



Niles Tower

crossing of the SP and WP mainlines since 1909, finally closed at 9:01 AM January 8th. Its functions were taken over by the Dispatcher's Office in Sac. To help coordinate movements of trains of the two railroads past this point now known as "Niles Crossing", a "hot line" has been set up between the SP dispatcher's office in Roseville and the UP

dispatcher's office in Sacramento. There had been talk of saving and moving Niles Tower somewhere for use by the PLA once they find a new home, but due to the fragile condition of the building, there is no way this can be done. A local group is planning to save the building as a historical project to the area.

WESTERN PACIFIC'S PULLMAN 40' PS-1 BOX CARS, Part Two

up to the 19000 series for equipped cars. General service plain cars were equipped with Evans "DF" (Damage Free) Loaders, (Crossmember devices that lock on side belt rails to hold lading secure so that it does not move during shipping.) Cushioned underframes, special cargo loaders, built by several companys. "Tranco", "Cargo-Control", and "Sparton" which are differant brands and styles of the DF type loader. These equipped cars ran in special service for a particular shipper, equipment pool or set up just for a certain cargo, i.e. car parts, glass etc. WP FIRST TO USE COMPARTMENTIZER CARS (MILEPOSTS, Jan 1952) SERIES 20801-20820=19501-19541

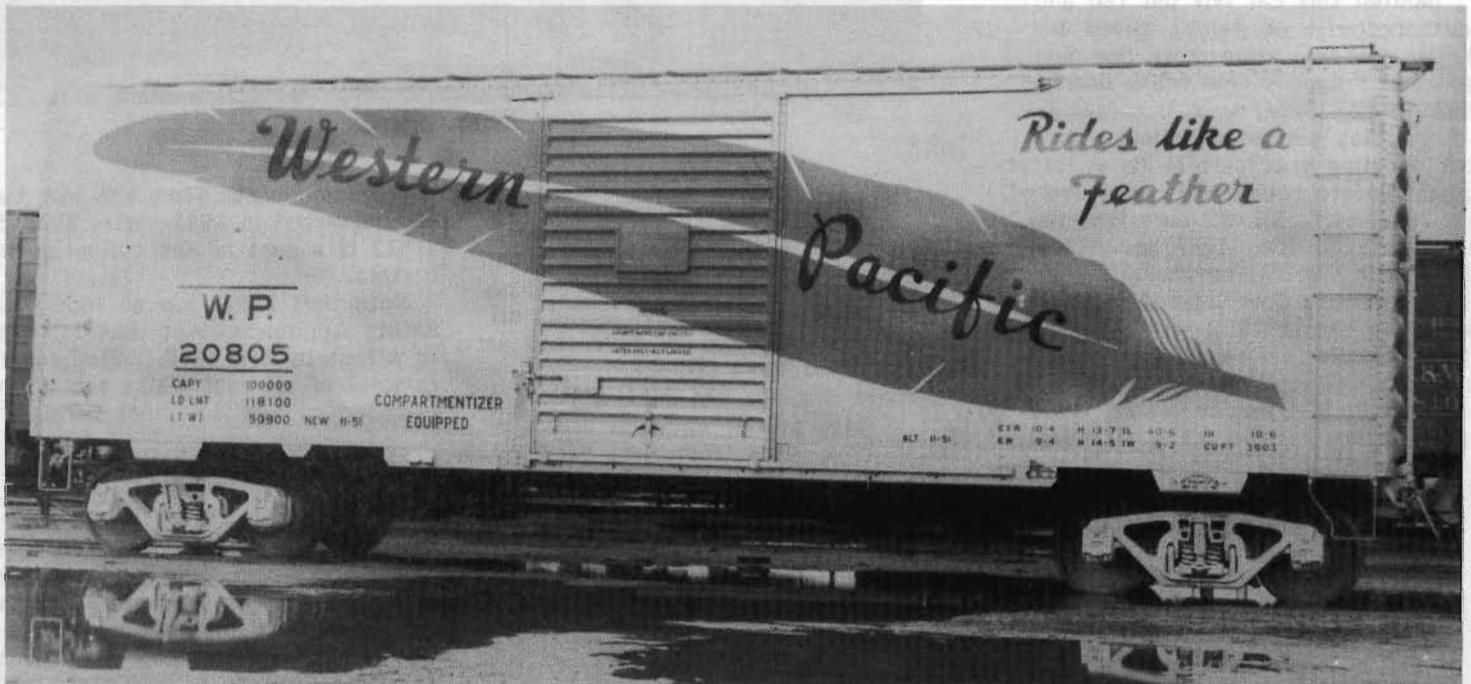
which came West in the new cars arrived in perfect condition, and shippers who have since viewed them are most enthusiastic.

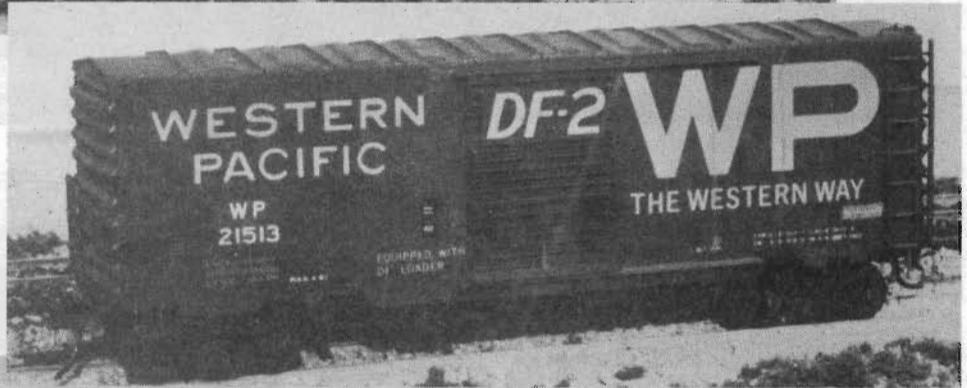
The Compartmentizer consists of a regular steel boxcar equipped with adjustable steel gates, two pairs to a car. Each gate is suspended from a trolley mechanism running the full length of the car and the gates are simply moved against the loaded cargo and locked, effectively preventing any shifting in transit. Serving as bulkheads, the gates are secured to the ceiling, walls and floor, but can be fastened in any location at three-inch intervals to divide the car into three compartments."

"Again, Western Pacific has come up with something new. This time it's a new-type boxcar. referred to as the Compartmentizer Car. A development of the Pullman-Standard Car Co. and WP, the idea was first developed by Mr Angel, of Stokley-Van Camp, food packers, who built an experimental unit four years ago and transferred to Pullman the exclusive manufacturing rights. WP, with an initial order for 20 of the cars, is the first railroad to put them into actual service and played a large part in the final design of the construction. All cargos

After renumbering into the 19501-19541 series so that 20 more cars could be equipped with the gates and added to the fleet. They were renumbered and repainted into box car red with orange feather and Western Pacific with all other lettering in yellow. Several of the original compartmentizer cars came with a new type of truck, the Chrysler truck has a balanced suspension having self-contained friction snubber and long travel standard AAR coil spring groups for better

In the last issue I talked about the unequipped XM class box cars built by Pullman-Standard. Out of the 1951 order of 600 cars, 20 were delivered equipped, with others being renumbered later into equipped number series from the original 580 cars. WP, like most railroads, renumbered their special service or equipped box cars. WP used the 3400 series





The model of WP 21523, ex3472, is painted with a mix I call "WP OLD BOXCAR" it's 2 parts Rust, 1 1/4 Roof Brown with 1/2 part Zinc Chromate Primer (all Floquil). Decaled with DA set 9004 with renumbers and data from Micro-scale sets. This paint scheme was used on all cars renumbered and painted starting with 3465-up, 3471-3472, 3441-3442, 3601-3602 the only difference being loader or equipment markings.....next issue We'll wrap it up with WP's PS-1 special under-frame cars and the colorful Pullman test cars.....

THE TRAIN SHEET NEEDS PHOTOS.....

Can any of the members please send in photos of any exWP GP that got into MoPac lettering, the same with the GP-40's and GP-40-2's that are in Union Pacific colors and lettering. Looking for the exWP SW-10's, UP-1271-74. Will pay for B&W's or slides.....SKI
Also photos of WP GP's sold to Shortlines and on the MKT.

Western Pacific License of the month club....
Nevada WP RR
is member John Ryczkowski of Reno.....
Calif. WP U30B, Steve Habeck, Los Osos





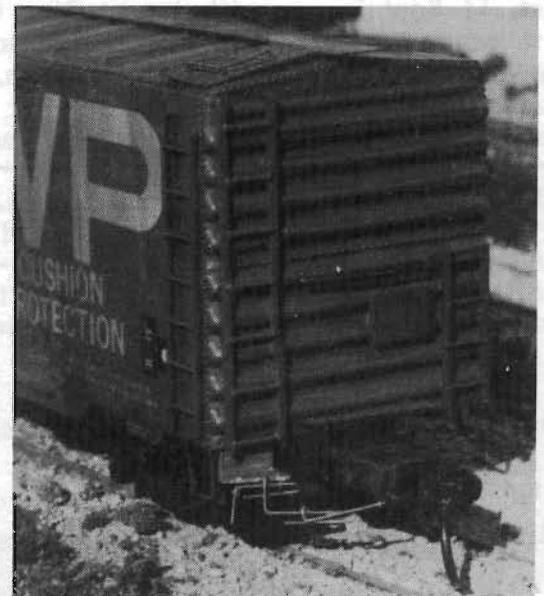
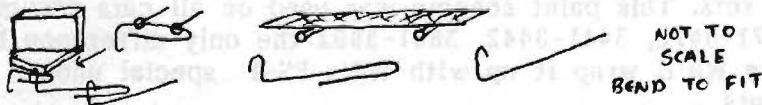
but one set of high ladders could remain at the brake wheel end as the wheel was allowed to remain in the high position. A yellow "No roof walk, keep off the roof" sign was placed only by the high ladders, as a warning. Today many cars can still be seen with their roof walks in place as the time limit was always extended, then dropped all together.

- | | |
|-------------|--------------------|
| 20801=19501 | 21168=19534 |
| 20802=19502 | 21204=19532 |
| 20803=19503 | 21265=19526 |
| 20504=19504 | 21300=19528 |
| 20806=19506 | 21332=19525 |
| 20807=19507 | 21379=19539 |
| 20808=19508 | <u>21394=19527</u> |
| 20809=19509 | 20870=3454 |
| 20810=19510 | 20898=3455 |
| 20811=19511 | 21040=3456 |
| 20812=19512 | 21242=3451 |
| 20813=19513 | 21301=3452 |
| 20814=19514 | <u>21370=3453</u> |
| 20815=19515 | 20878=3457 |
| 20816=19516 | <u>21177=3458</u> |
| 20817=19517 | <u>21081=3459</u> |
| 20818=19518 | 21382=3460 |
| 20819=19519 | 21203=3461 |
| 20820=19520 | 21219=3462 |
| 20826=19536 | 20841=3463 |
| 20855=19538 | <u>20982=3464</u> |
| 20913=19523 | 20845=3465 |
| 20916=19535 | 21022=3466 |
| 20952=19537 | 21187=3468 |
| 20970=19521 | 21240=3470 |
| 20973=19540 | 21303=3467 |
| 21006=19522 | <u>21314=3469</u> |
| 21034=19529 | <u>20919=3471</u> |
| 21095=19542 | 20944=3472 |
| 21096=19533 | 20963=3441 |
| 21097=19541 | <u>21114=3442</u> |
| 21099=19531 | 20923=3602 |
| 21119=19524 | 21322=3601 |
| 21164=19530 | |

In order of conversion



WP 3467 since it has a cushion underframe the end details are as follows, use 1" scale brass wire bent as per diagram, for the cut levers, and the end walk way which all cushion cars have is a set size of 8"X 5'. I made it with Scale Scenics brass Micro-Mesh cut to scale size. Mounted with two 1" brass wires drilled in the end as supports, mesh ACCed in place.



controlled lateral and vertical motion to absorb shocks.

In Portola, we have 2 compartment-izer cars, 20806 & 20807. 20806 is now being repainted into the silver paint scheme with 20807 (MW 0246) will stay in the box car red, orange/yellow scheme.

Modeling is eased a lot as McKean has released a 6' door PS-1 kit. Add to the door rails and you are in the pink.

20806, is painted Floquil old silver and decaled with MicroScales new set #87-438 WP Feather River box cars #3. One note 2 of the feathers are wrong. The feather runs from the lower right to the left. 2 of the feathers run left to right Wrong... The reporting marks are oversize and they can be replaced by using Microscales set 87-70 RR Gothic in black. Get set 87-70 #1 in white as it's good for renumbers into MofW service.

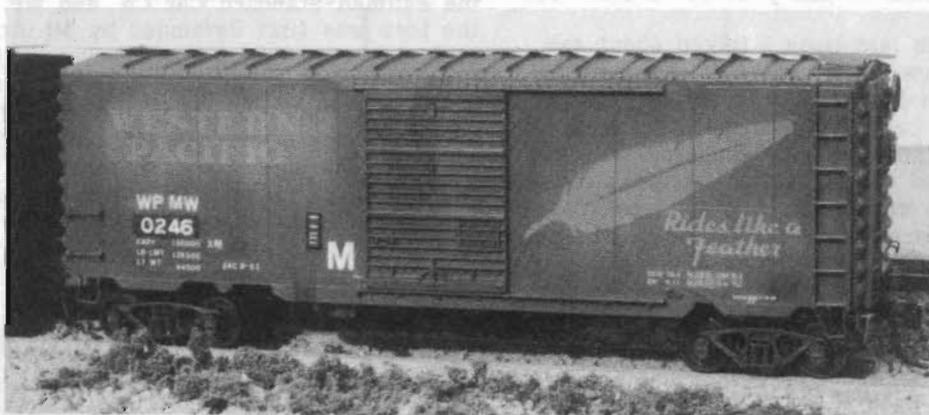
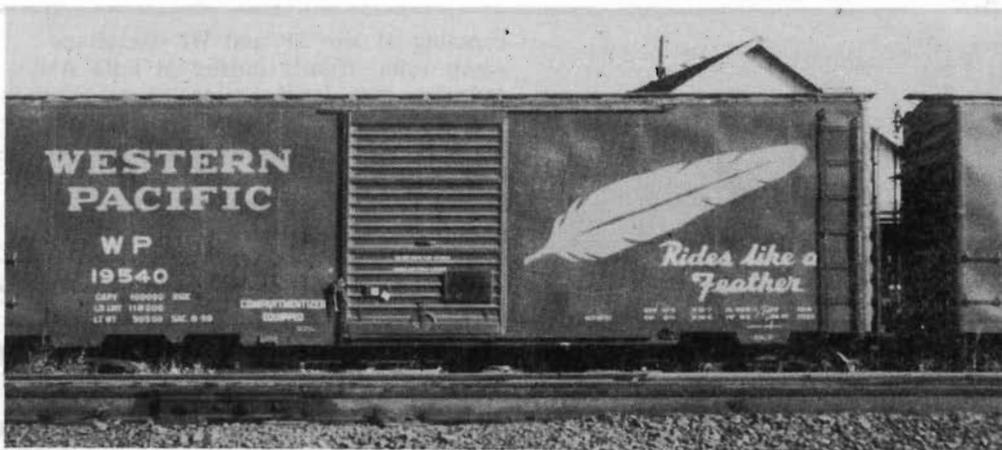
For the trucks I used Detail Assoc. part TK 2803 "GE shock snubber". Cut off the journal and bracket and glue with ACC in place between the springs and you end up with a Chrysler Truck. **MW 0246**, is painted a mix of $\frac{1}{2}$ box car red & $\frac{1}{2}$ rust, decaled with Champ set #HB-327, Detail Assoc set 9004 for CAPY, & dimensions. Use Micro's set 87-70#1 white for the MW reporting marks and numbers, the "M" is 15" white, the ACI plate is from Micro's set 87-1. Note paint a black block for the car numbers under the WPMW.

3451-3458, converted in 1959 with DF loaders, using the box car red/orange yellow scheme (Champ HB-327) but with a orange DF-2 on the door.....

3459-3464, converted in 1959 & 1960 and lettered in WP's new scheme of a large yellow "WP" and yellow lettering. This series used SCRIPT-THE WESTERN WAY. Detail Assoc. set 9006 is correct for this series and has the correct "return to block".

I painted this car box car red and weathered with oil paints, added a Floquil concrete stain down one side used Front Ranges new roller bearing truck.

A decision you need to make when your decaling your cars is "is it lettered just before retirement, as delivered, mid 70's etc.". All WP cars that ran in interchange after 1967 had ACI plates, (Automatic Car ID) on them, the black white boarded "Consolidated stencils" came into use in 1975, with the U-1 wheel stencils (yellow dots on black squares) appeared on cars in 1978. MW cars in MW service before these dates did not receive many of these markings but many have the ACI plates. (A full explanation of WP car markings will be in the next issue of the SHEET)



3465-3470, converted in 1960 with DF-2 loaders with **3467-3470** receiving cushion underframes. I added a Walters cushion underframe coupler pockets part 1030, Detail Assoc. long & short ladders all around, decaled with set 9007 with parts from 9006 or 9004 (DF-2).

I painted this car and **3601** a $\frac{1}{2}$ and $\frac{1}{2}$ mix of Zinc primer and Rail brown, yellow dots came from Mico set 87-193, some data & ACI set 87-01.....

3601-3602, class XML was converted in 1962 as test cars with a Aeroquip Cargo Control 10 buckle belts and 10 plain belts as loaders.

I decaled 3601 using DA's set 9007 with parts from set 9004. Used Micro's set 87-228 for placards and graffiti.

21513 renumbered from the last two PS-1's converted in 1962 series **3471-3472**. 21513 is a part of the collection in Portola.

Note that 21513 has no roof walk. The Safety Appliance Act that 1st came in to affect in Aug 1966, called for the removal of all roof walks and no more installed on new equipment. This was

due to the fact that cars were getting taller and larger and people on the roofs was getting too unsafe. Brake wheels were moved to the lower position. All equipment in interchange was given a set time limit to remove the roofwalks,