

Materials:

- Chalks
- Dry pigment
- Floquil paints
 - Rail Brown
 - Dust
- Flat spray paint or Dullcoat
- Oil paints
- Airbrush
- Paint brushes & parts cleaning brushes
- Real rust and dirt
- Water & alcohol
- Tamiya panel line accent
- Q-Tips

Why do it?

- a. Because real trains get dirty it'll make your trains look more realistic
- b. Cover up mistakes in paint or decals or details (Oops!)

First steps

- a. Spray with dull finish to cover shiny paint or lettering
 - i. Dullcoat or Rustoleum Matt
 - ii. Mask windows on engines!
- b. Clean the wheel treads of Kadee wheelsets (moving cars are shiny & makes less mess on your track.
- c. Paint wheels and couplers rusty brown color (enamel or acrylic)

More weathering techniques to get down & dirty

- a. Dry-brushing techniques
 - i. Trucks, steps and other places that are hit often
 - ii. Streaking rust with dry brush
- b. Panel Line shading of seams, doors, louvers
- c. Airbrushing
 - i. Using mask to make long streaks of rust & dirt & soot
 - ii. Painting/shading roofs
 - iii. Streaks on car ends and engine pilots from wheels
 - iv. Dust and rust spray on trucks and lower sections of model from spray or dust
- d. Artist dry pigment
 - i. Put on heavy, a lot will blow off
 - ii. Good for grime and dry loads like sand, coal, grain, scrap metal
 - iii. Has to be sealed when done
- e. Oil paints
 - i. Good for rust and streaking
 - ii. Takes a LONG time to dry so don't touch!

Most effects are vertical but you can add scrapes from trees/branches

Highlighting by removing weathering from high spots

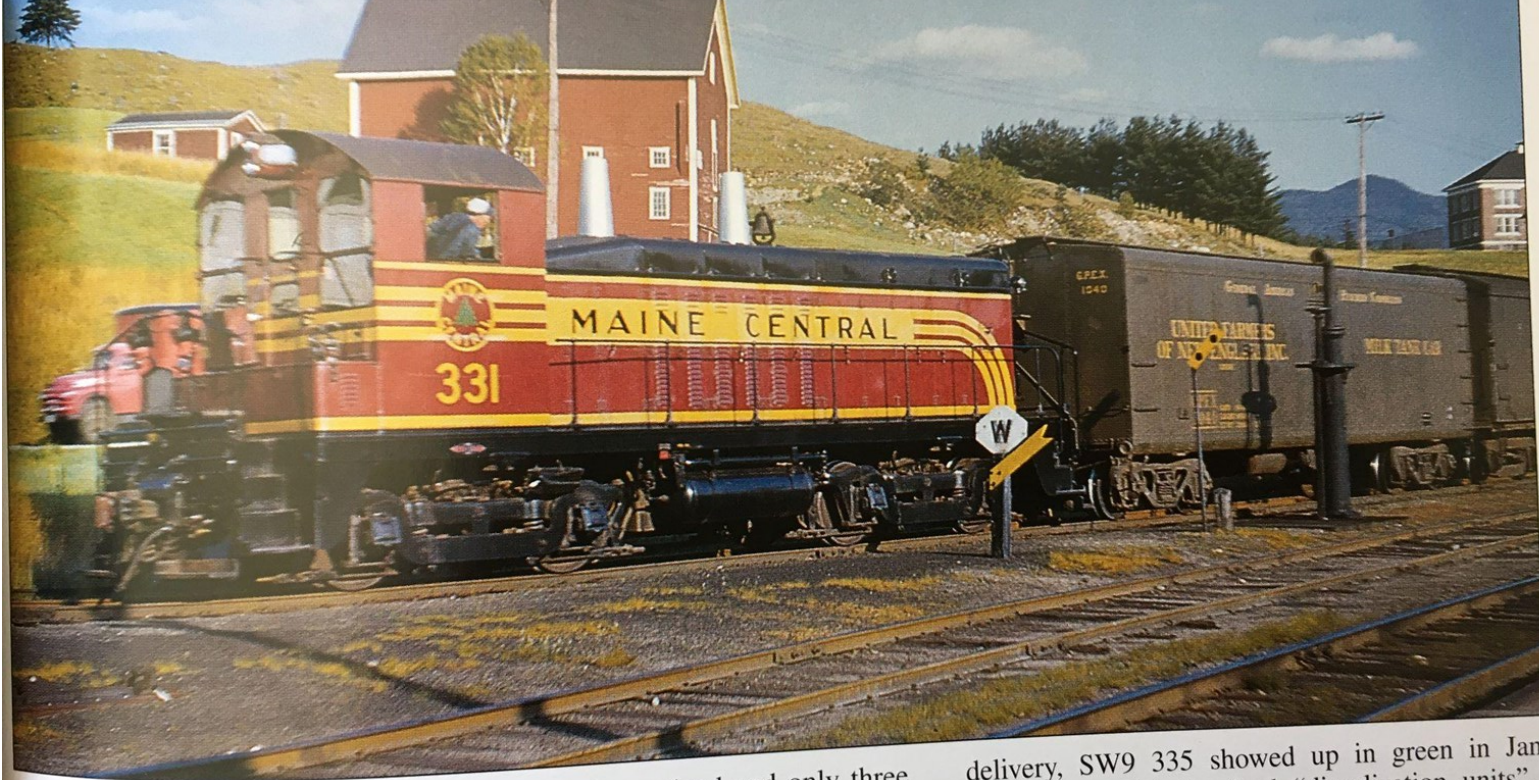
Roof panels on boxcars usually galvanized steel, so they turn a rusty gray or silver color over time

- a. Often the panels weather differently so don't make them uniform
- b. Some cars get their roofs painted body color, some don't

Covered hoppers usually have galvanized roofwalks (a metal gray color) and the hatch covers are usually plastic or fiberglass and are white.

Examples:

From a new engine to one nearing replacement.



BELOW: Late in 1951, GP7 574 and S-4 313 also arrived and only three diesels were received that year, but 21 steam engines were retired in October. The quest of steam was resumed in 1952 with GP7s 575-580 arriving in October. These would be the last maroon units purchased. E. Spencer Miller became the Maine Central's general manager on April 23, 1952 and, quoting Mr. Miller

delivery, SW9 335 showed up in green in January 1954 the final "dieselization units", for equipped S-4s numbered 314-317 arrived. Steam mainline service ended on September 13, 1954 and it would appear that the locomotive fleet was replaced instead, two distinctive units arrived in June 1956. The revenue had climbed nearly 4% in 1955 and hit the high point in 1956 when it was needed





Train R-11 making a pick up at Allen St. in Waterville April 30, 1966. (Ted Houghton)