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SEMARANG CHERIBON STOOMTRAM MAATSCHAPPIJ (SCS) RAILWAYS IN TEGAL 1895-1930

Farda Berlian Rachmawati, Tri Yuniyanto and Dadan Adi Kurniawan

Sebelas Maret University, History Education,
Faculty of Teacher Training and Education,
Surakarta, Indonesia

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ABSTRACT

Railways have been present in Indonesia since the Dutch colonial period and have been embedded in Indonesian history for centuries. The construction of railways in the Dutch East Indies was largely intended to transport various export commodities taken from forced cultivation (Cultuurstelsel). Basically, the forced planting policy is a policy that requires farmers to plant export crops. The implementation of forced cultivation which continued with liberalization encouraged an increase in the yield of superior export products in the Dutch East Indies. The great international market interest in Dutch East Indies crops then underlies the idea of building a railway line to facilitate the transportation of crops to the port. Railways in the Dutch East Indies were operated by many private and state-owned companies. One of the private railroad companies in the Dutch East Indies was Semarang - Cheribon Stoomtram Maatschappij (SCS) which obtained its concession officially in 1895 with a route from Semarang to Cirebon passing through cities along the north coast of Java Island and several branches, including Tegal. Tegal was located in the middle of the SCS main route and also became the meeting point between the Semarang - Cirebon main route and the Tegal - Balapulang route, which made the SCS directors choose Tegal as the place to build its head office (hoofdbureau). This research provides knowledge about the development of SCS railways in Tegal and its influence on the social and economic life of the Tegal community in the period 1895 to 1930 using historical research methods. The results of this study showed that the operation and development of the railroad by the SCS in the Tegal area had an influence on the social and economic life of the Tegal community and also influenced the development of Tegal into a modern city.

KEYWORDS: SCS Company, Tegal, Social Change, Economic Change

INTRODUCTION

Railway transportation has been present in Indonesia since the Dutch colonial period and has been embedded in Indonesian history for centuries. The construction of railroad lines in the Dutch East Indies was largely intended to transport various export commodities taken from forced planting or cultureless. Basically, the forced planting policy is a policy that requires farmers to plant export crops.

The implementation of forced planting which continued with liberalization encouraged an increase in the yield of superior export products in the Dutch East Indies, thus underlying the idea of building a railway line to facilitate the transportation of crops to the port. The construction of the railroad network in Indonesia was first carried out by a private railroad company Nederlandsce-Indische Spoorweg Maatschappij (NISM) and further developed with the construction of other lines by other railroad companies [1]. In addition to NISM, one of the private companies that obtained its concession in the Dutch East Indies region was Semarang Cheribon Stoomtram Maatschappij (SCS) which obtained its concession officially in 1895 by taking over the concession owned by Java Spoorweg Maatschappij (JSM) which suffered losses in its operation. Its route connects Semarang and Cirebon passing through towns along the north coast of Java Island and some of its forks. One of the important cities that the SCS railroad passed through was Tegal. Tegal was also a target for the implementation of the forced planting policy by the Dutch. The products of forced cultivation in Tegal regency in the form of sugar and coffee were stockpiled in the ports of Tegal and Bumijawa. Sugar and other crops were stockpiled in the Tegal harbor warehouse to be sent abroad [2]. Tegal increasingly developed into a modern city since the enactment of liberalization policy, one of the impacts of the implementation of liberalism policy in Tegal was the construction of railway transportation facilities. The construction of the railway line in the Tegal area was initially carried out by the private company Java Spoorweg Maatschappij (JSM) and grew when it was taken over by SCS.

The historiography of SCS railroad has been touched upon in previous research, such as in research conducted by Iwan Hermawan (2020 & 2021) with the title *Kereta Api SCS: Angkutan Gula di Cirebon and Jalur Kereta Api Pelabuhan Cirebon: Jejak Angkutan Komoditas Perdagangan pada Masa Kolonial Belanda 1897-1942*, as well as research by Marihandono et al (2016) published in a book entitled *Dari Konsesi ke Nasionalisasi: Sejarah Kereta Api Cirebon – Semarang*. The three studies examined the development of the SCS in general, but did not highlight the development of Tegal railways specifically.

This research aims to answer the research questions: How was the development of the Semarang Cheribon Stoomtram Maatschappij (SCS) railroad in the Tegal and how did it affect the social and economic life of the Tegal community in the period 1895-1930.

LITERATURE REVIEW

Transportation is a process where there is movement from the place of origin (where transportation activities begin), to the destination (where transportation activities end). Transportation is defined as an effort to move, divert, or move an object from one place to another intended place, where this object will become more valuable and more useful for certain purposes at that destination [3].

The benefits of transportation operations for society can be grouped in several fields. From a social perspective, transportation provides various facilities such as services for individuals and groups, exchange or delivery of information, and a means to disperse the population. Basically, transportation can facilitate community activities in meeting their needs. The availability of transportation can

facilitate community mobility to get to the desired area more quickly and efficiently so as to support the spread of the population into smaller groups, and encourage urban expansion. With transportation, the ease with which people can access needs from various regions is increasing so that there tends to be equalization and stability of goods prices in relation to each other. The ease of transportation of production materials can also have an impact on the development of large-scale businesses [4].

RESEARCH METHODS

This research used historical research methods because this research examines objects and events of the past related to the history of railways in the Tegal region, especially the history of railways owned by SCS in Tegal. Historical methodology is a system of procedures, methods, and techniques that must be followed by researchers in the process of collecting sources and data, as well as all possible eyewitnesses of historical events to be studied. Then evaluate, compile the facts that have been collected in order to present a knowledge of these events that can be accounted for. The historical research method or historical research method consists of four stages, namely heuristics, source criticism, interpretation, and ends with historiography. Data relevant to the research were collected and then analyzed and narrated. The research in this study describes the history of the operation and development of the Semarang Cheribon Stoomtram Maatschappij (SCS) private railroad company in Tegal in the period 1895-1930 using historical research methods based on sources that have been obtained, which are then presented as historiography with the title Semarang Cheribon Stoomtram Maatschappij (SCS) Railway in Tegal 1895-1930.

RESULTS AND DISCUSSIONS

Overview of Tegal during the Dutch Colonial Period

Tegal is an area located on the north coast of Central Java. Geographically, the capital city, regency and district of Tegal is located at 109° 7' 49" East Longitude and 6° 51' 9.4" South latitude. Tegal is directly bordered by the Java Sea to the north, Banyumas Prefecture to the south, Pemalang Regency to the east, and Brebes Regency to the west. Tegal regency has a time difference of about 9' 18.77" with Batavia [5]. The northern part of Tegal is a busy area with trade and shipping activities, while the central and southern parts are known for their fertile soil. The central and southern parts of Tegal were also known as the hinterland. This hinterland supported the economic activities of the Tegal community in the 19th century by producing sugar, rice, crops, coffee and others. Some of the plantations that flourished in the Tegal region were indigo and sugarcane plantations [6].

The term tegal does not only refer to one area, but is also used to refer to 4 administrative sections. Among them are: 1) As the name of Regentschap or equivalent to Regency, 2) As an Afdeling or equivalent to Regency, 3) As the name of Residentie, 4) As Gemeentee or equivalent to Municipality [7]. Around 1680, the European community had lived and built a fort as a special residence separated from the indigenous population. Tegal society during the colonial period was very compartmentalized based on ethnicity, seen in residential arrangements where each ethnicity had its own territory and did not mingle with each other. In its development, the European community then built settlements located

in the city, close to the sea and the fort. Meanwhile, the indigenous people lived in the eastern area of the city, and the Chinese people lived in the south of the city [8]. In 1824, the Tegal Residence was divided into three regencies or regentschap that oversaw various districts. The Tegal Residence consisted of 16 districts spread across the three regencies. These districts consisted of several villages that became residential areas as well as agricultural and plantation land.

The Condition of Railway Activities in the Dutch East Indies

The emergence of railway transportation in the Dutch East Indies (Java Island in particular) was a solution to the problem of transporting plantations as a result of the enactment of the forced planting system and liberalism implemented by the colonial government. There were two periods of development and operation of railways in the Dutch East Indies, including the early period which was a period when railways in the Dutch East Indies were only controlled by one company, namely Nederlandsche Indische Spoorweg Maatschappij (NISM), which operated the Semarang - Vorstenlanden (Solo and Yogyakarta Kingdom) and Kedungjati - Ambarawa lines. This company was managed by a private institution. The railway period in the Dutch East Indies then entered a period of development marked by the emergence of various railway companies other than NISM. By 1901, there were 17 private railroad companies that received concessions to build railroads and operate trains and trams on the island of Java, even expanding to the island of Sumatra. The government also took part in the development of railways in the Dutch East Indies by establishing Staatsspoorwegen (SS).

Early Development of Railway in Tegal

Tegal region is a strategic area for transportation because it can be reached by land and sea. Tegal was passed by the Postal Highway (de Grootte Postweg) left by Governor General Daendels that stretched from Anyer to Panarukan. This road became a transportation link between the coastal region with small roads to plantations in the interior and crowded with people who carry out activities of distribution of trade goods both between cities and between islands [9].

The first concession application in the Tegal area was submitted by the directors of Batavia Ooster Spoorweg Maatschappij (BOS) with the exploitation area covering along the north coast of Cirebon to Semarang and its branching from Tegal to Balapulung based on the great need for transportation of export commodities (especially sugar) along the North Coast of Cirebon to Semarang, including Tegal. This concession proposal encountered several obstacles, namely 1) The exploitation area of the BOS as stipulated in the concession was limited to Batavia, so the application could not be submitted on behalf of the BOS, and 2) The absence of railroad facilities in the Tegal area made it difficult for the board of directors to consider construction on the Tegal - Balapulung line. To overcome these problems, the board of directors of the Amsterdam-based company decided to establish a new company to focus on the Cirebon - Semarang line and its Tegal - Balapulung branch under the name Java Spoorweg Maatschappij (JSM). The JSM construction project began with the construction of tracks from Tegal to Slawi which were ready for use on August 25, 1885, followed by the construction of a connection line from Slawi to Balapulung which was ready for use on November 17, 1886. For the

first time, the 25 km long Tegal - Balapulang JSM tramway officially operated on November 17, 1886 [10].

The Acquisition of Java Spoorweg Maatschappij (JSM) Concession

Prior to SCS's operation, the Tegal area had been home to JSM's tram operations since 1886. With a concession granted by the government for 99 years, JSM calculated the operation of its fleet and even planned to expand its area of operation by building connection lines to various inland areas. However, this plan could not be realized as JSM actually incurred losses during its five years in business. This was due to the absence of railroad facilities in the Tegal area, which required JSM to spend its profits on the construction of railroad facilities and infrastructure. JSM then decided to sell its concession to another company that was willing to cover JSM's losses at the end of 1891 after five years of operation.

A firm called Reynst en Vinju from Batavia emerged as the winner of the JSM concession sale on behalf of a Dutch company. The company was called Financierende Maatschappij voor Nijverheidsondernemingen and was based in Amsterdam. The company agreed to take over the JSM concession and the losses it left behind. On April 25, 1892 and on July 21, 1892, the firm Reynst en Vinju of Batavia applied for official permission to take over and exploit the Semarang - Cirebon line and its branches that previously belonged to JSM. The government then issued its license in Besluit van 7 December 1893 No. 1 and the Reynst en Vinju firm obtained the rights to the concession. The takeover of this concession became the forerunner of the private company Semarang - Cheribon Stoomtram Maatschappij (SCS).

The Establishment of Semarang - Cheribon Stoomtram Maatschappij (SCS)

After officially taking over JSM's exploitation license, Financierende Maatschappij voor Nijverheidsondernemingen encountered a new obstacle regarding the form of the company. As a firm was not legally allowed to obtain a concession, the Reynst en Vinju firm was unable to carry out exploitation in its concession area. To overcome this obstacle, the board of directors of Financierende Maatschappij voor Nijverheidsondernemingen decided to form a new company focused on running the concession. In 1895, a special company was born to run the Semarang - Cirebon tram line concession. According to the deed of establishment, the company was a Naamlooze Vennootschap (Limited Liability Company) with the name Semarang - Cheribon Stoomtram Maatschappij and its board of directors was located in The Hague, Netherlands.

The government officially licensed the construction and operation of the Semarang - Cirebon steam tramway on February 18, 1895, in Staatsblad 1895 No. 39. With a concession period of 99 years, the company set two main objectives, namely: 1) Build and operate a steam tramway from Semarang to Cirebon, and 2) Purchase the Tegal - Balapulang railway line and utilize it as a tram line. The company was also allowed to build, purchase and utilize other tram lines or railways in Java as long as they were within the government's permission. SCS, together with three other private companies, was a member of the Zuster Maatschappijen or joint venture. Zuster Maatschappijen literally means 'Brothers', and is called brothers because the four companies share the same investor consortium. The members of this

joint company besides SCS are Semarang Joana Stoomtram Maatschappij (SJS), Oost Java Spoorweg Maatschappij (OJS), and Serajoe Dal Spoorweg Maatschappij (SDS) [11].

The Development of the Tram Line and SCS Station in Tegal

Although the SCS company was officially formed in 1885, management of the Tegal - Balapulang line was undertaken soon after it was taken over from JSM in 1892. Because the SCS was licensed to operate trams, rail changes were made to the former JSM tracks using secondary rails. Rail alterations on the Tegal - Balapulang line were completed more quickly than on the Semarang - Cirebon line. This was because the secondary rails installed on the Tegal - Balapulang line were similar to tram rails, while the Semarang - Cirebon main line took more time and effort to convert into a tram line. After undergoing rail changes for approximately three years, on September 16, 1895 the Tegal - Balapulang line was reopened to the public by the SCS company as tram transportation [12].

In 1918, the SCS line underwent a significant upgrade. SCS added lines and made major overhauls to some of its tram lines. From May 1, 1918, SCS operated a 15 km connection line from Balapulang to Margasari, connecting SCS's working area with SS's Cirebon - Kroya line. As a railroad link between SCS and SS, Prupuk Station in Margasari was built by SS [13]. On the same date, the opening of the new Tegal - Brebes line was also carried out. This line was the result of an upgrade by the SCS to improve service quality. Unlike the old line, the new 12 km line was built in an open area away from settlements and separated from The Post Road, making it possible to increase the speed of the train which previously only reached 30 km/hour to 45 km/hour [14]. By 1927, the SCS had built many new lines in the Tegal region.

Table 1: The List of SCS Lines in Tegal Region Until the End of 1927 [15].

Lines	Length (Km)	Opening Date	Description
Tegal – Slawi	14	August 25, 1885	Acquired
Slawi – Balapulang	10	November 17, 1886	from JSM
Jalur Pelabuhan dan Gudang Tegal	3	September 16, 1895	
Tegal – Brebes	12	November 15, 1897	
Tegal – Pemalang	29	June 23, 1898	
Balapulang – Prupuk	15	May 1, 1918	

SCS provides transportation services for passengers and goods or baggage. Like other railroad companies, the SCS assigned three classes to passengers. Classes 1 and 2 are for Europeans, while class 3 is for natives and non-European foreigners. Each line had its own schedule and tariff. Along the Tegal - Balapulang route, there are 9 stations that are actively used, namely Tegal Pasar (Pasar

Pagi), Kedjambon, Pagongan, Passajangan (Pesayangan), Bandjaran, Slawi, Dukuhwringin, Kesoeben, and ends at Balapulang, and vice versa.

After extending the line to intersect with the SS line at Margasari, SCS stations were also built on the line with a total of 16 stations. Among all the SCS stations in Tegal, Tegal Station was the largest. It was built by JSM in 1885 as the starting point and main station of the Tegal - Balapulang line. When it was still owned by JSM, Tegal Station was only a station building without a canopy, it was only after it was taken over by SCS that the station was equipped with a canopy in 1897 [16]. The SCS then built a replacement station a few hundred meters south of the old station and opened it to the public on May 1, 1918.

36 Tegal – Proepoek						
TREINNUMMERS	100 [2-3-1]	102 [2-3-1]	106 [2-3-1]	108 [2-3-1]	110 [2-3-1]	112 [2-3-1]
<i>Voor richting Losari, zie tabel No. 31a</i>						
<i>„ „ Pekalongan, zie tabel No. 30</i>						
Tegal V	4.18	8.25	10.43	1.39	3.37	5.27
Kedjambon	4.22	8.31	↓	1.45	3.43	5.33
Soekarman	↓	8.37	↓	↓	3.49	5.39
Pagongan	5.2	8.43	↓	1.54	3.55	5.45
Pesajangan	5.23	8.49	↓	2.—	4.1	5.51
Bandjaran	5.27	8.57	11.3	2.13	4.17	6.1
Koedaclah	↓	9.6	↓	↓	4.26	6.17
Slawi { A	5.28	9.13	11.16	2.26	4.33	6.19
Slawi { V	5.27	9.20	11.21	2.35	4.43	6.27
Doekoewringin	↓	9.27	↓	2.42	4.50	↓
Djatiwolo	5.32	9.39	↓	2.54	5.2	↓
Kesoeben	6.3	9.50	↓	3.5	5.13	7.1
Balapoelang	6.13	10.6	11.52	3.20	5.36	A 7.17
Glempang	6.29	10.22	↓	3.36	5.52	—
Margasari	6.38	10.32	12.15	3.46	6.1	—
Pakoelaoet	6.45	10.39	↓	3.53	6.17	—
Proepoek A	6.55	10.49	12.29	4.3	6.27	—

Figure 1: Departure schedule of SCS train Tegal - Prupuk in 1926 [17]

SCS Facilities in Tegal

Some of the operating facilities built by SCS in Tegal include an office as the company's administrative center and a railway workshop located in the center of Tegal city. SCS's railway operating facilities such as its head office, railway workshop and large station are located in one area in the center of Tegal City called Slerok. After several years of exploitation in the concession area, a head office was deemed necessary to facilitate the organization of the company during operations. Tegal was chosen for the construction because it is located in the middle of the Semarang - Cirebon main line and connects the main line with the Tegal - Balapulang branch line. The SCS head office was completed in 1913, as written on the top of the building. However, the inauguration of the office was only held three years after its completion, in 1916. The SCS head office in Tegal was inaugurated under the name Hoofdbureau Semarang Cheribon Stoomtram Maatschappij. In addition to the head office, SCS also built a new werkplaats or railroad workshop in Tegal to replace JSM's old workshop. The main

function of the railway workshop is as a place for maintenance of railway transportation equipment [18]. The SCS werkplaats building is now the Balai Yasa Tegal.

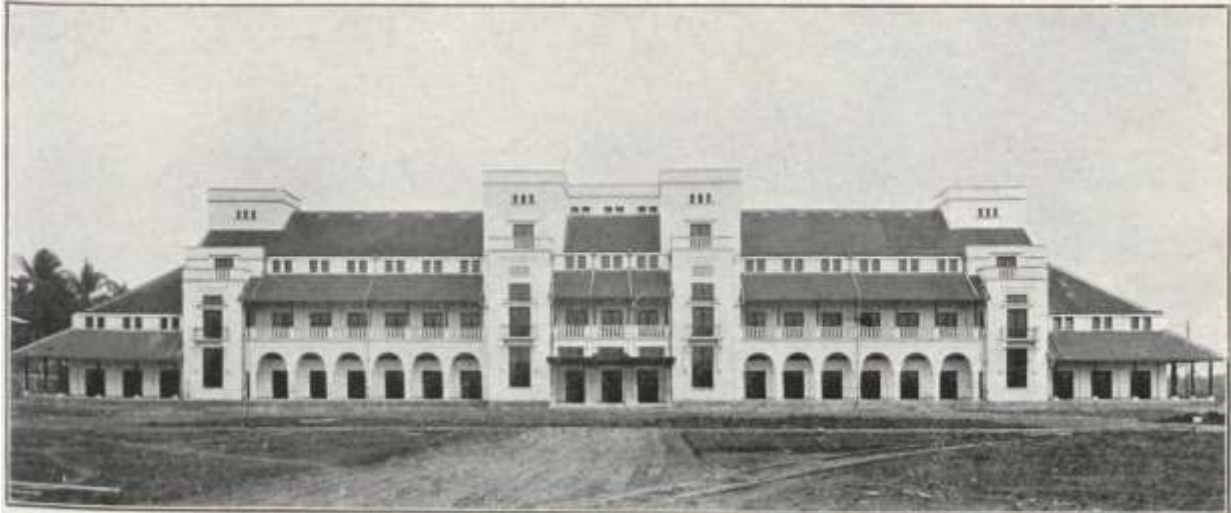


Figure 2: SCS Head Office in Tegal in 1916 [19].



Figure 3: Bengkel Kereta SCS di Tegal Tahun 1913 [20].

The Condition of SCS Railways during the Malaise Crisis

The malaise crisis is one of the economic crises experienced by various countries in the world. This crisis began in 1929, when there was an economic depression that resulted in a decline in the level of the world economy. The Dutch East Indies were also affected by the malaise crisis. The impact of the malaise crisis was felt by SCS management due to a decrease in the transportation of export commodities in its concession area. In 1930, SCS's profits suddenly plummeted by 40% from the profits earned in 1929. The drop in profits was mainly due to consumers switching to traditional

transportation as it was considered cheaper. As a result of the economic depression, people tended to limit their spending in order to survive the hard times. SCS's pre-set transportation tariffs were considered expensive by the public, so they switched to more affordable transportation. Competition between these modes of transportation eventually forced the leader of SCS in Tegal to make a policy of reducing tariffs by up to 50% in order to compete [21].

The Effect of SCS Railway on Socio-Economic Life of Tegal Community

a. Mobility and Population Growth

The presence of railway transportation influenced the mobilization of people to various regions. As the only railway company to obtain concessions in Tegal, SCS also influenced the mobilization of people both in and out of Tegal, affecting the growth and composition of Tegal's population. The high mobility of the population affected the growth and composition of the population in Tegal. In 1905, the population of Tegal Gemeente reached 32,344 people. This number consisted of 614 Europeans, 2,660 Chinese, 1,034 Arabs and 7 other foreigners who settled permanently in Tegal. Meanwhile, the indigenous population still dominated with 28,022 people. Based on the census conducted by the government in 1930, there was an increase in population of 84,239 people within 10 years since the 1920 census [22]. Railroad transportation is a medium of people mobility that can reach distant areas. Railway facilities in the Tegal region at that time only relied on the SCS so it can be proven that the SCS was very instrumental in mobilizing the community both to and from the Tegal area.

b. The Development of Education

According to a report on the operation of the elementary school published by the SCS, after seven years of operation, in October 1912 the SCS directors decided to build a European elementary school. This decision was based on a perceived lack of quality education in Tegal. The establishment of this school was also intended to accommodate the civil servants who formed an important population in Tegal so that the establishment of good education would benefit those who contributed directly to society. The SCS's school was the Europeesche Lagere School (ELS), which is the same level as an elementary school. The ELS opened on July 10, 1914 for European children, children of SCS employees, and individuals. The school was located in Panggung Village, Tegal City, on a road close to the SCS headquarters (Now Gedung Birao SCS) which also directed to the SCS Station (Now Tegal Station). The ELS SCS expanded until in 1918 a MULO cursus was opened by the SCS. In addition to the ELS and MULO cursus, the SCS also built an HIS (Hollandsch Indische School) in 1929, an elementary school with Dutch language instruction intended for children from the upper class [23]. The buildings of the former SCS schools can still be found and have been converted into public secondary school buildings in Tegal.



Figure 3: The Condition of SCS's ELS in Tegal [24].

c. The Development of People Organizations

The emergence and operation of the SCS has clearly brought development to various community organizations, one of which is the railway workers' association or Vereniging van Spoor-en Tramwegpersoneel (VSTP). This association consisted of railroad employees from different company backgrounds. The VSTP was first established in Semarang on November 14, 1908 by 63 workers from three private companies such as NISM, SJS, and SCS. Since 1914 the VSTP has grown into the largest labor organization in the Dutch East Indies to include branches from various regions, one of which was in the Tegal area which was formed on 28 June 1918 with an initial membership of 250 members. In addition to the Tegal city center, the VSTP was also established in the Tegal countryside, Prupuk (Margasari) on July 17, 1920 [25]. In addition to the VSTP, there was also an association of SCS railroad employees called the SCS Societeit or SCS Bond. SCS Bond was quite active in various community activities in Tegal such as participating in the Tegal regional sports week [26].

The presence of the SCS in Tegal also influenced the intellectual development of the Tegal community which resulted in knowledge of community organizations, as evidenced by the establishment of a railway workers' association. The establishment of the railway workers' association in Tegal was an inspiration for workers in various fields to establish their own associations so that in Tegal there were various labor associations based on job specifications such as Sarekat Ra'jat (SR) Tegal which was founded in 1923, Sarekat Boeroeh Goela (SBG) was established in 1924, Sarekat Pegawai Pelaboehan Laoetan (SPPL) was established in 1925, Sarekat Boeroeh Tjitak which was an association of workers of the Drukkerij de Boer te Tegal firm, and Sarekat Boeroeh Bingkil and Elektrik which consisted of indigenous employees of the Aniem company in Tegal [27].

d. The Mobility of Goods and Merchandise

According to the colonial government's research report on economic conditions in the Pekalongan Prefecture in 1908, there was an increase in the economy of the Tegal community, especially in the field of entrepreneurship. The increase could be seen from the number of traders and small industry players who moved from one place to another to sell merchandise. The reason for the increase in the number of traders in the Tegal area was because the agricultural sector was no longer sufficient for family needs. In addition, the improvement of transportation facilities, in this case tram transportation, also contributed to the increase in the number of traders. Traders used the tram to move from one place to another to sell their goods. This led to economic changes related to people's livelihoods where people who initially depended on crops or agriculture to fulfill their needs, turned into traders because the agricultural sector was no longer considered profitable. In addition to merchandise, the SCS was also connected to sugar factories along its route. Therefore, the SCS railroad network is known as the suikerlijn or sugar route. Before the implementation of the forced cultivation system, sugar production in the Tegal Prefecture emerged on a small scale owned by Chinese entrepreneurs. The sugar industry in Tegal Regency grew since 1830, as sugar production rapidly developed into an export-oriented industry [28].

By 1914, the number of sugar factories in the Tegal and Pekalongan regions increased significantly to 18 factories. One of the factors for the proliferation of sugar cane plantations and sugar factories in the Tegal-Pekalongan region was the ease of access to product transportation, which was none other than using trains and trams [29]. In 1916, the number of sugar products transported by SCS from sugar factories in Tegal reached around 45 wagons per day. One SCS wagon could carry up to 10 tons of sugar, so it was estimated that the total amount of SCS sugar transport reached 450 tons per day. Sugar products from various factories are transported to Tegal Port for export purposes [30].

e. The Development of Industry

The emergence and development of an industry indicates that the region has been touched by modernity brought from other regions. Modernity in Tegal was seen in the construction of socially important places such as the Regional Hospital, the city police station, and even buildings related to entertainment such as restaurants. The first restaurant in Tegal opened on August 27, 1927 under the name "De Kroon" and was owned by a Dutch businessman named Mr. De Liser de Morsain [31] [32].

Several large-scale factories were also built in Tegal. In 1928, N.V. Maachinefabriek Braat Surabaya opened its branch office and factory in Tegal. The company was engaged in the manufacture of machines that provided machines for the surrounding community, especially boat engines used by fishermen [33]. In the same year also established the first cigarette factory in Tegal "National Tobacco Company" founded by a Chinese businessman named Liem Khe Thay. One of the main reasons for the opening of the cigarette factory in Tegal was the ease of marketing products

outside the city due to the availability of cheap and efficient transportation facilities. This factory cooperates with SCS in marketing its products to reach wider consumers [34].

CONCLUSION

The development of SCS railways in the Tegal region began in 1895 after the acquisition of JSM's loss-making concession. The process of taking over the concession from JSM was quite difficult because it collided with government bureaucracy, which required the establishment of a new business entity that specifically took care of railways in the JSM concession area. This company was then called NV. Semarang Cheribon Stoomtram Maatschappij (SCS). The SCS operating area included JSM's territory, namely the main line from Semarang to Cirebon and the branch line from Tegal to Balapulang, which was changed from JSM's secondary line to the SCS tram line. The Tegal - Balapulang line was then extended by SCS to Margasari where it intersected with SS's line. The SCS serves both goods and passenger transportation by passing through several stations along the Tegal - Margasari line. To support its operations, the SCS built a new operating facility in Tegal, including a central building named Hoofdbureau Semarang Cheribon Stoomtram Maatschappij which was used as the administrative center of the SCS railways, and a train workshop known as Werkplaats Semarang Cheribon Stoomtram Maatschappij.

The development of the SCS has influenced the socio-economic life of the Tegal community. The social influence of the SCS railway operation for the Tegal area community was the ease of passenger mobilization which had an impact on population growth in the Tegal area. The SCS also contributed to the development of education for the Tegal community by establishing the Europeesche Lagere School (ELS) or elementary school for European children, the childrens of SCS employees, and individuals. The development of transportation facilities also influenced the development of organizations in the Tegal area, in this case the railway workers' association (VSTP) and SCS Bond, which were quite active in various community activities. In the economic field, the SCS's influence was felt in terms of merchandise mobility, especially sugar transported from seven sugar factories in the Tegal area. Traders used the SCS tram as a platform to mobilize their goods to their trading places. This led to a change in the livelihoods of the Tegal people, who initially depended on the agricultural sector to become traders. Industry in the Tegal region also grew as a result of convenient mobility. There were large factories built in the Tegal area such as N.V. Maachinefabriek Braat Surabaya which provided machinery for industrial purposes, and also a cigarette factory founded by a Chinese businessman named Liem Khe Thay who used SCS services to transport his products.

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