Sandaoling - Second Day - Sunday 9 December 2018

Our new day started - 07:30 breakfast, 08:00 Kenkou, 09:00 Dongboli. We visited Kenkou pre-sunrise for the shift change for one train crew, the loco-only passenger to Ba-erzhan which ran twice (once to collect the overnight crew and once with the new shift as well as the shift change for the loco crew. No photos from this made the cut for this blog but I will try again tomorrow. We then went to Dongboli to watch the standby loco from yesterday 8197 being readied to switch with 8173 which had just worked the morning passenger.

JS 8197

JS 8173

JS 8197 went down the pit first after watering, followed by 8195. Both locos served the blue loader all day so the second train normally ended up waiting at Ba-erzhan for the first to load.

Passing shot at Ba-erzhan

8195 with the 2nd train

8197 on its second run

In all, we saw 4 trains before lunch and bumped into Ameling.

After lunch, haircut and the arrival of John Athersuch, we tried a repeat of the first afternoon but it worked out differently, of course. We had just missed a train out of the pit so went to the washery to find it. The digger was still struggling at the washery to move itself. This train after unloading switched to the other track to be scraped out by the digger.

We returned to the point overlooking the pit on the north side but missed the

second uphill in between and it surprised us later returning from the washery.

The light was bad on the north side of the pit against the light so we moved to the south rim where we got one train out before sunset.

With light going and little chance that the other train would make it out before sunset, we move to the closed crossing between Kenkou and the washery for the return train with mixed results.

As the photos below show (IMHO), sometimes a shot without a train can be better than one with!

Locos in use: 8173 (standby Dongboli), 8195 (working to washery), 8197 (working to washery)

Locos seen but not identified: none

John