

Weathering “Modern” Box Car Roofs

1. **Dullcote roof** – Use *sparingly!* If roof requires painting use Testor’s Metallic Silver.
2. **“Oxidizing” roof** – Use very light gray/off white color. Very thin, apply with foam.
3. **Rust roof ribs individually** with paint brush/foam/toothpick
4. **Lightly “rust” roof** with foam and very thin wash of orange/rust color.
5. **“Rust” darker areas** with foam. **Dullcote roof.**
6. **Chalk rustier areas** with darker colors. **Dullcote roof.**
7. **Chalk entire roof** *lightly* with dark gray/black. **Dullcote roof.**

Materials:

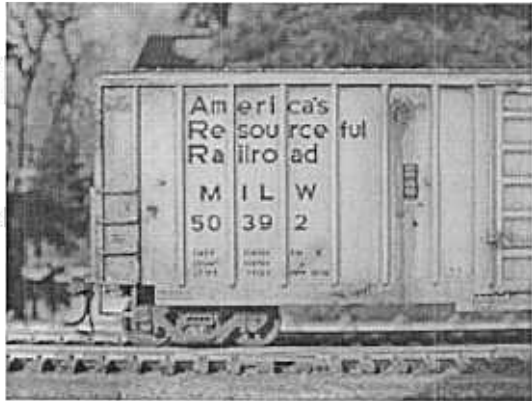
Foam from Athearn blue boxes. Testor’s Dullcote. Toothpicks. Paper towels.
Sand Paper. Water. Cheap paintbrushes.

Accuflex/Modelflex paints: (1) Antique White/SP Lettering Gray (2) Shipyard Rust/Camouflage
Brown (3) Light Tuscan Red Oxide (4) Boxcar Red Oxide
(5) Maroon Orange Engine Black

Pastel Chalks: Orange, various shades of dark brown, various shades of gray, black, maroon. Short of using blue, green or bright red, there is no “wrong” way of using this method. This is an on-going learning process, and you may find a way that is better for you. Most importantly, just have fun!

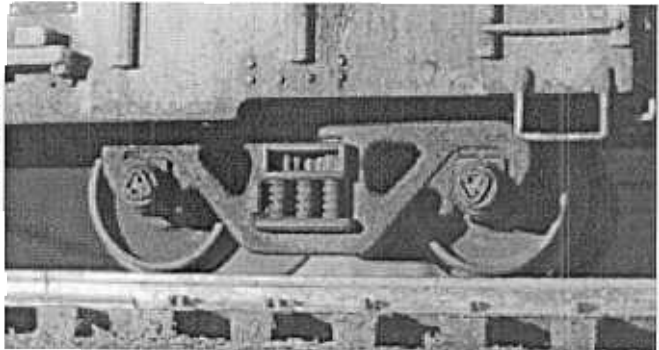
"The Rust Effect" Dripping and Pitted Rust

There are so many kinds of rust effects that can be done, but here are some of my favorite techniques. You first want to figure where your gash, scrape, dent or pitted rust may be. For pitted rust, squeeze a few droplets of Testors Clear Parts & Window Maker Cement onto the car where you want the pits to be, then quickly before it dries, dab the wet spots with a dry brush filled with a mixture of your brown or rust colored chalk or weathering powder. What you should have is one of the best pitted rust looks I've ever seen. The pits will have that gritty, dry rusted look. You could say the day I came up with that technique was a huge turning point for me in trying to simulate real pitted rust



Remember, forklift operators will sometimes use their forks to open or close the box car door, thus creating big scrapes along the sides of the doors. Pitted Rust or smaller marks can be the result of kids throwing rocks at a passing box car. Gashes, scrapes and dents can also be created using the same technique mentioned above. Simply create a line or mark using Clear Parts & Window Maker Cement and again, quickly dab your weathering chalk or powder to the wet area. You choose whether you want your rust areas to drip or not. With a fine tip brush, and some of your many different thinned poly scale rust colors, apply in a downward motion from your gash, scrape, dent or pitted rust marks. Multiple passes and shade colors of rust may be needed to achieve the right result.

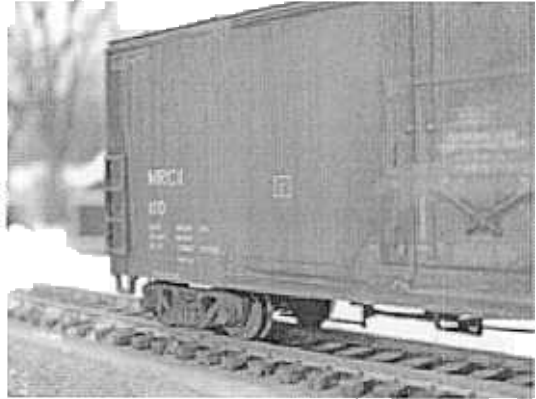
Most techniques are trial and error and that's when you come up with a system for yourself. I'm still trying to perfect these techniques each time I do a new car. Most of my first cars started out to be RUST BUCKET quality, but have quickly learned to be more subtle with the rust. These techniques can also be used in combination with airbrushing your general hues of rust, which are usually done around the roof, grab irons, and bolts, etc.



Enjoy!

"The Water Streak Effect" The quick aging of the car begins here.

When I weather my rolling stock, I like to quickly age the cars before I do anything else. One way to do this is by taking a dry brush, stir it around in your dark charcoal colored chalk or weathering powder and brush one whole side of your car, working it into the grooves and such. Your car should look very dark and dirty, but don't worry. With another brush, dip it into a small bowl of water and start wet brushing off the chalk, powder, etc. in a downward motion. You will see streaks being created. By continually wiping your brush clean, re-dipping into the water, and re-brushing downward, you will be creating some streaks that are lighter or darker than others as they are being brushed off. Try to brush down in a straight line as best as possible.



This same effect can be accomplished by applying in a downward motion from the top of the car, your thinned polly scale paint, and work it that into the grooves. It's best to have a few shades of grime thinned to give your streaks their own levels of opacity. The acrylic polly scale paint can be thinned with water giving you some real nice shades.

Your car should now look dirty and have streaks that are lighter or darker than others if you used different shades. If all of your streaks have the same opacity, then it will not look realistic. Try to break up the pattern of your streaks so that it looks random. "The more random, the more real".

You can use an alcohol colored wash instead of the water for what we just did, but water is forgiving where as alcohol, if applied too much can take off your decals. If you usually dullcoat your car at the start, note that if you apply to much alcohol in trying to get a nice effect, you will eat through the dullcoat leaving a white powder like film. For some effects this can be good, like on a black tanker that has a chemical spill over.

After your streaks have dried, you can then start on your rust spots, gashes, scrapes, etc.

DULLCOATING IS GOOD IF YOU WANT TO DULL THE CAR'S SHINE FAST, BUT I AM FINDING THAT ADHESIVE WEATHERING POWDERS PRETTY MUCH DO THE SAME THING FOR ME.