



THE IMPACT OF THE REVITALIZATION OF THE JAKARTA-BOGOR ELECTRIC RAILWAY ON THE BOGOR COMMUNITY IN 1976-1996

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ABSTRACT

The Batavia-Buitenzorg electric train began to develop in 1925. However, the development experienced a decline in the '60s. The Jakarta-Bogor electric train was only able to serve the public again after being revitalized in 1976. This study aims to determine (1) the background of the revitalization of the Jakarta-Bogor electric train, (2) efforts to revitalize the Jakarta-Bogor electric train from 1976-1996, and (3) the impact of revitalization on the Bogor society. This study uses historical method which consists of four steps; heuristics, verification, interpretation, and historiography. The results of this study indicate that the Jakarta-Bogor electric train was revitalized due to the problem of congestion in Jakarta. The revitalization carried out was in the form of reactivating the ring road, constructing an elevated track, and constructing a double track. This revitalization resulted in population increase in Bogor. The phenomenon of back-and-forth migration and alteration characteristics of the Bogor community also emerged. The revitalization also had an impact on increasing the number of markets, shopping centers, and industrial companies. Finally, housing development in Bogor also increased.

Keywords: Bogor, Electric Train, Revitalization, Socio-Economic.

INTRODUCTION

Trains are one of the means of transportation that people rely on because they can transport a large number of people in one trip.¹ People in big cities like Jabodetabek rely on Kereta Rel Listrik (KRL) to mobilize from one place to another. The KRL transportation mode is very popular in Jabodetabek, it is known that the number of KRL passengers has increased every year, only when the Covid-19 Pandemic occurred, the number of KRL passengers dropped significantly from 336,274,343 people (2019) to 155,378,627 people (2021).²

If we look back, the Jabodetabek electric train has gone through a series of developments before it became as successful as it is today. Before it was formed into the Jabodetabek electric train network, the plan to build the electric train network started from the Batavia-Buitenzorg line which had been planned since the beginning of the 20th century. The plan to operated the Batavia-Buitenzorg electric train was based on the government's desire to carried out energy efficiency and made Batavia a city free from smoke from steam locomotives.³ After the Dutch no longer colonized Indonesia and Japan began to occupy Indonesia, the development of electric trains in Indonesia experienced a decline. The prestige of this mode of transportation also declined because the facilities and infrastructure were poorly maintained so that they could not be used optimally.

After Japan was defeated by the Allies, Indonesia was able to free itself as a unified country. As a newly independent country, many things needed to be improved, including public transportation such as trains. After Indonesia's independence, railway affairs were taken over by the Djawatan Kereta Api Republik Indonesia (DKARI) and replaced by the Djawatan Kereta Api (DKA) to the Perusahaan Negara Kereta Api (PNKA).⁴

In 1971, railway affairs were taken over by the Perusahaan Jawatan Kereta Api (PJKA). Perusahaan Jawatan Kereta Api (PJKA) made various efforts to reactivate the electric train. Since the time of PJKA-Perusahaan Umum Kereta Api (PERUMKA), revitalization efforts have always been intensified to maximize passenger services. The revitalization of the Jakarta-Bogor electric train has not only had an impact on Jakarta

¹ Deasy Elfarischa Pramyastiw, Imam Hardjanto, and Abdullah Said, 'Perkembangan Kualitas Pelayanan Perkeretaapian Sebagai Angkutan Publik Dalam Rangka Mewujudkan Transportasi Berkelanjutan(Studi Pada PT Kereta Api Indonesia Daerah Operasi 8 Surabaya)', *Jurnal Administrasi Publik (JAP)*, 1.3 (2013), p. 61.

² PT Kereta Commuter Indonesia, 'Annual Report 2021: Be Brave Together We Though', 2021, p. 72 <<https://www.krl.co.id/kai-commuter-maksimalkan-layanan-krl-pada-jam-sibuk/>>.

³ Kartum Setiawan, *Kereta Api Di Jakarta* (PT Kompas Media Nusantara, 2021), p. 68.

⁴ Syarifani Herdianti, Agus Permana, and Tarpin, 'Kereta Api Dan Tradisi Mudik Lebaran Di Bandung Tahun 1980-2014', *Historia Madania: Jurnal Ilmu Sejarah*, 2.2 (2018), 111–134, p. 121 <<http://journal.uinsgd.ac.id/index.php/historia/article/view/9160%0Ahttp://journal.uinsgd.ac.id/index.php/historia/article/download/9160/4379>>.

but also on other areas such as Bogor, which is a satellite city of Jakarta. After Instruksi Presiden No. 13 Tahun 1976 concerning the Jabotabek concept was issued, many Bogor residents relied on the Jakarta-Bogor electric train to go to Jakarta for work or school.⁵

There are several literature reviews used in this study, including Kartum Setiawan's work entitled *Kereta Api di Jakarta*. This book discusses a lot about how the Jakarta-Bogor electric train emerged and developed into a mass transportation that was once relied upon in the colonial era until it finally had to be temporarily stopped due to various factors. The book also discusses how the electric train was finally revitalized due to the increasing needs of its users. Kartum Setiawan also describes one by one the revitalization process carried out to improve services in order to satisfy loyal customers.⁶

Another literature review comes from the book chapter Kota Lama Kota Baru: Sejarah Kota-Kota di Indonesia by Freek Colombijn, et al. In the book chapter entitled "Colonial Railway and the Trend of Jakarta Urban Development" written by Devisari Tunas. The book chapter explains the impact of railway development on urban change trends in Jakarta and its surroundings during and after the colonial period. Devisari Tunas explains that the construction of the railway network in Batavia-Buitenzorg has affected the city to a certain extent both economically, socially, and spatially. Increased accessibility has increased the mobility of people, raw materials, and goods. Accessibility also opens up new economic opportunities which later also cause changes in the use of urban land which functions as a new business area, production center, and even housing. Accessibility also has an impact on changing population growth trends in Batavia, in the 1870's the population in Batavia increased drastically even to two-fold.⁷

The study on the development of railway revitalization was once discussed by Purnawan Basundoro in his article entitled "The Influence of Transportation Modernization on the Development Patterns of Cities in the Banyumas Residency". In this article, Basundoro stated that transportation modernization is something that will affect a region and its economy. The railway modernization that occurred in the Banyumas Residency has a real impact on the development patterns of the city, for example the proliferation of new residential areas.⁸ Furthermore, the revitalization of the Jakarta-Bogor electric train could not be separated from the role of Japan, such as the study by Haryo Prasodjo and Dinda Larasati entitled "The Imports of Used KRL as

⁵ Kompas, 'Jabotabek Telah Menyatu Jadi Kota Raksasa', 4 March 1994.

⁶ Kartum Setiawan, *Op.Cit.*, p.170-193.

⁷ Devisari Tunas, 'Colonial Railway and the Trend of Jakarta Urban Development', in *Kota Lama Kota Baru: Sejarah Kota-Kota Di Indonesia* (Yogyakarta: Penerbit Ombak, 2019), p. 357–373.

⁸ Purnawan Basundoro and others, 'Pengaruh Modernisasi Transportasi Terhadap Pola Perkembangan Kota-Kota Di Karesidenan Banyumas', *Laporan Penelitian Dik Suplemen Universitas Airlangga Tahun Anggaran 2000*, 2000, p. 50.

Indonesia's Dependency on Japan in Electric Train Technology" discussing how Indonesia has been working with Japan since 1972 in importing electric train carriages. The imported electric train series from Japan were part of the history of the development of the Jakarta-Bogor electric train. Although there is already a railway industry company PT INKA, Indonesia continues to import trains from Japan due to cheaper prices and limited production from PT INKA.⁹

In her study, Inayah Hidayati entitled "Daily Commute of Circular Migrants in Greater Jakarta: a Review" discusses the electric train which is still a choice for circular migrants who migrate temporarily on the same day to their destination, in this case from the satellite city of Bodetabek to the center of Jakarta. In her article, Inayah Hidayati states that the electric train offers many advantages, including speed, comfort, and cheap rates. In the future, the volume of electric train users will certainly continue to increase, as a note, PT KAI as the railway management in Indonesia must continue to improve railway facilities and infrastructure so that it can continue to serve its users.¹⁰

Lastly, the article by Nedalia Wilza, Ernan Rustiadi, and Janty Trilusianthy Hidayat, discusses how an area close to a train station will experience different developments from other areas. In this case, there are several areas in Bogor Regency that have the potential to become new growth centers because their areas are traversed by the Jakarta-Bogor electric train network. Positive growth can be seen from the total built-up land area, population size and density, and the availability of supporting facilities.¹¹

From several studies that have been described above, it can be seen that existing research tends to discuss the development of railways in general in the colonial era and the modern era. Meanwhile, the discussion on the impact of the revitalization of the Jakarta-Bogor electric train in 1976 on the Bogor community, especially in the social, cultural, and economic fields has not been discussed. Researchers are interested in studying the development of the Jakarta-Bogor electric train because this literature is important to provide new insights into the dynamics of the electric train since it was revitalized and ultimately became one of the driving factors for changes in Bogor society. It is hoped that in the future this literature can provide an overview or information about changes in Bogor society.

From the background description above, the main problem of this research is to what extent the impact of the revitalization of the Jakarta-Bogor electric train has on

⁹ Haryo Prasodjo and Dinda Larasati, 'The Imports of Used KRL as Indonesia's Dependency on Japan in Electric Train Technology', *Global-Local Interaction: Journal of International Relations*, 1.2 (2020), p. 14 <<http://ejournal.umm.ac.id/index.php/GLI/index>>.

¹⁰ Inayah Hidayati, 'Daily Commute of Circular Migrant in Greater Jakarta: A Review', *Jo-DEST: Journal of Demography, Ethnography, and Social Transformation*, 1.1 (2021), p. 18-21, <<https://doi.org/10.30631/demos.v1i1.998>>.

¹¹ Nedalia Wilza, Ernan Rustiadi, and Janty Trilusianthy Hidayat, 'Perkembangan Kawasan Permukiman Di Sekitar Titik Transit Kabupaten Bogor: The Development of Settlement in the Transit Areas of Bogor Regency', 24.4 (2022), p. 350.

the Bogor community, especially in the social, cultural, and economic fields. Therefore, the problem is formulated as follows: 1) Why was the Jakarta-Bogor electric train re-operated? 2) How were the efforts to revitalize the Jakarta-Bogor electric train carried out since 1976-1996? 3) What impact was caused by the revitalization of the Jakarta-Bogor electric train on the Bogor community?

METHOD

The study entitled "The Impact of the Revitalization of the Jakarta-Bogor Electric Railway on the Bogor Community in 1976-1996" uses a historical research method consisting of four stages. The first stage is heuristic or collection of historical sources. In the heuristic stage, researchers collect historical sources that are relevant to the research theme being studied. In this case, the primary sources that are widely used come from the ANRI collection archives, including the *Arsip Departemen Perhubungan Republik Indonesia (1947-2011) No. 485*, *Arsip Sekretariat Negara RI: Sekretariat Wakil Presiden RI Seri Pengawasan Laporan Pengaduan Masyarakat Tromol Pos 5000 Provinsi Bengkulu, Lampung, dan DKI Jakarta Tahun 1988-1990 No. 5717*, dan *Surat Departement van Gouvernementsbedrijven, Arsip Algemene Secretarie Ter Zijde Gelegde Agenda I No. 6981*.

In reviewing this research, the most important source is the *Arsip Sekretariat Negara RI: Sekretariat Wakil Presiden RI Seri Pengawasan Laporan Pengaduan Masyarakat Tromol Pos 5000 Provinsi Bengkulu, Lampung, dan DKI Jakarta Tahun 1988-1990 No. 5717*, because this archive mentions that bribery often occurs on the Jakarta-Bogor electric train, namely between passengers and conductors or with drivers. Other important primary sources come from the newspapers *Kompas*, *Sinar Harapan*, and *Pelita*, many important events regarding the Jakarta-Bogor electric train are included in these newspapers.

This research is also supported by several other sources, such as interviews with three sources, namely Abdul Madjid (65 years old), Mat Sani (64 years old), and Rachmatullah (64 years old), all three of whom were passengers of the Jakarta-Bogor electric train since the electric train was revitalized in 1976. Finally, the researcher also took a lot of statistical data published in *Bogor dalam Angka* published by the Badan Pusat Statistik. Meanwhile, for secondary sources, the researcher used literature in the form of books and journals.

After the heuristic is complete, the next stage that must be carried out is source criticism and interpretation to produce historical facts. Lastly, the stage that must be passed is historiography, at this stage the historical facts that have been collected can be arranged chronologically and systematically to become an article "The Impact of the Revitalization of the Jakarta-Bogor Electric Railway on the Bogor Community in 1976-1996".¹²

¹² Dedi Irwanto and Alian Syair, *Metodologi Dan Historiografi Sejarah* (Yogyakarta: Eja Publisher, 2014), p. 11.

RESULT AND DISCUSSION

Background of the Revitalization of the Jakarta-Bogor Electric Train in 1976

The development of the railway network in the Dutch East Indies was motivated by the Cultuurstelsel which required a means of transportation to send commodities from the interior to the port or vice versa. The train was chosen because of its large carrying capacity and fast delivery time.¹³ The plan to build a railway network in the Dutch East Indies had been around since 1840, NV Nederlandsche Indisch Spoorweg Maatschappij (NISM) was responsible for this construction.¹⁴ One of the routes built was the Batavia-Buitenzorg route.¹⁵

In 1913, the Batavia-Buitenzorg line was purchased by the state railway company Staatsspoorwegen (SS). To develop railway transportation, SS also planned to electrify the railway network.¹⁶ This was motivated by SS's desire to make energy use efficient and made Batavia a city free from smoke from steam locomotives. Based on the *Letter of the Department van Gouvernementsbedrijven, Archives of the Algemene Secretarie Ter Zijde Gelegde Agenda I No. 6981*, the Batavia-Buitenzorg route will be prioritized in the implementation of electrification.¹⁷

Staatsspoorwegen built the Oebroeg Hydroelectric Power Plant (PLTA) and the Kratjak Hydroelectric Power Plant (PLTA) to produce electrical energy which will later be distributed to the Main Substation (Onderstation) built in Buitenzorg, Depok, Meester Cornelis (Jatinegara), and Antjol.¹⁸ The route that was first electrified was Tandjong Priok-Meester Cornelis (Jatinegara).¹⁹ The Staatsspoorwegen also formed a special unit to manage electric trains, namely the Elektrische Staatsspoorwegen (ESS).²⁰ Unfortunately, the development of the Batavia-Buitenzorg electric train experienced a setback during the Japanese occupation because the facilities and

¹³ Asep Suryana, *Pasar Minggu Tempo Doeloe: Dinamika Sosial Ekonomi Petani Buah 1921-1966* (Jakarta: LIPI Press, 2012), p. 4.

¹⁴ M. Yuzril Mirza, 'Transportasi Kereta Api Scs (Semarang Cheribon Stoomstram Maatschappij) Di Kabupaten Kendal Pada Tahun 1897-1930', *Jurnal Siginjai*, 3.1 (2023), p. 56, <<https://doi.org/10.22437/js.v3i1.24822>>.

¹⁵ Kartum Setiawan, *Op.Cit.*, p. 6-7.

¹⁶ Awaluddin Saputra, 'Studi Evaluasi Analisa Perhitungan Kapasitas Daya Gardu Traksi Terhadap Kebutuhan KRL Jalur Depok-Manggarai', *EPIC: Journal of Electrical Power, Instrumentation and Control*, 2.2 (2019), p. 2, <<https://doi.org/10.32493/epic.v2i2.2886>>.

¹⁷ ANRI, *Surat Departement van Gouvernementsbedrijven, Arsip Algemene Secretarie Ter Zijde Gelegde Agenda I No. 6981*.

¹⁸ Steven Anne Reitsma, *Staatsspoor En Tramwegen in Nederlandsch Indie 1875 - 1925* (Batavia: Topografische Inrichting, 1925), p. 163.

¹⁹ De Indische Courant, 8 April 1925.

²⁰ Amad Sudarsih, *Stasiun Kereta Api Commuter Jabodetabek* (Bandung: PT Kereta Api Indonesia, 2015), p. 3.

infrastructure were not used properly so that many were abandoned and even damaged.



Figure 1. President Soeharto Inaugurated Jakarta-Bogor Electric Train in 1976

Source: *Arsip Sekretariat Negara (1966-1989) No. 2344*

After Indonesia's independence, the government formed the Djawatan Kereta Api Republik Indonesia (DKARI) to manage Indonesian railways. After being held by DKARI, Indonesian railways have not shown positive developments because they still received intervention from the Dutch-made Staatsspoorwegen/Verenigde Spoorwegbedrijf (SS/VS).²¹ To improve railway performance in Indonesia, the government finally merged DKARI and SS/VS into the Djawatan Kereta Api (DKA) through a Decree of January 1 1950.²²

The Djawatan Kereta Api (DKA) had made several improvements, such as replaced damaged locomotives and purchased locomotives, passenger trains, and also freight cars. To maximize the development of the railway, DKA transformed into the Perusahaan Negara Kereta Api (PNKA). Unfortunately, in the same decade, the development of the electric train experienced another setback because the electric motor that drove it had died so it could not be used. The Antjol electricity substation also burned down so that the electricity supply was limited. In addition, in the same decade, the volume of land transportation, such as cars, motorbikes, trucks, and buses increased sharply due to the increasing development of the capital city of Jakarta. The increase in the number of vehicles was not comparable to the small area of Jakarta, thus giving rise to a new problem, namely traffic jams.²³ The government has finally collaborated with the Perusahaan Negara Kereta Api (PNKA) to revitalize the Jakarta-Bogor electric train, because the electric train is a mass transportation that can carry a large number of people at once.

²¹ Staatsspoorwegen/Verenigde Spoorwegbedrijf (SS/VS) was a combination of Staatsspoorwegen and all private railway companies in the Dutch East Indies except Deli Spoorweg Maatschappij.

²² Syarifani Herdianti, Agus Permana, and Tarpin, *Loc. Cit.*

²³ Kompas, 'Djakarta Perlu Perombakan Drastis, Lalu Lintas Matjet Karena Kendaraan?', 5 July 1965.

The plan to revitalize the Jakarta-Bogor electric train was only realized in the era of the State Railway Company (PJKA), precisely in 1976. The Perusahaan Jawatan Kereta Api (PJKA) purchased three sets of electric trains from the Nippon Sharyo company, Japan. After being tested, President Soeharto inaugurated the electric train on August 12, 1976, but it only reached the Depok route (see Figure 1).²⁴ The Jakarta-Bogor line was newly completed on September 1, 1976 and was opened to the public the following day. The electric train was equipped with soft seats, automatic doors, handgrips, and fans.²⁵ In one trip, the electric train could accommodate 566 people.²⁶

The fare of the electric train was indeed very cheap, because the fare of the Jakarta-Bogor (PP) electric train from the beginning of its revitalization until 1995 has never increased drastically. In one year, the fare was also not necessarily going to increase. From the table below, it can be seen that in a period of nine years (1976-1985), the increase only occurred by IDR 275. An increase of IDR 200 also occurred in 1991, the previous fare since 1985 was IDR 400, then increased to IDR 600. Four years later, the fare increased again to IDR 700.

Table 1 Jakarta-Bogor Electric Train Fares 1976-1995

No.	Tahun	Harga
1.	1976	Rp125
2.	1985	Rp400
3.	1991	Rp600
4.	1995	Rp700

Source: ANRI, *Arsip Departemen Perhubungan Republik Indonesia (1947-2011) No. 485*; Sinar Harapan, 21 August 1976; Kompas, 12 December 1995; Kompas, 18 March 1985.

The public welcomed this revitalization with great joy, they were also very satisfied with the services and facilities provided by the Jakarta-Bogor electric train. One of the important reviews from the public was about punctuality, this electric train has never been late after a month of operation. Regarding comfort and security, PJKA has prepared a *Polisi Khusus KA* to minimize criminal acts.²⁷

Dynamics of the Development of the Jakarta-Bogor Electric Train from the PJKA-PERUMKA Era (1971-1998)

Since its official revitalization in 1976, PJKA has continued its cooperation with Japan in importing trains. Although the imported train carriages are not new products, Japan ensures that the quality of its used carriages is still suitable for operation. Japan also contributed to the *Rencana Induk Transportasi Jabotabek (RITJ)* in 1981. The

²⁴ Kompas, 'September 1976 Kereta Api Listrik Mulai Operasi Di Jakarta', 26 May 1976.

²⁵ Kompas, 'KRD & KRL: Ini Baru Kereta', 21 August 1976.

²⁶ Kompas, 'Bulan Juni Kereta Listrik/Diesel Dapat Dicoba Di Ibukota', 5 April 1976.

²⁷ *Pikiran Rakyat*, 'Sebulan Setelah Kereta Rel Listrik/Diesel Dioperasikan: Umumnya Masyarakat Merasa Puas Belum Pernah Alami Keterlambatan', 9 September 1976.

Indonesian government collaborated with Japan and the World Bank to modernize railway facilities and infrastructure in Indonesia by utilizing the existing railway network.²⁸ Not only relying on imports from Japan, Indonesia through PJKA also formed a domestic railway industry called PT INKA in 1981.²⁹

The revitalization of the Jakarta-Bogor electric train was carried out in several ways. During the PJKA era, the revitalization that was carried out began by activating the Jakarta ring line or ring baan which had previously stopped operating in 1965, due to limited funds and lack of electricity supply. In addition to revitalizing the railway facilities, infrastructure in the form of train stop stations was also revitalized. Small stations began to be repaired so that they could serve passengers optimally.³⁰

The massive revitalization carried out on the Jakarta-Bogor route is shown by the construction of an elevated track and a double track. This massive revitalization use more sophisticated equipment and better quality materials.³¹ The construction of the flyover had been planned since 1982 but was only realized on April 1, 1986. The project to build the flyover was led by Ir. Zulfiar Sani.³²

The construction of this elevated track was chosen to solve the problem of congestion due to the increasing volume of land transportation. In addition, many railroad crossings actually worsen the problem of congestion in Jakarta. This elevated track will be built from Manggarai Station to Jakarta Kota Station.³³ The Minister of Transportation and PJKA agreed to choose an elevated train because the costs incurred would be cheaper compared to building a flyover or subway³⁴ This construction project was hampered by costs, but finally the electric railway overpass was inaugurated on June 5, 1992.

The second major revitalization is the construction of a double track. The most recommended route to build a double track is the Jakarta-Bogor route, especially from Manggarai Station to Bogor Station. The route is considered vital because it directly connects Jakarta with its satellite city, Bogor.³⁵ Similar to the elevated track construction project, the construction of this double track was also constrained by

²⁸ Ahmad Mulhaim Raichan and others, *PERJALANAN MODERNISASI KERETA API LISTRIK JABODETABEK: ASA DARI NEGERI MATAHARI TERBIT (1976-1996)*, Skripsi, (Jakarta: Universitas Negeri Jakarta, 2022), p. 43.

²⁹ Krisna Surya Wijaya, 'INDUSTRI KERETA API (PT. INKA) DI MADIUN TAHUN 1981-1991', *Journal Pendidikan Sejarah*, 1.2 (2013), p. 296.

³⁰ Kompas, 'KRL Jalur Lingkar Diresmikan', 8 April 1987.

³¹ Sinar Harapan, 'Modernisasi KA Jabotabek', 19 February 1983.

³² Ahmad Mulhaim Raichan, *Op.Cit.*, p. 56.

³³ Kartum Setiawan, *Op.Cit.*, p. 158.

³⁴ Kompas, 'Rel Layang Dipilih Karena Biaya Pembuatannya Murah', 13 February 1986.

³⁵ Ahmad Mulhaim Raichan, *Op.Cit.*, p. 71.

costs, even the construction took 10 years. Therefore, the construction was carried out in stages from Manggarai-Depok which was only completed on July 25, 1992.³⁶

The public welcomed this revitalization with great joy, they were also very satisfied with the services and facilities provided by the Jakarta-Bogor electric train. One of the important reviews from the public was about punctuality, this electric train has never been late after a month of operation. Regarding comfort and security, PJKA has prepared a *Polisi Khusus KA* to minimize criminal acts.³⁷



Figure 2. Minister of Transportation, Roesmin Nurjadin, Inaugurated Construction of Double Track Electric Train Crossing Jakarta-Bogor
Source: Sinar Harapan, "Modernisasi KA Jabotabek" 19 February 1983

The construction of the Depok-Bogor connection was really rushed by the government because of the accident caused by the single track that occurred in 1993. To avoid a similar incident, President Soeharto asked PERUMKA³⁸ to accelerate the construction of the double track Depok-Bogor connection. The Manggarai-Bogor double track construction project was only completed on September 17, 1996. It is hoped that with the double track, the frequency of electric train trips can increase so that the number of passengers will also increase.³⁹

During the massive revitalization, the most visible obstacles were the problem of funds and also land acquisition. Along the railroad tracks, many squatters built illegal buildings. Of course, this action is very dangerous for them and also endangers the journey of the electric train, because the safe distance for building a building is six

³⁶ Kompas, 'Dibuka, Jalur Ganda KA Jakarta-Depok', 27 July 1992.

³⁷ *Pikiran Rakyat*, 'Sebulan Setelah Kereta Rel Listrik/Diesel Dioperasikan: Umumnya Masyarakat Merasa Puas Belum Pernah Alami Keterlambatan', 9 September 1976.

³⁸ Based on the Government Regulation of the Republic of Indonesia No. 57 of 1990, PJKA was taken over by PERUMKA to improve railway service to the community in order to support development. Perumka has the main task of organizing the management of railway transportation services in order to facilitate the flow of mass movement of people and/or goods to support National Development. ANRI, *Arsip Departemen Perhubungan RI 1947-2017 No. 466 Mengenai Keputusan Menteri Perhubungan No. 8 Tahun 1991*.

³⁹ *Bisnis Indonesia*, 'Rel Ganda Tingkatkan Head Way', 26 September 1996.

meters on the right and left.⁴⁰ On the Jakarta-Bogor route, the demolition of illegal buildings was carried out on the rail banks around Lenteng Agung Station. The people affected by the eviction accepted it with an open heart because they were aware that the land they occupied was owned by PJKA. The government through PJKA provided compensation according to the land ownership status and type of building.⁴¹

Rejection responses to evictions also often occur, for example evictions in the Pejaten Timur area. The conflict between the railroad community and PERUMKA has been going on since 1990, they are not satisfied with the compensation estimates given by the government.⁴² Meanwhile, in Bogor, the demolition of illegal buildings on the rail banks was also carried out around Jl. M. A. Salmun. The kiosks had to be demolished because PJKA wanted to build an electric train Depot at Bogor Station.⁴³ In 1994, PERUMKA also carried out evictions in the Kebon Pedes and Cibogor areas.⁴⁴

During the revitalization, technical problems such as signaling problems and derailed trains still often occurred and of course are very detrimental to passengers. One of the black marks during the revitalization of the Jakarta-Bogor electric train was the Extraordinary Event (PLB) that occurred on November 2, 1993 in Ratujaya Village, Depok. A serious accident occurred between electric train No. 520 on the Jakarta-Bogor route and electric train No. 531 on the Bogor-Gambir route. The accident, which was caused by miscommunication between the PPKA of Depok Station and the PPKA of Citayam Station, resulted in 21 people dead and 193 people injured.⁴⁵

Transportation plays an important role in the development of a region. With transportation, regions separated by geographical boundaries and differing in various aspects can be united into one unit.⁴⁶ Bogor is one of the cities that has experienced rapid change after the Jakarta-Bogor electric train transportation was revitalized by the government. With the modernization of trains, the development of society in various fields of life, such as social, cultural, and economic will be stimulated.

Bogor as a buffer zone from Jakarta is used as a dormitory town or residential city. Bogor has begun to be noticed by people due to several factors, as expressed by Rachmatullah, a former private employee, in East Cilebut on August 9, 2023 who said "I chose to move from Jakarta to Bogor because Bogor is not too crowded like Jakarta, Tangerang, and Bekasi, so the environmental quality is still good." The second factor

⁴⁰ Kompas, 'Bang Ali Tentang Rentjana Penggusuran Rumah-Rumah Liar Di Tanah PNKA', 30 September 1971.

⁴¹ Kompas, 'Pembebasan Tanah Untuk Stasiun Lenteng Agung', 30 January 1989.

⁴² Kompas, 'Penggusuran Di Pasar Minggu Diwarnai Teriakan-Tangisan', 5 July 1991.

⁴³ Kompas, 'Empat Kios Dibongkar', 21 February 1989.

⁴⁴ Kompas, 'Ratusan Bangunan Liar Di Tanah Perumka Dibongkar', 22 March 1994.

⁴⁵ Pelita, 'Tabrakan Dahsyat KRL Di Depok 35 Tewas, Ratusan Luka-Luka', 3 November 1993.

⁴⁶ Purnawan Basundoro et al., *Op.Cit.*, p. 1-3.

is the adequate transportation mode in Bogor "Bogor already has an electric train so you can go back and forth between Bogor and Jakarta." added Rachmatullah.⁴⁷

Table 2 Population Growth Rate of Bogor Regency and Bogor City 1980-1996

Tahun	Jumlah Penduduk (dalam jiwa)	
	Kabupaten Bogor	Kota Bogor
1980	2.493.843	246.946
1985	2.711.101	242.065
1990	3.736.897	271.711
1996	3.489.711	671.405

Source: *Kabupaten Bogor dalam Angka Tahun 1984, 1989, 1990, 1996; Kotamadya Bogor dalam Angka Tahun 1980, 1985, 1991, 1996.*

The revitalization of the Jakarta-Bogor electric train facilitated the distribution of population to various areas in Bogor. From the table above, it can be seen that there has been an increase in the population in Bogor Regency from the initial 2,493,843 people in 1980, then increasing to 3,489,711 people in 1996. Meanwhile, in 1980 the population in Bogor City was still at 246,946 people, then increasing drastically by 172% to 671,405 people in 1996.

Revitalization also has an impact on the cultural sector, people who work in Jakarta tend to live in satellite cities such as Bogor. Commuters do what is called commuter migration. Migration is usually carried out to improve the standard of living of migrants and their families.⁴⁸ In 1980, an estimated 30 thousand to 40 thousand commuters domiciled in Bogor and Depok went to Jakarta to work or study.⁴⁹ The number of Jakarta-Bogor (PP) commuters continues to increased, it is known that in 1995, the number of commuters had reached 158,269 people per day.⁵⁰

Since the beginning, the revitalization of the Jakarta-Bogor electric train has been awaited by the public, the facilities needed by passengers have been provided by PJKA to PERUMKA. The positive impact felt by users of the Electric Train after revitalization was that the journey from the satellite city to the city center was faster so that people who intended to work or go to school were easier. Not only that, people usually use the Electric Train to go to Bogor for a vacation.

Unfortunately, there is a negative side to the revitalization of this electric train, a new phenomenon has emerged, such as atapers, namely passengers who ride on the roof of the train, then there are nebengers, namely passengers who "ask their seats" to other passengers. "Inside the electric train carriage, everyone is mixed together,

⁴⁷ Wawancara. Rachmatullah (Cilebut Timur, 9 August 2023).

⁴⁸ Devi Elisabeth Silaban and Denny Defrianti, 'Migrasi Suku Batak Toba Ke Kota Jambi 1961-2018', *Jurnal Siginjai*, 1.1 (2021), p. 73.

⁴⁹ Kompas, 'Setiap Harinya Diperkirakan Sekitar 40 Ribu Penumpang KRL Jakarta-Bogor', 8 October 1980.

⁵⁰ Bisnis Indonesia, "Rel Ganda Tingkatkan Head Way", *Loc.Cit.*

there are passengers, street vendors, beggars, buskers, pickpockets, all mixed together." explained Mat Sani, an entrepreneur, in East Cilebut on July 29, 2023.⁵¹

The phenomenon that is least highlighted is free riders or stowaways who do not want to buy tickets at the ticket counter, such as Abdul Madjid, a fruit seller, in East Cilebut on August 8, 2023 who said that "I used to just say " Hitch a ride, Sir!!" to the conductor to get on the train to Jakarta."⁵² This phenomenon has become the seed of the emergence of a culture of bribery between passengers and conductors and train drivers.⁵³

The socio-economic development of a region is partly based on transportation, because with transportation human needs could be met properly. Transportation in Bogor was very adequate, so it is not surprised that Bogor City has transformed into a trading city since 1985. Shop buildings on Jl. Merdeka, Surya Kencana, and Siliwangi have begun to be revitalized to be adjacent and multi-storey so that the land can be used optimally.⁵⁴ The busy mobility at Bogor Station encourages the development of traditional markets that already exist in Bogor. For example, the market that is located adjacent to Bogor Station is Pasar Kebun Kembang (Pasar Anyar). This market was inaugurated by the Mayor of Bogor, Drs. Suratman, on February 27, 1994. The inauguration of this market was accompanied by the construction of the Ramayana Superstore which is located north of Pasar Kebun Kembang.⁵⁵

In addition to markets and shopping centers, industrial areas in Bogor were also growing, especially in Bogor Regency. Industrial companies in Bogor Regency were spread across several sub-districts, including Cimanggis, Gunung Putri, Cileungsi, Cibinong, Kedunghalang, Citeureup, Sukmajaya.⁵⁶ From 1989 to 1996, the number of industrial companies in Bogor Regency increased by 61%, from 425 units to 686 units.⁵⁷

The very rapid population growth is also accompanied by the increasing need for land to be used as a residential area. Bogor is being eyed because the Jakarta-Bogor electric train with a Jakarta-Bogor round trip (PP) is ready to serve the public every 30 minutes from morning until 18.00 WIB.⁵⁸ Since the 1970's, the government has entrusted housing development to the Perusahaan Umum Pembangunan

⁵¹ Wawancara. Mat Sani (Cilebut Timur, 29 July 2023).

⁵² Wawancara. Abdul Madjid (Cilebut Timur, 8 August 2023) .

⁵³ ANRI, *Arsip Sekretariat Negara: Sekretariat Wakil Presiden RI Seri Pengawasan (Laporan Pengaduan Masyarakat Tromol Pos 5000 No. 5717), 1988- 1990.*

⁵⁴ Kompas, 'HUT Ke-511 Kota Bogor: Sawah-Sawah Berganti Dengan Rumah Mewah', 10 June 1993.

⁵⁵ Kompas, 'Pasar Kebun Kembang Diresmikan', 1 March 1994.

⁵⁶ Kompas, 'Fenomena Kota Baru Sekitar Botabek', 10 September 1995.

⁵⁷ *Kabupaten Bogor Dalam Angka 1984-1996* (Bogor: BPS Kabupaten Bogor, n.d.).

⁵⁸ Kompas, 'Ke Bogor Yang Tersohor', 15 December 1993.

Perumahan Nasional (Perum Perumnas). Perum Perumnas builds two types of houses, namely Rumah Sederhana (RS) and Rumah Sangat Sederhana (RSS).

Perum Perumnas first built housing in the Beji area, Depok, which was then named Perumnas I in 1974.⁵⁹ The middle class could also find Simple Houses (RS) with various types in several areas in Bogor Regency, such as Depok, Bojonggede, Cimanggis, Tegal Gundil, Parungpanjang, and Jonggol. Meanwhile, in Bogor City, Perum Perumnas started construction by building the Bantar Kemang Housing in April 1978. Perum Perumnas always tries to ensure that the housing to be built is integrated with transportation routes such as the electric train station, such as the Citayam housing which is only one kilometer from Citayam Station. The upper middle class is also interested in moving to Bogor, they are eyeing land and elite housing that has been built in Bogor for investment.⁶⁰

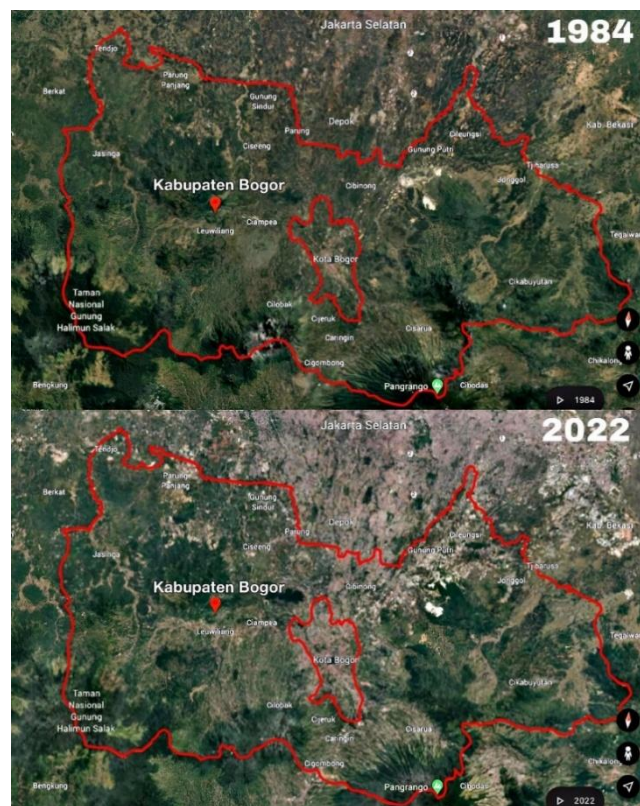


Figure 3 Changes in Residential Areas in Bogor from 1984 to 2022
Source: Timelapse Google Earth Tahun 1984-2022

Unfortunately, housing development in Bogor also has a negative impact. In Pelita V (1988-1989), agricultural land in this city was still 64 ha. In the following year,

⁵⁹ Perum Perumnas was the initiator of housing development with various types intended for middle to lower middle class society. Yusuf Budi Prasetya Santosa and Rani Noviyanti, 'Sejarah Perumnas Depok I: Perumahan Nasional Pertama Di Indonesia (1974-1980)', *Criksetra: Jurnal Pendidikan Sejarah*, 9.2 (2020), p. 119, <<https://doi.org/10.36706/jc.v9i2.11418>>.

⁶⁰ Kompas, 'Pembangunan Industri Di Bogor Jenuh, Pembangunan Perumahan Terus Berkembang', 3 January 1995.

the area of agricultural land decreased by 67%, leaving only 15 ha. Even more fatally, entering 1992-1993, agricultural land in Bogor City had shown a figure of 0 ha.⁶¹ The development of new settlements has also spread to the mountainous part of Bogor Regency such as Cisarua which is known to be a water catchment area. Of course, if housing and villas are allowed to be built in this area, then floods and landslides cannot be avoided. Not only Bogor will be affected, Jakarta which is far north of Bogor will also be affected.⁶²

CONCLUSION

From the discussion above, it can be concluded that the Jakarta-Bogor electric train which had been present since the colonial era was finally revitalized in 1976 due to the increasingly severe congestion in the Jakarta Capital City area due to the increasing volume of land transportation. The revitalization of the Jakarta-Bogor electric train was only realized in 1976, precisely in the PJKA era. Since then, PJKA to PERUMKA have continued to make improvements and modernize the facilities and infrastructure of the Jakarta-Bogor electric train. Revitalization was carried out in several ways, including collaborating with Japan in importing trains, reactivating the ring road, building elevated tracks, and building double tracks.

From this revitalization, it turns out that not only Jakarta was affected, its satellite city, Bogor, also experienced changes. In the social sector, it is known that the population of Bogor is increasing because people can easily mobilize by electric train, while in the cultural sector, the revitalization of the Jakarta-Bogor electric train also gave rise to the phenomenon of commuters, atapers, nebengers, and a culture of bribery between passengers and conductors or machinists. Meanwhile, in the economic sector, revitalization has made the regional economy more advanced, for example Jl. Merdeka and Suryakencana. Many markets, new shopping centers, and industrial companies have been established and developed until now. Finally, revitalization also has an impact on the property and real estate sectors, housing developments are mushrooming in Bogor from simple houses to luxury resorts.

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⁶¹ Kompas, "HUT Ke-511 Kota Bogor: Sawah-Sawah Berganti Dengan Rumah Mewah", *Loc.Cit.*

⁶² Kompas, 'Botabek Dan Keajaiban Pembangunan', 24 December 1993.

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