

Day 19 - Jixi Coal Railways

Jixi was on the options for the tour in case something else didn't work out. As the cement railway at Haolianghe hadn't restarted operations after the winter we needed to move on to Jixi.

The attraction (if you can call it that) was the electrification of the Chengzihe system at Jixi which coincided with the end of steam there in 2012. Electric locos which formerly worked at Pingzhuang in Inner Mongolia in the open cast mine were surplus to requirements there and redeployed to Chengzihe.



Electric 6400 being worked on at the new depot at Chengzihe.



Two electrics and one diesel arrive for shift change. This was a similar move to that seen in steam days.



Loco 6399 at the shift change point.



Electric 6399 along with diesel GKD1 0232. We didn't work out the diesel's role on this electrified system.



Most unusual was twin unit electric ZG150-1500 402 one of two allocated here. The two units have a shared bogie in the middle.



On our way to Hengshan, we found SY 1369 plinthed at the approach road to the Tsingtao/Qingdao Brewery. It is named as 'Qingdao Beer Qing Pi Go' or 'Qingdao Beer Green Beer Number'.



Another view of SY 1369 formerly a Hengshan Mine Railway loco.

We found not much happening at Hengshan and at Lishu, the DF4 was on shed with no work. However, the line also has a GKD1 which could have been at work somewhere on the system.

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