

Java Sugar Mill Blog Part 16
15 August 2017

On to Madiun and Rejoagung Sugar Millj

Farewell shot with Combo our guide and Arif our driver prior to leaving Probinggo by train for Madiun.



Graham, Combo, Ross, me, Chris, Arif, John K, Peter, Nigel, Conrad, Elmar
(© photo by Conrad)



Early morning contre-jour shot at Probolinggo station looking east.



The steam-age roundhouse and turntable at Rejoagung Mill, Madiun. I am now discovering more steam items here - the spark arrester as flower pot, old loco oil lamp, loco tender, etc. However, the steam locos here were out of use by 1983 and are now long gone.



Home-made at the mill, this loco has been 'stored' on all my visits.



Steam era loco servicing pit could still see use for diesel loco repair.



Old steel box car abandoned in the roundhouse.



Agus, two sugar mill guides, a worker and 4 of the group (l-r, Conrad, John K, Ross, Graham) seen across the turntable looking to the wagon repair shop.



Old oil lamp assumed to be off a steam loco.



Water tank beside the roundhouse likely to date back to the steam era.



Schoema No. 10 catches some nice late afternoon light on a train of fullers to the mill.



Despite only having tracks inside the mill, the conditions are brutal for the lori. Note the two axle boxes centre right (far one half detached) and the axle and wheels now between the lori (right). The lori now all have a RF ID strip (seen left of near axle box) which allows the whereabouts of lori and its load to be recorded and could be use to keep payment and other records for the truck

driver and farmer whose field the cane came from or the repair records for the lori.



(Video grab) Empties being hauled with several wheels derailed (see wheel hard left). Although most re-railed crossing over the points, the detached axle was damaged in this move.



Two locos were used to move the partially derailed train round the tight curve when the resistance from derailed wagons proved too much for one loco - more power to damage the axles and wheels!



A wooden boxcar now grounded and used as a hut.



Rejoagung No. 8 - the active diesel fleet is mainly by Schoema.



Schoema No. 15 moving a long train of bagged sugar from the mill to the warehouse. We saw only one such move while we were there.



No. 6 goes on the back of the bagged sugar train to propel it to the warehouse. No. 15 in the distance has detached itself from the front of the train.