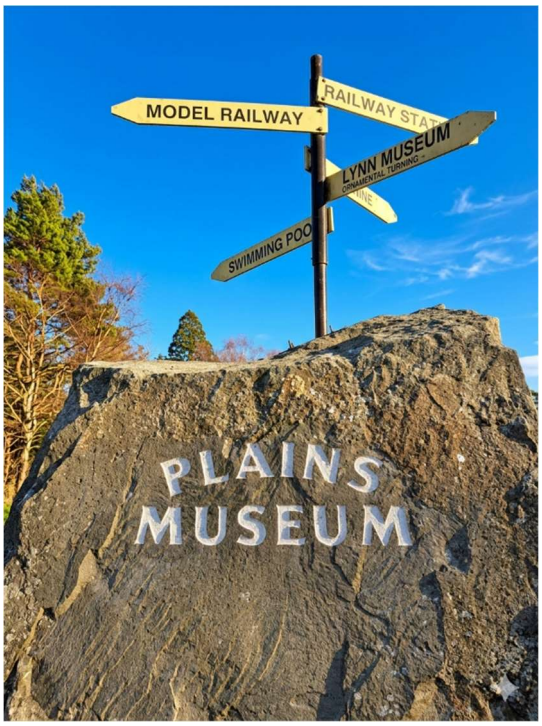


The heritage railways in Canterbury New Zealand are principally Ferrymead heritage park in Christchurch, the Plain museum in Ashburton and the Weka Pass railway at Waipara in northern Canterbury. This is part one featuring Plains and Weka Pass.

Plains Heritage Railway



The Plains Vintage Railway & Historical Museum, operated by the Ashburton Railway & Preservation Society has many interesting features, a fire truck museum, heritage village, standalone steam engines, a ride on 5 inch railway, a wood work museum, but chief is the short heritage rail line which features steam and diesel locomotives.

Located in Tinwald, near Ashburton, it features a 3-kilometer heritage railway line, operational steam and diesel locomotives, a pioneer village, and rural history displays showcasing Mid-Canterbury's pioneering past.

K 88 – Rogers Locomotive Works

'K' 88, or Washington, was built in 1877 by Rogers Locomotive Works, Paterson, New Jersey. With the builders number of 2454, it is now one of the oldest operational Rogers built locomotives in the world.



Around the end of the 19th Century, the ‘K’ locomotives – including ‘K’ 88 – got a new lease of life hauling tourist trains from Gore to Kingston, on the shore of Lake Wakitipu. This was the original ‘Kingston Flyer’. ‘K’ 88 continued to race across the Waimea Plains hauling tourists to the Lake until the mid 1920’s, when it was written off. Scrap metal prices at the time were low, so it was decided to use the old engines as flood protection!

In 1927, New Zealand Railways dumped two rare 1885 V-class steam locomotives into the Oreti River near Lumsden to act as a barrier against bank erosion and floods. This practice occurred nationwide because scrap metal prices were very low after World War I, making old locomotives a cheap source of heavy ballast.



‘K’ 88 looked to have no future, until the early 1970’s. After a discussion on the ‘old’ Kingston flyer locomotives, it was remembered that some of them had been placed in the Oreti River as flood protection.









Price TR 119

'TR' 119 was built by A & G Price of Thames in 1960, as Price 198. Although being of a similar design to New Zealand Railways 'TR' class diesel shunters, Price 198/'TR' 119 was never in NZR service, and so is not an 'official' member of the 'TR' class. The number '119' was never carried by any NZR 'TR' class locomotive, and so was adopted by Price 198.



The ‘TR’ was built for Kempthorne Prosser & Co. of Hornby Christchurch for shunting their private sidings. When retired from Kempthorn Prosser & Co, in the 1980’s, Price198/’TR’ 119 was donated to the Weka Pass Railway, before coming to The Plains Railway Museum in the 1990’s.

Shunter 458956 – Ruston and Hornsby

Ruston & Hornsby 486965 was built in 1961 to replace Dubs & Co. ‘A’ 64 at Canterbury Frozen Meats Fairton freezing works.



‘The Ruston’ is put to use for shunting, when the shunt can be managed by the light weight loco.



TR 38 – A & G Price Ltd

'TR' 38 was built by A&G Price Ltd of Thames in 1938, and was one of only two of its type. It was New Zealands first Diesel locomotive. Weighing in at only 6.25 tons, it's 6 cylinder Perkins P6 diesel engine develops 56hp and is rated to pull 110tons.



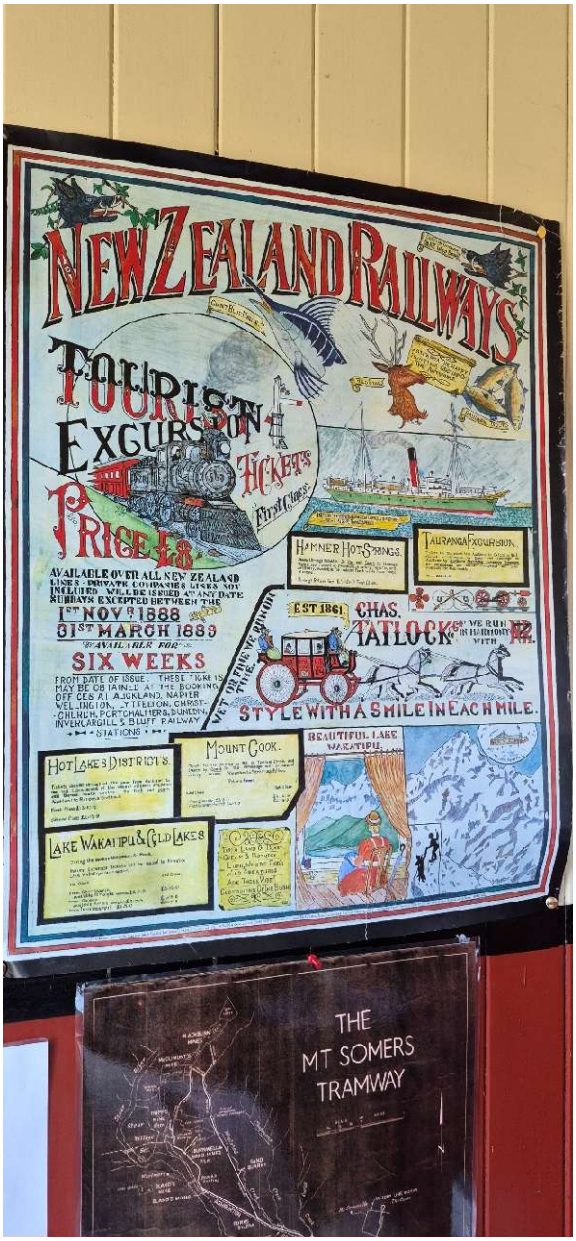
Planned restoration, TR3S is planned to receive a full overhaul, the decision has been made to keep the original motor as it is one of the first 200 units of the P6 developed by Perkins – a world renowned engine builder, and an engine that re-shaped diesel combustion forever.

Donations towards the restoration can be made at https://givealittle.co.nz/cause/plains-railway-nz



Other items of interest at the Plains museum was this rail bike, the fire truck museum an the rail cranes:




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Weka Pass Heritage Railway

The Weka Pass Railway is a historic 12.8 km rural heritage train line in North Canterbury, New Zealand, running between Waipara and Waikari. Operated entirely by volunteers, it features vintage steam and diesel-electric locomotives traveling through dramatic limestone cuttings, rolling farmland, and fossil-rich rock formations.

Glenmark

You join the train at the Glenmark station in Waipara







Dg Class English Electric

DG 770	DG 2232	English Electric	2274/D353	1955	1983	DG 770 was purchased by the WPR in 1983. This locomotive is operational, and is used on passenger services.
DG 791	DG 2468	English Electric	2295/D374	1955	1983	DG 791 was purchased by the WPR in 1983. This locomotive is operational, and is used on passenger services.

The New Zealand Railways Department (NZR) initially ordered 31 DF class locomotives in 1954, these were found to be mechanically unreliable. As a result of negotiations with English Electric, the contract was amended to 10 DF class and 42 DG class locomotives.

DF Loco double ended



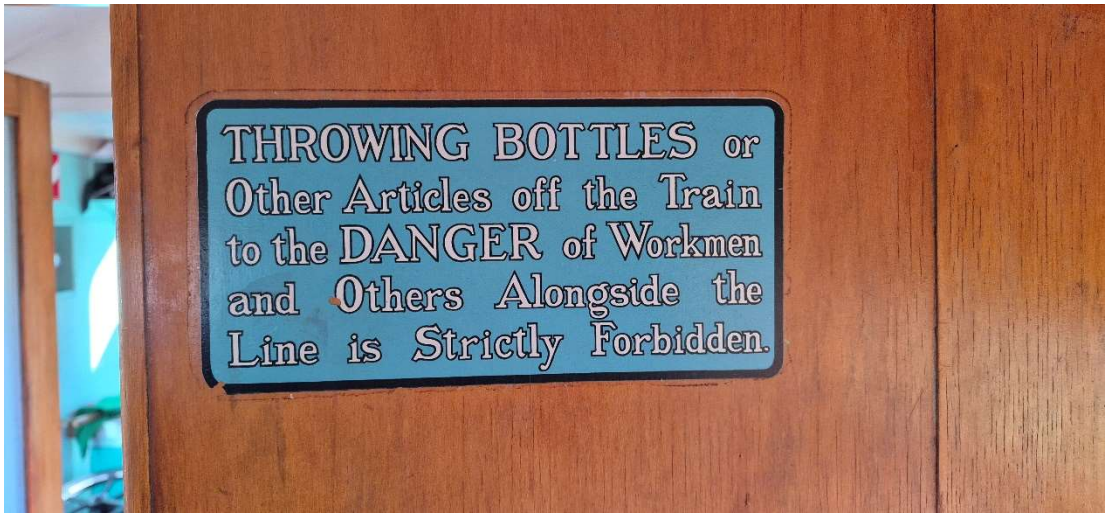
DG Loco single ended



The DG class locomotives were a smaller version of the DF class, with only one cab instead of two, and a similar Bulldog nose. Instead of assembling locomotives at its Preston works, English Electric allocated the final assembly to its sub-plants. This approach was also followed for many of that firm's diesel locomotives during the 1950s-60s. NZR road numbers 770-791 were assembled at the Vulcan Foundry, being part of English Electric at the time.

The Weka Pass Railway uses a fleet of vintage New Zealand Railways (NZR) wooden and steel carriages dating primarily from the 1930s to the 1940s, representing the classic era of rural Canterbury branch-line travel.







The route takes you through 12 kms of rustic rolling hills

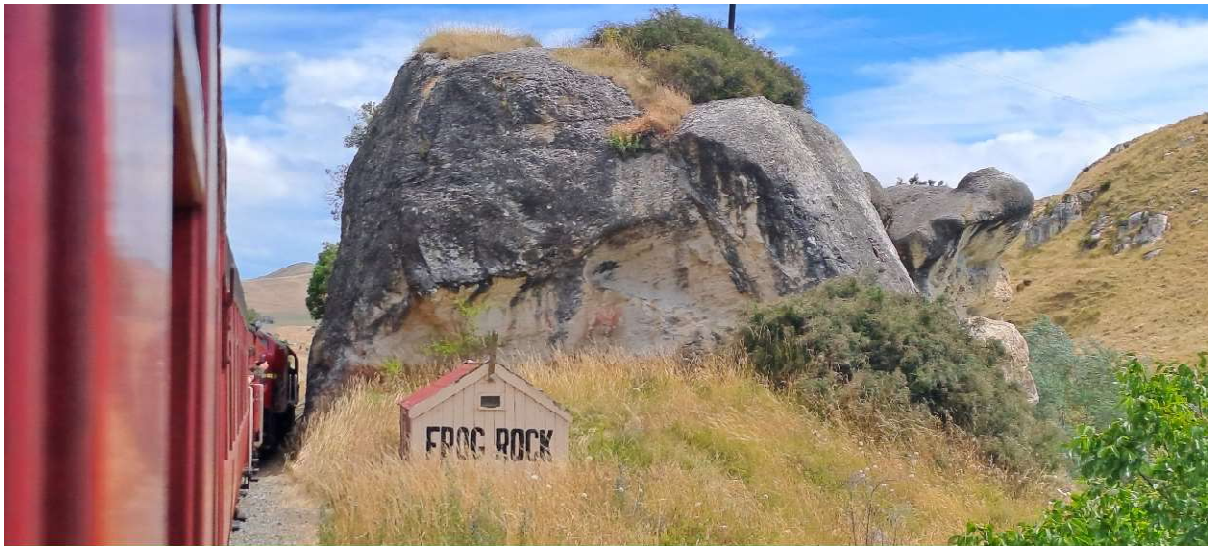


With many limestone formations along the way



Most famous is Frog Rock, an outcrop of limestone that resembles a frog



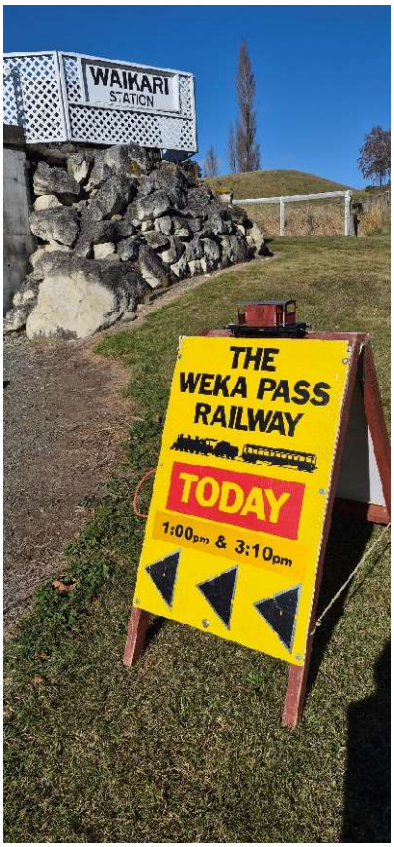


Waikari Station

At the end of the line is Waikari Station which is the historic northern terminus of the 12.8-kilometer Weka Pass Heritage Railway, located off State Highway 7 in North Canterbury. It sits on a gentle rise overlooking the rural village, serving as the turnaround point where passengers can stretch their legs, explore local spots, and watch the vintage train switch directions.











Brake checking out the turn table as DG 791 looks on.



Back at Glenmark at the end of the return trip the setting sun give a great back drop for DG class 791








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