

Modern Traction in China

Dec2006/Jan2007

Guangxi – Sichuan – Henan- Anhui/Zhejiang

by Florian Menius

Beijing 2006-12-23

After arrival at Beijing airport, we visited the railway museum. Very interesting is that almost nobody in Beijing seems to be aware of its existence! Even only 1 km away, four taxi drivers asked did not know it! If there had not been an internet café nearby where we looked up the address, we probably would have given up searching ...

The museum itself has got a somewhat "uninspired" appearance in my opinion - a half empty hall, poor quality of display arrangement and, first of all, bad information tables!

Much more interesting than the museum proved to be the "real action" on the neighbouring railway test ring. Here, Co-Co 3-phase-motored electric SL₁ 0017 was tested. Built by Dalian Locomotive Works (DLoco) and sporting a Zhengzhou bureau Zhengzhou depot code and dark-blue to brown livery, it did its circles. Immediately behind the loco was a diagnosis car, followed by another DLoco Co-Co electric: SSJ₃ 0001. The body of both locos seemed to be identical, only the grey livery of SSJ₃ 0001 was different (and no depot code on the loco). 62 freight wagons were coupled behind SSJ₃ 0001. It seemed whether SSJ₃ acted as a braking engine in order to test SL₁ 0017 at maximum rated power ...

The composition circled clockwise about 10 to 12 times between 14:00 and 16:00 o'clock and finally stopped at the southern end of the test ring with loco crews debarking and inspecting SL₁ 0017 ...

In the evening, we boarded train K157 Beijing 21:10-Zhanjiang 09:50+2, a 37h-trip covering almost 2.800 km spending XMas Eve in a half-empty, very comfortable YW coach....

DF _{4C}	5291
DF _{4D}	0142(BJ)
DF _{7G}	5036(BJ)
SL ₁	0017(on BJ test ring, Zhengzhou depot code, Dalian built)
SSJ ₃	0001(on BJ test ring, Dalian built)
SS ₈	0050(BJ,Zz/98), 0116(BJ)
SS _{9G}	0133(WCN), 0141(WCN)

BJ=Beijing, WCN=WuchangNan

Zhumadian-Hankou 2006-12-24

North of Xinyang, all freight trains are hauled by single SS₄ of Jiang`an depot. South of Ji-ang`an, the line crosses over a pass, summit station is Jigongshan. Freight trains seen were usually double headed: SS₃ and SS₄ paired in any combination possible. Between Liujiazhu and Wushengguan, a new line is under construction. So, the days of the mountainous pass line are counted... Another section of "heavy rebuilding", e.g. building a new parallel line, is under way south of Guangshui for some 5 to 6 km. The 17th Construction Brigade is in charge, DF₄ 3520 was seen on the construction site.

Passenger trains were mostly SS₈-hauled with a couple of SS_{9G} filling in - just as usual along the whole JingGuang (Beijing-Guangzhou) line.

DF _{4B}	3520(JA), 9326, 9330(JA)
DF _{7C}	5314(JA)
DF _{8B}	5451(JA), 5670
DF ₁₁	0394
SS ₃	0027, 0061(JA), 0069(JA), 0083(JA), 0245
SS _{3BG}	6048
SS ₄	0111, 0130(JA), 0135, 0140, 0148
SS _{4G}	0203(JA), 0205(JA), 0228, 0246, 0250(JA), 0256(JA), 0276(JA), 0280, 0291, 0315, 0316(JA), 0332, 0364(JA)
SS ₈	0012, 0031(ZZ)

JA=Jiang'an ZZ=Zhengzhou

Hankou / Wuchang 2006-12-24

The twin city was passed around noon, but nothing of particular interest. Surprising, however, was to find very old DF_{4A} 0185 at Wuchang passenger station ...

DF _{4A}	0185(XFB,DI/77)
DF _{4B}	1594(XFB), 6535(ZZ)
DF _{4D}	0268(DI/98), 0378(WCN, DI/99)
DF _{4DK}	3184(WCN, DI/02)
DF ₇	0051(JA), 0151(JA), 0198(WCN)
DF _{7C}	5040(Bj/93)
DF ₈	0006(Qi/85), 0029(WCN,Qi/85)
DF ₁₁	0374, 0376, 0427(XFB)
SS _{6B}	1043(Zhu), 1044, 1055(Zhu), 1058(Zhu), 1116(WCN), 6001, 6030
SS ₈	0015, 0036, 0213
SS _{9G}	0133(WCN)

JA=Jiang'an WCN=WuchangNan XFB=XiangfanBei Zhu=Zhuzhou ZZ=Zhengzhou

Wuchang-Changsha 2006-12-24

All freights seen en route were single headed by SS_{6B} of both WuchangNan and Zhuzhou depot. Passenger trains seen were hauled by SS₈s, either of Zhuzhou or Guangzhou depot.

DF _{4C}	5254
DF _{7G}	5142(WCN)
SS _{6B}	1112, 6003(Zhu), 6006(Zhu)
SS ₈	0146(GZ), 0176, 0185(GZ)

GZ=Guangzhou WCN=WuchangNan Zhu=Zhuzhou

Changsha / Zhuzhou 2006-12-24

Changsha depot no longer seems to exist as an independent depot but has merged with Zhuzhou depot. Passenger trains eastwards to Nanchang/Hangzhou seem to have got either Xiangtan or Nanchang based locos for haulage.

DF _{4B}	1321, 2376(XT), 2627, 3735(Zhu)
DF _{4D}	0167(Zhu), 0219(Zhu), 0222, 0223, 0281, 0286(XT), 0324
DF _{4DK}	3123
SS ₃	0512(Huaihua)
SS _{6B}	1137(Zhu), 1141, 6033(Zhu)
SS _{7C}	0082(Zhu), 0085(Zhu), 0099(Zhu), 0142(Zhu), 0145(Zhu), 0167
SS ₈	0139, 0165(GZ), 0195, 0199, 0202(Zhu), 0217(Zhu), 0222, 0227, 0240

GZ=Guangzhou XT=Xiangtan Zhu=Zhuzhou

Hengyang-Shuizhou 2006-12-24

The Hengyang to Shuizhou line is operated by DF_{4B} (freight) and DF_{4D} (passenger) of Zhuzhou depot. Also nice to see, that SS₁ operation south of Hengyang towards Guangzhou remains.

DF _{4B}	3171(Zhu, Zy/87), 3421(Zhu), 3870
DF _{4D}	0168(Zhu), 0171, 0553
SS ₁	0754(GZ), 0758(GZ), 0770(GZ)

GZ=Guangzhou Zhu=Zhuzhou

Yulin-Zhanjiang 2006-12-25 to 2006-12-29

Line work is 100 % DF_{4B} with green ones hauling freight trains (usually single headed) and orange ones all passenger trains. Of note is that most "juzi" (orange DF₄) are members of genuine "Xigua"-number series (green DF₄), so probably adopted for 120 km/h not upon delivery. All locos seen except for DF₅ 1478 (probably only forgotten to replace the character) had Liuzhou depot code. So, Yulin depot seems to have merged with Liuzhou. However, most freight trains still change loco at Yulin whereas passenger trains do not do so.

In contrast to Quails Map, the double track section does not extend all the way to Zhanjiang yet but terminates at Hechun. However, between Hechun and Zhanjiang, double-tracking is "in progress". DF₅ shunt at Yulin (2), Zhanjiang (2), Hechun(1) and Lianjiang(1).

The new railway line from Yulin to Shuizhou leaves Yulin pax station southwards, but there will be a direct connection to Yulin freight yard (some 3 km south of the pax station), too which will enable freight trains to pass Yulin without changing loco and direction. 5th Construction Bureaus is in charge for the civil construction work around Yulin. At the construction site near Yulin freight yard, two BJ diesel-hydraulics could be observed.

Most scenic section along the line can be found:

- north of Shiguantang
- north of Mishan (km163) until Meipo
- Wendi to Hechun, the better the closer to Hechun...

BJ	3034(5 th Constr.Bureau), 3037(5 th Constr.Bureau)
DF _{4B}	2226(GZ,DI/89), 2656(LI,DI/99), 2657(LI,DI/99), 2658(LI,DI/99), 2662(LI), 3208(LI,Zy/88,orange), 3211(LI,Zy/88), 3241(LI,orange), 3244(LI,Zy/89), 3263(LI), 3273(LI,Zy/89), 3290(LI,Zy/89), 3370(LI,Zy/92), 3375(LI,Zy/90), 3377(LI,Zy/90), 3395(LI,Zy/90), 3405, 3406(LI,Zy/90,orange), 3407, 3456(LI,orange), 3462(LI,Zy/91), 3523(LI,Zy/93(?),orange), 3528(LI), 3532(LI), 3535(LI), 3543(LI,Zy/91), 3610(LI,Zy/92), 3655(LI,Zy/92), 3704(LI,Zy/93), 3705(LI,Zy/93), 3707(LI,Zy/93), 3708(LI,Zy/93,deco), 3791(LI), 3837(LI), 3839(LI,Zy/94), 3894(LI,Zy/94), 3897(LI,Zy/94), 3898(LI,Zy/94,orange), 3975(LI,Zy/95), 3989, 3991(LI,orange), 3992(LI,Zy/95,orange), 3995(LI,orange), 3997(LI,Zy/95,orange), 3999, 6126(LI,Dt/91), 6251(LI,Dt/93), 6255(LI), 6256(LI), 6312(LI), 6315(LI), 6317(LI,Dt/94), 6528(LI,Dt/97), 6529(LI,Dt/97), 6532(LI,Dt/97), 6549(LI,Dt/97,orange), 6552, 6573(LI,Dt/98), 6574(LI,Dt/98), 7345(LI,DI/94,orange), 7348(LI,DI/94,orange), 9029, 9034(LI), 9036(LI), 9037(LI,Zy/95), 9038(LI), 9293, 9296(LI,Zy/96)
DF ₅	1388(LI), 1451(LI), 1478(Yulin), 1497(LI), 1630(LI), 1843(LI)

GZ=Guangzhou LI=Liuzhou

Hainan Tielu 2006-12-29

There is still only one daily passenger across the Qiongzhou Strait Rail Ferry: K405/6/7/8 Guangzhou-Haikou. This trains avoids reversing at Hechun by using a bypass track. So, it can be hauled by a single loco all the way from Guangzhou to the ferry terminal Hai'an Nan: a Guangzhou based orange DF_{4B}. The proposed rail service from Haikou to Sanya has not started operation yet.

The new "Hainan Railway" branches off the Hechun-Zhanjiang line at Tangkou. 13 km further south Zhanjiang Xi is reached. This station is about 15 to 20 km away from the city ... The line continues offering a reasonable number of large viaducts but traffic is sparse: not a single freight train was crossed during the whole ride on the southbound passenger train ...

At Hai'an Nan ferry terminal, a depot area north of the yard can be found. It contained DF_{4B} 2522 and an unidentified DF_{4DD}. Shunting duties from the yard into the ferry are performed by two DF_{4DD} diesels. In order to not have to enter the ferry with the heavy diesel loco, four to five empty flat wagons are used as spaceholders between loco and actual train. The ferry is always loaded and unloaded simultaneously on two parallel tracks (simultaneous train movements). This is why each two DF_{4DD}s are necessary at the two ferry terminals, altogether four DF_{4DD}. The ferry itself has got four tracks, each offering space for five passenger coaches. As the ferries are only designed for trucks and railway wagons, you are not allowed to get off the train during the passage, the doors of the coaches remain locked. What shall one do if the ferry sinks remains a good question ...

On the Haikou side of the ferry, the complete train becomes reunited first before the DF_{4DD} hauls the train the final 700 m into Haikou station. This station is in the middle of the nowhere some 25 km west of the city and considerably oversized for the current single train per day ... Note, that urban buses stop at the railway station only at times when a train either arrives or departs!

DF _{4B}	2522(Hai), 7671
DF _{4DD}	1025(Hai,DI/02), 1026(Hai,DI/02), 1029(Hai)

Hai=Hainan

From Haikou, we took AirChina CA4316 Haikou 23:00-Chengdu 01:10+1 to Sichuan (610Y/Pers.).

Shibanxi 2006-12-31

Rainfall and/or thick fog all day long. So, any photographical attempts had to be cancelled ... 14 worked the passenger train (ex Shibanxi at 07:00, 10:30, 14:00 and 17:30), 07 the coal train between the two morning trains and 10 the mixed freight between 15:00-16:00. The "foreigner fare" is included in the transportation conditions of the railway by the way and says: single trip costs 3Y per stop, but 15Y at maximum.

C ₂	07, 10, 14
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Mojiang Electric Railway 2007-01-01

On New Years Day, we visited Shawan/Mojiang electric railway. A very recent development is the introduction of an urban bus service at Shawan: bus no 2 operates between the railway station and Mojiang terminating just 100 m from the electric railway and passing Shawan bus terminal on the way.

Mojiang now demands tourist prices for their passenger trains, too: 5Y per person for a single trip, a mere 5 times higher than local people ... (no comment... where is the tourist attraction there? The conductor even compared their railway with Leshan Giant Buddha ...).

electrics	1, 2, 3, 4, 5
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Shawan-Chengdu 2007-01-02

We rode the afternoon stopping passenger train from Shawan to Chengdu: overcrowded, SS₃ hauled and very slow (4.5 hours for 155 km compared to 2.5 hours by bus via expressway). Landscape is excellent only for the first kilometers: beyond Jiuli, it soon becomes very flat. Only two river bridges (one south of Leshan, another one near Qinglongchang) are worth to be mentioned. Motive power are almost exclusively single headed SS_{3B} of Chengdu depot (both pax&freight) with only a single SS_{3BG} having been observed. DF₅ (Shuangfu, Leshan) and DF_{7C} (Yangang, Gongxing, Chengdu Nan) share shunting duties.

DF ₅	1644(Ch,Sf/97), 1645(Ch,Sf/97)
DF _{7C}	5246(Ch)
SS _{3B}	4067, 4330(Ch), 4336(Ch,Dt/99), 5059, 5118(Ch), 5123(Ch,Zz/99), 5124(Ch,Zz/99), 5138(Ch,Zz/99), 5141(Ch), 5147, 5164(Ch,Zz/99), 5168(Ch), 5169(Ch,Zz/99), 5191(Ch), 5206, 5207(Ch), 8041
SS _{3BG}	6075(Ch)

Ch=Chengdu

Chengdu-Guangyuan 2007-01-03

The line was passed riding T8 Chengdu-Beijing (as far as Luoyang). Very similar motive power as south of Chengdu: single headed SS₃ or SS_{3B} haul all trains, DF₅ and DF_{7C} shunt. At Jiangyou, most freight trains get a second SS₃ for the following climb to Guangyuan.

Nice sections

- Around Luojiang includine river bridge
- landscape south of Mianyang, bridge north of Mianyang
- north of Jiangyou: hilly, valley, many curves
- two brides closet to Zhaohua
- Zhaohua-Guangyuan section (narrow valley, flat hills)

Spectacular sections

- Gorge north of Erlangmiao (railway on the western flange)
- Open spiral north of Majiaoba
- Viaduct north of Banzhuyan
- Around Luomiaozen (high mountains, many galleries/tunnels)

DF ₅	1301, 1302(Ch), 1428, 1429, 1989(Ch,low-nose), 1990(Ch,low-nose)
DF _{7C}	5167(Ch,blue), 5193(blue), 5277(Ch,orange), 5278(Ch,orange), 5423(orange), 5424(Ch,orange), 5425(orange), 5548(Ch,blue), 5550(blue)
SS ₃	0123(Ch), 0217, 0219(Ch), 0221(Ch), 0225
SS _{3B}	4001, 4004, 4005, 4007, 4008, 4013(Ch,Dt/97), 4019, 4061, 4072(Ch), 4074, 4085(Ch), 4095, 4098, 4100, 4144, 4247(Ch), 4354, 4439, 4440, 4445, 4473, 4475, 4477, 4479, 4530, 4532, 5061(Ch,Zz/5.98), 5063(Ch), 5065(Ch), 5172(Ch,Zz/99), 5187(Ch/Zz/99), 5202, 5205(Ch), 8011(Ch), 8047(Ch)
SS ₇	0063 (probably in transit from/to overhaul)

Ch=Chengdu

Of interest: SS_{3B} 4005 and 4095 had no Datong builder plate. Their plates looked rather like Zhuzhou ones. According to my info, 4001-4008 should be Zhuzhou built locos, 4091-4105 Taiyuan built ones. Also interessting was to see low-numbered DF_{7C} in the same dark blue livery normally associated with locos from the 55xx range ...

Guangyuan-Baoji 2007-01-03

All freight trains towards Baoji were SS₄-hauled whereas those to Ankang had SS_{3BG} haulage. On the Baoji line when compared to summer 2006, motive power of passenger trains has changed however. Super-ugly SS_{7D} of Xi'an depot have replaced most SS_{6B}! SS_{7E} can also still be seen. The Ankang line passenger trains are supposed to be worked by Ankang based SS_{7C} but none was seen.

Interessting photo spots:

- River bridge at Guangyuan (on diesel branch line to Puji)
- Deep gorge north of Guangyuan until Junshimiao/Datan (railway on western side, street on eastern side with several hanging foot bridges between the two sides) southbound track usually in the valley, northbound track bypasses with long tunnels or galleries)

- Bridge between Chaotian and Guanyinba
- Gorge between Yangpingguan and Lüeyang (almost uninhabited, line on western side, dirt path on eastern side). For the first 10 km or so, the Ankang line lies in the valley as well (eastern side). Some 8 km north of Yangpingguan, a recently built bridge allows trains to/from Baoji to change to the Ankang line for the final kilometers. So there is a kind of "double track section" here...

DF _{4A}	3019 (seen at Xinfengzhen freight yard)
SS ₃	0485, 0614(AK)
SS _{3B}	4219(Lanzhou)
SS _{3BG}	0016(AK), 0017, 0053(AK), 0070(AK), 0073, 0075(AK), 6001(AK), 6008, 6017
SS ₄	0004(XFZ), 0006(XFZ), 0007, 0014, 0019(XFZ), 0020, 0021(XFZ), 0023, 0025(XFZ), 0026(XFZ), 0031, 0034(XFZ), 0038, 0098, 0097(XFZ), 0121(XFZ), 0141(XFZ), 0156(XFZ), 7059(XFZ)
SS _{4G}	7059(XFZ)
SS _{6B}	1003(XFZ), 1011(XA), 1019
SS _{7C}	0068(AK), 0135(AK)
SS _{7D}	0001(XA), 0003(XA), 0008(XA), 0021(XA,Dt/02), 0027(XA,Dt/02), 0031, 0032
SS _{7E}	0002, 0073(XA)

AK=Ankang XFZ=Xinfengzhen XA=Xi'an

Luoyang 2007-01-04

Most interesting news from Luoyang area is that the SS₄ on the Luoyang-Zhengzhou seem to have been completely replaced by SS_{3BG}. All freight trains observed had SS_{3BG} and the depots at both Luoyang and Luoyang contained numerous SS_{3BG} but not a single SS₄ (The lonely SS_{4G} 0440 was actually seen at Guanlin just south of Luoyang where the electrification ends).

DF _{4B}	2458(LY), 2533, 6094(HoumaBei)
DF _{4D}	0399(XFB), 0402(XFB,DI/99), 0533(XFB), 0538(XFB)
DF ₇	0030(LY), 0256(LY)
SS _{3BG}	5076(LY), 5081(LY), 5082, 5084, 5088(LY), 5090(LY), 5091(LY), 6093, 6094
SS _{4G}	0440
SS ₆	0005, 0014
SS _{7C}	0048(Lanzhou)

LY=Luoyang XFB=XiangfanBei

Luoyang-Baofeng 2007-01-04

This line was passed with 4734/1 Luoyang 07:50-Baofeng 10:05, hauled by a orange DF₄ of Luoyang depot. It was replaced at Baofeng with a DF_{4D} continuing southwards to Nanyang. Most freight trains had green DF₄ but a couple of (low-numbered) DF_{8B} were used as well.

DF _{4A}	0411(LY), 0459(LY,DI/82), 0756(LY,DI/85)
DF _{4B}	1568(LY), 1598, 1626, 6301, 6308(LY), 6389, 6435(LY), 9101(LY)
DF _{7C}	5485(LY)
DF _{7G}	5101(LY,Bi/05), 5103
DF _{8B}	5036(LY), 5037

LY=Luoyang

Pingdingshan 2007-01-04 to 2007-01-05

Few to add. SY 1209 and JS 6429 covered the passenger duties, all five diesels were in use as were some 8 to 10 JS, a SY and two QJs in light steam at the depot not having been seen moving a single meter.

Interesting, however, was to see that passenger trains along the secondary branch line Baofeng-Pingdingshan-Luohe are operated by DF₁₁ diesels (of Zhengzhou depot) now! What else can be called "wasted power"?

QJ	7186(?)
JS	6225, 6429, 8030, 8031, 8054, 8057, 8062, 8065, 8068, 8122, 8338 (all PMK)
SY	1209, 1687 (both PMK)
DF _{7G}	5121(PMK, BJ/05)
DF _{10D}	0060, 0087(DI/05), 0088(DI/05) (all PMK)
DF ₁₁	0294(Zhengzhou)
GKD _{3B}	0003(PMK)

PMK=PingMeiJiTuan (Pingdingshan Coal Corp.)

Xuzhou 2007-01-06

Was passed Xuzhou during nighttime on board 1511/4 Pingdingshan 19.18-Nanjing 08.27.

DF _{4DK}	3184, 3187
DF ₁₁	0100(Zhengzhou)

Bengbu-Nanjing 2007-01-06

Less than one third of the freight trains is hauled by electrics with Nanjing Dong's ND₅ still covering most trains. Passenger locos vary: DF₁₁, DF_{11G}, DF_{4D}, DF_{4DK} and DF₄(orange) from Shanghai, Xuzhou, Nanjing Dong, Jinan and even Beijing depot can be seen. Lower priority passenger trains still change locos at either or both Bengbu and/or Nanjing.

There were rumours that, beginning on Jan 10th, along five sections of the JingHu mainline, the electrification should be switched off again. Until April 2007, these sections are to be rebuilt for 250 km/h top-speed which requires a wider distance between the two tracks. So, electrification equipment will also be dismantled and rebuilt. As of April 2007, a Shinkansen service is supposed to be introduced between Beijing and Shanghai cutting travel time to less than 10 hours (compared to 12 hours for today's Z-sleeper trains). This means an average speed of some 150 km/h for the Shinkansen trains. Among the sections concerned are Shanghai-Kunshan, Beijing-Tianjin and a section near Xuzhou.

As a result, number of freight on JingHu line will have to be reduced. In the Shanghai/Nanjing area, it is planned to divert 24 pairs of freight trains per day via Hangzhou-Wuhu-Hefei.

DF _{4B}	2115(NJD)
DF _{4D}	0183(Jinan)
DF _{4DK}	3055(NJD), 3072(NJD,DI/01), 3073, 3078(NJD,DI/01)
DF ₅	1624(NJD)
DF ₁₁	0121, 0126(Xuzhou)
ND ₅	0001, 0016, 0027, 0043, 0066, 0209, 0212, 0253(NJD), 0368, 0371
SS _{4G}	1076, 7202, 7231, 7234

NJD=Nanjing Dong

At Nanjing, we met Julien and used his private car for linesiding on Jan 6th and 7th.

Nanjing-Wuhu 2007-01-06

This is the last line in the area where ND₅ can be photographed on a non-electrified railway line. However, traffic on the single track line is not too heavy. One freight per direction and hour is a maximum, often even less. Passenger trains all had DF_{4D} or DF_{4DK}, but Juzi may appear, too.

Best spots can be found just north of Tongjing (very slight "hills") and at the fascinating old style river bridge just south of Dangtu. In general, the landscape is very flat elsewhere.

By the way: until December 2006, a branch line from Jiangning eastwards was operated by a steam loco (unknown class, probably SY), but its boiler certificates expired recently.

DF _{4D}	0206, 0452(NJD), 0456(NJD), 0457, 0492(NJD), 0493, 0513(NJD)
DF _{4DK}	3079
ND ₃	0057(ex overhaul, in tow towards Wuhu, w/o depot code and property mark)
ND ₅	0088(NJD), 0101(NJD), 0104(NJD), 0206, 0208(NJD)

NJD=Nanjing Dong

Wuhu-Hangzhou 2007-01-06 to 2007-01-07

This double-track line already has got heavy freight traffic, but levels will still be increased (see above). Especially the ChangJiang viaduct at Wuhu is passed by freight trains in intervals of five minutes or even less. Very, very impressive!

Freight duties are shared by DF_{4B} and DF_{4DH} of Hefei depot, locos from Hangzhou depot are very rare. Passenger trains have DF_{4D} or DF_{4DK} from either Hefei, NanjingDong and Hangzhou depot.

Scenery between Wuhu and Xingcheng is everything else than spectacular. Additionally east of Xuancheng, the complete line (double track along its whole length) is fenced off by one theses "beautiful" green fences ...

Spots of interest:

- 3 concrete+steel girder combination bridges between Wuhu and Wanzhi (eastbound track only, the more recently westbound track has got standard concrete viaducts).
- Area with slight hills and tea plantations around Sanyuan and further east. Difficult access via dirt roads, however.
- River bridge just east of Xuancheng (with the city's skyline as backdrop)
- Large power station next to the railway line just south of Xingcheng (standing on the expressway overpass ...)
- Valley section with bamboo-wooded hills between Miaozi and Deqing, offering the best landscape of the whole line. The line is usually at the eastern side of the valley and often laid on high dams.

DF _{4B}	1301(HF,DI/87), 2137(HF,DI/88,green), 2248(HF,DI/90,green), 3328(HF,Zy/89), 3334(HF,Zy/89), 3753(HF,Zy/93), 3773(HF,Zy/93), 3778(HF,Zy/93), 3901(HF), 6262(HZ), 6344, 6365(HF), 6403(HF), 6406, 6408(HF), 9076, 9078(HF), 9114(HF), 9115(HF), 9211(HF,Zy/96), 9372(HF,Zy/97)
DF _{4D}	0203(NJD,DI/99), 0460(HZ,DI/99), 0463(HZ,DI/99), 0491(NJD,DI/00)
DF _{4DK}	3144(HF), 3309(HF)
DF _{4DH}	4192(HF), 4217(HF), 4220(HF)
DF ₁₁	0085(HZ,Qi/98)
ND ₅	0012(NJD), 0081(NJD)

HF=Hefei HZ=Hangzhou NJD=Nanjing Dong

Expressway from Deqing to Shanghai takes some 2.5 hours. In the morning of Jan 8th, we flew back using Shanghai MAGLEV to get to Pudong airport and Aeroflot to Berlin via Moskwa Sheremetyewo 2... (Sad to see how run-down a 2-year-old B767 can look like...)

Dresden, Jan 16th 2007
Florian Menius