

## Tour Day 12

### Matian Coal Railway

Today was our only full day on this railway. We could have done with one or two more. The railway (and the mines) are on their last legs and we may not get back in time to see it still working. We had a good day but were limited by the 4 return working using 2 locos. The work was over by 12:30 although we got a little bonus as one loco had to trip a coal wagon which would not tip back to the unloading point after lunch.

This railway has some very scenic sections - we walked all of the sections remote from roads and also it also has at least two British point switches from the 1930s still in use.



Point levers both built by Summerson & Sons, Darlington but in 1937 and 1934 and marked for two early Chinese lines KKR and CHR. There seems little doubt that CHR is the Canton & Haiphong Railway but KKR is not definitely identified.



The first loco out of the shed in the morning around 07:30.



The second loco acted as staff transport as the diesel railbus wouldn't start.



The first empty train passing a former mine in the street running section.



The second train of empties heads for the mine at the end of the street section.



The second loaded coal train of the day.



Returning to the mine with the second empty train of the day.



Village scene with loaded coal train near the horseshoe curve by the expressway.



Returning with the defective wagon to attempt a further repair.



The final movement of the day.



One of the two working locos today.



View towards the depot doors with one of today's working locos furthest away and the two spare locos nearest the camera.



Shijiajiang Locomotive Works illustration of the JMY380 class as originally built. Removing the engine body panels on the Matian locos changes their appearance considerably. (From a works catalogue in the collection of Paul Molyneux-Berry.)

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