

Java Sugar Mill Blog Part 8
4 August 2017
Situbondo

A day at Wringinanom

Although I'd spent time here prior to the tour, this was the first visit here for the group and with mill-access permission we went inside the mill yard and inside the mill building itself. We started the day watching the empty cane trains go out and ended with full trains arriving at the mill before sunset.



The loco shed at Wringinanom built 1914. Only the centre road is used and diesel No. 6 was in for repair. The repair wasn't successful as it failed out in the fields in the afternoon and was brought back by No. 2 along with a train of cane.

Inside the shed, are the remains of 2 steam locos and several diesels. Steam loco No. 6 and 7 were the last working steam here (until the early 2000s, I think). No. 6 was last used on a Rob Dickinson charter (around 2008?) and the helpful shed staff had repainted the loco with a Disneyland theme. That didn't go down with the people paying for the charter. That may be one reason why it probably never worked again. I saw both locos bringing cane trains in from the fields in the 1990s and early 2000s.



It's lost its Mickey Mouse steam dome but the spark arrester still shows signs of a livery guaranteed to offend enthusiasts.



No. 7 is even further gone. Is that asbestos lagging the boiler I hear you wondering...



The yard pilot is a British Baguley loco with a Deutz engine.



Inside the mill is a line of 5 big stationary engines including examples from Stork (2), Werkspoor, Fijenoord and Hallesche Maschinenfabrik. I recorded much of this on 10 second video clips for a future YouTube posting.



We found 3 steam pumps still in use. That's the most so far although many here as well have been replaced by electric motors.



Belt drive still predominates in the machine shop although driven by an electric motor these days.

In the afternoon we did well with loaded cane trains.



No. 2 crosses the bridge over the canal near the flat crossing with the former state railway line.



No. 3 heads back to the mill with the low hills south of Situbondo in the background.



No. 2 hauls dead No. 6 and a load of cane back to the mill. The driver of No. 6 rides on top of a cane lori possibly watching for the train splitting and possibly just enjoying the view and the breeze.



Big Keio No. 5 brings a long train in off the north line.



With Mt Ringgit in the background and the sun sinking down, No. 5 at the first junction from the mill.



A low-level shot of No. 3 at the same location.

With the sun setting, it was time to get creative.



An 'against the light' shot. No. 3 had stalled on the curve and had to set back while the number 2 man sanded the track.



Many a great shot was had here on this bridge in steam days with a train stuck outside the mill and the sun setting behind it.

My last shot before the sun set.



Another good day at Wringinanom!

**John Raby,
Situbondo,
4 August 2017**