

Java Sugar Mill Blog Part 1
27 July 2017
Wringinanom Mill - Situbondo



It's always a good sign when you see a mill chimney smoking - in this case it's Wringinanom's. This chimney is probably over 100 years old.



The first working loco seen on the trip. This was the first loco this afternoon off to collect a full train on the south west line around 2 pm.



And here I am leaving Wilson and assorted locals on loco No. 3 shortly afterwards also heading to the south west line.



The controls of this Japanese loco plated with the name Ebara Mfg Co., Ltd, Tokyo, Japan. Ignoring the dials which are obsolete apart from the key for the electric start, we have from bottom to top, a lever for the 4 gears, a clutch, a brake and forward reverse lever. The brake was probably the least used item.



This is the view looking back over the bonnet of the track. This is by no means the worst bit.



After crossing the main road and the river bridge, the loco parked up by the spur along the side road which once linked the mill to Panarukan state railway station and the port. The driver of No. 3 and I walked to see the buffalo bringing the cane out of the field and the no. 2 man drove No. 3 and along with No. 6 and No. 7 they all seen approached the loading point.



The buffalo brought a total of 18 loaded cane lori out of the field to make up a double train which No. 3 double-headed with No. 6 to the junction while No. 7 returned to the junction to wait its turn.





The second man on No. 6 in the sanding position was keen to have his photo taken. By this time, we were on the move.

On the way back to the mill, we had 4 derailments. This was one of the first.



The crews get plenty of practice so we were soon back on the track.





We were off again at this point. You can see a crew member looking under the wagon halfway down the train.

No. 3 came off the train at the southern three-way junction and No. 6 took the first part of the train back to the mill (successfully I hear from Wilson). No. 3 backed onto the second half of the train and promptly derailed so No. 7 assisted it onto the main line.



After crossing the side road, river bridge and main road, we made it as far as

the curve east towards the mill where we derailed 3 wagons in different parts of the train on the curve. The first two were one axle only off and went back on OK but the third near the rear of the train had all wheels in the dirt so the crew called the mill for assistance and I bailed out to walk back to the main road for a bus home which turned up after around 2 minutes' wait. The final picture shows the back of the train where I left it.



Off for the last time (while I was with the train).



This is where I said my goodbyes and left.

One loco with a crew of 2 was able to haul 9 wagons (only) to the mill from the south. The railway has had a few new sleepers put in but otherwise is in very poor state and 4 derailments per return is not unusual. However, the field being harvested is remote from any road and a fleet of trucks would be needed to replace the 3 trains which were all due to bring back 2 loads (54 lori in total). As such, the railway still fills a necessary function albeit very inefficiently. The river bridge can't take any of the larger locos which would probably be able to haul a longer train.

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