

I am sorry to report on the loss of two well known Western Pacific Landmarks.

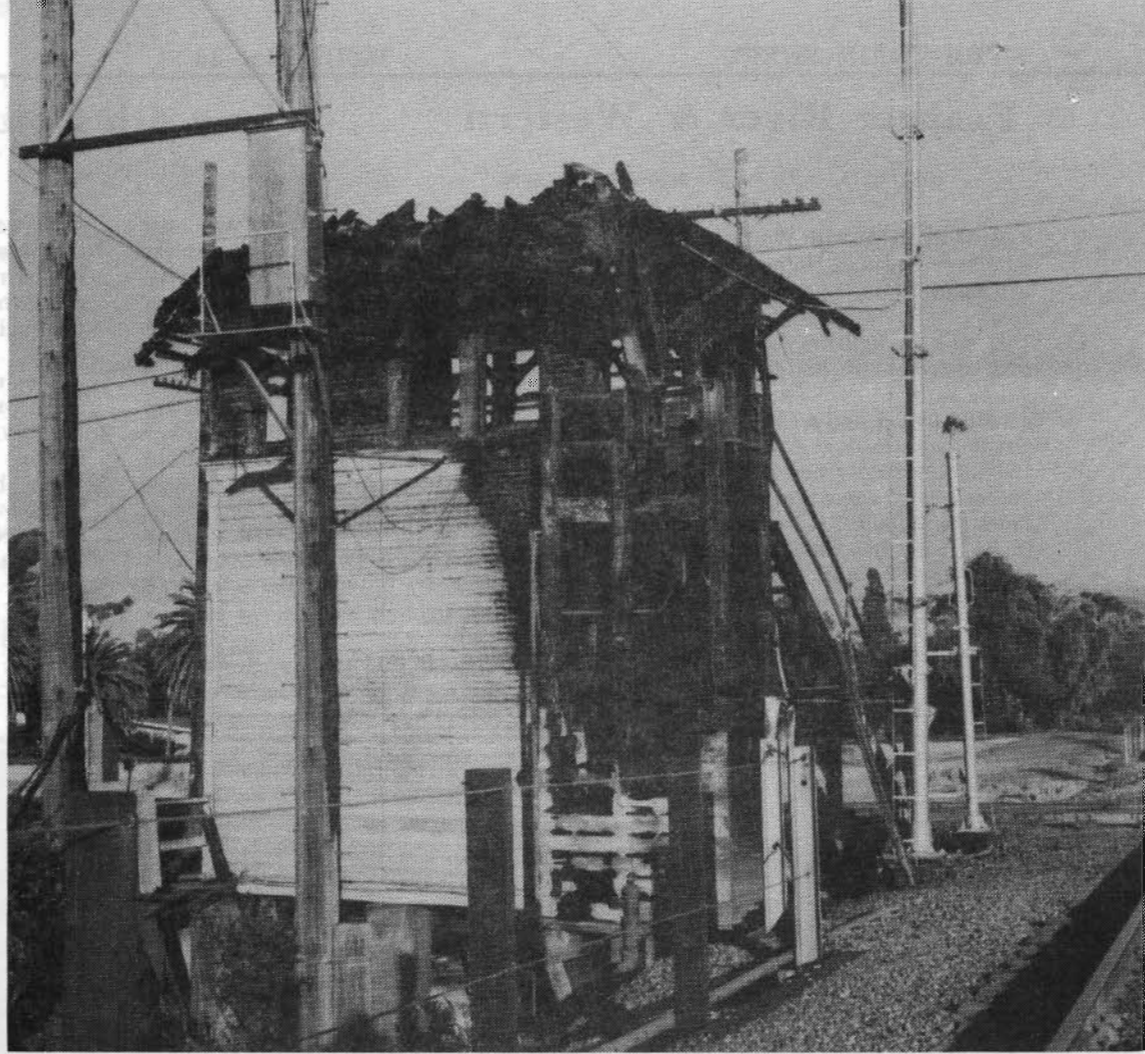
The Jeffery Shops in Sacramento got the wreckers ball in July. Closed after the merger the shops were last used as WP's freight car shops and before that was the main shops for the railroad in the days of steam.

And early in July Niles Tower got the arson's torch.....

Niles Tower photo sent in by Al Harvey.

On the back side the top photo is of the Shops in service back in 1980.

The bottom one is this July.....Ski



## PAINTING AND LETTERING SCHEMES USED BY WP ON STEEL CABOOSES

- Car nos. 426-460 built 1955-56
- Car nos. 461-465 built 1969
- Car nos. 466-475 built 1973
- Car nos. 476-480 built 1974
- Car nos. 481-486 built 1980

Series 426 came to the WP with an overall color of mineral brown and yellow lettering. After repair work and repainting many received white lettering, the scheme sported by the museum's caboose 428.

Caboose Red body color and white lettering was used on all the following caboose series. The roof, side sills, underframe and trucks were black, grabs were white and the steps red.

Red with white lettering and grabs, black was used on the steps, under frames, side sills and trucks was Western Pacific's standard repainting scheme.

Cabooes 428, 447, 454 and 457 had original yellow lettering right up to the merger.

In 1979 the square "Feather River Route" herald done in full color on 3M Scotchlite was applied on the repaired 68000 series box cars at the Sacramento car shops. With the herald back in use the next step was the cabooses. Caboose 453 was the first upgraded cab to receive the 45" square herald. With a black roof, underframe, and steps, and bright red body 453 had the same style lettering as used on freight cars.

Another scheme that evolved at the same time was a large block "WP" along with the herald. Caboose 444 was one of the first of four cabooses to wear this scheme (see back of sheet four, issue no. 19 "Train Sheet"), but the herald was handpainted. Note the lack of a white circle where Feather River Route is written.

The others 452, 450, and 455 used the Scotchlight herald. But note that 455 had the block "WP" on the right side and that 450 used a different style "P" than the others. These cabooses had black roofs, steps, and underframes, except for 452 which had a white roof.

Shortly before the merger a caboose rebuilding program was begun. The standard repainting scheme was red body, white roof, grabs, and steps with black underframe. The 45" herald was on the right side and 15" white reporting marks with caboose numbers were on the left.

Cabooes 429, 430, 434, 451, 453, and 462 had freight car style lettering on the left side. 435, 442, 443, 446, and 464 had WP locomotive style lettering on the left side and cabooses 448, 440, and 441 had a style differing from all the above.

After the merger UP has repainted five WP cabooses into the UP paint scheme but retained WP reporting marks. 431, 449, 459, 463, and 478 now wear UP yellow.

Also note some cabooses in special service, ie. the "Reno Local", have their name spelled out under the numbers on the bay.

SKI

