

Tour Day 2

Morning

Rongshan line and mines

We drove up the line to look at both mines. Access to Yujiabian (top mine) is possible across the suspension bridge to the yard with the watch tower but the bridge at the mine has a locked gate at the far side. The wooden planks on both bridges will not last much longer but the metal structures and ropes are still good for many years. At Yujiabian, it was clear that further trains had run after we saw the 'last train' in 2014 but these were reported as also in 2014. Some track has been lifted, flat wagons (no doubt loaded with salvage) removed and some ballast has been dumped.



The big bridge near Rongshan station



The mine at Shanziba - close by our visit in 2014 and with no sign of re-opening



The yard at Yujiabian with several years growth of grasses.



The bridge to the mine with a locked gate under the A. (What does the A stand for?)



The mine at Yujiabian. In 2014, the mine was being salvaged prior to sealing up.

Afternoon Baishui

After lunch, we drove to the mine at the top of this line and found plenty of action and a friendly/tolerant attitude to our presence.



The yard at the coal mine. An empties train has arrived and the loco will run round and propel into a balloon loop where cable haulage will take over to load the wagons.



The loco then picks up full wagons for the 2.8km run to the transshipment point. Two trains were running in convoy. This train will wait for the next empty train to arrive before departing. The operation was very slick.



Looking down the valley. The second train of empties arrives.



Close up of the third loco. This one took a permanent way train with 4 tubs, a ladder and tools down the line while we were there.

Tomorrow morning we will visit the bottom end of the line at the transhipment point.

John Raby
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