

**BUKTI KORESPONDENSI**  
**ARTIKEL JURNAL INTERNASIONAL BEREPUTASI**

**A. Identitas**

Nama : Dr. Desvian Bandarsyah, M.Pd.  
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Bidang Ilmu/Kepakaran : Pendidikan Sejarah  
Program Studi : S1 Pendidikan Sejarah  
Fakultas : Keguruan dan Ilmu Pendidikan  
Unit Kerja : Universitas Muhammadiyah Prof. Dr. Hamka

**B. Proses Publikasi Artikel**

Judul Artikel : The Development and Economic Impact of  
Railway in Batavia, 1873-1930  
Jurnal : Jurnal Paramita: Historical Studies Journal,  
32(2), 2022, pp. 159-170 DOI:  
<http://dx.doi.org/10.15294/paramita.v32i2.31683>

No	Riwayat	Hari, tanggal
1.	Bukti submit artikel dan artikel yang disubmit ( <i>terlampir</i> )	21 Agustus 2021
2.	Bukti konfirmasi review dan hasil review pertama ( <i>terlampir</i> )	15 Juni 2022
3.	Bukti konfirmasi submit revisi pertama, respon kepada reviewer, dan artikel yang disubmit ulang ( <i>terlampir</i> )	22 Agustus 2022
4.	Bukti konfirmasi review dan hasil review kedua ( <i>terlampir</i> )	28 Agustus 2022
5.	Bukti konfirmasi submit revisi kedua, respon kepada reviewer, dan artikel yang diresubmit ( <i>terlampir</i> )	5 September 2022
6.	Bukti konfirmasi artikel accepted ( <i>terlampir</i> )	18 September 2022
7.	Bukti konfirmasi artikel published online ( <i>terlampir</i> )	29 September 2022

## Lampiran I

### 1. Bukti submit artikel dan artikel yang disubmit (21 Agustus 2021)

journal.unnes.ac.id/nju/index.php/paramita/author/submission/31683

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Historical Studies Journal

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### Submission

Authors	Desvian Bandarsyah, Abdulhadi Abdulhadi, Sulaeman Sulaeman
Title	The Development and Economic Impact of Railway in Batavia, 1873-1930
Original file	31683-81415-1-SM.doc 2021-08-21
Supp. files	31683-81416-1-SP.docx 2021-08-21
Submitter	Mr. Desvian Bandarsyah
Date submitted	August 21, 2021 - 08:30 AM
Section	Articles
Editor	Wasino Wasino
Abstract Views	35

### Status

Status	Published Vol 32, No 2 (2022): Social, Political, and Economic History
Initiated	2022-09-29

**SERTIFIKAT**  
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Batas Waktu dan Naskah

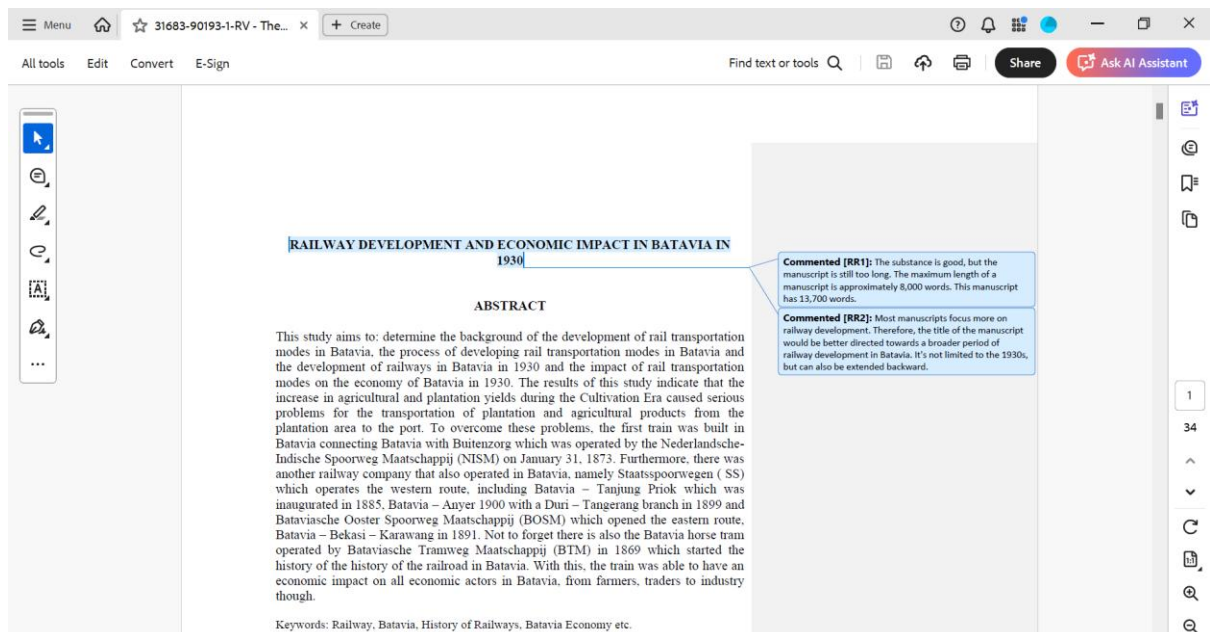
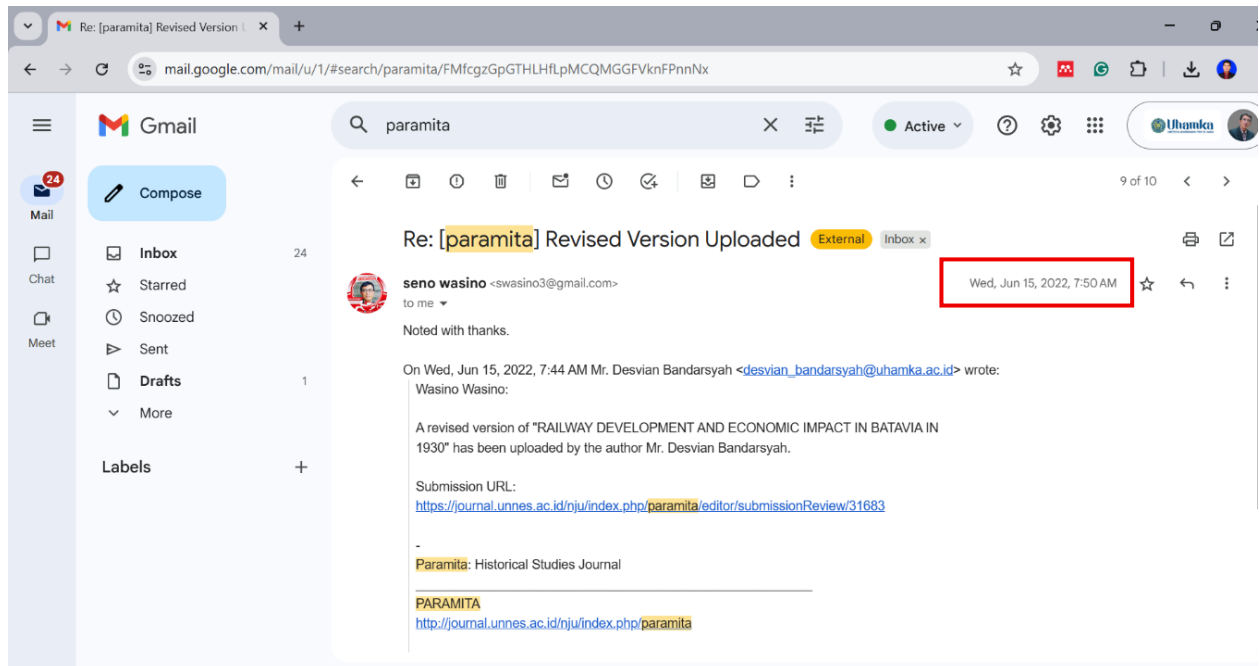
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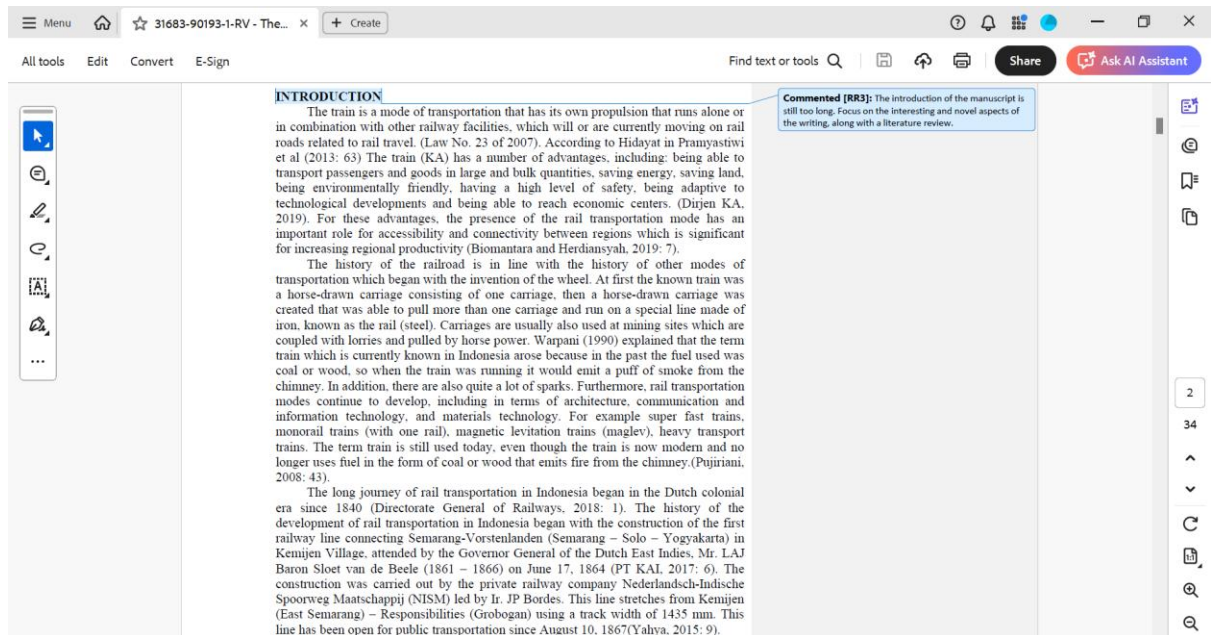
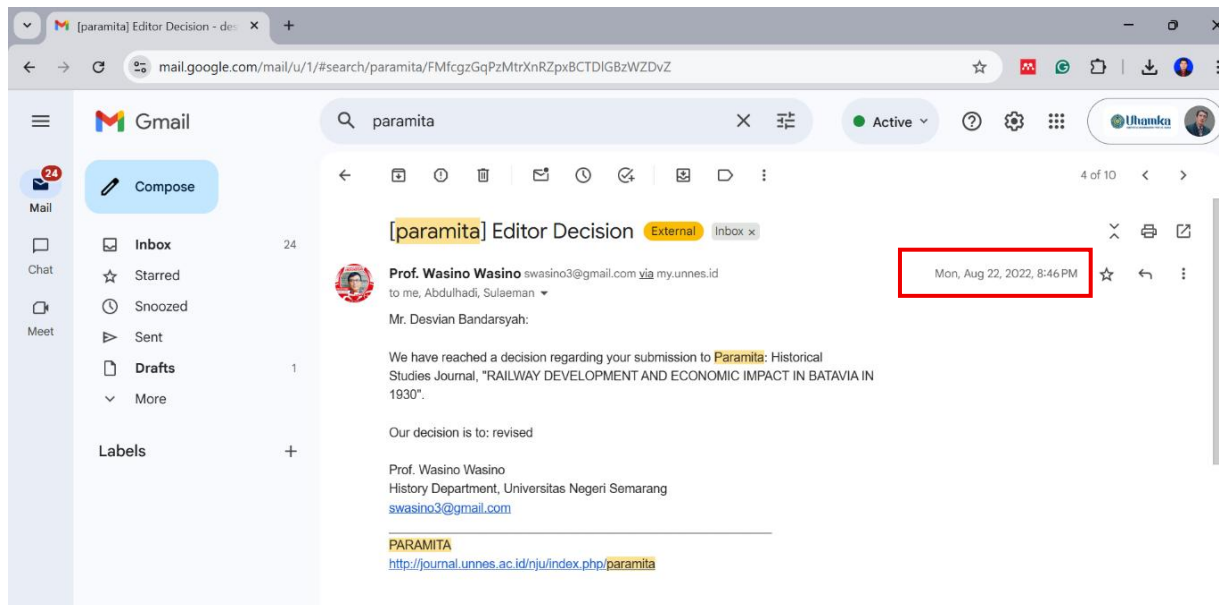
## Lampiran II

### 2. Bukti konfirmasi review dan hasil review pertama (15 Juni 2022)



### Lampiran III

#### 3. Bukti konfirmasi submit revisi pertama, respon kepada reviewer, dan artikel yang disubmit ulang (22 Agustus 2022)



#### **4. Bukti konfirmasi review dan hasil review kedua (28 Agustus 2022)**

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Meanwhile, NITM also continued to improve its services by building a double track on its line in 1915 and purchasing a new steam tram train in 1921. Therefore, the presence of the BETM electric tram began to compete with NITM's steam train. This competition makes the choice of transportation modes in Batavia more lively. However, entering 1920, there was an unhealthy competition between BETM and NITM which caused ticket prices to become expensive. The government of the city of Batavia demanded that NITM upgrade its fleet to an electric tram service but was refused by NITM (*Het nieuws van den dag voor Nederlandsch-Indië*, 1914). As a result of the dispute between NITM and BTM, the two companies began to apply transit tickets and special schedules during peak hours. After the dispute between the two companies, the two were later merged under the name Batavia Verkeers Maatschappij (BVM) on July 31, 1930.

### THE IMPACT OF THE RAILROAD TRANSPORT MODE ON THE BATAVIAN ECONOMY IN 1930

The development of rail transportation modes by the colonial government of the Dutch East Indies, in addition to meeting the needs of the colonialists, was also intended to promote the economic growth of the population in the colonized country, the Dutch East Indies (Indonesia). The existence of a train mode of transportation in Batavia (the economic center of the Dutch colonial government) became a separate economic opportunity for Batavia in order to encourage the creation of people's welfare.

The rail mode of transportation is driving the expansion of plantation area. The expansion of the plantation area will increase the need for rail transportation modes. The increasing need for rail transportation has encouraged investors to build rail lines in other areas. Because it can bring promising profits. This is evidenced by the existence of other companies engaged in the mode of transportation of cattle trains such as SS, BOSM, BVM and others. With the expansion of plantation land and the increasing demand for rail transportation modes will create jobs, people can earn wages (by becoming labor) in plantation centers as well as in the construction of railway lines.

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## Lampiran V

### 5. Bukti konfirmasi submit revisi kedua, respon kepada reviewer, dan artikel yang diresubmit (5 September 2022)

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Before the train, the inland areas of the plantation centers around Batavia were isolated areas, difficult to reach because of the hilly terrain or mountainous terrain. This situation certainly made it difficult for farmers to sell their plantation products, to overcome this problem, a train mode of transportation was built to Batavia (port) in order to facilitate the distribution of transportation of plantation products (goods) for sale. The smooth distribution of the transportation of goods has increased the carrying capacity to be sold to other areas. The money from the sale received by the farmer will help the survival of the farmer's livelihood and can be used as an indicator of the level of farmers' welfare.

In addition, increasing transport capacity will encourage increased investment in supporting facilities for export-import activities such as warehouses, packaging, and pre-shipment processes through the largest port in Batavia, namely Tanjung Priok Main Port, which is also the main gateway to the city of Batavia or the Dutch East Indies.

**Table 4.3 Export Development of Dutch East Indies Plantation Products in 1900 – 1914 (Source: PTPN X, 2016)**

Year	Average Annual Export Value (000 Guilders)	Average Annual Export Value (% Increase)	Average Annual Export Weight (000 guilders)	Average Annual Export Weight (% Increase)	Average Export Value/ kg (in guilders)
1900 – 1904	263,057	19.7	1,644,596	57.3	0.16
1905 – 1909	379,916	44.4	2,640,115	60.5	0.14
1910 – 1914	573,700	51.0	3,318,786	25.3	0.17

In addition to playing a role in supporting the export and import transportation of plantation products, the existence of rail services also helps the operation of several important industries for the economy of Batavia, the first being the gas factory L.J.N. Eindhoven en Compagnie Gravenhage, a supplier of gas-fired electricity for lighting needs in Batavia and Meester Cornelis. The second is the Opium Salemba factory which is one of the largest sources of income. In subsequent developments the railway also gave rise to certain centers of economic activity such as markets around the railway line. The emergence of these markets is always associated with nearby train stations such as Pasar Baru (near Juanda Station), Pasar Minggu, Pasar Senen and others. In addition, there is also an inn (hotel) that stands near the train station, one of them is the

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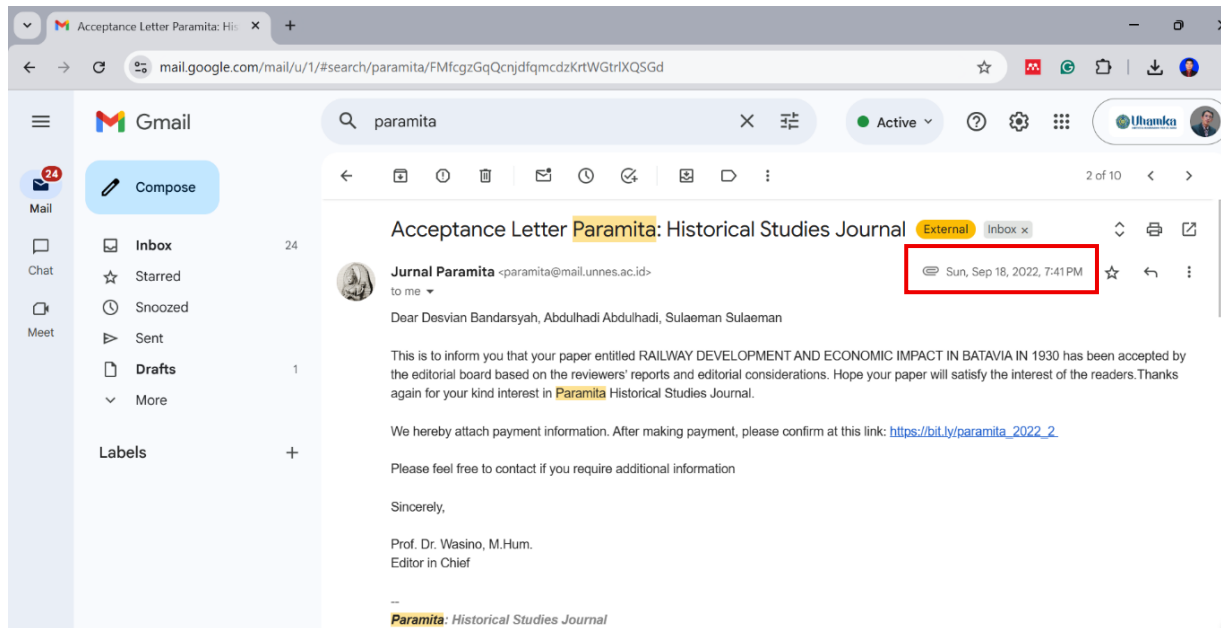
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## Lampiran VI

### 6. Bukti konfirmasi artikel accepted (18 September 2022)



## Lampiran VII

### 7. Bukti konfirmasi artikel published online (29 September 2022)

The screenshot shows the submission page for the article "The Development and Economic Impact of Railway in Batavia, 1873-1930" by Desvian Bandarsyah, Abdulhadi Abdulhadi, and Sulaeman Sulaeman. The article is published in Vol 32, No 2 (2022) under the section "Social, Political, and Economic History". The submission date is August 21, 2021, and the abstract views are 35.

**Submission Details:**

- Authors:** Desvian Bandarsyah, Abdulhadi Abdulhadi, Sulaeman Sulaeman
- Title:** The Development and Economic Impact of Railway in Batavia, 1873-1930
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- Section:** Articles
- Editor:** Wasino Wasino
- Abstract Views:** 35

**Status:**

- Status:** Published Vol 32, No 2 (2022): Social, Political, and Economic History
- Initiated:** 2022-09-29

The screenshot shows the issue page for Vol 32, No 2 (2022) of the Paramita journal. The issue is titled "Social, Political, and Economic History" and contains a table of contents with three articles. The journal's focus and scope are listed on the right side of the page.

**Issue Details:**

- Vol 32, No 2 (2022)**
- Social, Political, and Economic History**
- Table of Contents**

**Articles:**

- The Development and Economic Impact of Railway in Batavia, 1873-1930**  
Citations: 0 DOI 10.15294/paramita.v32i2.31683 Abstract 1138 times PDF 748 times  
Desvian Bandarsyah<sup>(1)</sup>, Abdulhadi Abdulhadi<sup>(2)</sup>, Sulaeman Sulaeman<sup>(3)</sup>  
(1) Universitas Muhammadiyah Prof. DR. HAMKA  
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