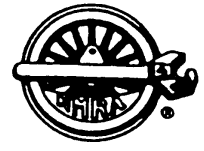




The **400**

North Shore & Western Division, Midwest Region, NMRA



January 2010

January Meeting

Sunday, January 24, 2010, 1:30 pm, Glenview Public Library
Clinic: Z & N Models: Building with Paper,
Old Technique; New Approach By Gregg Zurek
Contest: Steam Locomotives

February Meeting

Sunday, February 28, 2010, 1:30 pm, Glenview Public Library
Clinic: To Be Announced
Contest: Passenger Cars

NMRA 75th Anniversary Convention

Milwaukee, Wisconsin; July 11-17, 2010
Registration form at <http://nmra75.org/>

The Crew

Superintendent

Jim Spice
(847) 662-7267
jimjet2@comcast.net

Achievement Program

Dave Johnson
(847) 998-1656
mdjohnson@worldnet.att.net

Meeting Site Coordinator

Dave Johnson

Assistant Superintendent

Don Cook
(847) 249-4230
dcook@att.net

Clinic

Jim Spice

Membership

Bert Lattan

Modular Layout

Jeff Jarr

Chief Clerk

Ingrid Drozdak
(773) 545-5936
ingridtreelady@sbcglobal.net

Contest

Don Cook

Newsletter

Bert Lattan

Convention

Jim Spice

Refreshments

Jeff Jarr

Paymaster

Jeff Jarr
(773) 286-8755
jjarr@comcast.net

Internet Communications

Bert Lattan
(847) 295-7959
blattan@comcast.net

2009-2010 Season

Dates

Place

2009

2010

September 27

January 24

October 11*

February 28

November 22

March 28

December 12-13**

April 25

May 23

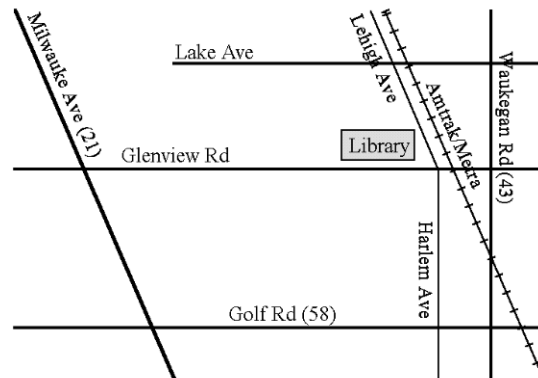
**Meet at Fox Valley Div **Modular layout.*

Meeting Time: 1:30–4:00 pm

Library opens 1:00 pm

Contest entry 1:15 pm

**Glenview Public Library
1930 Glenview Road**



AP Notes

By M. David Johnson, AP Coordinator

This month, I'll be completing my attempt at the Golden Spike's Rolling Stock requirement, i.e. "Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits)."

In November, I began this project by getting out six old Train Miniature boxcar kits, collecting new Kadee trucks and couplers for them, adding pennies for additional weight to bring them up to the NMRA recommended 4 ounces, and adding decals for my private road name.

In December, I got the trucks and couplers installed, working, and adjusted.

This month, it's time for weathering and final assembly.

My first step was to develop a wash to represent old rust. After trying a few different mixes, I finally settled on 20 parts water, 3 parts Polly Scale Rust, and 1 part Accuflex Grimy Black.

I'm trying to stick with acrylics as much as possible, primarily because of the easy soap and water cleanup and the fast drying time; but also because I want to be able to combine model railroad acrylics with artists' acrylics (I prefer the Golden brand) to get some unique results.

I applied the wash to the trucks, couplers, underframes, brakewheels, and roofwalks. Because the wash is so dilute, it provides just a hint of rust.

I then tried semi-dry dabbing (i.e. halfway between dry brushing and wet brush painting) full strength Accuflex Grimy Black on the roofwalks, followed by tiny (HO footprint-sized) dabs of full-strength Polly Scale Mud.

After allowing all this to dry for three full days, I used CA to attach the brake wheels to the "A" ends of the cars.

Next, I mixed a very dilute wash of white for "fading" the paint. I used a dime-sized dollop of Golden Zinc White Heavy Acrylic from the tube, in 2 ounces of water. I applied it to all the cars with a 3/4" flat brush.

I mixed a thicker, but still runny wash of white using five dime-sized dollops of the Zinc White and used it to simulate the fact that the lettering on one of the six cars had failed and had run down the side of the car.

Next, I mixed a wash of 24 drops of India ink in 1 ounce of 91% Isopropyl Alcohol to simulate a general buildup of dust, dirt and grime. I applied a coat to all six of the cars with a 1" flat brush. I gave one of the cars a second coat to make it look even grimmer than the others.

I let all this dry overnight and then I gave all of the cars a coat of Testor's Dullcoat to seal everything before going further.

I let the Dullcoat dry for three full days. Then I took Size: Superfine Microbrush and painted all the ladders, grab irons, stirrups, car-end brake rigging, and brake platform with full strength Accuflex Grimy Black, to make them stand out a bit against the boxcar red.

Next, I planned to add rust to the rivet lines on all of the cars, but I hoped to make the degree of rust different on each car. First, I cut a rivet line mask out of a 3"x5" index card, to generally keep the rust in the vicinity of the rivet lines:



RIVET LINE MASK

I wasn't too concerned if some of the rust spilled over – rust just happens! But I wanted to accentuate the rust along the rivet lines at least.

Since I had six cars, I decided to try six different rivet rust treatments:

1. Car no. 160 – I used the 20:3:1 Old Rust wash that I mentioned earlier – It resulted in an almost imperceptible rust deposit along the rivet lines (after all the following finishing steps were applied).
2. Car No. 161 – I semi-dry-brushed Polly Scale Rust full strength.
3. Car No. 162 – I semi-dry-brushed Golden Burnt Sienna from the tube, diluted with water to an almost liquid on the palette.
4. Car No. 163 – I semi-dry-brushed the diluted Golden Burnt Sienna mixed with Polly Scale Rust by just dipping the brush in the Polly Scale bottle and then mixing it right on the brush with the diluted Burnt Sienna on the palette.
5. Car No. 164 – I semi-dry-brushed a 50:50 mixture of the 20:3:1 Old Rust wash with Polly Scale Rust direct from the bottle.
6. Car No. 165 – I used Burnt Sienna dry chalk powder (Quartet Alphacolor Soft Pastels from Acco Brands – this is what Walthers sent me from their website catalog – also see

<http://www.acco.com/searchresults.aspx?q=soft%20pastel>. I applied the powder with a Smoky Eyes Studio 35 Beauty Eye Blending & Smudging makeup brush from the local drugstore. As others have noted, a very heavy application of chalk powder is needed to obtain a comparatively muted and subtle result after final sealing with Dullcoat. Artists' Fixative can be used instead of Dullcoat, and it won't mute the chalk, but the result is a matte, rather than truly dull final surface. You can leave the sealcoat off completely, but my cars will see 5-finger big-hook handling during operations, so I think the final Dullcoat is a must.

To simulate heavy grime and rust on the doors and end panels, I used Black chalk powder, heavily rubbed on, followed by a light dusting of Burnt Sienna.

As a final accumulation of dust, I used Very Light Grey chalk powder on the boxcar roofs.

I then gave everything a final sealing coat of Testor's Dullcoat, and let it dry for three full days.

All that was left was to simply snap the undercarriages into the boxcar bodies, and the six cars were ready to display:



WEATHERED

That completes the Rolling Stock requirement for the Golden Spike Certificate.

Now, you see: That wasn't so hard. Why don't you give the Golden Spike a try too?

Next time, I'll try to get started on the Structures requirement, i.e. "Construct five (5) structures either scratch built, craftsman kits or detailed commercial kits".