

Railway Museums in Indonesia and Japan: from the Perspective of International Comparison

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Keywords:

Heritage, Railway Museum, Indonesia, Japan, Museum, Collections, Adaptive-Reuse.

I

Introduction

After India, Indonesia was the second country in Asia which developed a railroad network. China and Japan only followed later. After Forced Planting By the colonial authorities (1830-1850), agricultural products in Java were no longer just for their own needs but also for the international market. Therefore, transportation facilities were needed to transport agricultural products from inland to the port cities. After various preparations (e.g. concessions) a ceremony was held to mark the start of railroad construction on Friday, June 7, 1864 in Kemijen Village (Semarang City). The highlight of the event was marked by the groundbreaking conducted by Mr. J.A.J Baron Sloet Van Den Beele, president of the supervisory board of the Indonesian State Railways. After going through various difficulties during the construction process, the 25-km long track from Semarang to Tanggoeng (Tanggung, Grobogan Regency, Central Java), the first railroad in Indonesia, was inaugurated on August 10, 1867. By far as about 25 kilometers. June 10, 1872 the line had reached Yogyakarta. The new Kedungjati - Bringin - Tuntang - Ambarawa line was completed on May 21, 1873, including the construction of a train station in Ambarawa. The entire development process is carried out in accordance with the recommendations of TJ

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Stieltjes, a military engineer.

As mentioned above, Indonesia's railways have a long history of over 150 years, just like Japan's. Both countries also have railway museums that aim to preserve their railway heritage for future generations. As a senior supervisor at the Indonesian Railway Museum, I had the opportunity to visit railway museums across Japan as a visiting researcher at Aoyama Gakuin University from February to March 2020. In this paper, I will first discuss the Indonesian Railway Museum and then report on the Japanese railway museums I visited. The Japanese museums I will discuss are the SCMaglev and Railway Park, the Kurihara Railway Park, Niigata Niitsu Railway Museum and Kaya Steam Locomotive Square.

A. Indonesian Railway Museum

1. History

The Indonesian Railway Museum is located in Ambarawa, Kabupaten (Regent) Semarang, Central Java, Indonesia.

Since the Dutch East Indies era, Ambarawa city was a military area, so King Willem I wanted to build a Railway Station building, in order to facilitate transporting his troops to Semarang. On May 21, 1873 the Ambarawa Train Station was built on a land area of 127,500 m².

Ambarawa Station was originally known as Willem I Station in accordance with the name of the Dutch King who was in power at that time. Ambarawa is one of the cities included in the first phase of railway development by the Nederlands Indische Spoorweg Maatschappij (NIS) with a 1,435 mm gauge.

The current Ambarawa Station was renovated in 1907, replacing a wooden building (1873) with the current concrete one. In the past, the station was served by two railway lines, the first line being a connection to Semarang and the second line to Yogyakarta (line to Bedono Station). Currently, it is served by one active railway line for tourist train only to Tuntang Station and Bedono Station (using one line).

In the 1970s, the era of steam locomotive was coming to a near end in Indonesia due to the introduction of diesel engines as locomotive which were more faster and more fuel efficient. Therefore, the transportation is more various so the railway became insufficient that time.

In 1976, the Railway Bureau Company (PJKA) stopped the service of Ambarawa station and its surrounding lines (Ambarawa - Secang - Magelang & Ambarawa - Parakan -

Temanggung. The Ambarawa - Kedungjati - Semarang line had already been closed previously.

On April 8, 1976, Ir Soeharso (Head of Central Exploitation of PJKA/Railway Bureau Company) met Soepardjo Roestam (Governor of Central Java) to discuss plans to build a railway museum and to take the initiative to collect steam locomotives and store them at Ambarawa Station. The steam locomotives collected were primarily been part of the especially for Indonesian Army. The Head of Central Exploitation of PJKA proposed the idea of opening a railway museum to the Governor of Central Java on May 18, 1976.

On October 6, 1976, Commission D of the Central Java Provincial Representative Council (DPRD) reviewed the location of the railway museum at Ambarawa station and approved the construction plan. Ambarawa Station has been officially functioning as a museum since April 21, 1978 and was inaugurated by Rusmin Noerjadin, Minister of Transportation of the Republic of Indonesia at that time.

The following is a quote from Tempo News, July 1982 (based information from the Indonesian Railway Historian, Ibnu Murti):

The Ambarawa Museum was not built, but it was a conversion of the Ambarawa station when it was serving the Semarang - Kedungjati - Ambarawa - Yogyakarta train trip.

The process of collecting steam locomotives was initiated in 1975, and in October 1976 all steam locomotive collections were gathered in one place, the rest were kept in Balai Yasa Madiun until 1981.

Soepardjo Rustam, Governor of Central Java (1974 - 1982) was the person behind the proposed construction of the Ambarawa Museum. This proposal emerged after the remaining steam locomotives were about to be destroyed.

Soepardjo Rustam also initiated the preservation of the former tramway in Solo - Wonogiri in 1982. The path was once a B2705 steam locomotive tour.

Source: Tempo News, July 1982

In 2012, PT Kereta Api Indonesia (Persero) began a revitalization project in form of building renovations and re-arranging collections at the Ambarawa Museum along with Tuntang Station, Jambu Station, and Bedono Station. The museum was renamed from Museum Kereta Api Ambarawa to the Indonesian Railway Museum, although the name Museum Kereta Api Ambarawa still in use when targeting domestic tourists. The name change was a symbol of the spirit of renewal of the PT Kereta Api Indonesia (Persero) museum by improving facilities, adding more interesting collections, conservation & repair of buildings and locomotive collections. Finally, in October 2014 the museum reopened and the Revitalization Phase I of the museum was completed.



(Willem I Station, before changing name into Ambarawa Station, rebuilt in 1907.
Photo Credit: Michiel Ballegoijen de Jong)



(Willem I Station, circa 1920's. Photo Credit: Michiel Ballegoijen de Jong)

2. Collections

The Indonesian Railway Museum has more than 300 collections, ranging from artifacts from colonial era such as tickets and uniforms to wooden coaches, diesel train and steam locomotives.

The steam locomotive collection consists of 21 non-operational locomotives (as a static collections) and 3 steam locomotives that still operational. 4 diesel vintage collections and 1 active diesel vintage.

No	Museum Collections	Quantity
1	Station Buildings (Ambarawa, Tuntang, Jambu, Bedono)	4 pcs
2	Halte or Stop-Station (Cikoya, Cicayur, Kalisamin, Kepuh, Kronelan, Tekaran)	6 pcs
3	Locomotive Workshop/Depot	1 pcs
4	Steam Locomotive - active (B5112, B2503 & B2502)	3 pcs
5	Diesel Vintage Locomotive - Active (D300 & D301)	2 pcs
6	Steam Locomotive - collections	21 pcs
7	Diesel Vintage Locomotive - collections	3 pcs
8	Coaches - collections	6 pcs
9	Wooden Coach Collections - active	6 pcs
10	Other collections (old scales, Edmonson, uniforms, typewriters, dll)	261 pcs
	TOTAL COLLECTIONS	313 pcs

Static Collections Locomotives

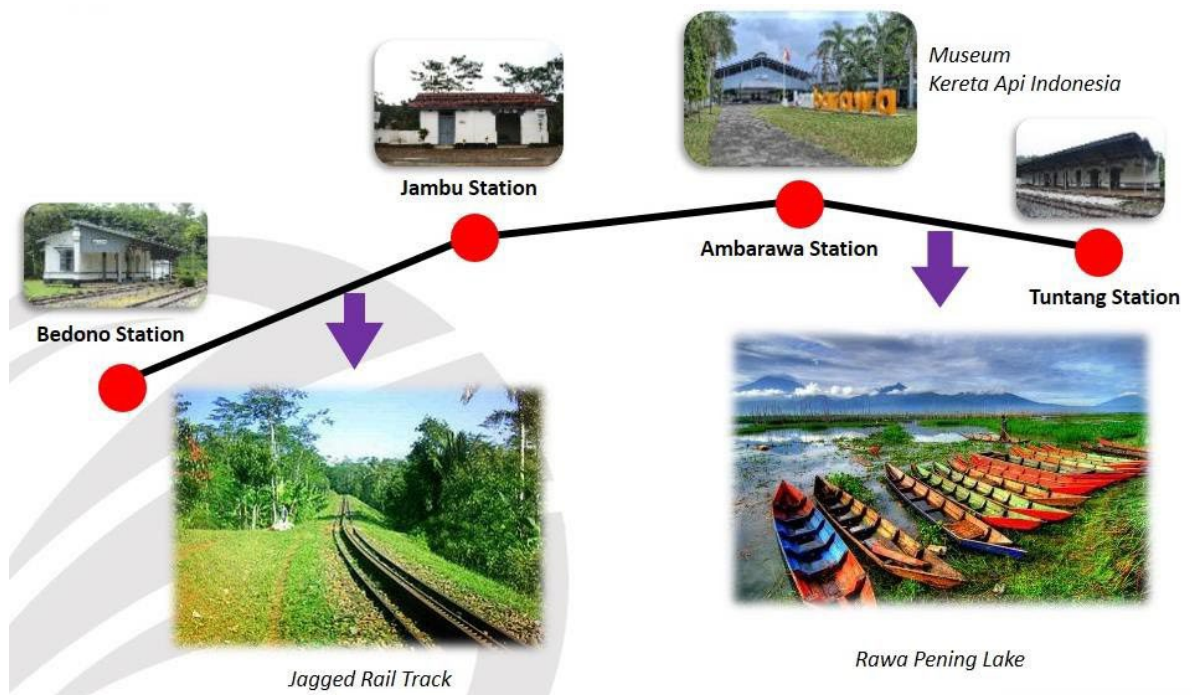
No	New Serie	Old Serie	Year	Manufacture	Dimension (meters)		
					Long	Wide	Height
1	F 1002	SS 802	1913	Hanomag Hannover	13.98	2.7	
2	D 1007	SJS 201	1914	Hartmann Chemnitz	10.85	2.1	
3	D 5106	SS 1506	1920	Hartmann Chemnitz	18.8	2.4	
4	C 5417	SCS 201	1922	Beyer Peacock	14.78	2.5	
5	C 1801	NIS 259	1908	Hartmann Chemnitz	7.94	2.41	
6	C 5101	NIS 371	1901	Beyer Peacock	13.78	2.44	
7	C 2728	SS 1128	1920	Werkspoor	12.79	2.62	
8	C 1603	NIS 256	1902	Hartmann Chemnitz	7.94	2.41	
9	C 2821	SS 1321	1921	Henschel	13.01	3.02	
10	CC 5029	SS 1629	1928	Schweizerische Lokomotiv- und Maschinenfabrik	19.9	2.8	
11	C 2407	NIS 277	1908	Werk Spoor Amsterdam	9.8	2.87	
12	C 1240	SS 296	1902	Hartmann Chemnitz	8.57	2.45	
13	C 1704	NIS 251	1901	Hartmann Chemnitz	7.85	2.41	
14	C 1140	SS 146	1891	Hartmann Chemnitz	8.57	2.45	
15	C 2001	NIS 351	1902	Hartmann Chemnitz	9.32	2.41	
16	B 2220	NIS 306	1900	Sachisctk MF Chemnitz	7.85	2.41	
17	B 2014	SCS 42	1905	Beyer Peacock	5.79	2.18	
18	B 5210	SCS 110	1911	Hartmann Chemnitz	11.65	2.46	
19	BB 1012	SS 512	1906	Hartmann Chemnitz	10.56	2.44	
20	B 2711	SJS 201	1914	Hartmann Chemnitz	8.4	2.45	
21	C 1507	SS 257	1900	Werkspoor			

Operational Locomotives

22	B 5112	SS 303	1902	Hanomag Hannover	14.28	2.3
23	B 2502					
24	B 2503					

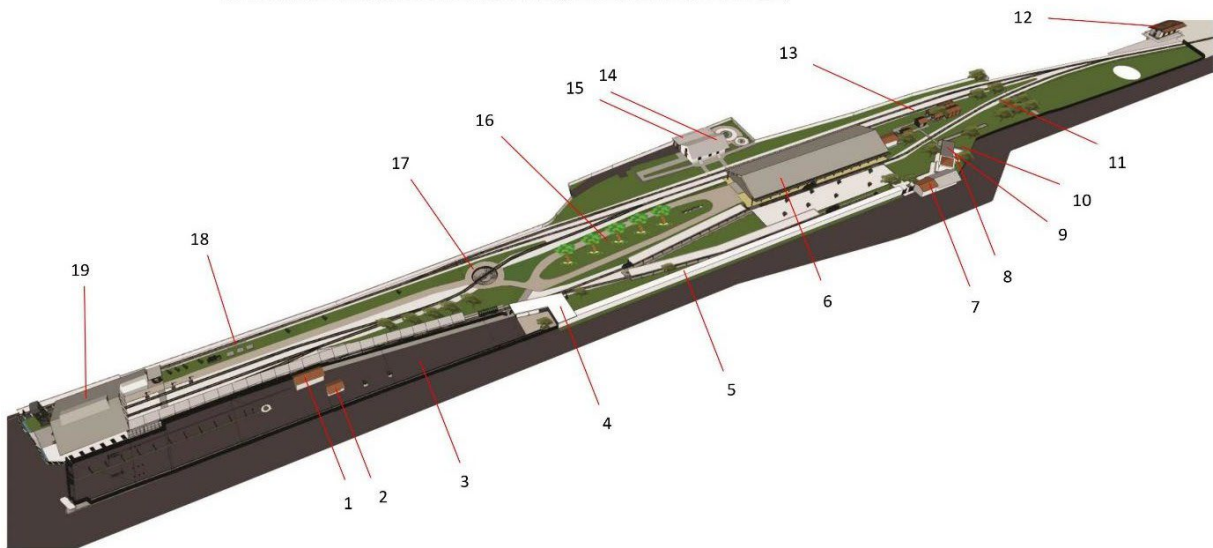
3. Areas

Indonesian Railway Museum consisting of four stations: Tuntang Station, Ambarawa Station, Jambu Station and Bedono Station. Those stations are linked by a railway track as long as six kilometers (Ambarawa to Tuntang) and nine kilometers (from Ambarawa to Bedono). The main station is Ambarawa, which stands on a 12.6-hectare land with total building and managed museum areas comprising 4.3 hectare. Tuntang Station, has 2.6 hectare, Bedono Station 2.4 hectare and the smallest station is Jambu Station at 5.3-hectare.



4. Siteplan

SITEPLAN: INDONESIAN RAILWAY MUSEUM (AMBARAWA STATION AREA)



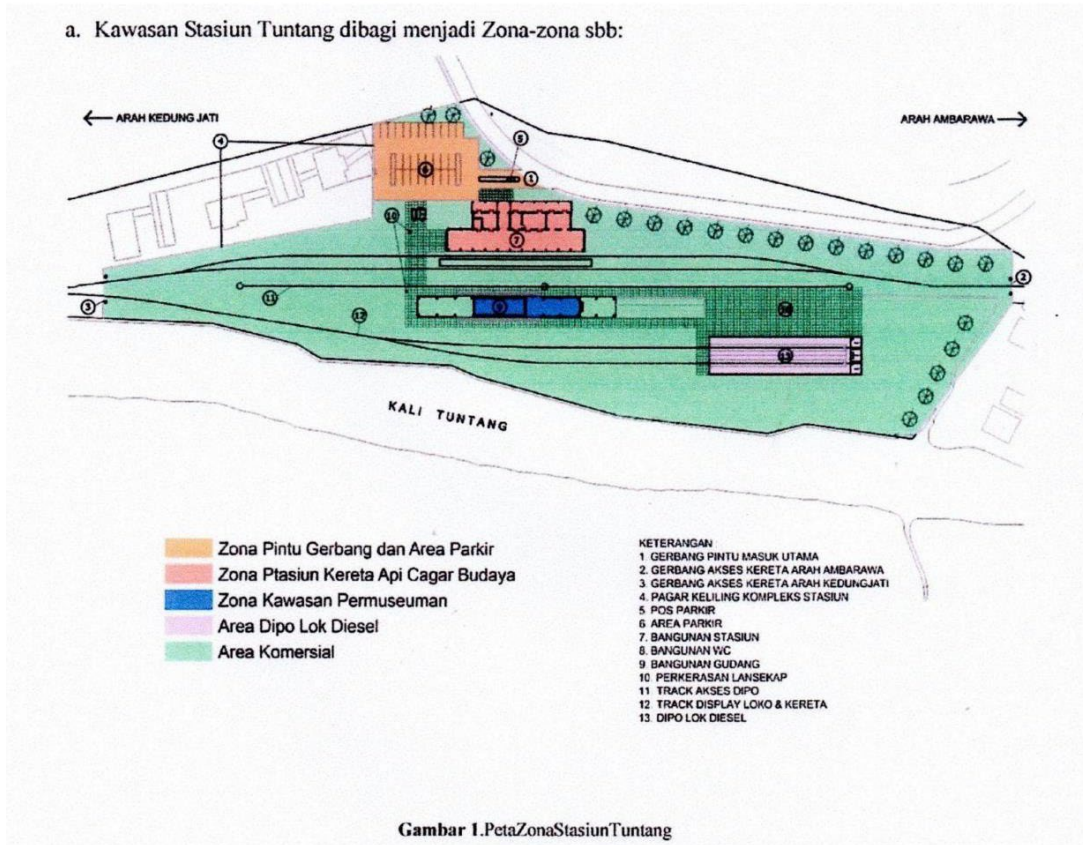
- | | | | | |
|---|--|------------------------------|--|----------------------|
| 1. Toilet | 5. History Wall | 9. Prayer Room | 14. Garden | 19. Locomotive Depot |
| 2. CCTV Room (not used anymore, now it's empty) | 6. Ambarawa Station | 10. Toilet | 15. Collection Storeroom | |
| 3. Parking Area | 7. Security Post | 11. Signaling Park | 16. Audio Visual Room (Miniature's Room) | |
| 4. Ticketing Building | 8. Ticket and Administration (showrooms) | 12. Old Warehouse | 17. Turntable | |
| | | 13. Halte or Stopplaats Area | 18. Old Machinery | |

INDONESIAN RAILWAY MUSEUM (AMBARAWA STATION AREA) Google Maps Version



SITEPLAN: TUNTANG STATION

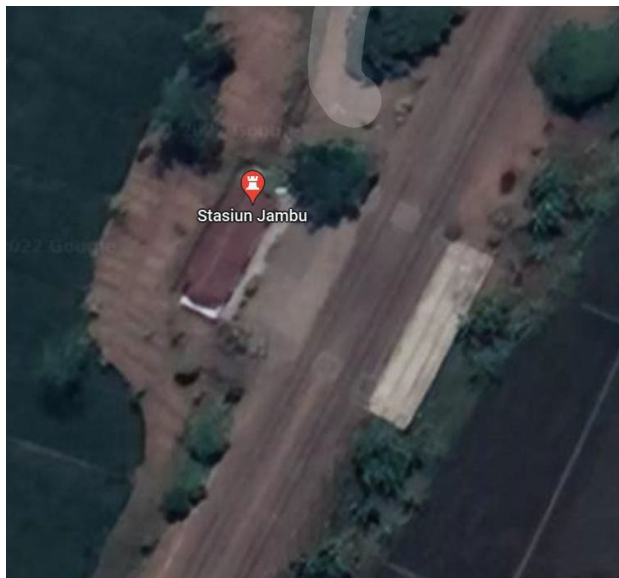
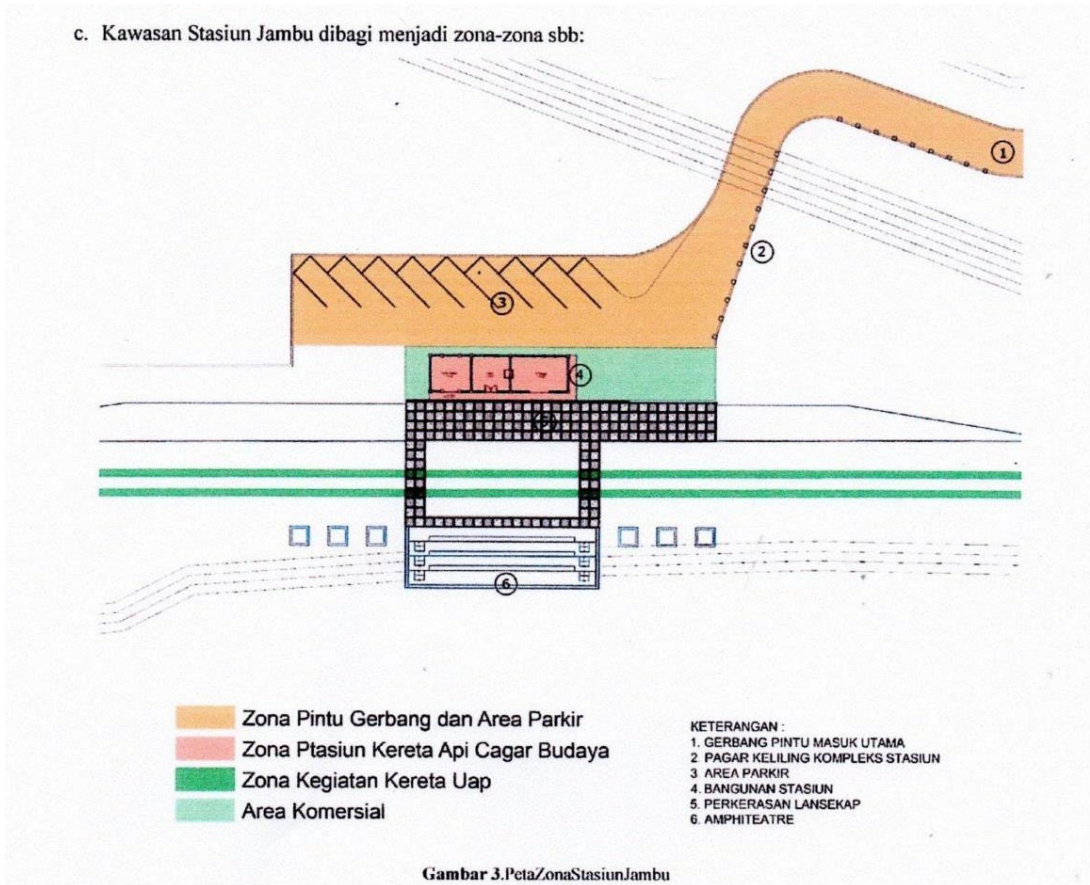
a. Kawasan Stasiun Tuntang dibagi menjadi Zona-zona sbb:



Tuntang Station (Source: Google Maps)

SITEPLAN: JAMBU STATION

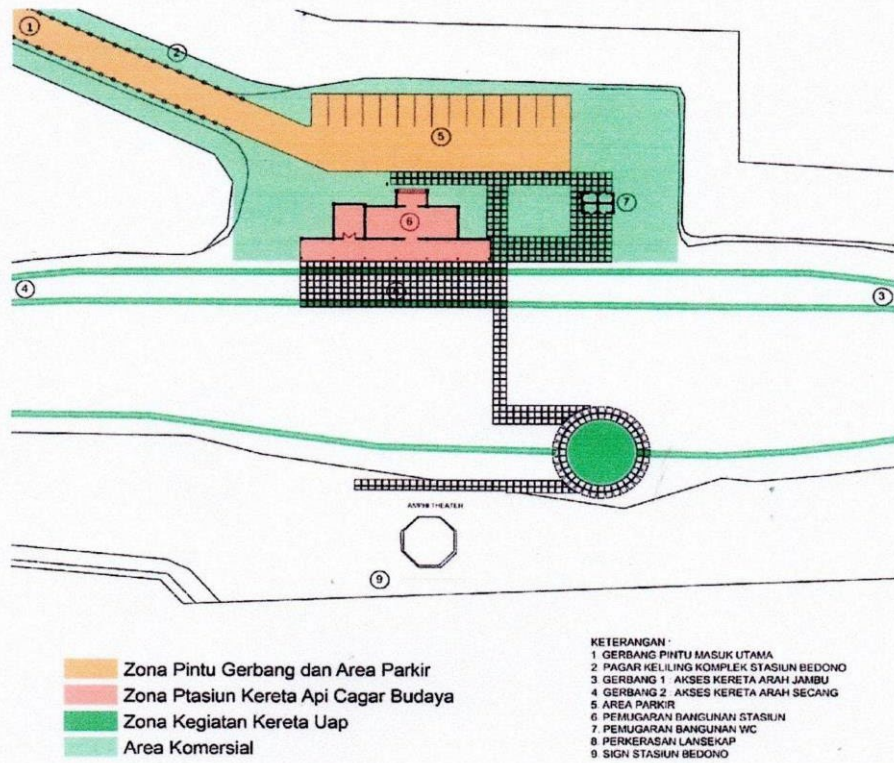
c. Kawasan Stasiun Jambu dibagi menjadi zona-zona sbb:



Jambu Station (Source: Google Maps)

SITEPLAN: BEDONO STATION

d. Kawasan Stasiun Bedono dibagi menjadi zona-zona sbb:



Gambar 4.PetaZonaStasiunBedono

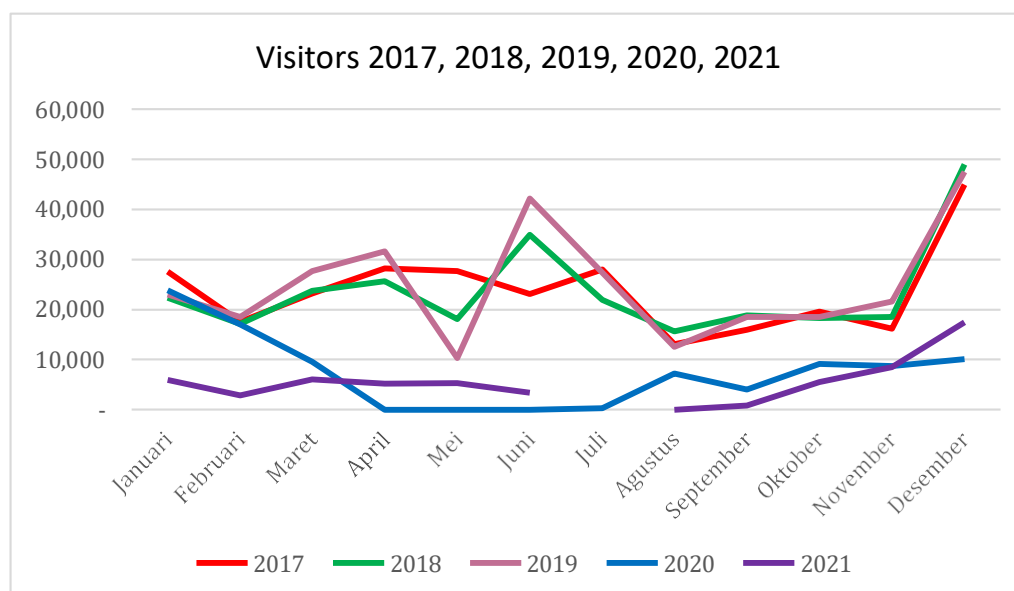


Bedono Station (Google Maps Version)

5. Visitors

Museum visitors are diverse, ranging from Indonesian pre-school children to foreign tourists. We can further distinguish between visitors that only visit the museum and a visitors group which book a tourist train.

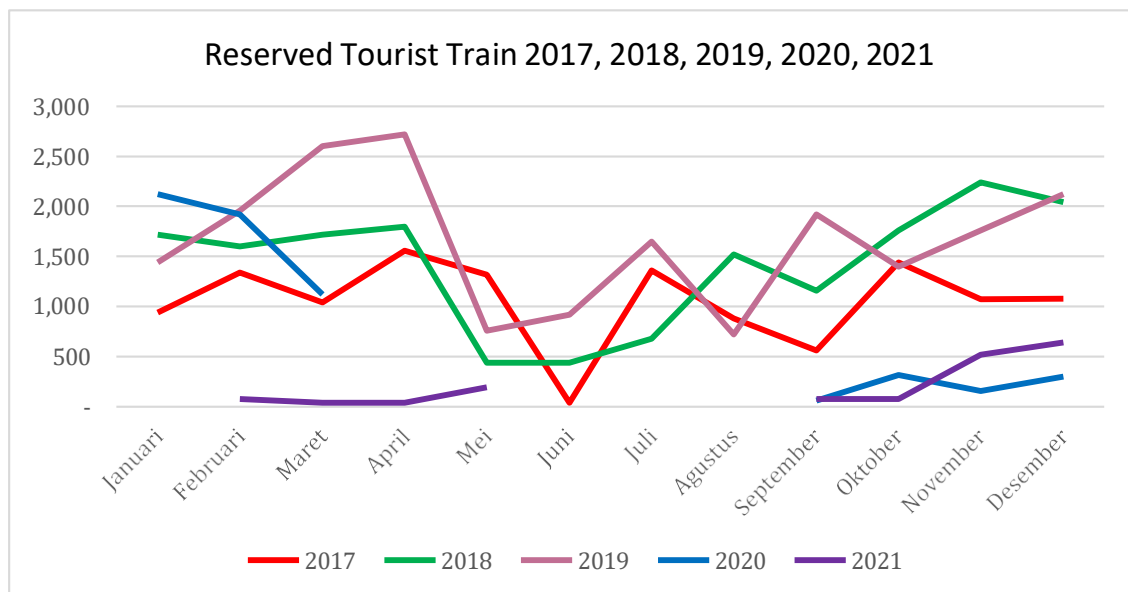
Month	Visitors Volume				
	2017	2018	2019	2020	2021
	Volume (people)	Volume (people)	Volume (people)	Volume (people)	Volume (people)
January	27,605	22,343	22,937	23,810	5,920
February	17,515	17,173	18,535	17,070	2,890
March	23,165	23,771	27,653	9,612	6,108
April	28,232	25,634	31,565	-	5,159
May	27,641	18,038	10,284	-	5,284
June	23,095	34,914	42,110	-	3,402
July	27,980	21,954	27,404	315	-
August	13,084	15,643	12,540	7,201	37
September	15,973	18,873	18,566	4,062	789
October	19,534	18,286	18,565	9,130	5,532
November	16,153	18,472	21,565	8,732	8,542
December	44,924	48,926	47,423	10,141	17,442
Total	284,901	284,027	299,147	90,073	61,105



Visitor based on museum ticket only (not including reserved tourist train)

The number of visitors decreased in 2020 and 2021 since the museum was closed a few month due to Covid-19 pandemic.

Month	Visitors from Reserved Tourist Train				
	2017	2018	2019	2020	2021
	Volume (people)	Volume (people)	Volume (people)	Volume (people)	Volume (people)
January	938	1720	1440	2120	
February	1,340	1600	1960	1920	80
March	1,040	1720	2600	1120	40
April	1,560	1800	2720		40
May	1,320	440	760		196
June	40	440	920		
July	1,360	680	1650	20	
August	880	1520	720		
September	560	1160	1920	60	80
October	1,440	1760	1400	320	80
November	1,075	2240	1760	160	520
December	1,080	2040	2120	300	640
Total	12,633	17,120	19,970	6,020	1,676



Visitors based on reserved tourist train

6. Adaptive-Reuse

Before its revitalization in 2011-2014, the Indonesian Railway Museum did not have concept about train museum, a place in which historical, scientific, or cultural interest are stored and exhibited, except only for Mountain Tour Railway. Many of the collections just displayed at it is without proper preservation treatment, especially steam locomotives which's display was scattered along the way. The lack of human resource such as securities, maintenance, management, etc. meant that the old museum poorly displayed.

The first phase of the revitalization of the museum began in 2011 and finished in October 2014. During this, the Indonesian Railway Company added public facilities and modern feel into the museum. The museum was given a clear concept and the collections displayed with a theme. Some old building were still in shape and others were restored. Except for the ticketing building, all of the buildings on the museum grounds are original. The façade and interior of the station still remain the same, but the function already changed due to the function of the museum itself. For example, the old warehouse has been converted into an Audio-Visual Room and Ticketing and Administration Showroom.

B. SCMaglev and Railway Park

1. History

SC Maglev (Superconducting Magnetically Levitated Vehicle) and Railway Park is located in Kinjofuto, Minato-ku, Nagoya, Aichi, Japan. This museum opened to the public to showcase the SC Maglev and its progress on March 14th 2011. The Museum is operated by JR Central.

SC Maglev Railway Park is a railway park which displays history of rolling stock through models and showcases its SC Maglev also other super speed trains in Japanese history.

2. Areas

SC Maglev Railway Park is an indoor railway park featuring two floors. On the first floor, we can see ticketing box and entrance hall. The museum shop and lecture room also located in this area. This floor also has a diorama room and railway system learning zone, and the special room is Superconducting Maglev Room which shows the visitor about Maglev history, how the system works, and its progress. Visitors can try 2 kinds of simulators here; Shinkansen Train Driving Simulator, Conventional Train and Driving Simulator & Train Crew Simulator. The floor features the material for display or exhibition, captions. Showrooms feature modern technology and are enjoyable. They mix the experimental, audio and visual dimensions to engage visitors. On the second floor, visitors can visit the learning & experiencing Room, Railway History Room and Relics Room.

3. Collections

The museum holds 39 rolling stocks on display which have been arranged into four areas: Symbolic Rolling Stock, Shinkansen Train Area, Conventional Trains, and Relic Train areas. The museum also has in its collection the biggest and fastest steam locomotive (Class C62) which run on the narrow gauge in 1954 with speed record 129 km/hour. They also show their fastest Electronic Multiple Unit (Class 955) which is a experimental Shinkansen and the Superconducting Maglev, the first running in Japan.



First floor collections

C. Kurihara Railway Museum

1. History

Kurihara Den'en Tetsudo Park or Kuriden Railway Museum is a train museum located in Wakayanagi, Kurihara City, Miyagi Prefecture, Japan. The museum is owned by the Kurihara City local government as one of the cultural and educational programs in the area.

Kuriden Museum is on the grounds of what was once the Wakayanagi Station Complex (opened on December 20, 1921 and operated until April 1, 2007). The Kurihara rural rail lines ran from Hosokura Station (opened in December 12, 1942, closed in April 1, 2007) to Ishikoshi Station (opened in April 16, 1890, still operated until now and connected with Tohoku Line).

Kurihara rural rail lines were closed in 2007, but the railway facilities and the business archives of the company, which had a history of over 80 years, were preserved. Shortly before the railway was closed, the city of Kurihara, which was a shareholder in the railway company, established a committee in accordance with the opinions of experts that these assets should be preserved, and considered how to preserve and make them available to the public. The committee then submitted its report in 2009, recommending that the former Wakayanagi Station site should be developed as a museum, and that not only the railway facilities and rolling stocks, but also the 1,500 boxes of documents were to be preserved.

Based on this report, Kurihara Railway Museum opened in 2017. Initially, the local city government, which had inherited the assets from the railway company, operated the museum directly, but from 2021, the operation was outsourced to an NPO.

2. Areas

The museum itself is a station complex with a wooden depot that has been converted into a museum and exhibition rooms. The old building and its surroundings were restored and are well maintained.

Before entering the old depot and the station, we can see the new building beside the old depot, the building serves as a ticketing and archives museum, also features a history wall that shows the story of Kurihara rural rail lines and diorama that tells about the railway lines.

The old depot maintains its original building and has been transformed from workshop depot to exhibitions showrooms. The inside of the building still holds old tools and equipment and that is still intact. As most of depot building parts are made from wood, some of them decayed due to weathers and age. In order to maintain the shape of the depot, some old parts were replaced with new wood. The colors of the wood is different and has a mark to distinguish between old and new parts/wood.

The Wakayanagi Station Complex site was divided by a road after the railway was closed down, but the 100-year-old wooden station building, the 900m of track and the signal equipment have been preserved.

From spring to autumn, visitors can ride on the trains and experience a demonstration run using these facilities. Therefore, it is necessary to maintain the vehicles in a safe condition, but the original depot has been converted into a museum and is located on the opposite side of the divided site, so it cannot be used. Therefore, a new maintenance garage has been built.

In addition, the remaining grounds have been planted with grass and equipped with children's play equipment, and are open to the public as a free park.

3. Collections

The former depot features a KD10 and KD95 railcar. In addition, two KD95 railcars and one KD10 railcar are kept in good condition on the 900m of track for exhibition runs. The electric passenger car and electric locomotive that were used before the railcars were introduced are no longer active because the power equipment has been removed, but one of each has been preserved in good condition. In addition, one small diesel locomotive, one vehicle used for track maintenance, and three wooden freight cars are all preserved in working condition.

Wakayanagi old station was also rebuild and restored into its original shape, the collection inside remains original from the station and is displayed as it was in the past. In addition, parts for railway facilities are stored in the warehouse.

There are also more 1,000 boxes of documents related to the management of the railway company, and the list has also been prepared.

D. Niigata Niitsu Railway Museum²

1. History

The location of the Niitsu Railway Museum is a 30 minute walk from Niitsu Station. In the past, Niitsu was a city with a large population of train employees, so in this city there is a former railway school which is now the Niitsu Railway museum. Niitsu City was merged into Niigata City, the largest city in the region, in 2005.

This museum opened in 1983 and has moved to where it is today in 1998. In 2014, the museum reopened after major renovation including the receipt of new collection of the 200 series Shinkansen (bullet train) and the C57 steam locomotive. Subsequently, as railroad stocks that had been used around Niigata were retired, they were added to the collection, further enriching it.

The museum is currently run by the city of Niigata and is positioned as a key facility for regional revitalization.

2. Areas

The museum consists of a two-story indoor exhibition hall that was formerly a railway school, and an outdoor exhibition site with actual rolling stocks. The total floor area of the indoor exhibition hall is 990 sqm, of which the exhibition area is 670 sqm. The total site area is 33,200 sqm.

Before the museum was renovated in 2014, it had several problems. When the museum opened in 1983, it borrowed actual rolling stock from the Japan National Railways (JNR) at the time and displayed it. After JNR was privatized in 1987, ownership of the rolling stock was transferred to JR. When the museum moved to the current location in 1998, the rolling stock was returned to JR, and the museum had no actual rolling stock on display. This reduced the appeal of the museum.

In the past, this museum relied on the voluntary efforts of former railway employees. This led to the enrichment of the collection, but the specialist knowledge regarding museum displays was not being fully utilized. In short, old railway parts were simply displayed in a haphazard and unstructured way, lacking a narrative, and outdated explanations were left unattended without being updated. There were also no facilities in place to properly preserve the collection, and decay, vandalism and even theft were occurring.

In the 2014 renovation, these issues were resolved by incorporating the opinions of experts. The themes and narratives of the exhibition were decided, and the collection items were selected and displayed in an orderly way in line with these. In addition, easy-

² *Niigata City Government, Niigata-Shi Niitsu Tetudō Shiryō-kan Kassē-ka Kihon Kēkaku*[Basic Plan for Revitalizing the Niigata Niitsu Railway Museum], Niigata, 2013.

to-understand explanations were provided with the aim of attracting families, and the exhibition was made to look good with the help of an exhibition specialist. The actual vehicles were also displayed outdoors. Employ a specialist curator was key in this process.

3. Collections

The exhibition hall is centered around the history of railways in the Niigata region. It focuses on the relationship between railways and the local communities, and on the railway-related technology in the Niigata region, which is a heavy snowfall area. In addition to the explanations on the walls, the exhibition also features many actual railway parts, and the collection numbers around 8,600 items.

There are seven actual vehicles on display in the open-air exhibition area. All of these were used in the Niigata area. The two Shinkansen cars are Series 200 and Series E4, which were modified to run in heavy snowfall areas. The other cars are for conventional lines. The DD14 diesel locomotive was used for snow removal on the tracks.

Prior to the 2014 renovation, the museum had an annual attendance of less than 9,000 visitors at most. However, the renovations have dramatically increased the number of visitors to the museum.

The Number of Visitors

FY2015	2016	2017	2018	2019
49,616	55,927	67,620	60,107	61,859

Source: Minutes of the Niigata Niitsu Railway Museum Steering Committee

E. Kaya Steam Locomotive Square and Kaya Railway Museum

1. History³

The Kaya Steam Locomotive Square is located in Kaya or Yosano, Yosa District, northern Kyoto Prefecture. Kaya is a small town that was once connected by a private railway line to Yamada. The railway started operation in 1926 for passenger and freight (the commodities are nickel ore and Japanese Kimono from silk that famous in the entire region) and connected to the national railway system at Tango Yamada Station. The location of Kaya SL Square was originally a nickel mine which opened in 1939, the railway was extended to the South of Kaya and a nickel ore refinery in Suzu area in 1942.

The Square's origins date back to 1977. Thirteen retired Locomotives, coaches and freight car were exhibited in the yard of KAYA station, and it was named "KAYA SL no

³ Shinozaki Takashi, Kaya SL Hiroba Un-ei no Tame ni [Management and Operation in Kaya Steam Locomotive Square], The Railway Pictorial 49 (11), pp.16-22, Tokyo, 1999-11.

Hiroba” [Steam Loco Plaza of KAYA]. The railway continued operation until 1985. After the railroad was discontinued in 1985, the cars remained, but their condition worsened due to a reduction in the number of maintenance workers.

Later, it was decided to construct a town hall building on the site of Kaya Station. The railroad company, which changed its name to “Kaya Kosan” [Kaya Industry], decided to move the preserved rolling stock, and selected the site of the former freight station beside a nickel mine owned by its parent company, Nippon Yakin Kogyo, as its site. Thus, the new Kaya SL Hiroba [Kaya Steam Locomotive Square] was opened in 1996.

The new Square was expanded in size and the vehicles were beautifully maintained. Although it was highly regarded as a cultural activity of a private company, the company closed the facility in March 2020, due to the lack of manpower for maintenance and management, making it difficult to pass on the technology.

On the other hand, the town of Kaya built the “Kaya Railway Museum” in 2001 on the site of the old Kaya Station. After the closure of the Steam Locomotive Square in 2020, some cars were moved to the Railway Museum.

2. Areas

Kaya Steam Locomotive Square opened in 1996 on the site of the former Oeyama Mine Station, which was used only for freight. The tracks were completely renewed, and a turntable was installed for display. This turntable was made in 1941 and was actually used on the Kaya Railway. These tracks were used for the display operation of some vehicles.

The main buildings were a ticket office and information centre modelled on the Kaya Station building, and a depot built for vehicle maintenance. All the vehicles were displayed outdoors, and only a small number had roofs. This led vehicles to sustain damage and increased the work required for maintenance.

The Kaya Railway Museum opened in 2001 on the site of the former Kaya Station. It is located about 2.8 km from the Kaya Steam Locomotive Square.

3. Collections⁴

When the Kaya Steam Locomotive Square closed in 2020, 27 rolling stock vehicles, one track maintenance vehicle, and two freight containers were left there. There was also

⁴ Railway Preservation Society of Japan, Kyū Kaya SL Hiroba no Syaryō(Zen 27 Ryō) Jyōto Jyōkyō no Hōkoku[Report on the Vehicle transfer from Kaya Steam Locomotive Square (27 cars in total)]. https://www.rpsj.jp/2022/43/43_kaya.html

one vehicle that had been converted into a snack bar. Of these, 17 were used in the Kaya Railway, and the others were used by the Japanese National Railways and other companies.

The highlight of the collection is the Kaya Railway No. 2 steam locomotive. It was manufactured in England in 1873 and imported to Japan for the opening of the Osaka-Kobe railway the following year. It was used on Kaya Railway from 1926 to 1956. It is the third oldest surviving steam locomotive in Japan, and in 2005 the government designated it as an important cultural property. After the closure of the Kaya Steam Locomotive Square, it was moved to the Kaya Railway Museum along with two passenger coaches. The two passenger coaches were also manufactured in the Meiji era and were used on the Kaya Railway from the 1920s. Another locomotive, C160, a steam locomotive that was used at the nickel mine near Kaya, has been preserved at the Kaya Railway Museum since 2018.

The company that operated Kaya Steam Locomotive Square (the former Kaya Railway) continued to look for a new home for the vehicles after the site closed. In addition to the three cars mentioned above, it is expected that one diesel locomotive, a railcar and a passenger car will be transferred to a local NPO.

Some of the vehicles that were used on other railways before coming to the Kaya Railway have been transferred to places with a historical connection to them. For example, the DC351 diesel locomotive was used on the Nanbu Railway in Aomori Prefecture before coming to Kaya in 1967. Because of this history, the locomotive has 'returned home' to a museum in Gonohe Town, Aomori Prefecture.

The No. 103 steam locomotive, made in the USA in 1915, was never used on the Kaya Railway, but it came to Kaya because the place in Osaka Prefecture where it had been stored closed down. However, it also lost its place in Kaya, so it was moved back to Yamaguchi Prefecture, where it was first used, and a group of enthusiasts decided to preserve it.

With the exception of one steam locomotive, the other cars were transferred to individuals, companies, municipal institution, and enthusiast groups.

Conclusion

Although the Covid-19 pandemic was restricting movement and the stay was short at around 40 days, I was able to visit four railway museums in Japan and learn about their activities and challenges, as well as introduce the activities of the Indonesian Railway Museum to Japanese curators and railway history researchers.

While the Indonesian Railway Museum is a national facility, the four museums I visited during this stay were established and operated by private companies or local governments, so there are differences in their operation. However, all of the museums share the aim of recognizing the cultural value of railway heritage and passing it on to future generations.

The difficulties caused by Covid-19 continued for more than three years but most restrictions have now lifted. I hope that we can continue to promote exchanges between curators and researchers in Indonesia, Japan and many other countries, and that this can inform the activities of our respective museums.