Houses and exhibits 54 railway vehicles

Promenade

C62-26

Japan's largest steam locomotive for passenger trains, the C62 was in service on the Tokaido and Sanyo main lines.

Year of manufacture
1948 (Showa 23)
Manufacturer
Kawasaki Sharyo

MARONEFU59-1

A first and second class combination sleeping car that was manufactured before the war for the use of the Imperial household and other dignitaries.

Year of manufacture
1938 (Showa 13)
Manufacturer
Takatori Factory

SUSHI28-301

A pre-war dining car remodeled from a restaurant / second class seating combination car.

Year of manufacture
1933 (Showa 8)
Manufacturer
Nippon Sharyo

KUHA103-1

This iconic Japan National Railways commuter train made its debut in 1964.

Year of manufacture
1964 (Showa 39)
Manufacturer
Nippon Sharyo

KUHA86-1

The 80-series was Japan's first postwar long-distance train. The KUHA86 was used on the Tokaido and Sanyo main lines.

Year of manufacture
1950 (Showa 25)
Manufacturer
Hitachi

MOHA80-1

The 80-series was Japan's first postwar long-distance train. The MOHA80's distinctive paintwork is known as "Shonan livery".

Year of manufacture
1950 (Showa 25)
Manufacturer
Hitachi

NASHI20-24

Used as the dining car for the "blue train" limited express sleeper trains.

Year of manufacture
1970 (Showa 45)
Manufacturer
Nippon Sharyo

DD54-33

A diesel locomotive with a West German engine and hydraulic transmission.

Year of manufacture
1971 (Showa 46)
Manufacturer
Mitsubishi Heavy Industries

0-21-1

The world's first high-speed rail car. When it came into service this train achieved world-leading operating speeds of over 200 km/

0-16-1

The 0-series Shinkansen green car (first class car) when the Tokaido Shinkansen Line came into operation.

0-35-1

The 0-series Shinkansen buffet-style dining car when the Tokaido Shinkansen Line came into operation.

0-22-1

The 0-series Shinkansen front car when the Tokaido Shinkansen Line came into operation. Its interior is now a display area.

h. From its exterior to its interior construction, it epitomized the train engineering skills of the then Japan National Railways. The four cars scheduled for display all have the top number for their model. They were taken out of service in March 1978 (Showa 53) after running approximately 6 million km.

Year of manufacture
1964 (Showa 39)
Manufacturer
Nippon Sharyo

Year of manufacture
1964 (Showa 39)
Manufacturer
Nippon Sharyo

Year of manufacture
1964 (Showa 39)
Manufacturer
Nippon Sharyo

Year of manufacture
1964 (Showa 39)
Manufacturer
Nippon Sharyo

Main Building

230-233

The oldest existing production model steam locomotive in the English style manufactured in Japan.

Year of manufacture
1903 (Meiji 36)
Manufacturer
Kisha Seizo

500-521-1

The Shinkansen that achieved an operating speed of 300 km/h, the world's fastest at that time.

Year of manufacture
1996 (Heisei 8)
Manufacturer
Kawasaki Heavy Industries

KUHANE581-35

The world's first limited express electric multiple unit (EMU) train with seats that can also be used as sleeping berths.

Year of manufacture
1968 (Showa 43)
Manufacturer
Hitachi

KUHA489-1

The iconic Japan National Railways bonneted limited express electric multiple unit (EMU) train.

Year of manufacture
1971 (Showa 46)
Manufacturer
Tokyu Car

1800-1801

The first steam locomotive imported from Britain for use on gradient lines.

Year of manufacture
1881 (Meiji 14)
Manufacturer
Kitson (UK)

EF52-1

The first large direct current electric locomotive manufactured in Japan. This one was in service on lines such as the Hanwa Line.

Year of manufacture
1928 (Showa 3)
Manufacturer
Hitachi

WAMU3500-7055

These large freight wagons from the Taisho era were widely used until the early 1960s.

Year of manufacture
1917 (Taisho 6)
Manufacturer
Nippon Sharyo

YO5000-5008

Used for the crew members of the Takara, Japan's first limited express container train.

Year of manufacture
1959 (Showa 34)
Manufacturer
Kawasaki Sharyo

EF66-35

These direct current electric locomotives were mass produced from 1968 (Showa 43). They were mainly used to pull express freight trains on the Tokaido and Sanyo main lines, but they also pulled sleeping car limited expresses. This one comes from JR Freight.

Year of manufacture
1974 (Showa 49)
Manufacturer
Toyo Denki / Kawasaki Heavy Industries

DD51-756

These diesel-hydraulic locomotives were used nationwide and helped to make Japan National Railways smoke-free.

Year of manufacture
1972 (Showa 47)
Manufacturer
Hitachi

KIHA81-3

Japan National Railway's first diesel railcar made its debut in 1960.

Year of manufacture
1960 (Showa 35)
Manufacturer
Kinki Sharyo

100-122-5003

The 100-series Shinkansen was the successor to the 0-series.

Year of manufacture
1989 (Heisei 1)
Manufacturer
Hitachi

Twilight Plaza

EF58-150

The iconic postwar direct current electric locomotive for passenger trains.

Year of manufacture
1958 (Showa 33)
Manufacturer
Tokyo Shibaura Denki

ORONE24-4

A Pullman-style A-type sleeper car used for limited express sleeper trains such as the Akatsuki and Suisei.

Year of manufacture
1973 (Showa 48)
Manufacturer
Nippon Sharyo

EF65-1

Manufacture of these direct current electric locomotives began in 1965, and they were in service throughout Japan.

Year of manufacture
1965 (Showa 40)
Manufacturer
Kawasaki Sharyo / Kawasaki Denki Seizo

EF81-103

This AC-DC dual system electric locomotive enabled through operation between the Kansai area and Aomori.

Year of manufacture
1974 (Showa 49)
Manufacturer
Hitachi

SUSHI24-1

A dining car remodeled for the Twilight Express limited express sleeper train.

Year of manufacture
1972 (Showa 47)
Manufacturer
Kinki Sharyo

SURONEFU25-501 Twilight Express

The Twilight Express limited express sleeper train's A-type suite and compartments car. It came into service in 1989 (Heisei 1) and was retired on March 12 of this year. It was equipped with a suite and four "royal" compartments. The suite, in particular, had large windows for the view and was very popular as a room to enjoy the train ride, rather than just a means of transport.

Year of manufacture
1975 (Showa 50)
Manufacturer
Fuji Heavy Industries

Roundhouse

8620-8630

Japan's first mass-produced steam locomotive for passenger trains. It was designated as an important cultural asset in 2016.

Year of manufacture
1914 (Taisho 3)
Manufacturer
Kisha Seizo

C61-2

The first passenger train steam locomotive installed with a mechanical stoker.

Year of manufacture
1948 (Showa 23)
Manufacturer
Mitsubishi Heavy Industries

C62-2

Japan's iconic passenger train steam locomotive. This one was used for the Tsubame limited express.

Year of manufacture
1948 (Showa 23)
Manufacturer
Hitachi

D51-200

An iconic Japanese steam locomotive currently being maintained for operations on main lines.

Year of manufacture
1938 (Showa 13)
Manufacturer
JNR Hamamatsu Factory

C57-1

An elegant passenger train steam locomotive in service for the SL Yamaguchi.

Year of manufacture
1937 (Showa 12)
Manufacturer
Kawasaki Sharyo

C56-160

Manufacture of these small steam locomotives began in 1935. They were used for passenger and freight trains.

Year of manufacture
1939 (Showa 14)
Manufacturer
Kawasaki Sharyo

B20-10

A small steam locomotive designed during the war years, it was used for shunting on station premises.

Year of manufacture
1946 (Showa 21)
Manufacturer
Tateyama Heavy Industries

1070-1080

A steam locomotive remodeled from the Meiji Era 6200 made in Britain.

Year of manufacture
1901 (Meiji 34)
Manufacturer
Dübs & Co. (UK)

9600-9633

Japan's first mass-produced steam locomotive for freight trains.

C11-64

Used for local lines constructed from 1932 onwards and for shunting on station premises.

7100-7105 Yoshitsune

The first locomotive imported from the USA, it was for use on the Horonai Railway, constructed

C62-1

Japan's biggest passenger train steam locomotives, they were constructed using boilers recycled

Year of manufacture
1914 (Taisho 3)
Manufacturer
Kawasaki Dockyard

Year of manufacture
1935 (Showa 10)
Manufacturer
Kawasaki Sharyo

as Hokkaido's first trunk line railway. As the first locomotive, it was named Yoshitsune. It was restored to a mobile condition to commemorate the 80th anniversary of the railway in 1952 (Showa 27). It was restored to a state where it can run on coal and water to commemorate the centenary of the Umekoji operating zone in 2014 (Heisei 26).

Year of manufacture
1880 (Meiji 13)
Manufacturer
H.K. Porter (USA)

from D52 locomotives.

Year of manufacture
1948 (Showa 23)
Manufacturer
Hitachi

D51-1

1,115 of these large freight train steam locomotives were manufactured. The D51 is affectionately known as "Degoichi" in Japanese.

Year of manufacture
1936 (Showa 11)
Manufacturer
Kawasaki Sharyo

C55-1

A medium-sized passenger train steam locomotive manufactured from 1935 onwards, the C55 was an improved version of the C54.

Year of manufacture
1935 (Showa 10)
Manufacturer
Kawasaki Sharyo

C58-1

Manufactured from 1938 onwards and used for passenger and freight trains on local lines.

Year of manufacture
1938 (Showa 13)
Manufacturer
Kisha Seizo

D50-140

A freight train steam locomotive manufactured from 1923 onwards that represented a dramatic increase in carrying capacity.

Year of manufacture
1926 (Taisho 15)
Manufacturer
Hitachi

D52-468

Japan's biggest freight train steam locomotives, D52s were used to transport coal during the war.

Year of manufacture
1946 (Showa 21)
Manufacturer
Mitsubishi Heavy Industries

C59-164

The C59 was a large steam locomotive for passenger trains, and this one was in service on the Tokaido and Sanyo mainlines.

Year of manufacture
1946 (Showa 21)
Manufacturer
Hitachi

C53-45

The only Japanese made large passenger train steam locomotive with three cylinders.

Year of manufacture
1928 (Showa 3)
Manufacturer
Kisha Seizo

C51-239

The passenger train steam locomotive that pulled the Tsubame, a super limited express registered in 1930.

Year of manufacture
1927 (Showa 2)
Manufacturer
Kisha Seizo

Railway Vehicle Factory

OHA25-551

The coach used for the Twilight Express limited express sleeper train.

Year of manufacture
1977 (Showa 52)
Manufacturer
Fuji Heavy Industries

KUHA117-1

Series 117 trains are DC suburban trains designed and manufactured to meet the needs of the Keihanshin region.

Year of manufacture
1979(Showa 54)
Manufacturer
Kawasaki Heavy Industries

OHA46-13

A lighter version of express passenger car, the OHA46 series was in service up until the last years of Japan National Railways.

Year of manufacture
1955 (Showa 30)
Manufacturer
Kisha Seizo Tokyo Branch

MAITE49-2

First-class passenger car with the opening-type observation deck.

Year of manufacture
1938 (Showa 13)
Manufacturer
Ministry of Railways Oi factory