

Trip Report China Steam in the Northeast March 2011

We went on an exciting 14 days-tour, everything seemed to be unchanged as ever – with two notable exceptions.

First stop was **Pinzhuang**: seen in service were SY 1425, 1017, 1052, 1487, 1027, and 1441 carrying headboards with the parole „Harmony and Safety“.

Then onto **Yuanbaoshan**: a sole JS did all the main line work (JS 8249), all others were stored at the small workshop: JS 8242, 8250, 8418 and 6245.

Fuxin was good as ever with SY 0770, 0941, 1195, 1210, 1320, 1397, 1319, 1818 (in reality: 1414), 0988 und 1378. Dumped were SY 0567, 0127, 0036, 0770, 0391, 0910, 0076. JF 0508 and SY 1359 worked as heating locomotives.

Our visit at the **Beitai steel mill** produced these numbers: SY 1684, 1191, 1077, 1648, 1561, 1560, 0864, 2019, 0448, 0946, 0825, 1054, 1075, 1131 and 1514. Peter Semmelroch has given all additional information already.

Then we went on to **Huanan** but could just witness how the steam locomotives were pushed and then locked into the shed. The coal mine at the other end of the line had failed to sell any coal and thus no transport to the shipping yard at Huanan was needed. 168, 044 and 004 (without rods) were seen.

We decided to pay a farewell-visit to **Jixi**. Well, you are confined to a small „no-pole“ area now as already described by various visitors. SY 1340, 1369, 1058, 1544, 0951, 1437 (all without builder plates anymore). Plus diesels DF 4 7120 and DF5 1271 in **Jixi-Chengzihe**.

Electric locomotives (I guess, no change to previous reports): 6785, 6786, 6788, 7327, 7336, 7343, 7349, 7368.

Didao is fully dieselised with DF4 9305, 7119 and 1964, plus GKD1A 0229. The SY were stored: SY 1205, 0407, 1213, 0950, 1446.

GKD1A 0230 shunted at **Dong Hai Kuang**, SY 1018, 0746 and 0639 were also present but cold and put aside.

Photographs from the steam operations can be found at:

<http://www.tanago.de/erlebnisreisen/en/galleries/gallery-railway/china-steam-in-the-northeast-march-2011.php>