

# WHETHER TO WEATHER OR NOT IS THE WRONG QUESTION

## 1. Introduction

- The human eye craves detail
- Weathering is another way of adding detail by emulating authenticity
- Weathering is the last stage of adding value to your model.

It comes:

- After technical servicing of rolling stock
- After paint touching-up / new decalling
- After super-detailing / scratchbuilding
- Before placing of cargo, load etc. (normally...)



Weathering is the easiest, fastest and most cost-effective way of personalising your models. It can also be time consuming.

*Weathering vs. collecting / resale value.*

## 2. Guidelines

2 options: **Reversibility vs. Permanence** (or go first for reversibility then later fix with airbrushed coat?)

- Subtlety
- Era
- Application
- Climate and environment
- Sense of period < > era

Watch out for pitfalls:

- Windows
- Running surface on wheels
- Pick-ups, catenary and valve gear
- Reversibility or not? Some suppliers are now selling new models weathered!



Benchmark your model to a norm, e.g. photo, original state, another perfect model.

Weathering is an ongoing learning curve, but the curve gets steep very quickly, very easily. The weathering process itself is quicker than the preparation.

HO modeling is at the extreme end of what is possible with airbrushing.

Great way of hiding damage to rolling stock, defective paint work or incorrect lettering! SAG members: glue stains - what glue stains?

Gray is an important colour in European weathering – it also brings out more detail! And reveals surface texture... American weathering may be more tan, sand colours?

## 3. Materials Required

### A) Tools

1. Photograph of the weathered prototype – the best benchmark
2. Brushes (tooth, make-up / mascara, ear buds, paint etc.)
3. Atomiser, the finer the better
4. A short blade for scraping (Americans call this “flicking”) the chalk
5. Prestik to cover windows, lights etc. when airbrushing (reusable)
6. Containers
7. Paper clips



**B) Consumables**

1. Masking tape
2. Set of chalk sticks (non-oil) – the cheapest – emphasis on earthy and dark colours
3. Pastel chalk for heaps of fine waste, dirt etc.
4. Modeling paints (especially matt varnish, gray, black, rust)
5. Alcohol (to remove superfluous decals)
6. Sugar as water based fixer
7. Paint thinners / turpentine
8. Dulcote as thinner-based fixer (care with thinners on water-based acrylic paints)
9. Matt poster fixer (qv Plascon)
10. Silvo / Brasso (for brickwork or old wood paneling)
11. Talcum Powder (to matten or lighten paint finish)
12. Water
13. Tissue paper
14. Matches
15. Detergent
16. Very soft pencil (for accentuating handrails, bare metal, valve gear, etc. - similar effect to dry brushing)
17. Rubber cement (q.v. for bicycle tyre repairs) for 3-step paint flaking technique.

**4. Procedure**

After superdetailing stage is finished  
Think of changing the texture of the base paint by rubbing fine grain (sand, graphite powder etc.) onto the finish. This makes for interesting affects.

Wash the model in detergent with a tooth brush  
Apply chalks gradually, referring to benchmark  
Chalks for light to medium weathering; paints for heavier, opaque weathering.  
By scraping chalk with a knife onto the model, keep atomiser ready, use brushes dry or slightly moist.  
Sugar fixer base gives grimy, oily effect.  
Better adhesion to steel (e.g. side rods) with sugar base than Indian inks.  
Practice makes perfect  
Patience overcomes everything

**5. In summary**

Check out large scale modelers (AVFs, aircraft etc) for past masters at weathering - mostly with airbrush – beyond the skills' base of many of us! Q.v. Esswex, Northcliff Corner. Don't expect weathering authenticity of 1/35 (e.g. chipped and flaking paint) with HO models.

**Seven Pillars of Weathering Wisdom**

1. Emulate the real thing
2. Use authentic colours
3. Point weather at the right spots
4. General weather generally
5. Weather with variation
6. Do so gradually
7. Weathered rolling stock belong on weathered track and layout!



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