

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

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CATALOGUE OF BUILDINGS CONSTRUCTED BETWEEN 1850S–1950S**

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ABSTRACT

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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architectural design projects of station buildings, whether designed in Late Ottoman or in Early Republican period, had been archived in TCDD (The State Railways of the Republic of Turkey) project archives.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

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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 ge Osmanlı hem de erken Cumhuriyet dneminde 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 ok önemlidir. Bu sebeple, bu alışmanın 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, Ge Osmanlı Dnemi, Erken Cumhuriyet Dnemi, Dkmantasyon, Katalog

To my beloved parents, Muhterem Feza and Mustafa Feza

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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.

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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 Republic¹. 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, switchman 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 innumerable 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 characteristics, 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 buildings 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 Afyon². The information, documents and the projects were researched on the basis of the plan types of the station buildings in these regions³.

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 line⁴. 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 consciously 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 countries⁵.

Railways, which were referred as the "Steels of the Civilization" in the Ottoman era, were constructed under the reigns of Sultan Abdülmecit 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 initiatives 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-ı 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 total⁷.

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 today⁸

| Route | Date | Length (m) |
|--------------------------------|-------------|-------------------|
| İZMİR-AYDIN RAILWAYS | | |
| Şirinyer-Buca | 1860 | 2,452 |
| İzmir-Sütlaç | 1860 | 356,505 |
| Torbali-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-Meydanekbez | 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 | | |
| Sarıkaş-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 Ports⁹ 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 leading 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 aesthetics (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 Railroads¹¹.

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 Elâzığ-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 construction 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 suburban 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 Independence 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 length 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 government 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 Incorporated 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 |
| İLİCA - 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 today¹³

| 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 (2 nd line) | 1949 | 27,574 |
| Haydarpaşa - Gebze (2 nd line) | 1949 | 44,175 |
| Uzunahmetler - Yekabat | 1949 | 32,716 |
| Horasan - Sarıkamış | 1951 | 71,508 |

Mudanya - Bursa (41.110 m.), Ilica - 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 again¹⁴.

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 162nd 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 competition¹⁵ 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 Kömürçüoğlu. 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 TCDD¹⁶. Project and construction of public buildings commissioned 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 debts 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 economic 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 constructor.



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 construct 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.

1st 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 restored 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 freight, 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 - 1950²¹.



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 encouraged 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 line with the national style have been simplified in 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 aesthetics (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 aesthetic 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 constructed 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, registry documents, the booklet of TCDD 162nd anniversary, the reports on “Beautification of the Station Buildings” (*Gar Güzelleştirme*) Project.

4.1 1st 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.

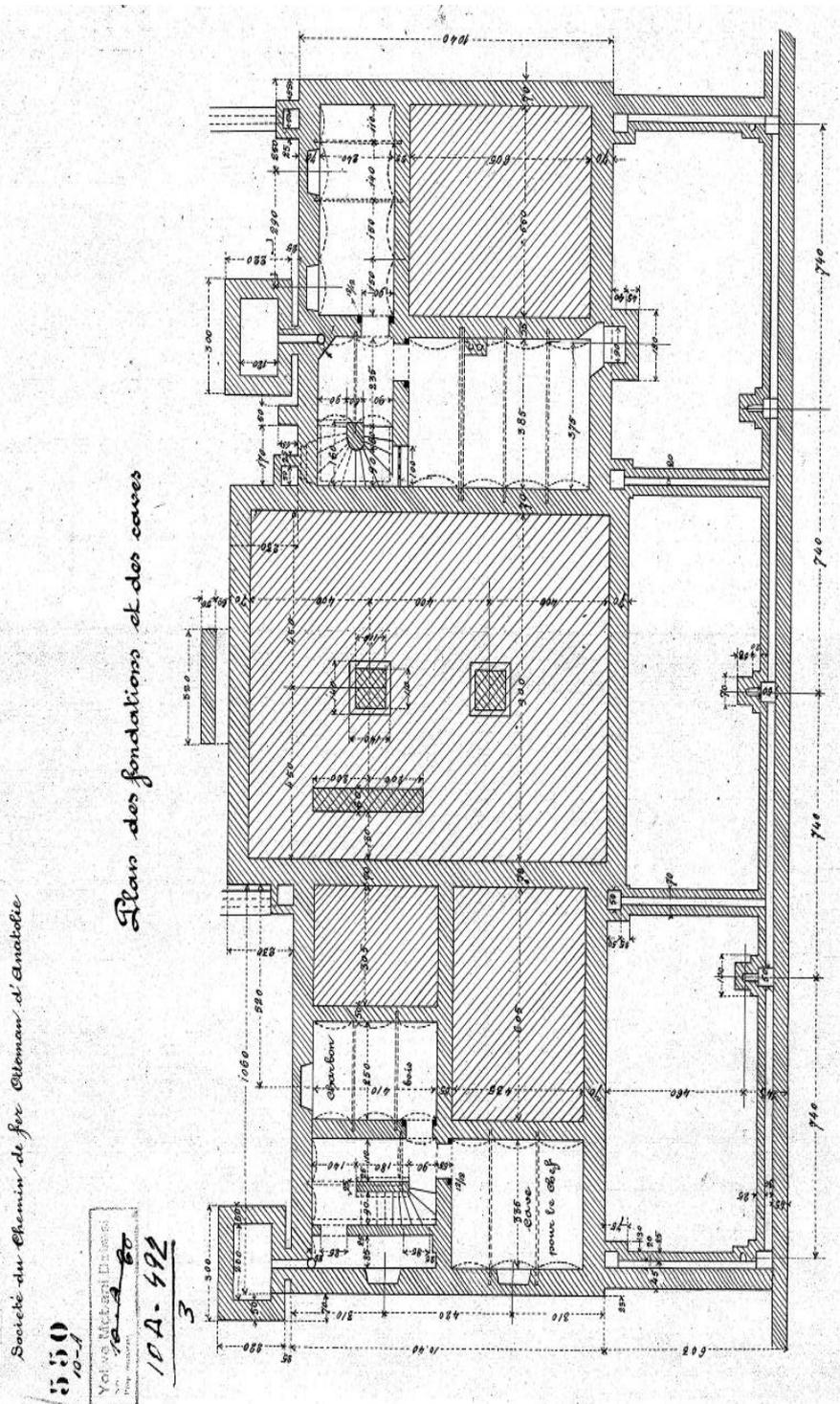


Figure 4.1. 1st class station building project drawn for Konya / Basement plan

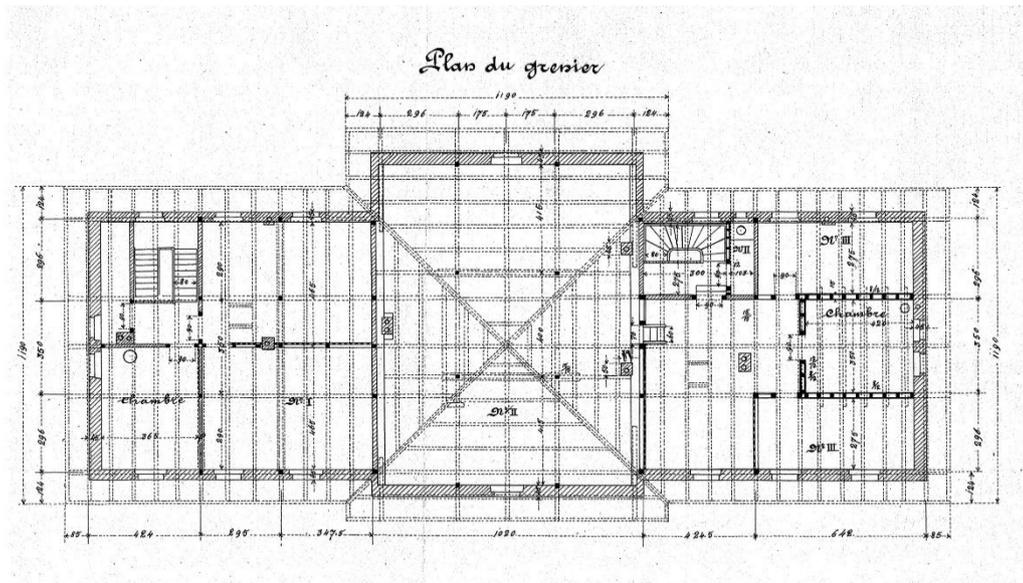


Figure 4.3. 1st class station building project drawn for Konya / Roof plan

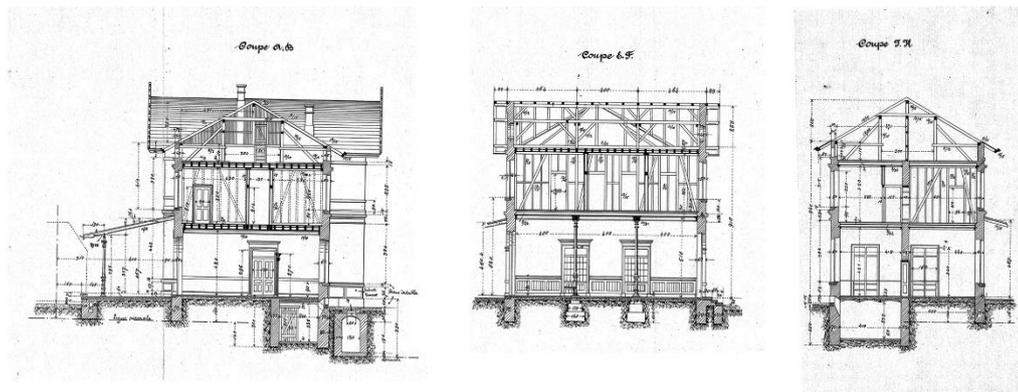


Figure 4.4. 1st class station building project drawn for Konya / Cross sections

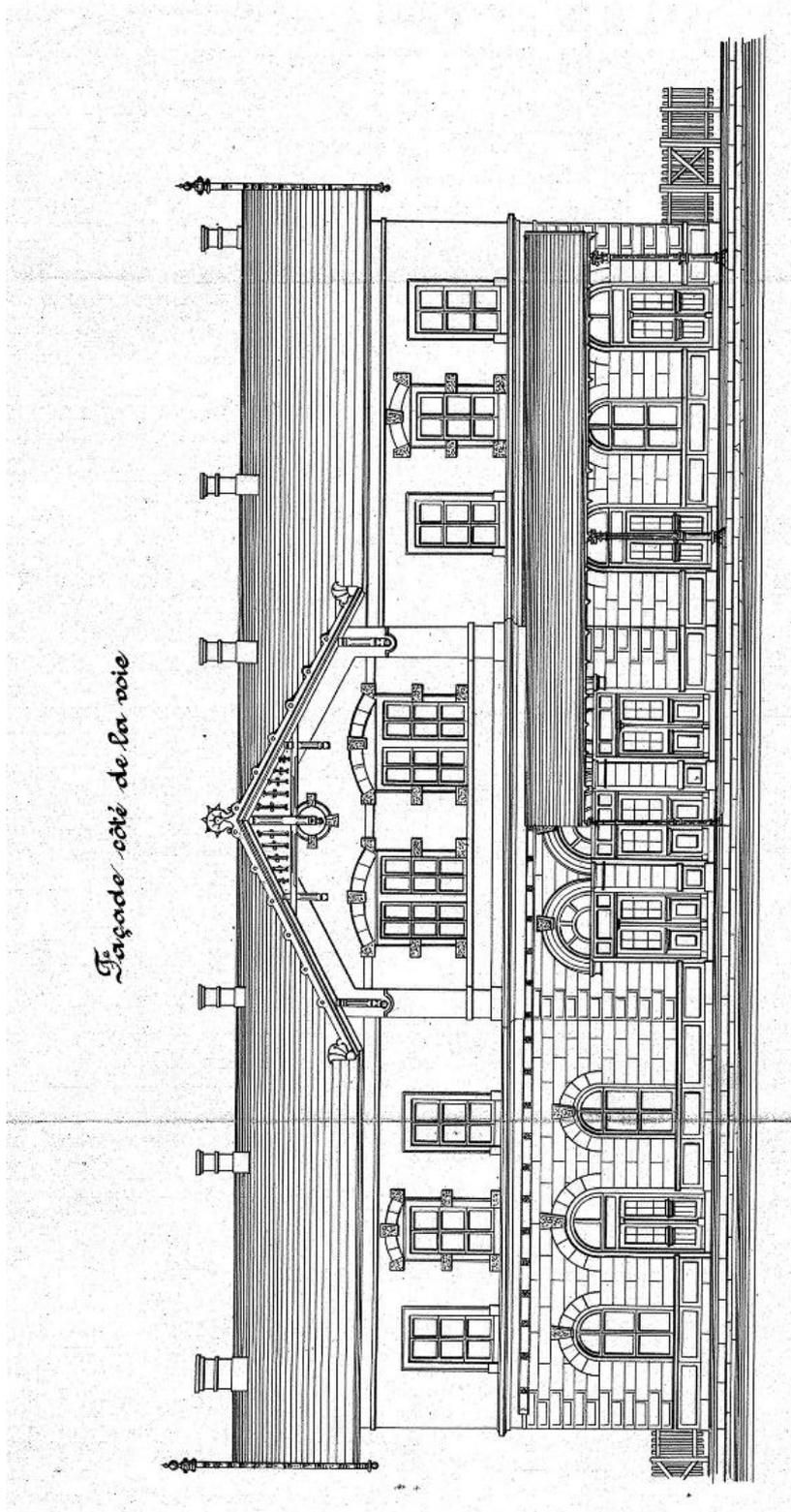


Figure 4.6. 1st class station building project drawn for Konya / Front Elevation

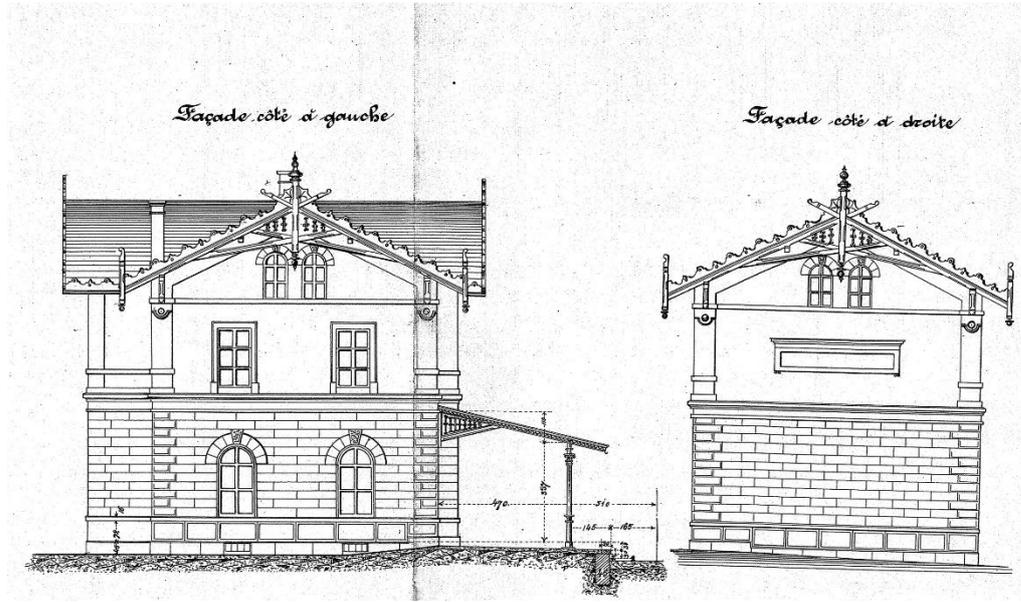


Figure 4.7. 1st class station building project drawn for Konya / Elevations

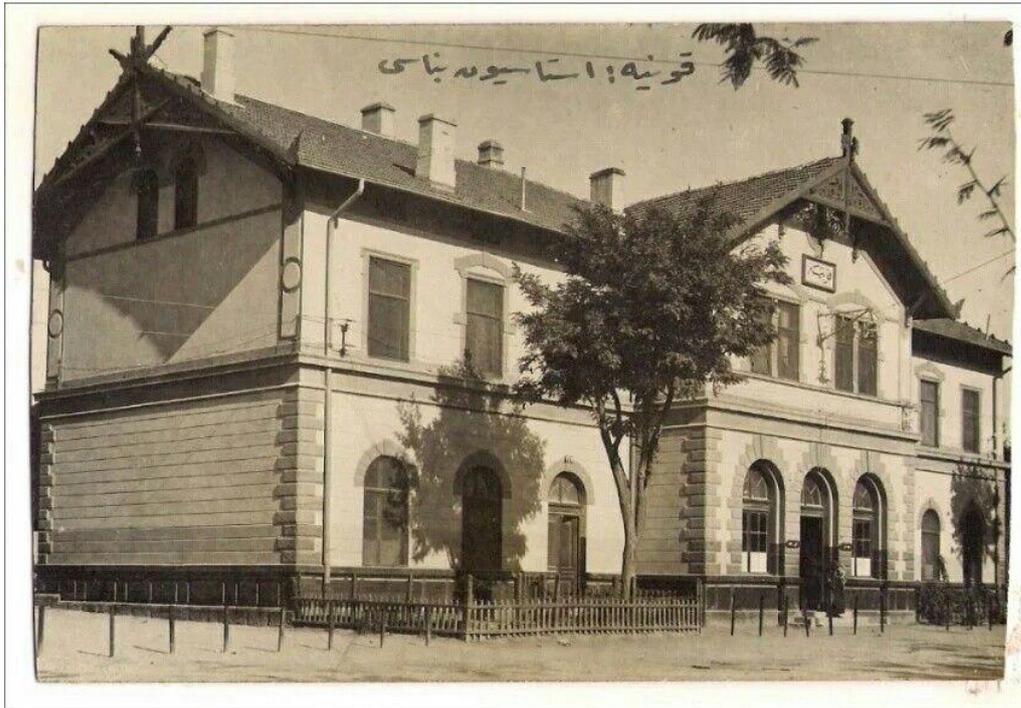


Figure 4.8. Konya old station in past years, city view. (Source: <http://www.eskiturkiye.net/tag/konya/>) (Accessed 03.12.2019)



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)

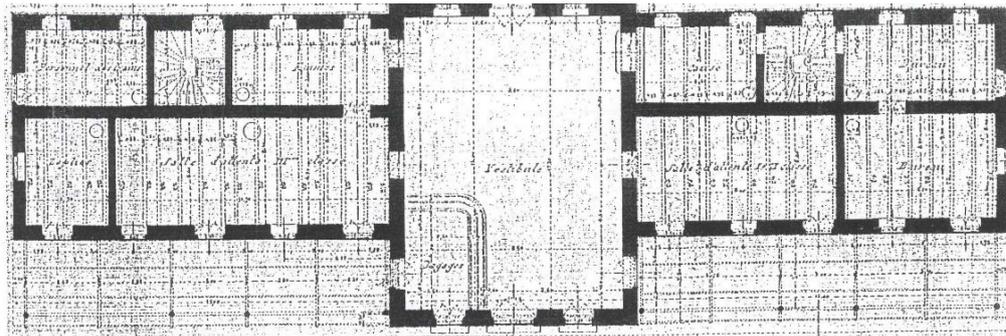


Figure 4.12. 1st class station building project drawn for Ankara-Eskişehir/ Ground floor plan. (Source: Araz, 1995)

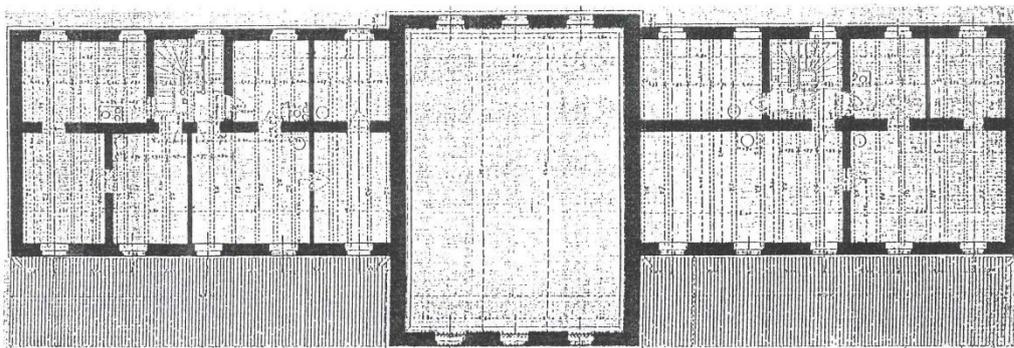


Figure 4.13. 1st class station building project drawn for Ankara-Eskişehir/ First floor plan. (Source: Araz, 1995)

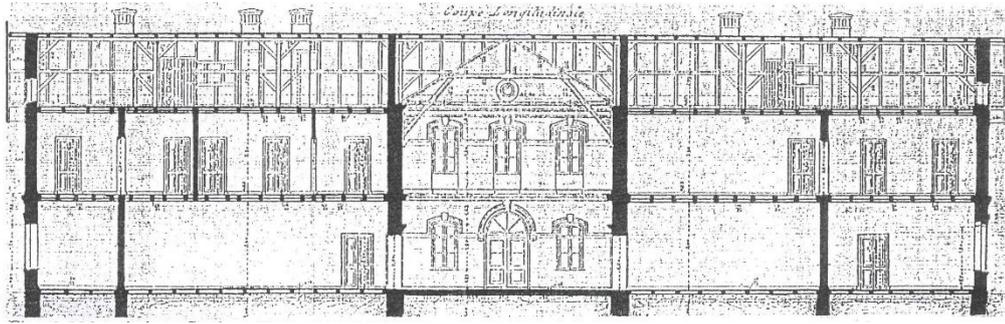


Figure 4.14. 1st class station building project drawn for Ankara-Eskişehir/ Longitudinal section. (Source: Araz, 1995)

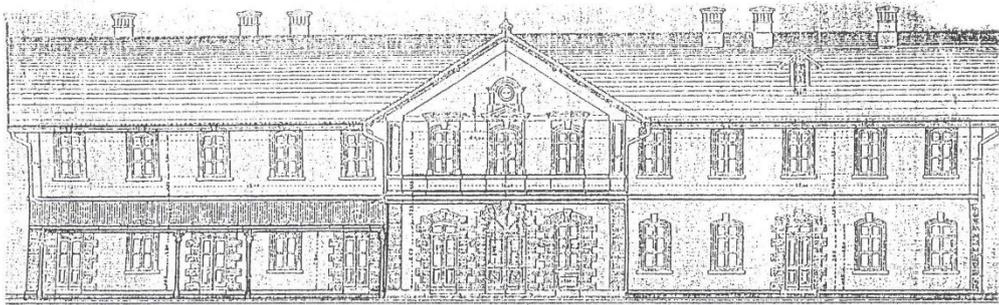


Figure 4.15. 1st class station building project drawn for Ankara-Eskişehir/ Platform elevation. (Source: Araz, 1995)



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)

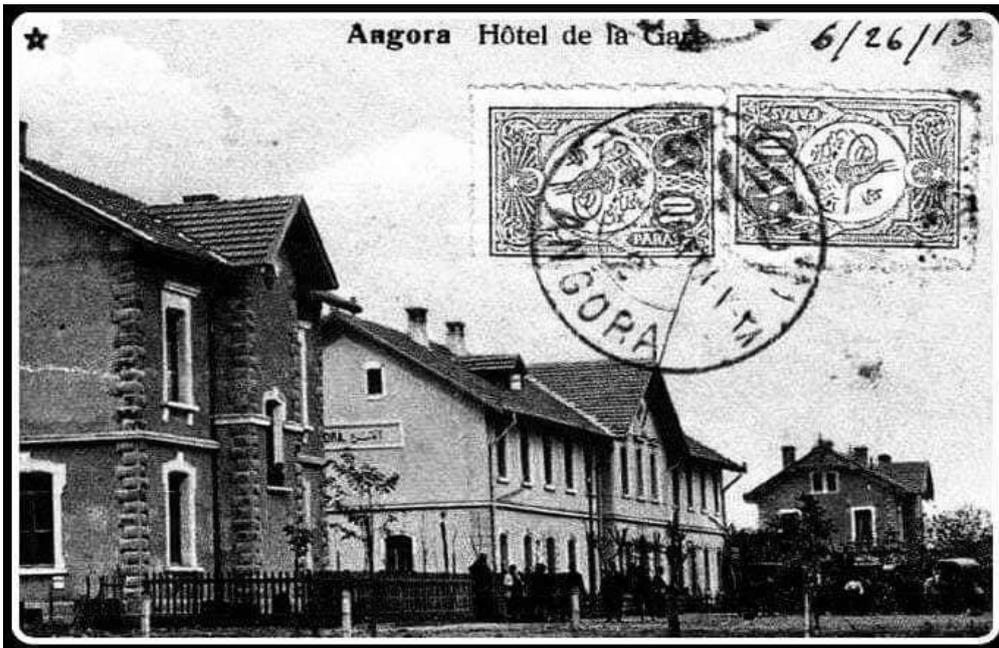


Figure 4.18. Ankara former station building. (Source: <http://users.metu.edu.tr/tonuk/E40003/Ankara/>) (Accessed 03.12.2019)

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.

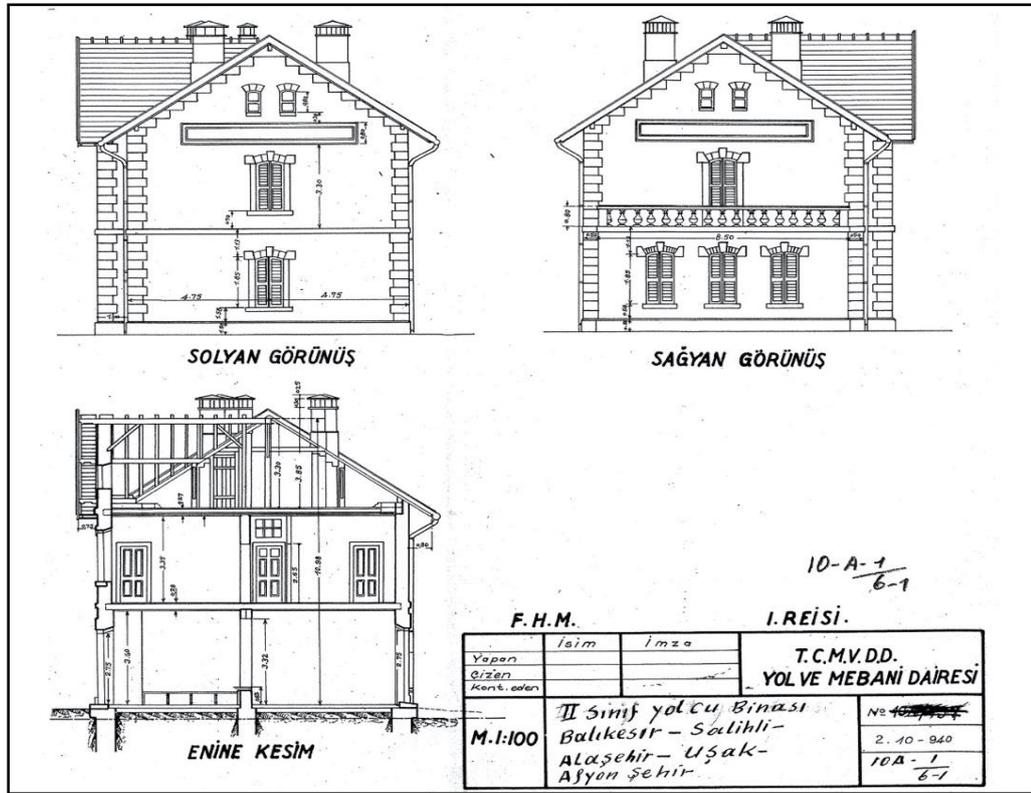


Figure 4.19. IInd class station building project / Side elevations and cross section²²

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.

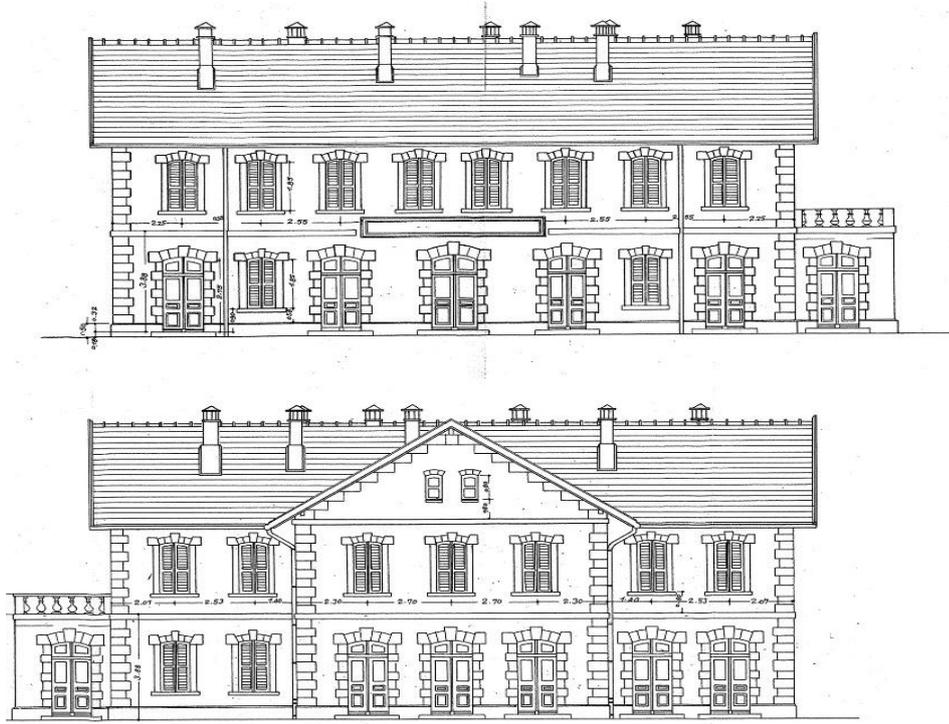


Figure 4.21. IInd class station building project / Elevations

4.2.1 IInd Class Station Buildings in the 3rd Region

Alaşehir (Manisa), Salihli (Manisa), Balıkesir and Uşak station buildings were constructed with the IInd 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)

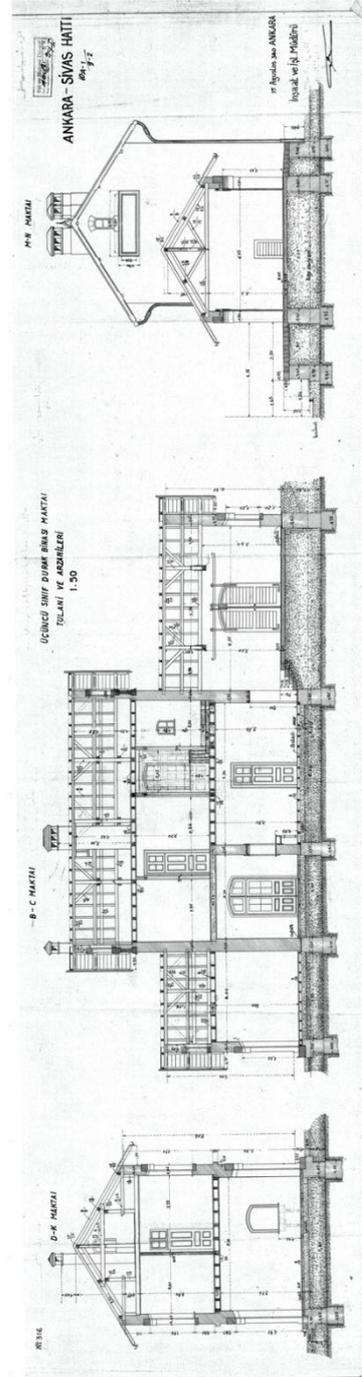
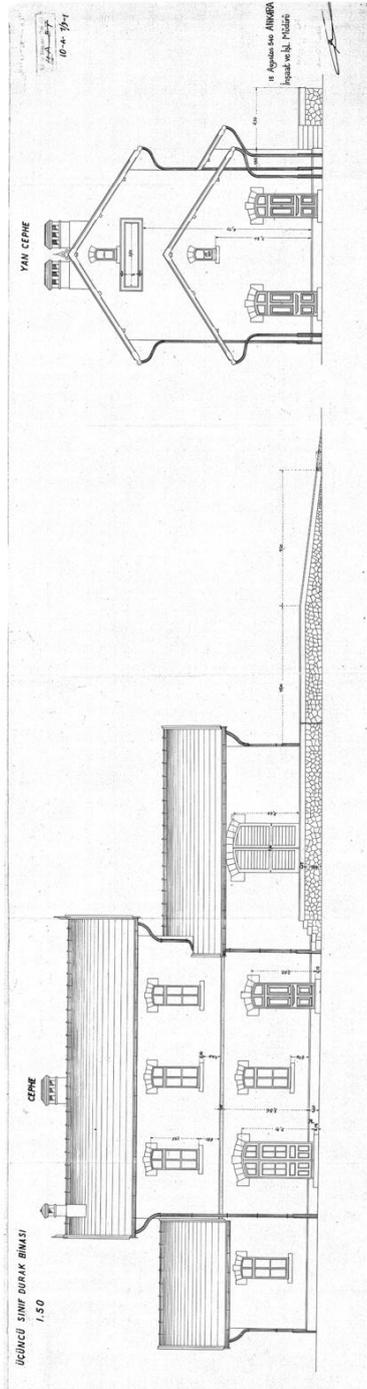


Figure 4.34. IIIrd class project for Ankara - Sivas Line / Elevations and sections

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 IIIrd 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 Yenyapan (Yozgat) station buildings were constructed with the IIIrd 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), Sığircı (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. Sığircı 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), Kızıođlu (Amasya), Ladik (Samsun), Samurçay (Amasya) and Yıldızeli (Sivas) station buildings were constructed with the IIIrd 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. Kızıođlu station (Photograph by architectural team of TCDD, 2006)



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



Figure 4.55. Samurçay station (Photograph by Ő. 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), Gökçekısıık (Eskişehir), Gözpinarı (Konya), Ilgın (Konya), İhsaniye (Afyon), Kadınhan (Konya), Meydan (Konya), Pınarbaşı (Konya), Sabuncupınar (Kütahya), Sarayönü (Konya), Sultandağı (Afyon), Yıldırım Kemal (Afyon) station buildings were constructed with the IIIrd 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. Kadınhanı 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)

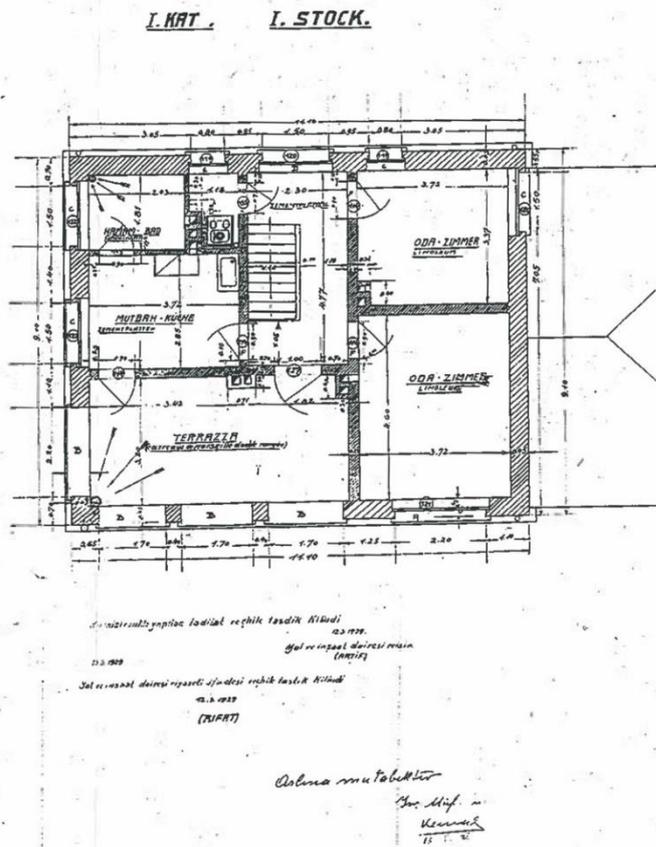


Figure 4.72. IVth class station project / First floor plan

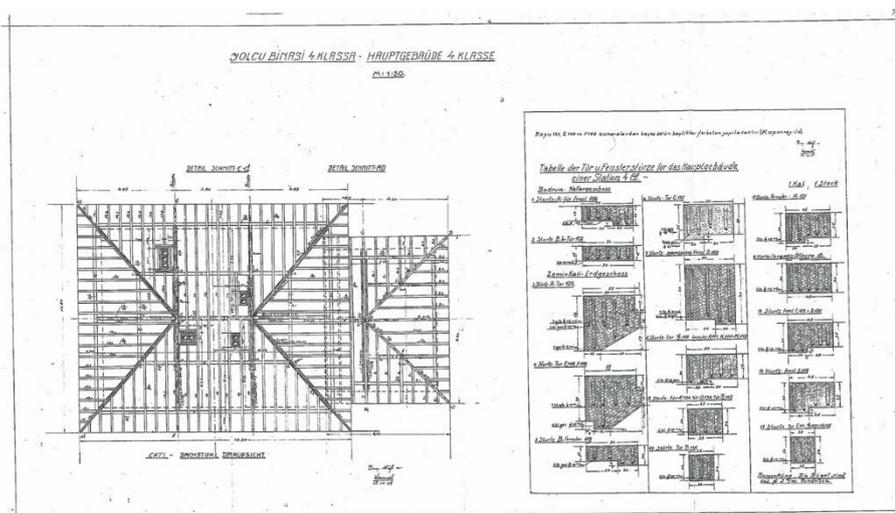


Figure 4.73. IVth class station project / Roof plan

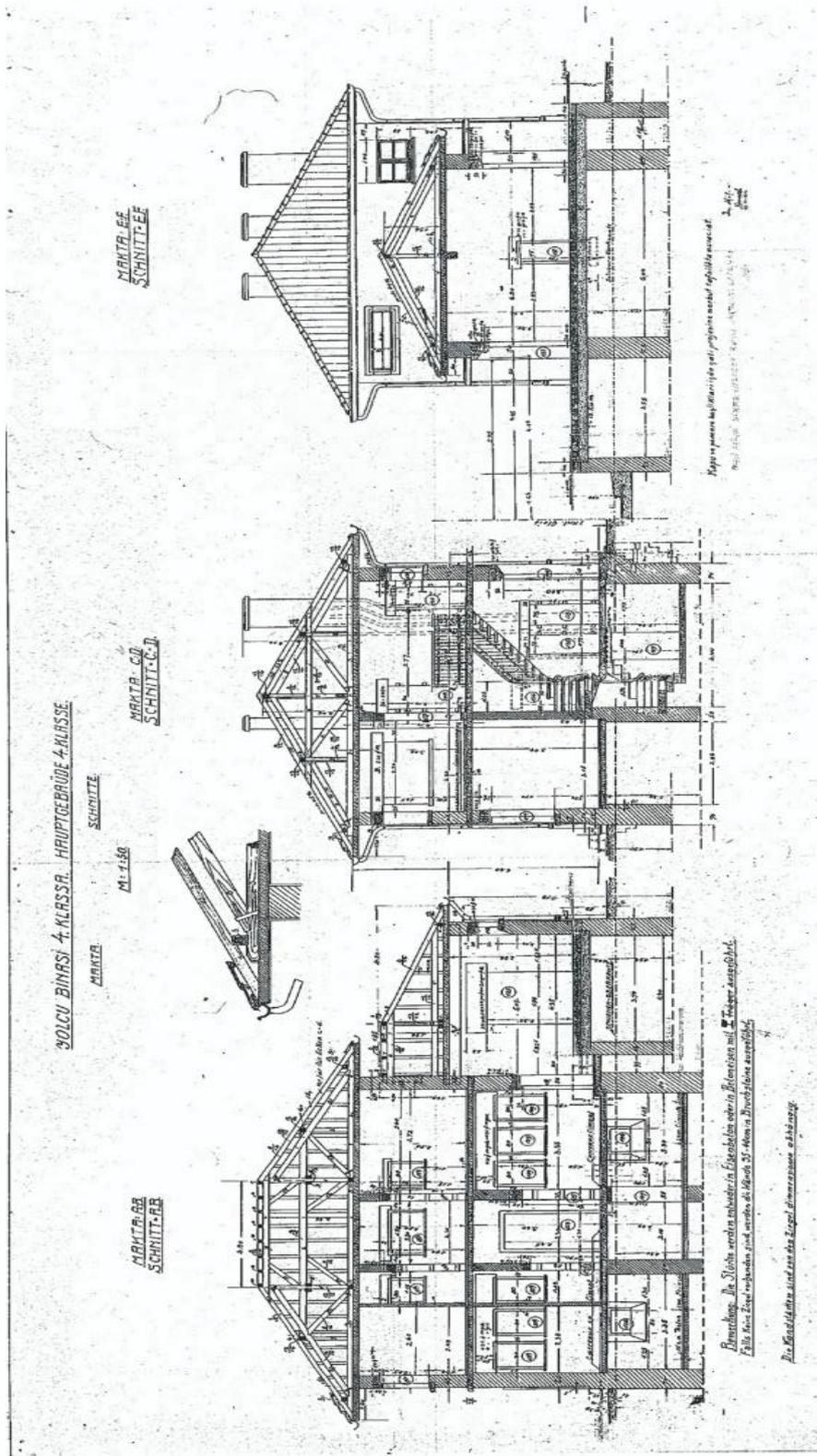


Figure 4.75. IVth class station project / Sections

4.4.1 IVth Class Station Buildings in the 2nd Region

Balıkısık (Karabük), Balışih (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. Balışih 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), Çadirkaya (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. Bedirli station. (TCDD photograph archive)



Figure 4.95. Bağıtaş 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.

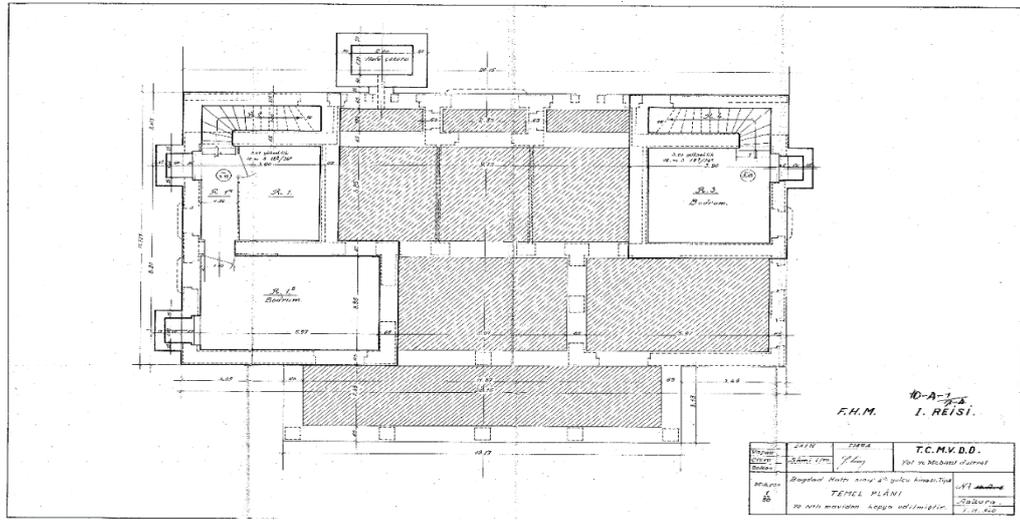


Figure 4.120. IInd Class / Type II project / Foundation plan

| | | | |
|----------------|---|---------------|---------------------------------------|
| Yapan | İSİM | İMZA | T.C.M.V.D.D. Yol ve Mebani dairesi |
| Çizen | Sâmi Lim. | <i>S. Lim</i> | |
| Bâken | | | |
| Mikyas | Bagdad Hattı sınıf II ^e yolcu binası. Tip II | | № 40-A-1/7 Ankara. 7.11.1940 |
| $\frac{1}{50}$ | TEMEL PLÂNI | | |
| | 20. Nolu maviden kopya edilmiştir. | | |

Figure 4.121. IInd Class / Type II project / Title block of foundation plan. Date 7.11.1940²³

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.

Bâtiment à Voyageurs, II^e Classe, Type II.

Yenice
10-A-940
1-9

ICA-940
1-9

41

Echelle - 1:50

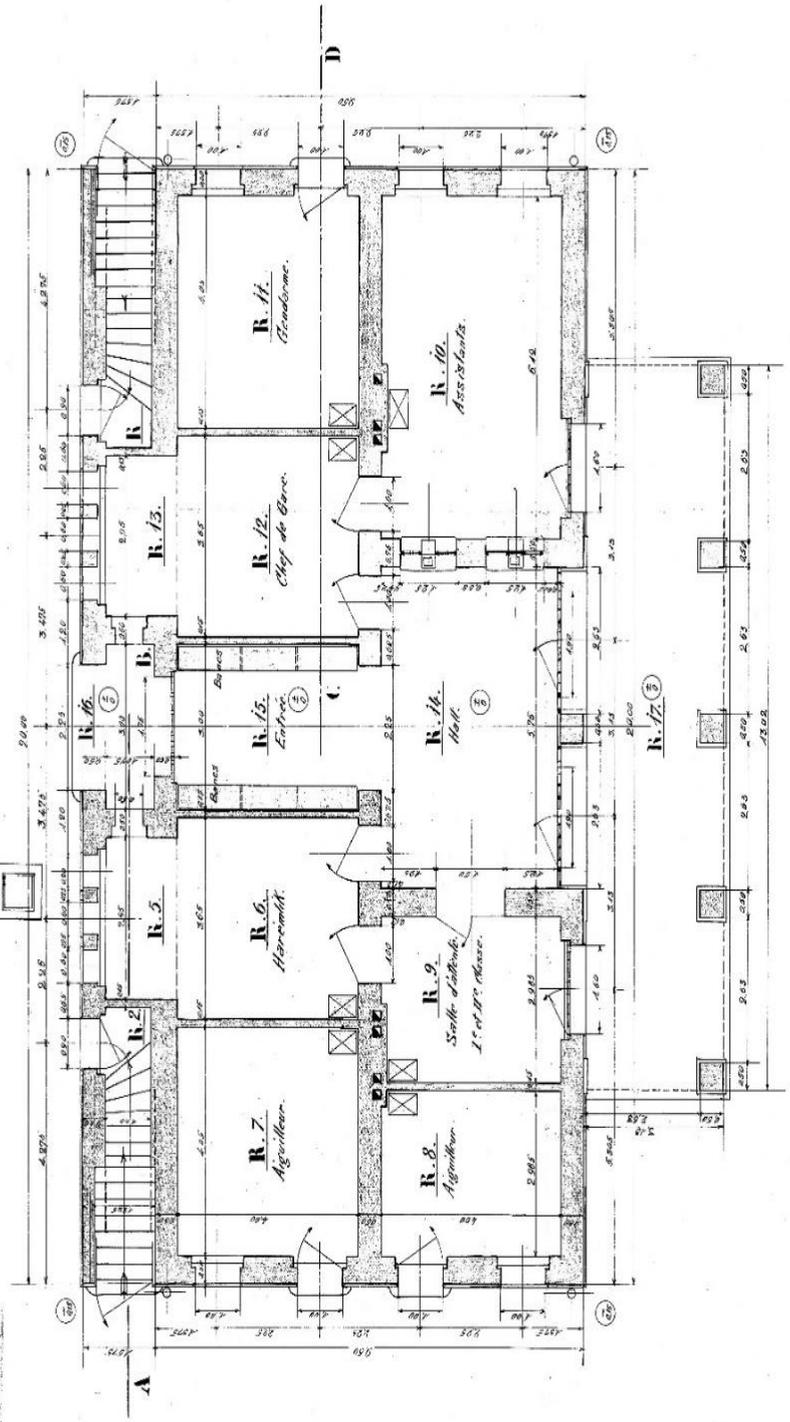


Figure 4.122. IInd Class / Type II project / Ground floor plan

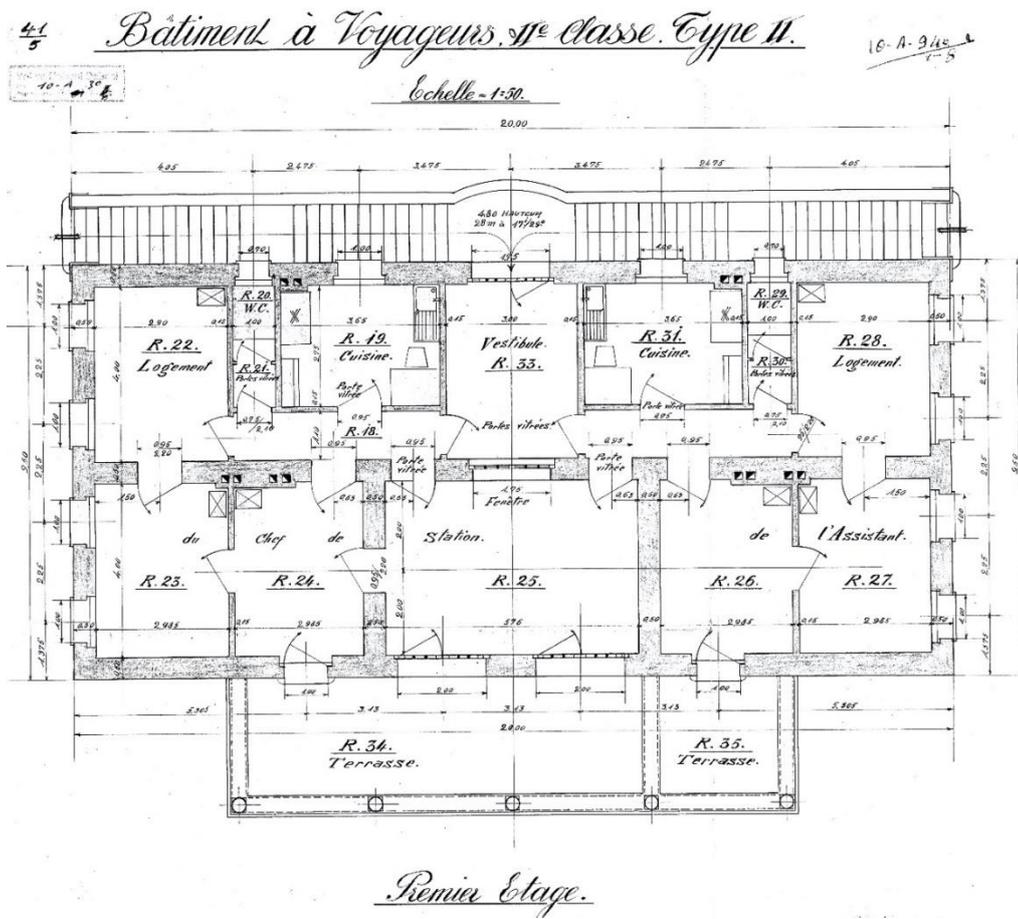


Figure 4.123. IInd Class / Type II project / First floor plan

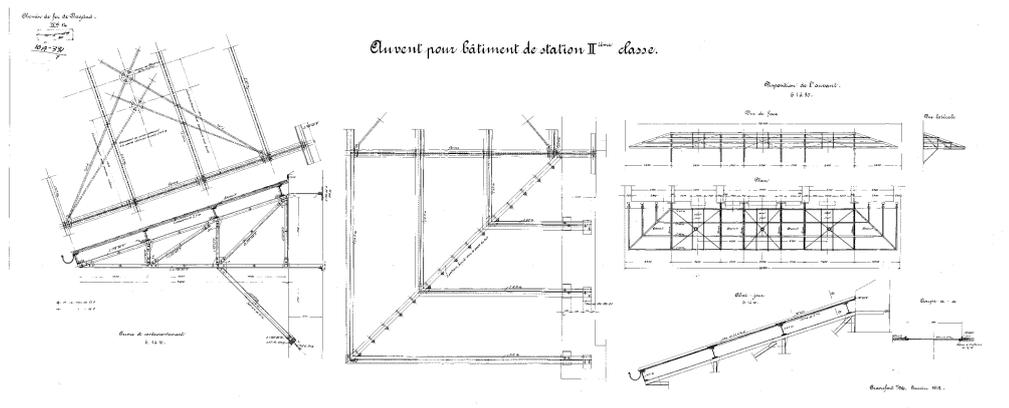


Figure 4.124. IInd Class project / Roof details

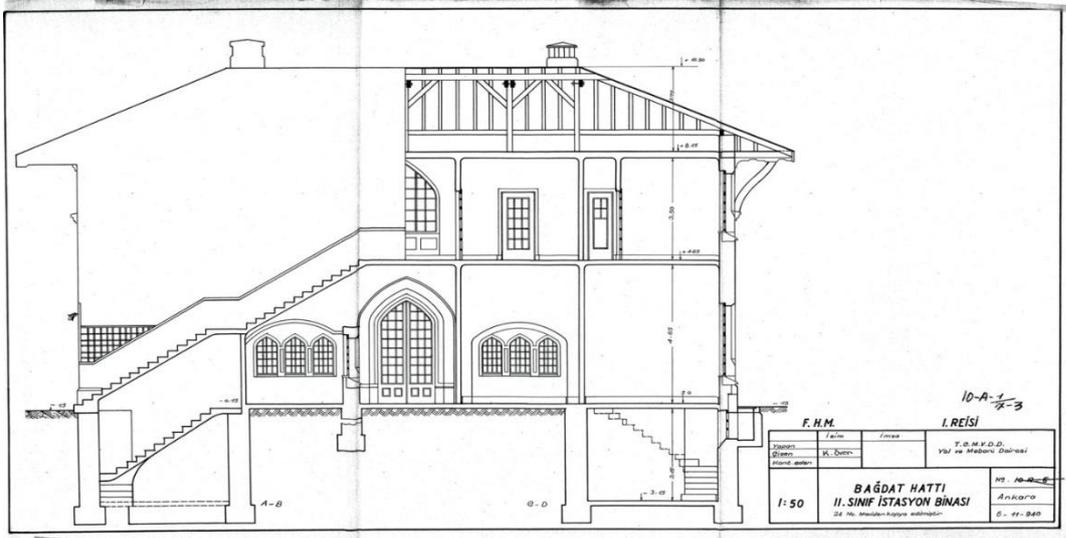


Figure 4.125. IInd Class / Type II project / Section

- 15

10-A-1/7-3

| | | | |
|------------|---|----------|--|
| F. H. M. | | I. REİSİ | |
| Yapan | İsim | İmza | T. C. M. V. D. D. Yol ve Mebani Dairesi |
| Çizen | K. Över | | |
| Kont. eden | | | |
| 1:50 | BAĞDAT HATTI II. SINIF İSTASYON BİNASI | | No. 10-A-6 |
| | 24 No. Maviden kopya edilmiştir | | Ankara |
| | | | 6-11-940 |

Figure 4.126. IInd Class / Type II project / Title block of section. Date 6.11.1940²⁴

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.

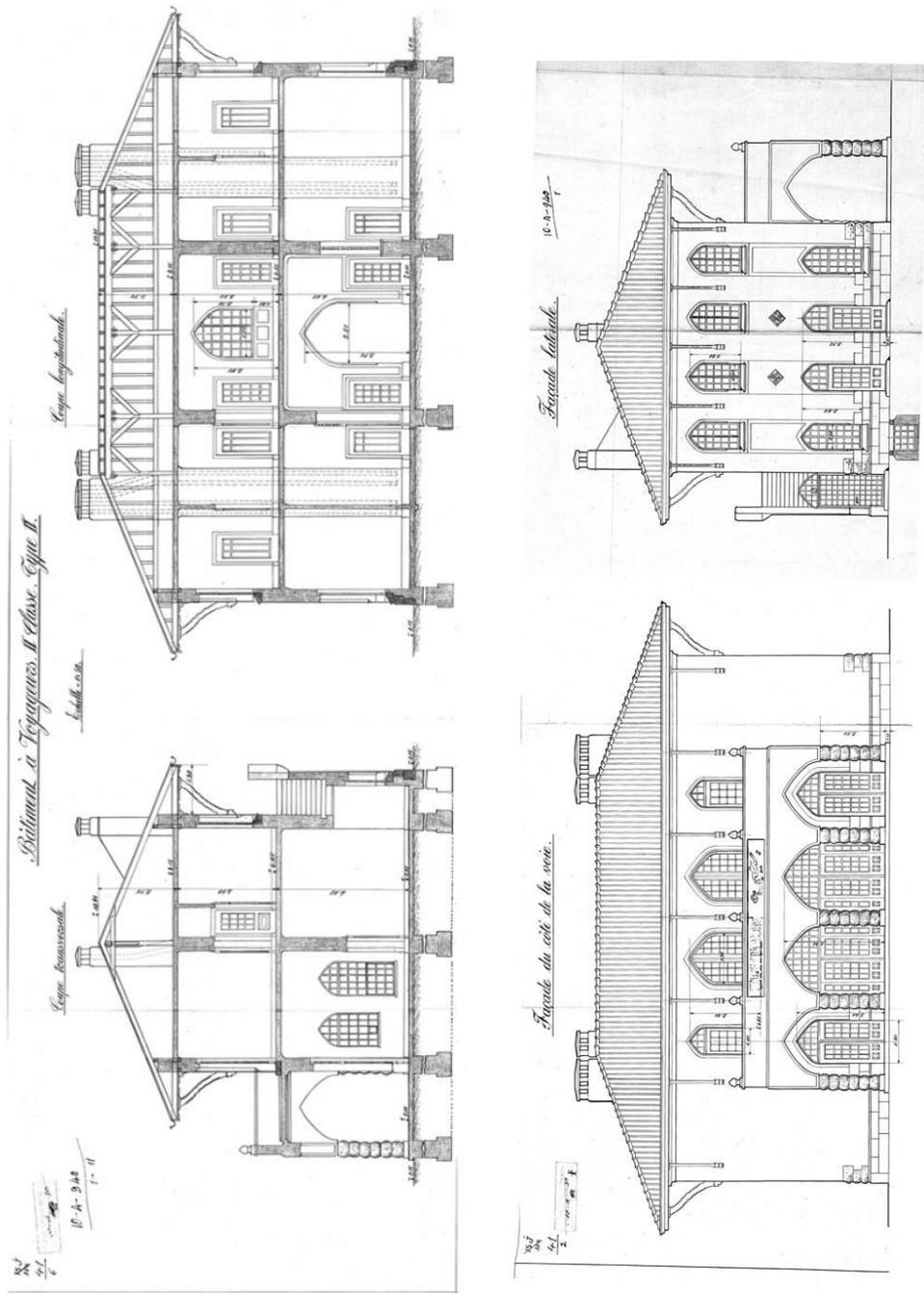


Figure 4.127. IInd Class / Type II project / Sections and elevations

The IInd Class / Type II project was only applied to Yenice (Adana) station in the 6th 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 IInd 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.

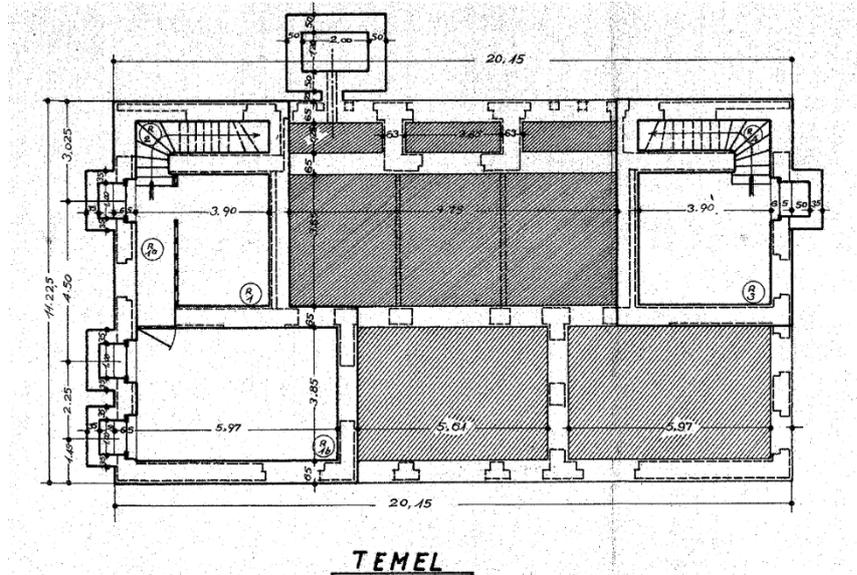


Figure 4.130. IInd Class / Type III project / Foundation plan

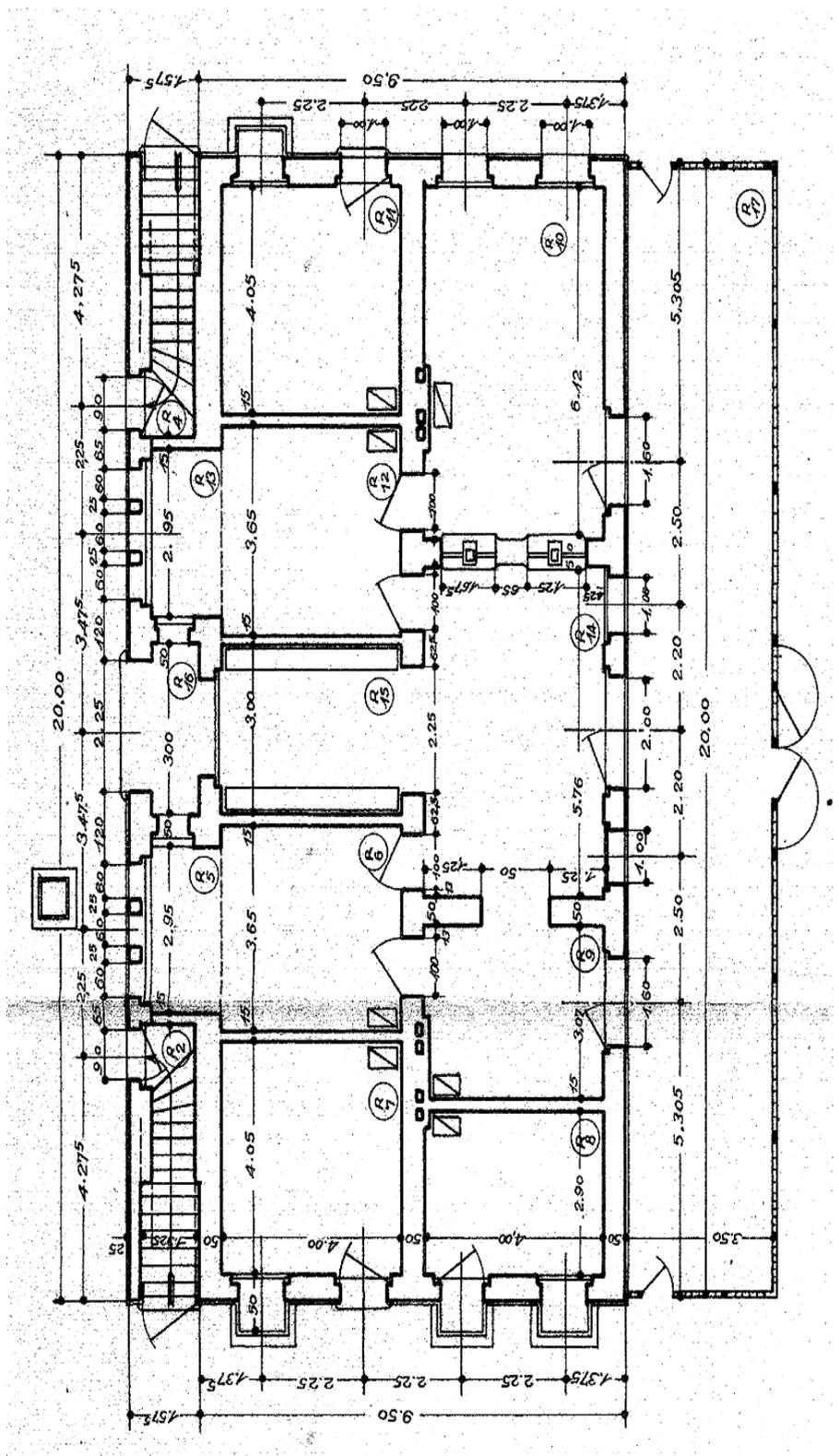


Figure 4.131. IInd Class / Type III project / Ground floor plan

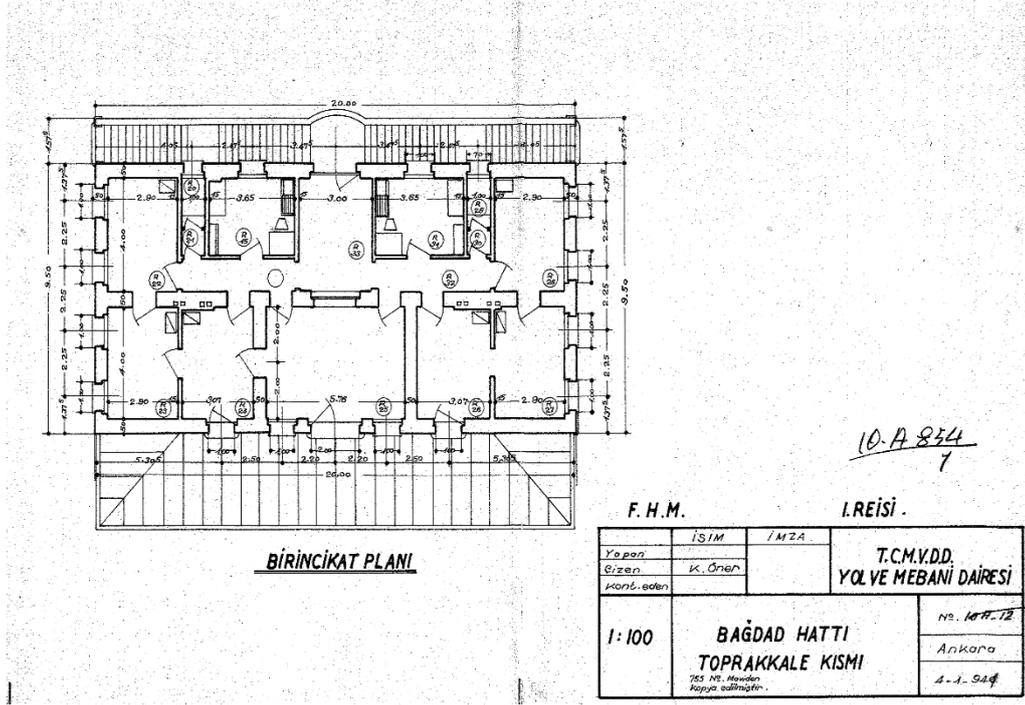


Figure 4.132. IInd Class / Type III project / First floor plan

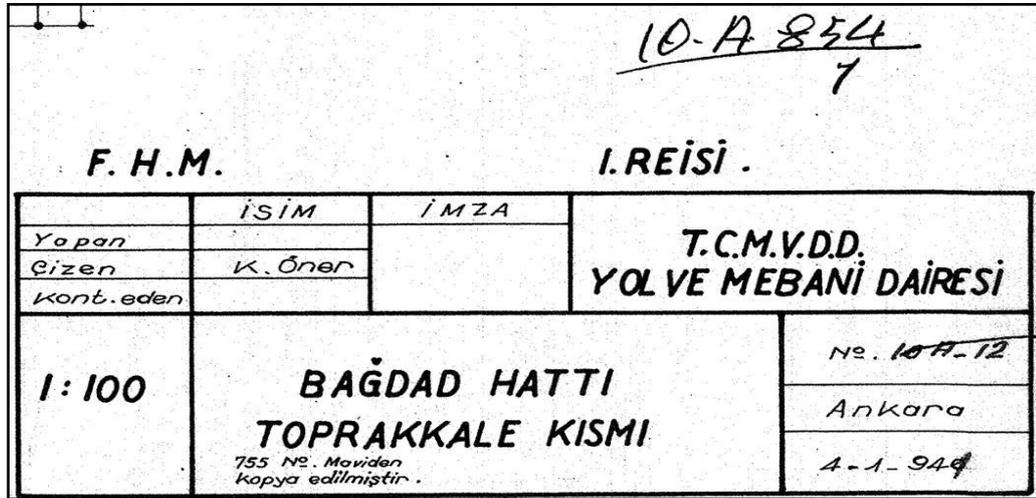


Figure 4.133. IInd Class / Type III project / First floor plan title block. Date 4.1.1941²⁵

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.

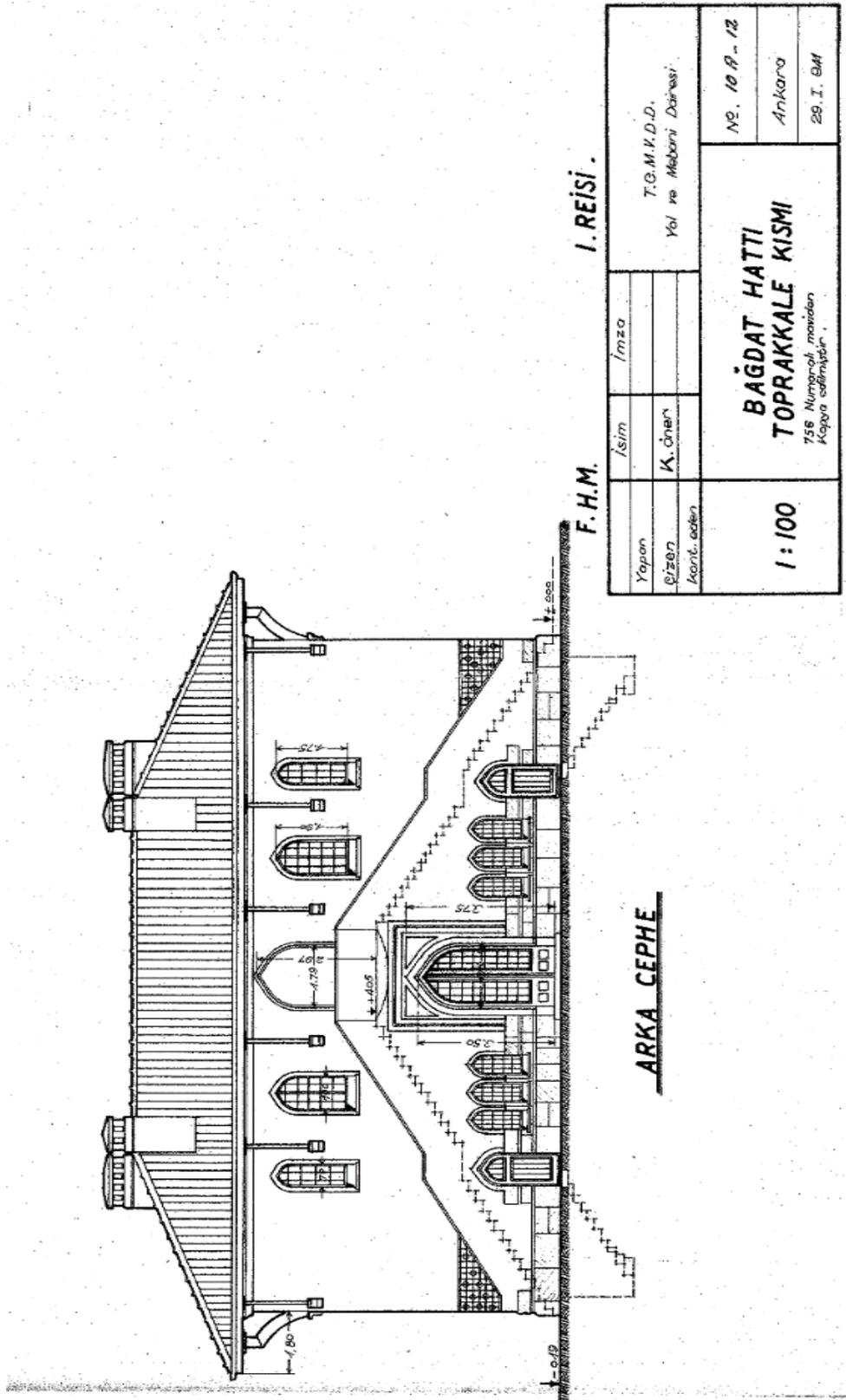


Figure 4.134. IInd Class / Type III project / Elevation

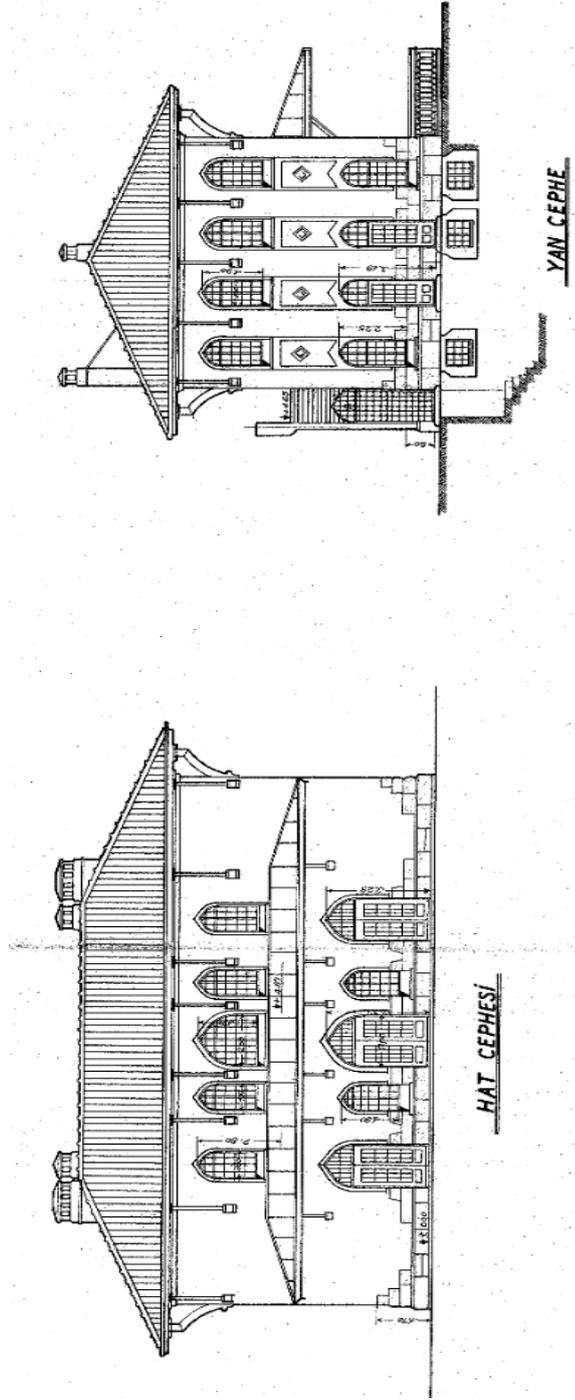


Figure 4.135. IInd Class / Type III project / Front and side elevations

The IInd Class / Type III project was applied to İskenderun (Hatay) and Toprakkale (Osmaniye) stations in the 6th 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.

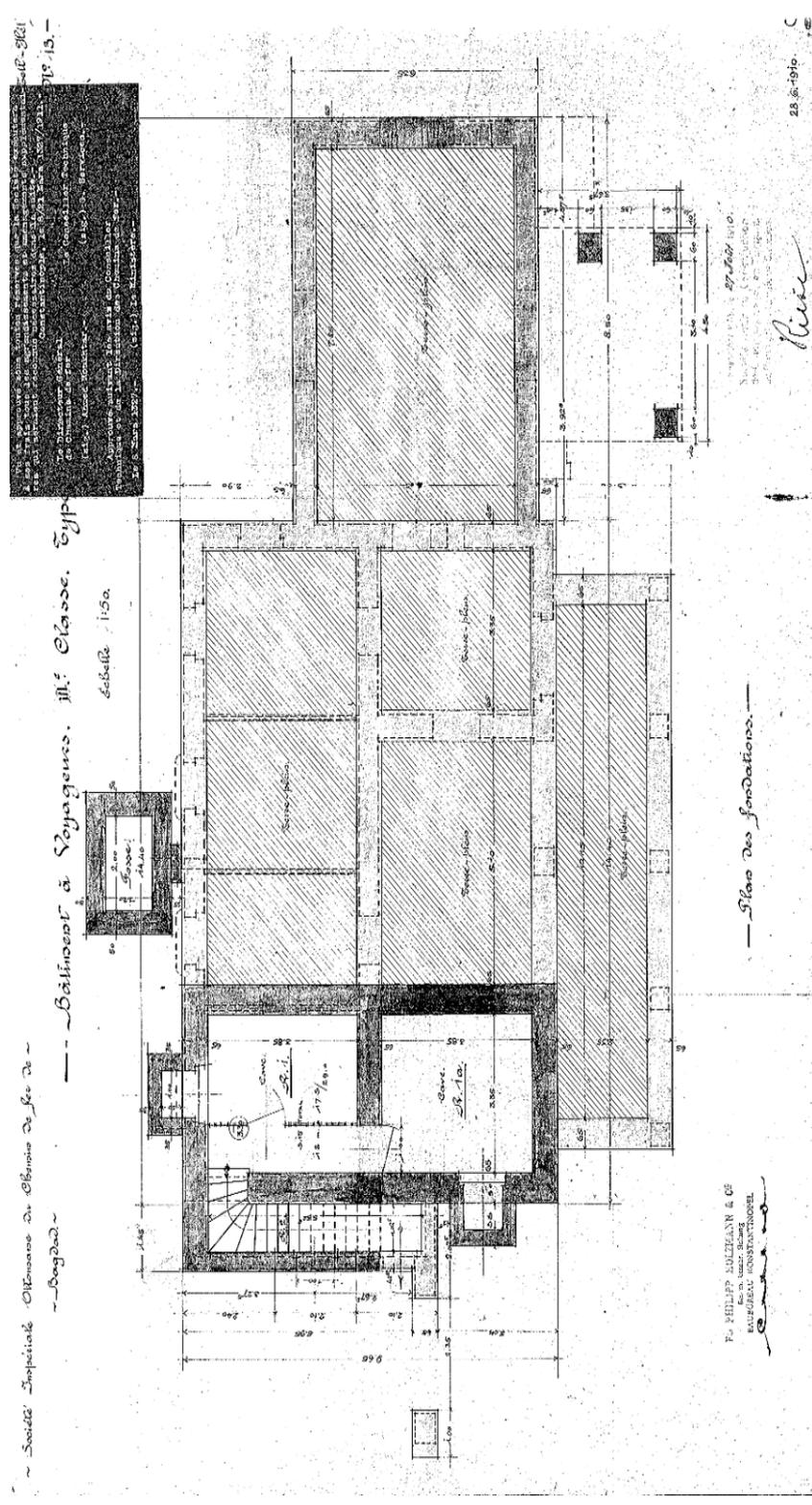


Figure 4.139. IIIrd Class / Type II project / Foundation plan

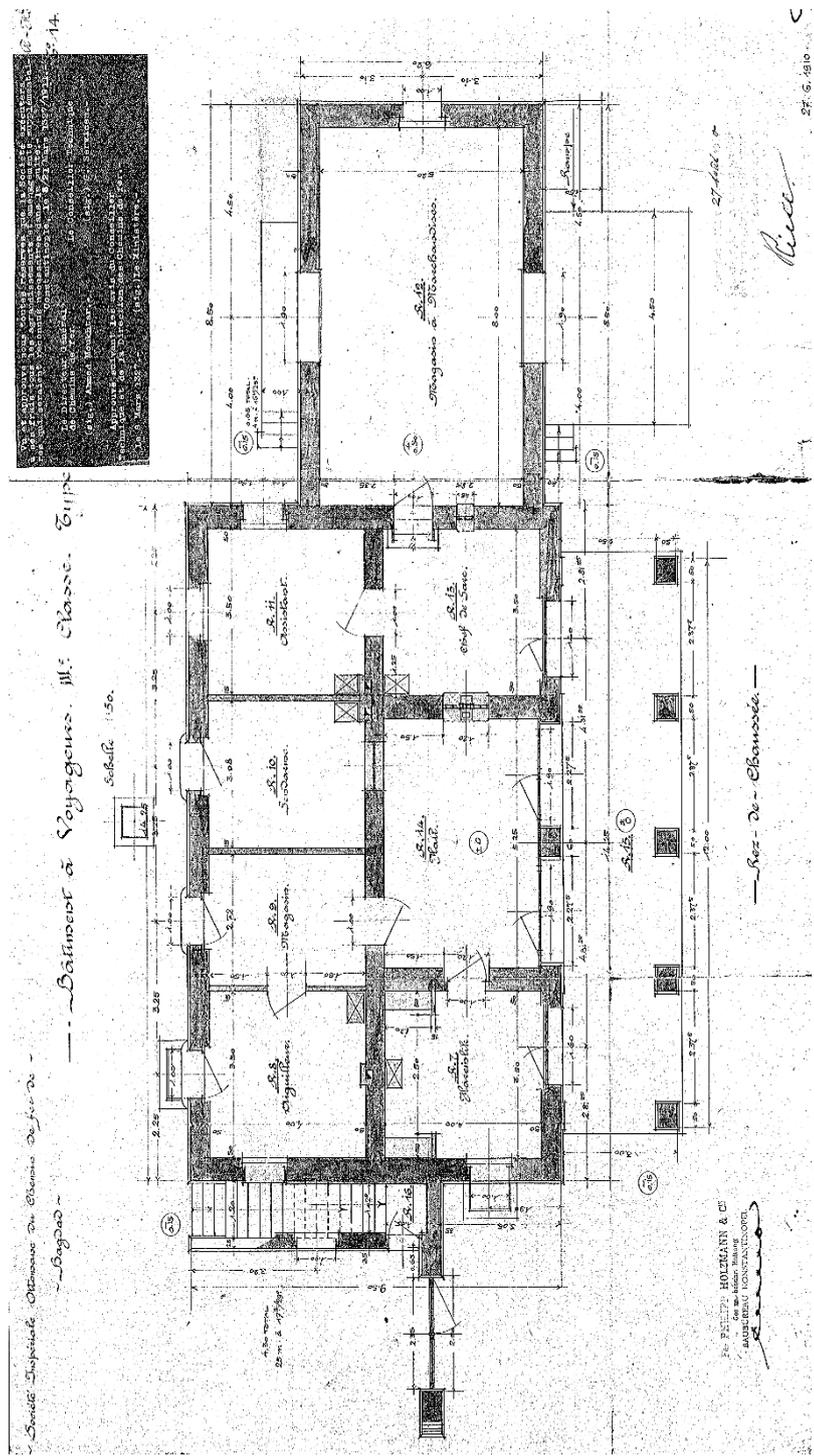


Figure 4.140. IIIrd Class / Type II project / Ground floor plan

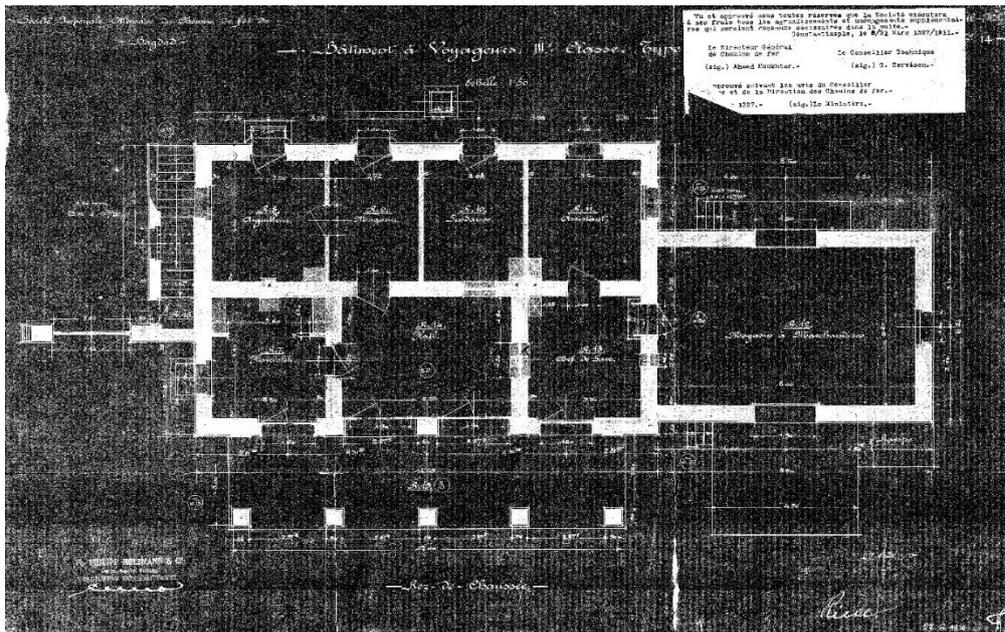


Figure 4.141. IIIrd Class / Type II project / Ground floor plan on blue project sheet.

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. IIIrd 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 Ministry: (Approved by the recommendation of the Technical Council and the Directorate of Railways).

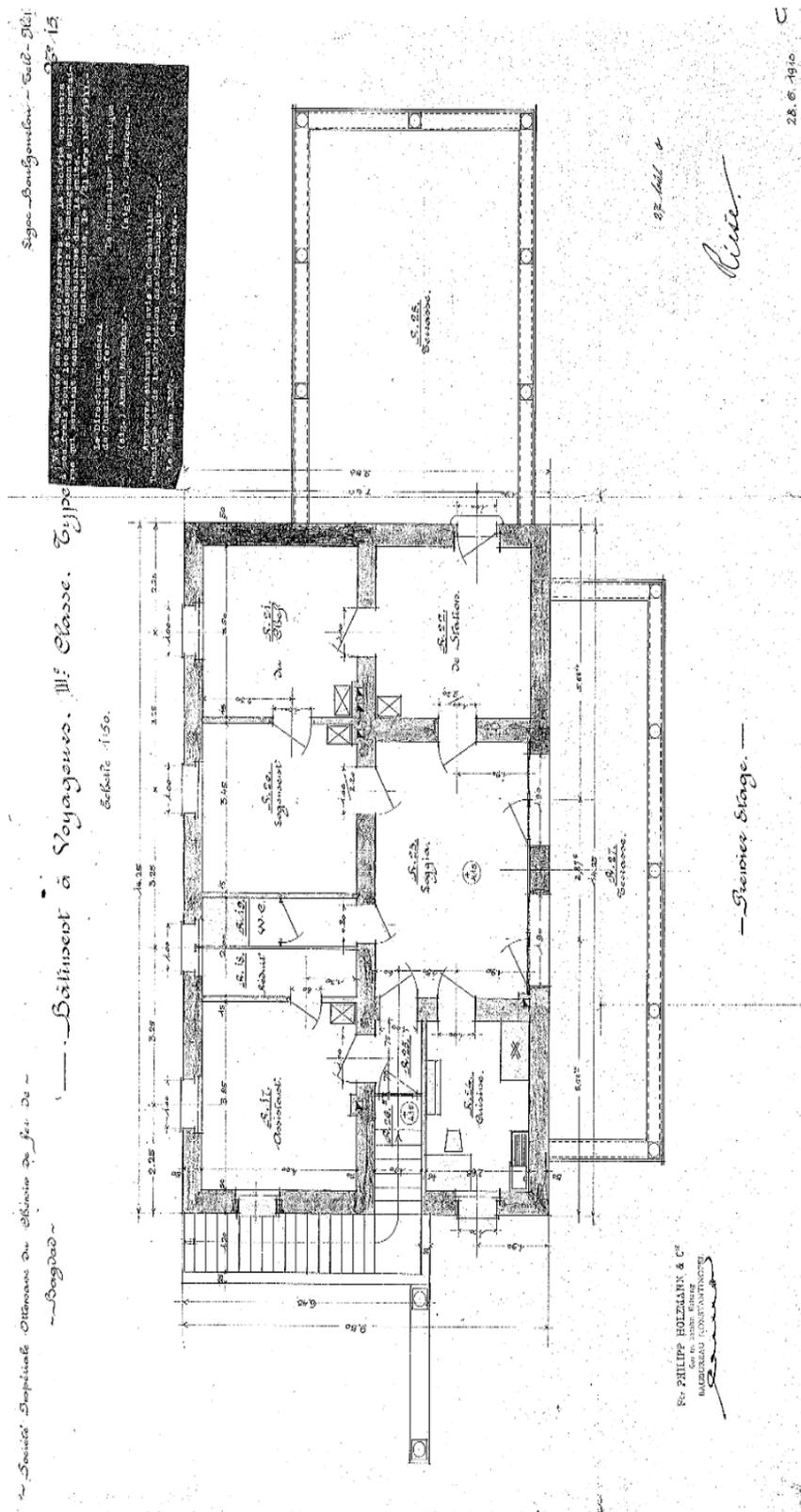


Figure 4.143. IIIrd Class / Type II project / First floor plan

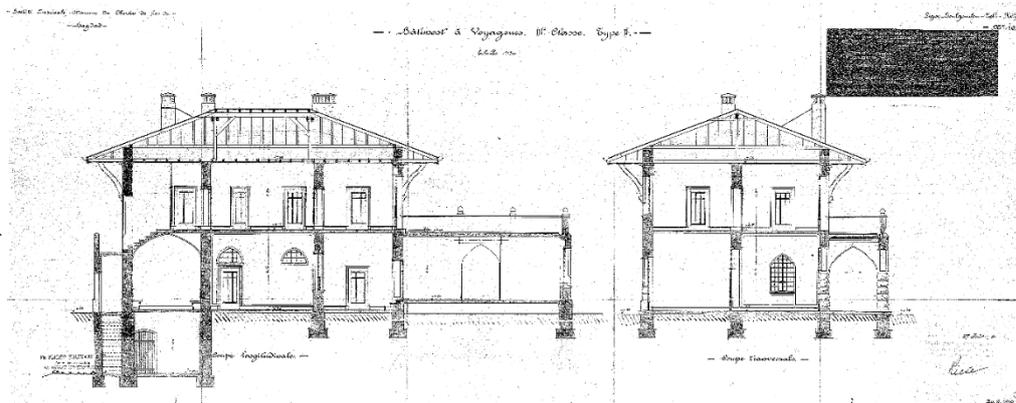


Figure 4.144. IIIrd Class / Type II project / Sections

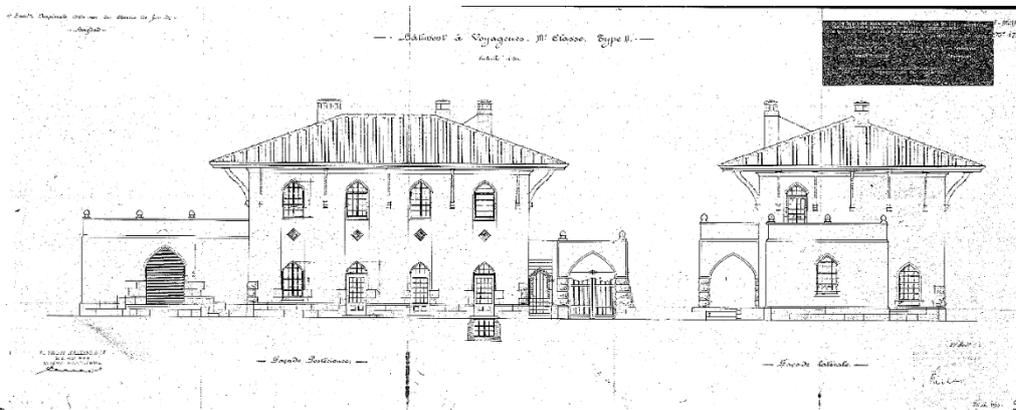


Figure 4.145. IIIrd Class / Type II project / Elevations

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)

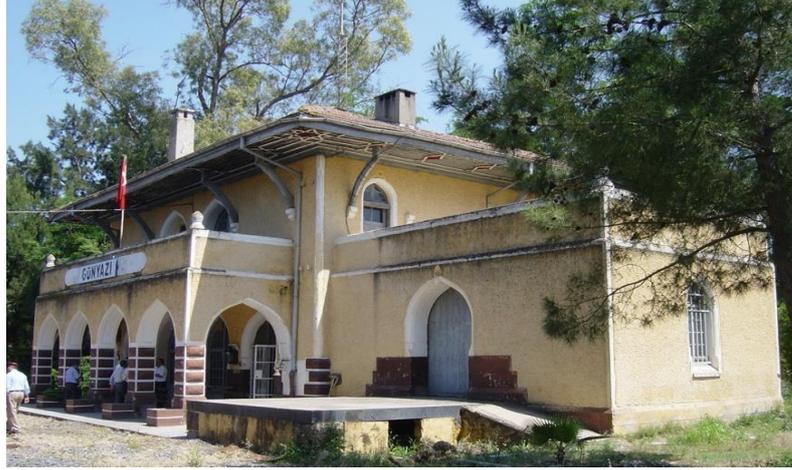


Figure 4.150. Günyazı station (Photograph by architectural team of TCDD, 2006)



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)

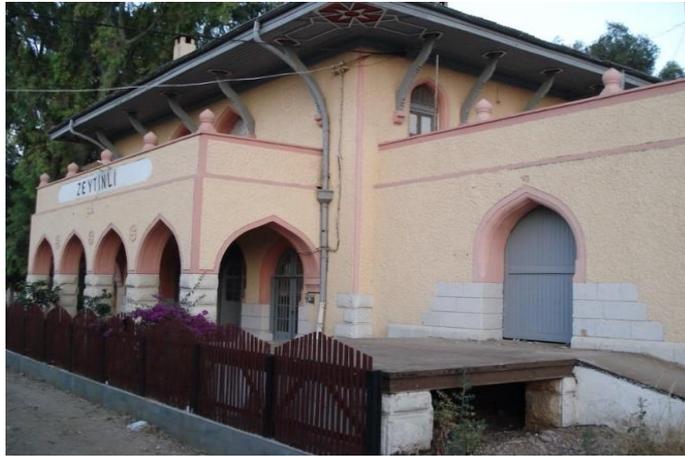


Figure 4.155. Zeytinli station (Photograph by architectural team of TCDD, 2006)

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.

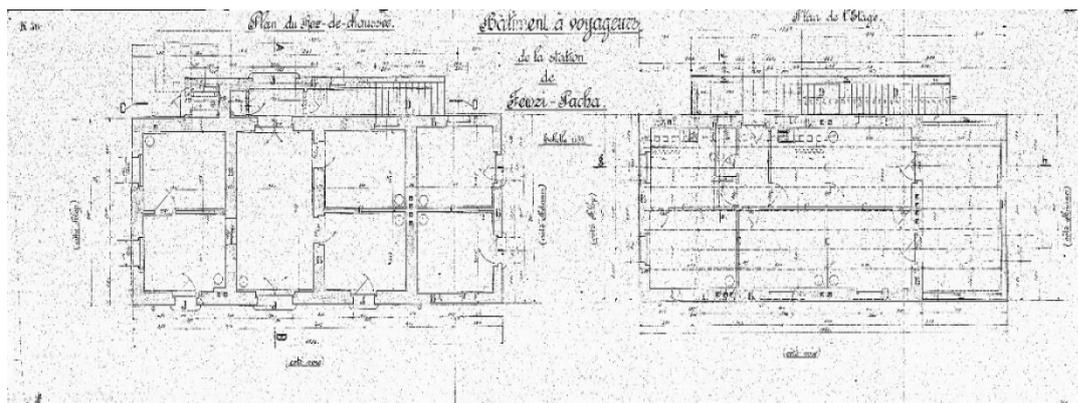


Figure 4.156. Project drawn for Fevzipaşa / Ground and first floor plans

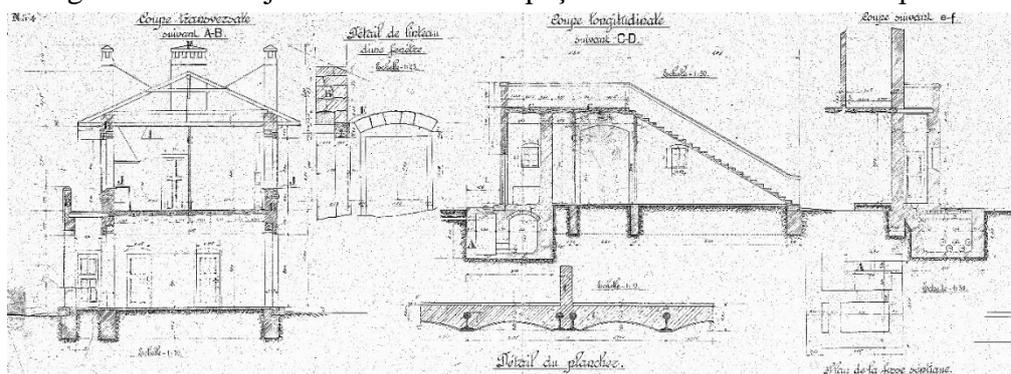


Figure 4.157. Project drawn for Fevzipaşa / Cross section and details

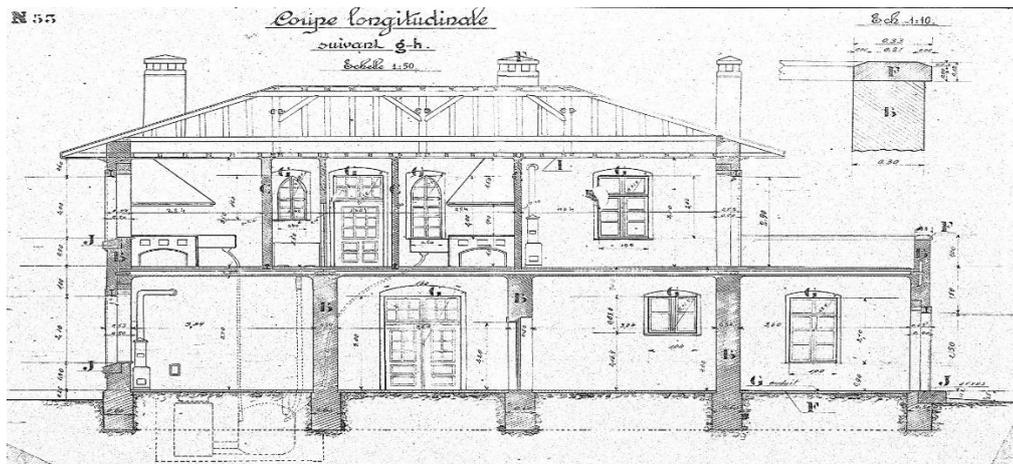


Figure 4.158. Project drawn for Fevzipaşa / Longitudinal section

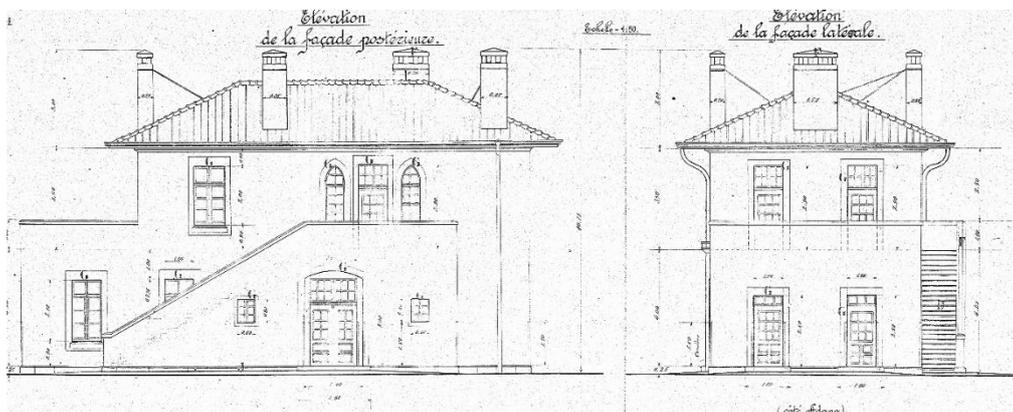


Figure 4.159. Project drawn for Fevzipaşa / Elevations

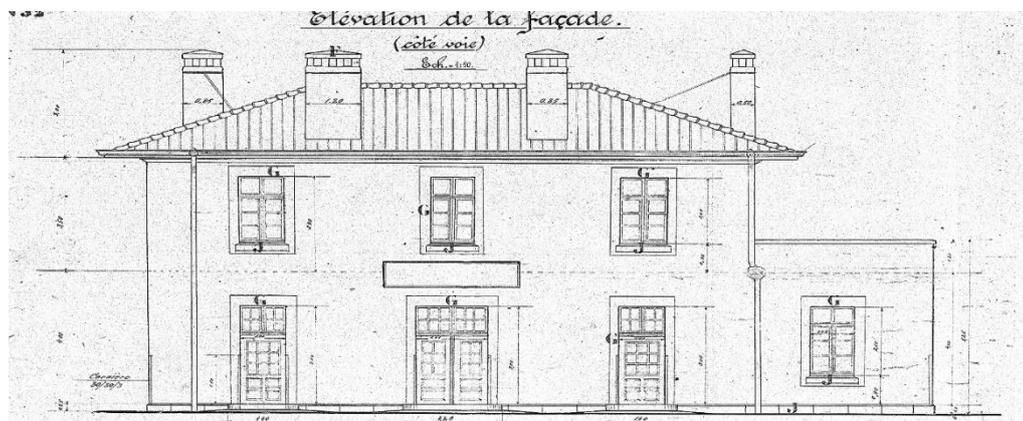


Figure 4.160. Project drawn for Fevzipaşa / Front elevation

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



Figure 4.161. Dörtüyl 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.

| | | |
|---|-----------------------|--|
|  | | 10A-294 2 10-A-787 J. Nigrit Ingénieur en Chef |
| <i>Pau Miller</i> Chef du Bureau technique | | |
| NYDQVIST & HOLM A/S. Saabye & Lerche - Kampmann, Saxild & C^o / Istanbul | | |
| CONSTRUCTION DES CHEMINS DE FER : IRMAK-FILYOS, FEVZIPASA-DIYARBEKİR | | |
| Soumis à l'approbation 23/10/33. | Approuvé 26/10/33. | Bâtiment à voyageurs de 2^{me} ordre Côté gauche de la voie Rez - de - chaussée Echelle 1:50 |
| Projeté par Toj. | | |
| Dessiné par Toj. | | |
| Vu par | | |
| Istanbul, le 23/10/33. | | |
| | | Bureau technique Section Station Km. d'étude Km. définitif Dossier Dessin No. 50584 |

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

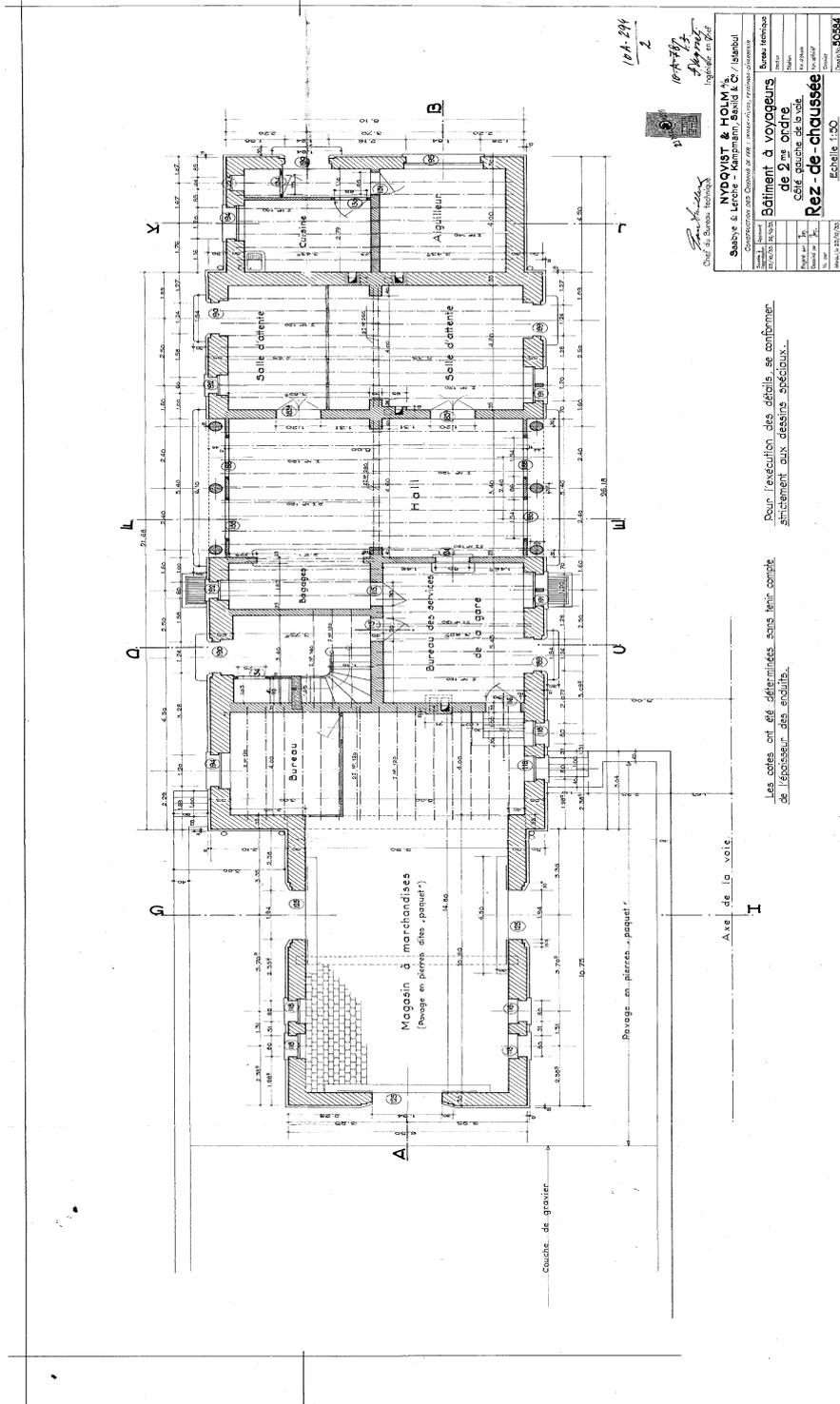


Figure 4.164. NYDQVIST-HOLM Company IInd Class project / Ground floor plan

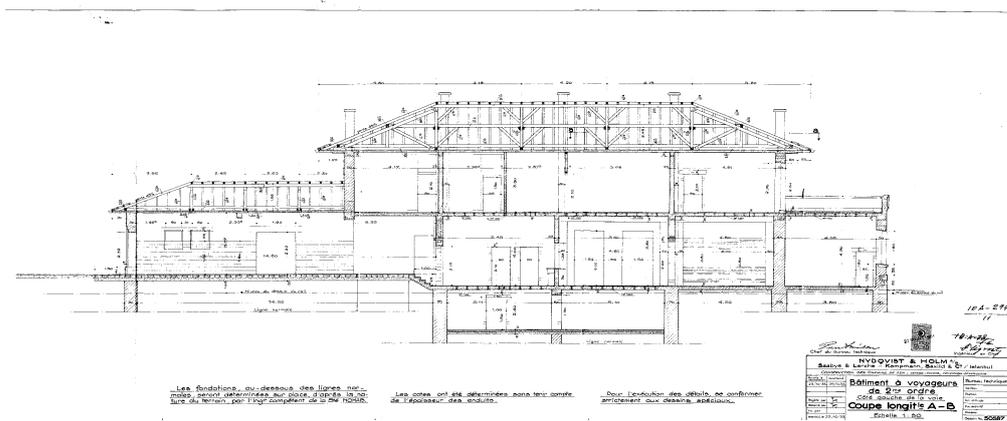


Figure 4.166. NYDQVIST-HOLM Company IInd Class project / Longitudinal section

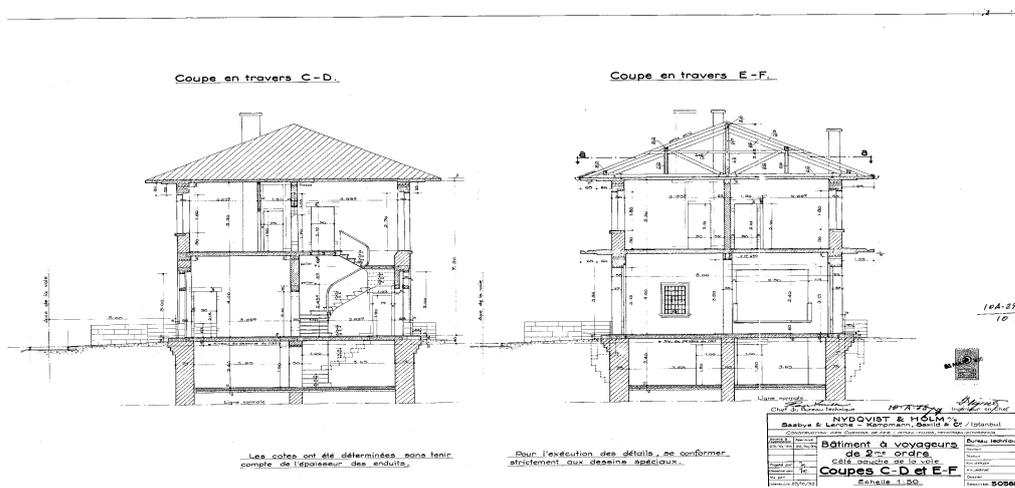


Figure 4.167. NYDQVIST-HOLM Company IInd Class project / Cross sections C-D, E-F

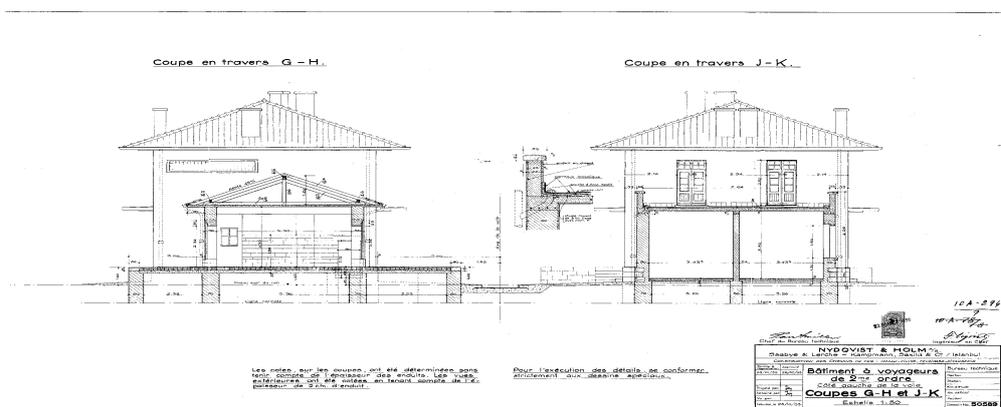


Figure 4.168. NYDQVIST-HOLM Company IInd Class project / Cross sections G-H, J-K

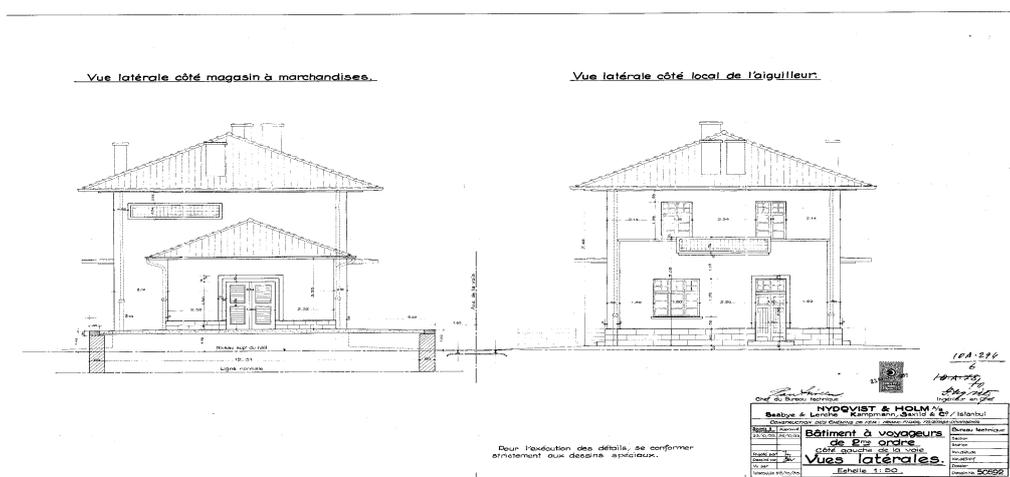


Figure 4.169. NYDQVIST-HOLM Company IInd Class project / Right and left elevations

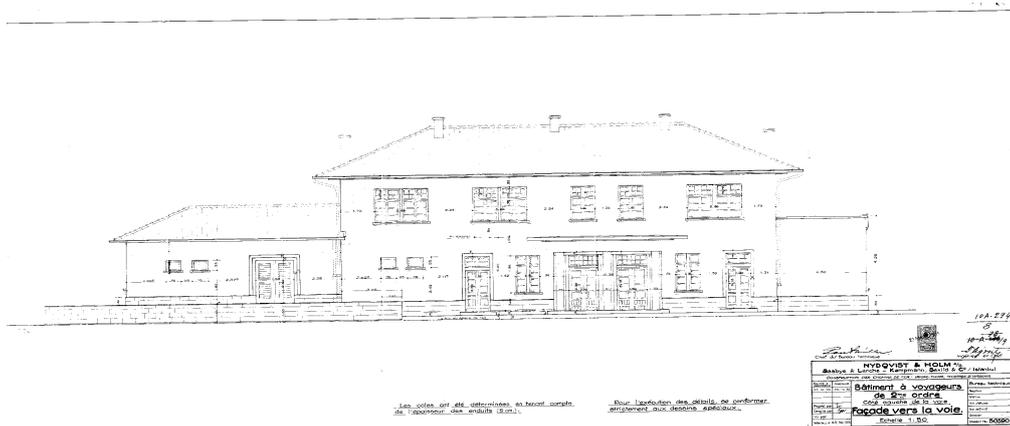


Figure 4.170. NYDQVIST-HOLM Company IInd Class project / City elevation



Figure 4.171. NYDQVIST-HOLM Company IInd Class project / Front elevation

The IInd Class project by NYDQVIST-HOLM Company was only applied to Elazığ station in the 5th 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 IIIrd 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.

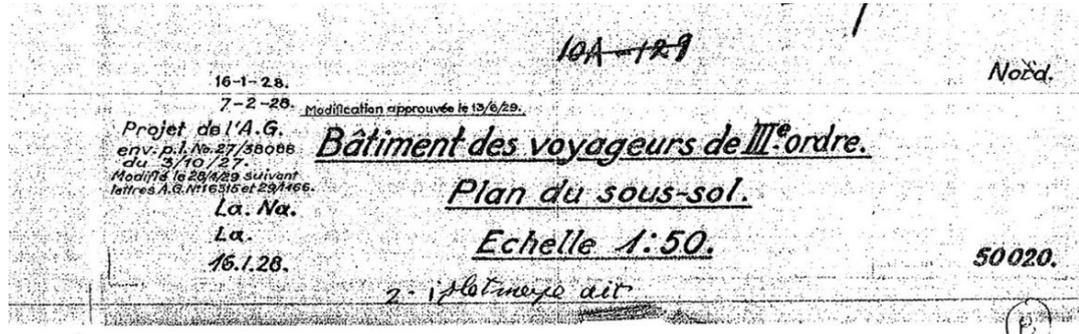


Figure 4.174. NYDQVIST-HOLM Company, IIIrd Class project / Title block. Date: 03.10.1927

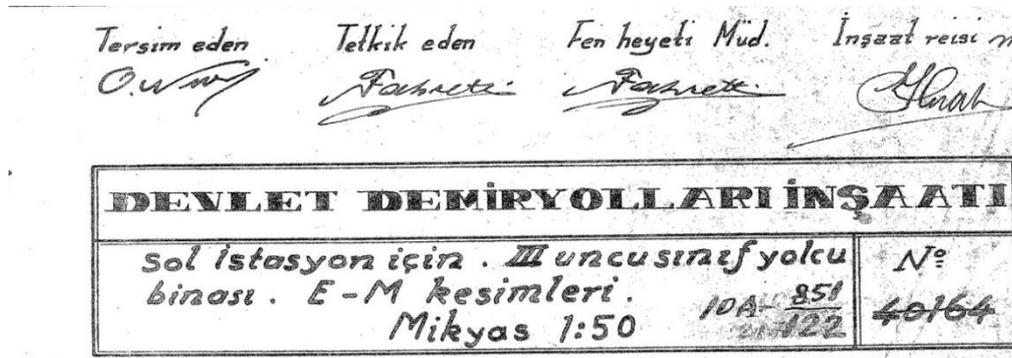


Figure 4.175. NYDQVIST-HOLM Company, IIIrd Class project, redrawn by TCDD / Title block

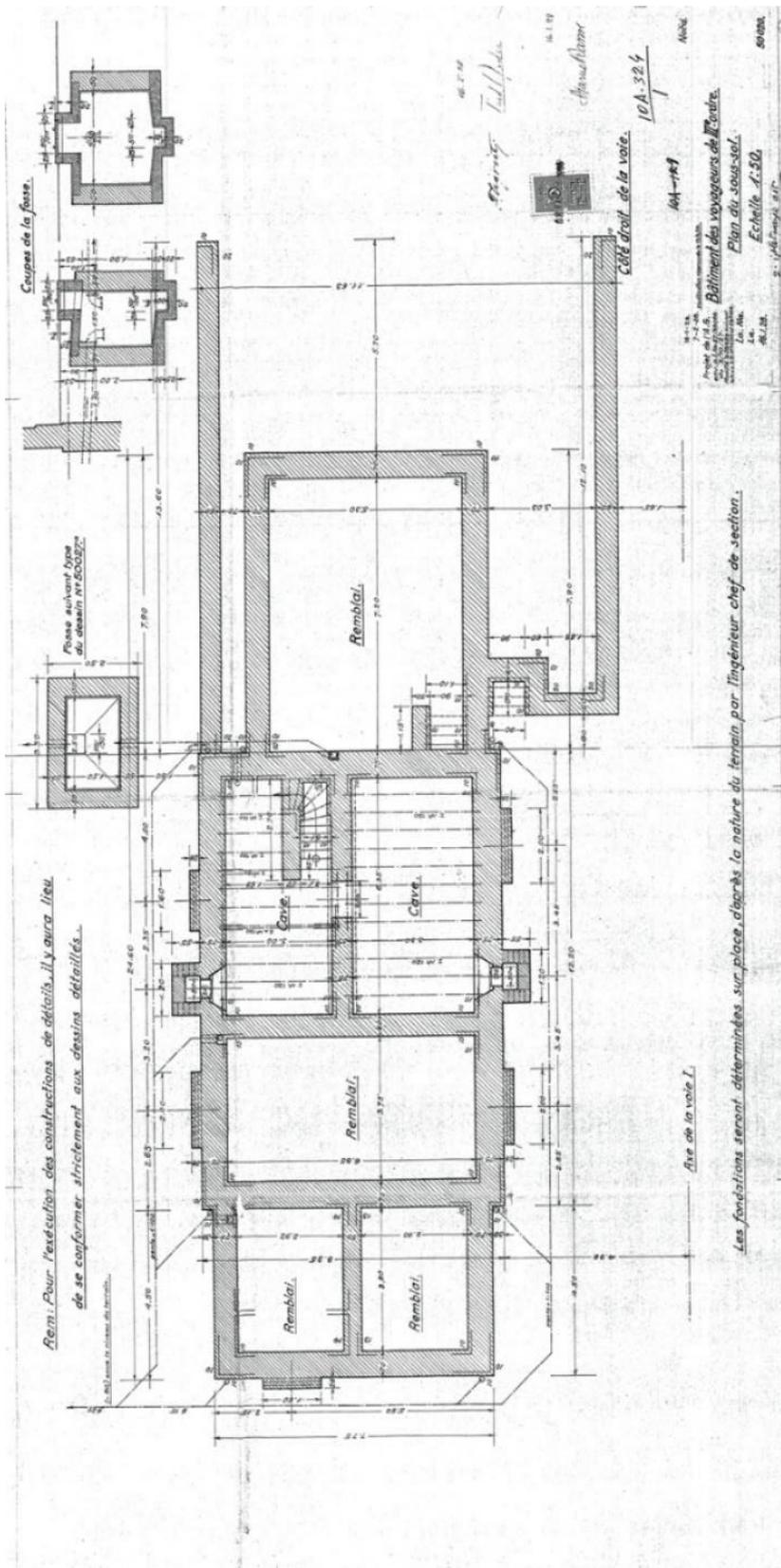


Figure 4.176. NYDQVIST-HOLM Company IIIrd Class project / Basement plan

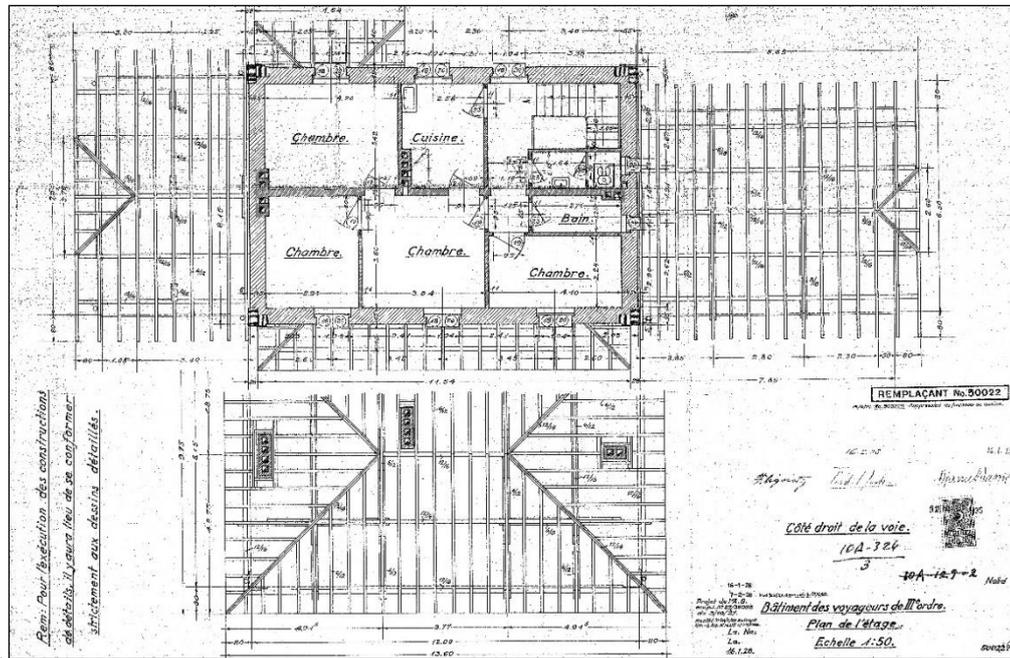


Figure 4.179. NYDQVIST-HOLM Company IIIrd Class project / Roof Plan

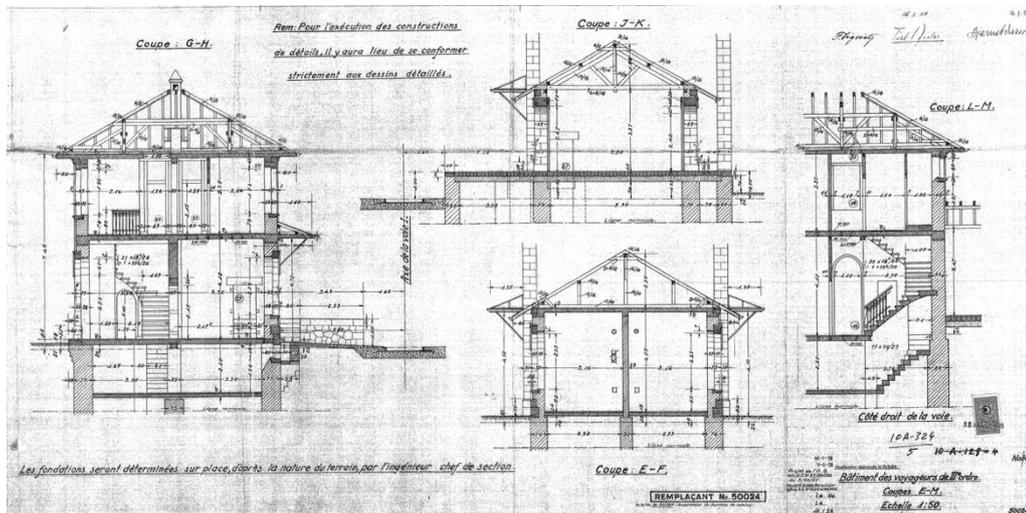


Figure 4.180. NYDQVIST-HOLM Company IIIrd Class project / Sections G-H, J-K, E-F, L-M

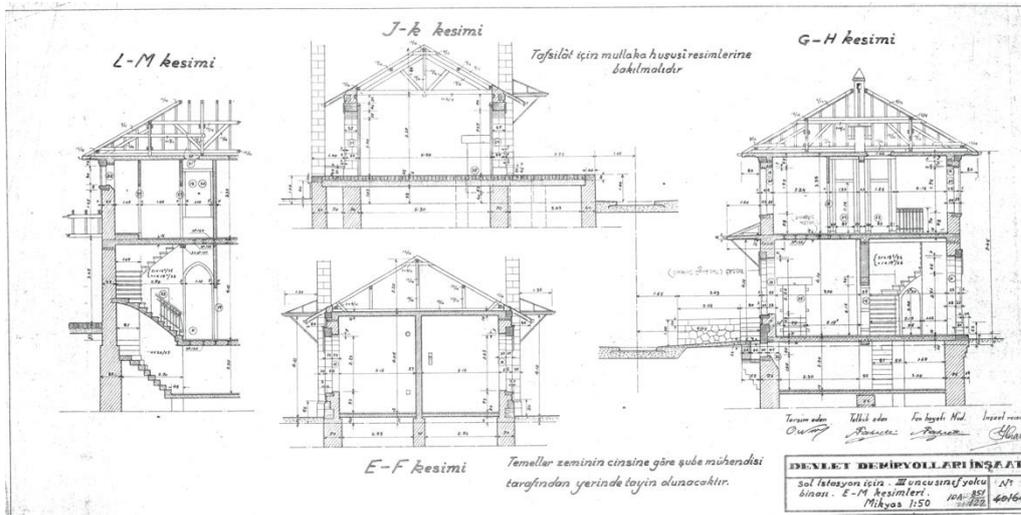


Figure 4.181. NYDQVIST-HOLM Company IIIrd Class project / Sections. Redrawn by TCDD.

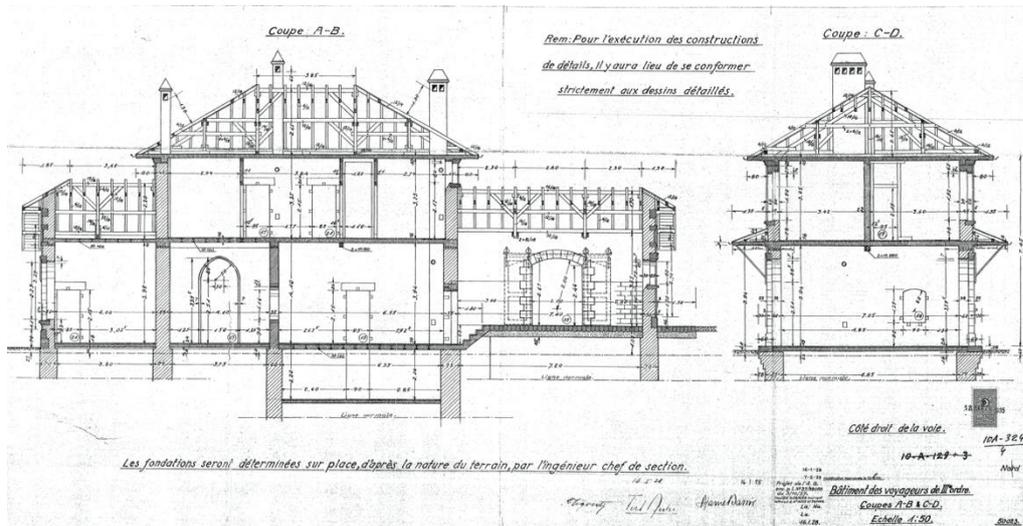


Figure 4.182. NYDQVIST-HOLM Company IIIrd Class project / Sections A-B, C-D

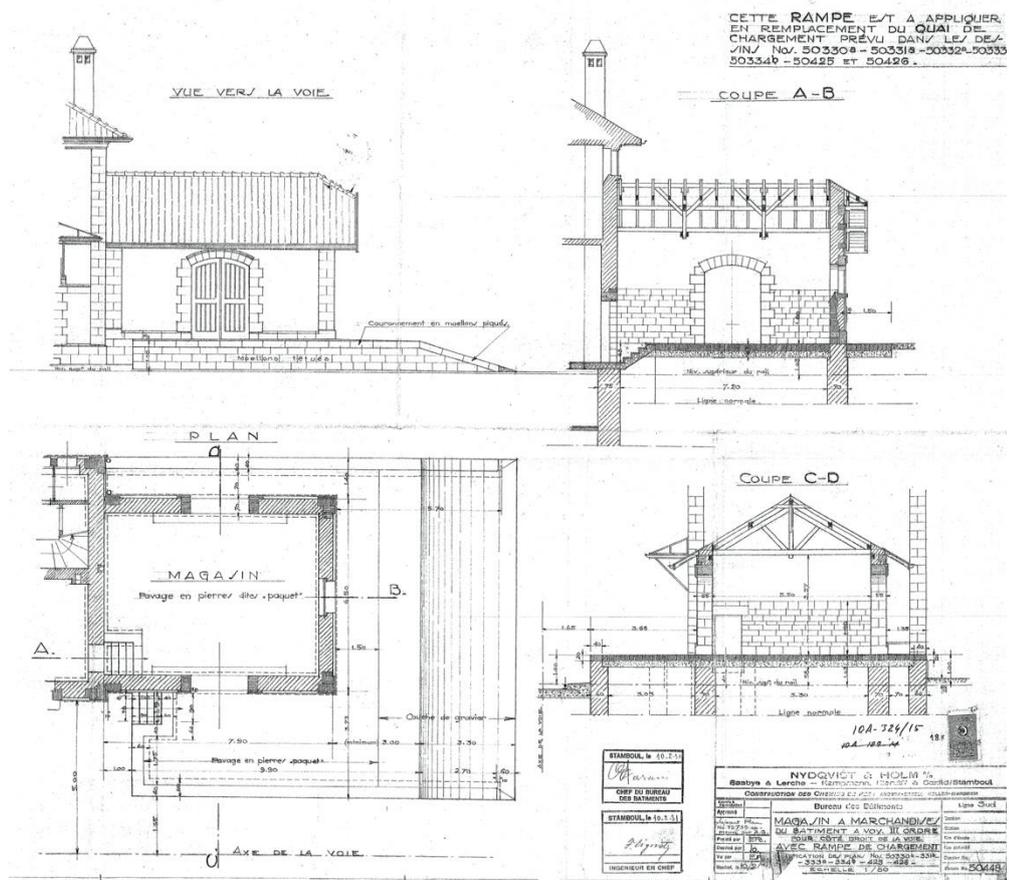


Figure 4.183. NYDQVIST-HOLM Company IIIrd Class project / Loading platform project

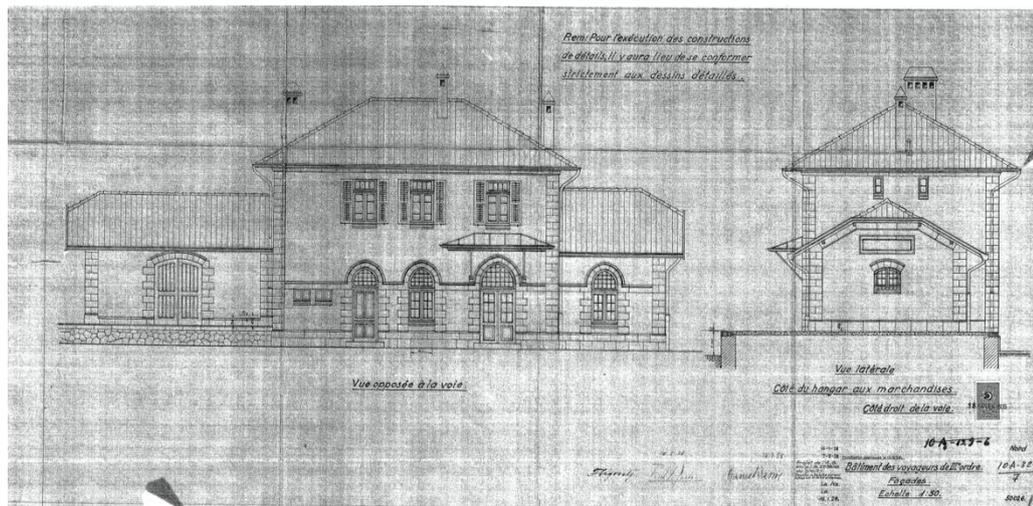


Figure 4.184. NYDQVIST-HOLM Company IIIrd Class project / Elevations.

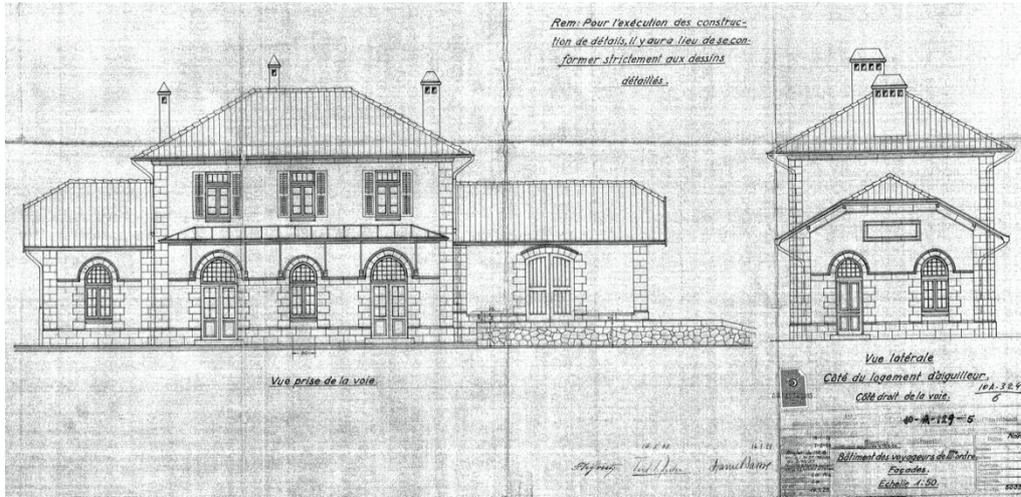


Figure 4.185. NYDQVIST-HOLM Company IIIrd Class project / Platform and side elevations

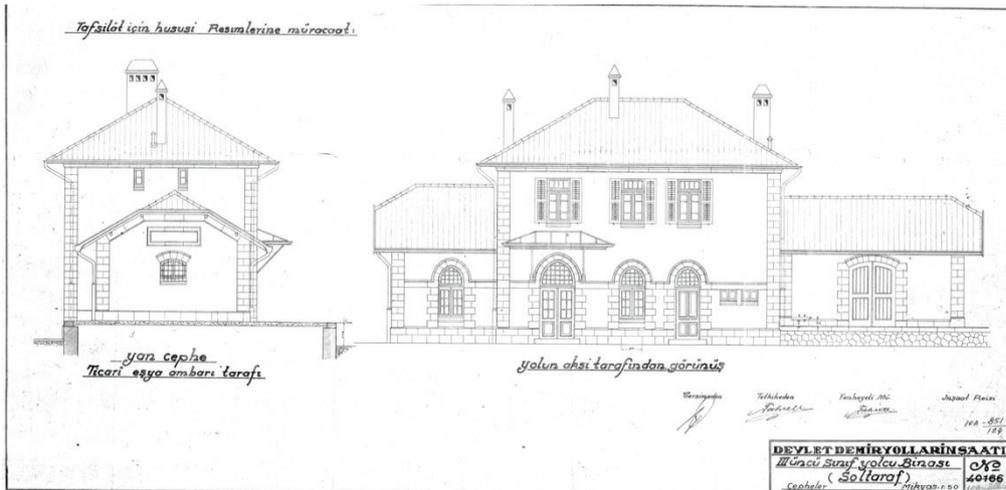


Figure 4.186. NYDQVIST-HOLM Company IIIrd Class project / Elevations. Redrawn by TCDD.

4.7.1 IIIrd Class Station Buildings By NYDQVIST-HOLM Company in the 2nd Region

Bor (Niğde), Çatalağzı (Zonguldak), Çankırı, Çerkeş (Çankırı), Hüyük (Çankırı), Irmak (Kırıkkale), İsmetpaşa (Çankırı), Kalecik (Ankara), Niğde and Şefahtli (Yozgat) station buildings constructed with this IIIrd 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. Şefaatlî station (TCDD Photograph Archive)

4.7.2 IIIrd Class Station Buildings by NYDQVIST-HOLM Company in the 4th Region

Gömeç (Kayseri), Hanlı (Sivas), Kalın (Sivas), Sarıođlan (Kayseri), Turhal (Tokat), Tuzhisar (Kayseri), Şarkışla (Sivas), Yeniçubuk (Sivas) and Zile (Tokat) station buildings constructed with this IIIrd 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. Sarioğlan station (Photograph by Ş.Sezginalp, 2006)



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

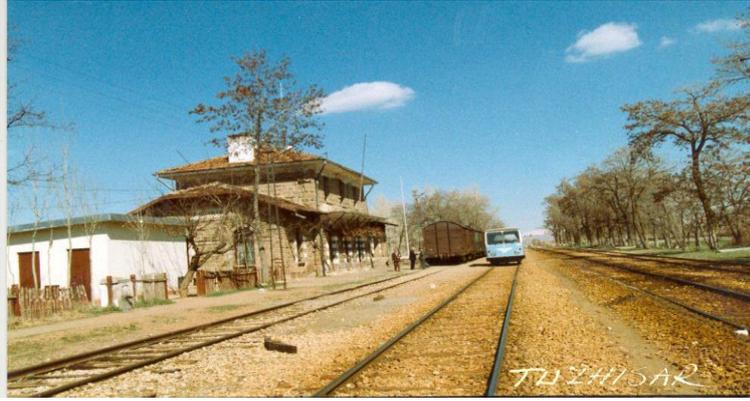


Figure 4.202. Tuzhisar station (TCDD Photograph Archive)



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 IIIrd Class Station Buildings by NYDQVIST-HOLM Company in the 5th Region

Ergani (Diyarbakır), Gölbaşı (Adıyaman), Maden (Elazığ), Pazarcık (Kahramanmaraş) and Yolçatı (Elazığ) station buildings constructed with this IIIrd 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 IIIrd Class Station Buildings by NYDQVIST-HOLM Company in the 6th Region

Fevzipaşa (Gaziantep) and Türkoğlu (Kahramanmaraş) station buildings constructed with this IIIrd 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 IIIrd Class Station Buildings by NYDQVIST-HOLM Company in the 7th Region

Balıköy (Kütahya), Çandır (Balıkesir), Demirli (Kütahya), Dursunbey (Balıkesir), Emirler (Kütahya), Köprüören (Kütahya), Nusrat (Balıkesir) and Sandıklı (Afyon) station buildings constructed with this IIIrd 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 IIIrd 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.

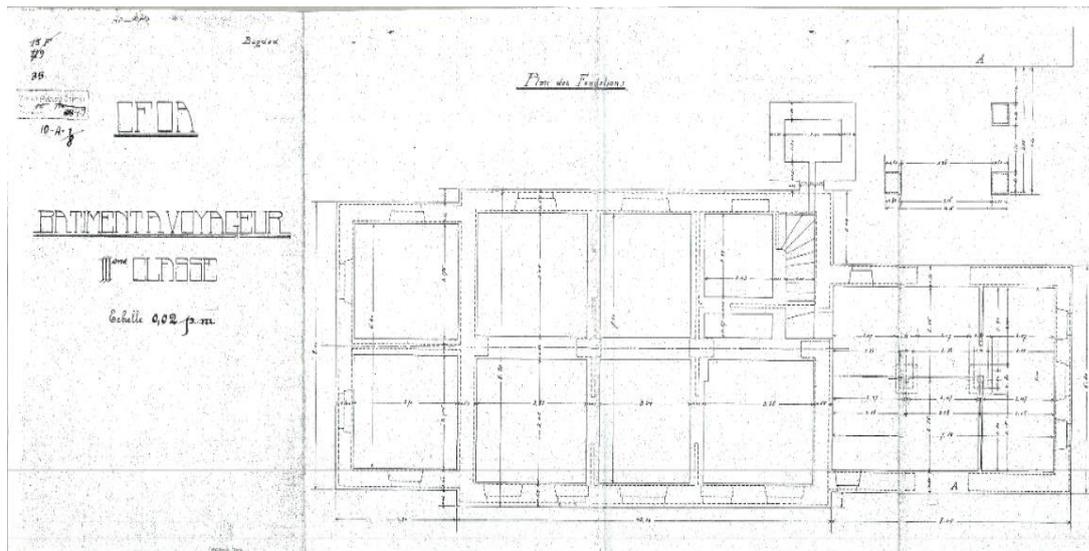


Figure 4.221. CFOA Company IIIrd Class project / Foundation plan

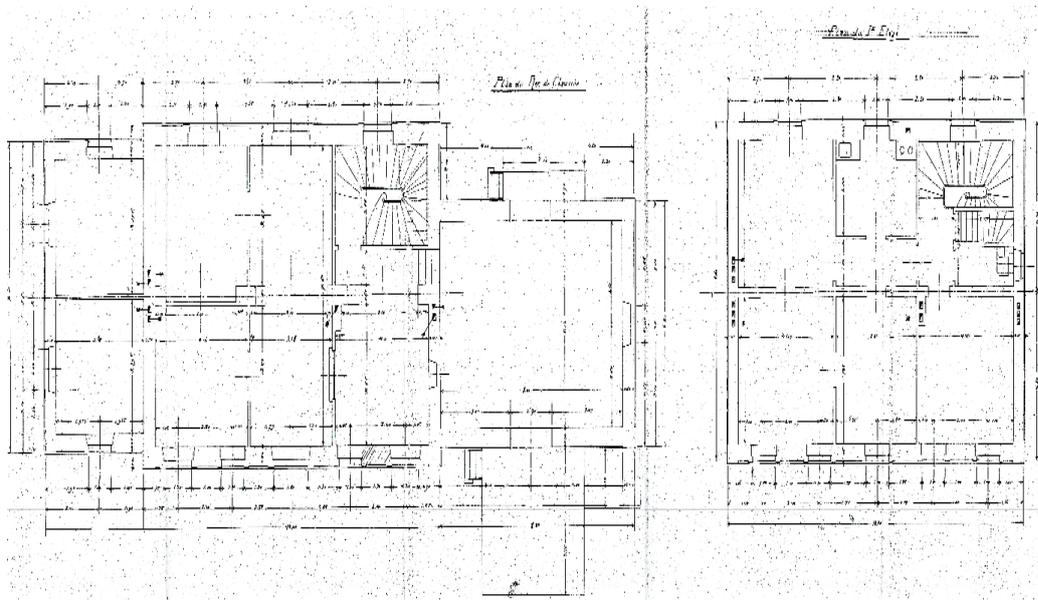


Figure 4.222. CFOA Company IIIrd Class project / Ground and first floor plans

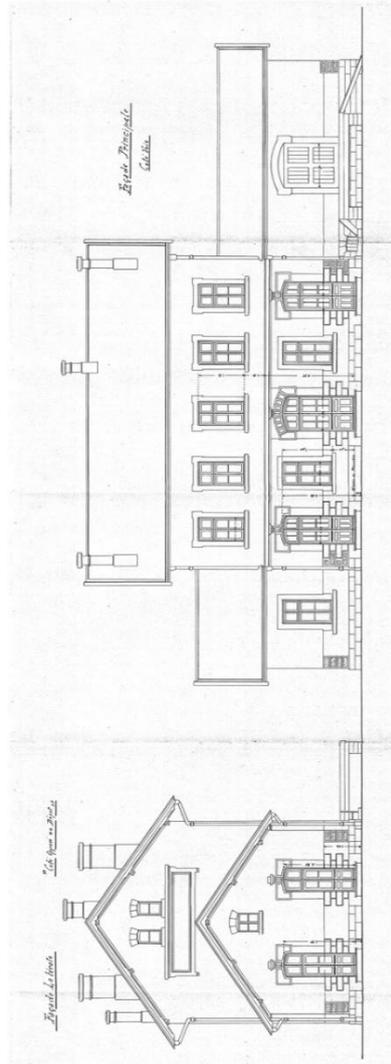
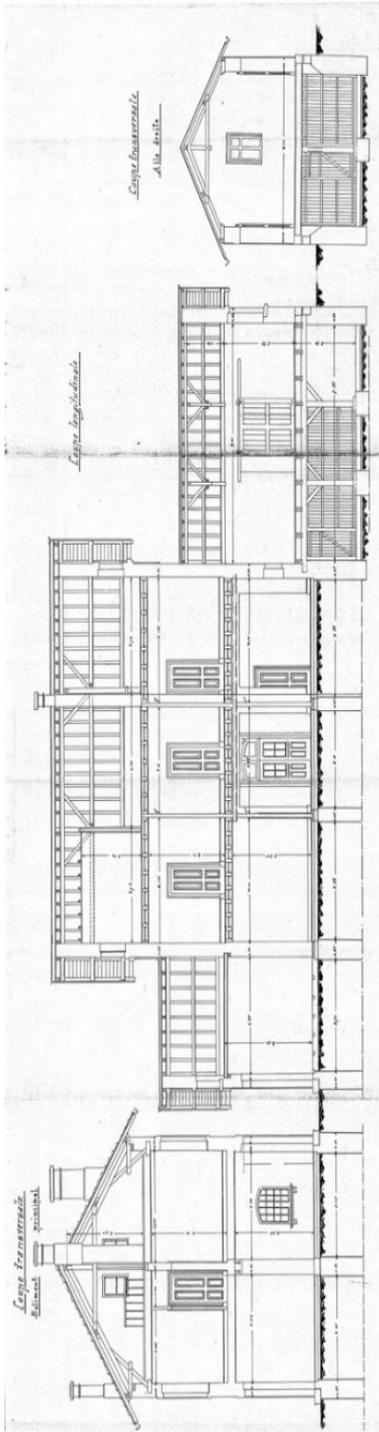


Figure 4.223. CFOA Company IIIrd Class project / Sections and elevations

Arikören (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. Arikören 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. Sudurađı 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.

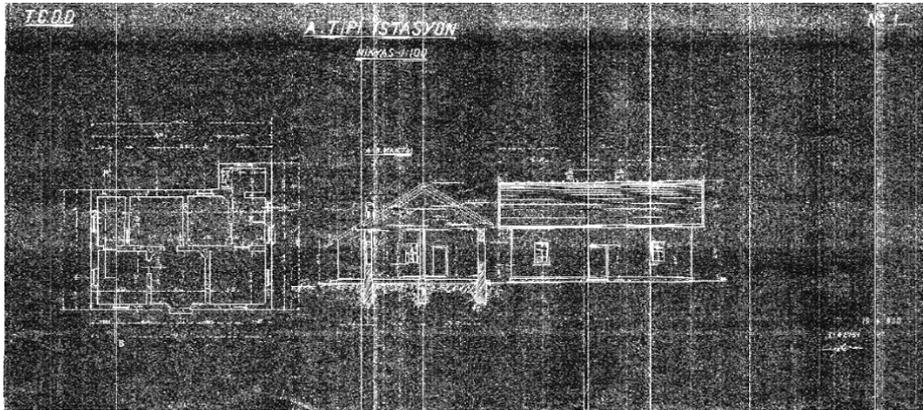


Figure 4.230. A Type project for small stations. Date on the sheet is “19.4.1930”.

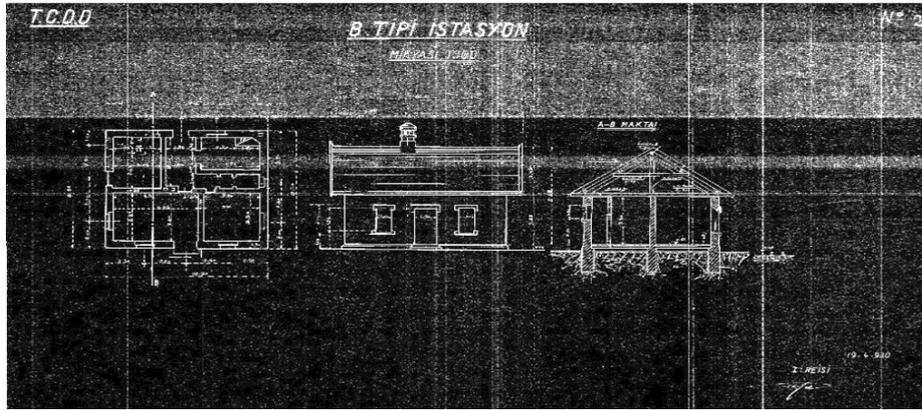


Figure 4.231. B Type project for small stations. Date on the sheet is “19.4.1930”.

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.

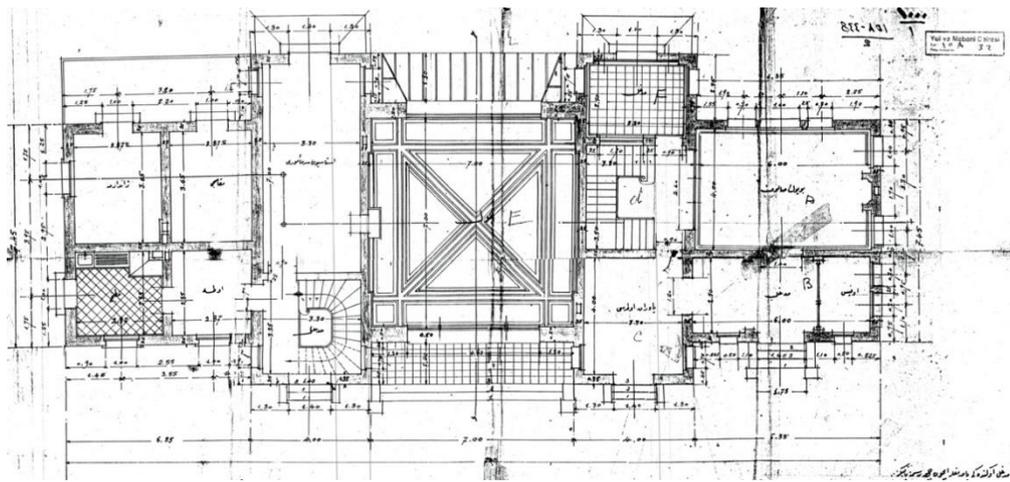


Figure 4.232. Ankara Gazi station / Ground floor plan.

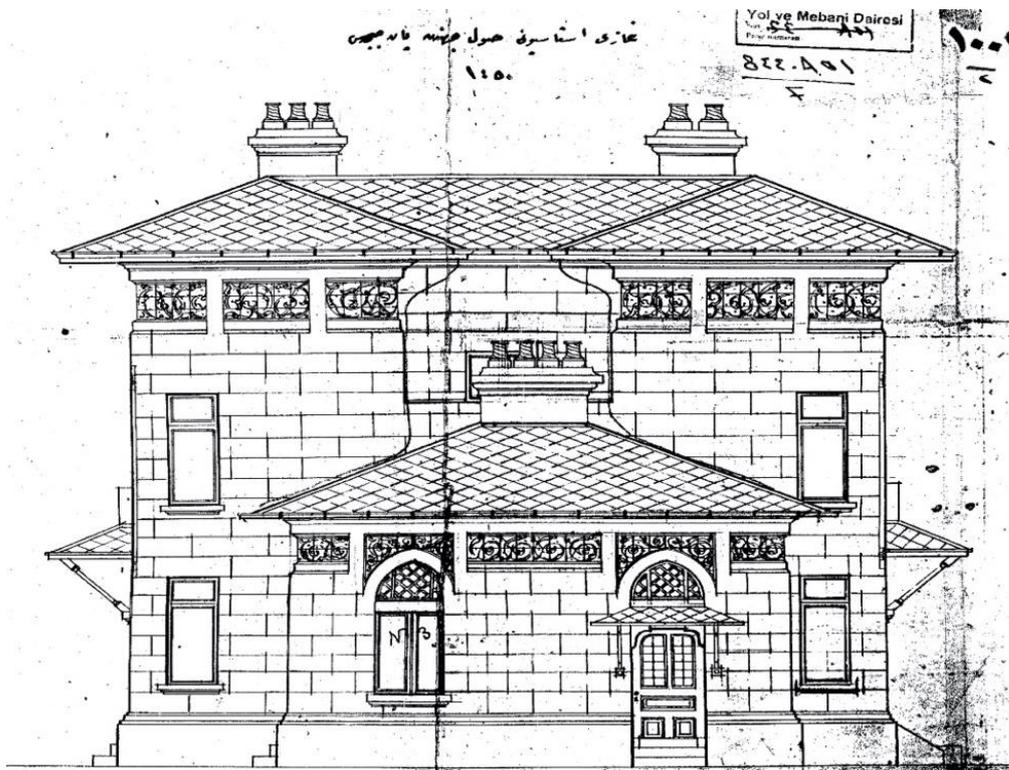


Figure 4.233. Ankara Gazi station / Left side elevation.



Figure 4.234. Ankara Gazi station / Right side elevation.

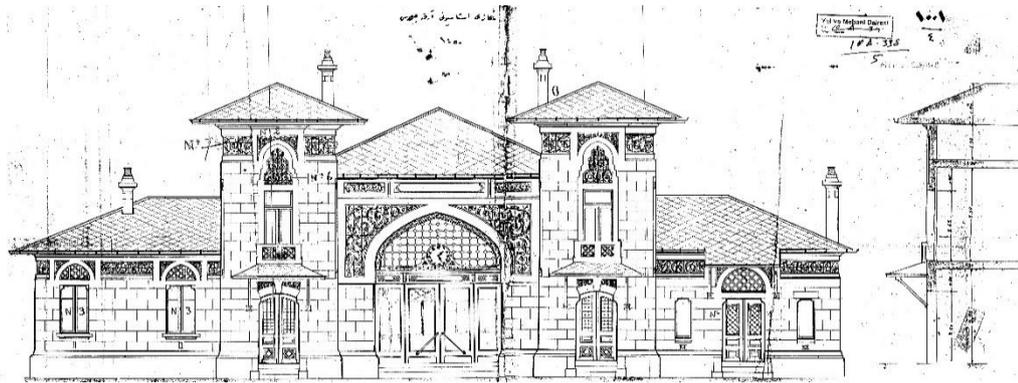


Figure 4.235. Ankara Gazi station / Front elevation.

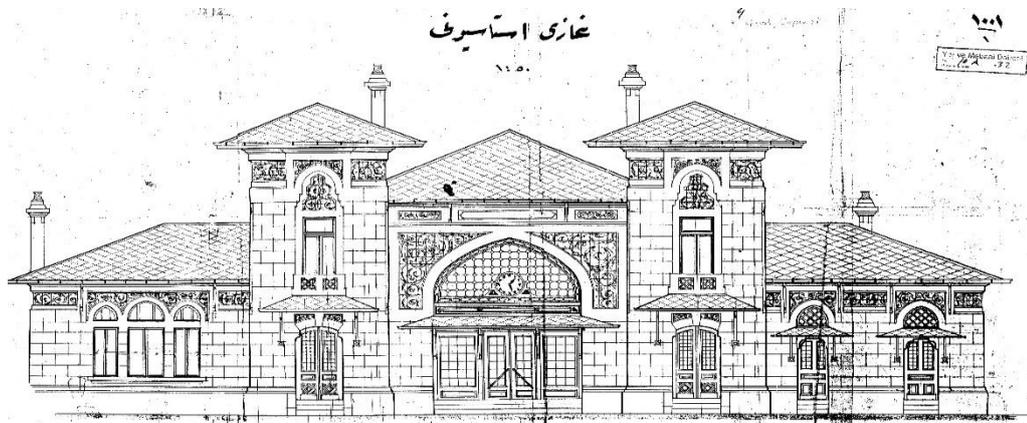


Figure 4.236. Ankara Gazi station / Platform elevation.



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.

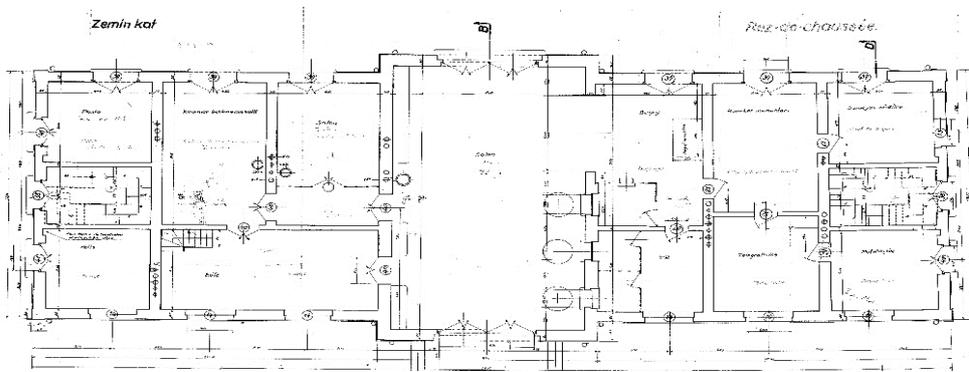


Figure 4.238. Kayseri station project / Ground floor plan

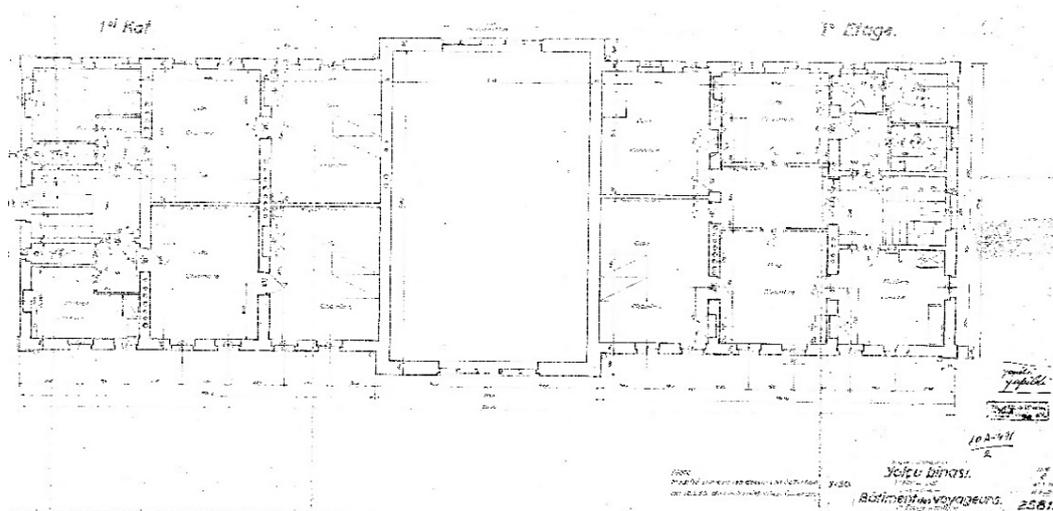


Figure 4. 239.Kayseri station project / First floor plan.

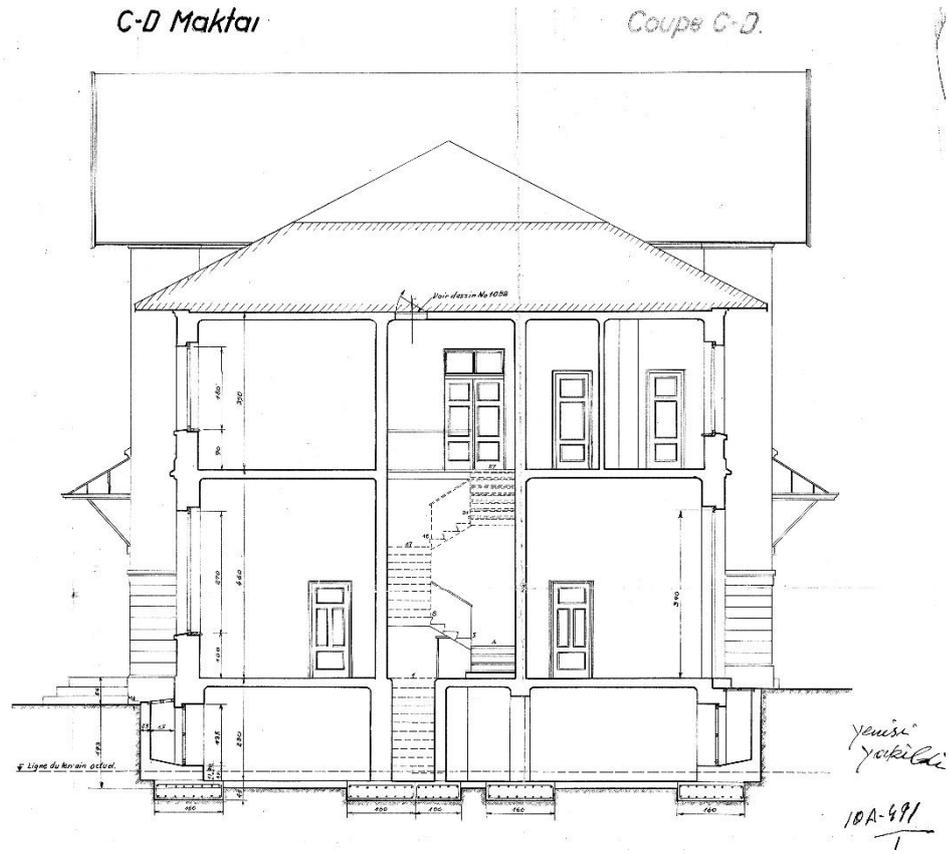


Figure 4.240. Kayseri station project / Cross section



Figure 4.241. Kayseri station project / Platform elevation

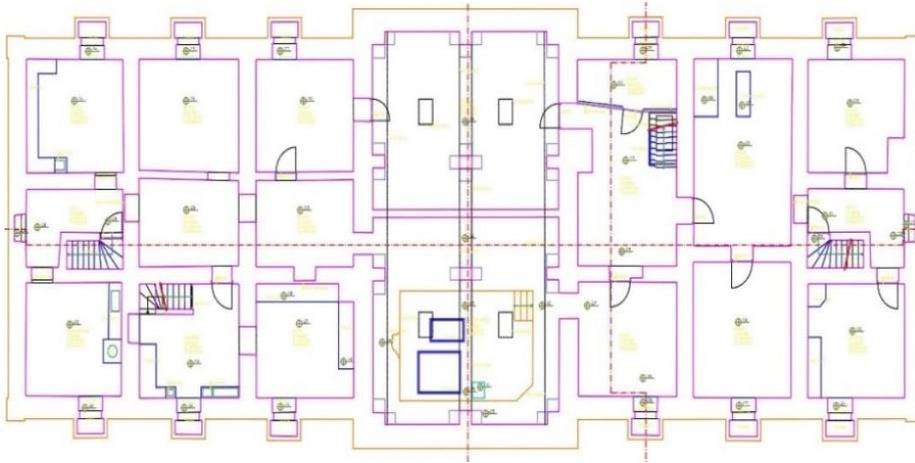


Figure 4.242. Kayseri station survey project / Basement plan

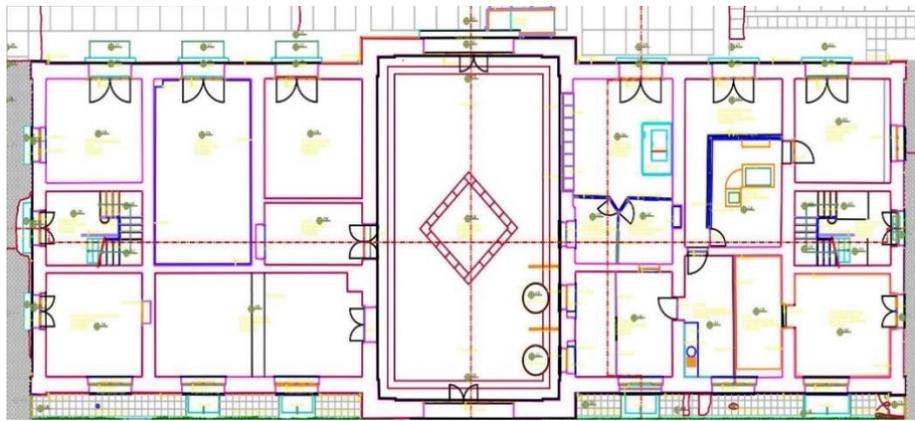


Figure 4.243. Kayseri station survey project / Ground floor plan



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.

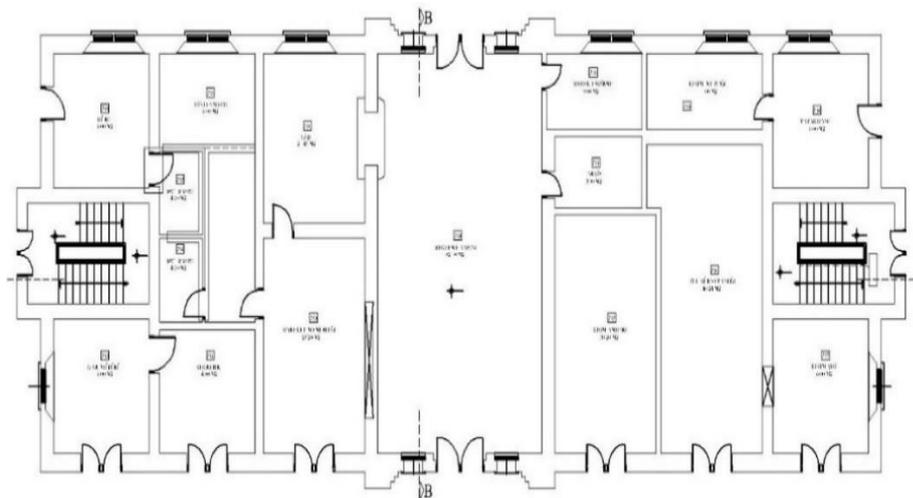


Figure 4.245. Amasya station survey project / Ground floor plan

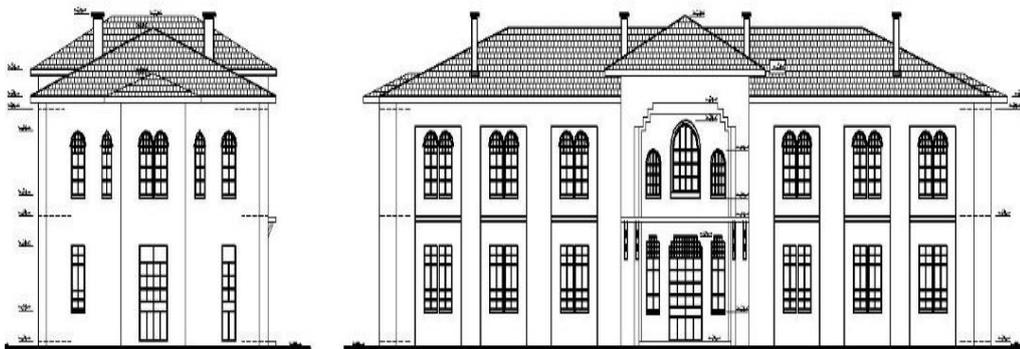


Figure 4.246. Amasya station survey project / Elevations



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 symmetrically designed and single storied. The middle mass consisting waiting hall was raised up. There is a loading platform in front of the warehouse.

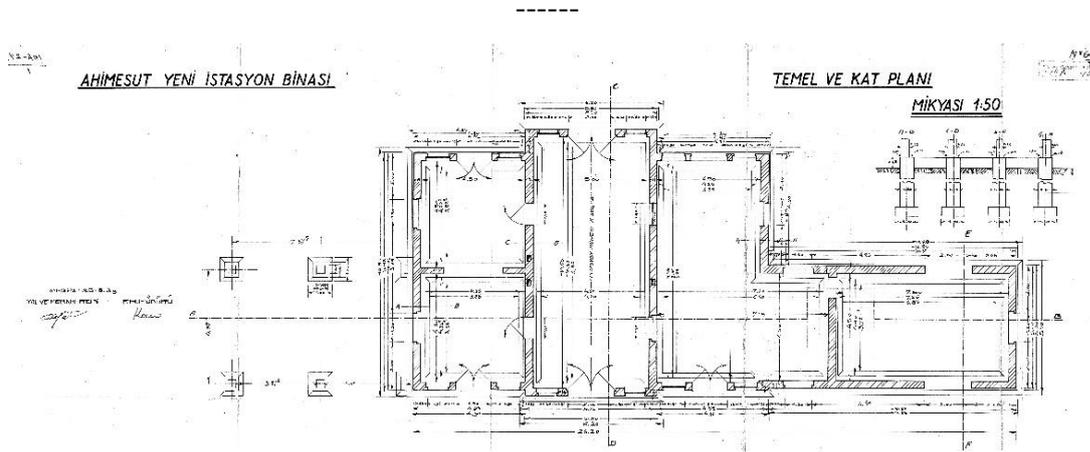


Figure 4.248. Ankara Etimesgut station project / Plan.

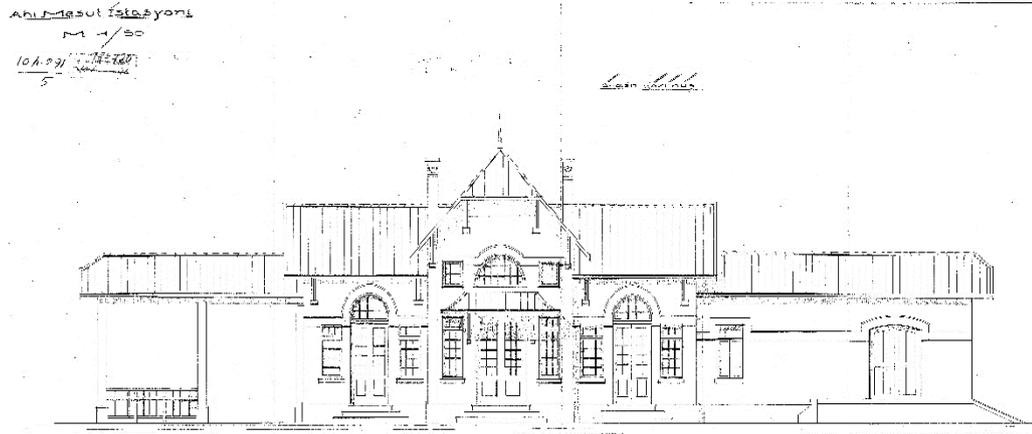


Figure 4.249. Ankara Etimesgut station project / Front elevation.



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.

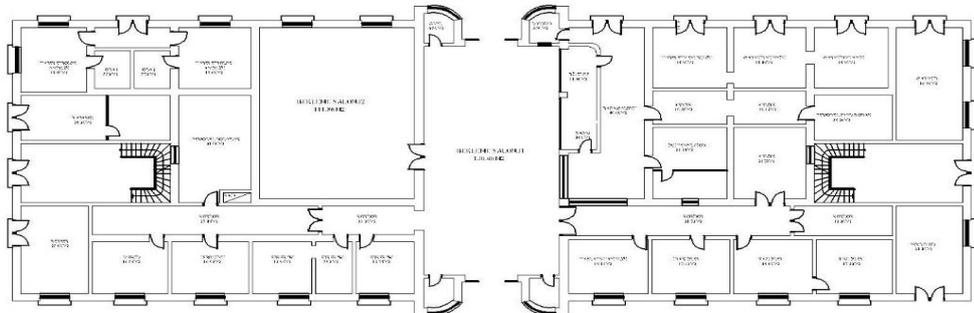


Figure 4.251. Sivas station survey project / Ground floor plan

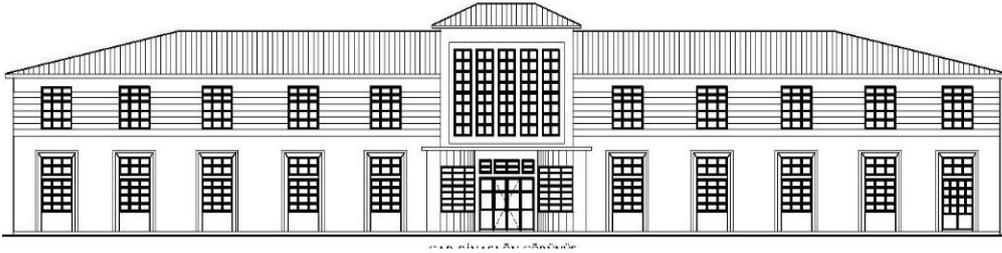


Figure 4.252. Sivas station survey project / City elevation



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.

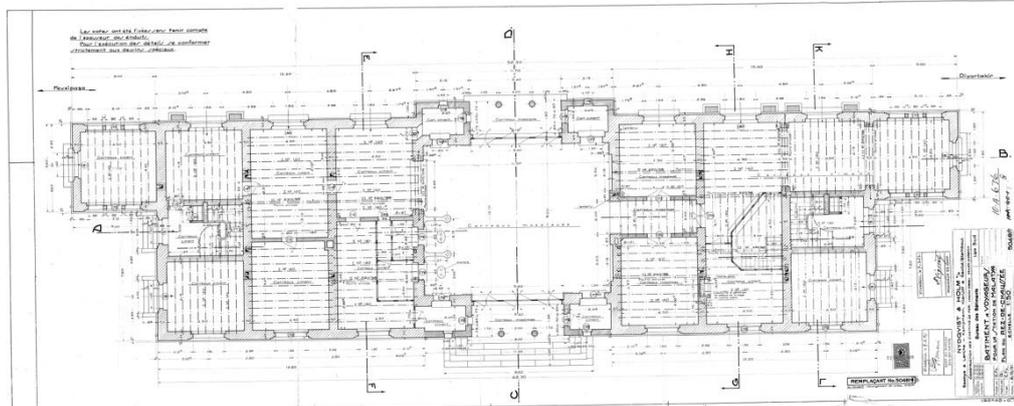


Figure 4.255. Malatya station project / Ground floor plan

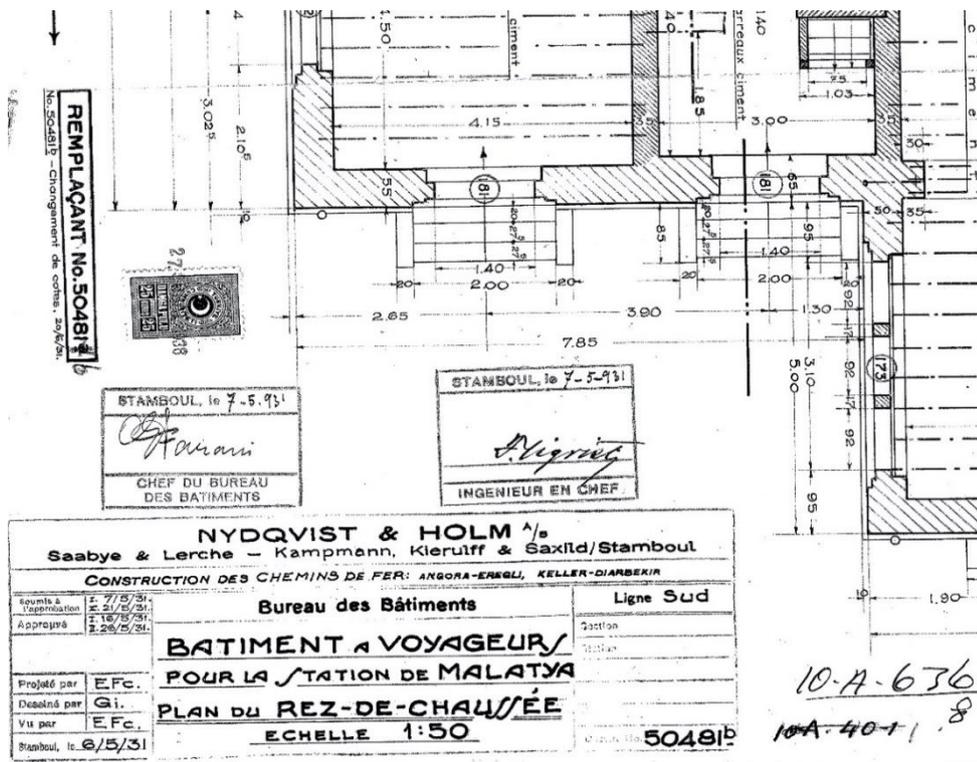


Figure 4.256. Malatya station project / Ground floor plan title block. Project date 6 May 1931, date on the stamp 23 February 1936.

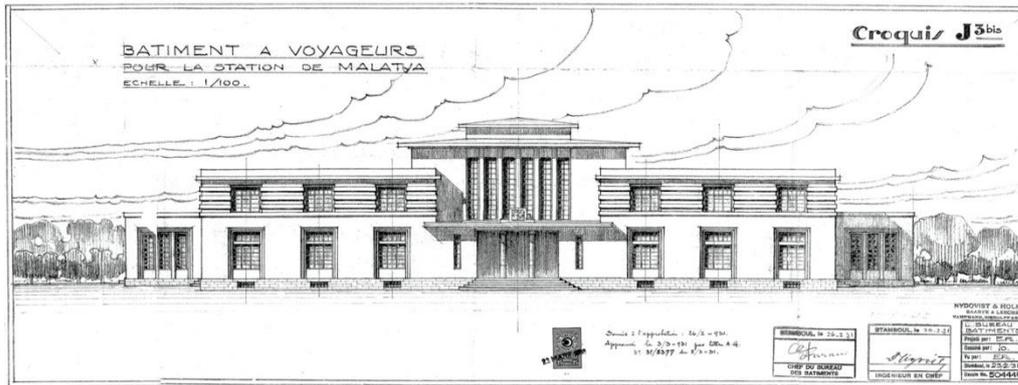


Figure 4.257. Malatya station / Sketch of front facade

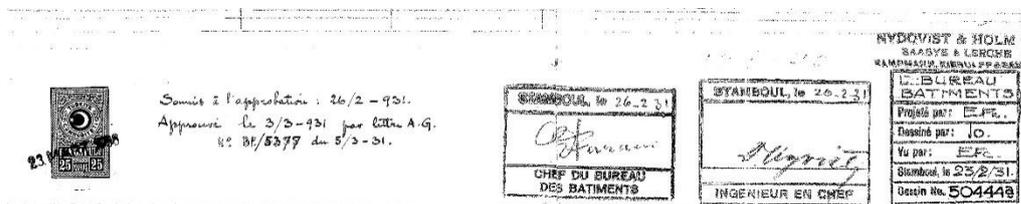


Figure 4.258. Malatya station project / Title block of elevation plate



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 heights. 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.

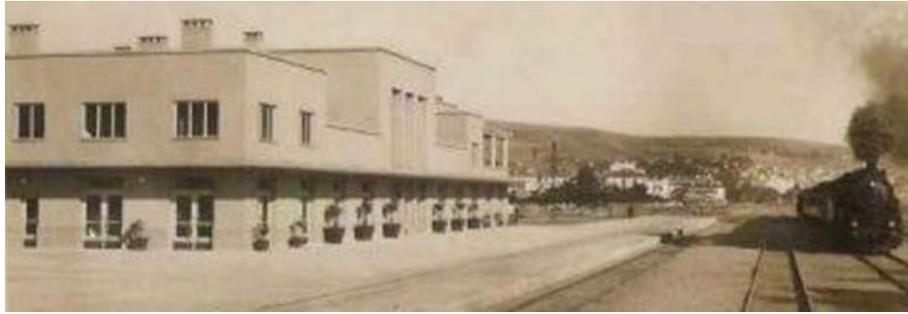


Figure 4.261. Samsun former station / Platform view in 1950 (Source: <http://kentvedemiryolu.com/samsun-carsamba-treni/>) (Accessed 03.12.2019)



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.

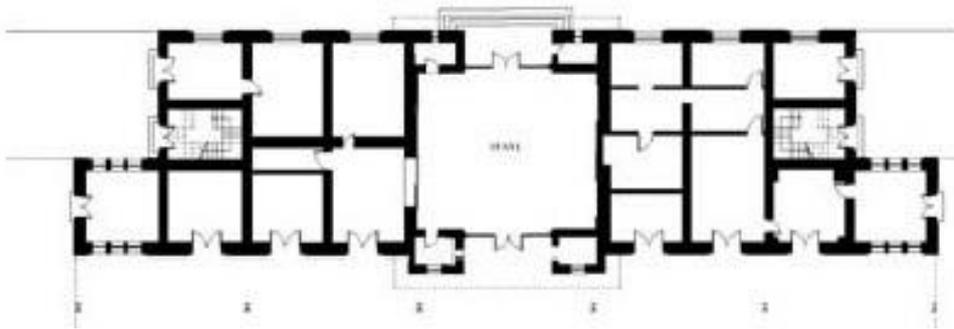


Figure 4.264. Diyarbakır station project / Ground floor plan²⁸

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



Figure 4.265. Diyarbakir station project / First floor plan

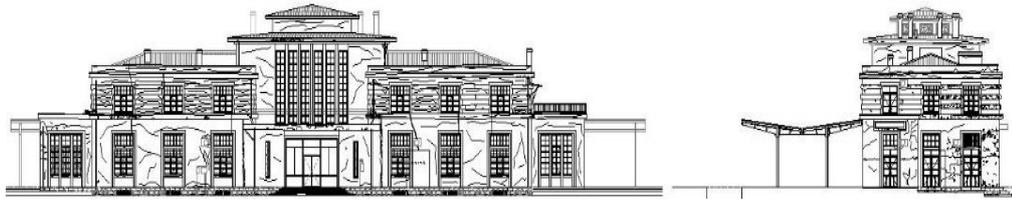


Figure 4.266. Diyarbakir station survey project / Elevations



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



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

Manisa Station

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

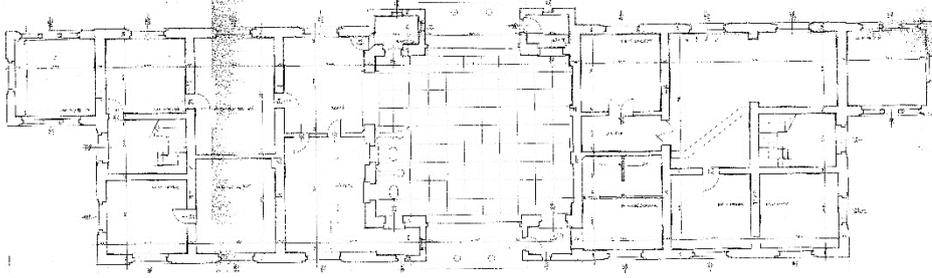


Figure 4.269. Manisa station survey project / Ground floor plan

| | | |
|---------------------------|------------------------|----------------------------|
| İLGİLİ | DESİNATOR O. ALPKONUR | TCDD 3/1 YOL SERVİSİ |
| SERVİSLER | MÜTEHİSSİS V. S. GÜNOV | |
| | S. MÜDÜR HAYRİ GÜRER | |
| ÖLÇEK MANİSA GAR PLÂNI | | PRC No: 24/08 |
| | | TARİH: 5-OCAK-19... |
| | | A D |
| | | B E |
| | | C F |

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

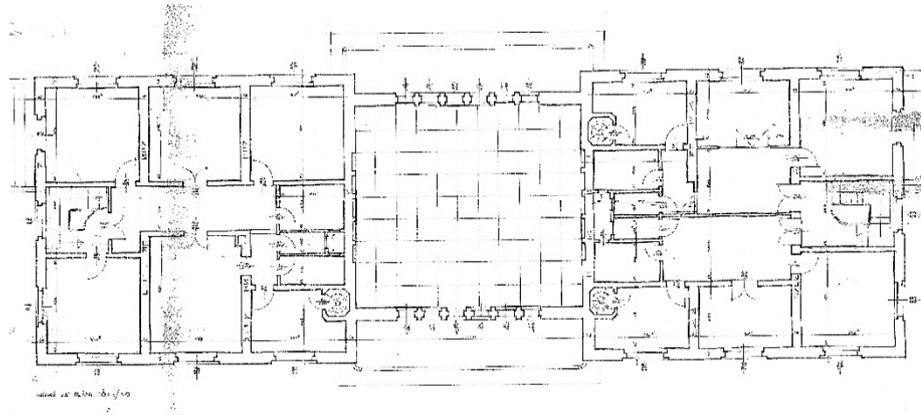


Figure 4.271. Manisa station survey project / First floor plan



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.

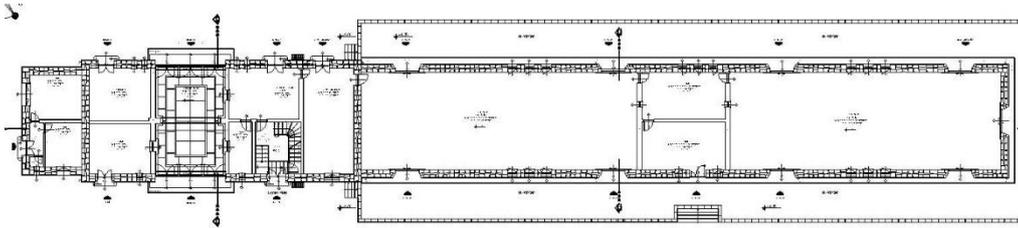


Figure 4.273. Burdur station survey project / Ground floor plan

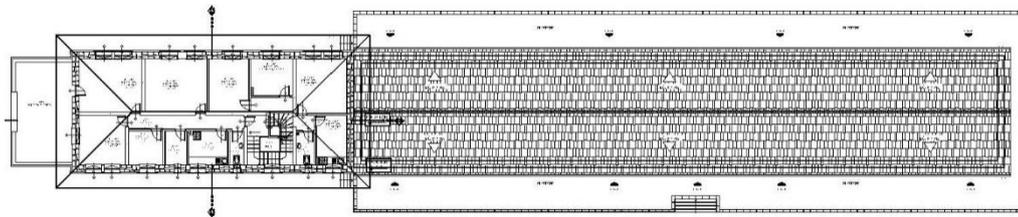


Figure 4.274. Burdur station survey project / First floor plan

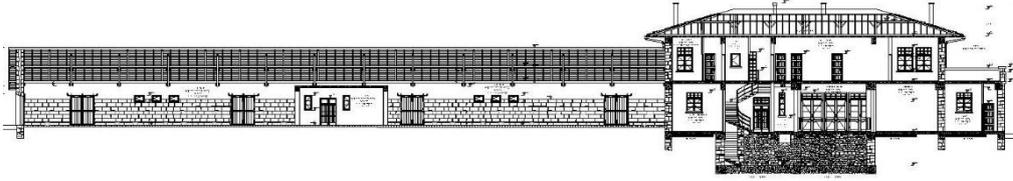


Figure 4.275. Burdur station survey project / Section

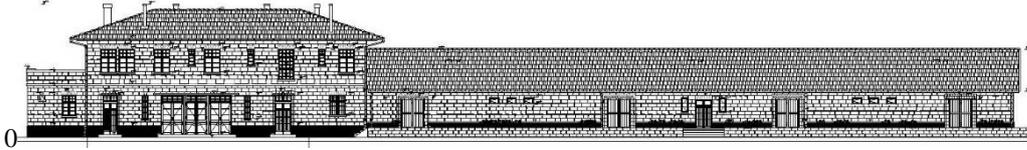


Figure 4.276. Burdur station survey project / Front elevation

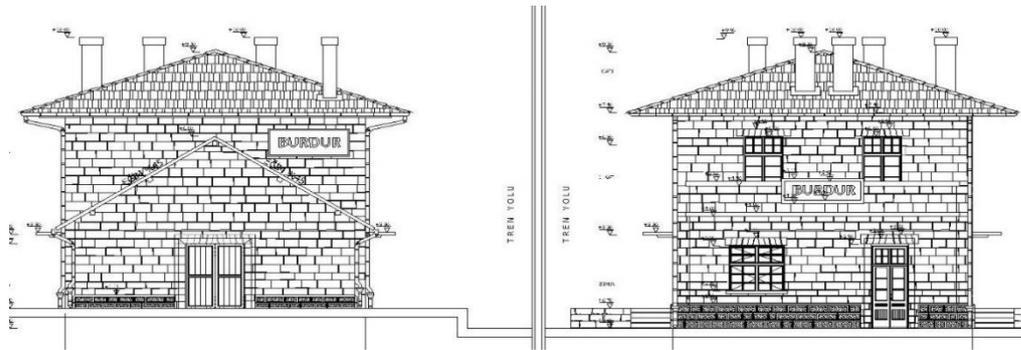


Figure 4.277. Burdur station survey project / Right and left elevations



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.

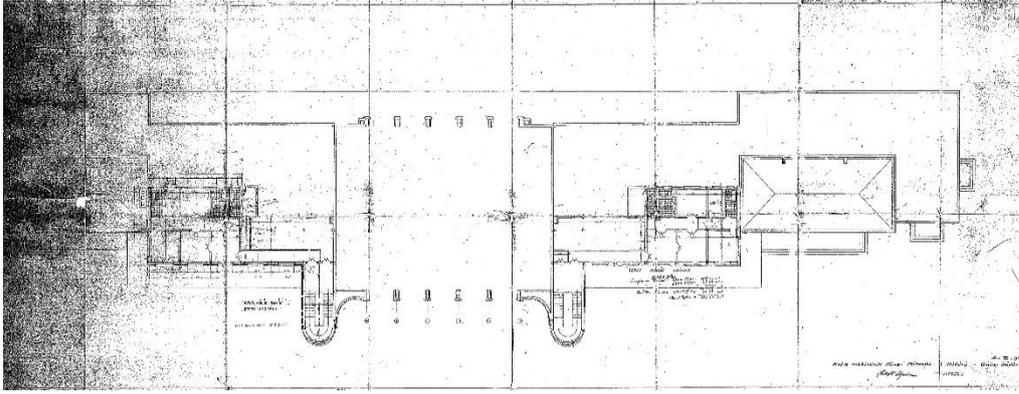


Figure 4.280. Ankara station project / First floor plan. Drawn by Architect Şekip Akalın.

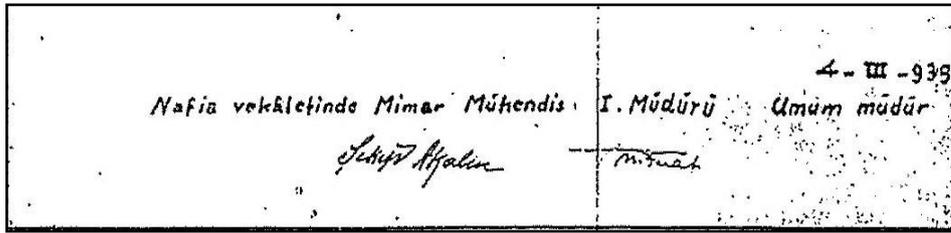


Figure 4.281. Ankara station project / Signature of Architect Şekip Akalın. Date 04.03.1935

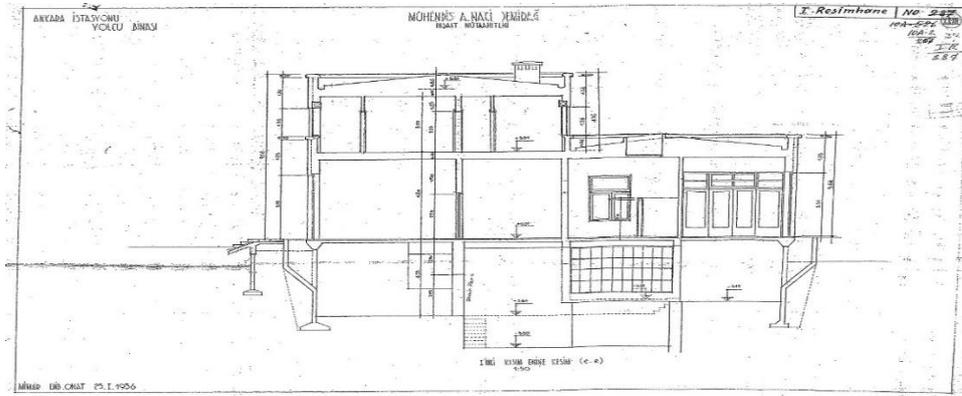


Figure 4.282. Ankara station project by Şekip Akalın / Cross section (e-e). Drawn by Architect Edip Onat, 25.1.1936.

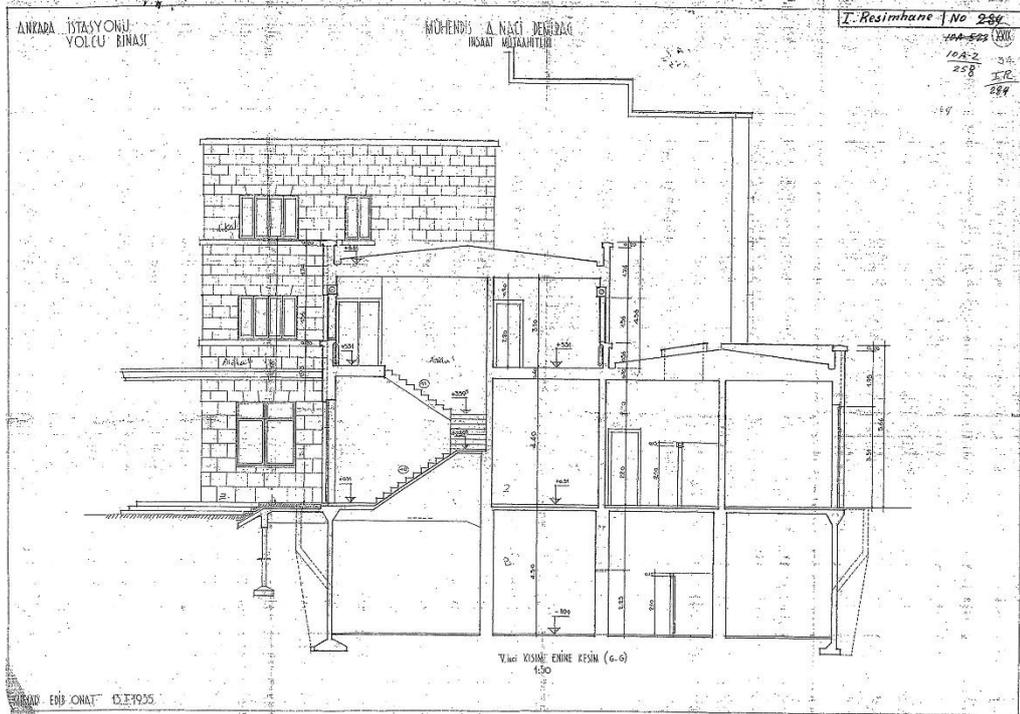


Figure 4.283. Ankara station project by Şekip Akalın/ Cross section (G-G). Drawn by Architect Edip Onat, 25.1.1935.

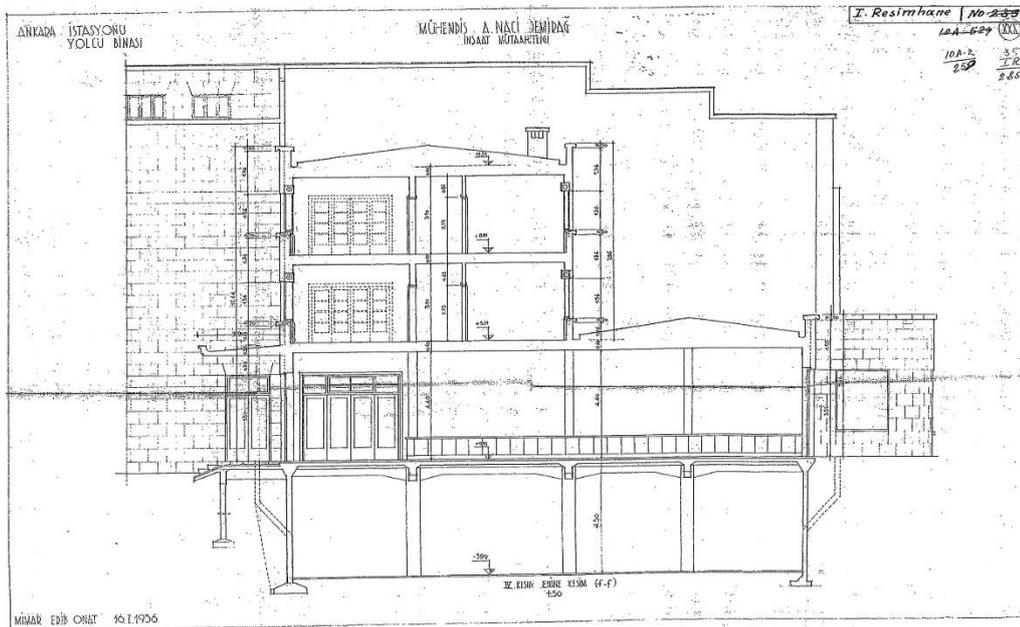


Figure 2.284. Ankara station project by Şekip Akalın / Cross section (f-f). Drawn by Architect Edip Onat, 25.1.1936.

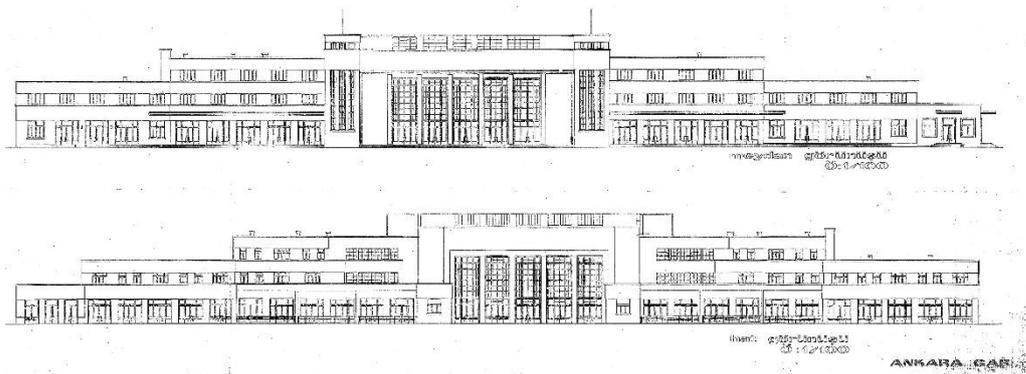


Figure 4.285. Ankara station project / Elevations. Copy drawings by TCDD staff technicians. Date 1993.

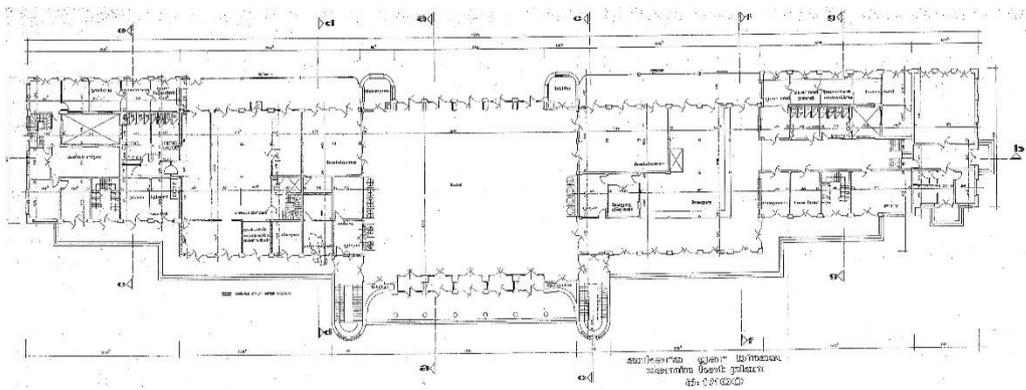


Figure 4.286. Ankara station project / Ground floor plan. Copy drawings by TCDD staff technicians. Date 1993.

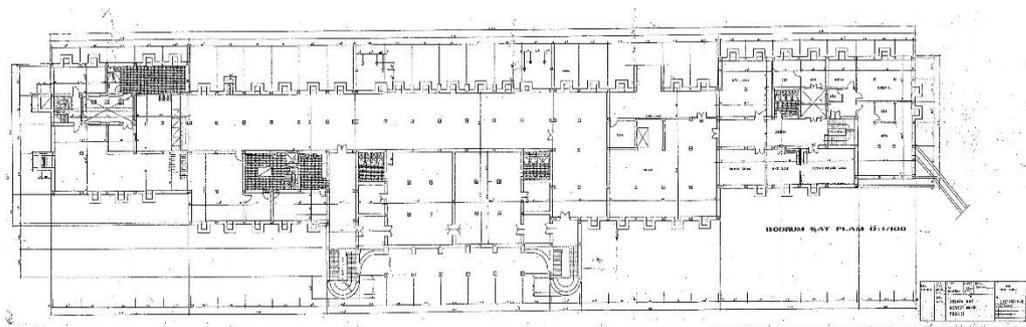


Figure 4.287. Ankara station project / Basement plan. Copy drawings by TCDD staff technicians. Date 1993.

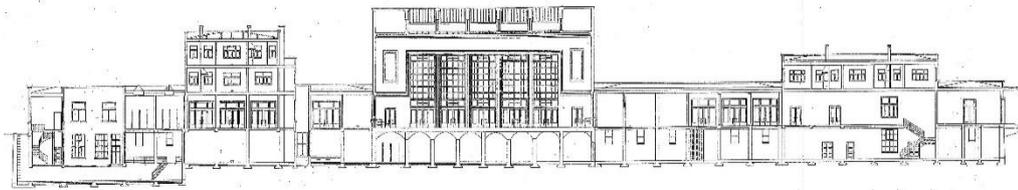


Figure 4.288. Ankara station project / Longitudinal section. Copy drawings by TCDD staff technicians. Date 1993.

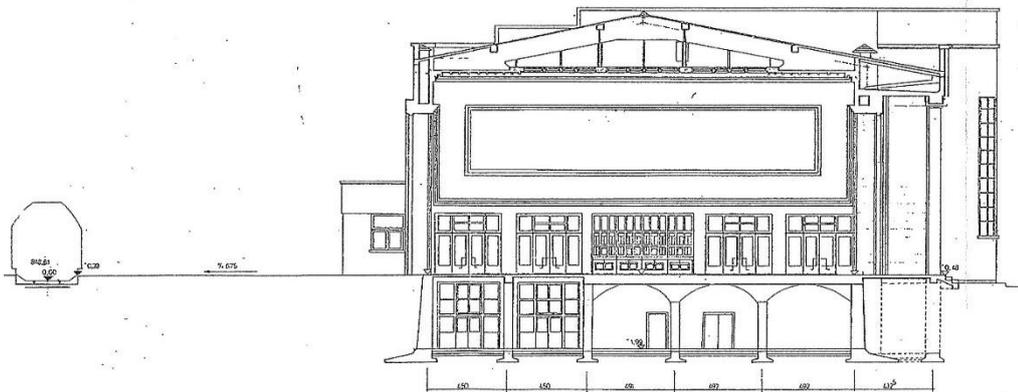


Figure 4.289. Ankara station project / Cross section. Copy drawings by TCDD staff technicians. Date 1993.

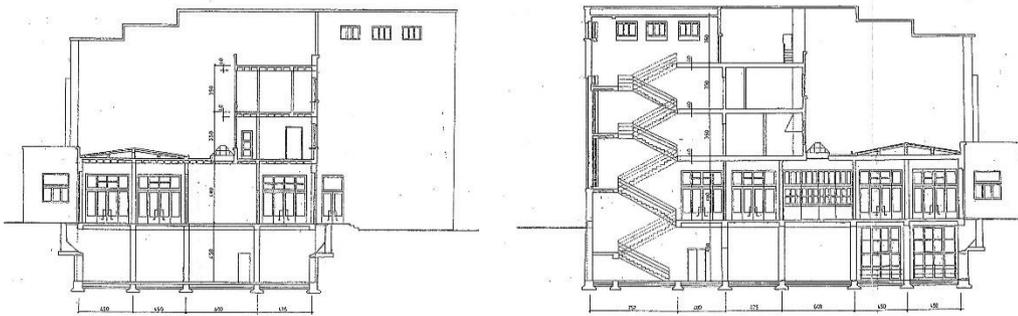


Figure 4.290. Ankara station project / Cross sections. Copy drawings by TCDD staff technicians. Date 1993.



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 symmetrically 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.

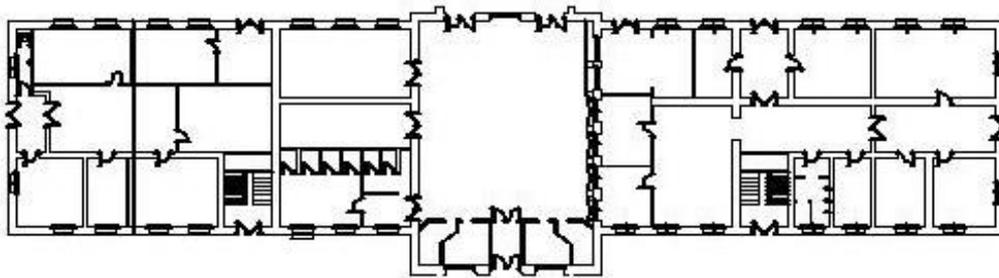


Figure 4.293. Erzurum station survey project / Ground floor plan

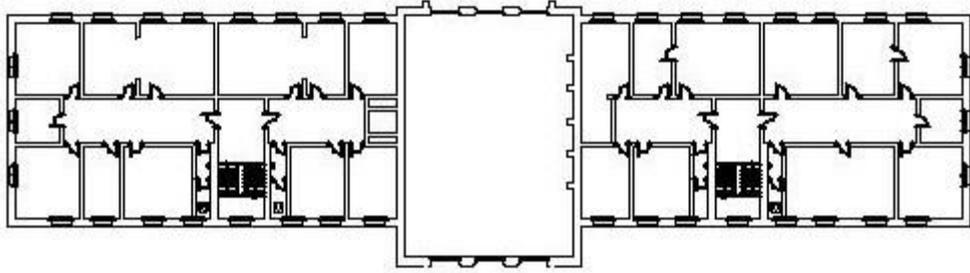


Figure 4.294. Erzurum station survey project / First floor plan



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.

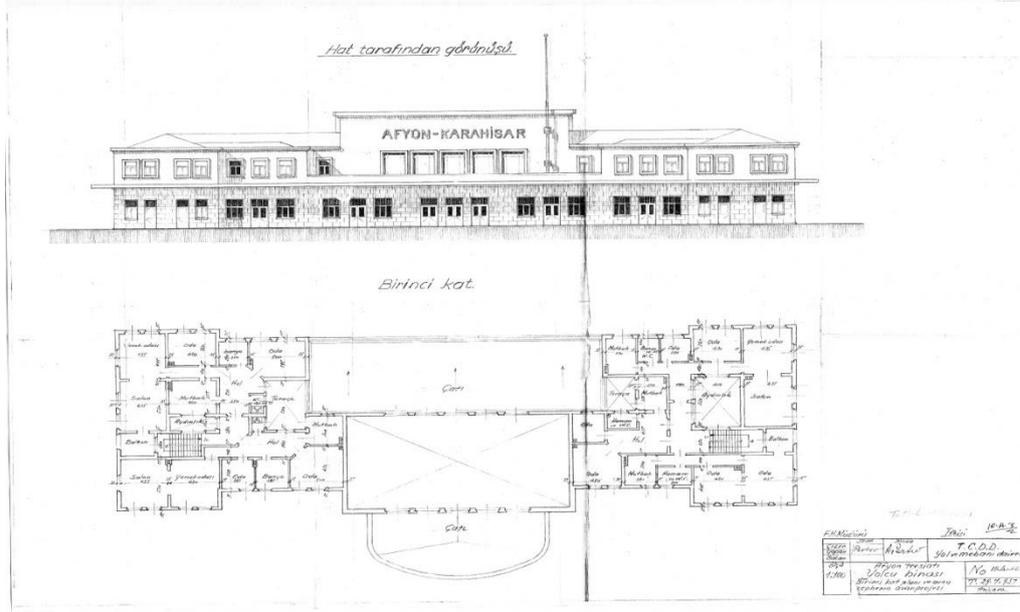


Figure 4.297. Afyon station project / Preliminary drawings. Date 29.7.1937

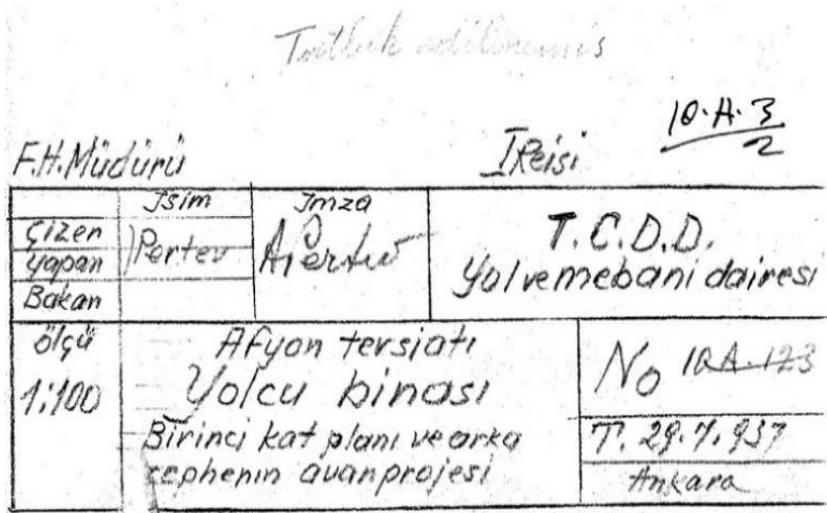


Figure 4.298. Afyon station project / Title block of first floor plan and back elevation preliminary drawings." Not applied "note above.

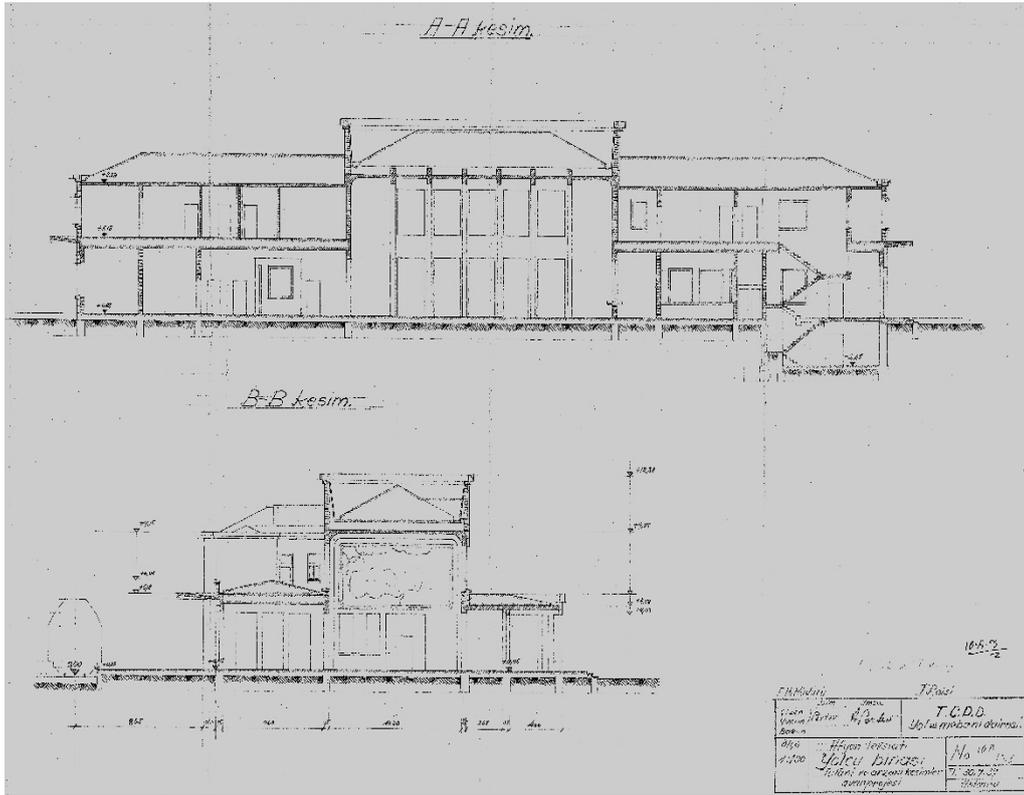


Figure 4.299. Afyon station project / Preliminary drawings of sections. Date 30.7.1937

10-A-3
2

T.C.D.D.

Yol ve mebanî dairesi

| | | | |
|-------------|---------------------------|----------|------------|
| F.H. Müdürü | | İ. Reisi | |
| Çizen | Yapan | Bakan | |
| Penter | | | |
| ölçü | Afyon tersiati | | No 10A |
| 1:100 | Yolcu binası | | 1937 |
| | Tulâni ve arzani kesimler | | T. 30.7.37 |
| | avanprojeksi | | Ankara |

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

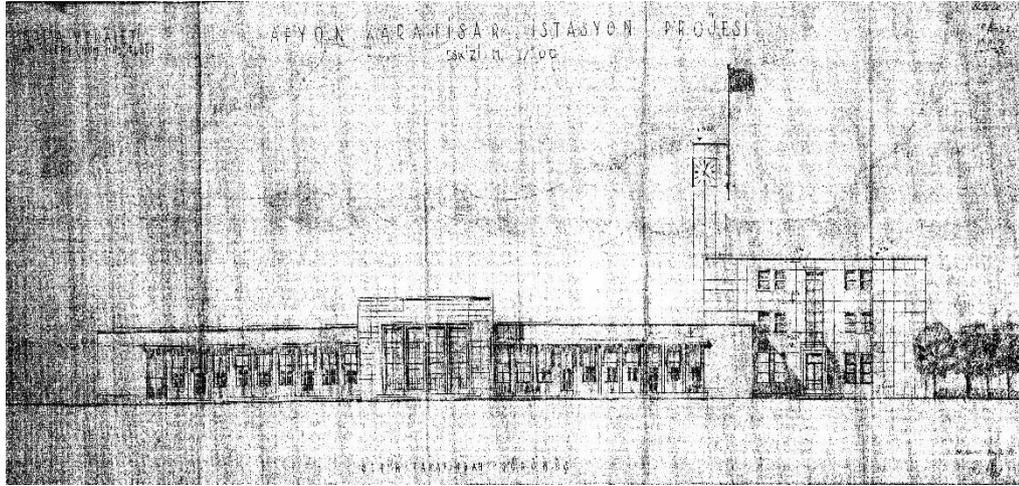


Figure 4.304. Afyon station project / Sketch of front elevation. Drawn by Ministry of Public Works Signature R. Aka. Date 10.9.1937

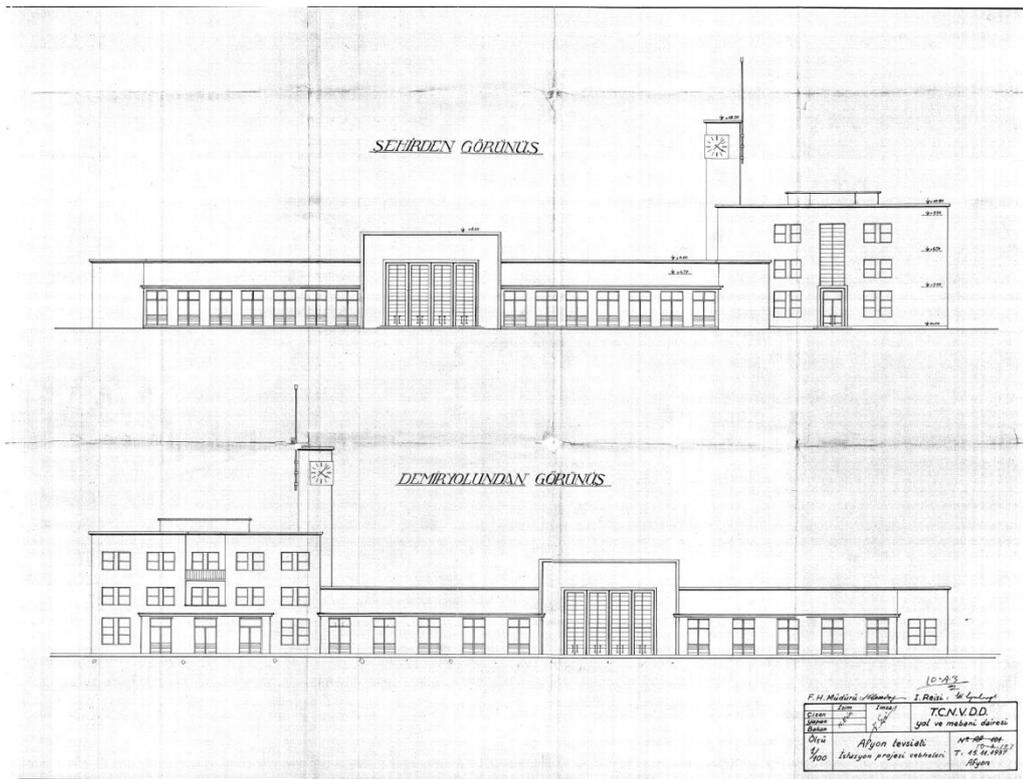


Figure 4.305. Afyon station project / Elevations. Date 15.11.1937

10-A.3
2

F. H. Müdürü: *Karaboy* I. Reisi: *M. K. K. K.*

| | | | |
|-------------------------|--|------|--|
| Çizen Yapan Bakan | İsim | İmza | T.C.N.V.D.D. yol ve mebanî dairesi |
| | N. Evim | | |
| Ölçü 1/100 | Afyon tevsiatî İstasyon projesi cebheleri | | Nº AP 101 10-A-123 T: 15.11.1937 Afyon |

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

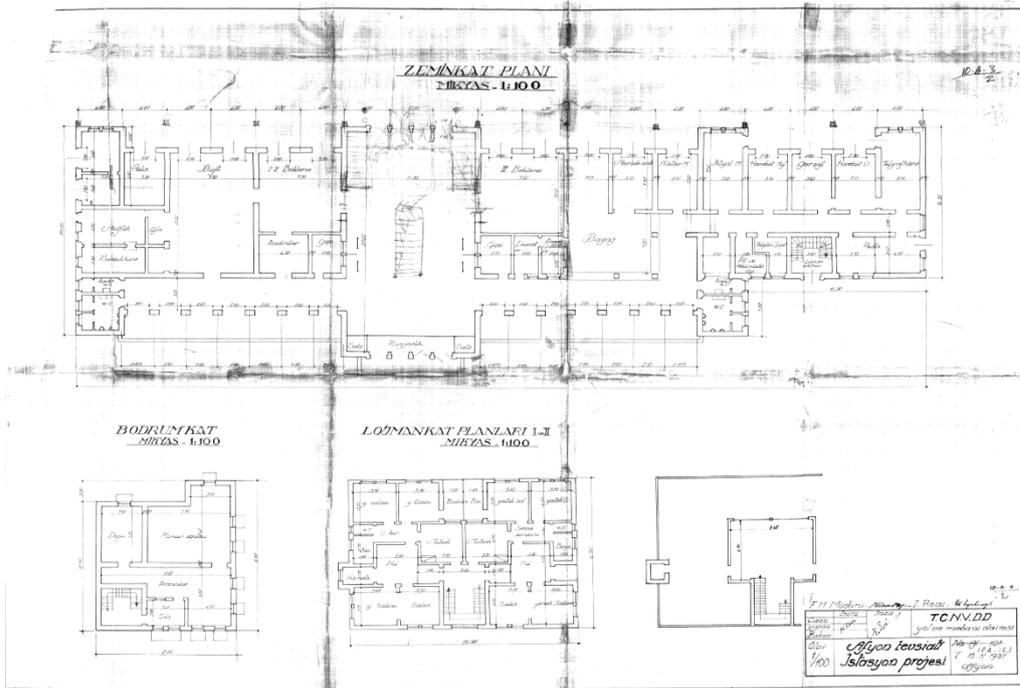


Figure 4.307. Afyon station project / Plans. Date 15.11.1937

10-A-3
W

F. H. Müdürü: *M. K. K.* I. Reisi: *M. K. K.*

| | | | |
|-------|-------------------------|-----------------|--|
| Çizer | İsmi | İmza | T.C.N.V.D.D. yol ve mebari dairesi |
| yapan | <i>N. Evir</i> | <i>M. K. K.</i> | |
| Bakan | | | |
| Ölçü | Afyon Tevsiatı | | No Af. 101 |
| 1/100 | İstasyon projesi | | 10A-123 I. 15. 11. 1937. Afyon |

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

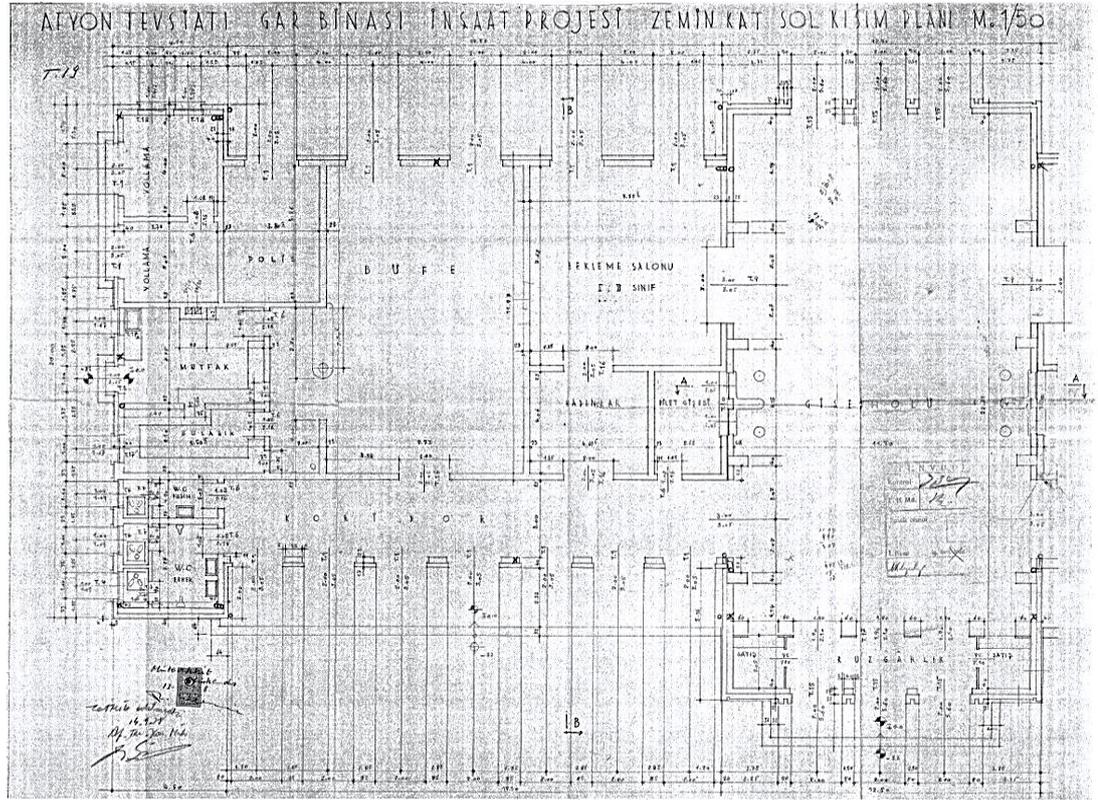


Figure 4.309. Afyon station alteration project during the construction. Date 14.9.1938³⁰

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

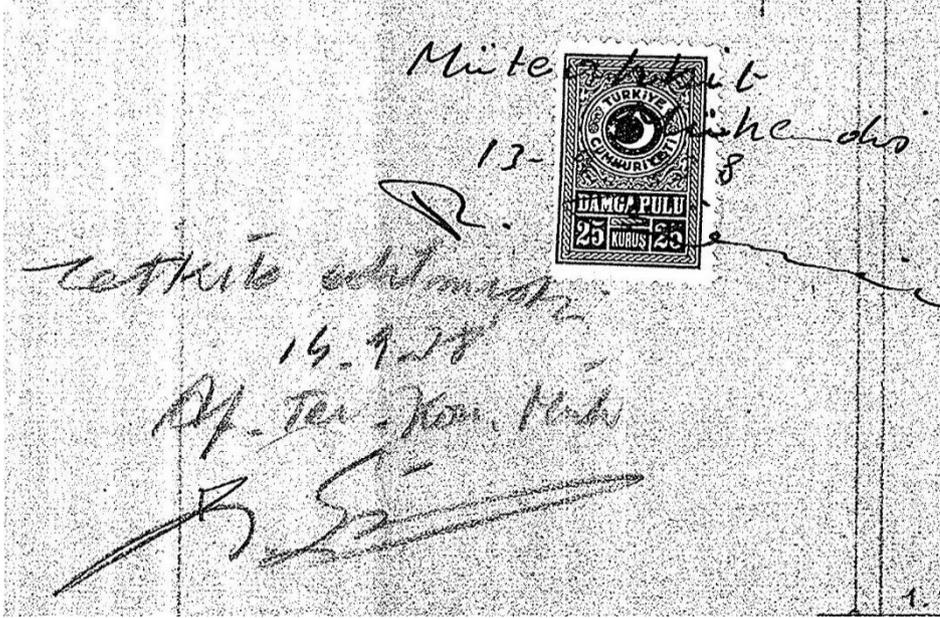


Figure 4.310. Afyon station alteration project during the construction / Signatures

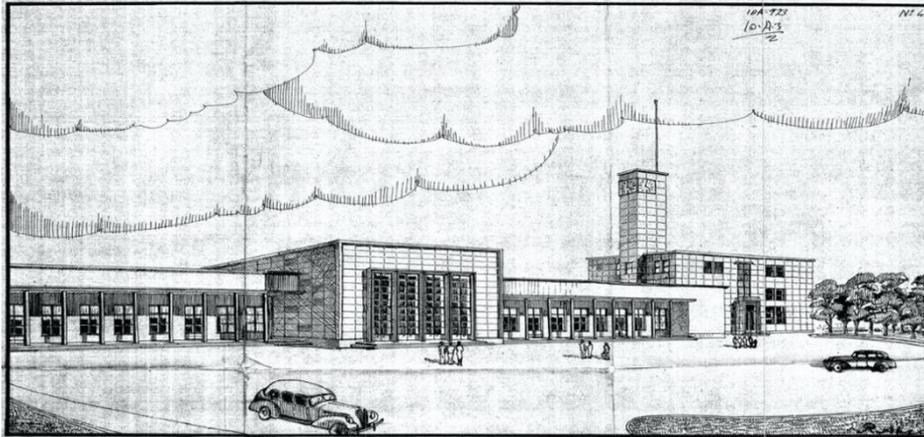


Figure 4.311. Afyon station / Perspective drawing of front elevation



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

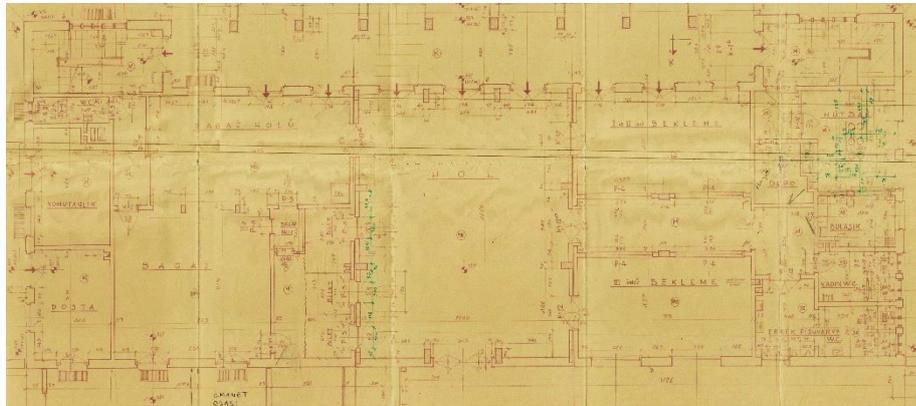


Figure 4.318. Gaziantep station / Ground floor plan



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

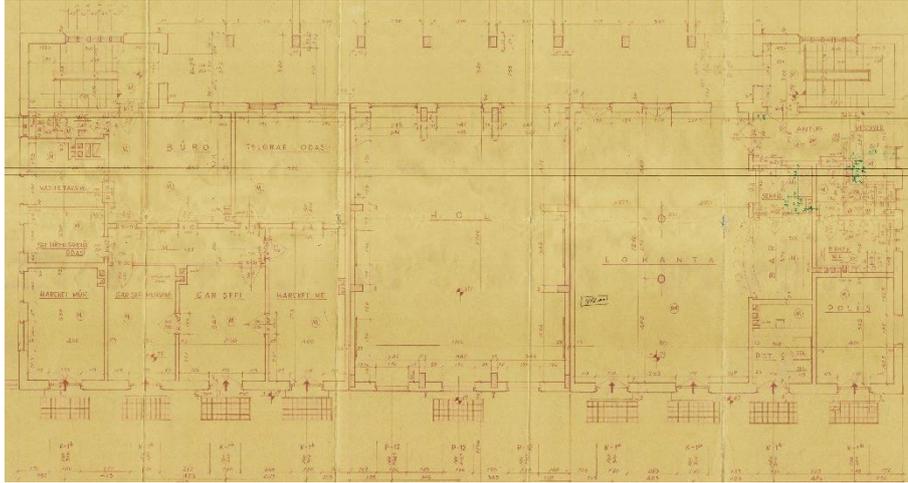


Figure 4.320. Gaziantep station / First floor plan

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.

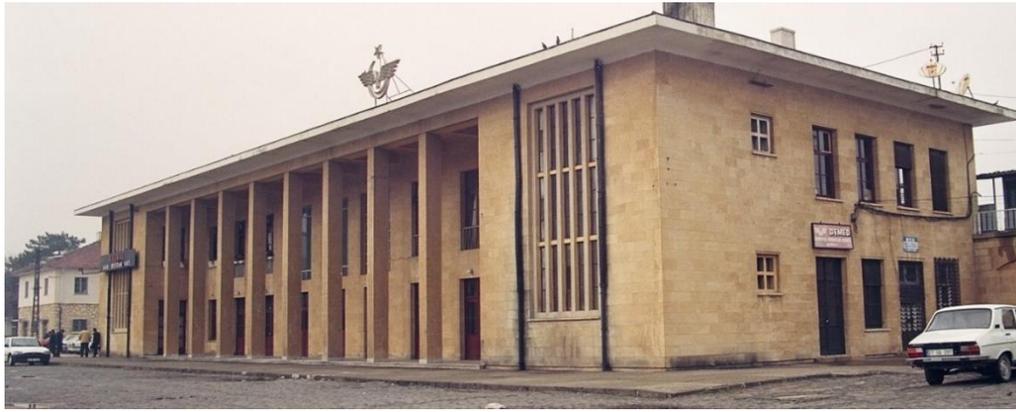


Figure 4.321. Gaziantep station (TCDD Photograph Archive)



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 buildings 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 enormous. 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.

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<http://wowturkey.com>

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APPENDICES

A. Regional Maps of Turkey³³

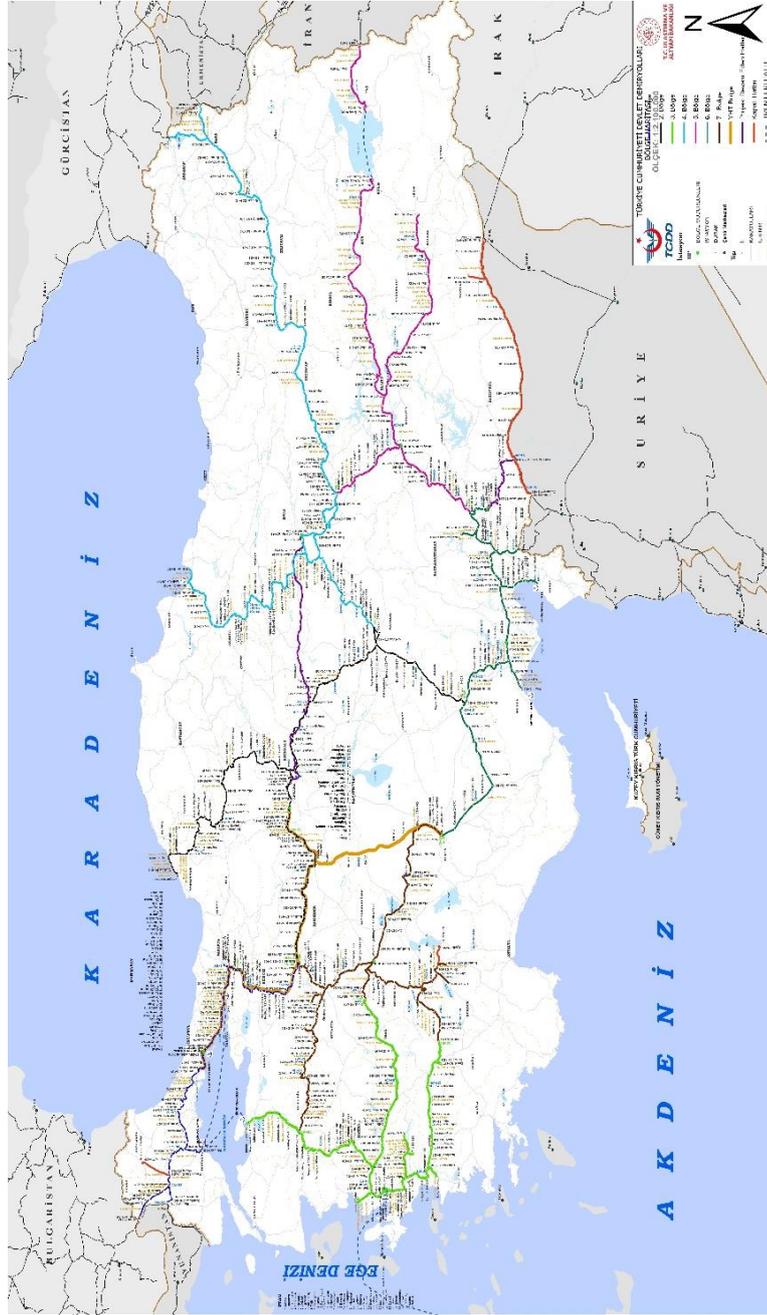


Figure A.1 Regional maps of TCDD, 2019

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



TÜRKİYE CUMHURİYETİ DEVLET DEMİRYOLLARI
BÖLGE HARİTASI
ÖLÇEK: 1:2.100.000
2. Bölge



T.C. ULAŞTIRMA VE
ALTYAPI BAKANLIĞI

İstasyon

TIP

- BOLGE MUDURLUKLARI
- İSTASYON
- DURAK
- Şehir Merkezleri

Tip

- İl
- KARAYOLLARI
- - - - - IL SINIRI
- DEVLET SINIRI

3. Bölge

4. Bölge

5. Bölge

6. Bölge

7. Bölge

YHT Bölge

Projesi Devam Eden Hatlar

Kapalı Hatlar

TREN FERİ HATTI

N



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

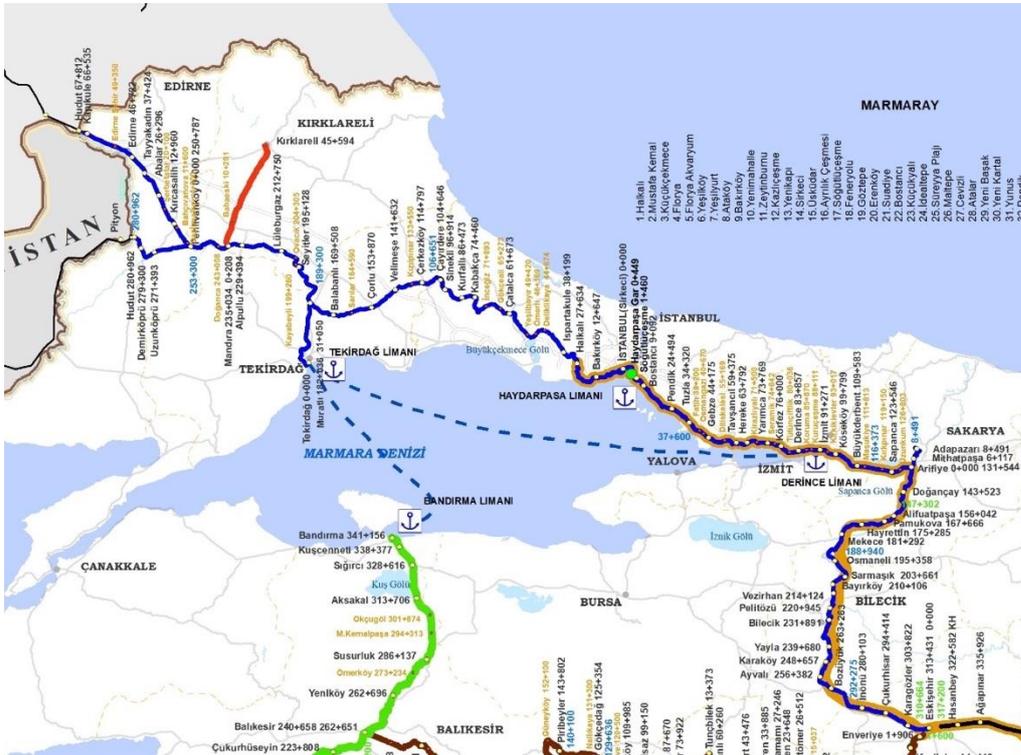


Figure A.3 1th Region map of TCDD (From Uzunköprü to Eskişehir)

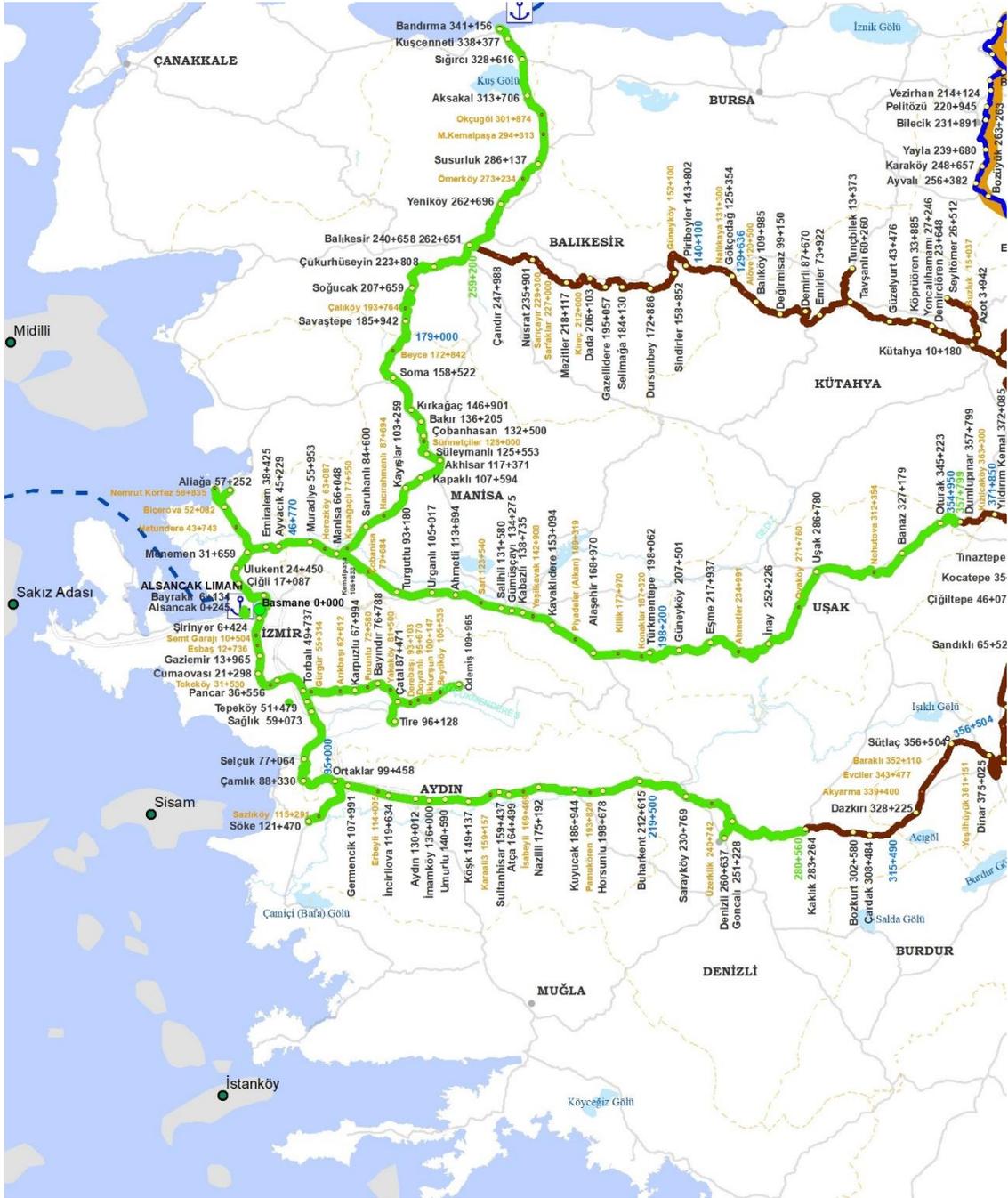


Figure A.5 3rd Region map of TCDD (From Bandırma to Denizli and to Dumlupınar)



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

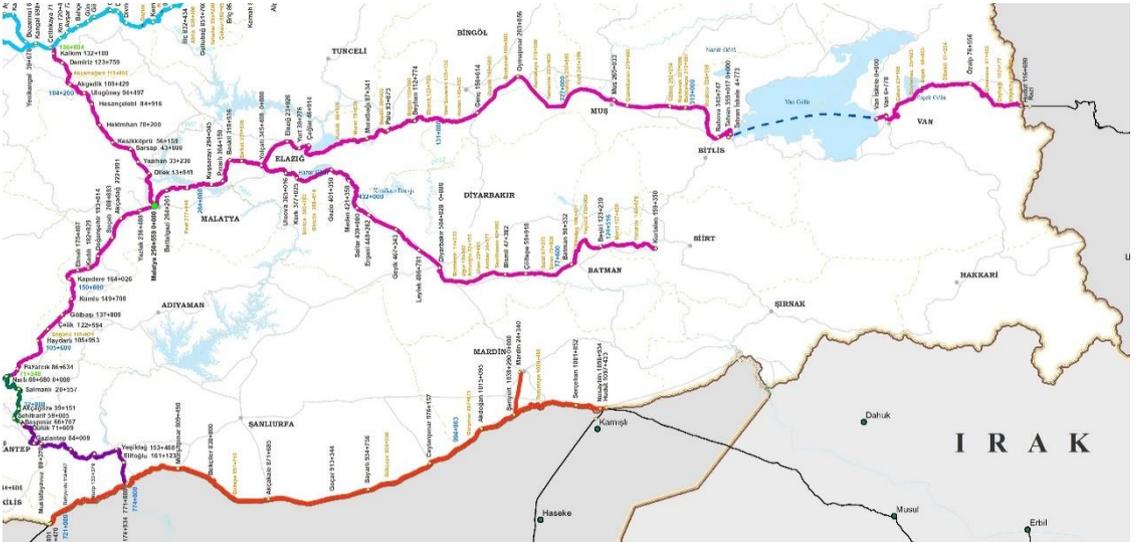


Figure A.7 5th Region map of TCDD (From Narlı to Van-Kapıköy and to Çetinkaya)



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

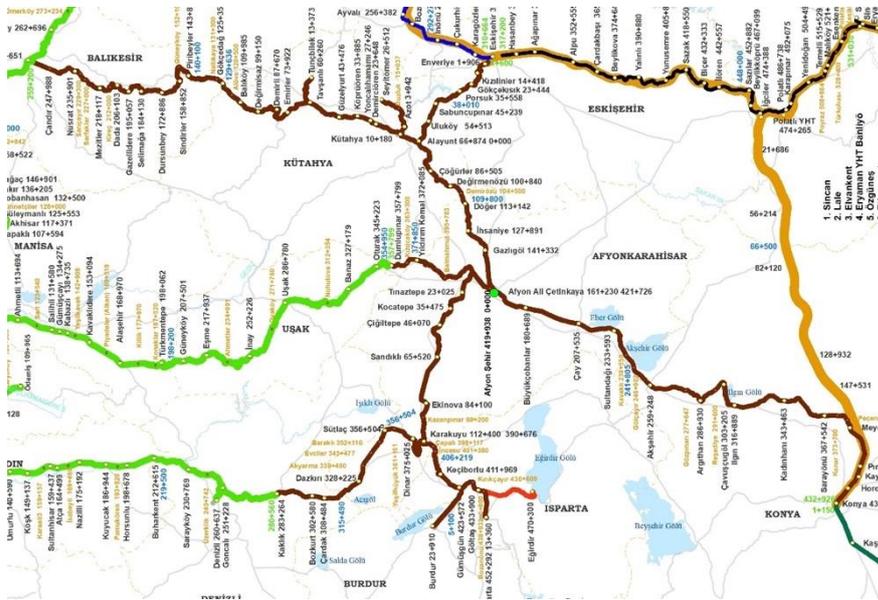


Figure A.9 7th Region map of TCDD (From Konya to Denizli, to Dumluşınar and to Eskişehir)

B. Maps of Distribution of Station Buildings Classes

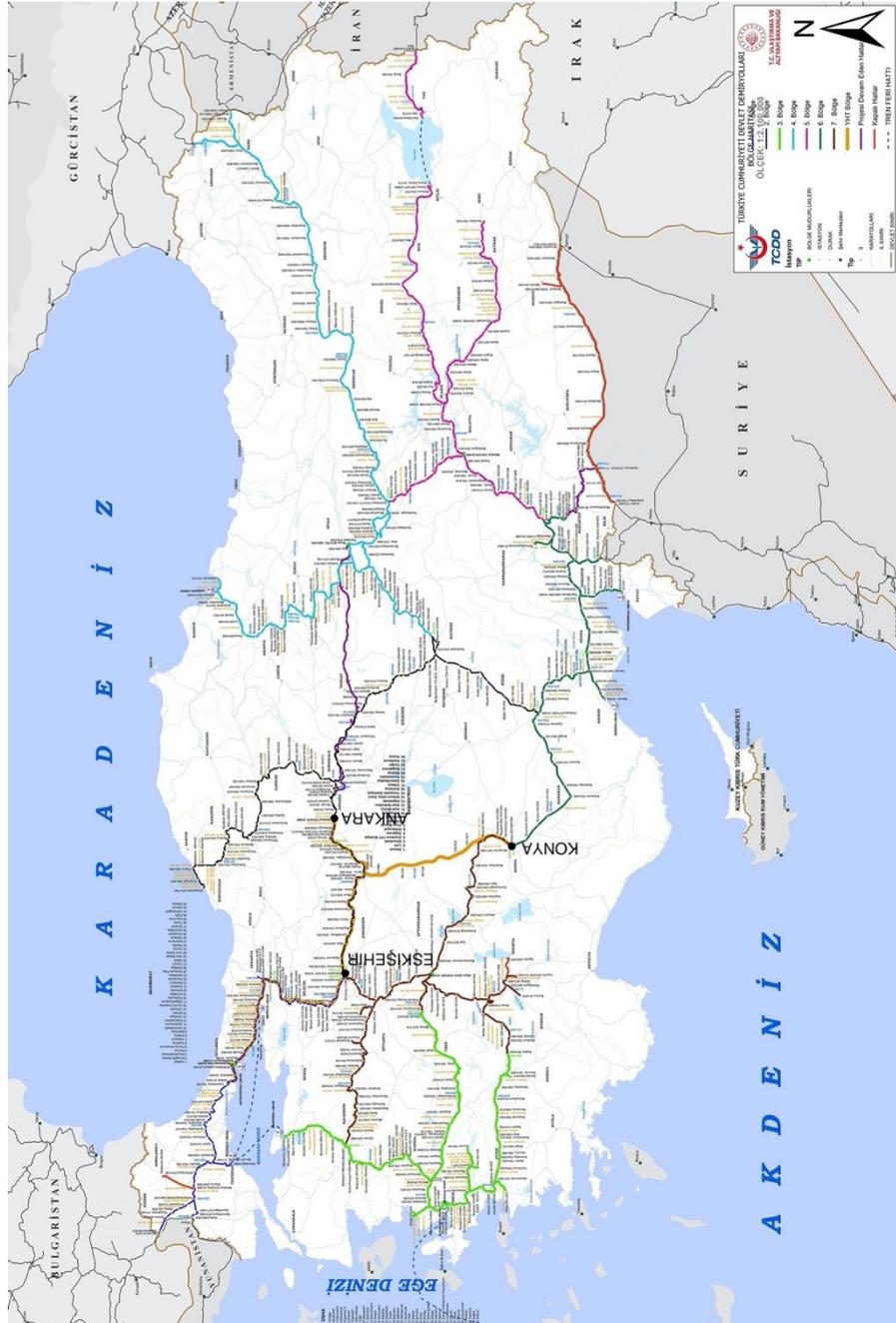


Figure B.1 Map of Ist Class stations

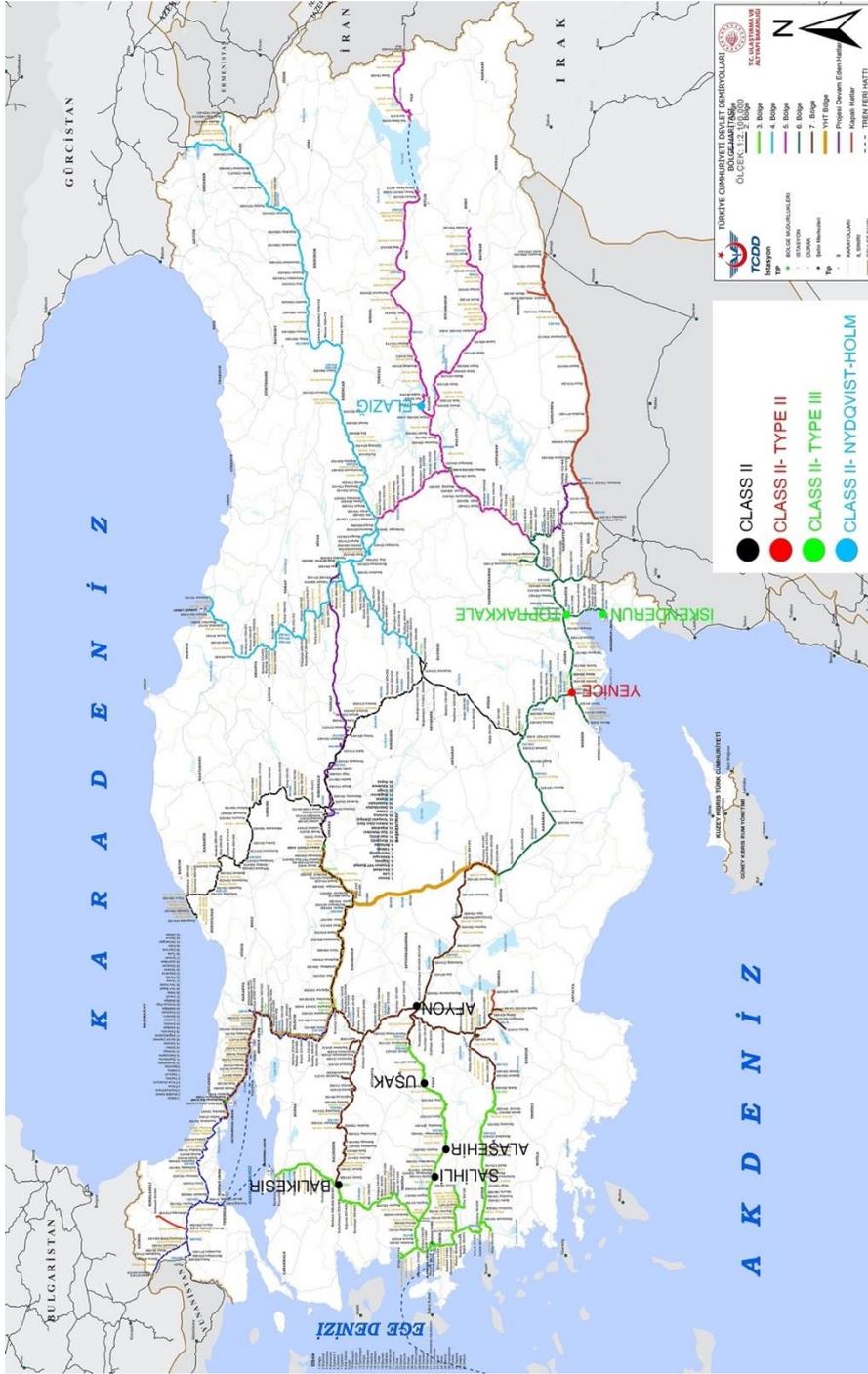


Figure B.2 Map of IInd Class stations

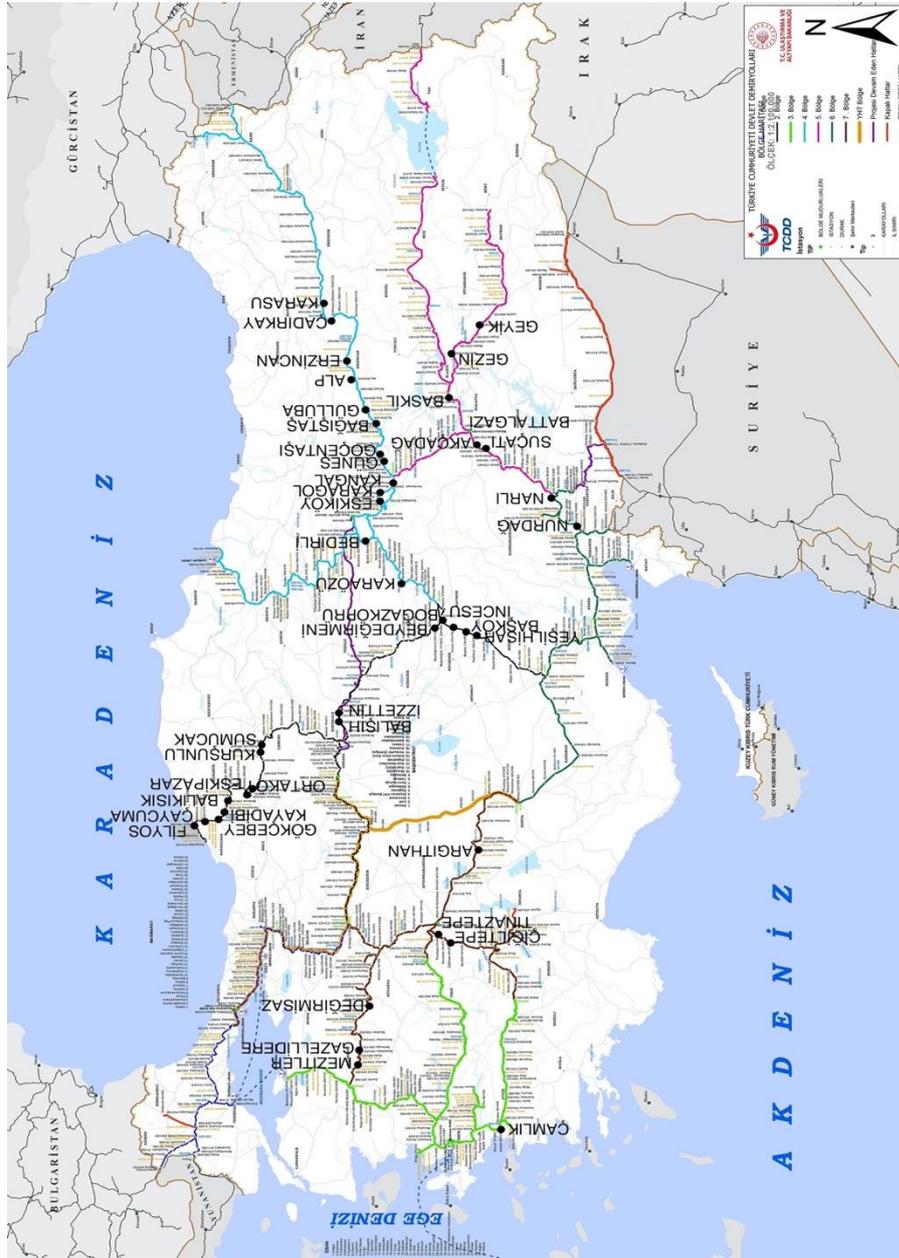


Figure B.4 Map of IVth Class stations

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 TCDD³⁵

| 1 st Region of TCDD | | | | | | | |
|--------------------------------|-------------|----|-------------|----|---------------|----|-------------|
| Logistics 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 | İspartakule | 13 | Pehlivan köyü | 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: Logistics 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 | Bayrıköy | 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 | Bahşayış | 4 | Kabakça | 6 | Kurfalı | | |
| Suburban Stops | | | | | | | |
| 1 | Akvaryum | 9 | Darıca | 17 | Kaynarca | 25 | Suadiye |
| 2 | Atalar | 10 | Fatih | 18 | Kazlıçeşme | 26 | Süreyyaplağı |
| 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

| 2 nd Region of TCDD | | | | | | | |
|--------------------------------|--------------|----|------------|----|------------|----|--------------|
| Logistics 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 | Şefaattli |
| 8 | Balıkısık | 25 | Gümüşdöven | 42 | Kurtçimeni | 59 | Tatbekirli |
| 9 | Balışih | 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 | İgciler | 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 | Cildikısıık | 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 | Demirlibaççe | 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 | | | | | | | |
| Logistics 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 | Kuşçenneti | 12 | Salihli | 17 | Torbali |
| 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

| 4 th Region of TCDD | | | | | | | |
|--------------------------------|------------|----|------------|----|----------------|----|-----------|
| Logistics 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 | Ilca | 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 | Sarioğlan | 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 | Kızıoğlu | 38 | Topulyurdu |
| 3 | Bahçeli | 15 | Göcentaşı | 27 | Lâdik | 39 | Tuzhisar |
| 4 | Bedirli | 16 | Gücük | 28 | Menteşe | 40 | Ulaş |
| 5 | Bekdiğın | 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

| 5 th 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 | Karakısıık | 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

| 6 th 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 | Dört Yol | 20 | Kahramanmaraş | 29 Sariseki |
| 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 | Akçağöze | 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

| 7 th 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 | Gökçekısıık | 28 Pınarbaşı |
| 2 | Balıköy | 11 | Döğer | 20 | Göлтаş | 29 Piribeyler |
| 3 | Balmahmut | 12 | Dumlupınar | 21 | Gümüşgün | 30 Sarayönü |
| 4 | Büyükçobanlar | 13 | Dursunbey | 22 | İlgın | 31 Sultandağı |
| 5 | Çardak | 14 | Emirler | 23 | İhsaniye | 32 Tınaztepe |
| 6 | Çavuşçugöl | 15 | Enveriye | 24 | Kadınhan | 33 YıldırımkemaI |
| 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 | Kızılınler | 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 Sındirler |
| 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

| 8 th 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 | Bıçer 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

| 1 st 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 | Elmadag | 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

| 4 th 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 | İlica | 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

| 5 th 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 | Dört Yol | | 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 Gedigi | | 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

| 7 th 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 Directorates 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 | Pehlivan köy 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 | Yenifaklı 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 Şeflikleri |
| 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 | İlgın 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 | Koçtepe 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 | Gökçekısıık 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 | PHOTOGRAPHI |
|--------------------|-----------|--------|------------|--------------------------------------|--------------|------|-----------|-------------|
| ANKARA (FORMER) | ANKARA | 2 | 1892 | I | WITHOUT TYPE | | | |
| ESKİŞEHİR (FORMER) | ESKİŞEHİR | 2 | 1892 | I | WITHOUT TYPE | | | |
| KONYA (OLD) | KONYA | 6 | 1895 | I | WITHOUT TYPE | | | |
| ALAYŞEHİR | 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 | | | |
| YERİCE | ADANA | 6 | 1916 | II ANATOLIAN - BAGHDAD LINE | II | | | |
| TOPRAKSALE | OSMANIYE | 6 | 1912 | II ANATOLIAN - BAGHDAD LINE | III | | | |
| İSKENDERUN | HATAY | 6 | 1912 | II ANATOLIAN - BAGHDAD LINE | III | | | |
| ELAZIG | ELAZIG | 5 | 1934 | II NTDOVIST- HOLM | WITHOUT TYPE | | | |

Table F.2 Table of catalogued station buildings (IIIrd Class)

| NAME | CITY | REGION | YEAR BUILT | CLASS | TYPE | PLAN | ELEVATION | PHOTOGRAPH |
|-------------|-----------|--------|------------|-------|--------------|------|-----------|------------|
| BEYLİKÖZÜ | ANKARA | 1 | NA | III | WITHOUT TYPE | | | |
| BOYUNDERENT | SAKARYA | 1 | NA | III | WITHOUT TYPE | | | |
| İNÖNÜ | ESKİŞEHİR | 1 | NA | III | WITHOUT TYPE | | | |
| KARAKÖY | BİLECEK | 1 | NA | III | WITHOUT TYPE | | | |
| MEKECE | BİLECEK | 1 | NA | III | WITHOUT TYPE | | | |
| OSMANLI | BİLECEK | 1 | NA | III | WITHOUT TYPE | | | |
| SAPANCA | SAKARYA | 1 | 1891 | III | WITHOUT TYPE | | | |
| YENİPAZLI | YOZGAT | 2 | 1927 | III | WITHOUT TYPE | | | |
| YENİYAPAN | YOZGAT | 2 | NA | III | WITHOUT TYPE | | | |
| AĞIRTEPE | MANİSA | 3 | NA | III | WITHOUT TYPE | | | |
| BANAZ | UŞAK | 3 | NA | III | WITHOUT TYPE | | | |
| BANDIRGA | BALIKESİR | 3 | NA | III | WITHOUT TYPE | | | |
| ÖVAKÖY | UŞAK | 3 | NA | III | WITHOUT TYPE | | | |
| SİĞİRCİ | BALIKESİR | 3 | 1912 | III | WITHOUT TYPE | | | |
| SUNULTEPE | BALIKESİR | 3 | 1912 | III | WITHOUT TYPE | | | |
| YENİKÖY | BALIKESİR | 3 | 1912 | III | WITHOUT TYPE | | | |
| ÇURUBÜK | SAMSUN | 4 | NA | III | WITHOUT TYPE | | | |

Table F.2 (Continued)

| | | | | | | |
|--------------|-----------|---|------|-----|--------------|---|
| KAYABAŞI | SAMSUN | 4 | NA | III | WITHOUT TYPE |  |
| KIZIOĞLU | AMASYA | 4 | NA | III | WITHOUT TYPE |  |
| LADIK | SAMSUN | 4 | NA | III | WITHOUT TYPE |  |
| SAMURÇAY | SAMSUN | 4 | NA | III | WITHOUT TYPE |  |
| YILDEZELİ | SIVAS | 4 | NA | III | WITHOUT TYPE |  |
| BALMAĞUT | AFYON | 7 | NA | III | WITHOUT TYPE |  |
| DEMİRCİPINAR | KİTAHYA | 7 | 1897 | III | WITHOUT TYPE |  |
| GÖKÇEKİRİK | ESKİŞEHİR | 7 | NA | III | WITHOUT TYPE |  |
| GOZFNARI | KONYA | 7 | NA | III | WITHOUT TYPE |  |
| ILGIN | KONYA | 7 | 1896 | III | WITHOUT TYPE |  |
| İHSANİYE | AFYON | 7 | 1895 | III | WITHOUT TYPE |  |
| KADINHAN | KONYA | 7 | NA | III | WITHOUT TYPE |  |
| MEYDAN | KONYA | 7 | 1855 | III | WITHOUT TYPE |  |
| PINARBAŞI | KONYA | 7 | 1896 | III | WITHOUT TYPE |  |
| SABUNCUPINAR | KİTAHYA | 7 | 1915 | III | WITHOUT TYPE |  |
| SARAYONU | KONYA | 7 | NA | III | WITHOUT TYPE |  |
| SULTANDAĞI | AFYON | 7 | NA | III | WITHOUT TYPE |  |

Table F.2 (Continued)

| | | | | | | | | |
|--------------|-----------|---|------|----------------------------|--------------|--|--|--|
| YILDIRIKEMAL | AFTON | 7 | NA | III | WITHOUT TYPE | | | |
| BAHÇE | OSMANIYE | 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 | | | |
| GÜNVAZİ | HATAŞ | 6 | 1916 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| İNÇİRLİK | ADANA | 6 | 1916 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| MAMURE | OSMANIYE | 6 | 1915 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| OSMANIYE | OSMANIYE | 6 | 1915 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| YAKAĞNAR | ADANA | 6 | 1916 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| ZEVİTLİ | ADANA | 6 | 1916 | III ANATOLIAN-BAGHDAD LINE | II | | | |
| BOR | İNÖZÜ | 2 | 1910 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| ÇALILAGZI | ZONGULDAK | 2 | 1916 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| ÇANKIRI | ÇANKIRI | 2 | 1911 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| ÇERKEŞ | ÇANKIRI | 2 | 1915 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| FUTUK | ÇANKIRI | 2 | 1910 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| İRMAK | KIRIKKALE | 2 | 1925 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| İSMETPAŞA | ÇANKIRI | 2 | NA | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |
| KALEÇİK | ANKARA | 2 | 1910 | III İNTIQVİST-HOLM | WITHOUT TYPE | | | |

Table F.2 (Continued)

| | | | | | | | | |
|-----------|---------------|------|-----|--------------|--------------|--|--|--|
| NİÇDE | NİÇDE | 1933 | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| ŞEFAATLI | YOZGAT | 1927 | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| GÖMEÇ | KAYSERİ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| İHANLI | SIVAS | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| KALIN | SIVAS | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| SARBOĞLAN | KAYSERİ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| TURHAL | TOKAT | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| TUZİNSAR | KAYSERİ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| ŞAREŞİLA | SIVAS | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| YENİÇUBUK | SIVAS | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| ZİLE | TOKAT | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| ERĞANI | EFYARBAKİR | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| GÖYBAŞI | ADYAMAN | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| MADEN | ELAZIĞ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| PAZARCIK | KAHRAMANMARAŞ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| YOLÇATI | ELAZIĞ | NA | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| FEVZİPAŞA | GAZİANTEP | 1929 | III | NTDQVST-HOLM | WITHOUT TYPE | | | |
| TURKOĞLU | KAHRAMANMARAŞ | 1931 | III | NTDQVST-HOLM | WITHOUT TYPE | | | |

Table F.2 (Continued)

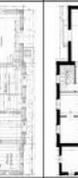
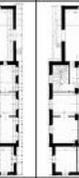
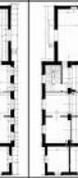
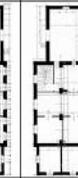
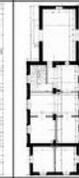
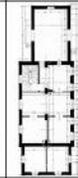
| | | | | | | | | |
|------------|-----------|---|------|--------------------------|--------------|---|---|---|
| BALIKÖY | KÜTAHYA | 7 | 1925 | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| ÇANDIR | BALIKESİR | 7 | NA | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| DEŞİRLİ | KÜTAHYA | 7 | NA | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| DÜRSÜNBEY | BALIKESİR | 7 | 1932 | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| EMİRLER | KÜTAHYA | 7 | NA | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| KOPRUCÖREN | KÜTAHYA | 7 | 1938 | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| NİRSAT | BALIKESİR | 7 | NA | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| SANDIKLI | AFYON | 7 | 1925 | III NYDQVIST- HOLM | WITHOUT TYPE |  |  |  |
| ARBOREN | KARAMAN | 6 | NA | III CFOA | WITHOUT TYPE |  |  |  |
| AVRANCI | KARAMAN | 6 | 1904 | III CFOA | WITHOUT TYPE |  |  |  |
| ÇUMBA | KONYA | 6 | 1904 | III CFOA | WITHOUT TYPE |  |  |  |
| DEŞİRCÜET | KARAMAN | 6 | 1904 | III CFOA | WITHOUT TYPE |  |  |  |
| KARŞIHAN | KONYA | 6 | 1904 | III CFOA | WITHOUT TYPE |  |  |  |
| SUBUĞAĞI | 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 |
|--------------|-----------|--------|------------|-------|------|------|-----------|------------|
| BALIKCIK | KARABÜK | 2 | 1983 | IV | NA | | | |
| BALIŞIŞI | KIRSEKALE | 2 | 1926 | IV | NA | | | |
| BASKÖY | KAYSEİ | 2 | NA | IV | NA | | | |
| BEYDEĞİRMENİ | KAYSEİ | 2 | NA | IV | NA | | | |
| BOĞAZKÖPRÜ | KAYSEİ | 2 | NA | IV | NA | | | |
| ÇAYCUMA | ZONGULDAK | 2 | 1986 | IV | NA | | | |
| ESKİPAZAR | KARABÜK | 2 | 1983 | IV | NA | | | |
| FILYOS | ZONGULDAK | 2 | 1986 | IV | NA | | | |
| GÖKÇEBEY | ZONGULDAK | 2 | 1986 | IV | NA | | | |
| İNCESU | KAYSEİ | 2 | 1947 | IV | NA | | | |
| İZZETTİN | KIRSEKALE | 2 | NA | IV | NA | | | |
| KAYADIRI | KARABÜK | 2 | 1986 | IV | NA | | | |
| KURŞUNLU | ÇANKIRI | 2 | 1983 | IV | NA | | | |
| ORTAKÖY | KARABÜK | 2 | NA | IV | NA | | | |
| SUMUCAK | ÇANKIRI | 2 | 1983 | IV | NA | | | |
| YEŞİLHİSAR | KAYSEİ | 2 | NA | IV | NA | | | |
| ÇAMLIK | İZMİR | 3 | NA | IV | NA | | | |

Table F.3 (Continued)

| | | | | | | | | |
|------------|------------|---|----|----|----|---|---|---|
| ALP | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| BEDRİŞEKİ | SIVAS | 4 | NA | IV | NA |  |  |  |
| BAĞIŞTAŞ | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| ÇADIRKAYA | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| ÇALTI | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| ESKİKOY | SIVAS | 4 | NA | IV | NA |  |  |  |
| ĞOCENTAŞI | SIVAS | 4 | NA | IV | NA |  |  |  |
| KARASU | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| GÖLLÜBAĞ | ERZINCAN | 4 | NA | IV | NA |  |  |  |
| GÜNEŞ | SIVAS | 4 | NA | IV | NA |  |  |  |
| KANGAL | SIVAS | 4 | NA | IV | NA |  |  |  |
| KARAGÖL | SIVAS | 4 | NA | IV | NA |  |  |  |
| KARAOZU | KAYSERİ | 4 | NA | IV | NA |  |  |  |
| BASKIL | ELAZIĞ | 5 | NA | IV | NA |  |  |  |
| BAITALGAZI | MALATYA | 5 | NA | IV | NA |  |  |  |
| GEYİK | DIYARBAKIR | 5 | NA | IV | NA |  |  |  |
| GEZİN | ELAZIĞ | 5 | NA | IV | NA |  |  |  |

Table F.3 (Continued)

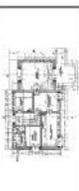
| | | | | | | | | |
|-------------|---------------|---|------|----|----|---|---|---|
| SİÇAĞI | MALATYA | 5 | NA | IV | NA |  |  |  |
| AKÇADAĞ | MALATYA | 5 | NA | IV | NA |  |  |  |
| NARLI | KAHRAMANMARAŞ | 6 | 1931 | IV | NA |  |  |  |
| NİRDAG | GAZİANTEP | 6 | 1931 | IV | NA |  |  |  |
| ARGİTHAN | KONYA | 7 | NA | IV | NA |  |  |  |
| ÇİĞLİPE | AFYON | 7 | NA | IV | NA |  |  |  |
| DEĞİRMİŞAZ | KÖTALPA | 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 |
|---------------|---------------|--------|------------|-------------------|------|------|-----------|------------|
| GAZI | ANGARA | 2 | 1926 | NO CLASSIFICATION | | | | |
| KAYSERI | KAYSERI | 2 | 1927 | NO CLASSIFICATION | | | | |
| AMASYA | AMASYA | 4 | 1927 | NO CLASSIFICATION | | | | |
| ETMESGUT | ANGARA | 2 | 1929 | NO CLASSIFICATION | | | | |
| SIVAS | SIVAS | 4 | 1930 | NO CLASSIFICATION | | | | |
| MALATYA | MALATYA | 5 | 1931 | NO CLASSIFICATION | | | | |
| SAMSUN | SAMSUN | 4 | 1932 | NO CLASSIFICATION | NA | | NA | |
| DIYARBAKIR | DIYARBAKIR | 5 | 1935 | NO CLASSIFICATION | | | | |
| BURDUR | BURDUR | 7 | 1936 | NO CLASSIFICATION | | | | |
| ISPARTA | ISPARTA | 7 | 1936 | NO CLASSIFICATION | | | | |
| ANGARA | ANGARA | 2 | 1937 | NO CLASSIFICATION | | | | |
| ERZINCAN | ERZINCAN | 4 | 1938 | NO CLASSIFICATION | | | | |
| ERZURUM | ERZURUM | 4 | 1939 | NO CLASSIFICATION | | | | |
| AFYON | AFYON | 7 | 1939 | NO CLASSIFICATION | | | | |
| TARSUS | MERSIN | 6 | 1940 | NO CLASSIFICATION | NA | | NA | |
| KAHRAMANMARAS | KAHRAMANMARAS | 6 | 1951 | NO CLASSIFICATION | NA | | NA | |

Table F.4 (Continued)

| | | | | | | | |
|-----------|-----------|---|------|-------------------|---|---|---|
| NEZİP | GAZİANTEP | 6 | 1954 | NO CLASSIFICATION | NA | NA |  |
| MERSİN | MERSİN | 6 | 1955 | NO CLASSIFICATION | NA | NA |  |
| GAZİANTEP | GAZİANTEP | 3 | 1959 | NO CLASSIFICATION | NA | NA |  |
| MANİSA | MANİSA | 3 | NA | NO CLASSIFICATION |  |  |  |