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The Role of Tanjung Karang Station in the Transportation Network in Lampung, 1911-1942

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Abstract: This article aims to discuss the construction of Tanjung Karang Station and its role in the transportation network in Lampung, using historical research methods. The sources used are newspapers obtained from delpher, books and journals. The results of the study found that this station is a large class A type train station located in Gunung Sari Village, Enggal District, Bandar Lampung City. As one of the important stations on the railway line connecting Bandar Lampung City with Palembang City, Tanjung Karang Station has a strategic role in supporting transportation and mobility in the Lampung region. The construction of roads and railways connected to this station also encourages increased regional income and expands plantation areas, transportation progress plays an important role as a means of mobilization that accelerates connectivity between countries, regions, and provinces in this case to accelerate and facilitate the transportation of natural resources in terms of plantations and mining, The construction of this railway line is expected to be able to open access to previously isolated inland areas, so that it can encourage local economic growth.

Keywords: Tajung Karang station; train; transportation

Abstract: Artikel ini bertujuan membahas tentang pembangunan Stasiun Tanjung Karang serta peranannya dalam jaringan transportasi di Lampung, dengan menggunakan metode penelitian sejarah. Sumber yang digunakan berupa surat kabar yang diperoleh dari delpher, buku-buku serta jurnal. Hasil penelitian menemukan bahwa stasiun ini merupakan stasiun kereta api kelas besar tipe A yang terletak di Kelurahan Gunung Sari, Kecamatan Enggal, Kota Bandar Lampung. Sebagai salah satu stasiun penting dalam jalur kereta api yang menghubungkan Kota Bandar Lampung dengan Kota Palembang, Stasiun Tanjung Karang memiliki peran strategis dalam mendukung transportasi dan mobilitas di wilayah Lampung. Pembangunan jalan dan rel kereta api yang terhubung dengan stasiun ini turut mendorong peningkatan pendapatan daerah serta memperluas areal perkebunan. Kemajuan transportasi berperan penting sebagai sarana mobilisasi yang mempercepat konektivitas antarnegara, antardaerah, dan antarprovinsi. Dalam hal ini, untuk mempercepat dan mempermudah pengangkutan kekayaan alam, baik perkebunan maupun tambang. Pembangunan jalur kereta api ini diharapkan mampu membuka akses ke wilayah pedalaman yang sebelumnya terisolasi, sehingga dapat mendorong pertumbuhan ekonomi lokal.

Keywords: kereta api; stasiunTajung Karang; transportasi

Introduction

Indonesia is one of the most populous countries in the world, with population growth continuing to increase year after year. This situation demands adequate transportation facilities

to support various daily activities, particularly in the industrial, trade, and tourism sectors, both between regions, cities, and provinces. The more advanced a region's economy, the higher the demand for transportation systems (Juwindi et al., 2023). One of the strategic areas in the context of transportation is Lampung Province, which is located at the southern tip of Sumatra Island (Putri, 2018). The capital of this province is Bandar Lampung City, which has a strategic geographical location, both in terms of land and sea, and is characterized by the rapid development of modern infrastructure (Mutsaqov et al., 2020). Lampung is also known as an area rich in natural resources, such as mining products, minerals and other agricultural products (Sulistyorini, 2012). Its strategic location makes Lampung a vital connecting route between Java and Sumatra, as well as a vital hub for national trade flows. This position provides Lampung with a unique advantage in supporting regional and national economic growth (Indah et al., 2022).

The development of civilization in Lampung is inseparable from the advancement of its transportation system. Transportation is a crucial element in national life and plays a significant role in fostering unity. Development in the transportation sector is a key support for the development of other sectors in achieving national development goals, both in urban and rural areas. Transportation also plays a vital role in meeting various aspects of human needs, such as education, the economy, and the distribution of goods and labor. Therefore, transportation is at the heart of economic movement throughout the world. Essentially, transportation is the activity of moving people or goods from one place to another, and is part of an economic system that changes the geographic location of an object to meet human needs (Nazori et al., 2016).

One of the most important modes of transportation supporting mobility systems is the train. A train is a vehicle powered by an engine, either independently or coupled to other carriages, and used to transport passengers and cargo. Trains can only operate on specific rail lines consisting of two, three, or even four parallel metal rods. The train's motive power is provided by a separate locomotive or by individual motors within a specific train set. The train's large carriage capacity allows trains to efficiently transport large quantities of goods and passengers (Muliani, 2019).

In Lampung Province, one of the most important transportation infrastructures is Tanjung Karang Station (TNK), a large Class A train station located in Bandar Lampung City. This station is strategically located on the route connecting Palembang City in Bandar Lampung with Palembang City in South Sumatra. TNK serves as the departure point for long-distance trains, including services to Kertapati Station in Palembang (Sulistyorini, 2012). The Dutch colonial government began planning the construction of Tanjung Karang Station in 1911. The primary goal of this station was to facilitate the transportation of agricultural and mining products from the interior to distribution centers and ports. Thus, the station's existence not only facilitated mobility but also played a vital role in the history and economic development of the Lampung region.

There are five articles discussing Tanjung Karang Station. The first article (Benny Mentiring & Devi Oktarina, 2023) review the conditions and services at the station. Second article(Juwindi et al., 2023) highlights the technical and economic aspects of railway infrastructure development. The third article (Ummah, 2019) explains the role of railways in supporting logistics distribution. The fourth article (Oktaviani et al., 2024) explains the development of railway transportation as a supporter of the plantation industry in Lampung. Fifth article (Millennia et al., 2023) examine the level of user satisfaction with the performance of the Tanjung Karang–Kotabumi train service route.

Based on the previous description, the researcher found a research gap that has not been widely addressed, namely regarding the development process and strategic role of Tanjung

Karang Station in the transportation system in Lampung Province. Therefore, this article focuses on answering two main questions: First, how was the construction process of Tanjung Karang Station? Second, what is the role of Tanjung Karang Station in the transportation network in Lampung?.

Research Method

The research method used in this article is historical research. This method is a way or technique for reconstructing past events through four stages: heuristics (collecting sources), source criticism, interpretation, and historiography (writing history) (Hamid, 2018). The primary sources used were obtained from contemporary newspapers, including the first column of the Sumatra Bode newspaper in 1914, the seventh column of the Bataviaasch Nieuwsblad in 1927, the third column of the Het Vaderland in 1915, and the tenth column of the Het Nieuws van den Dag voor Nederlandsch-Indië in 1915. These newspapers were obtained through the Delpher website. In addition, two books were also used, namely Staatsspoor en Tramwegen in Nederlandsch-Indië 1875 – 6 April 1925 and Korte Geschiedenis der Nederlandsch-Indische Spoor en Tramwegen. All historical sources obtained were selected first before being used in compiling the historical narrative. In this selection stage, an assessment of the sources was carried out, both from an external and internal perspective. If there are sources that are considered irrelevant, then these sources are not used or included in writing the article. The final stage of this research is compiling the article chronologically, causally, and imaginatively by dividing the discussion into two main topics: first, the Development of Tanjung Karang Station, second, the Role of Tanjung Karang Station in the Lampung Transportation Network.

Research Results

Tanjung Karang Station Construction

In South Sumatra, railway construction began in 1911. The first section was a 12-kilometer stretch from Panjang to Tanjung Karang. Trains began operating on this section on August 3, 1914. At the same time, construction of a railway from Kertapati (Palembang) to Prabumulih was underway. By 1914, the Kertapati-Prabumulih section had reached a length of 78 kilometers.

Railway construction in South Sumatra continued slowly. The Tanjung Enim branch line was then completed to open a coal mine. Railroad construction continued to Lahat from Telukbetung. A large railway workshop and supply warehouse were built in Lahat. The short- and long-distance railway networks in South Sumatra gradually converged. A railway line from Palembang met with a railway line from Lampung. This meeting occurred on February 22, 1927. The South Sumatra Trans-Sumatra Railway (Zuid Soematera Spoorwegen, abbreviated as ZSS) finally reached 529 km. This railway used a 1,067 mm gauge. This included the 132 km Lahat-Tebing Tinggi-Lubuklinggau railway, completed in 1933.

With many considerations, railway construction was also undertaken on the island of Sumatra, not only in Java but also on the island of Java. Similar to Java, the construction was partly carried out by the government. However, unlike Java, where the railway network connects one region to another, the railway network on Sumatra is not connected, divided into four unconnected regions, except for the Aceh regional railway network with East Sumatra, which is connected. In South Sumatra, railway construction began in 1911. The first line was 12 km long from Panjang to Tanjung Karang. Trains began using this line on August 3, 1914. At the same time, construction of a railway line from Kertapati (Palembang) to Prabumulih was also carried out. By 1914, the Kertapati-Prabumulih line had reached a distance of 78 km. Gradually, railway construction in South Sumatra continued. Then, the Tanjung Enim branch

railway was completed to open a coal mine. Railroad construction continued to Lahat from Teluk Betung. In Lahat a large railway workshop and supply warehouse were built.

The short- and long-distance railway networks in South Sumatra gradually converged. A railway line from Palembang met with a railway line from Lampung. This meeting occurred on February 22, 1927. The South Sumatra Trans-Sumatra Railway (Zuid Soematera Spoorwegen, abbreviated as ZSS) finally reached 529 km. This railway used a 1,067 mm gauge. This included the 132 km Lahat-Tebingtinggi-Lubuklinggau railway, completed in 1933.

The history of railway construction in South Sumatra began in 1904 with a survey for the construction of a railway in South Sumatra. This survey concluded that a main railway line from Teluk Betung via Muara Enim and Tebing Tinggi to Bengkulu, with a branch from Banten to Palembang, as well as various secondary lines, would be essential for regional development. Furthermore, the construction of this line could also be used to improve economic conditions in Java, namely by recruiting large numbers of Javanese as coolies and enticing them to settle in less populated areas along the railway line. This was done by providing them with large tracts of land and other benefits, in other words, encouraging Javanese immigration.

This construction was carried out by the Government (Staatswege). However, various parties submitted concession requests to the Government. However, lengthy negotiations failed to achieve the desired results due to the withdrawal of significant capital. Therefore, in 1908, it was decided that the Government itself would take over the construction of the southernmost section. The project design was completed in June 1910. It was not until the 1912 budget that the Minister of Colonies submitted and obtained funding.

Order for the Construction and Opening of Railway Lines Based on the Law dated December 30, 1911 (Dutch State Gazette No. 395, Dutch East Indies State Gazette 1912 No. 121), the construction of railway lines from Teluk Betung to Prabumulih and from Palembang via Prabumulih to Muara Enim was ordered. Construction began in January 1912. On August 3, 1914, the first section, namely Panjang (Oosthaven) to Tanjung Karang, was opened to public traffic. Through the decree dated October 15, 1915 No. 22, it was determined that the South Sumatra lines that had been and would be opened, although built as railway lines, would be operated as tram lines (tramweg).

Gradually, several lines began operating on March 1, 1915 between Tanjung Karang-Labuhan Ratu and on November 1, 1915 also operating between the Labuhan Ratu-Tegineneng and Kertapati-Prabumulih lines in addition to that on December 1, 1916 the Prabumulih-Gunung Megang section and on April 2, 1917 between Gunung Megang-Muara Enim. It was recorded that the money received was f 1,463,450. which cost operational costs recorded at around f 1,236,380.

Construction of the railway line is progressing well between Teluk Betung to Tanjung Karang which will be opened to the public in March and will bring in train carriages from the island of Java (Nederlandsch-Indei, 1914). In the work of making the railway line, many workers from Java worked in making the railway line, numbering around 3,500, with their families around 4,000, the number of coolie houses, which were spread along the line gradually increased to around one hundred (Telegraaf, 1925).

The Dutch East Indies marked the beginning of the opening of the Lampung region to the influx of foreign capital. This policy stimulated increased economic activity in the region, making Lampung a destination for various companies seeking to exploit its natural resources and generate profits. To support this economic activity, the colonial government not only established regulations but also actively developed adequate facilities and infrastructure. This gave rise to two types of business entities: government-owned enterprises and private companies. Private enterprises focused on the commercial sector with the goal of generating

immediate profits, while government-owned enterprises were tasked with providing public infrastructure as a long-term investment to support economic activity. In line with colonial economic policies oriented toward agricultural and mining exports, significant investments by Dutch private companies were spread across the sugar, coffee, tea, rubber, petroleum, and coal sectors. In Lampung, the primary focus of commodity development was on rubber, coffee, and pepper. The colonial government also developed critical infrastructure such as railway networks, communication systems, bridges, and roads to support the smooth flow of economic activity in the region (Kristina, 2019).

In South Sumatra, mining exploration was intensive and even excessive in the 1890s. Meanwhile, in West Sumatra, mining operations began earlier and showed increasing productivity. However, production, particularly coal, faced significant transportation challenges. The Emmahaven Port in Padang was unable to accommodate the volume of coal produced, prompting the colonial government, as the primary operator in mining activities, to seek alternative ports, ultimately settling on Palembang. Unfortunately, transporting coal from the mining area to Palembang, relying on barges via the Batanghari River, proved inefficient.

Based on the experiences in West Sumatra and Java, the only solution deemed most effective was the construction of a railway line. This plan developed with the idea of connecting a railway line from an existing railway area in West Sumatra to Palembang, and then extending the line to the port of Teluk Betung. The planned railway network, stretching from the port of Palembang, through Lahat, to Teluk Betung, was estimated to be approximately 400 kilometers long. This line would create a direct connection between the two strategic ports. This plan was quite reasonable considering the potential expansion of mining areas in the interior of South Sumatra, which until then lacked adequate transportation access.

The construction of this railway line is expected to open access to previously isolated inland areas, thus stimulating local economic growth. Areas such as Ilir, Kikim, and Pasemah are expected to benefit significantly, and Bengkulu even has the potential to gain access to ports on the East and South Coasts of Sumatra. Prior to the railway line's construction, Teluk Betung and its surroundings were served by a network of roads built by the colonial government through a system of compulsory labor for local residents. This road, which also served as a postal road in Lampung, connected Teluk Betung with Tanjung Karang, Gunung Sugih, and Menggala. Inland, other postal roads connected Tanjung Karang with Kota Agung, Teluk Betung with Kalianda, Gunung Sugih with Sukadana, and Tarabangi with Kota Bumi. In addition to these main roads, there was a network of inland roads that were not postal roads but still served as a means of communication and land transportation between regions in Lampung (Marihandono et al., 2018).

Infrastructure development in Lampung from the late 19th to early 20th centuries was the first step in establishing a transportation and trade network, particularly in the agro-industrial sector. The construction of a highway connecting Teluk Betung with Menggala and Kota Agung, the revitalization of Teluk Betung Port, and the construction of Panjang Port (*Oosthaven*) laid the foundations for strengthening regional connectivity. The revitalization of pepper plantations marked the initial steps in the development of the agro-industrial sector, Lampung's primary commodity since the time of the Banten Sultanate. The pepper cultivated in this region is black pepper (*Piper nigrum*).

The expansion of the plantation industry also contributed to population growth. In the early 20th century, people from southern Sumatra and Banten began working on plantations in Lampung. Subsequently, a larger wave of migration came from Central and East Java, following the colonization (transmigration) policy implemented in 1905. This migration was intended to support plantation expansion and the construction of railway networks, as Javanese

people were considered experienced in cultivating crops such as coffee and skilled in infrastructure construction. This labor mobilization fueled the growth of new cities around plantation areas, making Lampung one of the regions with rapid economic and population growth in Sumatra.

Due to increasing competition in shipping and maritime trade, the Dutch East Indies government began building and revitalizing strategic ports, including those in the Lampung region. The new port, Oosthaven, now known as Panjang Port, was built to replace the previously undeveloped Teluk Betung Port. Silting due to sedimentation and the dense social and commercial environment around Teluk Betung made revitalizing the port cost-inefficient. Instead, Panjang Port was designed to be integrated with the railway network, similar to Tanjung Priok Port in Java, to support broader trade connectivity.

The development of Panjang Port is inseparable from the large-scale railway project in southern Sumatra and the development of a new suburban city, Tanjung Karang City. The colonial government envisioned Lampung as a key economic hub in Sumatra, capitalizing on its strategic location near Java, separated only by the Sunda Strait. Therefore, the development of the three strategic points of Panjang Port, the Tanjung Karang railway line, Muara Enim, and Tanjung Karang City became the core of efforts to build a regional trade network between Java and Sumatra and to open access to the interior of southern Sumatra (Fitriana, 2017). Work on the South Sumatra railway line is progressing well, for example the first line from Telok Betung to Tanjungkarang is expected to open to the public in March, with the required carriages soon to be obtained from the Java State Railways (Batavia, 1914).

By the early 20th century, Lampung had become a crucial region in supporting the Dutch East Indies economy. Key commodities such as pepper and coffee played a major role not only in supporting the colonial economy but also contributed significantly to local economic growth and trade in the Lampung region. Prior to the early 19th century, rivers were still the main routes and driving forces of the region's economy. The city of Menggala, located in the Tulang Bawang region, was one of the river cities that grew and developed along the Tulang Bawang River. During the Banten Sultanate, Menggala served as a major transit point for pepper originating from the hinterlands of Tulang Bawang and Komering, which was then shipped to the Port of Banten.

Menggala enjoyed close connectivity with various forestry commodity centers and pepper plantations in the interior, such as Bandardewa, Pagerdewa, Negararatu, Negeribesar, Negarabatin, and Bandaragung. Menggala's role as a trading port did not end with the sultanate, but continued into the colonial period. The city remained an important port on the banks of the Tulang Bawang River, serving as a primary transit point for various plantation and forestry products before being shipped to Teluk Betung Port. With this strategic role, Menggala became a crucial node in the trade and distribution network of commodities from the Lampung hinterland to colonial trading centers (Ariwibowo et al., 2023).

The railway transportation system relies on trains as the primary mode of transportation for passengers and goods from one location to another. This system relies on critical infrastructure such as rails, stations, and double-track lines as its primary infrastructure, and must meet various technical requirements, safety regulations, and operational rules to maintain safe and efficient operations. In Indonesia, the railway sector receives serious attention from the government, particularly through the establishment of railways as part of the national strategic plan. The development of railway facilities and infrastructure nationally is believed to significantly boost economic growth. On the island of Sumatra, the railway network stretches 1,544 kilometers, including the line operating in Lampung Province under the management of Tanjung Karang Regional Division IV. Although the frequency of train trips in Sumatra is lower

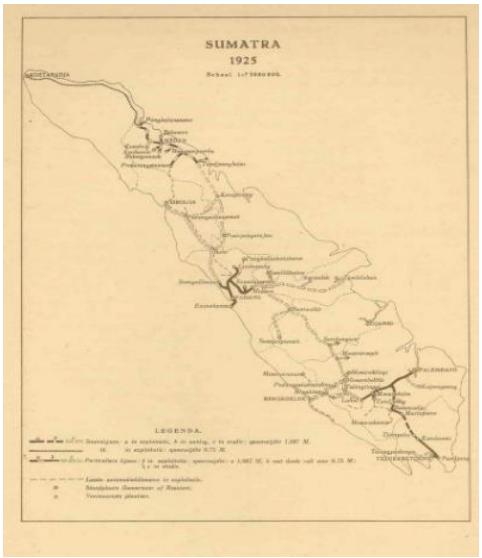
than in Java, freight transport activity remains high, given that freight trains are able to carry large loads efficiently and sustainably (Yuliyanto et al., 2024).

Tanjung Karang Station is a large class A train station located in Gunung Sari Village, Enggal District, Bandar Lampung City. Situated 98 meters above sea level, this station is the main station under the management of PT Kereta Api Indonesia Regional Division IV Tanjung Karang. Tanjung Karang Station serves as a central point on the railway line connecting Bandar Lampung City with Palembang City, South Sumatra. Every day, this station serves a significant number of passengers (Millennia et al., 2023), making it an important node in the regional transportation system.

Trains themselves are a mode of transportation with many comparative advantages. Besides their large carrying capacity, trains can accommodate large quantities of goods in a single journey. This mode is also known for being safe, comfortable, saving travel time, and reducing the risk of accidents due to the use of dedicated lanes. Furthermore, trains are environmentally friendly, energy efficient, and have relatively low operating costs. Land use for rail lines is also more efficient than other transportation infrastructure.

Although the initial cost of building a rail network is relatively high, long-term operational efficiencies, such as station operating costs, train operations, and track maintenance, make it a viable sustainable transportation solution. Therefore, railway development, particularly for freight transportation in the Panjang Port area, is crucial. By increasing the efficiency of shipping plantation and industrial products, this development is expected to stimulate broader economic growth in the community (Kurnia, 2018).

Railway construction in Lampung began on August 3, 1914, with a 12-km line from Panjang (Oosthaven) to Tanjung Karang. On March 1, 1915, a 5-km line was constructed from Tanjung Karang to Labuan Ratu. Construction continued with a 22-km line from Labuan Ratu to Tegineneng. With the completion of these lines, railway construction in the Lampung region was completed in this initial phase (Reitsma, 1928). In addition, the construction of a railway line is also planned from Labuan Ratu to Tanjung Karang, 3 km long, and from Gedung Tataan to Way Lima (Dagblad, 1915). And there is also a map of the railway lines in Sumatra in 1925 as follows:



Picture 1. Map of Railway Routes in Sumatra in 1925
Source: (Reitsma, 1925)

Trains are a mode of transportation with several comparative advantages. Their large carrying capacity allows for the transport of large quantities of goods in a single trip. Furthermore, trains offer comfort, safety, and efficiency in travel time, as they operate on dedicated tracks that minimize the risk of accidents. From an environmental and infrastructure perspective, trains are environmentally friendly, energy efficient, and can reduce the burden of highway maintenance. Their operational costs are also relatively low due to their mass transit and land-saving nature, as rail lines do not require the same width as highways. Although the initial construction of a rail network requires a high investment, day-to-day operational costs, such as station management, train operation, and track maintenance, can be managed efficiently. With these advantages, trains are worthy of consideration as a primary mode of transportation, particularly for the transport of goods. The development of a rail network to strategic areas such as Panjang Port is expected to facilitate the distribution of plantation and industrial products, while simultaneously stimulating economic growth in the surrounding areas (Kuswati et al., 2021.).

The Role of Tanjung Karang Station in Lampung's Transportation Network

In the 19th century, the Dutch colonial government developed railways. Their primary goal was to speed up and simplify the transportation of natural resources from the colonies. Before the advent of railways, agricultural products were transported by traditional modes of transportation, such as animal-drawn carts for land routes and ships for long-distance travel. This system was time-consuming and had many limitations. Therefore, encouraged by private entrepreneurs, the Dutch government began considering developing new, more efficient modes of transportation. In response to this need, the colonial government finally approved a policy of building and operating railways in the Dutch East Indies. The development of railways during the colonial period was significant, as this mode became one of the primary means of land transportation for transporting people and agricultural products such as coal.

However, large-scale railway operations require a structured management system to manage the various facilities, infrastructure, and resources involved. Therefore, a special business entity or airline was formed to manage railway operations. In 1875, the colonial government established a state-owned railway company called Staatsspoorwegen (SS), whose operational area covered several large islands such as Java, Sumatra, and Sulawesi. On the island of Sumatra, SS had a number of branch companies, such as Atjeh Staatsspoorwegen in Aceh, Staatsspoorwegen ter Sumatra Westkust in West Sumatra, Deli Spoorweg Maatschappij in North Sumatra, and Zuid Sumatra Staatsspoorwegen (ZSS) in Sumatra. As part of infrastructure development in South Sumatra and Lampung, in 1903 a concession proposal entitled Rapport der Spoorwegwerken Midden in Zuid Sumatera was submitted by Ir. K.J.A. Ligtvoet. This proposal became the basis for the establishment of the ZSS company which was specifically tasked with building railway lines in the two regions (Ravico & Susetyo, 2021).

Following a decree issued by the Governor-General of the Dutch East Indies on February 16, 1902, the colonial government established a policy of building a railway line in the South Sumatra region (Zuid Sumatera). This project aimed to connect Teluk Betung in Lampung with Palembang in South Sumatra (Ariwibowo, 2018). To support the project, the Zuid Sumatra Staatsspoorwegen (ZSS) company was established, tasked with building railway infrastructure to support the transportation of natural resources and coal mines more efficiently, both in terms of time and cost. Construction of this line began with the construction of a railway from Panjang port to the city of Tanjung Karang in Lampung, which was then continued to Prabumulih. The work lasted approximately ten years and was completed in 1924. Subsequently, a 78 km line

was built from Kertapati to Prabumulih in 1914. The construction of the railway line in South Sumatra reached its final stage with the completion of the railway to Lubuk Linggau in 1933.

The Dutch colonial government's efforts to build this railway network were not only aimed at increasing the efficiency of agricultural distribution but also at maximizing profits from the exploitation of natural resources, particularly in the Lampung region. This development had significant impacts, one of which was the decline in the role of rivers, particularly the Tulang Bawang River, as a major trade route. Menggala, once an important trading town in the Tulang Bawang region, relied heavily on river transportation. However, the colonial government deemed that revenue from river routes was not optimal due to limited capacity and the time required for ship transportation. Therefore, they encouraged the construction of roads and railways to expedite the distribution of agricultural products and expand plantation areas, particularly for pepper from Tulang Bawang and its surroundings (Oktaviani et al., 2024).

The Dutch East Indies experienced significant economic growth following the implementation of the Cultuurstelsel, or forced cultivation system, during the reign of Governor-General Van den Bosch. This policy encouraged the massive exploitation of agricultural resources in the colony for Dutch interests. This growth was further reinforced by the enactment of the Agrarian Law (Agrarische Wet) in 1870. This law contained two main points: providing opportunities for the private sector to develop businesses in the Dutch East Indies and ensuring a supportive climate for the growth of private companies in the region (Fitriana, 2017).

Technological advances in communication and transportation systems have facilitated various activities, particularly in connecting one region to another. This progress has driven significant changes in transportation infrastructure, across land, sea, and air. In the maritime sector, ships are the primary means of connecting ports between regions. Meanwhile, on land, developments are evident in modes of transportation such as trains, two-wheeled vehicles, and four-wheeled vehicles. In the air sector, airplanes provide an efficient long-distance transportation solution.

In general, advances in transportation play a crucial role as a means of mobilization, accelerating connectivity between countries, regions, and provinces. This development is also inseparable from the improvement in the quality of human resources (HR), who are able to adapt and create innovations to meet the needs of the times. Along with the discovery of new technologies, transportation services have developed rapidly across all sectors: land, sea, and air. The connection of various regions within this transportation network has a direct impact on the increasing economic value of goods at their destination. This in turn creates a motivation to achieve profit, while simultaneously driving economic growth in the region and improving the welfare of local communities (Andika, 2018).

Transportation can be defined as the process of moving goods or people from their origin to their destination. In an economic context, transportation is a vital part of activities related to meeting human needs. This is achieved through the distribution of goods or the mobility of people, both within and between regions and between provinces (Nazori et al., 2016).

Transportation is the activity of moving goods (cargo) or passengers from one place to another. In a transportation system, there are two important elements: the transfer or movement and the physical change of location of goods or passengers. A transportation system is considered good if it is able to provide fast, safe travel, has adequate service frequency, and ensures the safety and comfort of users. To achieve ideal transportation conditions, support from adequate infrastructure, an integrated network system, and transportation facilities that are appropriate to needs is required. Modes of transportation play a vital role in supporting fast,

safe, and efficient traffic movement. Therefore, the selection of the type of transportation mode must be done appropriately to avoid problems such as congestion, wasted energy and space, and air pollution. Appropriate transportation management and policies are essential to minimize these negative impacts. In order to provide optimal service to users of transportation services, especially commuter transportation, Minimum Service Standards (SPM) for passenger transportation by rail have been established. These SPM are the minimum service standards that must be met by service providers and serve as a reference for railway infrastructure and facility operators in operating stations and trains. This standard is complemented by benchmarks used as guidelines for the implementation and assessment of service quality. This reflects the commitment and obligation of service providers to the public to provide quality, fast, easy, affordable, and measurable services (Dwiatmoko et al., 2020). In this case, transportation is an activity that involves moving goods or cargo, as well as passengers, from one place to another, or from the location of origin to the destination location (Anggraeni et al., 2025).

Development in the Tanjung Karang area is not limited to the station alone, but also includes various other supporting facilities. These include the headquarters of the state railway service for the South Sumatra region, the Staatsspoorwegen op Zuid Sumatra (ZSS), the ZSS central warehouse, a warehouse station, a locomotive depot, schools, employee housing, an entertainment club (Societeit Zuid-Sumatra), and sports facilities provided specifically for employees (Lisa et al., 2022).

Picture 2. Tanjung Karang Station 1925
Source: (Reitsma, 1925))

Picture 3. Tanjung Karang Station
Source: Researchs Data, 2025

In the Bataviaasch nieuwsblad newspaper, it explains about a journey from Teluk Betung to Tanjung Karang Station and then to Belambangan Umpu (Zaalberg, 1927). The Sumatra Bode newspaper explains about the opening of the railway in South Sumatra (SB, 1914). In South Sumatra, significant improvements to train services have been announced, including starting May 2nd the Tanjungkarang-Kotabumi route will run at 75 km per hour, reducing travel time by approximately 15 minutes for express trains and 26 minutes for passenger trains. For example, express train 2 departs Tanjungkarang 16 minutes later at 7:45 a.m. with the same arrival time in Kotabumi, while express train 1 arrives in Tanjungkarang 17 minutes earlier at 5:41 p.m. (SH, 1940).

Conclusion

The above description shows that at the end of the 19th century, the liberal era in the Dutch East Indies marked the beginning of the opening of the Lampung region to the influx of foreign capital. This policy stimulated increased economic activity in the region, making Lampung a destination for various companies seeking to exploit its natural resources and generate profits. To support this economic activity, the colonial government not only established regulations but also actively developed adequate facilities and infrastructure. The construction of this railway line was expected to open access to previously isolated inland areas, thereby stimulating local economic growth. Regions such as Ilir, Kikim, and Pasemah were expected to benefit significantly, and Bengkulu even had the potential to gain access to ports on the east and south coasts of Sumatra. Prior to the construction of the railway line, Teluk Betung and its surroundings were served by a network of roads built by the colonial government through a system of compulsory labor for local residents.

By the early 20th century, Lampung had become a crucial region supporting the Dutch East Indies economy. Key commodities such as pepper and coffee played a major role not only in supporting the colonial economy but also contributed significantly to local economic growth and trade in the Lampung region. Therefore, in 1911, the Dutch East Indies government began building Tanjung Karang Station as part of the railway development project in South Sumatra.

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