

Java Sugar Mill Blog Part 8
4 August 2017
Probolinggo - Situbondo

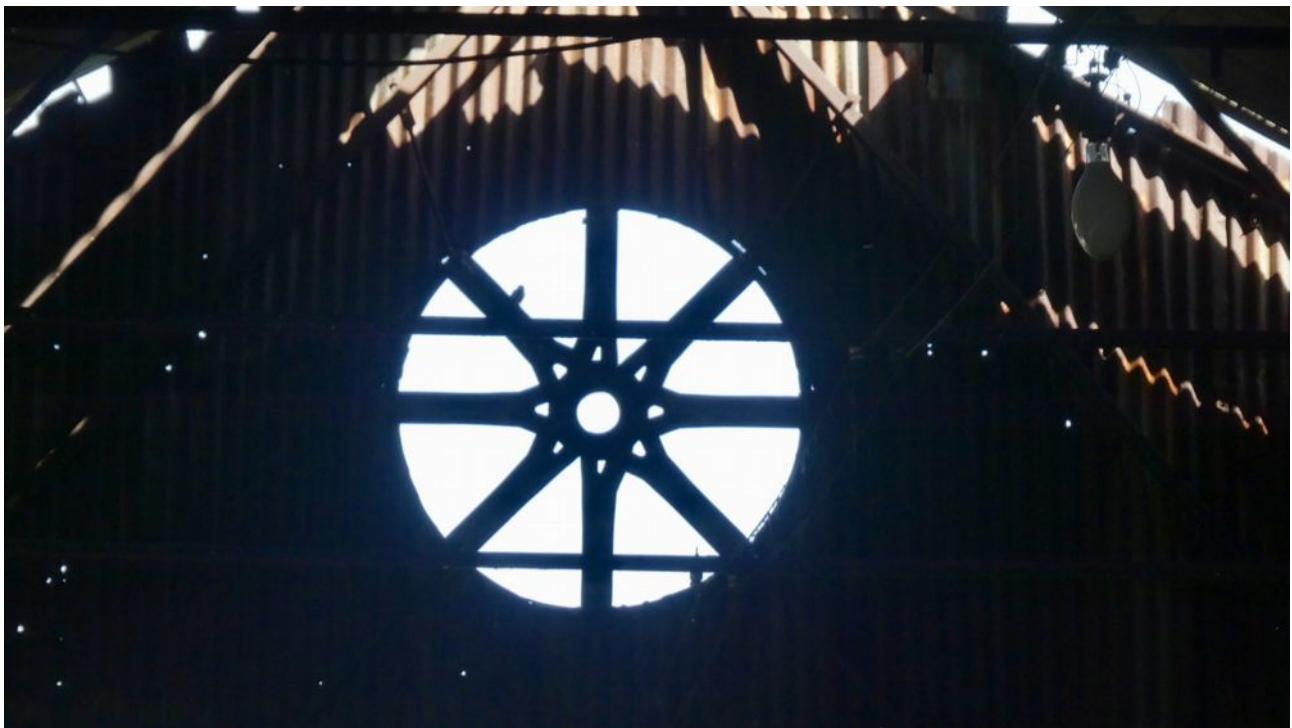
Wonolangan, Gending & Pajarakan

We drove from Probolinggo to Situbondo on the coast road east visiting 3 sugar mills on the way.

Wonolangan is probably most interesting to me for its collection of graves for the British Etty family who either owned or managed the mill back in the 1850s. I'll report separately on what we know from the stories on the grave stones but this is the dusty collection of statues at the grave.



The mill still has 6 steam locos inside the loco depot. Nothing has moved here for years but this 1930s style fan in the end of the depot caught my eye.



You can imagine the actual fan blades now missing slowly rotating helping to clear the smoke from the locos from the depot.



Panorama inside the depot.



Panorama inside the sugar mill.



Bagged sugar is moved from the mill to the warehouse on this short tramway.
I assume this is worked by animals.



The mill end of the bagged sugar tramway.



It looks like this wagon was designed for passenger transport to the fields- possibly for the mill managers. Now it's a static seating area.



Man dangling from chains as he is transferred to the top of the truck to connect up the chains to lift the cane out.



It took a bit of persuading but they eventually let us look at the 4 large stationary steam engines powering the mill train. They are always the most impressive thing inside a mill.

We moved on to Gending Mill.



They have had a clear out of steam locos here (in 2015) and only diesels remain. Apart from the 2 steam engines left in the mill train, electric motors have taken over here.



This cute centre-cab Schoema is still used around the mill.



Action shot of a stationary steam engine. The leaking steam is not a good sign but adds to the impression of motion.



The two steam engines formerly centre and left here have been replaced by electric motors.



On my previous visit here in 2012, the railway crossed the road on the diagonal seen ahed and continued to a truck yard where cane was loaded onto lori to be brought to the mill as well as continuing to a field line that was also in use. The mill can well be described as 'a pale shadow of its former self' from the enthusiast's point of view.

Our final mill was Pajarakan where the stationary steam inside the mill was the best of the 3 mills today.



Mission statement at Pajarakan. The loco in the background seems to be a loco from PG Sragi a mill far to the west taken at a time when Sragi had field lines and the locos used oil for fuel. That takes in back to the 1990s or earlier.



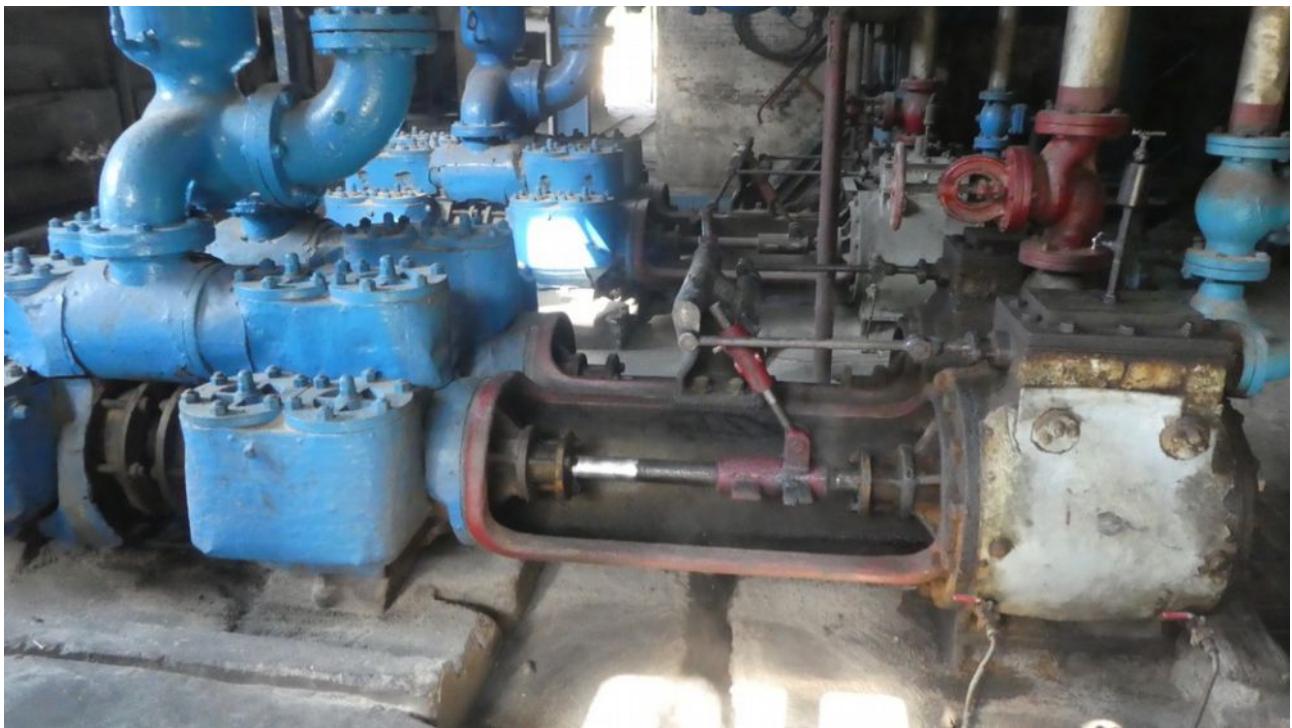
The Stork Brothers from Hengelo in Holland are the most prominent of the stationary steam engine builders.



Close up of the top of a stationary steam engine.



This tunnel goes under the boilers to remove ash in V-skips which will be pushed out by hand. Try to imagine the heat in there!



This was the only active small steam engine - a pump - made by Negelin & Hübner of Halle A/S. This was a water feed pump for the boilers. The blue paint may be used to denote cold water with red paint for steam.



The last steam loco at Pajarakan is not in great shape but is not now covered with wood chips as it was last time I was there. The other steam loco here was transferred to another mill in quite recent times! Quite what another mill would want to do with it, I have no idea. Perhaps to put it on a plinth?

We continued to Situbondo and arrived at the Hotel Rosali around 17:30. The Situbondo mills including our Olean steam charter should be in the next blog.