

## **Java Sugar Mill Blog Part 20 18-21 August 2017**

### **Pesantren, Gempolkerep, Kedawung & Jatiroto**

I'm just back in the UK and overnighing in Hounslow before the final train ride home. You've probably been wondering what happened on the post tour so here it is. I'll do a more reflective 'tour conclusions and feedback' final blog when the dust settles.

To finish the tour, we needed to drive to Surabaya Airport to drop off anyone ending the tour on 18 August. In the event, there was only 1 person but the official post-tour 4 also used this transfer via Surabaya to meet up with Wilson in Pasuruan.

Chris who was leaving us had requested Pesantren mill - a rarely visited mill in the Kediri area. We drove there from Madiun with a quick look at Merican mill (also near Kediri) en route.

#### **Merican**

At Merican, various locos and items of rolling stock are stored in the open near the former shed and visible from the main crossing through the mill. As we didn't have permission, we had a brief look from what might be considered public access. One Merican loco in yellow and red and one mallet in two-tone blue with a black stripe were visible. There could be other locos still on site.

#### **Pesantren**

At Pesantren, there are still two mills - the old and the new but the old has been remodelled as the mill administration and the new mill appears further modernised from my last visit in the 1990s. They now use only 3 diesels, 2 large Japanese and one smaller. Only one of the large locos was seen.

A total of 12 steam locos are displayed, stored or plinthed. Behind the old mill in the truck yard, there is a line up of 7 locos with 2 more nearby (perhaps part of the line up until a new 'company' mosque was constructed (right in photo)).



Mallet 228 is plinthed in the managers compound:



No. 216 is at a road junction:



and 0-4-2T Wilis is at the new mill.

At a major traffic circle and monument nearby an ex-Ngadirejo maltet and two cane trucks is displayed:





## **Gempolkerep**

We drove on to Gempolkerep and found all of the former steam fleet including locos transferred from Lestari in the depot with one loco plinthed inside the mill compound near the front gate.

Two American locos - by Vulcan, I believe - survive:



No. 1



No. 3



This is one of two large 0-10-0 locos (ex-Lestari Mill) that were the last 2 steam locos in used on the cable haulage of cane the final yards to the mill train. Most of the locos in the shed were apparently stored in working order



when work for steam ended. They now use 5 diesels and 9 tractors to shunt the yard.

An old diesel loco (an Oberursel) has been plinthed outside the primary school but this is now closed along with the abandoned Dutch-era managers' housing area. I think the diesel has been moved since my last visit possibly as the internal roads for cane trucks have been widened. It has certainly moved since photographed by Rob Dickinson

<http://www.internationalsteam.co.uk/trains/javadiesels.htm>



This loco has been plinthed because it is considered a mystical loco which was twice reported appearing outside the shed overnight when it was supposed to be safely locked up inside. In both cases, it was back inside by morning.

## **Kedawung**

Our morning visit on 19 August found two trains of empties leaving for the west. We waited at the gate to the south east but nothing appeared.



Looking south from the line to the west. A volcano vaguely visible in the distance.





Two women weeding in the rice paddy with the train of empties approaching.

### **Jatitoro**



Workers heading for home after a day's work in the cane fields.





This empty cane lori wiped out the workers' coffee house before ending up in the ditch. On our last day, the coffee house was being rebuilt but the wagon remains.



Locos appearing light engine in the afternoon going to the fields to collect the loads.





Local kids now have mobile phones and cameras with which to photograph the tourists.



Another loco heading out to collect a full train.





Tree house in nice lighting.



No. 17 had failed and the fitters had taken parts back to the workshop for repair.





One of the branches which goes through the village of Rojopolo. The village extends north - south from the central double track line through to the main Jember road and crosses two branches en route. We caught trains of empties on both lines. A train can be seen in the distance.



With the train departing, the local rice harvest is being collected.





This lad would be young to be riding a motorcycle in the west.



Afternoon loaded train. The loco brought the train at speed onto the main line where it parked them up before returning for more loads visible in the distance behind.





Our second afternoon loaded train as darkness approached. This loco also went back for more.



Loaded train outside the mill in the morning. The night shift at the mill had walked off the job in a dispute over overtime payments. It was left to the morning shift to catch up.





The coffee warung at the first 3-way split. The warung destroyed by a cane lori was at the next split on the main line.



Last shot before we left for the airport. Two trains of empties head out on both tracks of the main line. 08 took its lori off into the fields while 22 continues south west.

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**22 August 2017**