

## **Java Sugar Mill Blog Part 15**

### **13 August 2017**

#### **Semboro & Jatiroto Part 2**

I prefer not to arrange charters unless there is no other choice. Today showed why. At Semboro, we arrived before 8 am to find No. 29 in steam but with injector problems. Eventually, they had to drop the fire and lose the steam to work on the problem. That ended the morning steam charter which was due to be around the various lines inside the mill so we cobbled together a small diesel, rerailling van and a cane truck as a train and the inspection trolley and a trailer as passenger transport and went out to photograph the dual-gauge bridge on the Tanggul road outside the mill. On our return, the morning repairs seemed to have paid off so we went for lunch hoping to have our afternoon steam charter down the main line as planned. We returned at 13:30 for our 14:00 charter to find them still working on the injector. After consulting the crew, we declared No. 29 a failure and arranged a charter with fireless No. 2 around the mill yard. Of course, there were no refunds on offer for the morning and afternoon steam charters that didn't happen but we did our best with an ad hoc morning diesel and afternoon fireless charter. A Japanese group is due to charter No. 29 on 14 August. I would be interested to hear how they get on. With Mallet No. 15 awaiting spare parts, Semboro can't really run any steam charters at the moment but I'm sure that won't stop them taking the enthusiasts' money nevertheless.



Working on the injector on No. 29. It only has one. They borrowed a replacement off the Mallet but that still didn't do the job.



Two views of a mongoose in the mill yard.



The warning notice in German carried in the cab of Fireless No. 2.





Our 'small diesel' train being assembled. Carriage 01 is used by the Permanent Way crew for re-railing locos or lori and carries big jacks and wood for packing.



We also had a 'draisine' as a people carrier.





Our goal was the dual gauge (700mm and 3ft 6in) bridge over the main canal.



The extra rail for the 3ft 6in can be seen on the left side below the upright of the cane lori.





When our steam loco was declared a failure, we were allowed to play with the 2 fireless locos.



Unusually both locos were at the charging point but this wasn't done especially for us - just a Saturday afternoon dead patch.





We took fireless No. 2 round to the loco depot and put it on ash wagons, bagged sugar wagons and V-skips for the 'mud' waste from the mill.



The ash wagons.



Bagged sugar wagons.



The mud skips.





I think V-skips are my favourite industrial narrow gauge wagon.

### **Jatiroto Railcar Charter**

I think this is the first time this has been done by enthusiasts. We chartered 2 railcars along with a trailer for one and took a tour out into the fields at Jatiroto.







Looking back at the second railcar leaving the first junction from the mill.



A major 3-way split near our destination. We went right.



The temporary track is very clear on the left but we went around half a kilometre further on on the permanent track. Spot the permanent track!



Around nine staff turned the railcars.





It was hard physical work but it shows what manpower can do.



Part of the process involved 4 men hauling on one end to lift up the other end so 5 men could push that sideways.



We returned part way to Rojopolo Barat where we had our lunch in a building owned by the mill.





Conrad  
John K  
Graham, Chris, Ross, Elmar  
Combo, Peter, Nigel, me



Our railcars returning after lunch. They had to move to let an empty cane train through.



Ready to return to the mill.





Approaching the mill, No. 13 was preparing to push a loaded train.



No. 17 was on the other end of the train as our railcar charter terminated.





Loading cane north of the major canal and main road to Probolinggo. We saw a Jatiroto diesel but it was heading away to the south.



In this case, it would have been better for the cane to go by rail! Truck with a broken back axle seen from our bus on the way to Probolinggo.

**John Raby**  
**Probolinggo**  
**13 August 2017**