is an opportunity to share our hobby with like-minded people. But wait. That's not all. NMRA conventions have classes, lectures, layout visits, prototype tours, celebrations of models, and comradery.

I recently attended the NMRA national convention in Chattanooga, Tennessee. I didn't go on any of the "out-of-hotel" experiences; instead, I concentrated on the clinics. That was a serious learning experience for me since many new ideas and practices were showcased. I attended clinics on: layout design, scenery, decapods, Vision 35, scratch-building, loads, Woodland Scenics new plug and play sound system, painting backdrops, fixing old brass locomotives, special lighting, civil war railroads, gondola loads, Railfan safety, signs, and details. I also lucked out as the winner of the best door prize ever (a Rapido HO Norfolk and Southern C36-7 with DCC and Sound)! Thank You Convention!!! The next highlight of the convention was the associated Train Show.

The National Train Show was really big. I can't begin to estimate the exhibition hall size, but it was hard to make out details in the other end of the hall. Many vendors were represented showing their wares. Some of the prices were a bit high, but occasionally a bargain could be found. I already had Santa Fe Heritage volumes 1, 2, and 4, but I needed and found Volume #3, and it was on sale (Now I have to get Cinthia to autograph it). The L&N historical society wanted to get rid of some HO Louisville and Nashville 34' Hoppers and made me such a deal that I bought 9 of them! Re-numbering 5 of them and adding weathering to each car will keep me busy for a while.

When you attend a National Convention, you are sure to meet some of the same people, and with over 1300 registered attendees, it's really special when they remember you. Now, back to the Train Show part of the Convention. OK, it's not just vendors at the Train Show. In addition to the vendors, there were Modular clubs that set up some really impressively large layouts. In fact, N-scalers set up a record breaking enormous modular layout! Well done folks.

I had a great time. Hopefully, you can attend a National Convention. The next NMRA national convention will be in Tacoma Washington from August 10th 2027 through August 15th 2027. The national train show will be on the 14th and 15th.

(continued)



From the Desk of the Director

(Continued)

You can't go to a National Convention you say. Okay. The Pacific Southwest Region has an annual convention too. This year's regional convention was in San Diego. While a regional convention is shorter and smaller than a national, some of the same elements exist; Good people to meet, good clinics to attend, a celebration of models for you to enter your work, layout tours, prototype tours to go to, and a short business meeting. This article will probably be published after the regional convention, so I can't comment yet on what a great time I had. Past regional conventions that I attended were so good that I want to keep going to them.

Traditionally the get-togethers at the Division level are one day events. We have clinics, a swap meet, a celebration of models, a lunch, a hobo auction, and a short business/awards presentation meeting. While the past several of these "Meets" have been held in Buena Park, we are looking for a site in the Inland Empire. The major obstacle that we are facing is the cost of a site rental. Although we qualify as a charitable organization for tax purposes, the rates charged for most inland empire venues are usurious. I think that the cheapest so far was \$130.00 per hour. We paid about \$500.00 for the entire day at the previous venue in Buena Park. Apparently most inland empire venues are less into providing service to the community and more into making a buck at the community's expense. Grrr! The Board of Directors for the Cajon Division is aggressively searching for an affordable location. Wish us luck. If you have a venue that has reasonable rates in the inland empire area, please let us know.

Small groups are on the rise. In the Cajon Division, we have two very active small groups. Our members in the greater Las Vegas area are holding almost monthly get-togethers. They are sharing their layouts with other model railroaders and having a little social time on the side. Here in Orange County, we have the "County Line Crew" who is, as a group, collectively exploring model railroading venues in both Los Angeles and Orange County. They've gone to model railroad clubs, private home layouts, and hobby shops together. I looked at the current membership roster and found that there are seven NMRA members in my hometown of Irvine. Seven is a nice manageable number. What about starting a small get-together group here? How about a small get-together group in your area?

I have started at the National level with large conventions (1300 or more). Next are the regional conventions with around 200 attending (we're a little short as of my writing this). Our Cajon Division meets average about 60 – 80 attendees. Small groups have about 10 to 20 participants. Two or three folks getting together is a start. From that start, we can grow.

From a national group meeting down to just a couple of us, there are opportunities to delight in and to share our wonderful hobby. JUMP IN!!!

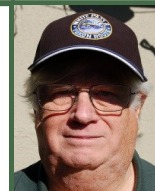
PAX and High Green

Gary



From the Head End

Paul Stoner, Cajon Division Superintendent



The Cajon Division Fall Meet date of October 24 is fast approaching and we decided on a venue in the Inland Empire at Riverside City College (RCC) as the best option at this time. We been working with RCC on areas of the college to meet our needs and then negotiating with them to keep our costs down. The costs are reasonable based on our market research, but still above what we estimate we expect to bring in from registrations fees based on prior attendance at Buena Park.

RCC Pros:

1. The rooms and area we would need for the meet are more than adequate, well lighted, and the RCC is willing to set up the rooms as we wish.
2. It provides a location in the IE that the membership in the area has been requesting. Therefore, we could expect a better than average turnout of IE members. Also, it would not be extremely inconvenient to members coming from the OC.
3. The RCC staff has been very helpful so far in our conversations and appear to be happy to work with us to meet our needs.

RCC Cons:

1. The expenses for the facility will probably exceed our expected income from registrations for the event (i.e., 40 to 50 participants at \$20 each vs. our current quote of about \$1350 for the day.)
2. Unless we get a waiver, parking will cost \$5/vehicle

Despite the cost of the RCC, Lev has been working to procure some monetary sponsors from the hobby community, and he will continue that effort until the planned event. Also, several members of the Cajon Division Board have made donations to the treasury to help keep our balance at a manageable level. That should also help with possible shortfalls from the Fall Meet if attendance falls below our expectations.

We are having clinics, swap meet tables, Hobo auction, a contest room, lunch and great fellowship.

So all Cajon Members are strongly urged to come out and support the Division!

Paul Stoner

Superintendent, Cajon Division, PSR, NMRA



From the Head End

(continued)

Cajon Division Fall Meet – October 24, 2026

NMRA Pacific Southwest Region – Cajon Division

Join us for the Cajon Division Fall Meet!

Saturday, October 24, 2026

8:00 a.m. – 3:00 p.m.

Riverside City College

4800 Magnolia Ave., Riverside, CA 92506

REGISTER EARLY & SAVE \$5 for NMRA members!

Register online by October 17: \$15 per person NMRA members only discount

Registration at the Door: \$20 per person

Payment will be collected at the door.

The \$15 advance rate applies to each NMRA member attendee listed on this registration form by October 17.

Enjoy a day of model railroading featuring clinics, model displays, the Swap Meet, Hobo Auction, fellowship, and more.

Here is the registration link for NMRA members to receive the pre-order discount:

<https://forms.gle/oRNT7tQ64eBj7NDJ8>





Social Media News

Lev Michaelian



LET'S SEE WHAT PSR MEMBERS ARE WORKING ON!

There's some great model railroading happening throughout the NMRA Pacific Southwest Region, and we'd like to share more of it!

The Cajon Division Facebook page continues to grow, and we're now on Instagram as well. In addition to Division and Region news and events, we want our social media pages to be a place where model railroaders can see and enjoy what fellow PSR members are doing throughout the Region.

We Need Your Projects!

Our Spotlight Series is underway, and we're looking for more projects to feature from members throughout the Cajon, Los Angeles, Arizona, and Nevada Divisions.

What are you working on?

Layouts and modules, structures, scenery, locomotives and rolling stock, weathering, electronics and DCC, 3D printing—or simply an interesting project currently on your workbench. Finished or still under construction, we'd like to see it!

Just send us a few photos or a short video along with a brief description. Selected projects will be featured on our Facebook and Instagram pages and shared with fellow model railroaders throughout the Region.

And when you see something you enjoy, please follow, like, comment and share. The more we participate, the more useful and enjoyable our social media community becomes.

Follow the Cajon Division on Facebook: <https://www.facebook.com/CajonPsr/>

On Instagram search for: @cajondivisionnmra

Send your Spotlight submissions to:

social@cajondivision.org

NMRA Pacific Southwest Region

Cajon Division



The Editor's Column

Kurt Matthews, Publications/Web Chair



Achievement Program

Congratulations to Michael Dayton (Golden Spike), Paul Burkhe (Master Builder, Structures), Chris Thompson (Model RR Engineer-Electrical, Author), Jack Debold (Chief Dispatcher), Linda Petrarea (Assoc. Volunteer) all of the Arizona Division and Wayne Pierce, MMR (Master Builder, Structures & Prototype Models) all of San Diego, Nick Lisca (Volunteer) of LA. See the May & October 2026 editions of the NMRA Magazine.

Also in the NMRA Magazine

In the August and October 2026 Issues, James Lampert of the Cajon Division and a member since 1981 wrote letters to the Mail Car responding to earlier articles.

Tidbits

Frank Kenny distributed a survey he is conducting on convention attendance. It has a series of questions regarding how current PSR conventions are held and asking for suggestions on improvements or inhibitors to convention participation. So far the return rate on responses is pretty low. The Governing Board cannot make adjustments to boost attendance at conventions unless they know why participation is low. Those who do attend have a great time. Is it cost or travel or subject matter, etc. Check your mailboxes for this message from a few weeks ago and please RSVP.

The 2027 Arizona Convention will follow the legacy format, but any changes to the convention format in the future would be rolled out in 2028. See the links to the Convention website in the flyer at the end of this publication for registration and more information.

Going forward, Cajon Division's goal is to have (1) convention in Orange County and (1) in the Inland Empire during a calendar year. The challenge is cost. While some of the Inland Empire venues are comparatively inexpensive in today's economy, they are still at a level more than Buena Park which would result in an increase in admission fees to cover the difference. Not knowing how many folks would actually attend gives the Cajon Board pause as to committing to a venue. Thoughts? Respond to Paul at superintendent@cajondivision.org

Convention Notes

- The annual NMRA membership fee is being reduced to \$50 annually with digital magazine and \$74 annually with the printed magazine. Memberships will be pro-rated as applicable. You can now set up the membership fee for monthly auto-pay.
- New AP certification has been established for module modelling.
- A new AP App is coming.
- An Education program is being launched and is currently in the pilot phase.
- National will be seeking more corporate partnerships.
- National completed an annual assessment of all the Regions and PSR graded well compared to the established criteria.
- National is evaluating future convention revitalization.
- National conventions going forward: 2027 Tacoma, WA; 2028 Rochester, NY, 2029 Indianapolis
- There were approximately 115 attendees at the San Diego Convention

Open House

Joel Morse held an open house recently with his N-Scale New York, Ontario & Western layout on display. Thanks to Joel and his wife for opening their home to visitors.



Op Session

Joel also hosted an operations session in August, mainly for less experienced operators like myself. There were also experienced operators on hand to help us out. It was a fun time. The hardest part of operating on any unfamiliar layout is to get familiar with it, such as the locations, track plan and throttles. You should not be intimidated, just take it one step at a time and ask questions.



Contest Chair Position

Mike Allee has resigned from his dual hat position of Contest Chair for both Cajon Division and PSR. Wayne Pierce will be taking over at the PSR level. That leaves the Cajon Division level position open and we are looking for candidates. The responsibilities include facilitating and monitoring the contest room and judging staff, tracking entries and awards along with handing those out at the event. The Contest Chair does not judge entries. It helps to have computer skills for the tracking. You can recruit an assistant. The contests will be conducted at the Cajon Spring and Fall meets. Interested? Let Paul Stoner know at superintendent@cajondivision.org

Cajon Division sincerely thanks Mike for his year's of contribution at this position. He is a true gentleman.



Membership Report

Let's welcome our new members since May 2026:

June:

Brian Block, Pahrump, NV

Ray Danowski, Henderson, NV (RP*)

Samuel Fleishman, Rancho Santa Margarita, CA

Anthony Kistner, Orange, CA

William Murphy, Fountain Valley, CA

July:

Josef Bingisser, Irvine CA

Andrew Powell, Murrieta, CA

Bruce Willis, Huntington Beach, CA

August:

Richard Armstrong, Henderson, NV

Kevin Guy, Murieta, CA (RP*)

Doug Spinn, Mission Viejo, CA

*What is RP? It is a Rail Pass (Trial) Membership:

<https://www.nmra.org/trial-membership>

If any of our members know these new members, how about reaching out to them and welcome them with open arms!

Reminder: The Cajon Division communicates with its members by e-mail. If your email address is not on file with the NMRA you are missing valuable communications from the Cajon Division.

To update your email with the NMRA go to www.nmra.org and in the upper left hand corner, login to the Member Log-In Registration (if you have not registered on the NMRA website you will need to register). Once logged in, in the upper left hand corner, click on Member Info. Above your user name click on Edit and then update your email address in the space provided and save your changes. Now you should start receiving email messages from the Cajon division. If that might be too difficult for you can contact me at membership@cajondivision.org and I will have the NMRA office update your email for you.

NMRA Cajon Division Membership Summary

Month	Gain	Rejoin	Loss	Total	Change	No/Bad Email
Dec-25				249		
Aug-26	14	7	-34	236	-13	10
Sep-26						
Oct-26						
Nov-26						
Dec-26						



County Line Crew News

Kurt Matthews



County Line Crew is a local ad-hoc group in the Whittier/La Mirada/La Habra/Fullerton/Brea area with participants from inside and outside of the NMRA, including both Cajon and LA Divisions.

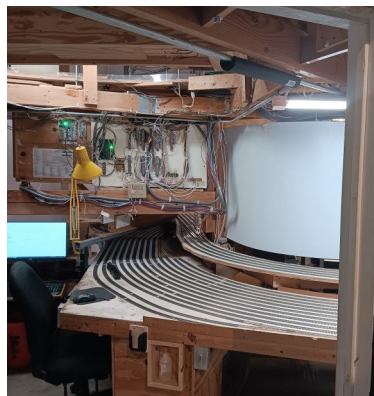
Open House

Chuck Fisher held an open house recently with his HO-Scale Susquehanna & Blue Mountain layout on display. Thanks to Chuck and his wife for opening their home to visitors.



Crew at San Diego Model Railroad Museum

Members of the crew attended the PSR San Diego Convention and were treated to a behind the scenes tour of the La Mesa Model Railroad Club's Tehachapi Pass.



Crew at Tim Foote's HO Desert Highlands Layout



Crew at Dick Trotter's HO Coyote Pass & Northern Layout



Upcoming Events

Ron Varnell's HO AEWRR Layout Saturday Oct 17 @ 9AM. 2741 Plaza Del Amo, Ste. 213, Torrance, CA 90505 between Crenshaw & Maple near Del Amo Mall. We will be carpooling from Whittier/Fullerton. Ron has stated we can bring our own equipment to run. The layout is DCC.. Contact Mark at the email below if you wish to attend.

We are in the initial planning stages for a visit to the Coachella Valley Model Railroaders HO layout in Indio sometime in November. We will be carpooling. Contact Mark at the email below if you wish to attend.

We have been invited to operate at a future date at Dick Trotter's HO Coyote Pass & Northern in Lakeside (San Diego) and run our own session. No date has been finalized . Again, if you are interested and want on the list to go, contact Mark below.

Want to join the Crew? Contact Mark Schoenberger at: cousin.jasper@yahoo.com

Crew at Short Track Model RR Club N-Scale Short Track Layout

And yet one more! This layout is located at the Antique Gas & Steam Engine Museum in Vista, CA. It is huge! The club members on hand were very courteous and friendly. They are open to the public from 10AM-4PM on Saturday's and Sundays. I have included a number of photos of the benchwork and scenery in progress. **The club is 100% NMRA Members!**





Call for Model RR Donations

Brian Neely, Cajon Division Donations Chair



“One man’s trash is another man’s treasure” seems like the perfect reason for every model railroad swap meet since the beginning of time. But it also applies to the items that appear for bid at our Cajon Division Hobo Auctions

Many members don’t realize that every item that appears in the Hobo Auction was donated by a Cajon Division member or local hobby shop. Our Hobo Auction supplies of donated items are getting low, and we need your unneeded model railroad supplies to the Cajon Division, so we can continue this tradition.

Every one of us has bought and stored items that we know we will never use, not on the current layout and not on the next layout, because our model railroading focus, need, or interest has changed. These items are cluttering up our limited storage space. Sure, you could wait until you get around to selling your items at swap meet after swap meet until it’s gone, or you can just donate the items to the Cajon Division.

The Cajon Division (and the PSR) are 501(c)(3) Charitable Organizations under the IRS and California tax codes and therefore you may be able to take a tax deduction for the items you donate. When you donate items to the Cajon Division, we provide you with a receipt for your taxes.

If you have items to donate for future meets, contact me directly at donations@cajondivision.org and arrange to donate your items. Thank you in advance for your generosity!



Call for Member Layouts

Paul Stoner, Cajon Division Superintendent

We had seven ***Layouts of the Cajon Division*** Open Houses in 2023, four in 2024, four in 2025 and four so far completed or scheduled in 2026. We want to continue to schedule these events in both SoCal and Nevada, which have been well attended and enjoyed by the membership.

We are looking for layout owners to join in the fun and host an open house this year or next. Your layout does not have to be the “finished article”, you just have to be interested in showing your fellow members what you have been working on and spending a few hours talking about model railroading. In fact, input from visitors at your Open House may provide you with some new ideas and tricks! The Cajon Division will provide up to \$50.00 to reimburse you for food and drinks that you might serve. If you are interested in hosting an Open House and showing us what you have been doing, please contact me and we’ll work out a date that works for you. Email Paul Stoner at superintendent@cajondivision.org.





New Hobby Shop Opens

Kurt Matthews

Recently, a new hobby shop opened up in Corona and I attended the Grand Opening. It is name Golden Spike Railroading and is located at 1690 W. 6th St., Ste. L, Corona, CA 92992. Phone: 951-338-9008. It is right off the 91 Freeway. They advertise discounts for NMRA members and sell both new and pre-owned model trains along with modeling supplies. It is a small shop, but likely to grow as they stock future inventory. I took some photos of the Grand Opening Day:





Art in Miniature Modeling Part II

Bryan Hunnell

Part two 'Art in Miniature Modeling'. A continuation to the previous article.

Thinking about levels of weathering and how I tackle model making tasks in a manor so something easily gets done. Thus, fitting into the time, you can call your own. Using a technique to subdivide time to do any weathering task in your available leisure time.

Also, some insights regarding this thing I call levels. Levels are a concept discussed in the previous article.

You might remember part one was in Order Board vol. 54 No.2 June 2026 starting on page 23.

Philosophy of what is attempted here is a way to tackle a weathering job that is giving an indication of your (big) decision. That decision is to proceed with the real life look as indicated by weathering your model(s) and to leave the shiny box look behind. A visual statement is being made the minute any flat coat of paint is applied anywhere on the model. It is best to complete the indication in totality as a unifying effort, to be done in an all-inclusive top to bottom way. For most freight rolling stock it is safe to not skip areas when applying a paint coat (weathering). Please note that passenger equipment gets washed and polished, so the sides can be clean and shiny, but not always the roofs or under carriage (exception is truck side frames repainted to look clean by prototype).

Other decisions are: mild to wild, or lightly done to heavy weathering. Decisions to make eventually. Maybe after some early tries at this art form and using its simpler style.

That implies real life effects are indicated and you will want all that you can get on each model, so capturing all of the real-life look is advised. The opposite of a complete weathering job is rolling stock (RS) that has skipped some area(s) of a major component on the freight model.

A classic oversight (or an oops) is when a car body for instance gets a flat coat, but skipping any underbody weathering (trucks and/or brake details). They are spotless and yet the sides and roof get level one flat coat stem to stern. To finish a level one indication the under-body detail and running gear should not be skipped, but instead weathered in a similar style. That will avoid the visual contradiction of the brand-new look and old road warier look bumping heads, all in effect on the same model. A visual contradiction you want to side step.

Your paint job is 'speaking' in a visual indication way of your decision(s) to show life in real world ways. Weathering adds some life lived character to any model including structures (buildings and bridges (B&B) or scenery). I'm using only RS in this article but think of B&B and scenery as well to be included in weathering as you read about RS.

Note that I did this shorthand in the writing only for sake of simplicity of the read, I'm not excluding the layout or structure as this weathering works for them too.

(continued)



Art in Miniature Modeling

(Continued)

If you are going to do levels as the previous article suggested then I suggest a best procedure is to do a single level at a time (even subdivide that down into several smaller steps is OK). Each small step keeps the time also small. A time period small enough that nothing is too big to start. The note here, is that some projects are so huge in time needed that it in effect they are too big to ever start (because it does not fit the leisure time available).

Doing small steps often will get that job done. With a side benefit of lots of completions and each one becomes fun as a step or level that is checked off the to do list with a mini-celebration as it's completed. More fun that way with many accomplishments along the way (get that yea I did it feeling more often). Of course, small steps eventually adds up and an accomplished level is the result.

Divide and conquer is the tactic here. The aerospace industry used this method in getting us into space, per one of my college instructors that also worked for Lockheed in Sunnyvale, CA. If that is OK for them, it should be OK for us to borrow and use the divide and conquer tactical method.

By the way no requirement to do all levels. Just one level at a time and maybe even skip the others, that is OK to, just do what you need and want is the idea. A completed level at a time before moving on to other levels. Each level requires new techniques. Learning your paints and its ways in any application is important. As your painting skills are increasing, best to not take on all levels at once nor all decisions at once (shiny or weathered, lightly done or heavily done weathering or other decisions).

Starting with Level one, the application of paint on a smooth surface (no wood fuzz for instance. Paint is applied with no roughness or voids in the coating; this is the major goal here. Technique is the forte of level one. Not necessarily so for levels two or three. Rather your work is done by air brush or hand applied paint brush smoothness is the in thing when coating and is the goal. The watch word is smoothly applied.

Advice of the art community to budding artist is try to do without so called brush strokes/marks. Something to consider for your models also. This will require good illumination in your paint booth (or your favorite other place to paint). Watching every pass or stroke of application closely. Lights therefore must be on the sides along with the typical top casting directly down. So, there is no poor illumination on any side of the model. This allows you to see well as paints flow. The better you can see the more you can avoid re-work over and over.

In closing, what I'm writing about is a generalized discussion attempting to give out a time management tool for use so it is easier to tackle weathering tasks (any task actually) and keeping it from turning into a big project, or worse, a project of projects called a program – huge stuff to avoid in a hobby. 'Divide and Conquer'

This level one technique is the safest weathering style one can attempt. Give is a try.

Bryan / now we are styling!



Art in Miniature Modeling Part III

By Bryan Hunnell

Part three 'Art in Miniature Modeling' a continuation to the previous articles.

Color and its: subjectiveness.

A graphics professional and book author states his view on the subject of graphic art. "Color is highly subjective topic & one of the most debated subjects in the world of graphics design". Chris Linford author of complete guide to digital color, '2004 1st ed. ¹

I intend on introducing the color wheel and its uses, it should make the rest somewhat easier. I will stick to what we as modelers need and only mention the theoretical science in passing.

In my previous article I talked about RGB for pure light such as comes from projectors or computer monitor displays. Another usage would be in a theater lighting situation where RGB is in effect. We are speaking of pure light such as overhead ceiling lights illuminating the room. I discussed the human eye that has cones which are the color sensors in the eye, sensitive to three very special colors red green blue (RGB) referred to as primary colors in pure light.

What will change in this following article is reflected light as the topic. We are going to need some tools along with understanding to handle this topic. Introducing the color wheel for some answers, a valuable tool generally. Use of the RYB wheel of three primary colors, is quite sufficient for our needs and use. The selection of three colors used includes yellow in its primary grouping and note the dropping of green for yellow (G v. Y). So, the primary colors are red yellow blue (RYB) for reflective surfaces. The surface effect required the change from a pure light situation.

The color wheel is a device made to work in the practical world and only available in the one version RYB version. I suggest you should know of it and become familiar with it. Magnitude of outside influences and effects must be pointed out, to put things in perspective. Primarily over head room lighting tends to be a big factor. You could be under mister Edison's control and if so, it has major overriding control. Same story for fluorescents.

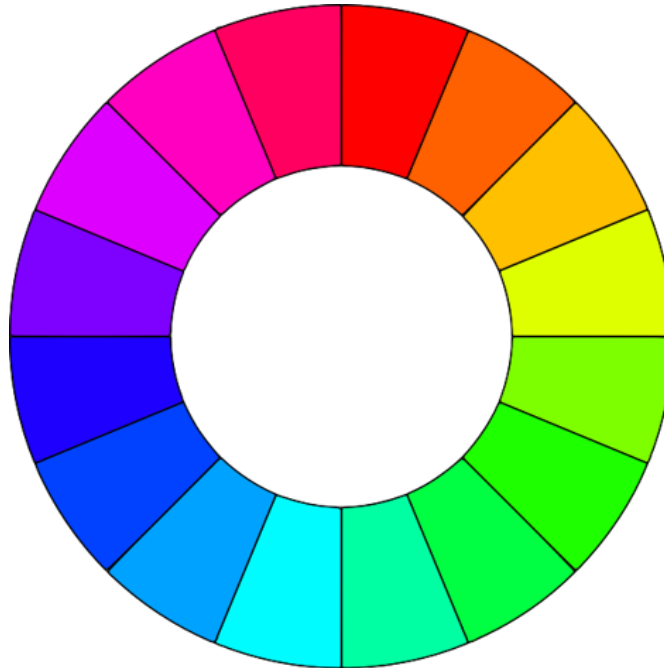
All I can say is long live the incandescent or old tungsten lighting, for its time is basically over. Benefits by removing them is less heat generated (2% was light and 98% was heat), also the brown-yellow cast was present making photography troublesome. The fluorescents cast a green-yellow hue and only slightly less heat in the room, the replacements by LEDs last longer basically ending that periodic maintenance and need to be up on a ladder and wasting your time, plus air conditioning works easier with less heat, keeping things more efficient that way (less heat than was from old lights).

Despite all this, the color wheel is usable under the various overhead room lights and the color wheel stays the same with primaries of red, yellow, and blue, also as it turns out only one type of color wheel is available. The art world has decided for us that we only need the RYB wheel because we are in the reflective light mode! *(continued)*

Art in Miniature Modeling

(Continued)

The reflective surfaces in effect rule the environment in layout room or in photography work. The minute you have any reflective surfaces such as paints, we use RYB for the wheel version.



Simple 12 color wheel, Blue Yellow Red the primaries for reflective usages²

Of the many uses for the wheel, one use for the color wheel is something called complement colors. You can use the wheel to identify color on opposite sides of wheel's outer edge for complements. This will give blended colors ... more below. An example is the pair red and its complement green. There are many such pairs or complements by the way. Some others are: Yellow & Violet pair, or Orange & Blue pair.

Why do this? Well, it is for controlling the color intensity of the pair. It works to 'dull down' color via the mixing technique. From out of the bottle of maximum redness or maximum greenness to something subdued. The result is a color more like what is found in wide open wilds of nature, the real world. Here is the good part, mixing gives you more control over the look. Blending things and controlling what is to stand out or not.

A heads-up story about the history of red and the increasing intensity of redness or chromaticity; as the years have gone by, the modern red or chemical red is very intense and totally unlike reds even as recent as 1930s or 40s. The green added to red results in an old-time color and giving it some look of age. This gives control in the scene you are modeling. This is one mixing technique worth using.

(continued)



Mule in Chevrolet truck in red with square as comparison of colors.³

For the Chevy truck note difference in reds to the old vehicle.

Straight out of the bottle is for poster painters doing catchy imaging to grab your eye (poster paints tend to be extremely bright). I'm indicating straight out of the bottle chemical red is almost a mistake to use: with deference to the late Malcom Furlow and his using small dash of bright color; red in the scenery as accents (fire water barrels on trestle for one).

The point being made is not to exclude use of bright high chromaticity paints just know when and how much to include. The accent usage that Malcolm did should lead the way. For our scenes that are indications of history in time, a little mixing is important and more correct as well.

Now to continue with an example. This is a freight locomotive with a painted red nose. Please bear with me as I point out how to mix color from basic paint colors, that most hobbyist instead might feel OK buying a premix color that is suggested as the match. This mixing technique will work on the premixed to 'adjusts' it or from three basic colors of red green and black off one's paint shelf. Either way this works to tune / adjust.

From 65 years ago and still good advice today.

Mixing formula for nose scarlet red of SP freight locomotive. This is almost ancient history to refer to a MR magazine one pager article, was in January 1961 issue giving good advice on page 77; mixing three colors (before premix bottle off the hobby shop shelf of today). This was even before the famous Paint Shop.

(continued)

Art in Miniature Modeling

(Continued)

Mixing formula instructions for SP “bloody nose” red to match very well the prototype nose paint called scarlet red, was to mix red and few drops of green (to dull down, using complement technique). A third ingredient to darken by adding some black to the mix.

Only three things.

When I and friend tried the formula on an Athearn model, the paint looked more correct than straight out of bottle Floquil red, which was too bright. All this back in 1967 or close to that year, with our new air brushes we did it. Some people seeing it were so impressed that they were sure it was a factory paint job from Japan and, get this, a brass diesel model. Air brush and Floquil was new to the locals in 1967. An out of the box stock Athearn to boot.



Southern Pacific EMD GP9E 3879 ⁴

Notable features of exterior nose in red and the weathered gray, note fuel tank leakage black, lower pilot and trucks light tone of brown. A study in car body louvers and streaks.

My hope is that you will be able to modify as and when wanted and know the expected results, nor being reluctant to try things. This weathering can give, fade or splash-up of mother-earth or soot from engine exhaust or spilled fuel marks (oil or coal). None are hard to mix up if the technique is known. More soon next time.

(continued)



Art in Miniature Modeling

(Continued)

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2. Superscript² Color wheel graphic, Web source >>> WikiMedia Commons >> File: BYR color wheel.svg
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4. Superscript⁴ WikiMedia Commons >> File: Southern Pacific EMD GP9E 3879.png NMRA periodical 1962 index, Section 4.4 called Lettering, Numbering // Page 5 column 3. Cryptic info. is written as the following line: [Painting Diagram](#) SP GP sd 161R 77. Decoded **January 1961 MR mag. page 77, Painting Diagram of a Southern Pacific Geep & scale drawing.**
5. Previous article cited ['Art in Miniature Modeling'](#) part-1 O. B. vol. 54 No.2 June 2026 p.23.



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