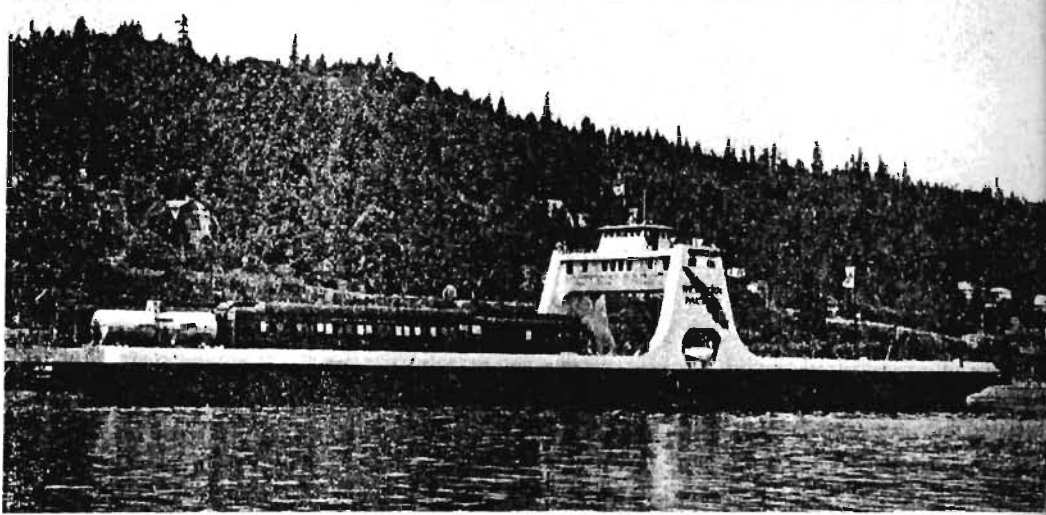


Mrs. F. B. Whitman, wife of Western Pacific's president, christened the new vessel at Portland on June 25. President Whitman and other officers, officials from the Albina Engine and Machinery Works, members of the press, and invited guests witnessed the shattering of a traditional bottle of California champagne against her bow.

WP's marine department plays an important part in the railroad's operations, carrying freight cars between Oakland and San Francisco over what might be called the railroad's "main line" on San Francisco Bay. With the

Las Plumas, service will be much improved over that formerly provided by three barges and two tugboats—the *Humaconna* and the *Hercules*.



The new ship went into service last month following a series of test runs made on San Francisco Bay.

It was originally planned to name the new ferry "Feather River." Because another craft is now registered under that name, it was changed to *Las Plumas*—which means "The Feathers."



WESTERN PACIFIC *Mileposts*

JULY-AUGUST, 1967

Diesel locomotive maintenance building planned for Stockton

WESTERN PACIFIC's directors on June 7 approved an expenditure of about \$2,200,000 for a new, modern diesel locomotive maintenance building to be completed about January 1, 1970 at Stockton, including relocation of car repair facilities at that point. The railroad's main general shops will remain at Sacramento. The new structure will be manned by employees now working for the railroad on maintenance of locomotives at Oroville, Sacramento, and Stockton. Prior to any announcement to the public, employees in the locomotive department presently working at these points were informed of the plans by a group of Company officers led by Chief Mechanical Officer E. T. Cuyler.

The necessity for the transfer of operations was explained this way by President M. M. Christy following the action taken by the directors:

"Western Pacific must maintain and improve its competitive position and meet present and future increased service requirements, and to do this requires a modern diesel locomotive maintenance building properly located to assure maximum efficiency of operations. The two principal existing locomotive maintenance points—Oro-

ville and Sacramento—are separated geographically, and neither is well located to minimize locomotive movements to and from the shops. This separation of operations results in an inefficient allocation of men and material, as well as preventing maximum locomotive utilization. In addition, the structure at Oroville was designed for repair and maintenance of steam locomotives and is old and completely outmoded.

"The problem associated with the present arrangements will be solved by transferring the locomotive work now being done at Oroville and Sacramento to a new, modern diesel locomotive maintenance building at Stockton. This is the location of Western Pacific's principal classification yard. It is the point of origin or termination of the runs of most scheduled trains, which will provide more time to work on locomotives while they lay over between runs. This will reduce delays now occurring at Oroville when units now must be cut in or out of through trains."

MILEPOSTS will keep employees informed of further developments as they occur during the next two and one-half years.

ACCORDING to plans designed by the railroad's engineering department, the proposed new building will cover about 42,500 gross square feet. It will be used for service and maintenance of diesel road engines. The building will be erected immediately east of and adjacent to the present diesel house at Stockton in the area of the present rip tracks.

The present rip tracks will be relocated and completely modernized.

The present diesel house, after a general rehabilitation and a few minor changes, will be used for servicing and maintaining diesel switch engines.

The ventilated and heated diesel shop will have a structural steel frame, sidewalls of protected metal, and a concrete floor.

The building will have two bays. Each bay will be equipped with an overhead crane. The service bay, 75' x 288', will have three tracks running through the building. The repair bay (foreground in the drawing above) will have a single track entering one end of the 60' x 242' building.

A spray-type engine washer will be erected outside the engine servicing area.

Construction schedule calls for the completion of the new Rip Track facilities, Westerly of the Yard Office, in the Fall of 1967.

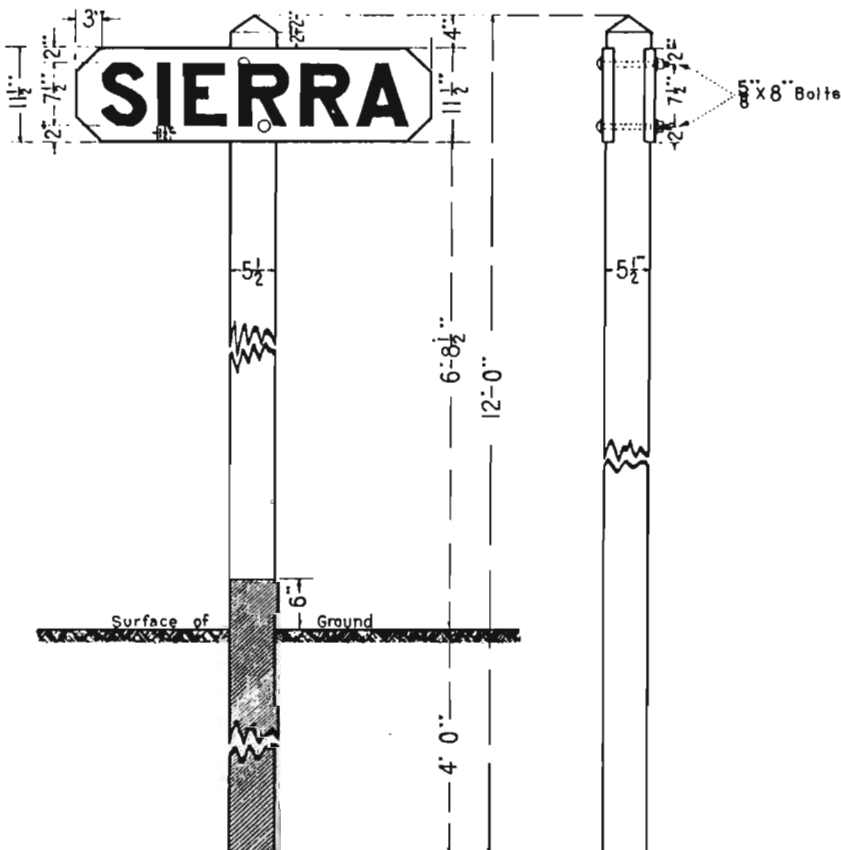


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POST: 6"x6"x12'-0" S.4S Redwood Extra Merch.
BOARDS: Redwood Clear.
BOLTS: 5/8" Diameter with washers.
PAINTING: Face of board white, Letters black, Post to have a coat of coal tar applied hot to 6" above ground, balance of post and back of boards painted with metallic and lamp black making a very dark brown.
STYLE OF LETTERS: Egyptian 7 1/2" high with 1 1/2" stroke as indicated.
LOCATION: Place at right angles about center of spur or siding on main track side and about 15 feet from center of track.
PAINTING OF BOARD: Face of board to be given one coat of white lead and oil paint thinned with turpentine and two coats of white lead and oil paint.

APPROVED: *J. M. Williams* CHIEF ENGINEER
APPROVED: *E. W. Mason* VICE-PRESIDENT AND GENERAL MANAGER

THE WESTERN PACIFIC RAILROAD CO.
STANDARD
NON-AGENCY SIGN
SCALE: 3/4" = 1'-0" ADOPTED JUNE 30-1924
REV. JUNE 1, 1936