

## **Tour Days 13-14**

### **Yujian Railway (former ChaoQi Line)**

In the initial tour planning, I had envisaged a C2 and a diesel charter here but with the best price we could manage of Yuan 20,000, this was something for a large group of 30 or more people, not for our group of 6. As a result, we shortened our visit to two half days but struck it very lucky on Friday 29 March when we found C2 loco 007 in steam at Chaoyanggou waiting to give a ride to a group of visiting government officials on an inspection tour. The train was 2 coaches with a diesel on the rear as, we assume, there are no turning/run-round facilities at Chaohua where the line now ends.

### **Day 13**



The general Chaoyanggou station shots appear under Day 14 below. The first shots from Day 13 are of the train hauled by C2 007 passing the 19 dumped CMY380 locos collected from several local narrow gauge lines that have closed. Their fate is unclear but they were probably not collected together in this remote location around 6km from Chaoyanggou to be scrapped.



C2 007 has an attractive chime whistle being put to good effect here.



Unfortunately, 007 and other C2s here have been adapted with noisy diesel generators in the tender. One of the purposes for this is to feed water into the boiler in place of the original steam injectors.





Diesel 3807 on the rear of the train will haul the train back from Chaohua.

## Day 14



C2 005 with a single coach at platform 2 at Chaoyanggou. It displays some changes including a new low chimney, altered smokebox door, various new bits of steel plate and water feed pumps instead of injectors.





A Permanent Way Railbus at the depot.



C2 007 which hauled the train on 29 March at repose with its 2 carriages.





JMY380 3804 at the depot has a cab at one end only.



The over-engineered swivelling traverser at the depot. In order to enter the depot, the loco must be positioned on the traverser, the traverser swung left and then to access the second and third roads, the traverser needs to slide sideways. Both rollers and wheels with flanges are needed as well as a cable to pull the traverser from either side. A simpler solution would have been to build



the new shed somewhere else or on a different alignment.



Short bodied coaches with doors at one end only are used.



The turntable at the end of the station is most likely from the steam era. It's not clear if it has been repositioned from somewhere else.





At one of the intermediate stations, the quality of the renewed trackwork is impressive with 2 platform roads and a through road but will it ever be fully used?



Here is a shot which will appear in the general blog. Some people have asked to receive that blog as well. Let me know if you would, too.





We found 3807 and 3801 with a box van and a flat wagon on permanent way duties near Pingmo. This was as far as we got exploring the line to Chaohua.



The train is stabled at Pingmo while the crew prepare lunch in the box car. The loco closest to us appears to be double ended but can only be driven from this end. The rear loco has no window at the back (towards us) so appears single ended and can be driven from the far end only.





View of the train from the other end.



Me and a local lad in the cab of JMY380 3801 while his dad takes a photo.

**John Raby**  
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