

**2017 FRRS/WP Convention
Oroville Dam Line Relocation**

SLIDE #	TOPIC	COMMENTS
Slide 1	Welcome - Introduction Kerry Cochran FRRS Director and General Superintendent	
	While I am no expert on the Western Pacific Railroad or the Oroville Dam project, I hope you enjoy this presentation	
Slide 2	In 1945, the California Legislature authorized an investigation of statewide water resources. The work, conducted by the Division of Water Resources (DWR's predecessor) under the Department of Public Works, led to the publication of three important bulletins: Bulletin 1 (1951), "Water Resources of California," a collection of data on precipitation, unimpaired stream flows, flood flows and frequency, and water quality statewide; Bulletin 2 (1955), "Water Utilization and Requirements of California," estimates of water uses and forecasts of "ultimate" water needs; and Bulletin 3 (1957), "The California Water Plan," plans for full practical development of California's water resources, both by local projects and a major State project to meet the State's ultimate needs.	
Slide 3	See Above	
Slide 4	Ground Breaking June 1st 1957 (Railroad) Construction began in May 1957	
Slide 5	Construction on the Oroville site actually began even before the passage of the Burns-Porter Act.. Surveying for the new Track alignment	
Slide 6	Surveying for the new Track alignment	
Slide 7	Surveying for the new Track alignment	

**2017 FRRS/WP Convention
Oroville Dam Line Relocation**

Slide 8	Oroville Dam Site Project Sign	
Slide 9	Checking Archeological Sites by the Western Pacific Railroad.	
Slide 10	Map of the Archeological Sites	
Slide 11	In May 1957 work began on the constuction of two tunnels on the Wester Pacific Railroad relocation to clear the site for the dam and reservoir. Map of the Line Relocation	
Slide 12	Mile Posts along the New Alinement	
Slide 13	South End Line Change - Out of Oroville. Construction first began in 1957 to relocate what is now Highway 70 and the Western Pacific Railroad. Work on the dam site began in 1961. The embankment was topped out in 1967 and the officcal dedication ceremony was held the next year.	
Slide 14	Construction of the Roadbed	
Slide 15	Laying of ties and checking the bridges	
Slide 16	Old Mainline still in operation	
Slide 17	Old Mainline still in operation	

**2017 FRRS/WP Convention
Oroville Dam Line Relocation**

Slide 18	Construction of the Bridge and more roadbed	
Slide 19	New Roadbed before ties	
Slide 20	New Vehicle Bridge over Railroad Bridge	
Slide 21	New Roadbed and Tunnel	
Slide 22	Unloading Ties	
Slide 23	Tamping Ballast	
Slide 24	Rail Train	
Slide 25	Ballast to the new line	
Slide 26	Checking the Roadbed	
Slide 27	Quarry at Elsey	
Slide 28	James	
Slide 29	Cut Away hillsides Between Tunnels 6 and 7	

**2017 FRRS/WP Convention
Oroville Dam Line Relocation**

Slide 30	Using the new alignment Nov. 1962 Western Pacific freight and passenger trains began operation over a 23-mile stretch of new main line on October 22. Known as the Oroville line change, the new single-track railroad replaces about 27 miles of main line which has been in use by the railroad since its construction in the early 1900's	
Slide 31	Using the new alignment	
Slide 28	Using the new alignment	
Slide 29	Using the new alignment	
Slide 30	Using the new alignment	
Slide 31	Using the new alignment	
Slide 36	Oroville Dam Area Today	
Slide 37	Oroville Dam Today	
Slide 38	Credits	