

Mobility of West Java Community After the Arrival to the Railway (1880-1930)

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Abstrak

Perjalanan panjang kereta api di Indonesia dimulai sejak zaman penjajahan Belanda pada tahun 1840 hingga saat ini. Secara historis, penyelenggaraan kereta api dimulai pada masa Pemerintahan Kolonial Hindia Belanda. Peralannya, semakin modernnya prasarana transportasi di masyarakat yang menghubungkan desa dengan kota, atau kota dengan kota lainnya menjadi salah satu pendorong mobilitas masyarakat. Penelitian ini menggunakan metode historis karena mengkaji secara mendalam mengenai mobilitas kereta api terhadap masyarakat. Ruang lingkup penelitian meliputi sejarah perkembangan kereta api, naskah-naskah sejarah dari arsip. Pembangunan jalur kereta api tersebut sangat bermanfaat bagi para pengusaha perkebunan untuk mengangkut hasil kebun mereka. Pemerintah Hindia Belanda juga melihat kegunaan jalur kereta api untuk keperluan militer. Jalur kereta api Priangan pada masa penjajahan Belanda dikenal dengan nama Preangerlijn (Jalur Priangan). Jalur tersebut dibangun pada kurun waktu tahun 1880-1894. Jalur Priangan memiliki karakteristik seperti kontur tanah yang berbukit dan berlembah sehingga menjadikan moda transportasi kereta api sebagai sarana transportasi yang efisien untuk mengangkut penumpang dan hasil pertanian. Hasil penelitian ini menggambarkan Kereta api telah menjadi simbol konektivitas dan kemajuan sehingga masyarakat dapat merasakan manfaat transportasi modern yang terus berkembang hingga saat ini dan menjadi bagian yang tidak terpisahkan dari perjalanan sejarah dan pembangunan di Jawa Barat.

Kata kunci: mobilitas masyarakat, kereta api, Jawa Barat.

Abstract

The long journey of trains in Indonesia began during the Dutch colonial era in 1840 until today. Historically, the implementation of trains began during the Dutch East Indies Colonial Government. The reason is, the increasingly modern transportation infrastructure in the community that connects villages and cities, or cities with other cities is one of the drivers of community mobility. This study uses a historical method because it examines in depth the mobility of trains to the community. The scope of the study includes the history of the development of trains, historical manuscripts from archives. The construction of the railway line was very useful for plantation entrepreneurs to transport their garden produce. The Dutch East Indies government also saw the usefulness of the railway line for military purposes. The Priangan railway line during the Dutch colonial era was known as the Preangerlijn (Priangan Line). The line was built in the period 1880-1894. The Priangan Line has characteristics such as hilly and valley land contours, making the railway mode of transportation an efficient means of transportation for transporting passengers and agricultural products. The results of this study illustrate that the train has become a symbol of connectivity and progress so that people can feel the benefits of modern transportation that continues to develop to this day and has become an inseparable part of the journey of history and development in West Java.

Keywords: community mobility, railway, West Java.

INTRODUCTION

The long journey of trains in Indonesia began from the Dutch colonial era in 1840

until today. Historically, the implementation of trains began during the Dutch East Indies colonial government

(Kementrian Perhubungan, 2018. 1)Initially, trains in Indonesia emerged because of the difficulty of transportation facilities on the island of Java in terms of defense and security as well as economic aspects since the early 19th century. Because at that time crime and security in making long trips were still many robberies by bandits, then on August 15, 1840 Colonel Jhr. Van Derwijk proposed that a new means of transportation be built on the island of Java, namely the Train, based on the success in Europe which had overcome similar problems (Tim Telaga Bakti Nusantara, 1997. 48).

Because the increasingly modern transportation infrastructure in society that connects villages with villages and cities, or cities with other cities is one of the drivers of community mobility (Subekti, 2020. 73). With the availability of infrastructure, many people from villages go to other villages or to cities and vice versa quickly and easily. The opening of the railway line was part of the colonial plan in infrastructure and transportation development.

Understanding transportation is emphasized on activities carried out to move certain products or goods from one place to another with the tools that allow it, in this case the train (Wardojo, 2018, 6). During the Dutch East Indies era, railways on Java Island began with the granting of a concession or granting of railway permits to the private company

NISM in 1867 to build the Semarang-Tanggung railway which was completed in 1870 and Batavia-Buitenzorg (Bogor) which was completed in 1873. Railway construction in the West Java Region continued, both by government-owned Railway Companies and Private Railway Companies, until the 1930s (Hermawan, 2019. 150).

For the community, the existence of trains facilitates mobilization so that economic life can improve. The proposal to build a railway line to overcome infrastructure and transportation facilities difficulties on the island of Java for defense (Nugraha, 2017). Fertile areas and growing many important products certainly require rail transportation. After that, trains quickly became an important means of transportation in the Dutch East Indies. This is inseparable from the limited road transportation, so the existence of trains is important for economic or passenger transportation (Mohtar, 2021). The opening of the first stage of the railway line took place between 1882 and was marked by the construction of the Cicirug-Sukabumi (1882), Sukabumi-Cianjur (1883), Cianjur-Bandung (1884) and Cibatu-Tasikmalaya (1893) lines. This development was followed by the construction of train stations and bus stops (Permadi & Susanti, 2022). The Priangan Railway Line is one of the most important railway lines considering the density of human activities that use this

railway transportation service. Moreover, on May 17, 1884, a railway line was built from Batavia via Bogor and Cianjur to Bandung, the next stage to Cilacap then to Surabaya via Yogyakarta.

This factor is one of the factors that later encouraged the presence of railways in West Java. The operation of railway transportation cannot be separated from the existence of stations because stations are places to stop and regulate train operations. In addition, the construction of stations has an influence on economic development and social change in the region. Many railway networks were built in areas that had plantation products such as Vorstenlanden and Priangan. This network layer began with the construction of railway lines and stations that brought industrial and economic progress in the area to office buildings (Muthmainnah et al., 2020).

This literature review was conducted to avoid duplication of other people's existing work. The author conducted a search and dug up information about the problem to be studied from existing data and then developed it. So far, research on community mobility using trains in West Java has rarely been discussed. According to Falah et al, (2018) states that Because the system of railway network was built on the ground, the construction of the railway lines cannot be done haphazardly. The key principle is to build the railway lines in an area that is still dominated by

open ground. In order to minimize crossing by road, the railway lines are made parallel to primary road, either horizontally or vertically. In addition, Lasmiyati (2017) stated that in West Java, the construction of the railway began to connect Batavia-Buitenzorg (Jakarta-Bogor). From Bogor, the construction of the railway continued to connect Sukabumi, Cianjur, and Bandung. The construction of the railway connecting Bogor-Sukabumi-Bandung was accompanied by the construction of emplacements such as stations, platforms, and waiting rooms for passengers.

Even according to Iwan Hermawan (2014) stated that the intensive construction of the railway network carried out by the Dutch colonial government since the mid-19th century was aimed at economic interests. On its journey, the existence of these transportation facilities was also developed as a supporter of the defense system. Smooth communication and transportation are very necessary to support troop mobility during war. The existence of trains is also expected to be a means of transportation for refugees for civilians and government leaders to relatively safer and more protected places.

The research conducted by the author is expected to provide benefits both theoretically and practically and provide benefits for the author and the

wider community regarding the treasury of knowledge. The results of this study can be a basis for developing insights into the history of movement, starting from thinking. In addition, it also becomes an added value to the wealth of knowledge in the field of history in Indonesia, especially the mobility of society using trains. Overall, the results of this study can be an additional reference in studying historical science, especially the history of transportation, especially trains. For the author, the results of this study can be a reference for conducting further research if there are still shortcomings due to limited sources and the author's understanding.

METHODS

This study uses a historical method because it examines the mobility of trains towards society in depth. The scope of the research includes the history of the development of trains, historical manuscripts from archives. The data collection technique used is through literature review. Literature review is a study that has been conducted by people related to the discussion of the research and also connects the study conducted with broad discourse in the literature about the discussion. This technique is considered suitable for the research being conducted because it is used to track a topic or an event. This research was conducted on September 26 and 30, 2024

at the National Archives of Indonesia which was carried out through several procedures.

The first step is to select and search for related archives. The second step is to re-edit the writing in the decree, the third step is to process the data into primary sources. There are two types of interpretation, namely analysis which means to describe. Sometimes a source contains several possibilities. Because transportation in Indonesia plays a very important role in the joints of people's lives.

Along with the times, transportation technology has experienced quite rapid development. This is beneficial for the community to get efficient mass transportation modes (Dwiatmoko et al., 2020). Transportation is the most important element in the development of a country, where transportation is one of the bases for economic development and community development as well as industrial growth (Fatimah, 2019).

Synthesis means uniting As the development of the Industrial Revolution in the 18th century also had a major impact on the development of transportation technology. For most people in the world, transportation is definitely needed to help smooth their work. One of the transportation technologies that has developed is the train. Because railway transportation in

Indonesia, especially in West Java, is part of the journey of life. Since its emergence in the late second half of the 19th century until now, trains have been a vital and important means of transportation, both for the interests of the government and the community (Tim Telaga Bakti Nusantara, 1997b).

The method used in reviewing the results of the application of text criticism ultimately produces a text that is free from various errors and text damage due to the copying process. And the last phase is historiography, which is the final phase of historical research after going through the heuristic phase, source criticism, and interpretation. Historiography is the process of collecting facts from various sources selected in the form of historical writing (Sulasman, 2013, p. 147). After reviewing the existing data, all speculation must consider the structure and style of writing.

Historians must be aware of the reasons put forward and try to help others understand them (Yatim, 1997). Because historiography is an effort to reconstruct past events. However, writing is only possible after research is conducted, because without research writing becomes a reconstruction without evidence. Both research and writing require skills. Research requires the ability to search for, find and test appropriate sources.

RESULTS AND DISCUSSION

Timeline and development of railway lines from 1880-1930

During the Dutch East Indies era, railways on Java Island began with the granting of a concession or granting of railway permits to the private company NISM in 1867 to build the Semarang-Tanggung railway which was completed in 1870 and Batavia-Buitenzorg (Bogor) which was completed in 1873. Railway construction in the West Java Region continued, both by government-owned Railway Companies and Private Railway Companies, until the 1930s. In West Java, the railway line as a commercial public transportation connecting Jakarta-Bogor was the second line after the opening of the railway line connecting Semarang to Tanggung, Grobogan, Central Java, along 25 kilometers. The Jakarta-Bogor railway line was completed between October 15, 1869 and January 31, 1873 (Tunggal, 2014). Starting from Kleine Boom Station (Pasar Ikan/Sunda Kelapa), through the stations: Batavia (Jakarta), Sawah Besaar, Noordwijk (Juanda/Water Gate), Koningsplein (Gambir), Pegangsaan, Meester Cornelis (Jatinegara), Pasar Minggu, Lenteng Agung, Pondok Cina, Depok, Citayam, Bojong Gedeh, Cilebut, and ending in Bogor. Part of this line has become a double track. The construction of the Bogor-Sukabumi railway line is based on Law of June 6, 1878 Staatblad (State Gazette) Number 201.

The Government has again made what they believe to be a successful attempt to transfer the Batavia-Buitenzorg railway line to the Government. The fact that, on the contrary, some people are once again recommending the construction of a new line between Buitenzorg and Meester-Cornelis or Bekasi to solve the traffic problems in and around Batavia, gives the undersigned reason to express objections from the present (*Indisch Tijdschrift Voor Spoor-En Tramwegwezen*, 1915). So the government needed a land acquisition, in the name of *Bataviasche - Ooster - Spoorweg Maatschappij* (BOS), which was needed for the construction of the Batavia city underpass through Passer-Senin and Meester-Cornelis Bekasi, namely the road section located in the Meester-Cornelis Division, starting on the right bank of the Boearan River, 2.7 kilometers east of the Master Cornelis highway to Bekasi and ending in Bekasi on the west side of the inner road to Telok-Putjoeng, which cuts through the villages of Djembatan, Malaka, Pisangan. Bodjong Rangkang, Pondol Poetjong (on Tjakoeng land) and the villages of Krandji, Rawa Bamboe, Bocaran and Kandang (Staatsblad, 1885b). Meanwhile, the Soenter River was crossed on the border between Tjipinang and Klender Villages. In the first two villages, the route would be located north of the existing railway, alongside the main road,

until it turned northeast at Tjipinang-Pisangan (Staatsblad, 1885a).

The construction of the railway line in Bandung City was the impact of the opening of plantations around Bandung, the speed and safety factors in the transport of goods were the triggering factors. Initially, the railway line from Batavia to Bandung via Bogor and Cianjur was inaugurated on May 17, 1884, coinciding with the inauguration of Bandung Station (Permana, n.d.). When the land transportation system introduced trains, Karawang's position became important. The rapidly growing plantation business attracted European private entrepreneurs to invest in the Priangan region. The role of the railway in distributing commodity goods was very large. In 1884, the Preanger line was opened starting from the Buitenzorg - Bandung section. After BOS had been purchased. The agreement made with the Batavia Oosterspoorweg Maatschappij by the Minister of Colonies, February 26, 1898. Including everything, for example goods and rights that belonged to the Company at the time of preservation, were taken over by the State, which then also chose to replace the Company by considering all the rights and obligations it had. when dealing with third parties (Staatsblad, 1898).

The development of other infrastructure in the form of railways was also important for the development of

West Java. The construction of the railway was very useful for plantation entrepreneurs to transport their plantation products. The Dutch East Indies government also saw the usefulness of the railway for military purposes. Therefore, in 1875 the government had a plan to extend the railway from Buitenzorg (Bogor) to Cilacap. The construction of the railway was directly handled by the government. The plan was realized through the Governor-General's decision on June 6, 1878. Then, to facilitate the transportation of export commodities, the Dutch East Indies government finally built a railway network from Buitenzorg (Bogor) to Bandung and Cicalengka, 184 km long. It was the first railway network in the Priangan region.

The construction of the Bogor-Bandung railway line, which was then continued to Cicalengka, went through several stages of construction. The first stage was from Bogor to Cicurug which was completed on October 5, 1881, and continued to Sukabumi which was completed on March 21, 1882. On May 17, 1884, along with the inauguration of the Bandung-Batavia (Jakarta) railway network via Bogor, especially after railway transportation had been operating to and from the city of Bandung since 1884, because the city of Bandung functioned as the center of railway transportation activities in the "Western part." The ongoing railway transportation has

encouraged the development of life in the city of Bandung.



Figure 1: Map of train lines in Bandung
Source: Boekhandel Visser & Co.
(Bandoeng)

In 1887, the construction of the railway line from Cicalengka to Garut began. Because since long ago, Garut has had its own natural charm, especially during the colonial period, and has become one of the important tourist destinations in West Java. However, the natural beauty of Garut was hampered by difficult access during the colonial period. After going through various studies, the route was finally chosen to penetrate the Nagreg gap, the Mandalawangi Valley, and from Leuwigoong turning towards Garut following the flow of the Cimanuk River. The Cicalengka Garut railway line itself was a continuation of the Batavia-Cicalengka which had been completed in September 1884. In 1887, the construction of the railway line in Java via Cicalengka and Warung Bandreg and a branch line to Garut, and the opportunity to build a railway line had to be opened starting in 1887. Construction, Equipment and Expansion of the State Railway" increased by two million four hundred thousand guilders (Staatsblad, 1886). The total

length of the track reached 51 km. in addition, the route to Garut was connected from the Cibatu section to Garut. The opening of this route was carried out by *Staatsspoorwegen Westerlijnen* (SS), and was inaugurated on August 14, 1889. Like other routes in Priangan, the 28 km Garut-Cikajang route is a mountainous route. The hilly environmental conditions with deep and wide valleys require winding railway lines and it is necessary to build bridges to cross rivers and valleys, as well as excavation and land filling activities so that the route being built becomes sloping so that it can be passed by trains. This can be seen from the difference in height between Garut Station (717 m above sea level) and Cikajang Station (1,426 m above sea level) (Hermawan, 2022).

Although this line and especially the second section did not promise much other use, the Reporting Committee, considering the high construction costs, proposed an amendment whereby the railway would temporarily only be built from Tjitjalengka to Waroengbandrek with a branch to Garoet, especially since the defense plans in Java had not yet been determined. After the amendment was adopted in the council, the amended bill was passed by both houses in late 1886. Long before the Preanger railway line reached Tasikmalaya, several private parties had applied for permits to build the tramway. One of them, L. Coster,

wanted a concession to build the Tasikmalaya-Mangunreja tramway on December 6, 1889. K. van Horck received a similar request in October 1890. Both requests were rejected by the Dutch colonial government. K. van Horck did not give up and on December 23, 1890 again submitted a similar request for the construction and operation of a tramway from Tasikmalaya via Singaparna on the left bank of the Ciwulan River near Mangunreja.



Figure 2: Railway Line Construction Process in West Java
Source: KITLV 100069 and KITLV 100069

Although the government approved the construction, K van Horck immediately carried out the construction, resulting in the project being cancelled. The next two people who requested a concession were Myer and TH B Pleyte. Myer submitted his application on December 31, 1898 for the Tasikmalaya-Singaparna line which branched or deviated from Singaparna-Cigadok, Singaparna-Peuteuyjaya, Padayungan-warung Cicariang-Cibeuti. Furthermore, the approval given was not

immediately accompanied by the realization of construction until the concession was transferred to Pleyte, a lawyer in Semarang, in 1902. However, the construction did not materialize and the government stepped in to make it happen. The line not only connects Tasikmalaya and Singaparna Stations, but also passes through the Alun-alun Terminal, Pasar, Cihideung, Padayungan, Cisambung, Mangkubumi, Cibantaran, Cipari, Cikunir, Cibarengkok, Cintaraja, Barolong, and Sukaseneng.



Figure 3: Tasikmalaya Route Map
Source: Topographic Bureau

The acquisition of ownership rights to a plot of land located in Tasikmalaja, which was needed for the construction of the Tasikmalaja Singaparna railway line in Java (Staatsblad, 1910). As with other railway lines built by the Dutch East Indies Government, what was considered productive would be the most important consideration in building a railway line. The reason was that plantation entrepreneurs wanted to export their plantation products to Europe. However, this desire had not yet provided fast and safe transportation to the export port in

Tanjung Priok, Jakarta, or to the port of Cilacap.



Figure 4: Map of Purwakarta routes
Source: bewerkt door O. Ludwig

In addition, in Staatsblad No. 8, the Padalarang to Krawang railway in the Dutch East Indies budget for the 1901 budget year: The railway budget increased by three hundred and three thousand guilders (f 303,000) in addition, the budget for railway services was increased to twenty-two thousand guilders (f 22,000) and the construction, equipment and expansion of state railways increased by five hundred and fifty thousand guilders (f 550,000) (Staatsblad, 1900). So that the line had reached Krawang, then the line would continue the route to Padalarang via Cikampek. The tunnel in Sasaksaat, which is large, 950 M long, had been made into a hole on June 29, 1903 and on May 2, 1906 the Krawang-Padalarang line was opened (Reitsma, 1925).

The construction of the Kalipucang-Pangandaran-Cijulang railway line itself was a continuation of the Banjar-Kalipucang railway line which had previously been operational on December 15, 1916. The construction of the railway line from Bandjar to Parigi amounted to f

250,000 (Staatsblad, 1911). It was hoped that the draft law on the construction of the railway line from Banjar to Parigi would receive the approval of many members of the General Assembly. This approval was based on the purpose of the construction of the railway line, as stated in the Explanatory Note, namely for the economic development of the South Priangan region. The initial design of the route was submitted to explain the draft law. The wording of the initial design indicates that the Government wanted to retain the authority to change this route (Afschrift 'S- Gravenhage, 20 Juni 1911, 1911).

This includes the amount of almost f 133,000 or 2,885 per KM For the entire Bandjar-Parigi line, the packaging shows a daily figure of f 4,946,000 or f 58,707 per km, or f 255,450 or f 3,217 per km for mileage material. For the first valley the construction period is estimated to take 2 years, while for the entire line it takes 3 years. The estimated cost and construction time are quite large (Dienst Der Staatsspoorwgen Op Java, 1910). At the end of 1938, the last year of the Dutch East Indies Based on figures published in the Netherlands, it is known that the length of the state network in Java and Sumatra was 4,350 km, while the private railway and tramway network was 3646 km, a total of 7996 km (Reitsma, 1943). The connection of the main cities on the island of Java by railways has increased

connectivity and accessibility between regions. This encourages population mobility between regions, inter-regional trade, and the growth of new growth centers around stations along the railway line.

The impact of community mobility after the presence of the railway on local infrastructure and economy.

Railway Infrastructure Development in West Java

The Priangan railway line during the Dutch colonial era was known as Preangerlijn (Priangan Line). The line was built in the period 1880-1894. The Priangan line has characteristics such as, hilly and valley land contours making the train transportation mode an efficient means of transporting passengers and agricultural products. Because this line passes through many deep river valleys and steep mountain slopes, extraordinary infrastructure development is needed, for example high bridges, strong foundations, and long tunnels. In addition to being equipped with a single rail track, in several locations a double rail track was built, several stations. The double rail allows two trains in opposite directions to pass each other (Raap, 2017).

Some infrastructure is specifically designed to be able to pass through steep slopes and sharp turns in mountainous areas. Like the road to Purwakarta from Cimahi Station, the route crosses

Padarang, Cilame, Sasaksaat, Maswati, Rendeh, Cikadondong, Cisomang, Plered, Sukatani and Ciganea Stations. The track has a land structure with hills and many river crossings. As a result, many bridges were built for the railway line. In the Padalarang-Cilame Station area alone, there are 10 bridges that are classified as long spans (Tunggal & Harijono, 2014). In addition, the large number of train operators is also followed by the construction of many railway facilities and infrastructure. Railway infrastructure is a railway line, train stations, and railway operating facilities so that trains can be operated (Hendrawan, 2018). This is worth considering that road infrastructure is a non-negotiable price because we can build various types of agriculture that are integrated with each other. Not only agriculture with agriculture, but also agriculture with livestock (Damardono, 2005).

Local economic development

Since the VOC era, the region in West Java has been known as a producer of export goods. Because of its suitable soil and climate conditions, this is an important factor in building plantations in Priangan. In addition, the increase in the number of plantations cannot be separated from the increase in product quality (Gustaman, 2019). In fact, almost all goods in international trade are valuable. However, it turns out that this commodity is very

vulnerable to being monopolized by Europeans who have good trade organizations (Andaya, 2002). This is supported by the transportation network that plays an important role in trade. In Preanger there is a transportation network via rivers and some via land. Before there were adequate roads, rivers played an important role in transportation.

During the forced cultivation system, in *Priangan*, compulsory planting of coffee plants was carried out, known as the *Preangerstelsel*. In addition, the VOC utilized the influence and role of the regents and nobles of Priangan to implement the *Preangerstelsel*. The VOC gave awards or prizes to the Regent and nobles for their success in opening coffee plantations in their respective regions. The VOC also regulated the composition of the population to implement the *Preangerstelsel*. The coffee would be transported from Priangan to the nearest port, namely in Batavia (Jakarta). In addition, the West Java region is also famous as a plantation area with various agricultural products, ranging from tea, quinine, teak wood, and various other commodities which at the end of the 19th century were in great demand in Europe and the East Indies itself.

Trains were then also used as a means of transportation for people. In addition, train transportation can be a mainstay in increasing exports. For the community, the existence of trains

facilitates mobilization so that economic life can improve. It is not known for sure when trains began to be used to transport people. However, since the opening of the Semarang-Solo line in February 1870, trains have also been used as a means of transportation for people. This is evidenced by the existence of passenger fare regulations and data on the number of passengers transported during 1870. In the kingdom from 1846-1930 there was still discrimination and criminalization against indigenous peoples as the majority of passengers (Setyaningsih, 2018).

Since train transportation has become a favorite for residents to go home on the first day of Eid. In addition to being more efficient in terms of time, buses or other transportation. However, passengers must also be careful because they can lose their belongings (Eneste, 2003). However, trains are relatively safe, fast and free from traffic jams compared to other land fleets. Trains are also considered effective in reducing the level of traffic accidents. Trains are a form of transportation that serves daily mobility needs in urban areas and long-distance transportation (Warpanji, 2012).



Figure 5: People waiting at Depok Station
Source: KITLV 141900

The existence of railway lines on Java Island, both those that are still operating and dead or non-active lines, is proof that the relationship between regions using mass transportation has been initiated since long ago. The existence of the mass transportation mode of the train is inseparable from the effectiveness and efficiency in the development of industry in the archipelago at that time. In addition, trains provide easy connectivity and mobility between regions. Like other means of transportation, the Eendaagsche Express fast train was designed to meet the increasing travel needs since the beginning of the 20th century. At the same time as the first transportation that can cover a distance of 827 kilometers in less than 24 hours (Sylvia, 2022).

Another important factor that contributed to the acceleration of change was the existence and role of foreign private parties (big businessmen and social institutions). Businessmen built city facilities, both for personal businesses and for the public interest of their group. Social institutions acted as partners of the

government in efforts to develop the city. Between the two factors, railway transportation (technology factor) was the main important factor driving the acceleration of change. In addition, there was growth in Europeans in the Indies from only around 17,825 in 1852 to around 62,447 in 1900. The result of the growth of this European community was that large cities in Java such as Batavia, Bandung, Semarang, Solo, Yogyakarta, and Surabaya had many public spaces that offered various entertainment facilities, hotels, shops and things that supported the fulfillment of daily life needs like in Europe (Ariwibowo, 2015).

As a means of transportation to support tourism in the Dutch East Indies. After experiencing problems with the number of tourists, especially in the period 1906-1919. This is inseparable from cooperation with cruise ship companies, railway companies (Sunjayadi, 2014). According to *Het Vaderland*, the fall in the exchange rate could actually develop and increase domestic tourism in India. This daily rate refers to the family rate of *Staatsspoorwegen* (state railway company) and KPM. So those who live in Java can go to Sumatra and vice versa those who live outside Java can go to Java by rail and sea transportation.



Figure 6: View of rice fields in West Java inside the train

Source: KITLV 84209

Considering that the line was made by the state railway company (SS), because the terrain traveled is difficult because of the hills, valleys, and mountains. This line has tourism potential because the view from the train has infrastructure such as bridges and tunnels and a variety of other railway elements (AEP/Litbang Kompas, 2018). Like the view on the right and left of the line which is presented with views of rice fields so that the visitors can freely enjoy the view from the train (Kurniawan, n.d.). Because the area that is currently the pride of the West Java community is indeed indelible when the beauty of the natural scenery that makes the Land of Sunda known as God's creation when he smiles (RYO, 2005). So that many Dutch tourists who now travel by train from Bogor to Bandung and pass through Sukabumi Station realize that the beautiful area they see along the way, with countless views of villages and cities, at that time was still very sparsely

populated and most of them lived there (Odette & Scalliet, 2003).

CONCLUSION

The operation of railways in Indonesia has not played a significant role in the development of transportation and community mobility since the Dutch colonial era. Initially built to support the plantation sector and military needs, this railway network slowly developed into an important means connecting large and small cities and accelerating the movement of people and goods. Especially in the Preanger area, the route with its challenging hilly contours proves that trains are an efficient and reliable means of transportation, both for transporting agricultural products and for facilitating the social and economic activities of the surrounding community. Over time, the existence of trains has not only facilitated the distribution of agricultural products and increased exports, but also opened up new opportunities for local economic growth. Easy access to various regions accelerates interaction between communities, expands markets and encourages the development of major cities such as Bandung. Trains have become a symbol of connectivity and progress so that people can feel the benefits of modern transportation that continues to develop to this day and is an inseparable part of the journey of history and development in West Java.

The operation of railways in Indonesia has not played a significant role in the development of transportation and community mobility since the Dutch colonial era. Initially built to support the plantation sector and military needs, this railway network slowly developed into an important means connecting large and small cities and accelerating the movement of people and goods. Especially in the Preanger area, the route with its challenging hilly contours proves that trains are an efficient and reliable means of transportation, both for transporting agricultural products and for facilitating the social and economic activities of the surrounding community. Over time, the existence of trains has not only facilitated the distribution of agricultural products and increased exports, but also opened up new opportunities for local economic growth. Easy access to various regions accelerates interaction between communities, expands markets and encourages the development of major cities such as Bandung. Trains have become a symbol of connectivity and progress so that people can feel the benefits of modern transportation that continues to develop to this day and is an inseparable part of the journey of history and development in West Java.

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