

KIT BASHING WITH TOWNSTREET CASTINGS – STRUCTURES

Part 3 – Filling and Scribing + Weathering + Alternative Paints + Component References

By David Wager

Filling and Scribing

The kit



Filling joints and thickening layers with the stonecast powder takes some practice to get the correct consistency. If the paste mix is too runny it will run out of the joint, and if too thick it will not stick. The casting that it adheres to absorbs water from the mix very quickly so preliminary scribing can be done soon afterwards.

To get repeatability of the desired consistency, it is best to measure the stonecast powder and the amount of water. Make the filler in small quantities as it dries out very quickly and turns from a paste to brittle cake which cannot be worked.

I use a small spoon and pipette to make a paste, adding drops of water as required to keep the mix going as long as possible. For me one small coffee spoon to 1.5ml water (depends on the size of spoon!)

A sample piece has been made up to demonstrate the method for filling and scribing is shown below. Two pieces have been glued together back to back giving a recess which needs to be filled



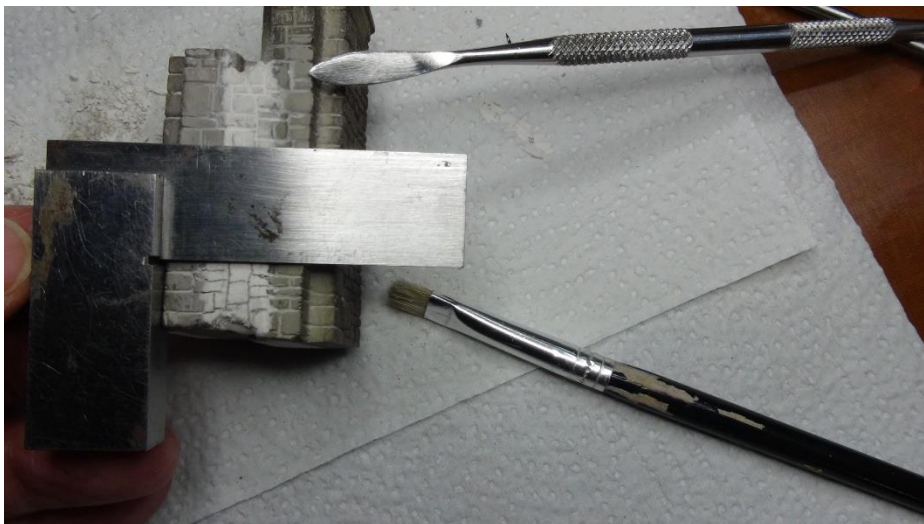
The recess has been filled and worked to the correct level by filing and sanding back. Be careful not to lose the 3D profile of the original stonework.



At this stage with the filler not too hard, it is relatively easy to remove excess filler from the original mortar lines but not too close to the joints. The new stone outlines can then be drawn as a guide



After the filler is dry the scribing can commence. Use a brush to remove dust as the scribing proceeds



Scribing completed



Painted



Weathered – I have done better (it's been a while!)

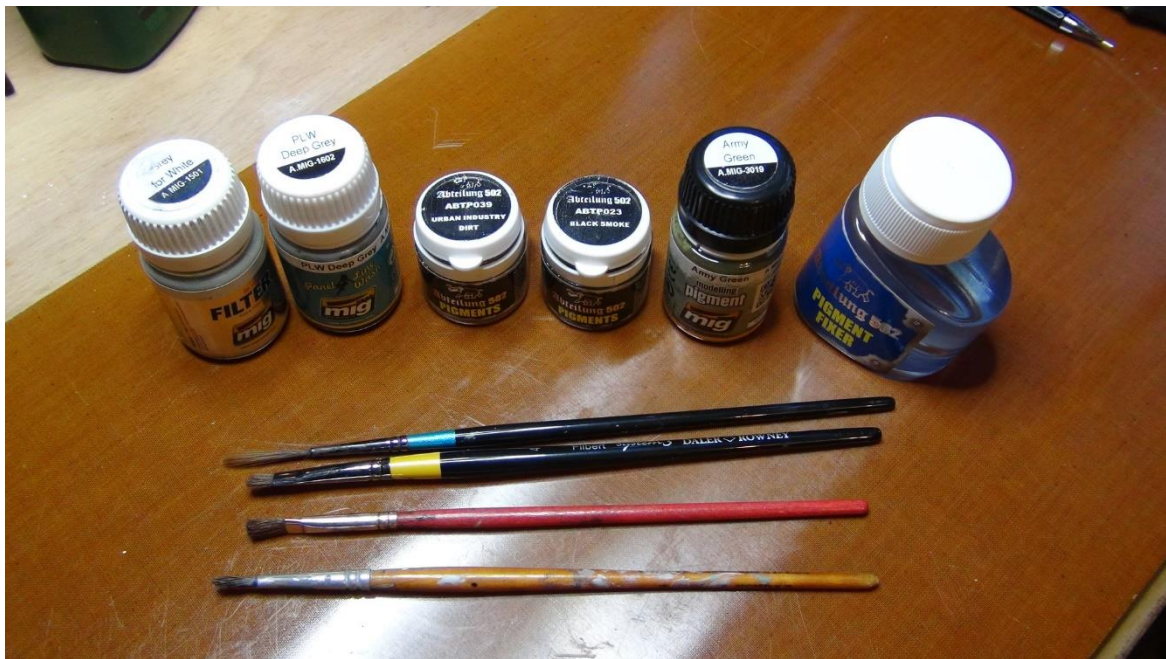


Painting and Weathering

The basic colour will have been determined by the base colour initially applied to the castings and the joints. Thinners can be used to help blend the joint colour relative to the base casting colour. The thinner will depend on the paint formulation used (cellulose thinners for the Colron spirit based).

Weathering needs to dull down the base coat, apply variation to mortar courses and variability to the surface which will be seen on the prototype (but scaled down). For example, some stones will have colour variation, a number of areas will have dirt accumulation, some will have had water running down surfaces, and other areas will have a green hue owing to damp conditions and lichen.

This is a typical selection of washes and pigments used:



- a) A MIG 1501 Grey for white **filter** > applied to the mortar in a few areas
- b) A MIG 1602 PLW Deep Grey **wash** > applied to some mortar and some stones (blended in) + rain streaks (brushed downwards)
- c) Abteilung 502 ABTP039 Urban Industry Dirt **pigment** > applied to dull down surfaces (especially if a little shiny), and blend in joint areas
- d) Abteilung 502 ABTP023 Black Smoke **pigment** > dirt and smoke effect on top surfaces and inside walls
- e) A MIG 3019 Army Green **pigment** > effect of damp areas and joints representing moss and lichen – needs to be subtle
- f) Black Smoke and Urban Industry pigment + Abteilung 502 **pigment fixer** > variable mix applied to the deck to represent dirt / grime accumulation

Detail views of weathering



Alternative Paints

As mentioned in Part 1, the spirit based Colron Wood Dye is no longer available and so a formulation was needed to match this for other structures on the layout, and for keeping the same pleasing surface texture and colour.

A number of different wood dyes were tried. The new Colron refined leaves a 'skin' over the surface and so the texture is lost. Other spirit based dyes were tried out including; Liberon, Blackfriar and Rustins without success. A product supplied by Chestnut Products has been successful and was purchased directly from the manufacturers.

<https://chestnutproducts.co.uk/product-category/stains/>



Starting with a sampler set, a mix was arrived at that pretty well replicates the Colron Spirit based Dark Jacobean Wood Dye.

The mix of colours: 3 parts Teak + 4 parts Dark Jacobean + 1 part Mid Oak + 1 part English Walnut. Of course the available colours can be mixed to make up any prototypical colour required.

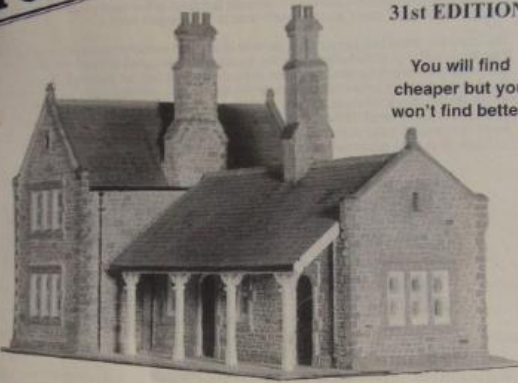

Component References - From the Townstreet Catalogue

TOWNSTREET

"OO" Range Catalogue £3.80

31st EDITION

You will find cheaper but you won't find better.

BRING REALISM TO YOUR LAYOUT WITH HAND CRAFTED STONE CAST ARCHITECTURE

www.townstreetuk.co.uk

HIGH VIADUCT

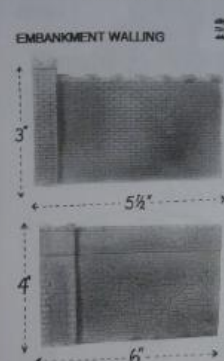
To cater for many requests for a taller viaduct a longer pillar system has been constructed in matching stone to support the existing bridge spans at heights up to 10" 19 1/2" 240mm track height.

New purpose built side panels provide the insides of the pillars making the construction really straightforward. A complete structure with 3 pillars and 4 spans, terminating on the raised track level would be about £85.00. All parts can be ordered singly to tackle your own design.

S.B.10. Parapet linking section, fits standard S.B.2. span	£1.20
S.B.11. Main pillar to support parapet spans, 6 1/2" (165mm) high	£2.95
S.B.12. Base, supports main pillar & adds 1 1/2" (40mm) to height	£1.95
S.B.13. Side panel for main pillar. (2 panel + 2 pillars for compl. pillar)	£2.95
S.B.14. Small side panel for base	£1.95

NEW PANELS MAKE HIGH VIADUCT EASY TO CONSTRUCT

EMBANKMENT WALLING



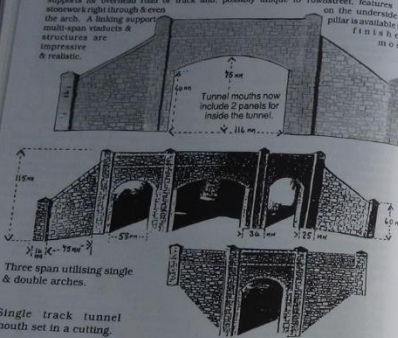
One of the simplest and most effective uses of cast stone panels. Embankment walling is available in two styles and sizes. Fully detailed panels linked by pillars are available as sets or individual pieces ready to glue in place. Easy to colour wash the rugged stone provides a truly authentic background and your best engines will look even better against 'real stone'. The smaller wall panel is a beautifully textured regular stone block with a castellated coping and matching pillar to approx. 3' high. The larger panel is 4' high in a rougher random dressed stone with its matching pillar edged in a smooth stone. The castellated coping stones give a lovely ornate effect but are easily fired down when a plain coping is needed.

S.W.1. Regular stone embankment wall panel	£ 2.60
S.W.2. Regular stone embankment pillar	£ 1.30
S.W.3. Regular stone embankment set, 17" long	£12.95
S.W.4. Random stone embankment wall panel	£ 2.90
S.W.5. Random stone embankment pillar	£ 1.60
S.W.6. Random stone embankment set, 19 1/2" long	£14.95

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STONE BRIDGE/TUNNEL MOUTH & VIADUCT CASTINGS AVAILABLE AS SETS OR INDIVIDUAL PIECES ALLOWING YOU TO BUILD THE STRUCTURE YOU REQUIRE.

A typical random dressed stone is used for the various castings comprising this versatile Bridge/Tunnel mouth set. A main span or parapet for single or double track with support pillars & embankment retaining side stonework assemblies quickly into a tunnel mouth. Additional castings link two tunnel mouths into a complete bridge structure which has strong supports for overhead road or track and, possibly unique to Townstreet, features the stonework right through & even the arch. A linking support multi-span viaducts & structures are impressive & realistic.



Tunnel mouths now include 2 panels for inside the tunnel on the underside of pillar is available for finished most

Three span utilising single & double arches.

Single track tunnel mouth set in a cutting.

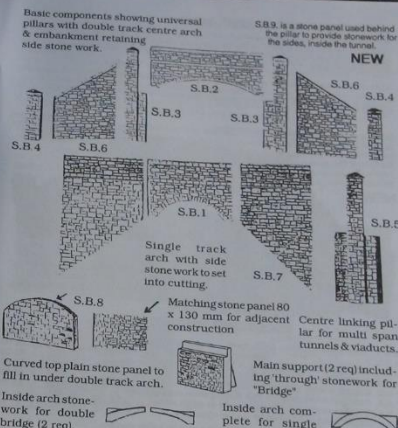
An assembled double track tunnel mouth is 330mm wide overall with 114mm clearance between the pillars for 2 tracks.

A single is 280mm wide overall with 57mm track clearance, either full bridge is 112mm wide between the pillars to make double track on top. (Can be cut down if required).

S.B.15. Single track tunnel mouth	COMPLETE	£11.95
S.B.16. Double	COMPLETE	£12.50
S.B.17. Single track road/rail bridge	COMPLETE	£27.50
S.B.18. Double	COMPLETE	£29.50
S.B.19. 3 x single span viaduct... facings only, open underneath arches	COMPLETE	£13.95
S.B.20. 3 x double span viaduct... side wings not included	COMPLETE	£15.50

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Basic components showing universal pillars with double track centre arch & embankment retaining side stone work.



S.B.9 is a stone panel used behind the pillar to provide stonework for the sides, inside the tunnel.

NEW

S.B.1. Main span in stone - single track

S.B.2. Main span in stone - double track

S.B.3. Main Pillars (pair right & left)

S.B.4. Side finishing pillars (pair R & L)

S.B.5. Central linking pillar for viaducts

S.B.6. Side stonework sloping top to retain embankment (pair)

S.B.7. Side stonework level top to set in cutting (Pair R & L)

S.B.8. Curved top stone panel to fill in under double track arch.

Single track arch with side stone work to set into cutting.

Matching stone panel 80 x 130 mm for adjacent construction

Centre linking pillar for multi span tunnels & viaducts.

Main support (2 req) including through stonework for "Bridge"

Inside arch stone-work for double bridge (2 req).

Inside arch complete for single track bridge.

BRIDGE/TUNNEL MOUTH/VIADUCT

S.B.9. Stone panel for inside viaducts	£1.00
S.B.1. Main span in stone - single track	£2.95
S.B.2. Main span in stone - double track	£2.90
S.B.3. Main Pillars (pair right & left)	£3.20
S.B.4. Side finishing pillars (pair R & L)	£1.80
S.B.5. Central linking pillar for viaducts	£1.95
S.B.6. Side stonework sloping top to retain embankment (pair)	£3.20
S.B.7. Side stonework level top to set in cutting (Pair R & L)	£3.20
S.B.8. Curved top stone panel to fill in under double span arch	£1.95
Matching stone panel 80 x 130 mm. For adjacent structures	£1.95

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