

Java Sugar Mill Blog Part 10
4 August 2017
Situbondo

Olean Steam Charter

Today we chartered loco No. 4 to take out empties in the morning and bring in fulls in the afternoon. Any thought of taking the train north to Tribungan were scuppered as the two-way split/triangle once there cannot be used to cable shunt a train around to the back of the loco for the return run chimney first. Apparently, at least one of the tracks has been tarmac'ed over. So, we headed for Duwet only being stopped briefly when a tree trunk got stuck between the loco and tender. Despite running late for the good light, the morning worked out OK. We returned at 15:00 and after a late start (no surprises there), we went light engine to Duwet with a diesel running ahead. We were promised 7 fulls but the diesel brought out 5 load from Kandang and that was our train. No. 4 backed the loads north from Duwet for photography but only just beyond the end of the village and the driver refused to take the loco further on what he considered bad track leaving the loco in an area of lineside clutter in shadow from the trees to the west. The sunset shots were totally uninspiring but the run back to the mill when the crew were using kerosene to supplement the wood produced some good clag. We gave up when it was dark before reaching the mill.



Loco No. 1 has been plinthed opposite the management building on track laid from the end of the bagged sugar exit from the mill.



Kyosan Kogyo No. 1 is still working but produced clouds of smoke from all parts of the engine rather than the exhaust pipe. It clearly has a smaller (non-original) engine to KK No. 2.





They lit the fire in No. 4 inside the shed producing a smokey atmosphere mixed with the shafts of sunlight.



The loco is running with two tenders. The rear one has been adapted as a tourist wagon. We left that one behind.



On leaving the mill, the loco snagged a decent-size tree trunk that ended up wedged between the loco and the tender.



Passing the school in the centre of the street running section.



Without the extra tender, we had 5 of the group in the cab and 3 riding on the lori.

One of the wagons just ahead of me wasn't riding well and on arrival at Duwet, this is what one of its wheels looked like.



A chunk of metal approaching 25% of the circumference was missing from the wheel.



The cripple lori was lifted so that the frame of the damaged lori is resting on the next lori and the broken wheel is raised off the track. I've seen this before but had forgotten about this trick which gets the lori back to the mill for repair.



We took our train back to the mill with some permanent way workers and a set of points attached to the rear. The lori with the broken wheel is just visible about 4 wagons back from the loco.



In the afternoon, we started from the depot again.



No. 5 Bromo once the best loco in the fleet is now the one in best shape if they ever want to restore a second loco.



No. 4 heads off to bring in some cane.



It was a Saturday so there was a general holiday atmosphere and these girls came out to watch the trains.



The addition of kerosene gave some good smoke for the run back to the mill.



The light was going fast at this point. Not the sharpest of shots but quite pleasing, I think.

You will have noticed that they have painted the loco black. There seems to have been a general attempt to make diesels (green with a yellow stripe) and steam look a bit like small state railways locos. KK diesel No. 1 has yet to receive the treatment.

Overall we did OK on the charter but every time you do one at Olean, it gets a little less satisfying. That's not to say it is difficult to arrange. It's really quite simple if you have permission and pay for the charter and accept the unofficial but compulsory tip for the crew. The state of the trees growing within the loading gauge of the loco (which is taller than the diesels) suggests that the last charter was some time ago. As well as the one that came into the cab, various others were close to knocking off the chimney and some precautionary lopping went on on the way back with the empties.

**John Raby,
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5 August 2017**