

Java Sugar Mills 2018

Wilson visited or looked in on 13 mills in Eastern Java and, in general, there seem few changes from the 2017 season. He is primarily interested in the field lines so didn't obtain any permissions in advance from Surabaya HQs. He was not able to add to information about the health of the charter steam locos at Kedawung (new), Olean and Semboro but the only one that I would be interested in trying now is at Kedawung. At Olean, although the loco is healthy enough, the field lines apart from the main line to the west aren't and the steam loco is restricted to the main line. At Semboro, the Jung is the healthiest of this sad pair of locos that badly need some money spending on them if they are ever again going to be reliable charter locos.

Asembagus not working this year while being upgraded.

Once complete (2019 or 2020 season?) it's not clear if the field railways will still be used. There is also concern that a larger, modern mill may cause the closure of one (or more) of the Situbondo mills Olean, Panji or Wringinanom.



Wringinanom

Wringinanom & Olean working normally with field trains.

Panji

Wilson didn't visit but noted: Road trucks lined up everywhere at Panji. Lots of empty lorries to be seen but no loaded ones

Food in the Rosali Hotel Restaurant has improved.



Olean

Rosali steak dinner last night and it was a proper steak.....reckon 1cm thick and about the size of my hand. Steak 50,000Rp, side of french fries 17,500 and large Bintang 65,000 then add on 10% for the plus. Still a cheap meal.

Prajekan no change

Passed thru Pradjekan yesterday.....saw the molasses train parked up under the tanks at the factory. Road trucks everywhere and no sign of any lorries in use.

Semboro & Jatiroto working normally with field trains

Jatiroto has completed the demolition of the old loco shed. Wilson writes: Came home via road that runs alongside the mill and saw (but treat the info with caution):

1. a plinthed steamer in area to right of mill (J47 in Thomas the tank engine blue with a Thomas face)
2. old steam and diesel depot both gone...could spot no remnants/relics remaining in this area other piles of rubble
3. new lorry yard (or maybe just an old one cleared) running from just after mill to almost where locos exit the yard..... seems to be for the loaded lorries with 6-8 roads available
4. big new diesel depot down that end as well
5. can't recall seeing road trucks unloaded this way before.....truck backs onto a 'platform' which then tilts and the cane slides off the back.



Jatiroto



Kedawung

Kedawung working normally with field trains.

The line to the west in use as well as the SE and SW lines out the other side of the mill. The line south at the observation tower is not in use - point blade removed.

Wilson has found a hotel with beer in Pasuruan and writes: Stayed at BJ Perdana in Pasuruan.....think similar age and tiredness to Rosali or Merdeka but fractionally more upmarket. Good Steakhouse Restaurant which gives a decent helping of boiled veg with the meal.....something I am starting to miss at the tailend of the trip especially a boiled spud.

Black Pepper steak 74,250

Chicken steak 49,000

Beef Cordon Bleu 62,500

Banana split 22,500

Large Bintang 60,000

prices include the pluses.

You could also have an NZ Sirloin of Tenderloin for around 180,000..... but I'm happy to stick with the local product.

The transfer from Pasuruan to Madiun by road has improved and the journey time reduced. Wilson notes: Lunch near Pasuruan then onto the toll road. Apart from a small section near Surabaya and a longer one after Kertosono where the toll road is still under construction it was easy travelling and only took 3 and half hours to the Merdeka, Madiun.

Kanigoro mill not working, no change from 2017. We don't expect this to ever resume milling. The surprise is that it has not been demolished to make way for the expansion of Madiun city.

Pagottan working with 3 fireless and 3 diesels in use.

Purwodadi working with locos 15 & 16 and the diesel in use. Up to 4 people can buy an access permit on the spot without reference to Surabaya HQ - Cost 200,000Rp and another 50,000Rp per camera.

Wilson stayed at the Merdeka and writes: Merdeka Hotel still does a good feed although menu seems to be getting smaller each visit. Still to my mind their Sate Ayam(25,000) and Gado Gado(25,000) can't be beaten plus they do have Bir Bintang for 45,000. Add on + + to these prices.

Tasik Madu

"Morning spent at Tasik Madu fun park which was open for the public holiday but surprisingly quiet. Usual 2 locos were in steam (TMI & 3) as well as diesel TMDV1 which I hadn't previously seen working. Things were so quiet during the three and a half hours we were there Loco 3 only made 2 trips and the diesel 1. TMI did nothing apart from get out of the way when 3 came along. ...The track has been lifted from the sports ground, through the village and back to the mill yard with the road being widened into that space."



Tasik Madu

Gondang Baru

"Popped into Gondang later in the afternoon. The museum was closed because of the Independence Day holiday but the restaurant and drinks room were open so we were able to have a wander. All looks similar to what was reported on JR's blog last year. Agus naturally got chatting.....the museum is open daily (but not today!) and the diesel tourist train still does circuits of the mill on Sundays."

**Report from Wilson but any mistakes in this summary are mine.
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John Raby