



Cultural Heritage Agency
Ministry of Education, Culture and Science

Identification mission historical rolling stock Indonesia

PI INDONESIA

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authors: Ben de Vries, Gerard de Graaf, Richard Schild.

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Colophon

©2015 Cultural Heritage Agency, P.O. Box 1600, 3800 BP Amersfoort, The Netherlands

Authors: Ben de Vries, Gerard de Graaf, Richard Schild.

Contact: drs. Ben de Vries, Rijksdienst voor het Cultureel Erfgoed, email: b.de.vries@cultureelerfgoed.nl

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1. Introduction

From 12-19 October 2014 an identification mission on historical rolling stock by a Dutch team took place on Java, Indonesia. The mission aimed at three main issues:

- first, investigating and defining the current state of maintenance and the need for restoration of the historical rolling stock of Indonesia's railways, on Java;
- secondly, strengthening the policy on collection management;
- and finally defining the Dutch contribution in reaching this goal.

The mission incorporated an intensive programme of eight days, visiting more than ten railway heritage locations in and around the cities of Jakarta, Yogyakarta, Solo, Cepu, Ambarawa, Semarang and Tegal (& Bandung).

The Dutch team members gave several presentations on technical and cultural historical themes, two press conferences and organised a workshop with fifty Indonesian participants and stakeholders. Along the way interesting discussions with the local management and staff took place concerning the collection management and heritage. The Dutch team consisted of:

- Mr. Gerard de Graaf, Dutch and Indonesian railway heritage expert and steam locomotive driver at the National Narrow Gauge Railroad Museum, Valkenburg;
- Mr. Richard Schild, chief locomotive engineer, National Narrow Gauge Railroad Museum, Valkenburg; and
- Mr. Ben de Vries, Head of mission and senior international policy adviser at the Cultural Heritage Agency of the Netherlands, Amersfoort (part of the Ministry of Education, Culture and Science).

The field trip was part of the policy framework on 'shared cultural heritage' concerning the revitalisation of Indonesia's railway heritage, started in 2009. The mission was executed upon request of the Heritage Conservation and Architecture Design division, part of the PT Kereta Api Indonesia, the Indonesian railway company. In charge was Mrs. Ella Ubaidi, Executive Vice-President of the Heritage Conservation and Architecture Design division, situated in Gambir Station, Jakarta; and Mr. Adi Trenggono, Vice-President Non Building of PT Kereta Api, and his helpful crew.

Thank you for all your kind support!

This brief yet comprehensive report is produced to wrap up the observations, conclusions and recommendations of the identification mission. Further on, the report will define the possibilities for future Indonesian-Dutch co-operation in preserving and revitalising Indonesia's historical rolling stock.

2. Shared cultural heritage between the Netherlands & Indonesia

The Netherlands and Indonesia share a long (colonial) history. This past can help us to gain a better understanding of the present. Therefore Indonesia is one of ten 'partner-countries', whose history intersects with the Netherlands, generating many material and immaterial relics of the past such as archives, shipwrecks, infrastructure, museum exhibits, intangible heritage, buildings and urban structures. Indonesia feels a responsibility towards this shared cultural heritage. They recognise the mutual challenges and the needs that ask for a multilateral cooperation.

In 2009 the Heritage Conservation and Architecture Design division (Unit Pusat Pelestarian, Perawatan dan Desain Arsitektur di PT Kereta Api Indonesia (KAI)) and the Cultural Heritage Agency of the Netherlands in Amersfoort adopted a policy framework on the revitalisation of Indonesia's railway heritage. After a first identification mission (2009) three fields of cooperation on Java were put forward:

- Documentation, registration and eventual selection of railway stations
- Revitalizing historical railway stations in their urban surroundings
- Refurbishment of the Ambarawa railway museum

As a first result of this comprehensive programme, KAI published a book on twenty of the most important stations on Java (2011). Several contiguous workshops, consultation meetings and trainings followed, like the workshop on the Railway Museum in Ambarawa (2011) in Semarang and the training of museum staff of KAI in Amsterdam, Netherlands (December 2013). In the meantime, separate missions started f.e. on the re-building of station Surabaya Kota, the renovation of Jakarta Senen Station and area, and the modernisation of station Semarang Tawang (September 2014).

Many partners are and were involved, like the Dutch embassy in Indonesia, Atelier Spoorbouwmeester, Reinwardt Academie, TiMe Amsterdam, Movares, TU Delft, Koninklijk Instituut voor de Tropen, Indonesian Heritage Trust and several universities, Ministries and municipalities in Indonesia.

150 years Indonesia's railway history

Indonesia's railways and related heritage dates back to the second half of the nineteenth century, when the country was under Dutch rule. The first public railway line was constructed in Java, connecting Semarang to Solo and Yogyakarta. It came into operation between 1867-1872 and served economic (transport of agricultural commodities and mining products from hinterland to the

harbour) as well as military use (pacification). The same was true for the public railways on Sumatra, which construction started some ten years later. Although some of the first railways were privately owned, soon the state became involved in construction and exploitation of the railways in the archipelago.

The overview below gives an impression of the rolling stock in the Netherlands Indies in 1938.

Rolling stock in 1938	Staatsspoorwegen (SS)	Private	Total
Steam locos	726	552	1278
Electric cars	13	-	13
Normal coaches	2.216	1.048	3.264
Coaches with motor	26	39	65
Cargo wagons	18.418	9.426	27.844

(source: O.Peters, thesis (1996): De Spoorwegen op Java tijdens de Japanse bezetting, p. 6)

During the Japanese occupation (1942-1945) things changed dramatically. Due to warfare 136 locos, 274 coaches and 385 wagons were severely damaged, and 53 locos and 1166 wagons transported to other Asian countries (thesis, 44-45). So about 15% of the rolling stock was lost (these figures are not complete and exact). After Indonesia gained its independence all railways in the end were nationalised and finally organised under the PT Kereta Api (Persero). The present extend of Indonesia's railways in use is over 5.000 km., most of which dates from colonial times. Besides that, there are about 650 railway stations left, dating from the same period, all built by Dutch architects and engineers. Many historical railway lines ceased operation due to either lack of spare parts or lack of capacity. Therefore some locations got cut off from access to headline network. Most of the present historical railroad network, rolling stock as well as related buildings are in a dilapidated state of maintenance and need revitalisation to suit future options. For this reason, KAI has established a Heritage Conservation and Architecture Design division.

Historical rolling stock in Indonesia

In some parts of Indonesia old steam trains once built by Dutch and German factories are still running. This 'mobile heritage' is quite unique. These authentic narrow gauge steam locomotives and coaches are kept 'alive' for tourists, as part of a museum collection or as vital machines on (sugar and teak) plantations. One can see them still running and puffing, but the sight is rare. At the same time the lokomotif uap on the plantations are rapidly dis-

appearing, due to modernization and lack of maintenance. Still they can be observed on the historical railway tracks of Ambarawa-Bedono-Tuntang-Kedungjati; on the trail Purwosari-Solo Kota; in the former coal mining area now Railway Museum of Sawah Lunto (track to Muara Kalaban) in West-Sumatra; and last but not least on about 15 sugar plantations (f.e. in Klaten, Olean, Tasik Madu) and teak plantations (f.e. Cepu) on Java, mostly for touristic purposes. In total 10-15 locomotives are still running.

In addition, tens of deactivated historical rolling stock are scattered at depots (f.e. Purwokerto, Cianjur, Cibatu, Tebingtinggi etc.) and around station areas in Java and Sumatra, waiting for an uncertain future. Some of them are real museum pieces. Also the Transportation Museum of Taman Mini Indah in Jakarta has 24 steam locomotives and some wagons on permanent display. And in the Railway museum of Ambarawa more than 20 authentic locs and 200 collection items are presented for the world to see.

Obviously, this living industrial heritage is very vulnerable, as it is over one hundred years old and difficult to maintain or repair. Spare parts are not easy at hand and technical expertise is lacking to restore properly. Besides, there is this realistic threat that knowledge is lost as older

technical staff members are retiring and the younger staff don't want to get 'dirty hands' anymore.

Therefore, Dutch knowledge and expertise could be exported and local technical staff members trained. This is crucial as they are responsible for keeping the historical rolling stock up and running, now and in the future. If these steam locomotives do not run anymore on sites or in railway museums, it will attract even fewer visitors.

In recent years several authors published books and articles – in Dutch - on railway companies in Dutch colonial times, like *Stoomtractie op Java en Sumatra* by Oegema; *Indisch spoor in oorlogstijd* written by De Bruin or *Stadstrams op Java* by Duparc. Also what is left of the historical rolling stock on the sugar plantations spread over the islands is pretty well known. On the other hand, not much is known about the collection on palm oil and rubber plantations on Sumatra. Right now in the Netherlands publications on mine railways (De Graaf) and tram coaches (Dijkers) in the Indies will soon be released. Surprisingly, a standard book on the *Nederlandsch-Indische Spoorwegmaatschappij (NIS)* and public tramways does not exist till today.



Recently, the Heritage division of PT KAI has worked hard to present a lot of heritage information online on: <http://heritage.kereta-api.co.id> (and www.indonesianheritagerailway.com). Interesting is to analyze the shown **Data Base**. It describes different historical categories and gives good examples with actual pictures and rather good descriptions of about **90 historical rolling stock objects** (Sarana) left in mostly Java (and Madura) but also Sumatra. A presentation of in total 54 steam locomotives (B-series, BB series, C-series) can be found; plus 10 diesel locomotives, 1 electric train, 10 coaches, 10 (cargo) wagons and 5 cranes. Also in this database are mentioned 10 historical railway tracks (lintas); 337 stations¹; 37 railway buildings², 20 different constructions (10 bridges, 6 tunnels and 4 viaducts), 3 signals and a couple of telecommunication items. Although these databases are probably not complete and present the stock that is in pretty good condition, it is a good and useful overview of what is still available in Indonesia. One could call this database a start of the **Collection Rail Heritage Indonesia (CRI)**. However, these databases are not complete; they present only the locos that are in pretty good condition and only the stock that is owned by PT KAI. And above all the value of this collection is not assessed. It would be nice if the descriptions in the database would be translated in English too, this will broaden its public reach. So, in order to build a comprehensive collection of a historical 'rail landscape' step by step, it is recommended::

1. That the collection should include not only steam locos but also add trams, mining railways, machinery, spread all over the islands of Java and Sumatra;
2. Secondly one has to look not only at PT KAI as the biggest owner of collections, but also other public and private owners and managers of collections (is the collection of Taman Mini II included?), for example at the Ministry of Forestry (teak plantations), 'history' museums, private companies and private persons, and BUMN (sugar plantations), as they own small collections too. This multi-ownership makes an inventory more difficult as it exceeds the responsibility of PT KAI. Negotiations could be started with other Ministries. On the long term the main goal is

to make a selection in your collection, to exchange knowledge, to experience and to lend one another museum objects;

3. When you know what you have, the third step is to *assess and value this Collection*. During this process you figure out what the top monuments of the Collection are, what the values are, which objects do possess an A-status and formulate *why* etc. Historical objects have personal, emotional value and comparative values, like representation and rarity, ensemble, authenticity or representative value from an international point of view. What is worth preserving and why? The quality and scope of the inventories are not clear and not complete. Besides, it is not clear what locos are protected by law (all of them?). Some have monument signs on the side. One could improve the database according to The Museum System (TMS) and validate the collection together with local professionals and rail fans but also with other enthusiasts like patrons, lenders and, very important, the public. So, value assessing and selecting are agreed upon more broadly (two sides of the same medal). Last but not least, give the objects a score (A-B, C or D) in order that values are connected to historical significance, like scientific, technical, social economic. The Dutch formats of the National Register Mobile Heritage could be used or online publications of the Cultural Heritage Agency. The free pdf on www.cultureelerfgoed.nl/publications/ title: *Assessing museum objects* in six steps and the one called *Making a Collection plan* are very handy instruments etc. (Maybe, in the end PT KAI could publish a book of your finest museum pieces, of the A-status collection, of your icons.)
4. The next step is to *define on this basis the current state of maintenance* of the historical rolling stock.
5. Then one can pinpoint the *need for restoration, conservation and revitalisation*. All these steps could be summarized in a comprehensive **collection plan** and focus on collection management regarding preservation, use and development. Finally, support and advice from Dutch and international partners can be arranged.

Check out:

<http://www.culturalheritageconnections.org/wiki/RevitalizingRailways>;

¹ Describing daop 1 Jakarta: 100 stations; daop 2 Bandung: 42; daop 3 Cirebon: 24; daop 4 Semarang: 28; daop 5 Purwokerto: 37; daop 6 Yogyakarta: 18; daop 7 Madiun: 31; daop 8 Surabaya: 9; daop 9 Jember: 14; North Sumatra: 33; South Sumatra: 1 but some of them are not in use anymore

² Railway buildings divided in 10 examples of water houses (menara air), 10 signal houses (rumah sinyal), 6 offices (kantoor), 6 examples of housing for employees and personel (rumah dinas) and 5 warehouses & depots (balai yasa).

Collection management of PT KAI

Recently, PT KAI started collecting museum pieces and moving them to the railway museum of Ambarawa. In most cases they know why. But they have to know their collection better only then you can tell stories about your collection to the public (collection-story-public). Some recommendations are:

- a. Various loco's and rolling stock are worth A-status, f.e. the presidential coach and others mentioned in this report. But they are not appreciated and treated that way. So it would be wise to move some A-status loco's and gerbong to Ambarawa. Some loco should be running in Taman Mini Indah, Jakarta.
- b. Manage the collection not as a group of objects, but as an ensemble (lok + coach, it also 'what is behind' the loco).
- c. Start researching for the original colors of loco's +coaches (gerbong) and buildings. Groups of volunteers like in IRPS / ISLC are emerging and could be used for this job (f.e. Deddy Herlambang).
- d. Educate your crew or rail fan in knowledge of Dutch language for doing research in archives in Indonesia and the Netherlands.
- e. Strengthen collection management (use, preserve and develop).
- f. Start 'selling Ambarawa' now, through smart marketing plans (new positioning) and package deals. For example museum & food good combination with Starbucks example or the selling of public transport tickets to Ambarawa combined with museum tickets to promote heritage tourism.
- g. Consider the need for restoration, conservation and revitalisation of historical rolling stock one should:
 - keep up maintenance of historical stock and buildings. Avoid a backlog in restoration. This means more than painting...
 - Always make a restoration or maintenance plan before you start changing anything. This standardization makes it more easily to get better quality, knowledge and use.
 - Also start searching for original spare parts and store them.
 - Capacity building and knowledge of restoration could be improved especially for younger staff.
 - Train the machinist of steam loco in Indonesia and during a crash course in the Netherlands.



4. Suggestions for Future Cooperation

During the debriefing in Jakarta in October 2014 the Indonesian counter partner Mrs Ella Ubaidi (EVP of KAI) suggested that the PT KAI needs more support from Dutch experts in order to keep the revitalisation of historical railway going. Consequently, five proposals for further collaboration could be formulated, in which also other Dutch partners could play a role:

1. **Make a collection plan** (including a management plan) in order to improve the quality of the Collection Railway Heritage Indonesia and start an assessment of the value of this collection. RCE experts and/or Deddy Herlambang could play a role in this. This plan could therefore consist of a database, a value assessment (additional law?), an indication of the state of the art and condition of the rolling stock and a strategic approach on what could be preserved, used and restored. The wishes and needs of the public (visitors, users, communities) play also a role.

Part of this plan is f.e.:

- to select historical rolling stock and relevant objects for restoration and make them ready for running in and around railway museums. Most importantly the DSM 55 lok in Taman Mini and the Du Croo & Brauns lok in Cepu (move to Ambarawa). Also the wooden presidential coach in Taman Mini should be restored, with the assistance of f.e. the Railway museum Hoorn-Medemblik;
- and to start and improve training and capacity building of (young) machinist of steam loco in Indonesia and the Netherlands. The SmalSpoormuseum Valkenburg is willing to assist in such a crash course.

2. **Make another identification mission** for historical rolling stock but this time to the island of **Sumatra**, f.e. with Valkenburg Spoorwegmuseum;

3. **Restore the stained glass windows** both in the head office NIS Lawang Sewu, Semarang and in the head office SCS in Tegal. Possibly in cooperation with 't Prinsenhof in Delft. The Dutch embassy was asked before by Mrs Ella to participate in this project, but in vain;



5. Attachments

Programme identification mission

12-19 October 2014

Sunday 12 October

Visiting the rolling stock collection of the Transport Museum in Taman Mini Indah, Jakarta. Meeting the group of Indonesian rail fans and some relevant stakeholders. Dinning with crew in Menteng Café.

Observations Dutch team:

Positive:

- Nice collection
- Top objects (A-status collection) for example: Lok DSM 55 (1067mm)
- Since a few years collection owned by PT KAI (now better maintenance)
- Collection mainly under a roof
- Active group of Indonesian rail fans (especially on Sundays)

Improvements & challenges:

- No loco is running unfortunately
- 2 loco's could run rather easily depending on closer boiler examination: Henschel (700mm) & Lok DSM 55 (1067mm)
- Not much information presented on the collection
- Insects in presidential coach. It should be placed under a roof and CO₂ gas treatment is recommended
- Restoration Buffet coach has missed some important details
- Lack of supervising guards

Monday 13 October

Visiting Balai Yasa (depot) in Manggarai, Jakarta. Meet local management and engineers. Flying in the afternoon from Jakarta to Yogyakarta. Dinning with crew.

Observations Dutch team:

Positive:

- Active and complete workshop
- Excellent heritage rolling ensembles (A-status) on display, like Heemaf ('Bonbonbloc'), Hartmann SS lok Chemnitz (600 mm), Beynes coaches, Figuee steam rail, and all presented under a roof

Improvements & challenges:

- Safeguarding unique instruments and machines, like tube expander, boiler pressure test pump. Hand them over to Ambarawa Museum
- Depot is not accessible to the public. Instead, organise a 'public workshop day' every year
- Paint the blue Heemaf locomotive in the original brown color. The blue color has been used in a Heemaf publication in 1928, because brown could not be printed in color at that time. The brown color also explains the nickname 'Bonbonbloc'



Tuesday 14 October

First, visiting Museum Gula of Gondang Baru (Winangun) sugar factory (pabrik gula (PG)) in Klaten. On the plantation steam locos and factory are still running with its original steam engines dating from 1890. Meeting local management. Dinning with crew.

Observations Dutch team:

Positive:

- Still complete micro cosmos since 1860. A living history: ensemble of architecture, housing for employees and management (now re-used as home stay / wisma & events and souvenir shop), factory, steam machines (Stork Hengelo), infrastructure and rolling stock.
- Excellent working PG on steam
- Museum Gula since 1982
- Growing awareness of heritage sites
- 1 Lok uap is running for tourists (for hire in week-ends)

Improvements & challenges:

- Preservation & completion of remaining locos and rolling stock
- Loco nr 2 Merbabu is from a very rare builder (Linke Hofmann, Breslau) and should be preserved and/or restored (!)
- Railways in the fields are lifted, so limited possibilities to run trains. Perhaps parts of the track can be laid back in the future



In the afternoon visiting the depot in Purwosari and its historical rolling stock. Meeting local management, engineers and machinists.

Observations Dutch team:

Positive:

- Loco C 1218 & ensemble in pretty good condition
- Rolling stock in use for historical trips between station Purwosari and Solo Kota

Improvements & challenges:

- Only 2 machinists: for driving and maintenance
- Smoke box of loc C 1218 should be improved to get rid of the water and so prevent damage to frame and boiler by corrosion
- Return original (or adequate copy) builders/number plates on loco's (Gerard)
- Little modernisation and expansion of workshop in loco shed is needed, enabling the loco crew to perform minor repairs



Also visiting in the afternoon sugar factory Tasik Madu & remise, near Solo. Meeting local management.

Observations Dutch team:

Positive:

- Dynamic recreation park with a lot of local tourists (even on Tuesday)
- Complete micro cosmos: factory, buildings, housing employees (reuse as home stay), infrastructure, rolling stock
- Big collection of rolling stock on display and in remise
- 2 steam locos are running: Borsig B 1 1908 & Orenstein & Koppel D
- Some rolling stock has A-status: Kremoon Chevalier, O&K loco Löttermüller, inside remise Ruston & Hornsby and Tramloc "Backer & Rueb", Breda

Improvements & challenges:

- Maintenance could be improved
- Cleanliness of theme park could be better
- Many precious locomotives endangered by storage in open air



Wednesday 15 October

Visiting Ambarawa Railway museum. Meeting local management and observing the progress on the refurbishment of the museum. Giving press conference to journalists of six different local newspapers, radio and tv stations. After a long drive over bumpy roads, we arrived late in the evening in Cepu. Dinning with crew.



Observations Dutch team:

Positive:

- Big progress in refurbishment of the museum and nearby stations of Bedono, Jambu and Tuntang. Also preparations for a new car park, construction of story wall divided in three themes (old, modern, today), café, changing presentation of loco's, put under a roof, finishing of the warehouse, improving of the depot, introduction of buffet and souvenir shops on tracks. Freshly painted station building (but wrong color). Even last year's leakage was repaired
- Maintenance running collection improved and is less vulnerable now. Now 3 steam locos and 2 diesels are running on tracks to Bedono and Tuntang
- Growing collection: museum pieces from elsewhere, like water pump, coaches, diesel loco from Tegal
- introduction of sign I am barawa

Improvements & challenges:

- start research original colours of loco's, wagons and station buildings
- introduce testing group before re-opening museum
- make some 'peeping holes' along story wall to observe the collection in better way
- re-think direction of presentation locos
- re-think name Indonesia Railroad Museum or Indonesia Railway Museum

Thursday 16 October

Visit Cepu Forest Railway and depot and plantation area. Meeting technical staff. Afterwards travelling by train to Semarang. During trip we prepared presentations for tomorrow's workshop. Dinning with Mrs. Ella Ubaidi, and EVP Daop 4 and crew.

Observations Dutch team:

Positive:

- Complete plantation system, intact 'time capsule'
- One loco & coaches active for tourist group (trip of 6 hours, 10 times per year)
- Plans for restoration missing bridge
- Most locomotives in excellent condition
- All locomotives are stored indoors

Improvements & challenges:

- Keep up maintenance
- Plantations is owned by ministry of Forestry, so PT KAI has little say in ownership rolling stock. Start negotiations
- 2 scenario's available: keep it complete or borrow best parts, like one Du Croo & Brauns (small steam loco) and use it in Taman Mini II or Ambarawa
- A ride with lok uap is too expensive: 15 juta Rp (over € 1000,00) for a day/group
- Rail track was not in use for two years (!) due to missing bridge, for which PT KAI is responsible. Two months after our visit the bridge was repaired
- Parts of the field line next to the road has been built upon by local population
- Cepu Railway collection and plantation is hardly known by railway fans inside/outside Indonesia. Start marketing plan



Friday 17 October

Workshop 'Historical rolling stock Indonesia', in Lawang Sewu building (former head-office Nederlandsch Indische Spoorwegmaatschappij, NIS, designed by Dutch architects Klinkhamer and Ouendag), in Semarang with 50 stakeholders, like architects, policy makers, conservators, teachers and students universities, machinists, management PT KAI etc. Dinning with Mrs. Ella and crew.

Programme:

- Showing two original movies of rolling stock in Indonesia, a gift from EYE Institute Amsterdam.
- Donations of two museum pieces by Ben de Vries: Presse papier "winged wheel" (3kg bronze) and 'Tariefwijzer' Indische Staatsspoorwegen' handed over to Mrs. Ubaidi: items are meant for collection building of the Ambarawa Railway Museum
- Giving press conference
- Presentations by Gerard de Graaf (history & development of rolling stock, mining industry), Richard Schild (restoration of a Dutch steam locomotive) and Ben de Vries (opening speech in Bahasa, collection management and assessing values to the collection).

Saturday 18 October

Early start: leaving 06.00 h. by train from amazing Semarang Tawang station to Tegal: visiting station, depot and former head-office Semarang-Cheribon-Semarang Railway company (SCS),.

Observations Dutch team:

Positive former head-office:

- Amazing building (1913) as part of station area all designed by Dutch architect Maclaine Pont: station building with depot and workshop, head-office, main street, park, NIS-hotel and housing of NIS-personnel (Koppel houses)
- Intensive restoration going on
- Preparations for another reuse of the building

Improvements & challenges former head-office:

- Not a clear idea or vision of the reuse in the near future
- Restoration does not include the badly maintained painted glass windows. Maybe organise project with Dutch embassy in Jakarta for double project: together for the painted glass windows in Lawang Sewu building, Semarang. Dutch restorers could be involved too
- Some leakages in the office of 'chef exploitatie' should be taken care of immediately and the year signs 'SCS' in left tower and '1913' in right tower should be made visible
- Several unfamiliar elements in the building, like iron floor parts, escalator, door handles and wall pins

Positive workshop

- Beautiful and well maintained water tower

Improvements & challenges workshop:

- Workshop still has an operational wheel profiling machine capable of re-profiling the wheels of the bigger steam locomotives. This machine should be kept in working order and never be discarded
- and also the axle press - with the capacity to handle the wheels and axles of the bigger steam locomotives - should also be protected against discarding

In the afternoon back by train to Semarang again. Visiting well organised and clean Semarang depot. Proceed to Jakarta by plane. Departure Richard Schild to Amsterdam.



Sunday 19 October

Debriefing and lunch between Mrs Ella and Ben de Vries and discussing future cooperation between RCE and KAI. In the afternoon Ben de Vries left for the airport for flight back to Amsterdam. Departure of Gerard de Graaf to Bandung for inspection historic archives PT KAI.

Monday 20 oktober

Visiting head-office and historic archive PT KAI in the former warehouses of the Staatsspoorwegen in Bandung by Gerard de Graaf with Pak Adi Trenggono.

Observations head-office:

Positive:

- Beautiful historical buildings in very good condition
- Nice monument Werkspoor 600 mm steam locomotive TD 1002. Could easily be restored for working in Ambarawa or Taman Mini

Improvements & challenges:

- There are several coaches in the yard in the open air, build around 1928 for the Electriche Staats Spoorwegen (Batavia-Buitenzorg). They are in a poor condition, but can be restored with f.e. help from Stoomtram Hoorn- Medemblik. These wagons are a very important part of Indonesian railway history. According to the numbers, there are former motorwagens and coaches, so an ensemble can be reconstructed. Immediate storage in a dry place is advised.

Observations archives:

Positive:

- Well maintained buildings, but not originally build to store archive materials. Nevertheless, all paper seems to be dry, no visual signs of small paper-eating insects or other bugs
- Enthusiastic staff
- Well organised archive, staff is working on printed inventory for better access, this can be expanded

Improvements & challenges archives:

- Little knowledge of Dutch language by staff
- Collection of technical drawings needs urgently better conservation and immediate digitisation. Assistance from Dutch Nationaal Archief necessary (again)

Newspaper article DetikNews about the identification mission

Article in online newspaper DETIKNEWS Berita Jawa Tengah
17/10/2014

Gaet Belanda, Museum KA Ambarawa akan Jadi yang Terbesar di Asia

Angling Adhitya Purbaya - detikNews

Dengan restorasi tersebut, nantinya yang diuntungkan bukan PT KAI namun juga warga di jalur rel sehingga bisa mendirikan usaha seperti penginapan atau rumah makan untuk wisatawan lokal maupun asing.

"Yang untung masyarakat di jalan rel dengan usaha penginapan kerajinan, kesenian, dan sebagainya. Kita jual packaging KA, kreatifnya kepada masyarakat yang dibina pemerintah Kabupaten/Kota. Semisal kalau berhenti di Tuntang beberapa menit nanti turis bisa keluar cari makan," terangnya.

Dengan kerjasama tersebut, target 12 juta pengunjung per tahun pun bukan hal mustahil menurut Ella. Pengelola Netherland Smalspoor Museum, Gerrad W De Graaf mengatakan museum kereta api di Indonesia justru lebih besar dari pada museum di Belanda yang ia kelola dan sudah berdiri sejak tahun 1970.

"Museum kami ada koleksi kereta uap kecil, jalan rel hanya 3 km dan ada danau seperti di Tuntang. Kami menggelar pasar dengan beberapa negara yaitu Jerman, Inggris, dan negara-negara Eropa lain untuk program wisata ke Indonesia," kata Gerrad.

Selain kesepakatan kerjasama tersebut, pihak Netherland S Smalspoor Museum juga menyerahkan peta kuno perkeretaapian Indonesia dan lambang perusahaan kereta api pemerintah Belanda bernama SS (staat spoorwegen) dari tembaga seberat 3 kg.



In October 2014 an identification mission on Indonesia's historical rolling stock took place on Java. This field trip was part of the Dutch policy framework on Shared Cultural Heritage concerning the revitalisation of Indonesia's railway heritage. The mission was executed by the Cultural Heritage Agency of the Netherlands and the National Narrow Gauge Railroad Museum Valkenburg upon request of the Heritage Conservation and Architecture Design division of the Indonesian railway company. This comprehensive report wraps up the observations of the Dutch team and defines the possibilities for future cooperation in preserving and developing Indonesia's unique rail heritage collection.

The Cultural Heritage Agency provides knowledge and advice to give the future a past.

PT. KERETA AP