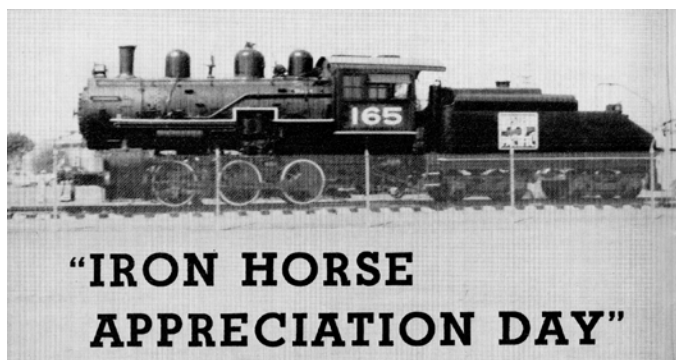


Saturday was the big day; we attempted a hydro test in May, but due to the number of small leaks we could not build pressure. The hydro pumps put out high pressure, but with little volume of water so if we have leaks above 2.5 gallons per minute, we can't build pressure. Saturday morning, we retrieved 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 1<sup>st</sup> 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