

History

- 1897 WA165 was the 1st of 11 WA Class locomotives built in New Zealand Rail's Dunedin workshops. WA165 is now the only survivor.
- 1898 Put into service and commenced work in Wellington
- 1899 Transferred to Palmerston North
- 1910 Transferred to Taihape
- 1911 After an overhaul in the Petone workshops the locomotive was shipped north for the next 30 years working the Gisborne-Motuhora line.
- 1942 Transferred to Napier when the line south opened. WA165 underwent her last A-Class overhaul
- 1943 Transferred to Frankton depot. The train carried out shunting duties at Putaruru, Huntly & Te Kuiti.
- 1946 On loan to the Mines Department at Rotowaro.
- 1951 The aging steam train went into semi-retirement.
- 1957 WA165 was withdrawn from service and was written off the New Zealand Rail books.
- 1960 Members of the Gisborne Junior Chamber of Commerce discovered WA165 decaying on a railway siding at Frankton, better known as 'Rotten Row'. It had spent 31 of its 62 years on the old Motuhora line so it was only befitting that it be returned to Gisborne as a stationary exhibit. The locomotive was purchased from NZR for £200 which was its scrap value at the time.
- 1961 WA165 was cleaned, oiled and greased and prepared for the 497 mile journey back to Gisborne. The veteran WA Class 2-6-2 T locomotive No. 165 arrived back in Gisborne 26 May 1961 having travelled from Frankton to Palmerston North, Napier then on to Gisborne. The Gisborne City Council allowed the train to be made a static display in Grey Street (near where the skate park is today) and here WA165 remained motionless for the next 6 years.
- 1968 WA165 was moved to Young Nick's Playground in Awapuni Road where it remained for the next 18 years slowly rusting away. By this time WA165 was the sole survivor of the 11 locomotives in its class that were built between 1892-1903.

Restoration

- 1985 A group of Gisborne rail enthusiasts formed a society, with the aim of restoring the train to its original condition.
- 1986 The rusting WA165 was moved from the playground to a place where restoration could begin.
- 1988 Dismantling and cleaning began at the yard of transport company, M.E. Jukes & Son and in October 1988 all parts were moved to a permanent home, the old NZR workshop at the railway station by Custom-house Street.
- 1997 After several years of challenging voluntary work by a dedicated group of rail enthusiasts WA165 was fired up for the 1st time in 40 years.
- 1999 WA165 was given approval to run on rail. Work also progressed on procuring and refitting carriages. Labour weekend of 2000 a gleaming, fully restored WA165 pulled out of the Gisborne Railway Station with its 1st fare paying passengers.
- Today This outstanding restoration is the sole surviving WA Class Locomotive on earth. WA165 is one of the most scenic rail rides in the country. Rail enthusiasts, cruise ship travellers and people in general can relive the romance of steam train travel on a trip to the village of Muriwai and back.

**Gisborne City
Vintage Rail Committee**
*would like to say
Thank you
to our many passengers and
generous sponsors for
the continued support
You keep us on track*



For more information and the latest excursion schedule

TOURISM EASTLAND

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*The only surviving WA Class
Locomotive in the world*



GISBORNE CITY VINTAGE RAIL INC.



Steam Locomotive WA165 Specifications

Wheel arrangement 2-6-2 T
 Weight 36.7 Tons
 Estimated horse power 400hp
 Tractive force 13420 lbs
 Water capacity 850 gallons
 Grate area 11 square feet
 Bore 14 inch
 Stroke 20 inch
 Operating pressure 170 lbs per square inch
 Coal bunker capacity 1.75 Tons
 Wheel diameter 36.75 inch

Carriages

Our oldest is an AL Carriage. Built in 1938 for a main trunk service in the Otahuhu workshops. Converted in 1996 from Auckland suburban running. We have 3 FM luggage/ guard vans. All built in Korea or Japan from 1979 - 1981. These have been converted and strengthened to N.Z.R codes for passenger transport.



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