

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

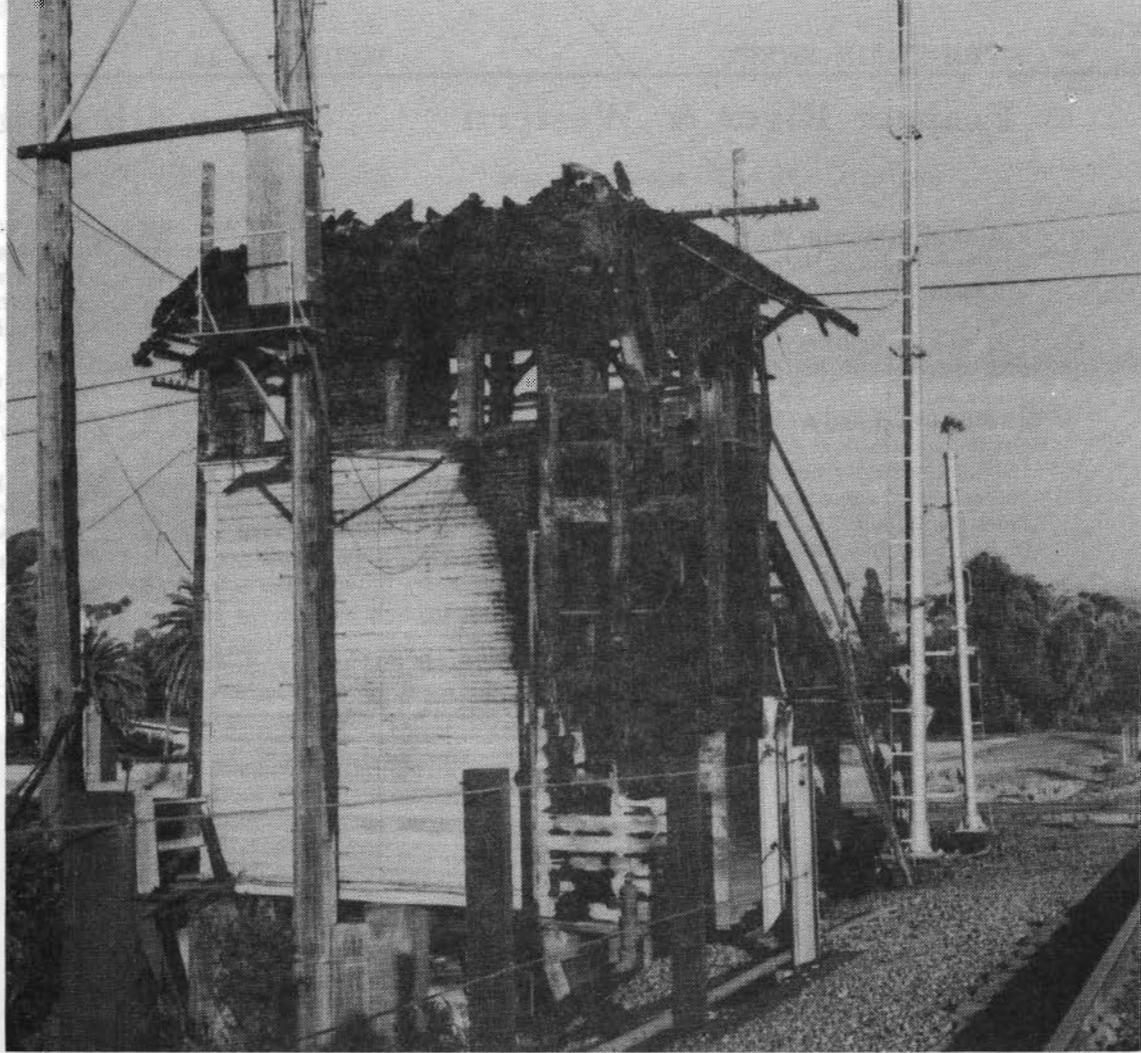
The Jeffery Shops in Sacramento got the wreckers ball in July. Closed after the merger the shops were last used as WP's freight car shops and before that was the main shops for the railroad in the days of steam.

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 CABOOSSES

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.

Cabooses 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 Scotchlight 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.

Cabooses 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



From PORTOLA REPORTER.....  
 55 years ago Aug 6th 1931.....  
 Viewed by more than 1000 people  
 since their arrival here Sunday the  
 two new WP Mallet Freight Engines  
 were displayed in the local railroad yard  
 on display in the most awe  
 inspiring place of steam motive  
 power ever seen in the state of  
 California.....



Dated Material  
 Please do not delay

Address Correction Requested.....

THE TRAIN SHEET  
 FATHER RIVER RAIL SOCIETY  
 P.O. BOX EIGHT  
 PORTOLA, CALIFORNIA 96122

Non-Profit Org.  
 U.S. POSTAGE  
 PAID  
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 Portola, CA



WP 449 in Reno, Nevada on it's way to the Nevada State Railroad Museum in Carson City, Nevada. This unrebuilt 426 class cab can be modeled when Overland's caboose is out and using Microscales set 87-445 which has the correct WP-UP lettering.....

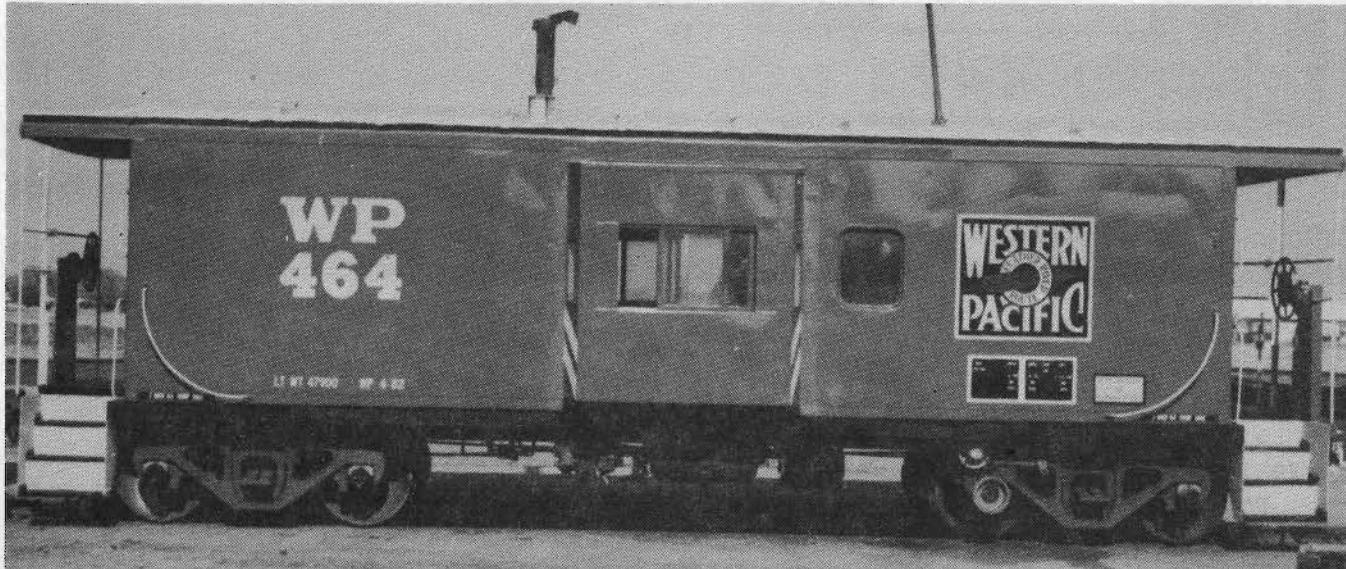
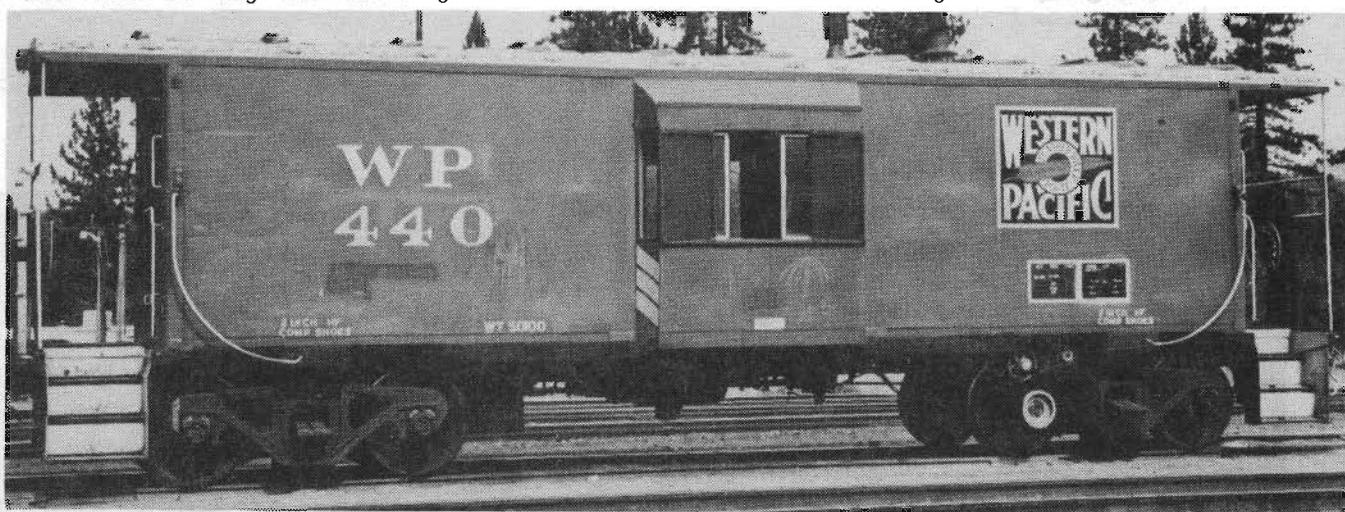


Triggy do not bend

455 with the block "WP" on the right side which was the only cab to have them on that side. 450 which has a different style "P" can be decaled correctly with set 448.

440 shown here in Portola has a different modern style of lettering.

And 464 has the WP locomotive style lettering which is in set 448 but the freight car style will have to come out of set 220. Both Sacramento and Stockton were painting cabooses and this is way the two styles...Stockton had the loco style available.....





Western Pacific series of steel cabooses 426-460 is being modeled by Overland, 426 shown in the builders photo on the other side of this sheet, is in yellow lettering which can be modeled by using Microscale set No 87-212.....

WP 476 new with Red sides, white lettering and grabs and top of roof, steps, ends, trucks, side sills and brake stand all painted black.....

WP 481 was part of a SP caboose order. The SP style cabs (SP Class C-50-8 4700-4774) were built by PACCAR in 1980 and came to WP as cars 481-486. Note numbers, the other SP style equipment was also this number series (GS-4-8-4's). Overland made a model of this class and it can be decaled by using Microscale set 87-448.....

WP 474, Bicentennial caboose, note the red steps on this repaint, and the round emblem on the left side, which is in Microscales set 87-212.

Starting with 453, which used the freight car style letters & numbers and the 3M full color herald. 453 is shown here back at the Jeffery Shops to have some rear end damage repaired. Note the black steps, WP after crews asked for step lights painted the steps white which made them a lot easier to see at night.....



