

**Two hundred years ago, the steam locomotive was successfully restored.
It will be the first show at the industrial conference.**

Kailuan Museum



In order to implement Tangshan City's requirements for building a museum city and building an industrial tourism eco-city, the Kailuan Group relies on unique and rare and typical cultural advantages to deeply cultivate historical resources and inherit excellent genes. Following the perfect restoration and display of the "Dragon locomotive" last year, two steam locomotives were successfully restored by the craftsmen of the past 100 years ago, and settled in the exhibition hall of the Steam Turbine Sightseeing Park. The first show will be held at the 3rd China Industrial Tourism Industry Development Joint Conference on October 21, and the ceremony will be presented to the conference.

The two locomotives that were restored were the No. 2 and No. 11 steam locomotives that served on the Tangshan Railway at the beginning of the Kaiping Coal Mine. Among them: No. 2 locomotive is the first standard gauge steam locomotive imported from China. After the great success of the "Dragon locomotive" operation in 1881, Kaiping Mining Bureau ordered from Robert Stephenson Company in June 1882. One of the two 0-6-0 C-type water tank locomotives, manufactured under the number 2397, the locomotive nameplate is oval, brass, and the nameplate is engraved with the words below:

Robert Stephenson & Co. Ltd., Engineers, Newcastle-on-Tyne 1882.

The locomotive is 6.3 meters long, 2.3 meters wide and 3.5 meters high. It is equipped with a pair of 42-inch wheels and 10.5-inch × 18-inch cylinders. It was shipped to China in October 1882 and

operated on the Tanggu Railway. At the beginning of the completion of the Tangshan Railway, the No. 2 steam locomotive made a great contribution to the coal transportation of Kaiping Coal Mine. It was also an important material evidence for the Chinese industrial division's long-term skills and the introduction of Western advanced technology. The No. 11 locomotive was a 4-4-0 locomotive ordered from the Dubs factory in Glasgow, Scotland in 1888. It is 16 meters long, 2.6 meters wide and 3.7 meters high. The nameplate of the locomotive is diamond, brass, and the nameplate is engraved as below.

Dubs & Co. No 2343 Glasgow Locomotive Works 1888

As can be seen from the historical old photos, this is a passenger and cargo vehicle. On October 9, 1888, Li Hongzhang, the governor of Zhili, and his entourage inspected the special train for the opening of the Tangjin Railway, which was towed by No. 11 locomotive. Later generations called it "Li Hongzhang to inspect the floats." At present, a classic old photograph hanging in the exhibition hall of the Kailuan Museum is a photo taken by Li Hongzhang, Wu Tingfang and Tang Tingshu on the locomotive to inspect the Tangjin Railway. In the National Railways Source Museum of Kailuan National Mine Park, there is also a group of sculptures of important historical figures who took the locomotive at the beginning of the Kaiping Coal Mine. It is as if you have seen the openness and inclusiveness of the industrial prosperity of the industry and the ambition of the industry to serve the country. Regrettably, the two steam locomotives are not in the history of the river, I do not know where to go.



In order to find the memory of urban civilization, highlight the taste of industrial culture, and create a new bright spot for Tangshan to create a museum city, Kailuan Group launched the restoration project of the old steam locomotive. In 2018, the perfect recovery of the "Dragon locomotive", No. 2 and No. 11 steam The locomotive restoration project starts synchronously. It is still designed and

manufactured by Kailuan Tietuo Co., Ltd., which has restored the "Dragon locomotive". This restoration project is based on the pictures, contents and related materials in the "Guanguan Railway" written by Mr. Pitt, the honorary curator of the Museum of Kailuan. In order to collect more information, Mr. Pete made a special trip from Andorra to the British Railway Museum. Data and images provide a new basis for research on restoration manufacturing solutions. Richard Jinda, the second chief engineer of Kaiping Mining Bureau, Claude Jinda, also made good suggestions for the recovery of locomotives. The project creation team of Kailuo Tietuo Company collected a large amount of cultural history and craft manufacturing materials. According to the manufacturing level and manufacturing process of steam locomotives in the 1880s, the historical restoration was carried out according to the ratio of 1:1. The internal structure of the locomotive was "completely complete" and the transmission power unit It is consistent with the height of the original locomotive. The connection of each part of the locomotive is riveted or bolted without any welding. The correct operation, flexible action and effective function can realize the ignition operation and perfectly reproduce the original appearance. The locomotive recovery work lasted for nearly 2 years. At present, it has been placed in the exhibition hall of the Kailuan Steam Locomotive Sightseeing Park. It is exhibited together with the Dragon locomotive to form a magnificent and spectacular steam locomotive array, and with the vigorous towering Tangshan Mine No.1 and No.2 derricks. The classical and old Tangshan old railway station shines brightly, making people seem to return to the bumpy years of Kaiping Coal Mine's founding more than 140 years ago.

The project has been highly valued by the leaders of Tangshan City and highly concerned by the experts of literature and history. The mayor of Ding Xiufeng has presided over the project dispatching promotion meeting many times, pointing out that the steam locomotive sightseeing park and related venues and project construction is the development of industrial tourism in Tangshan City. Important landmark project. After listening to this news, Mr. Pitt, the honorary curator of the Kailuan Museum, who has been studying the history of steam locomotive for many years, said with excitement: "I can't wait to see them." And decided to visit Tangshan in the near future.

The successful restoration of two steam locomotives with the era imprint and urban memory is not only a concrete action to build an industrial tourism innovation base, but also a dream of Tangshan people, providing steam locomotive fans in China and around the world. A new place where the "classic car" style of the steam era will be a new highlight of Tangshan's industrial tourism. (Text / Hu Yakun, photography / Zhang Jianmin)