



The fully weathered boxcar sits on a siding down by Minersville, awaiting pickup. In addition to the techniques described in this article, don't be afraid to take a small brush and some paint and touch up the hinges with rust, detailing the car even more. Note how even the roof screws don't appear distracting. The Aristo-Craft code-332 rail that the car is sitting on has also been weathered.

PHOTOS BY THE AUTHOR

Simple weathering for rolling stock

Easy techniques—great results by Marty Cozad | Nebraska City, Nebraska Photos by the author



I have never invested in a good airbrush. Cheap ones yes, but I've never bothered to take the time to practice and learn how to use them, even after all these years. But that's not to say I have not learned how to weather my trains. I have developed some simple but effective weathering techniques that you can use, too.

One important thing to remember is that when you learn new techniques, try to apply them after studying the object the you want to model. Modeling is *not* copying someone else's

work; it's creating a miniature of a full-size object. Not all of your weathered cars will become your favorites, so don't be discouraged if you mess up a little. One of my all time, ribbon-winning cars motivated me to do a second one. It bombed badly.

So, give these techniques a try. Work slowly and carefully, and don't be discouraged if things don't work out perfectly the first time. You'll be surprised at how quickly you can pick up these skills and how old and weathered your rolling stock will soon look. **II**



1 This out-of-the-box modern LGB boxcar is sitting on the mainline with a rock holding it so the wind doesn't blow it down the track. Not all of my freight cars are heavily weathered; many have just a light dusting of camouflage tan to represent road dust and to bring out the detail in the trucks.



2 Here's the same car after I installed steel wheels and brushed some rust-colored paint on them to give the boxcar a new-car look. "Weathered" does not always mean old looking. Many new, full-size cars have rusty wheels and couplers right out of the shop. I have also installed body-mounted Kadee couplers. Over the years I have established standards for my railroad that helps it to run and operate better.



3 These are the commonly available spray paints I use for weathering. They include rust color, black, and camouflage tan, all of which are flat colors. I also use 220-grit sandpaper.



4 The first step in aging this car is to make the letters look old, faded, and running. I use the 220-grit sandpaper to drag the stamp-printed letters down the side of the car. Always lay the sandpaper on the letter and pull down. The sandpaper will drag some of the lettering's dust down the side of the car, making it look like the paint has run. This takes practice and cannot be used on decals. Most currently-manufactured cars have stamped printing on them. In some cases, I may use a UV-resistant dull coat to keep the paint dust from washing off the car. At other times the paint weathering sprays hold it on. The more you sand over the letters, the lighter and more faded they will look.



5 To finish up, I have started to "overspray" the paint lightly in desired areas of the car. This takes time and practice—don't try to do an even job. Weathering is not even in real life. I sit my cars on a bucket on a table and spray upwards at them to hit them properly. I start with a light spray from a distance, then gradually add more until I'm happy. I use tan for road dust and light dulling out. Black is used for heavy, dirty, greasy areas. Rust can go just about anywhere. I observe full-size trains a lot, watching to see how the weather has affected them and where the road dust is. This helps a lot in determining how to weather a model. Give it a try.