

THE EVOLUTION OF THE KONYA TRAIN STATION IN HISTORICAL DEVELOPMENT

H. Derya ARSLAN

Necmettin Erbakan University, Architecture Department, Konya, Turkey, deryaarslan@konya.edu.tr

Summary

Beginning from the last stage of Ottoman Empire, in order to integrate with the Europe (West) remarkable developments in rail transportation had been started. A lot of railway projects and station building had been conducted within this stage. The most important railway project called "Istanbul-Bagdad railway line" has been maintained until today. The main station of this line is Konya Station which was constructed by the Germany in 1886 for commercial purposes.

The station of Konya which is the commercial and administrative center of the region looks more like a campus with the station building, lodgments and various buildings reserved for health, security, social and repair-maintenance services situated on an area of about 100.000 m². The Konya Train Station building which reflects all the architectural and ornamental characteristics of the German Style has been described and evaluated in detail. All of the buildings in the campus were designed in the German Style which was well accepted and meticulously practiced during that period. The study aims at evaluating the history of the Konya Train Station and discussing the last condition of this historical building. This study explores the significance and revaluation of station with its campus buildings in the history.

Keywords: railways, train station, architecture

1 Introduction

The railway is a system which provides a large easiness in transport to people. The problem of loading transportation, traveling between cities and countries has got very easier with the establishment of railways therefore civilization has progressed more rapidly. It has been started to use in the meaning of today for the first half of 19. Century and has been showed development rapidly all over the world by spread of this technology and has had a very important supplementary for Industry Revolution. Especially when these kinds of developments are observed in Europe, the Ottoman Empire which entered a period of failing had not to be unconcerned to these developments. Utilizing the foreign capital had been attractive to the Ottoman Empire because the construction of the railway would bring an addition troublesome to the Ottoman Empire which had been the neighbor of bankruptcy.

A short time later 1830s, the important support had been taken from Britain, France and Germany for the construction of railway in Ottoman Empire and significant lines had constructed. The most important line in this mention was The Bagdad Railway line which constructed by Germans. The railway construction process in Ottoman Empire had politic contention with Germans and Britain which lasted by I. World War [1].

The Konya railway station which called firstly Bagdad Railway, later Hejaz Railway put in an appearance at literature had became an important point by reach of the lines to Konya station on 29 July 1886. The import of railway override at Konya had riveted by to be present on the famous “The Silk Road” coming from China with “The Spice Road” coming from Indian. The City’s development had accelerated all over aspects by beginning to carry out railway line.

The station buildings has considered important by the rapid industrialization and developments in the last period of Ottoman Empire and the first years of Turkey Republic. Nonetheless the railways had lost its import by developments on roads in 1950’s and after airways and seaways with the pressure of risen oil lobby. Railways had become a current issue again with radical and important decision of Turkish Government since 2002. Railways get importance and transformed into an alternative traveling system in Turkey again with the rapid train project and substructure works. With its new arrangement railway buildings together with its surroundings had started to give service by rapid train and investment on scope and railway buildings which are a cultural value have to be sustained. In the mention process the using and functions of railway buildings had changed and buildings try to get adaptation to today’s conditions. Konya which is a station of Bagdad Railway line in 1886 had became an intersection point with the start of rapid train line in different routes today [2-4].

In this study Konya train station building which witnessed the last period of Ottoman Empire and the first years of Turkey Republic and an architecture style of its time will investigate with its first and last situation then what rapid train had brought to Konya train station settlement and its surrounding will determined. So the railway buildings which are an important cultural heritage will be evaluated by sustainability in historical period.

2 Campus of Konya Train Station

The main station of the line of Bagdad Railway is Konya Station which was constructed by the Germany in 1886 for commercial purposes. Konya was once the capital of Sultanate of Rum and a situation which resulted in much of the architectural heritage visible today. The station of Konya which is the commercial and administrative center of the region looks more like a campus with the station building, lodgments and various buildings reserved for health, security, social and repair-maintenance services situated on an area of about 100.000 m² and have more than 50 buildings. In the *Fig. 1* general plan of the campus is given.

The Konya Train Station building which reflects all the architectural and ornamental characteristics of the German Style has been described and evaluated in detail. All of the buildings in the campus were designed in the German Style which was well accepted and meticulously practiced during that period. The settlement plan of the campus is given in *Fig. 1*.

The state corporation that manages the Turkish railway system, Turkish State Railways, subdivides the history into the Pre-Republic period (Ottoman period), the Republic period (which extends from 1923 to 1950), the period after 1950 to 2003, and high speed train construction period (2002 to now). In last period, the old railway system has been improved and new high speed train railway system has been adapted all over the Turkey. The important part of this project connected Konya to the other capitals. In this process, Konya Train Station has been changed according to the user demands and technological developments. The process has started with the opening of Konya-Ankara

and Konya-Istanbul high speed railway project. In this process, the historical station buildings were reconstructed to exhibit old architectural style and to meet the need for new recent demand.



Fig. 1 The settlement plan of the campus

The amount of the passengers has increased and reached ten times a year with starting of the high speed train transportation. Therefore the economical income of the station was increased significantly. In the Figure 2, inner images of the old and new station are given. The all building within the campus have been re-constructed and restored with respect to functional and visual expectation. The general condition of the buildings is going to evaluate in the next stage of the study.



Fig. 2 Old and new station roads

3 Some Examples from Konya Train Station

The campus of Konya Station can be divided four sub-groups according to their function. More than 50 buildings summed under the heading of a group and each group is described with images below.

3.1 The main station building

The first building within the campus having two stories reflects the whole special feature from its term. The construction of the main station building had finished in 1924. The old building has rehabilitated and been used as a VIP salon and administration, recently. In the **Fig. 3** and **Fig. 4**, the old and new main station buildings are given, respectively.



Fig. 3 The old station buildings used as a VIP salon today



Fig. 4 The new and old station buildings

3.2 Service building

There are a lot of service buildings of whose the usage aim permanently change and finally used with the different duties. **Fig. 5** shows the example of these buildings.



Fig. 5 Service buildings

3.3 Hotels

The Augustus Hotel situated to the western of the Konya Station, constructed with the reaching of the line to the Konya Station in 1895. After 1924 the hotel building have used

as military transportation school awhile and post office for a while. After this process the building was again hotel building. The stone workmanship of the facade, the baroc architecture belt in windows, key stone on arc, wrought iron shows the 19th century Europe Architecture style. The building which was leaved in 1980 has been rehabilitated and opened to service with the rapid train increasing passenger number (**Fig. 6**).



Fig. 6 *The Augustus Hotel*

Grand Hotel de Bagdad has been constructed in 1912 after the opening of Konya railway station for the passenger who is traveling with train. It was been used as headquarters meeting point in 1920. After the declaration of Republic the building has came more importer and it has got higher by adding flat near two wings. There has organized various conferences in the reading room which is at the subterranean of the Hotel building. After the years this building has serviced various different function and it uses as a guesthouse today (**Fig. 7**).



Fig. 7 *Grand Hotel de Bagdad*

3.4 Lodgments

There is a lot of lodgment building in the railway campus. Some part of lodgment has been emptied in the course of time and has used for various service function. Another part of these lodgment has been emptied today for using them as social activity spaces and its planed to service at near future. As addition to the lodgment building which haves Germany architecture style there is two reinforced lodgment building having four stories. However lack of harmony between historical station buildings and these new lodgment buildings to be seen in Figure 8 are thinking to be demolished in near future (**Fig.8**).



Fig. 8 Lodgments

4 Discussion and Conclusions

The Konya railway station has taken its last state by conducting modifications in about 130 years historical inside. In addition to various partial modifications in historical time period, the buildings in campus have been modified in last ten year by the starting of rapid train journey. By the rapid train journey increasing passenger and by the change of passenger profile high income person started to use station and the user's necessity and demanding has changed. With the protection of all of the buildings in train station campus the buildings have renovated by its present state protection and have been equipped by today's technology. The Konya Train Station that is used by more than 7000 passengers in a day will contact to more cities with the increasing railway roads. Therefore the future situation of the train station is being argued. The cultural worth, the protect of architecture heritage and keep it alive carries importance for the generations which knows their cultural life and past grow up by healthy and conscious. For this purpose the station buildings is worth to protect with regard to forming historical conscious, being the real witness of the history, being a historical document, and sourcing of new generations. Besides these, historical train stations are important existence for documentation and aliveness by the place of the triangulation point in their environment, the urban space which forms with its symbolic value and the architecture style which formed by themselves.

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