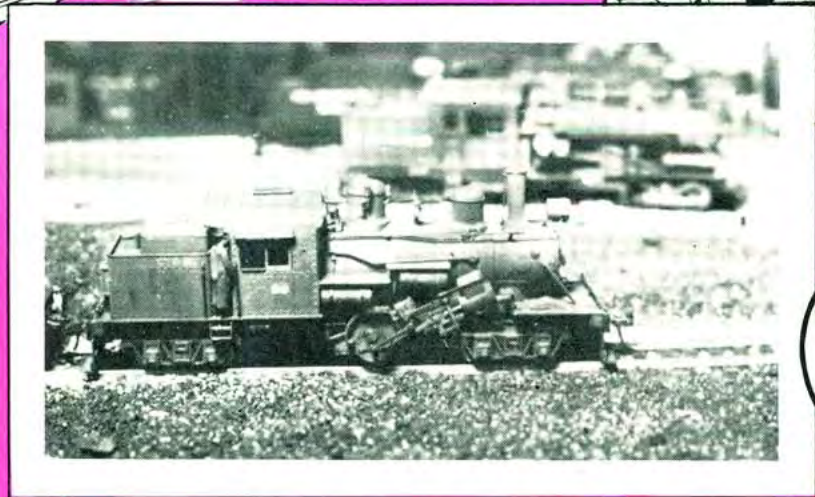


The DISPATCHER

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1964



"Weathering Locomotives" is feature next issue by Lynn Zelmer, Calgary. Above - his Canadian Inter-mountain Railway's Climax No. 29.

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Weathering Locomotives by Spraying

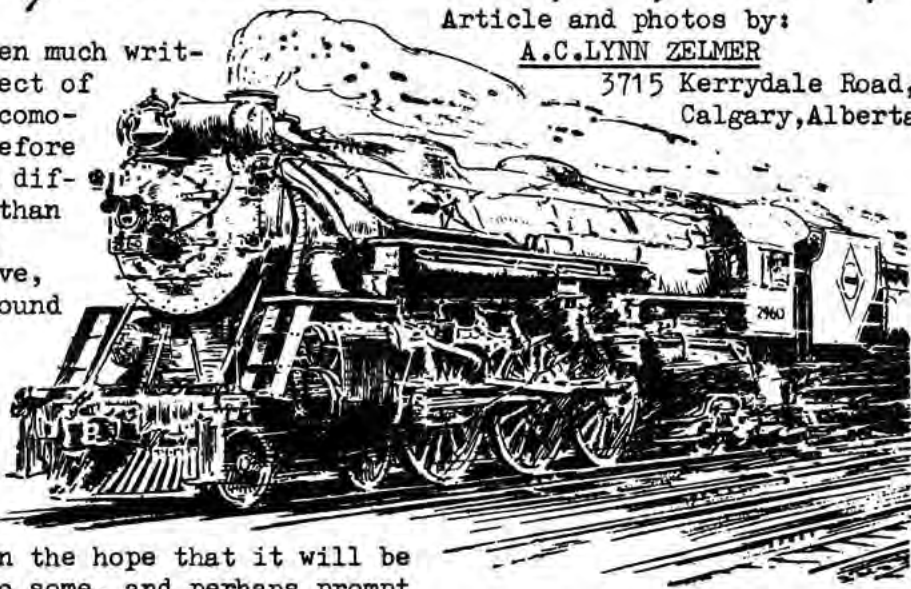
Article and photos by:

A.C.LYNN ZELMER

3715 Kerrydale Road,
Calgary, Alberta.

There has been much written on the subject of "weathering" locomotives, and therefore there have been different methods than mine published. Readers will have, quite likely, found one of them satisfactory or have developed a pet procedure of their own, so I am only

offering mine in the hope that it will be of assistance to some, and perhaps prompt those who have other ways of going about the simulation of the effects of time, weather, and traffic conditions, to supply an account of how they do it to THE DISPATCHER.



I find that it is possible to weather locomotives easily and quickly with an airbrush. For treating engines on my own Canadian Intermountain Railway, I use a Pasche airbrush, a spray unit of the type employed by commercial artists. These items are rather expensive, and unless you wish to make such an investment, I would suggest that with reasonable care and a little practise you can obtain just as good results with spray bombs.. (Krylon, Pactra, etc.), which are about \$1.50 to \$2.00 per can.

Step one, to give my procedure, is to paint the locomotive your road's basic colors: generally black for steamers, and almost any color or combination of colors, for diesels (following a prototype scheme or one of our own choice). Before painting brass or cast parts it is best to wash the surfaces in a strong solution of ordinary household vinegar. Let DRY THOROUGHLY. A damp locomotive will cause paint applied to peel, chip, or "bubble". The vinegar will remove oily deposits from operating and handling, leaving it clean for priming. Most hardware stores sell auto primer in spray cans, one of which will do several locomotives. When applying the primer, don't spray on a thick coat...if you do it will more than likely run, and in any event the thinner the paint the more chance details have to show after final painting is completed.

A well ventilated room is essential for all spray operations. (It is preferable to spray AWAY from the location of other objects than the locomotive or you will have multicolored buildings, track, books, etc., like I had until I learned better!)

After spraying (or brushing) on the coat of primer, leave the locomotive to dry for at least six hours (best overnight). Do not handle surfaces painted or to be painted any more than is absolutely essential, and then try to avoid leaving fingerprints which impart oily deposits and will,

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Canadian Intermountain Railway's Climax No.29, owned by Lynn Zelmer, and sprayed as per text of accompanying article. Unfortunately, weathering, unless very exaggerated, does not reproduce well in black and white photography. Color is needed to give faithful interpretation of tones. Also, unfortunately, color photos cannot be run in THE DISPATCHER because of the method by which the magazine is produced.

WEATHERING LOCOMOTIVES BY SPRAYING - continued from page 10

as explained previously, lessen the adhesion of paint to the model.

Next step is to apply the loco's colors. If you are going to dress it up in several colors, you will find that masking and spraying is the best and easiest procedure. Again, don't use so much paint that it will run or bleed under the masking tape. After this step is completed, decals should be placed. Use Walther's SOLVASET for best results, and let dry completely.

Now comes the "weathering". Diesels require little attention because they are discolored by either fuel oil, exhaust, or mud, and therefore are best treated with a spray can of flat black, touching trucks, running boards, underframe and any areas where exhaust might hit, with a light covering.

Steam locomotives are different inasmuch as they become rusty from action of steam, water, and hot metal. On this type of motive power I have found that a brush (not a spray) works best for placing small smears or "splotches" of "rust" in corners where water would be expected to collect, or locations from where water would leak: pumps, valves, piping, etc. Suitable paints to simulate rust would be such as PACTRA's Flat Red, Flat Roof Brown, Flat Orange, and related hues, ROUNDHOUSE's Flat Box Car Red, and so on. (If I may put in my two-bits..I find artists' tubed oil color, Burnt Sienna, thinned with turpentine, and FLOQUIL's ready-to-use Rust, are both good. - Editor.) Remember that water flows by gravity - "down-hill". On a locomotive it also travels slightly back from the front due to airflow when the hog is moving. Don't be too ambitious on your first attempt. Try out an old locomotive that you don't care much about, or on a locomotive part such as a boiler, or a part of a kit that you intend to discard. Then, if you make mistakes they won't be disastrous. A small

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WEATHERING LOCOMOTIVES BY SPRAYING - continued from page 11

amount of paint goes a long way !

Quite likely you'll think your steam locomotive, after the rust treatment, looks as though you had spilled a bottle of paint over it, and you may be tempted to swear off weathering forever! - Don't despair...the next step will save you! With a SPRAY CAN (or airbrush), NOT with a BRUSH, begin to LIGHTLY repaint the engine with either a flat battleship grey or a similar flat grey, toning down the red hues and blending into the black basic color. DO NOT APPLY TOO MUCH GREY. However, special emphasis should be given to areas near the domes where alkalis could have deposited around water inlets, etc. If necessary, some areas can be retouched with black to re-emphasize cleaner spots.

Next, with either brush or spray, apply rust liberally to the firebox, and unless absolutely necessary, do not overpaint with either grey or black as this area will be in shadow most of the time and will need emphasis. Final touch-up may be required in some areas (boilers, etc.) with either paint or pastels to give a little more color, but if the earlier red and grey have been applied carefully, no further attention will be necessary.

An alternative method of rusting a steam locomotive is to use oil pastels in stick form (obtainable from any art supply shop), rubbing small amounts of color on with either a stiff brush or your finger.

The last step in the weathering process is to give the locomotive a light coat of clear varnish (must be sprayed)..preferably FLAT varnish. Then, if it is a metal loco, bake it in a cool oven (not over 200 degrees) for 30 minutes, leaving the oven door open and keeping an eye on the model to make sure it is not too hot.

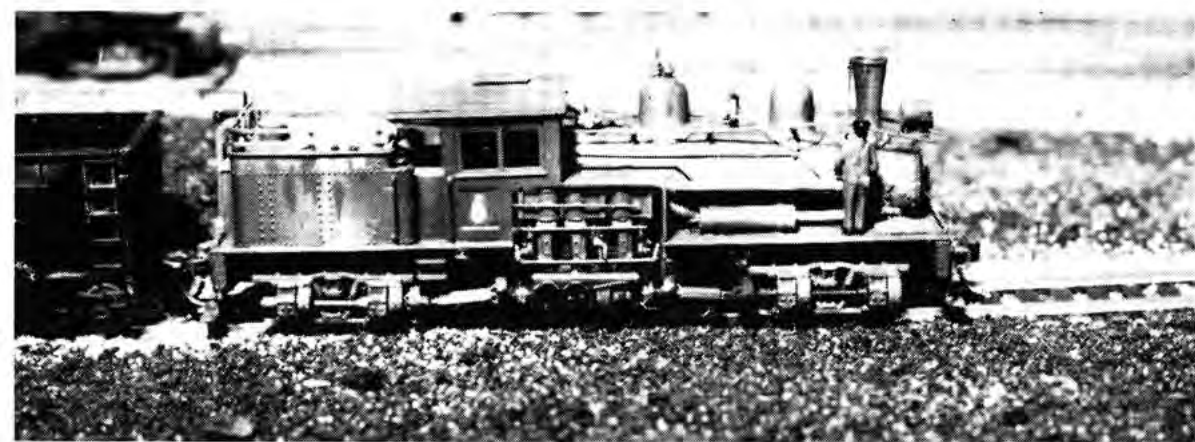
You'll have a locomotive that looks like it had been exposed to the elements for some time with little maintenance.

TIPS: When disassembling locomotives, make a sketch of any complicated parts and their original locations (such as valve gear) so that re-assembly will be easier.

- Let paint dry completely between coats.
- Experiment to achieve best results.
- Use flat paints.



Lineup of Lynn's weathered locies in yard of Elmer Holm's Yellowhead Northern Railway, Calgary. Even in black and white effect of treatment can be appreciated in comparison to "clean" locomotives in background.



Spray-weathered CIR locies. Middle: Shay, No.6; bottom: Heisler, No.8
Shot of the line's Climax, No.29, appeared on the cover of last issue of
THE DISPATCHER.