

Java Sugar Mill Blog Part 18

16 August 2017

Pagottan Fireless Steam and Rejosari Stationary Steam

Pagottan Mill can be frustrating. How many time have I turned up to find the mill not working? Add one more time. The main high tension power cable in the mill had blown leading to a total loss of electrical power to the mill.



We arrive at Pagottan to find all 3 fireless locos doing nothing. We found them in order - No.6 - at the end of a line of loaded cane lori.



No. 7 on the charging point



And No. 8 buried between rows of cane lori. No. 8 is the one with the outside frames. The other 2 have inside frames.



Diesel number 2 was near the lori repair depot.



No. 3 and 4 were waiting in the truck yard to push some more cane towards the mill yard which was already pretty full.



The wagon repair depot was busy.



This signal was an approach signal on the former Madiun - Ponorogo railway line at Pagottan (or as the state railway prefers - Pagotan) for trains arriving from Ponorogo.



End of station name and height above sea level for Pagotan.



Horse carriages which operate as taxis are still a feature on the road that crosses the lines at the back of the mill but the numbers have decreased to a few rather than 10s of them on previous visits.



With the mill not working and the mill railway at a standstill, we brought forward our visit to Rejosari which was a half hour drive away towards the volcano Mt Lawu.



The unique jackshaft drive loco Salak was outside the shed. It had been chartered last weekend but as usual was not able to do more than shuffle up and down the shed road. A load of 10 empty lori requested failed to materialise. In our case, we had been told that it was not available to charter.



This loco with a tender loaded with logs also looked steamable.



View inside the shed - there were a total of 5 steam locos left here along with an ancient O&K diesel and more diesels in bits. The locos all Orenstein & Koppel are:

| | | | | |
|-----------|---------|------|------------|-------|
| GUNTUR 17 | 0-6-0DM | O&K | MV8 {26257 | 1963} |
| GEDEH 11 | 0-10-0 | O&K | {11563 | 1928} |
| MERAPI 7 | 0-8-0T | {O&K | 9275 | 1922} |



21 Slamet was doing a job at the truck yard loader done by a larger Japanese diesel in 2015.

The mill interior proved one of the most interesting of the whole trip. As well as a line of 4 large engines in the mill train, the mill also still has a variety of small engines and pumps.



Vertical pump



Stationary engine from Tangye of Birmingham. There are two of these.



This pair of steam pumps from Halle, Germany. One was in use and one was started for the group.

We returned to Pagottan for lunch near the old railway station and it appeared that the mill had restarted. Even so, it was a slow afternoon with a few moves. It's always difficult to be in the right place for the rare moves here.



Another example of bad track but why? I can only assume that the track to the steam charging point was slewed because the bagasse pile for the boilers had got too close and perhaps covered to the original alignment.



No. 7 on the charger.



No. 6 & 7 pushed a train on the optimal track for visibility and afternoon sun - the track closest to the mill administration buildings. The moves are short and sharp and only far enough to get another section of about 8 disconnected wagons to the cable for the mill crane.

No. 8 was hiding on one of the middle tracks intermittently pushing another load.

When the light failed, on the way back to Madiun we took a quick look at Kanigoro Mill which has not operated for the last 2 seasons (2016, 2017) and

is now looking like it will never mill again. The security guard said that the steam locos are still in the depot and it appeared that the large engines are still inside the mill. I think I have seen a report which suggested that - like Rejosari - locos have been brought outside the depot for scrapping but I could be wrong on that.

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