Western Pacific Rotary #3 Timeline

1904	Built by Alco (According to *Western Pacific's Deisel Years* by Joseph A. Strapac)
1910	Built by Alco (According to WP equipment diagrams – 1930, 1947, & 1958)
1938, September	Purchased by WP from Denver & Salt Lake RR
1938, December 31	Rebuilt by WP from coal to oil burning
	Renumbered from D&SL #10200 to WP #3
	Equipped with oil burning tender from retired WP #91 (86-106 class 4-6-0) (Original coal burning tender from D&SL #10200 retired & presumably stored. Finally disposed of behind WP #42 in October 1949)
1952, November	Rear coupler installed, Tender #91 removed
	Coupler added to front of Tender #81 from retired #481 (GS-64-77 class 4-8-4, identical to SP GS-6 class) & placed with rotary
1971, September	Sold for scrap along with tender #81

Western Pacific Rotary #1/34/4 Timeline

1911, November	Built by Alco
1949, October	Rebuilt from coal to oil burning
	Renumbered from WP #1 to WP #34
	Given tender from retired WP #42 (21-65 class 2-8-0) (Prior to this rebuild, tenders were borrowed from locomotives during snow season and placed behind rotary #34, effectively rendering them out of service until the end of snow season)
1952, February	Renumbered from WP #34 to WP #4
1952, _____	Coupler added to front of Tender #82 from retired #484 (GS-64-77 class 4-8-4, identical to SP GS-6 class) & placed with rotary
1965	Retired from service
1967, February	Sold for scrap, tender #82 retained for MoW service (Tender #82 was later renumbered in April 1973 to WP #27-2 for use behind wrecker #27. Tender #27-2 now exists as part of the collection at the Western Pacific Railroad Museum in Portola, CA)

Western Pacific Diesel-Water Tenders #81-83

194_	Tender #81 Built by Lima as part of locomotive WP #481 (GS-64-77 class 4-8-4, identical to SP GS-6 class)
	Tender #82 Built by Lima as part of locomotive WP #484 (GS-64-77 class 4-8-4, identical to SP GS-6 class)
	Tender #83 Built by Lima as part of locomotive WP #485 (GS-64-77 class 4-8-4, identical to SP GS-6 class)
1952, November	WP locomotive #481 retired, tender retained with coupler installed at front & renumbered WP #81 for use with rotary #3*
1952, _____	WP locomotive #484 retired, tender retained with coupler installed at front & renumbered WP #82 for use with rotary #4*
	WP locomotive #485 retired, tender retained with coupler installed at front & renumbered WP #83 for general MoW use*
195_	Tender #83 sold for scrap (presumably before 1958, as 1958 equipment diagram only refers to diesel-water tenders #81-82)
1965	Rotary #4 retired from service & tender #82 retained for MoW use
1971, September	Rotary #3 sold for scrap along with tender #81
1973, April	Tender #82 is renumbered to WP #27-2 for use behind wrecker #27 (Tender #27-2 now exists as part of the collection at the Western Pacific Railroad Museum in Portola, CA)

*It is important to note that although tenders #81 & #82 were generally paired with rotaries #3 & #4 respectively, that they along with tender #83 were considered for general MoW use, and not restricted to being used with the rotaries. This was the reasoning for the installation of couplers on both the rotaries and the tenders, and likely their individual numbering apart from the rotaries' road numbers