

Work update on the WP 165 – July 21, 2021

-Roger Stabler

We attempted the first hydro test in the May work session. It did not go well due to the joint ring in the throttle stand not being properly seated. I retired from UP Railroad on July 1st and I now can spend more time working on the 165.

I went up to the museum on July 14th and stayed through the 19th. I wanted to take a look at each of the problems that showed up in the first hydro test in May. I arrived Wednesday afternoon and went to work getting tools and materials out of my truck and into the shop. We were able to purchase many of the valves we needed to finish the engine on EBay for very low prices compared to buying from the major suppliers of valves. We now have all of the valves needed to finish the project. On Thursday morning, I removed the dome lid and throttle stand for inspection. I found that the leak into the dry pipe was indeed from the joint ring. Therefore, I spent the rest of the day lapping the joint ring into the dry pipe and throttle stand.

On Friday, I went into the smokebox and hand rolled about 12 tubes that were leaking a little more than I wanted on the first fill-up with water. I had to remove several rows of superheater elements to gain access to the tubes, but all went well and the front end is now tight. I spent Saturday morning in the firebox correcting three superheater flues where the welds needed a little attention to completely seal the tubes. I hand rolled a few of the 2 inch tubes to stop excessive leakage. When I was done with that, David Elems and I installed the joint ring and throttle stand.

On Saturday afternoon, Dick Couden arrived and assisted with getting the water hoses set up in the shop. We filled the boiler up until the joint ring was covered with water. While we filled the engine, David Elems lapped the throttle valve in. I worked on some new studs that were leaking. Sunday morning we started a little later in the morning. We concentrated on making sure all of the flexible stay bolt caps were indeed tight, as I had found some that were only hand tight. While

I was working on correcting small leaks, Dick Couden cleaned out the lubricator ports and cups on the valve gear and cross head guides. On Monday, Dick and I installed the throttle and hooked up and adjusted the linkage. We then filled the boiler to the top and checked the throttle and all was tight with no leakage in the dry pipe. Dick and I annealed the dome lid ring and installed the dome lid on the engine. We called it a day and headed home. We are now ready to hydro test the engine, which I hope to do in August. If all goes well, we will hydro test for the FRA in September.

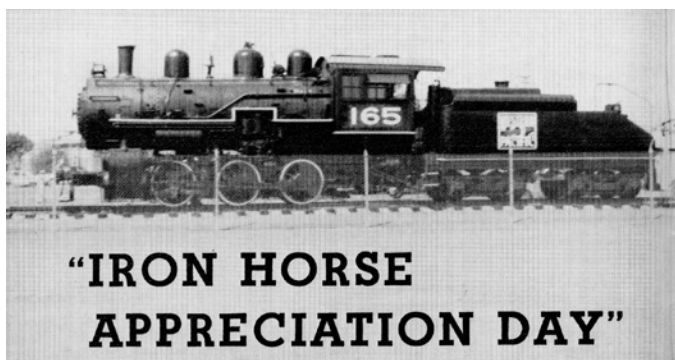
Work update on the WP 165 – August 10, 2021

- Roger Stabler

The crew of the WP 165 had a most productive week of work between August 2nd through the August 7th. The following crew members were present and assisted in the work they performed on the engine: Roger Stabler, Erik Olson, Channing Walker, Christopher Edwards, Mike Waters and David Elems. We were assisted in setup by Steve Habeck and crew in getting the engine over the pit for work under the locomotive. Mike and Roger worked Monday and Tuesday installing the last of the cylinder lubrication lines on the engine. Channing and Christopher came up Tuesday afternoon and got settled into the bunk car. Channing went to work on Wednesday seal welding the rear tube sheet which took the entire day. While Channing was using one welder, Roger was busy using our other welder to weld up parts of the brake rigging to build up pins and worn hangers. Mike worked on cab plumbing and Chris assisted all of us when necessary. Erik came in Thursday and worked on the brake rigging. Roger, Erik, Chris and Mike worked the next two days installing and adjusting the brake rigging on the engine. Channing was kept busy doing general fabrication of brackets and a plate to cover the firebox opening and support the burners that we use to heat the boiler for our hydro test. Friday saw the installation of the injector piping on the engineer's side of the cab. Friday afternoon we filled the boiler with water and started warming the engine up for our hydro test on Sat.

Saturday was the big day; we attempted a hydro test in May, but due to the number of small leaks we could not build pressure. The hydro pumps put out high pressure, but with little volume of water so if we have leaks above 2.5 gallons per minute, we can't build pressure. Saturday morning, we retrieved the engineer's side main rod and brought it into the shop for evaluation. We had to make a new strap bolt for the rod. This work was done while we finished warming the boiler. The boiler must be warmed up before we can raise the pressure. We started the hydro Saturday afternoon. We had a lot of small leaks that we identified. Channing, Roger, and David were kept busy repairing and identifying the leaks. We repaired many of the leaks during the hydro. We could not deal with some of the issues we found while the boiler was under pressure, we will deal with those in September when we

have our next work session and plan to hydro the engine for the Federal Railroad Administration. We were able to raise the boiler pressure to 225 lbs. which is 125 percent of working pressure. This was a milestone for the crew of the 165.



"I give my heartfelt appreciation and thanks to The Western Pacific Railroad Company," Mayor Jack D. Maltester told a San Leandro audience on April 4, which the Mayor proclaimed "Iron Horse Appreciation Day."

A few minutes earlier Mayor Maltester had accepted the railroad's last available steam locomotive, No. 165, for permanent display in the City's park at 1st Avenue and Clarke Street. The presentation of the engine was made by Walter C. Brunberg, the railroad's vice president - marketing, who in return was presented with a Key to the City of San Leandro.

The dedication ceremonies included a presentation of colors by Troop 608, Washington Manor School, Boy Scouts of America, and brief acknowledgments by civic officials. Public Works

Director Homer Hamlin, a former railroader, whose efforts were largely responsible for old 165's place of honor, told of the engine's history.

The locomotive was built in 1919 by American Locomotive Company at Schenectady, N. Y. She was one of four six-wheeled heavy switching locomotives purchased by Western Pacific in 1927 from the United Verde Copper Company. In the ensuing years she performed nobly, mostly in switching service at Stockton yard. One of the last steamers in service on the Western Pacific, No. 165 was retired in 1953, but on occasion she returned to duty to furnish steam for busy canneries during the rush season.

Prior to presenting 165 to the City of San Leandro, Roundhouse Foreman C. B. Kirkpatrick and his crew at Stockton restored her to her original shiny appearance. The City of San Leandro provided her with rails and a chain-link fence enclosure where she may be protected and appropriately admired by present citizenry and future generations, young and old alike. Facing the railroad's main line a short distance away old 165 may be seen by passengers on passing California Zephyr trains.

- Mileposts May-June 1962