STATION BUILDINGS IN THE HISTORY OF TURKISH RAILWAYS: CATALOGUE OF BUILDINGS CONSTRUCTED BETWEEN 1850S–1950S

A THESIS SUBMITTED TO
THE GRADUATE SCHOOL OF NATURAL AND APPLIED SCIENCES
OF
MIDDLE EAST TECHNICAL UNIVERSITY

BY

ŞULE SEZGİNALP

IN PARTIAL FULFILLMENT OF THE REQUIREMENTS
FOR
THE DEGREE OF MASTER OF ARCHITECTURE
IN
ARCHITECTURE

JANUARY 2020

Approval of the thesis:

STATION BUILDINGS IN THE HISTORY OF TURKISH RAILWAYS: CATALOGUE OF BUILDINGS CONSTRUCTED BETWEEN 1850S–1950S

submitted by **ŞULE SEZGİNALP** in partial fulfillment of the requirements for the degree of **Master of Architecture in Architecture, Middle East Technical University** by,

Prof. Dr. Halil Kalıpçılar
Dean, Graduate School of **Natural and Applied Sciences** _____

Prof. Dr. F. Cânâ Bilsel
Head of the Department, **Architecture** _____

Prof. Dr. Aydan Balamir
Supervisor, **Architecture, METU** _____

Examining Committee Members:

Prof. Dr. T. Elvan Altan
Architecture, METU _____

Prof. Dr. Aydan Balamir
Architecture, METU _____

Prof. Dr. A. Nuray Bayraktar
Architecture, Başkent University _____

Date: 31.01.2020

I hereby declare that all information in this document has been obtained and presented in accordance with academic rules and ethical conduct. I also declare that, as required by these rules and conduct, I have fully cited and referenced all material and results that are not original to this work.

Name, Last name : Sezginalp, Şule

Signature :

ABSTRACT

STATION BUILDINGS IN THE HISTORY OF TURKISH RAILWAYS: CATALOGUE OF BUILDINGS CONSTRUCTED BETWEEN 1850S-1950S

Sezginalp, Şule
Master of Architecture, Architecture
Supervisor: Prof. Dr. Aydan Balamir

January 2020, 275 pages

Turkish Railways history began when the Ottoman Government gave privilege to a British company to operate the rail line between İzmir and Aydın in 1856. In order to give service to the passengers, station buildings were built at the same time when the railway lines started operating. Following the first station building Alsancak/Punta in İzmir which was constructed in 1858, hundreds of station buildings were built, mostly modelled on four project types, except special ones like Alsancak, Basmane, İzmit, Haydarpaşa and Sirkeci. In this thesis, station buildings constructed between 1850s and 1950s will be studied.

Until the foundation of the Republic, railways and station buildings were built and operated by British, French and German companies. After the formation of "General Directorate of State Railways and Ports" in 1927, the railways began to be nationalized beginning with 1928 until 1941. With the establishment of a modern republican state, new station buildings started to take their places in the cities as the symbols of modernization.

The architectural design projects of station buildings, whether designed in Late Ottoman or in Early Republican period, had been archived in TCDD (The State Railways of the Republic of Turkey) project archives. Because of the erosion in TCDD Project Archive, a thorough documentation is essential for the protection and sustainment of these buildings, which are witnesses to the history of Turkish railways and of the early years of the Republic. Therefore, the aim of this study is to catalogue the available and accessible projects of railway station buildings constructed 1858 onwards, by making periodical and typological classifications until 1950, when the transportation strategies changed in favor of highways in Turkey.

Keywords: Turkish Railways, Station Buildings, Late Ottoman Period, Early Republican Period, Documentation, Catalogue

ÖZ

TÜRKİYE DEMİRYOLLARI TARİHİNDE İSTASYON BİNALARI: 1850LER VE 1950LER ARASINDA İNŞA EDİLEN BİNALARIN KATALOĞU

Sezginalp, Şule
Yüksek Lisans, Mimarlık
Tez Yöneticisi: Prof. Dr. Aydan Balamir

Ocak 2020, 275 sayfa

Türkiye Demiryolları tarihi Osmanlı yönetiminin 1856 yılında İzmir ve Aydın demiryolu hattını işletmesi için bir İngiliz firmasına imtiyaz vermesiyle başladı. Hatların işletmeye açılmasıyla eş zamanlı olarak yolculara hizmet vermek için istasyon binaları da inşa ediliyordu. 1858 yılında ilk istasyon binası olarak hizmet vermeye başlayan İzmir Alsancak/Punta istasyonunu takiben yüzlerce istasyon binası inşa edildi. Alsancak, Basmane, İzmit, Haydarpaşa ve Sirkeci gibi özel projelendirilmiş istasyon binaları dışında, tüm istasyonlar çoğunlukla dört çeşit proje tipi ile tasarlanmıştı.

Cumhuriyetin ilanına kadar demiryolları ve istasyon binaları İngiliz, Fransız ve Alman şirketler tarafından inşa edilip işletilmişti. 1927 yılında Devlet Demiryolları ve Limanları İdare-i Umumiyesi kurulduktan sonra demiryolları 1928 yılından başlayarak 1941 yılına kadar millileştirilmiştir. Böylece, modern Cumhuriyet devletinin kurulması ile, yeni istasyon binaları modernleştirme sembolleri olarak şehirlerde yerlerini almaya başlamışlardır.

Hem geç Osmanlı hem de erken Cumhuriyet döneminde yapılan istasyon binalarının mimari tasarım proje belgeleri TCDD arşivlerinde arşivlenmiştir. TCDD proje arşivlerindeki kayıplar ve düzensizlikler nedeniyle Türkiye Demiryolları tarihi ve erken Cumhuriyet yıllarının şahitliğini yapan bu yapıların incelikle yapılan bir belgelemeyle de korunma ve muhafaza edilmeleri çok önemlidir. Bu sebeple, bu çalışmanın amacı, 1850li yıllardan başlayarak ulaşım stratejilerinin karayollarını öncelik almaya başladığı 1950lere kadar inşa edilen istasyon binalarının arşivlerden ulaşılabilinen projelerinin kataloglanmasını yapmaktır.

Anahtar Kelimeler: Türkiye Demiryolları, İstasyon Binaları, Geç Osmanlı Dönemi, Erken Cumhuriyet Dönemi, Dökümantasyon, Katalog

To my beloved parents, Muhterem Feza and Mustafa Feza

ACKNOWLEDGMENTS

The journey of my Master of Architecture studies started in 1979, right after my graduation from the Department of Architecture in METU. I could not accomplish writing my thesis because of the early-birth of my first child in 1981. Many years after, in 2011, I decided to pursue the long-forgotten thesis studies by the help of academic amnesty. Even though this study was interrupted again because of my health problems in 2013 and onwards, eventually I had the energy and courage to finalize it in 2019.

I wish to express my deepest gratitude to my supervisor Prof. Dr. Aydan Balamir for accepting to guide me through writing this study, and for her advice and encouragements throughout the research. I would like to thank the thesis committee member Prof. Dr. T. Elvan Altan for her valuable comments and suggestions throughout the writing phase. I would also like to thank Prof. Dr. A. Nuray Bayraktar as a committee member, for her valuable contributions and supports.

During the long thinking and hesitating days in 2011, my class-mate and friend from METU 5th dormitory Prof. Dr. Soofia Tahira Elias-Özkan encouraged me to finish my Master of Architecture. I am still grateful to her for her motivation back then.

This thesis would have taken longer without the technical assistance of Zeynep Gür, I would like to thank her. I'm also thankful to Bora Akdeniz, Füsun Ceylan and Ömür Aras for their kind help.

Last but not least, my deepest gratitude goes to my family, who supported me from the very beginning: My sisters Jale, Lale and Sema whose love and encouragement elevated my motivation, my husband İrfan who accompanied me through this journey, my dear son Emre who always said "You can do this", and, my dear daughter Pınar, without her technical support this thesis would not have been possible.

TABLE OF CONTENTS

ABSTRACT v

ÖZ vii

ACKNOWLEDGMENTS x

TABLE OF CONTENTS xi

LIST OF TABLES xiv

LIST OF FIGURES xvi

CHAPTERS

1 INTRODUCTION 1

1.1 Aim and Scope of the Study 1

1.2 Method of the Study 3

1.3 Structure of the Study 6

2 HISTORY OF TURKISH RAILWAYS 9

2.1 Before Republic: Late Ottoman Period (1856-1923) 9

2.2 Early Republican Period (1923-1950) 14

3 RAILWAY STATION BUILDINGS 25

3.1 Design and Location Criteria 25

3.2 Before Republic: Late Ottoman Period (1858 – 1923) 27

3.2.1 Characteristics of Classes of Station Buildings in Late Ottoman Period 30

3.3 Early Republican Period (1923 – 1950) 37

3.3.1 Characteristics of Station Buildings in Early Republican Period 38

4 CATALOGUE 45

4.1 Ist Class Station Buildings 46

4.2 IInd Class Station Buildings 57
4.2.1 IInd Class Station Buildings in the 3rd Region 59
4.2.2 IInd Class Station Buildings in the 7th Region 63
4.3 IIIrd Class Station Buildings 64
4.3.1 IIIrd Class Station Buildings in the 1st Region 66
4.3.2 IIIrd Class Station Buildings in the 2nd Region 69
4.3.3 IIIrd Class Station Buildings in the 3rd Region 70
4.3.4 IIIrd Class Station Buildings in the 4th Region 73
4.3.5 IIIrd Class Station Buildings in the 7th Region 75
4.4 IVth Class Station Buildings 80
4.4.1 IVth Class Station Buildings in the 2nd Region 85
4.4.2 IVth Class Station Buildings in the 3rd Region 91
4.4.3 IVth Class Station Buildings in the 4th Region 91
4.4.4 IVth Class Station Buildings in the 5th Region 96
4.4.5 IVth Class Station Buildings in the 6th Region 99
4.4.6 IVth Class Station Buildings in the 7th Region 100
4.5 IInd and IIIrd Class Station Buildings: Anatolian - Baghdad Line 102
4.5.1 IInd Class / Type II 102
4.5.2 IInd Class / Type III 108
4.5.3 IIIrd Class / Type II 115
4.5.4 Station Buildings without any Indication for Classes 125
4.6 IInd Class Station Buildings by NYDQVIST-HOLM Company 129
4.7 IIIrd Class Station Buildings by NYDQVIST-HOLM Company 135

4.7.1 III[rd] Class Station Buildings By NYDQVIST-HOLM Company in the 2[nd] Region 142
4.7.2 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 4[th] Region 146
4.7.3 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 5[th] Region 150
4.7.4 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 6[th] Region 152
4.7.5 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 7[th] Region 153
4.8 III[rd] Class Station Buildings by CFOA Company 156
4.9 Station Buildings of the Early Republican Period 160
5 CONCLUSION 199
BIBLIOGRAPHY 207
APPENDICES 215
A. Regional Maps of Turkey 215
B. Maps of Distribution of Station Buildings Classes 221
C. List of Station Buildings in Use Today (2019) 225
D. Tables of Registration Decrees of Station Buildings 237
E. Tables of Restored Station Buildings 245
F. Tables of Catalogued Station Buildings 255

LIST OF TABLES

TABLES

Table 2.1. Rail lines constructed before the Republic and still functioning today..12
Table 2.2. Treaty Dates of Nationalization of the Rail lines.....21
Table 2.3. Rail lines constructed between 1923 and 1950, still functioning today.21
Table C.1 Stations in 1st Region of TCDD.....225
Table C.2 Stations in 2nd Region of TCDD.....227
Table C.3 Stations in 3rd Region of TCDD 228
Table C.4 Stations in 4th Region of TCDD.....230
Table C.5 Stations in 5th Region of TCDD.....232
Table C.6 Stations in 6th Region of TCDD.....233
Table C.7 Stations in 7th Region of TCDD.....234
Table C.8 Stations in 8th Region of TCDD.....235
Table D.1 Registry dates of stations in 1th Region of TCDD.....237
Table D.2 Registry dates of stations in 2nd Region of TCDD 239
Table D.3 Registry dates of stations in 3rd Region of TCDD.....239
Table D.4 Registry dates of stations in 4th Region of TCDD.....241
Table D.5 Registry dates of stations in 5th Region of TCDD.....241
Table D.6 Registry dates of stations in 6th Region of TCDD.....242
Table D.7 Registry dates of stations in 7th Region of TCDD.....243
Table E.1 Restored station buildings in the 1st Region of TCDD.....245
Table E.2 Restored station buildings in the 2nd Region of TCDD.....246
Table E.3 Restored station buildings in the 3rd Region of TCDD.....247
Table E.4 Restored station buildings in the 4th Region of TCDD.....249
Table E.5 Restored station buildings in the 5th Region of TCDD.....250
Table E.6 Restored station buildings in the 6th Region of TCDD.....251
Table E.7 Restored station buildings in the 7th Region of TCDD.....252
Table F.1 Table of catalogued station buildings (Ist and IInd Class).....255
Table F.2 Table of catalogued station buildings (IIIrd Class).....257

Table F.3 Table of catalogued station buildings (IVth Class) 267
Table F.4 Table of catalogued station buildings (No Classification) 273

LIST OF FIGURES

FIGURES

Figure 2.1. Cover page of the reproduction book for opening day of Amasya station 16
Figure 2.2. Cover page of the reproduction book for opening day of Erzincan station 17
Figure 2.3. Cover page of the reproduction book for opening day of Erzurum station 17
Figure 2.4. Cover page of the reproduction book for opening day of Elazığ-Genç line 17
Figure 3.1. Map of the first years of the railways in Anatolia 28
Figure 3.2. Station building from Germany. Grüssau 29
Figure 3.3. Station building from Germany. Marnheim 29
Figure 3.4. Station building from Germany. Welheim 30
Figure 3.5. Project plate of classes of Railway Stations for Anatolia Line 31
Figure 3.6. Ankara former station building in newly constructed years 32
Figure 3.7. Eskişehir former station building 32
Figure 3.8. Konya old station building 33
Figure 3.9. Adana station 33
Figure 3.10. Haydarpaşa station 33
Figure 3.11. Alsancak station 34
Figure 3.12. Basmane station 34
Figure 3.13. İzmit old station building in former years 34
Figure 3.14. İzmit old station building before restoration in 2001 35
Figure 3.15. İzmit old station building after restoration in 2007 35
Figure 3.16. Sirkeci station 36
Figure 3.17. Map showing railroad lines before proclamation of Republic in 1923.. 37
Figure 3.18. Edirne Karaağaç station 38

Figure 3.19. Adana station, the ornaments of eaves 39
Figure 3.20. Ankara Gazi station 39
Figure 3.21. Kayaş station 40
Figure 3.22. Kayseri station 40
Figure 3.23. Amasya station 41
Figure 3.24. Samsun former station in 1950s. 42
Figure 3.25. Ankara station 42
Figure 4.1. Ist class station building project drawn for Konya / Basement plan 47
Figure 4.2. Ist class station building project drawn for Konya / First floor plan 48
Figure 4.3. Ist class station building project drawn for Konya / Roof plan 49
Figure 4.4. Ist class station building project drawn for Konya / Cross sections..... 49
Figure 4.5. Ist class station building project drawn for Konya / Longitudinal Section 50
Figure 4.6. Ist class station building project drawn for Konya / Front Elevation.... 51
Figure 4.7. Ist class station building project drawn for Konya / Elevations..... 52
Figure 4.8. Konya old station in past years, city view. 52
Figure 4.9. Konya old station in past years, platform view. 53
Figure 4.10. Konya old station in past years, city view. 53
Figure 4.11. Konya old station, city view, after renovation in 2007 54
Figure 4.12. Ist class station building project drawn for Ankara-Eskişehir/ Ground floor plan. 54
Figure 4.13. Ist class station building project drawn for Ankara-Eskişehir/ First floor plan. 54
Figure 4.14. Ist class station building project drawn for Ankara-Eskişehir/ Longitunal section. 55
Figure 4.15. Ist class station building project drawn for Ankara-Eskişehir/ Platform elevation. 55
Figure 4.16. Eskişehir former station building. 55
Figure 4.17. Ankara former station building, platform view. 56
Figure 4.18. Ankara former station building. 56

Figure 4.19. IInd class station building project / Side elevations and cross section. 57
Figure 4.20. IInd class station building project / Ground and first floor plans 58
Figure 4.21. IInd class station building project / Elevations 59
Figure 4.22. Alaşehir station, city view. 59
Figure 4.23. Alaşehir station, platform view. 60
Figure 4.24. Balıkesir station, city view. 60
Figure 4.25. Balıkesir station, platform view. 60
Figure 4.26. Balıkesir station in past years. 61
Figure 4.27. Salihli station, city view 61
Figure 4.28. Salihli station, platform view 61
Figure 4.29. Uşak station, city view 62
Figure 4.30. Uşak station, platform view 62
Figure 4.31. Afyonşehir Station, city view 63
Figure 4.32. Afyonşehir station, platform view 63
Figure 4.33. IIIrd class station project for Ankara-Sivas Line / First floor plan 64
Figure 4.34. IIIrd class project for Ankara - Sivas Line / Elevations and sections .. 65
Figure 4.35. Beylikköprü station 66
Figure 4.36. Büyükderbent station 66
Figure 4.37. İnönü station 67
Figure 4.38. Karaköy station 67
Figure 4.39. Mekece station 68
Figure 3.40. Osmaneli station 68
Figure 4.41. Sapanca station 69
Figure 4.42. Yenifakılı station 69
Figure 4.43. Yeniyapan station 70
Figure 4.44. Ahmetli station 70
Figure 4.45. Banaz station 71
Figure 4.46. Bandırma station 71
Figure 4.47. Ovaköy station 71
Figure 4.48. Sığırcı station 72

Figure 4.49. Susurluk station 72
Figure 4.50. Yeniköy station..... 72
Figure 4.51. Çukurbük station 73
Figure 4.52. Kayabaşı station 73
Figure 4.53. Kızoğlu station..... 74
Figure 4.54. Ladik station 74
Figure 4.55. Samurçay station 74
Figure 4.56. Yıldızeli station 75
Figure 4.57. Balmahmut station..... 75
Figure 4.58. Dumlupınar station 76
Figure 4.59. Gökçekısık station. 76
Figure 4.60. Gözpınarı station. 76
Figure 4.61. Ilgın station. 77
Figure 4.62. İhsaniye station..... 77
Figure 4.63. Kadınhan station..... 77
Figure 4.64. Meydan station 78
Figure 4.65. Pınarbaşı station..... 78
Figure 4.66. Sabuncupınar station..... 78
Figure 4.67. Sarayönü station. 79
Figure 4.68. Sultandağı station. 79
Figure 4.69. Yıldırım Kemal station 79
Figure 4.70. IVth class station project / Basement plan..... 80
Figure 4.71. IVth class station project / Ground floor plan..... 81
Figure 4.72. IVth class station project / First floor plan 82
Figure 4.73. IVth class station project / Roof plan 82
Figure 4.74. IVth class station project / Elevations..... 83
Figure 4.75. IVth class station project / Sections..... 84
Figure 4.76. Balıkısık station..... 85
Figure 4.77. Balışıh station. 85
Figure 4.78. Başköy station 86

Figure 4.79. Beydeğirmeni station. 86
Figure 4.80. Boğazköprü station 87
Figure 4.81. Çaycuma station 87
Figure 4.82. Eskipazar station 87
Figure 4.83. Filyos station 88
Figure 4.84. Gökçebey station 88
Figure 4.85. İncesu station 88
Figure 4.86. İzzettin station 89
Figure 4.87. Kayadibi station 89
Figure 4.88. Kurşunlu station 89
Figure 4.89. Ortaköy station 90
Figure 4.90. Sumucak station 90
Figure 4.91. Yeşilhisar station 90
Figure 4.92. Çamlık station 91
Figure 4.93. Alp station 92
Figure 4.94. Bedirlieski station 92
Figure 4.95. Bağıştaş station 92
Figure 4.96. Çadırkaya station 93
Figure 4.97. Çaltı station 93
Figure 4.98. Eskiköy station 93
Figure 4.99. Göçentaşı station 94
Figure 4.100. Karasu station 94
Figure 4.101. Güllübağ station 94
Figure 4.102. Güneş station 95
Figure 4.103. Kangal station 95
Figure 4.104. Karagöl station 96
Figure 4.105. Karaözü station 96
Figure 4.106. Baskil station 97
Figure 4.107. Battalgazi station 97
Figure 4.108. Geyik station 98

Figure 4.109. Gezin station 98
Figure 4.110. Suçatı station 98
Figure 4.111. Akçadağ station. 99
Figure 4.112. Narlı station 99
Figure 4.113. Nurdağ station 100
Figure 4.114. Argıthan station. 100
Figure 4.115. Çiğiltepe station 101
Figure 4.116. Değirmisaz station 101
Figure 4.117. Gazellidere station 101
Figure 4.118. Mezitler station 102
Figure 4.119. Tınaztepe station 102
Figure 4.120. IInd Class / Type II project / Foundation plan 103
Figure 4.121. IInd Class / Type II project / Title block of foundation plan 103
Figure 4.122. IInd Class / Type II project / Ground floor plan 104
Figure 4.123. IInd Class / Type II project / First floor plan 105
Figure 4.124. IInd Class project / Roof details 105
Figure 4.125. IInd Class / Type II project / Section 106
Figure 4.126. IInd Class / Type II project / Title block of section 106
Figure 4.127. IInd Class / Type II project / Sections and elevations 107
Figure 4.128. Yenice station 108
Figure 4.129. Yenice station / Eaves detail 108
Figure 4.130. IInd Class / Type III project / Foundation plan 109
Figure 4.131. IInd Class / Type III project / Ground floor plan 110
Figure 4.132. IInd Class / Type III project / First floor plan 111
Figure 4.133. IInd Class / Type III project / First floor plan title block 111
Figure 4.134. IInd Class / Type III project / Elevation 112
Figure 4.135. IInd Class / Type III project / Front and side elevations 113
Figure 4.136. İskenderun station / Platform view 114
Figure 4.137. Toprakkale station / Platform view 114
Figure 4.138. Toprakkale station / Left elevation 115

Figure 4.139. IIIrd Class / Type II project / Foundation plan 116
Figure 4.140. IIIrd Class / Type II project / Ground floor plan..... 117
Figure 4.141. IIIrd Class / Type II project / Ground floor plan on blue project sheet. 118
Figure 4.142. IIIrd Class / Type II project / Text above the projects. 118
Figure 4.143. IIIrd Class / Type II project / First floor plan..... 119
Figure 4.144. IIIrd Class / Type II project / Sections 120
Figure 4.145. IIIrd Class / Type II project / Elevations..... 120
Figure 4.146. IIIrd Class / Type II project / Platform and side elevations 121
Figure 4.147. Bahçe station 122
Figure 4.148. Ceyhan station..... 122
Figure 4.149. Durak station 123
Figure 4.150. Günyazı station 123
Figure 4.151. İncirlik station 124
Figure 4.152. Mamure station 124
Figure 4.153. Osmaniye station..... 124
Figure 4.154. Yakapınar station 125
Figure 4.155. Zeytinli station 125
Figure 4.156. Project drawn for Fevzipaşa / Ground and first floor plans 126
Figure 4.157. Project drawn for Fevzipaşa / Cross section and details 126
Figure 4.158. Project drawn for Fevzipaşa / Longitudinal section..... 127
Figure 4.159. Project drawn for Fevzipaşa / Elevations..... 127
Figure 4.160. Project drawn for Fevzipaşa / Front elevation 127
Figure 4.161. Dörtyol station..... 128
Figure 4.162. Erzin station 128
Figure 4.163. NYDQVIST-HOLM Company IInd Class project / Ground floor plan title block. 129
Figure 4.164. NYDQVIST-HOLM Company IInd Class project / Ground floor plan 130
Figure 4.165. NYDQVIST-HOLM Company IInd Class project / First floor plan 131

Figure 4.166. NYDQVIST-HOLM Company IInd Class project / Longitudinal section 132
Figure 4.167. NYDQVIST-HOLM Company IInd Class project / Cross sections C-D, E-F 132
Figure 4.168. NYDQVIST-HOLM Company IInd Class project / Cross sections G-H, J-K 132
Figure 4.169. NYDQVIST-HOLM Company IInd Class project / Right and left elevations 133
Figure 4.170. NYDQVIST-HOLM Company IInd Class project / City elevation 133
Figure 4.171. NYDQVIST-HOLM Company IInd Class project / Front elevation133
Figure 4.172. Elazığ station in 1940s..... 134
Figure 4.173. Elazığ station 134
Figure 4.174. NYDQVIST-HOLM Company, IIIrd Class project / Title block.... 135
Figure 4.175. NYDQVIST-HOLM Company, IIIrd Class project, redrawn by TCDD / Title block 135
Figure 4.176. NYDQVIST-HOLM Company IIIrd Class project / Basement plan 136
Figure 4.177. NYDQVIST-HOLM Company IIIrd Class project / Ground floor plan 137
Figure 4.178. NYDQVIST-HOLM Company IIIrd Class project / Ground floor plan. Redrawn by TCDD. 138
Figure 4.179. NYDQVIST-HOLM Company IIIrd Class project / Roof Plan..... 139
Figure 4.180. NYDQVIST-HOLM Company IIIrd Class project / Sections G-H, J-K, E-F, L-M 139
Figure 4.181. NYDQVIST-HOLM Company IIIrd Class project / Sections. Redrawn by TCDD. 140
Figure 4.182. NYDQVIST-HOLM Company IIIrd Class project / Sections A-B, C-D..... 140
Figure 4.183. NYDQVIST-HOLM Company IIIrd Class project / Loading platform project 141

Figure 4.184. NYDQVIST-HOLM Company III[rd] Class project / Elevations.....141
Figure 4.185. NYDQVIST-HOLM Company III[rd] Class project / Platform and side elevations.....142
Figure 4.186. NYDQVIST-HOLM Company III[nd] Class project / Elevations. Redrawn by TCDD.....142
Figure 4.187. Bor station.....143
Figure 4.188. Çatalağzı station.....143
Figure 4.189. Çankırı station.....143
Figure 4.190. Çerkeş station.....144
Figure 4.191. Hüyük station.....144
Figure 4.192. Irmak station.....144
Figure 4.193. İsmetpaşa station.....145
Figure 4.194. Kalecik station.....145
Figure 4.195. Niğde station.....145
Figure 4.196. Şefaatli station.....146
Figure 4.197. Gömeç station.....146
Figure 4.198. Hanlı station.....147
Figure 4.199. Kalın station.....147
Figure 4.200. Sarıoğlan station.....147
Figure 4.201. Turhal station.....148
Figure 4.202. Tuzhisar station.....148
Figure 4.203. Şarkışla station.....148
Figure 4.204. Yeniçubuk station.....149
Figure 4.205. Zile station.....149
Figure 4.206. Ergani station.....150
Figure 4.207. Gölbaşı station.....150
Figure 4.208. Maden station.....151
Figure 4.209. Pazarcık station.....151
Figure 4.210. Yolçatı station.....151
Figure 4.211. Fevzipaşa station.....152

Figure 4.212. Türkoğlu station 152
Figure 4.213. Balıköy station 153
Figure 4.214. Çandır station 153
Figure 4.215. Demirli station 154
Figure 4.216. Dursunbey station 154
Figure 4.217. Emirler station 154
Figure 4.218. Köprüören station 155
Figure 4.219. Nusrat station 155
Figure 4.220. Sandıklı station 155
Figure 4.221. CFOA Company III[rd] Class project / Foundation plan 156
Figure 4.222. CFOA Company III[rd] Class project / Ground and first floor plans 156
Figure 4.223. CFOA Company III[rd] Class project / Sections and elevations 157
Figure 4.224. Arıkören station 158
Figure 4.225. Ayrancı station 158
Figure 4.226. Çumra station 159
Figure 4.227. Demiryurt station 159
Figure 4.228. Kaşınhan station 159
Figure 4.229. Sudurağı station 160
Figure 4.230. A Type project for small stations 160
Figure 4.231. B Type project for small stations 161
Figure 4.232. Ankara Gazi station / Ground floor plan. 161
Figure 4.233. Ankara Gazi station / Left side elevation. 162
Figure 4.234. Ankara Gazi station / Right side elevation. 162
Figure 4.235. Ankara Gazi station / Front elevation. 163
Figure 4.236. Ankara Gazi station / Platform elevation. 163
Figure 4.237. Ankara Gazi station, in the early years of completion of construction. 163
Figure 4.238. Kayseri station project / Ground floor plan 164
Figure 4. 239.Kayseri station project / First floor plan. 164
Figure 4.240. Kayseri station project / Cross section 165

Figure 4.241. Kayseri station project / Platform elevation 165
Figure 4.242. Kayseri station survey project / Basement plan 166
Figure 4.243. Kayseri station survey project / Ground floor plan 166
Figure 4.244. Kayseri station, 2006 166
Figure 4.245. Amasya station survey project / Ground floor plan 167
Figure 4.246. Amasya station survey project / Elevations 167
Figure 4.247. Amasya station 168
Figure 4.248. Ankara Etimesgut station project / Plan. 168
Figure 4.249. Ankara Etimesgut station project / Front elevation. 169
Figure 4.250. Ankara Etimesgut station, platform view 169
Figure 4.251. Sivas station survey project / Ground floor plan 169
Figure 4.252. Sivas station survey project / City elevation 170
Figure 4.253. Sivas station city view, 2004 170
Figure 4.254. Sivas station city view 170
Figure 4.255. Malatya station project / Ground floor plan 171
Figure 4.256. Malatya station project / Ground floor plan title block 171
Figure 4.257. Malatya station / Sketch of front facade 172
Figure 4.258. Malatya station project / Title block of elevation plate 172
Figure 4.259. Malatya station city view, 2006 172
Figure 4.260. Malatya station, 1937 172
Figure 4.261. Samsun former station / Platform view in 1950 173
Figure 4.262. Samsun former station / Platform view in past years 173
Figure 4.263. Elazığ station city view 174
Figure 4.264. Diyarbakır station project / Ground floor plan 174
Figure 4.265. Diyarbakır station project / First floor plan 175
Figure 4.266. Diyarbakır station survey project / Elevations 175
Figure 4.267. Diyarbakır station city view, 2006 175
Figure 4.268. Diyarbakır station city view, 2019. 175
Figure 4.269. Manisa station survey project / Ground floor plan 176
Figure 4.270. Manisa station survey project / Title block. 176

Figure 4.271. Manisa station survey project / First floor plan 176
Figure 4.272. Manisa station platform view, 2006 177
Figure 4.273. Burdur station survey project / Ground floor plan 177
Figure 4.274. Burdur station survey project / First floor plan 177
Figure 4.275. Burdur station survey project / Section 178
Figure 4.276. Burdur station survey project / Front elevation 178
Figure 4.277. Burdur station survey project / Right and left elevations 178
Figure 4.278. Burdur station platform view, 2009 178
Figure 4.279. Isparta station, 2006 179
Figure 4.280. Ankara station project / First floor plan 180
Figure 4.281. Ankara station project / Signature of Architect Şekip Akalın 180
Figure 4.282. Ankara station project by Şekip Akalın / Cross section (e-e) 180
Figure 4.283. Ankara station project by Şekip Akalın/ Cross section (G-G) 181
Figure 2.284. Ankara station project by Şekip Akalın / Cross section (f-f) 181
Figure 4.285. Ankara station project / Elevations 182
Figure 4.286. Ankara station project / Ground floor plan. 182
Figure 4.287. Ankara station project / Basement plan 182
Figure 4.288. Ankara station project / Longitudinal section. 183
Figure 4.289. Ankara station project / Cross section 183
Figure 4.290. Ankara station project / Cross sections 183
Figure 4.291. Ankara station city view 184
Figure 4.292. Erzincan station platform view 184
Figure 4.293. Erzurum station survey project / Ground floor plan 184
Figure 4.294. Erzurum station survey project / First floor plan 185
Figure 4.295. Erzurum station survey project / Front elevation 185
Figure 4.296. Erzurum station city view 185
Figure 4.297. Afyon station project / Preliminary drawings 186
Figure 4.298. Afyon station project / Title block 186
Figure 4.299. Afyon station project / Preliminary drawings of sections 187
Figure 4.300. Afyon station project / Title block of sections. 187

Figure 4.301. Afyon statıon project / Ground floor plan 188
Figure 4.302. Afyon station project / Ground floor electrical installation plan 188
Figure 4.303. Afyon station project / Partial plan of first floor..... 188
Figure 4.304. Afyon station project / Sketch of front elevation..... 189
Figure 4.305. Afyon station project / Elevations..... 189
Figure 4.306. Afyon station project / Title block of elevations..... 190
Figure 4.307. Afyon station project / Plans..... 190
Figure 4.308. Afyon station project / Title block of plans. 191
Figure 4.309. Afyon station alteration project during the construction 191
Figure 4.310. Afyon station alteration project during the construction / Signatures 192
Figure 4.311. Afyon station / Perspective drawing of front elevation 192
Figure 4.312. Afyon Ali Çetinkaya station 192
Figure 4.313. Afyon Ali Çetinkaya station, city view..... 193
Figure 4.314. Tarsus station, city view..... 193
Figure 4.315. Kahramanmaraş station, city view 194
Figure 4.316. Nizip station city, view. 194
Figure 4.317. Mersin station, city view 195
Figure 4.318. Gaziantep station / Ground floor plan..... 195
Figure 4.319. Gaziantep station / Ground floor plan title 196
Figure 4.320. Gaziantep station / First floor plan..... 196
Figure 4.321. Gaziantep station..... 197
Figure 4.322. Gaziantep station, city view 197
Figure 4.323. Gaziantep station, platform view 197
Figure A.1 Regional maps of TCDD, 2019..... 215
Figure A.2 The title block of line color remarks of regional map..... 216
Figure A.3 1th Region map of TCDD 216
Figure A.4 2nd Region map of TCDD 217
Figure A.5 3rd Region map of TCDD 218
Figure A.6 4th Region map of TCDD 219

Figure A.7 5th Region map of TCDD 219
Figure A.8 6th Region map of TCDD 220
Figure A.9 7th Region map of TCDD 220
Figure B.1 Map of Ist Class stations 221
Figure B.2 Map of IInd Class stations 222
Figure B.3 Map of IIIrd Class stations 223
Figure B.4 Map of IVth Class stations 224

CHAPTER 1

INTRODUCTION

In this thesis, station buildings of Turkey will be studied within the period beginning with the construction of the first station building of İzmir-Alsancak (Punta) in 1858 during the Late Ottoman period, and during the Republican period until the 1950s. The reason for this time span is that, the transportation strategies have changed on behalf of highways after the Second World War, due to 'Americanization' of Turkey 1950s onwards.

1.1 Aim and Scope of the Study

For the last years there is a major erosion in the Project Archive of TCDD, namely the State Railways of the Republic of Turkey (*Türkiye Cumhuriyeti Devlet Demiryolları*). Disarrangement of the materials and documents made the archive of TCDD General Directorate quite disorganized for the researchers. As the projects and documents are situated in different archives of Regional Directorates and General Directorate of TCDD, the control of the whole became difficult, while many projects and documents are unfortunately missing.

Therefore, the primary aim of this study is to catalogue the available architectural design projects of the station buildings that were constructed between 1850s and 1950s, to make periodical classifications of projects before and after the foundation of the Republic[1]. The catalogue, containing drawings and photographs will ensure

[1] The study will be covering the station buildings inside the borders of current Turkey. The station buildings which were built out of the borders during the Ottoman Period will be excluded.

the survival of projects to future and make them accessible for everyone who needs to examine them. The study includes typological classifications of projects which were designed by foreign companies under concessions ranging from 1st to 4th class. The intention is to complement some missing points of other research on the subject by matching original station projects with existing station buildings by the help of the accessed plans and photographs. The archival material accessed for this study will also enable to make a table showing construction dates of rail lines and station buildings, to make another table showing registration dates of station buildings obtained from the documents given by the Board of Conservation of Cultural and Natural Assets, and finally, to create a comprehensive catalogue of station buildings in Turkey as an outcome.

The following should be taken into consideration: among the structures (such as station buildings, ateliers, locomotive storages, employee housing units, swithcman kiosk, consoles, platforms, administrative buildings, signalization structures) that exist within the Turkish railways industrial heritage areas, the station buildings should be described together with the projects they were built with; cataloguing of these projects as a caution towards the risk of getting lost within the archives and matching the buildings with their photographs.

It is necessary to take a look at the future of these historically valuable station buildings, as they slowly excluded from operation due to the state policies that promote advanced technology and build high speed rail ways. This causes the railways to be operated within these new high-speed railways station buildings. İstanbul - Ankara, Ankara - Eskişehir, Ankara - Konya high speed rail lines were planned and built as different routes from existing rail lines. This is why the new high-speed train station buildings are constructed and still continuing to be built according to the ongoing high-speed rail line projects.

Because of these newly developing lines, some of the original and historical stations of TCDD became non-operating stations. Polatlı, Bozüyük and Bilecik are some examples of high-speed train stations where the original station buildings are still

standing but not operating. The very first example of out-of-service stations is the existing main train station of Ankara due to the construction of high-speed train station in 2016. However, a few of conventional train operations still continue from Ankara station, such as to Kars and to Çukurova. Therefore, Ankara station became an attractive structure that draws investors to have plans for prospective projects.

Due to the rehabilitation works of suburban lines in Ankara (Sincan - Ankara and Ankara - Kayaş) and İstanbul (Sirkeci - Halkalı and Pendik - Haydarpaşa), such as technical improvement of the rails and increase in the number of rail lines, new stops were designed and built. Therefore, most of all stations on these suburban lines became out of service. These non-operating station buildings include for example Sincan, Eryaman, Etimesgut in Ankara, and Haydarpaşa, Bostancı, Erenköy, Göztepe, Kartal and Maltepe in İstanbul. Haydarpaşa station is the most important non-operating station in Turkey on which many investors are planning transformation projects regarding its prospective use. It is crucial to evaluate the out-of-service station buildings which constitute a topical issue for the media.

1.2 Method of the Study

The research of this thesis is founded on three major sources. First one is my individual archive accumulated over 31 years of experience as an active architect working in TCDD. Second one is the research in TCDD project and inventory archives. The last source is the literature review on publications and theses on the subject of railways and station buildings of Turkey.

As a chief architect, I was involved in many projects and duties regarding the TCDD works. Firstly, employed in the Department of Construction, and the Department of Estate later, I travelled to many cities on business trip duties and visited approximately 300 station buildings. Majority of the photographic archive is derived from these trips. There were various projects that were conducted by the offices of TCDD in which I was personally involved. For example, “Beautification of the

Station Buildings" (*Gar ve İstasyonların Güzelleştirilmesi Projesi*) was one of the projects which was initiated in 2006. Similar to innumerous past business trips, it included the inspection of station buildings, investigating the maintenance works related to the survey studies and archiving the reports and photographs, among other outcomes of the project. To sum up, my personal archive of 31 years in TCDD is utilized as a major source of this study.

The archival research of the study is conducted in TCDD Project and Inventory Archive. The condition of the archive has been the primary motivation to this thesis, as the entire heritage of TCDD documentation is highly disorganized and in the risk of erosion. Thus, the main method of research for this study was to document the accessible projects through this archive and present them as architectural heritage.

Lastly, among publications on the subject, a number of articles and theses can be cited. These will be covered in the following section, by presenting a concise literature survey.

Literature on the Subject

In a chronological arrangement, the first article by Akbolat, investigates the station buildings on the 67 kilometres Adana - Mersin line which was taken into operation in 1886. Adana, old Adana, Mersin, old Mersin, Tarsus, Taşkent, Yenice and Zeytinli station buildings are examined with their architectural styles (Akbolat, 2004). Başar and Erdoğan selected samples of station buildings in Turkey which were constructed until early republican years and a typology work has been created covering the facade elements of station buildings (Başar and Erdoğan, 2009). Ceylan wrote about the development of the settlements, before and after the railway stations and the effects of transportation on the settlements. Manisa - Uşak rail line was chosen and Çobanisa, Urganlı, Ahmetli, Sart, Salihli, Eşme were examined in one article and Turgutlu, Alaşehir, Ahmetler, İnay in another one (Ceylan, 2010). The history and the architectural analysis of station buildings on Adana - Mersin rail line were examined in another article (Şenyiğit, 2011). The article titled "The Role of the Train Station in the Image Formation of the Early Republican Ankara" by Sak and Basa

studied the contribution of the train station to the social and special formation of Ankara and its image in the early years of the Turkish Republic (Sak, 2012). Yavuz and Tavukçu studied station buildings, on the Doğukapı - Akyaka - Kars - Sarıkamış - Erzurum old rail line, in terms of their architectural designs and plan schemes in a serial article (Yavuz and Tavukçu, 2012, 2014). Erkan and Haştemoğlu's article is about the design process, settlement decisions, space organization, facade characeristics, construction system and material properties, physical and functional continuity of Afyon Ali Çetinkaya station building (Erkan, 2013). Satılmış investigates the history of the Bandırma - Soma line. The construction had been started in 1870 by the Ottoman Empire, and due to the economic deficiency, was given to foreign companies with privilege and completed after 42 years in 1912 (Satılmış, 2016). And lastly, Özyiğit studied the contribution of railways to the economic and social change/transformation for the province of Denizli and examined the plans of two forgotten rail lines of Bozkurt and Çardak (Özyiğit, 2017).

Apart from the articles, the theses which focused on the subject of TCDD railways and/or station buildings are investigated. The most detailed information regarding these subjects could be found in three theses. First one is the master thesis of Araz, which analyzes the impacts of political decisions in the formation of railroads and railroad architecture, in relation to architectural developments in Turkey (Araz, 1995). Second one is the PhD dissertation of Kösebay. This study investigates the impact of railways to the urban development of the cities, and the threats such as Marmaray project and urban renewal projects of the station areas, such as Haydarpaşa (Kösebay, 2007). It continues with the determination of the railway structures which need to be protected and suggestion of protection proposals on the routes (Haydarpaşa - Pendik - İzmit - Ankara - Eskişehir - Konya). Lastly, the dissertation of Yavuz compares the station buildings in Turkey with the pioneer examples of station buildings in Germany (Yavuz, 2005).

There are other theses also on the subject of this study, focusing on other perspectives such as architectural history and formative approach of the buildings of TCDD. Chronologically, first thesis on this matter is the thesis of Çoygun Sobutay, which

the materials and construction techniques of the station buildings were examined (Çoygun Sobutay, 1996). The master thesis of Köşgeroğlu studies the conservation of railways heritage through the case study of İzmir - Aydın Railway line (Köşgeroğlu, 2003). Using the Mersin - Adana - Tarsus railways as the case study, Erol studied the historical station buildings on this line (Erol, 2003). Thesis of Erdoğan mentions about some examples of station buldings in Turkey and gives a brief description of their structural and architectural characteristics. This study also made a typological classification, such as "monumental buildings with towers", "double storey entrances with single storey wing parts", and "buildings with single storey-rectangular plans" (Erdoğan, 2005). PhD dissertation of Sak investigates the concept of the image of the city taking the example of Ankara in the Early Republican Period as the capital city of Turkey, and the role of Ankara train station in the image formation process of the city (Sak, 2008). Lastly, the thesis of Yıldız investigates Kırklareli - Büyük Mandıra rail line and the non-operating station buildings which lost their functions along that route. This thesis recommends proposals after giving plans and photographs of the station buildings (Yıldız, 2008).

1.3 Structure of the Study

Following the introductory sections in Chapter 1 of this study, Chapter 2 will be examining the history of Turkish Railways under two historical periods. The first part of Chapter 2 will be focusing on the history of railways before the Republic: The Late Ottoman Period between 1856 and 1923. Second part of Chapter 2 will be thoroughly examining the Early Republican Period, which begins with 1923 and continues until 1950s. The nationalization of railways and the treaties will be presented on this part of Chapter 2.

Chapter 3 will be giving the main strategical and architectural criteria of the Turkish Railways, presented under the title "Railway Station Buildings". First part of this chapter is going to present the design and location criteria of the railways that were built in Turkey. Second part of Chapter 3 is presenting the characteristics of station

buildings in terms of the assigned classes in Late Ottoman Period. The last part of Chapter 3 applies the same method for the Early Republican Period.

Chapter 4 undertakes the main aim of the thesis via presenting a wide catalogue of the station buildings identified with the regions and classes of the projects of station buildings which were accessed through the archives of Turkish Railways and with the photographs of the station buildings.

Regional and Typological Classification

The operational management of the railways is divided into 7 regions by TCDD, and they are as follows: 1st Regional Directorate center in İstanbul, 2nd Regional Directorate center in Ankara, 3rd Regional Directorate center in Izmir, 4th Regional Directorate center in Sivas, 5th Regional Directorate center in Malatya, 6th Regional Directorate center in Adana and the 7th Regional Directorate center in Afyon[2]. The information, documents and the projects were researched on the basis of the plan types of the station buildings in these regions[3].

During the investigation and the research in the archives, it was seen that the projects of the station buildings produced in the Late Ottoman period have been labeled and sorted with classifications on the architectural drawings. There are four main classes indicated with I, II, III and IV in the Late Ottoman period. In addition to these main four classes, it was found that there were also other types of projects which have been produced by privileged foreign companies. In short, Chapter 4 or the main catalogue will be presenting Ist Class, IInd Class, IIIrd Class, IVth Class; IInd Class/Type II, IInd Class/Type III, IIIrd Class/Type II for Anatolian Baghdad Line; IInd and IIIrd class by NYDQVIST-HOLM company; IIIrd class by CFOA company.

[2] Additionally 8th Regional Directorate was established only for high speed train stations after TCDD High Speed train operations in 2009. (Directorate has the responsibility for the stations of Ankara, Eryaman, Eskişehir, Polatlı, Konya, Bozüyük, Bilecik, Pamukova, Beylikova, Biçer, Esenkent, Osmaneli).

[3] See Appendix A for the regional maps.

These are accompanied by station building projects that are either unclassified or original designs produced in the Early Republican period.

All accessed information related to the station buildings listed in the catalogue can be found in a detailed table presented in the Appendix F section of this study.

CHAPTER 2

HISTORY OF TURKISH RAILWAYS

The history of Turkish Railways in Anatolia began when the Ottoman Government gave privilege to a British company to operate the rail line between İzmir and Aydın, in 1856. Each station building was built at the same time the railway line started operating.

The history of Turkish Railways should be examined under three headings: Before the Republic: Late Ottoman period (1856-1923), the Early Republican period (1923-1950) and the period after 1950. The distinctive features of these periods are; the first one is the construction of a large part of the railway lines with the privilege given to foreigners; the second one is the golden age of railway transportation, and the third one is the ignored times of railways, when highway transportation was prioritized.

2.1 Before Republic: Late Ottoman Period (1856-1923)

Although the agenda of Ottoman Empire was about establishing railways since 1836, with the first appeal to the Empire by British companies to construct railways in Ottoman lands, the history of railways in Ottoman land began in 1851, when it was given privilege to a British company to construct the Cairo – Alexandria line[4]. Despite hard conditions, the Empire aimed to construct the railways just like Europe, in order to modernize the country and market the products of Anatolia, in a much

[4] More historical information about establishment of TCDD and its progress can be found through the following links: http://www.tcdd.gov.tr/content/31 (Accessed on 03.11.2019), https://rayhaber.com/2013/04/tcdd-ne-zaman-kuruldu/ (Accessed on 29.12.2019) https://rayhaber.com/2015/03/turkiyede-ilk-demiryolu-hatti-nerede-yapilmistir/ (Accessed on 29.12.2019).

cheaper and easier way. Just like in the examples of Rumeli, Egypt and Anatolia, Baghdad and Hejaz railway design and plans had been applied from the second half of the 19th century till the end of the century.

The very first project of railways in Anatolia was İzmir - Aydın railway which was 130 km long. The project's construction and operation privilege was given to a British company in 1856. İzmir - Aydın region was concsiously selected because it was the easiest point to access to the raw materials required by the British industry and where the population and the commercial potential was high because of the seaport in İzmir. So it is obvious that railway routes in Ottoman lands were shaped according to the economic and political objectives of European countries[5].

Railways, which were referred as the "Steels of the Civilization" in the Ottoman era, were constructed under the reigns of Sultan Abdulmecit the 1st (1839-1861), Sultan Abdulaziz (1861-1876), Sultan Abdülhamit the 2nd (1876-1909) and Sultan Mehmet Reşat (1909-1918). The Ottoman Empire has taken first serious initatives regarding the railroads during the reign of Sultan Abdülhamid the 2nd. First target of Abdülhamid was to enable connections to production hubs, enabling domestic production of agricultural products instead of importing them and to be able to distribute these products to consumers by the seaports. A further target was to construct a telegram line along with the rail line in order to help keeping internal security intact by being able to govern the provinces far from the center. The railroad was strategically important also in order to quickly mobilize the military to the front (Aydın, 2001: p. 53). Moreover, these railways were providing access to the critical connections to all points of the land of Ottoman Empire. Sultan Abdülhamid the 2nd stated in his memoirs that; "I accelerated the construction of the Anatolian Railways

[5] Translated by author of this thesis. Original quotation is as follows: "*Hat-tı Saltanat dediği Bağdat hattının geçeceği yerlerde pamuk yetiştirilmesiyle ilgilidir. Bağdat hattı; Alman endüstrisinin ham maddesini, öteki yönü ile de pazarını sağlaması bakımından değerlendirilmiştir. İngilizlerin hattın denize ineceği yerle ilgilendiklerini….*") Rubarh, Paul (1912) *Hatt-ı Saltanat Bağdat Demiryolu*, tra. unknown, İfham Matbaası, İstanbul, p. 4.

with all my strength. The aim of these rail lines is to connect Mesopotamia and Baghdad with Anatolia, and reach the Persian Gulf. This has been achieved through German assistance. It provided a good future for Anatolia.[6]"

Between 1856 and 1923, the following lines were constructed in the Ottoman territory: Rumeli Railways (2383 km), Anadolu - Bağdat Railways (2424 km), İzmir - Kasaba (695 km), İzmir - Aydın and branches (610 km), Yafa - Kudüs (86 km) lines were the standard lines which have 1,435 meters width, Şam - Hama and branches (498 km) were both narrow and standard lines, and finally, Bursa - Mudanya (42 km) and Ankara - Yahşihan (80 km) were the narrow lines which have 0,75 meters width. Therefore by the end of 1922, including the 4136 kilometers of railways in national borders of Anatolia, the length of railways were 8619 km in total[7].

[6] Translated by author of this thesis. Original quotation is as follows: "*Bütün kuvvetimle Anadolu Demiryollarının inşasına hız verdim. Bu yolun gayesi Mezopotamya ve Bağdat'ı Anadolu'ya bağlamak, İran Körfezine kadar ulaşmaktır. Alman yardımı sayesinde bu başarılmıştır."* Anonymous (1974), Sultan Abdülhamit*, Siyasi Hatıratım*, Dergâh Yayınları, İstanbul.
[7] http://www.tcdd.gov.tr/content/31 (Accessed on 03.10.2019)

Table 2.1. Rail lines constructed before the Republic and still functioning today[8]

Route	**Date**	**Length (m)**
İZMİR-AYDIN RAILWAYS		
Şirinyer-Buca	1860	2,452
İzmir-Sütlaç	1860	356,505
Torbalı-Tire	1883	47,541
Gaziemir-Seydiköy	1886	1,088
Alaşehir-Uşak	1887	117,81
Çatal-Ödemiş (Şehir)	1888	26,452
Goncalı-Denizli	1889	9,43
Sütlaç-Çivril	1889	30,224
Ortaklar-Söke	1890	22,012
Sütlaç-Eğridir	1912	113,795
İZMİR-TURGUTLU RAILWAYS		
Basmane-Menemen	1865	31,68
Halkapınar-Bornova	1865	4,878
Menemen-Manisa-Turgutlu	1865	61,5
Turgutlu-Alaşehir	1875	75,79
Uşak-Afyon	1890	134,946
Manisa-Kırkağaç	1890	80,853
Kırkağaç-Bandırma	1912	195,244
ŞARK RAILWAYS		
Sirkeci-Yenikapı	1872	4,756
Yenikapı-Florya	1871	16,372
Florya-Hadımköy	1872	30.325

[8] Source: TCDD General Directorate, APK Department / Statistics Branch data reports

Table 2.1. (Continued)

Hadımköy-Çatalca	1873	19,61
Çatalca-Hudut	1873	209,899
Karaağaç-Hudut	1873	7,137
Mandıra-Kırklareli	1912	45,594
ANADOLU RAILWAYS		
Haydarpaşa-Feneryolu	1872	5,088
Feneryolu-Pendik	1872	21,162
Pendik-Gebze	1873	19,681
Gebze-İzmit	1873	47,096
İzmit-Büyükderbent	1890	18,312
Büyükderbent-Mekece	1891	71,709
Mekece-Vezirhan	1891	32,831
Vezirhan -İnönü	1892	65,98
İnönü-Ağapınar	1892	55,823
Ağapınar-Yalınlı	1892	54,954
Yalınlı-Sazılar	1892	61,902
Sazılar-Beylikköprü	1892	14,317
Beylikköprü-Ankara	1892	109,516
Eskişehir-Kütahya	1894	76,984
Alayunt-Çöğürler	1895	19,631
Çöğürler-Afyon	1895	74,615
Afyon-Akşehir	1895	98,128
Akşehir-Ilgın	1896	57,641
Ilgın-Konya	1896	116,796
Arifiye-Adapazarı	1899	8,491
BAĞDAT RAILWAYS		
Konya-Bulgurlu	1904	199
Bulgurlu-Ulukışla	1911	39

Table 2.1. (Continued)

Ulukışla-Durak	1912	90
Durak-Yenice	1912	18
CENUP RAILWAYS		
Fevzipaşa-Meydanıekbez	1912	35
Hudut-Çobanköy-Nusaybin	1917	382
Derbesiye-Mardin	1917	24,34
Toprakkale-İskenderun	**1912**	59
MERSİN-TARSUS-ADANA RAILWAYS		
Mersin-Yenice	1882	43
Yenice-Adana	1886	24
SARIKAMIŞ-KARS-BORDER RAILWAYS		
Sarıkamış-Kars-Border	1913	119,283

2.2 Early Republican Period (1923-1950)

Primary importance was given to the issue of nationalization of railways and construction of new railroad lines after the announcement of the Republic. It was acknowledged that the railways would have a substantial positive impact on economical growth and modernization of the country. After General Directorate of State Railways and Ports[9] was established with the law no. 1042 published in May 31st, 1927 the railway operations were nationalized. The administration of some of the lines were given to independent enterprises (Aydın, 2001: p.63). Thus, the railway administration became free of foreign privileges that have been given

[9] Tr., *Devlet Demiryolları ve Limanları İdare-i Umumiyesi*

beforehand and were completely nationalized. Being circulated by railways meant a nationalistic territorialisation for the newly born country. The program of the Kemalist Republic was modernization rather than westernization and to reach the level of "civilization" by all means.

Railways, as the main transportation system of the country, were given priority within the agenda of Atatürk as a means of constructing a self-adequate economy. Being a major policy of government through the initial years of the Republican period, these railways were the conduct of the aimed "national economy", leading the industry to choose locations, helped the industry to spread nationwide and lead-acting to create and develop the modern Turkey. The national political economy included the fundamental aims such as "covering the motherland with an iron web of railroads" and "electrification of Turkey"[10]. The perception of modernity was being transported via the train to all districts of Anatolia: Trains were one of the main actors behind the modern architectural pattern. Bozdoğan mentions that the railroad station buildings started to be built before and after the 1930s, with a modernist aesthethics (2002, p. 120). It can be stated that the urge of applying modernist aesthetics on the most crucial civic buildings like the railroad station buildings was to express the idea of "progress". Moreover, it conveyed the idea of literally going parallel with the architectural culture of the civilizations abroad as well. Not only the station buildings, but also the residential neighborhoods were built around and/or adjacent to these station buildings for the families of employees who worked for the State Railroads[11].

During the period of World War II, despite all hardships and the challenges of constructing railroads, importance given to the railroads did not cease to be given. The quote by president of the time, İsmet İnönü, "Everyday, a handspan of railway";

---

[10] Şevki, M. "Elektrikli Türkiye" (Electrified Turkey), Kadro 13 (İkinci Kanun 1933): 35-41.
[11] See: Kösebay Erkan, Yonca (2007). *Anadolu Demiryolu Çevresinde Gelişen Mimari ve Korunması* (Unpublished PhD Thesis), İstanbul Teknik Üniversitesi Fen Bilimleri Enstitüsü, İstanbul, for a broader perspective on the built environment around the stationary buildings.

displays the determination of the state on the topic of development of railways. (Aydın, 2001: p.74).

> "Having an exceptional importance for the transportation politics of Ottoman Empire since the 19th century, railway service had unfortunately been brought only to the western and southern regions of the country. The lack of the road constructions and repairs in the eastern parts, which had been neglected for years in the Ottoman era, was felt at its most during the World War I and the Independence War. So, the Republican age recognized the transportation as its principal goal and tried to unite the East and the West of the country through railways."
>
> Temizgüney, Firdes (2015), p. 255

In this period, due to the priority and importance given to railways, several books were published for commemorating of the opening days of rail lines and station buildings. The books were reprinted by TCDD Press Department for the 50th anniversary of Turkish Railways in 2006.



Figure 2.1. Cover page of the reproduction book for opening day of Amasya station



Figure 2.2. Cover page of the reproduction book for opening day of Erzincan station



Figure 2.3. Cover page of the reproduction book for opening day of Erzurum station



Figure 2.4. Cover page of the reproduction book for opening day of Elazığ-Genç line

As the nationalization of the railways were the primary targets of the Republican country in order to create the Modern Turkey, the treaties which had been done between Ottoman Empire and foreign countries were canceled with laws. All of the information in this section is compiled from İlkin and Tekeli (2011)[12].

İzmir-Aydın *Line*

On 23.09.1856, a British company was granted the concession of the line and a section of 23 kilometers was taken into operation on 27.01.1860 until 1935. The entire length of the network, which opened in 1866, was 610 kilometers. The railway connections between Alsancak – Aydın - Eğridir, Torbalı - Ödemiş, Pınarbaşı - Söke, Sütlaç - Çivril, Çatal - Tire and Goncalı - Denizli were purchased by the state with the law no. 2745 dated 30.05.1935, and added to the State Railways network, on 01.06.1935.

İzmir - Kasaba Line

The concession of 73 kilometers length line, which consisted of İzmir - Afyon and Manisa - Bandırma parts, was granted to France in 1863. It was purchased with the law no. 2487 dated 31.05.1934, and added to the State Railways network.

Bursa - Mudanya Line

The costruction of this 41 kilometers length line, with 1,05 meters width, began in 1873. Stopping for a long time, the construction was completed by given privilege on 1892. The line was operated by State Railways from the date of 01.06.1931 by the law no:1815.

[12] İlkin, Selim, and Tekeli, İlhan. (2011) "Cumhuriyetin Demiryolu Politikalarının Oluşumu ve Uygulaması" *Kebikec*, no. 11 p.136-149.

Şark Railways

The concession of 2000 kilometers total length line, which consisted of İstanbul - Edirne, Alpullu - Kırklareli parts, with total length of 337 km. within the boundaries of the country, was granted to an Austrian named Baron Hirsch on 1869. The line could be opened to operation when the construction was completed on 12.08.1888. Operating rights of the lines within the boundaries were granted to the Western Railways Joint Stock Company on 1931 and operated by State Railways from the date of 28.04.1937 by the law no:3156.

Anadolu Line

Haydarpaşa - Ankara, Eskişehir - Konya, Haydarpaşa - Fener, Arifiye - Adapazarı, Alayunt - Kütahya, Haydarpaşa - Pendik suburbian double-line contained by the total length of 1032 kilometers line. The line connecting to Ankara in 1888 and the line connecting to Konya in 1892 were granted to Deutschebank. The whole network purchased with the law no. 1375 dated 31.12.1928, and added to the State Railways network.

Baghdad Line

The line with the length of 346 kilometers between Konya - Yenice was granted to Deutsche Orient Bank on 20.12.1902 and opened after completing the construction on 1904. Several companies operated the line in the years of World War I and Indepence War. It was purchased with the law no. 1375 dated 31.12.1928, and added to the State Railways network in 01.01.1929.

Mersin – Tarsus - Adana Line

The concession of 67,129 kilometers total length line was granted to Turkish-British -French group on 1876, and it was opened on 1886. It was purchased with the law no. 1375 dated 31.12.1928, and added to the State Railways network in 01.01.1929.

Cenup Railways

Toprakkale – Payas - İskenderun, Fevzipaşa - Meydanıekbez, Çobanbey -Nusaybin, Derbesiye - Mardin and Tripoli Portlines were included in the concession of Baghdad line. Length of the lines were 499,145 kilometers. The line was operated by French companies during first World War and in the agreement years. Line operation was granted to Cenup Railways-Turkish Joint Stock for fifteen years with the Law No.2285 dated 08.06.1933. Toprakkale-Payas-İskenderun with the length 59,145 kilometers and Fevzipaşa-Meydanıekbez with the lenght 36 kilometers parts included in the State Railways network in 15.06.1937, after involvement of the city Hatay to the boundaries of Turkey.

Samsun - Çarşamba Line

Samsun Coast Railways construction, as a narrow line of 0,75 meters width and 36,465 kilometers length, was completed in 1926 and began to be operated by Samsun Coast Railways Company Incorporated. These railways were owned by the goverment with the law numbered 1524 and dated 02.06.1929. Samsun Coast Railways were operated by State Railways since 14.04.1933 and the materials and etc. were purchased with the law numbered 2215 and dated 23.05.1933.

Ilıca-Palamutluk (Edremit)Line

Concession of this narrow line which is 0,75 meters wide, 28,391 kilometers long and constructed to transport pick-up mines, was granted to Ilıca - Palamutluk Railways Company Incorported on 23.03.1923. With the law numbered 4127, dated 22.09.1941, this line was purchased by State Railways and included in State Railways Network on 29.01.1941.

Sarıkamış - Kars and Erzurum - Sarıkamış Line

Sarıkamış- Kars and Tbilisi - Gyumri lines, constructed as wide lines of 1,534 meters width and 14 kilometers length were started to operate in 1913 by Russians. These lines became State property after withdrawal of Kars, Ardahan and Batum by 1920

Kars and 1921 Moskova Treaties. Erzurum-Sarıkamış narrow line of 175 km, again constructed by the Russians, became State property after withdrawal of this region.

Table 2.2. Treaty Dates of Nationalization of the Rail lines

	Operation Date	**Nationalized**
İZMİR - AYDIN	27.01.1860	01.06.1935
İZMİR - KASABA (TURGUTLU)	1863	31.05.1934
BURSA - MUDANYA	1892	01.06.1931
ŞARK RAILWAYS	1888	28.04.1937
ANATOLIAN LINES	1892	31.12.1928
BAĞDAT LINE	1904	01.01.1929
MERSİN – TARSUS - ADANA	1886	01.01.1929
CENUP RAILWAYS	.....	15.06.1937
SAMSUN - ÇARŞAMBA	1926	02.06.1929
ILICA - PALAMUTLUK	1923	29.01.1941
SARIKAMIŞ - KARS and ERZURUM - SARIKAMIŞ	1913	1920 - 1921

Table 2.3. Rail lines constructed between 1923 and 1950, still functioning today[13]

Route	**Date**	**Length (m)**
Ankara - Yahşihan	1925	85,36
Yahşihan -Yerköy	1925	118,109
Samsun - Kavak	1926	47,553
Yerköy - Kayseri	1927	176,471
Kavak - Havza	1927	38,489

[13] Source: TCDD General Directorate, APK Department / Statistics Branch data reports

Table 2.3. (Continued)

Route	**Date**	**Length (m)**
Havza - Kayabaşı	1927	59825
Kayabaşı - Zile	1928	69,256
Kütahya - Emirler	1929	63812
Fevzipaşa - Gölbaşı	1929	137,800
Kayseri - İhsanlı	1930	110,832
Emirler - Balıköy	1930	36063
Zile - Kunduz	1930	69889
İhsanlı - Sivas	1930	111,589
Gölbaşı - Doğanşehir	1930	56,014
Irmak - Çankırı	1931	102,255
Doğanşehir - Malatya	1931	56,745
Malatya - Fırat	1932	32531
Balıköy - Balıkesir	1932	152,665
Kunduz - Kalın	1932	92,75
Kardeşgediği - Bor	1932	45,36
Bor - Boğazköprü	1933	126,453
Fırat - Yolçatı - Elazığ	1934	86244
Çandır - Atkaracalar	1934	86158
Yolçatı - Maden	1935	75,95
Narlı - Gaziantep	1935	84,077
Atkaracalar - Ortaköy	1935	56,101
Maden - Diyarbakır	1935	82,67
Sivas - Eskiköy	1935	63481
Adana Gar - Şehir	1936	2,969
Ortaköy - Bolkuş	1936	60,115
Malatya - Yazıhan	1936	33,23
Bolkuş - Hisarönü	1936	85,638
Eskiköy - Çetinkaya	1936	47,935
Yazıhan - Hekimhan	1936	36,96

Table 2.3. (Continued)

Route	**Date**	**Length (m)**
Hisarönü - Çatalağzı	1936	14,684
Bozanönü - Isparta	1936	13,36
Gümüşgün - Burdur	1936	23,892
Afyon - Karakuyu	1936	112,400
Çetinkaya - Divriği	1937	64,847
Hekimhan - Çetinkaya	1937	69,586
Çatalağzı - Zonguldak	1937	10,249
Divriği - Erzincan	1938	155,570
Erzincan - Erzurum	1939	214,857
Diyarbakır - Bismil	1940	47,382
Hadımköy - Kurukavak	1941	10,936
Bismil - Sinan	1942	28,424
Sinan - Batman	1943	14,726
Batman - Kurtalan	1944	68,818
Tavşanlı -Tunçbilek	1944	13,373
Malatya - Malatya Şehir	1944	2,964
Zonguldak - Kozlu	1945	4,279
Elazığ - Palu	1946	69,947
Palu - Genç	1947	62,741
Köprüağzı - K. Maraş	1948	27,903
Erzurum - Horasan	1949	85,361
Sirkeci - Halkalı (2nd line)	1949	27,574
Haydarpaşa - Gebze (2nd line)	1949	44,175
Uzunahmetler - Yekabat	1949	32,716
Horasan - Sarıkamış	1951	71,508

Mudanya - Bursa (41.110 m.), Ilıca - Palamutluk (Edremit) (28.391 m.), Samsun - Çarşamba (39.465 m.), Maden - Sarıkamış (231.940 m.) rail lines constructed as narrow lines before Republic and dismantled after Republic.

CHAPTER 3

RAILWAY STATION BUILDINGS

History of Turkish railways has often been investigated under three main periods as: Before Republican / Late Ottoman Period (1856 - 1923), Early Republican Period (1923 - 1950) and the Period After 1950. Significant points that are worth mentioning in the history of railways in Turkey are as following: Firstly, the majority of the rail lines was constructed under privileges given to French, British and German companies in the Late Ottoman period. Secondly, railways were believed to have lived their golden age between 1923 - 1950. From 1950 and beyond, the railways were mostly left ignored and forgotten until 2003. After 2003, with the changed politics of the state of Turkey, priority was given to railways once again[14].

3.1 Design and Location Criteria

An important issue related to the construction of the railways was to determine the location of the station. In the Late Ottoman period, stations were constructed close to the points which were politically, economically and strategically important (Kahya, 1988: p.214). In the Republican period the Turkish government was more focused on political and strategic features rather than economics.

The size of the station building depended upon the size of the settlement and its population. Classification of station buildings was made by taking into account the size of the settlement in which the line passes through, the population density, the

[14] See; TCDD named 2003 - 2018 era as "Railways Golden Era" in the 162 nd anniversary booklet.

point of intersection with lines going in different directions, considering the economic factors as well.

Due to the significance of railways, the station buildings became the door of the cities, towns and even villages, connecting them to all around the world. Being the connection points of railways, the stations are exceptional buildings that provided public services to citizens, as well as offering socialization and meeting points for them. Even in the Late Ottoman period and in the Early Republican period the station building designs were not shaped according to the climate, direction or region. They were mostly designed and built solely according to the railway route and accessing of passengers to the building from the city.

During the investigation through the archives for the case studies of this thesis, the architects of the station buildings in the Late Ottoman period could not be found. The names of the actors in the designing phase are not known. The reason behind that is the concessions made with European companies; the actual names are not accessible. The only actors whose names are widely known are three foreign architects who are the designers of Sirkeci station, August Jasmund; and the architects of Haydarpaşa station, Otto Ritter and Helmuth Conu.

In the Early Republican period, although the constructions of many station buildings were made according to the former projects, for the large station projects national architects were employed. Ankara main station was designed by Şekip Akalın, while A. Burhanettin Tamcı designed Ankara Gazi station in the early years of the Republic. Project competitions in which only Turkish architects could participate, include for instance, Eskişehir station competition[15] and administrative offices and

[15] In the competition for Eskişehir train station, first prize was won by Leyla Taylan and Ferzan Baydar, second by Sabri Oran, third by Mukbil Gökdoğan and Eyüb Kömürcüoğlu. These projects were unfortunately not applied in the end. Anonymous (1947) "Eskişehir Garı Proje Müsabakası" in *Arkitekt*. 1947-01-02 (181-182), pp: 18-26.

employee housings for Erzurum station area competition held by TCDD[16]. Project and construction of public buildings commisioned by Ministry of Public Works in this period (Aslanoğlu, 2001)[17].

3.2 Before Republic: Late Ottoman Period (1858 – 1923)

As previously stated, the railways history began with İzmir-Aydın railway line in 1856. The major reason to construct the rail line in the selected region was easy transportation by using İzmir port connection and accessibility for finding raw materials such as cotton needed for the British textile sector. Operating rail lines in Anatolia would also provide them to reach Middle East and go forward to India by passing through Anatolia (Kahya, 1988: p.211).

In addition to this, the right to operate mines in 20 kilometers around the lines was a very important gain for the foreign companies (Akyıldız, 1995: p.252)[18]. For their own benefits the French, British and German companies had achieved concessions against the Ottoman Empire's depts or gave debt against the concessions (Yıldırım, 2002: p. 318).

The construction of rail lines, which began in 1856 in the Late Ottoman period, developed and shaped with the foreigner's strategic and economics plans. Thus, the completed lines were independent and disconnected from each other in these years.

[16] Details regarding this competition for the administrative offices and employee housings can be found in Anonymous (1945) "Devlet Demiryolları Umum Müdürlüğü'nün Erzurum İşletme, Toplantı Binaları ve Memur Evleri Mahallesi Müsabakası" in Arkitekt. 1945-05-06 (161-162) pp: 100-106, 121.
[17] Ministry of Public Works named "*Nafia Vekâleti*" at that time.
[18] According to the İzmir - Aydın line treaty between Ottoman Empire and British company, the mines in nearby the two sides of rail lines would be given to the costructor.



Figure 3.1. Map of the first years of the railways in Anatolia (Source: Araz, 1995: 27)

Station buildings were built at the same time when the railway line constructions were completed and started operating. An important issue related to the construction of the railways was to determine the location of the station. It was taken into consideration that railways and the station buildings settled close to the points which were politically, strategically and economically important.

Railway station buildings were shaped with the designs by French, English and German architects. Every foreign company specified their designs and projects according to classes from I to IV. Classification of station buildings was made by taking into account the size of the settlement in which the line passes through, the population density, the point of intersection with lines going in different directions and the function of the station as a passenger or freight one, especially considering the importance of economics.

The projects of railway station buildings were designed by French, English and German architects, while the language on the projects were always French. It was the mostly used language that Ottoman Empire made cultural connections with

west.[19] Foreign architects working in Anatolia merged their own cultures and architectural characters with Ottoman culture in station building designs. Based on rectangular plan schemes and combining arched windows, wide eaves and ornaments on façades, the buildings carried interpretations of both European and Ottoman features, in example: Ankara former station.



Figure 3.2. Station building from Germany. Grüssau (1898) (Source: Yavuz, 2005)



Figure 3.3. Station building from Germany. Marnheim (1871-1874) (Source: Yavuz, 2005)

[19] Gürel, Ziya (2011). *Kurtuluş Savaşında Demiryolculuk* XXV. Dizi-Sayı 9, Türk Tarih Kurumu Yayınları, Ankara, p. 13.



Figure 3.4. Station building from Germany. Welheim (1885) (Source: Yavuz, 2005)

3.2.1 Characteristics of Classes of Station Buildings in Late Ottoman Period

The projects, which were accessed in TCDD archive, were designed by British, French, German companies under concessions in the period before the Republic, have been classified by these foreign companies. Although every company had prepared projects in different classifications, these classifications resulted in four classes of projects named as I, II, III, and IV. The redrawn projects repeatedly used to costruct many station buildings all over in Turkey to respond to the same function in the following years after achieving the first one.

Classification of railway stations designed for Anatolia line, which consists of Haydarpaşa - Ankara, Arifiye - Adapazarı, Arifiye - Haydarpaşa, is shown in Figure 9. Ist class was designed for Eskişehir and Ankara, IInd class for Adapazarı and Bilecik, IIIrd class for Büyükderbent, Sapanca, Eskihisar, Vezirhan, İnönü and Karaköy, IVth class for Bozüyük, Biçer, Sazılar, Polatlı, Alpu and Çukurhisar stations.

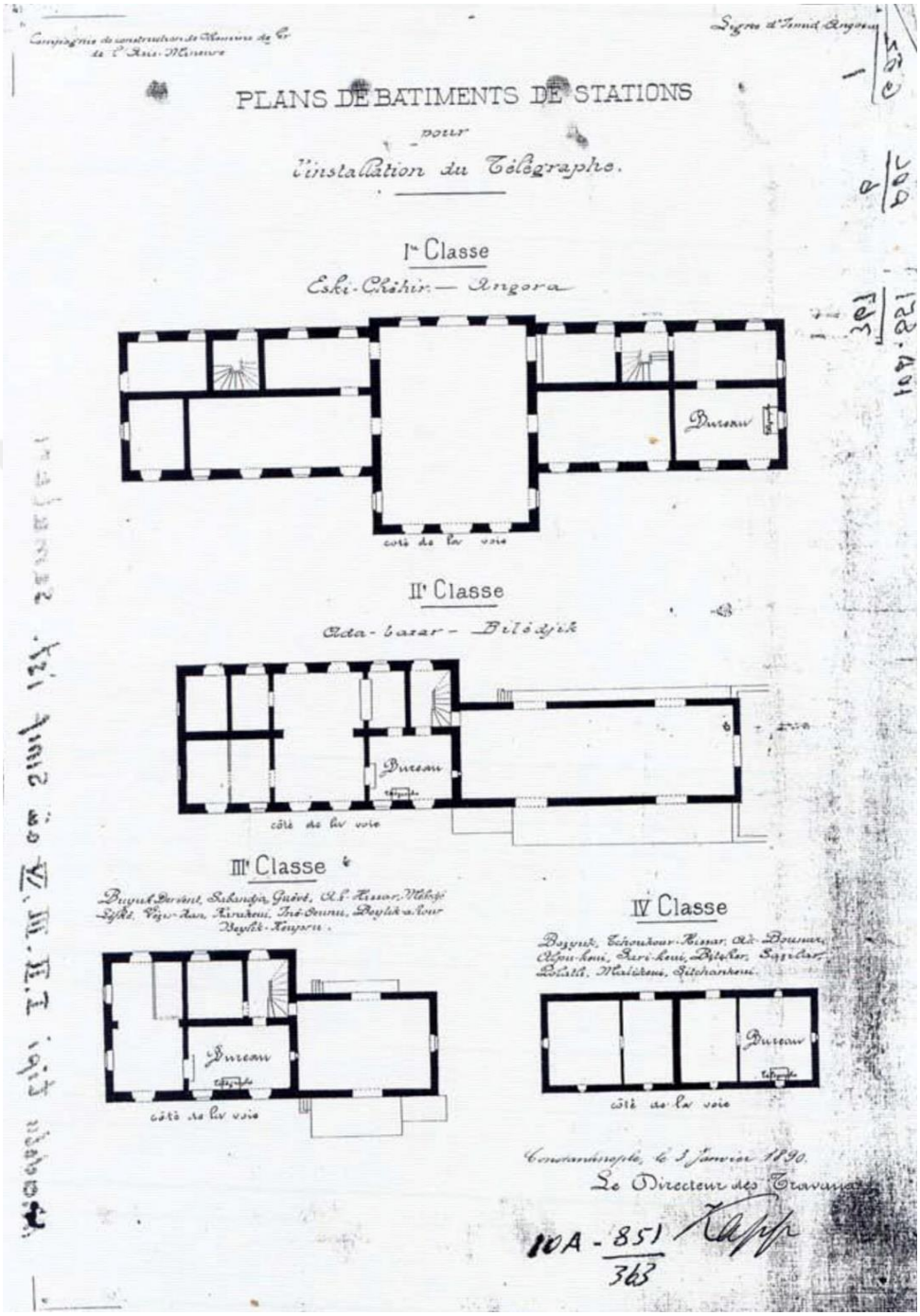


Figure 3.5. Project plate of classes of Railway Stations for Anatolia Line (Source: Kösebay, 2007, p. 353)

Ist Class *Railway Station Buildings*

Ankara old station and Eskişehir old station are first class structures and the same project was applied to both. Konya old station building was constructed with a similar project, by making the wings shorter (Figure 3.6, 3.7, 3.8). Other grand station buildings like Adana (built in 1912), Haydarpaşa (built in 1908), Alsancak (built in 1858), Basmane (built in 1865), and İzmit (old), Sirkeci (built in 1890) were designed specifically without being bounded by any special type (Figure 3.9, 3.10, 3.11, 3.12, 3.13, 3.16).



Figure 3.6. Ankara former station building in newly fconstructed years (Built in 1892)



Figure 3.7. Eskişehir former station building (Source: http://www.eskiturkiye.net/3297/eskisehir-tren-gari) (Accessed 03.12.2019)



Figure 3.8. Konya old station building (Source: TCDD photograph archive)



Figure 3.9. Adana station (Photograph by Ş. Sezginalp, 2006)



Figure 3.10. Haydarpaşa station (Photograph by Ş. Sezginalp, 2005)



Figure 3.11. Alsancak station (Photograph by Ş. Sezginalp, 2006)



Figure 3.12. Basmane station (Photograph by Ş. Sezginalp, 2012)



Figure 3.13. İzmit old station building in former years (Source: www.tarihtarih.com/) (Accessed 12.11.2019)



Figure 3.14. İzmit old station building before restoration in 2001 (TCDD Photograph Archive)



Figure 3.15. İzmit old station building after restoration in 2007 (TCDD Photograph Archive)[20]

[20] The old station was restorated by the Governorship of Kocaeli in 2006 and in use as administrative offices for Regional Directorate of Conservation of Cultural Assets / Ministry of Culture and Tourism.



Figure 3.16. Sirkeci station (TCDD Photograph Archive)

IInd Class Railway Station Buildings

The second class station buildings have mostly no warehouses for loading and unloading storages of freight. Usually, they have two floors and a basement. Upper floor is residence for the use of railway staff. Ground floor is for passengers consisting an entrance hall, waiting hall, baggage room, ticket office and an office for railway staff. Four different projects are found in the TCDD project archive, which were prepared by different companies. These projects are IInd class, class II /type II, class II /type III and IInd class by NYDQVIST-HOLM Company.

IIIrd Class Railway Station Buildings

In this type of stations, there are warehouses for loading and unloading storages of freigth, which were designed adjacent to the station buildings. Usually, they have two floors and a basement. The upper floors are used as public housing, and basement is for storing coals. Ground floor is for passengers and railway staff. Four different projects are found in the TCDD project archive which were prepared by different companies. These projects are IIIrd class, IIIrd class / type II, IIIrd class by NYDQVIST-HOLM Company and IIIrd class by CFOA Company.

IVth Class Railway Station Buildings

There are warehouses in this class also, which are designed adjacent to the station buildings. Ground floor is for passengers and railway employee staff. These

buildings have two floors and a basement, which the upper floors used as public housing and basement for coal storage. There are cut stone frames around the doors, the outer walls are plastered and painted, panels are settled for station names above the windows on both front facade and side facades, roof fringes are wide. This class of projects can be found extensively in Anatolia, when compared with the other classes in number.

3.3 Early Republican Period (1923 – 1950)

The rights of operating lines, which were given to foreigners with concessions, were taken back with laws when the Turkish Railways were nationalized, aiming to create "national and self-adequate economy" in this period. In order to develop the industry throughout the country, railways built as a network were capable to make rings through the country to transport iron, steel, coal and machines, etc.

Despite the hardest conditions in the period, construction of railways was given due importance all around the motherland. Three thousand kilometers line was added to the four thousand existing lines. Line construction slowed down in 1940 because of the Second World War and only 490 kilometers line was built between 1940 - 1950[21].



Figure 3.17. Map showing railroad lines before proclamation of Republic in 1923. (Source: TCDD 162nd anniversary booklet)

[21] Further details can be found in Table 2.3

3.3.1 Characteristics of Station Buildings in Early Republican Period

First National Architecture Movement, as it is termed by notable architectural historians such as İnci Aslanoğlu and Metin Sözen, was seen in late 19th and the first quarter of 20th century. The main aim was to provide a national identity in architecture, where the values of the past would be used. Architects Vedat Tek and Kemalettin were encourageded to design public buildings such as schools and stations in this style (Sözen, 1984: 29). Edirne Karaağaç Station, Adana Station, Ankara Gazi Station and Ankara Kayaş Station are among examples for the first national architecture movement. Main characteristics of this period is to emphasize the façades provided by the arches and application of colored İznik tiles. Ornamental domes and verticality were other characteristics of this period (Sözen, 1984: 30).

After 1927, these characteristics of the first national architecture movement started to be abandoned. Facades became simpler and the volumes of the buildings began to have a cubical approach, with wide glass façades and flat roofs. Most of the buildings that were built in ine with the national style have been simplifiedin the 1930s (Kul, 2011).



Figure 3.18. Edirne Karaağaç station (Source: http://izve.com/tecrubeler/karaagac-tren-istasyonu-restorasyonu/) (Accessed on 12.12.2019)



Figure 3.19. Adana station, the ornaments of eaves (Photograph by Ş. Sezginalp, 2009)



Figure 3.20. Ankara Gazi station (TCDD Photograpy Archive)



Figure 3.21. Kayaş station (Photograph by Ş. Sezginalp, 2006)



Figure 3.22. Kayseri station (TCDD Photograpy Archive)



Figure 3.23. Amasya station (Photograph by Ş. Sezginalp, 2006)

The Second National Architectural Movement occurs in the 1930s, as the number of local architects increases and the reaction to foreign architects rises. In the Early Republican period, the search for national identity comes forward in civic buildings; the railways can be seen as the "carrier" of the revolutions of the Republican period (Erkan, Haştemoğlu, 2013).

As the stations were among major public buildings, architects cared to emphasize the power of the state and the expression of modernity. New station buildings took their places in the cities as symbols of modernization. A special meaning and value have been given to the station buildings that were built in this era, as they aimed the representation of the Republic of Turkey.

Train station buildings have been the first modern buildings in many city centers. In other words, these buildings were desired to reflect the progressive function of the railways, therefore it was aimed for them to have the standardized designs with modernist aesthethics (Bozdoğan, 2002).

In this period as a design principle, function was very important and the functional plan schemes were reflected clearly on facades with simple aesthetics. Station buildings and other state buildings were mostly realized with this design principle. In the rail network of Anatolia, the station buildings show similar features. Stations were built with simplicity, symmetry, vertical and horizontal masses, flat roofs and geometric compositions on facades.

The station buildings opened into operation as symbols of modernization with the completion of Sivas in 1930, Malatya in 1931, Samsun in 1932, Niğde in 1933, Elâzığ in 1934, Diyarbakır in 1935, Isparta - Burdur in 1936, Ankara in 1937, Erzincan in 1938, Erzurum in 1939 and Afyonkarahisar in 1939.

Among these station buildings, with its modernist aesthethic and monumental structure, Ankara Station which was designed by the architect Şekip Akalın, is the most striking example showing the magnitude, power and prestige of the Turkish State. In spite of the lesser needs and passenger numbers in that time, Ankara Station was constructed in a monumental size, which made it still sufficient to meet the needs in 2019, many years after its construction. Nevertheless a new building was costructed in 2016 as a high speed train station.



Figure 3.24. Samsun former station in 1950s. (Source: http://wowturkey.com/) (Accessed 12.12.2019)



Figure 3.25. Ankara station (Photograph by Ş. Sezginalp, 2004)

In addition to those symbolic structures designed by Turkish architects for big cities, the projects of Late Ottoman period were used for smaller stations, in example: Niğde station (1933) and Çatalağzı station (1937).

CHAPTER 4

CATALOGUE

This chapter is the catalogue of the architectural projects of the station buildings organized according to their typological classifications. The plan types, which are often indicated on each plate, can be followed in the figures of the catalogue below. In addition to the architectural projects, the photographs of station buildings matching with these projects take place in this catalogue.

There are four main classes indicated with I, II, III and IV in the Late Ottoman period. In addition to these four classes, it was found that there were also other types of projects which have been produced by the foreign companies. In short, main catalogue / chapter 4 will be presenting Ist Class, IInd Class, IIIrd Class, IVth Class; IInd Class/Type II, IInd Class/Type III, IIIrd Class/Type II for Anatolian Baghdad Line; IInd and IIIrd class by NYDQVIST-HOLM company; IIIrd class by CFOA company; aside with original or not-classified station building projects built in Early Republican period.

The station building projects of Early Republican Period were not always based on these typological classifications. There are some distinct large station buildings based on original designs, such as Ankara and Afyon. On the other hand, some of the smaller station buildings continued to be constructed on the basis of the typologies applied in Late Ottoman Period. To sum up, architecture of the station buildings in Early Republican Period do not solely rely on typologies applied between 1858 and 1923. Bigger stations were decided to be designed from scratch, whereas the smaller ones were mostly built accordingly to the earlier plan types.

The station buildings which are presented in this catalogue are not inclusive of all buildings constructed in all regions of Turkey. The station buildings that are categorized below are the ones which were matched with the projects that could be

accessed through the TCDD project archives. However, the list with the names of all station buildings in Turkey can be found in the Appendix C.

All accessed information, such as classes, types, regions, cities, plans, façades, years of the completion of the station buildings listed in the catalogue can be found in a detailed table presented in the Appendix section of this study. Information about the years were reached through and gather together via theses, articles, registery documents, the booklet of TCDD 162nd anniversary, the reports on "Beautification of the Station Buildings" (*Gar Güzelleştirme*) Project.

4.1 Ist Class Station Buildings

Two storied, ground floor for passengers, consisting an entrance hall, waiting halls, baggage room, ticket office and an office for administration. Symmetrically arranged building mass formed by three parts and the mass in the middle projected toward both the city and platform sides. Arched windows framed by stone on the ground floor facade, plane windows on the upper floor facade with arched stone ornaments on top. Wide eaves are ornamented with wooden supports.

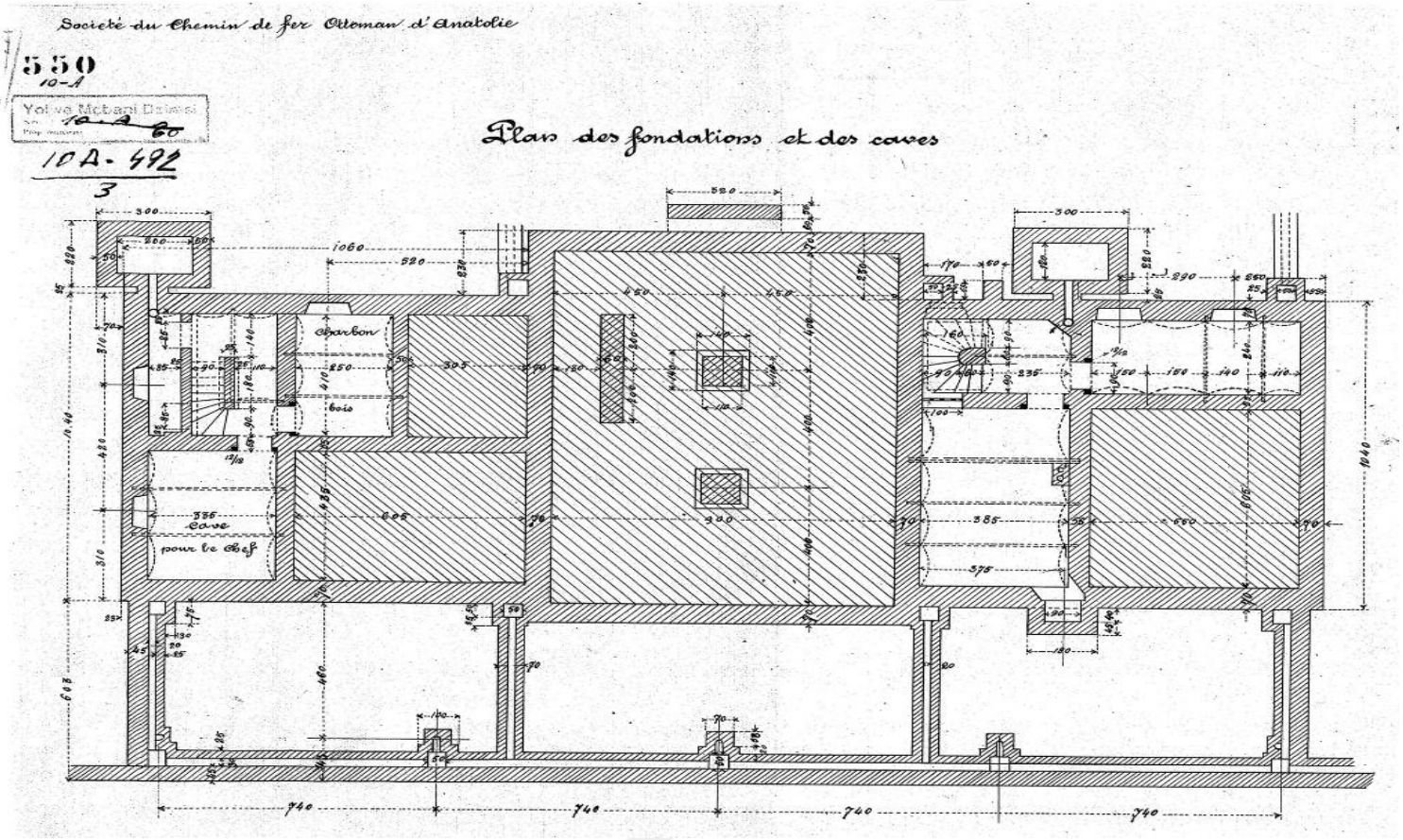


Figure 4.1. I[st] class station building project drawn for Konya / Basement plan

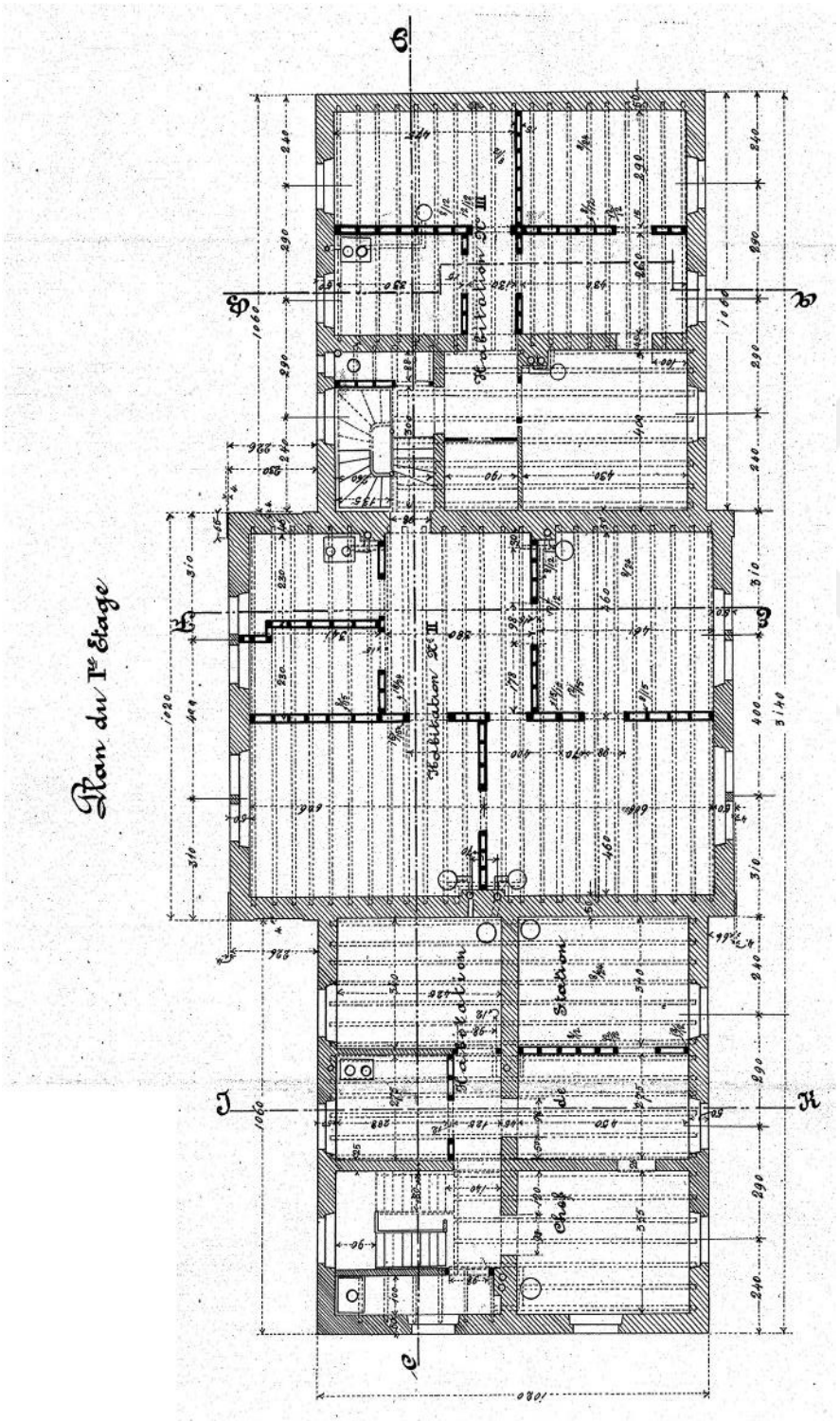


Figure 4.2. I[st] class station building project drawn for Konya / First floor plan

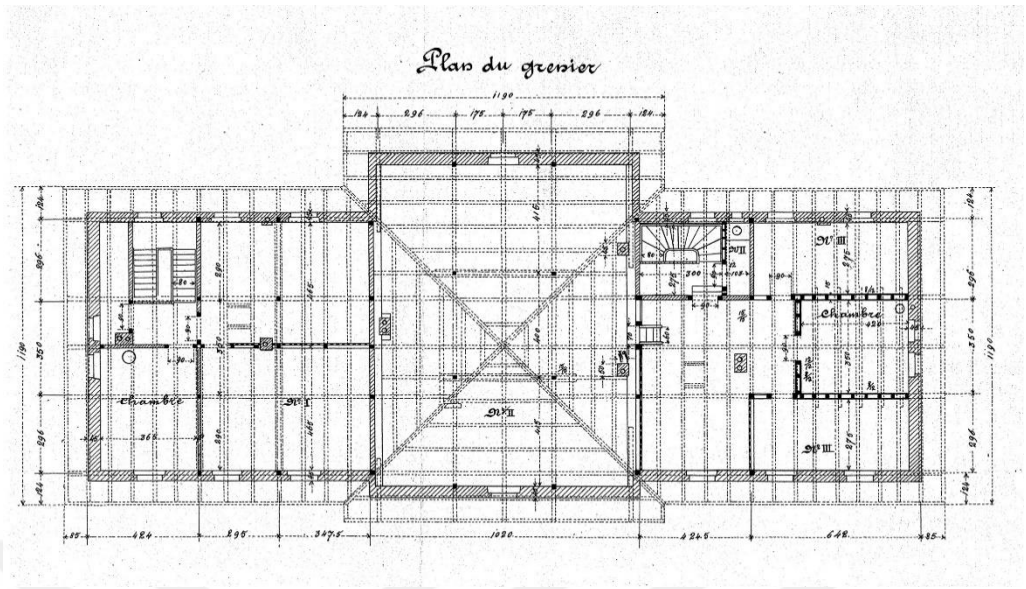


Figure 4.3. I[st] class station building project drawn for Konya / Roof plan

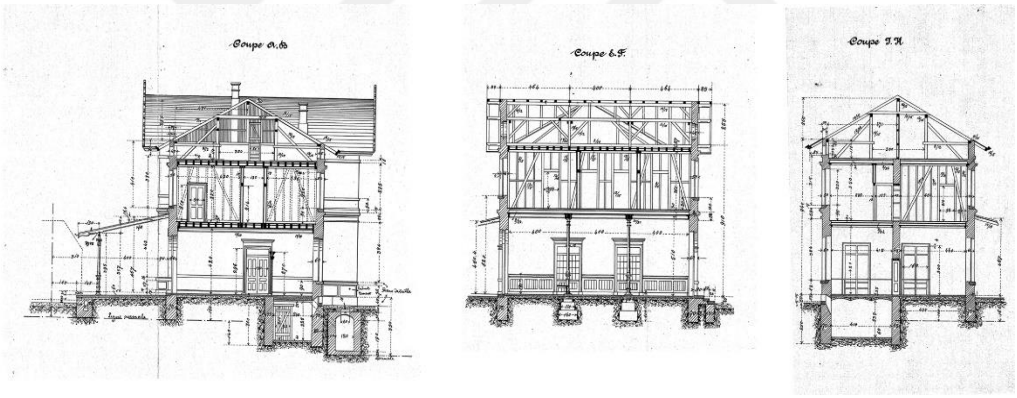


Figure 4.4. I[st] class station building project drawn for Konya / Cross sections

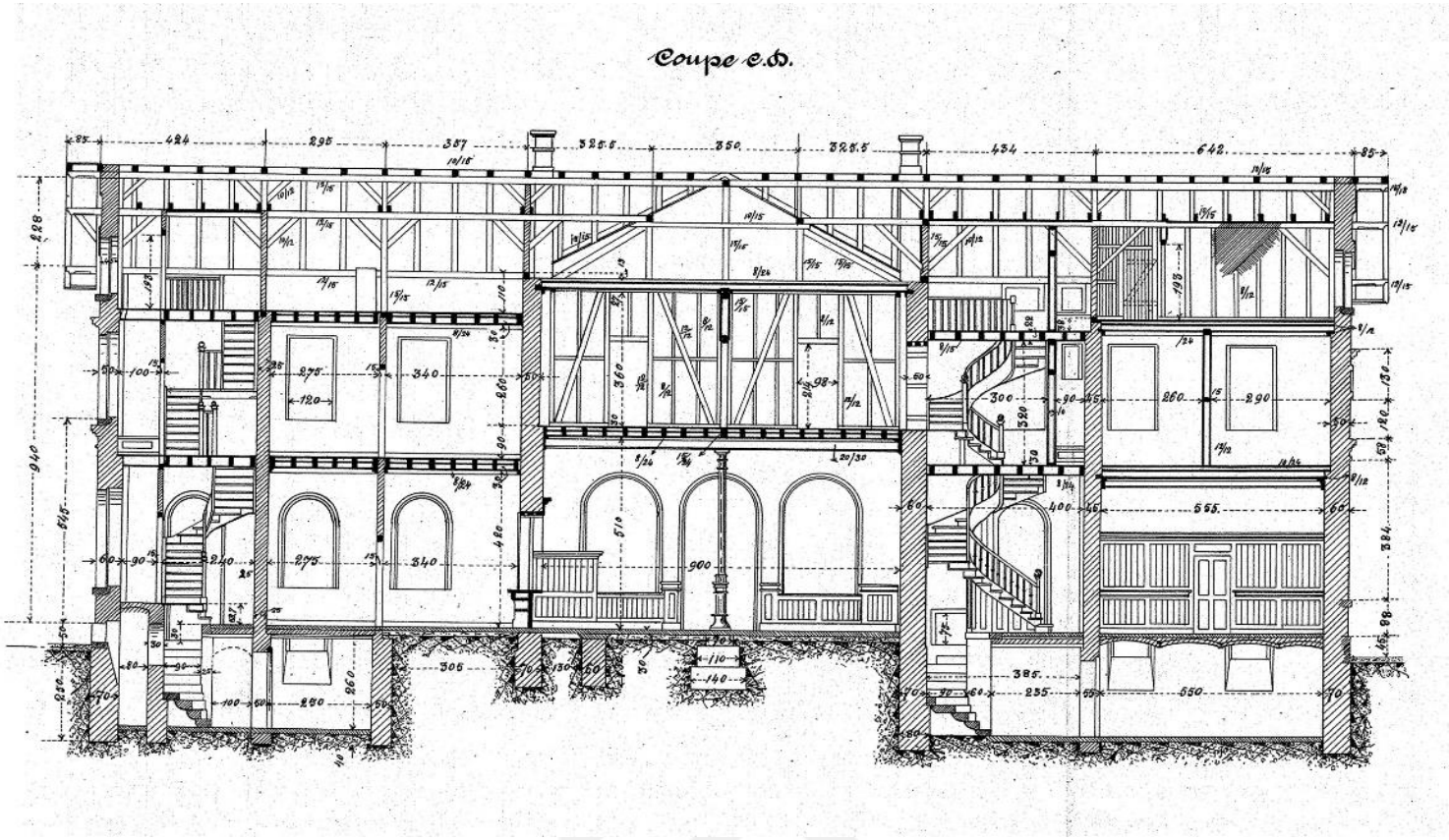


Figure 4.5. Ist class station building project drawn for Konya / Longitudinal Section

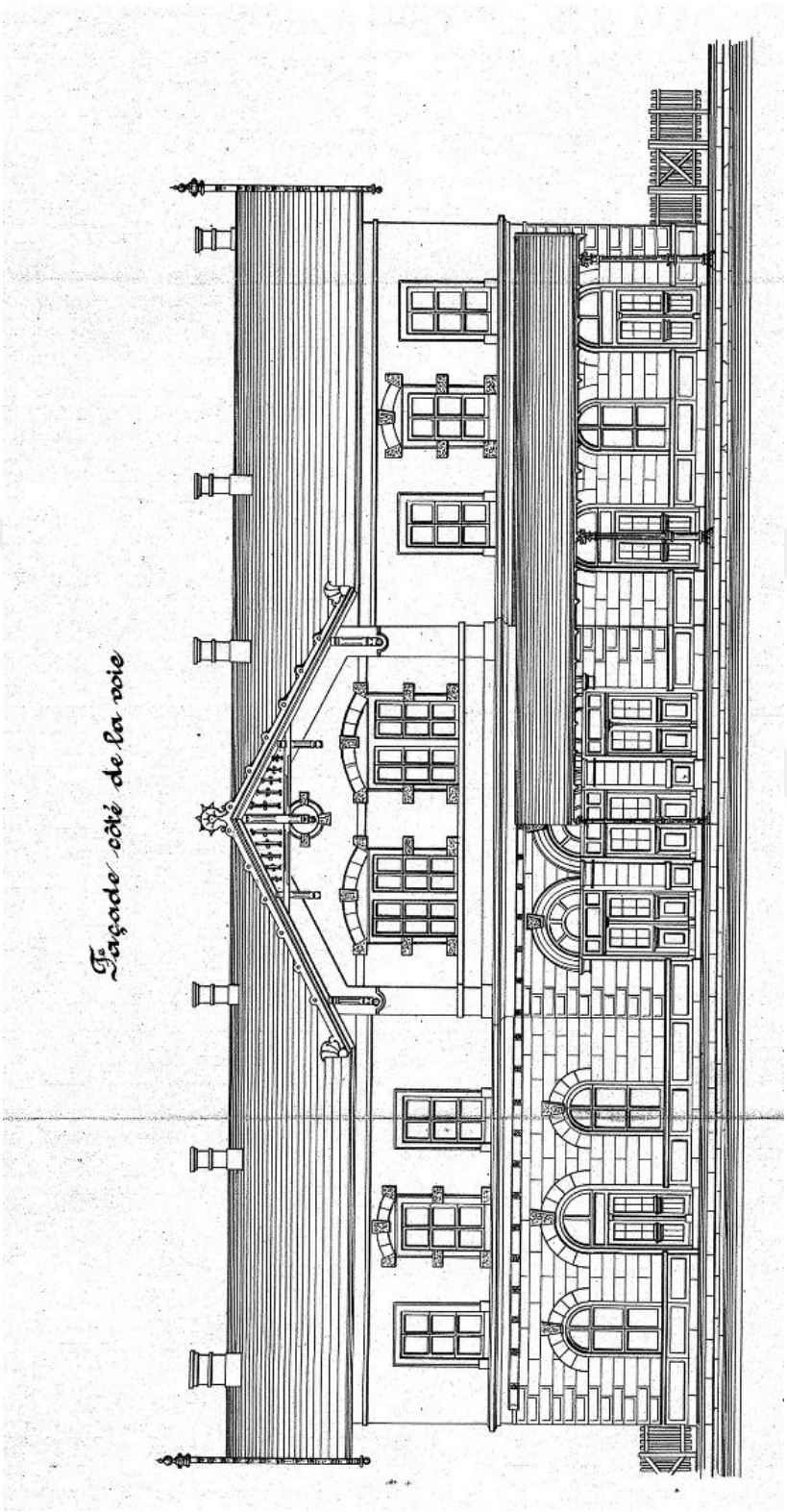


Figure 4.6. I[st] class station building project drawn for Konya / Front Elevation

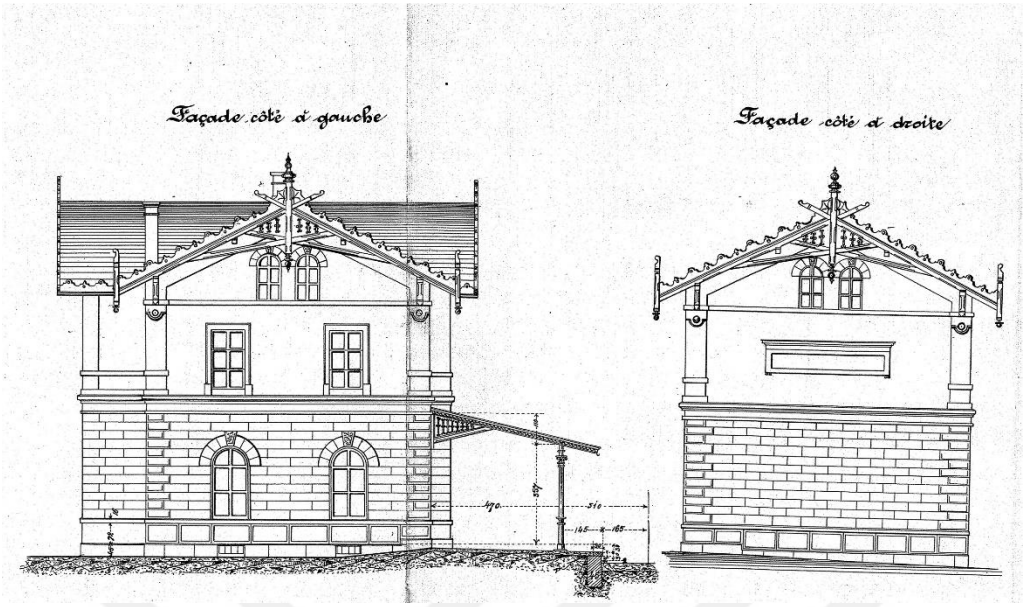


Figure 4.7. Ist class station building project drawn for Konya / Elevations



Figure 4.8. Konya old station in past years, city view. (Source: http://www.eskiturkiye.net/tag/konya/) (Accessed 03.12.2019)



Figure 4.9. Konya old station in past years, platform view. (Showing that canopy has not the same length with the project). (Source: https://www.pingudumuzayede.com/) (Accessed 03.12.2019)



Figure 4.10. Konya old station in past years, city view. (Source: http://www.eskiturkiye.net/1809/konya-tren-gari-1913) (Accessed 05.01.2020)



Figure 4.11. Konya old station, city view, after renovation in 2007 (Source: TCDD photography archive)

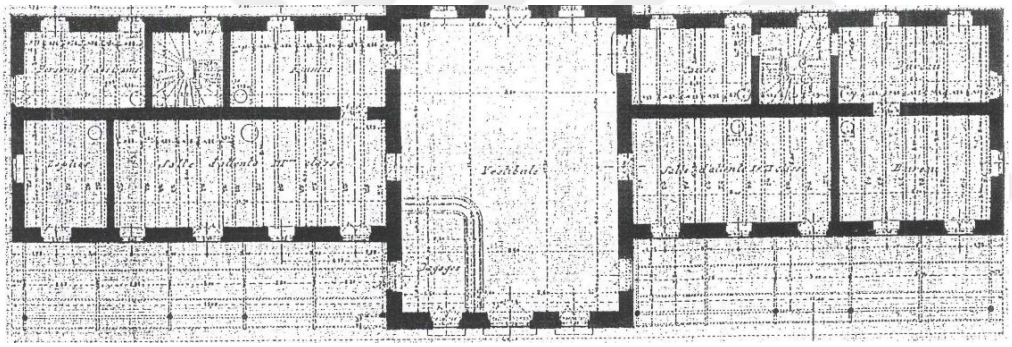


Figure 4.12. Ist class station building project drawn for Ankara-Eskişehir/ Ground floor plan. (Source: Araz, 1995)

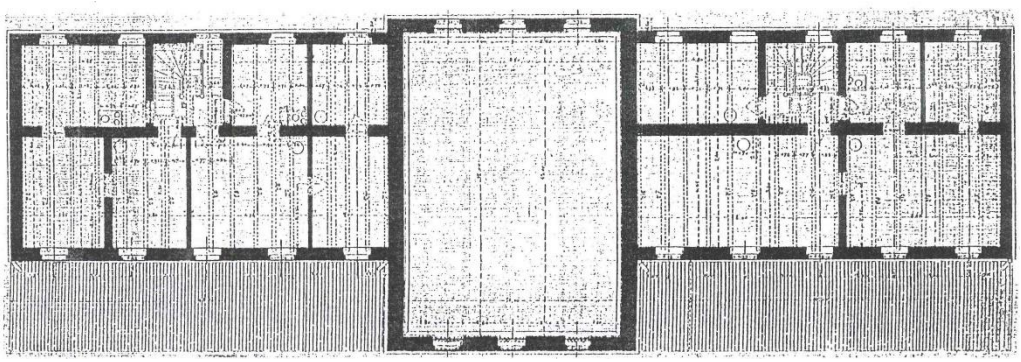


Figure 4.13. Ist class station building project drawn for Ankara-Eskişehir/ First floor plan. (Source: Araz, 1995)

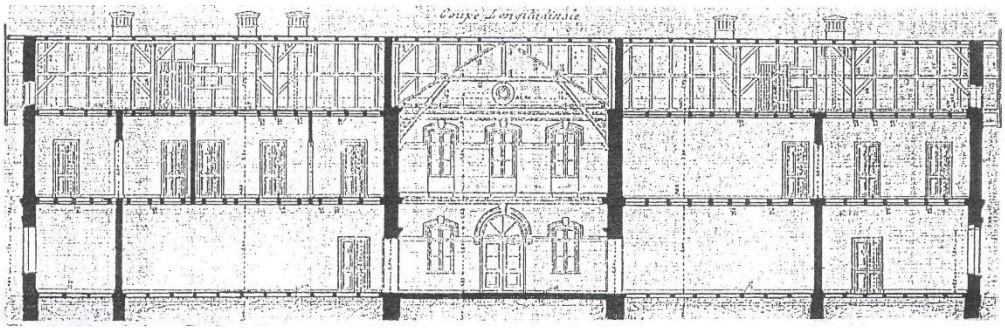


Figure 4.14. Ist class station building project drawn for Ankara-Eskişehir/ Longitunal section. (Source: Araz, 1995)

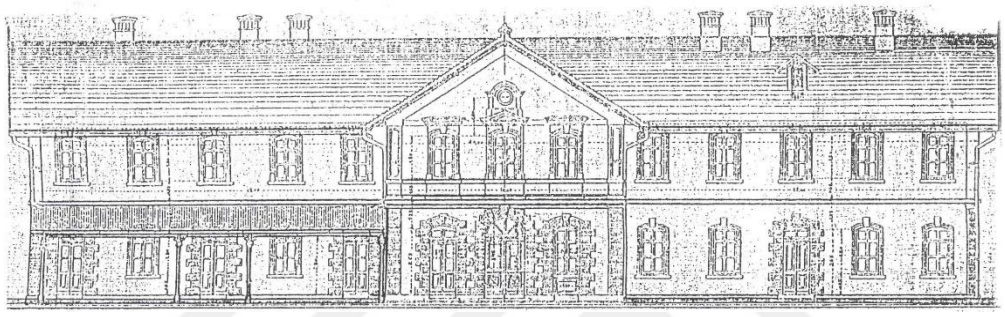


Figure 4.15. Ist class station building project drawn for Ankara-Eskişehir/ Platform elevation. (Source: Araz, 1995)



Figure 4.16. Eskişehir former station building. (Source: http://www.eskiturkiye.net/3761/eskisehir-tren-gari.) (Accessed 03.12. 2019)



Figure 4.17. Ankara former station building, platform view. (Source: http://users.metu.edu.tr/tonuk/E40003/Ankara/) (Accessed 03.12.2019)

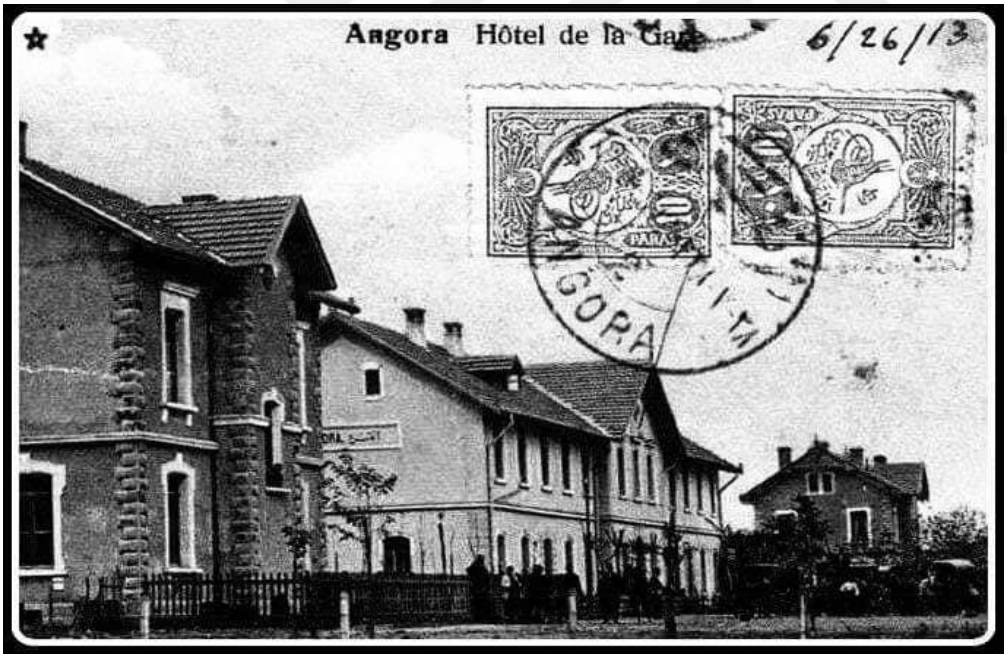


Figure 4.18. Ankara former station building. (Source: http://users.metu.edu.tr/tonuk/E40003/Ankara/) (Accessed 03.12.2019)

4.2 IInd Class Station Buildings

Two storied, ground floor for passengers consisting an entrance hall, waiting hall, baggage room, ticket office and an office for administration. Upper floor is residence for the use of railway staff. An extra single storey office adjacent to the side of the main mass is makes the mass asymmetric. Main mass of the building formed by three parts and the mass in the middle generally projected to the city side. Flattened arched windows framed by cut stone, exterior corners (quoins) of the building decorated with cut stone all along the height.

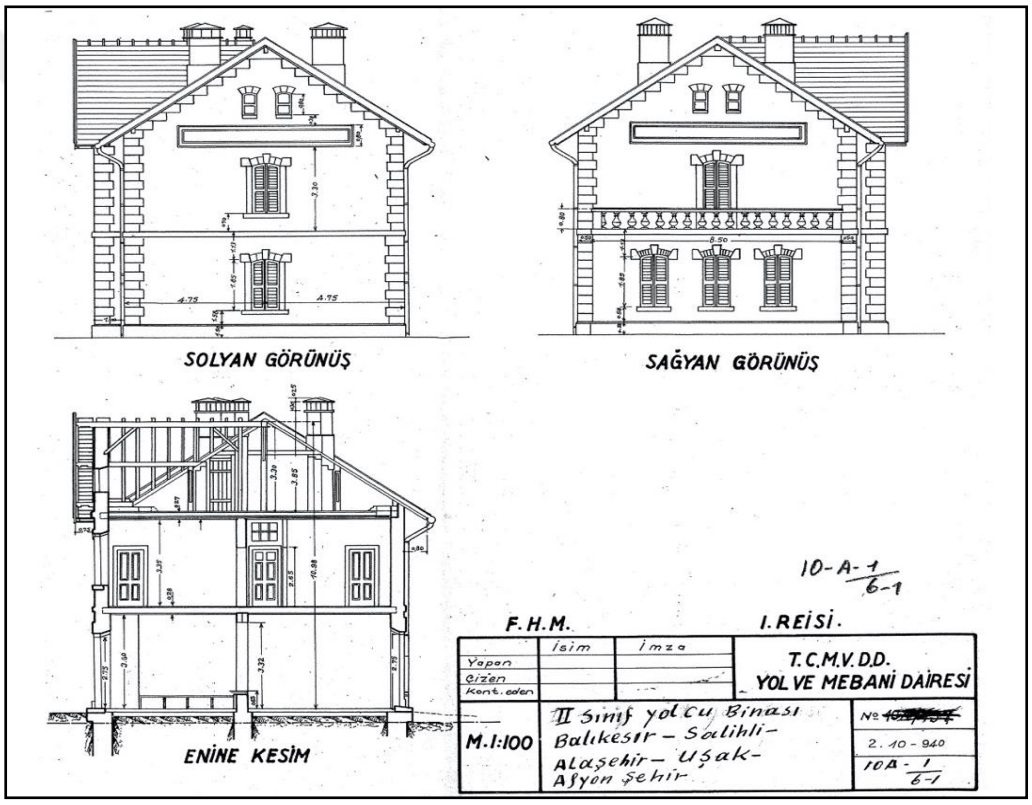


Figure 4.19. IInd class station building project / Side elevations and cross section[22]

[22] Title block date *"2.10.1940*" shows that it is a redrawn project copied from the original one which can not be found in the TCDD Project Archive.

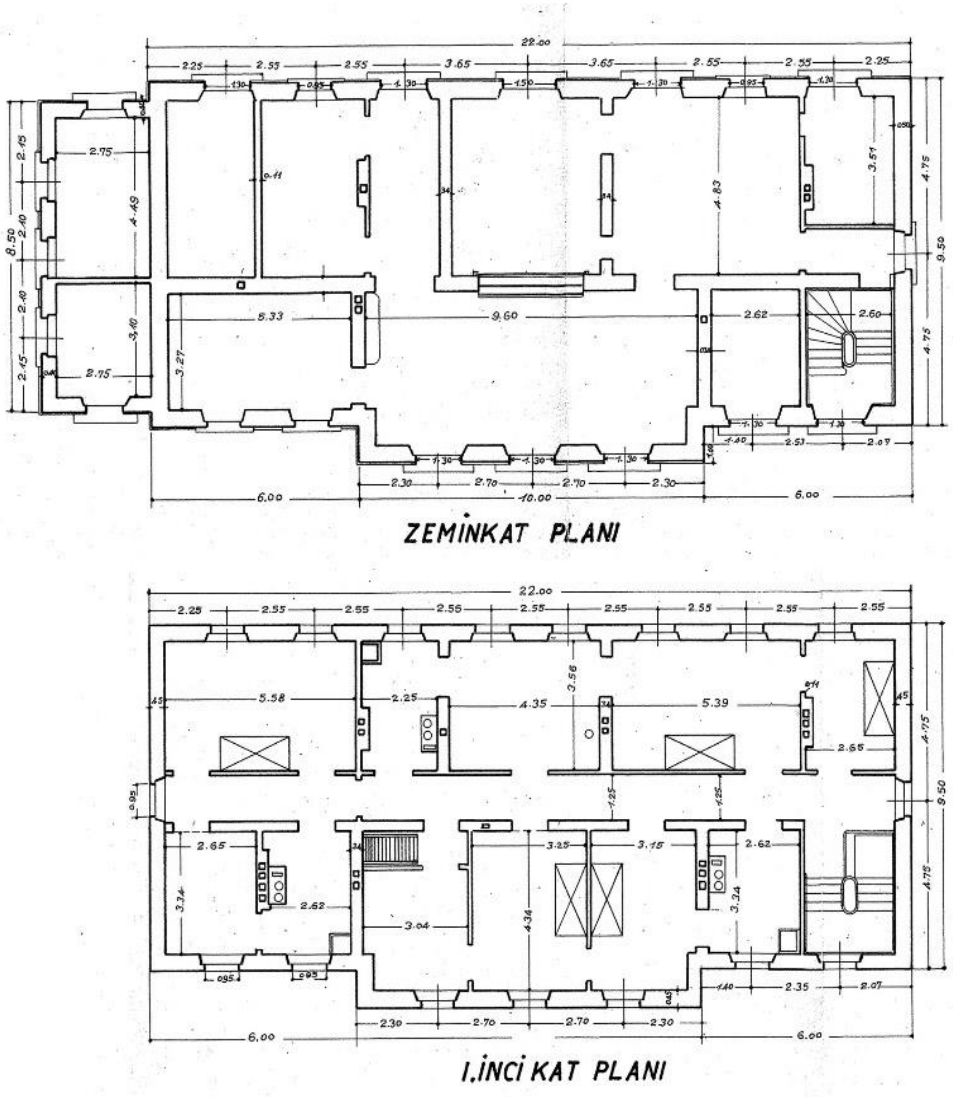


Figure 4.20. II[nd] class station building project / Ground and first floor plans

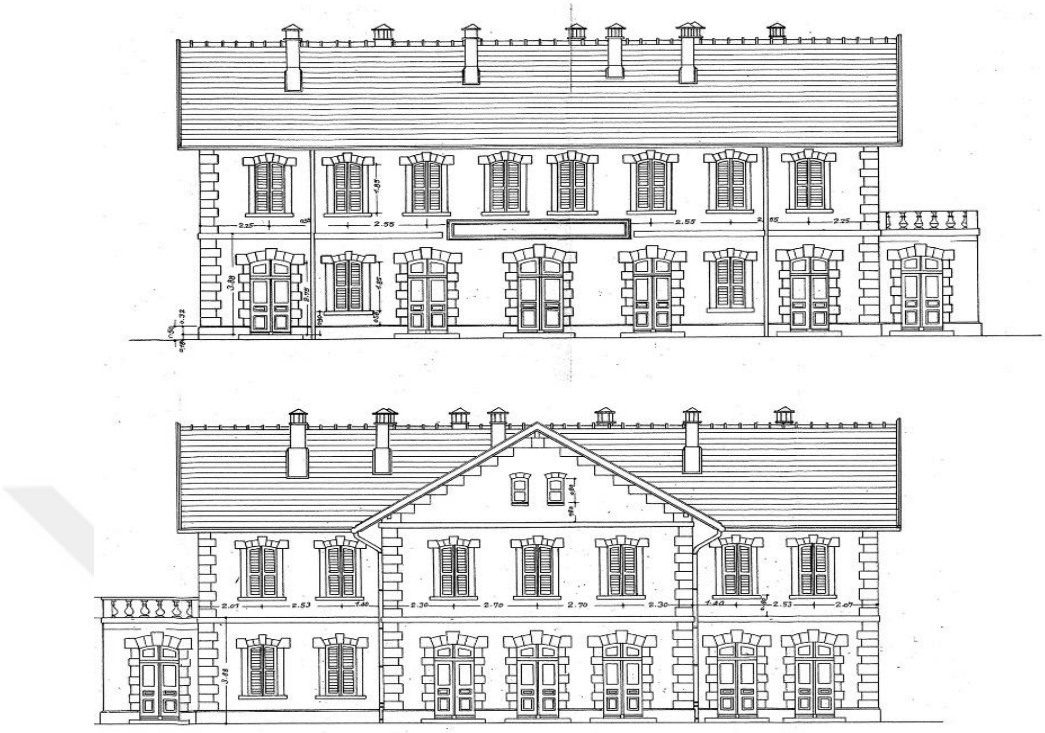


Figure 4.21. II[nd] class station building project / Elevations

4.2.1 II[nd] Class Station Buildings in the 3[rd] Region

Alaşehir (Manisa), Salihli (Manisa), Balıkesir and Uşak station buildings were constructed with the II[nd] class project.



Figure 4.22. Alaşehir station, city view. (Photograph by Ş.Sezginalp, 2006)



Figure 4.23. Alaşehir station, platform view. (Photograph by Ş.Sezginalp, 2006)



Figure 4.24. Balıkesir station, city view. (Photograph by Ş.Sezginalp, 2006)



Figure 4.25. Balıkesir station, platform view. (Photograph by Ş.Sezginalp, 2006)



Figure 4.26. Balıkesir station in past years. (Source: kentvedemiryolu.com) (Accessed 12.11.2019)



Figure 4.27. Salihli station, city view (Photograph by architectural team of TCDD, 2006)



Figure 4.28. Salihli station, platform view (Photograph by architectural team of TCDD, 2006)



Figure 4.29. Uşak station, city view (Photograph by architectural team of TCDD, 2006)



Figure 4.30. Uşak station, platform view (TCDD photography archive)

4.2.2 IInd Class Station Buildings in the 7th Region

Afyonşehir (Afyon) station building was constructed with the IInd class project.



Figure 4.31. Afyonşehir Station, city view (Photograph by Ş.Sezginalp, 2006)



Figure 4.32. Afyonşehir station, platform view (Photograph by Ş.Sezginalp, 2006)

4.3 III[rd] Class Station Buildings

Two storied, ground floor for passengers; upper floor is residence for the use of railway staff. An extra single storey office adjacent to one side of the main mass and a warehouse on the other side. Flattened arched doors and windows crowned or framed by cut stone.

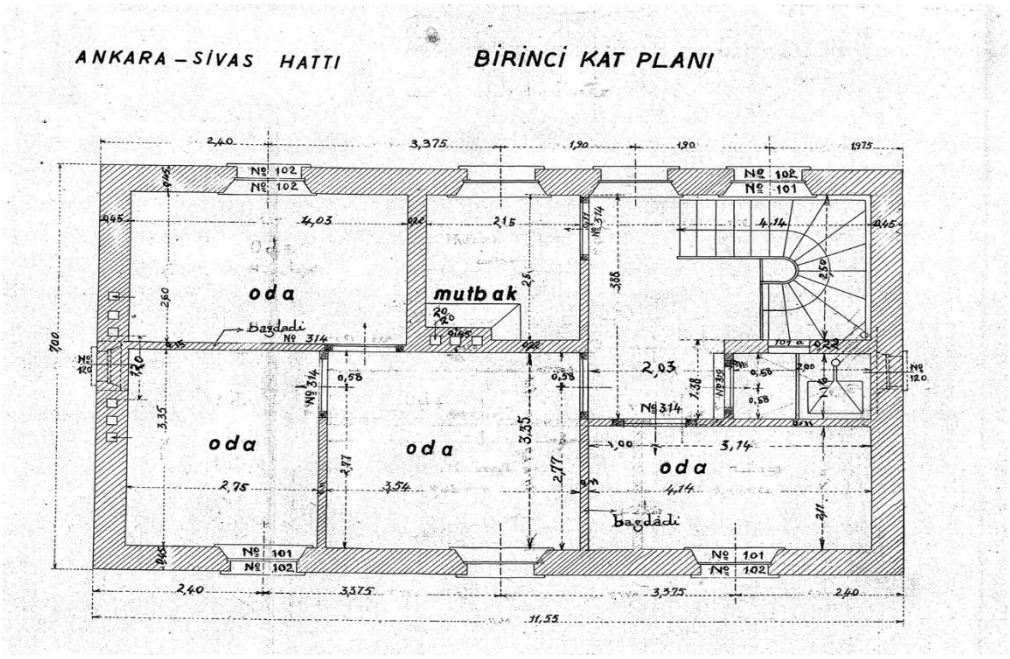


Figure 4.33. III[rd] class station project for Ankara-Sivas Line / First Floor Plan

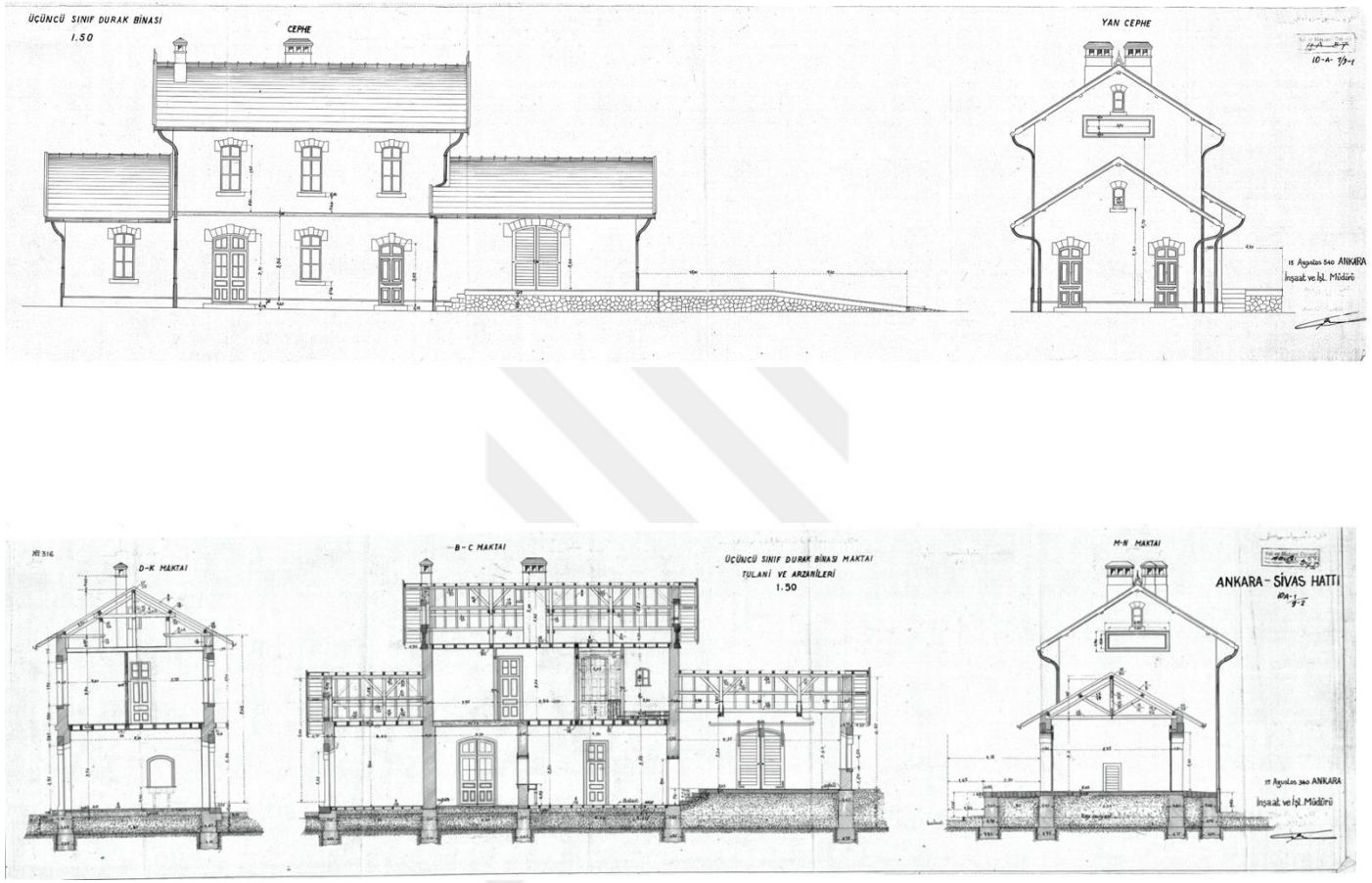


Figure 4.34. III[rd] class project for Ankara - Sivas Line / Elevations and sections

4.3.1 IIIrd Class Station Buildings in the 1st Region

Beylikköprü (Ankara), Büyükderbent (Sakarya), İnönü (Eskişehir), Karaköy (Bilecik), Mekece (Bilecik), Osmaneli (Bilecik) and Sapanca (Sakarya) station buildings were constructed with the IIInd class project.



Figure 4.35. Beylikköprü station (Photograph by architectural team of TCDD, 2006)



Figure 4.36. Büyükderbent station (Photograph by architectural team of TCDD, 2006)



Figure 4.37. İnönü station (Photograph by architectural team of TCDD, 2007)



Figure 4.38. Karaköy station (Photograph by Ş. Sezginalp, 2006)



Figure 4.39. Mekece station (Photograph by Ş. Sezginalp, 2007)



Figure 3.40. Osmaneli station (Photograph by architectural team of TCDD, 2006)



Figure 4.41. Sapanca station (Photograph by Ş. Sezginalp, 2007)

4.3.2 IIIrd Class Station Buildings in the 2nd Region

Yenifakılı (Yozgat) and Yeniyapan (Yozgat) station buildings were constructed with the IIInd class project.



Figure 4.42. Yenifakılı station (Photograph by architectural team of TCDD, 2006)



Figure 4.43. Yeniyapan station (Photograph by architectural team of TCDD, 2006)

4.3.3 IIIrd Class Station Buildings in the 3rd Region

Ahmetli (Manisa), Banaz (Uşak), Bandırma (Balıkesir), Ovaköy (Uşak), Sığırcı (Balıkesir), Susurluk (Balıkesir) and Yeniköy (Balıkesir) station buildings were constructed with the IIInd class project.



Figure 4.44. Ahmetli station (TCDD photograph archive)



Figure 4.45. Banaz station (TCDD photograph archive)



Figure 4.46. Bandırma station (Photograph by architectural team of TCDD, 2006)



Figure 4.47. Ovaköy station (TCDD photograph archive)



Figure 4.48. Sığırcı station (Photograph by architectural team of TCDD, 2006)



Figure 4.49. Susurluk station (Photograph by architectural team of TCDD, 2006)



Figure 4.50. Yeniköy station (TCDD photograph archive)

4.3.4 IIIrd Class Station Buildings in the 4th Region

Çukurbük (Samsun), Kayabaşı (Samsun), Kızoğlu (Amasya), Ladik (Samsun), Samurçay (Amasya) and Yıldızeli (Sivas) station buildings were constructed with the IIInd class project.



Figure 4.51. Çukurbük station (Photograph by architectural team of TCDD, 2006)



Figure 4.52. Kayabaşı station (Photograph by architectural team of TCDD, 2006)



Figure 4.53. Kızoğlu station (Photograph by architectural team of TCDD, 2006)



Figure 4.54. Ladik station (Photograph by Ş. Sezginalp, 2006)



Figure 4.55. Samurçay station (Photograph by Ş. Sezginalp, 2006)



Figure 4.56. Yıldızeli station (Photograph by Ş. Sezginalp, 2006)

4.3.5 IIIrd Class Station Buildings in the 7th Region

Balmahmut (Afyon), Dumlupınar (Kütahya), Gökçekısık (Eskişehir), Gözpınarı (Konya), Ilgın (Konya), İhsaniye (Afyon), Kadınhan (Konya), Meydan (Konya), Pınarbaşı (Konya), Sabuncupınar (Kütahya), Sarayönü (Konya), Sultandağı (Afyon), Yıldırımkemal (Afyon) station buildings were constructed with the IIInd class project.



Figure 4.57. Balmahmut station. (Photograph by architectural team of TCDD, 2006)



Figure 4.58. Dumlupınar station. (Photograph by architectural team of TCDD, 2006)



Figure 4.59. Gökçekısık station. (Photograph by architectural team of TCDD, 2006)



Figure 4.60. Gözpınarı station. (Photograph by architectural team of TCDD, 2006)



Figure 4.61. Ilgın station. (Photograph by Ş. Sezginalp, 2007)



Figure 4.62. İhsaniye station. (Photograph by Ş. Sezginalp, 2007)



Figure 4.63. Kadınhan station. (Photograph by architectural team of TCDD, 2006)



Figure 4.64. Meydan station. (Photograph by architectural team of TCDD, 2006)



Figure 4.65. Pınarbaşı station. (Photograph by architectural team of TCDD, 2006)



Figure 4.66. Sabuncupınar station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.67. Sarayönü station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.68. Sultandağı station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.69. Yıldırım Kemal station. (Photograph by Ş. Sezginalp, 2006)

4.4 IVth Class Station Buildings

Two storied, ground floor for passengers, upper floor is residence for the use of railway staff, and basement for coal storage. A single storey warehouse adjacent to one side of the building. There are cut stone frames around the plane doors. Windows are plane, roof fringes are wide. Outer walls are plastered and painted, pediments are settled for station names above the windows on both front facade and side facades.

The fourth class station project is the most widely applied project all over Turkey.

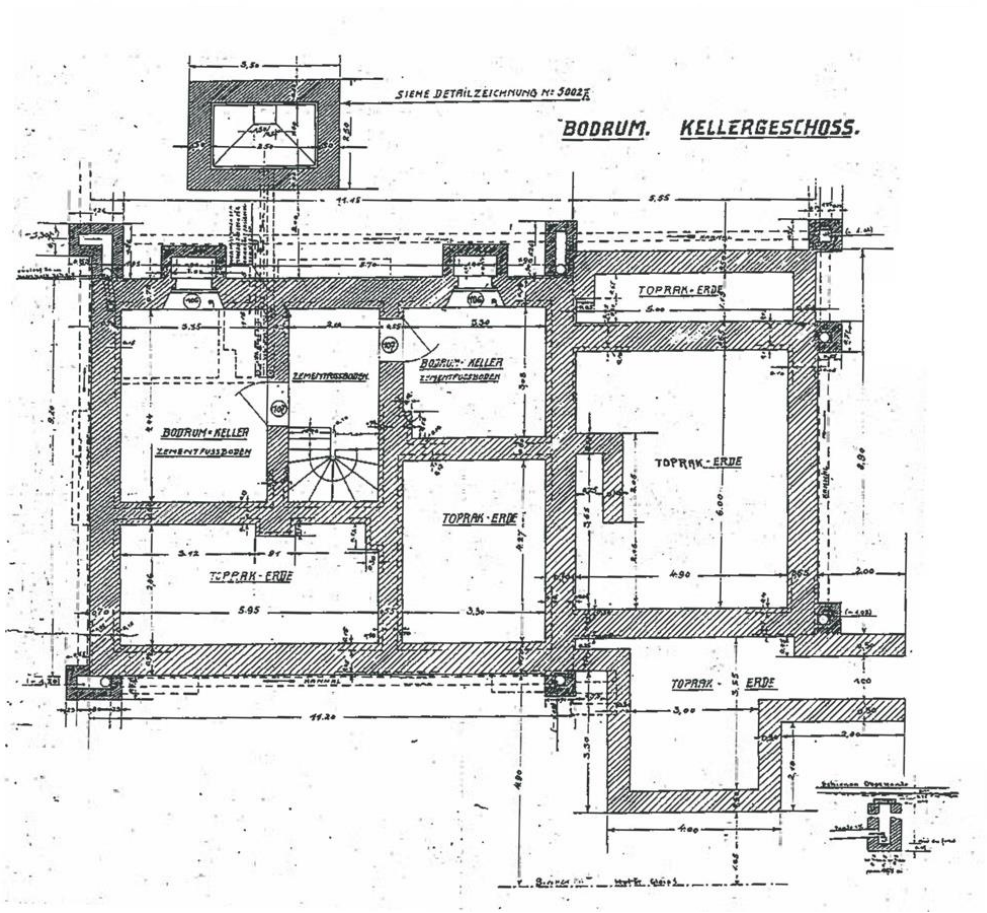


Figure 4.70. IVth class station project / Basement plan

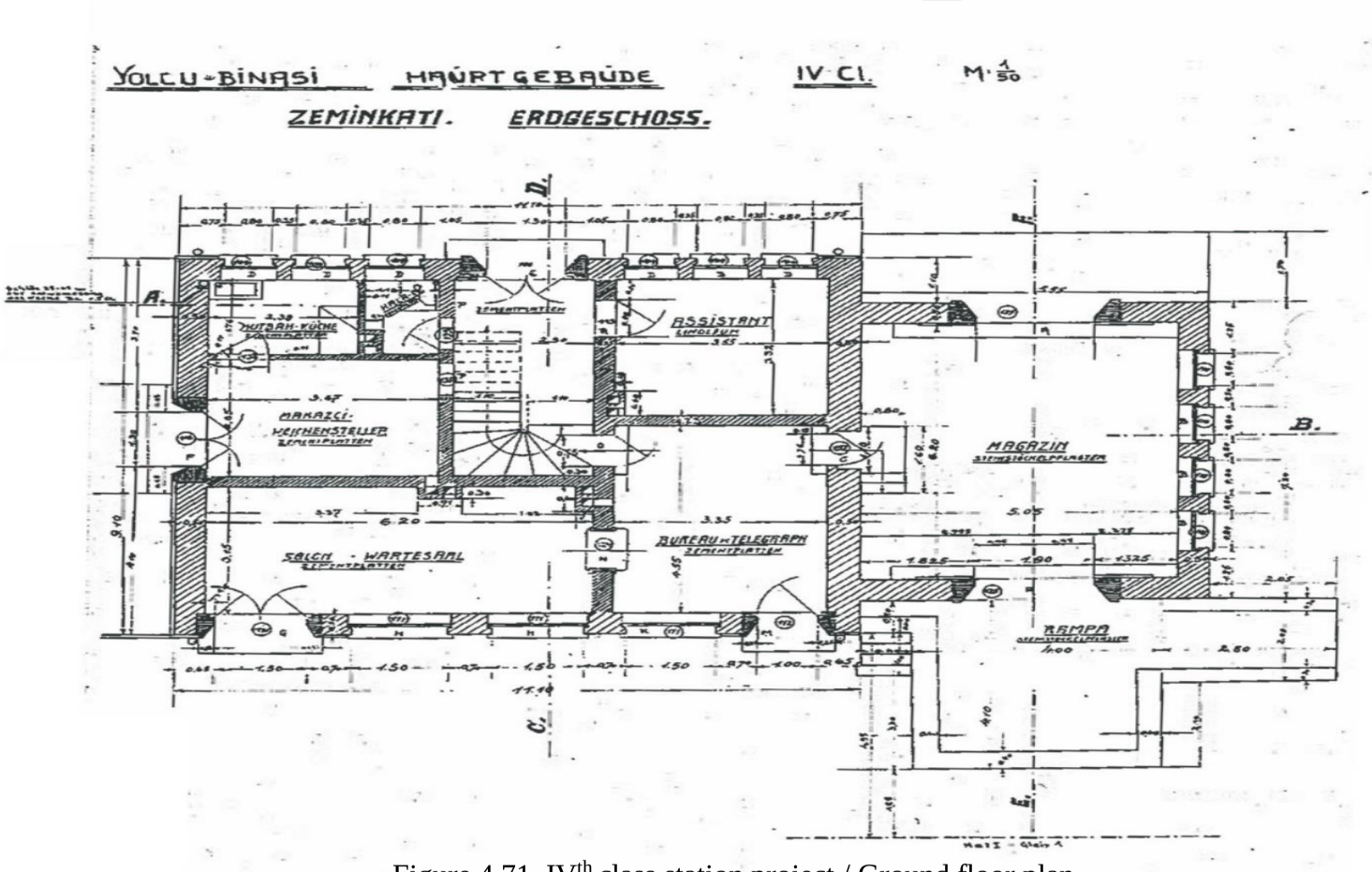


Figure 4.71. IVth class station project / Ground floor plan

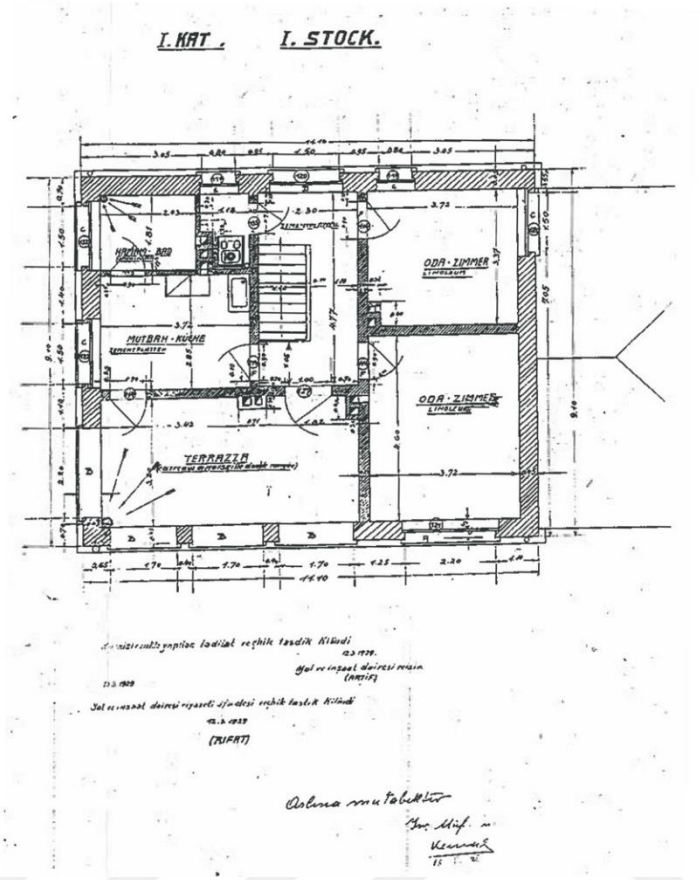


Figure 4.72. IVth class station project / First floor plan

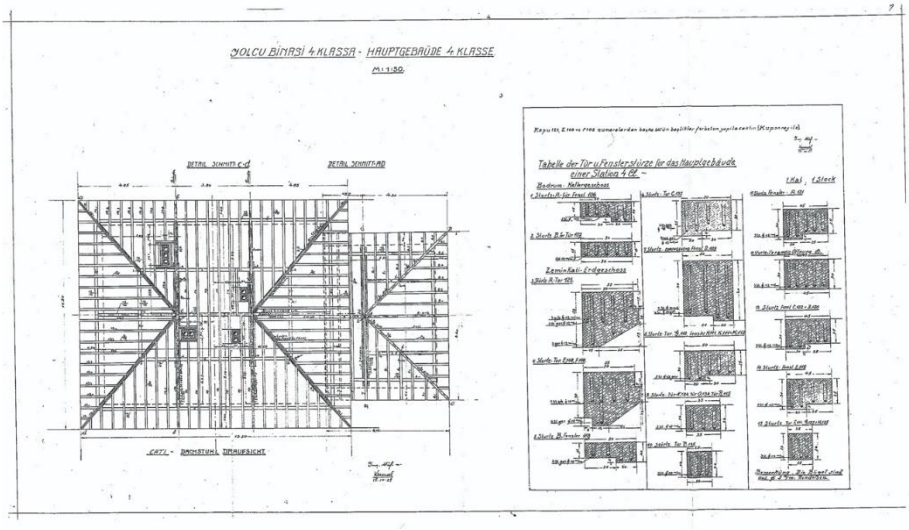


Figure 4.73. IVth class station project / Roof plan



Figure 4.74. IVth class station project / Elevations

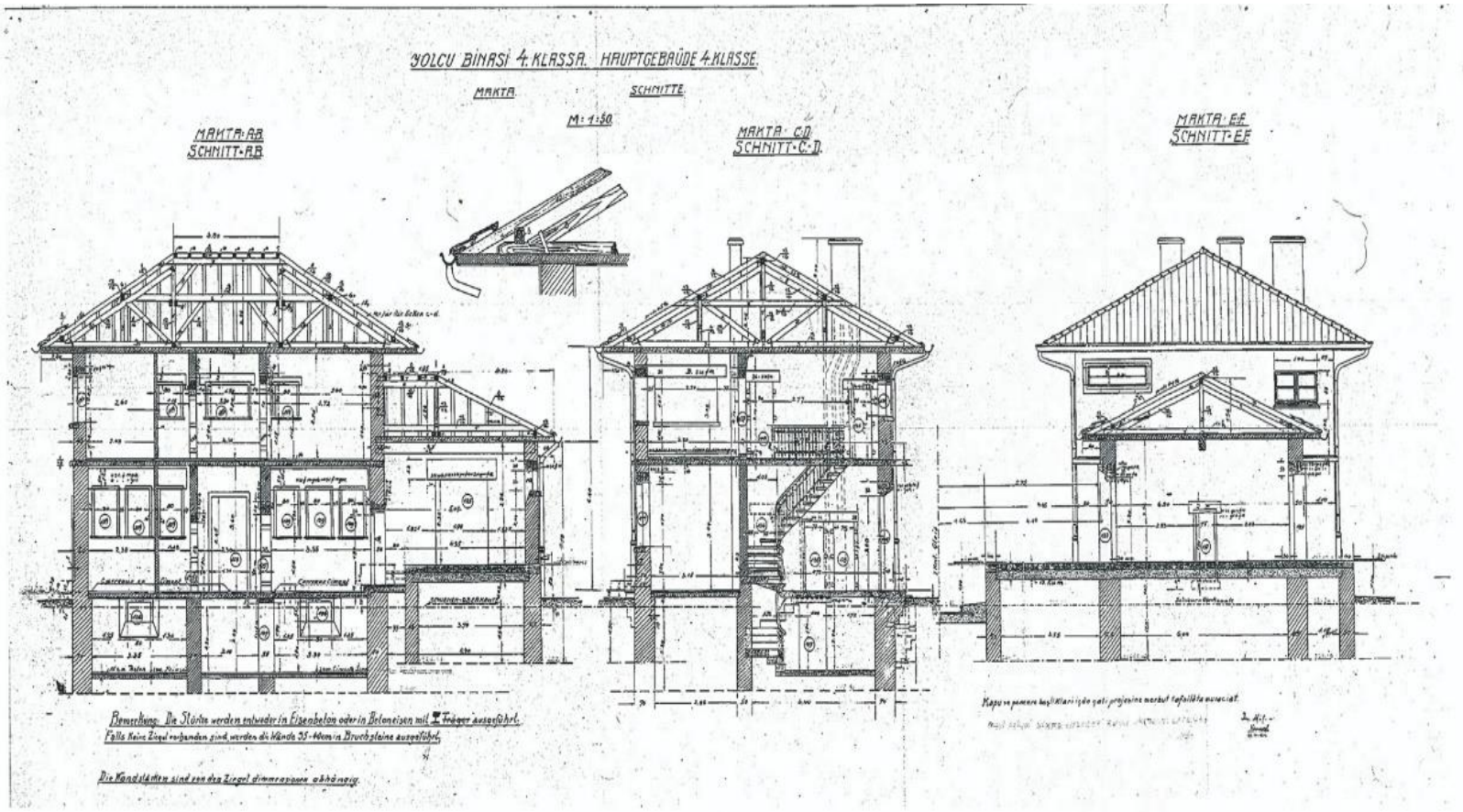


Figure 4.75. IVth class station project / Sections

4.4.1 IVth Class Station Buildings in the 2nd Region

Balıkısık (Karabük), Balışıh (Kırıkkale), Başköy (Kayseri), Beydeğirmeni (Kayseri), Boğazköprü (Kayseri), Çaycuma (Zonguldak), Eskipazar (Karabük), Filyos (Zonguldak), Gökçebey (Zonguldak), Incesu (Kayseri), Izzettin (Kırıkkale), Kayadibi (Karabük), Kurşunlu (Çankırı), Ortaköy (Karabük), Sumucak (Çankırı) and Yeşilhisar (Kayseri) station buildings were constructed with the IVth class project.



Figure 4.76. Balıkısık station. (Photograph by architectural team of TCDD, 2006)



Figure 4.77. Balışıh station. (Photograph by architectural team of TCDD, 2006)



Figure 4.78. Başköy station. (Photograph by architectural team of TCDD, 2006)



Figure 4.79. Beydeğirmeni station. (Photograph by architectural team of TCDD, 2006)



Figure 4.80. Boğazköprü station. (Photograph by architectural team of TCDD, 2006)



Figure 4.81. Çaycuma station, project applied with an enlarged warehouse. (Photograph by architectural team of TCDD, 2006)



Figure 4.82. Eskipazar station. (Photograph by architectural team of TCDD, 2006)



Figure 4.83. Filyos station, project applied with an enlarged warehouse. (Photograph by architectural team of TCDD, 2006)



Figure 4.84. Gökçebey station. (Photograph by architectural team of TCDD, 2006)



Figure 4.85. İncesu station. (Photograph by architectural team of TCDD, 2006)



Figure 4.86. İzzettin station. (Photograph by architectural team of TCDD, 2006)



Figure 4.87. Kayadibi station. (Photograph by architectural team of TCDD, 2006)



Figure 4.88. Kurşunlu station. (Photograph by architectural team of TCDD, 2006)



Figure 4.89. Ortaköy station. (Photograph by architectural team of TCDD, 2006)



Figure 4.90. Sumucak station. (Photograph by architectural team of TCDD, 2006)



Figure 4.91. Yeşilhisar station. (Photograph by architectural team of TCDD, 2006)

4.4.2 IVth Class Station Buildings in the 3rd Region

Çamlık (İzmir) station building were constructed with the IVth class project.



Figure 4.92. Çamlık station. (TCDD photograph archive)

4.4.3 IVth Class Station Buildings in the 4th Region

Alp (Erzincan), Bedirlieski (Sivas), Bağıştaş (Erzincan), Çadırkaya (Erzincan), Çaltı (Erzincan), Eskiköy (Sivas), Göçentaşı (Sivas), Karasu (Erzincan), Güllübağ (Erzincan), Güneş (Sivas), Kangal (Sivas), Karagöl (Sivas) and Karaözü (Kayseri) station buildings were constructed with the IVth class project. Project was applied differently because of climatically hard conditions in this region: Hipped roof instead of ridge roof, four windows at the front facade of upper floor, reduced to three.



Figure 4.93. Alp station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.94. Bedirlieski station. (TCDD photograph archive)



Figure 4.95. Bağıştaş station, project applied with an enlarged warehouse. (Photograph by Ş. Sezginalp, 2006)



Figure 4.96. Çadırkaya station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.97. Çaltı station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.98. Eskiköy station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.99. Göçentaşı station. (Photograph by architectural team of TCDD, 2006)



Figure 4.100. Karasu station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.101. Güllübağ station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.102. Güneş station. (Photograph by architectural team of TCDD, 2006)



Figure 4.103. Kangal station. (Photograph by architectural team of TCDD, 2006)



Figure 4.104. Karagöl station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.105. Karaözü station, project applied without changing, window sizes changed in later repairs. (Photograph by architectural team of TCDD, 2006)

4.4.4 IVth Class Station Buildings in the 5th Region

Baskil (Elazığ), Battalgazi (Malatya), Geyik (Diyarbakır), Gezin (Elazığ), Suçatı (Malatya) and Akçadağ (Malatya) station buildings were constructed with the IVth class project. Project was not changed but applied differently in this region. The

warehouse’s roof functioned as a terrace of upper housing floor instead of a ridge roof.



Figure 4.106. Baskil station. (Photograph by architectural team of TCDD, 2006)



Figure 4.107. Battalgazi station. (Photograph by architectural team of TCDD, 2006)



Figure 4.108. Geyik station. (Photograph by architectural team of TCDD, 2006)



Figure 4.109. Gezin station. (Photograph by architectural team of TCDD, 2006)



Figure 4.110. Suçatı station. (Photograph by architectural team of TCDD, 2006)



Figure 4.111. Akçadağ station. (Photograph by architectural team of TCDD, 2006)

4.4.5 IVth Class Station Buildings in the 6th Region

Narlı (Kahramanmaraş) and Nurdağ (Gaziantep) station buildings were constructed with the IVth class project. Project was not changed but applied differently in this region as in 5th region. The warehouse's roof functioned as a terrace of upper housing floor instead of a ridge roof.



Figure 4.112. Narlı station. (Photograph by architectural team of TCDD, 2006)



Figure 4.113. Nurdağ station. (Photograph by architectural team of TCDD, 2006)

4.4.6 IVth Class Station Buildings in the 7th Region

Argıthan (Konya), Çiğiltepe (Afyon), Değirmisaz (Kütahya), Gazellidere (Balıkesir), Mezitler (Balıkesir) and Tınaztepe (Afyon) station buildings were constructed with the IVth class project.



Figure 4.114. Argıthan station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.115. Çiğiltepe station, window openings are closed as the station is out of service. (Photograph by Ş. Sezginalp, 2006)



Figure 4.116. Değirmisaz station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.117. Gazellidere station. (Photograph by Ş. Sezginalp, 2006)



Figure 4.118. Mezitler station. (Photograph by architectural team of TCDD, 2006)



Figure 4.119. Tınaztepe station. (Photograph by architectural team of TCDD, 2006)

4.5 IInd and IIIrd Class Station Buildings: Anatolian - Baghdad Line

The company name, which prepared the projects for Anatolian-Baghdad line, cannot be read on the architectural projects. Therefore, this part of the catalogue is going to present the station buildings with different types of IInd and IIIrd classes.

4.5.1 IInd Class / Type II

Two storied, ground floor for passengers, upper floor is residence for the use of railway staff. The basement floor is partially designed for storage. Station entrance

shadowed by the terrace of upper housing floor, shed columns covered with rough stone. All windows and doors have arches both in the first and upper floor, large wooden roof fringes decorated with geometric patterns and floral motifs, wooden fringes emphasized by buttresses. Rough-cut stones on the corners do not continue all along the front. Panels for the station names are located above the entrance doors. Two sided staircases, going up to first floor and down to basement, attached to the city side facade of the building as an outer architectural element which emphasizes the characteristics of the station building.

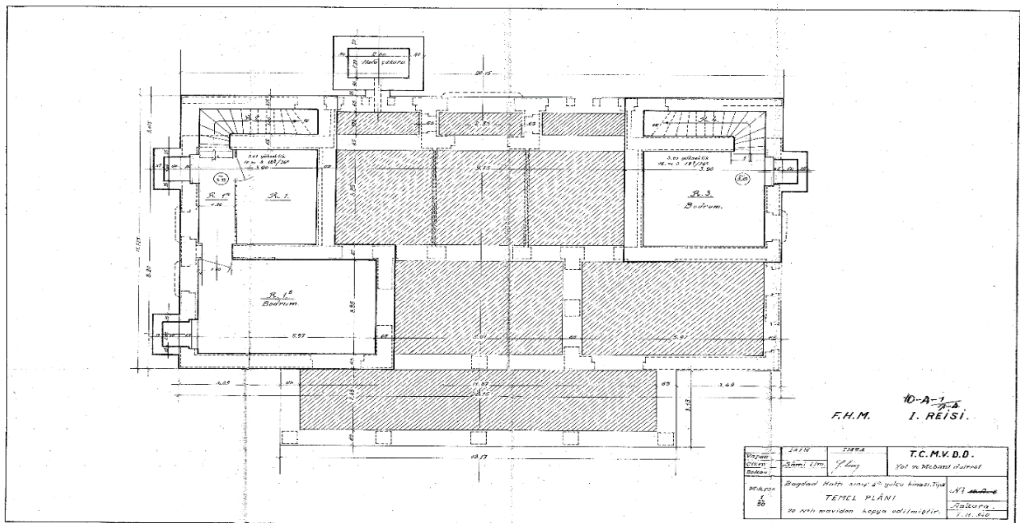


Figure 4.120. II[nd] Class / Type II project / Foundation plan

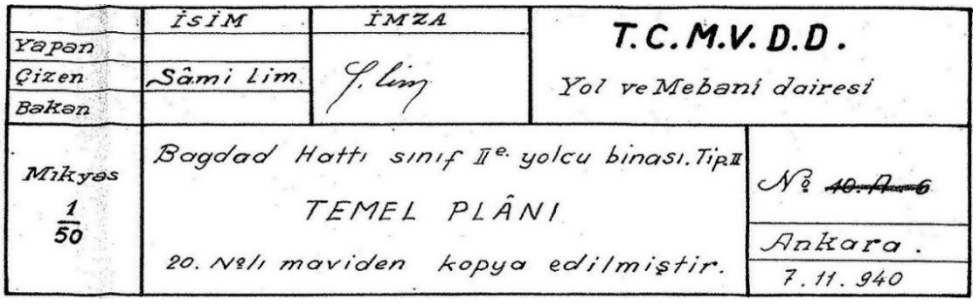


Figure 4.121. II[nd] Class / Type II project / Title block of foundation plan. Date 7.11.194023[23]

[23] TCDD Project Archive, File 10-A-1/7. There are original projects in the file and redrawn ones such as foundation plan above. On the project title block, it is written; "Copied from blueprint, number 20". Construction date of Yenice Station was 1916.

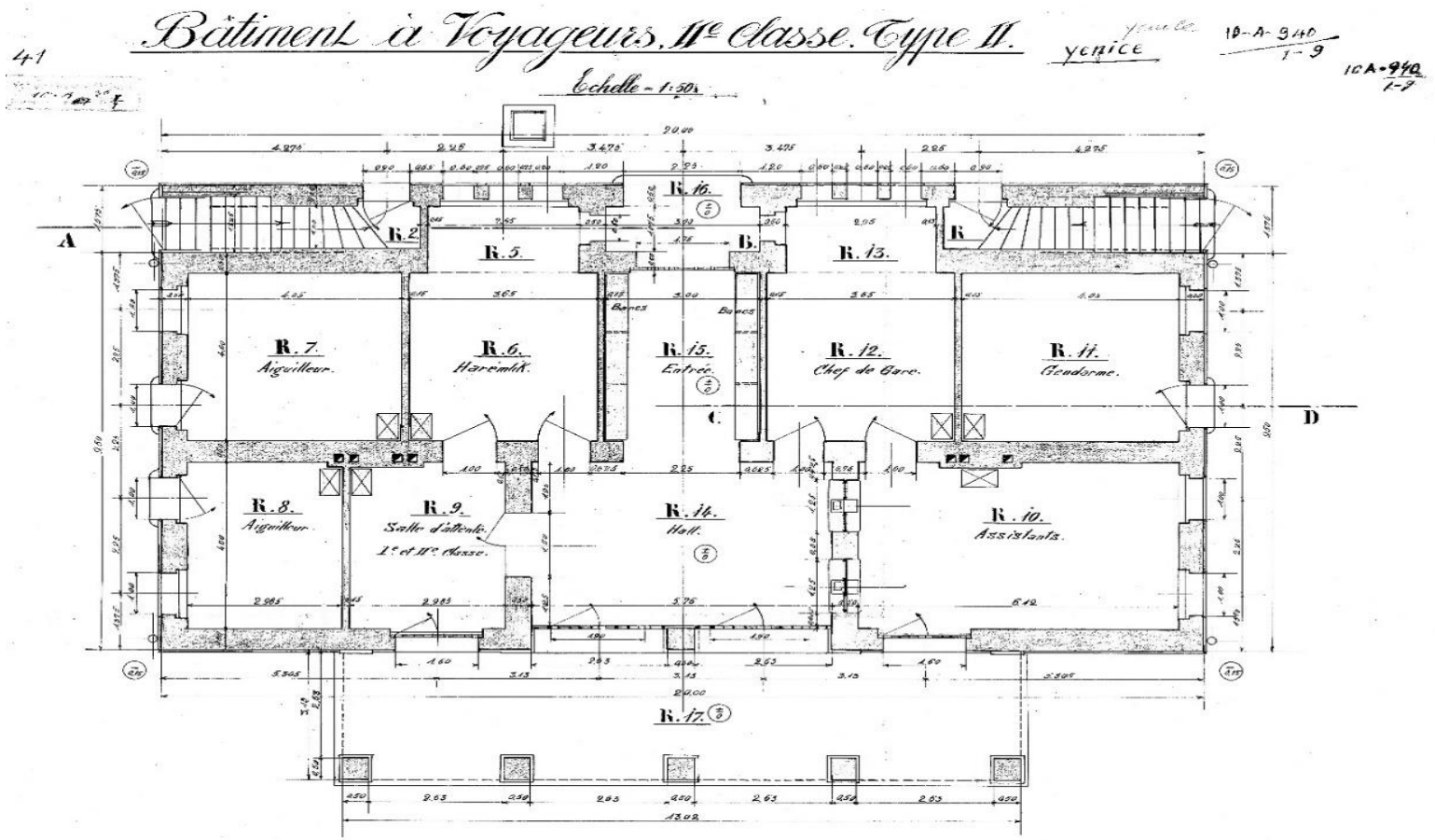


Figure 4.122. II[nd] Class / Type II project / Ground floor plan

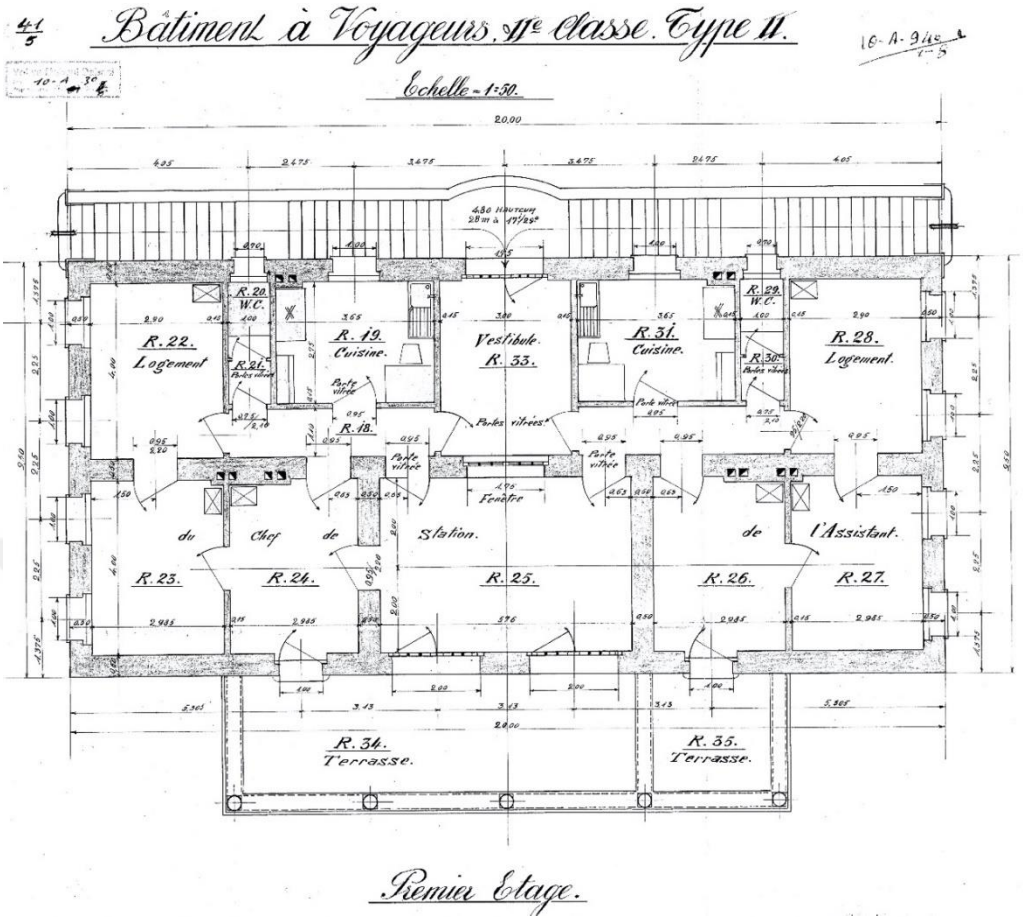


Figure 4.123. II[nd] Class / Type II project / First floor plan

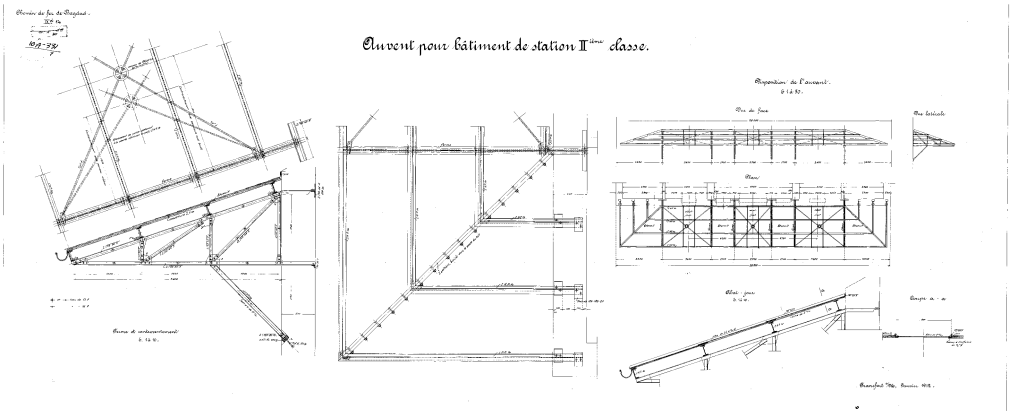


Figure 4.124. II[nd] Class project / Roof details

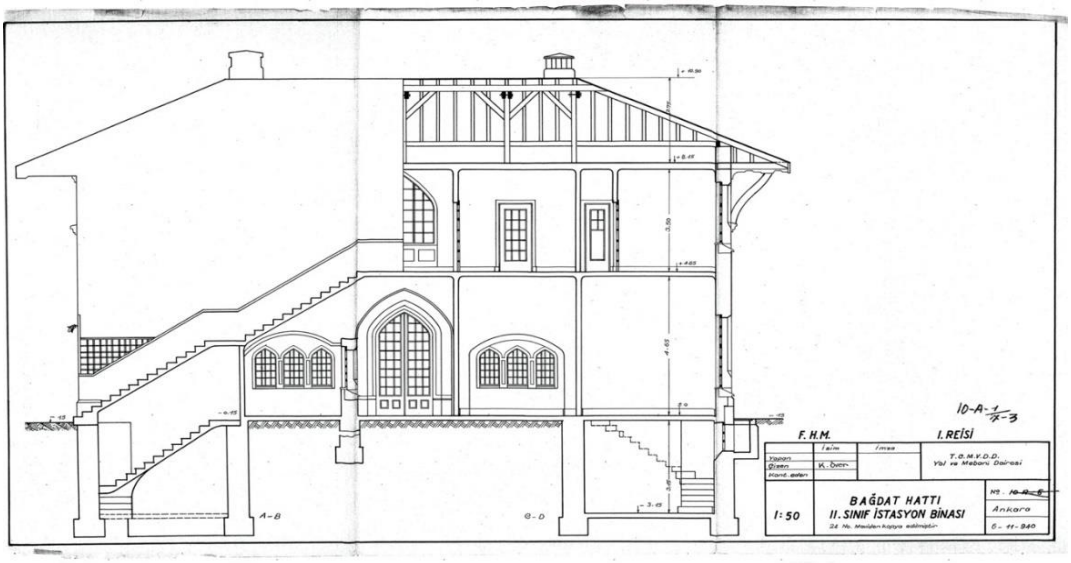


Figure 4.125. II[nd] Class / Type II project / Section



Figure 4.126. II[nd] Class / Type II project / Title block of section. Date 6.11.1940[24]

[24] TCDD Project Archive, File 10-A-1/7. There are original projects in the file and redrawn ones such as section above. It is written on the redrawn project title block that;" Copied from blueprint, number 24". Construction date of Yenice Station was 1916.

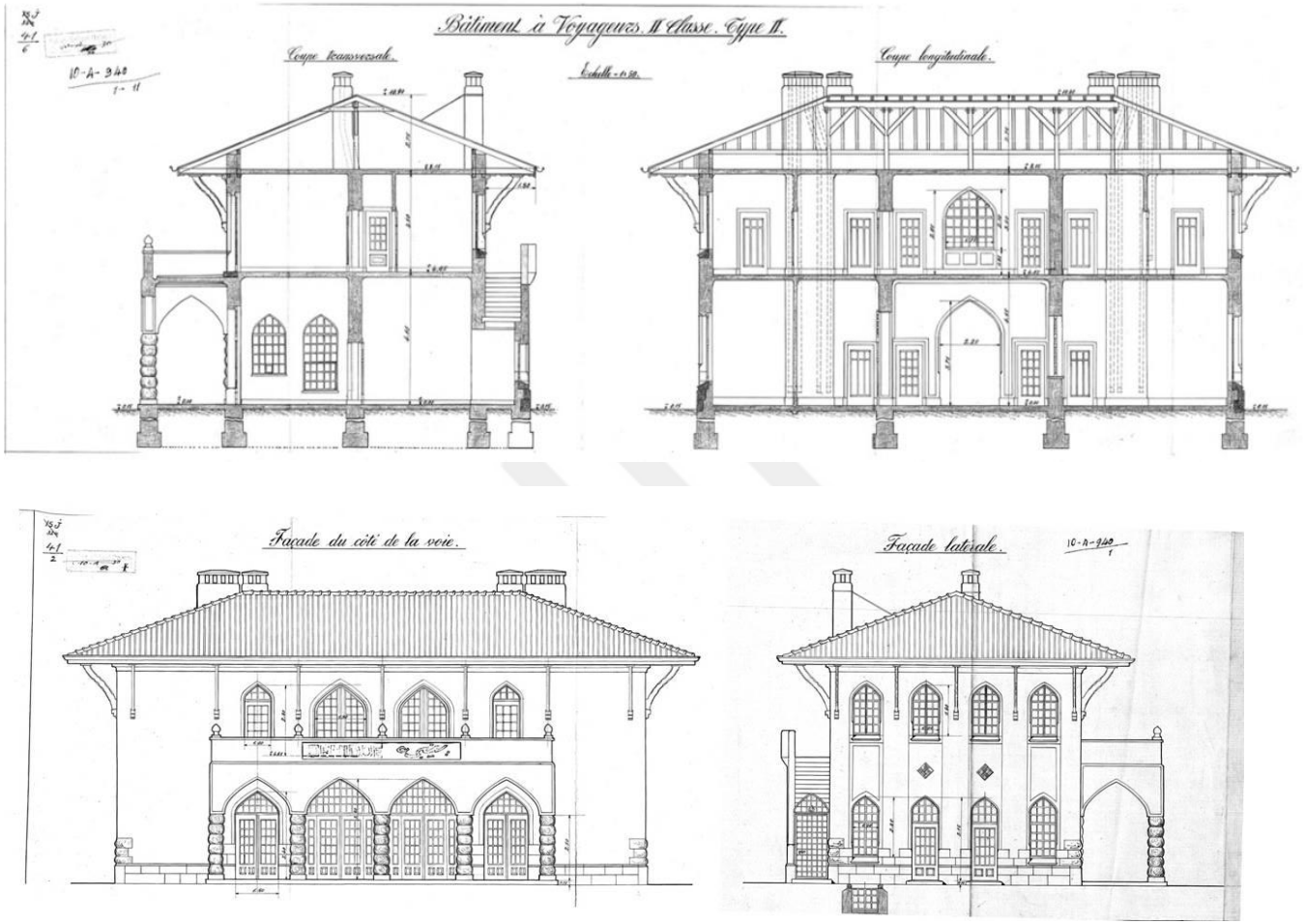


Figure 4.127. II[nd] Class / Type II project / Sections and elevations

The II[nd] Class / Type II project was only applied to Yenice (Adana) station in the 6[th] Region of TCDD.



Figure 4.128. Yenice station. (Photograph by Ş.Sezginalp, 2006)



Figure 4.129. Yenice station / Eaves detail. (Photograph by Ş.Sezginalp, 2006)

4.5.2 II[nd] Class / Type III

Comparing with the class II / type II stations, this type is more modest and there is a minor difference between them. Entrance of the building is protected by a shed instead of a projecting terrace of the upper floor. Two storied, ground floor for passengers, upper floor is residence for the use of railway staff. The basement floor is partially designed for storage. All windows and doors have arches both in the first

and upper floors, wooden fringes emphasized by buttresses. Two sided staircases, going up to first floor and down to basement, attached to the city side of the building facade as an outer architectural element which emphasizes the characteristics of the station building.

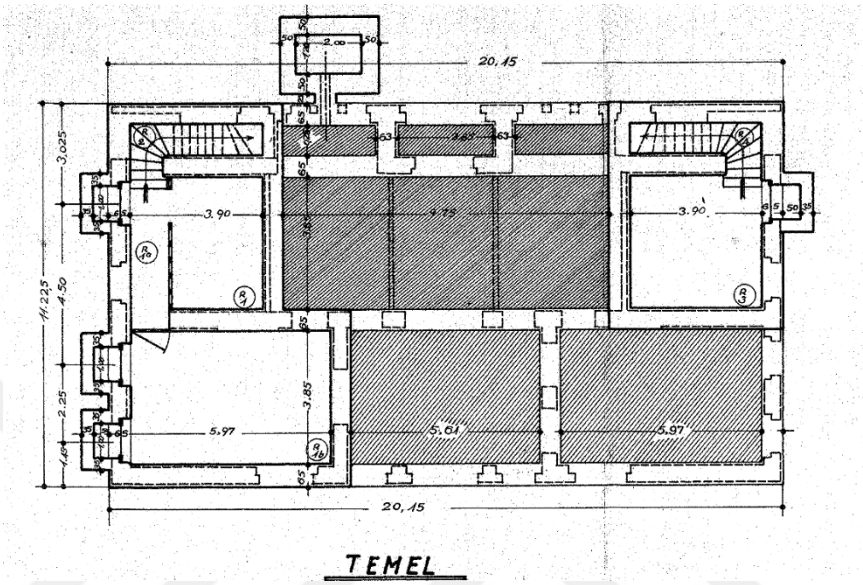


Figure 4.130. II[nd] Class / Type III project / Foundation plan

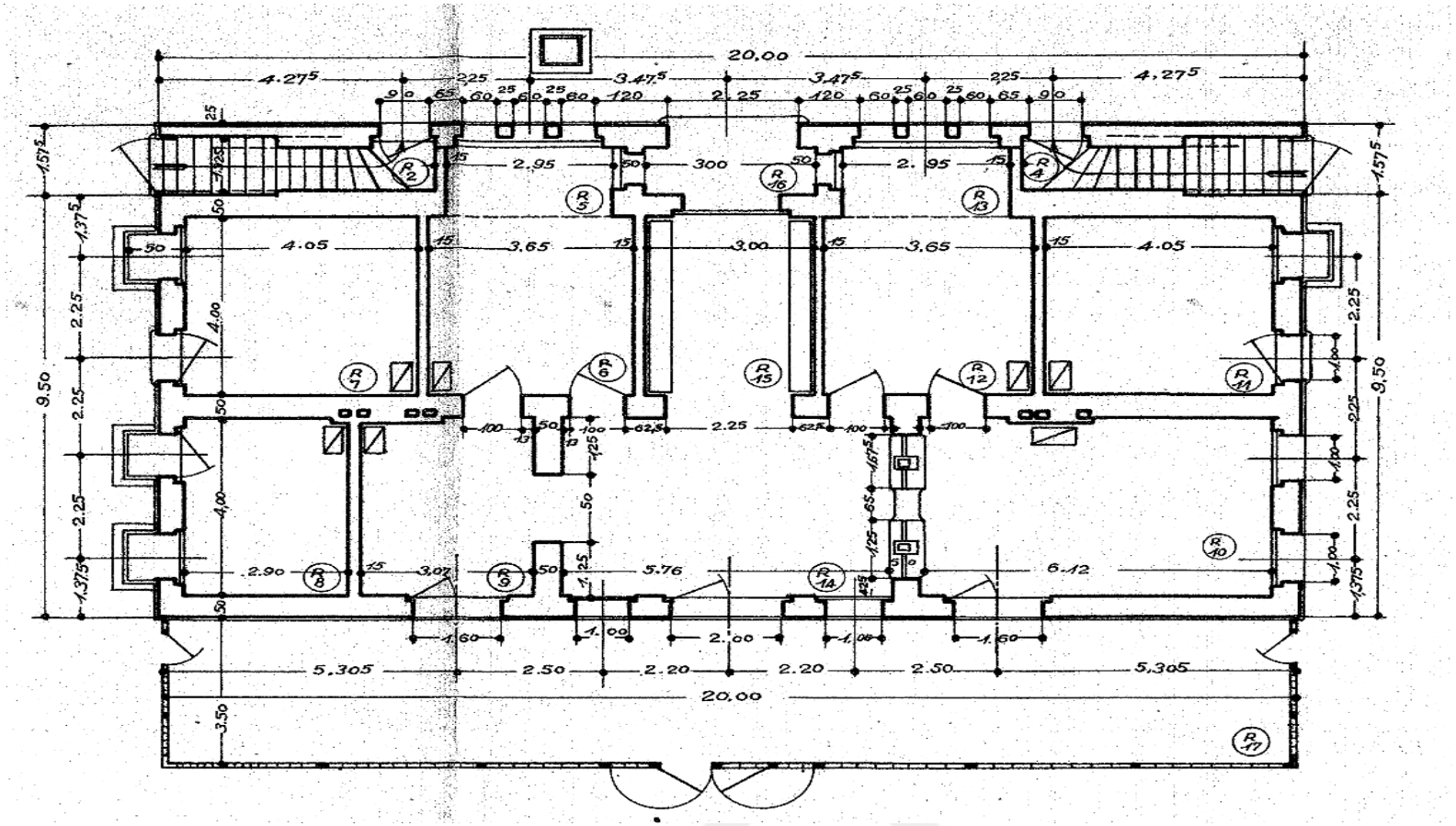


Figure 4.131. II[nd] Class / Type III project / Ground floor plan

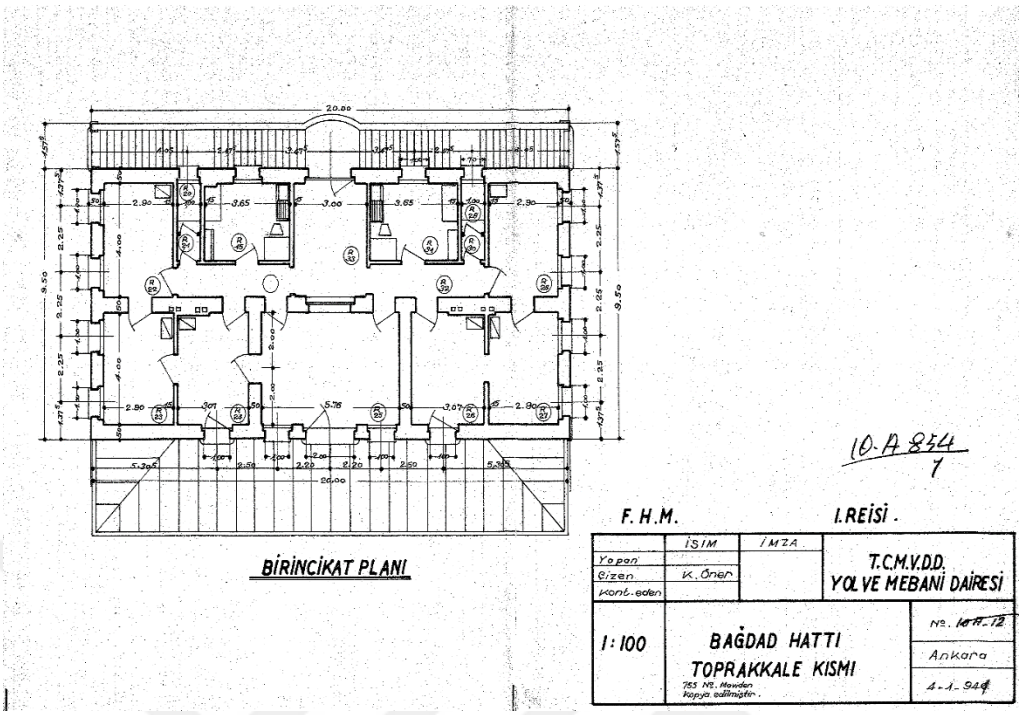


Figure 4.132. II[nd] Class / Type III project / First floor plan

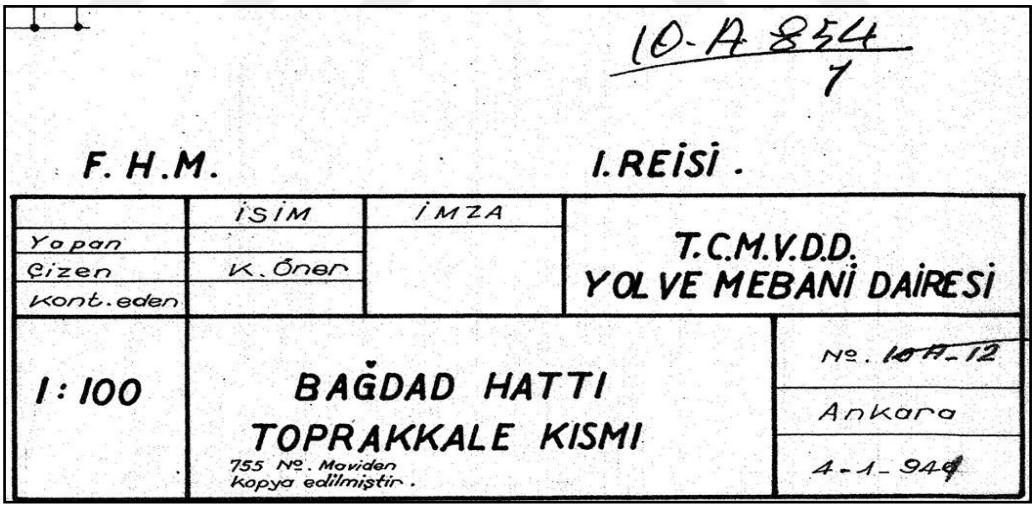


Figure 4.133. II[nd] Class / Type III project / First floor plan title block. Date 4.1.1941[25]

[25] TCDD Project Archive, File 10-A-854/1. The projects in the file are redrawn. On the redrawn project title block, it is written;"Copied from blueprint, number 755". Construction date of Toprakkale Station was 1912.

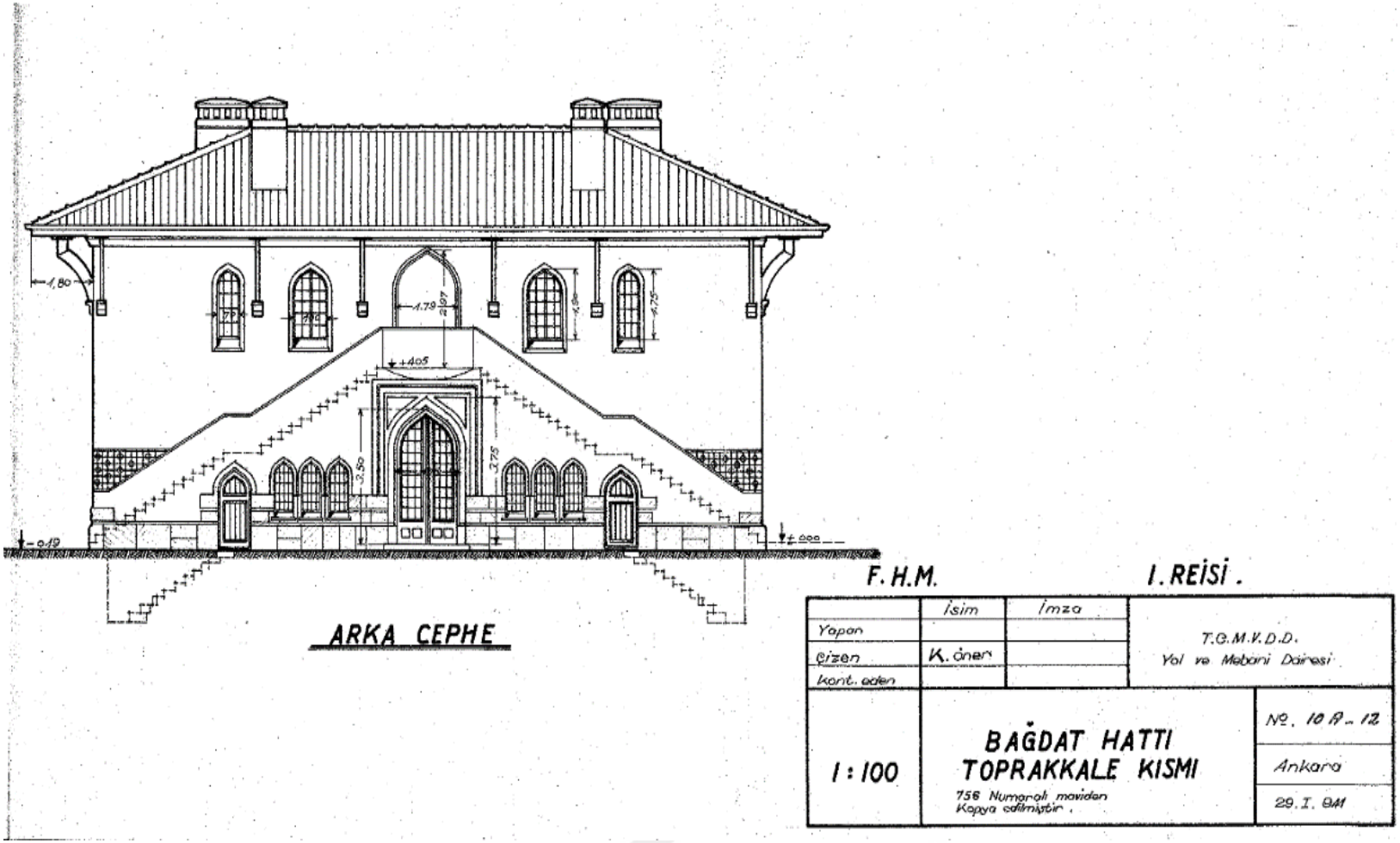


Figure 4.134. II[nd] Class / Type III project / Elevation

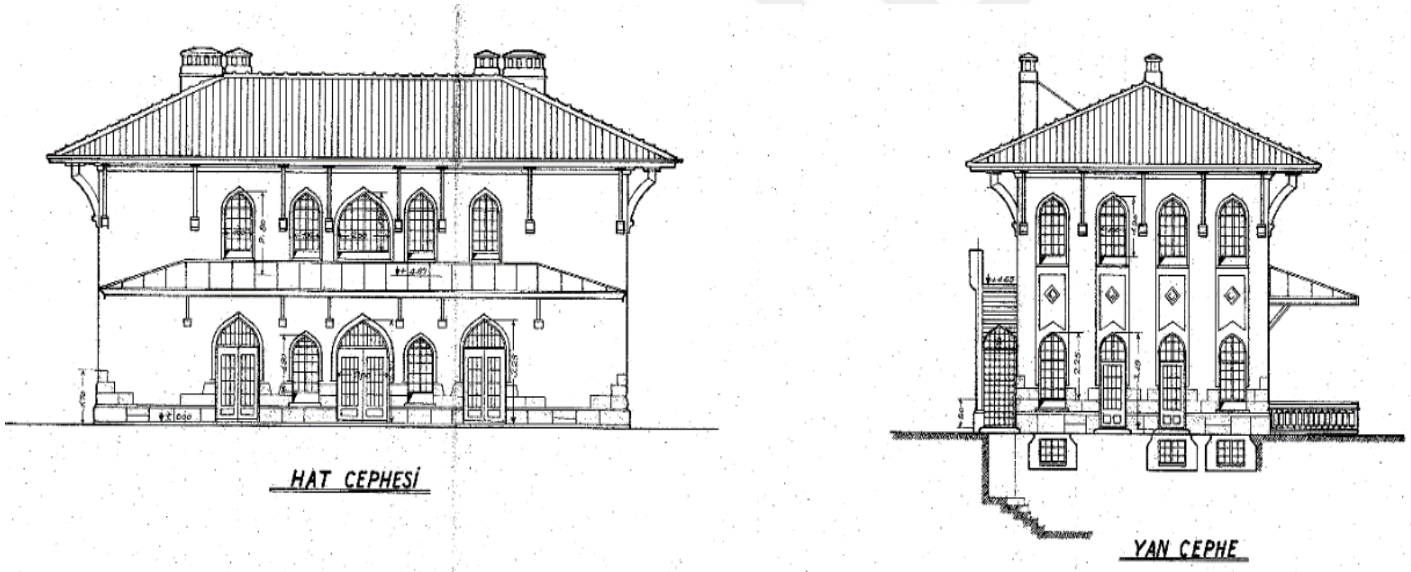


Figure 4.135. II[nd] Class / Type III project / Front and side elevations

The II[nd] Class / Type III project was applied to İskenderun (Hatay) and Toprakkale (Osmaniye) stations in the 6[th] Region of TCDD.



Figure 4.136. İskenderun station / Platform view. (Photograph by Ş. Sezginalp, 2006)



Figure 4.137. Toprakkale station / Platform view. (Photograph by architectural team of TCDD, 2006)



Figure 4.138. Toprakkale station / Left elevation. (Photograph by architectural team of TCDD, 2006)

4.5.3 IIIrd Class / Type II

Comparing with the class II project in this series, this type of station buildings has the similar features except having warehouses adjacent to the building and an arched outer door as an entrance to the staircases up to housing floor. Two storied, ground floor for passengers, upper floor is residence for the use of railway staff. The basement floor is partially designed for storage. Station entrance shadowed by the terrace of upper housing floor; the flat roof of the warehouse is designed as a terrace of the residence. Shed columns covered with rough cut stone, all windows and doors have arches both in the first and upper floor, large wooden roof fringes decorated with geometric patterns and floral motifs, wooden fringes emphasized by buttresses. Rough-cut stones on the corners do not continue all along the front. Panels for the station names are located above the entrance doors. Staircases, going up to first floor and down to basement, attached to one side facade of the building as an outer architectural element.

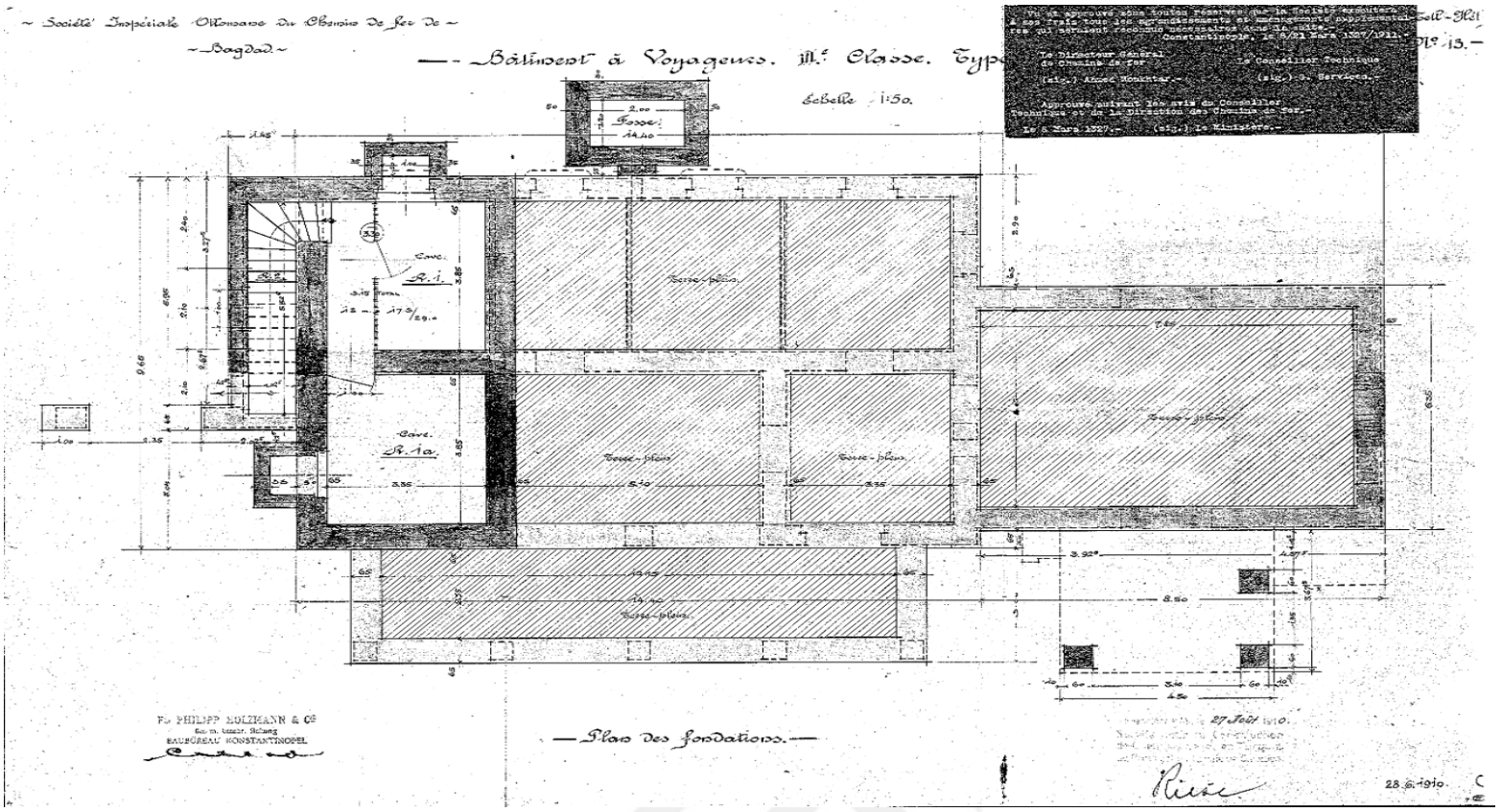


Figure 4.139. III[rd] Class / Type II project / Foundation plan

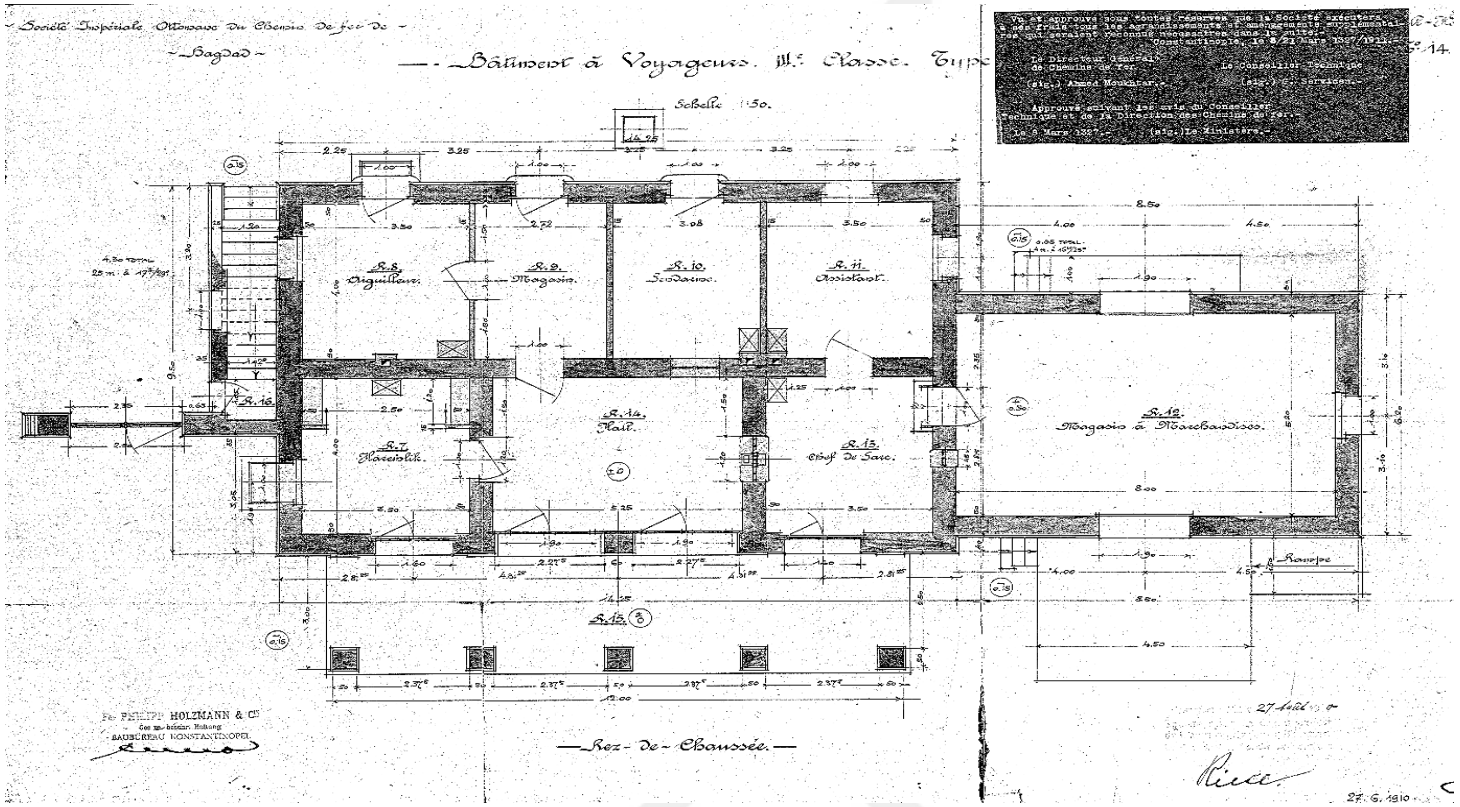


Figure 4.140. III[rd] Class / Type II project / Ground floor plan

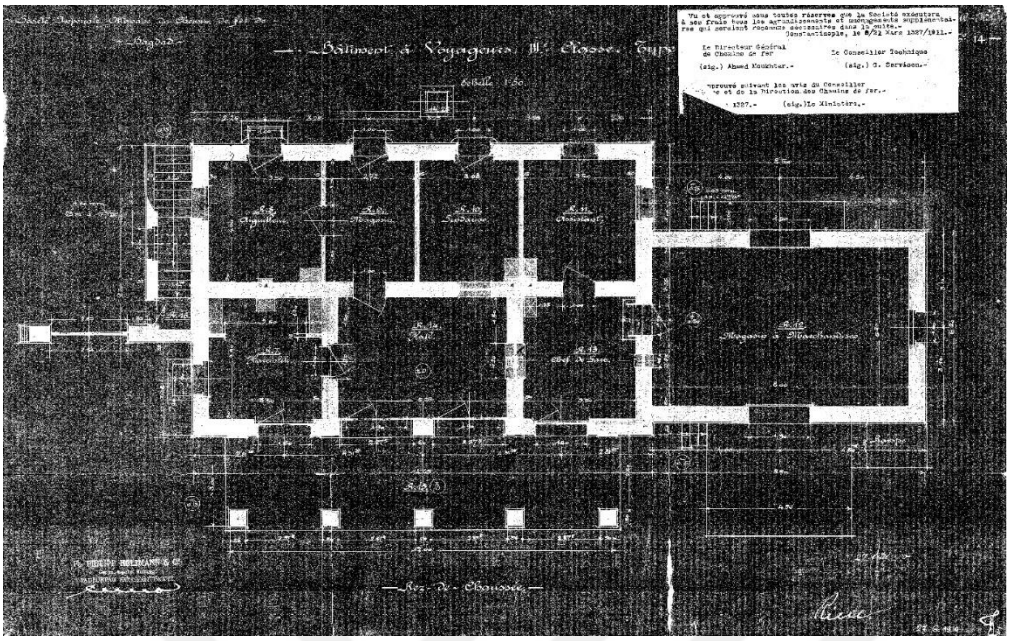


Figure 4.141. III[rd] Class / Type II project / Ground floor plan on blue project sheet.

Vu et approuvé sous toutes réserves que la Société exécutera à ses frais tous les agrandissements et aménagements supplémentaires qui seraient reconnus nécessaires dans la suite.-
Constantinople, le 8/21 Mars 1327/1911.-

Le Directeur Général de Chemins de fer — (sig.) Ahmed Moukhtar.-

Le Conseiller Technique — (sig.) G. Servicen.-

Approuvé suivant les avis du Conseiller Technique et de la Direction des Chemins de fer.-

Le 8 Mars 1327.- (sig.) Le Ministère.-

Figure 4.142. III[rd] Class / Type II project / Text above the projects.[26]

[26] Signed by the company on 8 / 21 March, 1911: (In the future, all necessary additions and improvements will be made from the company's own account). Signed by the relevant Ministery: (Approved by the recommendation of the Technical Council and the Directorate of Railways).

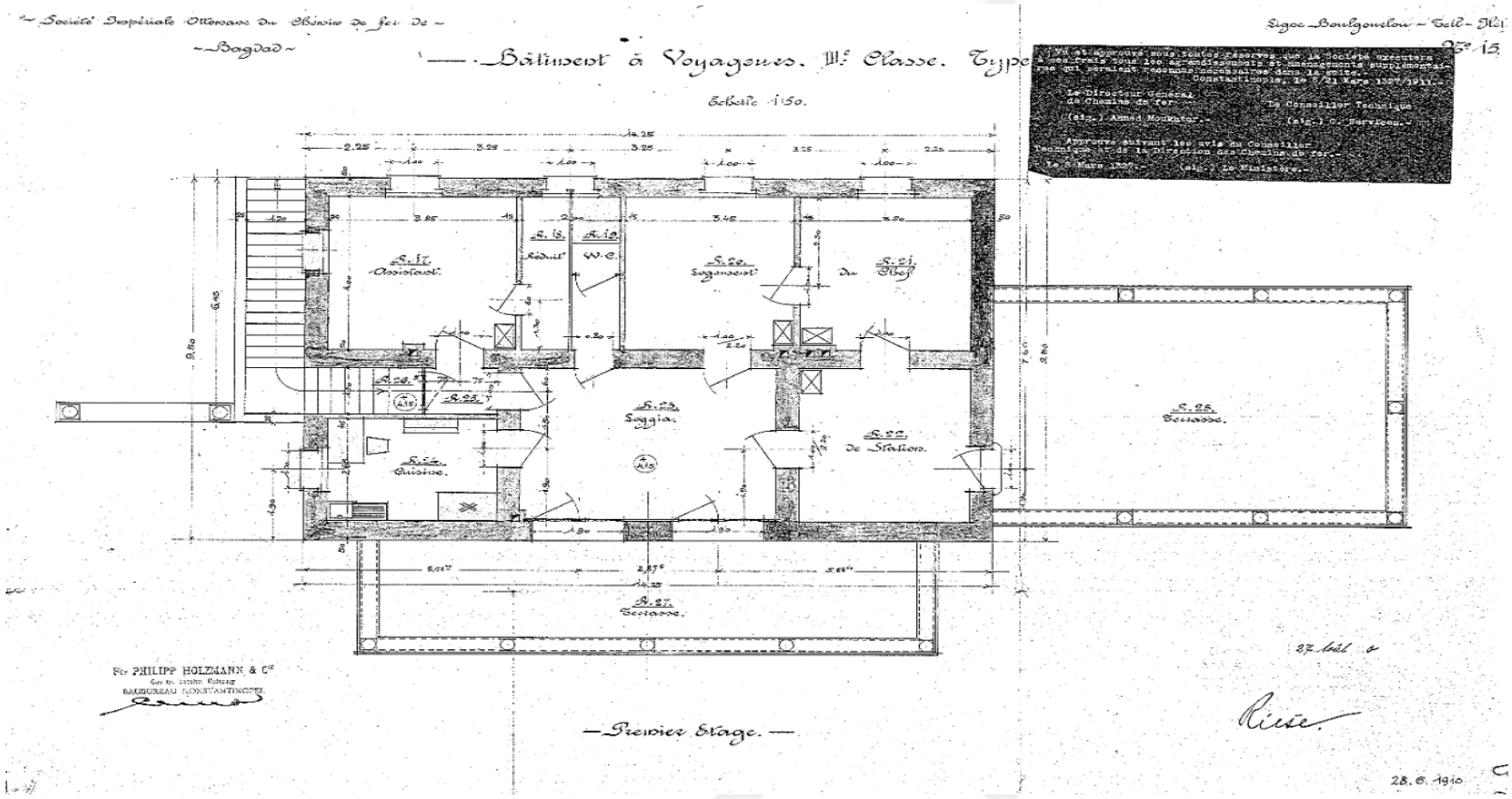


Figure 4.143. III[rd] Class / Type II project / First floor plan

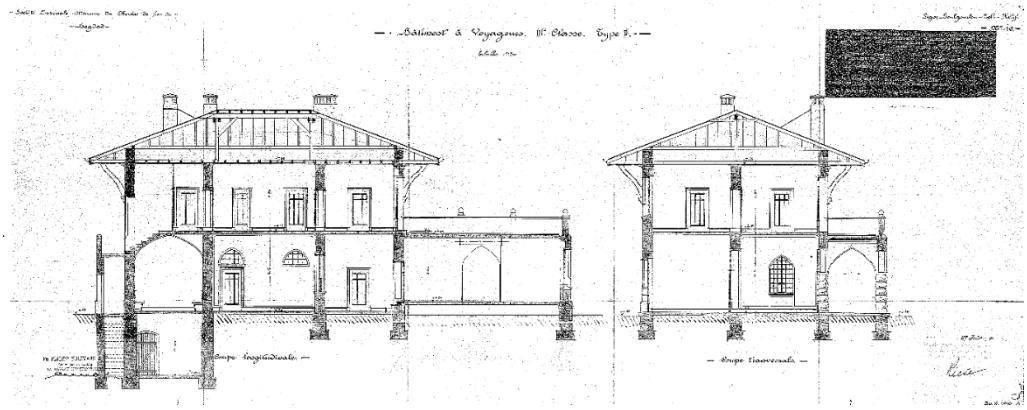


Figure 4.144. III[rd] Class / Type II project / Sections

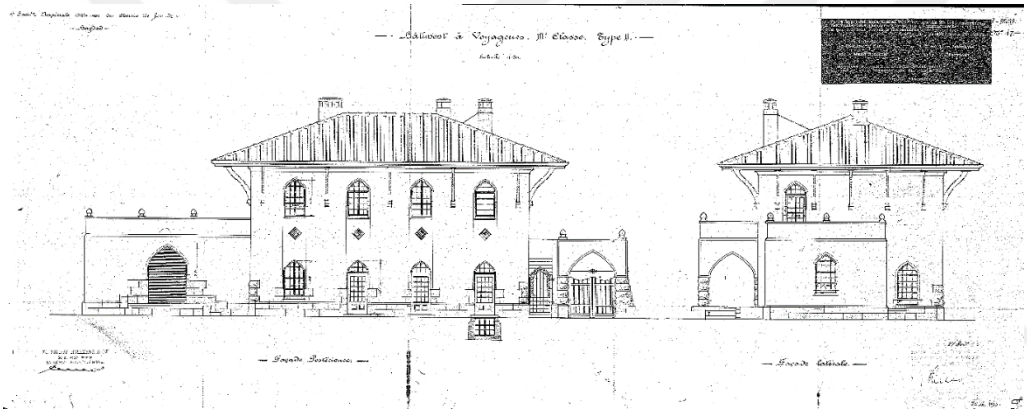


Figure 4.145. III[rd] Class / Type II project / Elevations

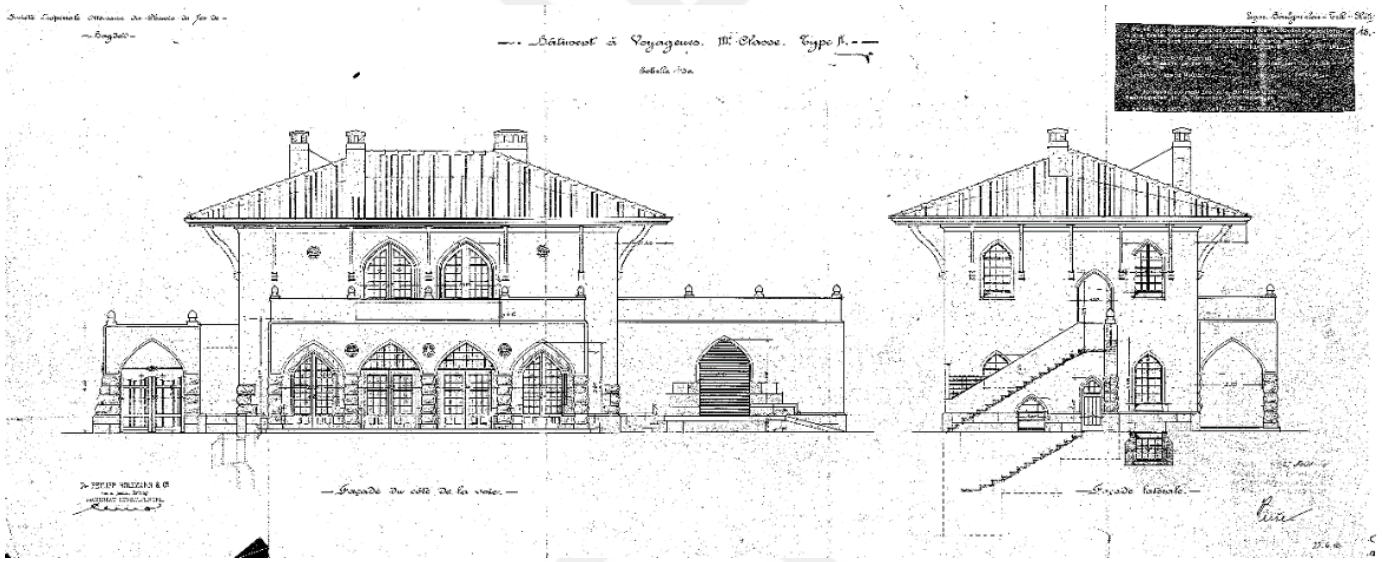


Figure 4.146. III[rd] Class / Type II project / Platform and side elevations

The IIIrd Class / Type II project was applied to Bahçe (Osmaniye), Ceyhan (Adana), Durak (Adana), Günyazı (Hatay), İncirlik (Adana), Mamure (Osmaniye), Osmaniye, Yakapınar (Adana) and Zeytinli (Adana) stations in the 6th Region of TCDD.



Figure 4.147. Bahçe station (Photograph by architectural team of TCDD, 2006)



Figure 4.148. Ceyhan station (Photograph by architectural team of TCDD, 2006)



Figure 4.149. Durak station (Photograph by architectural team of TCDD, 2006)

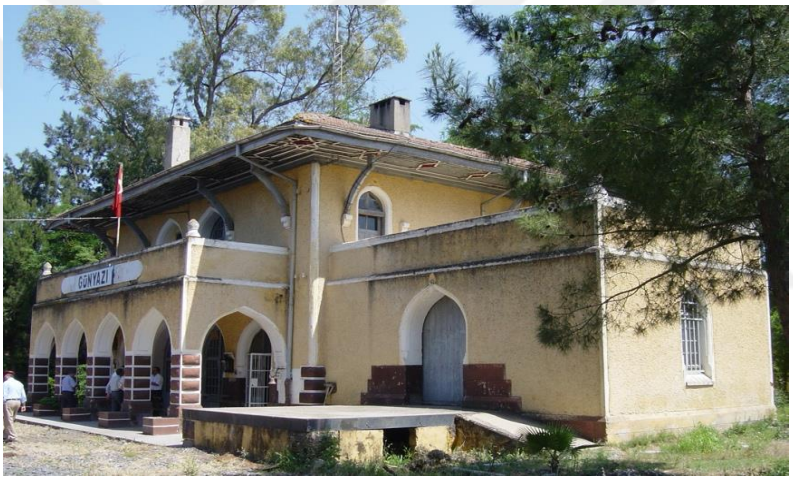


Figure 4.150. Günyazı station (Photograph by architectural team of TCDD, 2006)



Figure 4.151. İncirlik station (Photograph by architectural team of TCDD, 2006)



Figure 4.152. Mamure station (Photograph by architectural team of TCDD, 2006)



Figure 4.153. Osmaniye station (Photograph by architectural team of TCDD, 2006)



Figure 4.154. Yakapınar station (Photograph by architectural team of TCDD, 2006)



Figure 4.155. Zeytinli station (Photograph by architectural team of TCDD, 2006)

4.5.4 Station Buildings without any Indication for Classes

During the investigation in the TCDD archives, a different type of station building architectural project for Anatolian – Baghdad line found. No indication for the class or type of the project could be found. However, the project types were not unique; they were similar to the projects found under IInd and IIIrd class typology.

This project was applied to station buildings in the 6th region of TCDD; Class / Type could not be read on the project. Although the project was prepared for Fevzipaşa station, Fevzipaşa station was built according to another project type as seen in its photograph (Figure 4.211). It is possible that any other project with minor

differences, which could not be found in the archives of TCDD, has been applied to two station buildings, Erzin and Dörtyol in the 6th region of TCDD.

Comparing with the class III project in this series, this type of station buildings has similar features. There is also a warehouse adjacent to the building, but no entrance portico and no arched outer door in the front elevation. One-sided staircase up to housing floor is on the rear elevation. Two storied, ground floor for passengers, upper floor is residence for the use of railway staff as usual. Station entrance protected by the balcony of upper housing floor; the flat roof of the warehouse is designed as a terrace for the residence. Although plain doors and windows are drawn in the project, all windows and doors have arches both in the first and upper floors. Roof eaves are not decorated. Panels for the station names are located above the entrance doors.

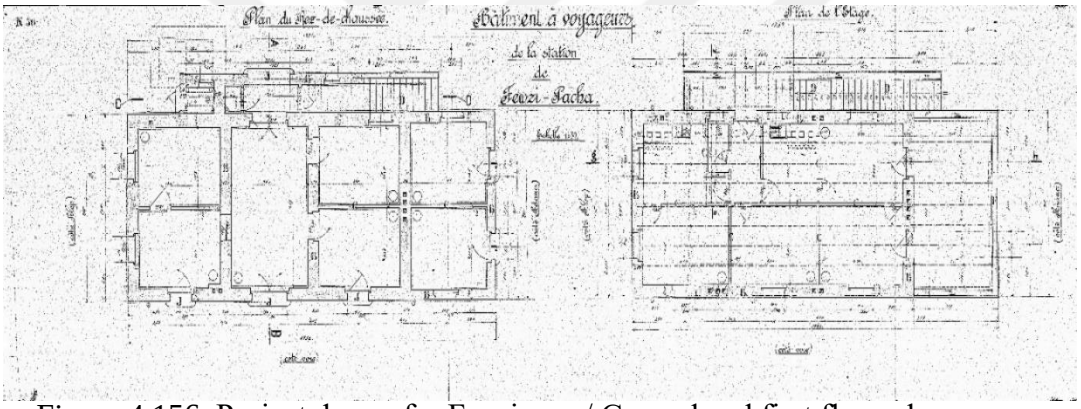


Figure 4.156. Project drawn for Fevzipaşa / Ground and first floor plans

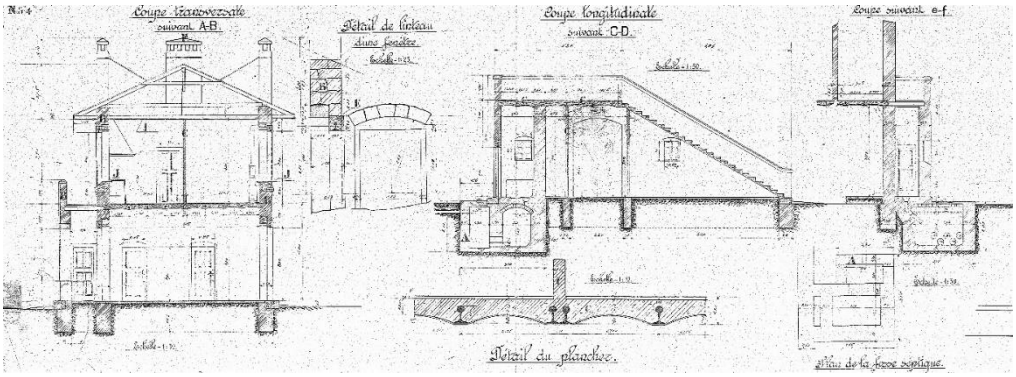


Figure 4.157. Project drawn for Fevzipaşa / Cross section and details

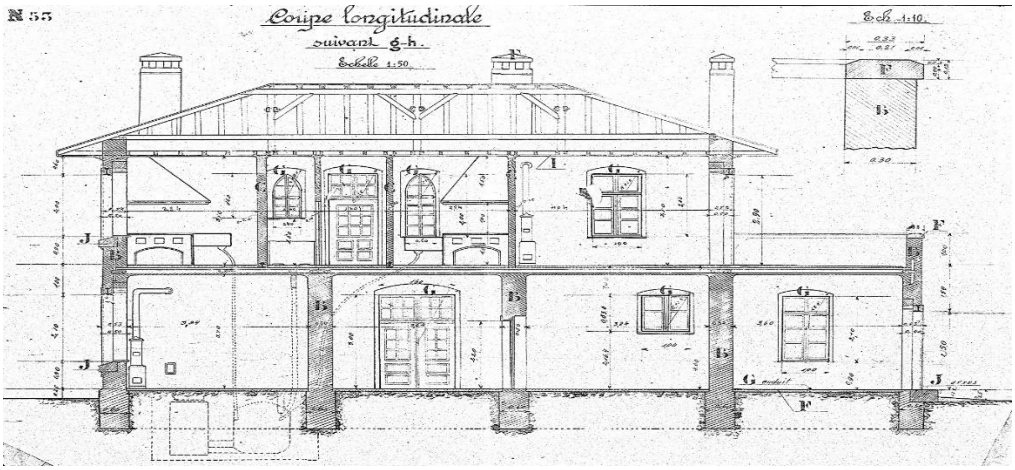


Figure 4.158. Project drawn for Fevzipaşa / Longitudinal section

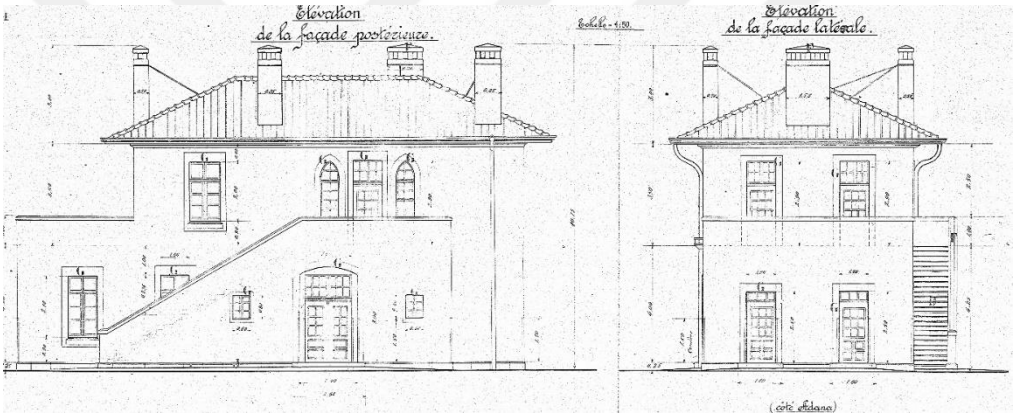


Figure 4.159. Project drawn for Fevzipaşa / Elevations

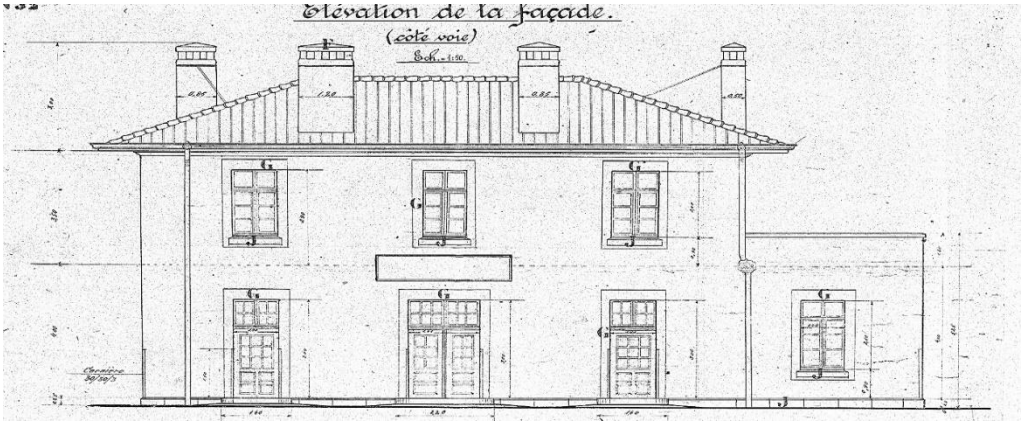


Figure 4.160. Project drawn for Fevzipaşa / Front elevation

The projects for Anatolian – Baghdad Line which have no indications for classes was applied to Dörtyol and Erzin stations in Hatay in the 6th Region of TCDD.



Figure 4.161. Dörtyol station. (Photograph by architectural team of TCDD, 2006)



Figure 4.162. Erzin station. (Photograph by architectural team of TCDD, 2006)

4.6 IInd Class Station Buildings by NYDQVIST-HOLM Company

Comparing with the other class and types of station buildings which are mentioned above this project is a big one. Although it had been designed for the stations along the rail lines of Irmak-Filyos and Fevzipaşa-Diyarbakır, the project was applied only in Elazığ.

Two storied, ground floor for passengers consisting an entrance hall, waiting halls, baggage room, ticket office and an office for administration. Upper floor consists three residence for the use of railway staff and partial basement for storage. Main mass of the building formed by three parts. An extra single storey office by one side of the main mass and a big warehouse on the other side makes the mass asymmetric. There are modest plain windows and doors placed asymmetrically.

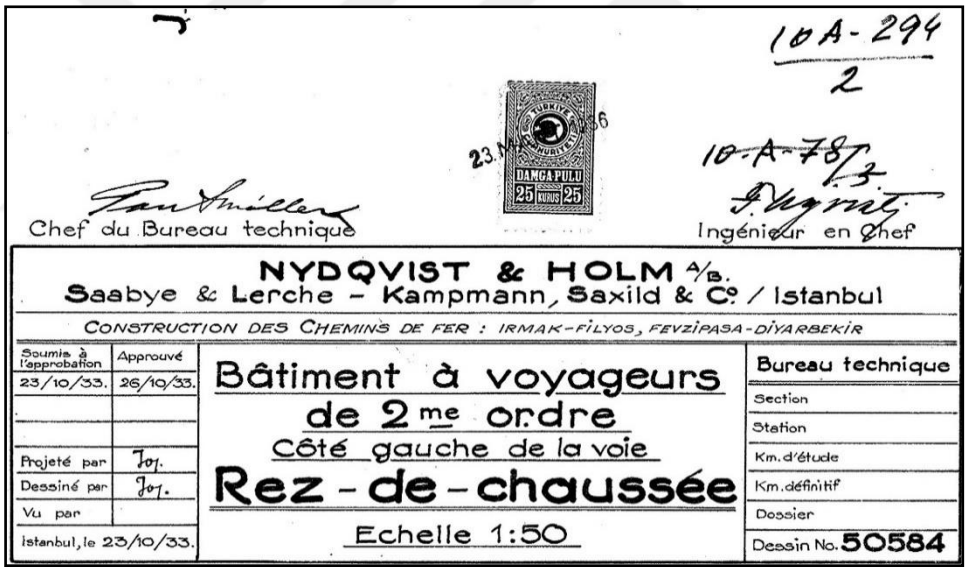


Figure 4.163. NYDQVIST-HOLM Company IInd Class project / Ground floor plan title block. Project date 23.10.1933, confirmation date on the stamp 23 March 1936. File 10A-294.27

[27] Elazığ Station opened in 1934

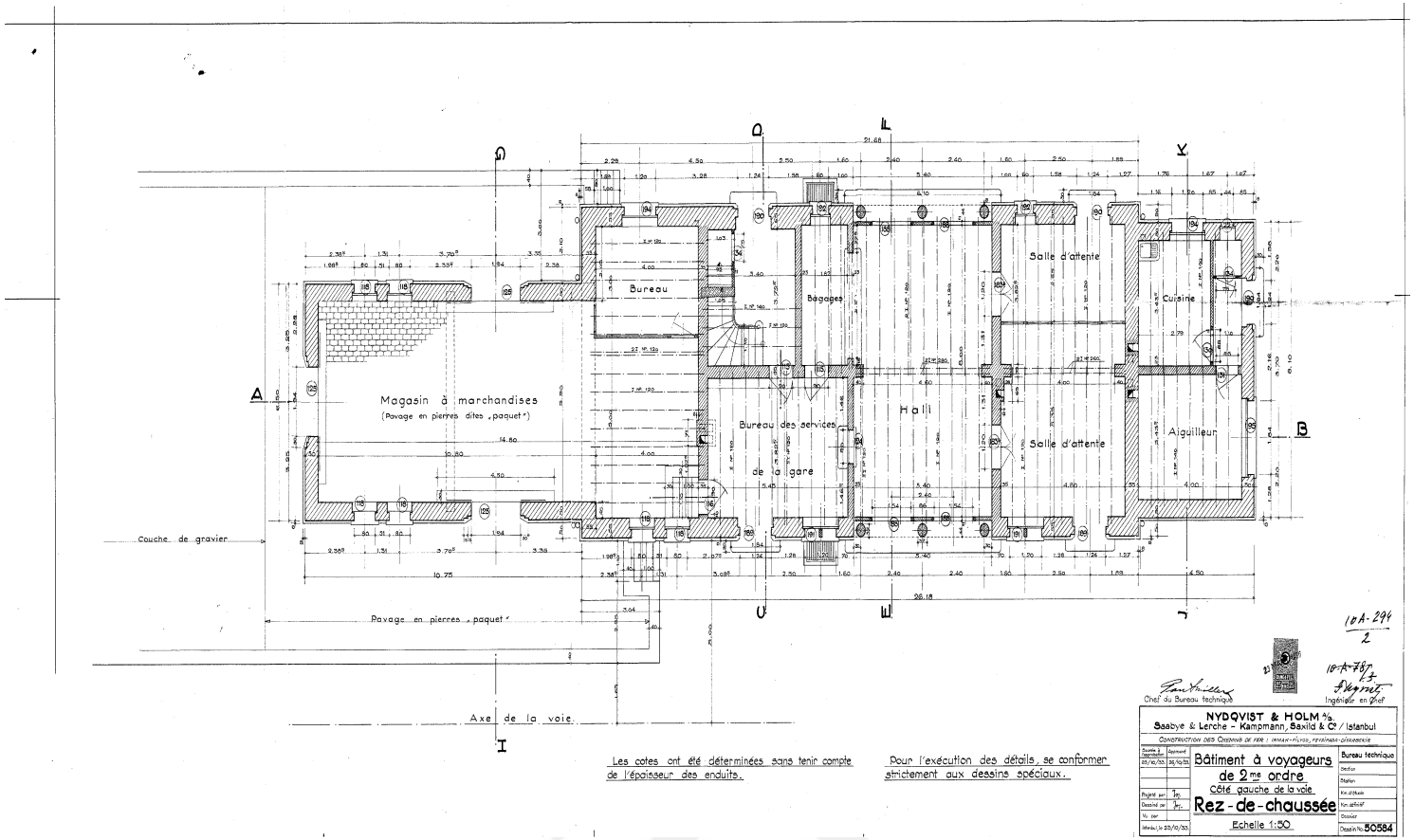


Figure 4.164. NYDQVIST-HOLM Company II[nd] Class project / Ground floor plan

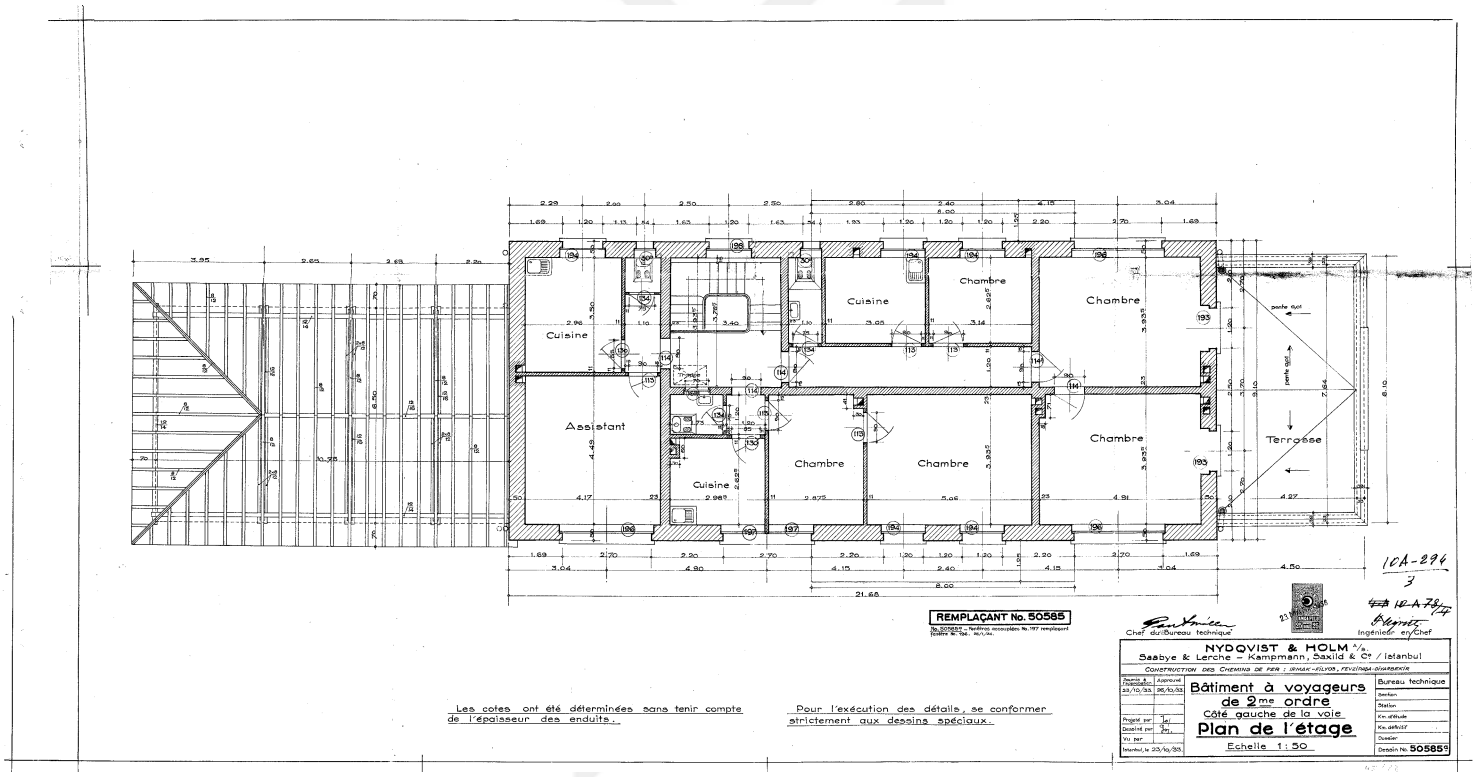


Figure 4.165. NYDQVIST-HOLM Company II[nd] Class project / First floor plan

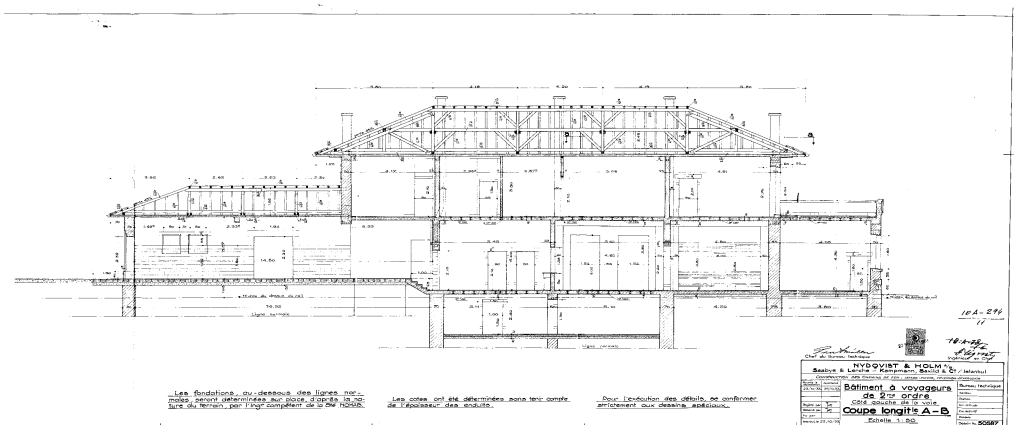


Figure 4.166. NYDQVIST-HOLM Company II[nd] Class project / Longitudinal section

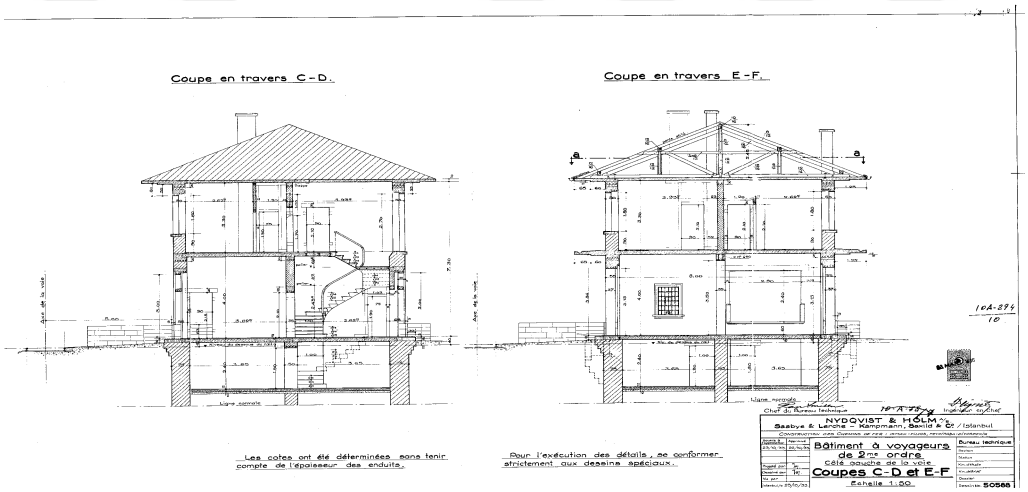


Figure 4.167. NYDQVIST-HOLM Company II[nd] Class project / Cross sections C-D, E-F

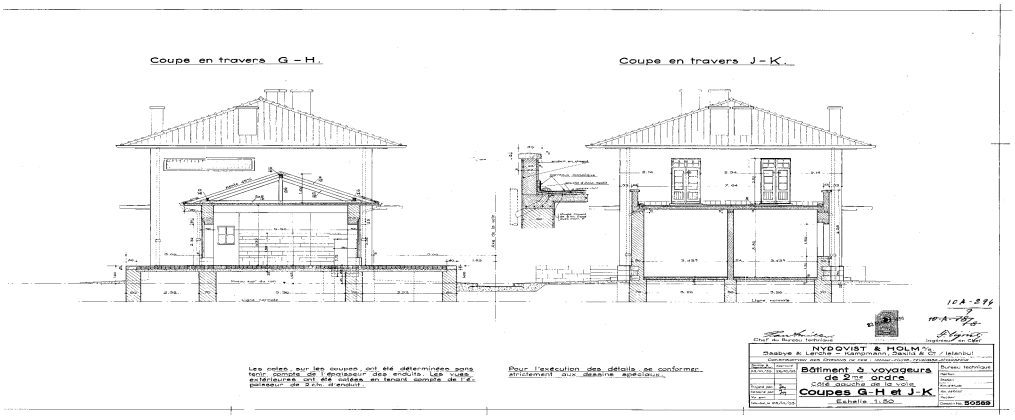


Figure 4.168. NYDQVIST-HOLM Company II[nd] Class project / Cross sections G-H, J-K

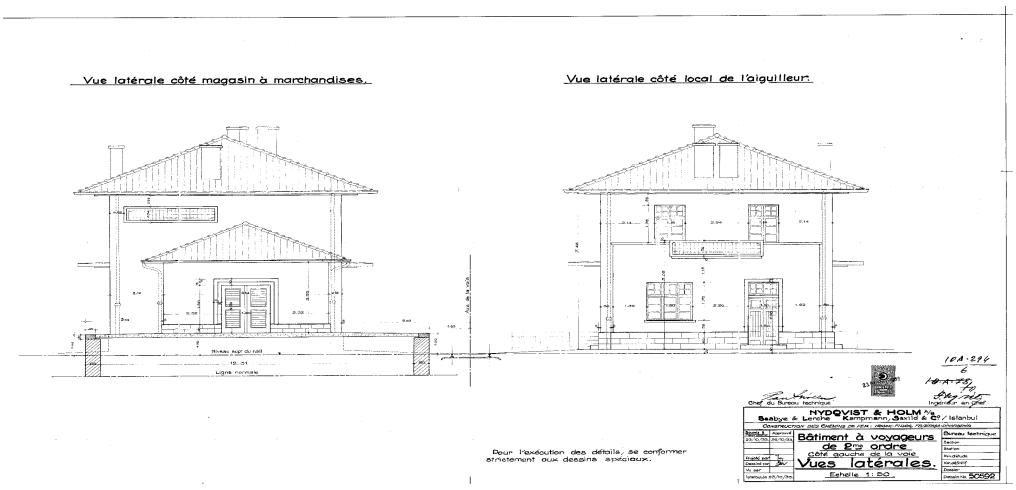


Figure 4.169. NYDQVIST-HOLM Company II[nd] Class project / Right and left elevations

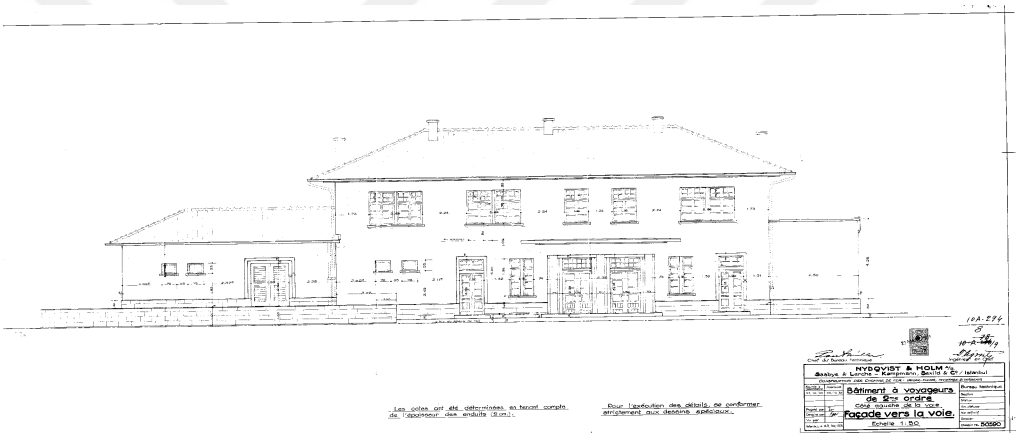


Figure 4.170. NYDQVIST-HOLM Company II[nd] Class project / City elevation



Figure 4.171. NYDQVIST-HOLM Company II[nd] Class project / Front elevation

The II[nd] Class project by NYDQVIST-HOLM Company was only applied to Elazığ station in the 5[th] Region of TCDD.



Figure 4.172. Elazığ station in 1940s. (Source: https://kanalelazig.net/2014/08/24/nostaljik-elazig-resimlerii/) (Accessed 17.12.2019)



Figure 4.173. Elazığ station. Changed by the years, enlarged. (Photograph by architectural team of TCDD, 2004)

4.7 III[rd] Class Station Buildings by NYDQVIST-HOLM Company

Two storied, ground floor for passengers, upper floor is residence for the use of railway staff. An extra single storey switchman office adjacent one side of the main mass and a warehouse by another side. Arched doors and windows crowned or framed by cut stone on the ground floor. Plane windows settled on the upper floor. Corners of the building decorated with cut stone all along the height.

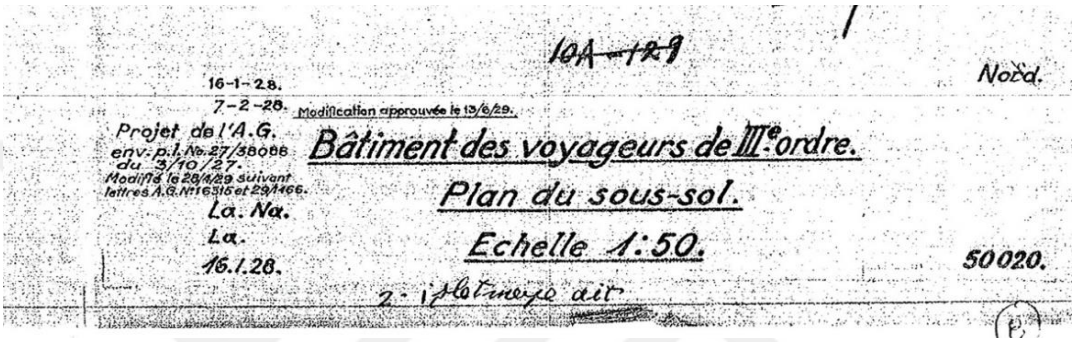


Figure 4.174. NYDQVIST-HOLM Company, III[rd] Class project / Title block. Date: 03.10.1927

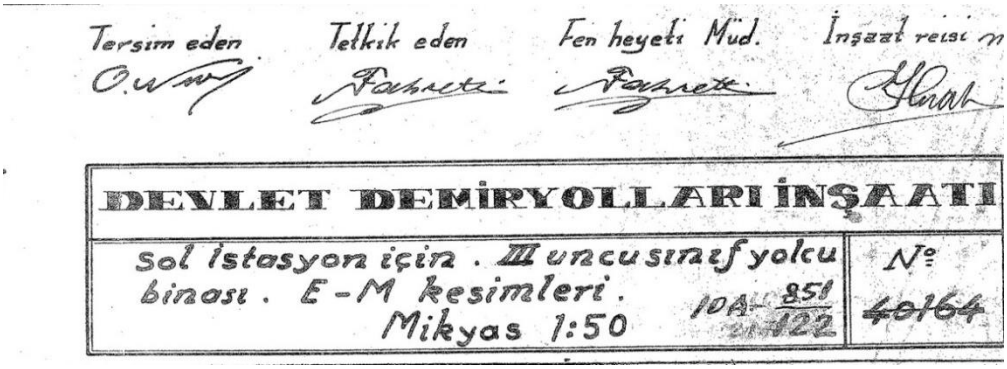


Figure 4.175. NYDQVIST-HOLM Company, III[rd] Class project, redrawn by TCDD / Title block

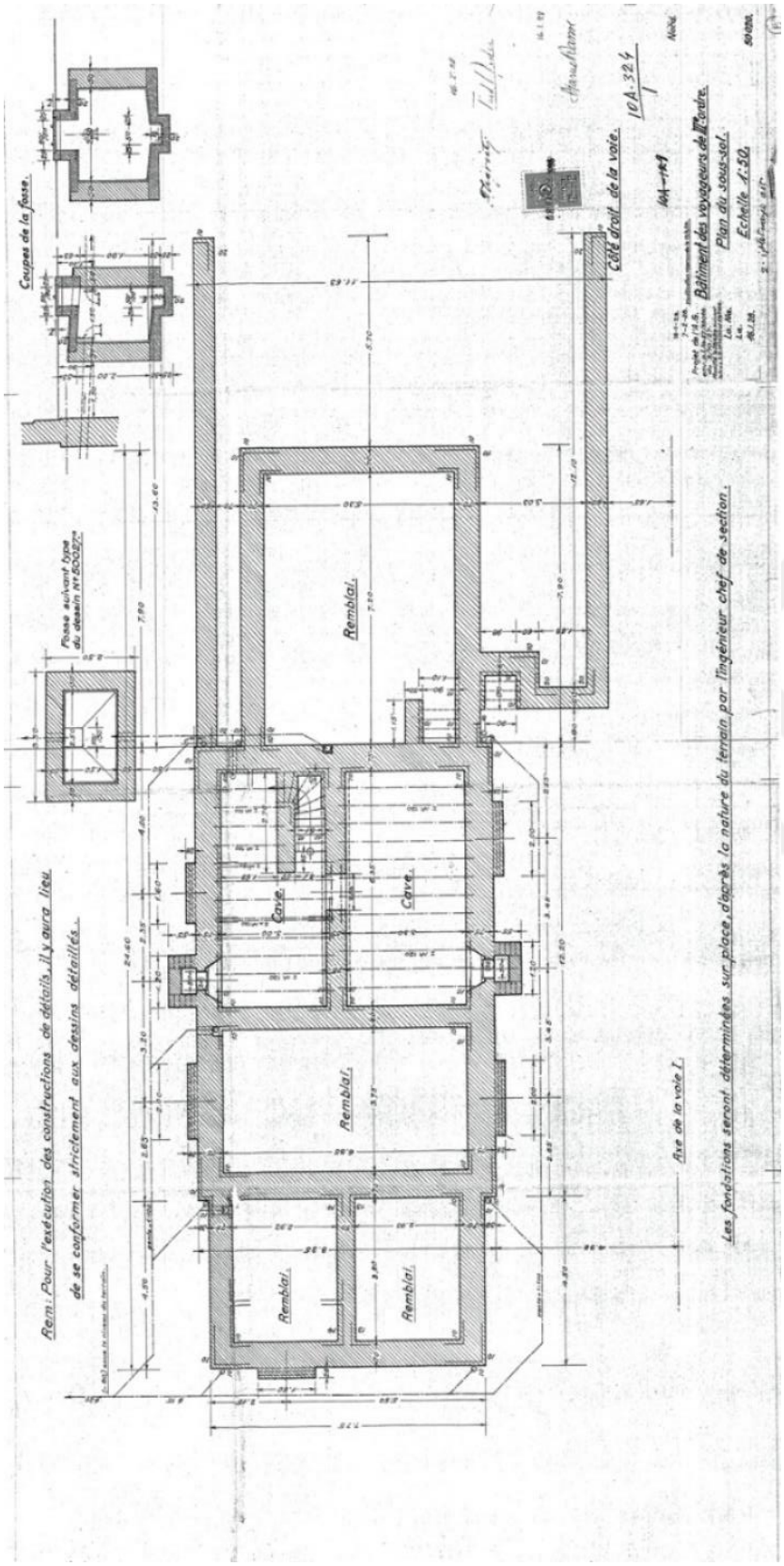


Figure 4.176. NYDQVIST-HOLM Company IIIrd Class project / Basement plan

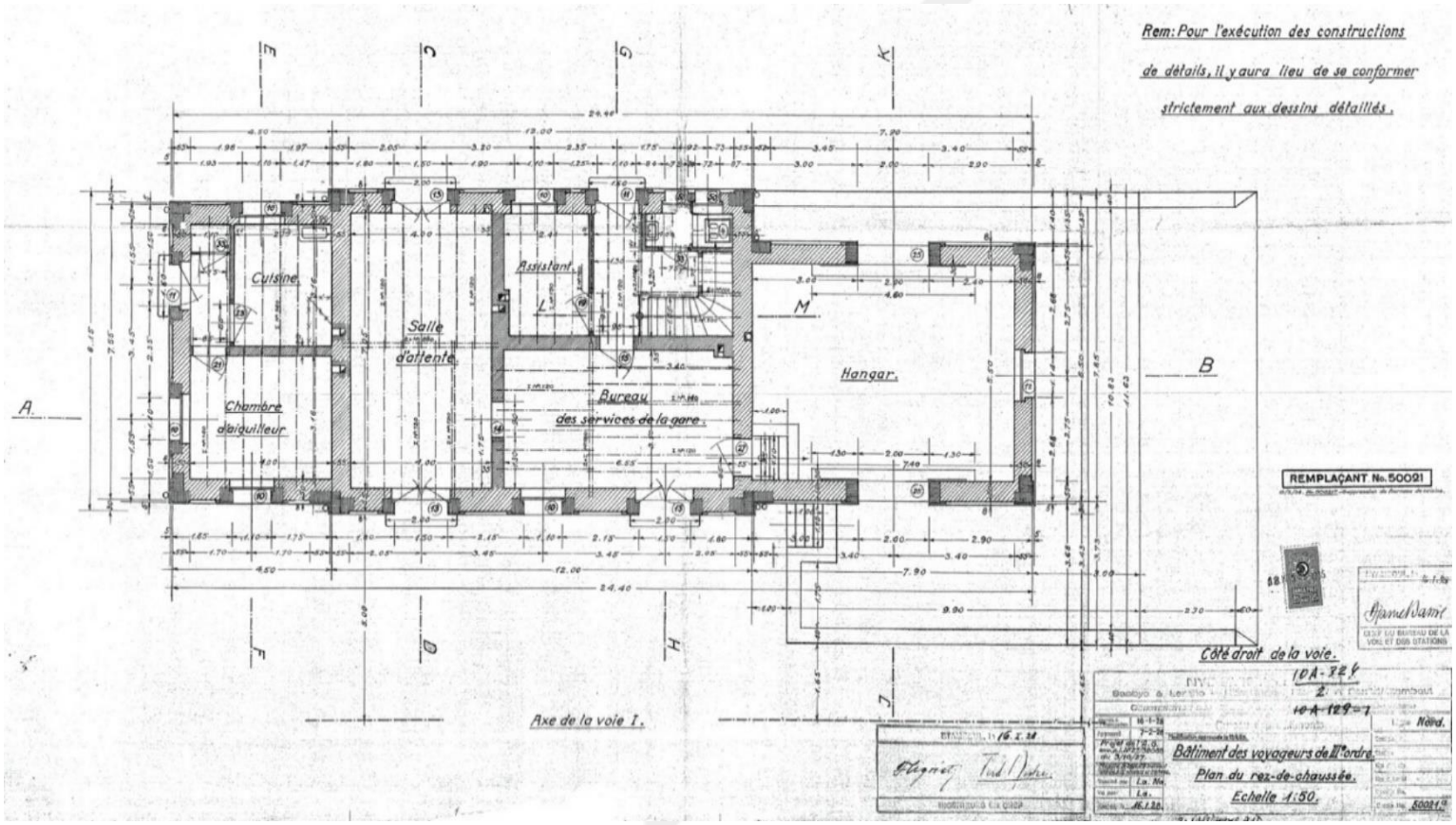


Figure 4.177. NYDQVIST-HOLM Company III[rd] Class project / Ground floor plan

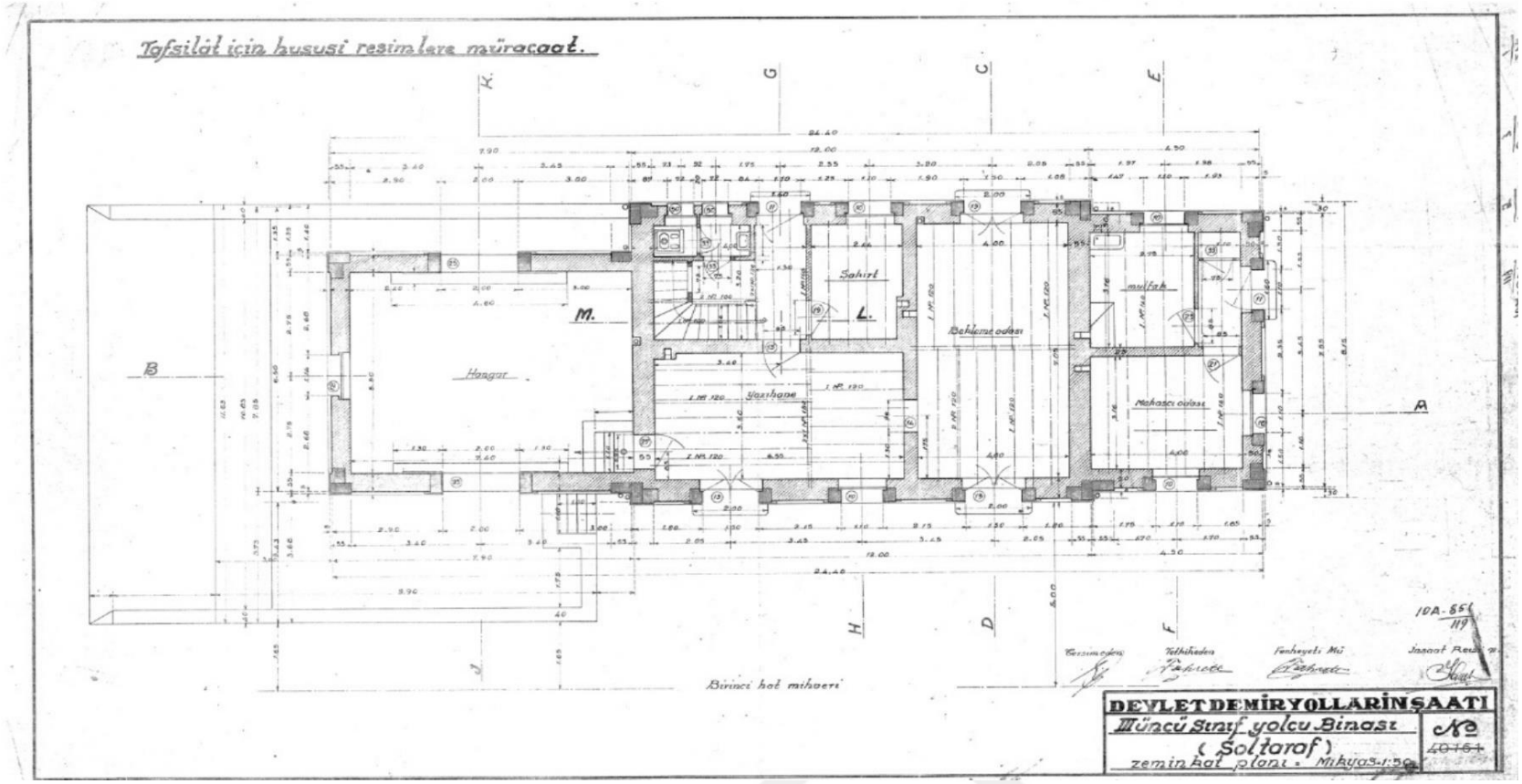


Figure 4.178. NYDQVIST-HOLM Company III[rd] Class project / Ground floor plan. Redrawn by TCDD, shifting the depo from right to the left side.

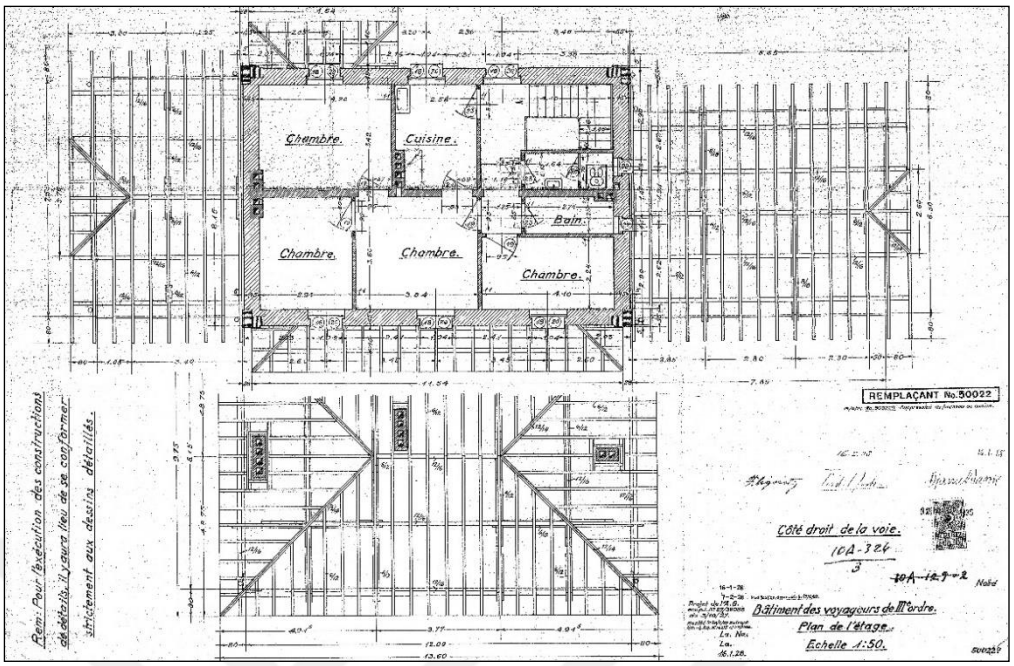


Figure 4.179. NYDQVIST-HOLM Company III[rd] Class project / Roof Plan

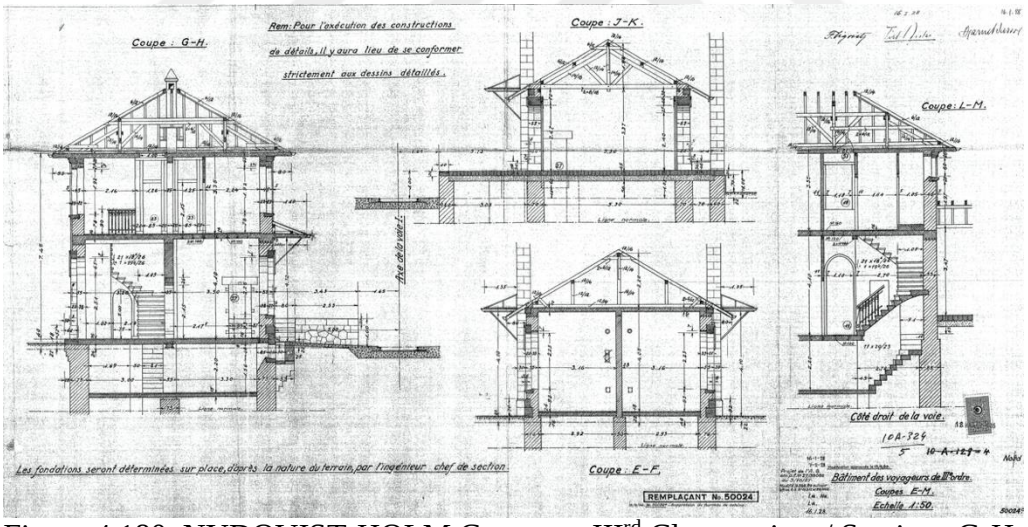


Figure 4.180. NYDQVIST-HOLM Company III[rd] Class project / Sections G-H, J-K, E-F, L-M

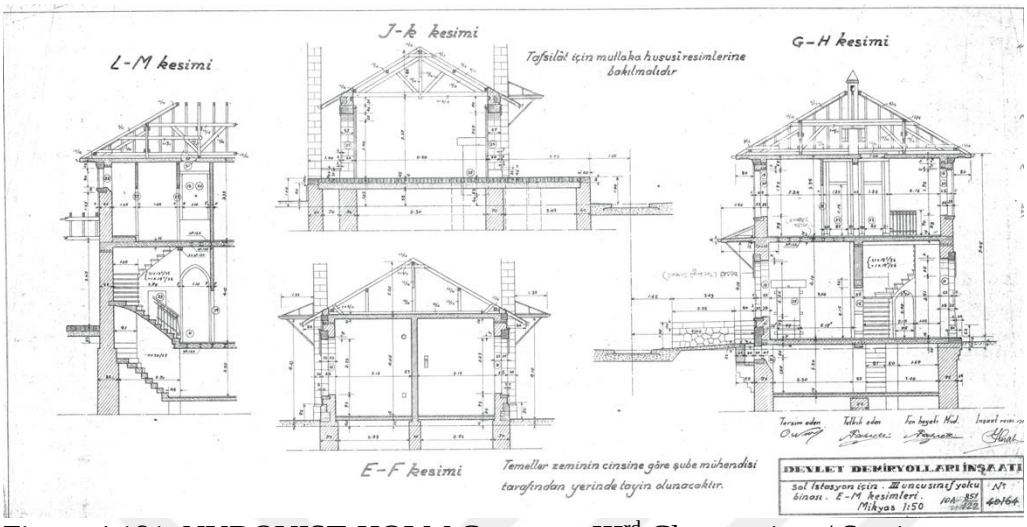


Figure 4.181. NYDQVIST-HOLM Company III[rd] Class project / Sections. Redrawn by TCDD.

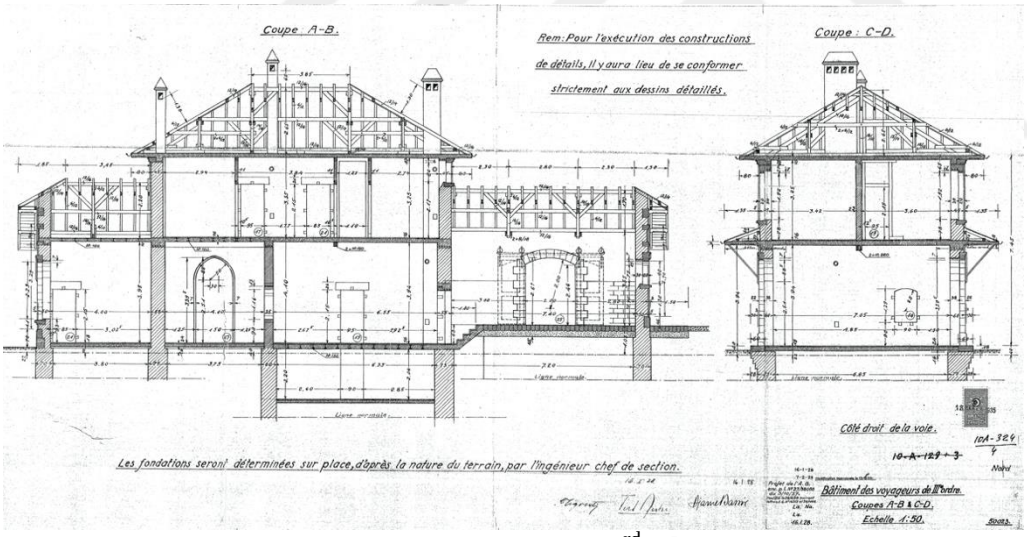


Figure 4.182. NYDQVIST-HOLM Company III[rd] Class project / Sections A-B, C-D

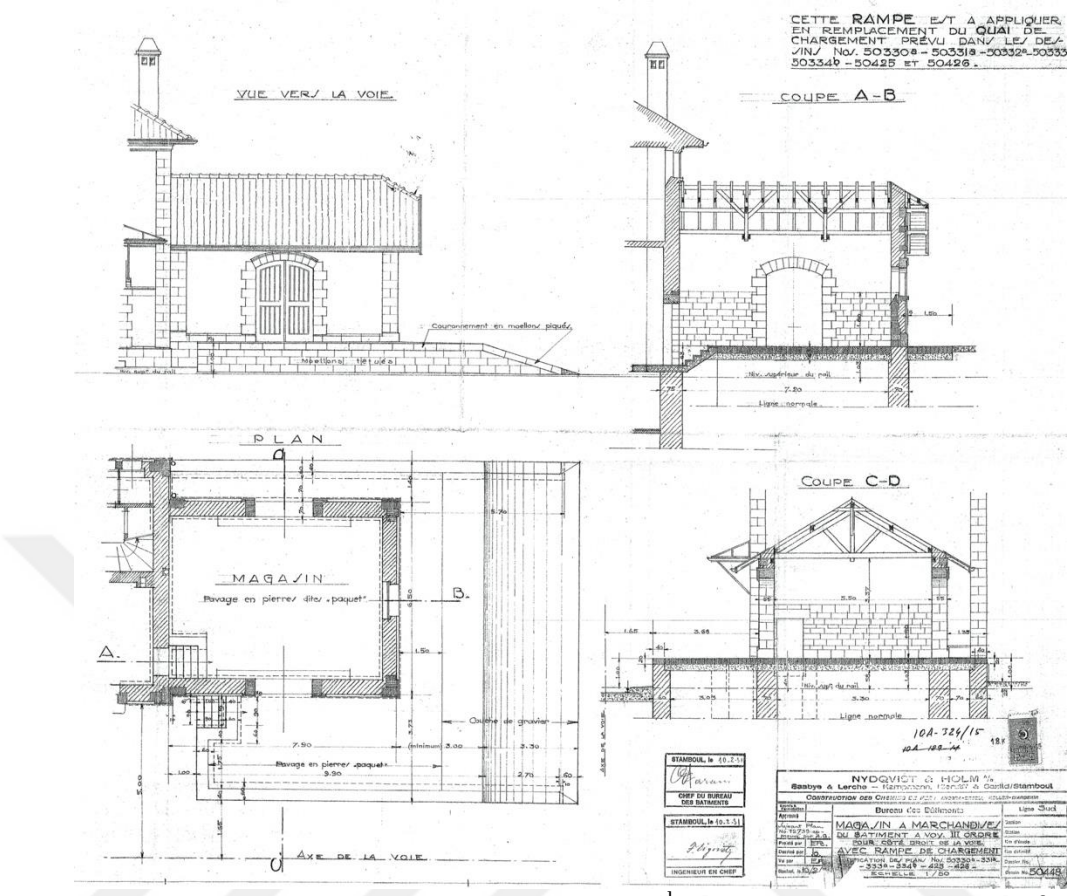


Figure 4.183. NYDQVIST-HOLM Company III[rd] Class project / Loading platform project

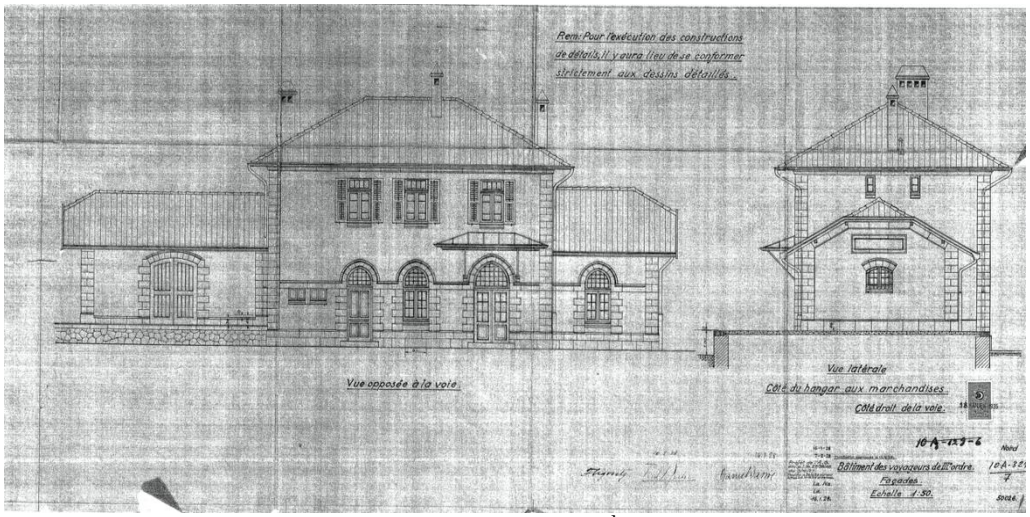


Figure 4.184. NYDQVIST-HOLM Company III[rd] Class project / Elevations.

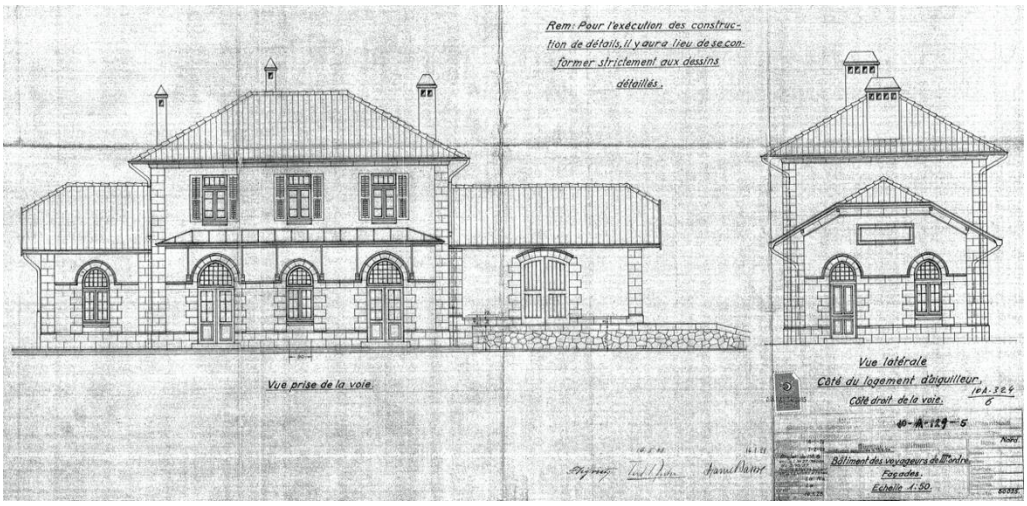


Figure 4.185. NYDQVIST-HOLM Company III[rd] Class project / Platform and side elevations

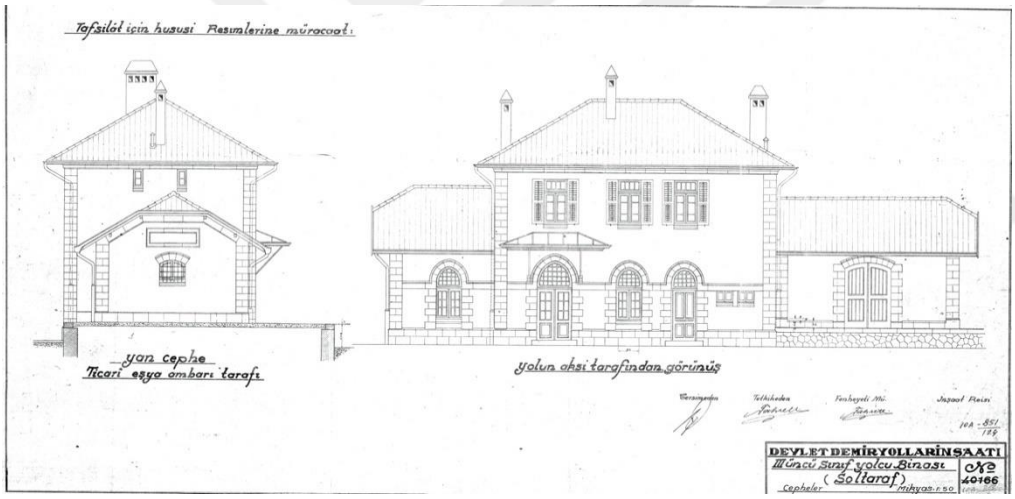


Figure 4.186. NYDQVIST-HOLM Company III[nd] Class project / Elevations. Redrawn by TCDD.

4.7.1 III[rd] Class Station Buildings By NYDQVIST-HOLM Company in the 2[nd] Region

Bor (Niğde), Çatalağzı (Zonguldak), Çankırı, Çerkeş (Çankırı), Hüyük (Çankırı), Irmak (Kırıkkale), İsmetpaşa (Çankırı), Kalecik (Ankara), Niğde and Şefaatli (Yozgat) station buildings constructed with this III[rd] class project.



Figure 4.187. Bor station (Photograph by architectural team of TCDD, 2006)



Figure 4.188. Çatalağzı station, applied an enlarged project (Photograph by architectural team of TCDD, 2006)



Figure 4.189. Çankırı station, applied an enlarged project (TCDD Photograph Archive)



Figure 4.190. Çerkeş station (Photograph by architectural team of TCDD, 2006)



Figure 4.191. Hüyük station (Photograph by architectural team of TCDD, 2006)



Figure 4.192. Irmak station (Photograph by Ş.Sezginalp, 2007)



Figure 4.193. İsmetpaşa station (Photograph by architectural team of TCDD, 2006)



Figure 4.194. Kalecik station (Photograph by architectural team of TCDD, 2006)



Figure 4.195. Niğde station, enlarged in later years. (Photograph by architectural team of TCDD, 2006)



Figure 4.196. Şefaatli station (TCDD Photograph Archive)

4.7.2 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 4[th] Region

Gömeç (Kayseri), Hanlı (Sivas), Kalın (Sivas), Sarıoğlan (Kayseri), Turhal (Tokat), Tuzhisar (Kayseri), Şarkışla (Sivas), Yeniçubuk (Sivas) and Zile (Tokat) station buildings constructed with this III[rd] class project.



Figure 4.197. Gömeç station (TCDD Photograph Archive)



Figure 4.198. Hanlı station (TCDD Photograph Archive)



Figure 4.199. Kalın station (Photograph by Ş.Sezginalp, 2006)



Figure 4.200. Sarıoğlan station (Photograph by Ş.Sezginalp, 2006)



Figure 4.201. Turhal station (Photograph by Ş.Sezginalp, 2006)

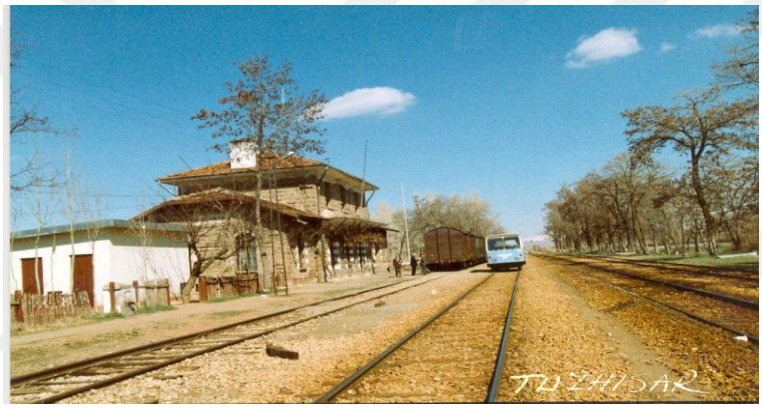


Figure 4.202. Tuzhisar station (TCDD Photograph Archive)



Figure 4.203. Şarkışla station (Photograph by architectural team of TCDD, 2006)



Figure 4.204. Yeniçubuk station (Photograph by architectural team of TCDD, 2006)



Figure 4.205. Zile station (Photograph by architectural team of TCDD, 2006)

4.7.3 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 5[th] Region

Ergani (Diyarbakır), Gölbaşı (Adıyaman), Maden (Elazığ), Pazarcık (Kahramanmaraş) and Yolçatı (Elazığ) station buildings constructed with this III[rd] class project. Project was applied differently in this region. The switchman office's roof functioned as a terrace of upper housing floor.



Figure 4.206. Ergani station (Photograph by architectural team of TCDD, 2006)



Figure 4.207. Gölbaşı station (Photograph by architectural team of TCDD, 2006)



Figure 4.208. Maden station (Photograph by architectural team of TCDD, 2006)



Figure 4.209. Pazarcık station (Photograph by architectural team of TCDD, 2006)



Figure 4.210. Yolçatı station (Photograph by architectural team of TCDD, 2006)

4.7.4 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 6[th] Region

Fevzipaşa (Gaziantep) and Türkoğlu (Kahramanmaraş) station buildings constructed with this III[rd] class project.



Figure 4.211. Fevzipaşa station (Photograph by architectural team of TCDD, 2006)



Figure 4.212. Türkoğlu station (Photograph by architectural team of TCDD, 2006)

4.7.5 III[rd] Class Station Buildings by NYDQVIST-HOLM Company in the 7[th] Region

Balıköy (Kütahya), Çandır (Balıkesir), Demirli (Kütahya), Dursunbey (Balıkesir), Emirler (Kütahya), Köprüören (Kütahya), Nusrat (Balıkesir) and Sandıklı (Afyon) station buildings constructed with this III[rd] class project.



Figure 4.213. Balıköy station (Photograph by Ş.Sezginalp, 2007)



Figure 4.214. Çandır station (Photograph by architectural team of TCDD, 2006)



Figure 4.215. Demirli station (Photograph by architectural team of TCDD, 2006)



Figure 4.216. Dursunbey station (Photograph by Ş.Sezginalp, 2007)



Figure 4.217. Emirler station (Photograph by architectural team of TCDD, 2006)



Figure 4.218. Köprüören station (Photograph by architectural team of TCDD, 2006)



Figure 4.219. Nusrat station (Photograph by architectural team of TCDD, 2006)



Figure 4.220. Sandıklı station (Photograph by Ş.Sezginalp, 2007)

4.8 III[rd] Class Station Buildings by CFOA Company

Two storied, ground floor for passengers, upper floor is residence for the use of railway staff. An extra single storey switchman office adjacent to one side of the main mass and a warehouse by another side. There are modest plane windows and arched doors with protruding frames.

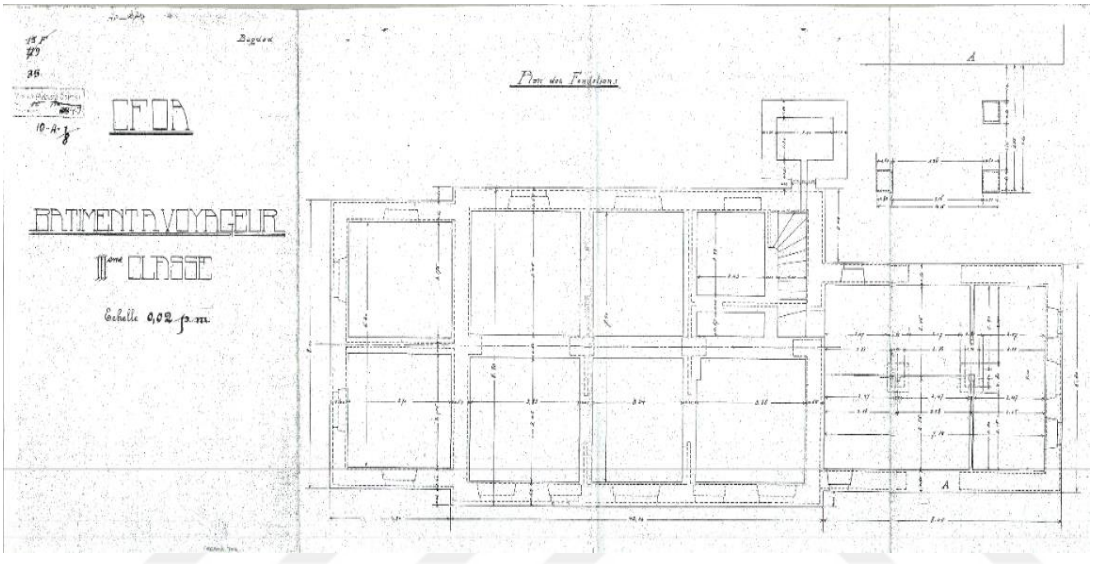


Figure 4.221. CFOA Company III[rd] Class project / Foundation plan

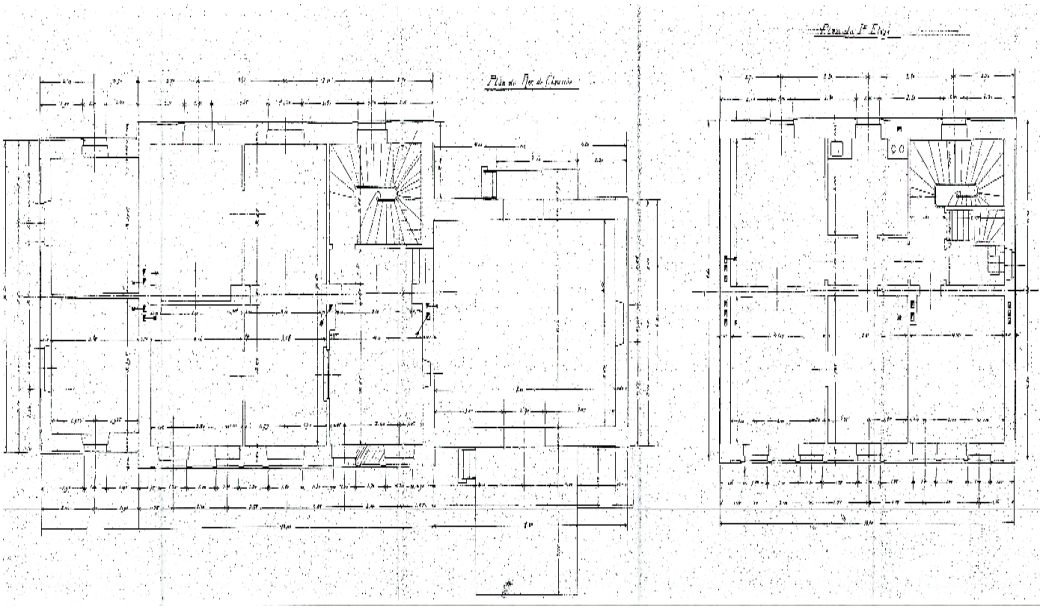


Figure 4.222. CFOA Company III[rd] Class project / Ground and first floor plans

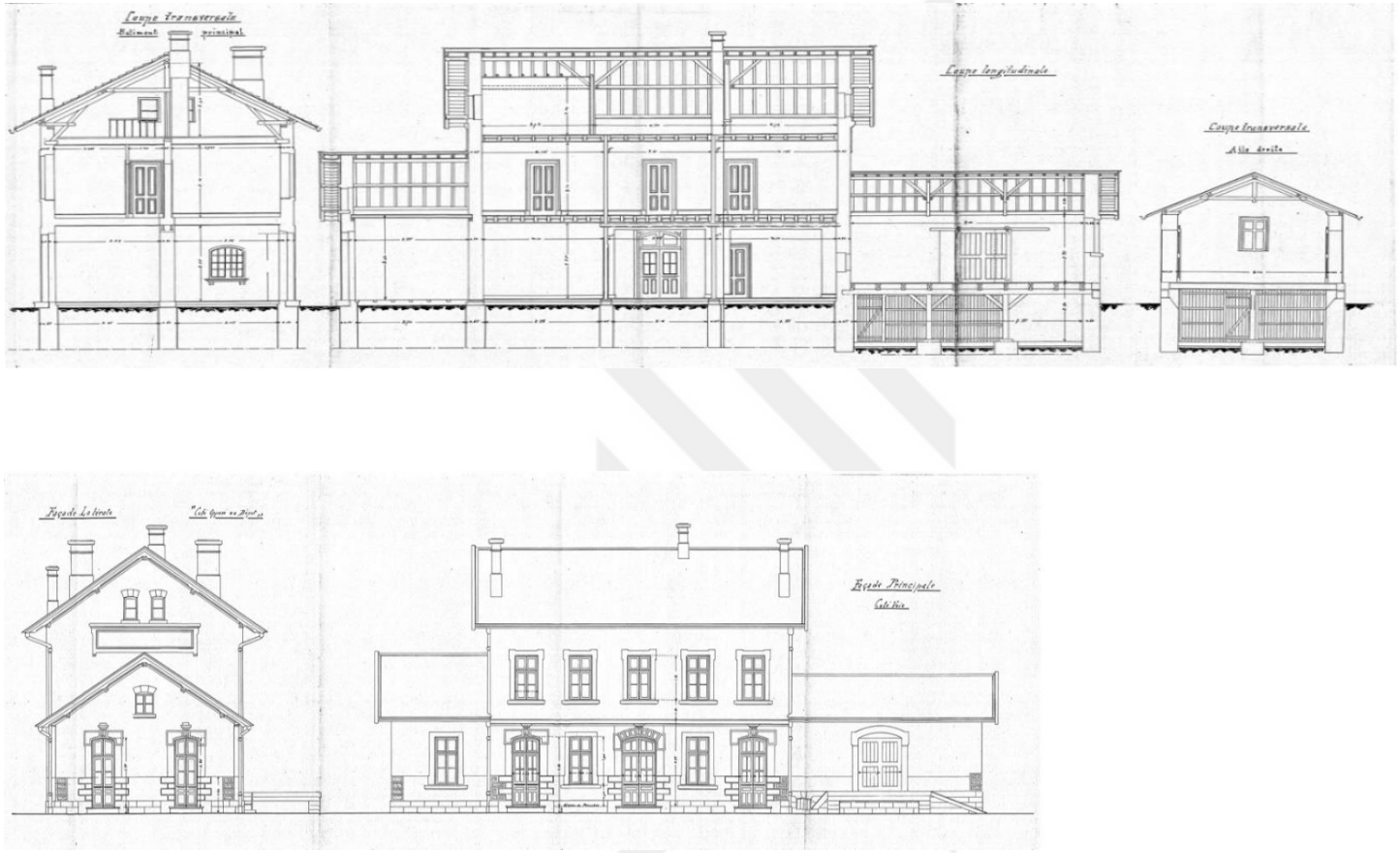


Figure 4.223. CFOA Company III[rd] Class project / Sections and elevations

Arıkören (Karaman), Ayrancı (Karaman), Çumra (Konya), Demiryurt (Karaman), Kaşınhan (Konya) and Sudurağı (Karaman) station buildings constructed with that CFOA Company IIIrd class of projects in only 6th Region of TCDD.



Figure 4.224. Arıkören station (Photograph by architectural team of TCDD, 2006)



Figure 4.225. Ayrancı station (Photograph by architectural team of TCDD, 2006)



Figure 4.226. Çumra station (Photograph by architectural team of TCDD, 2006)



Figure 4.227. Demiryurt station (Photograph by architectural team of TCDD, 2006)



Figure 4.228. Kaşınhan station (Photograph by architectural team of TCDD, 2006)



Figure 4.229. Sudurağı station (Photograph by architectural team of TCDD, 2006)

4.9 Station Buildings of the Early Republican Period

Type A and Type B Projects

These projects, accessed in the project archive of TCDD, seem to have been prepared by TCDD staff to apply on where needed. The project could not be matched with existing stations.

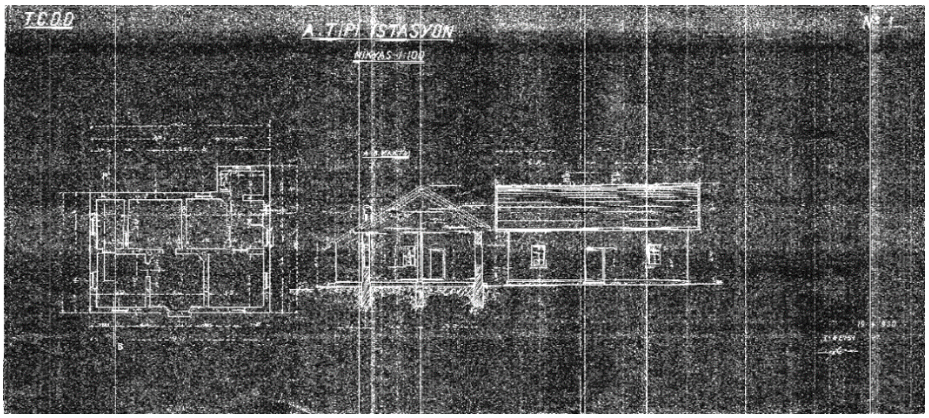


Figure 4.230. A Type project for small stations. Date on the sheet is “19.4.1930”.

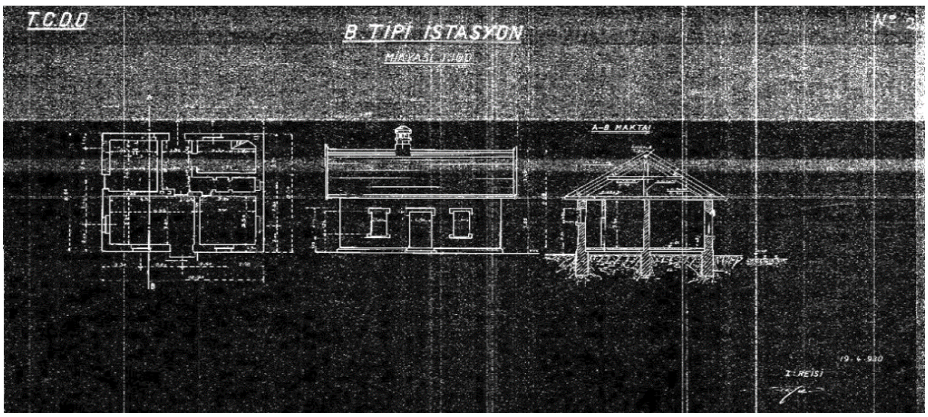


Figure 4.231. B Type project for small stations. Date on the sheet is “19.4.1930”.

Ankara Gazi Station (1926)

Ankara Gazi Station building was constructed and began to give service to passengers in 1926. The project, with its monumental mass shows the characteristics features of First National Architectural Movement of that time designed by A. Burhanettin Tamcı. Symetrical mass arrangement with three parts. The center mass, containing a square entrance as a waiting hall for passengers is raised up two stories. Other tower like side masses have two stories, ground floor for train operations and first floor for staff houses. Ottoman ornamental elements composed on the façade, arched doors and windows having blue ceramic tiles above the arches.

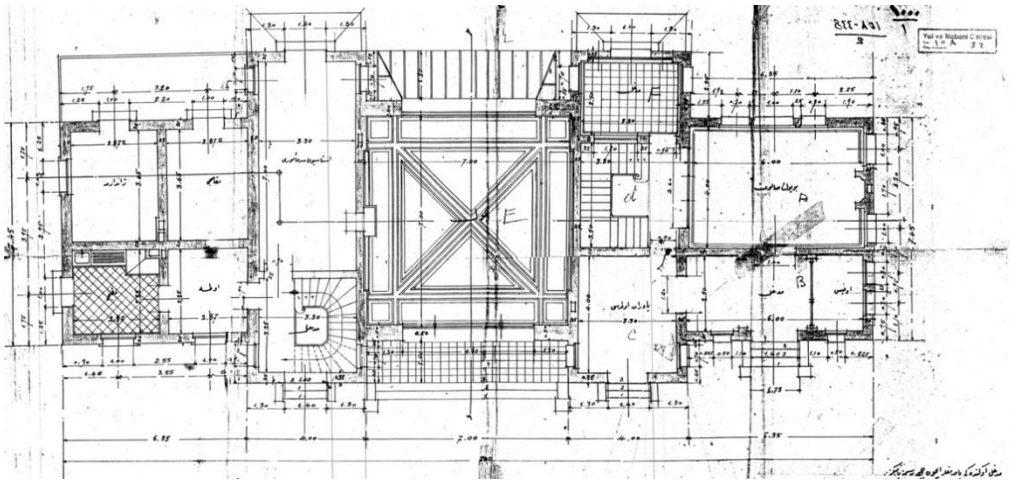


Figure 4.232. Ankara Gazi station / Ground floor plan.

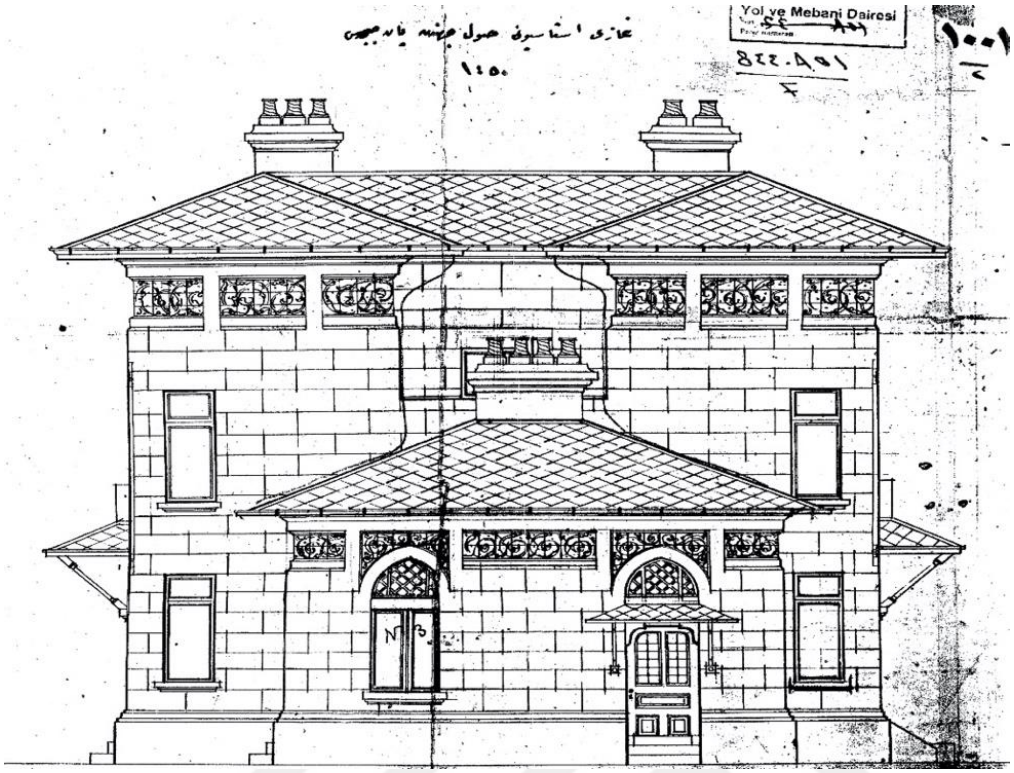


Figure 4.233. Ankara Gazi station / Left side elevation.

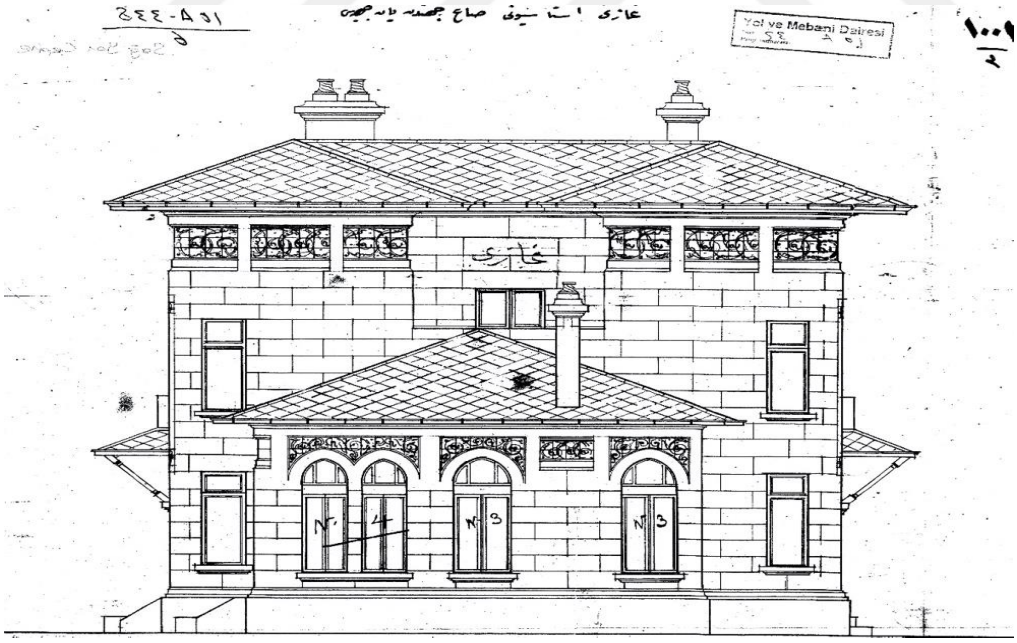


Figure 4.234. Ankara Gazi station / Right side elevation.

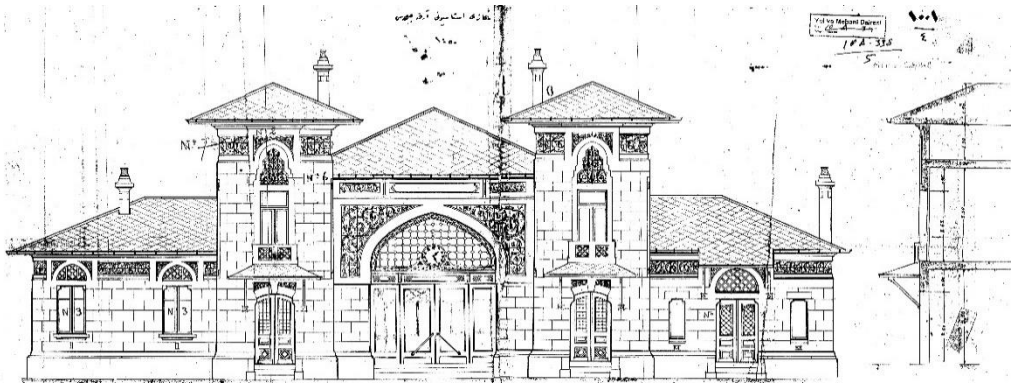


Figure 4.235. Ankara Gazi station / Front elevation.

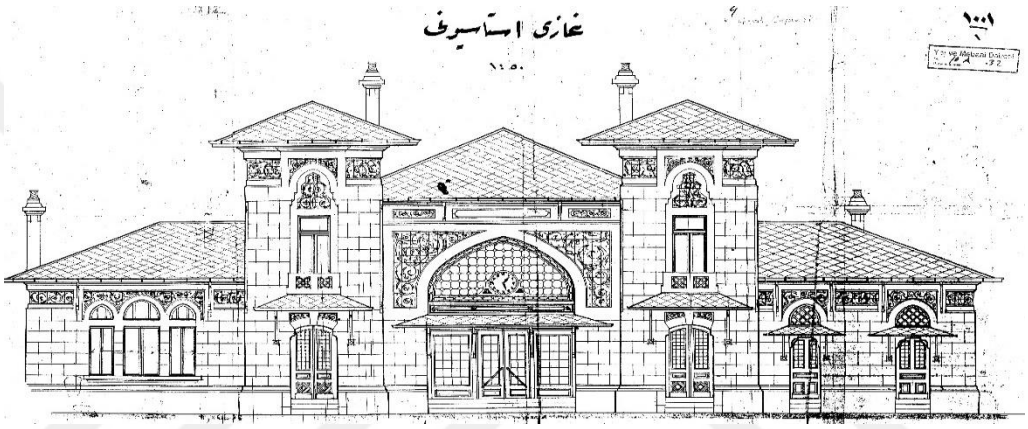


Figure 4.236. Ankara Gazi station / Platform elevation.



Figure 4.237. Ankara Gazi station, in the early years of completion of construction. (Source: https://lcivelekoglu.blogspot.com/2016/02/90-yil-once-bugun-ankara-gazi-istasyonu.html) (Accessed 03.12.2019)

Kayseri Station (1927)

Kayseri Station building was constructed and began to give service to passengers in 1927. The building has simpler façades compared to the stations constructed with ornamental elements before. Two storied, ground floor for passengers consisting an entrance hall, waiting halls, baggage room, ticket office and an office for administration. Symmetrically arranged building mass formed by three parts and the mass in the middle projected to both city and platform side and raised up to emphasize the entrance of the building. Arched windows were placed on the ground floor façade and plain windows on the upper floor façade.

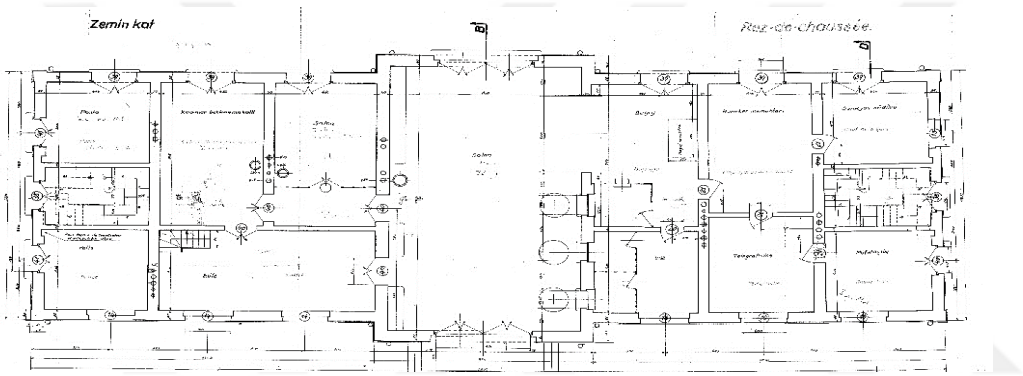


Figure 4.238. Kayseri station project / Ground floor plan

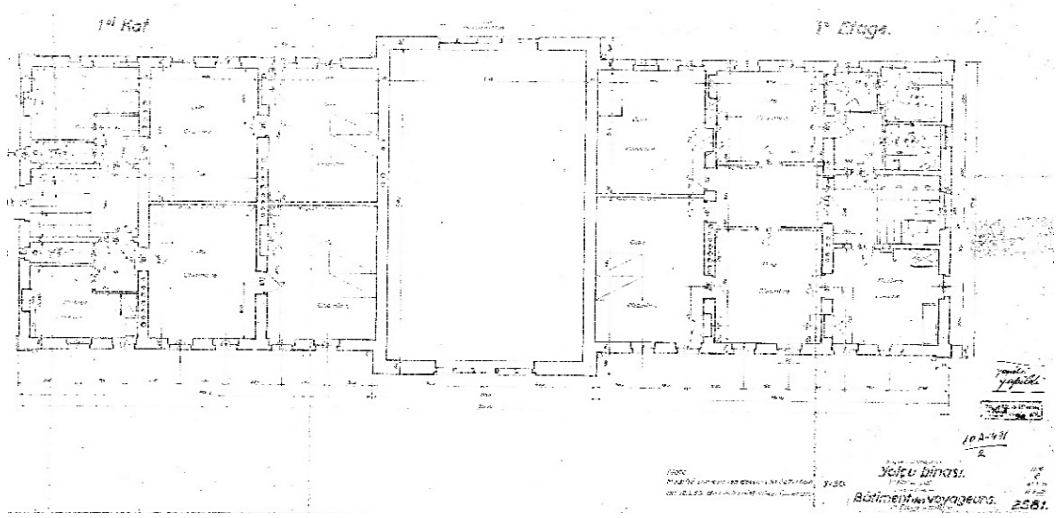


Figure 4. 239.Kayseri station project / First floor plan.

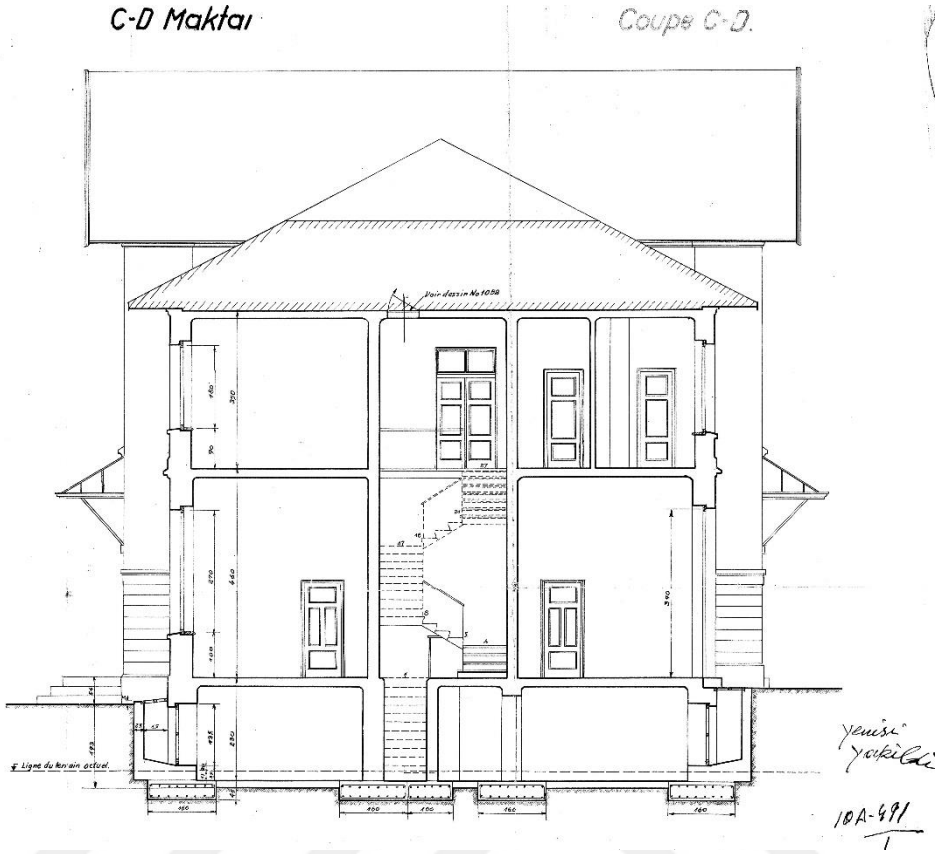


Figure 4.240. Kayseri station project / Cross section



Figure 4.241. Kayseri station project / Platform elevation

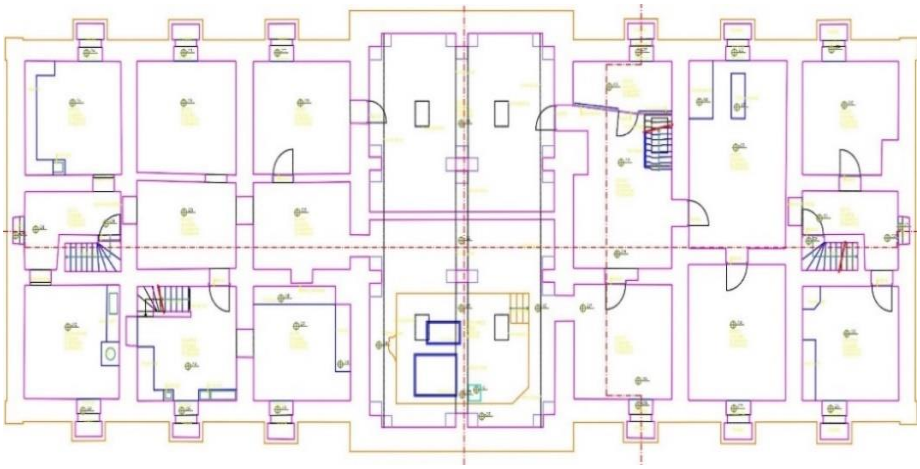


Figure 4.242. Kayseri station survey project / Basement plan

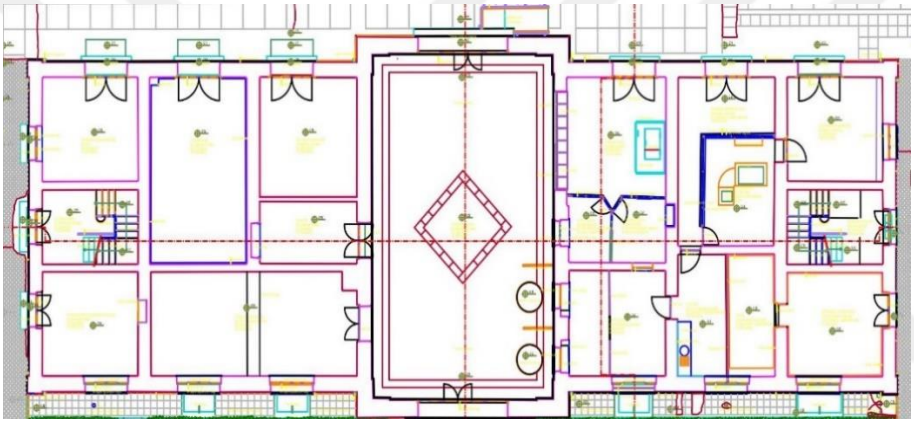


Figure 4.243. Kayseri station survey project / Ground floor plan



Figure 4.244. Kayseri station, 2006 (TCDD photograph archive)

Amasya Station (1927)

Amasya Station building was built in 1927. The building has simple features on its façades like Kayseri Station. Two storied, ground floor for passengers consisting an entrance hall, waiting halls, baggage room, ticket office and an office for staff as usual. Symmetrically arranged building mass formed by three parts and the mass in the middle projected to both city and platform side and raised up to emphasize the entrance of the building. Arched windows were placed on the first floor façade and plain windows placed on the ground floor façade.

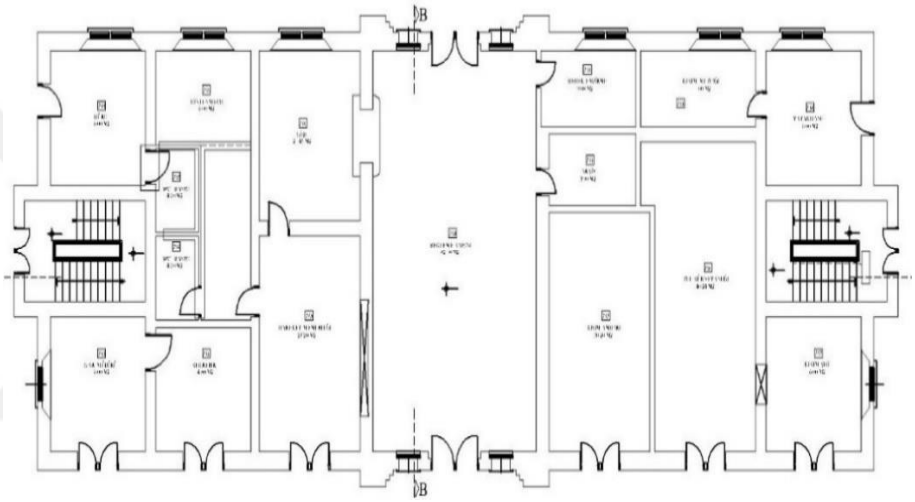


Figure 4.245. Amasya station survey project / Ground floor plan

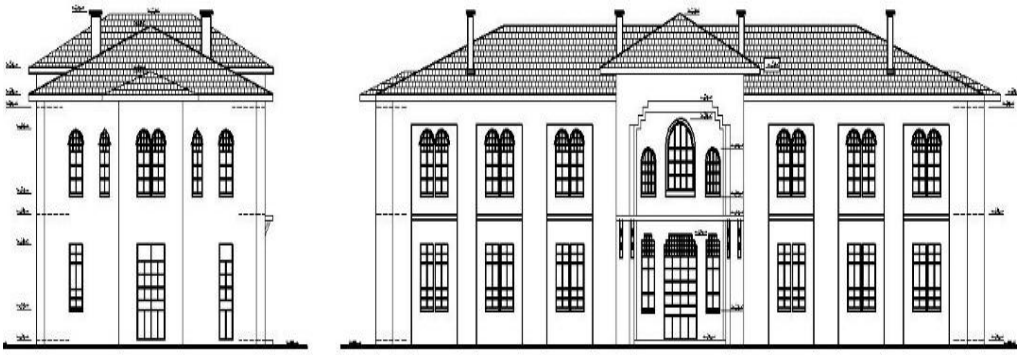


Figure 4.246. Amasya station survey project / Elevations



Figure 4.247. Amasya station (Photograph by Ş. Sezginalp, 2006)

Ankara Etimesgut Station (1929)

The station was built in 1929. It was giving service as a suburban station until the year when new suburban lines and stations in Ankara were built in 2018 with the project "Başkentray" of TCDD. The station is symetrically designed and single storied. The middle mass consisting waiting hall was raised up. There is a loading platform in front of the warehouse.

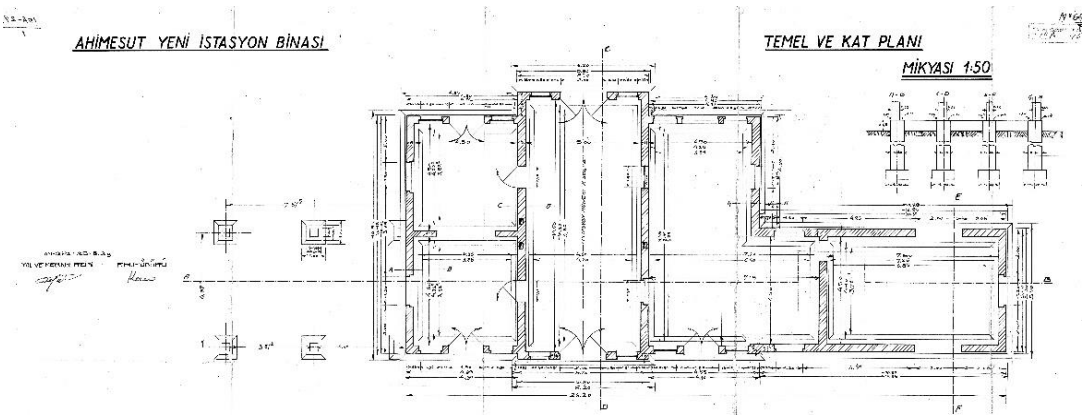


Figure 4.248. Ankara Etimesgut station project / Plan.

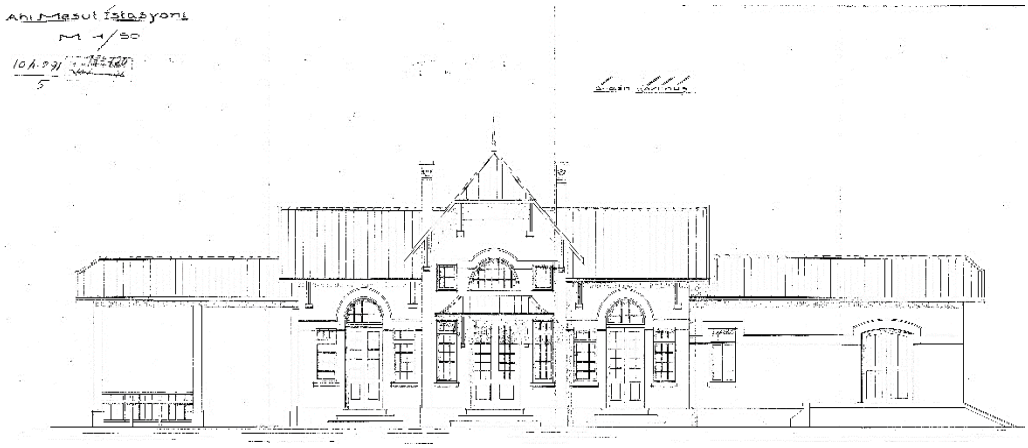


Figure 4.249. Ankara Etimesgut station project / Front elevation.



Figure 4.250. Ankara Etimesgut station, platform view. (Source: https://mapio.net/pic/p-4891993/) (Accessed 02.01.2020)

Sivas Station (1930)

The Sivas building project was an alteration of Malatya, Manisa and Diyarbakır building project. The mass was enlarged on two sides.

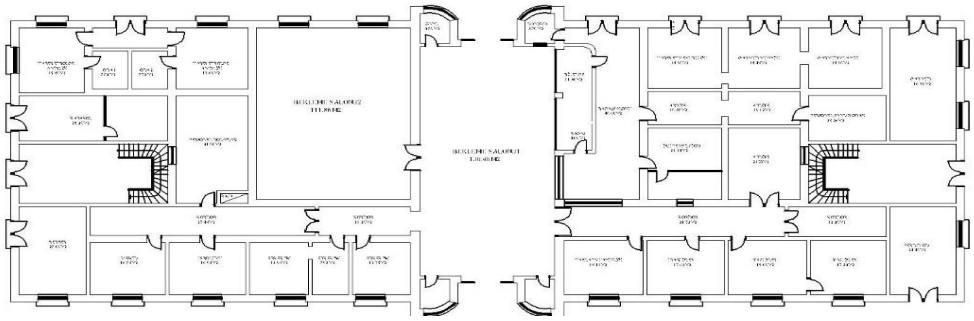


Figure 4.251. Sivas station survey project / Ground floor plan

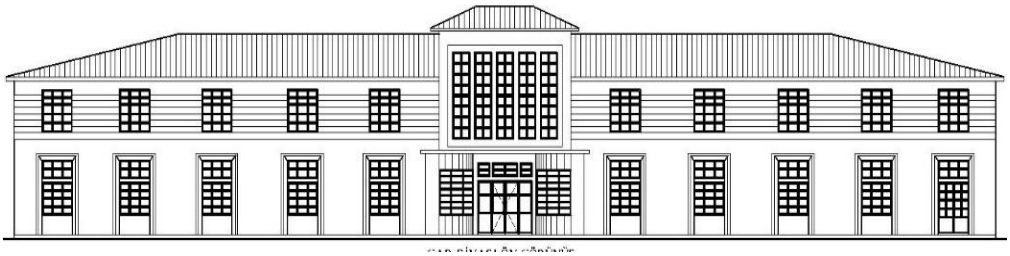


Figure 4.252. Sivas station survey project / City elevation



Figure 4.253. Sivas station city view, 2004. (TCDD Photograph Archive)



Figure 4.254. Sivas station city view (Photograph by Ş.Sezginalp, 2006)

Malatya Station Project (1931)

The same project was applied to Malatya with Manisa and Diyarbakır. The project was prepared for Malatya.

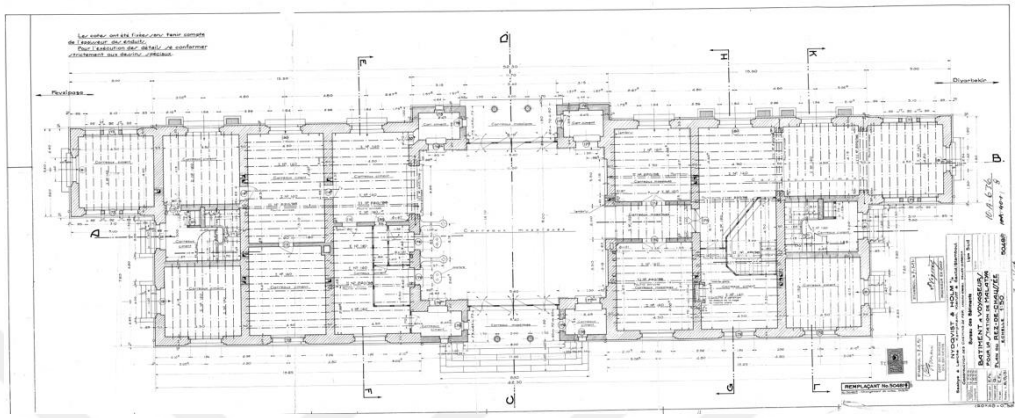


Figure 4.255. Malatya station project / Ground floor plan

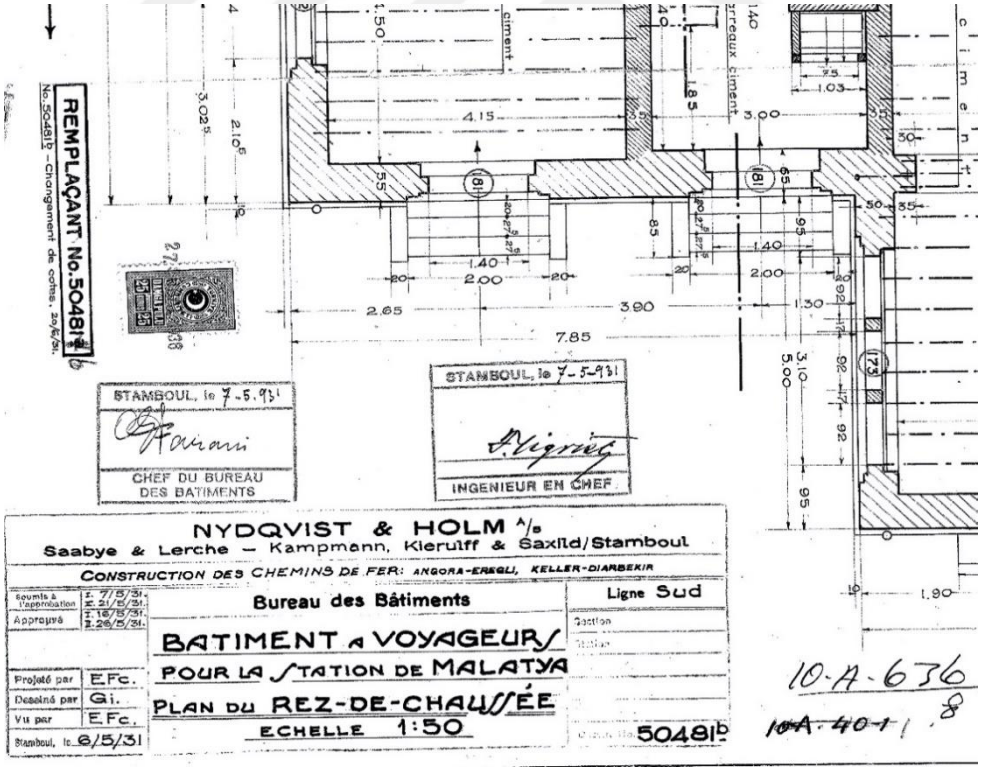


Figure 4.256. Malatya station project / Ground floor plan title block. Project date 6 May 1931, date on the stamp 23 February 1936.

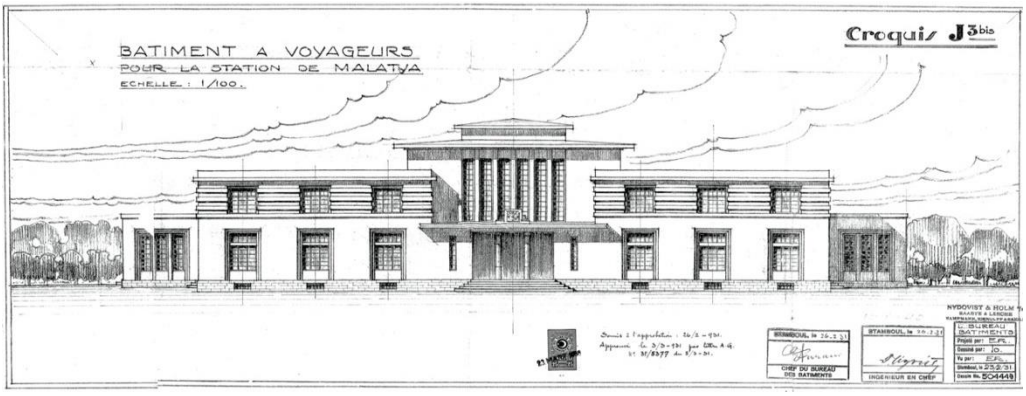


Figure 4.257. Malatya station / Sketch of front facade

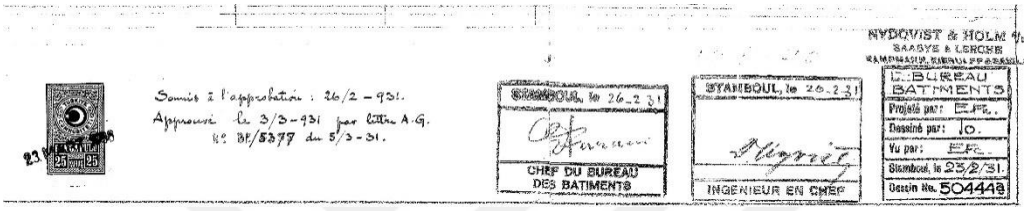


Figure 4.258. Malatya station project / Title block of elevation plate



Figure 4.259. Malatya station city view, 2006. (TCDD Photograph Archive)



Figure 4.260. Malatya station, 1937. (Source: http://www.eskiturkiye.net/3905/malatya-tren-istasyonu-1937) (Accessed 03.12.2019)

Samsun Station (1932)

Samsun station was built in 1932. It was a modest design compared with the stations Malatya, Sivas, Diyarbakır. However, organization of the masses of Samsun station has differences. In addition, the façade treatments have been built with simplifications. Multiple mass blocks have different heigts. The line of the platform canopy divides platform horizontally into two parts. This station building was demolished for the sake of creating *espace* for the settlement of a fair. A new station has been built in 1982, the mass organization of this new station resembled the old one, with minor alterations on the façade.



Figure 4.261. Samsun former station / Platform view in 1950 (Source: http://kentvedemiryolu.com/samsun-carsamba-treni/) (Accessed 03.12.2019)



Figure 4.262. Samsun former station / Platform view in past years (Source: http://wowturkey.com/) (Accessed 03.12.2019)

Elazığ Station (1934)

Elazığ station was built in 1934. The II class project which was prepared by NYDQVIST-HOLM Company for Fevzipaşa station was applied in Elazığ. Two

storied, ground floor for passengers consisting an entrance hall, waiting halls, baggage room, ticket office and an office for administration. Upper floor consists three residence for the use of railway staff and partial basement consists storage rooms. Main mass of the building formed by three parts. An extra single storey office by one side of the main mass and a big warehouse on the other side makes the mass asymmetric. There are modest plane windows and doors placed asymmetrically.



Figure 4.263. Elazığ station city view. (Photograph by architectural team of TCDD, 2006)

Diyarbakır Station (1935)

The station was built in 1935.Two storied building, first floor is housing for staff and ground floor for passengers and services. Geometric façade composition with vertical and horizontal lines. Symmetrical mass arrangement with three parts. The center mass raised up two stories to emphasize the entrance of the building.

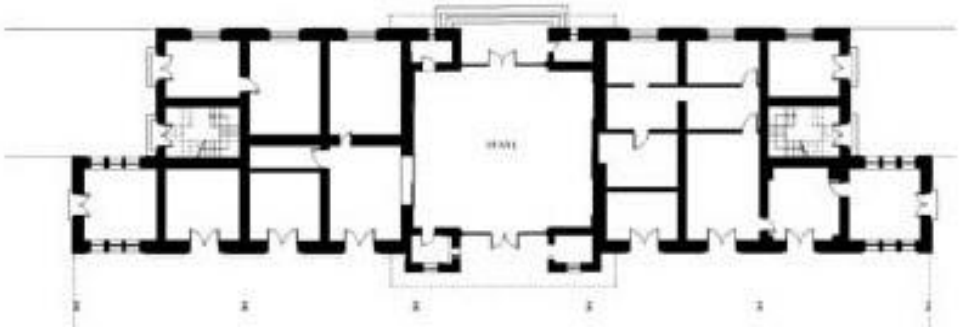


Figure 4.264. Diyarbakır station project / Ground floor plan[28]

[28] Dalkılıç, Neslihan, Halifeoğlu, F.Meral, (2011)



Figure 4.265. Diyarbakır station project / First floor plan

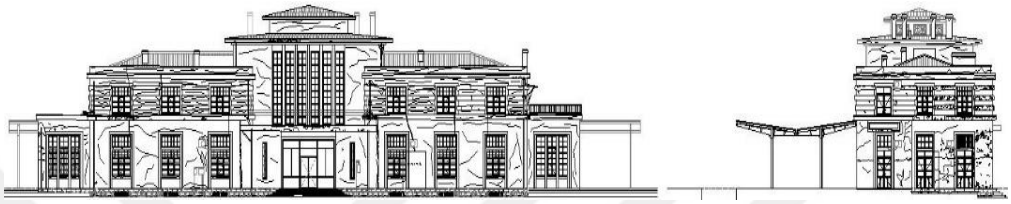


Figure 4.266. Diyarbakır station survey project / Elevations



Figure 4.267. Diyarbakır station city view, 2006. TCDD photograph archive.



Figure 4.268. Diyarbakır station city view, 2019. TCDD photograph archive.

Manisa Station

The same project was applied to Manisa with Malatya and Diyarbakır.

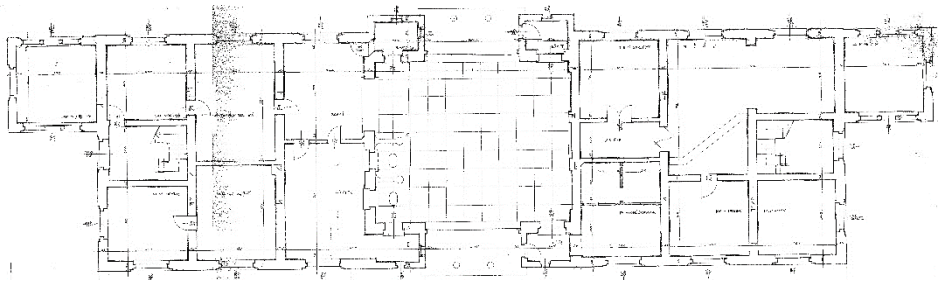


Figure 4.269. Manisa station survey project / Ground floor plan



Figure 4.270. Manisa station survey project / Title block. Date 05.01.19...cannot be read.

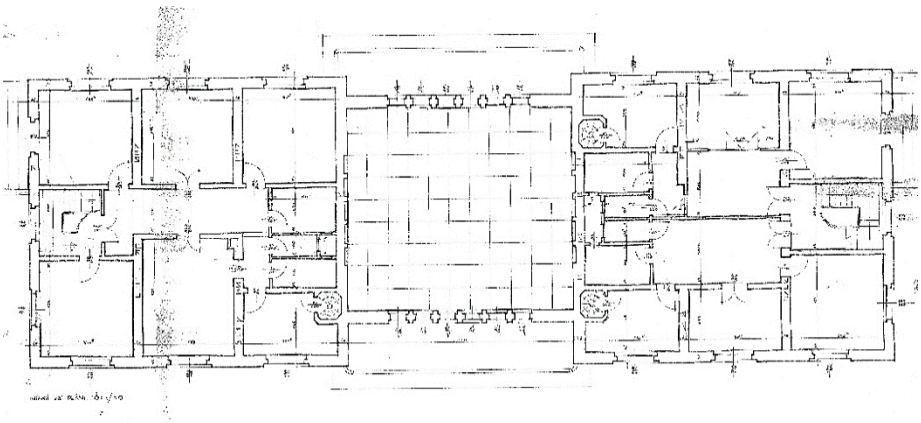


Figure 4.271. Manisa station survey project / First floor plan



Figure 4.272. Manisa station platform view, 2006. (TCDD Photograph Archive)

Burdur Station (1936)

The station, built in 1936, shows the characteristic features of Republican period. It has rectangular plan scheme with a two storied main mass for passengers. There is a big warehouse and a small switchman office adjacent to main mass. Switchman office's roof is used as a terrace of upper housing floor. Cut stone was used in outer walls.

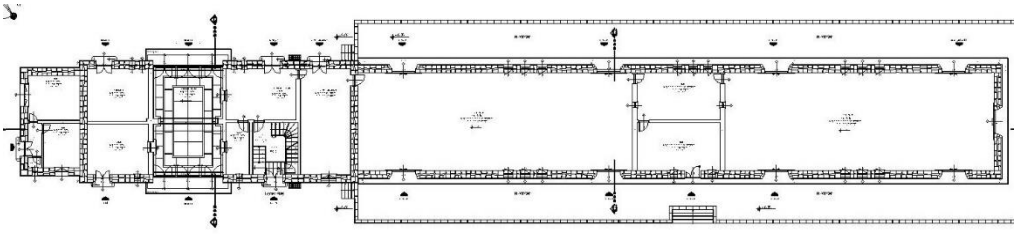


Figure 4.273. Burdur station survey project / Ground floor plan

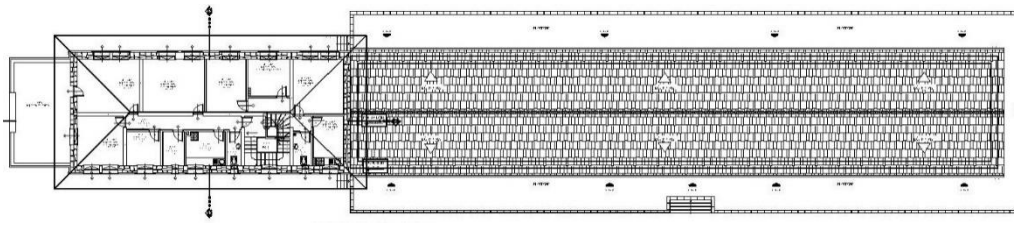


Figure 4.274. Burdur station survey project / First floor plan

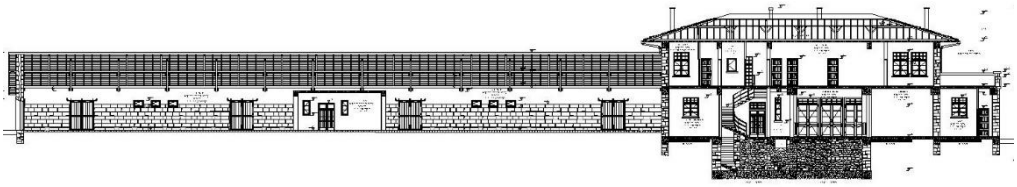


Figure 4.275. Burdur station survey project / Section

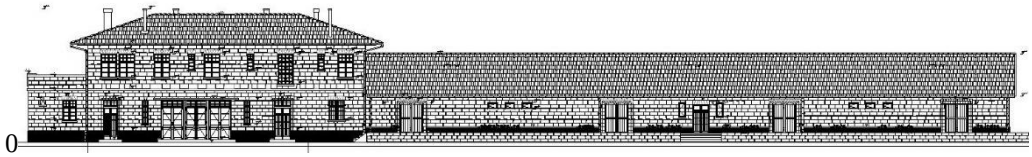


Figure 4.276. Burdur station survey project / Front elevation

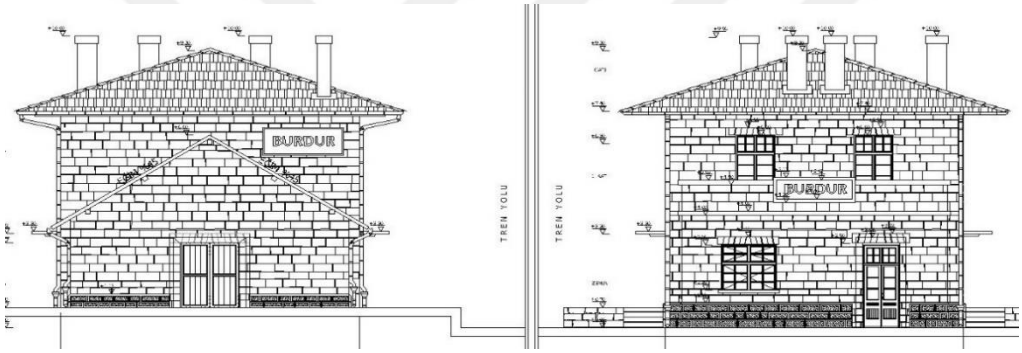


Figure 4.277. Burdur station survey project / Right and left elevations



Figure 4.278. Burdur station platform view, 2009 (TCDD photograph archive)

Isparta Station (1936)

Isparta station was built in 1936. The same project was applied to Isparta with Burdur.



Figure 4.279. Isparta station, 2006 (TCDD photograph archive)

Ankara Station Project (1937)

Ankara Station, as a symbol of modernism with its monumental structure showing the magnitude, power and prestige of the Turkish State. The station building, with vertical and horizontal masses, cylindrical twin towers, simple and pure geometric forms and flat roof, shows the characteristic features of modernist approach of that time. It is one of the important reflections of the aesthetic understanding of the Early Republican period that can be seen in Anatolian cities.

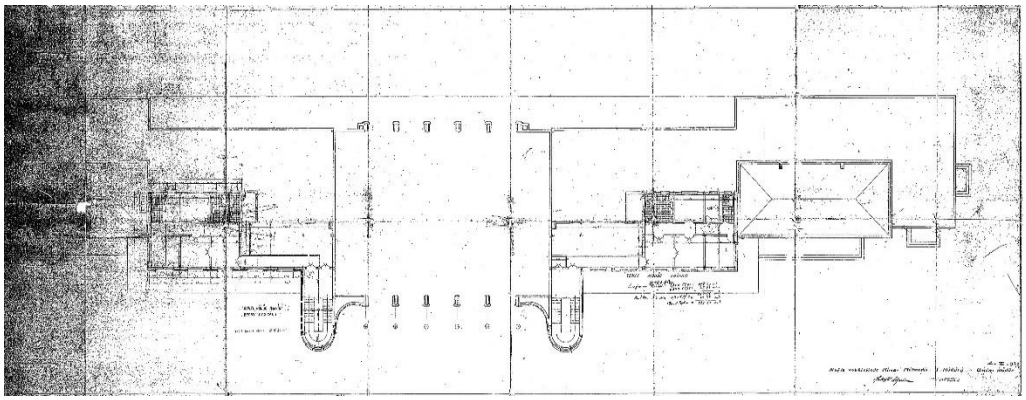


Figure 4.280. Ankara station project / First floor plan. Drawn by Architect Şekip Akalın.

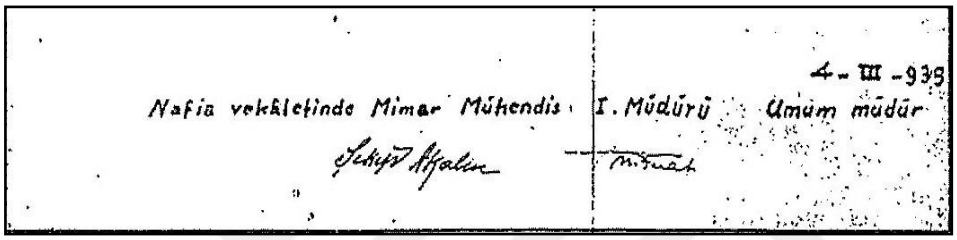


Figure 4.281. Ankara station project / Signature of Architect Şekip Akalın. Date 04.03.1935

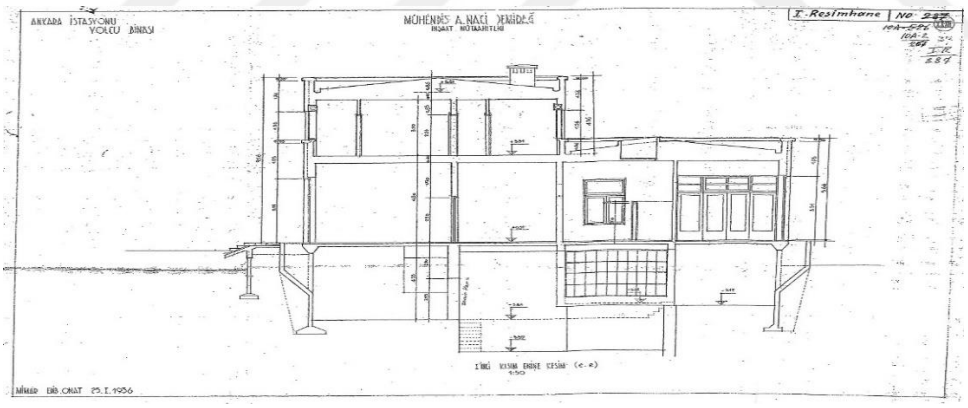


Figure 4.282. Ankara station project by Şekip Akalın / Cross section (e-e). Drawn by Architect Edip Onat, 25.1.1936.

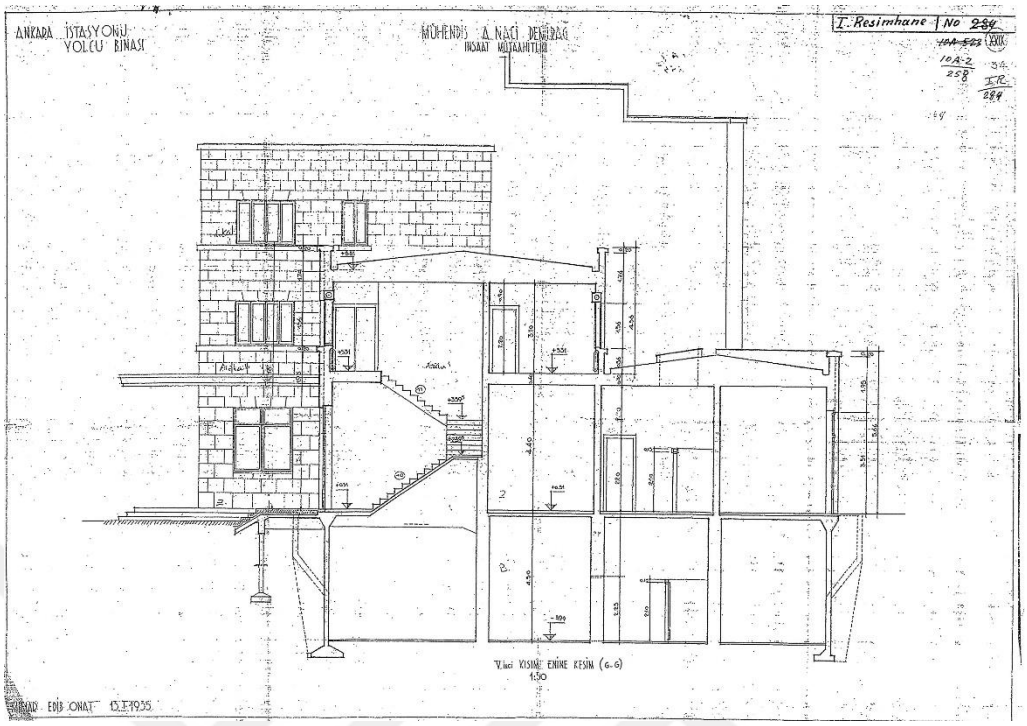


Figure 4.283. Ankara station project by Şekip Akalın/ Cross section (G-G). Drawn by Architect Edip Onat, 25.1.1935.

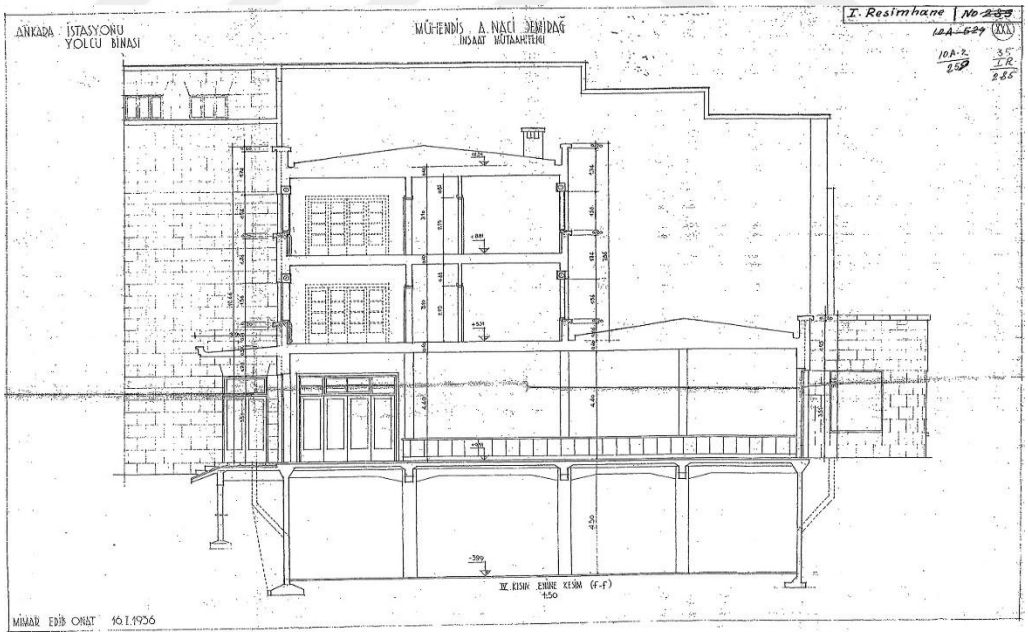


Figure 2.284. Ankara station project by Şekip Akalın / Cross section (f-f). Drawn by Architect Edip Onat, 25.1.1936.

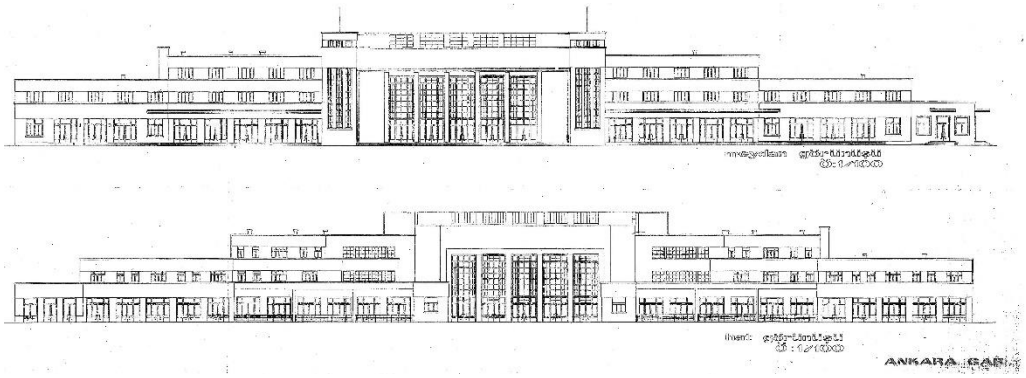


Figure 4.285. Ankara station project / Elevations. Copy drawings by TCDD staff technicians. Date 1993.

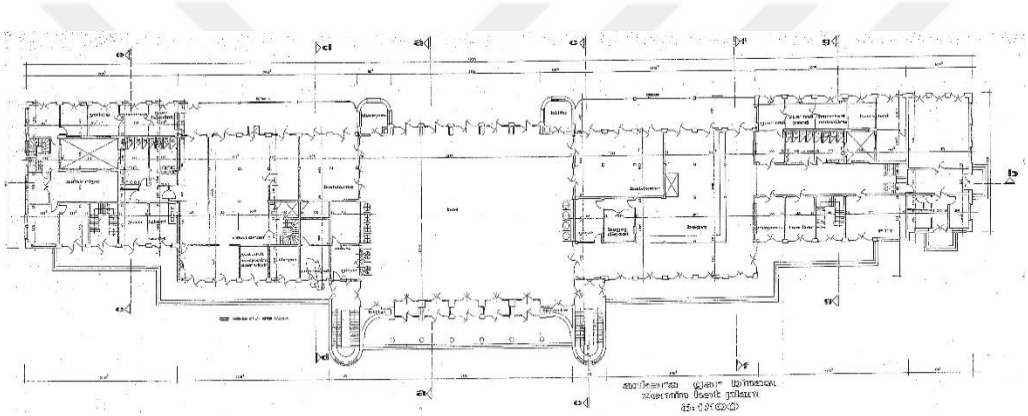


Figure 4.286. Ankara station project / Ground floor plan. Copy drawings by TCDD staff technicians. Date 1993.

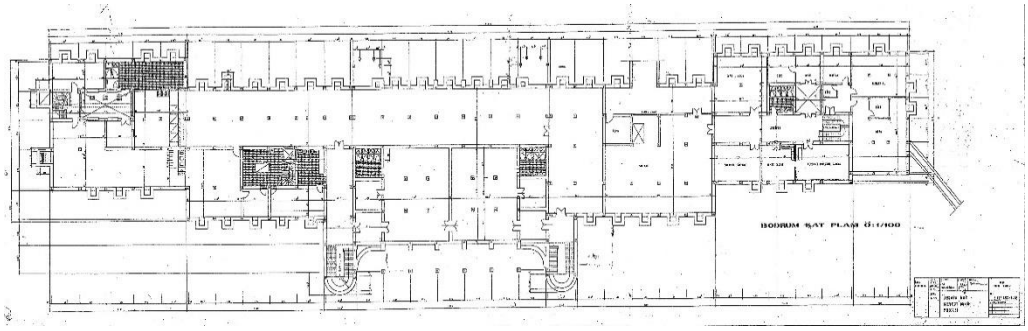


Figure 4.287. Ankara station project / Basement plan. Copy drawings by TCDD staff technicians. Date 1993.

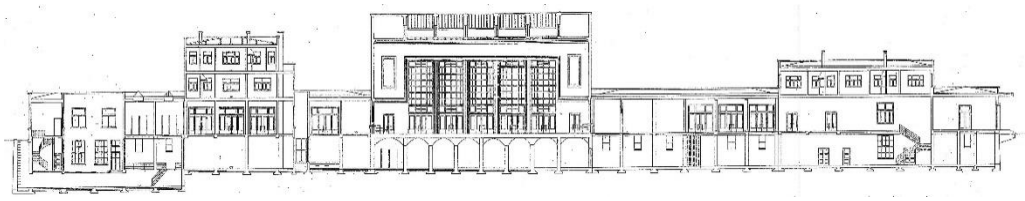


Figure 4.288. Ankara station project / Longitudinal section. Copy drawings by TCDD staff technicians. Date 1993.

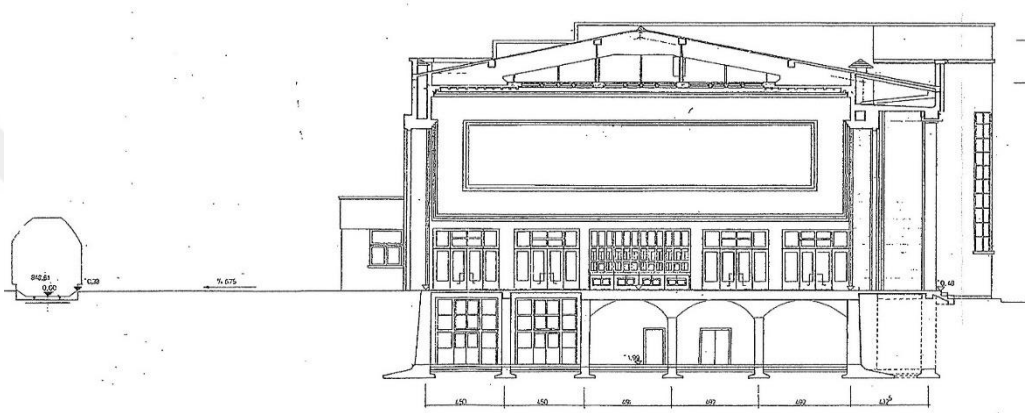


Figure 4.289. Ankara station project / Cross section. Copy drawings by TCDD staff technicians. Date 1993.

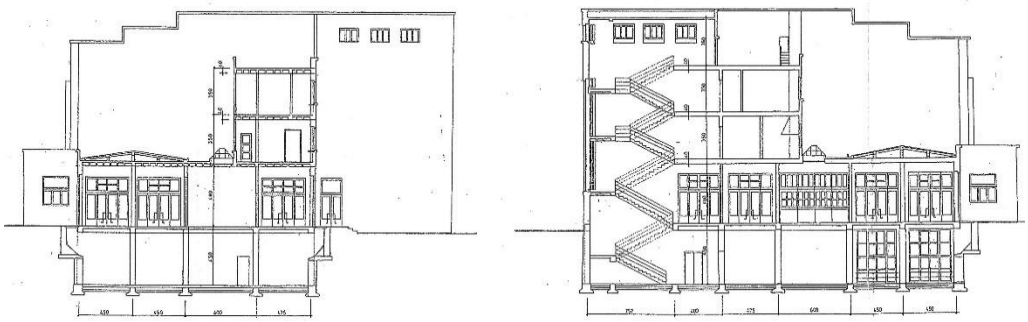


Figure 4.290. Ankara station project / Cross sections. Copy drawings by TCDD staff technicians. Date1993.

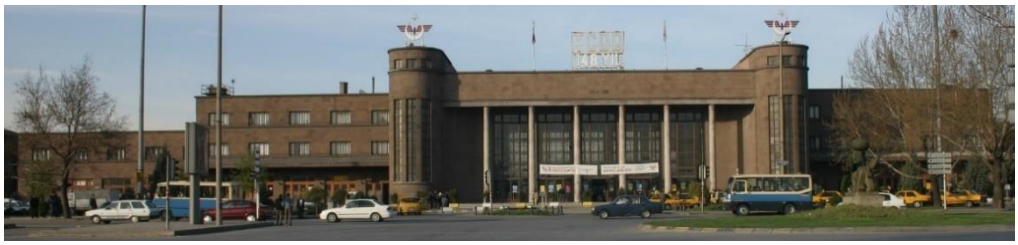


Figure 4.291. Ankara station city view. (Photograph by Ş. Sezginalp, 2004)

Erzincan Station (1938)

The station built in 1938. Same project was applied to Erzincan with Erzurum station building.



Figure 4.292. Erzincan station platform view. (TCDD Photograph Archive)

Erzurum Station (1939)

Erzurum station was built in 1939. The two storied building was symetrically designed. The structure consists of three blocks and the middle mass was raised up to emphasize the entrance of the station. Cutstone was used in outer walls.

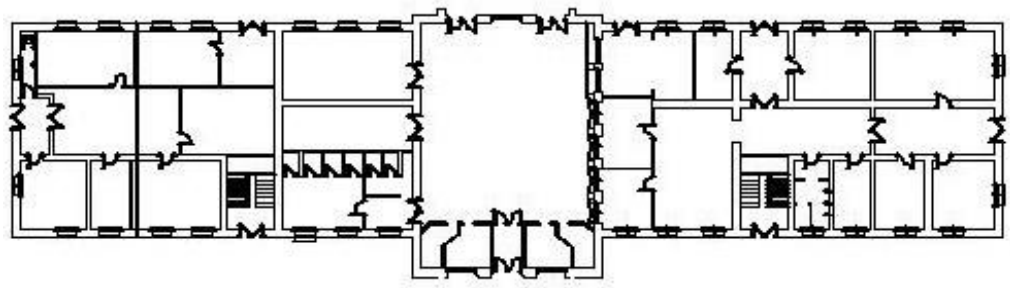


Figure 4.293. Erzurum station survey project / Ground floor plan

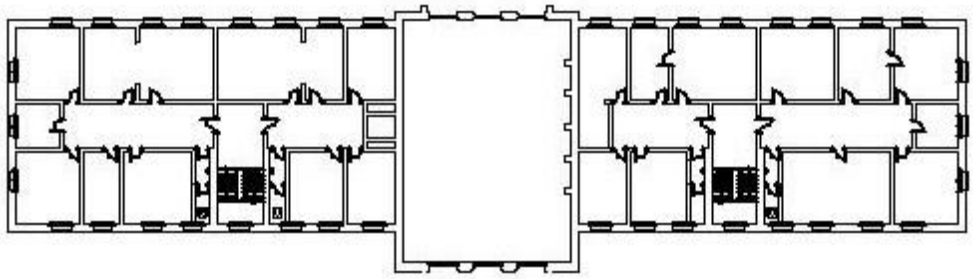


Figure 4.294. Erzurum station survey project / First floor plan



Figure 4.295. Erzurum station survey project / Front elevation



Figure 4.296. Erzurum station city view (Photograph by Ş. Sezginalp, 2006)

Afyon Station (1939)

Afyon Ali Çetinkaya Station, with its vertical and horizontal blocks, simple geometric forms and flat roof, shows the characteristic features of Second National Architectural Movement of that time. It is one of the dominant styles of the Early Republican period. Asymmetrical mass arrangement with the two-storied housing

block at one side of the main mass. The center mass, containing entrance as a waiting hall for passengers, raised up two stories. Facade composition emphasized by the clock tower.

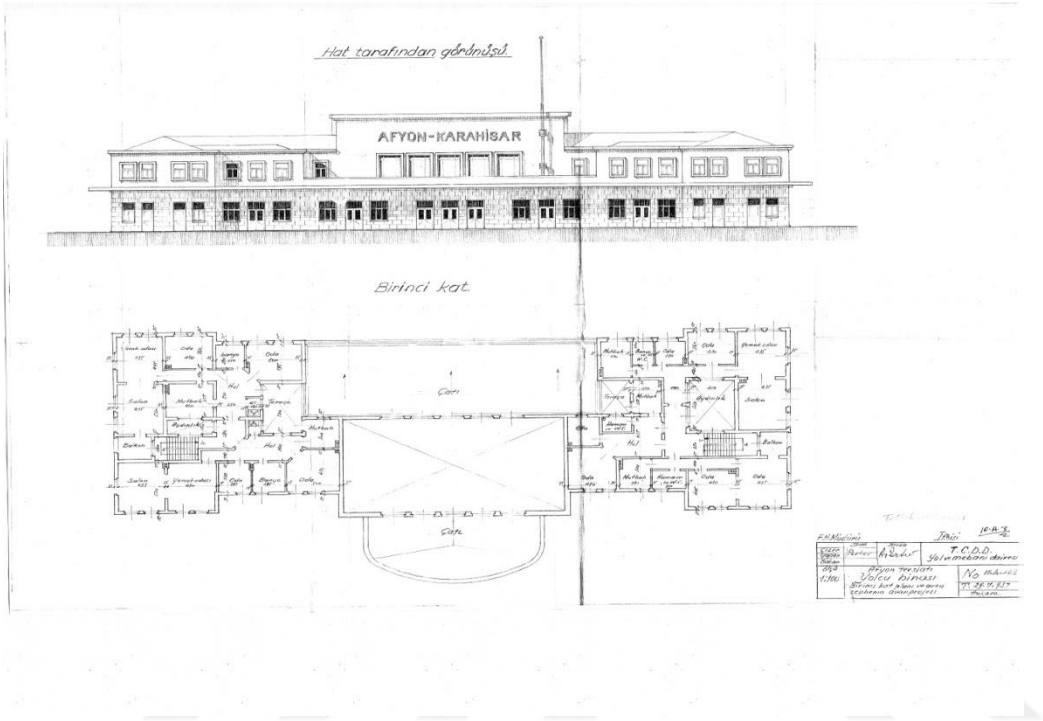


Figure 4.297. Afyon station project / Preliminary drawings. Date 29.7.1937

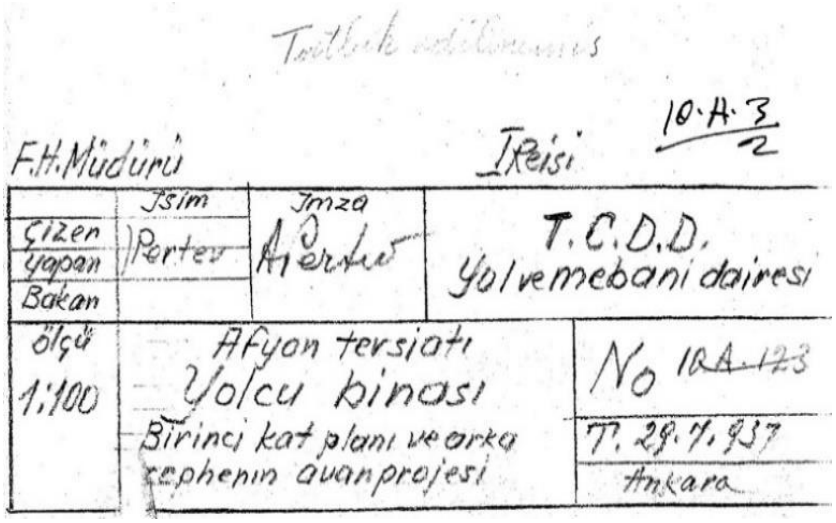


Figure 4.298. Afyon station project / Title block of first floor plan and back elevation preliminary drawings.” Not applied “note above.

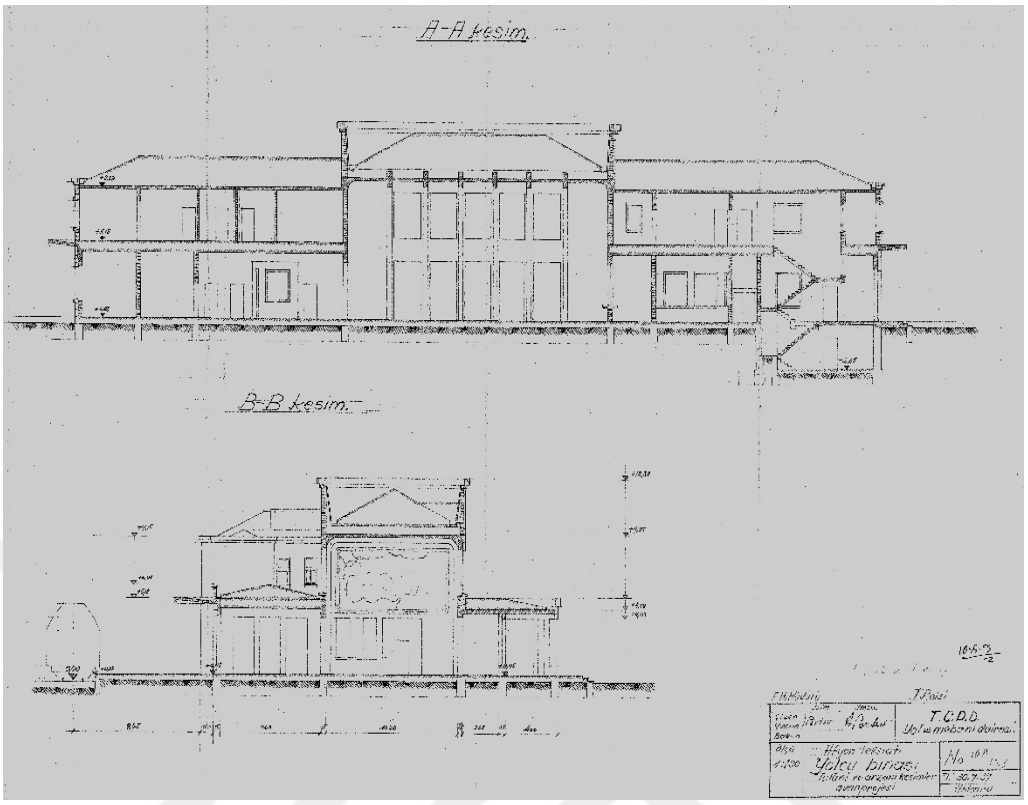


Figure 4.299. Afyon station project / Preliminary drawings of sections. Date 30.7.1937

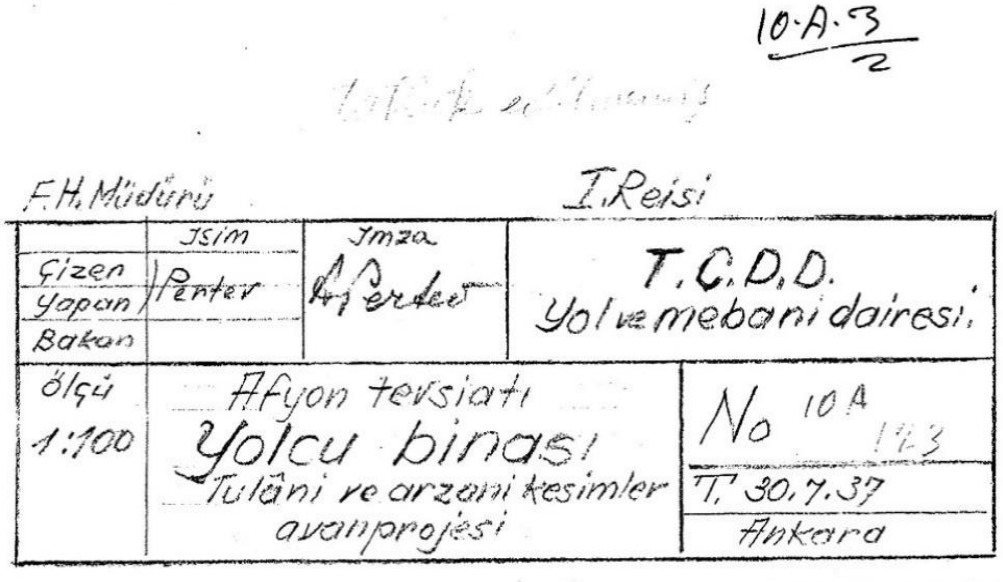


Figure 4.300. Afyon station project / Title block of sections of preliminary drawings. ” Not applied “note above.

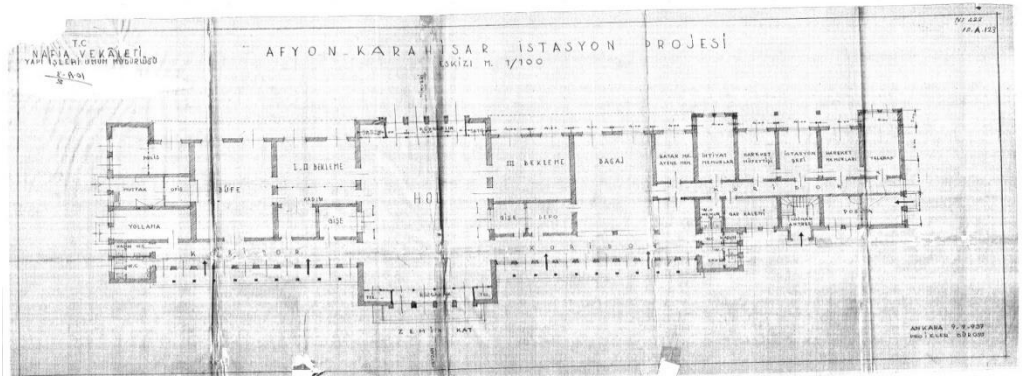


Figure 4.301. Afyon statıon project / Ground floor plan. Drawn by Ministry of Public Works / Project Office. Date 9.9.1937

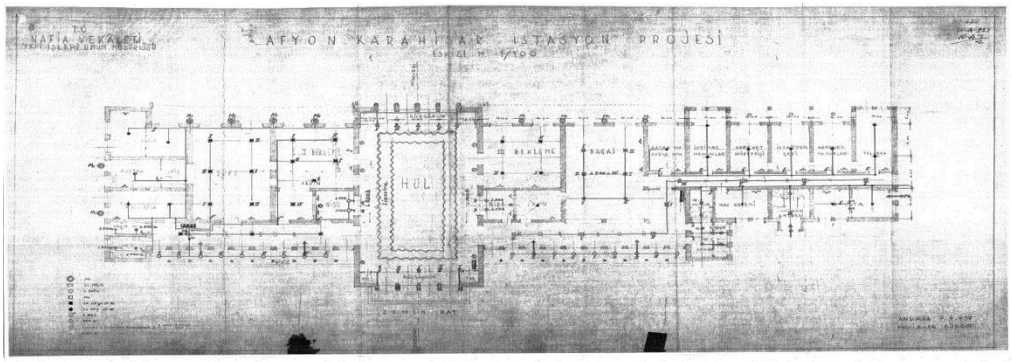


Figure 4.302. Afyon station project / Ground floor electrical installation plan. Drawn by Ministry of Public Works / Project Office. Date 9.9.1937

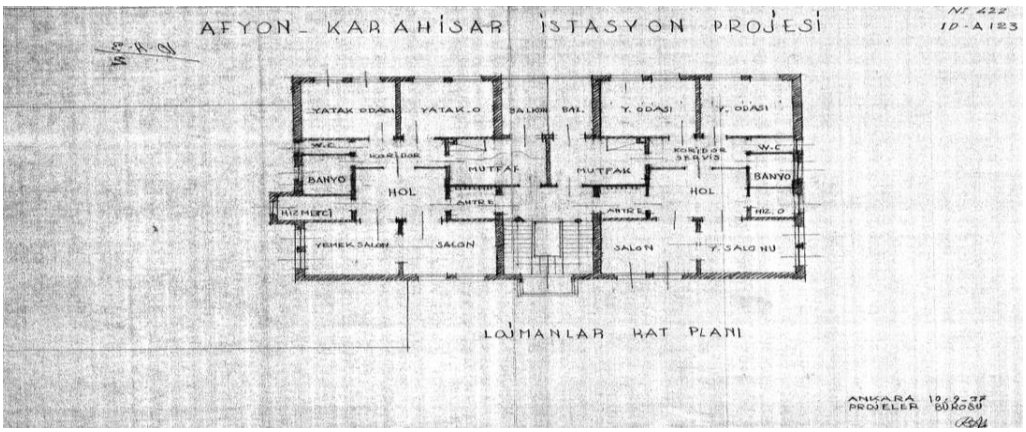


Figure 4.303. Afyon station project / Partial plan of first floor. Drawn by Ministry of Public Works / Project Office. Signature R. Aka. Date 10.9.193729[29]

[29] See: Erkan, İ., Haştemoğlu, H. Ş., (2013) for detailed information about the signature.

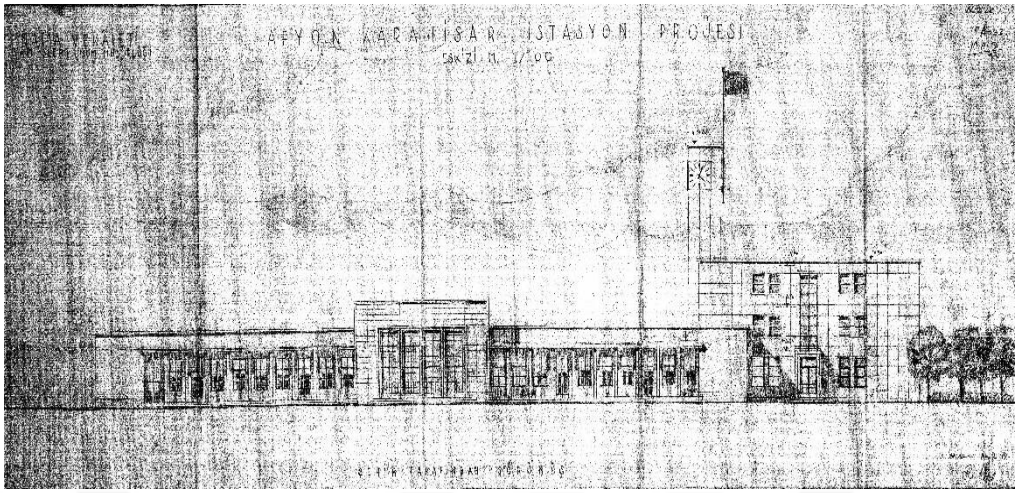


Figure 4.304. Afyon station project / Sketch of front elevation. Drawn by Ministry of Public Works Signature R. Aka. Date 10.9.1937

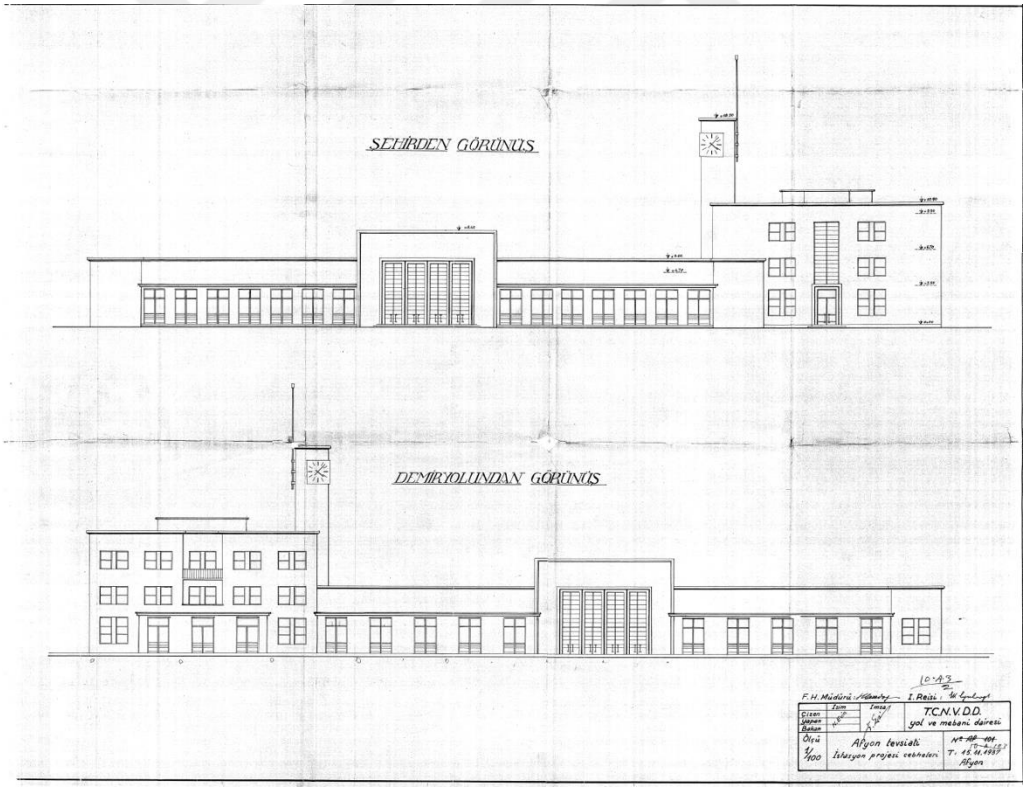


Figure 4.305. Afyon station project / Elevations. Date 15.11.1937

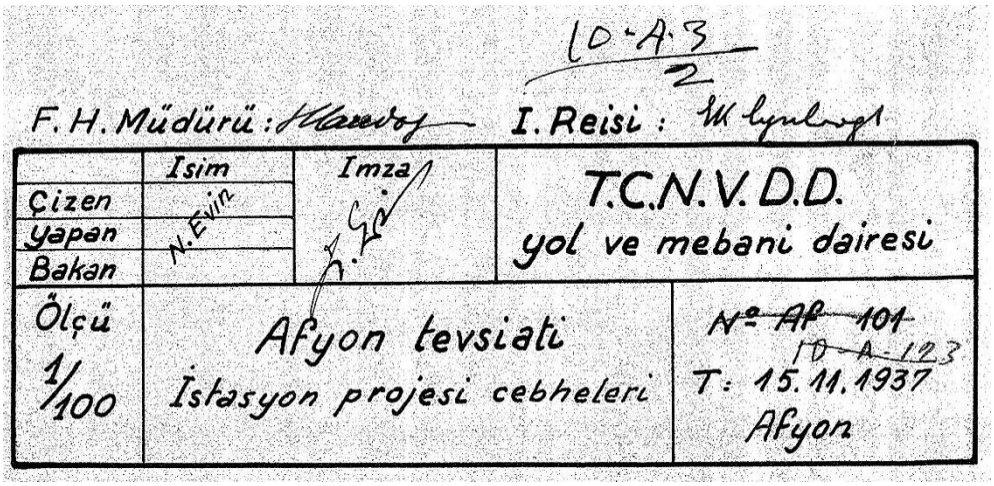


Figure 4.306. Afyon station project / Title block of elevations.

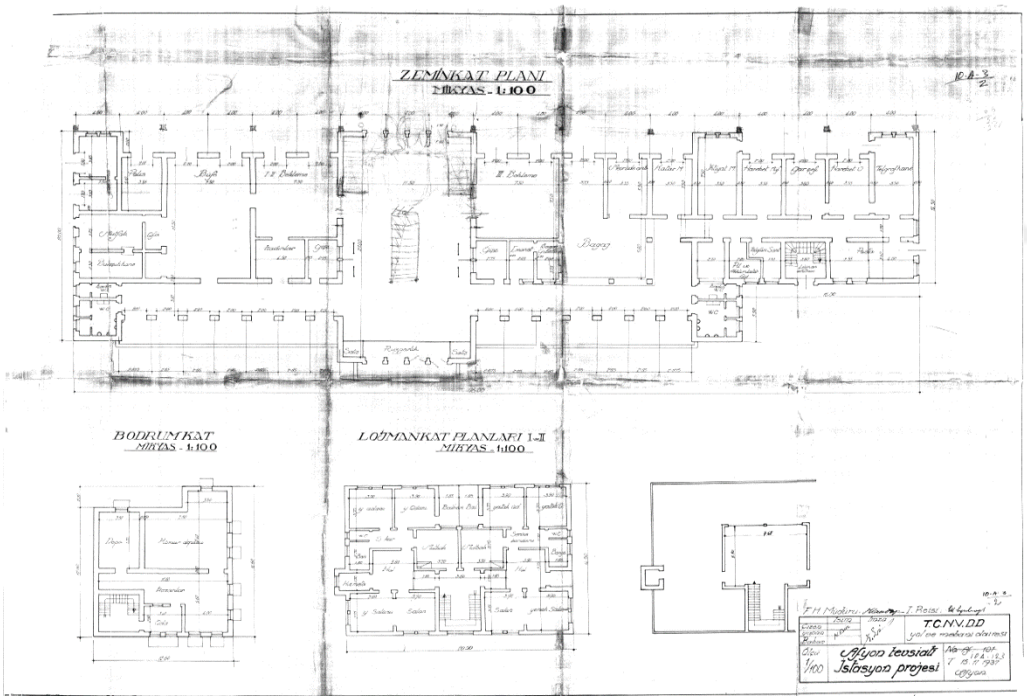


Figure 4.307. Afyon station project / Plans. Date 15.11.1937

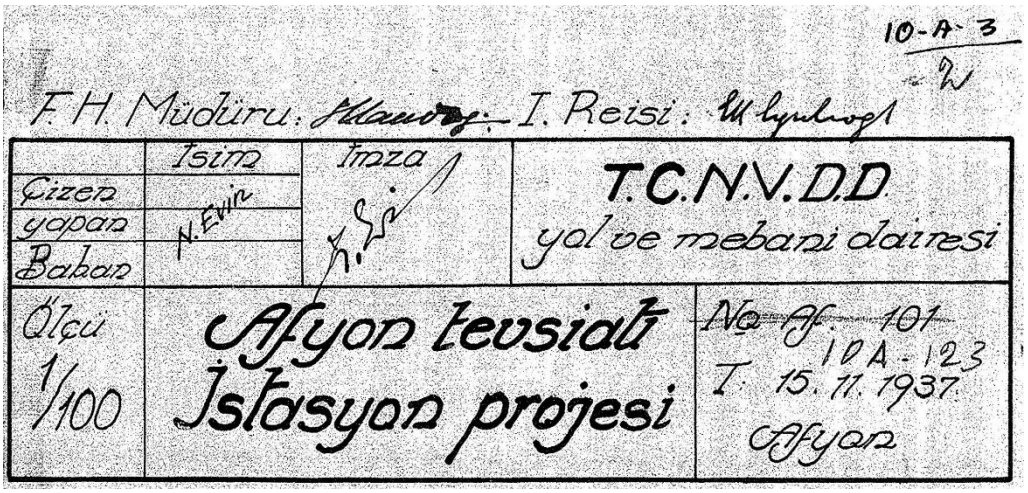


Figure 4.308. Afyon station project / Title block of plans.

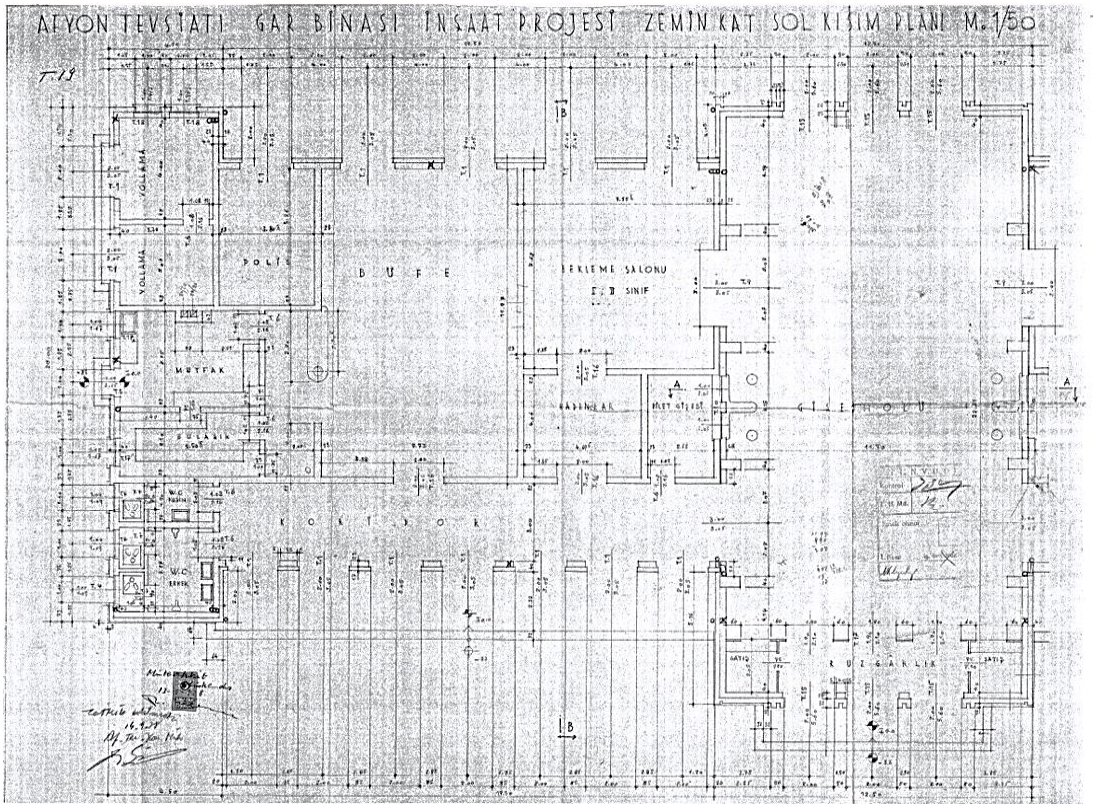


Figure 4.309. Afyon station alteration project during the construction. Date 14.9.1938[30]

[30] Afyon station opened to give service to passengers in July,1939.

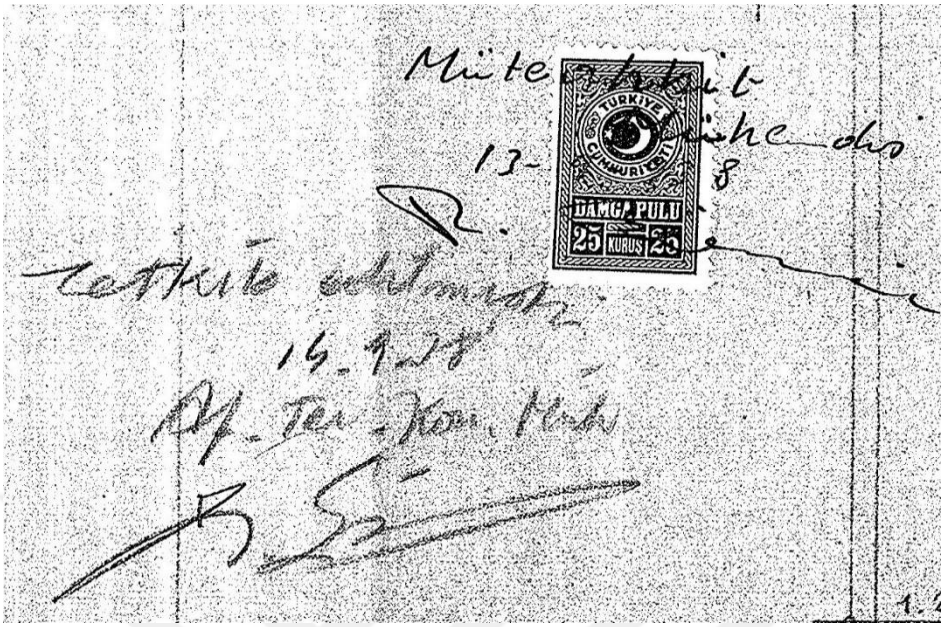


Figure 4.310. Afyon station alteration project during the construction / Signatures

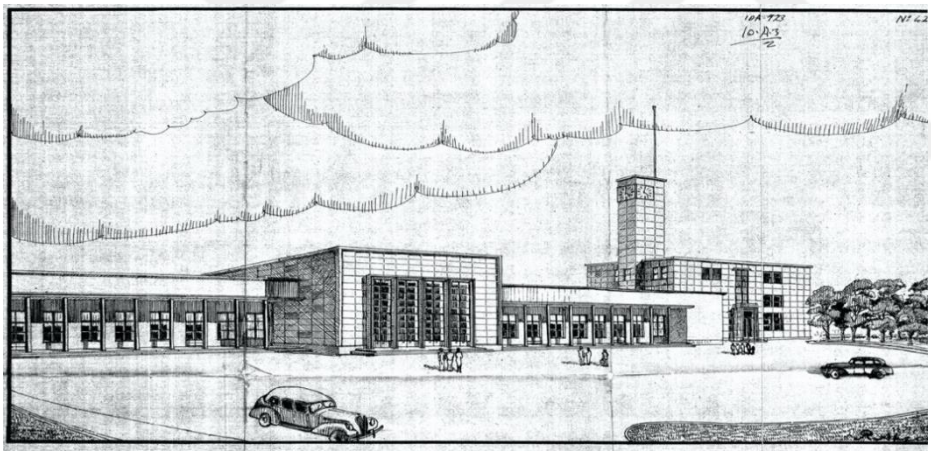


Figure 4.311. Afyon station / Perspective drawing of front elevation



Figure 4.312. Afyon Ali Çetinkaya station. (Photograph by Ş.Sezginalp, 2009)



Figure 4.313. Afyon Ali Çetinkaya station, city view. (Source: http://www.trensaat.com) (Access, 08.12.2019)

Tarsus Station (1949)

Tarsus station was built in 1949. The architectural project of the station could not be found in the TCDD archives.



Figure 4.314. Tarsus station, city view. (TCDD Photograph Archive)

Kahramanmaraş Station (1951)

Kahramanmaraş station was built in 1951. The architectural project of the station could not be found in the TCDD archives.



Figure 4.315. Kahramanmaraş station, city view. (TCDD Photograph Archive)

Nizip Station (1954)

Nizip station was built in 1954. The architectural project of the station could not be found in the TCDD archives.



Figure 4.316. Nizip station city, view. (TCDD Photograph Archive)

Mersin Station (1955)

Mersin station was built in 1955. The architectural project of the station could not be found in the TCDD archives. Rectangular plan scheme, mainly vertical lines on facades cut with horizontal lines of eaves and entrance portico. Symmetrically designed facades with cut stone cladding. Single storied building with the middle mass, which contains waiting hall, raised up double story.



Figure 4.317. Mersin station, city view. (Photograph by Ş.Sezginalp, 2009)

Gaziantep Station (1959)

Gaziantep station was built in 1959. The building have a single big mass with symmetrically designed front façade. The columns raised along two floors in front of the building and the front façade withdrawned. So the cut stone coated facade have vertical lines like other stations built at that period.

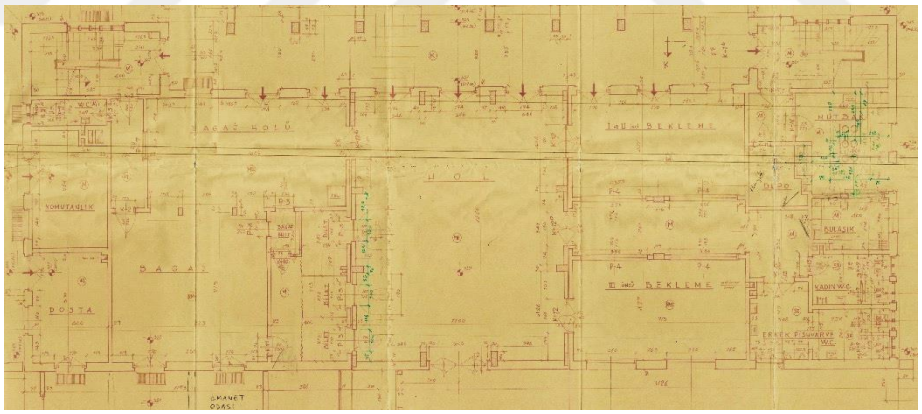


Figure 4.318. Gaziantep station / Ground floor plan



Figure 4.319. Gaziantep station / Ground floor plan title. Date 16.11.1953. [31]

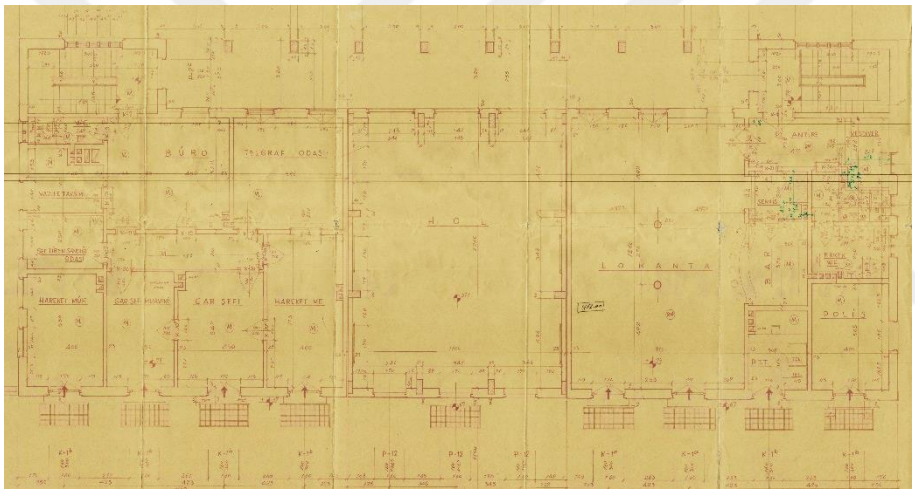


Figure 4.320. Gaziantep station / First floor plan

[31] There is only two signatures on project sheet but no name, it cannot be identified whether the signatures belong to architects or the TCDD staff who confirmed the project.



Figure 4.321. Gaziantep station (TCDD Photograph Archive)



Figure 4.322. Gaziantep station, city view (TCDD Photograph Archive)



Figure 4.323. Gaziantep station, platform view (TCDD Photograph Archive)

CHAPTER 5

CONCLUSION

Railway station buildings are crucial in the history of Turkey, as symbols of a rather belated modernization. From the architectural point of view, they were not only the nodes of a growing transportation network but also the doors of cities, towns and even villages to the world outside. In addition, stations were exceptional public buildings in their offering of services by the state. This is why stations were important places both in the Ottoman period and the Republican period, as elsewhere in the world.

Among the structures such as ateliers, storages for train cars, employee housing units, switchman kiosks, consoles, platforms, administrative buildings, signalization structures that are part of the heritage of Turkish railways, station buildings are regarded as valuable architectural heritage, which reflect the architectural approach together with historical and cultural context of the era. It is aimed to catalogue the original architectural projects of the station buildings constructed throughout the history of Turkish Railways. It is of utmost importance to preserve these projects as the archives of TCDD are already disorganized and going through further erosion of disorganization. As a member of TCDD staff for over 30 years myself, to search for and find the architectural projects within the deteriorating archive was very hard. Therefore, this study is expected to shed light on the present situation and help the upcoming studies on the station buildings or the railways in the future.

The time-span of the case studies of this thesis starts with 1850s, as 1858 is the year when the very first station building, Alsancak station in İzmir, was built. The time-span extends to the 1950s, when the priority of the railways was replaced by that of the highways on the agenda of the governmental construction works. The station buildings built between 1850s and 1950s are presented in relation to three different

aspects. The first one is the *periodical* category of the station buildings, being either Late Ottoman or Early Republican. The second is the *typological* classification of the station projects based on the available information of the accessed projects. The last is the *regional* category assigned by TCDD according to where the stations are located.

The history of railways in Late Ottoman and the Early Republican periods are presented in the second chapter of this study. 1836 marks the first year of planning of the railways in the Late Ottoman period. However, it was in 1851 that the Ottoman railway construction started on Alexandria - Cairo line with the application of a British company. Following this operation, another British company signed a contract for the line between İzmir and Aydın in 1856, which is historically referred to as the very first railways operation in Anatolia, within the present borders of the Turkish Republic. Therefore, TCDD considers September 23rd 1856 as its establishment date; on September 23rd 2020, the 164th year of the Turkish railways will be celebrated.

In addition, the second chapter presents technical information such as tables of line construction dates, lengths of lines, regulations regarding the nationalization of railways, and in this way, examines the relationship between the railways and the agenda of the Ottoman Empire. The railways were constructed by foreign companies in exchange for concessions and contracts, when the Ottoman had no financial power. Countries which signed contracts with Ottoman Empire realized their economic and commercial future plans via constructing these railways. They could purchase raw materials through the port cities of the Ottoman, such as İzmir and Mersin, and they got the opportunity to sell their local products to a wide range of countries. On the other hand, the Ottoman Empire aimed to access the locations which are difficult to reach and provide the internal security by establishing telegram services along the rail lines. By doing so, the Ottoman also guaranteed buying local products instead of importing them. Railways also provided faster access to strategic locations for the military forces when needed.

Importance given to the construction of railways also continued in the Early Republican period, as the nationalization of the railways was the priority of the Republican country. General Directorate of State Railways and Ports was established in 1927, and the railways were nationalized. National railways and national economy were among the main aims in order to create the modern Turkey. Sense of modernity was widespread with the help of the trains. After long and difficult years of the Independence War, the economy had become weaker; yet, Republic of Turkey aimed to improve the railways with all its means. This aim was still on the agenda of the country even in the difficult circumstances of World War II.

Chapter three evaluates the architectural approaches of the station buildings in two periods: 1858 - 1923 as the Late Ottoman period, and 1923 - 1950 as the Early Republican period. Criteria for design, site selection, and mass sizes of the station buildings are investigated in this chapter. It is seen that the criteria of climate conditions and directional decisions were not taken into consideration while designing the projects and situating these station buildings on the lines. However, it is clear that passenger access to the station from the rural to the urban and the stop-locations on the rail line routes were considered in the construction of the station buildings. The architects of the station buildings from the Late Ottoman period are not known, as the drawings bear only the name of the foreign companies that designed and constructed them. However, the architectural maturity in the buildings reveals that they were designed by experienced architects. The names of the architects in the Early Republican period were also inaccessible, as the projects were prepared mostly under the Project Office of Ministry of Public Works.

When the projects are examined, it is found out that the designs of foreign companies were produced by merging the culture of the Ottoman with their own architectural approaches. The classification of the projects was only made in the Late Ottoman period; the station buildings that were built during the concessions given to the foreign companies were classified from 1st to 4th, and these are diversified with some

sub-classifications and minor changes on the former types. Moreover, it is observed that several companies with concessions created their own classes and typologies while preparing the architectural projects. There are IInd and IIIrd type under class II for instance, and IInd type under class III in addition to Ist, IInd, IIrd and IVth classes. There was an additional anonymous type of project which could not be classified for the catalogue of this study. Lastly, several original projects that were not repeating the given types were observed, such as all the station buildings on the suburban railways (Erenköy, Göztepe, Kartal, etc.), Haydarpaşa and Sirkeci in İstanbul, Edirne Karaağaç station, and some suburban station buildings (Kayaş, Gazi, etc.) in Ankara.

There is no such classification for the projects in the Early Republican period; however, there are original projects which were applied in two or three stations identically: one project for Erzurum and Erzincan, another one for Burdur and Isparta, still another one for Manisa, Diyarbakır and Malatya, which was also applied in Sivas with the extensions of two axes. The main aim in the architectural context of Early Republican period was to emphasize the grandness of the state and the advances in modernization of the society.

Chapter four presents the catalogue, which is the main outcome of this study. All the projects, found in the archives of General Directorate of TCDD and Regional Directorates, are placed in this chapter. Photographs of the station buildings are matched with the types of the projects and the regions they were built in. It is observed that the projects prepared in the Late Ottoman period have been re-used in the Early Republican period several times. Majority of the original projects that were prepared in Early Republican period could not be found in the archives, so the contemporary survey projects are presented instead. The photographs of the station buildings with original and contemporary survey projects are placed in the catalogue. Maps and tables showing classified projects of the station buildings covered in this study are placed in the appendices. These will serve as the main guide of the study, presenting a brief account of station buildings in their periodical, typological and regional categories.

Evaluation

A sensitivity towards and consciousness of the need to protect the heritage of Turkish Railways and an increase in the number of scientific articles focusing on this issue have been observed in recent years. Moreover, most of the structures that are contained within the railways heritage have been registered by the Ministry of Culture and Tourism. The most important reasons behind this registration of station buildings are the increased importance given to the railways and the increase in the budget and investments of TCDD. Therefore, while the railways for high-speed trains are being constructed, existing railway buıldıngs are also getting rehabilitated under the project of "Beautification of the Station Buildings"[32]. Physically disabled passengers were also considered during these maintenance projects. With the application of "universal design rules" imposed by the government with the law no.5378, alterations and renovations of the station buildings were carried out so as to meet the needs of the disabled passengers. The work is still continuing and for the rehabilitation works done in this scope, ministerial approvals had to be obtained from the Ministry of Culture and Tourism.

Structures of railways were built with immense amount of work and effort. When examined through the catalogue of this thesis, it will be easily noticed that buildings of Turkish railways are of high quality and worth mentioning in spite of the modesty of the materials and structural techniques both in Late Ottoman and Early Republican periods despite the conditional difficulties and technical impossibilities of those periods.

In recent years urban renewal applications, renewal of current lines, application of different railway routes for the sake of high-speed trains and the maintenance of the suburban lines paved the way to initiate new services of new stations and made many existing station buildings out-of-service. Some of the out-of-service stations are:

[32] TCDD Project name is "*Gar ve İstasyonların Güzelleştirilmesi"*, in Tr.

Ankara main station, Ankara suburban stations, Polatlı, Bozüyük, Bilecik, Haydarpaşa as the main station of İstanbul city, and the suburban stations of İstanbul. It is of utmost importance to regain the cultural and architectural values of Sincan, Eryaman, Etimesgut, etc. suburban stations in Ankara and Haydarpaşa, Bostancı, Erenköy, Göztepe, Kartal, Maltepe, etc. suburban stations in İstanbul, in order to defend and preserve the cultural heritage of the country and to raise awareness for avoiding poor quality interventions.

When the new terminals and station buildings are compared with the former ones, it can be easily seen that the new ones are far away from being modest in their use of 'popular' constructional materials, and yet unaware of the qualities of the former materials and detailing. The program requirements of these new station buildings are often exaggerated, as their resulting sizes are enourmous. It has been indicative of how today's architectural understanding has changed compared to the past.

Proposals

1. A scientific study should be carried out for the projects of "beautification of the stations" and "organizations for the disabled", both of which are in the current agenda of TCDD.

2. Other structures mentioned in the beginning of the conclusion part (such as kiosks, platforms, housing units of TCDD etc.) should also be protected from demolition and be preserved as heritage. While cataloguing their projects, site plans need to be re-organized and compiled in order to gain a wholistic perspective regarding the TCDD structures.

3. Structural systems and materials applied on the buildings are of high-value for scientific research to aid historical studies and preservation projects.

4. Old station name frames, train bells, ticket offices, seating units, signaling elements and many other interior space components should be studied before they disappear.

5. During the maintenance works before registration of the TCDD buildings, due to the limited budget, contractors and constructional workers who did not have much of an awareness on cultural heritage, there were many harmful interventions on the structures. The authenticity of the structures was damaged with the changed/increased size of the warehouses that were adjacent to the station buildings, re-organization and change in the number of window openings of the station buildings, tearing down the interior partition walls or adding new ones inside the buildings. It is vital to consider a preparation of the re-situation projects which will cancel these negative interventions.

6. A systematized inventory study is essential for TCDD in order to make a thorough documentation to define the limits of railways heritage and investigate the changes and transformations of the station buildings. In addition, to protect the former inventory documents is also a necessity for TCDD, which have been documented previously by the Road Department of TCDD until the year 2000.

7. A project archive museum can be a good solution in order to prevent the erosion in the project archives and preserve the existing archives. It is vital to collect all the projects and inventories under one-institution, as they are now separated in regional managers and headquarters.

8. Out-of-operation structures are being rented by TCDD. Re-use of railway heritage - frees the maintenance budgets from TCDD, but unfortunately the tenants do not take good care of these valuable architectural products as expected. It was seen in Gazi station in Ankara, that these rented buildings are negatively affected. These interventions should be controlled and evaluated without any budget problem. Re-use of architectural heritage buildings such as these can be evaluated as museums, libraries or archive buildings. As an example, it must be noted that former Konya station building is being re-used as an administrative building for TCDD, therefore it is

protected this way. Another good example is Cer Modern, which was the former train-car atelier of Ankara: It is now being used for cultural purposes; concerts, movie screenings, and exhibitions. Last good example is old İzmit station building which is being used by the Ministry of Culture and Tourism. To conclude, it is hoped that the protection managers will not approve all the rental requests and make efforts to preserve the railway heritage.

Railway museums are the most critical agents to create a collective awareness over railways. These structures should be places where the history of railways, structures and interior components can be perceived as a whole. The museum in Sirkeci station in İstanbul is poor regarding spaciousness and components. It is obvious that the building was not cared much and must have received an insufficient budget.

9. "Railways and Art Gallery" museum in Ankara was closed and all the exhibit items were sent to Alsancak Museum in İzmir, while Afyon and Erzurum maintain their small scale railways museums. To sum up, the railway museums should be increased in number, and a detailed rehabilitation should be applied to the current ones.

By the help of this study, it is hoped to draw consciousness and awareness to the protection of architectural heritage of Turkish Railways.

BIBLIOGRAPHY

Ahunbay, Zeynep and Kösebay Erkan, Yonca. 2008. "Anadolu Demiryolu Mirası ve Korunması." *İTÜ Dergisi Mimarlık, Planlama, Tasarım*, No. 2, pp.14-25.

Akman, Ayhan. 2004. "Modernist Nationalism: Statism and National Identity in Turkey". *Nationalities Papers*. Vol. 32, No. 1, pp.23-51.

Akpolat, S. Mustafa. 2004. "Tanzimat Sonrası Osmanlı Mimarlığından Bir Kesit: Adana -Mersin Demiryolu İstasyon Binaları" *Hacettepe Üniversitesi Edebiyat Fakültesi Dergisi*. Vol. 21, No. 1, pp.77-93.

Akyıldız, Ali. 1995. "Osmanlı Anadolu'sunda ilk Demiryolu: İzmir Aydın hattı (1856 - 1866)", *Çağını Yakalayan Osmanlı*, pp.249-271, İstanbul.

Altan Ergut, Elvan. ed. 2009. "Ankara Gar Kompleksi" *Bina Kimlikleri Söyleşileri-1*, TMMOB, Ankara.

Anonymous. 1974. "Sultan Abdülhamit" *Siyasi Hatıratım*. Dergâh Yayınları, İstanbul.

Anonymous. 1947. "Eskişehir Garı Proje Müsabakası" in *Arkitekt.* 1947-01-02 No.181-182, pp.18-26.

Anonymous. 2018. *TCDD 162nd anniversary booklet*.

Araz, Melda. 1995." Impacts of Political Decisions in the Formation of Railroads and Railroad Architecture in Turkey between 1856 and 1950." Unpublished Master's Thesis, Middle East Technical University, Ankara.

Aslanoğlu, İnci. 2001. *Erken Cumhuriyet Dönemi Mimarlığı, 1923-1938*, pp.34-39, ODTÜ Mimarlık Fakültesi Basım İşliği, Ankara.

Aydın, Suavi. 2001. "Türkiye'nin Demiryolu Serüvenine Muhtasar Bir Bakış". *Kebikeç,* No.11, pp.49-94.

Başer, Mehmet Emin and Erdoğan, Hacı Abdullah. 2009. "Osmanlı'dan Cumhuriyet'e Türkiye'de Tren Garları". *Journal of Faculty of Engineering Department of Architecture*, Selçuk Üniversitesi, Konya.

Benlioğlu, Hasan. 2014. "Türkiye'de 1950-1960 Yılları Arası Demiryolu Politikaları", Unpublished Master's Thesis, Gazi University.

Biltekin Coşkun and Lale Seval. 2013. "Kamusal Mekân ve Kolektif Bellek Bağlamında İstasyon Binalarının İncelenmesi ve Hızlı Tren İstasyonlarına Dönüşümü*"*, Unpublished Master's Thesis, Gazi University.

Bora, Tanıl. 2017. *Tren Bir Hayattır*. İletişim Yayınları, İstanbul.

Bozdoğan, Sibel. 2001. *Modernism and Nation Building: Turkish Architectural Culture in the Early Republic.* Seattle & London: University of Washington Press.

Bozdoğan, Sibel. 2002. *Modernizm ve Ulusun İnşası***,** Metis Yayınları, İstanbul.

Bozdoğan, Sibel and Akcan, Esra. 2012. *Turkey: Modern Architectures in History.* Reaktion Books, London.

Ceylan, M. Akif. 2010. "Effects of Manisa - Uşak Railway Transportation on Settlement" *Eastern Geographical Review*, No. 23.

Ceylan, M. Akif. 2010. "Effects of Manisa - Uşak Railway Transportation on Settlement" *Marmara Coğrafya dergisi,* No. 21.

Christensen, Peter H. 2017. *Germany and the Ottoman Railways: Art, Empire, and Infrastructure*. New Haven and London: Yale University Press.

Dalkılıç, Neslihan and Halifeoğlu, F. Meral. 2011. “Cumhuriyet Dönemi Mimarlığı-Erken Cumhuriyet Döneminde Diyarbakır’da Kamu Binaları:1923-1950 Dönemi” *Mimarlık,* No. 358.

Dedekargınoğlu, Cem. 2019. “Architecture of the State: Ankara İstasyon Caddesi in the Late Ottoman and Early Republican Periods”. Unpublished Master’s Thesis, Middle East Technical University, Ankara.

Earle, Edward M. 1966. *Turkey, the Great Powers and the Bagdad Railway. A Study in Imperialism.* Russell and Russell, New York.

Erdoğan, Hacı Abdullah. 2005. “Konya Tren İstasyonu ve Yakın Çevresinin Gelişimi”, Unpublished Master’s Thesis, Selçuk Üniversitesi, Konya.

Erkan, İlker and Haştemoğlu, Hasan Ş. 2013. “Cumhuriyet Dönemi Mimarlığı-Anadolu’da Modern Bir İstasyon Binası: Ali Çetinkaya İstasyonu”, *Mimarlık,* No. 374.

Erol, Adem. 2003. “Mersin – Adana - Tarsus Demiryolu”, Unpublished Master’s Thesis, Marmara Üniversitesi Türkiyat Araştırmaları Enstitüsü.

Fersan, K. 1991. “Demir Perdelerin Sarayında”, *Arredamento Dekorasyon Dergisi*, No. 21, pp.131-135, İstanbul.

Gülsoy, Ufuk. 2010. *Hicaz Demiryolu*, Eren Yayıncılık, İstanbul.

Gürel, Ziya. 2011. *Kurtuluş Savaşında Demiryolculuk*, XXV. Dizi, No. 9, Türk Tarih Kurumu Yayınları, Ankara.

Gür, Zeynep. 2019. “From Places of Transportation to Places of Display: The Ankara Railway Area from the Mid- To The Late 20th Century”. Unpublished Master’s Thesis, Middle East Technical University, Ankara.

İlkin, Selim and Tekeli, İlhan. 2011. "Cumhuriyetin Demiryolu Politikalarının Oluşumu ve Uygulaması" *Kebikec,* No. 11, pp. 125-163.

Kahya, Esin. 1988. "Türkiye'de İlk Demiryolları" *Belleten,* LII, No. 202, pp.209-218, Ankara.

Kösebay Erkan, Yonca. 2007. "Anadolu Demiryolu Çevresinde Gelişen Mimari ve Korunması", Unpublished PhD Thesis, İstanbul Teknik Üniversitesi, İstanbul.

Kösebay Erkan, Yonca. 2011. "Yirminci Yüzyılın Başında Lüleburgaz Tren İstasyonu", *METU JFA* (28:1), pp.41-53.

Kösebay Erkan, Yonca. 2012. "Haydarpaşa - Sirkeci Garları" *Memleket Garları,* ed. Kemal Varol, İletişim Yayınları, İstanbul.

Kösebay Erkan, Yonca. 2012. "Tarihin Gizlendiği Hadımköy Tren İstasyonu" *Memleket Garları,* ed. Kemal Varol, İletişim Yayınları, İstanbul.

Köşgeroğlu, F. Emrah. 2005. "An Approach for Conservation of Railway Heritage; Assessing and Experiencing the İzmir- Aydın Railway Line", Unpublished Master's Thesis, Middle East Technical University, Ankara.

Köşgeroğlu, F. Emrah. "Demiryolu Mirası- Korunması", *Dosya 03,* November 2006, pp. 19-23, TMMOB Mimarlar Odası, Ankara.

Kul, F. Nurşen. 2011. "Cumhuriyet Dönemi Mimarlığı - Erken Cumhuriyet Dönemi İlkokul Binaları", *Mimarlık,* No.360.

Meissner, H. A. 1936. *Demiryollar İnşaatı*, çev. Bingüler, İ., Yüksek Mühendis Mektebi Matbaası, İstanbul.

Oral, L. Özge and Yavuz, Özlem. 2012. "Türkiye'de Demiryolları ve Karayollarının Ekonomik ve Sosyal Etkileri: 1956-2008 Dönemi İçin Bir İnceleme." *Dokuz Eylül Üniversitesi Yayınları*, İzmir.

Özönder, Hasan. 2003. "Konya'da İlk Tren ve Bunun Sosyo-ekonomik Boyutları: Osmanlı Dönemi'nde Konya". *Konya Valiliği İl Kültür ve Turizm Müdürlüğü Yayınları*, Konya.

Özten, Meltem. 2001. "Erken Cumhuriyet Dönemi Anadolu Kentinde Bir Modernleşme Aracı Olarak İstasyon Caddesinin İncelenmesi: Ankara Örneği", Master's Thesis, Yıldız Technical University.

Özyiğit, Halil. 2017. "Zamanın Tanıkları: Bozkurt ve Çardak Tren İstasyonları" *Mustafa Kemal University Journal of Social Sciences Institute*.Volume: 14, No.39, pp.379-407

Özyüksel, Murat. 1998. *Anadolu ve Bağdat Demiryolu*. Arba Yayınevi, İstanbul.

Özyüksel, Murat. 2013. *Osmanlı İmparatorluğu'nda Nüfuz Mücadelesi: Anadolu ve Bağdat Demiryolları*, İş Bankası Kültür Yayınları, İstanbul.

Rubarh, Paul. 1912. *Hatt-ı Saltanat Bağdat Demiryolu*, tra. unknown. İfham Matbaası, İstanbul.

Sak, Segah. 2008. "Formation of the City Image: The Role of the Train station in the Image Formation Process of Ankara". Unpublished Phd Thesis, Bilkent University, Ankara.

Sak, Segah and Basa, İnci. 2012. "The Role of the Train Station in the Image Formation of the Early Republican Ankara" *Journal of Urban History* XX(X), pp.1-26.

Satılmış, Selahattin. 2016. "The Foundation of the Bandırma-Soma Railway Line in Ottomans" *Journal of History and Future,* August 2016, Volume 2, No. 2.

Sözen, Metin. 1984. *Cumhuriyet Dönemi Türk Mimarlığı*, [Turkish Architecture in Republican Period], Türkiye İş Bankası Kültür Yayınları İstanbul.

Şenyiğit, Özlem and Erten, Erkin. 2011. "Adana - Mersin Demiryolu Hattı Üzerindeki İstasyon Binalarının Tarihi ve Mimari Analizi" *Çukurova Üniversitesi Mühendislik ve Mimarlık Fakültesi Dergisi*, Vol. 26, No.1, pp.37-55.

Şevki, Mehmet. 1933. "*Elektrikli Türkiye*" (Electrified Turkey), Kadro 13 (İkinci Kanun 1933), pp.35-41

Temizgüney, Firdes. 2015. "Demiryolu Ulaşımının Erzurum'a Katkıları", *A. Ü. Türkiyat Araştırmaları Enstitüsü Dergisi,* pp. 255-272.

Toprak, Zafer. 2003. "Demiryolu, Devlet ve Modernite" *Demir Yol Tren Çağı,* pp.10-23, Yapı Kredi Kültür Sanat Yayıncılık, İstanbul.

Tozoğlu, Ahmet Erdem. 2013. "Actors of Change: Railway Projects and Urban Architecture of Balkan Cities in the Late Ottoman Period", Unpublished PhD Thesis, Middle East Technical University, Ankara.

Varol, Kemal. 2012. *Memleket Garları.* İletişim Yayınları, İstanbul.

Yavuz, Mehmet. 2005. "Eine vergleichende Studie über den Bahnbau und die Bahnhofsarchitektur der Anatolischen Bahnen und der Bagdadbahn mit ihren Vorbildern im Deutschen Reich", Doctoral Dissertation, Ruhr Unıversıtät Bochum, Germany.

Yavuz Mehmet and Tavukçu A. Yalçın. 2012. "Doğukapı – Akyaka – Kars – Sarıkamış - Erzurum Eski Demiryolu Hattı ve Mimari Yapılanması (I)", *Edebiyat Fakültesi Dergisi/Journal of Faculty of Letters*, 29/1, pp.293-312.

Yavuz Mehmet and Tavukçu A. Yalçın. 2014. "Doğukapı – Akyaka – Kars – Sarıkamış - Erzurum Eski Demiryolu Hattı ve Mimari Yapılanması (II) Yol

Yapıları", *Uluslararası Sosyal Araştırmalar Dergisi - The Journal of International Social Research*, 7/34, pp. 557-567.

Yavuz, Yıldırım. 2001. "Rumeli Demiryolları ve Tren İstasyonları" .Shumen_Bulgaristan; 17-19 Mayıs 2000. "*Balkanlarda Kültürel Etkileşim ve Türk Mimarisi Uluslararası Sempozyumu Bildirileri*", 2, pp.833-850.

Yıldırım, İsmail. 2002.*"*Osmanlı Demiryolu Politikasına Bir Bakış*" Fırat Üniversitesi Sosyal Bilimler Dergisi*, Cilt 12, No. 1, pp.311-314, Elazığ.

Yıldız, Ali. 2008. "Tarihi Tren Istasyonlarının Çağdaş Kullanımları; Kırklareli Tren Istasyonu'nun Rehabilitasyonu*"*, Unpublished Master's Thesis, Trakya Üniversitesi, Edirne.

Yıldız, Ali. 2008. "An Investigation of Existing Historical Station Building on Kırklareli- büyük Mandıra Railway Line". *IRSTurkey'08 Proceedings, 2nd International Railway Symposium and Railway Trade Exhibition*, Haydarpaşa, İstanbul.

Archives

TCDD General Directorate APK Department / Statistic Branch Archive

TCDD General Directorate Capasity Department

TCDD General Directorate Estate Department - Inventory/ Registry Documents Archive

TCDD General Directorate Estate Department, Chief Architect, Şule Sezginalp - Personal Archive

TCDD General Directorate Press Consultanty Department - Photography Archive

TCDD General Directorate Road Maintenance Department - Project Archive

Websites

http://www.eskiturkiye.net/3761/eskisehir-tren-gari.

http://www.eskiturkiye.net/1809/konya-tren-gari-1913

http://www.eskiturkiye.net/3905/malatya-tren-istasyonu-1937

http://www.eskiturkiye.net/tag/konya/

www.kentvedemiryolu.com

http://kentvedemiryolu.com/samsun-carsamba-treni/

https://lcivelekoglu.blogspot.com/2016/02/90-yil-once-bugun-ankara-gazi-istasyonu.html

https://mapio.net/pic/p-4891993/

https://medyabar.com/haber/2699555/118-yillik-adapazari-treninin-hikayesi

http://users.metu.edu.tr/tonuk/E40003/Ankara/

https://www.pingudumuzayede.com/

https://rayhaber.com/2013/04/tcdd-ne-zaman-kuruldu/

https://rayhaber.com/2015/03/turkiyede-ilk-demiryolu-hatti-nerede-yapilmistir/

www.tarihtarih.com

www.tcdd.gov.tr

http://wowturkey.com

http://www.trensaat.com

APPENDICES

A. Regional Maps of Turkey[33]

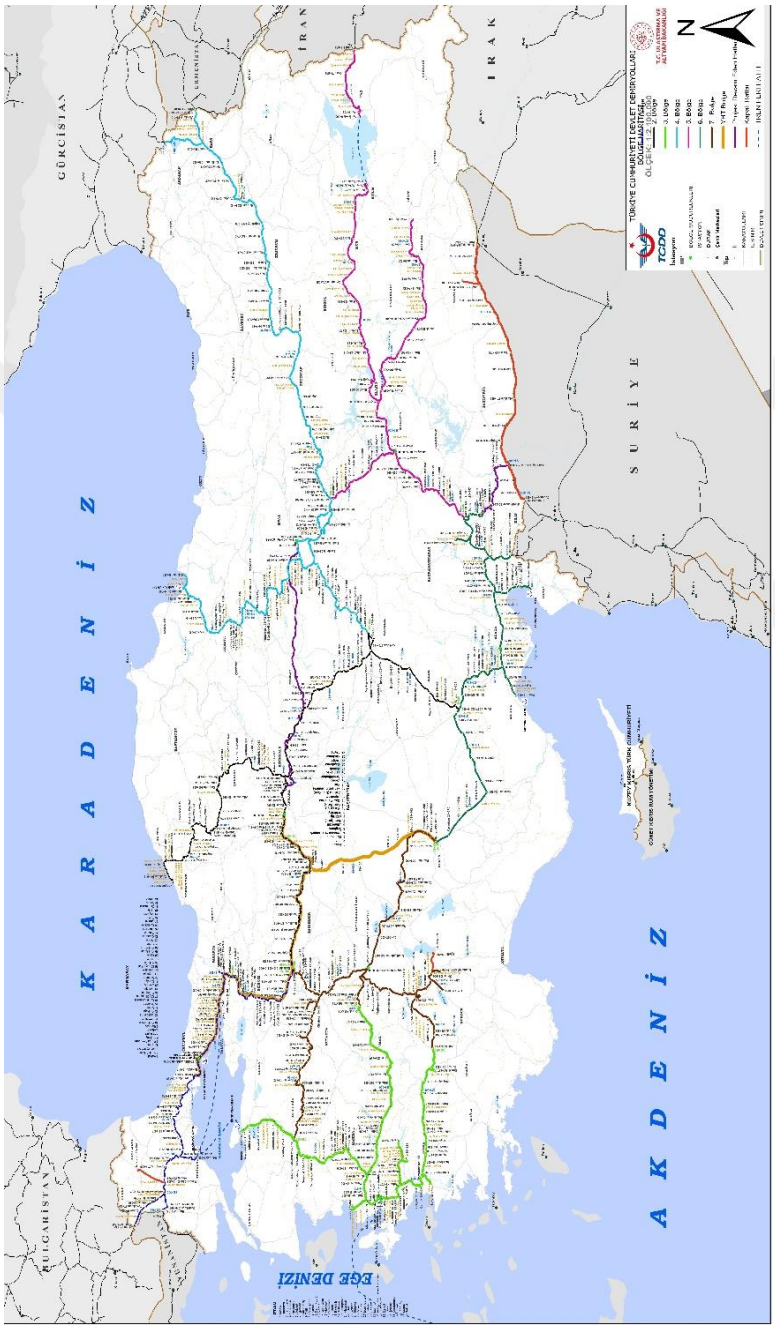


Figure A.1 Regional maps of TCDD, 2019

[33] Source: 2019 Reports of Capacity Department, General Directorate of TCDD

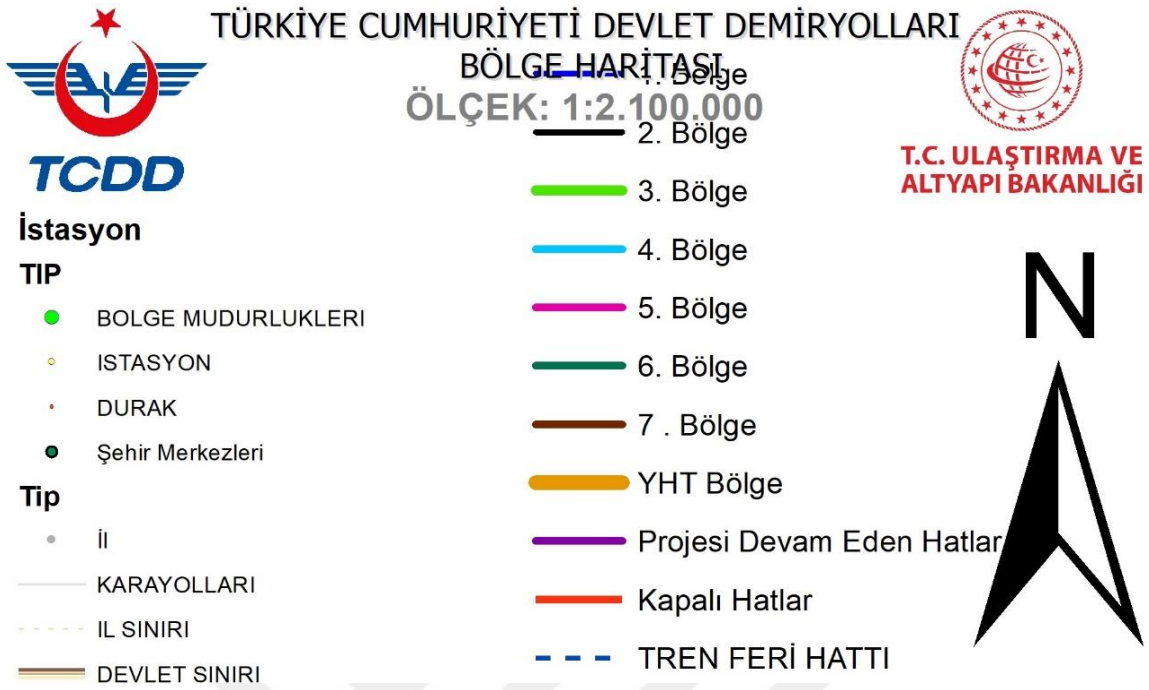


Figure A.2 The title block of line color remarks of regional map

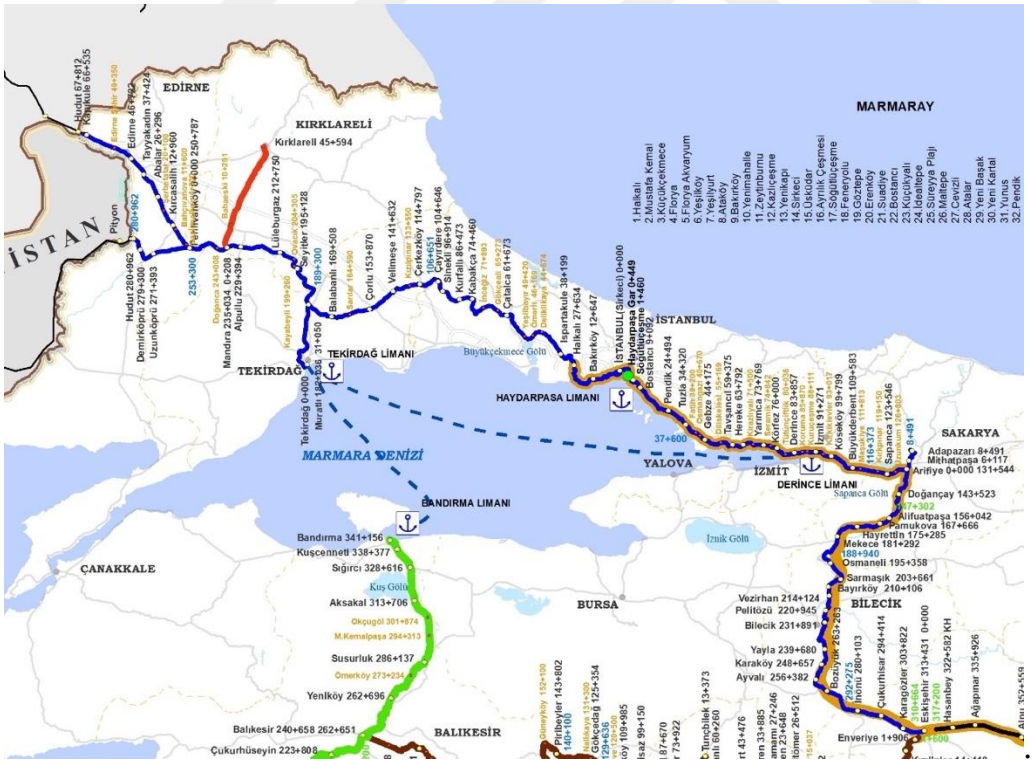


Figure A.3 1th Region map of TCDD (From Uzunköprü to Eskişehir)

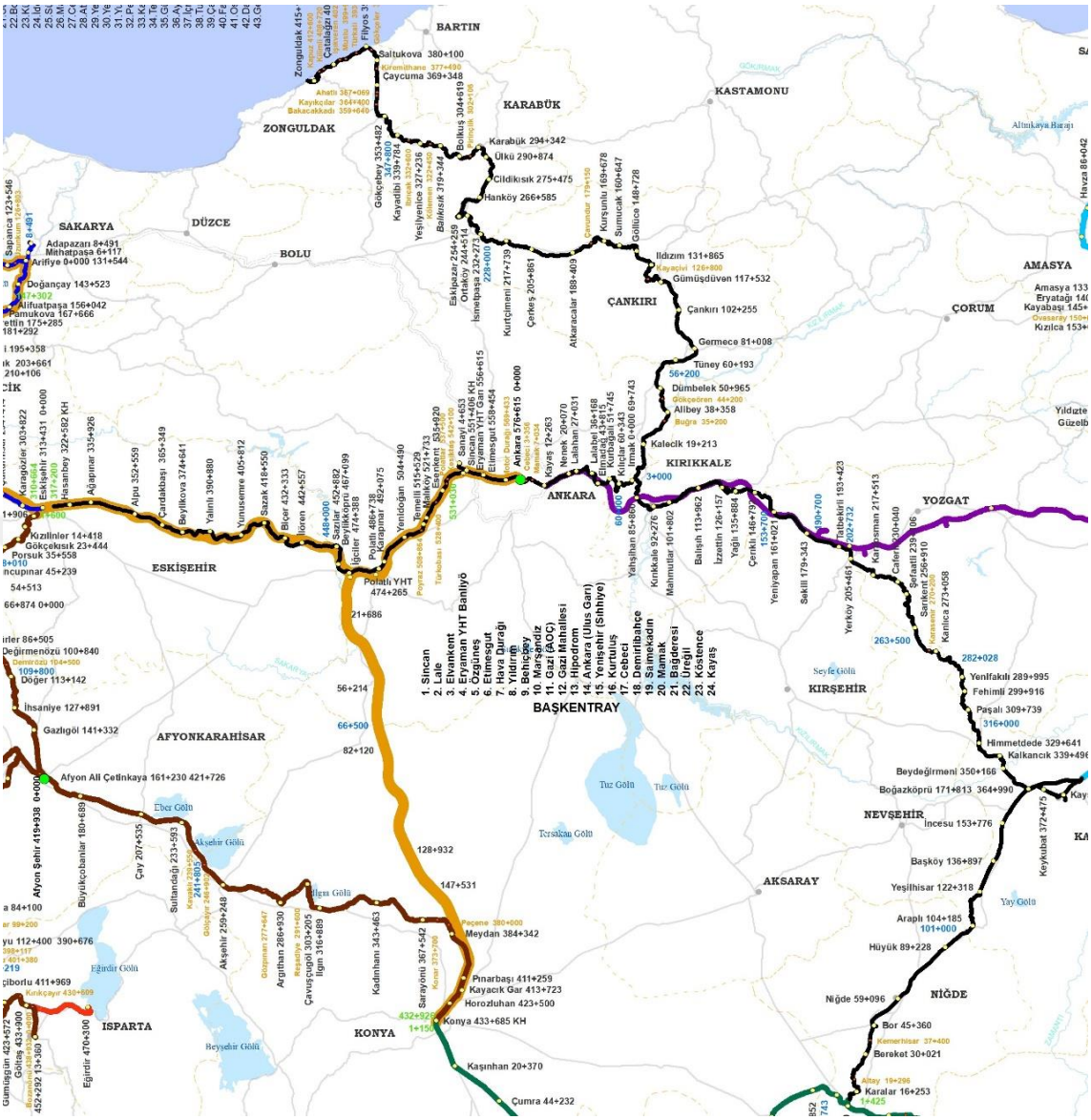


Figure A.4 2nd Region map of TCDD (From Ulukışla to Zonguldak)

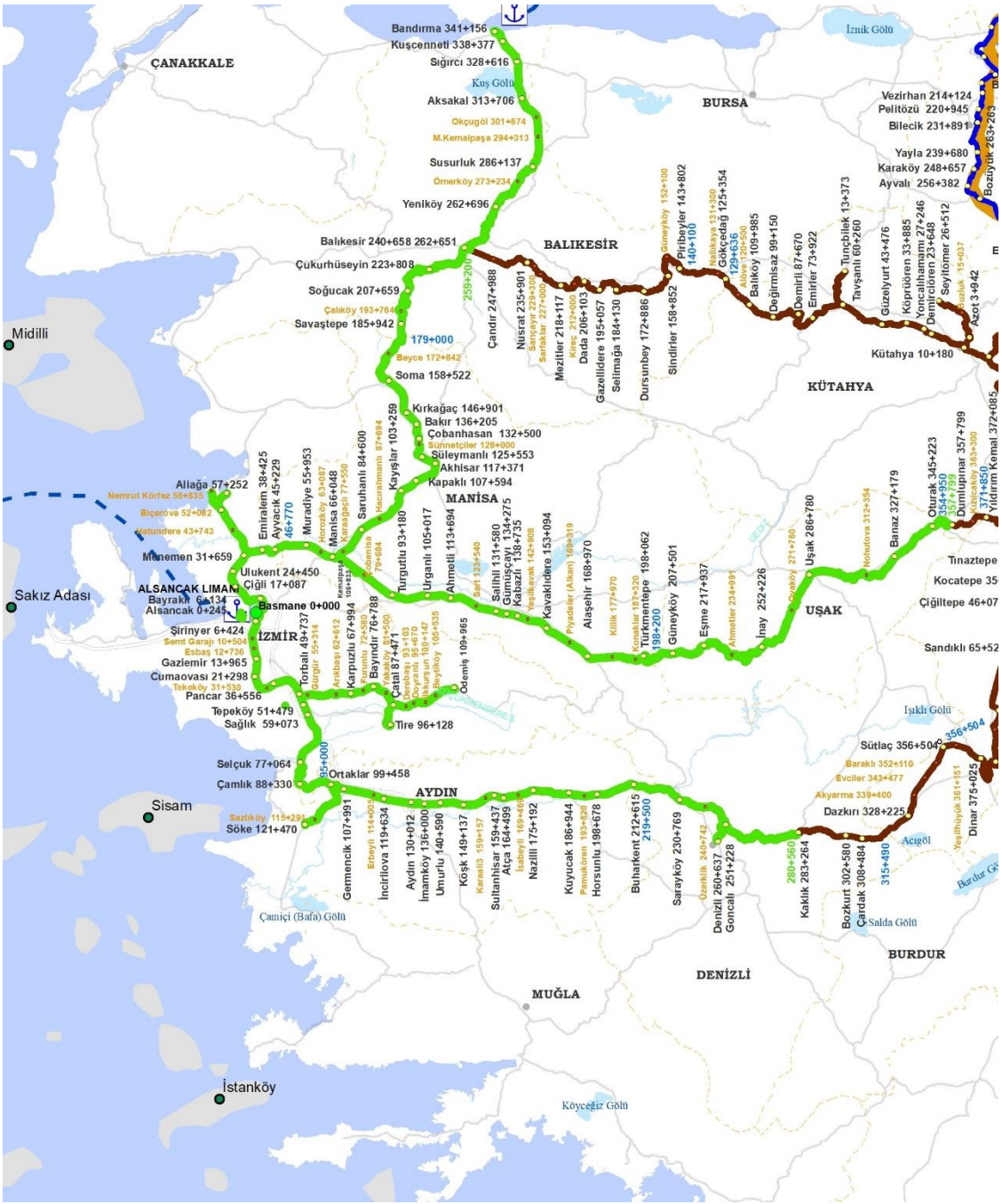


Figure A.5 3rd Region map of TCDD (From Bandırma to Denizli and to Dumlupınar)

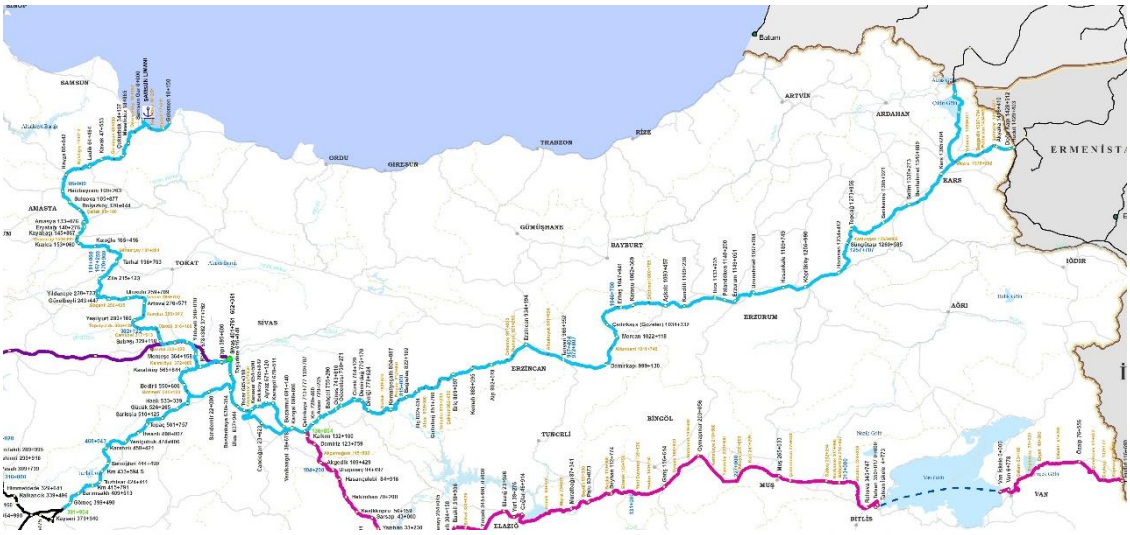


Figure A.6 4th Region map of TCDD (From Kayseri to Samsun and to Kars)

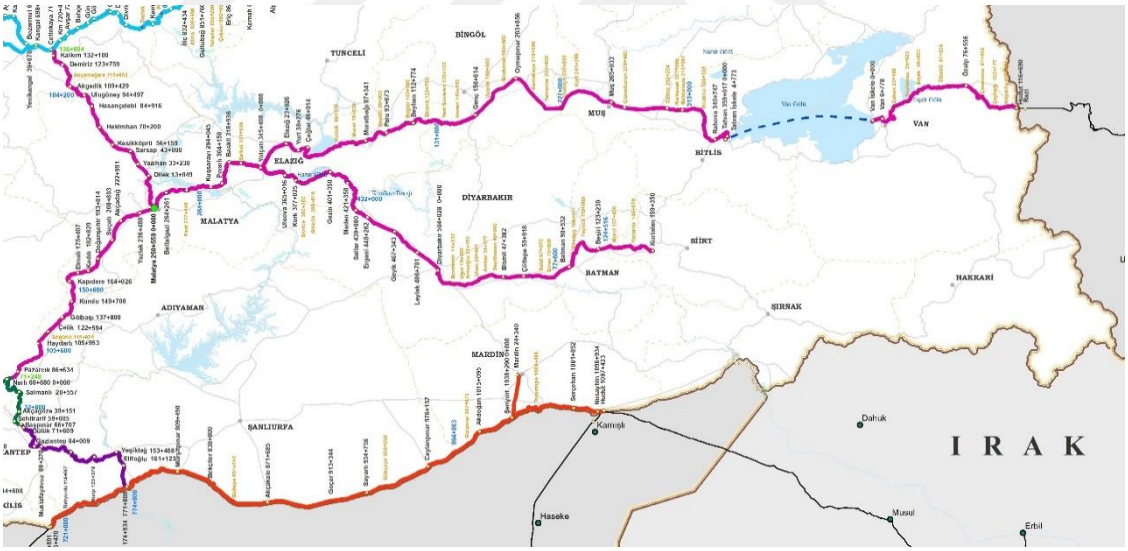


Figure A.7 5th Region map of TCDD (From Narlı to Van-Kapıköy and to Çetinkaya)



Figure A.8 6th Region map of TCDD (From Konya to Nusaybin)

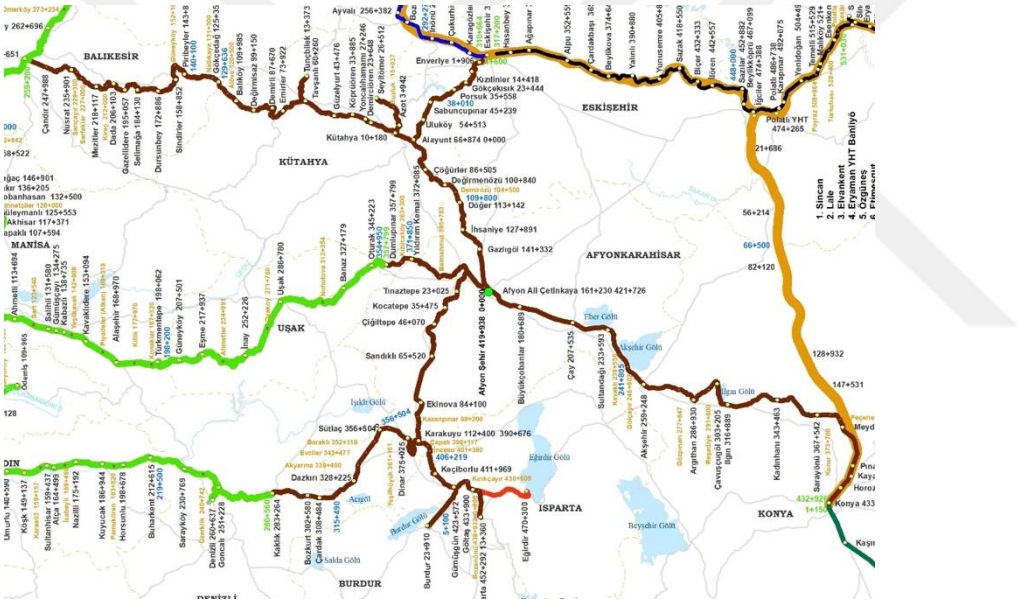


Figure A.9 7th Region map of TCDD (From Konya to Denizli, to Dumlupınar and to Eskişehir)

B. Maps of Distribution of Station Buildings Classes

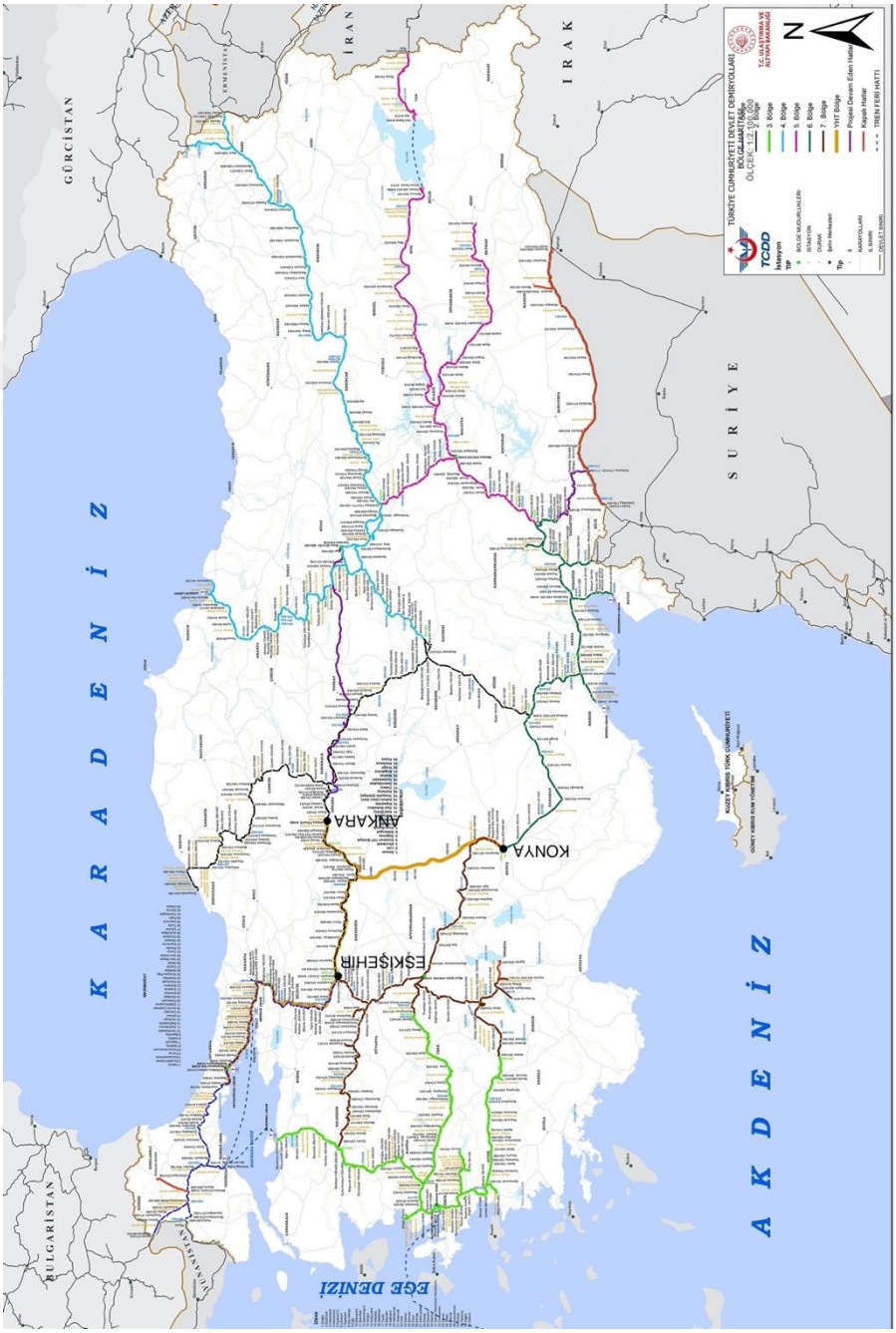


Figure B.1 Map of Ist Class stations

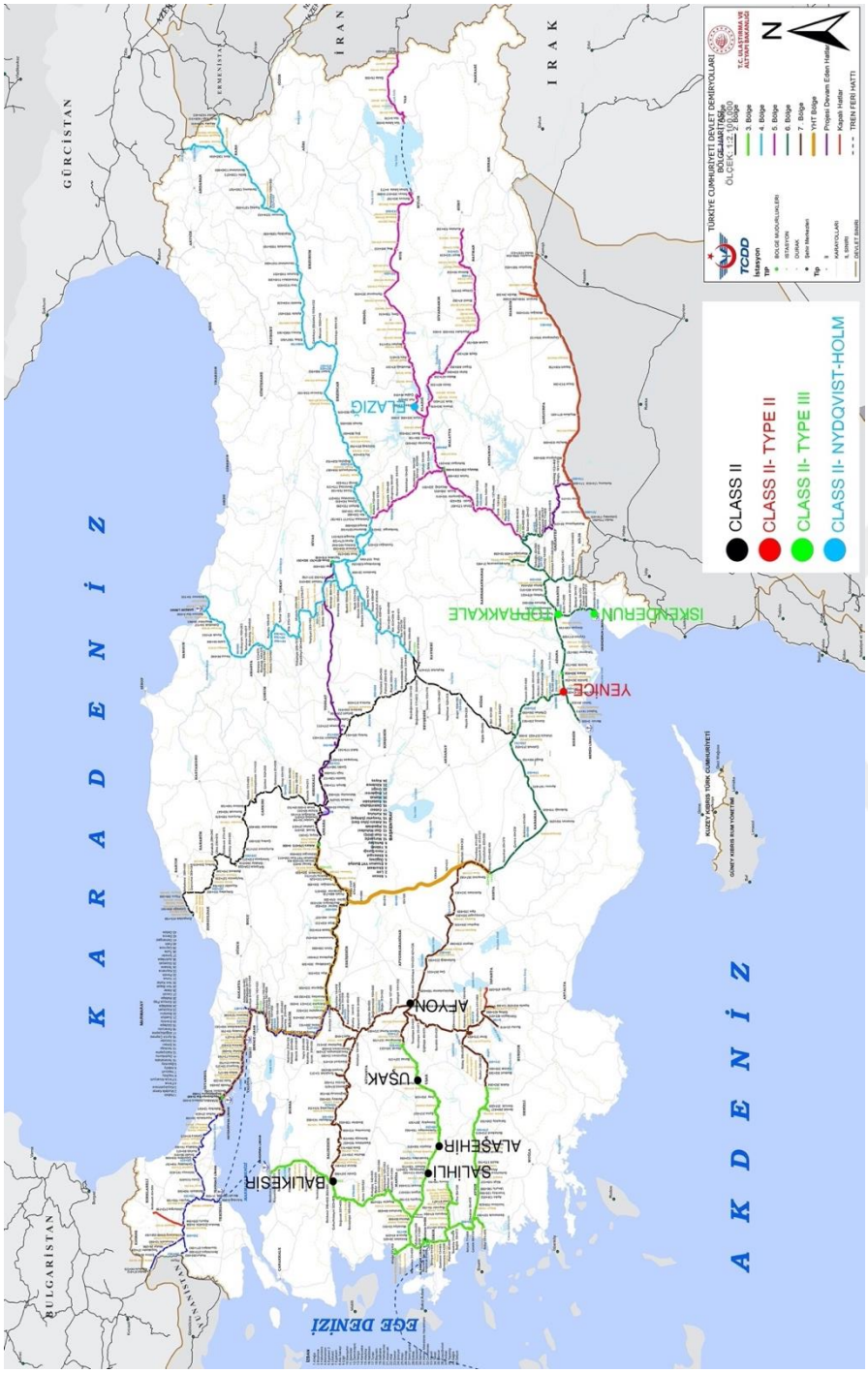


Figure B.2 Map of II[nd] Class stations

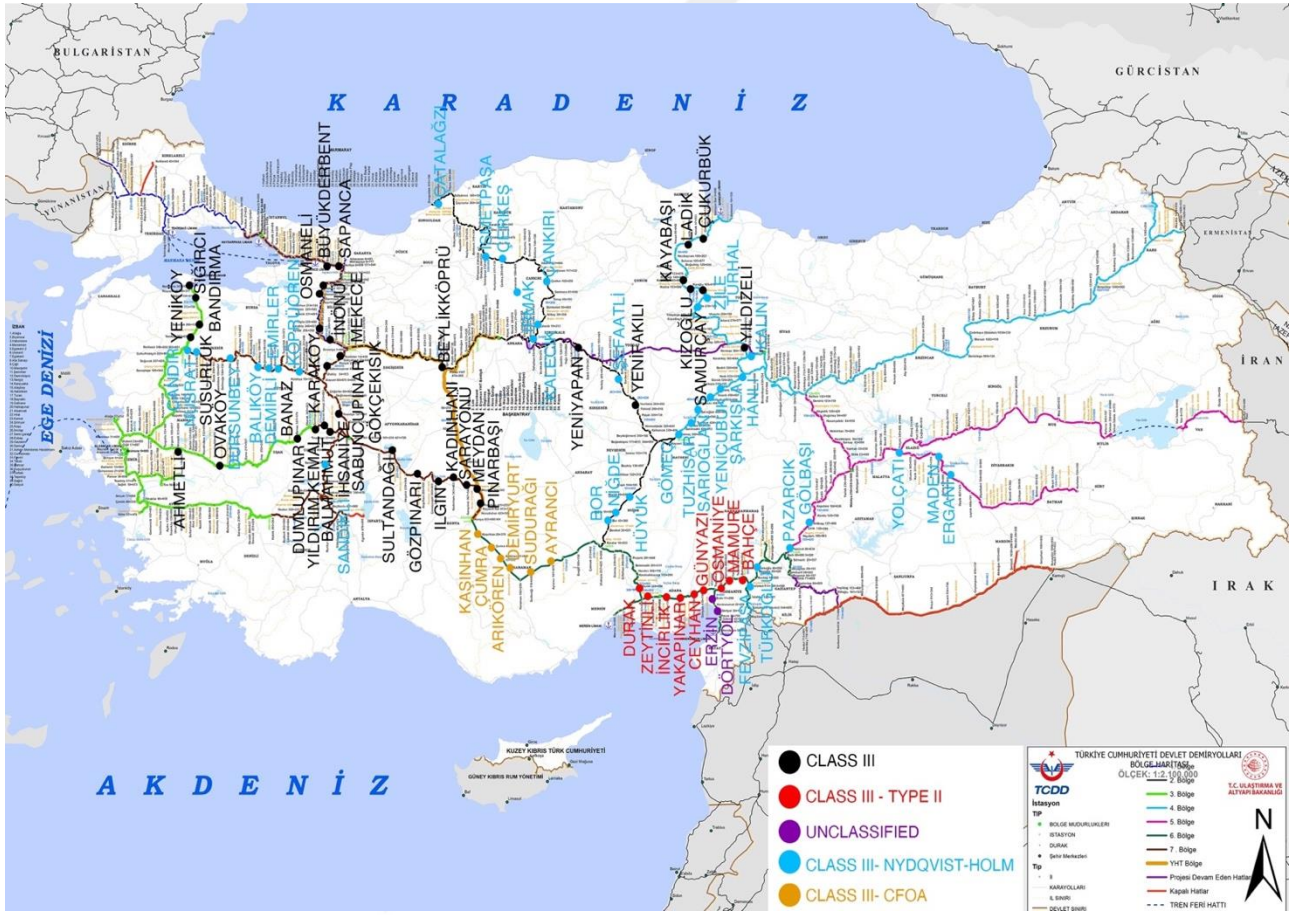


Figure B.3 Map of III[rd] Class stations

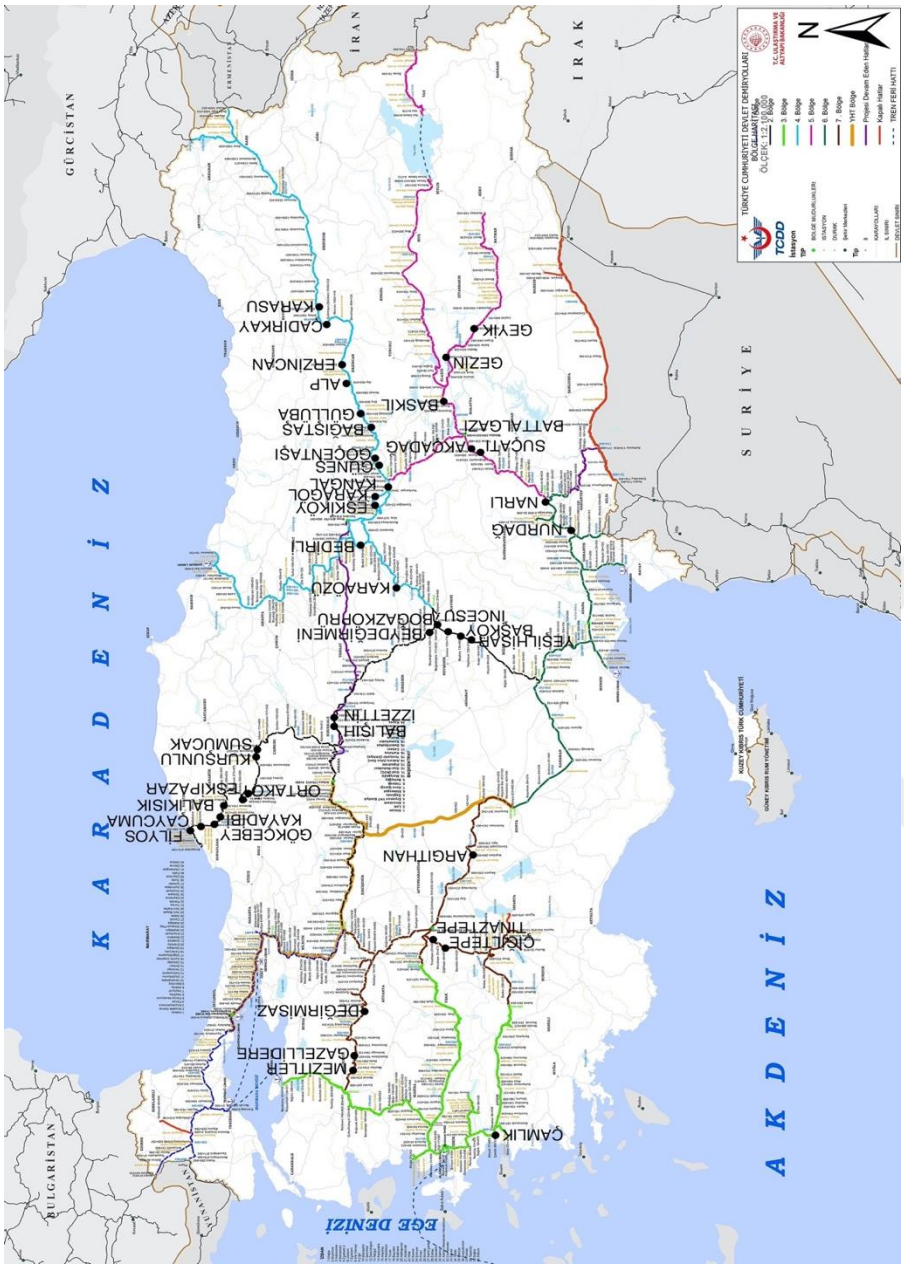


Figure B.4 Map of IVth Class stations

C. List of Station Buildings in Use Today (2019)

Tables below, list the station building names and train stops in use today. These tables are taken from 2019 Reports of Capacity Department, General Directorate of TCDD.[34]

Table C.1 Stations in 1st Region of TCDD[35]

1st Region of TCDD							
Logictics Directorates							
1	Halkalı	2	Köseköy				
Main Station Directorates							
1	Adapazarı	4	Derince	7	Haydarpaşa	10	Kapıkule
2	Arifiye	5	Edirne	8	İstanbul	11	Üsküdar
3	Bilecik	6	Halkalı	9	İzmit	12	Yenikapı
Main Stations							
1	Alpullu	4	Gebze	7	Pendik	10	Uzunköprü
2	Bakırköy	5	Köseköy	8	Söğütlüçeşme		
3	Çerkezköy	6	Maltepe	9	Tekirdağ		
Stations							
1	Alifuatpaşa	6	Çukurhisar	11	Mithatpaşa	16	Yarımca
2	Bostancı	7	Florya	12	Muratlı	17	Yedikule
3	Bozüyük	8	Ispartakule	13	Pehlivanköy	18	Yenimahalle
4	Çatalca	9	Körfez	14	Sirkeci		
5	Çorlu	10	Lüleburgaz	15	Tuzla		

[34] TCDD, General Directorate / Department of Capacity, 2019. TCDD Capacity Department staff M. Yıldırım informed that; ”There is no standardization about functioning and naming a station”.

[35] Names, used by TCDD, in Turkish: Logictics Directorate / Lojistik Merkezi, Main Station Directorate / Gar Müdürlüğü, Main Station / Gar Şefliği, Station / İstasyon Şefliği

Table C.1 (Continued)

Siding stops							
1	Abalar	11	Doğançay	21	Mandıra	31	Seyitler
2	Ataköy	12	Dragos	22	Mekece	32	Tayyakadın
3	Ayvalı	13	Erenköy	23	Nizam Plajı	33	Üniversite
4	Balabanlı	14	Gündüzlü	24	Osmaneli	34	Veliefendi
5	Baruthane	15	Havaalanı	25	Pamukova	35	Velimeşe
6	Bayırköy	16	Hayrettin	26	Pelitözü	36	Vezirhan
7	Bilim Merkezi	17	İnönü	27	Sapanca	37	Yayla
8	Büyükderbent	18	Karagözler	28	Sapanca HT	38	Zeytinburnu
9	Çamlık Plajı	19	Karaköy	29	Sarmaşık		
10	Çimento	20	Kırcasalih	30	Setparkı		
Closed Stations							
1	Babaeski(closed line)	3	Çayırdere	5	Kırklareli (closed line)	7	Sinekli
2	Bahşayiş	4	Kabakça	6	Kurfallı		
Suburban Stops							
1	Akvaryum	9	Darıca	17	Kaynarca	25	Suadiye
2	Atalar	10	Fatih	18	Kazlıçeşme	26	Süreyyaplajı
3	Aydıntepe	11	Feneryolu	19	Kocamustafapaşa	27	Tersane
4	Ayrılıkçeşmesi	12	Göztepe	20	Kumkapı	28	Yenikapı
5	Başak	13	Güzelyalı	21	Küçükçekmece	29	Yeşilköy
6	Cankurtaran	14	İçmeler	22	Küçükyalı	30	Yeşilyurt
7	Cevizli	15	İdealtepe	23	Mustafa Kemal	31	Yunus
8	Çayırova	16	Kartal	24	Osmangazi		
Stops							
1	Bahçıvanova	5	Hereke	9	Ovacık	13	Uzunkum
2	Doğanca	6	Kayabeyli	10	Ömerli		
3	Edirne Şehir	7	Kırkikievler	11	Sazlımalkoç		
4	Gökçeali	8	Kızılpınar	12	Şerbettar		
Contact office							
1	Pityon (Greek Station)						

Table C.2 Stations in 2nd Region of TCDD

2nd Region of TCDD							
Logictics Directorates							
1	Hasanbey						
Main Station Directorates							
1	Ankara	4	Hasanbey	7	Kırıkkale	10	Ülkü
2	Çankırı	5	Karabük	8	Marşandiz	11	Zonguldak
3	Çatalağzı	6	Kayseri	9	Niğde		
Main Stations							
1	Boğazköprü	3	Irmak	5	Sincan	7	Yeşilhisar
2	Elmadağ	4	Kayaş	6	Yerköy		
Stations							
1	Alibey	6	Eskipazar	11	Karalar	16	Sanayi
2	Başköy	7	Etimesgut	12	Keykubat	17	Yahşihan
3	Bor	8	Filyos	13	Kurşunlu	18	Yeşilyenice
4	Çaycuma	9	Gökçebey	14	Lalahan		
5	Çerkeş	10	İncesu	15	Polatlı		
Siding Stops							
1	Ağapınar	18	Çardakbaşı	35	Kalkancık	52	Sarıkent
2	Akköy	19	Çerikli	36	Kanlıca	53	Sazak
3	Alpu	20	Dümbelek	37	Karaosman	54	Sazılar
4	Altay	21	Esenkent	38	Karapınar	55	Sekili
5	Araplı	22	Fehimli	39	Kayadibi	56	Sumucak
6	Atkaracalar	23	Germece	40	Kılıçlar	57	Şaşmaz
7	Balast Ocağı	24	Göllüce	41	Kurbağalı	58	Şefaatli
8	Balıkısık	25	Gümüşdöven	42	Kurtçimeni	59	Tatbekirli
9	Balışıh	26	Hanköy	43	Lalabel	60	Temelli
10	Bereket	27	Himmetdede	44	Mahmutlar	61	Tüney
11	Beydeğirmeni	28	Hüyük	45	Malıköy	62	Yağlı
12	Beylikköprü	29	Ildızım	46	Ortaköy	63	Yalınlı
13	Beylikova	30	İğciler	47	Ovacık	64	Yeni Kayseri
14	Biçer	31	İlören	48	Örenköy	65	Yenidoğan
15	Bolkuş	32	İsmetpaşa	49	Paşalı	66	Yenifakılı
16	Caferli	33	İzzettin	50	Pirinçlik	67	Yeniyapan

Table C.2 (Continued)

17	Cildikısık	34	Kalecik	51	Saltukova	68	Yunusemre
Suburban Stops							
1	Bağderesi	8	Gazi Mahallesi	15	Motor Durağı	22	Topkaya
2	Behiçbey	9	Havadurağı	16	OSB Durağı	23	Üreğil
3	Boğazköprü Durağı	10	Hipodrom	17	Örenşehir	24	Yeni Sanayi
4	Cebeci	11	İncesu Durağı	18	Özgüneş	25	Yenişehir
5	Demirlibahçe	12	Kurtuluş	19	Saimekadın	26	Yeşilhisar Durağı
6	Elvankent	13	Lale	20	Saraycık	27	Yıldırım
7	Gazi	14	Mamak	21	Terminal		
Stops							
1	Ahatlı	11	Derecikören	21	Karasenir	31	Muslu
2	Akyamaç	12	Göbü	22	Kayaçivi	32	Polatlar
3	Bakacakkadı	13	Gökçeler	23	Kayıkçılar	33	Poyraz
4	Bodaç	14	Gökçeören	24	Kazköy	34	Saçakköy
5	Boğazköprü Müselles	15	Hasanoğlan	25	Kemerhisar	35	Sazpınarı
6	Buğra	16	Havalimanı	26	Kesiktaş	36	Sefercik
7	Cebeciler	17	Işıkveren	27	Kilimli	37	Türkali
8	Çamlaraltı	18	Ibrıcak	28	Kiremithane	38	Türkobası
9	Çardak	19	İnağzı	29	Kölemen	39	Üçburgu
10	Çavundur	20	Kapuz	30	Kuzdere	40	Yamukören

Table C.3 Stations in 3rd Region of TCDD

3rd Region of TCDD							
Logictics Directorates							
1	Gökköy						
Main Station Directorates							
1	Alsancak	4	Bandırma	7	Denizli	10	Nazilli
2	Aydın	5	Basmane	8	Gökköy	11	Soma
3	Balıkesir	6	Biçerova	9	Manisa	12	Uşak

Table C.3 (Continued)

Main Stations							
1	Akhisar	6	Halkapınar	11	Ödemiş Şehir	16	Tire
2	Alaşehir	7	Kuşcenneti	12	Salihli	17	Torbalı
3	Aliağa	8	Menemen	13	Sarayköy	18	Turgutlu
4	Alsancak Liman	9	Muradiye	14	Selçuk		
5	Bandırma Liman	10	Ortaklar	15	Söke		
Stations							
1	Ahmetli	11	Çamlık	21	İnay	31	Saruhanlı
2	Aksakal	12	Çatal	22	İncirliova	32	Savaştepe
3	Arıkbaşı	13	Çiğli	23	Kapaklı	33	Sığırcı
4	Atça	14	Çukurhüseyin	24	Kavaklıdere	34	Soğucak
5	Ayvacık	15	Emirâlem	25	Kırkağaç	35	Sultanhisar
6	Bakır	16	Eşme	26	Konaklar	36	Susurluk
7	Banaz	17	Germencik	27	Köşk	37	Tepeköy
8	Bayındır	18	Goncalı	28	Kuyucak	38	Umurlu
9	Buharkent	19	Güneyköy	29	Oturak	39	Urganlı
10	Çakmaklı	20	Horsunlu	30	Sağlık	40	Yeniköy
Siding Stops							
1	Ali Kuşçu	4	Hatundere	7	Menderes	10	Turan
2	Develiköy	5	İTOB	8	Pancar	11	Ulukent
3	Gaziemir	6	Kemer	9	Şemikler		
Closed Stations							
1	Ahmetler	3	İmamköy	5	Magnezya	7	Süleymanlı
2	Çobanisa	4	Kemalpaşa	6	Söke Çimento	8	Ödemiş
Suburban Stops							
1	Adn. Mend. Havalimanı	7	Egekent 1	13	Koşu	19	Sarnıç
2	Alaybey	8	Egekent 2	14	Kuşçuburun	20	Semt Garajı
3	Atasanayi	9	Esbaş	15	Mavişehir	21	Şirinyer
4	Bayraklı	10	Hilal	16	Naldöken	22	Tekeli
5	Belevi	11	İnkilap	17	Nergiz		
6	Demirköprü	12	Karşıyaka	18	Salhane		

Table C.3 (Continued)

Stops							
1	Akkeçili	13	Furunlu	25	Karaağaçlı	37	Sazlıköy
2	Armutlu	14	Gurgur	26	Karaali	38	Sünnetçiler
3	Bayındır MYO	15	Gümüşçay	27	Karpuzlu	39	Taşkesik
4	Beytiköy	16	Gümüşçayı	28	Kayışlar	40	Tire Fen Lisesi
5	Böceli	17	Gündoğan	29	Killik	41	Toki Durağı
6	Caberkamara	18	Hacırahmanlı	30	Kocabaş	42	Türkmentepe
7	Çalıköy	19	Horozköy	31	Köseali	43	Yakaköy
8	Çobanhasan	20	İlkkurşun	32	Örnekköy	44	Yaraşlı
9	Davutlarköyü	21	İsabeyli	33	Pamukören	45	Yeşilkavak
10	Derebaşı	22	İshakçelebi	34	Pınarlı		
11	Doyranlı	23	İsmailbey	35	Piyadeler		
12	Elifli	24	Kabazlı	36	Sart		

Table C.4 Stations in 4th Region of TCDD

4th Region of TCDD							
Logictics Directorates							
1	Gelemen	2	Palandöken				
Main Station Directorates							
1	Amasya	4	Erzurum	7	Palandöken		
2	Divriği	5	Gelemen	8	Samsun		
3	Erzincan	6	Kars	9	Sivas		
Main Stations							
1	Aşkale	3	Demirdağ	5	Yapı		
2	Çetinkaya	4	Havza				
Stations							
1	Akyaka	11	Hacıbayram	21	Kayabaşı	31	Süngütaşı
2	Alp	12	Hanlı	22	Kemah	32	Şarkışla
3	Artova	13	Hasankale	23	Kemaliye Çaltı	33	Tanyeri
4	Bağıştaş	14	Horasan	24	Kızılca	34	Topdağı
5	Bostankaya	15	Ilıca	25	Köprüköy	35	Turhal

Table C.4 (Continued)

6	Çadırkaya	16	İliç	26	Mercan	36	Uzunahmet
7	Demirkapı	17	Kalın	27	Sarıkamış	37	Yeni Kangal
8	Erbaş	18	Kandilli	28	Sarıoğlan	38	Yeşilyurt
9	Eriç	19	Karasu	29	Selim	39	Yıldızeli
10	Gömeç	20	Kavak	30	Suluova	40	Zile
Siding Stops							
1	Avşar	13	Eryatağı	25	Karasar	37	Topaç
2	Ayvaz	14	Eskiköy	26	Kızoğlu	38	Topulyurdu
3	Bahçeli	15	Göcentaşı	27	Lâdik	39	Tuzhisar
4	Bedirli	16	Gücük	28	Menteşe	40	Ulaş
5	Bekdiğin	17	Güneş	29	Meşelidüz	41	Ulusulu
6	Boğazköy	18	Güzelbeyli	30	Palas	42	Yeniçubuk
7	Bozarmut	19	İhsanlı	31	Samurçay	43	Yeniköy
8	Candoğan	20	Kabakçevriği	32	Sarıdemir	44	Yıldıztepe
9	Cürek	21	Kangal	33	Sarımsaklı		
10	Çamlıbel	22	Karagöl	34	Subaşı		
11	Çukurbük	23	Karalıköy	35	Taşlıdere		
12	Demirciköy	24	Karaözü	36	Tecer		
Closed Stations							
1	Canbaz	2	Doğukapı	3	Güvercinlik	4	Taşbaşı
Stops							
1	Amasya Şehir	13	Çiftlik	25	Kalınköyü	37	Sandal
2	Aşağıgüneş	14	Çiğdem	26	Karaurgan	38	Şahnalar
3	Atma	15	Çizözü	27	Kayapınar	39	Temürün Köyü
4	Boğaziçi	16	Dazlak	28	Kunduz	40	Topulyurdu
5	Borsa	17	Dutluk	29	Kurnaz	41	Ulaş Şehir
6	Burmahan	18	Eski Karasar	30	Kurudere	42	Uzunoba
7	Cebesoy	19	Germiyan	31	Ovasaray	43	Yahşiler
8	Cevizdibi	20	Gözmen	32	Paşapınar	44	Yeni Karasar
9	Çakşur	21	Güllübağ	33	Peldirvan	45	Yenice
10	Çelikalan	22	Gürpınar	34	Pingen		
11	Çeltek	23	Harmanağalı	35	Saluca		
12	Çeltek Köyü	24	İhsaniye	36	Sanayi		

Table C.5 Stations in 5th Region of TCDD

5th Region of TCDD							
Main Station Directorates							
1	Batman	3	Elazığ	5	Tatvan		
2	Diyarbakır	4	Malatya	6	Van		
Main Stations							
1	Genç	3	Kapıköy	5	Muratbağı	7	Yolçatı
2	Hekimhan	4	Kurtalan	6	Muş		
Stations							
1	Baskil	9	Doğanşehir	17	Kuşsarayı	25	Pazarcık
2	Battalgazi	10	Ergani	18	Kürk	26	Pınarlı
3	Beşiri	11	Fırat	19	Leylek	27	Sallar
4	Beyhan	12	Geyik	20	Malatya Müselles	28	Şefkat
5	Bismil	13	Gezin	21	Maden	29	Uluova
6	Çağlar	14	Gölbaşı	22	Oymapınar	30	Yazlak
7	Çöltepe	15	Kapıdere	23	Özalp	31	Yeni Suveren
8	Demiriz	16	Kurt	24	Palu	32	Yurt
Siding Stops							
1	Akçadağ	6	Dilek	11	Kalkım	16	Suçatı
2	Akgedik	7	Elmalı	12	Karakısık	17	Ulugüney
3	Aksu	8	Hasançelebi	13	Kesikköprü	18	Yazıhan
4	Çelik	9	Haydarlı	14	Kumlu		
5	Dehliz	10	Kadılı	15	Sarsap		
Closed Stations							
1	Bahçetepe	3	Koçkale	5	Özden	7	Sıcaksu
2	Çizmeburun	4	Konak	6	Rahova		
Stops							
1	Akçamağara	9	Gölcük	17	Salat	25	Uyanık
2	Ambar	10	Hamzalar	18	Seyithasan	26	Yamanlar
3	Arzuoğlu	11	Hodan	19	Sinan	27	Yaylıca
4	Asmakaya	12	Kamp 21	20	Sivrice	28	Zilek
5	Bozdemir	13	Karaali	21	Söğütlü	29	Ziyaret
6	Bozkanat	14	Köprübaşı	22	Uğur	30	Zorova
7	Ekerek	15	Küçüklü	23	Ulam		
8	Gemici	16	Madensuyu	24	Ulukaya		

Table C.6 Stations in 6th Region of TCDD

6th Region of TCDD							
Logistic Directorates							
1	Türkoğlu	2	Yenice				
Main Station Directorates							
1	Adana	3	Gaziantep	5	Karaman	7	Payas
2	Fevzipaşa	4	İskenderun	6	Mersin	8	Ulukışla
Main Stations							
1	Başpınar	4	Nusaybin	7	Tırmıl	10	Yenice
2	Ereğli	5	Osmaniye	8	Toprakkale		
3	Narlı	6	Tarsus	9	Türkoğlu		
Stations							
1	Akçakale	10	Çumra	19	İsdemir	28	Pozantı
2	Arıkören	11	Dörtyol	20	Kahramanmaraş	29	Sarıseki
3	Ayrancı	12	Durak	21	Karkamış	30	Su durağı
4	Bahçe	13	Erzin	22	Kaşınhan	31	Şehitlik
5	Beyoğlu	14	Gümüş	23	Köprüağzı	32	Şenyurt
6	Böğecik	15	Günyazı	24	Mamure	33	Taşkent
7	Ceyhan	16	Hacıkırı	25	Mardin	34	Yakapınar
8	Ceylanpınar	17	Islahiye	26	Nizip		
9	Çakmak	18	İncirlik	27	Nurdağ		
Siding Stops							
1	Ayran	3	Çiftehan	5	Karaisalıbucağı	7	Taşoluk
2	Belemedik	4	Karabasamak	6	Sirkeli	8	Yarbaşı
Closed Stations							
1	Akçagöze	4	Demiryurt	7	Sayarlı	10	Yeşildağ
2	Akdoğan	5	Mürşitpınar	8	Sekidüzü		
3	Çobanbey	6	Salmanlı	9	Şehitarif		
Stops							
1	Bahçeşehir	4	Kelebek	7	Payas Şehir	10	Türkbahçe
2	Huzurkent	5	Kiremithane	8	Şakirpaşa	11	Zeytinli
3	Karacailyas	6	Kozdere	9	Tahtaköprü		

Table C.7 Stations in 7th Region of TCDD

7th Region of TCDD							
Logistic Directorates							
1	Kaklık	2	Kayacık				
Main Station Directorates							
1	Afyon Ali Çetinkaya	3	Isparta	5	Kütahya		
2	Dinar	4	Kayacık	6	Tavşanlı		
Main Stations							
1	Akşehir	4	Değirmenözü	7	Karakuyu		
2	Alayunt	5	Horozluhan	8	Sandıklı		
3	Burdur	6	Kaklık	9	Tunçbilek		
Stations							
1	Argıthan	10	Değirmisaz	19	Gökçekısık	28	Pınarbaşı
2	Balıköy	11	Döğer	20	Göltaş	29	Piribeyler
3	Balmahmut	12	Dumlupınar	21	Gümüşgün	30	Sarayönü
4	Büyükçobanlar	13	Dursunbey	22	Ilgın	31	Sultandağı
5	Çardak	14	Emirler	23	İhsaniye	32	Tınaztepe
6	Çavuşcugöl	15	Enveriye	24	Kadınhan	33	Yıldırımkemal
7	Çay	16	Gazellidere	25	Meydan		
8	Çöğürler	17	Gazlıgöl	26	Mezitler		
9	Dazkırı	18	Gökçedağ	27	Nusrat		
Siding Stops (*Closed)							
1	Alayunt Müselles	4	Kayı*	7	Porsuk		
2	Demirciören*	5	Kızılinler	8	Sabuncupınar		
3	Güzelyurt*	6	Köprüören*	9	Uluköy		
Closed Stations							
1	Afyonşehir	5	Çiğiltepe	9	Gecek	13	Seyitömer
2	Azot	6	Demirli	10	Keçiborlu	14	Sindirler
3	Bozanönü	7	Eğirdir	11	Kocatepe	15	Sülün
4	Bozkurt	8	Ekinova	12	Kuleönü	16	Sütlaç
Stops							
1	Akyarma	3	Baraklı	5	Evciler	7	Kireç
2	Aliköy	4	Demirözü	6	Güneyköy	8	Yeşilhüyük

Table C.8 Stations in 8th Region of TCDD

8th Region of TCDD (YHT Directorates)					
Main Station Directorates					
1	Ankara YHT	2	Eskişehir	3	Konya
Main Stations					
1	Bilecik YHT	3	Eryaman YHT	5	Polatlı YHT
2	Bozüyük YHT	4	Konya Batı YHT		
Siding Stops					
1	Beylikova HT	5	Pamukova HT	9	Sayding 4 (Konya-Polatlı)
2	Biçer HT	6	Sayding 1 (Konya-Polatlı)	10	Sayding 5 (Konya-Polatlı)
3	Esenkent HT	7	Sayding 2 (Konya-Polatlı)		
4	Osmaneli HT	8	Sayding 3 (Konya-Polatlı)		

D. Tables of Registration Decrees of Station Buildings

Tables below: List of the accessed registry document dates and numbers of the station buildings given by the Board of Conservation of Cultural and Natural Assets.[36]

Table D.1 Registry dates of stations in 1th Region of TCDD

1st Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No.**
Ankara	Sazılar		28.03.2003	8479
Bilecik	Bilecik	1891	29.04.2010	4175
Bilecik	Bozüyük	1892	30.04.2010	4187
Bilecik	Karaköy		25.03.2010	4123
Bilecik	Mekece		15.09.2009	1031
Bilecik	Osmaneli		27.05.2010	4240
Bilecik	Vezirhan		29.04.2010	4181
Bursa	Mudanya		2.07.1987	3439
Edirne	Uzunköprü		8.04.1988	3
Eskişehir	Alpu		10.11.2008	3177
Eskişehir	Biçer		10.11.2008	3192
Eskişehir	Çukurhisar		27.07.2000	1215
Eskişehir	Eskişehir	1955	21.02.2008	2533
Eskişehir	İnönü		6.09.1995	2337
Eskişehir	Sazak		10.11.2008	3193
Eskişehir	Yalınlı		10.11.2008	3191
Eskişehir	Yunus Emre		11.04.2003	2328
İstanbul	Bostancı		31.03.2004	6910
İstanbul	Erenköy		10.11.1979	11609
İstanbul	Feneryolu		31.03.2004	6910
İstanbul	Göztepe		29.02.1988	117
İstanbul	Haydarpaşa	1908	21.08.1997	4542

[36] Construction dates of the station buildings are taken from registry documents, 162nd annual booklet of TCDD, related articles and thesis, reproduction of opening day booklets of station buildings and also from the final report of the project "Garların Güzelleştirilmesi".

Table D.1 (Continued)

City	Station	Year Built	Registry Date	Registry No.
İstanbul	Haydarpaşa ve yakın çevresi SİT alanı		26.04.2006	85
İstanbul	İsparta Kule		3.01.2002	6248
İstanbul	Kabakça		4.09.2003	6312
İstanbul	Kartal		10.04.1997	4469
İstanbul	Kızıltoprak		31.03.2004	6910
İstanbul	Maltepe		17.08.2005	440
İstanbul	Menekşe		9.11.2010	361
İstanbul	Pendik		8.06.2000	5644
İstanbul	Sinekli		3.01.2003	6537
İstanbul	Sirkeci	1890	10.11.1979	11616
İstanbul	Suadiye		31.03.2004	6910
İstanbul	Yedikule		16.02.1992	4273
İstanbul	Yeşilköy		4.01.1995	6260
İzmit	Büyükderbent		13.05.2008	403
İzmit	Derince (old)		20.01.2000	5483
İzmit	Dil İskelesi		1.04.2005	497
İzmit	Gebze		12.03.1991	2637
İzmit	Hereke		26.10.2000	5842
İzmit	İzmit		1.06.2000	5642
İzmit	Tavşancıl		20.01.2000	5480
Kırklareli	Babaeski		18.11.2011	105
Kırklareli	Kırklareli	1912	12.06.2009	2572
Sakarya	Sapanca	1891	7.12.1991	2164
Sakarya	Doğançay		14.12.2011	154

Table D.2 Registry dates of stations in 2nd Region of TCDD

2nd Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No.**
Ankara	Ankara	1937	4.04.1989	759
Ankara	Elmadağ	1925	30.03.2007	2242
Ankara	Gazi	1926	2.06.1992	2436
Ankara	Kayaş	1917	26.10.2001	7633
Ankara	Lalahan	1925	30.03.2007	2241
Çankırı	Çankırı	1931	22.06.2207	2440
Karabük	Karabük	1932	4.11.2009	1494
Kayseri	Gömeç	1929	23.11.2007	967
Kayseri	Kayseri	1927	7.04.2006	515
Kayseri	Yeşilhisar	1947	22.02.2007	742
Kırıkkale	Irmak	1925	30.03.2007	2253
Kırıkkale	Kırıkkale	1947	30.03.2007	2254
Kırıkkale	Yahşihan	1925	12.05.2011	6023
Niğde	Bor	1930	19.07.1997	689
Niğde	Niğde	1933	31.07.1993	1529
Zonguldak	Çatalağzı	1936	16.07.2011	2456
Zonguldak	Çaycuma	1936	16.07.2011	2442
Zonguldak	Filyos	1936	15.07.2011	2437
Zonguldak	Gökçebey	1936	16.07.2011	2455

Table D.3 Registry dates of stations in 3rd Region of TCDD

3rd Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No.**
Aydın	Aydın		16.02.1994	3847
Aydın	Beyköy		23.03.2005	660
Aydın	Buharkent		14.03.2001	9864
Aydın	Nazilli	1881	3.02.2005	391
Aydın	Nazilli, Güzelköy		3.02.2005	386
Aydın	Ortaklar		21.02.2001	9837
Aydın	Sazlıköy		18.05.2005	912

Table D.3 (Continued)

City	Station	Year Built	Registry Date	Registry No.
Aydın	Söke		3.02.2001	9799
Aydın	Sultanhisar		2.11.1994	4315
Balıkesir	Balıkesir	1912	14.03.1986	2134
Balıkesir	Bandırma	1912	20.10.1995	4731
Denizli	Böceli		13.04.2012	592
Denizli	Goncalı		28.01.2005	309
Denizli	Honaz, Pınarkent		20.05.2011	3766
İzmir	Alsancak	1858	25.01.1985	599
İzmir	Basmane	1865	23.06.1988	391
İzmir	Bornova		2.07.1987	3456
İzmir	Canlı		31.08.2005	1237
İzmir	Çamlık		7.02.1991	2624
İzmir	Çiğli		25.01.2007	2018
İzmir	Karşıyaka		13.04.1985	914
İzmir	Kemer		21.01.1988	15
İzmir	Ödemiş	1883	20.10.2002	11023
İzmir	Selçuk		9.01.1992	3432
İzmir	Şirinyer		25.01.2007	2014
İzmir	Tire	1883	21.05.2003	11636
İzmir	Torbalı	1883	23.03.2006	1993
Manisa	Alaşehir		12.04.1990	1845
Manisa	Horozköy		22.01.2003	11316
Manisa	Manisa		11.09.2002	10904
Manisa	Salihli	1875	18.01.2007	2679
Manisa	Turgutlu		4.05.2005	847
Uşak	Eşme		30.07.2011	1172
Uşak	Güneyköy		3.10.2011	3
Uşak	Uşak	1897	31.05.2005	947

Table D.4 Registry dates of stations in 4th Region of TCDD

4th Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No**
Amasya	Amasya	1928	5/3/62	2364
Amasya	Hacıbayram	1928	5/26/07	1242
Amasya	Kayabaşı	1929	5/29/05	298
Erzincan	Bağıştaş	1950	9/10/07	708
Erzincan	Erzincan	1938	5/10/91	304
Erzincan	İliç	1937	7/16/07	678
Erzincan	Kemah	1956	8/28/12	423
Erzincan	Eriç	1937	28.28.2012	427
Erzincan	Güllübağ	1937	8/28/12	426
Erzurum	Horasan	1960	6/15/07	660
Erzurum	Uzunahmet	1960	6/15/07	655
Erzurum	Aşkale	1938	6/15/07	664
Erzurum	Erzurum	1939	4/24/96	752
Erzurum	Ilıca	1938	6/15/07	667
Erzurum	Topdağı		6/14/07	634
Kars	Akyaka	1919	9/21/92	488
Kars	Artova	1932	6/24/11	2421
Kars	Sarıkamış	1964	6/14/07	633
Kars	Benliahmet		4/29/10	1645
Kars	Selim		4/29/10	1661
Kayseri	Sarıoğlan		2/24/06	479
Samsun	Havza	1940	1/27/87	298
Sivas	Çetinkaya		12/11/03	3469
Sivas	Sivas	1930	8/23/07	574
Tokat	Turhal	1943	12/13/06	263

Table D.5 Registry dates of stations in 5th Region of TCDD

5th Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No**
Adıyaman	Gölbaşı		24.03.2005	459
Malatya	Doğanşehir		10.11.2016	3150
Malatya	Hekimhan		31.10.2013	1191
Malatya	Malatya	1931	13.01.2010	1546
Yozgat	Yerköy		30.09.2005	390

Table D.6 Registry dates of stations in 6th Region of TCDD

6th Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No**
Adana	Adana	1912	15.07.1992	1251
Adana	Adana (old)	1886	30.04.1999	3382
Adana	Bahçe	1915	31.05.2007	2759
Adana	Ceyhan	1916	23.05.2005	640
Adana	Durak	1916	28.10.2008	4341
Adana	Pozantı	1910	23.05.2005	643
Adana	Yenice	1916	28.08.2003	5255
Adana	Zeytinli	1916	30.06.2005	831
Gaziantep	Gaziantep	1959	27.07.2006	1841
Hatay	Dörtyol		30.01.2002	4537
Hatay	Erzin	1912	22.02.2007	2420
Hatay	İskenderun	1912	8.06.1979	A-1693
Kahramanmaraş	Kahramanmaraş	1951	30.03.2006	1494
Karaman	Ayrancı	1904	4.03.2005	180
Kilis	Çobanbey		26.04.2007	2602
Konya	Çumra	1904	1.07.1988	231
Konya	Ereğli	1904	13.06.2005	379
Konya	Konya (old)	1893	13.11.1982	A-3861
Mardin	Şenyurt	1955	16.01.2009	1998
Mersin	İncir Gediği		8.07.2010	6183
Mersin	Mersin (old)	1886	1.10.1999	3526
Mersin	Mersin	1955	1.12.1992	1349
Osmaniye	Mamure	1915	12.12.2001	4517
Osmaniye	Toprakkale	1912	23.02.2007	2468

Table D.7 Registry dates of stations in 7th Region of TCDD

7th Region of TCDD				
City	**Station**	**Year Built**	**Registry Date**	**Registry No**
Afyon	Afyon Ali Çetinkaya	1939	14.03.1981	2765
Afyon	Gecek		5.06.1995	2272
Afyon	Karakuyu	1908	23.10.2004	108
Afyon	Afyonşehir	1895	14.03.1981	2765
Burdur	Burdur	1936	17.09.2003	6015
Denizli	Çivril	1892	19.06.1996	5914
Denizli	Kaklık		28.02.2008	1387
Isparta	Eğirdir	1907	29.08.2002	5561
Isparta	Gümüşgün	1911	11.11.2003	6098
Isparta	Isparta	1936	26.07.2002	5530
Isparta	Keçiborlu		11.11.2003	6096
Isparta	Kuleönü	1933	26.07.2002	5531
Konya	Akşehir	1895	15.11.1985	1569
Konya	Horozluhan		25.01.1995	233
Konya	Meydan	1895	25.01.1995	233
Konya	Pınarbaşı		25.01.1995	2189
Kütahya	Alayunt	1894	3.07.1998	610
Kütahya	Balıköy	1925	7.05.1999	835
Kütahya	Dumlupınar	1897	7.03.2003	2286
Kütahya	Köprüören	1928	2.05.2003	2352
Kütahya	Sabuncupınar	1915	29.11.2002	2213
Kütahya	Tavşanlı	1932	1.08.1999	890

E. Tables of Restored Station Buildings

Tables below are taken from the Estate Directorates of Regional Directorates of TCDD.

Table E.1 Restored station buildings in the 1st Region of TCDD

1st Regional Directories of TCDD	
Completed Restoration Projects	
1	Haydarpaşa station building
2	Sirkeci station building
3	Kumkapı station building
4	Yenikapı station building
5	Menekşe station building
6	Muratlı station building
7	Sinekli station building
8	Çayırdere station building
9	Kayabeyli station building
10	Seyitler station building
11	Babaeski station building
12	Lüleburgaz station building
13	Alpullu station building
14	Kavaklı station building
15	Kırklareli station building
16	Pehlivanköy station building
17	Uzunköprü station building
18	Gebze station building
19	Diliskelesi station building
20	Tavşancıl station building
21	Hereke station building
22	Tütünçiftlik station building
23	Sapanca station building
24	Doğançay station building
25	Mekece station building
26	Kabakça station building

Table E.1 (Continued)

	Completed Restoration Works
1	Haydarpaşa station building (continuing)
2	Kabakça station building
3	Sinekli station building
4	Gebze station building
5	Hereke station building
6	Sapanca station building
7	Doğançay station building
8	Mekece station building

Table E.2 Restored station buildings in the 2nd Region of TCDD

	2nd Regional Directories of TCDD
	Completed Restoration Projects
1	Ankara station building
2	Yerköy station building
3	Karabük station building
4	İsmetpaşa station building
5	Çankırı station building
6	Eskipazar station building
7	Filyos station building
	Completed Restoration Works
1	Kırıkkale station building
2	Çerikli station building
3	Yerköy station building
4	Bor station building
5	Niğde station building
6	Kayseri station building
7	Malıköy station building (as a museum)
8	Yeşilhisar station (landscaping)
9	Bor station (site restoration)
10	Polatlı station building
11	Elmadağ station building
12	Etimesgut station building
13	Yenifakılı station building
14	Yeniyapan station building

Table E.3 Restored station buildings in the 3rd Region of TCDD

3rd Regional Directories of TCDD	
Completed Restoration Projects	
1	Kuyucak station building
2	Goncalı station building
3	Sarayköy station building
4	Susurluk station building
5	Aksakal station building
6	Çukurhüseyin station building
7	Soğucak station building
8	Buharkent station building
9	Umurlu station building
10	Bayındır station building
11	Konaklar station building
12	Kemer station building (closed)
13	Sultanhisar station building
14	Kavaklıdere station building
15	Oturak station building
16	İnay station building
17	Banaz station building
18	Karşıyaka station building (closed)
19	Aydın station building
20	Güneyköy station building
21	Ahmetler station building
22	Söke station building
23	Balıkersir station building
24	Sığırcı station building
25	Çatal station building
26	Bakır station building
27	Köşk station building
28	Yeniköy station building (Restoration in progress)
29	Bandırma station building (Restoration in progress)
30	Beşeylül station building (closed)(Restoration in progress)
31	Kırkağaç station building (Restoration in progress)

Table E.3 (Continued)

	Completed Restoration Works
1	Söke station building
2	Güneyköy station building
3	Eşme station building
4	Kırkağaç station building
5	Sığırcı station building
6	Ahmetli station building
7	Atça station building
8	Balıkesir station building
9	İncirliova station building
10	Köşk station building
11	Pancar station building
12	Urganlı station building
13	Yeniköy station building
14	Çatal station building
15	Kaşıyaka station building
16	Deizli station building
17	Gaziemir station building
18	Selçuk station building
19	Sarayköy station building
20	Savaştepe station building
21	Çalıköy station building
22	Süleymanlı station building
23	Beyce station building
24	Karpuzlu station building
25	Bakır station building
26	Bandırma station building (old)
27	Okçugöl station building
28	Ömerköy station building
29	Böceli station building
30	Kocabaş station building
31	Ayşebacı station building
32	Şirinyer station building
33	Basmane station building
34	Çamlık station building
35	Soma station building
36	Alsancak station building

Table E.4 Restored station buildings in the 4th Region of TCDD

4th Regional Directories of TCDD	
	Completed Restoration Projects
1	Amasya Main Station Building
2	Hacıbayram Station Building
3	Havza Station Building
4	Kars-Selim Station Building
5	Sarıkamış Station Building
6	Sivas Main Station Building
7	Tekkeköy Station Building
	Completed Restoration Works
1	Amasya Main Station Building
2	Sivas Main Station Building
3	Tekkeköy Station Building
	Ruined Stations
1	Topulyurt station building
2	Yıldıztepe station building
3	Kirazlık station building
4	Başgedik station building
5	Soğanlı station building
6	Hızırilyas station building
7	Karaçuha station building
8	Alvar station building
9	Palandöken station building
10	Saptıran station building
11	Gökbayır station building
12	Dumanlı station building
13	Cebesoy station building
14	İliç station building
15	Dazlak station building
16	Kars station building
17	Altunkent station building
	Rented Stations
1	Tekkeköy station building (for social facilities)

Table E.5 Restored station buildings in the 5th Region of TCDD

5th Regional Directories of TCDD	
	Completed Restoration Projects
1	Diyarbakır station building
2	Gölbaşı station building
3	Batman station building
4	Elazığ station building
5	Yolçatı station building
6	Ergani station building
7	Maden station building
8	Çöltepe station building
9	Bismil station building
10	Yazıhan station building
11	Geyik station building
12	Beşiri Station Building
13	Kurtalan station building
	Completed Restoration Works
1	Diyarbakır station building
2	Elazığ station building
	Ruined Stations
1	Haydarlı station building
2	Kumlu station building
3	Kadılı station building
4	Kesikköprü station building
5	Hasançelebi station building
6	Sarsap station building
7	Koçkale station building
8	Konak station building
9	Muratbağı station building(old)
10	Yanarsu station building
11	Kıradağ station building
12	Sinan station building
13	Ulam station building
14	Bozdemir station building
15	Suveren station building
16	Dik station building
17	Turna station building
18	Kale station building
19	Çeken station building
20	Söylemez station building
21	Erçek station building
22	Dibekli station building
23	Çimenova station building
24	Çaybağı station building

Table E.6 Restored station buildings in the 6th Region of TCDD

6th Regional Directories of TCDD	
	Completed Restoration Projects
1	Gaziantep station building
2	Adana station building
3	Toprakkale station building
4	Yenice station building
5	Mamure station building
6	Bahçe station building
7	Demiryurt station building
	Completed Restoration Works
1	Osmaniye station building
2	Ereğli station building
3	Ceyhan station building
4	İskenderun station building
5	Konya station building
6	Ulukışla station building
7	Durak station building
8	Pozantı station building
	Ruined Stations
1	Toruntepe station building
2	Serçehan station building
3	Hayrat station building
4	Yuva station building
5	Ayran station building

Table E.7 Restored station buildings in the 7th Region of TCDD

7th Regional Directories of TCDD	
	Completed Restoration Projects
1	Afyon Ali Çetinkaya station building
2	Kaklık station building
3	Burdur station building
4	Isparta station building
5	Eğirdir station building
6	Akşehir station building
	Completed Restoration and Rehabilitation Works
1	Dinar station building
2	Tavşanlı station building
3	Kütahya station building
4	Isparta station building
5	Karakuyu station building
6	Sandıklı station building
7	Akşehir Gar Seflikleri
8	Tunçbilek station building
9	Nusrat station building
10	Dursunbey station building
11	Burdur station building
12	Emirler station building
13	Değirmenözü Gar Şeflkileri
14	Alayunt station building
15	Gümüşgun station building
16	Bahmahmut station building
17	Çardak station building
18	Bozkurt Station Building
19	Dazkırı station building
20	Köprüören station building
21	Çavuşçugöl station building
22	Ilgın station building
23	Sarayönü station building
24	Kadınhan station building
25	Pınarbaşı station building
26	Büyükçobanlar station building
27	Çay station building
28	İhsaniye station building
29	Dumlupınar station building
30	Döğer station building
31	Sultandağı station building
32	Argıthan station building

Table E.7 (Continued)

33	Koctepe station building
34	Çöğürler station building
35	Porsuk station building
36	Yıldırım Kemal station building
37	Balıköy station building
38	Demirli station building
39	Sabuncupınar station building
40	Gökçekısık station building
41	Azot station building
42	Değirmisaz station building
43	Çiğiltepe station building
44	Uluköy station building
45	Ekinova station building
46	Haman station building
47	Tınaztepe station building
48	Piribeyler station building
49	Sindirler station building
50	Mezitler station building
51	Gökçedağ station building
52	Sütlaç station building
53	Demirözü station building
54	Afyonşehir station building
55	Çandır station building
56	Dada station building
	Rented stations
1	Bozanönü station building (for social, cultural and sports facilities)
2	Keçiborlu station building (to Municipality)
3	Kuleönü station building (for commercial purposes)

F. Tables of Catalogued Station Buildings

Table F.1 Table of catalogued station buildings (Ist and IInd Class)

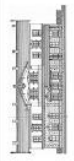
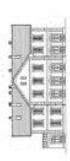
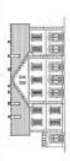
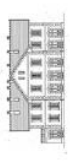
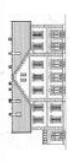
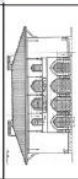
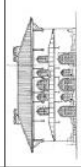
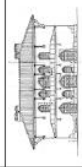
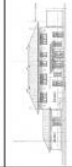
NAME	CITY	REGION	YEAR BUILT	CLASS	TYPE	PLAN	ELEVATION	PHOTOGRAPH
ANKARA (FORMER)	ANKARA	2	1892	I	WITHOUT TYPE			
ESKİŞEHİR (FORMER)	ESKİŞEHİR	2	1892	I	WITHOUT TYPE			
KONYA (OLD)	KONYA	6	1893	I	WITHOUT TYPE			
ALAŞEHİR	MANİSA	3	NA	II	WITHOUT TYPE			
BALIKESİR	BALIKESİR	3	1912	II	WITHOUT TYPE			
SALİHLİ	MANİSA	3	1875	II	WITHOUT TYPE			
UŞAK	UŞAK	3	1897	II	WITHOUT TYPE			
AFYONŞEHİR	AFYON	7	1895	II	WITHOUT TYPE			
YENİCE	ADANA	6	1916	II ANATOLIAN - BAGHDAD LINE	II			
TOPRAKKALE	OSMANİYE	6	1912	II ANATOLIAN - BAGHDAD LINE	III			
İSKENDERUN	HATAY	6	1912	II ANATOLIAN - BAGHDAD LINE	III			
ELAZIĞ	ELAZIĞ	5	1934	II NYDQVIST-HOLM	WITHOUT TYPE			

Table F.2 Table of catalogued station buildings (III[rd] Class)

NAME	CITY	REGION	YEAR BUILT	CLASS	TYPE	PLAN	ELEVATION	PHOTOGRAPH
BEYLİKKÖPRÜ	ANKARA	1	NA	III	WITHOUT TYPE			
BÖYÜKDERBENT	SAKARYA	1	NA	III	WITHOUT TYPE			
İNÖNÜ	ESKİŞEHİR	1	NA	III	WITHOUT TYPE			
KARAKÖY	BİLECİK	1	NA	III	WITHOUT TYPE			
MERECE	BİLECİK	1	NA	III	WITHOUT TYPE			
OSMANELİ	BİLECİK	1	NA	III	WITHOUT TYPE			
SAPANCA	SAKARYA	1	1891	III	WITHOUT TYPE			
YENİFAKİLİ	YOZGAT	2	1927	III	WITHOUT TYPE			
YENİYAPAN	YOZGAT	2	NA	III	WITHOUT TYPE			
AHMETLİ	MANİSA	3	NA	III	WITHOUT TYPE			
BANAZ	UŞAK	3	NA	III	WITHOUT TYPE			
BANDIRMA	BALIKESİR	3	NA	III	WITHOUT TYPE			
OVAKÖY	UŞAK	3	NA	III	WITHOUT TYPE			
SEĞİRCİ	BALIKESİR	3	1912	III	WITHOUT TYPE			
SUSURLUK	BALIKESİR	3	1912	III	WITHOUT TYPE			
YENİKÖY	BALIKESİR	3	1912	III	WITHOUT TYPE			
ÇUKURBÜK	SAMSUN	4	NA	III	WITHOUT TYPE			

Table F.2 (Continued)

| | | |

Table F.2 (Continued)

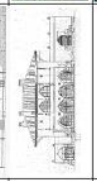
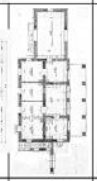
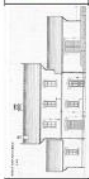
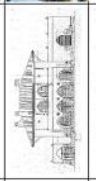
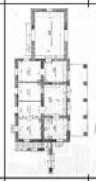
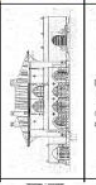
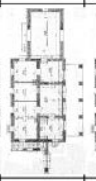
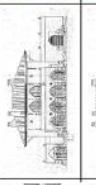
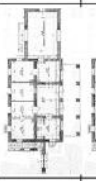
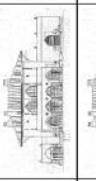
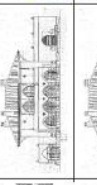
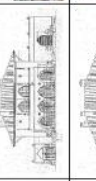
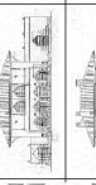
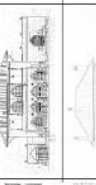
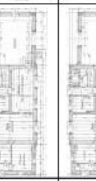
YILDIRIMKEMAL	AFYON	7	NA	III	WITHOUT TYPE					
BADIÇE	OSMANİYE	6	1915	III ANATOLIAN - BAGHDAD LINE	II					
CEYHAN	ADANA	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
DURAK	ADANA	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
GÜNYAZI	HATAY	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
İNCİRLİK	ADANA	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
MAMURE	OSMANİYE	6	1915	III ANATOLIAN - BAGHDAD LINE	II					
OSMANİYE	OSMANİYE	6	1915	III ANATOLIAN - BAGHDAD LINE	II					
YAKAPINAR	ADANA	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
ZEYTİNLİ	ADANA	6	1916	III ANATOLIAN - BAGHDAD LINE	II					
BOR	NİĞDE	2	1930	III NYDQ/ST-BOLM	WITHOUT TYPE					
ÇALALAĞZI	ZONGULDAK	2	1926	III NYDQ/ST-BOLM	WITHOUT TYPE					
ÇANKIRI	ÇANKIRI	2	1931	III NYDQ/ST-BOLM	WITHOUT TYPE					
ÇERKEŞ	ÇANKIRI	2	1935	III NYDQ/ST-BOLM	WITHOUT TYPE					
HUYUK	ÇANKIRI	2	1930	III NYDQ/ST-BOLM	WITHOUT TYPE					
IRMAK	KIRIKKALE	2	1925	III NYDQ/ST-BOLM	WITHOUT TYPE					
İSMETPAŞA	ÇANKIRI	2	NA	III NYDQ/ST-BOLM	WITHOUT TYPE					
KALEÇIK	ANKARA	2	1930	III NYDQ/ST-BOLM	WITHOUT TYPE					

Table F.2 (Continued)

NİĞDE	NİĞDE	2	1933	III NYDQVİST-HOLM	WITHOUT TYPE					
ŞEFAATLİ	YOZGAT	2	1927	III NYDQVİST-HOLM	WITHOUT TYPE					
GÖMEÇ	KAYSERİ	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
İLANLI	SİVAS	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
KALİN	SİVAS	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
SARIOĞLAN	KAYSERİ	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
TURHAL	TOKAT	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
TUZHİSAR	KAYSERİ	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
ŞARKIŞLA	SİVAS	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
YENİÇUBUK	SİVAS	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
ZİLE	TOKAT	4	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
ERGANİ	DİYARBAKIR	5	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
GÖLBAŞI	ADIYAMAN	5	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
MADEN	ELAZIĞ	5	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
PAZARCIK	KAHRAMANMARAŞ	5	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
YOLÇATI	ELAZIĞ	5	NA	III NYDQVİST-HOLM	WITHOUT TYPE					
FEVZİPAŞA	GAZİANTEP	6	1929	III NYDQVİST-HOLM	WITHOUT TYPE					
TÜRKOĞLU	KAHRAMANMARAŞ	6	1931	III NYDQVİST-HOLM	WITHOUT TYPE					

Table F.2 (Continued)

BALIKÖY	KÜTAHYA	7	1925	III NYDQVIST-HOLM	WITHOUT TYPE				
ÇANDIR	BALIKESIR	7	NA	III NYDQVIST-HOLM	WITHOUT TYPE				
DEMİRLİ	KÜTAHYA	7	NA	III NYDQVIST-HOLM	WITHOUT TYPE				
DURSUNBEY	BALIKESIR	7	1932	III NYDQVIST-HOLM	WITHOUT TYPE				
EMİRLER	KÜTAHYA	7	NA	III NYDQVIST-HOLM	WITHOUT TYPE				
KÖPRÇÖREN	KÜTAHYA	7	1928	III NYDQVIST-HOLM	WITHOUT TYPE				
NİKSAR	BALIKESIR	7	NA	III NYDQVIST-HOLM	WITHOUT TYPE				
SANDIKLI	AFYON	7	1925	III NYDQVIST-HOLM	WITHOUT TYPE				
ARİKÖREN	KARAMAN	6	NA	III CFOA	WITHOUT TYPE				
AYRANCI	KARAMAN	6	1904	III CFOA	WITHOUT TYPE				
ÇUMRA	KONYA	6	1904	III CFOA	WITHOUT TYPE				
DEMİRYURT	KARAMAN	6	1904	III CFOA	WITHOUT TYPE				
KAŞINHAN	KONYA	6	1904	III CFOA	WITHOUT TYPE				
SUDURAĞI	KARAMAN	6	1904	III CFOA	WITHOUT TYPE				

Table F.3 Table of catalogued station buildings (IVth Class)

NAME	CITY	REGION	YEAR BUILT	CLASS	TYPE	PLAN	ELEVATION	PHOTOGRAPH
BALIKINIK	KARABUK	2	1933	IV	NA			
BALIŞIH	KIRIKKALE	2	1936	IV	NA			
BAŞKÖY	KAYSERI	2	NA	IV	NA			
BEYDEGIRMENI	KAYSERI	2	NA	IV	NA			
BOĞAZKÖPRÜ	KAYSERI	2	NA	IV	NA			
ÇAYÇUMA	ZONGULDAK	2	1936	IV	NA			
ESKIPAZAR	KARABUK	2	1933	IV	NA			
FILYOS	ZONGULDAK	2	1936	IV	NA			
GÖKÇEBEY	ZONGULDAK	2	1936	IV	NA			
İNCESU	KAYSERI	2	1947	IV	NA			
IZZETTIN	KIRIKKALE	2	NA	IV	NA			
KAYADIBI	KARABUK	2	1936	IV	NA			
KURŞUNLU	ÇANKIRI	2	1933	IV	NA			
ORTAKÖY	KARABUK	2	NA	IV	NA			
SUMUCAK	ÇANKIRI	2	1933	IV	NA			
YEŞILHISAR	KAYSERI	2	NA	IV	NA			
ÇAMLIK	IZMIR	3	NA	IV	NA			

Table F.3 (Continued)

ALP	ERZİNCAN	4	NA	IV	NA													
BEDİRLİESKİ	SİVAS	4	NA	IV	NA													
BAĞIŞTAŞ	ERZİNCAN	4	NA	IV	NA													
ÇADIRKAYA	ERZİNCAN	4	NA	IV	NA													
ÇALTI	ERZİNCAN	4	NA	IV	NA													
ESKİKÖY	SİVAS	4	NA	IV	NA													
GÖÇENTAŞI	SİVAS	4	NA	IV	NA													
KARASU	ERZİNCAN	4	NA	IV	NA													
GÜLLÜBAĞ	ERZİNCAN	4	NA	IV	NA													
GÜNEŞ	SİVAS	4	NA	IV	NA													
KANGAL	SİVAS	4	NA	IV	NA													
KARAGÖL	SİVAS	4	NA	IV	NA													
KARAÖZÜ	KAYSERİ	4	NA	IV	NA													
BASKİL	ELAZIĞ	5	NA	IV	NA													
BATTALGAZİ	MALATYA	5	NA	IV	NA													
GEYİK	DİYARBAKIR	5	NA	IV	NA													
GEZİN	ELAZIĞ	5	NA	IV	NA													

Table F.3 (Continued)

SUÇATI	MALATYA	5	NA	IV	NA				
AKÇADAĞ	MALATYA	5	NA	IV	NA				
NARLI	KAHRAMANMARAŞ	6	1931	IV	NA				
NURDAĞ	GAZİANTEP	6	1931	IV	NA				
ARGITHAN	KONYA	7	NA	IV	NA				
ÇİĞİLTEPE	AFYON	7	NA	IV	NA				
DEĞİRMİSAZ	KÜTAHYA	7	NA	IV	NA				
GAZELLİDERE	BALIKESİR	7	NA	IV	NA				
MEZİTLER	BALIKESİR	7	NA	IV	NA				
TINAZTEPE	AFYON	7	NA	IV	NA				

Table F.4 Table of catalogued station buildings (No Classification)

NAME	CITY	REGION	YEAR BUILT	CLASS	TYPE	PLAN	ELEVATION	PHOTOGRAPH
GAZİ	ANKARA	2	1926	NO CLASSIFICATION				
KAYSERİ	KAYSERİ	2	1927	NO CLASSIFICATION				
AMASYA	AMASYA	4	1927	NO CLASSIFICATION				
ETİMESGUT	ANKARA	2	1929	NO CLASSIFICATION				
SIVAS	SİVAS	4	1930	NO CLASSIFICATION				
MALATYA	MALATYA	5	1931	NO CLASSIFICATION				
SAMSUN	SAMSUN	4	1932	NO CLASSIFICATION		NA	NA	
DİYARBAKIR	DİYARBAKIR	5	1935	NO CLASSIFICATION				
BURDUR	BURDUR	7	1936	NO CLASSIFICATION				
ISPARTA	ISPARTA	7	1936	NO CLASSIFICATION				
ANKARA	ANKARA	2	1937	NO CLASSIFICATION				
ERZİNCAN	ERZİNCAN	4	1938	NO CLASSIFICATION				
ERZURUM	ERZURUM	4	1939	NO CLASSIFICATION				
AFYON	AFYON	7	1939	NO CLASSIFICATION				
TARSUS	MERSİN	6	1949	NO CLASSIFICATION		NA	NA	
KAHRAMANMARAŞ	KAHRAMANMARAŞ	6	1951	NO CLASSIFICATION		NA	NA	

Table F.4 (Continued)

NIZIP	GAZIANTEP	6	1954	NO CLASSIFICATION	NA	NA	
MERSIN	MERSIN	6	1955	NO CLASSIFICATION	NA	NA	
GAZIANTEP	GAZIANTEP	3	1959	NO CLASSIFICATION	NA	NA	
MANISA	MANISA	3	NA	NO CLASSIFICATION	NA	NA	