

Jakarta heritage

Tanjung Priok Railway Station

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Text and pictures

Survey of sources and bibliography, see introduction page of my Tanjung Priok section (click back). The numbers on most of the pictures refer to this survey and the bibliography.

1. Tanjung Priok Port, its harbours and railway stations

Tanjung Priok, formerly Tandjong Priok, is a district of North Jakarta and it hosts the city's harbour, the Port of Tanjung Priok. Once the coastal area, of what is now Tanjung Priok, was an area of brackish water with swamps, mangrove forests and a lot of crocodiles. The area was later developed, in late nineteenth century, as a new harbour of Batavia / Jakarta to replace the Sunda Kelapa Harbour / Havenkanaal (Dutch, Harbour Canal) area: west from Batavia. Sunda Kelapa had become too small for the increased traffic resulting from the opening of the Suez Canal. The construction of the new harbour was started in 1877 by Governor General Van Lansberghe (1875-1881). The new harbor was named Tandjong Priok. Several facilities were built to support the harbour activities, such as the Tanjung Priok Railway Station and a canal connecting the new harbour with the city of Batavia.

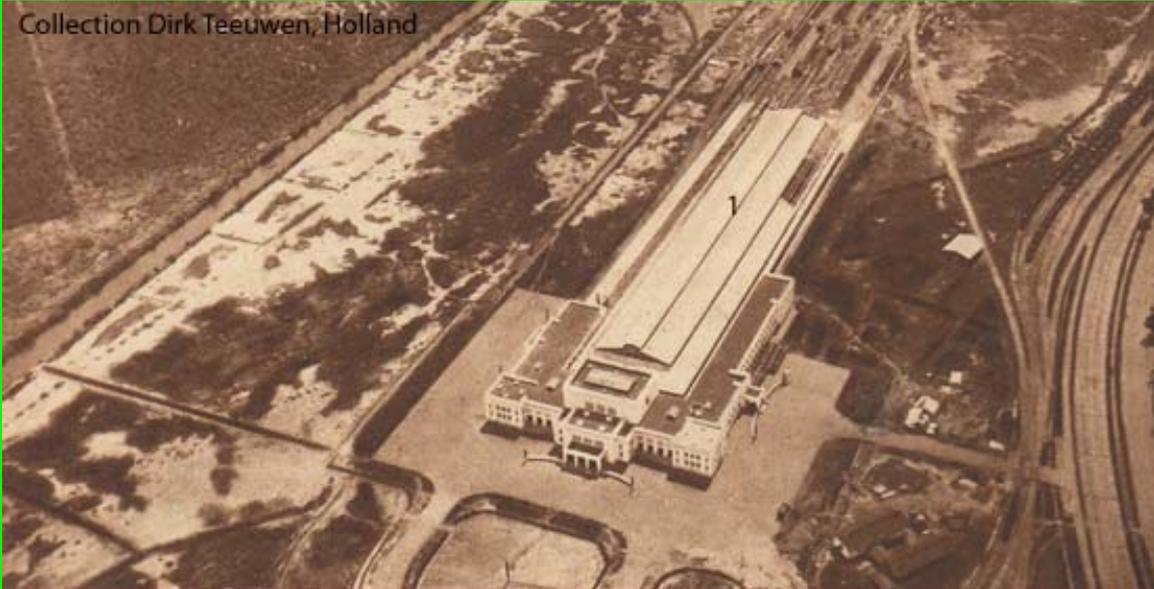


1. A model of the new, the second one, Tanjung Priok Railway Station, 1920 (top right nr 3, rather invisible here, from my survey)

The need for direct shipment having being recognized, the first harbour of Tanjung Priok was built between 1877 and 1883. However there was considerable opposition to the scheme. Opposition was offered by some old commercial firms, who had become attached to old Batavia. They preferred to continue their business from there. But the advantages of a new artificial harbour became soon very clear to everyone. If, in the olden days, coming from Kota and if one followed a broad road, the Priok Road, lined with trees, which ran alongside the Canal Antjol, one reached Tanjung Priok's harbours. The first inner harbour – 1,100 meters in length - was lying directly in front (east from) of the old (first) railway station which formed the terminus of railway connections with Batavia and Weltevreden. (Weltevreden is the area of Lapangan Banteng, Medan Merdeka, Harmoni and their vicinity.) The outer and the inner harbours were connected by great jetties and the offices of the Harbour Board played an important part in the scene.

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2. The new, the second one, Tanjung Priok Railway Station, 1925

In 1910 expectations were more than realized and it became necessary to increase the harbourage. Therefore, between the years 1910 and 1917, the second inner harbour with a length of 1000 meters and a width of 120 meters, was completed. Near the new Tanjung Priok Railway Station, at that time a massive building in light marble, a road led from the Priok Road to this new inner harbour. This new station, built in 1914 (and after) during the reign of Governor General A.F.W. Idenberg (1909 - 1916), was the work of the Dutchman Ir.C.W.Koch an engineer and employee of the N.I.S., Nederlandsch-Indische Staatsspoorwegen (Dutch East-Indian State Railways Company N.I.S.). During its construction about 1700 workers were needed and among them about 120 Europeans. Official opening in 1925.

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**3. First and second Tanjung Priok harbour basins, 1925
Top, left from the centre, the new railway station.**

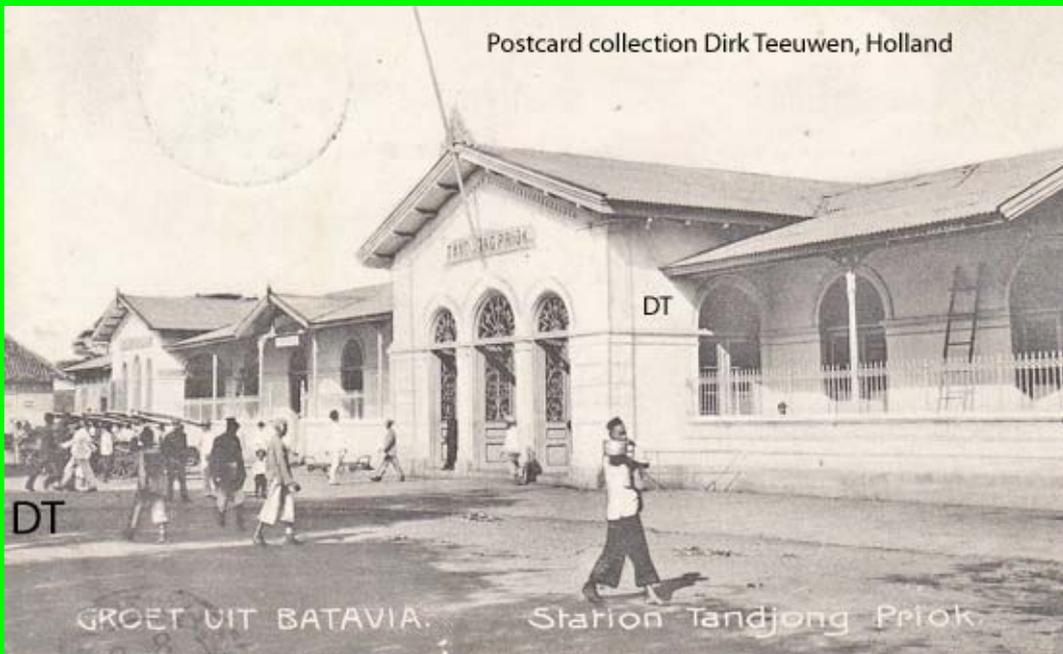
Dirk Teeuwen Holland

2. Tanjung Priok Railway Station

The first railway station, located - halfway the eastern quay - along the first harbour basin, was opened for travellers in 1885. The very first railroad, from 1877, was meant for transportation of goods. The Nederlandsch Indische Staatsspoorwegen, Dutch East-Indian State Railway Company, took over this railroad in 1881 and adjusted it to the needs for transportation of travellers to and from the sea vessels in the harbours.

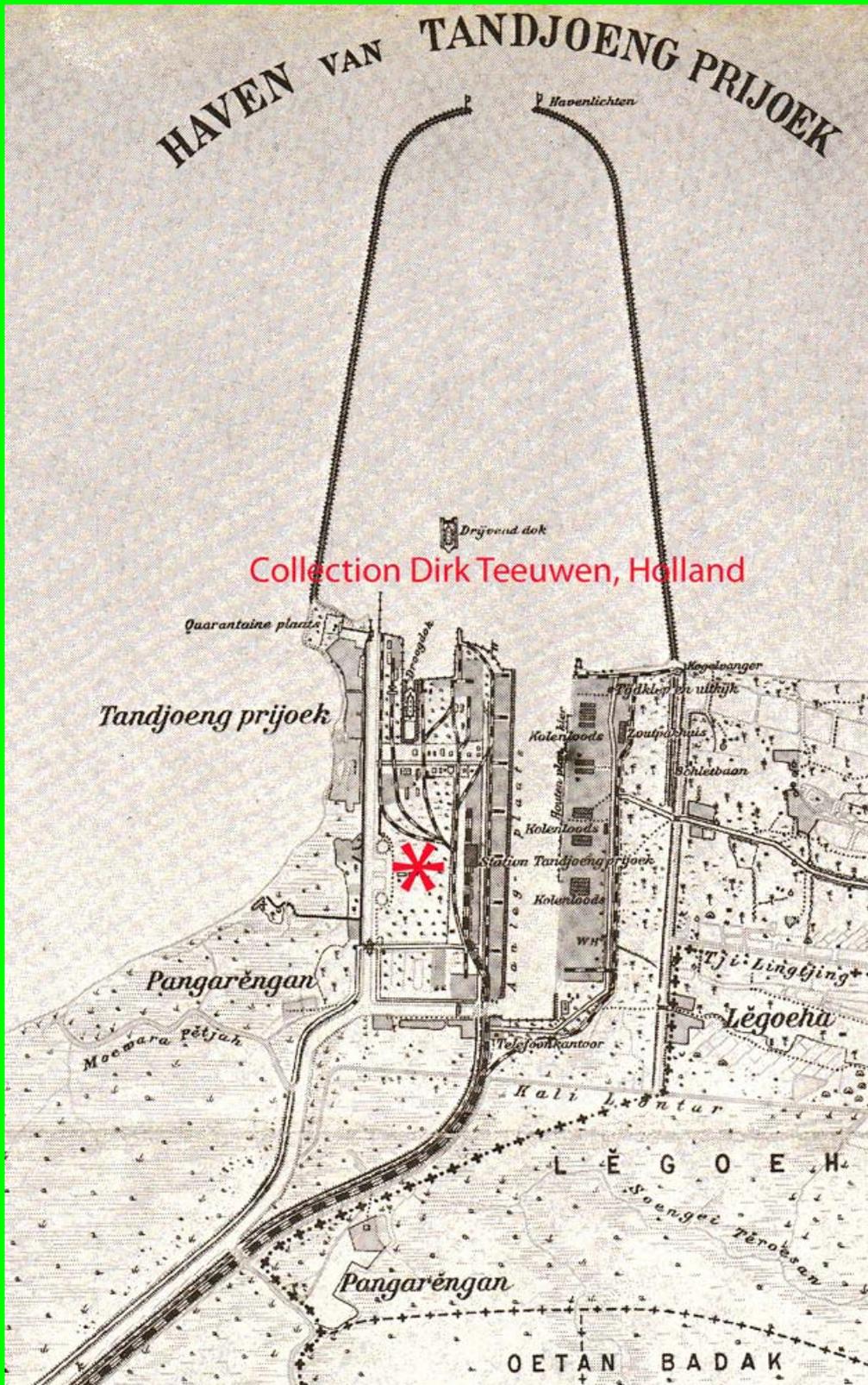


4. A view of the first Tanjung Priok harbour basin, 1915
The plume of smoke marks the location of the oldest railway station, the one from 1885.



5. The oldest Tanjung Priok Railway Station, 1887

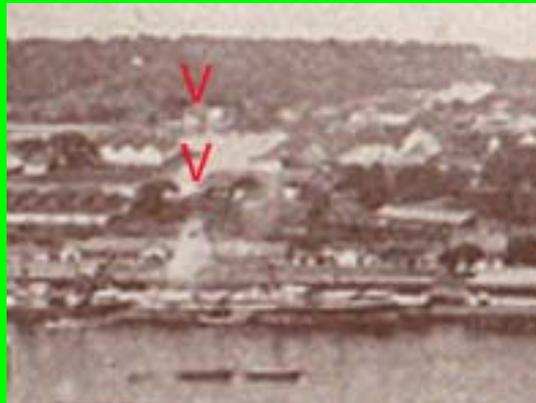
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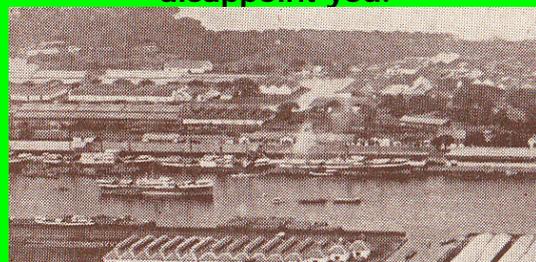
6. Right from the red star: the first, old, Tanjung Priok Railway Station; 1897
 Collection of maps Dirk Teeuwen
 Dirk Teeuwen Holland



7. The red star * near the first harbour marks the location of the oldest railway station at Priok in 1926
 Right under the star *! I am afraid that you are in need of a loupe.



8. Again! The building under the red v's! The one with a plume of smoke in front marks the location of the old railway station. I hope that my research does not disappoint you.



9. I tried to cut it out for you again from picture 6. Success or not, I have done my best. Well, I am sure I did. I hope I made you wiser than you were before.

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10. Construction of the roof of the railwayplatforms, Tanjung Priok 1915
(40/190 meters)

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STATIONSHAL IN AANBOUW VOOR HET S.S.-STATION TE PRIOK

11. Construction of the roof of the railwayplatforms, Tanjung Priok 1915

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The new Tanjung Priok Railway Station was opened officially in 1925, April 6th. At the same time the first electrified railroad from Meester Cornelis, Batavia (Mester, Jakarta) to Tanjung Priok was inaugurated. And also the N.I.S., Nederlandsch-Indische Staatsspoorwegen (Dutch East-Indian State Railways Company N.I.S.) commemorated its fiftieth anniversary.



12. The new Tanjung Priok Railway Station, 1930



13. Tanjung Priok Railway Station in 2010

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The new Tanjung Priok Railway Station was a monumental terminus with eight tracks built on hundred piles. There is not much left of the former beauty of this building. The railway tracks are out of use. But I must admit: in the Dutch period there was an overcapacity. The number of travellers fell short to the expectations. The station was located a kilometre from the first harbour basin. (I don't know why.) The old railway station stood along the western quay of the first basin!!! Motor traffic was expanding.



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14. Tanjung Priok Railway Station in 1928
(From my postcard collection)



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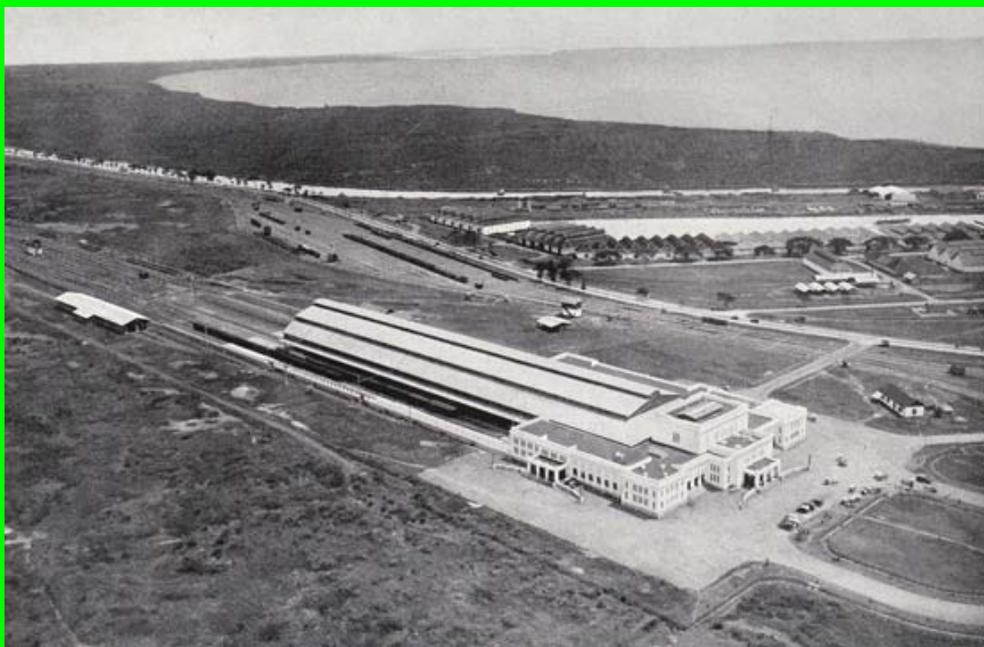
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15. A train with ornaments departs from Station Batavia Zuid (Batavia South Railway Station), now Stasiun Kota, to the new Tanjung Priok Railway Station on the occasion of the official opening of the last named station in 1925.

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16. Station Batavia Zuid (Batavia South Railway Station), now Stasiun Kota, 2006
Photo Dirk Teeuwen



From "The importance of Java from the air" 1928
STATE RAILWAY STATION AT TANDJONG PRIOK, THE HARBOUR OF BATAVIA.

17. Tanjung Priok Railway Station, 1928
Library Dirk Teeuwen

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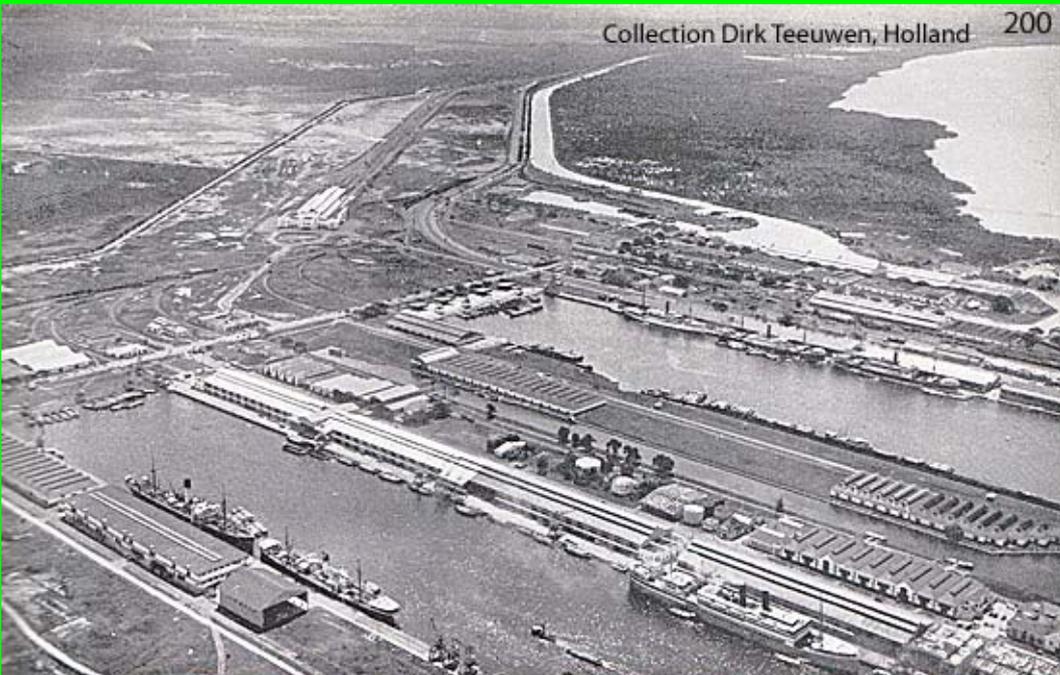
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18. Nice picture of the second Tanjung Priok harbour basin, 1937

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19. A bird's eye view, 1937

The new Tanjung Priok Railway Station, a white building, is visible left from the first (top) harbour basin.

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20. Tanjung Priok Railway Station, 1927



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**21. Part of the inside in 2006.
Photo Dirk Teeuwen**

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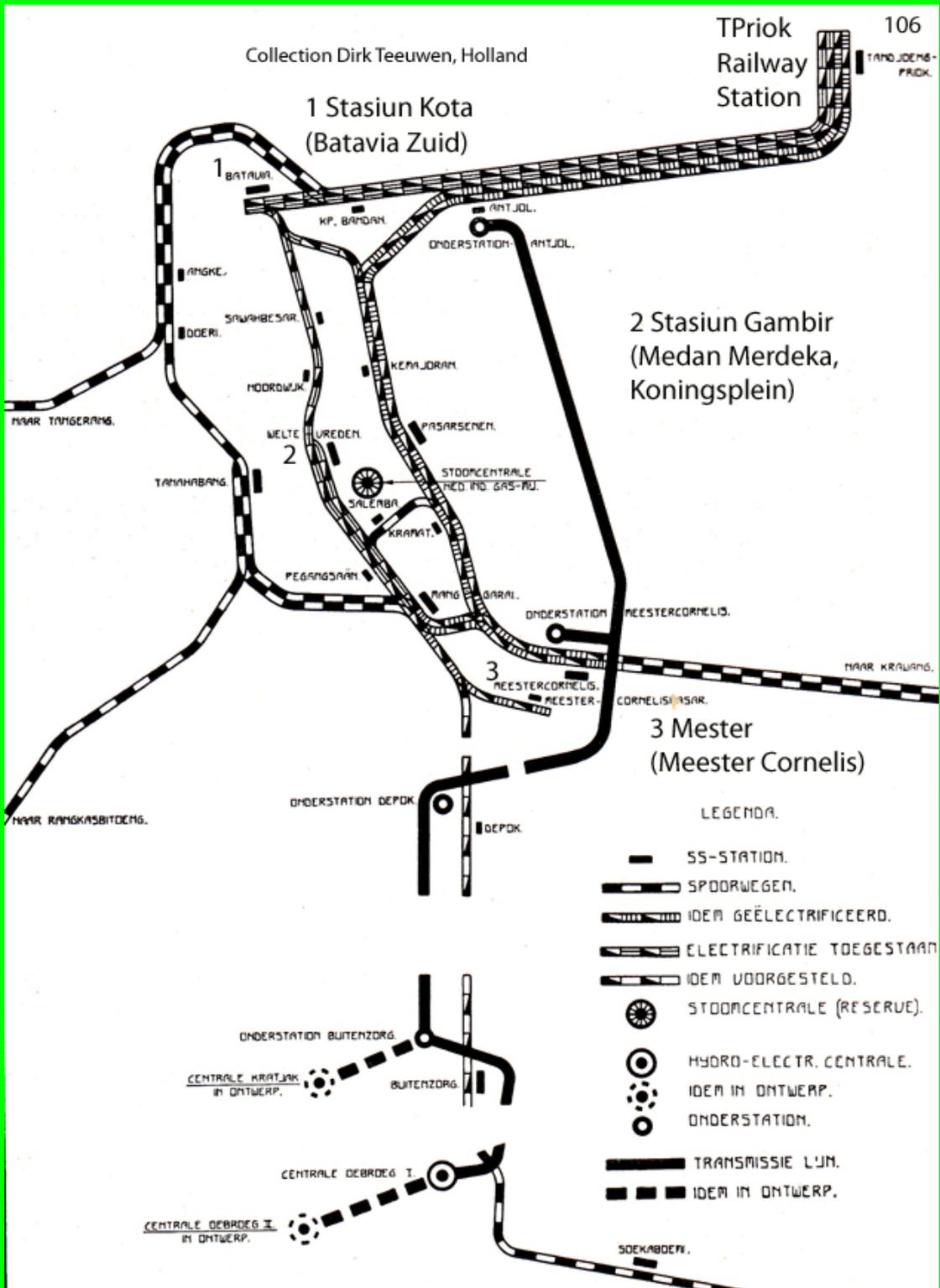
**22. Poverty while the Indonesian economy is booming.
Tanjung Priok Railway Station 2006, photo Dirk Teeuwen**



Collection
Dirk Teeuwen
Holland

**23. Part of the inside, 2006
Photo Dirk Teeuwen**

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24. Railway tracks in and around Batavia-Jakarta, 1927

End of this article

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