



The Socioeconomic Impacts of the Jabodetabek Economic-Class Electric Rail Train during 1976-2013

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ABSTRACT

This article examines the socio-economic impacts of the Jabodetabek Economic Electric Rail Train operation towards the surrounding community from 1976 to 2013. The study analyzes the development of the transportation and the response of community. The research highlights how the existence of the transportation caused various significant impacts both positively and negatively. The present study employs a historical method incorporating heuristics, criticism, interpretation, and historiography to analyze the phenomenon. The findings reveal that, while the presence of the Electric Rail Train yielded positive socio-economic impacts, such as fostering potential cooperation and generating employment opportunities within the community, it also concomitantly led to an escalation in crime and conflict, including thuggery, pickpocketing, and vandalism, within the train-crossing areas. The article concludes that the train's operation had engendered a dilemma, stemming from the high intensity of social interaction characterizing the station and its evolution into a commercial hub for the local community.

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INTRODUCTION

Transportation is a medium for moving people and their belongings from one place to another. With such function, transportation has an important role in human life, especially in today's modern times (Herdianti, Permana, & Tarpin, 2018). It is evidenced by the fact that humans always try to fix and improve transportation systems and capabilities because the better the transportation facilities available, the higher the level of human mobility both individually and socially (Utami, Abrar, & Martini, 2022).

One mode of transportation that still exists today and has a long historical history in Indonesia is the train. The emergence of rail transportation was initially due to pressure from industrialists and capitalists in the Dutch parliament, which encouraged the implementation of liberal politics, marked by the issuance of the Agrarian Law and the Sugar Law in 1870. Trains were initially used to support delicate transportation of plantation products. However, in its development, trains continued to experience an evolution in function from initially being a vehicle for transporting production of goods to becoming a vehicle for transporting passengers (Jumardi et al., 2020).

In the post-colonial period, trains in Indonesia continued to experience quite rapid progress and development in terms of speed, comfort and carrying capacity. Some of these things had improved if compared to the initial period of its existence when the Dutch East Indies Colonial Government opened the railway line for its economic and political interests (Habib, 1999). One proof of this progress occurred during the New Order regime, namely with the emergence of the Economic-Class Electric Rail Train operating in the Jabodetabek area (Kurniadi, 1999).

Jabodetabek is a large-scale metropolitan area consisting of the Special Capital Region of Jakarta, and seven surrounding regional governments, namely Bogor Regency and Bogor City, Tangerang Regency and Tangerang City, Depok City, and Bekasi Regency and Bekasi City. The Jabodetabek area is referred to as a strategic area and is the most important region in Indonesia (Japan International Cooperation Agency, 2004). In a socio-economic context, each region that is part of Jabodetabek basically has almost the same socio-economic conditions as each other, namely being influenced by the shift in regional function from previously focusing on agriculture to industry. The industrialization that occurred in Jabodetabek in the 1970s encouraged the establishment of many companies engaged in industry and trade. This then led to the opening of many new job opportunities which in turn had implications for increasing the number



of workers from outside to work in Jabodetabek. It resulted in the level of community needs in the area becoming higher and more varied (Sumiyati, [2005](#)).

Public transportation was an important need for industrialization areas such as Jabodetabek. Apart from facilitating and increasing the productivity of industrial activities, the available public transportation was also expected to provide benefits to everyone who uses it and the surrounding environment. The Jabodetabek Economic-Class Electric Rail Train was the right public transportation for the people of Jabodetabek at that time considering the various benefits it provided including low prices, mass passenger carrying capacity, relatively high speed, free of traffic jams, free of pollution, and its wide operational range (Sihotang, [2000](#)). Thus, a strong indication emerged that the Economic-Class Electric Rail Train as a means of transportation that existed those times had a significant influence on the lifestyle of the people in Jabodetabek. One aspect that was reached by the existence of this mode of transportation was the socioeconomics of the community.

However, studies that analyze the impact of the existence of Electric Rail Train as a mode of transportation on the socio-economic aspects of society through a historical paradigm are rare. Therefore, it is hoped that this research will be able to complete views on certain aspects of various existing studies. This study shows that the operation of Economic-Class Electric Rail Train in the Jabodetabek area had created a dilemma, this could happen because its operation had positive impacts on the socio-economic life of the surrounding community in one side. However, on the other hand, it also had negative impacts. This study is guided by three main questions, namely: first, how did the Economic-Class Electric Rail Train begin in the Jabodetabek area? Second, what problems occurred during the development of the Economic-Class Electric Rail Train in the Jabodetabek area from 1976 to 2013? Third, what was the impact of the existence of the Economic-Class Electric Rail Train, especially on the socio-economic aspects of society in the Jabodetabek area?

Based on this background, the author is motivated to research the development of the Economic-Class Electric Rail Train in the Jabodetabek area and its impact on the socio-economic aspects of the surrounding community from 1976 to 2013. This research is considered important for three main reasons: First, the Economic-Class Electric Rail Train in the Jabodetabek area was a form of the New Order regime's new breakthrough in the field of public transportation. Second, the Jabodetabek area was a very strategic area in Indonesia with large urbanization flows. Third, the impacts produced by the existence of the Electric Rail Train transportation in its development showed dynamic patterns of community movement.

METHOD

This research is carried out using historical methods with sociological and economic approaches. The historical method is a way of reconstructing past events through a process of critical examination and analysis of past records and relics (Gottschalk, [1983](#)). The historical method is chosen because of its capacity to enable the author to know and understand the patterns that occur in the object of study in the context of the past to then provide a basic basis or even answers to the questions that form the basis of the problems of the study. Meanwhile, the social and economic approach aims to gain an in-depth understanding of the phenomenon being studied, especially its relationship to society in a social and economic context. A social approach is needed to analyze the social influences caused by the operation of the Jabodetabek Economic-Class Electric Rail Train using sociological concepts which are used to examine social influences such as the concepts of social interaction, bonds of solidarity or cooperation, and criminal acts. Meanwhile, an economic approach is needed to study the influence of the operation of the Jabodetabek Economic-Class Electric Rail Train on the economic activities of the surrounding community so that it is found that there is relevance of the presence of the Jabodetabek Economic-Class Electric Rail Train to the level of economic growth of the community around the Electric Rail Train tracks or routes (Kartodirdjo, [1982](#)).

Further research is then carried out by dividing into four stages according to the stages in the historical method, namely heuristics (collecting sources), criticism (testing sources), interpretation, and historiography (Kuntowijoyo, [1995](#)). Heuristics is a process for finding and collecting historical sources, both primary and secondary sources (Garraghan, [1957](#)) The primary sources used by the author are the 2001 Jabodetabek Division Press Meeting Minutes Report of the Indonesian Railways General Company, the archives of the Indonesian Railways General Company, as well as the capital city's daily newspaper from Pos Kota edition of 13 August 1976 regarding the inauguration of the Jabodetabek Economic-Class Electric Rail Train which was carried out by The President of the Republic of Indonesia during the New Order era, President Soeharto, which has relevance to the topic that the author is studying. Meanwhile, secondary sources used through library research include reference books, scientific articles, dissertations and theses, bachelor theses by scholars and experts that are relevant to the themes taken by the author. The primary and secondary

sources that the author uses are obtained from PT Kereta Api Indonesia (Persero) Regional Office 1 Jakarta, Pos Kota Newspaper, National Archives of the Republic of Indonesia, National Library of the Republic of Indonesia, History Library of Diponegoro University, Library of the Faculty of Humanities, Diponegoro University, and Technical Executive Unit Libraries and UNDIP Press.

The second stage is source criticism which aims to filter the information obtained during the heuristic or data collection process to obtain authentic and credible data. The third stage, the author interprets historical facts through sources or data that have been collected so that they can show a logical and chronological relationship regarding past events. The final stage, namely regarding to the historiography, is the activity of reconstructing past events in the form of a systematic, logical, and scientific historical story in accordance with good and correct Indonesian language rules so that it is easily understood by readers and can produce historical studies that are analytical-descriptive in nature by prioritizing high and applicable scientific aspects (Herlina, [2020](#)).

RESULT AND DISCUSSION

The Causes for Operation of the Jabodetabek Economic-Class Electric Rail Train

Jabodetabek was an area with a very high population growth rate when compared with other areas in Indonesia. The population density that occurred in the Jabodetabek area resulted in problems in every sector of life and required adequate facilities and city services such as environmental infrastructure, social facilities, housing, and public transportation. In the 1970s, the Jakarta city experienced rapid development, followed by surrounding areas such as Tangerang, Bekasi, and Bogor (Depok just experienced expansion from Bogor Regency in 1999). The areas around Jakarta had almost the same economic potential as Jakarta, so that in the 1970s there was economic development marked by the establishment of factories in these areas. Industrialization which was growing rapidly in the Jabotabek area was causing population density due to the flow of urbanization in the Jabotabek area so that adequate transportation facilities were obviously needed (Sedyawati, Rahardjo, Marwoto, & Manilet -Ohorella, [1987](#)).

Jabotabek was an industrial and trade area which arose high population mobility, especially workers in this sector. The growth of a city was closely related to urbanization because urbanization is an indicator of modernization (Bintarto, [1984](#)). The Government of the Republic of Indonesia, through the Department of Land Transportation and Public Housing, was starting to think about solutions to overcome the problem of providing transportation facilities to facilitate population mobility by operating commuter or shuttle land transportation facilities with mass passenger capacity. The Government of the Republic of Indonesia therefore introduced the Jabotabek Economic-Class Electric Rail Train in 1976 to overcome problems related to the provision of urban transportation facilities in the Jabotabek area. The Government of the Republic of Indonesia chose trains as a mode of public transportation to overcome the problem of providing urban transportation facilities because trains can transport passengers and goods in large quantities, are cheap, have relatively high speeds, avoid traffic jams, and do not cause pollution and are efficient in travel time. It only took two hours to get to your destination in the Jabotabek area when compared with other land transportation facilities such as buses, bajaj, motorbike taxis and taxis. The operation of the Jabotabek Economic-Class Electric Rail Train was a new breakthrough or modernization in the field of transportation technology (Tim Telaga Bakti Nusantara, [1997](#)).

The Jabotabek Economic-Class Electric Rail Train certainly required infrastructure in the form of stations for delicate operation. Therefore, large, medium, and small-scale stations were built to supplement existing stations. These stations were located close to where people lived so that they could be reached by the public. The Jabotabek Economic-Class Electric Rail Train could answer the needs of the community, especially circular people, namely residents who moved to look for new work, but did not stay forever. Circular people continued to increase along with advances in transportation, so that circular people could go and returned from districts in the West Java region to Jakarta and vice versa (Jakti, [1986](#)).

The operation of the Jabotabek Economic-Class Electric Rail Train, which was the forerunner of the Jabodetabek Economic-Class Electric Rail Train imported directly from Japan with the name Rheostatic fleet taken from the train's electrical system, was inaugurated on August 12, 1976, by the President of the Republic of Indonesia, namely Suharto ("Peresmian KRL Jabodetabek Oleh Presiden Soeharto Sekaligus Peninjauan Perumnas Depok," [1976](#)). At that time, President Soeharto had the opportunity to ride the Jakarta-Bogor Electric Rail Train with a capacity of 566 passengers at the same time to inaugurate new housing in the Bogor area. Japan was chosen as the producer of Electric Rail Trains on the grounds that the rapid development of railway technology in Japan at that time and Japan's achievements in successfully launching the first high-speed train since 1964 caught the attention of the New Order Government. The New Order government, apart from procuring railway units with Japan, also collaborated in repairing old railway

facilities (Raichan, Humaidi, & Marta, [2022](#)). The Operation Area (DAOP) 1 Jakarta was the management of the Jabotabek Economic-Class Electric Rail Train which had the authority to regulate the delicate development of the Jabotabek Economic-Class Electric Rail Train operations including facilities and infrastructure. DAOP 1 Jakarta also had the authority to manage long-distance train transportation, goods trains, and Diesel Rail Trains. DAOP 1 Jakarta was essentially only tasked with operating and maintaining the train fleet, while the Government of the Republic of Indonesia through the Department of Land Transportation provided all the facilities and infrastructure (Perusahaan Umum Kereta Api, [1988](#)).

The Problems of Operation of the Jabodetabek Economic-Class Electric Rail Train

The operation of the Jabodetabek Economic-Class Electric Rail Train certainly could not be separated from various problems. For this reason, DAOP 1 Jakarta including PT. KAI and the Jabodetabek Urban Transport Division as managers must optimally manage to achieve service that satisfied passengers because the increasing number of passengers could become a problem if it was not followed by better quality service (Syafitri & Kamil, [2024](#)). The operation of the Jabodetabek Economic-Class Electric Rail Train raised various problems that were almost the same every year. The problems that often occurred in the operation of the Jabodetabek Economic-Class Electric Rail Train were related to facilities and infrastructure, services, passenger behavior, as well as acts of vandalism and theft carried out by irresponsible sides.

Supporting facilities to support the delicate operation of the Jabodetabek Economic-Class Electric Rail Train was a problem for the management because there were still many obstacles, especially the need of large funds for the operational costs of the Jabodetabek Economic-Class Electric Rail Train equipments and supplies which were very expensive. Issues related to facilities to support the operation of the Jabodetabek Economic-Class Electric Rail Train were the condition of the stations and fleet which became vital parts in supporting the operation of the Jabodetabek Economic-Class Electric Rail Train. The condition of the stations that supported the operation of the Jabodetabek Economic-Class Electric Rail Train could be categorized as unsterilized stations, especially small and medium stations because they were not equipped with adequate facilities such as crossing doors and signal lights which could endanger the safety of other road users and disrupted the operation of the Jabodetabek Economic-Class Electric Rail Train. The management responded by renovating the existing stations to make them more sterile, usually prioritizing those in the downtown first, such as Pasar Senen, Jatinegara, Gambir Stations, while stations located on the outskirts of the city had the opportunity for longer extensive renovations such as Citayam, Pondok Kopi, and Bojong Gede Stations to minimize accidents for road users (Perusahaan Umum Kereta Api Divisi Jabodetabek, [2001](#)). Meanwhile, with regard to the fleet, the number of passengers was very large, which was not proportional to the number of fleets available, although the number of fleets continued to increase every year, but the number of passengers on the Jabodetabek Economic-Class Electric Rail Train was also increasing and was not proportional to the increase in the number of fleets, so the view of the carriages the Jabodetabek Economic-Class Electric Rail Train was crowded and many passengers were even on the roof of the Jabodetabek Economic-Class Electric Rail Train carriage. Another issue concerning the fleet is the age of the Jabodetabek Economic-Class Electric Rail Train fleet, most of which was old and obsolete so that this condition affected the delicate operation of the Jabodetabek Economic-Class Electric Rail Train (Sumiyati, [2005](#)).

Some infrastructure such as electrical voltage, electrical power capacity, as well as rail lines or level crossings were also problems which were quite hampering the smooth operation of the Jabodetabek Economic-Class Electric Rail Train. Operation of the Jabodetabek Economic-Class Electric Rail Train required a large electrical power capacity and high electrical voltage because electricity was the main source for moving the Jabodetabek Economic-Class Electric Rail Train. However, the flow of electricity was still a problem for the management because of capacity and electricity voltage problems. The problem regarding electric voltage was that the electricity network voltage was not yet standard, making it difficult for the management to operate the Jabodetabek Economic-Class Electric Rail Train. Rail lines or level crossings were also a problem that could disrupt the smooth operation of the Jabodetabek Economic-Class Electric Rail Train because level crossings were crossings that only had one track. Level crossings such as at Pasar Senen-Jatinegara, Jatinegara-Bekasi, Kranji-Bekasi, apart from hampering the operation of the Jabodetabek Economic-Class Electric Rail Train, also cause congestion on highways in the city center (Sumiyati, [2005](#)).

Apart from the problem of facilities and infrastructure, the service aspect was also an issue that hampered the operation of the Jabodetabek Economic-Class Electric Rail Train. The management of the Jabodetabek Economic-Class Electric Rail Train strived to improve services; however, service issues were not only the responsibility of the management but also the people who conducted their businesses and users of the Jabodetabek Economic-Class Electric Rail Train services. The problem of the train service was still an obstacle to improving service quality if it did not receive support and participation from the community. The problem in the service aspect was that most passengers or users of

the Jabodetabek Economic-Class Electric Rail Train services did not yet have the awareness to obey the rules in the carriage. Most passengers or users of the train services did not yet have the awareness to obey the existing regulations in the carriage, which caused the condition of the Jabodetabek Economic-Class Electric Rail Train carriage to be disorganized neatly because there were still many passengers on the roof of the train and did not have tickets to ride the train. Thus, the train was so crowded that it exceeded the capacity in the carriages. Apart from that, the presence of hawkers, beggars and buskers disrupted the safety and comfort of passengers. This could occur because of the operation of the the Jabodetabek Economic-Class Electric Rail Train (Habel, Romadhon, Putri, & Sahara, [2023](#)).

The operation of the Jabodetabek Economic-Class Electric Rail Train could run smoothly if it was supported by disciplined passenger behavior or compliance with the regulations. The behavior of passengers or users of the train services determined developments and problems related to the operation of the Jabodetabek Economic-Class Electric Rail Train. Some problems related with bad behavior were created by passengers who were on the roof and doors of the train as well as passengers who did not have tickets. These were the serious problems which often occurred during the operation of the train. The operation of the Jabodetabek Economic-Class Electric Rail Train was always filled with passengers, especially during peak hours, namely when going to and coming back from work. This caused passengers to choose to be on the roof of the train or at the train door because the carriages were very crowded. The management had appealed to service users or passengers of the Jabodetabek Economic-Class Electric Rail Train not to stay on the roof of the train or stand at the train doors because this could endanger their safety. However, the appeal made by the management was ignored by the passengers because of the increasing public need for fast public transportation at relatively low costs and it was not uncommon for them not to spend money. Therefore, passengers or service users still chose the Jabodetabek Economic-Class Electric Rail Train as their main choice even though they had to squeeze into the carriage and there were still passengers on the roof of the train doors (Sukwadi & Teofilus, [2015](#)). The condition of the carriages being so crowded and exceeding the capacity allowed passengers to board the Jabodetabek Economic-Class Electric Rail Train without buying a ticket even though the price was relatively affordable. This case could happen because the station was not equipped with safety walls and the condition of the crowded train carriages as well as the lack of awareness of service users or passengers to buy tickets. Passengers who did not buy tickets were very often found on the Jabodetabek Economic-Class Electric Rail Train, this was because the operation of the train always stopped at every station, whether the station was sterilized or not. Therefore, unsterilized stations made it easier for passengers to board the train carriage without buying a ticket. The management had made regulations regarding the Jabodetabek Economic-Class Electric Rail Train service users or passengers who did not buy tickets in which they had to pay five times the applicable ticket price. However, the attitude of ticket inspectors was less firm and was exacerbated by the lack of awareness of most passengers about buying tickets (Khalishah, Abrar, & Djunaidi, [2023](#)).

The operation of the Jabodetabek Economic-Class Electric Rail Train was inseparable from vandalism in the form of destroying operational equipment of the train, throwing stones, and graffiti on train carriages. Damage to operational equipment such as destroying emergency door valves, train carriage doors, and damaging valves *emergency*. Apart from that, the action that disturbed the passengers was the action of throwing stones at the train carriage which could cause damage to the carriage and break the window glass in the carriages and endanger the safety of passengers or the train service users when the train was moving fast. It could exactly hit the passengers so that this made dangerous and uncomfortable situation for passengers. The acts of graffiti on the train carriages resulted in the condition of the Jabodetabek Economic-Class Electric Rail Train carriages becoming very dirty. Apart from acts of vandalism, there were also criminal acts in the form of theft. Theft usually occurred on equipment and supplies on the rail line or track traversed by the Jabodetabek Economic-Class Electric Rail Train, such as theft of electrical cables, signal lights and lighting. This criminal act, namely theft, disrupted the delicate operation of the Jabodetabek Economic-Class Electric Rail Train and was very detrimental to the management. The management responded to the vandalism and crime by carrying out intensive maintenance, replacing the glass with shatter-resistant polycarbonate material, and installing barbed wire. Apart from that, the management was also increasingly tightening security and guarding on the train routes or tracks as well as stations crossed by the Jabodetabek Economic-Class Electric Rail Train (Hendrawan, [2000](#)).

The Socio-Economic Impact of Operation of the Jabodetabek Economic-Class Electric Rail Train on the Lives of Surrounding Communities

The operation of the Jabodetabek Economic-Class Electric Rail Train as a breakthrough effort in the aspect of public transportation had been a particular impact on the social and economic aspects of communities living around the rail line or train track area. This could happen because the presence of the train caused several areas around the rail line or track to grow into busy areas, especially with several stations standing as train stopping and departure places. These crowded conditions caused these areas to grow and transformed into centers of social and economic activities for the

community (Susilowati, [1991](#)). Several areas experiencing this growth were the areas around the Bekasi-Jatinegara route which included Klender, Pondok Kopi, Cakung, and so on.

The impact resulting from the operation of the Jabodetabek Economic-Class Electric Rail Train on the social aspects of society was closely related to the patterns of social interaction that occurred in the area. Social interaction was a dynamic social relationship and concerned relationships between individuals, between groups, and relationships between individuals and groups (Hahyeejehteh, [2021](#)). According to Soerjono Soekanto, social interaction can occur if two conditions are met, namely social contact and communication. Social contact has several characteristics, namely positive social contact, and negative social contact. Positive social contact is social contact that leads to cooperation, while negative social contact leads to conflict. Meanwhile, communication is a process that shows someone giving an interpretation or message to another person either in verbal form, body movements or attitudes that represent feelings that the person wants to convey, to then be responded to or given a reaction by the other person who receives the message. Therefore, in the communication process it is very possible for various kinds of assessments of other people's behavior to occur based on the interpretation of the message conveyed which will then influence the results of the communication process (Soekanto & Sulistyowati, [2013](#)).

Social interactions between people occurred at several points such as stations, around rail lines or tracks, or in train carriages. Interaction could occur at every level of society in the area, be it traders, hawkers, buskers, beggars, the passengers of the Jabodetabek Economic-Class Electric Rail Train and so on. The impact on the social aspects of society included the creation of cooperative relationships, competition, and the emergence of criminal acts.

Cooperation arises when people realize that they have the same interests and at the same time have sufficient knowledge and self-control to fulfill these interests (Soekanto & Sulistyowati, [2013](#)). Collaborative relationships could be created because of both the feeling of the same fate and having the same goal in the form of depending on the operation of the Jabodetabek Economic-Class Electric Rail Train to fulfill their survival. Collaborative relationships in this context were more likely carried out by traders at stations, buskers, beggars, hawkers, and so on (Sumiyati, [2005](#)). The cooperative relationships that were built tended to be different and adapted to the interests of each participants involved, such as cooperative relationships between hawkers which were demonstrated by combining their trading capital to obtain a greater number of merchandises so that the profits obtained also increased. Another form of cooperative relationship was also reflected in the buskers who decided to busk in groups so that the entertainment offered was more interesting and could entertain the passengers more. Meanwhile, the pattern of cooperative relations between traders was carried out by combining their trading businesses in the same field to gain more profits so that they were able to open new kiosks or branches in other areas (Sumiyati, [2005](#)).

The massive social interaction that occurred around the operational area of the Jabodetabek Economic-Class Electric Rail Train also had negative consequences, namely the emergence of various criminal acts such as pickpocketing, mugging and the emergence of business competition among the community (Habib, [1999](#)). Pickpocketing and mugging were two criminal acts that were very disturbing for people living around the rail line as well as service users or passengers of the train. The crowded conditions of the stations and carriages of the Jabodetabek Economic-Class Electric Rail Train on weekdays, especially at the time of leaving and returning from work, were an advantage for people with evil intentions to carry out criminal acts by snatching and pickpocketing valuables belonging to service users or passengers of the train such as wallets, cellphones, laptops, money, jewelry, and so on (Atmasasmita, [1992](#)).

The competition around the Jabodetabek Economic-Class Electric Rail Train area occurred among hawkers, buskers, beggars and so on. The competition in a social and economic context could lead to two things, namely positive competition and negative competition, the form and direction of which were both adapted to the culture and social status of the society. The competition around the train was more likely based on economic motives, such as competition for buyers or consumers. However, the competition that was not carried out without paying attention to the ethics of business competition could lead to the creation of negative competitive patterns. Negative competition that often occurred around the area of the train was carried out in bad ways such as intimidation or threats, even fights. Negative competition, if looked at further, can trigger conflict. Conflicts often arise due to bad competitive patterns and give rise to feelings of dislike, deep hatred and even acts of inciting other parties to hate certain parties (Sumiyati, [2005](#)).

Apart from having a social impact, the operation of the Jabodetabek Economic-Class Electric Rail Train also had an impact on changes in the economic activities of the surrounding community. Economic activity is a human effort to achieve prosperity by meeting unlimited life needs, but using limited resources or means (Winardi, [1984](#)). The crowded and busy condition of the station was widely used by traders to open trade and service businesses in the carriages and stations crossed by the train. Apart from that, people who worked as hawkers, beggars, buskers, and so on also took

advantage of this with the aim of increasing their income as a form of effort to achieve their prosperity or well-being. Welfare or prosperity in economics is a condition where there is a balance between life's needs and means of satisfying needs. Humans can be said to live in prosperity or prosperity if all kinds of life needs have been met. The level of welfare can be seen from the fulfillment of basic or basic human needs such as food, drink, clothing, housing, health, education, communication, culture, and so on (Soedjatmiko, [1998](#)). The prosperity or well-being obtained by the people around the rail line or the route that the Jabodetabek Economic-Class Electric Rail Train passed through was different because some people still lived simply, far from being established, while others lived prosperously by being able to fulfill their daily needs such as primary needs or primary, secondary, and tertiary (Jaya, [2019](#)). This was reflected in the fact that buskers and beggars could only fulfill their basic needs, while the income earned by hawkers was slightly greater when compared to buskers and beggars. This could happen because hawkers did not just sell their services, but also sold necessities needed by passengers or users of the train services such as food and drinks (Jaya, [2019](#)). Thus, it can be analyzed that the operation of the Jabodetabek Economic-Class Electric Rail Train had an impact on the economic life of the community around the rail line, especially on changes in economic activity and the level of prosperity and well-being. Even though some communities around the rail line or the train routes had not reached the same level of prosperity, at least some people could live prosperously from the results of their business by opening a business utilizing the operation of the Jabodetabek Economic-Class Electric Rail Train.

CONCLUSION

The Economic-Class Electric Rail Train in the Jabodetabek area was a public transportation technology innovation that emerged and developed due to the massive growth rate in the Jabodetabek area at that time. The resulting socio-economic impacts tended to be contradictory, thus showing the dilemma of the development of transportation in the Jabodetabek area. Furthermore, this research contributes to reading and interpreting that this dilemmatic impact was a cause and effect of society's response in viewing the potential for technological development which was accompanied by various failures in implementing a series of conditions for social interaction between individuals and groups in that society.

Therefore, it is important for policy makers to be aware of such patterns and examine more deeply the impact that the existence of public transportation technology has on the socio-economic life of society in the long term to minimize various unintended consequences. This research has limitations, especially in the depth of analysis and depiction of field realities due to the use of community socio-economic data which is still limited to descriptive data. Further research to complement previous research can be carried out by analyzing the impact of Electric Rail Train transportation on other aspects such as the community environment or the influence of the use of modern technology on efforts to develop Electric Rail Train public transportation.

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