

DUTCH RAIL TRANSPORTATION AND PACIFICATION FACILITIES ON THE NORTH COAST OF ACEH, 1898-1920

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ABSTRACT

Atjeh Tram transportation, one of the means of socio-political pacification, the Dutch colonial government program in Aceh its purpose is in addition to supporting public transportation and means of colonial military transportation or conquest of the region with its research scoup; namely the North coast of Aceh (Padang Tiji Pidie; to Panton Labu). In an effort to accelerate the opening of railroad routes, the people of Aceh reacted to the rebellion against the Dutch government when pioneering and building railroad infrastructure on the North coast of Aceh, a connection from the *Atjeh Tram* in Kutaraja 1874. Despite the guerrilla warfare, the Dutch Government managed to build a railroad; 291 km within 6 (four years) from Seulimeum to Panton Labu (1898-1904), the north coast of Aceh as well as a number of bridges and stations In the methodology, a historical-critical study with four steps is used, namely collecting primary and secondary sources/heuristics, criticizing internal and external sources, interpreting facts from these sources, and finally reconstructing facts in the form of historical writing/critical fact synthesis process. This approach is to measure *Atjeh Tram* train operations in Aceh's North coast zone and gain academic and practical knowledge. The results showed that *Atjeh Tram* transportation on the North coast of Aceh railroad had changed the living conditions of traditional communities into a modern transportation system in order to conquer and unify the territory of Dutch colonial military rule in Aceh and isolated areas became and become strategic and developed cities.

Keywords: Railways, Netherlands, Transportation, Pacification Politics

INTRODUCTION

In 1873 the Dutch annexed Aceh, but failed miserably and as a result the leader of the Dutch troops Kohler was killed by bullets from Acehnese fighters. The second Dutch expedition in 1874 under van Swieten succeeded in Aceh and pioneered modern transportation, namely the train *Atjeh Tram* as a means of transporting war logistics to connect between various posts in Kutaraja (1876). Based on the *Korte Verklaring* agreement which aims to influence the uleebalang to accept Dutch rule and

open the *Atjeh Tram* transportation route as a means of logistical and military transportation to conquer the Aceh region. The opening of the railroad as an effort to build railroad transportation facilities in Aceh was initially for political and socio-economic purposes only, namely conquering the Aceh region [1], and was closely related to the objectives of the *Naamlooze Venootschap de Nederlandsche Spoorweg Maatschapij* (N.V. NISM) company in Batavia (1862) [10].

The construction of the *Atjeh Tram* mega-project after obtaining permission from the Governor General of the Dutch East Indies James Loudon in Batavia (now: Jakarta), was planned for the opening of Aceh railway transportation with a track width of 1,067 mm on the Ulee Lheue line as a railway jetty to be built in the sea near Kutaraja, the landing place of Dutch military and officials from Batavia to Aceh [21] and [10].

During the time span between 1876-1897, railway activities were predominantly for the benefit of Dutch colonial politics and the line concentration system (confinement in forts). *The Atjeh Tram* Railway program, however, only lasted 21 years [37]. Then, it was only in 1898 when the Military / Civil Governor of Aceh, General van Heutz, assisted by his advisor named Snock Hurgronje, sparked a new idea that the Railway was part of the means of "*Social Pacification Transportation*" (Acehnese peace and welfare program) in the empowerment sector in the fields of public transportation, economy and means of defense between regions and conquered areas and also built the infrastructure of railway stations to the North coast (1898-1904) and the East coast of Aceh [7]. Van Heutsz and Christian Snouck Hurgronje launched three programs to neutralize the people of Aceh through the "Social Pacification Program", namely: (1) the field of pure religion; (2) the social field of society (muamalah); and (3) the political field [17]. This peace program was only a mode of the Dutch Colonial Government to recruit the uleebalang to cooperate in the railway expansion efforts as part of the application of pacification politics for the security and welfare of the Acehnese people.

The idea of the *Atjeh Tram* railway mega project with the mode of "Social Pacification" of Dutch Colonial politics succeeded in building land transportation facilities, especially the opening of railway lines starting from Seulimuem-Padang Tiji

(1898), Sigli (1899), Meureudu and Samalanga (1901), Lhokseumawe (1902), to the eastern border, namely Panton Labu (1904) as the North coast of Aceh [23 and 38].

However, the Acehnese guerrilla movement was still actively reacting against the Dutch Colonial Government on the North coast of Aceh, such as the explosion of grenades and mortars on the Padang Tiji Pidie railroad track (1900) and the movement of Uleebalang Teuku Chik in Tunong, Keureuto area, Lhoksukon North Aceh, sabotaging the railroad in 1903 [35].

Although the North coast of Aceh is still prone to demolition of the construction of the *Atjeh Tram* transportation line, little by little the Social Pacification transportation empowerment program can be completed and connected to the East coast of Aceh. Therefore, the construction of the *Atjeh Tram* program has benefited the community in the field of public passenger and goods transportation between the North coast of Aceh, but it is inseparable from the interests for the transportation of military logistics of the Dutch Colonial Government and part of the defense in strengthening the colonial territory in Aceh, especially the North coast of Aceh (1898-1904) [35]

RESEARCH METHODS

This research uses a historical approach which includes a series of steps to understand and analyze Dutch Railway Transportation and Pacification Facilities on the North Coast of Aceh and the series of stages that have been carried out.

First, the research began with a literature review. This involved searching for relevant literature related to the presence of the Pacific Railway on the North coast of Aceh and the role of the railway as a means of transportation for the Dutch military as well as public transportation at that time [13]. The literature review aimed to understand the context of the political and socio-economic impact of the Dutch colonial railroad and build a strong theoretical foundation for the research.

The next stage was research on relevant historical archives and museums. Researchers visited these historical sources to collect historical documents such as letters, records, monuments and other valuable information related to railway transportation during the Dutch East Indies government era on Aceh's North Coast. This helped to unearth information that may not be available in the general literature. The

next step was to interview figures who played a role around the former train stations in Sigli, Bireuen, Lhokseumawe and Panton Labu [19]. These interviews were conducted to gather additional views, knowledge and information that may not be found in the literature review or archival documents [12]. The opinions and experiences of these figures can provide valuable insights in understanding the history of kerepa api during the implementation of social pacification or the Aceh peace period at that time.

The research also included field studies in the form of visits to railway station areas in Padang Tiji, Sigli, Meureudu, Samalanga, Bireuen, Cunda-Lhokseumawe, and Panton Labu. During the field trip, the location of former stations, railroad routes and bridges left by the Dutch in Aceh were visited as evidence of authentic routes related to the existence of pacification railways in Aceh. During the visit, data was collected, such as photo documentation of the historical heritage of railways in Aceh, especially on the North Coast [25].

The final stage of the research is data analysis. The analysis includes all information from various sources, including literature, archival documents, interviews, and field studies [12]. The analysis was conducted with a historical approach to understand and describe how the development of trains in Aceh, in addition to being strengthened through used relics and the history of trains as modern transportation in Aceh at that time [26]. The results of this analysis will help formulate conclusions and research findings. This is also reinforced by Moleong's view [25], "informants are people who are used to provide information about the situation and conditions of the research setting". In order for the informants obtained to be more precise and accurate, the informants in question must know and fully understand the object of study under study.

DISCUSSION OF RESEARCH RESULTS

1. Opening of railway infrastructure on the North coast of Aceh

The development of the *Atjeh Tram* railroad infrastructure for the North coast of Aceh, which was packaged through the "Social Pacification Politics" by van Heutz in 1898 until it connected the Deli region in 1919. The operational route from Kutaraja to Pangkalan Susu reached 496 kilometers. However, the route of the North

coast of Aceh, namely Padang Tiji to Panton Laboe, was 291 km long, from 1898-1904 for six years which bordered the east coast of Aceh [30].

a. Railroad Facilities

Based on historical/political studies, when the Military/Civil Governor of Aceh; Van Hautsz received his assignment in 1898, the Concentration Line system was abandoned and replaced by a new pattern, namely the peace system by extending the infrastructure facilities of the railway line/bridge and part of the "Social Pacification Politics" program carried out by the Dutch government in Aceh through improving the people's economy and pioneering railroad routes, including the North coast of Aceh [37 and 19].

The expansion of the *Atjeh Tram* railroad route, *during the Aceh peace period*, was at the initiative of van Heutsz, and supported by the forces of the marines. Although this period was still turbulent between 1897-1902, the construction of the *Atjeh Tram* railroad infrastructure under Aceh Governors van Heutsz and van Dalen also succeeded perfectly for the peace of the Acehnese people [7 and 30].

Table 1
Track and Rail Length of *Atjeh Tram* Railway
Region North Coast of Aceh, 1898-1902

No.	Railroad Crossing	Length (Km)	Year
1	Seulimeun-Padang Tiji	34 km	1898
2	Padang Tiji-Sigli	14 km	1900
3	Sigli-Beureunuen	13 km	1900
4	Beureunuen-Lammeulo	6 km	1903
5	Beureunuen-Leueng Putu	11 km	1900
6	Leung Putu-Pante Raja	9 km	1900
7	Pante Raja-Meureudu	13 km	1901
8	Meureudu-Samalanga	15 km	1901
9	Samalanaga-Peudada	26 km	1901
10	Peudada-Bireuen	14 km	1901
11	Bireun-Pante Lhong Leuboe	23 km	1901
12	Leuboe-Kroeng Mane	3 km	1901
13	Kreong Mane-Bungkaih	7 km	1902
14	Bungkah-Kroeng Geukoeh	6 km	1902
15	Kroeng Geukoeh-Paloih	7 km	1902
16	Paloih-Lhokseumawe	11 km	1902
17	Lhokseumawe- Geudong	15 km	1902
18	Geudong-Lhoksukon	18 km	1903
19	Lhoksukon-Panton Laboe	23 km	1904
Total route length		291 km	For 6 years

Source: [2, 3, 4, 11 and 37 and Collection of Books, 2016].

The mega project of the construction of the route / railroad *Atjeh Tram* second phase for 21 years (Aceh pacification / peace period) in 1898-1919 the pacification implementation period started from Pidie to the east coast of Aceh and Deli 496 km. It's just that in this research study the scope is only the North coast of Aceh, from the Padang Tiji route to Panton Laboe, with a route / rail length of 291 km [28]

b. Railroad Bridge Facilities

Alongside the expansion of routes/rails on the North coast of Aceh, bridge infrastructure was also built with the same goal of political pacification in accelerating the railway program. When the Keude Breueh-Padang Tiji Bridge was completed, in 1898, J.B. van Heutsz continued the railroad bridge from Sigli to the North coast of Aceh and East, with a mega project for political and economic interests as part of Social Pacification. The Dutch built road and bridge infrastructure first in the Aceh Besar region, then spread throughout Aceh for transportation between regions [27 and 33]. The motive for the expansion program of bridges, in addition to facilitating public transportation and also a policy of military, political and economic goals of the colonizers, namely "From the colonizers and for the colonizers".

Figure 1
Bridge in the Valley of Seulawah Mountains
Linking Aceh Besar-Pidie (1901)



Source: Author's Collection, 2017.

The pioneering of the *Atjeh Tram* railroad bridges during van Heuttz's time, in 1900 its function to pass the train was part of a political mission of social pacification

to recruit Ulèebalang to cooperate with the Dutch government. After the construction of the bridge / water boundary road in the Seulawah Valley to pass the *Atjeh Tram* train and the combined marshal troops from Seulimeuem to the Pidie region through the Khop Padang Tiji hill, the Ulèebalang XXII Mukim area [37 and 39].

Another mega project infrastructure bridge on the North coast of Aceh part of the Aceh peace transportation empowerment program, apart from the Pidie region also built the longest on the North coast of Aceh, namely the "Peudada Bridge" and was carried out by marshal troops to connect the Samalanga, Bireuen and Lhokseumawe areas.

Figure 2 Former Peudada Bridge Foundation, Aceh's North Coast



Source: Author's Collection, 2017.

The bridge is located in *Afdeeling Northkust van Atjeh* (North Aceh); between Meureudu, Samalanga and Lhokseumawe to facilitate transportation of community activities, Dutch colonial government and marshal military operations to face the guerrilla movement led by sultan Muhammad Daud Syah, who always moved from Meureudu, Samalanga and Keurtou to the deepening of Aceh [6]. In addition to the Peudada bridge, the Gedeung-Blang Me bridge was also built for the purpose of peace missions and community economic empowerment and strengthening the Dutch territory and its conquered areas.

c. Railway Station Facilities

In addition to the expansion of route/rail and bridge infrastructure, van Heutsz pioneered stations on the North coast of Aceh in an effort to stop/transit the *Atjeh Tram* train between regions of the Aceh empowerment and peace program through "Social Pacification Politics" in Aceh and its conquered areas. First van Heutsz built the Sigli station, followed by Padang Tiji, which was the first successful attempt at transportation in 1898 after capturing the Acehnese guerrilla headquarters under Tuanku Hasjim Banta Muda in Padang Tiji [18]. Conversely, the initiation of the Padang Tiji station by the Dutch was the beginning of the decline of the defense of sultan Muhammad Daudsyah to move to Keumala Dalam, as the second headquarters after Pohama Padang Tiji [15]

Figure 3
Train stations and locomotives *Atjeh Staats Spoorwegen* (ASS)/
***Atjeh Tram* Padang Tiji (1920) Climbing Seulawah**



Source: Proben Meseum. 2017.

After the expansion of Padang Tiji station, van Heutsz pioneered Lam Meulo station and part of the main Sigli-Pidie station, the second, a distance of 19 km, also a special route for hunting Acehnesse guerrillas, after the sultan Muhammad Daud Syah fled from Padang Tiji, to Keumala Dalam. This Lammeulo route went through Beureunuen-Lam Meulo station, a distance of 6 km [28].

Figure 4

**Inauguration of Lam Meulo Train and Locomotive
Atjeh Tram Masa Peace of Aceh (1904)**



Source: Proopen Meseum. 2017

Alongside the expansion of the infrastructure of bridges and stations in the Pidie region, the Marines under the coordination of van Heustz had also finished building the widening of the *Atjeh Tram* company's rail line, which connected to the east as a means of social pacification (a tool of peace for the Aceh region and its conquered areas) [22 and 30]. Along these routes there were a number of large and small stations for loading and unloading goods, getting on and off passengers at each

intermediate station along the journey from Sigli central station between west and east [14].

Figure 5
Pidie Railroad West and East Department Year (1920)



Source: Proben Meseum. 2017.

The Atjeh Tram train route from Sigli main station based on the contextual image above is heading east with the route namely Beureunuen, Glumpang Minyeuk, Pante Raja, Meureudu, Samalanga, Bireuen, and Lhokseumawe the operational area of the North coast of Aceh is the route up and down the public passengers as a means of transportation owned by the *Atjeh Tram* train company during the political program of Social Pacification in Aceh [9]

Figure 6
Samalanga and Gambe Lhokseumawe Station (1920)



Source: Proben Meseum. 2017

The expansion of the railway station *Atjeh Tram*, Gambe Lhokseumawe station was opened in 1902 by the Dutch colonial government after the conquest of Ulèebalang Cunda and appointed Teuku Abdul Hamid Orang Kaya Sri Maharaja Mangku Bumi who was very influential and forced to sign a short plaque to become *Bestuur Van Lhokseumawe* under the Dutch Aspirant *Controeleur* [6].

d. Aceh Guerrilla Reaction to Activity

It has been stated above that the period between 1876-1897 during the 21 years of the opening of the *Atjeh Tram* railway route, entered a new chapter in the field of more modern land transportation, but the Acehnese Muslim guerrillas did not

accept its presence, so they reacted to railway activities [18]. Acehese fighters continued to resist, for example the dismantling of the railroad in Padang Tiji Pidie, Sagi XXII Mukim Panglima Polem area in 1898, under Teungku Chik Mahyiddin (son of Sheikh Saman Tiro) was still actively disrupting (blockade) and sabotaging the railroad on the Padang Tiji route in the Pidie region [11].

Figure 7
Railroad Blockade of Guerrillas in Pidie (1900)



Source: Propen Meseum. 2017

In addition to blocking the *Atjeh Tram* railroad crossing, Padang Tiji-Pidie region, sabil forces blocked the train from Lam Tamot to Pidie, at Khop Hill. The guerrillas exploded a grenade at Keude Panteue Breuh, on October 6, 1900, near Padang Tidji (km 80) in Pidie [38]. This action was under the leadership of Chik Mayed and Ma'at Tiro (both sons of Sheikh Saman Tiro who was martyred in 1891 in Meureue Aceh Besar). To anticipate action against the rebels, van Heustz immediately dispatched anti-guerrilla marines on the railroad routes to keep an eye on people who were anti-Dutch rule in Aceh (extremist Acehese rebels) [40].

Figure 8
Marsose Infantry Troops Repairing Railroads and Railways
War by Detaining Population deemed Rebels Impeding the
Process Accelerating Aceh Peace in Pidie (1900)



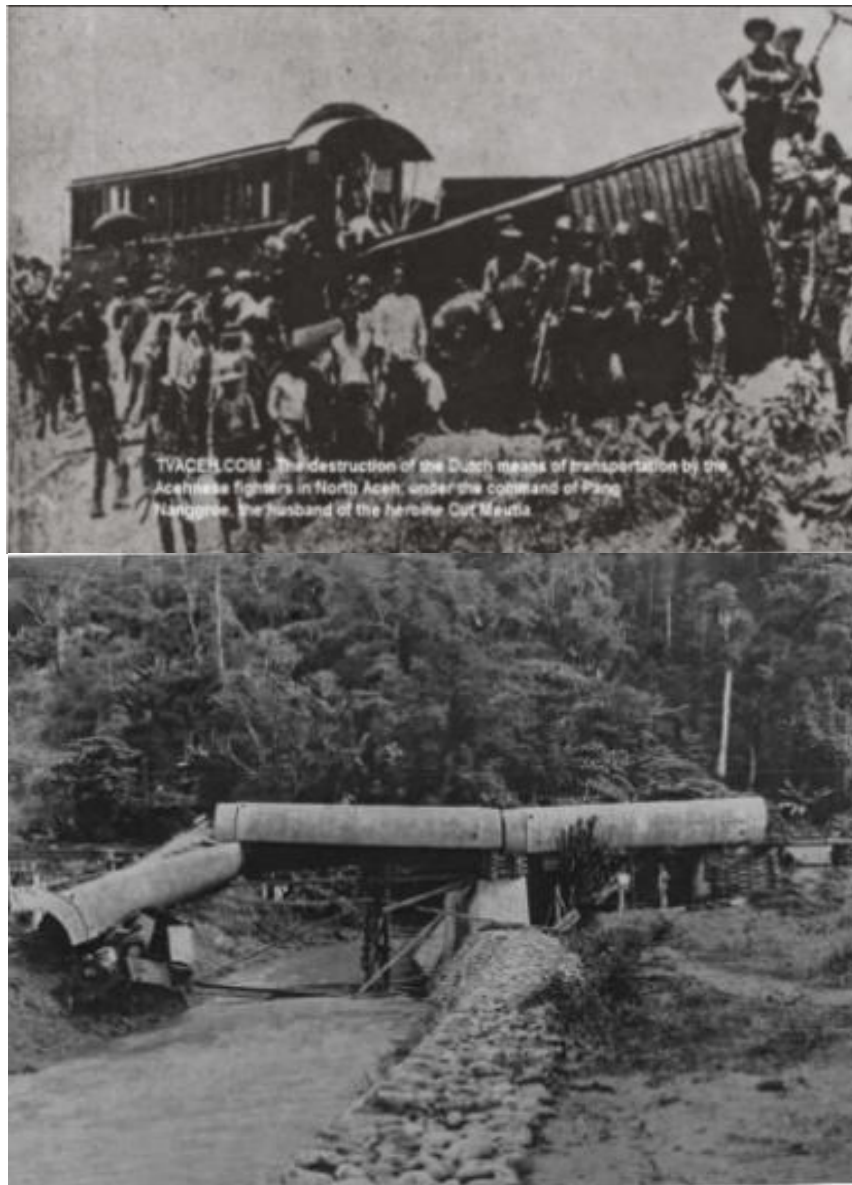
Source: Proopen Meseum. 2017.

Marines under van Heustz, partly repaired the rail line damaged by grenade explosions from Acehnese guerrilla groups. Part of the task was to arrest and gather old men and young men at the grenade explosion site in Keude Panteue Breuh Seulawah Valley Padang Tiji, Pidie. The Marines accused the population of

being *extremists* who were rebelling against the sabotage of *the Atjeh Tram* railroad [15]. The picture shows that the villagers were sun-dried and tortured at bayonet point, made to bend over for strip-searching. Even the marines were on standby to patrol the villages, forests and on the slopes of the mountains to look for guerrillas in the Pidie area around Padang Tiji in the area of Uleebalang Sagi XXII Mukim [38].

The action of the guerrilla movement was not only in Pidie, but in Lhokseukon North Aceh actively reacted with the group led by sultan Alaidin Muhammad Daudsyah. For example, in the Keureuoe area of the north coast of Aceh under Teuku Chik Muhammad (Teuku Chik di Tunong / Cut Meutia's husband) sabotaged and destroyed the *Atjeh Tram* railroad tracks, in Keurutoe Blang Paya Itiek around Lhoksukon [19].

Figure 9
Railroad Sabotage and Demolition in Lhoksukon North Aceh in 1902



Source: Propen Meseum. 2017

In the study of Zentgraaff's source [42], Pang Nanggroe and Cut Meutia, carried out the first movement action which was to ambush the bivouac guarding *Atjeh Tram* railroad workers on May 6, 1907. With his troops consisting of 20 people he managed to hit the *Atjeh Tram* guard with a loss of 2 dead and 4 wounded and worse on the part of the Dutch soldiers was the seizure of a total of 10 rifles with 750 bullets plus a hunting rifle and a Winchester carbine [18].

II. Dutch Government Efforts and Empowerment of the Aceh North Coast Railway

a. Railway as a means of Military transportation and Social Pacification

After the enactment of Social Pacification Politics in 1898, under the Military/Civil Governor of Aceh, van Heutsz and his advisor Snouck Hurgronje, the main agenda was to create a conducive Aceh region and prosper the people. However, the guerrilla movement was narrowed down and hunted down by the *Atjeh Tram* train, which went against the Government. Under the guise of the Social Pacification program, the people were given public transportation facilities and transportation of crops, but the function of the train was still a political tool to strengthen Dutch colonial power [38].

The politics of peace encapsulated in the Aceh peace program was mainly directed through the kings and nobles on the North coast of Aceh to support the construction of the railway, and they were led with a *Korte Verklaring* (short statement), the content of which was to "recognize the sovereignty over its territory and the enemy of the Dutch Government and the enemy of the people" [18]. Those who opposed the Dutch were pursued to the guerrilla bases and without compromise. The mode of social pacification of the people, on the one hand created peace, but on the other hand was used as a political tool / means of continuous pursuit of guerrillas unceasingly [11].

Figure 10
Two Aceh Peace Officials: Dr. Christian Snouck Hurgronje and JB. Van Heutsz, the originator of the New Breakthrough for the Welfare of Aceh (1903)



Source: Propen Meseum. 2017

Military/Civilian Governor of Aceh, van Heutsz and Snouck Hurgronje, in an effort to facilitate the transportation of the peace railway, under the guise of the economic welfare of the people throughout Aceh. The first task was to break through the Seulawah Mountain Valley, and mobilize two yonifs of marines to ambush the Sultan, Panglima Polem and Teuku Umar (formerly on the Dutch side, now rejoining the Acehnese fighters) who were holding a meeting at Garot. However, the marines failed to capture them [38]. Later, van Heutsz continued to hunt guerrillas to the regions using the *Atjeh Tram* train, a peaceful attempt to empower Aceh's economy and security [15].

In addition to the efforts to eradicate the guerrilla group of Sultan Muhammad Daud Syah and his followers, the Dutch Government initiated the siege strategy of the guerrilla base (*Peusak Jang Strategy*), an effort to accelerate *the Atjeh Tram* train program, in addition to the peace mission as well as a tool of breadth and politics as logistical transportation and marshal soldiers in the effort to hunt down guerrilla groups in hiding [37].

Figure 11
Marseo troops standing guard at Blang Me Bridge and
Geudung Pase Railway Route North Aceh (1903).



Source: Propen Meseum. 2017

The Dutch Government's efforts, through siege tactics against guerrilla bases on the North coast of Aceh, van Heutsz placed marshal troops at bases through which rebels were transported by train carriages *Atjeh Tram* , to stations on the North coast of Aceh [11]. However, the attempt to capture the sultan Muhammad

Daud Syah at Keurutoe was unsuccessful and he went on the guerrilla, into the interior of Aceh (Gayo-Alas).

As a result of repeated failures, capturing the sultan Muhammad Daud Syan and his followers, then van Heutsz will besiege his hiding base and prepare five four of the marines sent to the interior of Aceh, to hunt down the sultan using the *Atjeh Tram* train [11]. The first expedition was carried out by Major van Daalen from Pante Lhong Peusangan North Aceh by train from Geurugok, Lebeue, and Matang Glumpang Dua stations to Bireuen station and joined the Kreung Simpo base. From Bireuen, they moved into the interior of Gayo-Lues. The second expedition was launched by troops under the leadership of Captain van der Maaten, departing by Samalanga military transportation train to Bireuen, then on foot to the Laut Tawar Lake area, the Lingge area of Aceh's interior around the upper reaches of the Wini-Jambu Air River [38].

The third expedition in the latter part of 1902 under the leadership of Lieutenant Scheepens used a train from Meureudu station in Pidie to Beureunuen and dropped off at Lam Meulo station. Then it was on to Tangse/Gumpang and Takengon, where sultan Muhammad Daudsyah was hiding in Gayo. The last was the fourth expedition led by Captain Colijn using a military transportation train from Lhokseumawe station to Gedung Pase station in North Aceh, down at Bireuen station. Then headed to Samarkilang, Isak, Linge, until Burni Intim-Intim on the border of Linge, Gayo Lues Central Aceh [11].

An integrated force of five combat-ready expeditions was deployed by van Heutsz to the jungles of Tangse/Gumpang and Gayo Lues from the multi-base of the war railway station on the North coast of Aceh. However, Marseso's multi-jonif troops were still unable to capture the sultan Muhammad Daud Syah in the interior of Aceh. Instead, the sultan appeared in Pidie. The trickery and cunning of the Dutch with the mission of peace in Aceh finally took sultan Daudsyah captive on January 10, 1903 in the Meurasa-Pasi Lhok forest. From Ie Leubue Kembang Tanjung the sultan was taken to Beureunuen, where the *Atjeh Tram* train was ready to depart for the sultan to Sigli, and was welcomed by Major van der Maaten and his officers [38]. Not long after sultan Daudsyah was taken prisoner, Teuku Daud Panglima Polem, Tuanku Mahmud and Tuanku Musa with the rest of their 150-man army surrendered

to the Dutch on September 6, 1903, eight months after the sultan had surrendered to the Dutch. These three men were brought to Kutaraja also by peace train transportation from Pidie brought to Kutaraja [29].

During the time of Aceh Governor H.N.A. Swaart (replacing van Daalen), there was another hunt for guerrilla groups under the leadership of Ulèebalang and Ulama Tiro to purge anti-Dutch people. Captain Colijn by preparing the *Atjeh Tram* train as a means of military transportation from Lhokseumawe station transported two Brigades to Keureutoe Lhok Sukon to suppress Pang Nangroe in 1907, so that he died in an attack [42]. In an effort to accelerate the peace of Aceh, H.N.A. Swaart continued to hunt down Ulama Tiro under Chik Mayed and Tgk. Ma'at. So on January 28, 1910 under Captain Schmidt, a war train transportation *Atjeh Tram* with 670 marines departed from Sigli station to Beureunuen. From Beureunuen, the train headed to Lam Meulo and walked south to ambush Tgk. Chik Mayed and Tgk. Buket in the Gumpang-Tangse forest, the deep forest area of Pidie on May 21, 1910 and December 3, 1911 Teungku Chik Ma'at Tiro was successfully taken down [42 and 38].

b. Trains as a means of Public Transportation and Economic Commodities

Although the *Atjeh Tram* train, with the nickname of Aceh peace transportation as a means of public transportation and export commodity products, but its function is inseparable from the cunning mind of the Dutch colonizers by creating *Devide ek Impera* and *Korte Verkalring* politics to subdue Aceh. The function of the train was previously a tool of power, then its important role changed to "Peace Train / Social Pacification" came into effect during the Military / Civil Governor of Aceh, van Heutsz (1904) and H.N.A. Swaart (1908), again that the Aceh region had begun to be conducive to security and was able to generate enthusiasm in the field of government and society in Aceh [38]. So that the function of the *Atjeh Tram* train turned into a means of public transportation, agricultural and social products for the welfare of the Acehnese people, but it was still needed as a means of controlling the territory of Dutch colonial rule [37]. Even the function of the train became a favored means by the

people of Aceh; Ulèebalang, traders and the general public when traveling by passenger train [15].

In the decade between 1914-1919, the *Atjeh Tram* railroad carried almost 3,000,000 general passengers in Aceh, slightly lower than the figures from East Sumatra and the Aceh region. After 1920 the *Atjeh Tram* was able to transport 4,378,000 people as indigenous passengers with a transportation distance of 18 km, compared to the 23 km in Java under *Staat Spoorweg* [37].

In other parts since 1900, the role of the *Atjeh Tram* railway successfully connected the route of the North coast of Aceh; Kutaraja and the East coast of Aceh to Deli and was intended as a means of transportation of commodity transportation in the economic sector around 1910, and transportation of plantation and industrial products has increased according to the politics of pacification in order to strengthen the territory of power and its conquered areas. This means of transportation is important for the colonial and global economic growth of a nation in the field of transportation of plantation products [16 and 8].

The Atjeh Tram railroad, especially on the north coast of Aceh as the center of trade and commerce of pepper, areca nut, copra, plant products are more developed in obtaining large profits; in the decade before the malaise (economic crisis) due to the first world war in 1914, in the Pidie region had already exported traditional crop commodities of the people in the form of pepper plantation products, areca nut with the intermediary port of Sigli and Lhokseumawe using *Atjeh Tram* railroad transportation. Not many fruits were also transported: the important thing was the delivery of bananas from Padang Tiji and Indrapuri to Kutaraja, every day dominating the carriage load with a load weight of 4 tons, while from the Lhokseumawe and Simpang Ulim trains to Langsa-Kuala Simpang 6 tons [6]. So that the collection of people's taxes by the Dutch according to the discretion of the traditional ruler (Ulèebalang) continued to increase from 1908 to 1917, from 225,000 guilders to 530,000 guilders [32]. For example, the Pidie and Pasai regions, which were rice surplus areas for a long time, with the *Atjeh Tram* train could distribute them to minus areas, although they still used coastal service transportation services, as well as the East coast of Aceh as a pepper producer. So that *Atjeh Tram* has a big effect as a transportation of people's plantation commodities [37].

c. Railways as a Tool of Territorial Unification and Defense

When the Civil/Military Governor of Aceh, H.N.A. Swart, the *Atjeh Tram* train was still active and efficient in its function as a means of government transportation and public transportation under the coordination of the Dutch military Zeni Service in accordance with the peace mission, after the captivity of sultan Muhammad Daud Syah in 1903. In addition to public transportation, there is still a need for military transportation facilities for military transportation / delivery throughout Aceh, including the sector of unification and defense of power still plays an important role in the activities of the *Atjeh Tram* train. It was recorded that 154 officers and 4,359 subordinate soldiers were transported by rail *Atjeh Tram* and placed in each corps of the military lighting department in 1918.

Table 2
The post Dutch Colonial Infantry Troops North Coast of
By Station Crossing 1898-192 0

No.	Cross Station Post	Infrantry Troops		Total
		High-ranking Officers	Subordinate Soldier	
1.	Padang Tiji	1	62	63
2.	Sigli	5	105	110
3.	Lammeulo	3	122	125
4.	Meureudu	2	84	86
5.	Samalanga	2	83	85
6.	Bireuen	3	85	88
7.	Buloh Blang Ara	2	84	86
8.	Lhokseumawe	2	64	66
9.	Lhok Sukon	2	80	82
10.	Paya Bakong	2	102	104
11.	Panton Labu	1	60	61
Total Infantry Troops		25	931	956

Source: [5 and 19].

Especially between the areas of the North coast of Aceh with the route passed by the *Atjeh Tram* train as military transportation and placed 11 posts (bivouac) based on the *Atjeh Tram* train station crossing, the North coast of Aceh was strengthened with 25 high-ranking officers and 931 soldiers / subordinate soldiers in the North coast of Aceh. Meanwhile, 129 officers and 3,428 subordinate soldiers strengthened the west coast, south, Kutaraja, inland Aceh, east to the

border of Deli [5]. Railway transportation was only unlimited for military transportation and Dutch colonial political interests (1900-1920). In addition, the *Atjeh Tram* train is a pacification tool, a means of uniting territories, defense and political interests purely for Dutch colonial interests. The goal was to accelerate the process of nationalism of the Aceh region against the Dutch colonial government [37].

In an effort to strengthen in the field of territorial defense in Aceh, the military zeni service of the Dutch Colonial Government placed 25 officers and 931 subordinate soldiers who were alerted to each corps or cross-track and *Atjeh Tram* railway station by the military lighting department throughout Aceh in 1918, during the period of Military and Civil Governor H.N.A. Swaart. As studied by Sjamsuddin [32] that "the train from Pidie, Samalanga, Bireuen, Lhokseumawe, and Lhoksukon/Panton Laboe to the Aceh-East Sumatra border; is a means of railway *Atjeh Tram* was originally intended to be used as a tool of political power and military transportation". Between the areas of the North coast of Aceh on the route of the *Atjeh Tram* train to Deli, 15 posts (bivouacs) were placed and reinforced with the strength of infantry troops, namely 60 high-ranking officers and 1,671 soldiers / subordinate soldiers stationed at cross stations throughout Aceh

Based on the description above, it can be concluded that the construction of the *Atjeh Tram* railway transportation line has opened a new era; from traditional transportation to modern machine technology, running on rails, as well as a means of public transport / shuttle passengers faster as transportation "Social Pacification or Peace", but still needed as military logistics transportation as part of the defense of sovereignty and unity of the Dutch Colonial government in Aceh. The important role of transportation on the North coast of Aceh (1898-1920), has changed the style in the field of structuring settlements and cities as strategic trade centers due to the smooth flow of *Atjeh Tram* railway transportation and communication and transportation centers around railway stations on the North coast of Aceh (Sigli, Samalanga, Bireuen to Lhokseumawe to Panton Laboe).

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