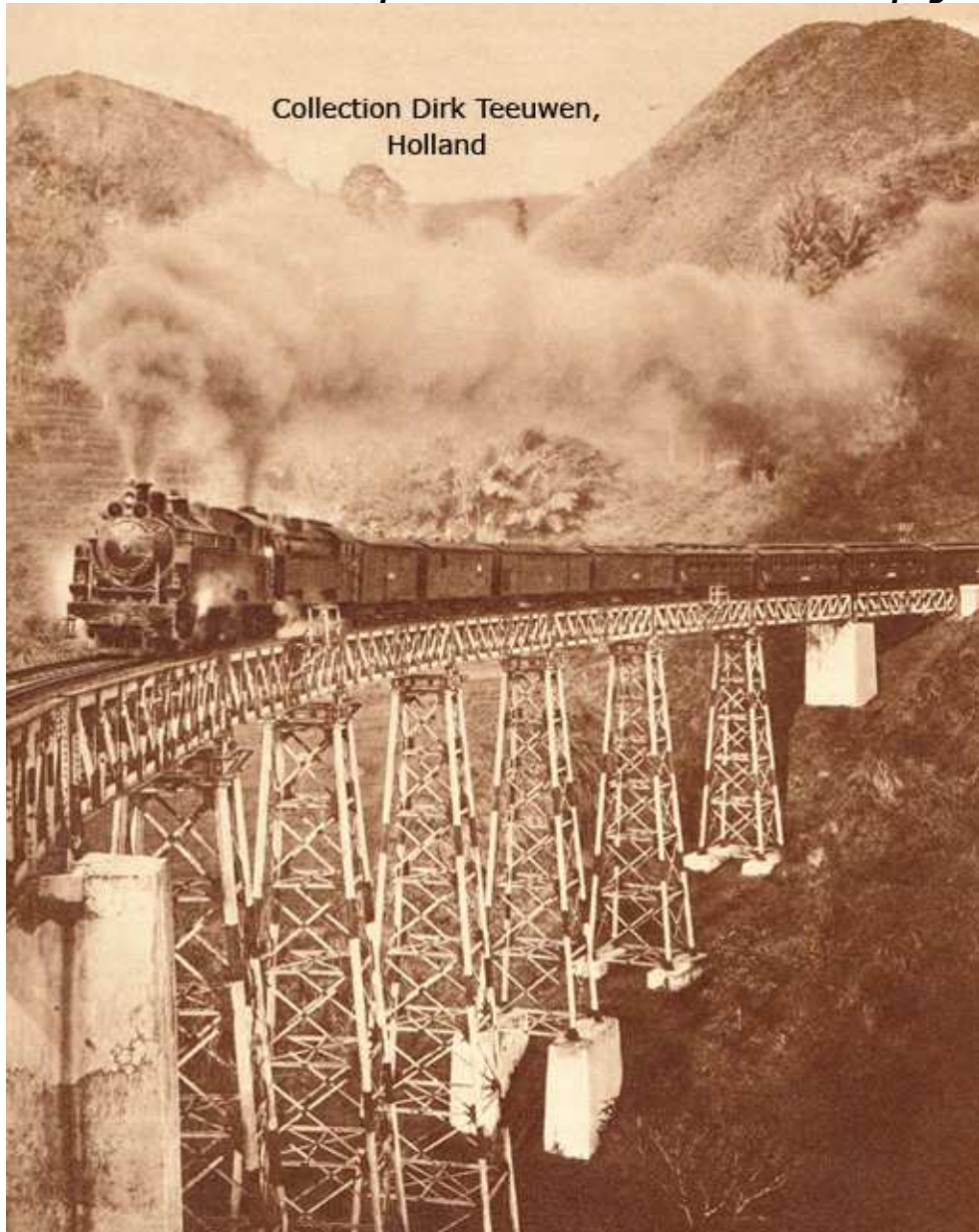


# Manpower, steam tractions and contact wires

The fascination of thundering trains in The Dutch East Indies  
An introduction to the history of the Dutch colonial railroads  
By drs (Msc) Dirk Teeuwen, The Netherlands

*Because of the summarizing character of the text in this article there is no arrangement in chapters and paragraphs. Account of sources regarding text and pictures as well as a set-up of this article could be found on page 2.*



**Mark!! The author has no knowledge whatsoever of locomotives, coaches and gauges.**

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***Title page picture, page 1: colonial "thundering" from Batavia (Jakarta) to Bandoeng (Bandung) through the Java Preanger mountains in the year 1924***

### **Set-up of this article**

- a. Text, a short history of the Dutch colonial railways: page 4 and 5
- b. On page 1 up to and including page 16: a selection of pictures in relation to the colonial railways in The Dutch East-Indies
- c. On page 1 up to and including page 9: a selection of four surveys in figures illustrating the historical development and the importance of the Dutch colonial railways in The Dutch East-Indies (from 2, see below)
- d. On page 16 up to and including page 21: eight maps showing railways on Java, Sumatra and Celebes – Sulawesi in The Dutch East-Indies (from 6, see below)
- e. On page 22 up to and including page 30: ten very detailed statistics of the historical development of the Dutch colonial railways in The Dutch East-Indies (from 3, see below)

### **Sources of the pictures**

1. Picture-postcard collection Dirk Teeuwen, Holland
2. Reitsma, S. A.: Gedenkboek der staatsspoor- en tramwegen in Nederlandsch-Indië 1875-1925; Batavia (Jakarta) – Weltevreden 1925
3. Reitsma, S. A.: Korte geschiedenis der Nederlandsch-Indische spoor- en tramwegen; Batavia (Jakarta) – Weltevreden 1928
4. Samarang-Joana Stoomtram-Maatschappij: Tramwegen op Java, gedenkboek ter gelegenheid van het vijfentwintigjarig bestaan; Den Haag Holland 1907
5. A. Neijtzell de Wilde and others: Holland's colonial call; The Hague Holland 1930
6. Knol, K.G.: Eerste atlas van Nederlandsch-Indië; Batavia (Jakarta) 1940



**Picture 1**

**Office of the State Railways in The Dutch East-Indies, Semarang 1904**

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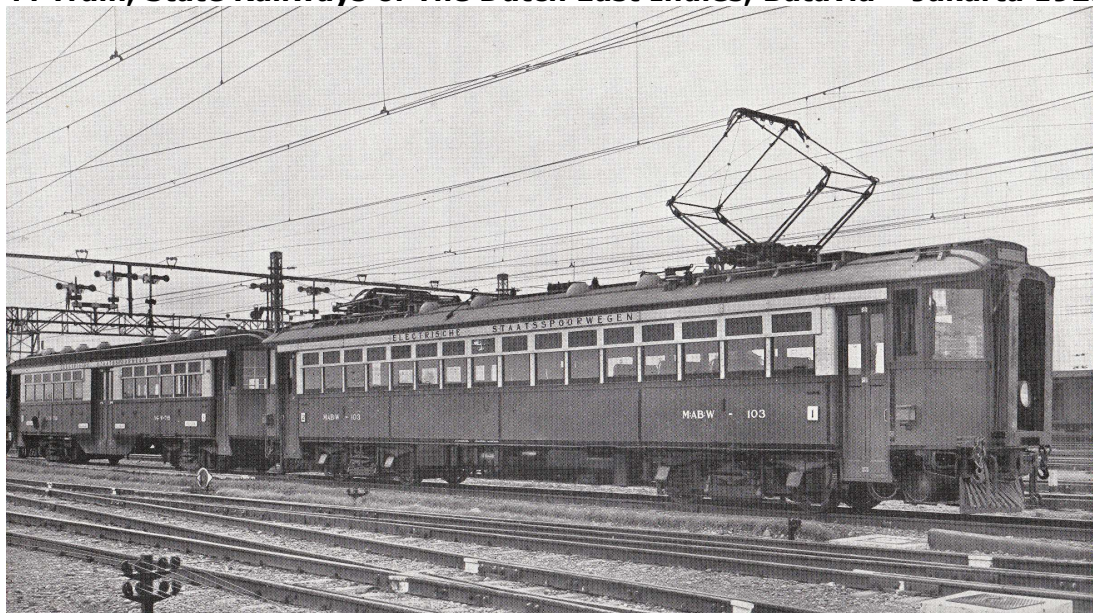




**P.2 Dutch colonial mountain locomotive 1920; an old one below (1890), P.3**



**P.4 Train, State Railways of The Dutch East Indies, Batavia – Jakarta 1925**



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About 1850 the means of transportation in Java, in The Dutch East-Indies, were primitive and, consequently the conveyance of products from the interior was a complicated matter. In Central Java especially, conditions began to become critical: the draught-cattle-stock in the Principalities, the area around Yokyakarta and Solo / Surakarta, was overburdened, causing it to dwindle away visibly. As a result the costs of transportation were continually increasing. In spite of these circumstances it took some length of time before it was possible to start the construction of a railway net, whereas it was not until the year 1862 that the first concession was granted to a private concern. Thus the Netherlands Indian Railway Company could be established, although in the early years this company had to face severe financial difficulties. It was mainly due to this circumstance that, in spite of government support, the construction of the Central Java lines (from Semarang to the Principalities) could only progress by very slow degrees, while it was only completed in the year 1873. In this very year the line Bogor / Buitenzorg – Jakarta / Batavia, for which likewise a concession was granted, could be opened to traffic.

Companies	Gauge m	Length in km open to traffic on December 31st. 1928.			
		Java & Madura	Sumatra	Celebes	Total
<i>State Rail- and Tramways</i>					
standard gauge	1.067	2,802	284	—	3,086
narrow „	0.600	120	—	—	120
tramways	{ 1.067 <sup>1</sup> )	—	530	47	577
	{ 0.750 <sup>2</sup> )	—	520	—	520
Total		2,922	1,334	47	4,303
<i>Netherlands Indian Railway Company</i>					
railways	1.435	205	—	—	205
tramways	{ 1.435	56	—	—	56
	{ 1.067	602	—	—	602
Total		863	—	—	863
<i>Deli Railway Company</i>					
rail- and tramways	1.067	—	439	—	439
<i>Tramway Companies</i>					
tramways	{ 1.067	1,656	—	—	1,656
	{ 1.188	32	—	—	32
Total		1,688	—	—	1,688
Grand total 1928		5,473	1,773	47	7,293
1927		5,452	1,773	47	7,272
1926		5,426	1,694	47	7,167
1920		5,051	1,428	—	6,479
1910		4,148	922	—	5,070
1900		3,302	357	—	3,659

#### Survey 1

The total net of rail- and tramways in The Dutch East-Indies, 1928



The ill-luck, however, which had pursued the Netherlands Indian Railway Company, inevitably resulted in shaking the confidence of capitalists in the success of the enterprise. Neither did this company, nor other private persons, feel the slightest enthusiasm to continue the work of railway construction in Java. Whereas private persons failed to take the initiative, there was no other alternative but for the colonial government to take the lead in constructing the indispensable railway net. Since the year 1875 this task was energetically carried out. In the year 1884 the East Java lines were connected to the Central Java net; in the year 1894 the Java West-Coast could be reached at Anjer and from there in the year 1903 Banjuwangi, situated on the East-Coast. The accomplishment of this last feat marked the first period in the history of the railway-enterprise in Java, which was the construction of the trunk, primary, lines throughout the island.

In the meantime the construction of secondary lines, interlocal trains (called tramways), had been taken in hand. For this side of the question more interest was displayed from private persons. Consequently the tramway lines, which adapt themselves excellently to local conditions, were almost entirely in the hands of private concerns. The first tramway, the line Semarang – Demak, was opened in the year 1883; after the year 1915 a net of over 2.500 km, mainly situated in Central and East Java and Madura, was open to traffic.

On the 31<sup>st</sup> of December of the year 1928 the total length of the rail- and tramway system in Java measured 5.473 km, of which 2.802 km railways of standard gauge (1,067 m); 205 km of broad gauge (1,435 m); 120 km with narrow gauge (0,6 m) and 2.258 km of tramways with a gauge of 1,067 m (with one single exception: municipal trams). Whereas by far the greater part of the net was constructed according to standard gauge, the differences in gauges were no serious impediment, necessitating no more than 4% of total goods-traffic in Java to be trans-shipped from "narrow gauge to standard gauge" in those days.

Besides these rail- and tramways, open to general traffic, Dutch East-Indian Forest Service as well as large cultural enterprises (viz. the sugar industry), constructed elaborate nets of field railways, the total length measuring 7.000 km. Sugar estates only were responsible for 6.500 km of field railways.

On Sumatra the several separate lines, which were each connected to a different port, never have been mutually connected before 1942 (the year of the Japanese invasion). The authorities were very busy studying a scheme for the construction of a net in Central Sumatra, eventually connected to the South Sumatra lines and to the government railways on the Sumatra West Coast as well as the rail- and tramway system of the Deli Railway Company on the Sumatra East Coast. But the Japanese arrived and that was not by invitation.

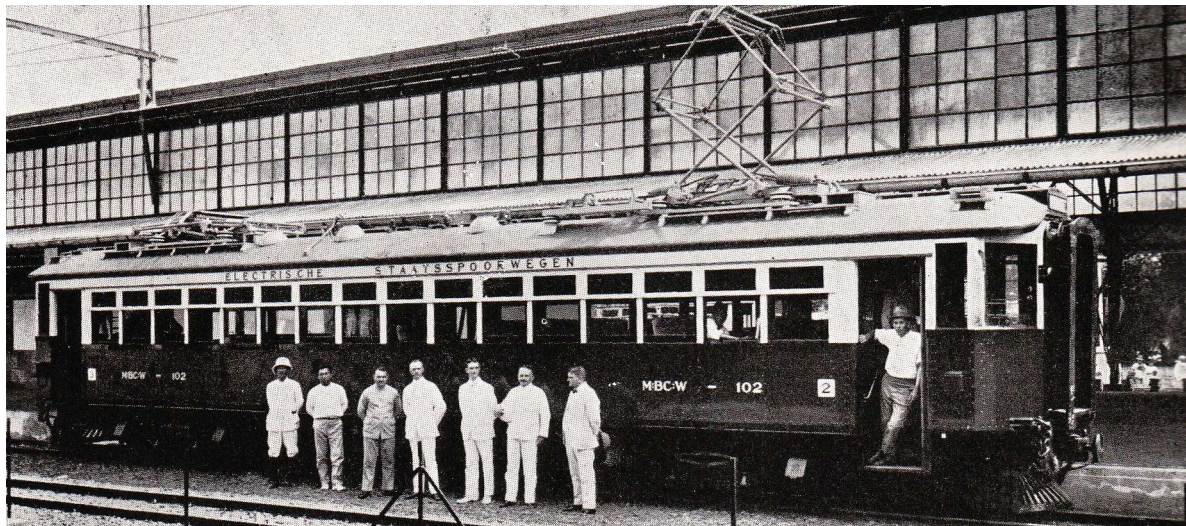
In South Sumatra the Government tramways (the Lampung line and the Palembang line) were connected in 1927. The connection between the Aceh tramway and the Deli Railway Company was established also.

Celebes – Sulawesi disposed of one insignificant State tramway line, connecting Makassar – Ujung Pandang to Takalar (1922).

Countries	Length of net in km	Surface in km <sup>2</sup>	Population	Length in km per	
				100 km <sup>2</sup>	10,000 inhabitants
Europe	384,420	10,922,600	472 894,000	3.5	8.1
America	601,136	41,288,700	214,556,000	1.5	28.0
Africa	60,320	24,471,100	112,382,000	0.2	5.4
Japan, Korea, Formosa, } Kwantung }	22,582	679,700	84,567,000	3.2	2.7
China	12,020	11,320,000	441,200,000	0.1	0.3
British-India	62,074	4,901,900	319,647,000	1.3	1.9
Ceylon	1,179	65,600	4,505,000	1.8	2.6
Siam	2,490	518,200	9,724,000	0.5	2.6
Cochinchina, Cambodja, } Annam and Tonkin }	2,398	700,800	19,844,000	0.3	1.2
Federated Malay States	1,872	132,100	2,448,000	1.4	7.6
N. E. Indies (total)	7,243*)	1,900,300	52,825,000	0.4	1.4
Java and Madura	5,423*)	131,600	37,434,000	4.1	1.5
Philippine Islands	1,303	297,900	11,414,000	0.4	1.1
Australia	48,457	8,008,500	7,695,000	0.6	63.0

### Survey 2

**Comparison between the rail- and tramway net in The Dutch East-Indies and railway systems existent in other countries, 1928**

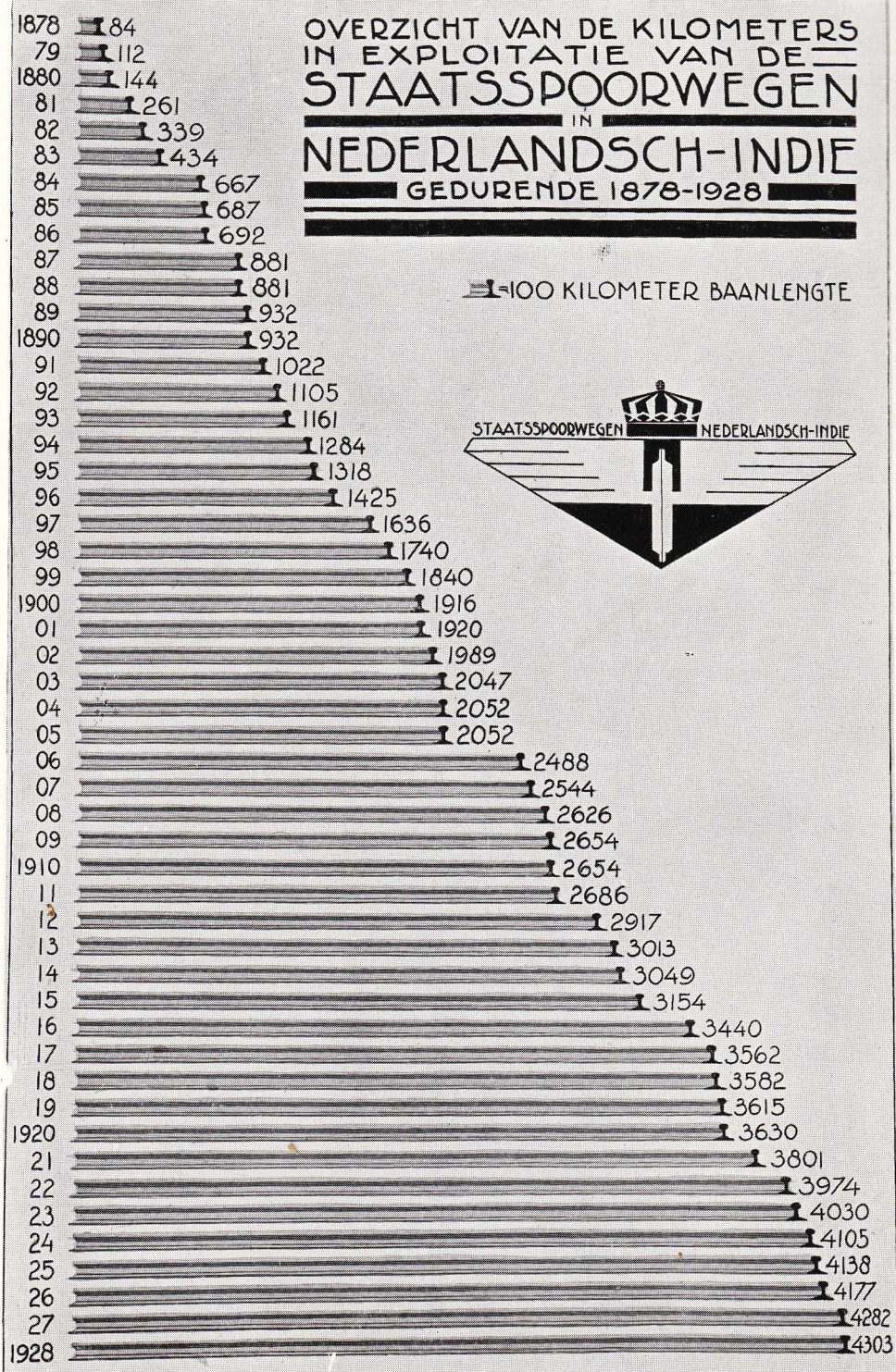


**Picture 5**

**A new passenger coach of the State Railways of The Dutch East-Indies, Batavia - Jakarta 1928**

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**Survey 3**  
**Kilometres in exploitation of the State Railways in The Dutch East-Indies, 1928**

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Companies	Passengers (× 1000)	Luggage 1000 kg	Parcels 1000 kg	Express and carriage transport 1000 kg
State Rail- and Tramways	58,995	34,687	35,911	9,777,593
N. I. Railway Company	14,792	5,105	9,492	3,272,698
Deli Railway Company	6,910	3,788	2,546	1,029,694
Tramway Companies	63,643	1,762	1,255	3,962,721
Total 1928	144,540	45,342	49,204	18,042,706
1927	141,167	50,149	48,920	16,577,205
1926	136,093	57,028	54,270	14,862,025
1920	178,859	67,078	74,281	14,073,631
1910	69,876	35,186	14,684	7,367,865
1900	36,703	19,658	7,247	3,476,165

**Survey 4**

**Illustration of the development of the railway system in The Dutch East-Indies, 1928**



Collection Dirk Teeuwen, Holland

**Picture 6**

**Tanjung Priok Railway Station, Batavia - Jakarta 1930**

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**Picture 7**  
**Batavia Terminus Railway Station of the State Railways, Old Batavia – Jakarta Kota 1928**



**Picture 8**  
**Hall of the Batavia Terminus Railway Station, Old Batavia – Jakarta Kota 1930**

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**Picture 9**  
**Batavia Terminus Railway Station at night, Old Batavia – Jakarta Kota 1930**



**Picture 10**  
**Arrival at Batavia Terminus Railway Station, Old Batavia – Jakarta Kota 1930**

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**Picture 11**

**Station Koningsplein Weltevreden, now Stasiun Gambir, Batavia – Jakarta 1932**



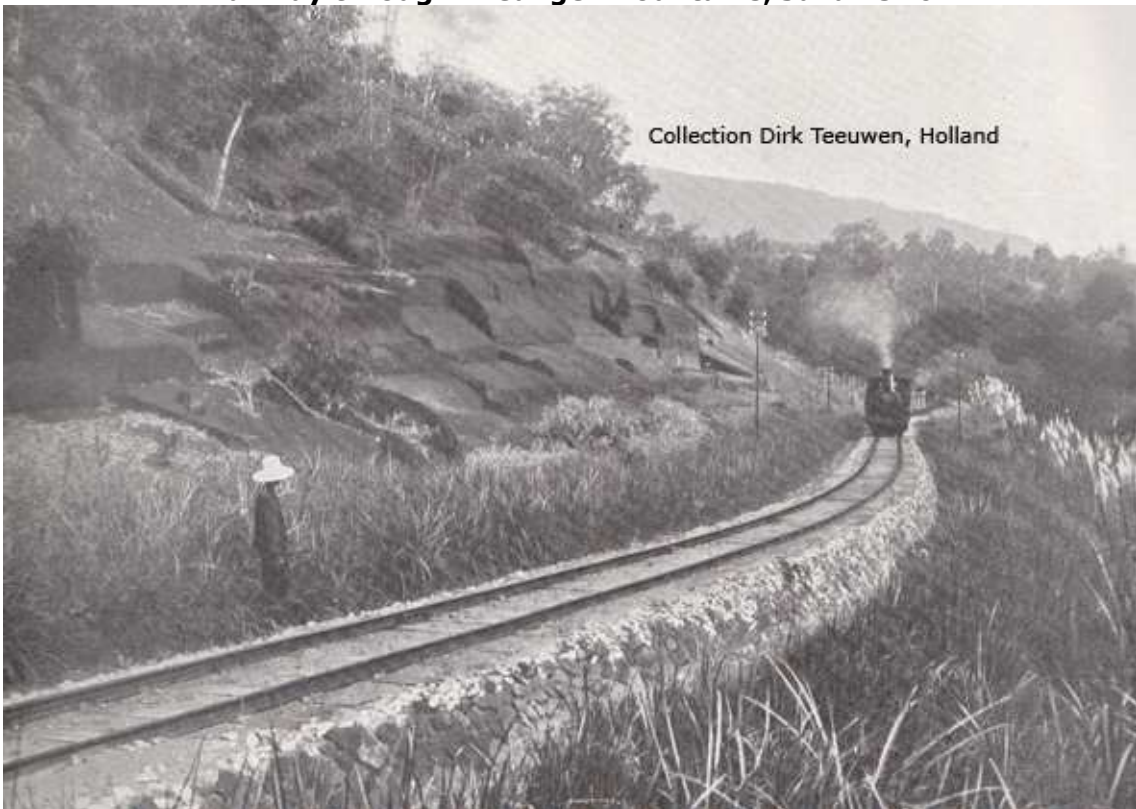
**Picture 12**

**Deli Railways: yard near the Medan Deli Railway Station, Sumatra 1928**

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**Picture 13 and 14 below  
Railway through Preanger Mountains, Java 1926**

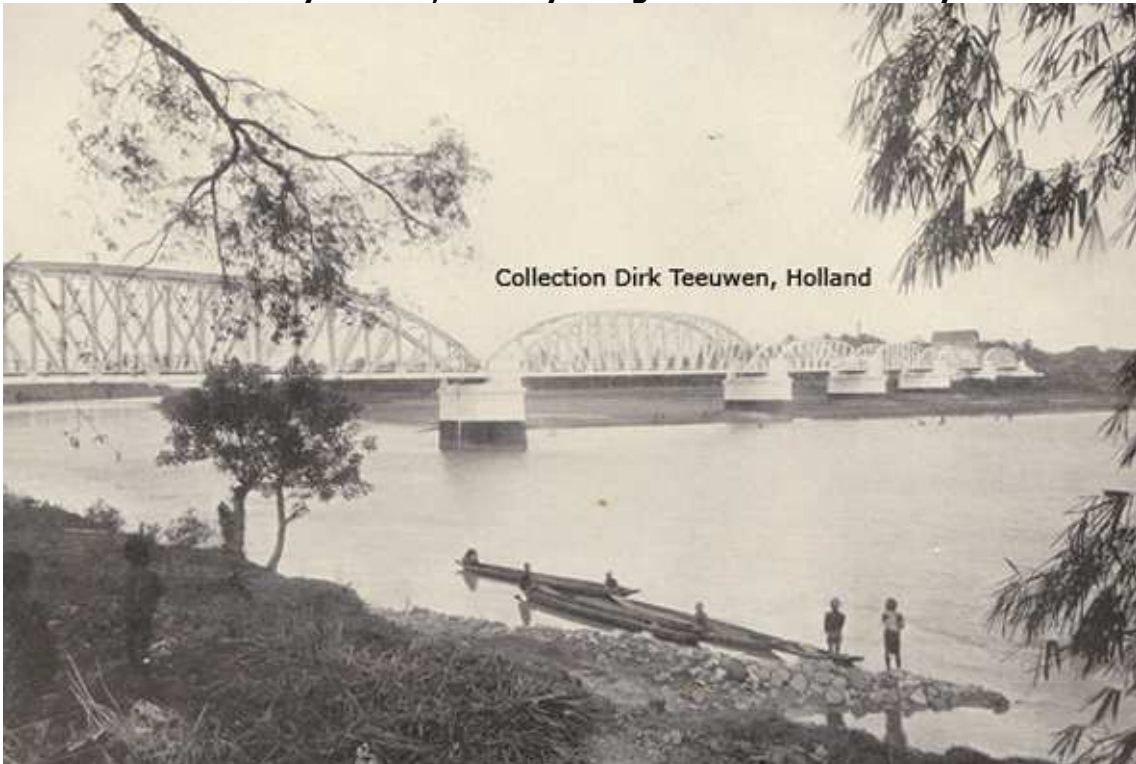


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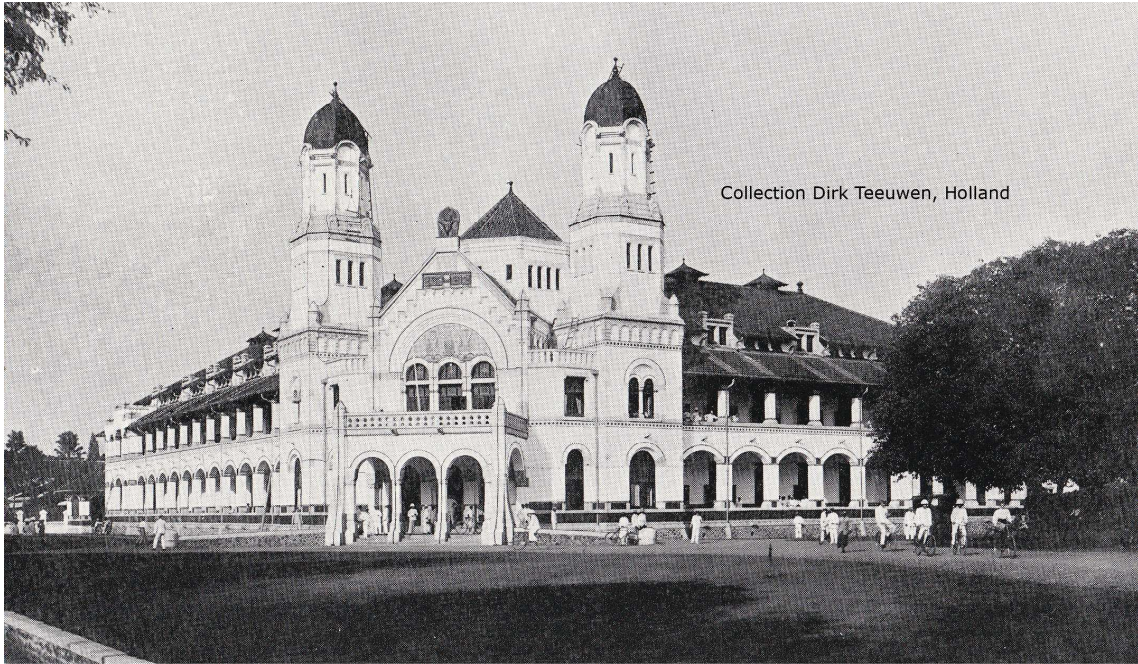




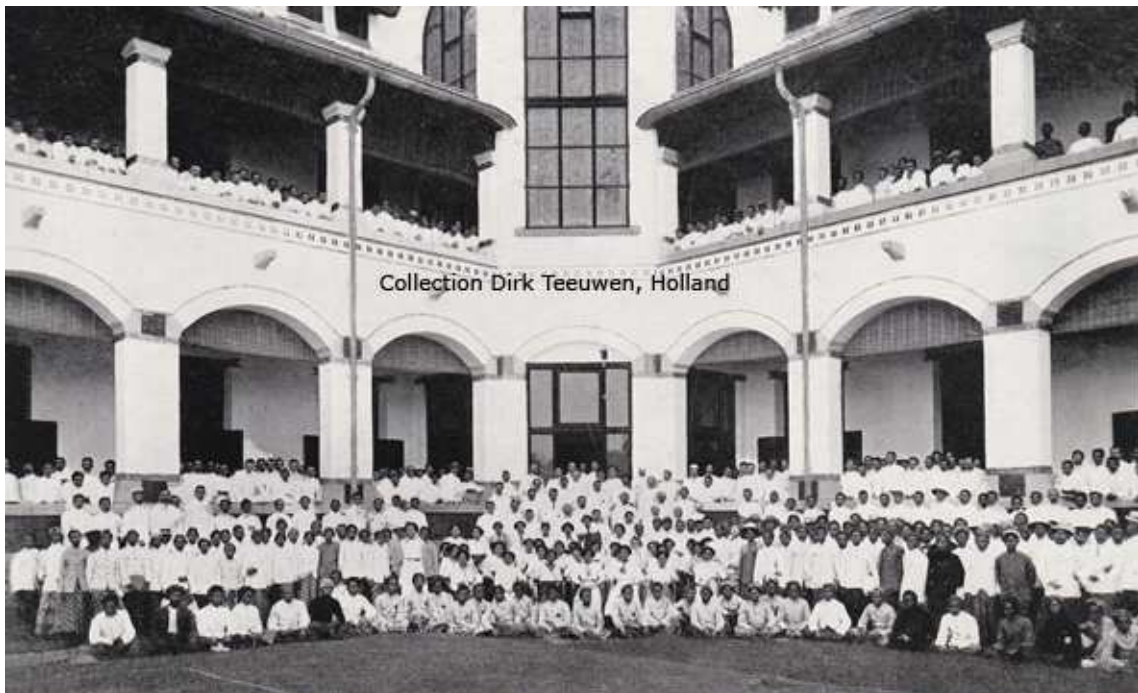
**Picture 15 and 16 below, Central Java 1930  
Around Maos railway station, railway bridge across River Serayu near Maos**



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**Picture 17**  
**Head office of the State Railways in The Dutch East Indies, Semarang 1902**



**Picture 18**  
**Staff of the head office of the State Railways in The Dutch East Indies, Semarang 1921**

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Collection Dirk Teeuwen, Holland

**Picture 19**  
**The opening, inauguration, of the interlocal tramway Makassar (Ujung Pandang) – Takalar, Celebes – Sulawesi 1922**







MINAHASA  
 Schaal 1:1250000

Collection Dirk Teeuwen,  
 Holland

**Map 1 The interlocal tramway: 50 km (to the south) from and to Makassar (Ujung Pandang) following the red line (road), Celebes – Sulawesi 1940**

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**On the maps!**

	<b>Capital towns; provinces and colonial governments</b>
	<b>Capital towns; residencies</b>
	<b>Capital towns; regencies (Java), sections outlying districts and provinces</b>
	<b>Other towns</b>

	<b>First class railroads</b>
	<b>Second class railroads, inter-local tramways</b>
	<b>Main roads</b>
	<b>Air routes, Royal Dutch East-Indian Airways (K.N.I.L.M.)</b>
	<b>Air routes Royal Dutch Airlines (K.L.M.)</b>
	<b>Hindu temple ruins</b>
	<b>Swamps</b>
	<b>Lowlands (lower than 200 meters above sea level)</b>
	<b>Hills and mountains (more than 200 meters above sea level)</b>

**Explanation on behalf of all maps**



**Map 2 West Java 1940**

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**Map 3 Central Java 1940**



**Map 4 East Java 1940**

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**Map 5 Aceh and dependencies, Sumatra 1940**

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**Map 6 Tapanuli, Riouw and dependencies, east coast Sumatra 1940**



**Map 7 Jambi, Palembang, Lampung and dependencies, south Sumatra 1940**



Map 8 Padang and dependencies, west coast Sumatra 1940

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**LENGTE der Spoor- en tramwegen in Ned.-Indië met datum van opening voor exploitatie der baanvakken (einde 1927).**

Onderneming.	Lijn.	Lengte in K.M.	Datum en jaar der opening.	
Staatsspoor- en Tramwegen op Java. a. Oosterlijnen	Soerabaja—Pasoeroean.	63	16 Mei	1878
	Bangil—Sengon.	21	1 Nov.	1878
	Sengon—Lawang.	10	1 Mei	1879
	Lawang—Malang.	18	20 Juli	1879
	Sidhoardjo—Modjokerto.	32	16 Oct.	1880
	Modjokerto—Semboeng.	32	27 Febr.	1881
	Semboeng—Kertosono.	7	25 Juni	1881
	Kertosono—Kediri.	29	13 Aug.	1881
	Kertosono—Ngandjoek.	22	1 Oct.	1881
	Ngandjoek—Madioen.	47	1 Juli	1882
	Kediri—Toeloengagoeng.	30	2 Juni	1883
	Madioen—Paron.	26	2 Juli	1883
	Paron—Modjosragen.	42	1 Maart	1884
	Pasoeroean—Probolinggo.	40	3 Mei	1884
	Modjosragen—Soerakarta.	29	24 Mei	1884
	Toeloengagoeng—Blitar.	34	16 Juni	1884
	Soerabaja—Kalimas.	5	1 Jan.	1886
	Probolinggo—Klakah.	34	1 Juli	1895
	Malang—Kepandjen.	19	5 Jan.	1896
	Blitar—Wlingi.	19	10 Jan.	1896
	Klakah—Pasirian. (1)	36	16 Mei	1896
	Kepandjen—Wlingi.	36	30 Jan.	1897
	Klakah—Djember.	62	1 Juni	1897
	Tarik—Sepandjang.	23	1 Juli	1897
	Djember—Panaroekan.	89	1 Oct.	1897
	Soemberkolak—Sitoebondo (1).	3	1 Oct.	1897
	Sepandjang—Wonokromo.	7	1 Dec.	1898
	Goebeng—Kalimas.	4	1 Juli	1901
	Kalisat—Mrawan.	30	10 Sept.	1902
	Mrawan—Banjoewangi.	58	2 Febr.	1903
	Madioen—Mlilir (1).	23	15 Mei	1907
	Mlilir—Ponorogo (1).	9	1 Sept.	1907
	Ponorogo—Balong (1).	17	1 Nov.	1907
	Ponorogo—Soemoroto (1).	7	1 Dec.	1907
	Sitoebondo—Pandji (1).	3	1 Mei	1908
	Krian—Gempolkerep (1).	26	1 Mei	1912
	Djombang—Dolok (1).	9	16 Aug.	1899(2)
	Dolok—Plosso (1)	1	24 Dec.	1899(2)
	Plosso—Kaboek (1).	6	1 Jan.	1900(2)
	Kaboek—Ngimbang (1).	16	17 Mei	1900(2)
	Ngimbang—Bloeboek (1).	11	18 Juni	1901(2)
	Bloeboek—Dradah (1).	9	1 Jan.	1902(2)
	Dradah—Babat (1).	17	17 Aug.	1902(2)

(1) Normaalsporige tramwegen

(2) Overgenomen 1 December 1916 van de Babat-Djombang Stoomtram Maatschappij.

**Schedule 1. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.	
	Hoofdlijn—Ponen (1) (1).	1½	1 Maart	1913 <sup>(2)</sup>
	Djombang S.S.—Djombang Kotta(1).	2	1 Jani	1898 <sup>(4)</sup>
	Djombang Kotta—Djombang Pasar (1)	1	13 Juli	1899 <sup>(4)</sup>
	Toeloengagoeng—Tjampoerdarat(1).	14	15 Juli	1921
	Gempolkerep—Plosso (1).	20	1 Sept.	1921
	Rogodjampi—Srono.	13	26 Oct.	1921
	Rambipoedji—Poeger met zijtak Balong—Amboeloe (5).	40	3 Mei	1913
	Tjampoerdarat—Trenggalek (7).	25	1 Juli	1922
	Balong—Slahoeng (1).	9	1 Aug.	1922
	Soemoroto—Badegan (1).	10	Idem.	
	Srono—Bentjoeloek (1).	5	1 Nov.	1922
	Trenggalek—Toegoe (1).	9	3 Januari	1923
	Loemadjang—Kentjarang—Balong.	42		
<i>b. Westerlijnen.</i>	Batavia—Weltevreden.	6	15 Sept.	1871 <sup>(6)</sup>
	Weltevreden—Meester Cornelis.	6	16 Juni	1872 <sup>(6)</sup>
	Meester Cornelis—Buitenzorg.	44	31 Jan.	1873 <sup>(6)</sup>
	Buitenzorg—Tjitjoeroeg.	27	5 Oct.	1881
	Tjitjoeroeg—Soekaboemi.	31	21 Maart	1882
	Soekaboemi—Tjiandjoer.	39	10 Mei	1883
	Tjiandjoer—Bandoeng.	60	17 Mei	1884
	Bandoeng—Tjitjalengka.	27	10 Sept.	1884
	Batavia—Priok.	9	2 Nov.	1885
	Djocja—Tjilatjap.	176	20 Juli	1887
	Koetoardjo—Poerworedjo.	12	Idem.	
	Tjitjalengka—Garoet.	51	14 Aug.	1889
	Tjibatoe—Tasikmalaja.	56	16 Sept.	1893
	Tasikmalaja—Kesoegihan.	118	1 Nov.	1894
	Batavia—Bekassie.	27	31 Maart	1887 <sup>(7)</sup>
	Bekassie—Tjikarang.	17	14 Aug.	1890 <sup>(7)</sup>
	Tjikarang—Kedoeng Gedeh.	13	21 Juni	1891 <sup>(7)</sup>
	Kedoeng Gedeh—Krawang.	6	20 Maart	1898 <sup>(7)</sup>
	Batavia—Doeri—Tangerang.	23	2 Jan.	1899
	Doeri—Rangkasbetoeng.	76	1 Oct.	1899
	Rangkasbetoeng—Serang.	34	1 Juli	1900
	Serang—Anjer Kidol.	42	20 Dec.	1900
	Krawang—Poerwakarta.	41	27 Dec.	1902
	Kemajoran—Antjol.	4	1 Maart	1904

(1) Normaalsporige tramwegen.  
(2) Overgenomen 1 December 1916 van de Babat-Djombang Stoomtram Maatschappij.  
(3) Alleen voor goederenvervoer.  
(4) Overgenomen 1 November 1918 van de Kediri Stoomtram Maatschappij.  
(5) Smalsporige tramwegen (spoorwijdte 0.6 M.).  
(6) Overgenomen 1 November 1913 van de Nederl. Ind. Spoorw. Maatschappij.  
(7) Overgenomen 4 Augustus 1898 van de Bataviasche Oosterspoorweg Maatschappij.

**Schedule 2. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.	
	Tanahabang — Struijswijk — Kra- wanglijn.	6	1 Maart	1904
	Poerwakarta—Padalarang.	56	2 Mei	1906
	Rangkasbetoeng—Laboean.	56	18 Juni	1906
	Tjikampek—Tjilamaja (1).	28	1 Juli	1909
	Tasikmalaja—Singaparna (2)	17	1 Juni	1911
	Tjikampek—Cheribon.	137	3 Juni	1912
	Tjikampek—Wadas (1).	16	15 Juni	1912
	Djatibarang—Indramajoe (2).	19	15 Sept.	1912
	Tjilegon—Merak.	10	1 Dec.	1914
	Cheribon—Margasari (3).	75	1 Juli	1916
	Kroja—Patoegoeran (3).	51	Idem.	
	Bandjar—Kalipoetjang (2).	43	15 Dec.	1916
	Patoegoeran—Margasari (4).	32	1 Jan.	1917
	Krawang—Rengasdengklok (1).	21	15 Juni	1919
	Lamaran—Wadas (1).	15	9 Febr.	1920
	Bandoeng—Soreang, met verbin- dingslijn Kiaratjondong-Kareës(5).	29	13 Febr.	1921
	Rantjaek—Tandjongsari (5).	12	Idem.	
	Kalipoetjang—Tjidjoelang (5).	39	1 Juni	1921
	Dajeukolot—Madjalaja (5).	18	3 Maart	1922
	Tanahabang—Manggarai.	6	1 Aug.	1922
	Angkee—Kampoeng Bandan.	4	12 Sept.	1923
	Soreang—Tjiwedej (5).	12	17 Juni	1924
<b>Staatsspoorwegen ter Sumatra's Westkust..</b>	Poeloeajer—Padang Pandjang.	71	1 Juli	1891
	Padang Pandjang—Fort de Kock.	19	1 Nov.	1891
	Padang Pandjang—Solok.	53	1 Juli	1892
	Solok—Moeara Kalaban.	23	1 Oct.	1892
	Padang—Emmahaven.	7	Idem.	
	Moeara Kalaban—Sawah Loento.	4	1 Jan.	1894
	Fort de Kock—Pajacombo.	33	15 Sept.	1896
	Loeboekaloeng—Priaman.	21	9 Dec.	1908
	Priaman—Soengei Limau.	14	1 Jan.	1911
	Pajacombo—Limbanang(tramweg(5)	20	19 Juni	1921
<b>Staatstramwegen op Zuid-Sumatra</b>	Pandjang—Tandjoeng Karang.	12	3 Aug.	1914
	Tandjoeng Karang—Laboeanratoe.	5	1 Maart	1915
	Laboeanratoe—Tegineneng.	22	1 Nov.	1915

(1) Smalsporige tramwegen (spoorwijdte 0.6. M.).  
(2) Normalsporige tramwegen.  
(5) Deze lijnen werden tot 1 Jan. 1917 als tramweg, daarna als secundaire spoorweg en vanaf Mei 1918 als hoofdspoorweg geëxploiteerd.  
(6) Tot Mei 1918 als secundaire spoorweg, daarna als hoofdspoorweg geëxploiteerd.  
(1) Normalsporige tramwegen.

**Schedule 3. Length in km as well as the opening date of rail- and tramways in  
The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.
	Tegineneng—Hadjipemangilan.	24	1 Febr. 1917
	Hadjipemangilan—Blambangan.	14	1 Febr. 1918
	Blambangan—Koetaboemi.	20	2 Jan. 1921
	Telokbetong—Garoentang.	4	27 Mei 1921
	Koetaboemi—Tjempaka.	8	1 Juni 1923
	Tjempaka—Martapoera.		
	Kertapati—Prabamoelih.	78	1 Nov. 1915
	Prabamoelih—Goenoeng Megang.	44	1 Dec. 1916
	Goenoeng Megang—Moeara Enim.	29	2 April 1917
	Moeara Enim—Tandjoeng.	13	1 Sept. 1919
	Praboemoelih—Penindjawan.	56	15 Sept. 1922
	Penindjawan—Batoeradja.	38	1 Juli 1923
	Batoeradja—Martapoera.	33	16 Nov. 1925
	Lahat — Tebing Tinggi — Moeara Saling naar een punt in den weg van Kepala Tjoeroep naar Moeara Bliti. )	120	in aanleg
<b>Atjehstaatsstoom- tram (I)</b>	Oelee Lheue—Kotta Radja.	4	12 Nov. 1876
	Kotta Radja—Lambaroe.	7	— 1885
	Lambaroe—Seulimeum.	34	15 Nov. 1897
			1 „ 1898
	Segli—Gedeh Breue.	17	Nov. 1899
	Seulimeum—Gedeh Breue.	61	1 April 1908
	Gedeh Breue—Beureunoen.		15 Jan. 1906
	Beureunoen—Lam Meulö.	6	15 Juni 1906
	Beureunoen—Lho Seumawéh.	145	Idem
	Lho Seumawéh—Idi.	98	Idem
	Idi—Langsa.	65	Idem
	Langsa—Koeala Langsa.	9	Idem
	Langsa—Koeala Simpang.	32	2 Sept. 1912
Koeala Simpang—Semadam.	13	15 Juli 1914	
Semadam—Besitang.	27	2 April 1917	
	Besitang—Pangkalan Soesoe.	10	
<b>Staatstramwegen op Celebes.</b>			
Staatstramwegen in Zuid-West Celebes.	Pasarboetoeng—Takalar.	47	1 Juli 1922

(1) Aangelegd met een spoorwijdte van 0,75 M.; de Atjehtram werd Januari 1916 door de S.S. van het Departement van Oorlog overgenomen.

**Schedule 4. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening	
Ned.-Ind. Spoor- weg Mij.	Semarang Goederenstation—Tangoeng.	25	10 Aug.	1867
	Tangoeng—Kedoeng Djati.	9	19 Juli	1868
	Semarang Goederenstation—Oostzijde Havenkanaal (1).	2	20 Juli	1868
	Kedoeng Djati—Solo.	74	10 Febr.	1870
	Solo—Djokja.	58	10 Juni	1872
	Kedoeng Djati—Willem I.	37	21 Mei	1873
	Djokja S/V—Djokja Toegoe.	1	7 Juli	1887
	Semarang Goederenstation—Westzijde Havenkanaal (1).	3	16 Sept.	1913
	Semarang Goederenstation—Pruwenhaven.	2	1 Jan.	1924
	Semarang Tawang—Semarang Goederenstation.	1	25 Mei	1914
	Djokja—Srandakan (2).	23	21 Mei	1895
	Srandakan—Brossot.	2	1 April	1915
	Brossot—Sewoegaloer.	3	1 April	1916
	Ngabean—Pasar Gedeh.	6	15 Dec.	1917
	Pasar Gedeh—Poendoeng.	21	15 Jan.	1919
	Djokja—Magelang.	47	1 Juli	1898
	Magelang—Setjang.	10	15 Mei	1903
	Setjang—Willem I.	27	1 Febr.	1905
	Setjang—Temanggoeng.	14	3 Jan.	1907
	Temanggoeng—Parakan.	13	1 Juli	1907
	Lamongan—Soerabaja.	41	1 April	1900
	Babat—Lamongan.	28	15 Aug.	1900
	Goendih—Kradenan.	37	15 Oct.	1900
	Kradenan—Tjepoe.	52	1 Maart	1902
	Bodjonegoro—Babat.	36	Idem.	
	Soemari—Grisee.	14	1 Juni	1902
	Kandangan—Grisee.	13	3 Jan.	1924
	Tjepoe—Bodjonegoro.	36	1 Febr.	1903
	Grisee—Grisee (station).	1	Idem.	
	Tjepoe—Ngareng (1).	3	1 Jan.	1914
	Kapoean—Solorivier (1).	1	Idem.	
	Bodjonegoro—Djatirogo.	49	1 Mei	1919
	Babat—Merak Oerak.	47	1 Aug.	1920
	K.M. 1 + 944 —Bojolali.	27	1 Mei	1908 <sup>(3)</sup>
	K.M. 1 + 944 Station Solo-Kotta.	1	1 Juni	1920
	Solo-Kotta—Wonogiri.	32	1 April	1922
	Wonogiri—Batoeretno.	19	1 Oct.	1923
	Broemboeng—Goeboeg.	17	1 Sept.	1922
	Semarang Tawang—Broemboeng.	14	3 Jan.	1924
	Goeboeg—Gambringan.	29	Idem.	

(1) Alleen voor goederenvervoer.  
(2) Onderstaande lijnen der N.I.S. worden als tramweg geëxploiteerd.  
(3) Overgenomen op 1 Januari 1911 van de Solosche Tramweg Maatschappij.

**Schedule 5. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Lijn.	Lengte in K.M.	Datum en jaar der opening.	
<b>Deli Spoorweg Mij.</b>	Laboean—Medan (1).	17	25 Juli	1886
	Medan—Timbang Langkat (1)	21	1 Mei	1887
	Laboean—Belawan (1).	6	16 Febr.	1888
	Medan—Serdang (1).	20	1 Juli	1889
	Serdang—Perbaoengan (1).	18	7 Febr.	1890
	Perbaoengan—Bamban (1)	141	11 April	1902
	Bamban—Rantau Laban (1)		2 Maart	1903
	Rantau Laban—Tandjoeng Balei(1)		6 Aug.	1915
	Tandjoeng Balei—Telok Niboeng.	48	1 Febr.	1918
	Tebing Tinggi—Dolok Merangir (1).		5 Mei	1916
	Dolok Merangir—Pematang Siantar (1).	14		4 Sept.
	Medan—Deli Toewa <sup>(2)</sup> <sup>(3)</sup> .		21	1 Dec.
	Deli Toewa—Batoe <sup>(3)</sup> .	19 Dec.		1890
	Timbang Langkat—Seleseh <sup>(4)</sup> .	81	5 Nov.	1902
	Seleseh—Koeala.		30 Juni	1903
	Timbang Langkat—Stabat.	81	1 Aug.	1904
	Stabat—Tandjoeng Poera.		15 Dec.	1904
	Tandjoeng Poera—Pangkalan Brandan.	10	29 Dec.	1919
	Pangkalan Brandan—Besitang.		1 Dec.	1921
	Besitang—Pangkalan Soesoe <sup>(5)</sup> .	28	10 April	1904
Loeboek Pakam—Bangoen Poerba.	15	1 Oct.	1907	
Kampoeng Baroe—Arnhemia.	—	nog niet in exploitatie		
Kisaran naar het Zuiden (Koealoe-rivier).	—	nog niet in exploitatie		
<b>Semarang-Cheribon Stoomtram Mij.</b>	Semarang West—Kaliwoengoe.	19	2 Mei	1897
	Kalibodri—Weleri.	9	1 Nov.	1897
	Weleri—Pekalongan.	49	1 Dec.	1898
	Kaliwoengoe—Kalibodri.	12	1 Jan.	1914
	Pemalang—Tegal.	29	23 Juni	1898
	Pekalongan—Pemalang.	34	1 Febr.	1899
	Tegal—Brebès.	12	15 Nov.	1897
	Moendoe—Cheribon station.	6	1 Mei	1897
	Brebès—Losari.	28	8 Mei	1898
	Losari—Moendoe.	28	1 Mei	1915

- (1) Wordt als spoorweg geëxploiteerd.  
(2) Wordt als tramweg geëxploiteerd.  
(3) Van af 1 Juli 1918 als tramweg geëxploiteerd (G.B. van 26 Oct. 1917 No. 56).  
(4) Oorspronkelijke spoorweg.  
(5) Deze lijn was door de Atjehtram aangelegd; op 1 December 1921 had de aansluiting te Besitang plaats.

**Schedule 6. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.	
	Kaliwoengoe—Kendal.	8	2 Mei	1897
	Kendal—Kalibodri.	9	1 Nov.	1897
	Weliri—Besokor.	4	1 April	1901
	Pekalongan—Kedoengwoeni.	9	7 Febr.	1916
	Kedoengwoeni—Wonopringgo.	3	1 Dec.	1916
	Tegal—Slawi.	14	25 Aug.	1885(1)
	Slawi—Balapoelang.	10	17 Nov.	1886(1)
	Balapoelang—Proepoek.	15	1 Mei	1918
	Losari—Tjiledoek.	12	10 Oct.	1897
	Tjiledoek—Sindanglaoet.	18	8 Juli	1897
	Sindanglaoet—Moendoe.	10	1 Mei	1897
	Cheribon Station—Kadipaten.	47	29 Dec.	1901
	Klangenan—Goenoeng Giwoer.	5	1 Juli	1922
	Verbindingsspoor met S. J. S. te Semarang.	1	2 Mei	1897
	Havenlijn—Semarang.	5	Idem	
	Pakhuislijnen te Pekalongan.	5	1 Febr.	1899
	Haven en pakhuissporen te Tegal.	3	16 Sept.	1895
	” ” ” ” Cheribon.	3	1 Mei	1899
	” ” ” ” met S.S. te Cheri- bon.	1	1 Nov.	1914
	Verbindingsspoor met Cheribon haven.	1	Idem.	
<b>Semarang—Joana Stoomtram Mij.</b>	Semarang—Djomblang.	4	1 Dec.	1882
	Semarang—Boeloe.	3	12 Maart	1883
	Boeloe—Bandjirkanaal.	1	4 Nov.	1899
	Semarang—Station N.I.S.	1	12 Maart	1883
	Semarang—Kleine Boom.	3	2 Juli	1883
	Semarang—Genoek.	6	Idem.	
	Genoek—Demak.	18	27 Sept.	1883
	Demak—Koedoes.	26	15 Maart	1884
	Koedoes—Pati.	23	19 April	1884
	Pati—Joana.	14	Idem.	
	Joana—Lasem.	34	1 Mei	1900
	Lasem—Pamotan.	10	1 Juni	1914
	Pamotan—Djatirogo.	24	20 Febr.	1919
	Joana—Boeloemanis.	16	15 Aug.	1899
	Boeloemanis—Tajoe.	9	1 Mei	1900
Koedoes—Majong.	13	6 Sept.	1887	
Majong—Petjangaän.	10	5 Mei	1895	

(1) Overgenomen 16 September 1895 van de Javasche Spoorweg Maatschappij.

**Schedule 7. Length in km as well as the opening date of rail- and tramways in  
The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.	
	Majong—Welahan.	6	10 Nov.	1900
	Demak—Godong.	21	15 Nov.	1888
	Godong—Poerwodadi.	17	1 April	1889
	Poerwodadi—Wirosari.	22	1 Oct.	1889
	Wirosari—Koendoeran.	18	16 Sept.	1893
	Koendoeran—Ngawen.	10	22 Maart	1894
	Ngawen—Blora.	15	13 Sept.	1894
	Poerwodadi—Goendih.	17	28 Nov.	1884 <sup>(1)</sup>
	Wirosari—Kradenan.	8	1 Nov.	1898
	Rembang—Blora.	37	15 Juni	1902
	Blora—Tjepoe.	33	1 Nov.	1901
	Verbindingsspoor Tjepoe.	2	1 Febr.	1903
	Haven- en pakhuispoor te Semarang.	4	2 Juli	1883
	Haven- en pakhuispoor te Joana.	2	19 April	1894
	Haven- en pakhuispoor te Rembang.	1	2 Mei	1900
	Semarang Goederenstation—Prawenhaven.	4	1 Nov.	1923
<b>Serajoedal Stoomtram Mij.</b>	Maos—Poerwokerto.	29	16 Juli	1896
	Poerwokerto—Soekaradja.	9	5 Dec.	1896
	Soekaradja—Poerworedjo.	16	2 Juli	1897
	Poerworedjo—Bandjarnegara.	30	18 Mei	1898
	Verlenging te Bandjarnegara.	2	1 Mei	1916
	Bandjarsari—Poerbolinggo.	7	1 Juli	1900
	Bandjarnegara—Selokromo.	19	1 Mei	1916
	Selokromo—Wonosobo.	14	7 Juni	1917
<b>Oost-Java Stoomtram Mij. Stoomtramlijnen.</b>	Oedjong—Fort Prins Hendrik.	3	10 Dec.	1889
	Fort Prins Hendrik—Station S.S.	2	17 Dec.	1890
	Station S.S.—Regentstraat.	1	15 April	1890
	Regentstraat—Pasar Toeri—Wonokromo.	7	2 Maart	1916
	Wonokromo—Sepandjang.	7	27 Sept.	1890
	Sepandjang—Krian.	7	14 Febr.	1898
	Regentstraat—Tandjoeng Perak <sup>(2)</sup> .	16	1 Aug.	1920
	Modjokerto Kali—Modjoagoeng.	17	1 Oct.	1889
	Modjoagoeng—Ngoro.	17	1 Jan.	1890
	Gemekan—Dinoyo.	8	5 Maart	1892
	Modjokerto Kali—Wates.	3	1 April	1909

(1) Overgenomen 1 Januari 1892 van de Poerwodadi—Goendih Stoomtram Maatschappij.  
(2) Bij G.B. van 25 Nov. 1915 No. 56 is vergunning verleend om op het baanvak Regentstraat—Haven (Tandjoeng Perak) elektrische tractie toe te passen.

**Schedule 8. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.	
<b>Oost-Java Stoomtram Mij. Electriche lijnen Soerabaja.</b>	Wonokromo—Willemsplein.	8	15 Mei	1923
	Kajoon—Hoek Palmenlaan.	1	16 Mei	1923
	Sawahān—Toendjoengan.	3	Idem.	
	Willemsplein—Tandjoeng Perak.	5	12 Juli	1923
	Kajoon—Goebangboulevard—Zijtak naar Goebeng S.S.	2	11 Febr.	1924
<b>Kediri Stoomtram Mij.</b>	Djombang S.S.—Kediri.	50	7 Jan.	1897
	Pesantren—Wates.	14	8 Mei	1897
	Pelem—Papar.	14	8 Mei	1897
	Paree—Kepoeng.	12	30 Aug.	1898
	Semanding—Kentjong.	5	1 Juni	1898
	Kentjong—Koono.	4	16 Mei	1899
	Poeloredjo—Ngoro.	6	7 Dec.	1898
	Ngoro—Kandangan.	7	19 Dec.	1899
	Goerah—Kawarassan.	9	1 Juni	1899
Brenggolo—Plossō Klaten.	1	15 Jan.	1900	
<b>Malang Stoomtram Mij.</b>	Malang—Boeloelawang.	11	14 Nov.	1897
	Boeloelawang—Gondanglegi.	12	4 Febr.	1898
	Gondanglegi—Talok.	7	9 Sept.	1898
	Talok—Dampit.	8	14 Jan.	1899
	Gondanglegi—Kependjen.	17	10 Juni	1900
	Toempang—Singosari.	23	27 April	1901
	Malang—Blimbing.	6	15 Febr.	1903
Sidajoe—Toeren.	1	25 Sept.	1908	
<b>Modjokerto Stoomtram Mij.</b>	Porrōng—Modjokerto. (1).	38	1 Nov.	1898
	Djapanan—Pandaän.	11	Idem.	
	Pandaän—Bangil.	—	18 Sept.	1899
	Pandaän—Bangil (gew. tracé).	13	1 Aug.	1919
	Bangsāl—Pohdjedjer.	—	18 Sept.	1899
Bangsāl—Pohdjedjer (gew. tracé).	15	4 Mei	1907	
<b>Pasoeroean Stoomtram Mij.</b>	Pasoeroean—Waroengdowo.	6	21 Mei	1896
	„ — Boom.	2	27 Dec.	1896
	Waroengdowo—Bekasi.	10	26 Maart	1897
	„ — Wonoredjo.	11	17 Maart	1899
	Wonoredjo—Bakalan.	4	7 Juni	1897
	Bakalan—Passer Alkmaar.	4	8 Mei	1900
	Pasoeroean—Linkeroever Gem-bongrivier.	3	27 Maart	1912
	Waroengdowo—Ngempit.	5	1 Dec.	1912
<b>Probolinggo Stoomtram Mij.</b>	Djati—Gending.	10	21 April	1897
	Gending—Djaboeng.	19	1 Mei	1897

(1) Van Porrōng tot Gempol (1440 K.M.) heeft de Modjokerto Stoomtram Maatschappij het medegebruik van de lijn naar Bangil der Staatsspoorwegen.

**Schedule 9. Length in km as well as the opening date of rail- and tramways in The Dutch East-Indies**



Onderneming.	Baanvak.	Lengte in K.M.	Datum en jaar der opening.
<b>Madoera Stoom- tram Mij.</b>	Probolinggo—Djatti.	1	22 Juni 1897
	Probolinggo—Haven.	3	28 Sept. 1898
	Djaboeng—Phaëton.	5	22 Juni 1898
	Gending—S.f. Gending.	2	— — 1899
	Sporen—Oostzijde haven Probo- linggo	—	29 Aug. 1900
	Probolinggo—Oemboel—Soember- kareng	3	6 Aug. 1912
	Kamal—Bangkalan.	18	8 Dec. 1898
	Bangkalan—Toendjoeng.	5	15 Maart 1899
	Toendjoeng—Kwanjar.	22	26 Febr. 1900
	Tandjoeng—Kapedi.	45	20 Sept. 1900
	Kapedi—Tambangan.	24	21 Jan. 1900
	Tambangan—Kalianget.	20	17 Febr. 1899
	Kwanjar—Balega.	33	11 Maart 1901
	Tandjoeng—Sampang.	15	Idem
	Balega—Sampang.	26	1 Juli 1901
	Kamal—Kwanjar.	17	1 Sept. 1913
	Toendjoeng—Kwanjar.	23	26 Febr. 1900
	Tandjoeng—Kapedi.	45	20 Sept. 1900
	Kapedi—Tambangan.	21	21 Jan. 1900
	Tambangan—Kalianget.	20	17 Febr. 1899
Kwanjar—Balega.	33	11 Maart 1901	
Tandjoeng - Sampang.	18	Idem	
Balega—Sampang.	24	1 Juli 1901	
Kamal—Kwanjar.	16	1 Sept. 1913	
<b>Ned.-Ind Tramweg Mij. (1).</b>	Batavia—Harmonie.	4	1 Juli 1883
	Harmonie—Kramat.	4	5 Aug. 1883
	Kramat—Meester Cornelis.	4	15 Sept. 1884
	Mr. Cornelis—Kampung Melajoe.	1	28 Febr. 1891
<b>Batavia Electri- sche Tram Mij. (1)</b>	Harmonie—Dierentuin.	5	10 April 1899
	Dierentuin—Cipayersweg.	2	29 April 1900
	Cipayersweg—Batavia.	5	1 Juli 1900
	Kalibesar Oost—poort Batavia.	1	15 Febr. 1907
	Menteng—Koningsplein Oost—Har- monie.	3	16 Oct. 1912
Koningsplein—Vrijmetselaarsweg.	2	2 Jan. 1913	

1) Spoorwijdte 1,188 M.

**Schedule 10. Length in km as well as the opening date of rail- and tramways in  
The Dutch East-Indies**

**End of this article**