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The Dynamics of the Construction of the Jakarta-Yogyakarta Railroad throughthe Banyumas Karesidenan (1914-1917)

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ABSTRACT: This research was conducted with the aim of complementing the study of the topic of the history of civil engineering technology from the colonial period which explains thedevelopment of rail-based transportation networks, as well as the trial and error of new technology trials at that time. In this research, it is expected to obtain a basic and detailed explanation of the planning, location determination, and construction process. In addition, the research that took place on the Cirebon-Kroya railway line concentrated on the Notog-Kebasen segment reviewed the development of the railway network in Java which was closely related to the transportation revolution in the application of new technology in Java, including the construction system of tunnels, roads, and bridges (mentioned as wisdom buildings), located in the Notog-Kebasen area. The explanation in this research is presented in a chronological, systematic, and qualitative analysis, to examine the topic of the history of civil engineering technology in the construction of the railroad network, including the wisdom building. The construction of the Cirebon-Kroya railway refers to the law of December 31, 1912 Stbl. 32/(1913), in which the 75 km Cirebon-Margasari section was opened on July 1, 1916, the 51 km Kroya-Margasari section was opened on July 1, 1916, and the 32 km Patuguran-Margasari section was opened on January 1, 1907.

KEYWORDS: dynamics, railroad construction, jakarta-yogyakarta, banyumas karesidenan

INTRODUCTION

In the 19th century, capitalism in the Netherlands developed rapidly, which eventually also affected its activities in the colony, namely the Dutch East Indies (the name for Indonesia at that time). The political and economic changes that occurred in the Dutch East Indies were encouraged by the industrialists and capitalists who were at that time in power over the Parliament in the Netherlands. This had an influence on the Dutch East Indies, namely the implementation of liberal politics which was marked by the issuance of the Agrarian Law and the Sugar Law in 1870. The implementation of this law brought the influence of the liberal government in the Dutch East Indies where economic activities experienced rapid development, especially large plantations and mines used for the export industry. As a support for the rapid development of plantations and mining, the Dutch East Indies Government has built various infrastructure as a means of transportation, one of which is by building a railroad network (Istianto, et al., 2019).

The construction of the railway line as a mode of transportation was a massive effort from the Dutch East Indies Government to transport the wealth owned by the archipelago to be traded to the international market. The wealth of crops consisting of forest products (timber), plantation and agricultural products (indigo, coffee, pepper, cloves, nutmeg, tobacco, tea, rubber), mining products (petroleum, gold, coal, and tin). The amount of merchandise production was successfully increased, but transportation from the production areas, especially those in the hinterland, to the port cities was still very slow (Cahyo, 2017). This made the Dutch East Indies Government confused in the transportation process so that it became an urgent need. The transportation of goods from the port to the hinterland could no longer be fulfilled by land or river transportation. The idea of transporting goods quickly in large quantities is certainly the reason for the operation of the train.

The first trains introduced in the Dutch East Indies were locomotives with steam engines imported from European countries, including Germany (Hanomag Factory, Esslingen, Borsig, Hohenzollern), the United States (ALCO Factory), England (Beyer Peacock Factory) and from the Netherlands itself, namely the Werkspoor Factory (Prayogo, et al., 2017). Then these steam locomotives were first used to pull a series of train cars since the opening of the first rail line on Java Island, namely in Semarang between Kemijen and Tanggung in Grobogan, which was completed in 1867 along 26 km (Hartono, 2012).

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The construction of this railway line was initiated by a private company, NV Nederlandsch-Indische Spoorwegmaatschappij (henceforth written: NIS). The concession area was initially limited to around Semarang-Surakarta-Yogyakarta, because according to military considerations the plan was strategic enough to support the movement of the Dutch colonial army. It was important that in the event of another rebellion in the royal territories of Surakarta and Yogyakarta, such as the rebellion of Prince Diponegoro, the colonial government could easily mobilize troops from Semarang and Ambarawa (Saputra, 2017).

Railway development in the western region of Java Island began with the construction of a railroad connecting Batavia (Jakarta) with Buitenzorg (Bogor) by NV NIS, a private company that received a railroad construction concession on the Semarang-Solo-Yogyakarta crossing (Firdaus & Hamidah, 2020). Construction began on October 15, 1869, with a ceremony attended by Governor General Pieter Mijer. In its construction, the Batavia-Buitenzorg railroad was done in three parts, namely: 9,270m Batavia, 20,892m Meester Cornellis (Jatinegara), and 28,344m Buitenzorg. Construction in all sections was carried out simultaneously, but for various reasons the line was eventually built in waves and opened to the public in waves as well. On January 31, 1883, the Batavia-Buitenzorg line was officially opened for public use in its entirety. In 1913, the line was officially purchased by the State-Owned Railway Company or Staatsspoorwegen (henceforth written: SS) from NV.

The construction of the railroad line for the middle crossing between Cirebon-Kroya via Purwokerto which connects the northern crossing from Batavia (Jakarta) with the southern crossing from Bandung to Yogyakarta to Surabaya, was built by the West Cross State Railway Company or SS Westerlijnen (Reitsma, 1925).

The previous line which included the crossing, Jakarta-Kedung Gedeh as far as 57 km which officially passed its ownership from Bataviasche Ooster Spoorwegmaatschappij or BOS to SS dated August 4, 1898 which refers to the Act of June 9, 1898 Stbl. 222. Then continued construction by the SS to Karawang for 6 km inaugurated on March 20, 1898. The Padalarang-Karawang line via Cikampek was officially opened on the Padalarang-Purwakarta plot of 41 km on December 27, 1902 and the Purwakarta-Karawang plot of 56 km on May 2, 1906 referring to the law of December 29, 1900 Stbl. 8/(1901). The 137 km Cikampek-Cirebon line was officially opened on June 3, 1912 referring to the law of June 14, 1909 Stbl. 477. The 176 km Yogyakarta-Cilacap line was officially opened on July 20, 1887, including a branch in Kutoarjo to Purworejo for 12 km, referring to the law of July 20, 1884 Stbl. 110.

The purpose of building a new line between Cirebon-Kroya is to shorten the travel time of train travel. This line became a major project at that time considering that the SS had experienced many difficulties in the field due to its geographical conditions. In its construction, a spoor width of 1,067 mm was used where the construction itself began in 1914 by crossing the middle lane in the Cirebon-Prupuk-Bumiayu-Purwokerto-Kroya plot for 158 km. One of the natural conditions that is quite difficult to face and a challenge for SS is on the Purwokerto-Kroya crossing for 27 km, because it has to penetrate the hills in the Notog area to Kebasen and the Serayu river, which is included in the Banyumas Prefecture. So in order to complete the project, tunnels and bridges had to be built. The construction of the SS line in this area also intersected directly with the steam tram line owned by Serajoedal Stoomtrammaatschappij (henceforth written: SDS), as well as adjacent to the Banyumas highway, and the Serayu River, which is called Vier Wegen or Four Lines. In addition, there were many sugar factories in the Banyumas Karesidenan area with the potential of the sugar industry being quite excellent, so the mobilization of business people and financiers at that time was very high, especially from and to cities in Java.

The construction of the Cirebon-Kroya cross railway line refers to the law of December 31, 1912 Stbl. 32/(1913), in which the 75 km Cirebon-Margasari section was opened on July 1, 1916, the 51 km Kroya-Margasari section was opened on July 1, 1916, and the 32 km Patuguran-Margasari section was opened on January 1, 1907 (Tim Telaga Bakti, 1997). This research takes a topic entitled “The Dynamics of the Construction of the Jakarta-Yogyakarta Railroad Line Through the Banyumas Prefecture (1914-1917): A Review of History, Challenges, and Engineering” for the reason of knowing about the construction of the Jakarta-Yogyakarta railway line across Cirebon-Kroya 1914-1917, including government policies related to railroad development on the route. The author hopes that this writing can be useful for readers who want to know about the history of the construction of the railroad network connecting Jakarta-Yogyakarta across Cirebon-Kroya 1914-1917 and enrich the writing of railroad history. Furthermore, it is hoped that the results of this research can be a reference for other studies.

METHODS

This historical research method refers to qualitative research, by prioritizing methods in accordance with Kuntowijoyo, directed in stages including heuristics, criticism, interpretation, and historiography (Kuntowijoyo, 2005). Heuristics (heuristic) according to its terminology comes from the Greek heuristiken, collecting or finding sources (Arinda, et al., 2017). Data collection in this study is obtained through research methods with data collection techniques from the process of extracting historical sources, namely written sources and oral sources. Historical sources can be categorized into primary sources, secondary sources, and tertiary sources.

Primary data is a data source that directly provides data to data collectors. primary data is a data source that directly provides data to data collectors (Sugiyono, 2017). This means that the source of research data is obtained directly from the original source in the form of interviews, polls from individuals or groups (people) or the results of observations of an object, event or the results of approval (objects). In other words, researchers need to collect data by answering research questions (survey method) or researching objects (observation method). The data is collected by the researcher himself directly from the first source or where the object of research is carried out. Researchers use the results of interviews obtained from informants regarding the research topic as primary data. Oral sources, namely historical actors involved in the railroad, for example, former Station Heads and former railway employees of the Indonesian Railways Limited Company (Persero) Operating Region V Purwokerto.

The research subject is the main source of research data, namely the source that has data on the variables studied (Anggito & Setiawan, 2018). Basically, the research subject will be subject to the conclusions of the research results. The subject of this research is the main source who provides all the information and is the key to revealing the things needed in the research. In qualitative research, research subjects are called informants, namely people who provide information about the data the researcher wants related to the research being carried out..

Secondary data is a data source that does not directly provide data to data collectors, for example through other people or through documents. As a complement or support in this research, it is obtained by taking and utilizing primary archival sources from archival collections belonging to PT Kereta Api Indonesia (Persero) Head Office for Archives, Documents and Blueprints Collection and PT Kereta Api Indonesia (Persero) Operating Region V Purwokerto for Roads and Bridges, Ministry of Transportation Directorate General of Railways Central Java Regional Region, National Archives of the Republic of Indonesia, and KITLV Leiden Netherlands. In researching source archives related to engineering data, one of them requires reading and interpreting working drawings and time schedules. The source language required is a translation from Dutch.

Source criticism is a step of testing historical source materials that will be used in historical writing (Wasino & Sri, 2018). Source criticism is the second step after the heuristic step. Source criticism is carried out to obtain objective facts. In this case, what must be tested is the validity of data on authenticity issues carried out through external criticism and the validity of credibility issues through internal criticism. Sources obtained such as primary and secondary sources must be critically evaluated.

After going through the source criticism stage, then interpretation or interpretation of historical facts obtained through archives, books, and research results in the field is carried out. This stage is very important so that the author avoids subjectivity. In writing history, auxiliary sciences are needed so that the results of historical writing are more accurate. Historical events are complex or multidimensional, so their writing requires a multidimentional approach. In order to avoid confusion in the interpretation stage, the writing must be limited to the construction of a railroad network connecting Jakarta-Yogyakarta across Cirebon-Kroya (1914-1917).

Historiography is the last step that is very important after the other three procedures have been fulfilled. Historiography itself is the rewriting of historical events. Writing is the culmination of everything. Because what history writes is histoire-recite, history as historie-realite, history how it happens. The result of this writing is called historiography (Herlina, 2020). At this stage, what is then compiled into a historiography is an analytical description of the history of the construction of the railroad network connecting Jakarta-Yogyakarta across Cirebon-Kroya (1914-1917).

Data analysis technique is the process of searching for data, systematically compiling data obtained from interviews, field notes, and documentation by organizing data into categories, breaking it down into units, synthesizing, arranging in patterns, choosing which ones are important to study, and making conclusions that can be told to others. The data analysis technique used is qualitative analysis (Rukajat, 2018).

RESULTS AND DISCUSSIONS

The Road and Building Engineering section of a Railway company involves rail infrastructure and its supporting hardware components, such as sleepers, locomotives, trains and wagons. It is important to note that rail widths vary in different countries. In Europe, with the exception of Spain and Portugal, the standard rail width is generally 1,435 mm or about 4 ft 8½ in, which is also applied in the UK and North America. This standard is widely used in regions such as China, some Pacific countries, South America including Uruguay, and others (Gani, 1978). However, some countries such as India, Argentina, Spain and Portugal use a wider rail width of 1,708 mm. Russia and Finland opt for 1,505 mm, while Brazil and the Southern part of Australia have a rail width of 1,616 mm. Indonesia, Japan, Rhodesia and Sudan use a rail width of 1,067 mm.

A railroad consists of two main sections: the upper section and the lower section. The upper section includes rails, sleepers, ballast layers, switches, mounts, as well as various safety devices such as signal poles, highway crossing gates, planes, signal houses, and others. Meanwhile, the lower section involves elements such as bridges, viaducts, tunnels, empalsemen, and various other

supporting structures. Commonly used rails have the shape of Vignollers or T sections. They can be mounted on top of ply plates or directly nailed to sleepers. In some regions, such as North America and India, rails are also riveted directly without the use of plates. The UK is more likely to use cattle-head rails, which are fixed with screws.

In Indonesia, the commonly used rail width is 1,067 mm. Initially, the number 1 rail weighed 27.68 kg per 6.8 m, while the number 2 rail was lighter at 25.75 kg per 6.8 m or 10.20 m. In 1909, a heavier rail of 33.4 kg per 11.9 m or 13.60 m was used. In 1909, heavier rails of 33.4 kg per 11.9 m or 13.60 m were used. Ten years later, rails weighing 41.5 kg per 13.6 m were used. In its development, rail construction involved an evolution from the use of hooks to the use of tire-fonds and welded elbow plates. Some innovations, such as the concept of plate-dependent rails to reduce shock, have been proposed by construction experts such as Dr. Ir. J. H. A. Haarman. While iron sleepers were considered good, their high cost prompted the choice to use teak or ironwood sleepers, which were considered good and affordable (van Geuns, 1911).

Railroads can be of various types, such as underground, in jagged mountains, or even suspended on cables known as monorails, often used in mountainous regions to transport passengers from mountain to mountain. After the discussion on the variety of sizes, types, and the history of rail development, in the next discussion, we will enter the history of the construction and development of the Cirebon-Kroya cross railway line.

Railroad Line in Cirebon-Kroya Crossing

In the 1910 State Railway and Tram Brief Report released towards the end of May, an interesting excerpt titled “Reconnaissance and Recording” on page 7 (seven) discusses the actions towards the planned railway line from Cirebon to Kroya. According to the report, the initial proposal regarding the railroad network in South Sumatra and the cost estimate submitted to the government became the first step towards connecting Cirebon and Kroya via the proposed railroad line (van Geuns, 1911).

The planned line is expected to have a significant impact on the development of the Railway system in Java as a whole. A railway connection between Jakarta and Surabaya will be realized, over a more efficient path and across easier terrain, with elevation comparisons indicating ease of passage. With a maintained maximum grade and adequate minimum radius, the line is not only suitable for fast travel in the mountains but also allows economical use of locomotives (van Geuns, 1911).

The biggest expectation is that the Cirebon-Kroya railway line will change traffic on Java Island substantially. The efficiency of freight transportation will increase, operational costs can be avoided, and traveling from East Java to West Java will become faster. With the planned use of new-generation locomotives, it is anticipated that the travel time from Jakarta to Surabaya and vice versa could reach 12 1/2 hours once the line opens. The much-anticipated daily connection between the two major cities in Java will provide significant benefits for transportation development (van Geuns, 1911).

Based on the Law of December 31, 1912 Staatblad 1913 Number 32, this ambitious project aimed to cut travel time from the south of Jakarta. The Yogyakarta-Kroya-Cilacap railway line, which had been in service since 1887, became an integrated part of this transformation, while the segment between Cikampek and Cirebon was inaugurated by SS in 1912 (Reitsma, 1928).

The Cikampek-Cirebon crossing, the second busiest in Java after the Jakarta-Cikampek crossing, is the center of attention. Along this line, most train trips involving fast routes from the capital city to Cirebon, Semarang, Yogyakarta, Solo, Madiun, and Surabaya take place.

This railroad, although only opened in 1912, has an interesting history. In contrast, the southern section at Bogor-Sukabumi-Bandung-Kroya, which traverses mountainous terrain with hilly contours and wide valleys, dates back to 1883-1894. The reason behind this sequence of development lies in the fact that in the 19th century, the lowlands of the northern coast of West Java were relatively sparsely populated, with the exception of a few spots such as Jakarta, Cirebon and Indramayu that became centers of activity. Other areas were still dotted with impenetrable mangrove forests and vast swamps from Cirebon to Karawang. The center of civilization and economic activity during the Dutch East Indies was mostly focused in the Priangan highlands such as Sukabumi, Cianjur, Bandung, and Sumedang which had been crossed by the Jalan Raya Pos since 1811 (Gani, 1978).

In 1894, a railroad line connected Jakarta-Surabaya, taking the route through Depok, Bogor, Bandung, Tasikmalaya, Kroya, Yogyakarta, Solo, Kertosono, and Sidoarjo. With this connection, the previously months-long road trip between the two big cities was cut to just three days.

The rapid growth in passenger numbers in the early 20th century prompted the need for improved rail services. SS officials and engineers in Bandung not only imported the latest generation of steam locomotives with higher speeds (60-80 km/h) to reduce travel time, but also had to formulate creative solutions to shorten the Batavia-Surabaya distance, which was still considered inadequate.

As a creative solution, it was decided to open a new bypass line from Kedunggedeh Station that directly connected the city of Cirebon SS, then turned right towards Prupuk, Purwokerto, and continued until Kroya Station. Although the idea of the

Kedunggedeh-Cirebon route had been under consideration since 1889 and was submitted to the government by the private railroad company Bataviaasche Ooster Spoorwegmaatschappij BOS in 1893, due to the bankruptcy of BOS, the plan was put on hold. In fact, all of the company's assets, including the Jakarta-Pasar Senen-Jatinegara BOS-Bekasi-Kedunggede line, were eventually purchased by the government in 1898 after BOS went bankrupt (Gani, 1978).

After prioritizing the construction of the Jakarta-Bandung railway via Karawang-Cikampek-Purwakarta-Padalarang, which was completed in 1906, SS finally realized its ambitious plan by constructing the Cikampek-Cirebon bypass line. Construction began in Cikampek in 1909, and on July 3, 1912, the 137 km long rail line, which was dominated by straight routes, was successfully completed and inaugurated (Reitsma, 1928). With the Cikampek-Cirebon connection, construction continued until it reached Purwokerto and Kroya, which was finally completed in 1917. The success of creating a new Jakarta-Surabaya route through the Cirebon-Kroya “shortcut” managed to save travel time to only two days.

The Cirebon-Kroya line, which stretches for approximately 158 km, is challenging with its rugged terrain, involving sharp bends through mountains, crossing large bridges, and faced with high rainfall. The construction of the Cirebon-Kroya section was divided into three segments, namely the first segment, Cirebon-Mergasari for 75 km which was inaugurated on July 1, 1916, the second segment, Kroya-Patuguran for 51 km which was inaugurated on July 1, 1916, and the third segment, Patuguran-Margasari for 32 km which was inaugurated on January 1, 1917 (Reitsma, 1928).

Advances in steam locomotive technology capable of reaching speeds of 100 km/h opened up opportunities to cut the Jakarta-Surabaya travel time. On November 1, 1929, SS launched the Sehari Eendagsche Express Fast Train. This series made it possible to travel from Jakarta-Cikampek-Cirebon-Kroya-Yogyakarta-Solo-Madiun-Kertosono-Surabaya in a short time, only 13 hours. This success was made possible by the 137 km Cikampek-Jatibarang-Cirebon line (Gani, 1978), where drivers could drive steam locomotives at maximum speed to overcome the challenges of the Prupuk-Purwokerto uphill line and make up for lost time.

The completion of railroad construction was of course accompanied and continued by the construction of other supporting infrastructure, such as stations and bus stops. Stations were built to provide comfortable waiting rooms, ticket counters, secure platforms, and other additional facilities. Smaller bus stops were also set up to serve passengers in areas with fewer users, while still offering comfort and protection from the weather. In addition, maintenance facilities such as depots and workshops are built to ensure trains are always in optimal condition. The station is an important facility that serves as a place for passengers to get on and off. Station construction includes various aspects such as waiting rooms, ticket counters, platforms, toilet facilities, information rooms, and other supporting facilities. Station design also considers accessibility and comfort for potential passengers. Bus stops are smaller stops than stations, usually used in areas with fewer passengers. Bus stops provide simple platforms and shade for potential passengers.

Stops (Stations and Bus Stops) on the Cirebon-Kroya Line

The construction of the Cirebon-Kroya railway line is a strategic step in improving connectivity and community mobility in the region. This line not only connects two important cities in Central Java and West Java, but also integrates various stopping points that are vital for the smooth operation of the train. Next, we will discuss in detail some of the stations and stops along the Cirebon-Kroya Line, covering important aspects such as design, facilities, and their strategic role in supporting passenger mobility. These stations and bus stops not only serve as places for passengers to get on and off, but also as centers of activity that contribute significantly to the development of the local economy. Let's explore more about these critical infrastructures and how they play a role in the railway transportation system of the crossing.

Along the Cirebon-Kroya railway line, there are a number of stations and stops that not only hold a long history of railroad travel, but also offer architectural charm and stunning natural beauty. Between the Cirebon-Kroya SS crossing, the stations and stops are: Cirebon, Prujakan Selatan, Lawung, Martapada, Sindanglaut, Karangsuwung, Jatipiring, Luwunggajah, Ciledug, Rungkang, Ketanggungan Barat, Ketanggungan, Luwunggedeh, Larangan, Songgom, Galuhtimur, Prupuk, Limbangan, Linggapura, Bumiayu, Kretek, Paguyangan, Patuguran, Legok, Karangsari, Karanggandul, Kebocoran, Purwokerto, Notog, Kebasen, Randegan, Gentasari, and Kroya.

On the railway line from Cirebon to Kroya, there are a number of major stations that enrich the experience of train travel on this line. Starting from the magnificent Cirebon Station (Kedjaksan SS) with its classic architecture that invites nostalgia. Purwokerto Station (SS) offers a quiet and friendly small-town atmosphere. Kroya Station, which is not only an important terminus, but also holds a long history of being a bridge between two regions rich in culture and natural beauty. to the bustling Kroya Station which is a stopover and branching point in a vital train journey from Jakarta-Yogyakarta and vice versa via Purwokerto.

Cirebon Station (Kedjaksan SS)

The station was opened on June 3, 1912 by the SS. It was designed by architect Pieter Adriaan Jacobus Moojen, one of the founders of the "unique" architectural style, and a pioneer of tropical modern buildings in Indonesia during the Dutch East Indies. The façade was originally decorated with a beautiful look, featuring charming arches, scrollwork and horizontal bands, as well as glazed walls. The words "Kaartjes" and "Bagage" are also beautifully engraved on the facade. A tile panel depicting the rich culture of the archipelago, designed for the hall, unfortunately never materialized. The hall boasts an elegant wooden ceiling and ornate stained glass windows (van Ballegoijen de Jong, 1993).

As an important stopover station, Cirebon Station has the unique characteristic of being a one-sided station, where the emplacements are located parallel to the station building. The architecture of this building characterizes Indische architecture, combined with Art Deco influences. This uniqueness is evident from the symmetrical facade of the building, with the taller middle part as the center of attention. The placement of the building perpendicular to the direction of the entrance further emphasizes the monumental and dashing impression, giving a strong and majestic aura to Cirebon Station (Hartanti, N. B. (Hartanti, 2010).

The station became an important crossing point where passengers and goods could switch between trains to Semarang from Cirebon Timur (Prujakan) station and trams to Kadipaten, both operated by Samarang-Cheribon Stoomtrammaatschappij or SCS, as well as connecting the Jakarta-Surabaya crossing via Yogyakarta without having to go through Bandung.

Purwokerto Station (SS)

Purwokerto station was inaugurated on July 1, 1916, this station became part of the railway network managed by SS (Staatsspoorwegen, 1932). Previously, SDS had established East Purwokerto station which was located in the center of the city in the period of 1893-1896 (Zuhdi, 2002). Purwokerto Station is a modern building with a design signed by the famous architect, Van Gendt (van Ballegoijen de Jong, 1993). The construction of Purwokerto Station aims to facilitate transportation and trade in the Central Java region, especially to transport crops such as sugar cane, coffee and tobacco. With this station, the distribution of commodities to ports and trading centers became more efficient.

The station's early architecture reflects a simple yet functional colonial style, with the main building serving as a ticket office, waiting room, and administration office. Over time, the station underwent several renovations and expansions to accommodate the increasing number of passengers and volume of goods transported. During Indonesian independence, Purwokerto Station became one of the important stations managed by Djawatan Kereta Api Republik Indonesia (DKARI), now known as PT Kereta Api Indonesia (KAI). This transformation marked a new era in the management of railway transportation in Indonesia, with a focus on improving services and infrastructure.

Kroya Station

Kroya Station, dating back to the construction of the Cilacap-Kroya-Kutoarjo-Yogyakarta railway line on July 20, 1887, plays an important role in connecting regions in southern Central Java. On the same day, a branch line to Purworejo City was also opened, expanding the transportation network and strengthening regional connectivity. This development not only advanced transportation and trade, but also marked the beginning of Kroya Station as a center of economic and social activity, which continues to thrive today (Reitsma, 1925).

On January 1, 1917, the Cirebon-Kroya railway line was officially opened to increase the mobility of passengers and goods from Cirebon. Then, on November 1, 1929, the SS launched the Fast Day Train, or Eendaagsche Expres, which served the Jakarta-Surabaya route via Yogyakarta (Van Loon, 1929). Kroya Station also played an important role as a strategic point for the merging and splitting of Eendaagsche Expres trains coming from and heading to Bandung.

Since then, Kroya Station has become a busy and bustling branch station. Its strategic location makes Kroya Station one of the important nodes in the railroad network on Java Island. The station connects train lines from Jakarta, Bandung, Yogyakarta, and Surabaya, as well as connecting the northern and southern lines of Java. This makes Kroya Station a major transfer point for passengers and goods.

CONCLUSIONS

As we conclude the history of the Cirebon-Kroya railway infrastructure development, we have traced a long journey involving various phases and challenges. From planning to implementation, the project reflects the commitment and collaboration of many parties to realize reliable and sustainable infrastructure. This history not only reveals the technical and logistical dynamics, but also highlights the significant social and economic impacts for the local communities. With a deeper understanding of the history of this development, we can better appreciate the importance of transportation infrastructure in supporting the progress of a

region. Moving forward, let's continue to research and draw lessons from this historical journey to improve and optimize future projects.

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