

Blog Feedback Situbondo Area

Let's call this Blog Feedback 1 as I hope I will get some more!

I've received some blog feedback that answers some of the questions I have posed or comments on things I have written. This is probably more of interest to the sugar mill railway enthusiasts but may contain something of interest for the general reader as well.

John Browning wrote:

Diema 7 was at Wringinanom in 2010 and 2012.

I did not successfully identify its builder's number.

Ray Gardiner thought that it might have been transferred from De Maas, but I suspect that Assembagus might also be a possibility.





and:

I like the new paint jobs at Olean.

The operational Kyosan Kogyo number 2 has been rebuilt with a forward extension to the engine compartment and the exhaust pipe has changed sides, so it must have been re-engined. Neither loco had these features in 2010/2012.

Unfortunately, I do not have a front end view of number 2 as it was in 2010 and none of it in 2012.

I do not think that the currently operating loco is the old number 1 because of these features:

- The current operational loco has a horizontal 'step' on the original front buffer beam while number 1 had a lifting ring there.
- The current operational loco has rounded top corners to the buffer plate while number 1 had sharp corners.
- The wider 'slots' at each corner of the radiator protection grille were short in the old number 1 while in the current operational loco they are long.

Having said that, if it is the old number 2, some cosmetic work and panel beating has been done to the rear of the cab.

Presumably when you come back for the steam charter you may be able to check if the second Kyosan Kogyo is still around, and maybe prove me wrong.

Cheers

John

I'll be looking to see what is inside Olean loco shed on 5 August.

Rod Dickinson wrote:

In all my years of visiting Olean, I NEVER had it rain, even on days when there was rain in Situbondo or between it and the mill. Being on a spit of land north of Situbondo and further from the hills, its annual rainfall must be much lower than the other mills in the area. This means it relies heavily on irrigation, the advantage of which is that the water can be controlled and this means that the quality and quantity of cane is much better than average always assuming they can afford the fertiliser and the agronomists do their job properly.

And Aditya who has obviously done more research on the former branch into the centre of Situbondo than me wrote:

Asembagus

Once the group arrives, try asking the loco crew if there are any canes being cut in the North East cane field. The 'best' cane field according to me is the North East cane field, as you can have 2 best views at the same place. One view is the view of another chalk mountain (not sure what it's called), and the other one is of course the view of the Java Sea. The cane field is located along the coastline. Just few hundred meters from the cane field is the sandy coastline of the Java Sea. I don't think there's anywhere in the world where you can have a seaside cane field apart from Asembagus.□

Situbondo Stations□

And onto your heritage walk. Onto the huge girder bridge. The original track is on the left hand side of the bridge, and the older bridge is the right hand one. So the track (I think) had a separate bridge, before it crosses the road making a 90 degrees curve and onto the main road of the town of Situbondo.

To clarify what I saw this morning, the bridge to the east is the older bridge and I assume that the railway ran across this. The bridge to the west is a much newer road bridge which I think must have been added to ease traffic flow. I think Aditya is suggesting that a earlier railway bridge has been replaced by the new road bridge. This is possible although from the likely alignment of the railway track, I prefer my theory. (JR)

The alley that you walked through, the tracks are actually under the houses, and the alley itself used to be a spur. And as the (original) Situbondo Railway Station, I have posted it on my Facebook and you can also trace it via Google Streetview.

<https://www.google.co.id/maps/@-7.705893,114.006654,3a,75y,147.39h,85.49t/data=!3m6!1e1!3m4!1sTNHWLgXUrEyARsWBqkBGVg!2e0!7i13312!8i6656?hl=en>□

That's the view of the former (original) Situbondo Railway Station, located right at the heart of the town right beside the main town park. The small road in front of it was actually a railway siding, which I suspect consisting of two cape gauge tracks (one is the main track and the other one is a

spur/secondary track), and another pair of tracks is a 700 mm track belonged to Olean Sugar Mill. According to the old maps, Olean used to have a narrow gauge going towards the main town of Situbondo, presumably for transporting molasses and sugar bags. The molasses was being pumped from the narrow gauge tankers onto the cape gauge State Railway tankers, whilst the sugar bags used to be loaded from the 700 mm box vans onto the cape gauge box vans owned by the State Railway. From here then, the cape gauge box vans and molasses tankers are carried to the (then later) Situbondo Railway Station. □

Just so you know, the Situbondo Railway Station that you came across was originally Sumberkolak Railway Station, since it is located in the district of Sumberkolak, whilst the (original) Situbondo Railway Station is located in the heart of the town (see link above). Since the branchline to Panji Sugar Mill went out of use, (I think) the Sumberkolak station (must have) been renamed to Situbondo so that people won't be misled and to avoid confusion, and the (original) Situbondo railway station is gone since it has been out of use. And yes, you're right, the branchline to Panji was closed somewhere in the early 70's, but the line to Panarukan was closed somewhere in 2003-2004. TC has photos of their last trains on the line. □

□
I was actually gonna write a blog on this, I'm just trying to find the right time. □

My thanks to all 3 people for adding to the overall picture of the Situbondo area and its sugar mills including 3 of the 6 mills in the whole of Java which still use their fields lines.

The main tour starts tomorrow when I meet the group in Surabaya and within a day or so the blogs should include shots inside the mill compound, mill interior shots and steam loco shots. We will also have repeat visits to the fields at Wringinanom, Olean and Asembagus as well as the 3 other mills with field workings as we move from Probolinggo to Situbondo, Jember, Madiun and then to Pasuruan for the post tour.

John Raby
Situbondo, 31 July 2017