Railway Station as an Element of the Colonial City of Industry: Case Study Cianjur Railway Station

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Abstract. In the 19th colonial era, Cianjur has become one of the cities where the agroindustry has developed since the presence of the railway. The railway station is the place where the plantation products will be lifted and lowered by the train, and it becomes a significant city element for several small cities. This study aims to examine the history of urban space by investigating the historical traces of the object of this research, Cianjur Railway Station, to find its role as a new element in the colonial period. The method is qualitative with station studies in colonial urban spaces with analytical descriptive in presenting findings related to the relationship between the railway's station and the development of agro-industries in Cianjur in its role as colonial city elements. The existence of the railway station, in the colonial period, made Cianjur not only as an administrative center but also as a distribution-production of industrial center. The space city study of Cianjur through the railway station brings us to rethink the current urban space network of local heritage that has changed to our basis in managing the city in the future.

1. Introduction
Technology is employed to represent the spirit of the age. Here, time is packaged into discrete moments, the next one of which architecture assumes the right expression in a gesture of technological and formal progress [1].

The discussion of the relationship between technological developments and architecture is identical relating to each other because architecture is an expression of technological, social, and urban space development at the assured time. For example, railways in Indonesia became a new chapter in the Dutch East Indies, namely at the end of the 19th, which not only brought current transportation technology but also brought development and change in society into a modern city in the new period. Architecture, in this case, is an aspect of the building, such as railway lines, stations, bridges, and tunnels are part of the expression of technological development. All this building aspect became the Dutch Government territorial expansion form that began to touch the isolated areas in Java, some small towns or centers of settlements have changed their structure due to the presence of this new element.

Cianjur has the primary railway station and several small stations or stops along the Priangan's route. Priangan is famous for its natural conditions that are difficult to reach because it consists of hills, valleys, and mountains as well as plantations scattered in the hinterland. This plantation produces popular commodities from Priangan, such as quinine, coffee and tea. It became a great potential for the development of agro-industry, but the situation was isolated because of the difficult terrain that had to go through. This situation was one of the main reasons for the Dutch East Indies government to build
the Priangan railway line from 1881 to 1930 under the state railway company, *Staatsspoorwegen* (SS) [2]. The presence of this railway, according to Jacques van Doorn and Willem J. Hendrix, opened the West Priangan region, especially the Cianjur and Sukabumi areas, which were open from isolation, because between 1880 and 1890 there was an increase in plantation land counted for 100 [3]. In this case, the station becomes the most substantial part of the railways, because it is the place for plantation products lifted, lowered, and distributed by the train. Thus, the train station is a very influential element in the development of cities in Priangan.

The architecture of the railway station is part of the potential of heritage buildings that spread out and reach the center of small towns in hinterland. Each railways station is built to have its characteristics depending on where it is placed [4]. It depends on the function or role of the region. Cianjur in the Dutch East Indies was a plantation area and had several well-known plantations that still survive today; there are Gedeh tea plantations, Panyairan tea plantations, and tea and rubber plantations in Pasir Nangka. In colonial history, Cianjur was the capital of Priangan during 1815-1864, until finally, it became only part of West Priangan in 1925 because of the decentralization policy [5]. Based the location, Cianjur connects two major cities, namely Bogor and Bandung. They had a much role in the Colonial Period.

Analogizes city as layers of networks from different period [6]. I argue that the Cianjur station, in the colonial period, had a significant role in the development of urban space as the centre of the agro-industrial production-distribution in Priangan route network. This article discusses the relationship between the railway station and the development of agro industries and the role as city element through architectural built at the Cianjur station. I attempt to find the local inheritance values manifested in the architecture of Cianjur station base on its role in the colonial period. It can be useful to increase the cultural knowledge of the inner community and as a basis for realizing future city space management.

2. Method

This study examines the history of urban space by investigating the historical traces of the object of this research, Cianjur Railway Station, to find its role as a significant element in the colonial period. The method is qualitative with station studies in colonial urban spaces through analytical descriptive in presenting findings related to the relationship between the railway station and the development of agro-industries in Cianjur in its role as colonial city elements. This method is supported by observation field data collection to describe the current situation and compare it with data or archives during the colonial period since the presence of the railways in Cianjur. The focus of the study studied was the study of urban space and architecture in Cianjur in the colonial period.

3. Results and Discussions

3.1. *Cianjur Railways Station: Significant Element of Colonial City*

The station is part of a series of railways as a place to load and unload the passengers and the goods. Each station has a standard depending on its class and type or even its role in the function of the city. In this part, I want to examine some ideas about stations from various disciplines, formulate the basis for finding the value of a station for a city. Marc Auge (1995), a modern anthropologist, clearly categorizes stations into non-place. ‘Non-place’ is a transit or temporary place with people collected not for social purposes but based on the similarity of needs [7]. Based on this idea, we can understand that stations are part of a new typology of a place in a city as a transit point, not a final destination. Asta von Buch (2007) discusses the history of the relationship between the station and tourism. In his conclusion, he revealed that the station building has a function as a city landmark that represents new technology in a new city. The station is a symbol of trade, industry, or agriculture, which shows how the economy and industrial revolution developed because of new infrastructure [8]. Another idea about the station, David Ban (2017) examines stations in social science. The station is the most complex social area in the city. He tried to find a synthesis of some of the ideas about the station. The discussion is station and its relation to the city including those mentioned earlier, the station became the gateway between the city and other
regions. Also, the station is considered to be part of the new city structure, as a ‘second city centre’, and this centre will connect the others existing centre [9]. The idea of this station is to see the position of the relationship between the station and the surrounding environment or the context of the city (Figure 1).

Figure 1. Map of Cianjur with the Great Post Road and Railway, 1944-48
(Source: modified from KITLV, 2019)

Cianjur Station, as the object of this research, is one of the heritage buildings that was built during the Dutch East Indies in 1883. Unlike the situation in the western countries, the colonialist built the railway station in the Dutch East Indies with certain functions and specific purposes. The Cianjur Station, which is on the Priangan route, was for the needs of the development of economic and military defense of the Dutch East Indies [2]. Moreover, stations in the 1800-1900 period are one of the most developed city elements [10].

Cianjur is passed by the Great Post Road in the northern and the railway crossing in the south and west of the city center. This indicates that the city of Cianjur in the colonial period was not only included in the central government but also included in the city of production and distribution [10]. Even the cities of production centers have stations without exception. Stations becomes a new element of city plan that exudes a certain monumentality and becomes the symbol of the new era. In particular, we can identify the function of Cianjur Station against the Cianjur’s urban spaces in the colonial period, which includes discussions as a transit (Auge, 1995), landmark of the city (Buch, 2007), gates and city centers that will connect with other centers (Ban, 2017).
Cianjur Station is located in the center of Cianjur. Before the existence of the railway, Cianjur was the center of the city connecting two major cities in West Java, Bogor (Buitenzorg) and Bandung (Bandoeng) (Figure 2). Cianjur Station is part of the Priangan route, which connects the other cities in the Priangan. The Priangan route was for the distribution of agricultural commodities and plantations from quinine, coffee, and tea, which was very famed in the world during the colonial period. The Stations have contributed to the collection of commodity results along the Priangan route. Along the Bogor, to Bandung route, there are factories and commodity plantations. One of the largest quinine management factories is in Bandung. The quinine was needful for medicinal purposes in the world. This situation was very beneficial for the Dutch East Indies to develop its economic conditions.

Information from KITLV, this is a photo of a European couple in front of the Cianjur train station (Figure 3). In this old photo, we can see the words “TJIANDJOER”, which is the old spelling of “Cianjur”, and followed by the description of the location and height of the Station. By looking at this photo we can find out for ourselves without reading the information given that this European couple is in Cianjur, precisely near Cianjur Station. The station at that time became a city landmark where people will consciously know where they are. The station at that time showed the part of monumentalize from the industrial city.

Figure 2. Map of Cianjur's location with the surrounding cities, 1932
(Source: modified from KITLV, 2019)
Railway station can be the gateway of city. The gate here we can interpret it into two meanings, there are denotations and connotations. The denotation is the physical meaning of what is seen. Before the existence of the train station, the entrance to the center of Cianjur could be through The Great Post Road, or through small roads whether using a vehicle or not. However, when using the train to Cianjur, head to the center from the city, the passengers will have to get off at Cianjur Station and vice versa. As an example of historical events regarding Cianjur Station which was published by the Nieuwe Rotterdamsche newspaper on August 9, 1925, about the arrival of Tjokroaminoto, a nationalist founder of the Sarekat Islam. In the news, Tjokroaminoto told a trip in Priangan in seeking local support for the Sarekat Islam organization. The presence of Tjokroaminoto was welcomed at Cianjur Station by the community.

“Het ging hierop naar Trogong, waar een algemeene ledenvergadering werd gehouden, waarna Tjokro afreisde op weg naar Tjiandjoer. Ook hier werd hij reeds op het station verwelkomd. De politie moest speciale bewaking toepassen…”

Then go to Trogong, where a general meeting is held, after which Tjokro travels to Tjiandjoer. Here he was also welcomed at the station. The police must implement special supervision…” (Nieuwe Rotterdamsche, 1925)

The meaning of gate connotations can be understood not to mean physically. After the presence of the train and its stations, the condition of the Cianjur industry is growing, especially in the industrial sector. The train series opened Cianjur from its isolation due to natural conditions. The natural state of Cianjur which consists of hills, valleys, mountains, plantations is also a field, although it is difficult to pass, but it stores abundant natural potential. The opening of Cianjur, after the presence of the train and its station, shows the train and the station to act as an opening or gate to the new period of the industry with ease of distribution. In addition to the station as a gate, it becomes the second city center and will be immediately connected with other centers [10]. This idea leads us to look for other centers that are intended by the colonists, that are factories and also agricultural weavers spread in Cianjur, such as tea factories in Gedeh and Pasir Nangka (Figure 4). The station became a commodity collection center originating from Cianjur and its surroundings to be sent to port cities such as Batavia and Tjirebon.
3.2. Cianjur Station: Past and Present

Cianjur Station was established in 1882 and began operations on May 10, 1883, along with the opening of the Sukabumi - Cianjur route. This station is a cultural heritage building. Railway development that passes through Cianjur is part of the Priangan route that connects Bogor - Sukabumi - Cianjur - Bandung - Cicalengka, this is the first stage of the construction of the Priangan route. Cianjur Station was established by Staatsspoorwegen (SS), or the state railway company, together with the construction of its railway. Since it was built, around the station there are supporting buildings such as locomotive depots or “Balai Yasa”, stationmaster's house, and warehouse. Cianjur Station is on Yulius Usman street, which was once called Spoor street, located in the center of Cianjur.

Figure 4. Factories and Plantations in Cianjur: Gedeh Tea Factory [left] and Pasir Nangka Tea Factory [right], 1920s
(Source: KITLV, 2019)

Figure 5. Comparison of Cianjur Station Maps: maps in the colonial period (1944-48) [1], satellite imagery maps (2019) [2], and maps of analysis results [3].
On the old Cianjur map (1944-48), by the H.Q Directorate Survey. ALFSEA (Figure 5) depicted emplacement from Cianjur Station, which includes buildings, rails, and delineation of the station area. By the information obtained from PT. Kereta Api Indonesia (KAI), the number of rail lines on the station, which consists of 6 rails, and one of them leads to the warehouse. For satellite images obtained from Google Maps (2019), it appears that the Cianjur station area is not very clear because there are plants and several residential buildings nearby. The pictures of old buildings are not very clear because they have been in ruins. But in this satellite image, we can see complex changes in the area around the station, such as roads and settlements around the station. On the results of the analysis map - made from the analysis of old maps, new and field studies - show rail, ex-rail, and several groups of station building areas. Ex-rail is depicted with a broken line. There are three lanes, one of which leads to the warehouse, and the path to the locomotive depot. Based on map and field analysis, the Cianjur Station building group is divided into six groups, namely the main station building, ex-locomotive depot warehouse, ex-building locomotive depot, railway resort buildings, ex-special warehouse, and the complex where station officials live.

The collapse of the Lapegan Tunnel, which connected Sukabumi and Cianjur in 2001, resulted in the closure of the train of the Bogor to Bandung route. After being repaired successfully, in 2010, the railway line did not return to full operation mainly towards Bandung due to consideration of the feasibility of the infrastructure. During this period, Cianjur Station was still active even though there was no train passing the Cianjur line. Railways activity was reduced; this resulted in some station facilities being used less after its heyday. From several building groups owned by PT. KAI, a small part is still used for operational purposes. Some groups of buildings that are still used by employees to date are the main building stations and warehouses of the locomotive depot. Warehouse locomotive depots are now used as mesh or lodging for employees, and some are rented as shops and cafes.

Some groups of buildings that have not been used anymore have diverse conditions, some of which are already in ruins, some have been covered in semi-permanent buildings, and some are used by residents as other functions. The warehouse, which is opposite the station, only remains the ruins used to store old rails. Based on information from the Head of Cianjur Station 2018, that the warehouse was once a place for storing plant fertilizers (Figure 6). The existence of these warehouses along with the existing special lanes is one of the unique potentials that Cianjur Station has given, considering that this area is included in the plantation area and the capital of Priangan. Complementary depot buildings such as towers, warehouses, and turn-table, are already in ruins and some people use them for shelter and become a place to wash vehicles for residents. The residential buildings of the Station Official and also the "Railways Resort" are empty, but there are those that are used by residents to live and do business such as salons.
3.3. The Historic Station for the Future in City Management

A railway station is a form of intervention city element in inland urban of Java by Dutch. Through the Cianjur Station, as a city element, we can study the urban network layer that was built in the city of Cianjur in the colonial period (Figure 7). Tracing the history of the initial period of the train station in Cianjur, we can find the narrative link between the station, the city, and the plantation in Cianjur. This narrative shows the development of the plantation exploitation system network in Cianjur. This network layer begins with the construction of railway lines and stations that bring industrial and economic progress in the area to office buildings. Moreover, Cianjur Stations in the city provide landmarks and monumental features that represent an industrial city. Through understanding the station as part of layers of city agro-industries networks, we can understand the characteristics of urban space that had been realized until now. In other words, Cianjur Station has the potential of historical values and local culture since the colonial period that has accumulated in the form of buildings.

In urban space management, we must understand the values from the narrative that have been built before as a basis for further development. In this way, we can find the potential that still exists, is lost, or is obstructed in a city and its society. For example, the presence of a train in Cianjur brings its glory to the industrial sector. Cianjur Station is a significant city element in the design of the city of Cianjur because it is a city of production and distribution of agricultural and plantation commodities. However, stations and railways, which connect Cianjur with other cities, are currently stalled due to disasters and damage to infrastructure. As a result, the buildings in the station did not function as they should. Although the current situation is still active for the Cianjur-Bogor route, the role of the station to accommodate agricultural commodities is no longer active.

Plantations in Cianjur began to decrease as settlements began to increase. The agro-industry in Cianjur no longer uses trains. The changing times that brought population growth and all of these needs should be balanced, one of which is mass transportation. The challenge now is the Priangan route that passes Cianjur which was once built to distribute plantation commodities must survive by looking at other potentials. Given that the route was made by the state railways company (SS), due to the terrain taken it was difficult because of hills, valleys, and mountains. This route has tourism potential because the view from the train has natural features and the history. The activation of the Priangan lane is possible to reactivate the role of the station to accommodate agricultural and plantation products. In the Cianjur Station environment, several buildings can be activated again if restoration can be done. For some buildings that cannot be used can be used as a monument to remember the glory of the past in Cianjur at the beginning of the railway period. This space has to give education to the society about urban history through the railways. Besides, it can be used as a place for urban communities such as Cianjur Railfans.
4. Conclusions
The study of Cianjur urban space through the history of railway station brings us to rethink the present from a network of lagging local heritage that has changed as a basis in managing cities in the future. Cianjur Station was a form of intervention city element in inland urban of Java by Dutch, which made Cianjur not only as an administrative center but also a distribution center or industrial production. Cianjur Station brings colonial features that are specific to the urban spaces itself, namely as a transit point for traveling the routes of the cities of Priangan, a city landmark that expresses the city with colonial technological novelty in the fields of industry, economy and agriculture, and as another gateway from the city also opening the isolation of natural conditions. Cianjur Station was not only part of the direct railway’s network to connect to the center of other cities in Priangan, but also indirectly as the second center for the Cianjur industrial network because it is a destination to accommodate plantation and agricultural products before distribution. This city network once brought economic and industrial glory in Cianjur, but now no longer, due to damage to the railway that passes through Cianjur. This narrative shows the linkage between the station, the city, and the plantation that tells the development of the plantation exploitation system network in Cianjur.

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