ABSTRAK

Penelitian mengenai konservasi lokomotif di Indonesia masih belum banyak dilakukan. Padahal potensi kajian konservasi lokomotif masih terbuka lebar. Pabrik Gula Madukismo Yogyakarta memiliki koleksi lokomotif uap buatan pabrik *Borsig Lokomotiv Werke,* yang diproduksi tahun 1903. Saat ini tipe lokomotif uap dengan seri NT11 atau B12 (*Borsig* 5171/1903) merupakan lokomotif satu-satunya yang masih tersisa di Indonesia. Kondisi fisik lokomotif uap di Pabrik Gula Madukismo masih baik tetapi perawatan bagian mesin dan mekanik kurang mendapat perhatian. Berdasar hal ini penulis memutuskan untuk mengevaluasi tindakan yang telah dilakukan Pabrik Gula Madukismo.

Metode evalusi dilakukan dengan mengacu pada standar perawatan kereta api yang dilakukan di *National Railway Museum* dan *Didcot Railway Centre (Great Western Society)*. Kemudian diadaptasi mana yang dapat diterapkan di Indonesia. Wawancara mendalam dilakukan untuk mengetahui perawatan yang sudah dilakukan dan kendala-kendala ketika pelaksanaan konservasi lokomotif uap di Pabrik Gula Madukismo. Dari kedua hal tersebut kemudian dibandingkan dan ditemukan model konservasi yang cocok untuk diterapkan oleh Pabrik Gula Madukismo.

Hasil dari penelitian ini menunjukkan pelaksanaan konservasi lokomotif di Pabrik Gula Madukismo masih terkendala pengetahuan mengenai pentingnya benda yang berpotensi ditetapkan sebagai cagar budaya. Selain itu pengelola Pabrik Gula Madukismo tidak menganggap perawatan lokomotif uap sebagai prioritas utama dalam pengalokasian dana. Pada saat penelitian dilakukan, kondisi keterawatan mesin dan bagian mekanik belum menjadi perhatian, meskipun kondisi fisik masih baik. Oleh karena itu disarankan perawatan kondisi mesin menjadi bagian dari konservasi lokomotif uap tersebut.

Kata kunci: Pabrik Gula Madukismo, lokomotif uap, evaluasi konservasi, konservasi lokomotif

ABSTRACT

Research on locomotive conservation in Indonesia has not been carried out much. Even though the potential for locomotive conservation studies is still widely available. Madukismo Sugar Factory Yogyakarta has a collection of steam locomotives made by the Borsig Lokomotiv Werke factory, which was produced in 1903. Currently, the steam locomotive of NT11 or B12 series (Borsig 5171/1903) is the only remaining locomotive in Indonesia. The physical condition of this steam locomotive at Madukismo Sugar Factory is good but the maintenance of engine and mechanical parts has received less attention. Based on this, the author decided to evaluate the actions taken by Madukismo Sugar Factory.

The evaluation method refers to the standard of railway maintenance carried out at the National Railway Museum and the Didcot Railway Centre (Great Western Society). This then adapted into ones that applicable in Indonesia. In-depth interviews were conducted to understand the maintenance that has been carried out and the issues when implementing conservation of steam locomotives at Madukismo Sugar Factory. From these two aspects, a comparison was conducted thus found an appropriate conservation model for implementation by Madukismo Sugar Factory.

The results of this research shows that the implementation of locomotive conservation at Madukismo Sugar Factory is still constrained by the knowledge on the importance of objects with prospect to be designated as cultural heritage. In addition, the manager of Madukismo Sugar Factory does not consider the maintenance of steam locomotives as a top priority in funds allocation. When the research was carried out, the maintainability condition of the machine and mechanical parts was not yet a concern, although the physical condition was still good. Therefore, a maintenance for the engine condition is recommended to be part of the steam locomotive conservation.

Keywords: Madukismo Sugar Factory, steam locomotive, conservation evaluation, locomotive conservation