

**Java Sugar Mill Blog Part 7**  
**2 August 2017**  
**Probolinggo**

**Kedawung Sugar Mill - with working field lines**



On the first day of the tour with the group, we visited Kedawung Mill. The mill has been modernised with all electric motors and pumps in the 1980s but we took a look inside anyway. Here we see the finished product - bagged sugar - being moved to storage.



This process is producing lime from raw limestone. Lime is added to the



extracted sugar juice as part of the refining process.



The mill has 4 active diesels (1, 2, 6, 9). No. 1 went out to a field to the west and then south. No. 6 remained in the mill area.



Even in a sugar mill you can find natural beauty.





Inside this shed are 5 dead steam locos with another two around the depot area. No. 16 was the former Solo Waterworks loco build by Breda which was once a favourite for charters.



Schoema Loco 9 in front was used to bring cane along the temporary track while big Keio No. 2 was there to haul 25 loaded cane lori back to the mill.





No. 9 was well equipped to re-rail itself or any lori that fell off with a jack hanging off of the cab.



These oxen brought the cane out of the field to the small loco which hauled them to the regular track where the big loco took after. After a train of 25 lori was assembled, they were ready to head back to the mill except that practice dictated that they should sit around for a while before heading back.





The first photo of the group from left to right Graham John K, Chris, Peter, Conrad, Nigel and Ross.



One of the axle boxes is labelled up as a pre-WWII German O&K export to Dutch Indonesia. O&K were the biggest exporter of steam locos to the sugar mills but supplied more besides.





While waiting we had a duck runpast.







This was the morning shot leaving the mill we didn't manage with a loco!



In our explorations, we found this observation tower at a three-way junction. The line straight ahead (right of picture) led to a field being cut.





We eventually found a loco on the line to the south where it delivered some empty lori.

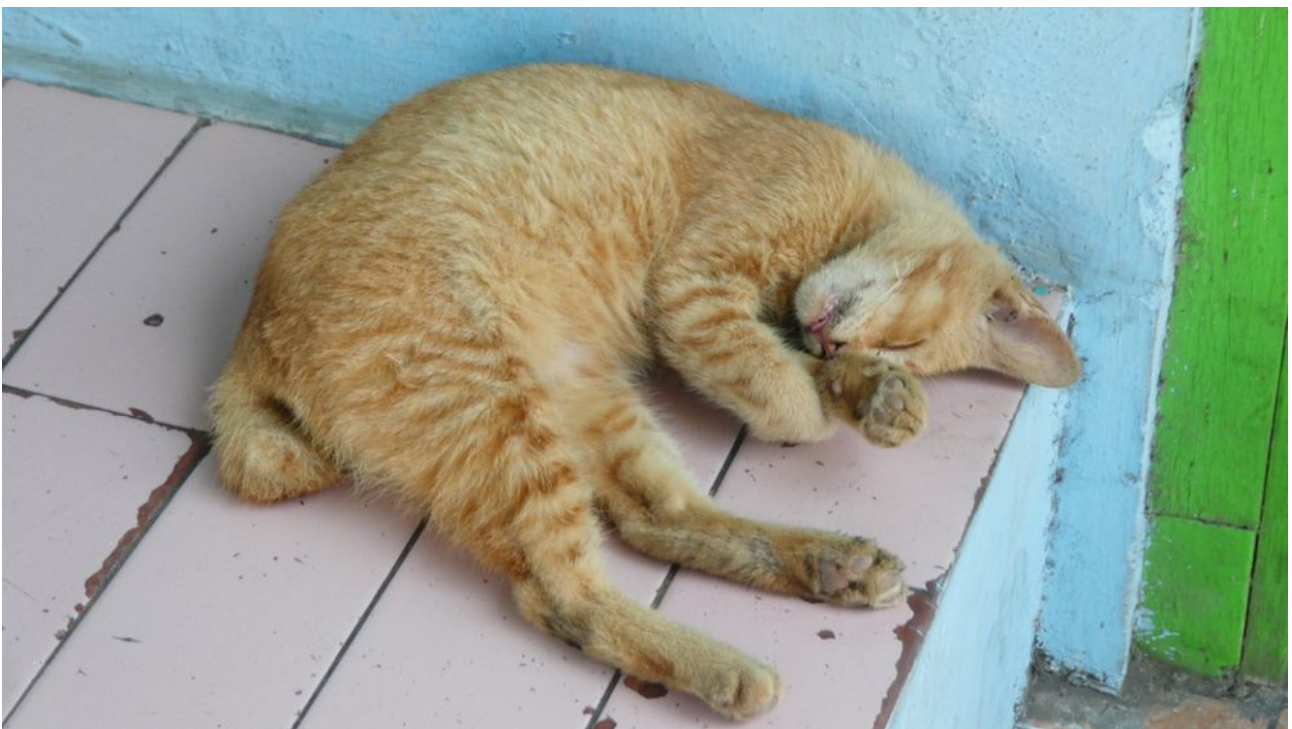


The land is also being prepared to grow rice.





We had a lunchtime visit to a port but got into a bit of trouble either for photographing a navy vessel or for crossing a not-obvious line to take photos. We apologised to the navy and left.



This sensible cat was having a midday nap at the local warung we stopped at for tea and coffee.





Our last shot at Kedawung until the post tour. Probably the best photo location in a small village. We failed to photograph a loaded coal train on the move although we saw one prepared and ready to go. Catching a loaded train in daylight is clearly a challenge here.

To summarise Kedawung: all electric inside the mill, steam locos dumped since the early 2000s and only steamed on request then. Four diesels (2 large, 2 small) in use, 3 in the fields. Three fields being cut (west and then south, west and, east and then south). The one to the west required a Schoema No. 9 on a length of temporary track along a dirt track about 250-300m to the fields to bring out the cane. Empties went out soon after 8 am and light locos after shortly after 2 pm with returns not starting to move until after 5 - 5:30 pm.

**John Raby,  
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2 August 2017**