DEVELOPING AN INTERPRETATION FRAMEWORK FOR ESKİŞEHİR RAILWAY AREA AS A LIVING RAILWAY MUSEUM

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ABSTRACT

DEVELOPING AN INTERPRETATION FRAMEWORK FOR ESKİŞEHİR RAILWAY AREA AS A LIVING RAILWAY MUSEUM

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The main theme of this thesis is *'railway heritage' beyond 'industrial heritage'.* Railway areas are complex areas that have a continual dynamic. Railways have been a subject for not only industrial and technological developments but also for social transformation in the modernization of Türkiye. The development of railways in Türkiye began in the late years of the Ottoman Period and accelerated in the early Republican Period. After a stagnation period in the middle of the 20th century, it has recently drawn attention again and continues its development in the line with the efforts to establish high-speed railways. 'Eskişehir Railway Area (ERA)' is a significant railway heritage site within the urban fabric, and a good example reflecting all aspects of the railway development progress. Due to technological developments and changing policies the railway areas have been undergoing some changes. Reflections of these changes are clearly visible in the ERA. The conservation and presentation of the railway heritage in ERA is conducted by registering the area partially and some qualified structures and display of some mobile elements by small scale museum applications separately in the area with an unplanned manner. The city, an attractive destination for daily cultural tourism, lacks the potential of a well-narrated railway museum. This study tries to set an interpretation framework via themed routes to reveal and present the

significance of ERA's railway heritage by proposing *'living railway museum approach'* into the railway area, which continues its original function by being integrated into the new high-speed railway system.

Keywords: Railway Heritage, Eskişehir Railway Area (ERA), Living Railway Museum, Continuation, Interpretation Framework

ÖZ

ESKİŞEHİR DEMİRYOLU ALANININ YAŞAYAN BİR DEMİRYOLU MÜZESİ OLARAK YORUMLANMASI

Yalçın, Fatma Seda
Yüksek Lisans, Kültürel Mirası Koruma, Mimarlık
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Bu tezin ana teması *'endüstriyel mirasın'* ötesinde *'demiryolu mirası'*dır. Demiryolu alanları sürekli bir dinamiğe sahip karmaşık alanlardır. Sadece endüstriyel ve teknolojik gelişmelere değil, aynı zamanda Türkiye'nin modernleşme yolunda toplumsal dönüşüme de konu olmuştur. Türkiye'de demiryollarının gelişimi Osmanlı Dönemi'nin son yıllarında başlamış, Cumhuriyet Dönemi'nin başlarında hız kazanmıştır. 20. yüzyılın ortalarında bir durgunluk döneminin ardından son dönemde yeniden dikkat çekerek, yüksek hızlı demiryolları kurma çabaları doğrultusunda gelişimini sürdürmektedir. 'Eskişehir Demiryolu Alanı (ERA)' kentsel doku içerisinde önemli bir demiryolu miras alanıdır ve demiryolu gelişim sürecini tüm yönleriyle yansıtan iyi bir örnektir. Teknolojik gelişmeler ve değişen politikalar nedeniyle demiryolu alanları da bazı değişikliklere uğramaktadır. Bu değişikliklerin yansımaları ERA'da açıkça görülmmektedir. ERA'da demiryolu mirasının korunması ve tanıtılması, alanın kısmen ve bazı nitelikli yapıların kayıt altına alınması ve bazı hareketli öğelerin küçük ölçekli müze uygulamalarıyla alanda ayrı ayrı plansız bir şekilde sergilenmesiyle gerçekleştirilmektedir. Günübirlik kültür turizmi açısından cazip bir destinasyon olan kent, iyi anlatılmış bir demiryolu müzesi potansiyelini

değerlendirememektedir. Bu çalışma, yeni yüksek hızlı demiryolu sistemine entegre olarak orijinal işlevini sürdüren demiryolu alanına *'yaşayan demiryolu müzesi yaklaşımı'* önererek ERA'nın demiryolu mirasının önemini ortaya çıkarmak ve sunmak için temalı güzergahlar üzerinden bir yorumlama çerçevesi oluşturmaya çalışmaktadır.

Anahtar Kelimeler: Demiryolu Mirası, Eskişehir Demiryolu Alanı, Yaşayan Demiryolu Müzesi, Devam Etme, Yorumlama Çerçevesi

In memory of my lovely little brother Ahmet …

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LIST OF ABBREVIATIONS

CBA: Council for British Archeology

CoE: The Council of Europe

EKVKBK: Eskişehir Kültür Varlıklarını Koruma Bölge Kurulu

ERA: Eskişehir Railway Area

FEDECRAIL: the Federation of European Museum and Tourist Railways

HGM: Harita Genel Müdürlüğü (General Directorate of Mapping)

HSR: High-Speed Railway

HST: High-Speed Train

ICCROM: The International Centre for the Study of the Preservation and Restoration of Cultural Property

ICOMOS: The International Council on Monuments and Sites

KTB: T.C. Kültür ve Turizm Bakanlığı (Republic of Türkiye Ministry of Culture and Tourism)

NGO: Non-Governmental Organization

TCDD: Türkiye Cumhuriyeti Devlet Demir Yolları (The Turkish State Railways)

TICCIH: The International Committee for the Conservation of the Industrial Heritage

TGV: Train a Grande Vitesse

TMMOB: Türkiye Mimar ve Mühendisler Odaları Birliği (Union of Chambers of Architects and Engineers of Türkiye)

TÜLOMSAŞ: Türkiye Lokomotif ve Motor Sanayi Anonim Şirketi (Turkish Locomotive and Engine Industry Joint Stock Company)

TÜRASAŞ: Türkiye Raylı Sistem Araçları Sanayii Anonim Şirketi (Turkish Rail System Vehicles Industry Joint Stock Company)

UAB: T.C. Ulaştırma ve Altyapı Bakanlığı (Republic of Türkiye Ministry of Transport and Infrastructure)

UNESCO: The United Nations Educational, Scientific and Cultural Organization

CHAPTER 1

INTRODUCTION

Railway is a linear transport system no matter how it is formed (Coulls, 1999), wooden and stone tracks of early times or metal tracks of afterwards, and a tool for transferring the goods, people and ideas. Beyond being a tool of transportation, railway has impacts on many aspects of the social, cultural, and economic life.

The birth of railway basically rests on the aim of loading more while lessening the power needed for traction with higher speeds than it was reached before with other power sources. And this aim has been continuing throughout the time especially for passenger transport within the railway development itself. It was possible to move more load and people from one place to another in a shorter period of time by the invention of the steam locomotive at the beginning of the 19th century. The development of what exactly we call railway now started with this evolution.

After the peak in the railway construction at the end of 19th and at the beginning of 20th centuries, it began to decline slowly and gained acceleration towards downward because of policies of highway transportation system and some other reasons towards the 1940s in the world.

However, some countries have been aware of the advantages of the railway transportation system and working on its improvement technologically. The new trend which is the use of high speeds in railway transportation started in the 1960s gradually all over the world. The basic usage aim of railways had changed from load-carrying to passenger transport by connecting places fast for people throughout the time. As England was the pioneer of the conventional railway system, Japan was to lead the high-speed railway (HSR) system. The first HSR line, constructed between 1959 and 1964, is Tokaido Shinkansen line in Japan. Then, it spread out around the whole world. The first HSR line in Europe, TGV

(Train a Grande Vitesse), was constructed between Paris and Lyon in 1981. In Germany, HSR transportation ICE was in service in 1991. Türkiye is the eight country that have HSR system in Europe.

According to European common transport policy of European Commission, it is aimed to have combined transport interoperability; thus, sustainable mobility in Europe. European High-speed Railway Network is a significant part of this policy (T.C. Ulaştırma ve Altyapı Bakanlığı [UAB], 2018). It has been on agenda for a while that Türkiye will be a part of this integrated network after it completes its HSR network within itself. Administrative independence, separation of infrastructure and management, improving financial structures, and the right to access to railway infrastructure form the base of the latest common railway transportation policies all of which causing changes on railway places in many aspects.

Prime concerns in railway development are function, technology, and safety (Bhatawadekar, 2021). Increasing population density so increasing transportation demand, the need for additional infrastructure, energy saving by prevention of environmental pollution and improvement of the operational economy, decreased noise and increased safety are the factors affecting the spread of high-speed trains (HSTs). These changing policies have effects on the transformation of the railways and their heritage, especially on their physical existence. As the railways change and transform, they also continue to transform the city and urban life.

First, the change in traction power source from steam to diesel then to electricity (Figure 1.1) made the intermediate stations, where water, coal, fuel etc. are supplied to steam and diesel locomotives, useless. The abandoned station structures have faced the danger of being destroyed due to lack of maintenance, environmental influences and deliberate attrition (Yıldız, 2017, p.40). Then, the developing technology towards higher speeds in the mobility of trains (Figure 1.1) increased these effects not just for intermediate stations but also for main stations and station areas in the city centers.

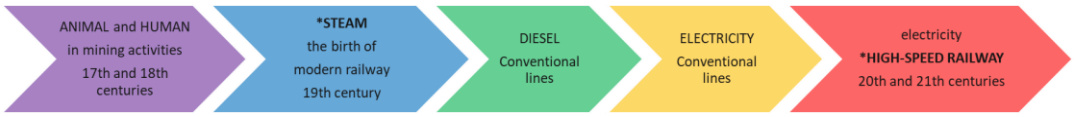


Figure 1.1. The flow of railway development (Author, 2024)

Railway areas are complex areas that have a continual dynamic. The historical, social and cultural importance of the railways is especially reflected into today through the railway heritage. It is a complex and relatively new concept mostly studied as a branch of industrial heritage. It is also studied in the scope of modern heritage. As Bhatawadekar (2021, p.174-175) states, "the reason for less recognition to railway heritage perhaps lay in its very nature. The railways and railway stations, as a functional utility, were bound to evolve with time."

Intense public reaction in 1962 to the demolition of the Euston Arch with the Doric Portico (1837-1962), the monumental entrance of the London Station (Figure 1.2), where the Birmingham - London railroad terminated in 1961 together with the demolition of Penn Station in New York between 1960-1963 (Figure 1.3) may be regarded as watersheds in the conservation of the railway heritage (Cornell, 2003; Bahatawadekar, 2021). Also, the disappearance risk of some railways in England brought forth public awareness on their heritage, and, in turn, led to the exhibition "Off the Rails" a part of SAVE Britain's Heritage in the year 1977 (Burman, 1997).



Figure 1.2. “The Euston Arch in the 1890s”[1]



Figure 1.3. “Demolition of Pennyslvania Station, 1964-65.” Photo credit: Aaron Rose / Museum of the City of New York[2]

Railway heritage sites have historical, social, technological, scientific and architectural values as it was highlighted in the Nizhny Tagil Charter (2003) for the Industrial Heritage along with socio-cultural and economic values (Bhatawadekar,

[1] https://en.wikipedia.org/wiki/Euston_Arch#/media/File:Euston_Arch.jpg
[2] https://www.architectmagazine.com/design/exhibits-books-etc/museum-of-the-city-of-new-york-opens-saving-place-50-years-of-new-york-city-landmarks-exhibition_o

2021). It has a very broad scope of tangible and intangible values. According to the charter, the scope of industrial heritage comprises of “the buildings and structures built for industrial activities, the processes and tools used within them and the towns and landscapes in which they are located, along with all their other tangible and intangible manifestations.” (the Nizhny Tagil Charter, 2003).

The cultural significance of railway heritage is principally shaped by its developing living nature. This significance of living railway heritage is formed with variables which are industry, culture and society within the context. Any change in these variables or the relationships between them may result in a change in the cultural significance of the heritage. (Bhatawadekar, 2021)

With changing technologies and policies and HSTs such as Shinkansen from Japan and TGV from France; stations and related buildings in station areas are losing their functions and there are different approaches to their conservation some of which are demolition, integration into the new high-speed train system, adaptive reuse or becoming a tool for urban development / transformation process.

Adaptive reuse is a very common way of conserving heritage buildings. This is the case also in the conservation of railway heritage. Station buildings or some other railway structures that lost their functions are refunctioned as mostly museums with or without railway concepts, exhibition areas, university buildings, public spaces, etc.

According to Bhatawadekar (2021), the 'living heritage approach' is considered a valuable method for repurposing railway heritage. Developed by ICCROM since the early 2000s, this approach complements existing cultural heritage practices. It particularly emphasizes the continuation of the original function or use of the object or site, which is crucial for discussions on living heritage. This approach underscores three aspects: diversity, continuity, and community, which were previously overlooked by conventional conservation methods (Wijesuriya, 2010 as cited in Wijesuriya, 2018). It not only stresses the continuity of functional and

cultural aspects but also the continuity of community connections and care (Wijesuriya, 2018; Bhatawadekar, 2021).

Thus, one possible approach is to transform defunct buildings, structures and spaces in the railway areas integrated into the new HSR system into living railway heritage museums. *'The living railway heritage museum approach*' can be defined as the interpretation and presentation of railway heritage sites by maintaining its original use.[3] This approach enables railway heritage sites to adapt to contemporary standards as transportation hubs and be presented to the people who use these sites in their daily activities.

Railway areas are complex areas that have a continual dynamic. Railways have been a subject for not only industrial and technological developments but also for social transformation of the public in the way of modernization of Türkiye. The development of railways in Türkiye began in the late years of the Ottoman Period and gained acceleration in the early Republican Period. After the stagnation period in the middle of the 20th century, it has been drawing attention recently and it continues its development in the line with the efforts to establish high-speed railways and international railway networks.

'Eskişehir Railway Area (ERA)' - this refers TÜRASAŞ factory area and TCDD station, administrative, social, and open areas- is an important railway heritage site at the core of the city, within the urban fabric, and is a good example reflecting economic, social, cultural, historical, technological and spatial context of the railway development progress from the beginning. ERA together with its close neighborhood represents the direct interaction between the city and its industrial development especially with the arrival of railway at the end of the 19th century and the establishment of factories during the early Republican period as a matter of

[3] For further information about living museum approach as open-air museum see: the article titled "Interpreting living urban-industrial heritage: The Jewellery Quarter, Birmingham" by M. N. Rifaioğlu, 2022.

national development. Due to developments in railways and policies that change over time, railway station areas have been undergoing some changes as a result. Reflections of these changes are clearly visible in the 'Eskişehir Railway Area'.

When the current situation is examined in Eskişehir, the railway area together with the TÜRASAŞ factory area has a continued use of its original function since the establishment at the end of the 19th century by adapting itself the conditions that time brings. The new HSR system arrived at the city in 2009 and new HSR lines constructed by taking existing conventional railway lines underground at a certain portion of the city center. New HST platforms were built to the northwest of the existing station area and connected by an underground passage with the existing station. The existing heritage station building has recently been re-opened as ticket office and waiting area after restoration works were completed in November, 2023.

1.1 Problem Definition

The progressive modernization of railways has caused many railway lines - both active and disused- no longer fulfill their original function for which they were intended. They have great potential for generating active resources for society besides they have a great architectural and civil engineering value (Llano-Castresena, et al, 2013).

As railway technology continues to change over decades; old railway stations, buildings, and areas face the danger of being get lost or at least negative change in their characteristics. Many of these buildings are in danger of becoming idle, decay, vandalism, and destruction because of economic, social and technological reasons.

Station areas may not be able to handle quick decisions and interventions. As Jerome (2010) states, "rapid change engenders poor planning. Heritage is often left out of the planning process when change is very fast. More coordination is needed between disciplines." Thus, there exists the risk of losing values of the railway

heritage sites due to a lack of understanding and rapid political and physical actions.

Therefore, it is important to put forth some frameworks, principles, guiedelines, strategies and even master plan studies in order to be prepared in advance for the conservation, presentation and transfer of Eskişehir's railway heritage to the future. Although the decisions of the Eskişehir Regional Council for the Conservation of Cultural Heritage to register the station building and some other qualified buildings and defining a conservation area are important developments for the protection of the railway heritage in Eskişehir, the individual registrations of the buildings and the border of the conservation area becoming narrower over time may not be sufficient for the conservation of the integrity of the railway heritage site. There is no holistic conservation approach for the protection of the railway heritage site as a whole. In addition, the site cannot be fully perceived as a whole and there is also a lack of a holistic conservation approach for its protection and presentation basically; the city, an attractive destination especially for daily cultural tourism, also disappointingly lacks the potential of a well-narrated railway museum for the sake of its cultural transmission; although there are two small-scaled railway museums, which of one is closed for a while, and some other small displays in a disorganized manner on the site. The museums are not very well-known and their maintenance has been neglected.

1.2 Aim and Scope

The main scope of this thesis is the railway heritage within the industrial heritage, and the living railway heritage conservation approaches. Railway heritage is a collection of tangible and intangible values, and it struggles from the complexity of the concept and its evolving living nature. There is a need for a more precise understanding of the diverse facets of Eskişehir's railway heritage, along with safeguarding the physical integrity of the area. This preservation is crucial as it reflects and preserves the city's identity linked to the railway, which holds

significant architectural and symbolic significance within the urban landscape. Hence, there is a necessity to ensure the values and the significance and the sustainability of ERA as a living example of railway heritage. This thesis aims to provide a heritage interpretation framework through interpretative themes to reveal and present the significance of ERA by integrating museum function into the railway area, which continues its original function by being integrated into the new HSR system, and thus to contribute to the cultural identity of the city. The main approach of this thesis is to conserve and interpret the area as it is without introducing new buildings.

Focusing on this aim, the thesis tries to answer the following research questions:

- What kind of effects do changes in railway policies and technologies have on the physical existence of railway lines, stations and workshop areas and its environs in Eskişehir?
- What is set especially for the future of old existing stations and some other railway structures with the implementations of high-speed railway and technological improvements in Eskişehir Railway Area?
- How can a group of railway structures and spaces at Eskişehir Railway Area, still in use, become a living railway museum without losing its values?

1.3 Methodology and the Structure of the Thesis

The complex and dynamic railway areas are not easy to understand and can only be better understood with a holistic research method. The thesis was structured by integrating theoretical framework with fieldwork. These research and field studies were conducted under three main categories: literature review, archival survey, and field study to comprehend the selected study area.

For the literature review, both printed and online sources were used. Books, international charters and documents, articles, and websites were used as sources.

Internet research was done on both national and international websites. This research offered insights into the concept of railway heritage within industrial heritage, including issues and conservation approaches. Additionally, for the subsequent stages of the thesis, projects implemented by international organizations and their publications were reviewed. In this thesis, the concept of railway heritage has been studied with a particular focus on the conservation approaches at line, building and site scales. Later, living railway heritage and/or living railway museum approach is elaborated. In this study, the concept of *'living museum'* is used to mean an interactive railway complex that continues its function. After that, the historical background of railway development in Türkiye and Eskişehir, and the study area researched with literature review and archival survey.

A literature review was conducted to explore the historical, political, social, and physical evolution of ERA, along with its current status. Additionally, archival research and site surveys were employed to gather data on ERA from various written and visual sources. These sources provided comprehensive information on the architectural, structural, legal, and social aspects of the case.

For archival research, architectural drawings, site plans, old photographs, aerial photos from different periods, and various historic documents were reached. These sources were obtained from different places such as TCDD, TÜRASAŞ and the Eskişehir Regional Council for the Conservation of Cultural Heritage.

The thesis studies were initiated back in 2013; on that date HSR was newly arrived at the country and the city, and the construction of a new multifunctional HST station was on agenda. Thus, the existing heritage station building was facing a situation of losing its function. Due to the economic context of the country then, new HST station construction was put aside. Instead, the existing station has undergone restoration works and new HST platforms and canopies constructed on the northwest of the existing station with an underpass connection. Although the construction of a new HST station is not on agenda today, it may be on the future.

Railway heritage and its conservation has been a topic of graduate works at levels of master and doctorate at building, line, and site scales in many aspects since the early 2000s. For example, Köşgeroğlu (2005) proposed a hotel-train thematic trips along the first railway line of Türkiye in his thesis aiming the continuation of railway function besides existing train services. Themes were stated as archeology, architecture, geography and nature, tourism and cultural heritage, and railway history and technology.

Derya Fidan, in her master's thesis prepared in 2012, studied the Iskenderun railway area, which is in direct relationship with the port area, on a site scale and suggested conservation and transformation principles in different scales that would be guiding for the conservation of the area.

In her master's thesis titled “Tarihi Tren Garlarının Yeniden İşlevlendirilme Potansiyelinin Kent Dokusuna Eklenen Yüksek Hızlı Tren Garlarının Etkileri Ele Alınarak İncelenmesi Ank-Esk Demiryolu Gar Yapıları”, in which she examines the effects of high-speed train stations added to the fabric of the city, Çıkrıkçı (2022) ends up with a research center proposal for refunctioning of the historical Eskişehir train station.

In “Kolektif Bellek Bağlamında Endüstri Mirasına İlişkin Sorunlar ve Potansiyeller: TÜRASAŞ Eskişehir Yerleşkesi” doctoral dissertation by Ebru Yetkin in 2022, ERA was studied in detail by focusing on especially on the TÜRASAŞ factory area. The site was analyzed via comprehensive map works of the author. Problems and potentials were examined in the realm of collective memory to enable the survival of the heritage with its values. As a result, a model was proposed to analyze the heritage under the headings of "spatial memory, cultural memory, historical and political memory" with some general suggestions. It is a very helpful source for this study for understanding ERA and its railway heritage. Unlike Yetkin's current and comprehensive study, published in 2022, in this thesis, I focus on the conservation of Eskişehir’s railway heritage as well as its

presentation and interpretation, creating an interpretation framework through interpretation themes.

Table 1.1 shows the main references used for the formation of this thesis work:

Table 1.1 Main sources used in this thesis (Author, 2024)

TYPE	TITLE	AUTHOR/ED.	YEAR	CONTENT
Book	Conserving the Railway Heritage	Peter Burman & Michael Stratton	1997	The key issues concerning railway heritage, railway architecture and its conservation, the management of railway heritage
Handbook	A Sense of Place: An Interpretive Planning Handbook	James Carter	2001	Interpretation issues and their connection, samples
Charter	Railways as World Heritage Sites	A Coulls	1999	Criteria for railway heritage to be chosen as World Heritage Site
Charter	The Nizhny Tagil Charter for the Industrial Heritage	TICCIH	2003	
Charter	The Riga Charter	FEDECRAIL	2005	Guide for 'heritage railways'
Charter	Ename Charter for the Interpretation and Presentation of Cultural Heritage Sites	ICOMOS	2006	
Charter	The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites	ICOMOS	2008	
Charter	Joint ICOMOS-TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas, and Landscapes - Dublin Principles	ICOMIS-TICCIH	2011	
Article	Situation of the Technical and Industrial Built Heritage in Europe	Manfred Wehdorn	1985	Classification for industrial heritage conservation approaches
Article	Conserving Railway Heritage	Jim Cornell	2003	Conservation of railway heritage
Article	Demiryolu Mirası- Korunması	Fahrettin Emrah Köşgeroğlu	2005	Conservation of railway heritage in Türkiye
Article	The Value of Railway Heritage for Community Development	U. Llano-Castresana	2013	
Article	Yaşayan Müze Kavramı Üzerine Bir İnceleme	Kadriye Tezcan Akmehmet	2017	'living museum' as an adjective: interpretative

Article	Living Heritage	Gamini Wijesuriya	2018	Living nature, continuity, and change
Article	Understanding the Cultural Significance of Living Railway Heritage: Need for New Approaches	Shraddha Bhatawadekar	2021	Living railway heritage approach
Thesis	Eskişehir Kentinde Yerleşmenin Evrimi	Gaye Ertin	1994	Doctoral dissertation: urban development
Thesis	Eskişehir Demiryolu	Ayla Efe	1998	Master's thesis: Eskişehir's railway history
Thesis	Conservation and Transformation of Railway Areas: İskenderun Terminus Area	Derya Fidan	2012	Master's thesis: conservation of a railway area
Thesis	Cumhuriyet Dönemi Endüstri Yapıları ve Modernleşme İlişkileri Üzerine Bir İnceleme: Eskişehir TÜLOMSAŞ Yerleşkesi	Nazlı Yatağan	2013	Master's thesis: TÜLOMSAŞ campus
Thesis	The Making of Industrial Subjects in Spaces of Work, Living and Collectivity: Eskişehir 1923-1980	Ayten Hüma Tülce Uman	2021	Doctoral dissertation: one of the case studies is TÜRASAŞ
Thesis	**Kolektif Bellek Bağlamında Endüstri Mirasına İlişkin Sorunlar ve Potansiyeller TÜRASAŞ Eskişehir Yerleşkesi**	**Ebru Yetkin**	**2022**	**Doctoral dissertation: A comprehensive work done for the study area of this thesis**
Management Plan	A Conservation Management Plan of Eveleigh Locomotive Workshops	Otto Cserhalmi & Partners Pty Ltd.	2002	
Framework	An Interpretive Framework for the Cairngorms	Cairngorms National Park Authority	2004	
Framework	Hadrian's Wall Interpretation Framework	Hadrian's Wall Heritage Limited	2011	
Strategy	Heritage Interpretation Strategy 'River of Liberty'	Tideway Tunnel Project	2017	
Toolkit	Toolkit- Recommended Practices for Railway Museums	Heritage Rail Alliance	2019	

Tülce Uman (2021) and Yetkin (2022) studied the Eskişehir railway and factory areas and buildings existed here together with their social and intangible aspects in detail in their doctorate dissertations. In these studies, the physical formation of the area was examined through old maps (dated: 1891, 1946, 1950, 1960, 1970, 1982) and aerial photographs (dated: 1935, 1950, 1967, 1975, 1988, 1991) by the authors. The data conveyed in these studies were used as a basis in this thesis without a need for reproduction.

The field study was made to understand the physical and socio-cultural features and the current situation of the physical setting and changes occurred in the area. In order to understand the physical characteristics of the area and its surroundings, the buildings, open spaces, and transportation networks in the area were examined. The assessment and the proposal of interpretation framework parts of the thesis is mainly based on field studies. Three main site surveys were conducted in 2013, 2018-2019 and 2023-2024. During these site surveys, the goal was to gather documentary information and assess the current condition and alterations of the site through physical examination. The ERA is studied by taking photos and on-site inspection. The data gathered on the field trips was processed in the HGM Küre software, a national virtual globe application that offers digital geographic data and the opportunity for map production. This gathered data transformed into maps utilized within the thesis.

After understanding the place with literature review, archival research, and field study; the area was assessed for determining the values, problems, and potentials of it. Value assessment is done according to the value categories created by Derya Fidan (2012) and Özgün Özçakır (2018). However, due to the limitations of the thesis, value assessment is done for just the physical setting of ERA. As a result of this assessment, the cultural significance of ERA was stated. After that, a heritage interpretation framework was put forward by analyzing both the general information about conservation approaches for railway heritage and living museum approach based on literature review and assessment of ERA. The term *'framework'* is chosen intentionally to describe a flexible approach to setting guidelines for

audience development and interpretation on ERA. Within the scope of this study, the formation of the interior spaces for the living railway museum approach has not been studied, only a setup for outdoor use has been developed.

The large parcel 25431/1 belonging to TCDD, that consists edifices of both TCDD and TÜRASAŞ, was taken as the study area together with 3884/1 and 2, 3886/1, 3887/1, 3915/1 and 25431/6, 7, 8, 9 parcels. After the specified area was studied in detail and Eskişehir's railway heritage and its current situation examined.

The study area was firstly divided into five main zones, taking into account the physical environmental characteristics, such as built-up and open areas and functions. Sub-zones have been determined within these main zones regarding functional characteristics. Later, the perimeters, borders, roads, access, and entrance points were examined. The area was also surveyed cadastrally. The area is best perceived through the streets surrounding it. Therefore, the transfer of physical existence has been tried to be made through these perceptions on each street. Detailed information about some of the buildings in the area, especially those that have lost their functions and those that can be used in interpretation themes, was tried to be conveyed through building survey sheets (Figure 1.4).

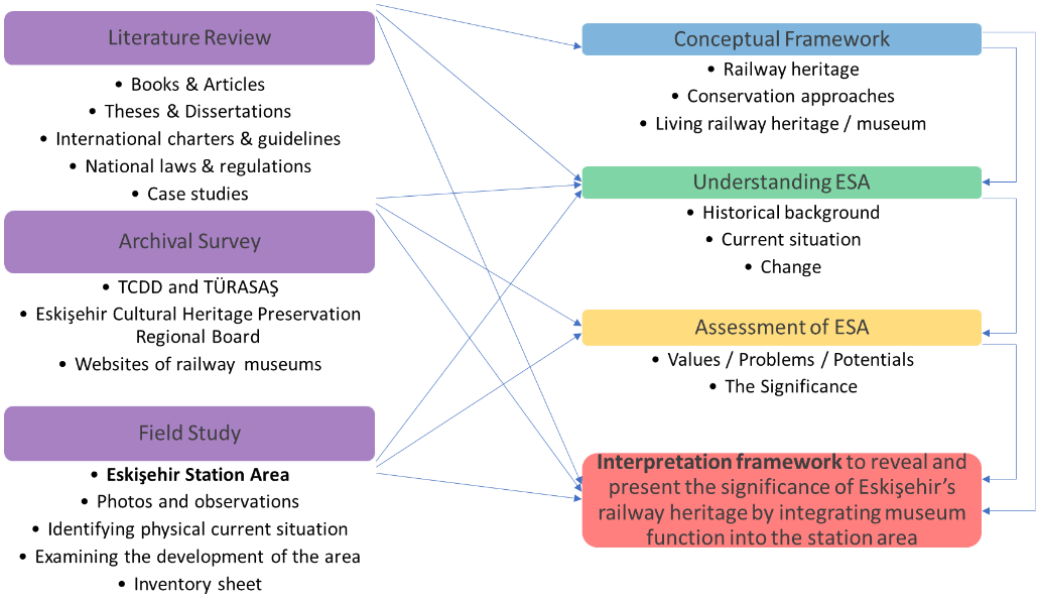


Figure 1.4. Diagram showing the methodology of the thesis (Author, 2023)

Photo			
Building ID			
Block/Lot			
Zone			
Building Name			
Category of Edifice			
Construction Year			
Use	**Empty**		
	Current		
	Original		
Structural System & Construction Material			
Number of Floors			
Condition	**1-good**		
	2-medium		
	3-bad		
Change	**1-original**		
	2-legible		
	3-illegible		
	Restored		
Registration Status			

Figure 1.5. Building Survey Sheet sample (Author, 2019)

Intangible aspects of railway heritage were not studied in the scope of this thesis. The intangible context of the site has been examined many times to date through various academic studies such as master's theses and doctoral dissertations. In the light of these existing studies and future studies to be done, the social context and intangible values of the area should be revealed in more detail, and social surveys should be conducted regarding both the physical existence and the social environment of the area by interviewing with stakeholders. As a result of these studies, interpretation studies should be carried out also for social and intangible contexts as it was done for the physical existence of the area in this thesis and an interpretation framework via interpretative routes should be established too.

The thesis is composed of five chapters (Figure 1.6):

The first chapter is the thesis introduction where the railway development and the concept of railway heritage are briefly explained, the problem stated, and aim, scope and also the methodology of the thesis are explained.

The second chapter is the chapter where the conceptual framework of the thesis is created. In here, the information on the theoretical background of the railway heritage and conservation approaches by considering the international documents and publications is collected. In this chapter, conservation approaches are examined through sample cases. In this framework, this chapter aims to understand the notion of railway heritage and provide a basis for the understanding the study area and the assessment, significance attribution of ERA as a railway heritage site and the integration of the living museum function in the railway area.

In the third chapter, Eskişehir Railway Area is presented as a railway heritage site, by introducing the railway related urban historical development of the city and the site; by revealing physical, social, and cultural features, aspects, and issues; by stating current situation and the changes that area faced especially after current railway policies and the integration of HSR system into the area.

In the fourth chapter assessments were done on the values, problems and potentials of the site. In this chapter, primarily, a detailed value assessment on a campus and building/building group scales done, and the significance statement of ERA as a particular railway heritage is conducted. In this chapter, all the values and associations related to railway heritage discussed in the second chapter are assessed within the context of the case study area and presented in detail. Problems and potentials of the site were discovered in the way of the lack and need of a well narrated railway museum in order to contribute to the city's cultural character with the potential of buildings and spaces that have become idle as a result of changing railway policies and technologies. Overall, these assessments of values, problems, potentials and the statement of the significance of the site lead to a heritage interpretation framework for a living railway heritage museum; and as a result, interpretative routes were developed at the end of this chapter.

The fifth chapter serves as the conclusion of the thesis, summarizing its main themes.



Figure 1.6. Diagram showing the structure of the thesis (Author, 2023)

Table 1.2 Data collected (+) and not collected (**x**) within the scope of this thesis (Authors, 2024)

Scale	Physical		Legislation		Social / Economic		Intangible	
Country	+ +	Railway development New HST stations	+ + +	Law No:2863 Law No:5366 Law No:5262	+	Railway history		**X**
City	+	Urban development	**x**	Urban planning activities	+ + +	Migrations From agricultural economy to industrial economy Working class	**x**	Soundscape: industrial and railway
Site	+ + + + + + + +	Features of the site: geographical, historical, physical, administrative, social Cadastral status Built-up / open areas Perimeters Access Borders Streets Entrances	+	Recommendation for declaration *'Railway Heritage Protected Site'* according to Law 5226 Article 8	**x** **x** **x**	Social surveys with passengers, visitors, employees, locals Social questionnaire on the physical environment and collective memories	+	Shift 'siren'
Building	+ + + + **x** **x** **x**	Building layouts Functions (Original & Current) Number of floors Construction Materials & Techniques Facades Interior plan schemes Architectural elements	+ + +	Recommendations for registration Identifying structures suitable for demolition Adaptive reuse suggestions	+ **x** **x** **x** **x**	Building use and ownership Use of the environment / use pattern Socio-cultural and socio-economic features Sense of belonging and willingness to conserve User needs and expectations		**X**

CHAPTER 2

LIVING RAILWAY MUSEUM APPROACH AS A WAY INTERPRETING LIVING RAILWAY HERITAGE

2.1 Industrial Heritage

The industrialization process was born in England, then rapidly spread to Europe and the world. With industrialization, significant changes occurred in the physical, social, and economic structure of cities and countries. Over time, transformation of the industry with the change in the global economy, the abandonment of industrial places due to the change in production methods and the decrease in their productivity and their inadequacy with new technological developments led to the deindustrialization and the emergence of the concept of industrial heritage.

The notion of industrial heritage came into being in the 1950s for the first time, and the legal framework began to form in the 1960s. Michael Rix published the article *"Industrial Archaeology"* in 1955 on the disappearance of many postwar industrial structures in England and said that the way to learn what happened to the industrial revolution was possible through the physical elements (Rix, 1955). After he mentioned the term *'industrial archeology'* for the first time, terms such as *'industrial heritage'*, *'industrial archeology'*, *'industrial culture'*, *'industrial landscape'* or *'technical cultural monument', 'technical monument'* have been used since then (Rix, 1955).

Pallini and Scaccabarozzi (2011) say that the *'cultural landscape'* expression defined by the World Heritage Committee could be extended to include that of *'technical landscape'* expressing complementary facilities like warehouses and industrial structures. According to them the idea of *'technical landscape'* addressing both infrastructures and the urban scene may be helpful when

approaching the problem inherent in redeveloping an area (Pallini and Scaccabarozzi, 2011).

Council for British Archeology (CBA) established the 'Industrial Archeology Research Committee' in 1959 (Nevell, 2006 as cited in Saner, 2012, p.54). CBA also provided the basis for the creation of a national inventory on this subject by recording the industrial monuments into the council's documentation system in the early 1960s (Falconer, 2005, p.23 as cited in Saner, 2012, p.54). As a result, in collaboration with the CBA and the Ministry of Public Works, the Investigation Board of Industrial Monuments Survey was established, and the National Industrial Monuments Index began to be cast.

As mentioned earlier, intense public reaction in 1962 to the demolition of the Euston Arch with the Doric Portico (1837-1962) together with the demolition of Penn Station in New York between 1960-1963 may be regarded as watersheds in the conservation of the industrial and railway heritage (Cornell, 2003; Bahatawadekar, 2021).

In 1973 the FICCIM (the First International Congress on the Conservation of Industrial Monuments) was organized in Ironbridge, Shropshire, England and then in 1975 the SICCIM (the Second International Congress on the Conservation of Industrial Monuments) was held in Bochum, Germany. The 3rd of these congresses held in the year 1978 and was the scene of the foundation of an organization aimed at protecting industrial heritage. *'Monument'* word was replaced with the word *'heritage'*, and it became the name of the organization as TICCIH, established in 1999 (Köksal, 2005, p.115).

As interest in industrial heritage grows, international organizations like the Council of Europe (COE), UNESCO, and ICOMOS have begun to recognize industrial heritage as a component of cultural heritage, documented in official resolutions, charters, principles, guidelines, and strategies. The International Committee for the Conservation of Industrial Heritage (TICCIH) is a key organization dedicated to preserving, conserving, documenting, researching, interpreting, and advancing

education on industrial heritage in collaboration with ICOMOS. Established in 1999, TICCIH includes a representative from Turkey. The committee categorizes industrial heritage into 21 categories, with railways being one of them.[4] *'Industrial heritage'* and its scope is defined as follows in the Nizhny Tagil Charter for the Industrial Heritage by TICCIH (2003):

> "Industrial heritage consists of the remains of industrial culture which are of historical, technological, social, architectural, or scientific value. These remains consist of buildings and machinery, workshops, mills and factories, mines and sites for processing and refining, warehouses and stores, places where energy is generated, transmitted, and used, transport and all its infrastructure, as well as places used for social activities related to industry such as housing, religious worship, or education."

"Besides the tangible heritage associated with industrial technology and processes, engineering, architecture, and town-planning, it includes many tangible dimensions embodied in the skills, memories and social life of workers and their communities" (The Dublin Principles, 2011). Industrial heritage has witnessed the process of modernization, contributes to the identity of regions and countries, and forms an integral part of the history (TICCIH, 2012).

Several other international organizations like SIA, E-FAITH, ERIH, DOCOMOMO (despite not being directly related to the industrial heritage; an industrial site or a building of production can be valuable for modern architecture as well as for the industrial history) are interested in industrial heritage. The Society for Industrial Archeology (SIA) was established in 1971 with the aim of advancing the examination, admiration, and conservation of the tangible remnants of industrial and technological history. The term 'archeology' highlights society's main focus on the physical remnants of industry and technology. The SIA is acknowledged as the representative of the United States in TICCIH and serves as TICCIH's representative in the U.S..[5] In 1973, the Association for Industrial

[4] https://ticcih.org/about/
[5] https://www.sia-web.org/about/mission/

Archaeology (AIA) came into being in England. The AIA promotes the study, preservation, and presentation of Britain's industrial heritage.

The official founding of the European Federation of Associations of Industrial and Technical Heritage (E-FAITH) took place in Poperinge and Harelbeke in 1999. It later turned into an international non-profit association under the Belgian Law. It serves as a platform facilitating communication and collaboration among volunteers and non-profit volunteer organizations in Europe. The European Route of Industrial Heritage (ERIH), established in 1999, is the tourism information network of industrial heritage in Europe.[6]

ICOMOS is a global non-governmental organization committed to conserving the world's historic monuments and sites. Its network of experts advises UNESCO on properties to be included in the World Heritage List. Consequently, TICCIH recommends historically significant industrial sites to UNESCO and advises ICOMOS. "The Dublin Principles," also known as the "Joint ICOMOS-TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas, and Landscapes," were adopted during the 17th ICOMOS General Assembly on November 28, 2011. These principles represent the latest and most comprehensive guidelines for industrial heritage preservation. The 15th TICCIH General Assembly took place in Taipei in 2012, marking the first TICCIH General Assembly in Asia. This event underscores TICCIH's growing focus on Asian industrial heritage, which faces increasing threats. The Taipei Declaration for Asian Industrial Heritage was issued as a result of this assembly.[7]

[6] https://www.erih.net/about-erih
[7] https://ticcih.org/about/charter/taipei-declaration-for-asian-industrial-heritage/

2.2 Railway Heritage, Its Scope, and Attributed Values

Railway heritage is a complex concept with a wide scope with its tangible and intangible entries. As it is stated before in the introduction chapter that the demolition of the Euston Arch in England and Penn Station in New York in 1960s raised an interest on industrial, thus railway heritage and its conservation for the first time. The risk of some railways disappearing in England raised public awareness about their heritage. This led to the exhibition "Off the Rails," organized as part of SAVE Britain's Heritage in 1977 (Burman, 1997).

In 1981, the decision of a record of the rich heritage of historic railway buildings should be published was done, and the first volume was finished by the Public Services Agency in England. As a result, 2000 railway buildings were listed until 2003 (Erkan, 2012). Then Railway Heritage Trust, non-profit organization funded by British Rails, was established in April 1984 to designate, document and conserve the railway heritage (Cornell, 2003). Donations were used primarily for registered structures, starting from the restoration of the main stations, and the restoration of the medium and small-scale structures, as well as the railway elements such as clocks and water tanks.[8] In addition to buildings, more than 50 railway lines were listed (Erkan, 2012).

In 1993, Railway Act of UK was revised regarding the conservation of the railway heritage, and it was decided to establish a national board for the determination, registration, and full inventory of the railway heritage throughout the country (Köşgeroğlu, 2005). Three years later, The Railway Heritage Act[9], specific legislation protecting railway heritage, was created in 1996. This act allows historically important artifacts and records that are currently in use within the railway industry to be 'designated,' safeguarded, and preserved for the nation,

[8] http://railwayheritagetrust.co.uk/
[9] https://www.networkrail.co.uk/who-we-are/our-history/working-with-railway-heritage/railway-heritage-designation/

ensuring that future generations can comprehend the history of railways in Britain.[10] Two most important works on railway heritage published in the late 1990s are *"Conservation of the Railway Heritage"*, outlining philosophies for conservation of railway heritage and challenges it faces (Bhatawadekar, 2021) by the edition of Peter Burman and Michael Stratton and *"Railways as World Heritage Sites"*, criteria for determining the railways that are nominated for World Heritage List, written by Anthony Coulls and published by ICOMOS in 1999. Following these, FEDECRAIL published the Riga Charter for *'heritage railways'* in 2005. It outlines principles guiding the conservation, restoration, maintenance, repair, and operational use of historic railway equipment.

According to Coulls (1999, p.7), no operational railway can be entirely authentic from a strictly historical perspective. Components wear out and are replaced, and organizational methods and operations adapt to changing circumstances. However, continuity through change is arguably what defines a railway landscape or location, as railways are inherently evolving socio-technical systems. The evolving nature of railway heritage over time as a functional utility might be why it receives less recognition (Bahatawadekar, 2021).

Cossons speaks additionally of the difficulties of conserving railway heritage because of the complexity of the area compared to the more traditional or recognized areas. The main risks in the protection of railway heritage are the occupation of valuable urban areas and privatization (Cossons, 1997, p. 6).

Railway station areas may be regarded as nodes on the lines, and as places because of their social and public functions bringing people together. The 2013 revised version of the Burra Charter (ICOMOS, 2013) interprets the concept of "place" broadly. It defines a place as a geographically defined area that may consist of elements, objects, spaces, and views, encompassing both tangible and intangible dimensions. A place can include various entities such as memorials, trees,

[10] https://www.legislation.gov.uk/ukpga/1996/42/contents

individual or groups of buildings, locations of historical events, urban areas or towns, cultural landscapes, gardens, industrial plants, shipwrecks, sites with in-situ remains, stone arrangements, roads or travel routes, community meeting places, and sites with spiritual or religious significance. When this definition is considered in the context of railway heritage, the scope of railway heritage becomes comprising all other structures and equipment of the railway heritage apart from just stations.

Railway heritage scope comprises railway achieves; structures such as stations, engine sheds, and railway workshops, signal boxes, various technical equipment, landscape features like bridges, viaducts, and tunnels, as well as mobile elements such as clocks and furniture. (Burman, 1997, p.18) and mobile elements such as locomotives, cars and hoppers, maintenance, and construction vehicles (Köşgeroğlu, 2005). As Köşgeroğlu states in his thesis, it is not quite adequate to analyze railway just in its physical aspects; indeed, railway and the social and economic situations that make up the railway are reflected in the physical environment.

To list the scope of railway heritage:

- **Railway archives:** texts, plans, drawings, agreements, etc.
- **All moving vehicles:** wagons, locomotives, etc.
- **All portable objects related to railway:** watches, furniture, weighbridge, etc.
- **Buildings and structures:** station buildings, maintenance workshops, canopies, hangars, material and cargo depots, water depots, bridges and viaducts, hospitals, lodging, operating buildings etc.
- **Lines and sites:** urban and rural areas, industrial plants, natural panoramas and landscapes that form a whole with these structures and the whole line.
- **All equipment** related to infrastructure and signaling systems, signs, etc.

- **Intangible heritage:** working, educational, social traditions, soundscape, etc.

(Köşgeroğlu, 2005; Erkan, 2012)

Initially, the railroad architecture was incorrectly identified just with the railway station buildings. Later, it was realized that they were a part of a whole. Although the efforts to protect individual components of railway machines, especially wagons and locomotives, began in the mid-20th century, holistic protection efforts have intensified over the last 30 years. On the world, there are some railway lines that were designated at a national scale, for instance in UK, or signified as world heritage sites at a global level.

Railway heritage comprises elements of cultural, natural, and industrial heritage, all contributing to its rich diversity (Sharifi, 2018). As stated by Llano-Castresena et al. (2013), railway heritage is defined not only by the historical context of its construction but also by the geographical area it serves. This geographical influence extends to pathways, bridges, tunnels, buildings, architectural styles, etc., which are both influenced by and transform the surrounding landscape. Therefore, the relationship between the territory and the railway is intertwined, and any strategy for enhancing railway heritage must be based on this interaction.

Railway heritage is extensively preserved and showcased, particularly in Britain, as evidenced by early discussions and initial actions on its conservation, indicating its significance. Preservation efforts are mainly driven by railway enthusiasts and non-governmental organizations. A variety of attractions, from the National Railway Museum in York to smaller museums, workshops, and heritage railways, contribute to this rich heritage (Llano-Castresena et al. 2013).

Burman (1997, pp.31-32) lists the checklist for the protection of railway heritage in England, which can be easily applied elsewhere as:

1- Continuous maintenance

2- Statement of cultural significance

3- Publicity and publications

4- The production of a railway heritage map

5- Computerization of listed buildings

6- Compatible adaptive reuse

7- Public relations and publicity

Heritage Railway Association, for instance, is a not-for-profit company, founded in 1988 in U.K. It is a voluntary trade association that serves as a representative body for heritage and tourist railways, associated museums, tramways, cliff lifts, railway preservation groups, and related organizations. [11]

Geographic Information Systems (GIS) are often favored for their strong support in researching, evaluating, and managing railway heritage and tourism. Developing a geodatabase is an effective method to offer technical assistance in managing railway-related data, conducting spatial analysis of the railway environment, interpreting information for tourism, heritage preservation, and regional planning (Sang & Piovan, 2019).

There is a geographical guide map prepared for the railway heritage of the U.K. There are six types of entries, which are museums, steam centers, narrow gauge, and standard gauge railway lines, tram lines and cliff railway / funicular lines, related to railway heritage and heritage railways in according to geographical guide map reached on the website of HRA[12] (HRA, 2023) (Figure 2.1). The numbers of each entry, reaching 168 in total, are listed in Table 2.1 below. It is seen from the map that these entries are mostly located in England, the birthplace of industrialization and railways. Information about all these places is easily

[11] https://www.hra.uk.com/
[12] https://www.easymapmaker.com/map/HRA-members

accessible on the web via this map, this situation makes railway heritage reachable by technology and information age opportunities as an advantage.

Museums, listed in HRA website were investigated in order to make some assessments about railway museums regarding the scale of railway heritage, type of location, planning activities, intervention types, museum names, museum activities and programs, and commercial activities listed in the Table 2.2 below. It is observed that trusts as non-governmental organizations play an active role in the maintenance, repair and protection and promotion of railway heritage in British Isles. Friends / volunteers play a key role in these organizations and in their works.

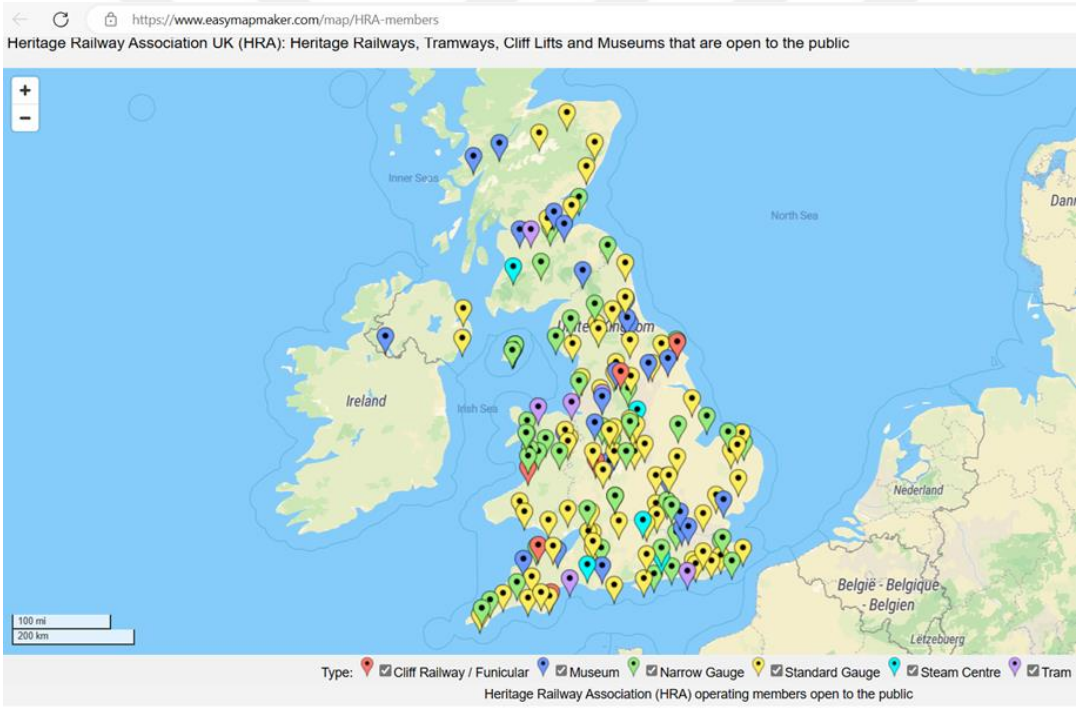


Figure 2.1. Heritage Railway Association UK (HRA): Museums, Heritage Railways, Tramways, Cliff Lifts, open public access[13]

[13] This image is a screenshot of the website of the map showing entries related to railway heritage in UK & Ireland, British Isles. Numbers in the Table 2.1 were taken from this map (Retrieved 18.12. 2023, from https://www.easymapmaker.com/map/HRA-members).

Table 2.1 Table showing the numbers of entry types seen on the geographical guide map of railway heritage in the U.K., retrieved on 18.12.2023 (Author, 2023)

TYPE	Museum	Steam Center	Narrow Gauge	Standard Gauge	Tram	Cliff Railway / Funicular
NUMBER	26	5	47	75	8	7
TOTAL	168					

Table 2.2 Review of the 26 museums listed in HRA website (Author, 2024)

<table>
<tr><th>TYPE OF AREA</th><th>MUSEUM PROGRAM</th><th>NAMES of MUSEUMS REAGARDING CONTENT</th></tr>
<tr><td rowspan="2">• Urban
• Rural</td><td rowspan="8">• Permanent & temporary, indoor & outdoor exhibition areas
• Galleries
• Shop
• Booking/ticket/reception/welcoming hall
• Food & drink: cafe, restaurant, canteen
• Miniature railway and station
• Closed & open playgrounds.
• Waiting room
• Smoking area
• Viewing/observation area/platform
• Open recreational area
• Accommodation
• Services: technical, toilets, first aid
• Picnic space
• Walking & cycling routes
• Administrative facilities
• STEM learning space
• Virtual/augmented reality spaces</td><td>• Railway Heritage Center
• Railway Museum
• Station Museum
• Tramway & Industrial Museum
• Transport Museum
• Science & Industry Museum</td></tr>
<tr><td>ACTIVITIES in MUSEUM</td></tr>
<tr><td>SCALE of RAILWAY HERITAGE</td><td rowspan="6">• Exhibitions
• Workshops
• Festivals
• Rail trails
• Heritage train rides
• Gatherings
• STEM learning activities</td></tr>
<tr><td>• Lines: elevated, on ground, underground
• Buildings & group of buildings viaducts and bridges (also lines)
• Areas: station area, workshop area</td></tr>
<tr><td>PLANNING</td></tr>
<tr><td>• Master plan / Development plan
• Site plan
• Management & Organization plan
• Principals, strategies, guidelines</td></tr>
<tr><td>INTERVENTION TYPES</td></tr>
<tr><td>• Care & maintenance
• Adaptive reuse
• Reconstruction
• New additions</td></tr>
</table>

One more organization to mention is the Federation of European Museum and Tourist Railways (FEDECRAIL). Established in 1994, this parent organization currently boasts 58 members from 29 countries, encompassing heritage railways and railway museums. It serves as a unifying force for railway enthusiasts involved in the maintenance, preservation, and operation of historical railways. Acting as a bridge between national parent organizations and European committees (including the EU parliament, commissions, and executive boards), it also holds membership in the Industrial Heritage Committee of Europa Nostra, the largest heritage organization in Europe.[14] There is not any institution or organization which is a FEDECRAIL member from Türkiye.

Another important establishment in England regarding railway heritage designation is Railway Heritage Designation Advisory Board (RHDAB), established in the year 2013.

This organization is responsible for determining which artifacts and records hold enough historical significance to be designated. Its members come from various sectors including the railway industry, museums, archives, and the railway heritage sector. Once designated artifacts and records are no longer needed by the operational railway, the Board also decides where these items will be presser ved and made accessible to the public. A comprehensive list of artifacts and records with designated status can be found on the RHDAB website.The RHDAB meets three times a year to recommend artifacts and records for designation by the Board of Trustees of the Science Museum Group.[15]

The National Railway Museum and the University of York came together to encourage studies and research on railways. The cooperation between the academy and the museum is aimed not only to motivate the academic environment but also to arouse public interest (Cossons, 1997, pp. 14-15).

[14] https://www.fedecrail.org/en/index_en.html retrieved on 17.01.2024.
[15] https://www.sciencemuseumgroup.org.uk/about-us/railway-heritage-designation-advisory-board/

City trusts, charities that fund railway heritage preservation, conservation, and sustainability are common in England. Membership with fee and volunteering are important for such NGOs for heritage to be sustainable in an economic manner.

Beyond England, where there is an advanced railway heritage conservation efforts and approaches, there are similar formations in the other parts of the world like the U.S.A., Canada, Australia, etc. One of the older examples of railway heritage organizations may be stated as the Canadian Railroad Historical Association, established in 1932[16]. It owns and operates Exporail[17], the Canadian Railway Museum, founded in 1961.

Railways have profoundly impacted the social, economic, political, and cultural evolution of urban areas. As a new architectural form of a public building for society, railway stations emerged (Erkan, 2012). They were considered as 'the city gates' since the late 19th century (Llano-Castresena, et al, 2013). Since the advent of railways, stations have evolved into focal points of urban life, shaping and driving the subsequent development of cities (Llano-Castresena, et al, 2013).

Railway architecture has contributed to the development of building technology and architecture, especially since the large openings were crossed at one time and are the first structures where metal and glass materials are used (Yıldız, 2017, p.41). Since the station is a new attraction point in the city, its immediate surroundings began to be filled with structures of different functions since the end of the 19th century.

Jokilehto (2006, p.5) states, every aspect of humanity's heritage, whether it's a piece of art, a historic structure, a town, or a cultural landscape, has its intangible dimension.

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16 https://www.wikizeroo.org/index.php?q=aHR0cHM6Ly9lbi53aWtpcGVkaWEub3JnL3dpa2kvQ2F

17 https://www.exporail.org/en/

The Convention for the Safeguarding of Intangible Cultural Heritage (2003) highlights the importance of intangible processes and functions, while also acknowledging their physical attributes within the concept of "intangible cultural heritage," as outlined below:

> "The "intangible cultural heritage" means the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts and cultural spaces associated therewith – that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. This intangible cultural heritage, transmitted from generation to generation, is constantly recreated by communities and groups in response to their environment, their interaction with nature and their history, and provides them with a sense of identity and continuity, thus promoting respect for cultural diversity and human creativity."

Railway heritage has intangible values as well such as industrial and production culture; its role in the transformation of the daily life of the citizens, and its contribution to the urban identity; the services it offers (health, education, housing, sport activities, etc.); the social and cultural rituals and events it produces (eg. going to the funeral ceremony by locomotive and wagon); the state of being a special group that develops because of the connection of employees with the institution; cooperatives, associations, and unions that employees come together and establish; and publishing culture (eg. various magazines) (Yetkin, 2022).

Besides, the arrival of the railway brought some different sounds to the city. Industrial sounds coming from the factories on the railroad have also started to exist alongside their physical assets. Some sounds may be uncomfortable for some, but not for others. Train sounds began to diminish due to changing technology, and for some it remained part of nostalgia.

The acoustic environment plays a role in shaping a city's memory and its sonic identity. Sound marks, defining the area's identity, represent intangible cultural heritage that can be protected. Railway-related sounds like train whistles, steam and diesel train noises, and factory-related sounds such as start, lunch break, and shift end whistles, along with wagon loading and shipping sounds, as well as the bicycle sounds of factory workers, were identified as sound marks in the area by

Tokgöz et al. (2019) using old photographs and oral accounts. Photographs are valuable documentation tools, particularly for industrial heritage sites, as they help illustrate human activity, working processes, and interactions with the environment. They also preserve the memory of the place, allowing for detailed historical interpretation (Geijerstam, n.d.). Sound marks take part in the memory of society as they are also a part of urban identity. The acoustic environment of the city has also been changing concurrently its changing physical, economical, and social character (Tokgöz et al., 2019).

2.3 Conservation Approaches for Railway Heritage

"Conservation of cultural heritage in all its forms and historical periods is rooted in the values attributed" (ICOMOS, 1994). There are many works on variations of values. Nonetheless, value is rather an unclear concept that can be interpreted by different individuals, groups, or communities around the world as it is stated in the Nara Document:

> "It is thus not possible to base judgments of values and authenticity within fixed criteria...authenticity judgments may be linked to the worth of a great variety of sources of information. Aspects of the sources may include form and design, materials and substance, use and function, traditions and techniques, location and setting, and spirit and feeling, and other internal and external factors."

Different conservation approaches are observed for railway heritage. In this study the classification of Wehdorn (1985) for the conservation of industrial heritage is used as the base. The classification of conservation approaches for industrial heritage of Wehdorn (1985) as cited in Altıner (2016) are as follows:

- continuation of the original function ie. maintenance, modernization, integration
  - with the technology of the construction period
  - with the technology updated

• protection with stoppage of production i.e. frozen in time (museum function)

- in the same place

- in another place (relocation of structures in case of necessity, rare)

- conservation of preserved pieces in the museum (display of mobile and movable elements)

• adaptive reuse

Three different scales are observed while examining railway heritage and its conservation samples. Thus, the conservation approaches of railway heritage may be classified under three main headings as line-scaled, site-scaled, and building-scaled approaches as a result (Figure 2.2).

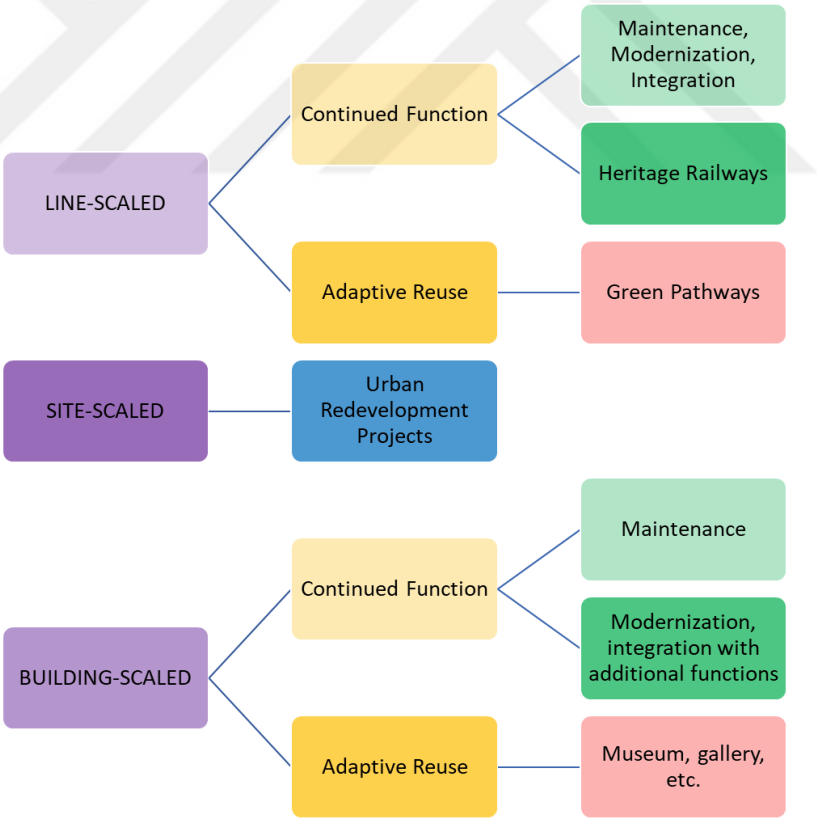


Figure 2.2. Diagram of Conservation Approaches for Railway Heritage (Author, 2024)

2.3.1 Line-scaled Conservation

The line-scaled conservation samples can be subdivided into two as whether the railway function is in progress or not. The line-scaled conservation approach in which the railway function is maintained also might be grouped into two as continued original function with maintenance, modernization and integration of new technologies and as continued function frozen in time with the technology of the construction time as *'heritage railways'* mentioned before in this chapter. Third approach is the adaptive reuse of lines which lost their functions and became idle in time especially emerging as green pathways: trails for walking, cycling and recreational activities, etc.

2.3.1.1 With continued function

The best way to conserve railway heritage is to maintain its original function with the efforts of maintenance, modernization, and integration of new technologies. One other way to draw public attention to railway heritage and raise awareness and conserve it is to revive the idle railway lines according to the transportation technology of the period. This way is very common especially in England and named as *'heritage railways'*. *'Heritage railway'* phrase is used for revived historic railway lines and defined as "lines of local interest, museum railways or tourist railways that have retained or assumed the character and appearance and operating practices of railways of former times." by Office of Rail and Road of Britain (n.d.). Much of the rolling stock and other equipment used on these systems is original and is of historic value in its own right.[18]

Heritage railways function as linear attractions. Many examples of them are seen in different corners of the world especially in the USA and England. Moreover,

[18] https://www.orr.gov.uk/about/who-we-work-with/railway-networks/minor-heritage-railways

travelling activities on the existing historical conventional lines be a way of experiencing the railway heritage with its all dimensions.

The North Yorkshire Moors Railway, located in England, is a heritage railway that traces its origins back to 1836 when it was initially known as the Whitby and Pickering Railway. Following the closure of the section between Grosmont and Rillington in 1965, a portion between Grosmont and Pickering was revived in 1973 by the North York Moors Historical Railway Trust Ltd.[19] (Figure 2.3)



Figure 2.3. North Yorkshire Moors Railway[20]

2.3.1.2 Adaptive Reuse

Railway lines are generally accepted as linear landscape areas (Palmer & Neaverson, 1998, p. 25 as cited in Altıner, 2016). In this respect, the railway lines that lost their functions have been handled as a linear system with its all technical and environmental potential and be offered for new uses. The development of linear railway heritage attractions can provide value for tourism; although, it

[19] Retrieved from https://en.wikipedia.org/wiki/North_Yorkshire_Moors_Railway on 14.04.2024.
[20] Retrieved from https://www.nymr.co.uk/ on 14.04.2024.

presents new challenges in organization, access, interpretation, and marketing (Orbaşlı & Woodward, 2005).

Green Pathways:

Sustainability in every aspect is a key point nowadays. Thus, refunctioning of idle railway lines whether urban or rural is generally conducted through greenway projects as a way of sustainable physical and social development. This approach means trails for walking, cycling and recreational activities on old elavated and/or on ground and tunneled railway lines by greening to become a biologically living area.

In the early 1990s, 'Promenade Plantee' (Figure 2.4, Figure 2.5), for instance, was the first urban example of elevated linear parks in Paris, where an unused railway infrastructure of approximately 4 kilometers is reused as a green park and the arch vaulted spaces as shop below the line.

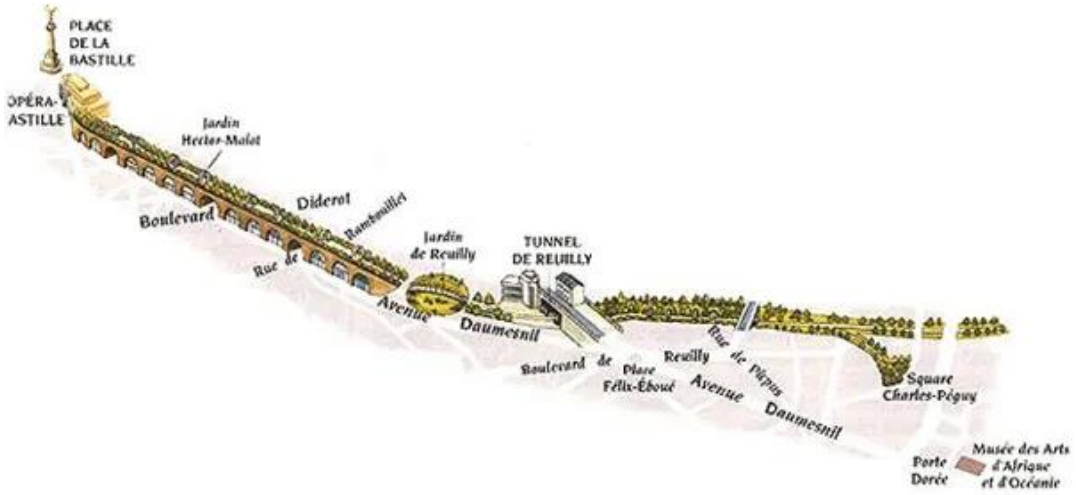


Figure 2.4. An Illustration that shows the route of the 'Promenade Plantee'[21]

[21] Retrieved from https://roisingrace.com/2015/05/12/the-promenade-plantee-a-hidden-gem-of-paris/ on 17.01.2024.



Figure 2.5. A photograph of the ‘Promenade Plantee’[22]

Another significant urban example of linear reuse of railway lines is the High Line in New York (Figure 2.6). According to the information taken from its website, the High Line is a 1.45-mile-long greenway with over 500 species of plants and trees in New York City. It was constructed on a historic elevated freight line that had become disfunctional by the 1980s due to a decline in train use, caused by the growing popularity of trucking. Calls for the line's demolition soon followed. To preserve the structure, the West Side Rail Line Development Foundation was established in 1983. In 1999, CSX Transportation, the owner of the High Line, invited proposals for its reuse. Joshua David and Robert Hammond then founded the non-profit organization "Friends of the High Line" to advocate for its preservation and conversion into a public space.[23] In 2003, an idea competition was launched, attracting 720 designers from 36 countries. The proposal submitted by the James Corner Field Operations team was ultimately selected. The first part of

[22] Retrieved from https://www.theguardian.com/travel/2017/jun/07/paris-promenade-plantee-free-elevated-park-walkway-bastille-bois-de-vincennes on 17.01.2024.
[23] https://www.thehighline.org/

the project was opened in 2009, the second part was completed in 2011 and the last part was completed in 2014. The park is managed and programmed by Friends of the High Line in collaboration with the NYC Department of Parks & Recreation. In addition to public spaces and gardens, the High Line hosts various public programs, community engagement activities, and artwork and performances, all free and accessible to everyone.[24]



Figure 2.6. The High Line before[25], and after[26] its transformation in New York / USA

The High Line project has not only maintained the railway image in the memory of the city but also contributed to the city in an ecological and economical manner. It's coming into being increased real estate values and quality of life in the region (McEntee, 2012 as cited in Altıner, 2016). High Line example is important for seeking public opinion for the future of an abandoned industrial structure and

[24] https://www.thehighline.org/
[25] Retrieved from https://architizer.com/blog/inspiration/stories/the-complete-history-of-the-high-line/ on 17.01.2024.
[26] Retrieved from https://www.metalocus.es/en/news/highline-new-york-phase-ii on 17.01.2024.

volunteering organizations to conserve as well as the communication between the stakeholders and the advanced public reuse.

To exemplify much more longer examples of adaptive reused railway lines accompanied by railway structures such as bridges, viaducts, and tunnels and unique landscapes, Vias Verdes (Figure 2.7), meaning green roads in Spanish, from Spain might be told. It is the conversion of railway lines that have lost their function into walking and cycling trails. Another one is a walking route comprising the Lambley Viaduct (Figure 2.8), a 19th century viaduct, as a part of it. The viaduct spans the River South Tyne with a 260-meter-long arched stone masonry structure. Initially, it served the Haltwhistle to Alston railway, which opened in 1852 for transporting coal and lead from the Alston mines and ceased operations in 1976. In 1991, the British Rail Property Board approved the viaduct's repair and transfer to the North Pennine Heritage Trust for future maintenance.[27] There seen the traces of the lines accompanied by a great natural landscape (Figure 2.7 and Figure 2.8).



Figure 2.7. Cycling people on an old railway viaduct on Vias Verdes in Spain[28]

[27] https://visitgilsland.org.uk/index.php/ju-directory/3-places-to-visit/38-lambley-viaduct.html
[28] https://www.komoot.com/collection/970552/vias-verdes-traffic-free-cycling-along-railway-history-in-spain



Figure 2.8. Lambley Viaduct (1852) in Northumberland turned into a foothpath and a cycle way, photo by Gavin Graham[29]

Rail bikes (Figure 2.9) are pedal-powered carts with either two or four-seat or more seated versions. The custom carts are equipped with large rubber-coated wheels to ensure quiet and smooth movement along railroad tracks.[30] Railway bicycles are used for sports purposes on idle railway lines in many countries like the USA, France, Norway, Korea, etc. Unused railway lines can be a potential for railway cycling activity. Rail biking may be suggested on the north of the line on a smaller scale especially as a children's leisure activity at the heart of the city a designed as a green public open space.



Figure 2.9. Rail bikes[31]

[29] http://ardlui.blogspot.com/2011/06/alston-to-haltwhistle.html
[30] https://cabinsinsweden.com/try-railbike-on-your-holiday-in-sweden
[31] https://cabinsinsweden.com/try-railbike-on-your-holiday-in-sweden

2.3.2 Site-scaled Conservation: Station areas at the center of the urban redevelopment projects

In recent years, the revitalization of railway station areas has been a focal point in policymaking globally. The implementation of new high-speed railway (HSR) systems has spurred not only the redevelopment of railway stations but also their surrounding areas as Bruinsma et al (ed.) state. As a result, railway station area redevelopment projects like they are in Liverpool - England, Eurolille - France, etc. came forward. (Bruinsma et al. ed., 2008) This type of applications has been causing changes in the physical environment of the station areas and railway lines. Every station area has its own unique challenge of redevelopment; thus, the responses of station areas to similar redevelopment challenges differ according to cases (Bertolini & Split, 1998).

As Bahatawadekar (2021, p.177) states:

> "Following the advancements in technology and as a result of the changing needs of transport and society, the stations have undergone alterations, modifications and expansion, but they still continue offer rich glimpses into the past. Today, many of these stations, located at the prime spots in the cities and towns, are subject to the pressure from development lobbies."

For example, York Central (Figure 2.10) is a brownfield site on a former railway land and mixed-use development site located next to the city's railway station in York, England. York will be connected to London, Birmingham, and Leeds by the HSR network. York Railway Station is not officially part of the site but will be directly affected by the proposed development. The National Railway Museum is set to be the cultural heart of the new development, linking the city's residents and visitors. This initiative is a collaboration between Homes England, Network Rail, the City of York Council, and the National Railway Museum. A flexible

masterplan is the beginning of the process. Community engagement plays a major role in determining the future of York Central.[32]

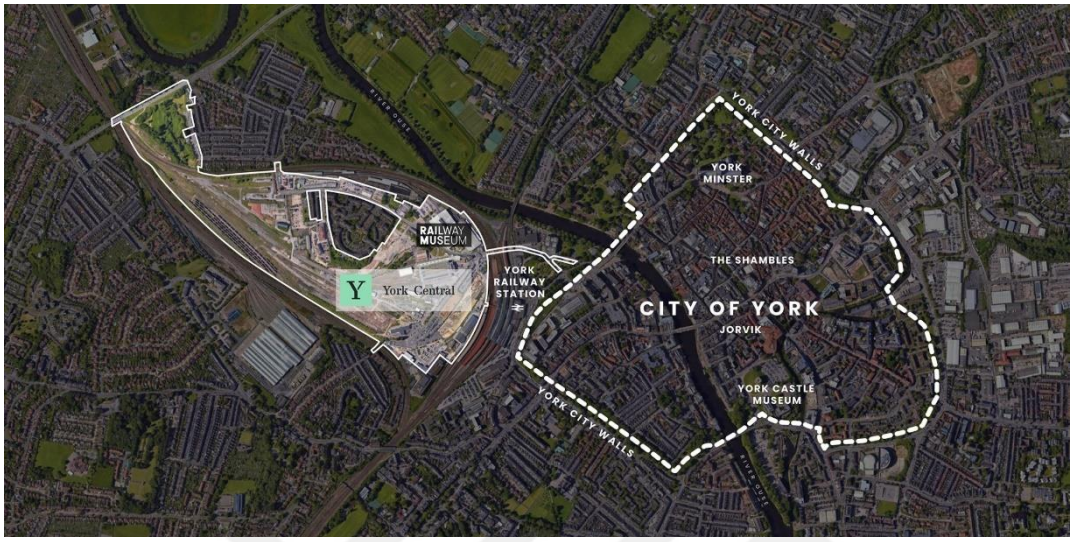


Figure 2.10. York Central[33]

Another example, Zaragoza on the HSR line on the Madrid-Barcelona-France border, where the HSR system took place in 2003 is one of the intermediate cities in Spain. The HSR, both directly and/or indirectly, was seen as a strategic tool for urban change and transformation in Zaragoza (Sanfeliu & Ganges, 2016). In this case, the old central station (El Portillo) was removed, and the area marked as the new west neighborhood in Figure 2.11 underwent a renewal project. Urban planners can also utilize the transformation of railway areas to relocate railway facilities, such as technical and freight facilities in urban fabric, to the city's outer regions (Sanfeliu & Ganges, 2016). This type of approach needs comprehensive financing and takes a long time.

[32] https://www.yorkcentral.info/about-york-central/
[33] https://www.yorkcentral.info/about-york-central/

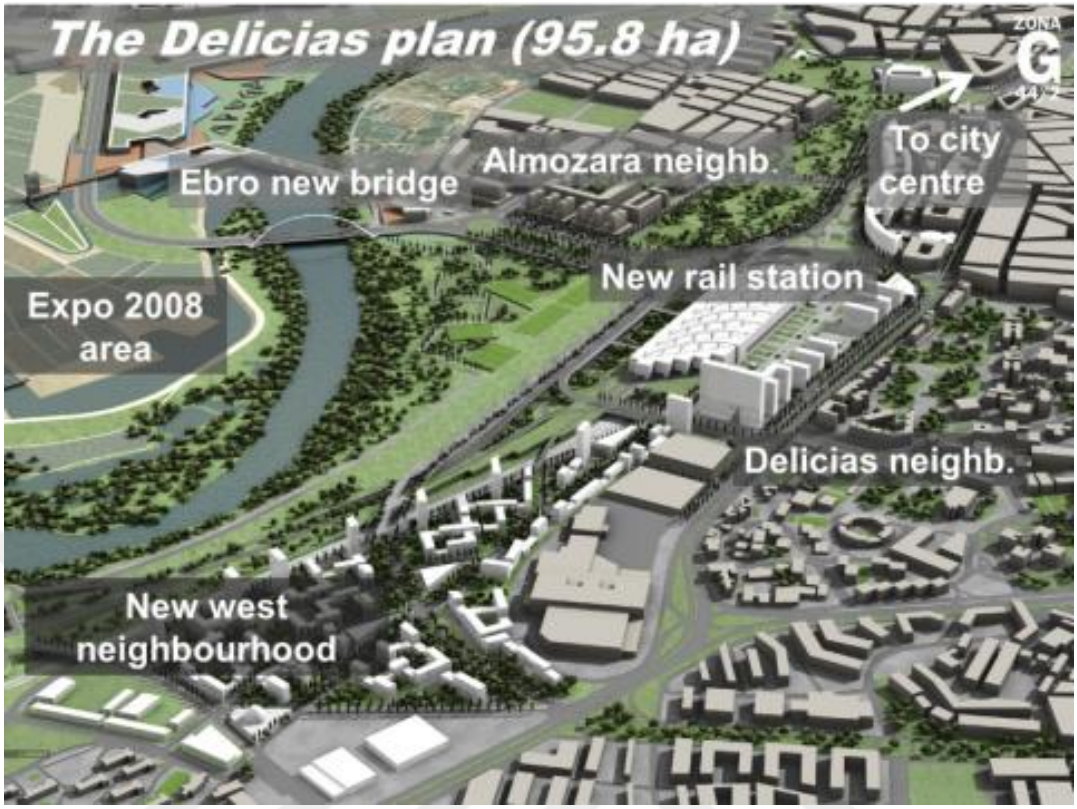


Figure 2.11. The new train station and the Delicias development plan (Sanfeliu & Ganges, 2016), Zaragoza

2.3.3 Building-scaled Conservation

As in the line-scaled conservation samples, building-scaled conservation approaches can also be subdivided into two as whether the railway function is in progress or not. The building-scaled conservation approach in which the railway function is maintained also might be grouped into two as continued original function with maintenance and modernization with integration of new expansions and functions. The third approach is again the adaptive reuse of buildings which lost their functions with some different appropriate functions such as museums, galleries, universities, public spaces, institutional facilities, etc.

2.3.3.1 With continued function

It is basically possible to conserve railway buildings and structures in use with regular maintenance and modernization (Bhatawadekar, 2021). However, especially railway stations may continue their function as a station with the help of modernization and expansion with additional functions where needed or proper. Gare du Nord in Paris can be given as an example of this approach.



Figure 2.12. Gare du Nord with its new contemporary wing in Paris[34]

2.3.3.2 Adaptive Reuse

The station structures that are out of use can be reintroduced into urban / rural life with different functions when it is not possible to maintain their original functions. In the scanning, commercial uses such as offices, cafes, pubs; cultural uses such as museums, art workshops, and galleries; residential use; the uses based on the

[34] https://en.wikipedia.org/wiki/Gare_du_Nord#/media/File:Gare_du_Nord_(5699066034).jpg

promotion of the railway heritage; and public uses such as for association, charitable organizations are observed for railway structures (Altıner, 2016). One of the first examples that come to mind here is Musée d'Orsay (Figure 2.13).

Together with its hotel, the Orsay Station was opened in Paris at the opening of the 1900 World Exhibition. After 1939, it started to serve only the suburbs since the length of the platform was inadequate for the modern trains after the electrification works. Orsay Station was reformed as a museum after multiple changes in use (IRSDC, 2021). In 1961, the French National Railway Company (SNCF) decided to sell the area and buildings of the station. There was even a project competition for a congress palace and an 870-room hotel, which was a less intrusive character of museum function (Hasol, 1989). The decision to transform the station structure into a museum became official in 1977. After a year, the building was registered as a monument of cultural and historical importance and restoration work was started. Musée d'Orsay, one of the first examples of the reuse of the industrial heritage, was opened to visitors in December 1986 following the renovation (Figure 2.13).[35]



Figure 2.13. Musee d'Orsay[36]

[35] https://www.istanbulsanatevi.com/dunya-muzeleri/orsay-muzesi-hakkinda-bilgi-eserler/
[36] https://www.istanbulsanatevi.com/dunya-muzeleri/orsay-muzesi-hakkinda-bilgi-eserler/

One other reuse example is the Atocha Station (Figure 2.14), the first terminal building in Madrid, Spain. A new terminal was constructed adjacent to the existing one. Old one has been reused as a tropical garden.[37]



Figure 2.14. The Atocha Station[38]

The Manchester Central Station (Figure 2.15)- named GMex now – in Manchester, was opened in 1880, replacing an 1877 temporary station building. Rail services ceased in 1969, and the structure was then used as a covered car park for several years. Since 1985, it has been used as an exhibition center, renamed G-Mex.[39]



Figure 2.15. The Manchester Central Station / GMex in Manchester, England[40]

[37] https://www.guidepost.es/use-the-bathroom-atocha-station-cost-60-cents-from-november/
[38] https://www.guidepost.es/use-the-bathroom-atocha-station-cost-60-cents-from-november/
[39] https://www.baasl.co.uk/projects/manchester-central/
[40] https://www.baasl.co.uk/projects/manchester-central/

2.4 'Railways as World Heritage Sites'

There are ten criteria of selection to be designated as a World Heritage Site, the first six refer to cultural heritage, and one of them at least is expected to be fulfilled for selection of the site according to the Operational Guidelines prepared and constantly being revised by UNESCO World Heritage Convention (UNESCO, 2017). The criteria seen on the tables of World Heritage List and Tentative List below are from these criteria.

Anthony Coulls proposed criteria for internationally significant railways in his work titled *'Railways as World Heritage Sites'*, published by ICOMOS, in 1999 as:

- **Criterion 1:** A creative work indicative of genius
- **Criterion 2:** The influence of, and on, innovative technology
- **Criterion 3:** Outstanding or typical example
- **Criterion 4:** Illustrative of economic or social developments

"The key challenge is to identify just what it is about a railway location that makes it worthy of World Heritage status. A focus on the purely physical aspects of structures or technologies arguably makes it more likely that a site will be deemed 'inauthentic' as modernization proceeds than if equal (or greater) weight is given to the historical continuity of a railway's socio-economic functions." (Coulls, 1999) When we examine UNESCO's World Heritage Sites list in terms of railway heritage, it is seen that railways are the main subject of six entities as transportation heritage (Table 2.3).

In 1998, the Semmering Railway in Austria [a]; in 1999 (extended in 2014), the Mountain railways of India [b], including the Darjeeling Himalayan Railway (1881), the Nilgiri Mountain Railway (1908), The Kalka Shimla Railway (mid-19th century); in 2004, Chhatrapati Shivaji Terminus (formerly Victoria Terminus) in India [c] again; in 2008, the Rhaetian Railway in the Albula / Bernina Landscapes in Italy and Switzerland [d]; in 2015, the Forth Bridge in England [e];

and lastly in 2021, Trans-Iranian Railway fulfilled the criteria and has been cataloged in the World Heritage List (Figure 2.16) (Table 2.3).

Railway heritage is increasing in the world heritage list and the temporary list. It is seen that railway heritage takes place in the Tentative List of the World Heritage (Table 2.4) strongly in the early 21st century globally - Europe, Africa, South America, and Asia. Common criteria for choosing to the lists are ii and iv ones; and the other criteria are i, vi. Different types of railways such as standard gauge and narrow-gauge lines are included.

When examining the entities in these lists, it's evident that the original function, particularly with the technology available during the construction period, continues to prevail. Another important point that attracts attention is the integration of museum function.



[a][41]



[b][42]



[c][43]



[d][44]



[e][45]



[f][46]

Figure 2.16. Railway Heritage Entries in the World Heritage List

[41] https://explorewonders.com/wonders/semmering-railway
[42] http://www.theindia.co.in/blog/unesco-world-heritage-sites-in-india-138
[43]https://www.tripoto.com/trip/chhatrapati-shivaji-maharaj-terminus-victoria-terminus-5ccde658512f0
[44] https://www.rhb.ch/en/panoramic-trains/bernina-express
[45]https://www.edinburghlive.co.uk/news/edinburgh-news/aberdonian-steam-train-service-lets-15990505
[46]https://whc.unesco.org/en/list/1585/

Table 2.3 Railway Heritage on the World Heritage List[47] (Author, 2023)

Entity	Date of Const.	Country	Criteria	Date of inscription
Semmering Railway	1848-1854	Austria	ii, iv	1998
Mountain Railways of India (a- the Darjeeling Himalayan Railway, b- the Nilgiri Mountain Railway, c- the Kalka Shimla Railway)	a- Before 1881 b- 1891-1908 c- mid-19th	India	ii, iv	a- 1999 b- 2005 c- 2008
Chhatrapati Shivaji Terminus (formerly Victoria Terminus)	1878 – 1888	India	ii, iv	2004
Rhaetian Railway in the Albula/ Bernina Landscapes	1904	Italy and Switzerland	ii, iv	2008
The Forth Bridge	1890	UK and Northern Ireland	i, iv	2015
Trans-Iranian Railway	1927-1938	Iran	ii, iv	2021

[47] https://whc.unesco.org/en/list/

Table 2.4 Railway Heritage on the Tentative List[48] (Author, 2023)

Entity	Date of Const.	Country	Criteria	Date of inscription
Malleco Viaduct	1890	Chile	i, iv	1998
Locomotive Depot of the Temuco Railroad Station	Early 1900s	Chile	iv	1998
Mountain Railways of India (Extension) **a- Matheran Light Railway** **b- Kangra Valley Railway**	a- 1907 b- 1925-1928	India	ii, iv	2014
Peñarol district: the historic Old Town and the railway industrial landscape	1890-91	Uruguay	ii, iii, iv	2014
Cultural Landscape of Paranapiacaba: Village and railway systems in the Serra do Mar Mountain Range, São Pauloi	1867	Brazil	i, ii, iv	2014
Hejaz Railway	1900-1908	Saudi Arabia	ii, iv, vi	2015
Cultural Itinerary of Ecuador's Trans-Andean Train	1873-1908	Ecuador	ii, iv, vi	2016
The Walk of Peace from the Alps to the Adriatic – Heritage of the First World War (Bohinj Railway)	1906	Slovenia	ii, vi	2016
Railway Complex and English Village of Sapucai	1887-1894	Paraguay	ii, iv	2018
Peruvian Central Railway	1869-1893 Early 20th century	Peru	ii, iv	2019

[48] https://whc.unesco.org/en/tentativelists/

2.5 Railway Heritage and Its Conservation in Türkiye

Although the Ottoman Empire had been aware of the industrialization which rapidly influenced the entire world after England at the beginning of the 19th century, the industrialization attack of Türkiye was done in the Republican Period. Many industrial buildings/structures were constructed since then, and they have become a part of the country's industrial past and industrial heritage. Railway heritage forms a significant part of this industrial heritage of Türkiye.

In Türkiye, the Ministry of Culture and Tourism, General Directorate of Cultural Assets and Museums is the responsible governmental body that deals with cultural heritage. Existing laws regarding conservation legislation in Türkiye are Law No: 2863 - the Conservation of Cultural and Natural Property and Law No: 5366 - the Conservation by Renovation and Use by Revitalization of the Deteriorated Historical and Cultural Immovable Property. They do not include a definition of either industrial or railway heritage specifically. It can be thought that the term *'of scientific and cultural value'* in the definition of cultural assets in Law No: 2863 can involve industrial heritage and thus railway heritage.

Law No: 2863 outlines immovable cultural assets in Article 6. These assets encompass: - structures built until the late 19th century - post-19th-century structures deemed essential for preservation by the Ministry of Culture and Tourism - sites and buildings linked to Turkey's National Struggle and the Republic's founding, regardless of age or registration status. The requirement of belonging to the period before the 19th century as written in the law, a large part of the industrial heritage in Türkiye means that they are not under legal protection (Köşgeroğlu, 2005). Based on the criteria outlined above for cultural heritage, industrial and railway heritage could be considered as part of cultural assets. And also, there is not any circumstance in the law that prevents the registration or protection of the industrial heritage. Even so, there is not enough awareness about industrial heritage in Türkiye (Köşgeroğlu, 2005).

The change of the TCDD's policy in the evaluation of railway immovables in the early 1990s is a threat to the conservation of the railway heritage. The conservation of railway movable and immovable heritage had been handled by TCDD itself until 1992. Prior to 1990, idle immovables were rented for functions such as buffets, restaurants, cafes, toilets, and newsagents to meet the needs of passengers in stations and station areas. After 1992, it is observed that the - Build-Operate-Transfer modal is widely applied without giving the property rights of the railroad immovables with the establishment of the Immovable Property Department within TCDD. (Altıner, 2016)

Türkiye currently lacks a national organization, governmental law, or registry office specifically dedicated to the preservation of industrial heritage (Fidan, 2012). For instance, TICCIH does not have a defined national representative for Turkey[49]. However, DOCOMOMO (Documentation and Conservation of Buildings, Sites, and Neighborhoods of the Modern Movement), an international organization established in 1988, has included industrial heritage in Turkey as examples of modern heritage since 2002. In the event of "*Türkiye Mimarlığında Modernizmin Yerel Açılımları I*" (Local Expansions of Modernism in Türkiye Architecture I), organized by DOCOMOMO_TR in 2004 in Ankara, Eskişehir Station Building was presented.

Industrial heritage is a matter of concern in Eskişehir; thus, some activities such as symposiums, exhibitions, workshops, academic publications, and architectural project courses of architecture departments have been held and produced in order to discover the potentials they have, to determine values, and to draw attention to problems they face. To exemplify; TMMOB Chamber of Architects held "*The 3rd National Architectural Conservation Projects and Applications Symposium*" in Eskisehir in 2015 in memory of Emre Madran and the industrial heritage was the subject of a session. Another symposium "*Culture Heritage Architecture 1:*

[49] https://ticcih.org/

Industrial Heritage Symposium" was held again in 2015 by Anadolu University Department of Architecture because the year 2015 was the *"European Year of Industrial and Technical Heritage*". The registered Eskişehir Station Building was selected as the topic of study within the scope of the Architectural Project VI course in the 2019-2020 spring semester in ESTÜ Architecture Department.

The existing conservation legal framework in Türkiye does not impose a specific interpretation of the conservation of either industrial heritage or railway heritage (Köşgeroğlu, 2005). With the amendments made to Law No. 2863 on the Conservation of Cultural and Natural Assets by Law No. 5262 in 2004, the registration of industrial and railway heritage was facilitated, and the whole initiative was left to the Regional Conservation Councils. These councils mostly evaluate applications positively. Especially, Ankara, İstanbul and İzmir Air Gas Factories which are registered are important examples. Unfortunately, it is not enough to register the structures to conserve as can be seen in the demolition of the Ankara Air Gas Factory. The main issue is to make this heritage live and use it while preserving it (Köşgeroğlu, 2006). In the law, the definition and scope of the cultural property needs to be revised to include industrial and railway heritage.

In Türkiye today, there is not any track that has been registered as a cultural asset; although, there are academic studies and suggestions about it. Built railway heritage in Türkiye, may be the subject of reuse. Reuse functions may be railway related or may be different such as museum, hotel, restaurant, and university functions. Apart from the built heritage, many other aspects of railway heritage are transferred to the public through museums.

The museum function, with/without a similar topic with the building, is a general model of intervention and it is widespread due to being suitable to any historic building type. This approach may be valid where the possibilities are limited or cannot be more varied (Llano-Castresena et al, 2013). Llano-Castresena et al. suggest that this function has limited profitability and undermines the potential of railway buildings, which hold significant merit and potential, particularly in terms

of their connectivity and mobility features along railway lines. In contrast, Orbaşlı & Woodward (2005) argue that museums serve as the optimal medium for conveying the history and technology of railways.

In the İstanbul Rahmi M. Koç Museum, which sheds light on the history of transportation, industry and communication with its collection and the museum area, there is a short trip narrow gauge railway line along the Golden Horn with a 'Nostalgic Train' operating on between Hasköy and Sütlüce as a heritage railway implementation (Figure 2.17).



Figure 2.17. 'Nostalgic Train' operating on between Hasköy and Sütlüce[50]

[50] http://gezmeyegidiyoruz.blogspot.com/2011/11/rahmi-koc-muzesi-istanbul.html

There are also six mobile railway items exhibited in the İstanbul Rahmi M. Koç Museum (Table 2.5). These are ‘Imperial Coach of Sultan', made in Birmingham by the British company which constructed the first railway line in Türkiye; ‘Tunel Carriage and Railway Winding Engine’, one of the oldest examples of the world constructed after the ones in London and New York and opened in 1875 from Galata up to İstiklal Street ; ‘Mototren La Littorina’, a self-propelled railcar consisting of a single wagon that can move with its own engines without the need of a locomotive on the rails since it has both the front and rear engine and driver cabin, produced by FIAT in Italy in 1937; ‘Moda Tram’, put into service in 1934 and served until 1966; ‘Locomotive G10 and Tender’, Prussian production, manufactured by Borsig in 1912-1913; and ‘Horse Drawn Tram’, one of the horse drawn trams that served in our country between 1872-1914, served on the Beşiktaş – Karaköy line.[51]

[51] http://istanbulmuzeleri.gov.tr/, http://www.rmk-museum.org.tr/ana-sayfa

Table 2.5 Mobile railway items exhibited in the İstanbul Rahmi M. Koç Museum[52] (Author, 2019)

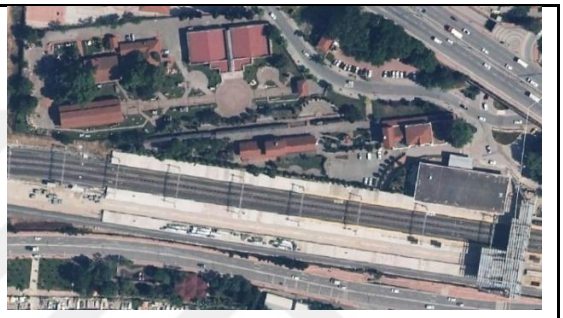
	
1. 'Imperial Coach of Sultan'	**2.** 'Tunel Carriage and Railway Winding Engine'
	
3. 'Mototren La Littorina'	**4.** 'Moda Tram'
	
5. 'Locomotive G10 and Tender'	**6.** 'Horse Drawn Tram'

[52] **1.** http://sultanabdulaziz.com/abdulaziz-hakkinda/abdulaziz-donemiolaylar/sultan-abdulaziz-ikili-iliskiler-kurmak-icin-avrupa-yolunda/attachment/paris-seyahatindekullanlan-saltanat-vagonu-rahmi-koc-muzesi-sultan-abdulaziz/ , **2.** http://kalemkahveklavye.com/2017/09/istanbul-tramvayinin-145-dogum-gunu-rahmi-m-kocmuzesinde-kutlaniyor.html , **3.** http://www.hurriyet.com.tr/ekonomi/muzeye-eser-kazandirmaktutkusu-oldu-fiat-in-raybusu-2-yilda-geldi-19178214 , **4.** http://tarihigezin.blogspot.com/2017/05/rahmi-koc-muzesi.html , **5.** https://www.sozcu.com.tr/hayatim/kultur-sanat-haberleri/buharli-dev-lokomotif-rahmi-m-kocmuzesinde/ , **6.** http://birkucukekimmeselesi.blogspot.com/2015/11/cok-renkli-bir-kacamakrahmi-m-koc.html

Kocaeli Archeology and Ethnography Museum (Figure 2.18) is an example of reuse of a railway station complex as a museum. It has been in service since 2007, after the restoration of the historic railway station complex. The complex, of which the architect was the German Otto Ritter, was built between 1873 and 1910. Some part of old train station building in the area serves as Kocaeli Regional Council for the Conservation of Cultural Heritage.[53]



[a][54]



[b]

Figure 2.18. Kocaeli Archeology and Etnography Museum [a] The old train station, Kocaeli Regional Council for the Conservation of Cultural Heritage now [b] HGM Küre view of the old and the new train station area of İzmit

Cermodern (Figure 2.19) was projected between 2000 – 2002 and opened on April 1, 2010. It is a modern arts center, using old train maintenance hangars, built possibly around 1927.[55] Other examples of reuse of built railway heritage are Edirne Karaağaç Station as Trakya University Faculty of Fine Arts, Mudanya Station as hotel, Ankara Gazi Station as restaurant, Konya Station as Station Directorate.

[53] https://muze.gov.tr/muze-detay?SectionId=KOC01&DistId=MRK
[54] https://www.kulturportali.gov.tr/turkiye/kocaeli/gezilecekyer/tarihi-tren-stasyonu-zmit
[55] https://www.arkiv.com.tr/proje/cer-modern/1535



Figure 2.19. Cer Modern Arts Center [56]

Polatlı City Museum (Figure 2.20) settles in an old TCDD water tower, a 20th century Republican building. The rectangular shaped tower has 3 floors. Its walls are built with faceted cut stone and the 3rd floor of the building is made of wood.[57]



Figure 2.20. Polatlı City Museum [58]

[56] http://www.sedagok.com/?p=89
[57] https://kulturenvanteri.com/tr/bolge/turkiye/ic-anadolu-bolgesi/ankara/polatli/
[58] https://kulturenvanteri.com/tr/bolge/turkiye/ic-anadolu-bolgesi/ankara/polatli/

2.5.1 Railway Museums within TCDD

There are seven museums with railway content within TCDD[59] (Figure 2.21). These museums are institutional museums with the status of private museums under the supervision of the Ministry of Culture. They are open to visitors for free, except Çamlık Steam Locomotive Museum, on certain days, mostly on weekdays.[60] Existing old buildings mostly belonging to TCDD station complexes were used as hosts to museums (Table 2.6).

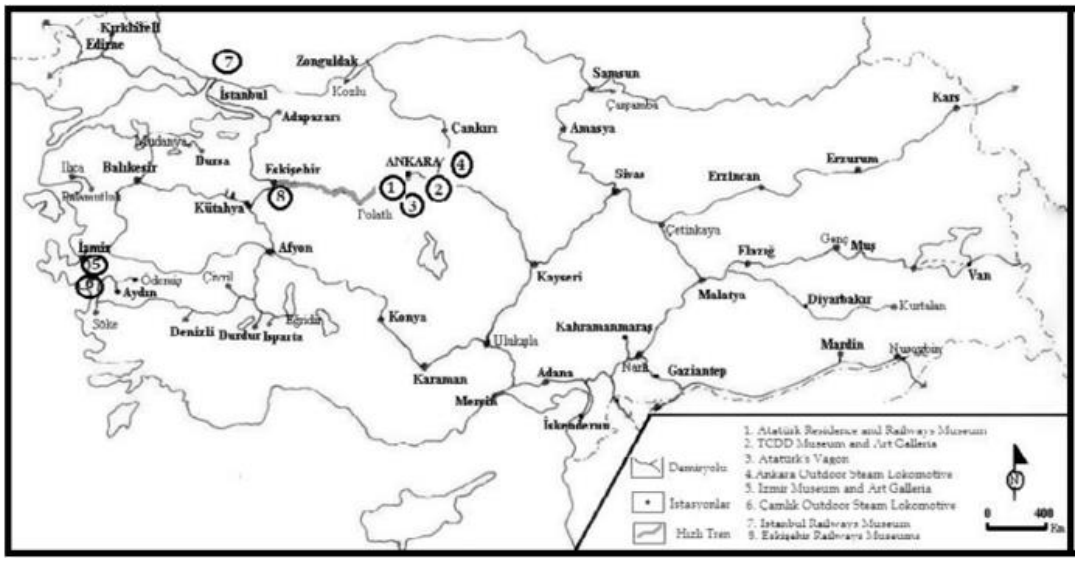
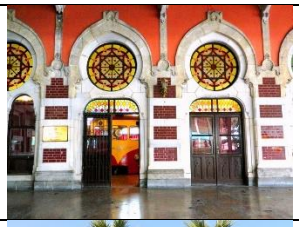


Figure 2.21. Railway Museums in Türkiye (Akbulut & Artvinli, 2011)

[59] tcdd.gov.tr, kvmgm.ktb.gov.tr

[60] https://www.turkishmuseums.com/museum/detail/12331-izmir-selcuk-camlik-acik-hava-buharli-lokomotif-muzesi/12331/1 and https://www.tcdd.gov.tr/muzeler

Table 2.6 TCDD Railway Museums (Author, 2019)

	Museum	Since	Basic Info about the Structure	Photo
1	**İstanbul Railway Museum**	2005	*Building:* Sirkeci Station *Dated:* 1890 By German architect and engineer A. Jasmund	
2	**İzmir Museum and Art Galleria / Atatürk's Coach**	1993	*Building:* A Merchandise Warehouse at Alsancak across the station *Dated:* mid-1800s Ground floor museum, upper floor galleria	
3	**Ankara Atatürk's House and Railway Museum**	1964	*Building:* The Steering Building within the TCDD Ankara Railway Station Complex *Dated:* 1892, during the construction of the Baghdad Railway	
4	**Atatürk's Coach / Ankara**	1964	*Building:* A part of the 'White Train' *Dated:* 1935 Registered in 1991	
5	**Malıköy Station Museum**	2008	In Polatlı /Ankara A strategic station during the Battle of Sakarya.	
6	**Eskişehir Museum**	1998	Closed for a while for restoration	
7	**Çamlık Steam Locomotive Museum**	1991	*Dated:* 1890 Many mobile railway heritage elements such as steam locomotives and rolling stock are on display in the museum.	

2.6 'Living Railway Museum' Approach for the Conservation and Interpretation of Railway Heritage

While there has been a historical inclination in cultural heritage conservation to perceive monuments and sites as individual destinations (Orbaşlı & Woodward, 2005), the situation has significantly changed over time towards the perception of heritage as larger frameworks, including their tangible and intangible aspects together with their associated communities.

The railway heritage has witnessed the history and development of railway transport. The railway areas were out of the city previously, then they have stuck in the city centers because of urban development. Changes in railway areas have gained acceleration due to developments, policies, and applications especially in last two decades.

It is seen from the examples discussed in this chapter that although railway heritage is studied under the industrial heritage, it differentiates in the way it continues to its function. Becoming dysfunctional is more common for industrial sites related to production. Some railway lines, railway buildings or station sites may become idle due to technological, economic developments, policy changes, but some of the railway heritage sites can still maintain their original function. Therefore, the concept of railway heritage needs to be defined, classified, and studied in a much broader scope as a separate heritage category beyond industrial heritage. A comprehensive approach for the identification, documentation, analysis, and conservation of railway heritage would not only reveal the significance of railway heritage sites as transportation hubs but also their importance in the technological advancement and identity of cities as well as their place in the collective memory of the inhabitants as a significant heritage type.

When railway heritage sites in the World Heritage list and tentative list are evaluated, some inferences can be made on the current approaches adopted for railway heritage sites since *"Railways as World Heritage Sites"* is one of the main

sources on railway heritage. Most of the examples are composed of still functioning railway heritage sites, whereas there are some examples that are functioning as museums or other functions. On the other hand, for the case of Türkiye, with the arrival of high-speed trains, many historic railway stations and campuses have become derelict, the railway station areas were open to new development with the exception of some that were converted into museums.

According to Bertolini & Spit, there is a need for an integrated node - place perspective on station area redevelopment. Every station area has its own unique challenge of redevelopment; thus, the responses of station areas to similar redevelopment challenges differ according to cases (Bertolini & Split, 1998). Thus, redevelopment in each station area should be examined on its own case.

For railway heritage sites that have been associated with the urban development of cities, which have been continuously used with changing technologies, and that are integral aspects of a city's identity and collective memory, their use or function as railway heritage sites cannot be limited to just transportation. On the other hand, refunctioning them solely as museums or recreational facilities will also distance them from the daily lives of the city's inhabitants. Therefore, integrated approaches should be developed for the conservation of railway heritage sites that will ascertain their original functional value and at the same time conserve, present, and transfer the historical, architectural, and social values of railway heritage sites (Bhatawadekar, 2021, p. 177).

Bahatawadekar (2021) proposes a *'living heritage approach'* for the conservation of functioning railway heritage sites. Based on this proposal, a ***'living railway museum approach'*** is proposed in this thesis. Through this approach, railway heritage sites maintain their function as transportation hubs while also serving as museums through interpretive interventions. The use / function of railway cannot be limited with just transportation. It also undertakes a socio-cultural and economic role in the background since the beginning. It may be possible to also ensure the

continuity of the background socio-cultural and economic function of the railway by integrating the museum function in its living form.

According to Akmehmet (2017), this living museum approach can be divided into two basic groups: ‘related to museum types’ and 'related to museum communication methods'. Living museums related to museum types can be classified into three groups, which are open-air museums, living history museums, and ecomuseums. In this category, the concept of living museum is used quite different than its real meaning since it creates or reanimates “aspects of life in former times, or [staging] cultural performances” in the defined museum spaces (Muzaini, 2021). On the other hand, if used as an adjective, living museum is a communication method, which aims to make museums ‘*interactive’, ‘participatory’, ‘audience-centered’, ‘active’,* ***‘interpretive’****, ‘open’* (Akmehmet, 2017).

Therefore, the living museum approach discussed Akmehmet (2017) can be defined as a communicative approach that aims to present actual living heritage sites through interpretation as a public space for gathering, interaction, and creativity. Similar to Akmehmet’s viewpoint, ‘***living railway museum***’ is proposed in this thesis as an approach that balances the use and presentation of railway heritage sites through the coexistence of both museum function and transportation hub.

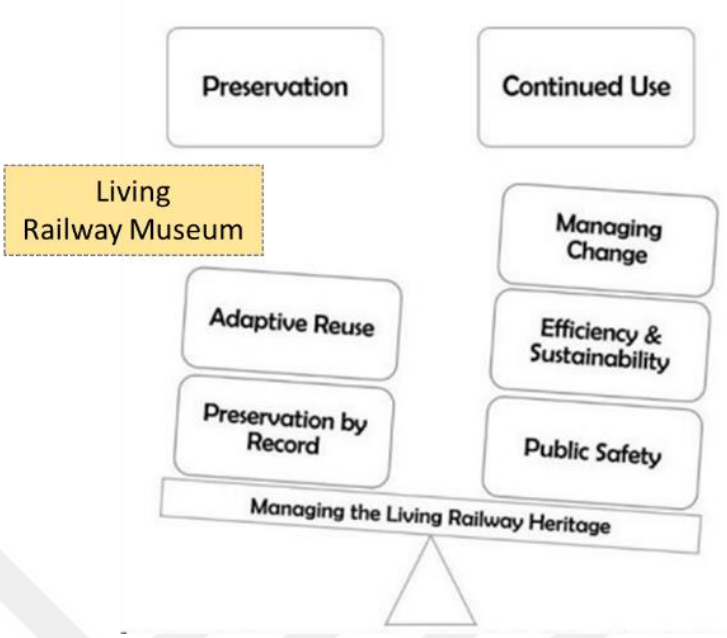


Figure 2.22."In striking a balance between preservation and use for the living railway heritage, maintaining use at the site is more challenging." (Bhatawadekar, 2021). Colored 'Living Railway Museum' part is added by the author (2024) to show whether is it possible to have a balance between preservation and continued use in a railway heritage place with the implementation of a living railway museum concept.

Therefore, this thesis uses *'living railway museum'* as a concept that integrates the museum function with the concept of *'living railway heritage'* used by Bhatawadekar (2021). It is described as an approach that combines both conservation approaches as mentioned above. In this approach, I describe the development of a conservation approach that includes the continued use of the railway area, which covers a quite large area, as well as the interpretation and presentation of its values and meanings for different communities through an interpretation framework. For Birmingham's Jewellery Quarter, Rifaioğlu (2022) describes his impressions on the interpretation of a living heritage site as below:

> "Located interpretation items at every point of the area, statements and signboards describing important moments and memories on pavements, roadsides, open areas, building facades, and so forth. From the moment you enter the protected area, information about the area is systematically transferred to the visitors."

The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Site (2008) is one of the earliest policy documents in heritage conservation that focuses on the interpretation and presentation of heritage sites. Interpretation is defined as "the full range of potential activities" aimed at enhancing understanding of heritage sites and increasing public awareness. To improve understanding of heritage sites, their values and significance should be presented to a broader audience, as mentioned in the Burra Charter (ICOMOS, 2013).

Similar to Bhatawadekar's understanding of the *'living heritage approach'* Robinson (1992, p.1) sees interpretation as a communication process as he describes it as follows: "It is a communication process whereby information, its meanings and interrelationships are conveyed to the intended audience. When this is done well, it can impart an understanding and appreciation of our heritage."

Robinson (1992) further suggests that each heritage site, be it a museum, interpretive center, or historic location, should possess an interpretive plan. This plan will serve as the cornerstone for any project, intervention, or activity geared towards communicating the values, meaning, and significance of the site. This interpretive plan is important to guarantee that decisions on interpretation are coordinated and consistent, and that the history (or story) of the heritage site is interpreted appropriately. It ensures that audiences are reached, and their expectations are met (Robinson, 1992, p. 12).

To fully interpret a place in a comprehensive way, first of all its significance must be clearly understood. Then a vision should be developed for the interpretation framework. In this thesis, the conservation of ERA as a living railway heritage museum is the vision for the interpretation framework. The issues of interpretation, based on James Carter's (2001) book titled *A Sense of Place – A Interpretive Planning Handbook*, seen on Figure 2.23 below, are taken as the basis for the development of interpretation framework.

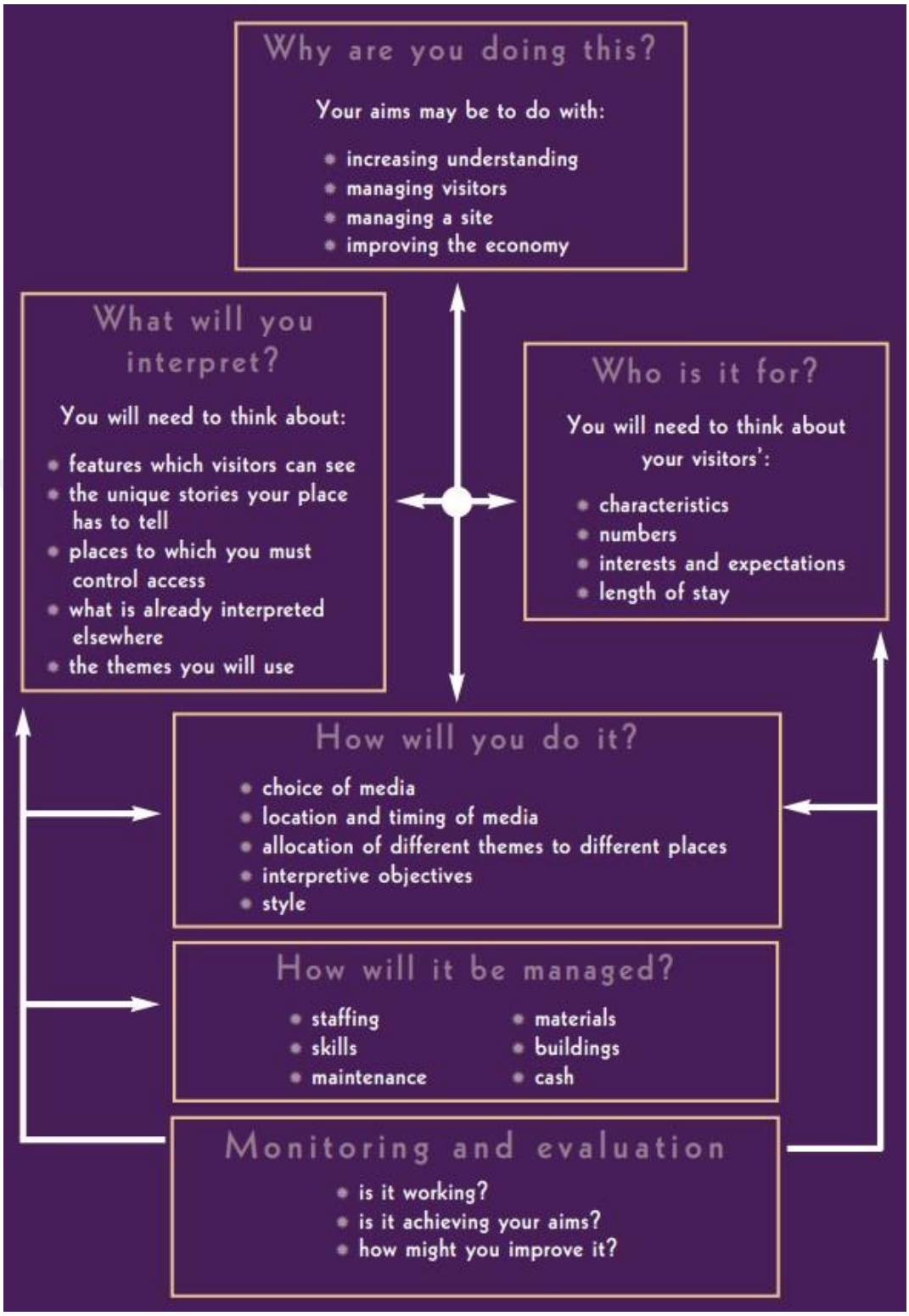


Figure 2.23. The connection of interpretation issues by Carter (2001)

Carter (2001) outlines these interpretation issues as questions to be answered for the preparation of an interpretation plan as follows:

- **Why** this heritage site should be interpreted
  -aim, goals and objectives
- **What** is wanted to be interpreted and what is the significance of the heritage site and what are the values
  -understanding heritage site
  -determination of the significance via values of the heritage site
- **With whom** the story wanted to be shared
  -identification of audience (actual and potential)
  -transient travelers and non-transient travelers (tourists): local or non-local; institution employees; special interest groups (industrial and railway related); school children at every level (pre-school, primary school, middle school, high school); academic / university groups; general public
  -why they came: transportation, nostalgia, education, entertainment
- **Who** will be a part of stakeholders: institutions (national, local), NGOs, volunteers, locals
- **How** it will be done,
  - identification of interpretation themes
- **How** it will be managed;
- and lastly **monitoring and evaluation**: improvement, feedback from audience, etc.

CHAPTER 3

UNDERSTANDING ESKİŞEHİR RAILWAY AREA (ERA)

In order to have a comprehensive understanding of the case in ERA, first the analysis of railway development in Türkiye, changes in transportation policies, institutional arrangements and technological developments need to be done in a wider context.

The benefits of railways were incontrovertible, especially in economic, political and military areas. It made easier to reach and exploit the sources of the inland of remote countries for the countries which had power, technology, and money. This significant invention in railway technology played an important role in the imperialist order's formation, settlement and development (Yücel & Taşar, 2016, p.298) around the world.

The role of the railway in the process of imperialism is defined as follows by Coulls (1999):

> "Imperial penetration had always begun from ports, but until the coming of the railway, the influence of the European powers rarely extended far inland. The railway permitted comparatively easy access to the hinterland; imperialists used railways to integrate and annex territory, and to exploit the resources of the regions surrounding the ports they controlled. (p. 3)"

As the technical development of the railways was constantly increasing, rail transportation prices fell, international trade relations were intensified, and new industrial branches were emerged (Efe, 1998, p.3). Until the 19th century, waterways, which were the most important transportation routes, were replaced by railways and the cities established previously by the sea and river began to be established on the railway routes (Yücel & Taşar, 2016, p.305).

3.1 Understanding the Railway Development in Türkiye

3.1.1 The Ottoman Period (1856 – 1919)

In the Ottoman Empire, the military shipments, collecting taxes, transportation of products from agricultural areas to the markets, thus, to have an increase in production reviving the economy were the main aims of railway construction (Yücel & Taşar, 2016, p.313). Because the Ottomans did not have the necessary technology and financial structure for the railway system (Yücel & Taşar, 2016, p.314), colonial railway policies were prevailed (Efe, 1998). Railways were constructed by capitalist western countries such as England, Germany, and France according to their political and economic priorities over the Ottoman Empire. Under these circumstances, the result became disconnected tree-shaped railway lines starting from harbors towards inside in Anatolia (Yücel & Taşar, 2016, p.314). (Figure 3.1)



Figure 3.1. Turkish Railways (1860-1870), (1890-1900), (1900-1910) anonymous, 1938: 902-907) (in Yatağan, 2013)

Although the construction and operation of the railways was an important factor in the exploitation of the resources and economy of the Ottoman Empire through operation and investment; the role it played in spreading the Ottoman westernization process to the Anatolian people and the city is very important (Efe, 1998, p.98).

The first railway line in Anatolia was constructed between İzmir and Aydın between 1856 - 1866 by an English company named ‘the Ottoman Railway

Company', of which establishment date - 1856 TCDD accepted as its founding date although it was established literally in 1927. The company was established with the given concession by the Ottoman Empire and had been in charge until the line was bought by the Republican Government in 1935 (Yücel & Taşar, 2016, p.316).

Since the construction of railway lines given foreigners to be built had cost much to the Ottoman Empire, it was decided not to grant privileges to foreigners but to build them with the state capital. One of the railway lines constructed by the state was the Haydarpaşa - İzmit line. The construction of this line, which was the beginning of the Anatolia-Baghdad railway line, started in 1871 and ended in 1873. Later, the state transferred the operation of this 92 km line to a consortium led by Deutche Bank for 99 years with some additional advantageous rights such as the right to open quarries, mine exploration and operation, and the right to exploit forests within 20 km of each side of the railway line with the concession agreement of the İzmit-Ankara railway line in 1888 (Efe, 1998, p.8). 'Anatolian Ottoman Railway Company' was established in 1889, taking all the rights and responsibilities given to Deutche Bank for railway construction (Efe, 1998).

The line reached Eskişehir in 1892 and the first train arrived at Ankara from İstanbul in December 1892 (Efe, 1998, p.50). Meanwhile, 'Eskişehir Cer Atölyesi' (Eskişehir Traction Workshop) established in 1894. The privilege of the second road combining Eskişehir to Konya over Kütahya and Afyon was granted in January 1893 to Germans again. Subsequently the line reached Konya in 1896 and the concession for the continuation of the line towards Baghdat was given to Germans anew (Yücel & Taşar, 2016, p.323). After the completion of the railway line between Eskişehir and Konya, which would be extended to Baghdad and Basra, on July 29, 1896, relations moved from the military dimension to the political dimension for Germany (Yücel & Taşar, 2016, p.319).

Despite all the negativities, Germany saw this route as a grain line. It thought of meeting his future needs from here. Therefore, they played a key role in the development of agriculture both in terms of irrigation opportunities and technical

aspects after railway construction (Efe, 1998, p.15; Yücel & Taşar, 2016, p.320). Before the railways arrived, agricultural methods in Ottoman territories were traditional. The Anatolian Railway facilitated the transportation of goods and supported agricultural endeavors by offering loans, equipment, and training in modern farming techniques. This led to increased agricultural productivity and subsequent commercial activity. Additionally, it spurred the development of auxiliary services like banks and insurance companies (Erkan, 2012).

Towards the late 19th century, the government resettled incoming immigrants along the railway routes. Some were directed to Istanbul, while others were guided to newly established settlements in Anatolia like Eskisehir, Ankara, Kütahya, and Afyon. Balkan immigrants, possessing agricultural expertise, played a significant role in agricultural advancement as well (Erkan, 2012).

One another point to note is that some in Germany see the vast Anatolian lands as a residential area for the rapidly growing population of Germany. They even proposed the opening of a German Consulate in Eskişehir for the successful establishment of colony zones. They did their best for the development of the region; they were not able to harm with the contribution and concession agreement of Düyun-u Umumiye (Efe, 1998, p.15-16).

Efe (1998,) sums up the situation of railways in the Ottoman Empire as:

> Ottoman Empire showed all kinds of ease to foreign capital for prior political and military purposes in the construction of railways. Foreign capital, on the contrary, entered for economic purposes and tried to obtain political share from the situation. As a result of these initiatives, the railway lines became the area of influence of the country making the railway. (p. 11)

3.1.2 The Turkish Independence War Period (1919-1923)

At the end of the Ottoman period, Anatolia faced its Independence War. In this period, railway transportation played a significant role in defending the country (Erkan, 2012), especially in the transportation of ammunition. (Figure 3.2) Mustafa Kemal Pasha appointed Mr. Behiç (Erkin), who was an important figure of the institutional and operational character of the Turkish railways, to restore the railways that had been abandoned to their fate during the War of Independence. Post-occupation, railway lines, locomotives, and wagons were unusable because occupation forces damaged them when leaving the areas (Yücel & Taşar, 2016, p.327). In addition, there were not enough personnel to operate the line because non-Muslim workers were attacked. Behiç Bey, who realized that it would not be possible to operate the railway network in Eskişehir without non-Muslim employees, tried to confront the attacks on non-Muslim officials (Yücel & Taşar, 2016, p.327).

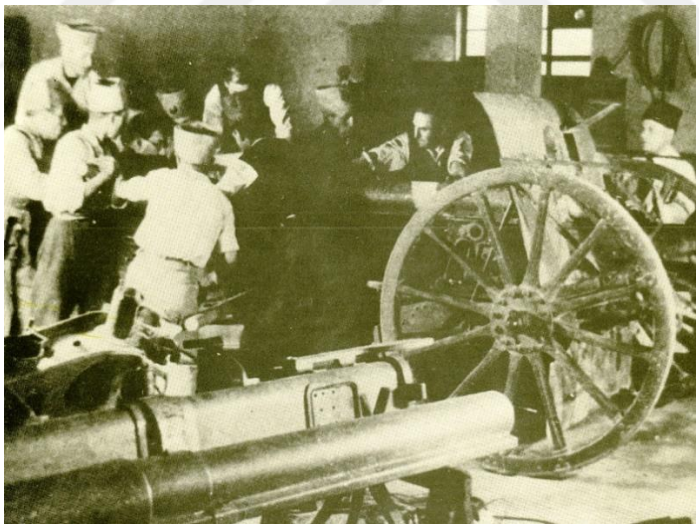


Figure 3.2. A view from Erskişehir Traction Workshop during the Independence War[61]

[61] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi

General Directorate of Anatolian Railways, settled in Eskişehir, moved to Ankara due to a Greek attack in July 1921, then to Konya in December 1921. It then moved to Haydarpaşa Station in 1924. Behiç Bey worked as the head of the State railways as being the first between 1920 and 1926 in Eskişehir (Kekeç, 2018, p.10).

During this period, a 35-kilometer Azarıköy narrow-gauge railway line (Figure 3.3), where women, elderly and children worked too in its construction, was built for the supply of the 1st Army in 1922 (Yücel & Taşar, 2016, p.330-331).

Just before the establishment of the republic İzmir Economic Congress, held in February 1923 represented a significant leap towards the goal obtaining economic independence and fulfilling rapid development. From then on industrialization became very important for the state (Bozdoğan, 2015).



Figure 3.3. The opening of Azerıköy narrow-gauge railroad line and villager women worked in the construction of it[62]

3.1.3 The Early Republican Period (1923 - 1950)

When we come to the Republican Era, we see some specific periods concerning railway transportation. In studies, this main period is generally classified into three groups. Breaking points for such kind of classifications are the time that Atatürk lived (1923 - 1950), planned development period, changing transportation attitude

[62] https://belleten.gov.tr/tam-metin/1926/tur

from railways towards highways as a result of American influence (1950 – 2003), and the oil crisis in the world that made railways gained attention and high-speeds railways achieved with the help changing and developing technologies (2003 – today). A railway-based period followed the Independence War with the foundation of the Republic. It was mainly aimed to cover the lands of the country with railways. Railway construction aligned with the ideological principles of the modernization initiative introduced by the emerging Turkish government (Erkan, 2012; Bozdoğan, 2015). Of the 8,619 km of railway lines established during the Ottoman era, 4,136 km fell within the boundaries of the new nation. Among these, 2,404 km were managed by foreign firms, while the state operated 1,377 km (TCDD, n.d.).

Two main policies in this period were the nationalization of all railway lines; in other words, the emancipation of railways from dependency on foreign countries, and to construct railways on the east part of Türkiye on the purpose of the connection of the east part of the country with the west part. The reasons behind the desire of the nationalization of railway were a tariff system applied by foreign companies for the transportation of goods imported from abroad on railway lines at low wages and domestic goods at high wages and forgetting of the states behind the operator companies that Türkiye is an independent state and intervening in some initiatives that the state planned (Ekizoğlu, 2012).

The 'Teşvik-i Sanayi Yasası,' implemented in 1927 for a duration of 15 years, aimed to enhance industrialization and boost funding through private enterprise. However, due to insufficient capital among private entrepreneurs and a lack of financial and technical expertise, as well as inexperience in international financial matters, the law was not fully utilized (Tülce Uman, 2021). Because of that, the scope of the statism principle was enlarged.

After the economic crisis of 1929, the state adopted the principle of statism and started to establish industrial enterprises with its own hands. In this period, ‘knitting the homeland with iron networks’ was one of two mottos of the national

economic policies of the Turkish government together with ‘the electrification of Türkiye’ in the mid-1930s, which were important to represent the new territorial consciousness of the nation (Bozdoğan, 2015, p.137). Bozadoğan also says that “The railways, one of the most important governmental works identified with the Early Republican Period, had a symbolic status as the roads that carried the Kemalist Revolution to every corner of the country.” Railway lines constructed prior to the Republican era and managed by foreign companies were acquired and brought under national ownership between 1928 and 1948 (TCDD, n.d.).

After the Republic's establishment and the decision to nationalize the railways, the "General Directorate of Anatolian-Baghdad Railways" was formed in 1924 under Law No. 506 and the supervision of the Ministry of Public Works (TCDD, n.d.). To ensure both construction and operation together, the first independent administrative unit in railway matters was established in 1927 under Law No. 1042, named the "General Directorate of State Railways and Ports" (TCDD, n.d.). Its name was changed to "General Directorate of State Railways and Ports Operations" in 1931(Kekeç, 2018, p.8) and was later placed under the Ministry of Transportation in 1939 (TCDD, n.d.). If we look at the institutional structuring of today’s TCDD at the beginning of the Republican era, it had been under the control of the Ministry of Public Works until it was attached to the Ministry of Transportation.

In this period, the designs of the new stations built in the early 1930s followed a standard design with a distinctly modernist aesthetic by a repetitive, easily recognizable modern image symbolizing the reaching of the central state into the country (Bozdoğan, 2015, p.137). The railway was used as a tool for nationalization.

As Ekizoğlu (2012) gives in her thesis; between 1927 and 1937, there was an increase of 191% in the length of the railway lines, 304% in the number of trains, 203% in the number of passengers, 93% in passenger income and 155% in general revenues. About 70% of railway lines were constructed on the east in contrast with

the pre-republic period (Figure 3.4). Encouragement of agricultural production persisted as well, as it was done during the previous establishment period of railways. Railway construction continued intensely until the II. World War; but, the war negatively influenced the railway activities because of mainly economic reasons and lack of labor and materials (Ekizoğlu, 2012, p.67). After the war, there came a dead period for railway transport.



Figure 3.4. Railway network in Türkiye in 1938 (*Demiryollar Dergisi*, 14, 839 as cited in Bayraktaroğlu, 1995)

TCDD has four railway factories in Ankara, Eskişehir, Sakarya and Sivas (Figure 3.5). Cer Workshops, located next to the Ankara Train Station, built immediately after the nationalization of the railways in the first years of the Republic[63], were moved to Etimesgut due to the need to expand the facilities and opened as the Ankara Railway Factory in 1944. Starting from 2007, storage and maintenance of HST train sets were carried out at this facility until 2016, and after this date, Etimesgut High Speed Train Main Maintenance Depot, a new railway and

[63] https://www.arkiv.com.tr/proje/cer-modern/1535

maintenance facility only for YHT trains, was established near Sincan.[64] In 2003, TCDD established the Railway Research and Technology Center located in Marşandiz Depot. TÜRASAŞ Sivas Regional Directorate was put into service on 22 October 1939 as the Wagon Repair Factory.[65] The initial operations of what is now the TÜRASAŞ Sakarya Regional Directorate, formerly recognized as TÜVASAŞ, commenced on October 25, 1951, under the title "Wagon Repair Workshop."[66]

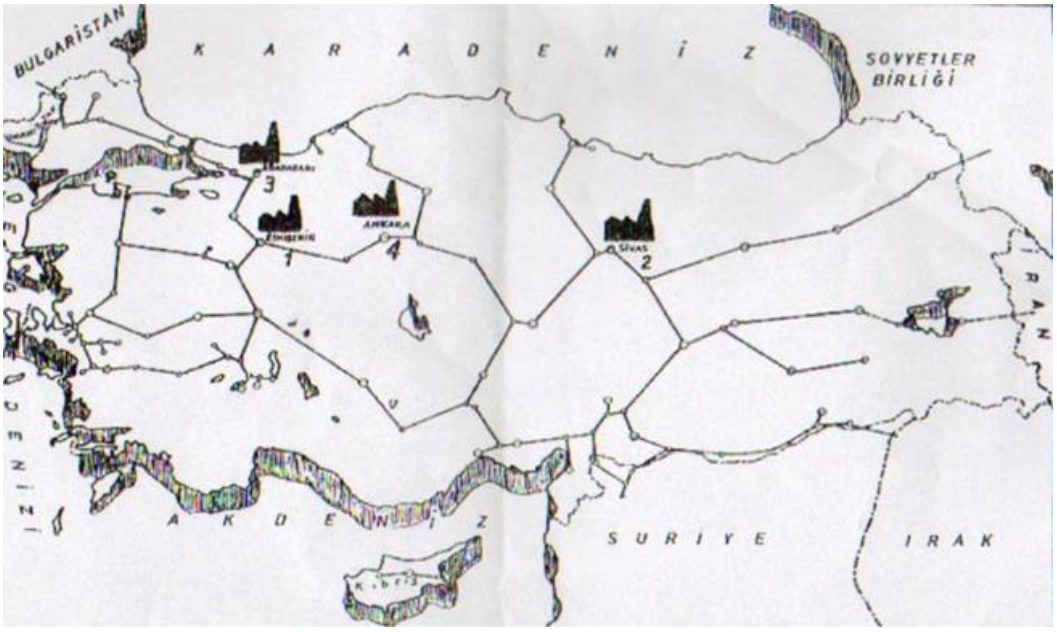


Figure 3.5. Centers where railway factories are located (TCDD Railway Factory Products Magazine, 1963) (in Yatağan, 2013)

[64] https://tr.wikipedia.org/wiki/Mar%C5%9Fandiz_Deposu
[65] https://www.turasas.gov.tr/sivas-bolge-mudurlugu
[66] https://www.turasas.gov.tr/sakarya-bolge-mudurlugu

3.1.4 The Highway Period (1950-2003)

A highway period began in 1950s. Although the highway transportation system was regarded as a supportive way for the railway until the 1950s, the situation changed in favor of highways after the 1950s. From 1963 on, a planned time began. Transportation has become more important issue on the agenda since the early 1980s. In 1981, the State Planning Organization prepared a program covering the years 1983-1993 and started to implement it. However, this program was abolished in 1984 (Ekizoğlu, 2012, p.70). Although the five-year development plans emphasize the need to increase railway investments, it has never been at a level that is compatible with the highways (Ekizoğlu, 2012).

The construction of highways was more regarded despite railway transportation especially after the 1980s. The road transportation is far ahead and constantly on the rise in passenger and freight transport between 1983 and 2003. On the other hand, the rate of use of the railway in passenger and freight transportation has remained unchanged for 20 years (Ekizoğlu, 2012). Due to some reasons like high initial cost of railway construction, lack of financial support to the railway from government, policies and implementations had inclined towards highway transportation (UAB, 2018).

During the 1923-1950 period, when rail transport was considered as a state policy, a total of 3,764 kilometers of railways were built, with an average of 134 kilometers per year. On the other hand, between 1950 and 2003, when railways were completely neglected, only 945 kilometers of railways were built, with an average of 18 kilometers per year (UAB, 2018).

Turkish Railways has experienced institutional changes many times over the years (Table 3.1). The institution has been turned into an economic state formation under the name of *'Türkiye Cumhuriyeti Devlet Demiryolları İşletmesi (TCDD)'* (the Turkish State Railways) under the Ministry of Transport from a state administration with an added budget with the Law No.6186 dated July 22, 1953.

The institution has been turned into again an economic state organization with Law No. 6461 dated April 24, 2013, after it had been turned into a public economic organization with the statutory decree No. 233 dated June 08, 1984 (TCDD, n.d.).

TCDD had four affiliated partnerships previously as TÜLOMSAŞ, TÜDEMSAŞ, TÜVASAŞ and TCDD Taşımacılık A.Ş. (Kekeç, 2018). Lately, these have been merged under the name TÜRASAŞ (Türkiye Rail System Vehicles Industry Inc.) as an Ankara-based economic state enterprise in accordance with the Presidential Decree No. 2186 published in the Official Gazette dated March 4, 2020.[67] TCDD still operates as a related institution of the Ministry of Transport and Infrastructure.

Table 3.1 The institutional development of TCDD (Author, 2019)

DATE	**DECREE NO**	**NAME**	**MINISTRY DEPENDENT**	**MORE**
1872, September 24		*'Demiryolları İdaresi'* The Railway Administration	*'Nafia Nezareti'* The Ministry of Public Works	*'Turuk ve Meabir Dairesi'* The Road and Construction Department
1924, May 24	506	*'Anadolu – Bağdat Demiryolları Müdüriyeti Umumiyesi'* The General Directorate of Anatolian-Baghdad Railways	*'Nafia Nezareti'* The Ministry of Public Works	A State Administration with an added budget
1927, May 31	1042	*'Devlet Demiryolları ve Limanları İdare-i Umumiyesi'* The General Directorate of State Railways and Ports	*'Nafia Nezareti'* The Ministry of Public Works	A State Administration with an added budget

[67] See https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi

Table 3.1 (continued)

1931, June 3	1813	*'Devlet Demiryolları ve Limanları İşletme Umum Müdürlüğü'* The General Directorate of State Railways and Ports	*'Nafia Nezareti'* The Ministry of Public Works	Name changed A State Administration with an added budget
1939		*'Devlet Demiryolları ve Limanları İşletme Umum Müdürlüğü'* The General Directorate of State Railways and Ports	*'Münakalat Vakaleti'* The Ministry of Transportation	A State Administration with an added budget
1953, July 22	6186	*'Türkiye Cuhuriyeti Devlet Demiryolları İşletmesi - TCDD'* The Turkish State Railways	The Ministry of Transportation	turned into a Economic State Formation
1984, June 8	No.233 KHK	Together with affiliated partnerships TÜLOMSAŞ, TÜDEMSAŞ AND TÜVASAŞ		turned into a Public Economic Organization
2013, April 24	6461			turned into again a Economic State Formation

3.1.5 The HSR Period (2003 – today)

Though trains belong to history, they continue to hold promise for the future as Wolmar says (Wolmar 2009, p.334 as cited in Bhatawadekar, 2021). The demand for safe, punctual, shorter and more comfortable transportation that have become prominent in the world has accelerated the development of transportation in recent years, and the necessity of implementing policies that prioritize the human factor and minimize the harm to the environment has emerged. This transformation in the world has revealed the necessity of transformation in Türkiye as well. At the beginning, works on upgrading existing conventional railway lines, substructures

and superstructures to increase the speed had started. Later, it was seen that new high-speed railway lines were needed because of narrow curves, the unsuitable character of the conventional railway lines for higher speeds, train accidents occurred, etc. (10th Development Plan, 2014-2018).

Another main policy is about the liberalization of the railway sector, reconstruction of the legal status of the institution and so the separation of it into two as the infrastructure and train operation with the introduction of the private sector in the railway sector. In this context, railways have been divided into two as infrastructure and transportation. Thus, the private sector has been given the opportunity to do rail transport. Law No. 6461 on the Liberalization of Railway Transport in Türkiye, enabling domestic and foreign operators for operating their trains, accepted on 24 April 2013 (UAB, 2018).

High-speed railway construction came forward for some political, economic and environmental reasons. It is realized one more time that railway transportation is an advantageous and sustainable way of transportation despite others. So, there has been an effort to make it widespread with the potentials of the day's technology. In this way, it is also aimed to increase the market share of the railway transportation system. Technological developments in railway transportation have made countries closer. It is aimed to create an uninterrupted railway network between countries and even continents specifically for Europe and Asia with the integration of Türkiye's railways (UAB, 2018).

In Türkiye, high-speed railway policy has been on agenda since 2003. Today, two high-speed railway lines are in service: the Ankara - İstanbul HSR line, which reached Sivas in 2023, connecting two major cities of the country; and the Polatlı – Konya HSR line, which reached Karaman in 2022. (Figure 3.6) High-speed trains were started to be used firstly between Ankara and Eskişehir. The line opened on 13 March 2009; then, İstanbul - Eskişehir part was opened for service on 24 July 2014. The second high-speed railway line of Türkiye is constructed between Polatlı, the junction point with the Ankara – İstanbul HSR line, and Konya, and it

was opened on 24 August 2011. With these new HSR lines, intercity transportation developed, and the accessibility increased. This has led to an increase in the potential and mobility of daily or short-term tourism. Eskişehir is a city that has experienced such an increase firsthand.



Figure 3.6. HST railway lines in Türkiye in 2024[68]

Of course, these new HSR lines needed their new stations because previous stations might probably become inappropriate for the current needs. New HST stations might be classified as big-scaled ones, built-in big cities such as Ankara and Konya, etc.; and small-scaled ones, build as substations on the lines located mostly out of the town. According to a survey, the fact that the railway station is located in the city center is 90% preferred (UAB, 2018). This situation is especially valid for HST station location preference in metropolitan areas. On the contrary, the location

68 https://tr.wikipedia.org/wiki/T%C3%BCrkiye%27de_y%C3%BCksek_h%C4%B1zl%C4%B1_demiryolu#/media/Dosya:YHT_Service.png

preference for HST stations for small cities is them to be out of town because of the reason that the new HSR lines flowing apart from the conventional railway lines and only converging at some points because of technological infrastructure issues. Efforts to expand HSR networks and spread them throughout the country continue. As a result, the question arises that what is set for the future of railway heritage especially for old stations?

The first small-scaled HST station was built up for Polatlı. Other small-scaled o-ones are: Eryaman, Bozüyük, Bilecik (Figure 3.7), Arifiye (Figure 3.8) stations. At Polatlı HST station there are two passenger platforms on the north and the south of the railway lines on the upper level connected below ground via an underpass. Unlike Polatlı HST station, Bozüyük and Bilecik HST stations have bridges above.



Figure 3.7. The Bilecik HST Station constructed out of the city center[69]

[69] https://www.tcdd.gov.tr/projeler/bilecik-yht-gari



Figure 3.8. The Arifiye HST Station constructed at the existing station area in the city center (Author, 2018)

Although new Ankara, and Eskişehir (just new HST platforms connected with the existing station via an underground) stations were built near old ones; the new Konya Selçuklu HST station area is located somewhere else above the old one towards Ankara in Konya.

Ankara station area was once formed by three main buildings, which are the station building, the casino, and the TCDD Headquarters building, and some additional complementary structures. After the collapse of the old station which was insufficient for the developing new capital, Ankara station building, and station casino, designed by architect Şekip Akalın, was built between 1935-1937. The station building is an example of a 'one-sided station' type that extends along the railway line and reflects the formal features of its period (Aslanoğlu, 2005).

With the arrival of HSR system in Ankara, a need to build a new high-speed train station came forth. Ankara Train Station (Ankara Tren Garı - ATG) (Figure 3.9) is the first constructed big-scaled HST station in Türkiye. On the south of the railway lines opposite to the existing Ankara Train Station, the new Ankara High-Speed

Train Station (ATG) was built and has been in service since October 29, 2016. It has about 70 ha project area. It was built with a build-operate-transfer model for the first time in Türkiye (T.C. Ulaştırma ve Altyapı Bakanlığı, 2018).

The other big-scaled sample was constructed in Konya. The new HST station of Konya (Figure 3.10) was constructed about 4 km north of the existing train station, the place known as Buğday Pazarı. It has about 30 ha of the construction area. (UAB, 2018). Both these new big-scaled HST stations are designed similarly in the way accepting trains inside the buildings. It may be said that these big-scaled or small-scaled new HST stations reflect similar architectural features and approaches of their period, whether they are moot, with the features such as transparency on facades with glass, the connection of both sides of railway lines via bridges and underpasses, and curvilinear façade and canopy organizations, etc.



Figure 3.9. The Ankara High-speed Train Station (ATG)[70]

[70] https://www.tcdd.gov.tr/projeler/ankara-yht-gari



Figure 3.10. The Konya Selçuklu HST Station (Notlacanian, 23 July 2022) [71]

Another transportation policy that causes changes in the station areas where freight transport services have also been provided is to move the freight stations within the city center to a preferable area with efficient road and maritime transport connections as well as in European countries, capable of responding to freight logistics needs, close to the Organized Industrial Zones and with high load potential (UAB, 2018).

3.2 Understanding the Railway Character of Eskişehir in City Scale

Each town is unique in the way the physical, historical, social and cultural quality it has. Eskişehir is one of the cities of the Central Anatolia on the west of the capital city Ankara. In 1993, it became a metropolitan municipality with two central

[71] Retrieved from https://tr.wikipedia.org/wiki/Sel%C3%A7uklu_Y%C3%BCksek_H%C4%B1zl%C4%B1_Tren_Gar%C4%B1#/media/Dosya:Sel%C3%A7uklu_YHT_station_(Sel%C3%A7uklu_YHT_Gar%C4%B1).jpg on 18.05.2024.

municipalities named Odunpazarı – widely known for its historic Ottoman urban settlement – and Tepebaşı.

Although Eskişehir is an inland city, it is connected to many different centers on different directions by roads and railway lines as an advantage of its position as a junction point within the country geography. The strategic importance of Eskişehir increased with the arrival of the railway to the city (Efe, 1998). Since then, it has been a significant node especially between the east and the west direction of the country.

There are two train stations in the city center: Eskişehir HST Station and Enveriye Station which is out of use now. The conventional railway lines going towards İzmir over Kütahya, Balıkesir and Manisa and towards Denizli over Kütahya and Afyon and the route from İstanbul to Ankara settle as 'Y' shape on the huge railway lot 25431/1 (formerly 980/17 and changed in 2022[72]), which mainly constitutes the study area.

Another important well-known geographical characteristic of Eskişehir is 'Porsuk Stream', that lay on the west – east direction in the middle of the city. One expression used for Eskişehir is *'the city stream flowing through'*, attracting people for tourism. The railway line and Porsuk Stream are two important factors that divide the city into two and determine the identity of the city in the spatial formation (Güler & Tutal, 2015, p.300). Railway's orientation fits with the topography of Porsuk Stream, remaining south of the line, on the east-west direction. The city is also known for its thermal water resources that constitute an important potential for tourism for the city.

Eskişehir is one of the cities with high economic development potential with its well-established industrial structure, rich underground resources and very convenient agricultural lands, as well as ease of transportation. Cultural diversity is

[72] According to verbal information obtained from the land registry office employee.

another significant feature of the city. The city has a multicultural character as a result of migrations from Balkans, Caucasus, and Crimes as well as internal migrations and extensive student population coming from all over the country. It is home to three state universities, which give a *'student city'* character to it: Anadolu University, Eskişehir Osmangazi University and Eskişehir Technical University. They strengthen the higher-educational and academic character of the town. The city also offers rich cultural activities to people.

It is known that Eskişehir and its environs have been hosting many different cultures for thousands of years as the name suggests. It was the gateway of central Anatolia to Marmara and Aegean regions throughout the history. The biggest advantage of Eskişehir was that it was built on the Trade and Army Roads used since the early ages and has a fertile plain (Efe, 1998, p.13). Before the industrialization and urbanization of the town it had had an agricultural economy (Figure 3.11). The arrival of the railways assisted the development of the city in trade of especially local products such as agricultural products, and craft raw materials and products (Erkan, 2012).

As Santiago Calatrava said, "[a] railway station is something that can generate a city." (Rice, 2015) The modern history of the city starts with the arrival of the railway to the city in 1892 with the construction of the Anatolian Railway Line (Özkut, 2017, p.38). It has been a railway city from then on. The fact that the railroad reaches Eskişehir and Eskişehir to new cities increases the spatial dynamism of the city. Towns adapt their development to existing parameters such as landscape, contours, the rivers, heritage sites, and historic settlement patterns (Priemus, Bruinsma et al. ed., 2008). In the case of Eskişehir, the city flows down from the historic center on the south towards the north to the newly added railway station and its compliment - the traction workshop (Erkan, 2012).

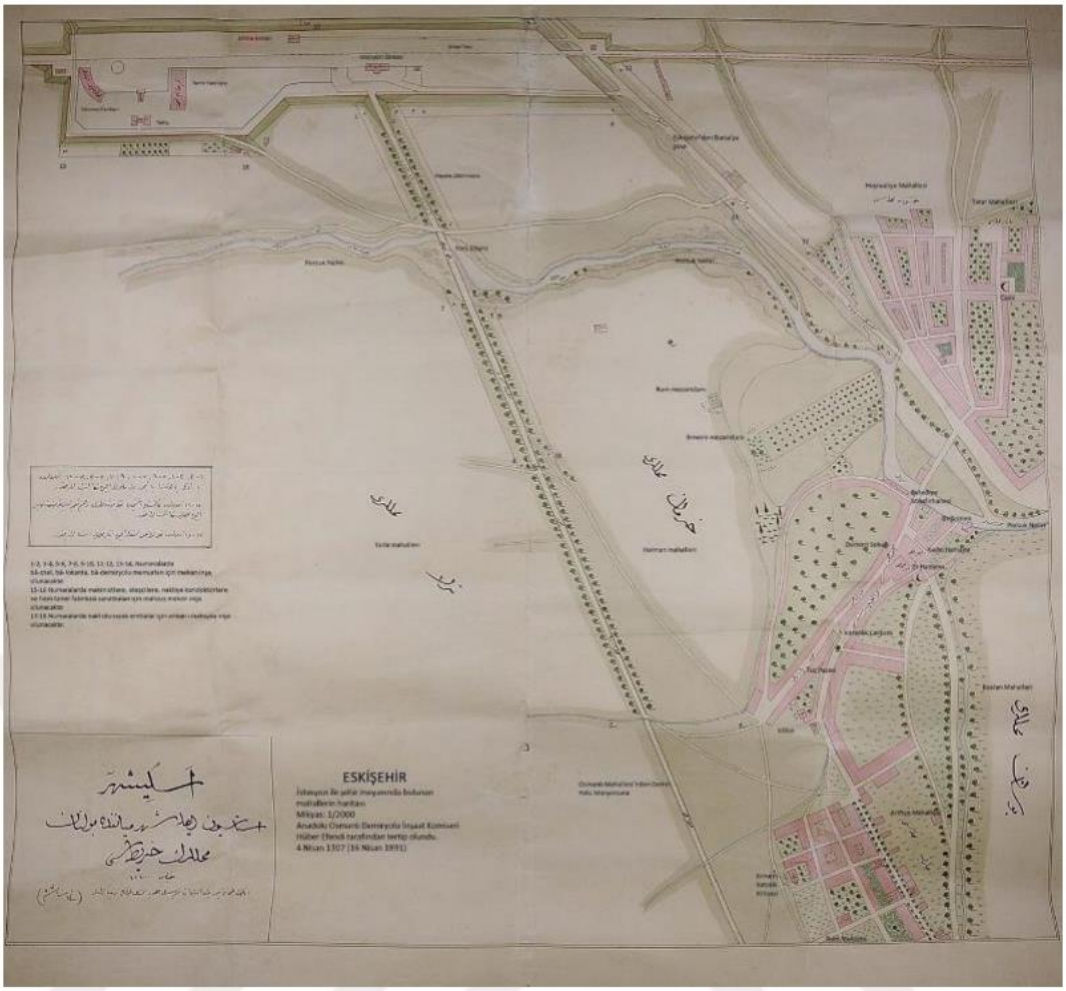


Figure 3.11. Urban plan drawn by Anatolian – Ottoman Railway Construction Commissioner Major von Huber in 1891 (Eskişehir Municipality Archive as cited in Tülce Uman, 2021)

In the yearbook dated H.1312 (M.1894/1895), it is stated that there were 4 flour factories, a station, a wagon repair factory, a locomotive warehouse and a warehouse for wagons in Eskişehir (Albek, 1991 as cited in Kılıç, 1997).

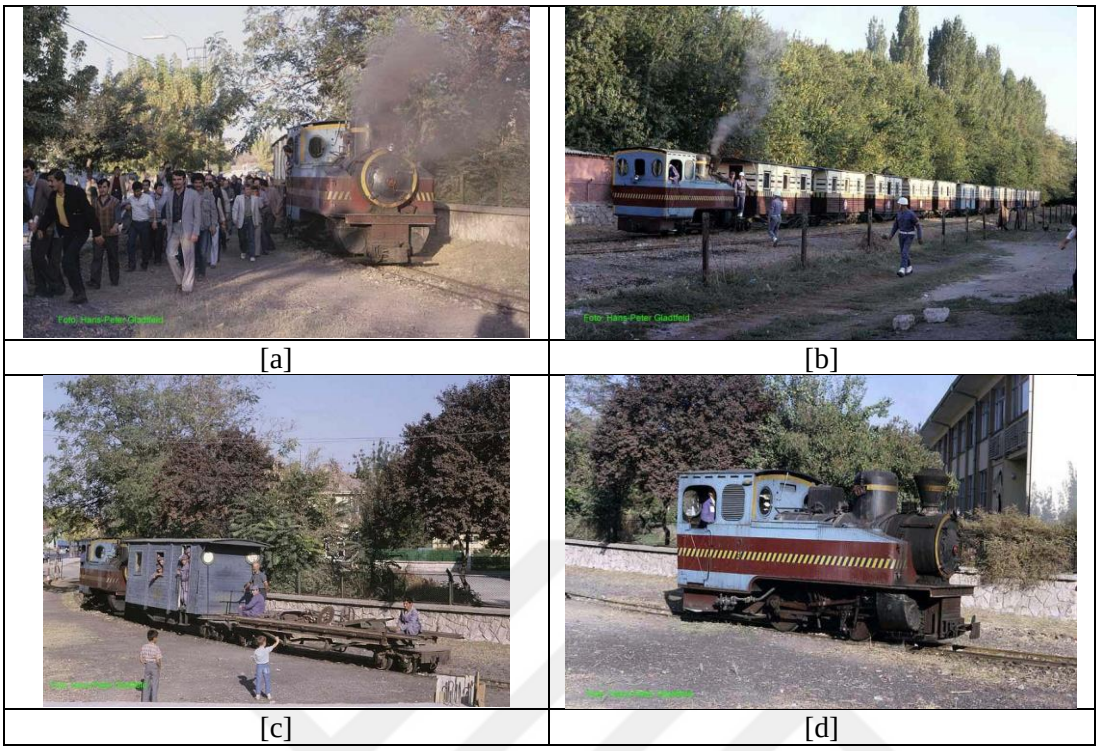
Since its introduction in 1892, the city has continued its distinction as a railroad city by means of a 'Dekovil' narrow-gauge line, a tram transportation and a high-speed railway both in the intercity and in the city (Table 3.2).

Table 3.2 Railway transportation in Eskişehir (Author, 2019)

	Year	**Name**
1	1892	Anadolu Railway Line
2	1928	*Dekovil*
3	December, 2004	ESTRAM
4	March, 2009	HSR

The city became acquainted with Dekovil (Figure 3.12), narrow-gauge railway with 600 mm in width, through the aircraft factory in 1928. The Dekovil, which transported the factory's military and civilian personnel from the city center to the factory with 4 locomotives and 20 wagons, was decommissioned in 1988 and eventually rails were dismantled. In 2000, two of locomotives and 14 wagons were granted to Eskişehir Osmangazi University in order to be used as ring service in the campus. It is not used anymore. One other locomotive was granted to Rahmi Koç Museum in 2008. That locomotive carries museum visitors on a 673 meters line between Hasköy and Sütlüce. The last locomotive is in use in Eskişehir Sazova Science and Culture Park now.[73]

[73] http://kentvedemiryolu.com/eskisehir-dekovili/



[a] [b]

[c] [d]

Figure 3.12. Dekovil[74]

In his visit to Eskişehir in the year 1937, M. Kemal Atarürk said "Eskişehir should be an industrial city, and the chimneys that will smoke from here should raise Türkiye's economic life" (Gül, 2006). Expansive industrial establishments constructed by the Turkish state in the early Republican period such as the Sugar Factory, and the Sümerbank Print Factory and private brick, tile, flour, and wine factories together with the railway factory represented a way of living by transforming the routines and lifestyle of workers (Tülce Uman, 2021).

The first scale map of Eskişehir, *'Taksim-i Arazi'* (Land Sharing) (Figure 3.13) map was prepared in 1896, showing the railway facilities of the time. One highlight of the map is the new road that connects the station directly to Odunpazarı. There is not seen any settlement around this road. This one of most important main arteries

[74] Photos by Hans-Peter Gladfeld, retrieved on 10 December 2019 from http://kentvedemiryolu.com/eskisehir-dekovili/

of the city, M. Kemal Atatürk Street – concurrently created with the arrival of the railway to Eskişehir, connects the traditional texture of Odunpazarı with the Traction Workshop and the station building, which are located to the north of Porsuk Stream (Özkut, 2017, p.42). Later, many Rum shops opened around the station (Albek, 1991 as cited in Kılıç, 1997).

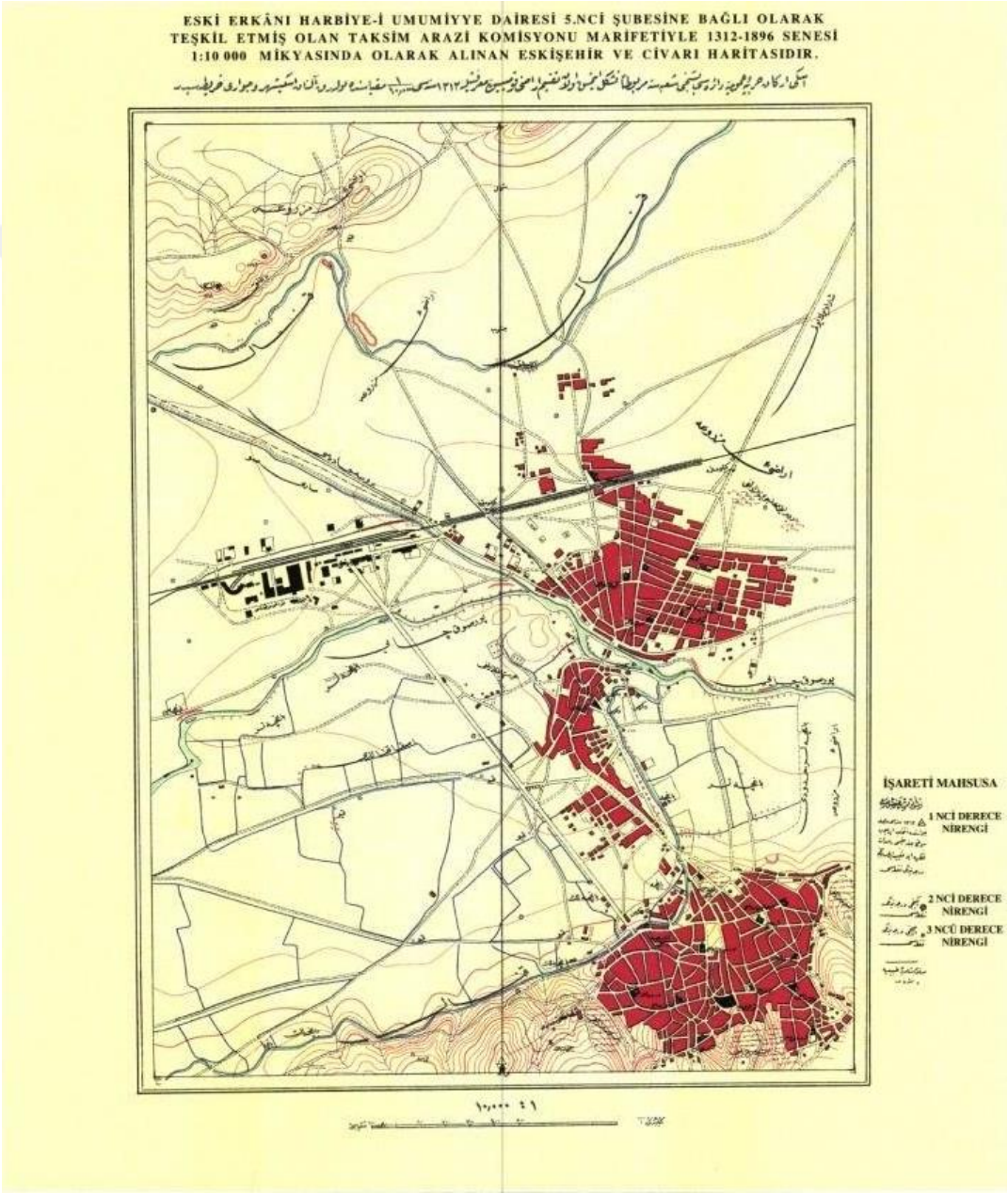


Figure 3.13. Taksim-i Arazi Haritası (Land Sharing Map), 1896 (Eskişehir Metropolitan Municipality)

The total population, which was 17212 according to 1885 yearbook, reached 59657 according to 1893 yearbook. The reason for the population increase was not only the arrival of the railway. The settlement of Rumeli and Crimean immigrants to the state-owned lands on the railway line also contributed to this (Efe, 1998, pp.76-77).

The settlement of immigrants around the station, railway line and Porsuk Stream also caused the city to expand towards north to the station (Güler & Tutal, 2015, p.300). Spatial growth towards north gained new momentum with the establishment of Anadolu University in 1958 (Figures 3.14 and 3.15) (Güler & Tutal, 2015).



Figure 3.14. Spatial use in Eskişehir city berween 1923-1950 (Ertin, 1994)



Figure 3.15. Spatial use in Eskişehir city berween 1950-1960 (Ertin, 1994)

In summary, two main periods that determine the urban character of the city can be mentioned. These are the pre-Republican historical texture consisting of Odunpazarı and Taşbaşı regions dominated by agricultural production and economy, and the modern fabric of the Republican period, which includes examples of industry, public and civil architecture (Özkut & Özaslan, 2009).

The station area is in a close relation to the factories area sharing the situation of remaining in the city center as a huge urban area. In the last quarter of the 20th century, brick and tile factories and workshops, which are now among the residential and commercial areas, moved from this region to the organized regions where they can carry out their services.[75] Additionally, the logistics center that was once at the station area was moved to Hasanbey Logistics Center.

Railways have different social aspects too. The first railway journal was published 'Demiryol' on March 1,1925. The first sports club of the railways 'Eskişehir

[75] https://www.arkitera.com/gorus/eski-sehrin-yeni-yuzu/

Demirspor' was established in Eskişehir Traction Workshop on August 30, 1930 (Yetkin, 2022).

3.3 Understanding the Eskişehir Railway Area (ERA)

3.3.1 Site Scale

In this study 'Eskişehir Railway Area (ERA)' is used to define the railway area and TÜRASAŞ (formerly TÜLOMSAŞ) factory area. The area was firstly surveyed cadastrally. The defined study area is mostly covered with 25431/1 lot (Figure 3.16 anf Figure 3.17). It is a very huge lot in the city center and consists edifices of both TCDD and TÜRASAŞ. There are some additional lots, extracted from 25431/1 later. The lot is registered on parcel scale with the decisions of Eskişehir Regional Conservation Council dated and numbered 20.11.1995/27, 14.08.2003/2479 and 21.02.2008/2533. Its large location in the city center and its large rent value cause urban pressures on the place.



Figure 3.16. Google view showing 25431/1 within the city[76]



Figure 3.17. Google view showing 25431/1,2,3,4,5,6,7,8,9 and 3884/1 and 2; 3886/1; 3887/1; 3915/1 in relation with 25431/1[77]

25431/2 and 25431/3 lots are on the east edge of the studied parcel 25431/1. 25431/2 is the parcel where Ulus Monument and Square (Figure 3.18 and Figure 3.20) exist and 25431/3 is the parcel where old conventional railway lines settled previously and later taken underground with the HST implementations. 25431/3 is described as railway land on the TKGM parcel inquiry website. There is a public park (Figure 3.20) now in which old railway line indicated as a reminder of memory on this lot. 25431/4 is located within the borders of 25431/1 and consists of the PTT building (Figure 3.19). Parcel 25431/5 is a long, narrow parcel on the edge of the park on the station street, right across from the train station. Parcels 25431/6, 7, 8, 9 are located on the edge of M. Kemal Atatürk Street, at the corner where the registered TCDD Training Center Directorate (R-05) and the registered lodging (R-12) come together (Figure 3.18).

[76] https://parselsorgu.tkgm.gov.tr/#ara/cografi/39.774217836127015/30.492210388183597 retrieved on 01.04.2024.
[77] https://parselsorgu.tkgm.gov.tr/#ara/cografi/39.779280150340036/30.492687821388248



Figure 3.18. Google view showing 25431/2, 3, 4, 5, 6, 7, 8, 9 in relation with 25431/1[78]



Figure 3.19. The PTT building on 25431/4, parking entrance on the right and Gar Wedding Hall on the left (Author, 2024)

[78] https://parselsorgu.tkgm.gov.tr/#ara/cografi/39.774217836127015/30.492210388183597 retrieved on 01.04.2024.



Figure 3.20. Photos of 25431/2 and 3, from left to right: the Ulus Monument and Square and Hatboyu Park (Author, 2019)

A small part of 3884/ parcel, a big part of 3884/2 and 3886/1 parcels and 3887/1 parcel are some parcels that were extracted from 2543/1 main parcel. These are located on the North and referred to as TCDD nursery in the sources. (Figure 3.21)



Figure 3.21. Google view showing 3884/1 and 2; 3886/1; 3887/1; 3915/1 in relation with 25431/1[79]

[79] https://parselsorgu.tkgm.gov.tr/#ara/cografi/39.78028459111374/30.5035936832428

The block numbered 24684 (Figure 3.22) facing Kütahya Street in Ertuğrulgazi District, located on the west adjacent to the study area across the Enveriye Train Station, is designated as park function in the development plan. Although it was defined once as a Special Project Area in the 1/5000 scale Master Development Plan with the decision 365/13.07.2021 of Eskişehir Metropolitan Municipality, it was canceled by court decision and returned to park function again on 25.02.2022. On this block there are some residential apartment buildings.[80]



Figure 3.22. Block numbered 24684 designated as park across the Enveriye Station (TKGM website, 2024)

[80] Explanation and Justification Report regarding the amendment of the 1/5000 scale Master Development Plan Prepared in Tepebaşı District, Ertuğrulgazi District, 2117 Island and its Surroundings by Polat Sökman, senior architect city plan doctor.

ERA is located at the intersection of Hoşnudiye and Ertuğrulgazi districts within the boundaries of Tepebaşı Municipality, and Osmangazi district within the boundaries of Odunpazarı Municipality. The railway line goes on the east-west direction in the city center. In other words, ERA is a large urban part bordered by the railway line on the north and Porsuk Stream on the south and located at the intersection of three neighborhoods (Figure 3.23).



Figure 3.23. Eskişehir Railway Area (ERA) in districts (Author, 2019)

25431/1 is a very large lot with a multi-sided amorphous shape in the city center. Especially the factory part of the area is an enclosed area, isolated from its surroundings. With the introduction of HSR, the closeness of that area was strengthened due to increased security measures. It is surrounded by Porsuk Stream on the south and brick and tile factories zone on the northeast. The buildings in the area are lined up along the line, mostly to the southeast of the railway line. There is a very large open area to the northwest of the area both on the north and the south of the railway lines. (Figure 3.24)

Railway is divided into two main branches making a ‘Y’ shape on the west side (Figure 3.24). One of them goes from İstanbul towards Ankara, now mostly used by high-speed trains, and the second one reaches Kütahya, Balıkesir, Manisa, İzmir, Afyon and Denizli via main line or regional line trains on conventional railway lines.

The lot hosts two station buildings. One is the main station on the east side, the other one is the Enveriye Station on the west. The Enveriye Station had been used by conventional trains which were going to Kütahya, Afyon, Denizli, Balıkesir and İzmir. The locomotives of the expresses coming from the south direction change from diesel to electric, whereas those from Istanbul direction change their locomotives from electric to diesel at this station. Due to the opening of the Ankara-İstanbul HSR in 2014, it is no longer possible to operate conventional trains on the Istanbul-Konya route. Thus, the station is no longer in use by trains. There are just several officers working in the building. Access to Enveriye Station is on foot and by car via a level crossing. There are two platforms serving two lines.

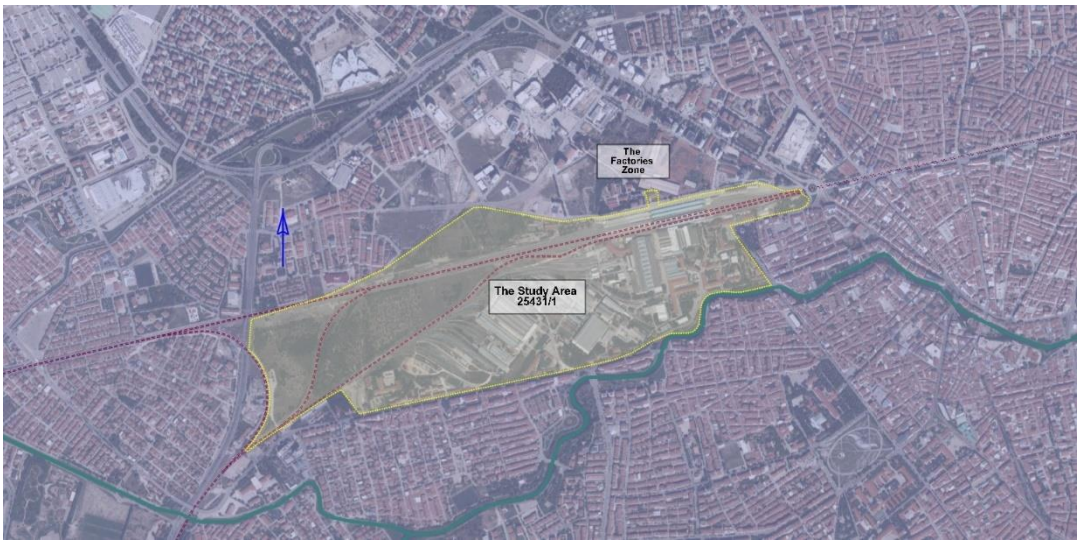


Figure 3.24. The Study Area: Eskişehir Railway Area (ERA) (In order to map collected data from various sources, the web application named 'HGM Küre', produced by the General Directorate of Mapping, was used, 2024)

Station layout is a set of built and open areas with operational infrastructure (stations and platforms; administrative units; railway lines; production, maintenance, and storage facilities in the factory area) and non-operational uses such as housings, schools, clubs, hospital, guesthouse, social facilities, parking, parks, idle buildings, and open areas, etc. (Figure 3.25).



Figure 3.25. Aerial photo showing TCDD and TÜRASAŞ technical landscape[81]

[81] Retrieved from the Eskişehir Governorship website in 2013. Not currently available online. It is currently no longer available online.

Before the integration of HSR at ERA and before logistics operations were moved to the newly constructed Hasanbey Logistics Center in the east of the city, as seen in Figure 3.26 and Figure 3.27, there were numerous railway lines. With the integration, these conventional railway lines were dismantled and instead 10 new high-speed railway lines and 4 new platforms constructed with the changing needs of time and society (Figure 3.28).

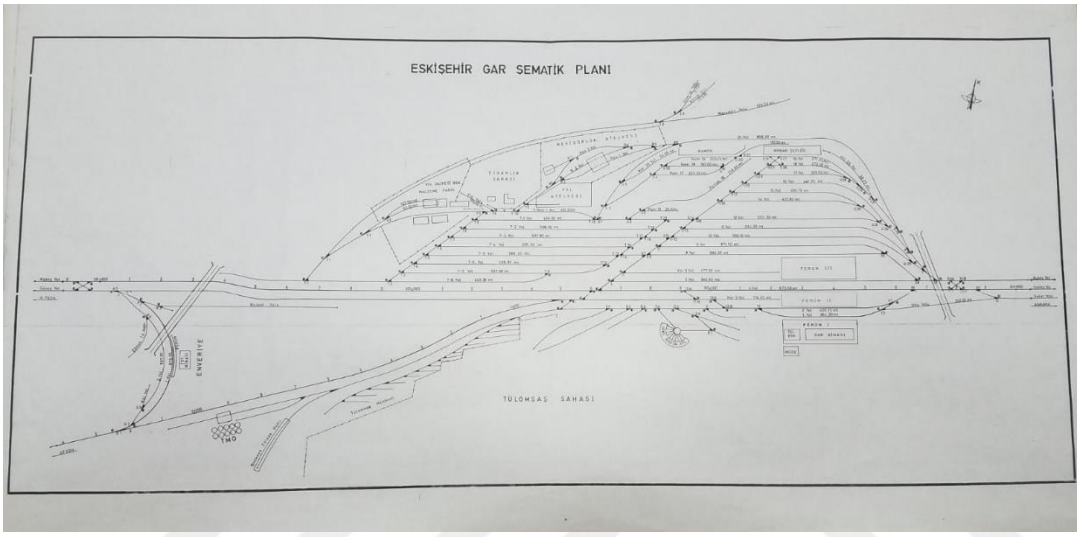


Figure 3.26. Eskişehir Station Schemetic Plan representing old conventional lines (TCDD Archieve, 2018)



Figure 3.27. The station area before HSR implementations

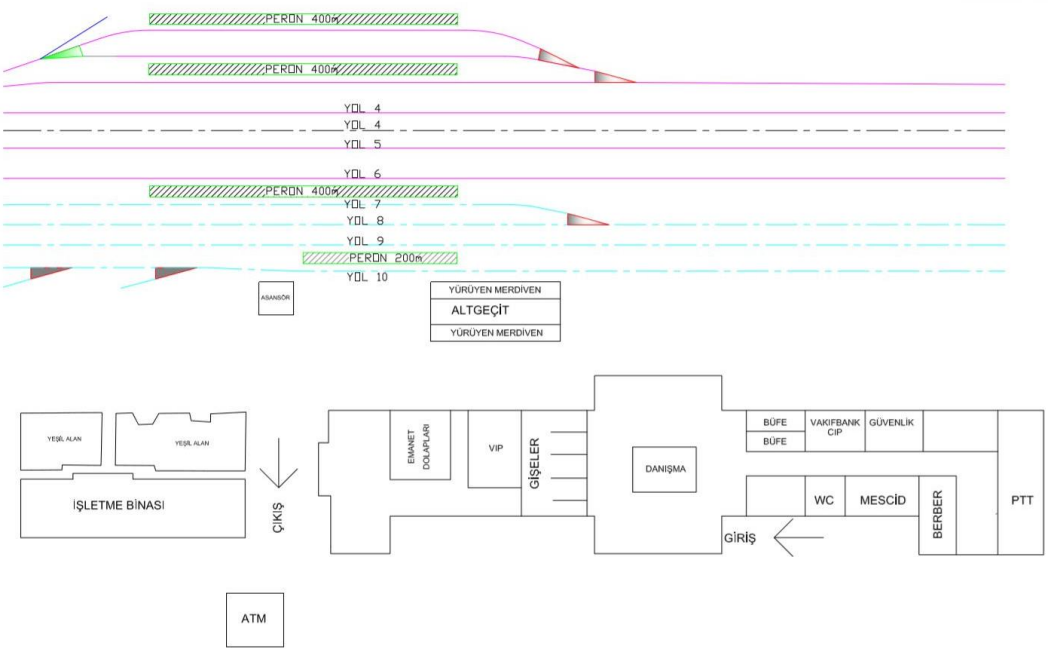


Figure 3.28. Eskişehir Station Layout Plan after YHT integration (TCDD Archive, 2018)

In 2010, the conservation area was identified by the Eskişehir Regional Conservation Council of Cultural Heritage (date: 24.09.2010, no. 4469-4470). With the decision of Eskişehir 1st Administrative Court (date: 14.09.2011, no. K: 2011/1378), the decision of cancellation of the transaction was decided. The Eskişehir Regional Council of Conservation of Cultural Heritage decided to comply with the court decision (date: 25.112011, no. 163 and 189) and appealed the case decision. In 2019, the boundaries of the conservation area were revised by the Eskişehir Regional Conservation Council of Cultural Heritage (date: 24.10.2019, no. 8095). The conservation site boundaries do not cover the entire 24531/1 parsel but covers mainly the built-up area of the ERA (Figure 3.29).

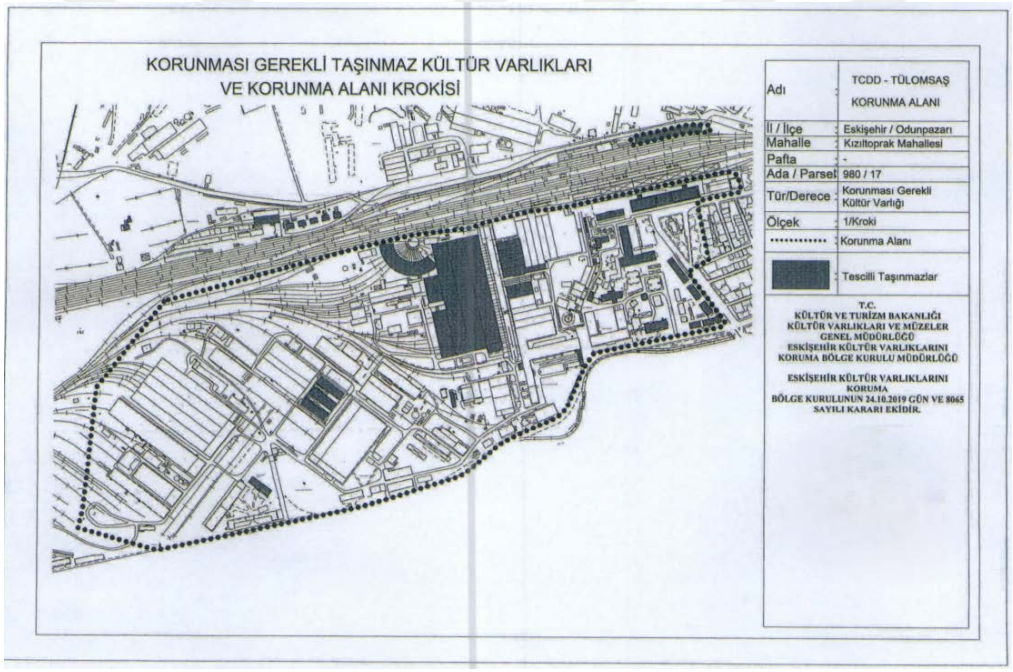


Figure 3.29. The boundaries of the conservation area designated by the Eskişehir Regional Conservation Council of Cultural Heritage[82]

[82] https://korumakurullari.ktb.gov.tr/Eklenti/69054,skisehir-ilitepebasihosnudiye-mah-odunpazariosmangazi-m-.pdf?0

While previously, it was necessary to obtain permission from the conservation council before any construction or physical intervention on the parcel, due to the presence of registered buildings on the area where no conservation boundary was determined, with the determined conservation area boundary, this situation turned into the necessity of obtaining permission only within the conservation area border, instead of obtaining permission for the entire parcel (EKVKBK, date:02.11.2020 no. E-42244183-641.04-821948).

TÜRASAŞ objected on the grounds that the decision to register almost the entire TCDD-TÜRASAŞ area as a protected area and not to carry out any physical and construction applications without permission from the council would unnecessarily restrict the field of activity of the TÜRASAŞ company and create a situation that would prevent usage rights holders from benefiting from the real estate and exercising their property rights. Due to the council decision indicating the conservation area, the functionality of the company, which has to make and complete its investments annually in accordance with the legislation, may be disrupted when the approval procedure of the investment budget by the relevant institutions and the procedures of the tender legislation are added, as well as the permission procedure to be given by the Conservation Council.[83]

TÜRASAŞ's opinion and suggestion was that the conservation areas of industrial buildings registered as monuments within the factory area should be limited to themselves only and that their surroundings should not be included.[84]

It is observed that the number of high-rise, prestigious buildings has increased with mixed (residential + commercial), office, hotel, hospital, public functions since the 2000s in the 'Factories Conservation Area', of which boundaries shrink, on the north of the ESA (Figure 3.30).

[83] Tülomsaş's petition for stay of execution dated 19.12.2019.
[84] Institutional opinion letter of TÜLOMSAŞ numbered E.3195 dated 26.05.2019.

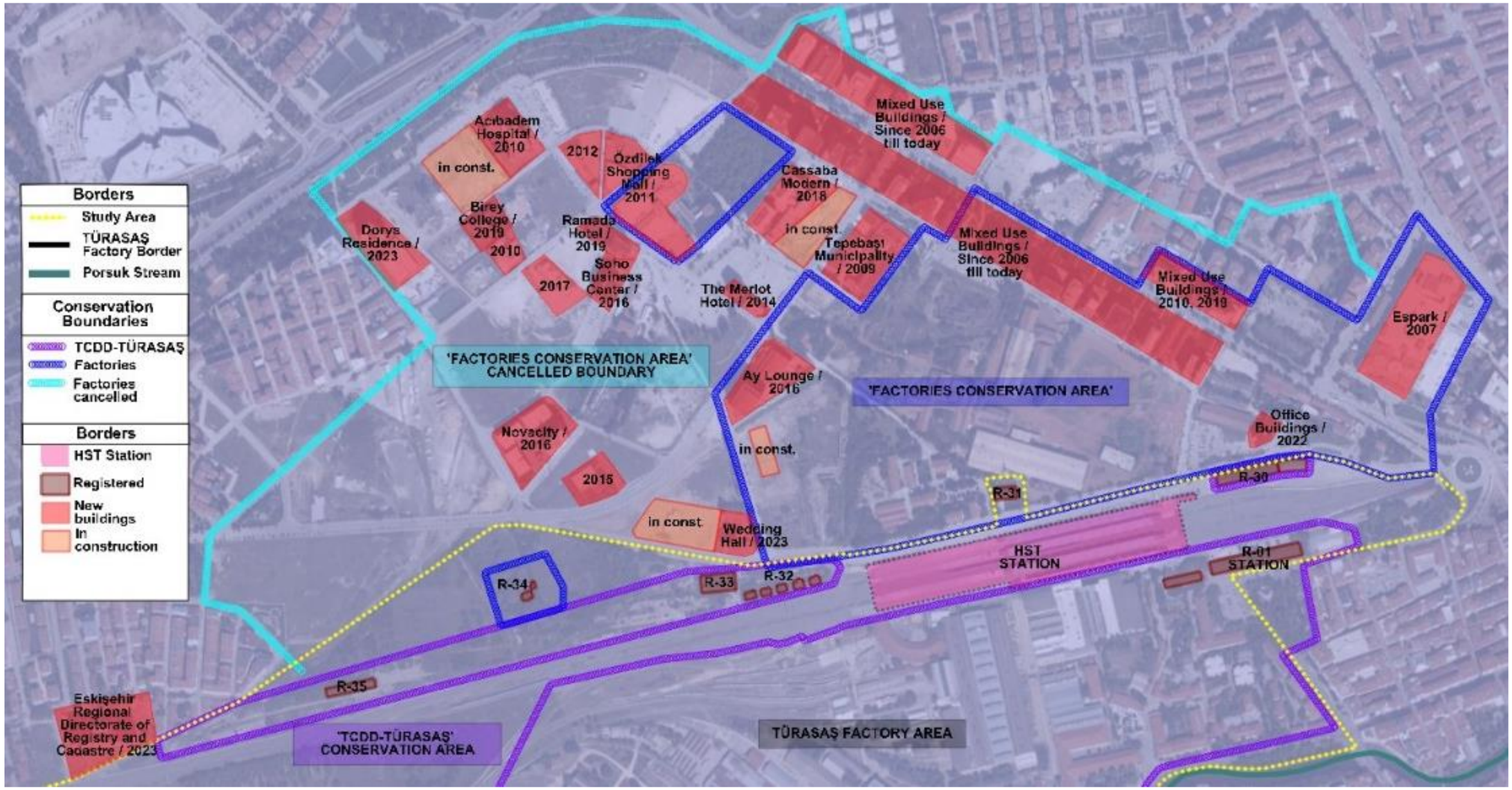


Figure 3.30. Urban pressure on the north (Author, 2024)

Zones:

In order to better understand the study area, it was divided into five main zones, taking into account the physical environmental characteristics, such as built-up and open areas and functions (Figure 3.33). Sub-zones have been determined within these main zones regarding functional characteristics (Figure 3.34).

The guard towers in the area attract attention. There are a total of 7 guard towers (Figure 3.31), 6 in the Zone-2 and 1 in the Zone-5 in the area as observation points for security concerns. With the developing technology they have been replaced by security cameras over the site and mostly become out of use.



Figure 3.31. Idle guard tower in TCDD Poplar Grove area and TÜRASAŞ factory area (Author, 2019)



Figure 3.32. TCDD Poplar Grove below the railway lines on the west of the study area Zone-4 (Author, 2019)

Perimeters-Streets-Borders-Entrances:

When the perimeters, borders, roads, access, and entrance points were examined, it is seen that ERA is surrounded by streets (Figure 3.34). It is defined by Behiç Erkin Street on the north, Ahmet Kanatlı and Basın Şehitleri Street on the south, Furkan Street on the west, and İstasyon Street on the east. There are both vehicular and pedestrian entrances to the site. The only street that passes through the area and can be used by the general public is Demirsoy Street.

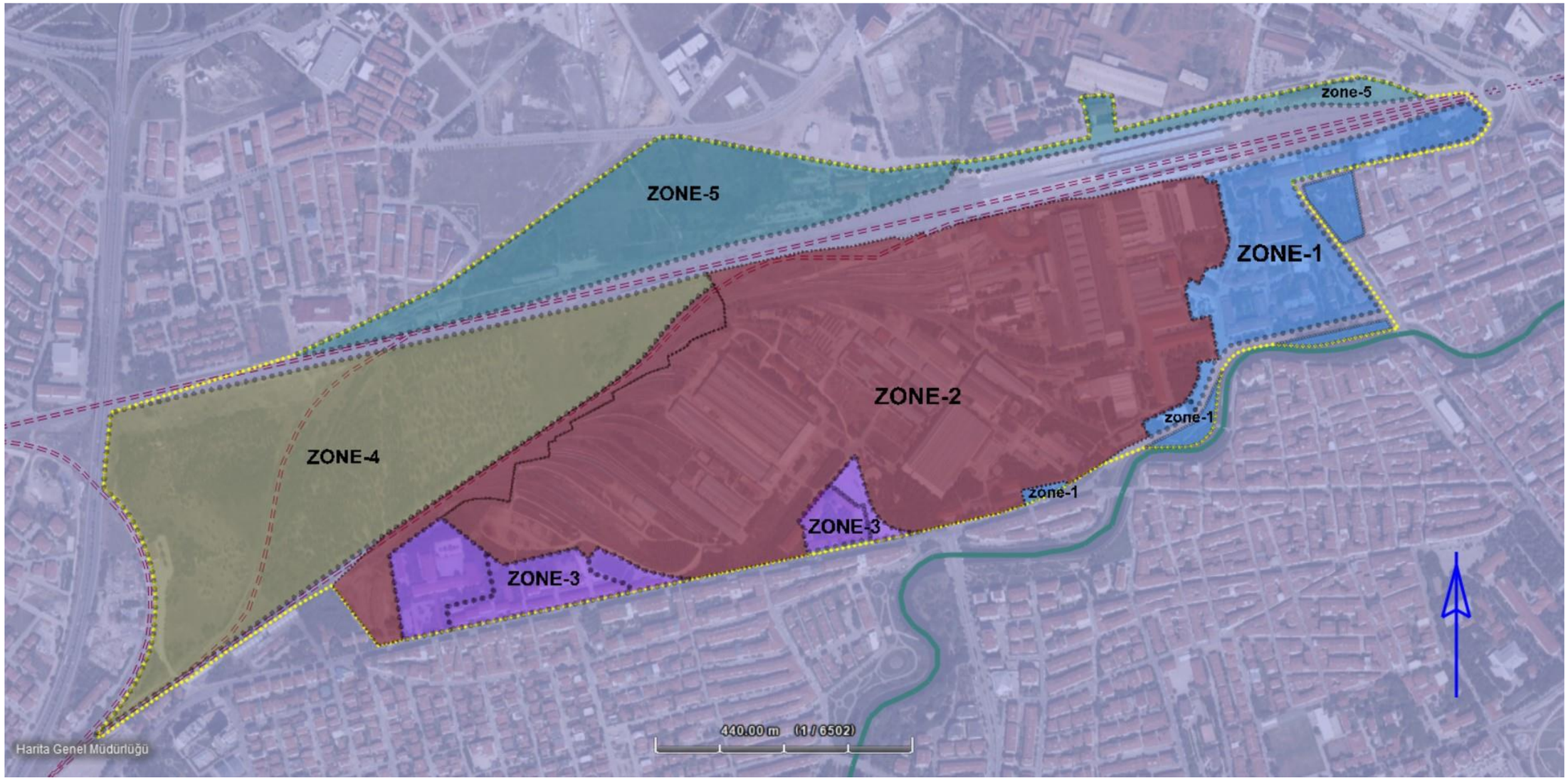


Figure 3.33. Main zoning in five zones – Current situation (Author, 2024)

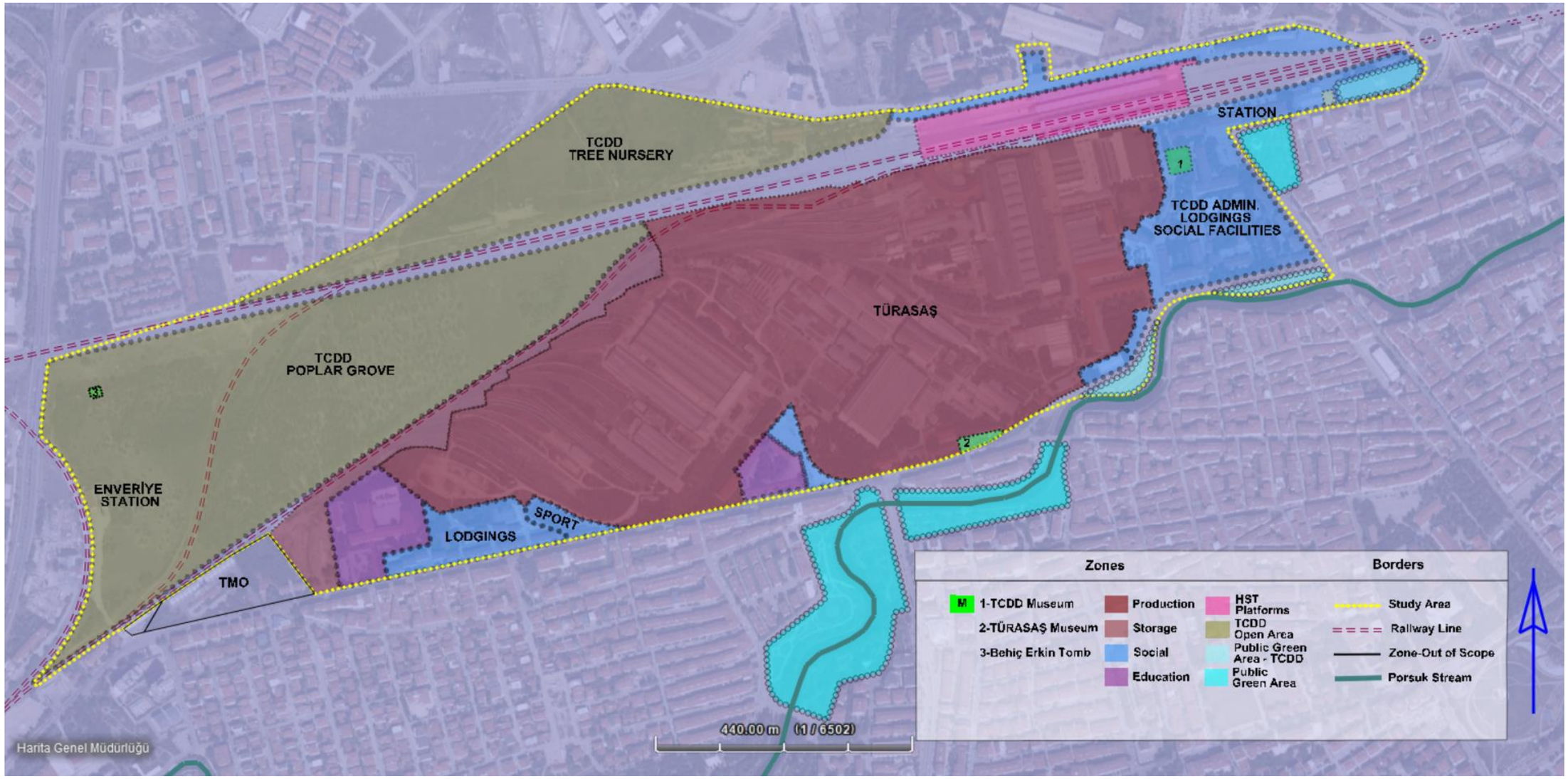


Figure 3.34. Functional zoning - Current situation (Author, 2024)

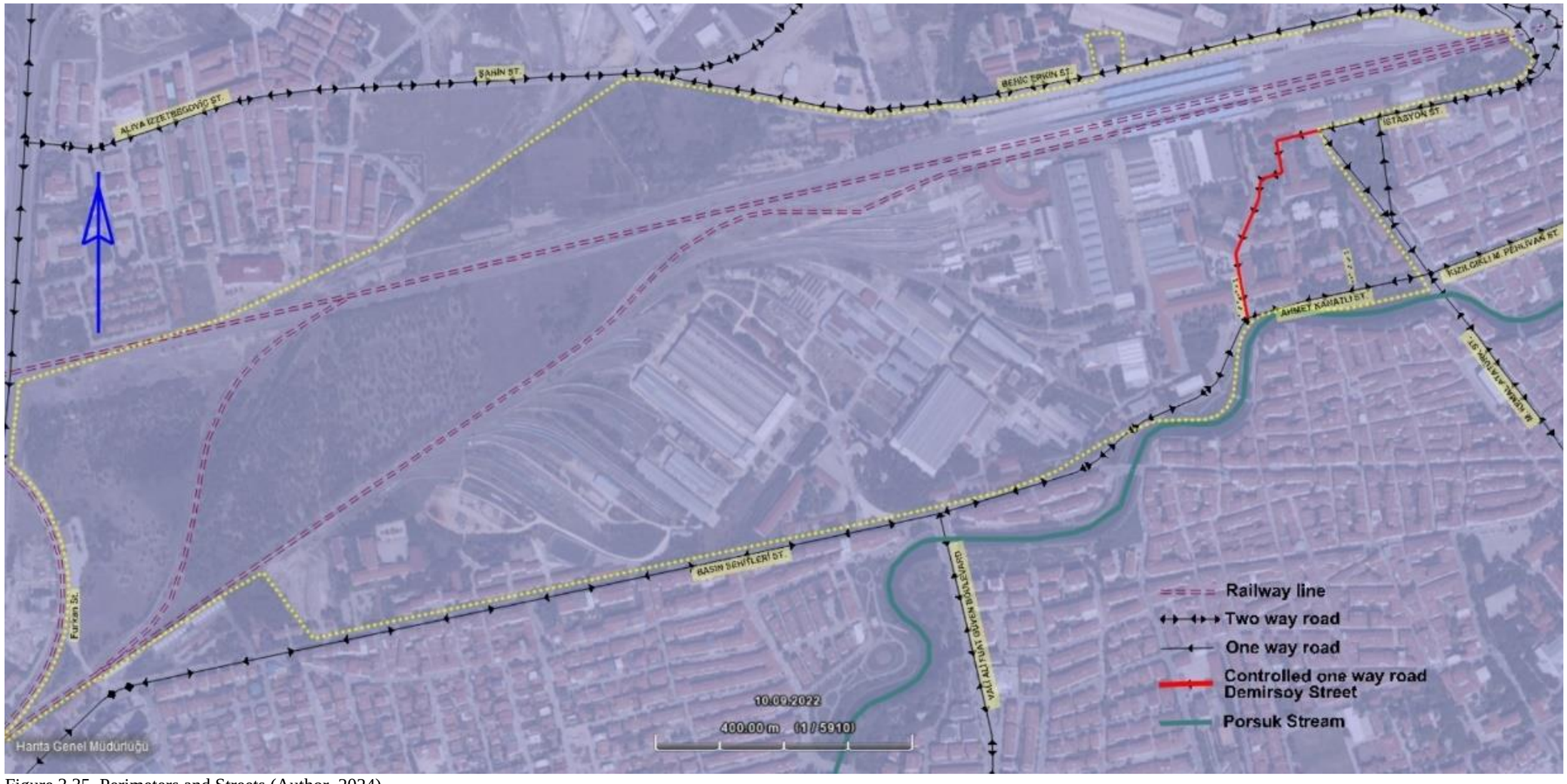


Figure 3.35. Perimeters and Streets (Author, 2024)

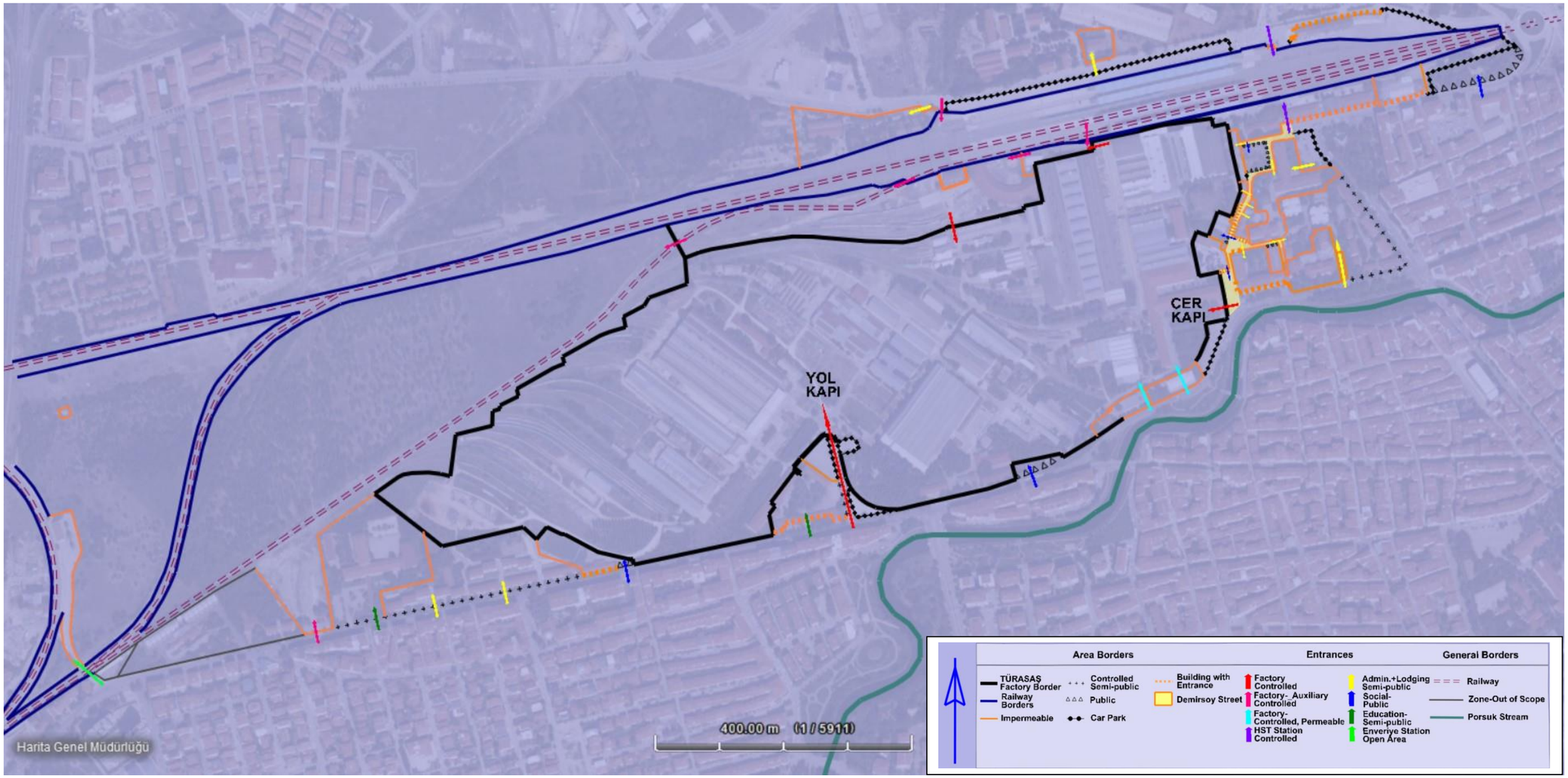


Figure 3.36. Borders – Current situation (Author, 2024)

Street perceptions:

The area is best perceived through the streets surrounding it. Therefore, the transfer of physical existence has been tried to be made through these perceptions on each street. Detailed information about some of the buildings in the area, especially those that have lost their functions and those that can be used in interpretation themes, was tried to be conveyed through building survey sheets.

Along İstasyon Street on the east, there are Eskişehir Train Station Building, Gar Wedding Hall, the PTT building and a tea garden (Figure 3.37). There also exists a green park area with a tea garden function at the intersection of İstasyon and M. Kemal Atatürk Streets.

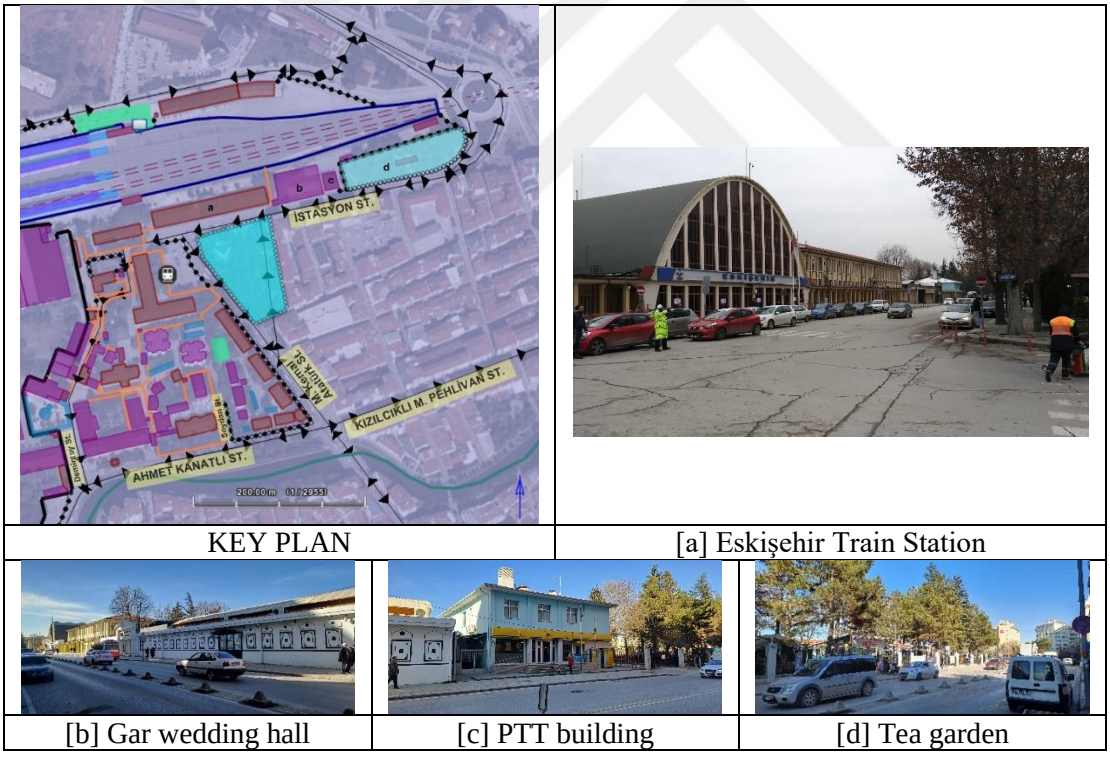


Figure 3.37. İstasyon Street (Author, 2024)

There are four lodgings along the M. Kemal Atatürk Street on the east, which can be defined as Lodging Area-1 (Figure 3.38). These lodging buildings belong to 1923 – 1935 and 1935 – 1950 periods (Tülce Uman, 2021)



Figure 3.38. M. Kemal Atatürk Street; Lodging Area-1 (Author, 2024)

TÜRASAŞ has two main security-controlled entrances, which are ‘Yol Kapı’ and ‘Cer Kapı’. ‘Cer Kapı’ is on Ahmet Kanatlı St. on the east next to the hospital (Figure 3.25 d,e).



KEY PLAN



[a] Porsuk Stream, *Cer Kapı*



[b] Hospital



[c] Lodgings



[d] *'Cer Kapı'*, clock tower and car-bike park from west (Author, 2019)



[e] *'Cer Kapı'* from east in front of the hospital (Author, 2019)



[f] Planning and Purchasing Supply Dept



[g] Health and Social Affairs Department



[h] View from park towards clock tower

Figure 3.39. Ahmet Kanatlı Street (Author, 2024)

Between lodging area-1 and the hospital, built in 1934 (Tülce Uman, 2021), there exists Soydan Street, which is reached from the Ahmet Kanatlı Street on the south (Figure 3.40 and Figure 3.41).

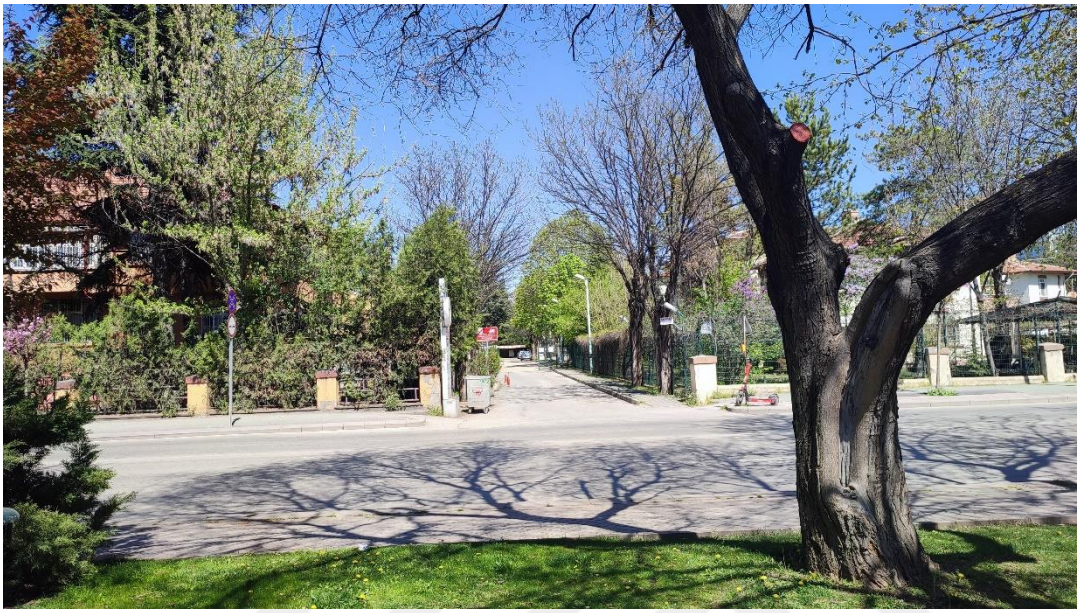


Figure 3.40. Soydan Street reached from Ahmet Kanatlı Street in between registered hospital building and lodging area-1 (Author, 2024)



Figure 3.41. Soydan Street, the gate of lodging area-1 (Author, 2019)

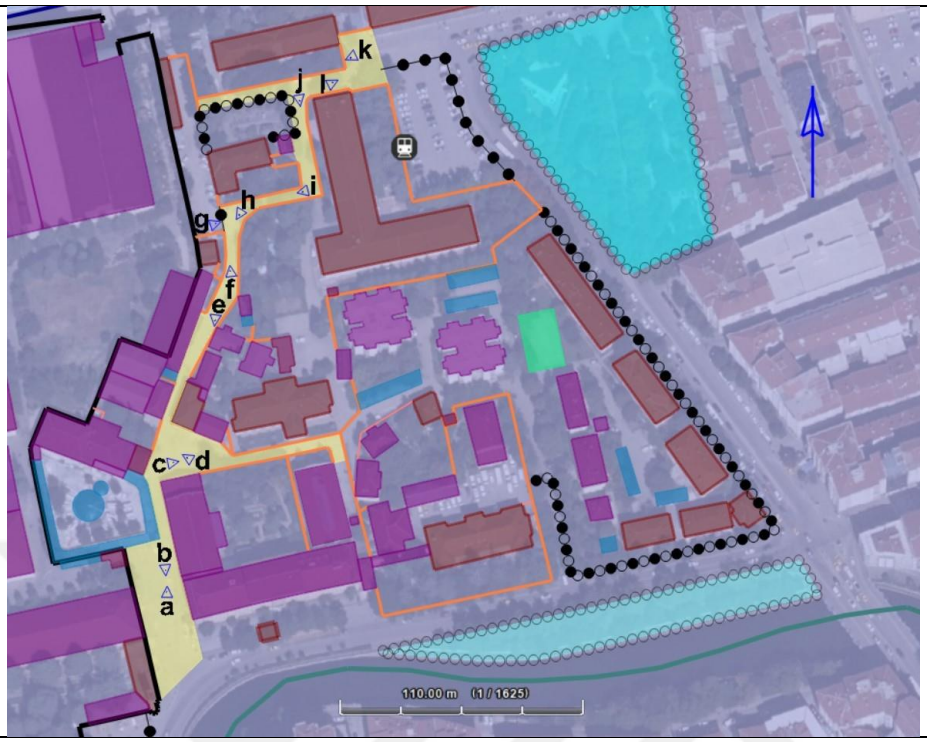


Figure 3.42. [a] Porsuk-park-guesthouse, [b] Porsuk-clocktower-hospital (Author, 2018)

Along Demirsoy Street, there are registered TÜRASAŞ Entrance Gate and Clock Tower, hospital, social facilities (wedding hall), 2 stories idle lodging, Demirspor Sports facilities, TCDD Training and Examination Center buildings, one of which is registered old personnel dormitory, railway cooperation and association units, and TCDD administrative buildings besides TCDD Eskişehir Museum (Figure 3.43).

Demirsoy Street comes to the fore in terms of pedestrian perception of the area through an existing public street. There are registered buildings on both sides of this street. One-way controlled vehicle passage is possible.

Along Basın Şehitleri Street there are TMO, Porsuk MYO, Eskişehir Demirspor Astroturf Pitch Facility, and lodging area-2 (Figure 3.44). Lodgings located here belongs to the 1950-1975 time period (Tülce Uman, 2021).



KEY PLAN



[a]



[b]



[c]



[d]



[e]



[f]



[g]



[h]



[i]



[j]



[k]



[l]

Figure 3.43. Demirsoy Street (Author, 2024)

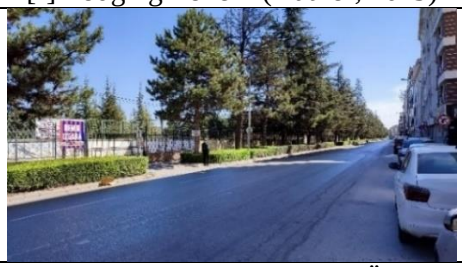
<table>
<tr><td colspan="2">  </td></tr>
<tr><td colspan="2">KEY PLAN</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>[a] Car washing place on the right of Enveriye level crossing (Author, 2019)</td><td>[b] TMO (Author, 2019)</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>[c] TMO lodging and TCDD area</td><td>[d] TCDD area and Porsuk MYO</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>[e] Lodging Zone-2 (Author, 2019)</td><td>[f] Lodging Zone-2 (Author, 2019)</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>[g] Lodging Zone-2 and Demirspor Astroturf Pitch Facility (Author, 2024)</td><td>[h] Demirspor Astroturf Pitch-TÜRASAŞ factory boundary (Author, 2024)</td></tr>
</table>

Figure 3.44. Basın Şehitleri Street (Author, 2024)

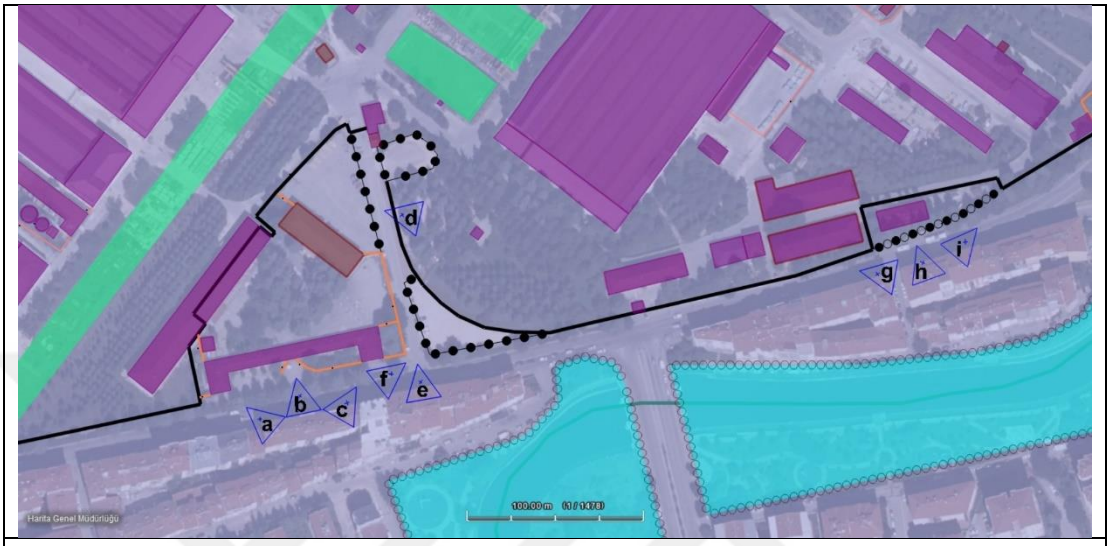


Figure 3.45. [i] Basın Şehitleri Street, a guard tower in the factory area (Author, 2024)



Figure 3.46. [j] Basın Şehitleri Street-west, adjacent apartment blocks across the streeet and sidewalk between trees line and TÜRASAŞ's impermeable wall (Author, 2024)

The eastern part of the Basın Şehitleri Street is reserved for Fatih Sultan Mehmet İmam Hatip Elementary School, TÜRASAŞ *'Yol Kapı'* and TÜRASAŞ Museum (Figure 3.47).



KEY PLAN



[a] (Author, 2019)



[b] (Author, 2019)



[c] (Author, 2019)



[d] (Author, 2019)



[e] (Author, 2019)



[f] (Author, 2019)



[g] (Author, 2024)



[h] (Author, 2024)



[i] (Author, 2024)

Figure 3.47. Basın Şehitleri Street-east; [a], [b], [c]: Osmangazi İmam Hatip Elementary School; [d], [e], [f]: TÜRASAŞ *'Yol Kapı'* and car parks; [g], [h], [i]: TÜRASAŞ Museum (Author, 2024)





[a] 5 double-flat lodging entrance



[b] The Revision Building border



[c] the view towards west



[d] The Worker Dorm.



[e] The Logistics Build.



[f] HST Bays



[g] HST Tepebaşı Exit



[h] passenger load.-unload



[i] Car park- Logistics



[j]



[k] the view from east

Figure 3.48. Behiç Erkin Street on the north

In the north, opposite the railway area, the height is not high, the buildings are in discrete order and sparse (Figure 3.49). In the south, on the contrary, where TÜRASAŞ museum is located, there are many limiting factors: adjacent multi-storey apartment blocks, main street, tree lines whether inside or outside the impermeable factory wall (Figures 3.50).



Figure 3.49. Behiç Erkin Street on the north (Author, 2024)



Figure 3.50. [a] Basın Şehitleri Street, [b] in front of TÜRASAŞ Museum (Author, 2024)

ERA is separated from the city with various types of borders such as the railway line itself, metal fences, garden walls, and greenery (Figure 3.51).



Figure 3.51. Various borders (Author, 2024)

TÜRASAŞ Factory Area (Zone-2):

TÜRASAŞ is an important still functioning industrial railway heritage for the country and the city. The TÜRASAŞ factory area, defined as the Zone-2, especially needs to be explained with its different aspects such as historical, physical, social, and economic contexts.

Eskişehir Regional Directorate of TÜRASAŞ (formerly TÜLOMSAŞ) is located on a total 540.000 m2 area as 183.700 m2 built-up area and as 324.000 m2 open area. It was founded in 1894 in Eskişehir to repair locomotives and wagons under the name of *'Anatolian-Ottoman Company'* (Figure 3.52).[85]



Figure 3.52. Workers in Eskişehir Traction Workshop[86]

Tülce Uman (2021) divides the evolution of the Eskişehir Railway Factory into three phases, which are the Ottoman period (1894 – 1923), early Republican period (1923-1950), and late Republican period (1950-1980). In the Ottoman period, foreign professionals had control over workshops of Eskişehir Railway Factory at the end of the nineteenth century. There were workshops of repair and maintenance before 1923. The construction of this factory was the first attempt at transformation of Eskişehir from an agricultural economy to industrial economy. During this period, there was a station, a wagon workshop, a repair workshop, a supervision office, and a German school (Tülce Uman, 2021).

[85] Information taken from https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[86] Information taken from https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi

The workshop played a significant role during the war of independence. In his memoirs, İsmet Pasha said: “My first main duty was to prepare the army. I had the wedges of the cannons, whose wedges had been removed and found in pipe form in various warehouses, done at the Eskişehir Railway Workshop and used them in Sakarya."[87]

It trained people on railways (Figure 3.53). First, new workers were trained in six-month courses to replace conscripted workers in early 1940s. Apprentice Art Schools are opened in order to ensure continuous training of trained manpower. A few skilled workers still present in the workshop provided full support to the railway, while also teaching new workers and apprentices. Also during this period, the Welding House (Figure 3.54) established within the Cer Workshop also became a center that trained welders in Türkiye. [88]



Figure 3.53. Apprentice Art School in Eskişehir Traction Workshop[89]

[87] Information taken from https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[88] Information taken from https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[89] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi



Figure 3.54. The Welding House[90]

After the establishment of the Turkish Republic, expansive workshops of production were established. During this period, foreign dependency had gradually diminished with the nationalization activities of the new Republican regime. Later on, from 1950, large-scale factories were built (Tülce Uman, 2021).

In 1946, when World War II ended and mobilization was lifted, the Traction Workshop started to work like a factory, with its production capacity increasing with the returning workers. The power plant, which was established to meet the increasing energy need, also illuminated some parts of Eskişehir. The Gear Tool Factory was put into service in 1947, and the new Maintenance, Dining Hall and Directorate Buildings were put into service in 1949. In 1951, the first mechanical weighbridge in Türkiye was manufactured in this workshop. The Engine Factory started operating in 1956.[91]

[90] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[91] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi

Two small steam locomotives, ‘Mehmetçik’ and ‘Efe’, were produced in Eskişehir Traction Workshop for Ankara Youth Park in 1957. These were vehicles moving at a speed of 20 km/h between the stations called Havuzbaşı and Esmen on a route of 1750 m2 for recreational purposes. Meanwhile, each workshop had its sports club (Figure 3.55). These clubs had football, wrestling, skiing and shooting branches. Apart from this, locals were opened for civil servants and workers. Movies were played in the workshop's guest rooms two - three evenings a week sports and cultural meetings were held. The first steam locomotive 'Karakurt' and the first domestic automobile 'Devrim' (Figure 3.56) were produced in TÜRASAŞ in 1961. Until the end of the 1990s, a shift-and-go culture with siren continued.[92]



Figure 3.55. Students playing volleyball[93]

[92] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[93] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi



Figure 3.56. Devrim and Tecrübe cars[94]

In 1920, it was named *'Eskişehir Traction Workshop'*, and in 1970 it was named *'Eskişehir Locomotive and Engine Industry Enterprise'*. In 1986, it was converted into a subsidiary by the decision of the Council of Ministers and became *'Türkiye Lokomotif ve Motor Sanayi A.Ş. (TÜLOMSAŞ)'*. In 2020, it was removed from the subsidiary of TCDD and restructured as the Eskişehir region of TÜRASAŞ.[95]

At present, TÜRASAŞ continues its national high-speed train production efforts. It became the first public institution to have an Research & Development Center. TÜRASAŞ carries out joint projects with various companies from many countries such as the American General Electric (GE) company, the Swiss company Harsco, and the South Korean company Rotem.[96]

[94] http://devrimarabasi.com.tr/tarihi-fotograflar/
[95] Information taken from https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi
[96] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi

3.3.2 Buildings within the Boundaries of ERA

Station layout is a set of built and open areas with operational infrastructure (stations and platforms; administrative units; railway lines; production, maintenance, and storage facilities in the factory area) and non-operational uses such as housings, schools, clubs, hospital, guesthouse, social facilities, parking, parks, idle buildings, and open areas, etc. (Figure 3.58 and Figure 3.59)

Since the area is conserved through the registration of qualified buildings in the area besides the determinations of conservation area borders, firstly, the registered buildings in the area must be transferred. Some of the registered buildings were un-registered (UR) over time, and some of the un-registered ones were later re-registered (RR) again.

TCDD Eskişehir Management Directorate building, the Museum building, the 72nd Signaling Chief and 721 Facilities Surveillance building, two single-story masonry lodging building, lodging buildings of which plan numbers 269 and 288, TCDD Logistics Directorate building, five double-flat lodging buildings, pavilion building, old water reservoir, the wheel turning workshop, the electrical maintenance workshop, the electrical machinery factory, the diesel locomotive factory, the cooling tower, the roundhouse, the entrance door and the clock tower, were registered as the first-degree cultural assets in August 26th, 2010 with the decisions numbered 4420 and 4421 by Eskişehir Regional Council for the Conservation of Cultural Heritage. (Figure 3.57)

In the registration sheets the district that registered buildings settled is written as Kızıltoprak. The 25431/1 (written 980/17 on the sheets) lot is in fact is included in Hoşnudiye and Ertuğrulgazi Districts in the Tepebaşı Municipality borders and Osmangazi District in the Odunpazarı Municipality Borders. There are 4 lodging areas. It can be said that the lodgings are distributed homogeneously over the area: on the north side, on the south side, and on the east side.



Figure 3.57. Registered buildings in the study area (Author, 2024)

9 buildings in TÜLOMSAŞ area had been registered on 26 August 2010 with the decisions of the council numbered 4420 and 4421, then their registrations were cancelled by court orders dated 28-29 September 2011 and 20 October 2011. These structures are still in use; thus, many additions were made according to the needs, and modern machines were installed by making changes in the internal equipment in time. These buildings are listed, and detailed information given below:

1- (RR-15) Tekerlek Tornahanesi (The Wheel Lathe Building)
2- (RR-16) Elektrik Bakım Atölyesi (The Electrical Maintenance Workshop)
3- (RR-17) Elektrik Makinaları Fabrikası (The Electrical Machinery Factory)
4- (RR-18) Dizel Lokomotif Fabrikası (The Diesel Locomotive Factory)
5- (UR-21) Alım Kontrol ve Tahribatlı Test Laboratuvarı Binası (The Acquisition Control and Destructive Testing Laboratory Building)
6- (UR-22) Muavin Mağaza Teslim Alma Yollama Binası (The Assistant Store Receiving Shipment Building)
7- (UR-24) A1 and A2 Reyonları (A1 and A2 Departments)
8- (UR-25) Gar Çamaşırhanesi (The Station Laundary)
9- (UR-27) Elektrikli Dizi ve Raybüs Revizyon Atölyesi (The Electric Array and Railbus Revision Workshop)

Eskişehir Metropolitan Municipality, Tepebaşı Municipality and Odunpazarı Municipality gave a positive opinion while TÜRASAŞ A.Ş. disputed the registration of five buildings which are the Wheel Lathe Building, the Electrical Maintenance Workshop, the Electrical Machinery Factory, The Diesel Locomotive Factory, The Station Laundary. Tülomsaş says these buildings lost their originality due to needed additions in time.

Wheel Turning Workshop, Electrical Maintenance Workshop, Electrical Machinery Factory, Diesel Locomotive-Levelling Workshop, that were unregistered in 2011, were reregistered by the Eskişehir Regional Conservation Council of Cultural Heritage with the decision (date: 24.10.2019, no. 8095). The station laundry, on the contrary, was not reregistered.

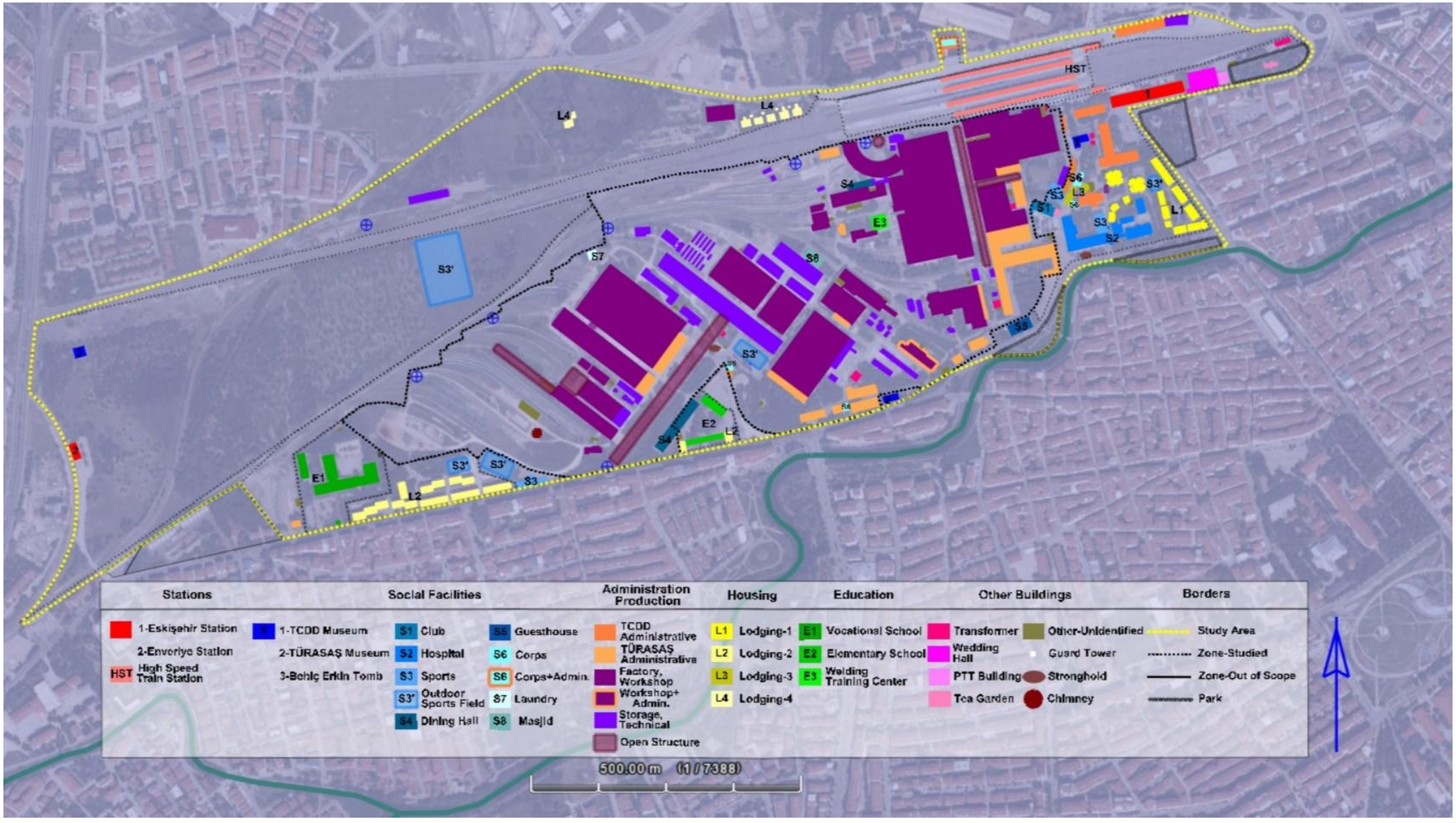


Figure 3.58. Categories of Edifices (Author, 2024)

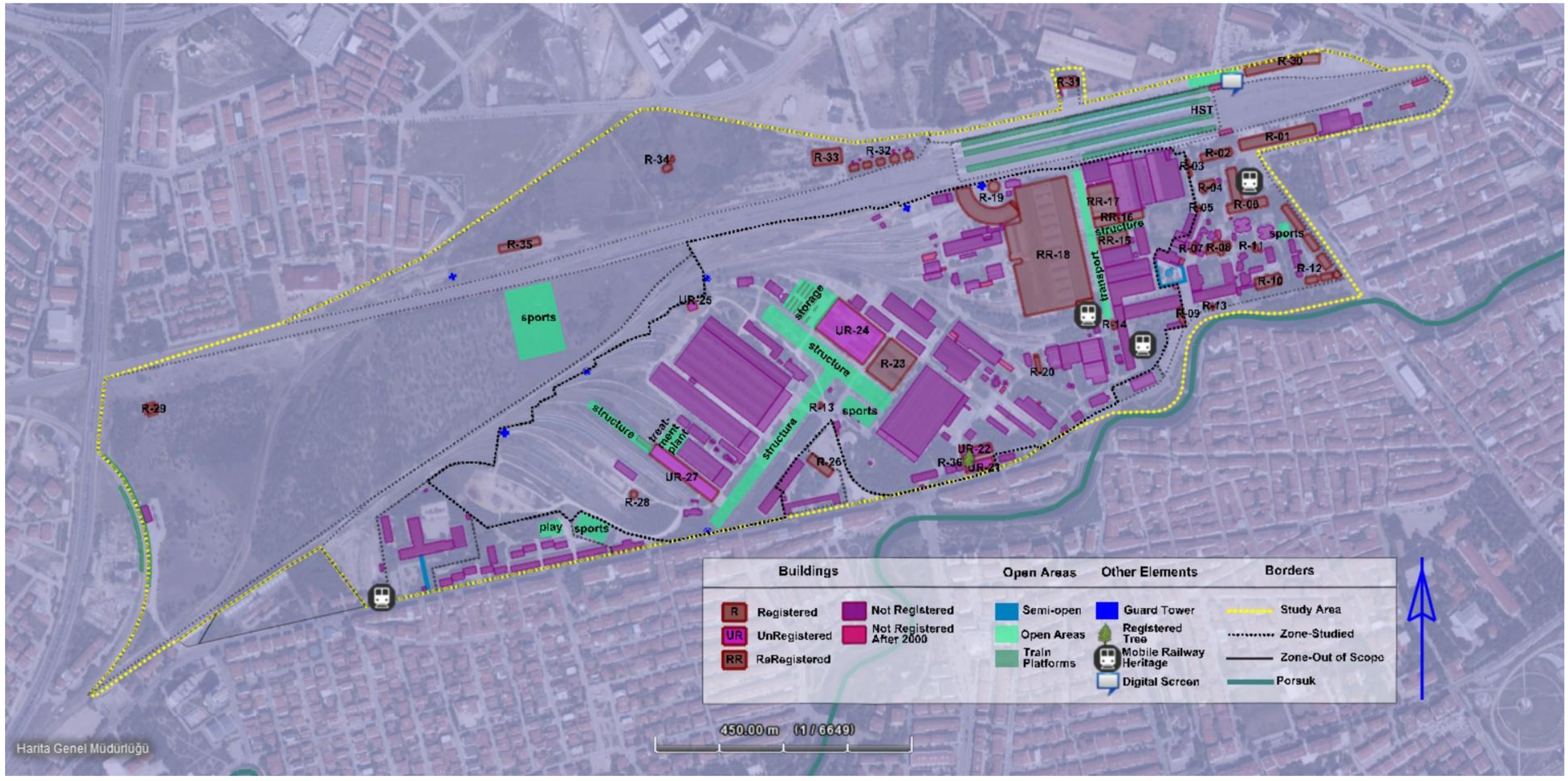


Figure 3.59. Buildings in current situation (Author, 2024)

3.3.2.1 Eskişehir Station Buildings

The first station building of Eskişehir Railway Area was constructed in 1893 (Figure 3.60). After functioning for many years through the Ottoman and early Republican periods, an architectural competition was organized in 1946 for the construction of a new station building. Even though the winning project of the competition was by Leyla Taylan (Baydar) and Ferzan Baydar, it was not implemented. Instead, the project of Orhan Safa was selected for implementation (Koca & Karasözen, 2010). The current station, designed by Orhan Safa, opened in 1955. This station building, which is a significant example of modern architecture, was registered on February 21, 2008 (EKVKBK, no. 2533). After the arrival of high-speed trains, new underpass and platforms were added to the train station in 2014-2015. These platforms were designed by Serdar Akünal.[97] (Figure 3.61)



Figure 3.60. The first station building of Eskişehir photographed bu Albert Gabriel (n.d.)[98]

[97] https://www.arkitera.com/haber/ulasim-planlari-trenlerin-yuksek-hizina-yetisemiyor-mu/
[98] https://kulturenvanteri.com/tr/yer/eskisehir-tren-gari/#17.1/39.779354/30.507832

Proposed locations for the new HST station area were the Eskişehir Sugar Factory Area – proposed by Eskişehir Metropolitan Municipality, the Enveriye Station Area – proposed by TCDD, and lastly near the current station area which was also the public demand. Due to economic context of the country, new HST station construction was put aside. Instead, existing station has undergone restoration works and new HST platforms and canopies constructed on the northwest of the existing station with an underpass connection. The new Eskişehir HST station annex was built to the north very close to the existing station building.

According to Eskişehir Station Building Restoration Report (2017)[99], the annex built adjacent to the eastern façade of the building was removed and rebuilt according to the original façade restitution project. Thus, the structure has had its original form. On the northern façade of the station, the marquee, which became dysfunctional by the construction of new YHT platforms, was demolished and the façade was exposed.

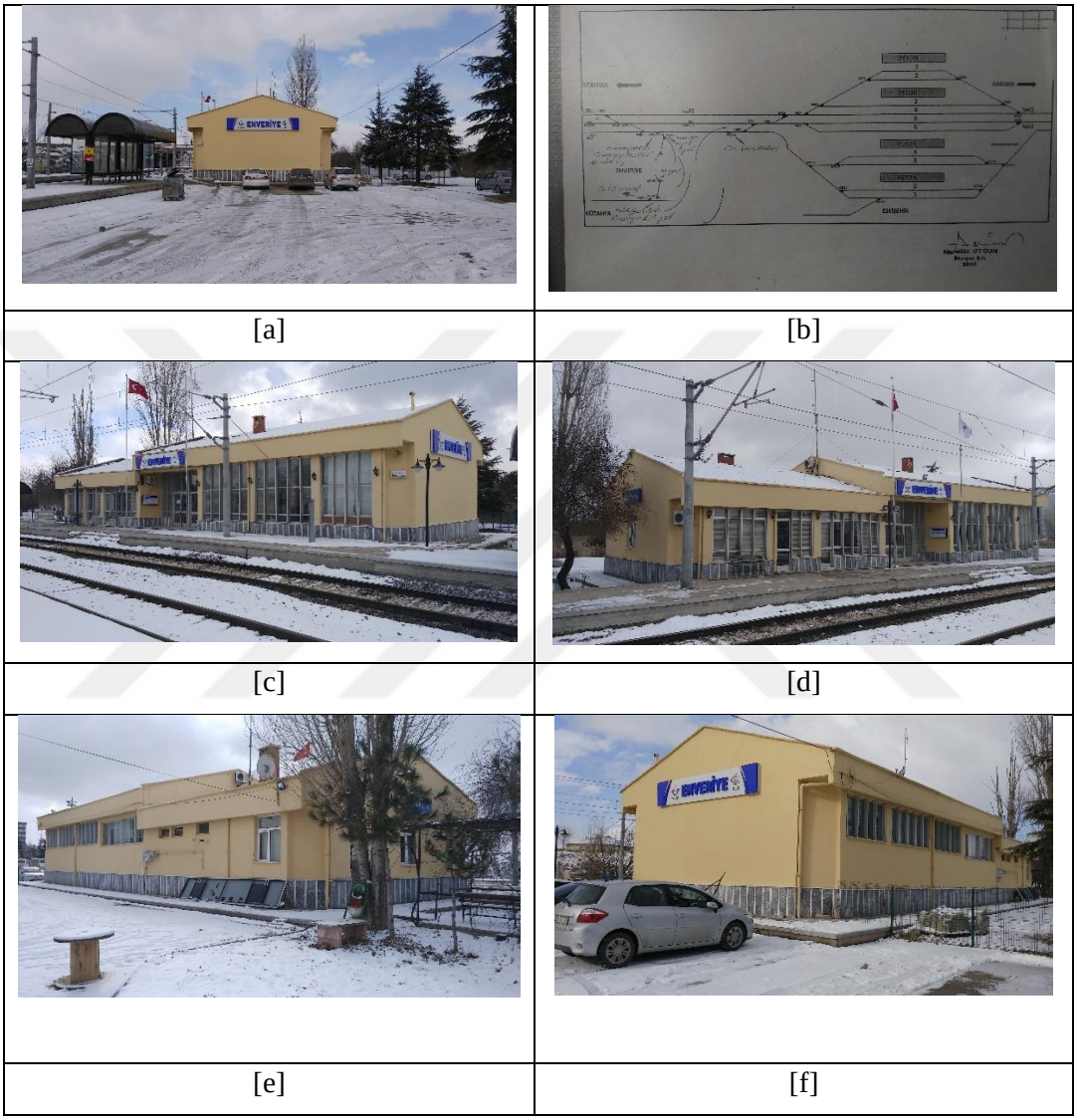
Below in Figure 3.61 all the station buildings process is seen in a table form in which the visuals were gathered from personal archive, arkiv and Uludağ Mimarlık websites.

The Enveriye Station Building:

The Enveriye Station (Figure 3.61) had been used by conventional trains which were going to Kütahya, Afyon, Denizli, Balıkesir and İzmir. The locomotives of the expresses coming from the south direction change from diesel to electric, whereas those from Istanbul direction change their locomotives from electric to diesel at this station. Due to the opening of the Ankara-İstanbul HSR in 2014, it is no longer possible to operate conventional trains on the Istanbul-Konya route. Thus, the station is no longer in use by trains. There are just several officers

[99] Retrieved from the archive of EKVKBK in 2023.

working in the building. Access to Enveriye Station is on foot and by car via a level crossing. There are two platforms serving two lines.



[a] [b]

[c] [d]

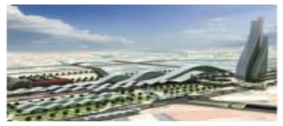
[e] [f]

Figure 3.61. The Enveriye Station Building: [a] The Enveriye Station and car park, southview, [b] Enveriye Station schematic lines plan, [c] and [d] West façade, [e] and [f] East Facade (Author, 2019)

Photo			
Building ID	NR		
Block/Lot	25431/1		
Zone	Zone-4, in TCDD Poplar Grove		
Building Name	Enveriye Station		
Category of Edifice	Station		
Construction Year	1990s?		
Use	**Empty**	x	
	Current		
	Original	Station	
Structural System & Construction Material			
Number of Floors	One floor		
Condition	**1-good**	Deterioration on finishing materials, no structural problems	x
	2-medium	Deterioration on materials, slight structural problems	
	3-bad	Severe deterioration on materials, deeper structural problems	
Change	**1-original**	Minor changes that do not affect the legibility	x
	2-legible	Partial changes that affect the legibility	
	3-illegible	Major changes in proportion/organization	
	4-restored	Restored	
Registration Status	Not registered Proposed to be registered		

Figure 3.62. The Enveriye Station Building building survey sheet (Author, 2019)

Table 3.3 Eskişehir stations through time and in the possible future[100]

	1st Station Building	The station building project that won the competition	2nd Station Building - B	New HST Platforms	HST Proposal-1	HST Proposal-2	Temporary Station
Photo	 (Kent ve Demiryolu, 2008)(URL: http://kentvedemiryolu.com/eskisehir-gar-binasi-tescillendi/)						
Period	Ottoman	Republic	Republic	contemporary	contemporary	contemporary	?
Construction Date	1892	-	1953-1955	2014 or 2015?		Proje: 2013-2014	?
Constructer	English Company	-	TCDD	TCDD	-	-	
Location	Town center	Current location	Town center	On the Northwest of the existing station	On the Northwest of the existing station	On the North of the existing station	On the North above the lines
Style			II. National and Modern	Today's arch.	Today's arch.	Today's arch.	?
Architect			Prof. Dr. Orhan Safa	Serdar Akünal	Serdar Akünal	Uludağ Mimarlık	?
			-Linear mass parallel to the railway line -Single-story vaulted waiting room at the center -Double-story rectangular arms on both sides -Colonnaded arcades on the ground level along the symmetric arms				
Note	http://kentvedemiryolu.com/eskisehir-gar-binasi-tescillendi/	A competition held in 1946 Jury members: Paul Bonatz, Şekip Akalın, İrfan Kuraner, Galip Yenal, Hüseyin Kara, Sedat H. Eldem, Emin Onat, Nurettin Evin, Recai Akçay The winner: Ms of Architect Leyla Taylan (Baydar) and Ferzan Baydar					Original function: goods warehouse Later: TCDD Logistics Directorate Building Now: idle

[100] Photographs of the station building project that won the competition (Koca & Karasözen, 2010); 2nd station building, new HST platforms, and temporary station (Author, 2019); HST proposal-1 (https://www.arkiv.com.tr/proje/tcdd-eskisehir-yuksek-hizli-tren-gar-sahasi-yeni-peronlar-ve-yaya-alt-gecidi/4414); HST proposal-2 (https://uludagarch.com.tr/?portfolio=eskisehir-yuksek-hizli-tren-gari-2)

3.3.2.2 TCDD Administrative and Social Area (Zone-1)

TCDD Administrative and Social Zone is composed of TCDD Eskişehir Operations Directorate Building, 72. Signaling Directorate and 721 Facilities Surveillance Building, TCDD Eskişehir Museum, old TCDD Staff Dormitory, TÜRASAŞ Entrance Gate and Clock Tower, the hospital, TCDD Education Center Directorate (TCDD Eğitim Merkezi Müdürlüğü), several lodgings that compose the Lodging Area-3, and some social function buildings in addition to the station building.

R-05 TCDD Training Center Directorate:

It is a unique example of the 2nd National Architecture in terms of proportion and façade features, an administrative structure with a decreasing number of building complexes that emphasize the corporate identity of TCDD, and a cultural example where TCDD training has been given from past to present.[101]



Figure 3.63. TCDD Eğitim Merkezi Müdürlüğü, (Author, 2024)

[101] EKVKBK 28.04.2010/4140

Lodgings in the Lodging Area-3:

The lodgings in the Lodging Area-3 Figure 3.64, Figure 3.65, Figure 3.66, Figure 3.67, Figure 3.68) have variety in terms of their design and number of stories. While most of these lodgings are single storey with simple design (there is one two storey lodging.



Figure 3.64. 465 plan numbered lodging (EKVKBK, 2010)



Figure 3.65. 466 plan and 270 plan numbered lodging (EKVKBK, 2010)



Figure 3.66. 268 plan numbered lodging (EKVKBK, 2010)



Figure 3.67. Rear facade of the old lodging, new social aid association and garage (EKVKBK, 2010)



Figure 3.68. 269 plan numbered registered R-07 lodging (EKVKBK, 2010)

R-10 Eskişehir Provincial Health Directorate Zübeyde Hanım Campus:

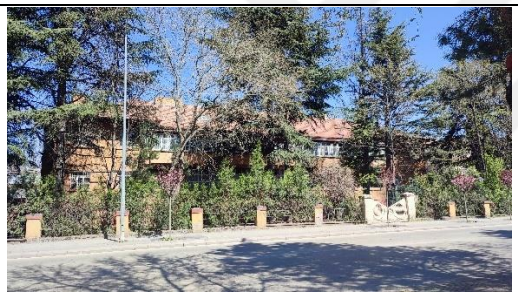
This complex (Figure 3.69) is located at the intersection of Ahmet Kanatlı Street and Demirsoy Street. The hospital consists of 3 blocks: A, B, and C blocks. The registered one is the C block, and it was opened in 1934. There is a courtyard at the back facing the small square on Demirsoy Street.



[a] Block-A



[b] Block-B from the square



[c] Registered Block-C



[d] Back courtyard

Figure 3.69. Eskişehir Provincial Health Directorate Zübeyde Hanım Campus (Author, 2024)

The registered block of the hospital (Figure 3.70), located to the west of TCDD Lodging Zone-1, has a two-storey rectangular plan. The main entrance to the building is provided from a wide staircase to the south at the first-floor level from H. Ahmet Kanatlı Street and the entrance part is emphasized by columns. Above it on the second floor there is a cantilever. The gable roof of the building is quite high and is covered with Marseille type roofing tile. The high roof is illuminated by roof windows. Rectangular windows are PVC. The building continues to be used as a

hospital today. It is registered as I. (first) Group by the decision of the conservation council (date: 26.08.2010, no. 4421).[102]



Figure 3.70. An old photograph of registered block-C[103]

3.3.2.3 TÜRASAŞ Factory Area (Zone-2)

TÜRASAŞ Factory Area consists of various factories, workshops, storage and administrative units, along with open space structures and green areas.

R-18 The Diesel Locomotive Factory (Figure 3.71):

The first phase of the building was constructed in the 1890s during the Ottoman period as a wagon workshop. Between 1965-1967, a steel structure was added to the existing building due to the changing technology (Figure 3.72) (Tülce Uman, 2021)

[102] Information taken from the registration sheet. See Appendix A, R-10.
[103]https://kentvedemiryolu.com/eskisehir-gar-binasi-tescillendi/

Photo			
Building ID	R-18		
Block/Lot	225431/1		
Zone	Zone-2, in TÜRASAŞ factory area		
Building Name	The Diesel Locomotive Factory Figures 3.41 and 3.42 (Dizel Lokomotif Fabrikası)		
Category of Edifice	Production		
Construction Year	First phase: 1890s, late Ottomans Second phase: 1965-1967		
Use **Empty**	-		
Current	Diesel Locomotive Factory		
Original	Wagon workshop		
Structural System & **Construction Material**	First Phase: stone masonry Second Phase: steel structure		
Number of Floors	One floor		
Condition **1-good**	x		
2-medium			
3-bad			
Change **1-original**			
2-legible	x		
3-illegible			
Restored			
Registration Status	registered on August 26, 2010 with Dec. No: 4421		

Figure 3.71. The Diesel Locomotive Factory

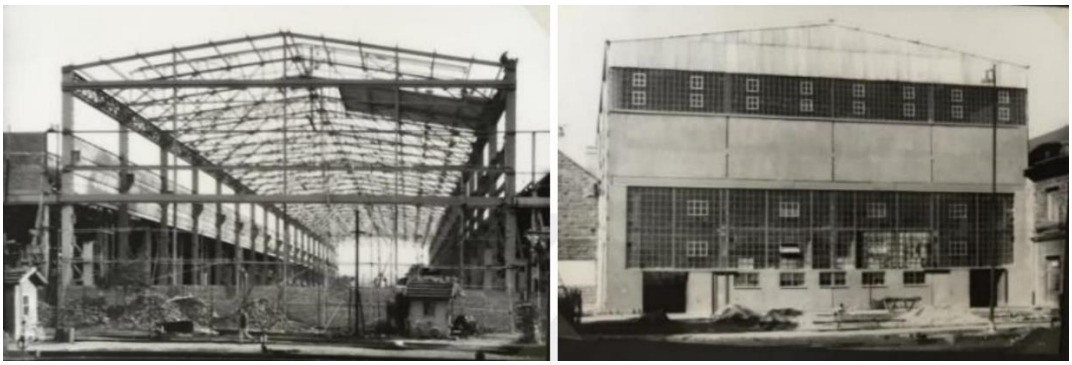


Figure 3.72. The building process of the diesel-locomotive factory (The Archive of Eskişehir Railway Factory as cited in Tülce Uman, 2021)

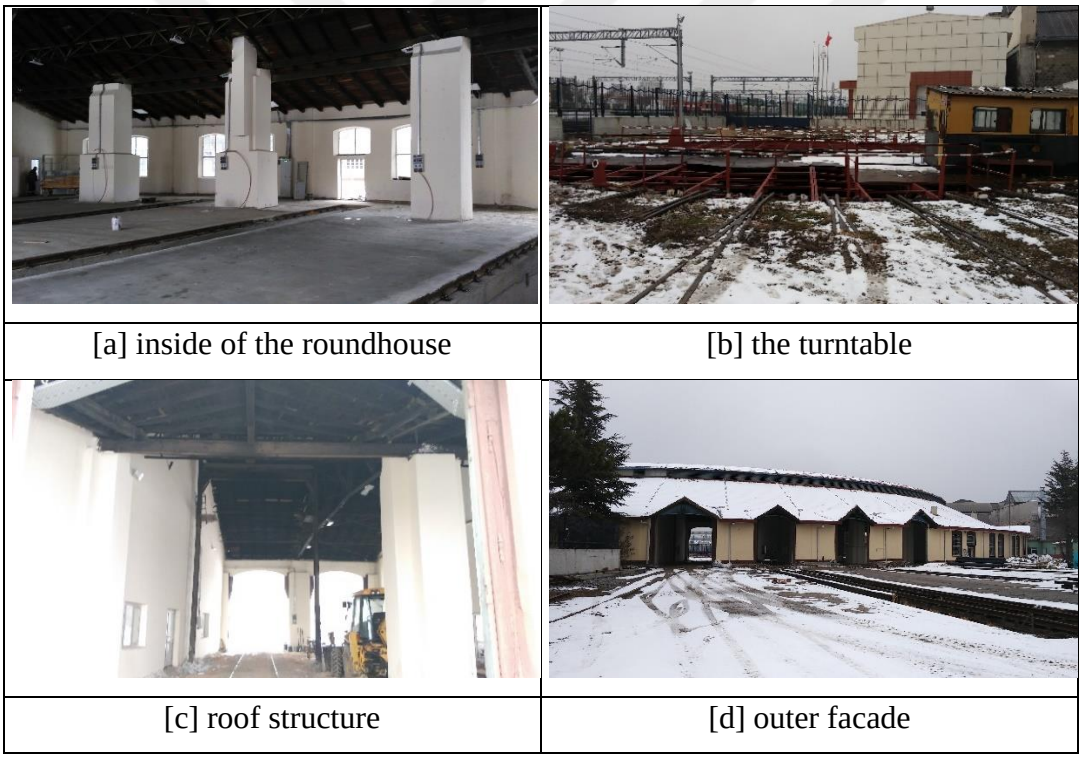


Figure 3.73. The Diesel Locomotive Factory (Author, 2019)

R-19 The Roundhouse:

The Roundhouse (Figure 3.74), which can be seen in the map dated 1896, was built for the purpose of changing direction and maintaining the locomotives. The building has a quarter circle plan and locomotive maintenance cells are arranged in radial order by locating the locomotive turning point as the center. These cells are

intertwined in some parts. Wooden and steel constructions are used together on the roof and the roof is covered with Marseille type roof tiles. On the roof, there are striped lighting windows formed by raising in the ridge section. On the façade of the building, which faces the locomotive turning place, there are double-winged iron doors with segmental arches where the locomotives enter. On the other side of the building, there are two different sections with triangular pediment and segmental-arched double-winged iron doors where the locomotives enter, and the rectangular segmental-arched multi-segmented iron chopped windows.[104] The rotating bridge in front of the roundhouse was manufactured in 1926.[105] The building is registered (date: 26.08.2010, no. 4421). It is restored and continued to be used.



[a] inside of the roundhouse | [b] the turntable

[c] roof structure | [d] outer facade

Figure 3.74. The Roundhouse (Author, 2024)

[104] Information taken from the registration sheet. Aee Appendix A, R-19.
[105] http://kentvedemiryolu.com/eskisehir-lokomotif-deposu-tarih-oldu/

Photo			
Building ID		R-19	
Block/Lot		25431/1 (formerly 980/17)	
Zone		Zone-2: the factory area	
Building Name		The Roundhouse (Lokomotif Bakım Yeri)	
Category of Edifice		Maintenance	
Construction Year		1896	
Use	**Empty**		
	Current	Maintenance	
	Original	Roundhouse	
Structural System & Construction Material		Masonry Steel & wooden structure	
Number of Floors		One floor	
Condition	**1-good**	x	
	2-medium		
	3-bad		
Change	**1-original**		
	2-legible		
	3-illegible		
	Restored	x	
Registration Status		registered on August 26, 2010, with Dec. No: 4421	
Note			

Figure 3.75. The Roundhouse (Author, 2019)

Simulation Building - old Locomotion Depot:



Figure 3.76. Simulation Building (EKVKBK, 2010)



Figure 3.77. Idea Project prepared for Simulation Building that is thought to be built in Lodging area-3 (EKVKBK, 2010)

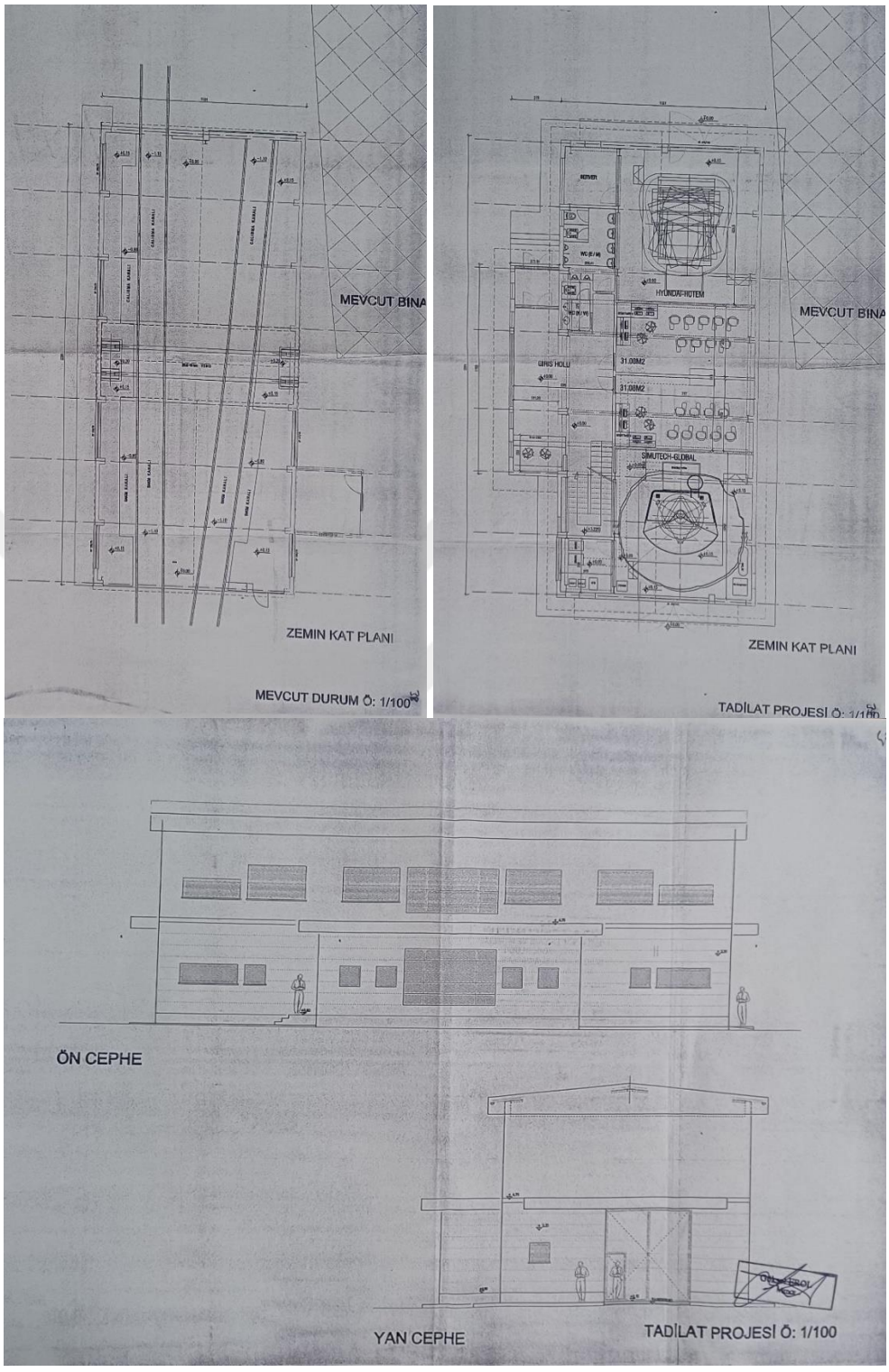


Figure 3.78. Simulation Building drawings (EKVKBK, 2010)

UR-25 The Station Laundry (Figure 3.79):

The roof of the 2-storey building is a hipped roof and covered with Marseille tiles. It was built with the masonry system, but the construction material is not readable. The entrance door on the south facade of the building is reached by a 5-step staircase. Its windows are wooden.[106]

The building was registered on 26 August 2010, with the decision of the Council numbered 4420. With the decision of Eskişehir 1st Administrative Court dated 21 July 2011 and numbered K: 2011/976, the decision of the transaction was decided. The Eskişehir Regional Council of Conservation of Cultural Heritage decided to comply with the court decision on 29 September 2011 with the decision numbered 73.



The South Facade



Key Map



View from southwest



View from southeast

Figure 3.79. The photographs of the station laundry (Author, 2019)

[106] Information taken from the old registration sheet from EKVKBK.

Photo			
Building ID	UR		
Block/Lot	25431/1		
Zone	Zone-2: the factory area		
Building Name	The Station Laundry (Gar Çamaşırhanesi)		
Category of Edifice	Service		
Construction Year			
Use **Empty**	X		
Current			
Original	Laundry		
Structural System & Construction Material			
Number of Floors	Two floors		
Condition **1-good**			
2-medium	x		
3-bad			
Change **1-original**	x		
2-legible			
3-illegible			
Restored			
Registration Status	registered on August 26, 2010 with Dec. No: 4420		

Figure 3.80. The Station Laundry

Wheel Turning Workshop, Electrical Maintenance Workshop, Electrical Machinery Factory, Diesel Locomotive-Leveling Workshop buildings were classified as 2nd group on 24.10.2019 and the conservation area boundaries were specified.[107]

According to the decision of the council numbered 9089 dated 6th November 2020, the request to cancel the registrations of the Electrical Machinery Factory, Wheel Turning Workshop, Electrical Maintenance Workshop, and Diesel Locomotive Leveling Workshop buildings was rejected by the court. And it was decided to comply with the decision of the Eskişehir 2nd Administrative Court dated 16.10.2020 and numbered K:2020/752 regarding the cancellation of the conservation areas determined by the decision numbered 8065 and dated 24.10.2019.[108]



Figure 3.81. TÜRASAŞ Monumental Tree in between the Intake Control and Destructive Testing Laboratory, and the Assistant Store Receiving and Shipping Buildings[109]

[107] Decision of Eskişehir Regional Council for the Conservation of Cultural Heritage numbered 8065 dated October 24, 2019.
[108] Decision of Eskişehir Regional Council for the Conservation of Cultural Heritage numbered 9089 dated November 6, 2020.
[109] Photograph by Honacan (2006) retrieved from https://tr.m.wikipedia.org/wiki/Dosya:Tulomsas_an%C4%B1t_agac.jpg

3.3.2.4 Southwest Social Area (Zone-3)

This zone, located in the southwest of the Eskişehir railway area on the left of 'Yol Kapı' entrance of TÜRASAŞ, operates within itself. There exists Porsuk Vocational School and Transportation Vocational School within Eskişehir Technical University, the 2nd lodging area, Eskişehir Demirspor Astroturf Pitch Facility, and Fatih Sultan Mehmet Imam Hatip Elementary School. The non-railway training function is concentrated in this region.

Eskişehir Technical University Porsuk Vocational School, Transportation Vocational School, and Institute of Transportation Sciences:

'Railway Vocational School' was established in Ankara in 1942 and closed in 1950. The school reopened in 1955 in Eskişehir. Two years later, the school moved back to Ankara in 1957 and continued education until 1964. A decade later, in 1974, the school reopened in Eskişehir under the name of *'TCDD Vocational High School'* and taught until 1998. When the school was reopened for the second time in Eskişehir, the building of the school was the building which is used as TCDD Training Center Directorate' today. After a while, the school moved to the building of the *'Vocational School of Transportation'*, now affiliated to Eskişehir Technical University. The alumnis of this school are the members of the Association of Alumni of the Vocational School of Railways (Demiryol Meslek Okulu Mezunları Derneği - DEMOK).

The building, consisting of three floors and three blocks with a closed area of 7383 m2, and an entrance canopy facing Basın Şehitleri Street within Osmangazi District. It started education in the 2001-2002 academic year after major maintenance and repairs carried out by Anadolu University.[110] Human and vehicle entrance to the school is controlled by two separate gates. This small campus is home to both Porsuk Vocational School and Transportation Vocational School.

[110] https://pmyo.eskisehir.edu.tr/tr/Icerik/Detay/tarihce

Education and training services are provided in 9 programs at the Porsuk Vocational School: Printing and Publishing Technologies; Computer Programming; Electrical Energy Generation, Transmission and Distribution; Graphic Design; Unmanned Aerial Vehicle Technology and Operation; Machine Drawing and Construction; Radio and Television Technology; Mechatronics; Building Inspection.[111]

Vocational School of Transportation started its activities in the 2012-2013 academic year with 8 programs (Rail Systems Electrical and Electronics, Rail Systems Management, Rail Systems Machinery Technology, Rail Systems Machinist, Rail Systems Road Technology, Transportation and Traffic Services, Civil Aviation Cabin Services, and Logistics) within Anadolu University. After May 18, 2018, this school became part of Eskişehir Technical University.[112] In other words, it has a rail-based education, like the continuation from the past.



[a] Main building



[b] Entrance



[c] The canteen



[d] Defunct rail lines in the backyard

[111] https://pmyo.eskisehir.edu.tr/tr/Icerik/Detay/tarihce
[112] https://umyo.eskisehir.edu.tr/tr/Icerik/Detay/tarihce

Figure 3.82. ESTU Vocational School (Author, 2019)

The 2nd Lodging Area:



[e] [f]

[g] [h]

[i] [j]

Figure 3.83. Lodging Area-2

The Elementary School Building (former high school):

In 1996, with the protocol made between TCDD General Directorate and the Ministry of National Education, a high school was moved to the building owned by TCDD, on the condition that it be allocated until its own building was built and continued its education activities in this building under the name of Fatih Anatolian

High School until 2017. The building was previously used by another high school.[113] Now it serves as Fatih Sultan Mehmet Imam Hatip Elementary School.



Figure 3.84. A view from the courtyard of the registered elementary school building (Author, 2019)

3.3.2.5 TCDD Poplar Grove (Zone-4)

TCDD poplar grove is a huge green open space located on the west below the railway lines. It can be reached from Basın Şehitleri Street from the south via vehicles and on foot. It is neighbor with TMO campus. This place is divided by railway lines. There exists only the Enveriye Station with two platforms and Behiç Erkin's Tomb as structures.

[113] https://efal.meb.k12.tr/icerikler/eskisehir-fatih-anadolu-lisesi-tarihcesi_15002780.html

3.3.2.6 Buildings on the North of the Railway Lines (Zone-5)

Buildings and structures on the north of the railway lines are TCDD Logistics Directorate Building (R,30), the Workers' Dormitory (R-31), the Five Double-Flat Lodging Buildings (R-32), the Revision Building (R-33), the Pavilion Building (R-34), and the Open Hangar (R-35). These buildings are mostly registered and out of use.

The structures to the north of the railway line are idle except for a few lodging buildings. They have been exposed to natural conditions and worn out since they have been out of use for a while.

R-30 TCDD Logistics Directorate Building:

The TCDD Logistics Directorate Building (Figure 3.85), which is located opposite the registered Station Building across the railway line, is a two-story building in the middle and the adjacent sections on both sides are single story. It is written in the registration sheet that the building was used as a commercial warehouse for the first time and then as a bonded warehouse. The building was built with stone masonry technique on stone foundation and the gable roof is covered with Marseille type tile. The door of the two-story office building is not original and is made of aluminum. On the east side of the building is an open hangar of timber construction. The building is registered as I. (first) Group (date: 26,08.2010, no. 4421).[114]

This building has been out of use since the freight operations moved out from the city center to the Hasanbey Logistics Center, except for being used as the station during the construction of the passage of HSR lines underground in the city center in 2013. Tepebaşı exit gate of the HST station is on the west of this building.

[114] Information taken from its registration sheet. See Appendix A, R-30.

The old weighbridge and old customs building, which were previously located near this building, were demolished. The building was planned to be rented by the Eskişehir Governorship in March, 2014 to be used as a railway-themed exhibition and museum. Following this request, Survey - Restitution - Restoration projects were requested by the conservation council on 13.03.2014. Survey and restitution projects in 2020, partial restoration project in 2022 were approved by the council.[115]



Figure 3.85. TCDD Logistics Directorate Building (Author, 2019)

[115] Information from EKVKBK.

Photo			
Building ID		R-30	
Block/Lot		25431/1 (formerly 980/17)	
Zone		Zone-5: the north	
Building Name		TCDD Logistics Directorate Building (TCDD Lojistik Müdürlüğü Binası)	
Category of Edifice		Administrative	
Construction Year			
Use	**Empty**	X	
	Current		
	Original	Commercial Warehouse	
Structural System & Construction Material		Masonry?	
Number of Floors		One floor on the sides, two floors at the center	
Condition	**1-good**		
	2-medium	x	
	3-bad		
Change	**1-original**	x	Material change
	2-legible		
	3-illegible		
	Restored		
Registration Status		registered on August 26, 2010, with Dec. No: 4421	
Note		Used as a station for a while during the HSR construction	

Figure 3.86. TCDD Logistics Directorate Building (Author, 2024)

R-31 The Workers' Dormitory:

The one-story building, built with brick masonry technique, is used as TCDD Road Workshop and 13th Branch Chief Worker Dormitory (Figure 3.88). The hipped roof is covered with Marseille roofing tile. Windows are made of wood. The entrance is provided from the center of the south facade by 5-step stairs through a narrow door with two wings.[116]

This building is in the north of the study area and the only building located across the Behiç Erkin (previously Ambarlar) Street which runs parallel to the railway line. The building was registered (date: 14.08.2003, no. 2479), and defined as II. (second) Group building (date: 27.11.2019, no 8196). This building sits on 3915/1 that was parceled out from 25432/1. It is located within the 'Factories Conservation Area' (date:24.09.2010, no 4468), in addition to the lodging complex called as 'köşk (pavilion building)'.



Figure 3.87. Left: The Workers' Dormitory in front of an industrial building of factories area, right: the annex of the dormitory (Author, 2018)

[116] Information taken from its registration sheet. See Appendix A, R-31.

Photo			
Building ID	R-31		
Block/Lot	3915/1		
Zone	Zone-5: the north part, In Factories Conservation Area		
Building Name	The Workers' Dormitory (İşçi Yatakhanesi)		
Category of Edifice	Accomodation		
Construction Year			
Use **Empty**			
Current			
Original	Dormitory		
Structural System & Construction Material	Brick Masonry		
Number of Floors	One floor		
Condition **1-good**	x		
2-medium			
3-bad			
Change **1-original**	x	Material change	
2-legible			
3-illegible			
Restored			
Registration Status	registered on August 14, 2003 with Dec. No: 2479		

Figure 3.88. The Worker's Dormitory (Author, 2024)

R-32 The Five Double-Flat Lodging Buildings:

The Five Double-Flat Lodging Buildings, which are located to the north of the railway line, are single-story and built with brick material on stone foundation. The gable roofs of the buildings are covered with Marseille type tiles. The entrances of these lodgings, each of which is located in a garden, are located on their north facades from their garden. There are windbreaker sections in front of the entrances. The buildings were registered (date: 26.08.2010, no. 4421/6).[117] Some of these lodgings are unused now, and in a very bad condition. There are also four annex storage buildings constructed with timber frame system with gable roofs. These structures are about to disappear due to being defunct and neglected.



Figure 3.89. Double-flat lodging buildings (Author, 2019)

[117] Information from its registration sheet. Appendix A, R-32.

Photo			
Building ID	R-32		
Block/Lot	25431/1		
Zone	Zone-5: the north part		
Building Name	Five Double-Flat Lodging Buildings (Beş Adet Çift Daireli Lojman Binası)		
Category of Edifice	Residential		
Construction Year			
Use **Empty**	Some of them		
Current	Lodging, some of them		
Original	Lodging		
Structural System & Construction Material	Brick Masonry, baghdadi		
Number of Floors	One floor		
Condition **1-good**			
2-medium			
3-bad	x		
Change **1-original**			
2-legible	x		
3-illegible			
Restored			
Registration Status	registered on August 26, 2010, with Dec. No: 4421		

Figure 3.90. Double-flat lodging buildings (Author, 2019)

R-33 Revision Building:

The property has a rectangular plan and a gable roof, covered with Marseille type roof tiles, and is called the old revision office building. The building, which is not in use today, has five entrance gates on the east and the west facades. There are offices and wet areas on the first and second floors in the northern section of the building. It is illuminated by rectangular windows on the southern façade. Inside the building, there is a rectangular planned workshop used for the repair of wagons. In this section, there are thin, long open-top corridors below the ground level for the repair of wagons. It is seen that brick material was used in the main and separating walls of the building. It is thought to be of a similar period to other registered hangar buildings, and it is among the functional architectural examples that were simplified after 1940 in terms of materials and techniques.[118]

II. (second) group registered, it shows the same period features as the registered station building. It was requested that the registration decision be cancelled in February 2021 (EKVKBK, date: 27.02.2019 no. 7276)



Figure 3.91. Inside of the Revision Building (Author, 2019)

[118] Information from its registration sheet. Appendix A, R-33.



Figure 3.92. Outside of the Revision Building (Author, 2019)

Photo			
Building ID	R-33		
Block/Lot	25431/1		
Zone	Zone-5: the north part		
Building Name	The Revision Building (Revizörlük)		
Category of Edifice	Workshop		
Construction Year			
Use	**Empty**	X	
	Current		
	Original	Revision Building	
Structural System & Construction Material	Reinforced Concrete Frame		
Number of Floors	One floor and two floors		
Condition	**1-good**		
	2-medium	x	
	3-bad		
Change	**1-original**		
	2-legible	X	
	3-illegible		
	Restored		
Registration Status	II. Group, registered on February 27, 2019 with Dec. No: 7276		

Figure 3.93. Revision Building (Author, 2024)

R-34 The Pavilion Building (Köşk Binası):

The pavilion building, which is located in the TCDD tree nursery area, has two stories and a one-story extension on the western facade. The gable roof is covered with Marseille type of roofing tile. The balcony on the south facade of the building is supported by three wooden struts. This balcony is completely made of wood and is one of the most unique architectural elements of the building. The ground floor and the first floor of the building were used separately. The entrance of the ground floor is located on the north facade and the entrance of the first floor is provided from the wooden windbreak part on the east facade. It is seen that Baghdadi construction technique is used, but the main building material cannot be understood since the facade is covered with bricks in the single-story sections. There is also a well in the garden. In addition to the building, there is a single-story annex.[119]

The building is registered (26.08.2010, no. 4421). This building sits on 3886/1, which was parceled out from 25431/1. There was a fire, and as a result, it is in very bad condition. There is a plan to demolish it. The Council determined a conservation border of 50 meters around the parcel where it is located (date:17.04.2014, no. 2362).

[119] Information from the registration sheet. See Appendix A, R-34.



Figure 3.94. The Pavilion Building (Author, 2019)

Photo			
Building ID	R-34		
Block/Lot	3886/1		
Zone	Zone-5: the north part, in TCDD Nursery Area		
Building Name	The Pavilion Building (Köşk Binası)		
Category of Edifice	Residential		
Construction Year			
Use	**Empty**	X	
	Current	-	
	Original	Lodging	
Structural System & Construction Material	Ground: Brick Masonry First Floor: Timber Frame + Baghdadi		
Number of Floors	Two floors		
Condition	**1-good**		Burnt by fire
	2-medium		Severe damaged roof
	3-bad	x	
Change	**1-original**		
	2-legible	x	
	3-illegible		
	Restored		
Registration Status	registered on August 26, 2010 with Dec. No: 4421		

Figure 3.95. The Pavilion Building

R-35 Open Hangar:

The Open Hangar Building, located to the north of the railway lines in the lot, has a single story, rectangular plan and is made of wooden and masonry construction. Its roof is gable roof and covered with corrugated eternite plates. The wooden construction of the structure from the north, east and west directions was turned into a semi-open space by covering the exterior with metal plates and leaving the south part open. It is out of use now and wanted to be demolished by the Institution due to being idle and safety issues. Half of the structure was demolished. The defined Conservation Area border for the building was found to be appropriate by the Eskişehir Regional Council of Conservation of Cultural Heritage on 20 September 2018, with the decision of the Council numbered 6783 and approved on 18 April 2019, with the decision numbered 7519.



Figure 3.96. The Open Hangar; left: the demolished part, right: surviving part (Author, 2019)

Photo			
Building ID	R-35		
Island/Lot	25431/1		
Zone	Zone-5: the north part		
Building Name	The Open Hangar (Açık Hangar)		
Category of Edifice	Warehouse		
Construction Year			
Use	**Empty**	X	
	Current		
	Original	Warehouse	
Structural System & Construction Material	Timber Frame Brick fill		
Number of Floors	One floor		
Condition	**1-good**		
	2-medium		
	3-bad	x	
Change	**1-original**	x	
	2-legible		
	3-illegible		
	Restored		
Registration Status	registered on ????? ??, 20?? with Dec. No: ????		

Figure 3.97. Open Hangar (Author, 2024)

In 2021, it was requested to cancel the registration status of the Pavilion Building, Open Hangar registered as Group I and Revision Building registered as Group II, but the cancellation of the registrations was not found appropriate by the conservation board. Additionally; surveying, restitution and restoration projects were requested for these buildings.[120]

The conservation area boundaries consisting the Open Hangar, Revision Building and 5 Lodgings were found appropriate and approved on 18.04.2019.[121]

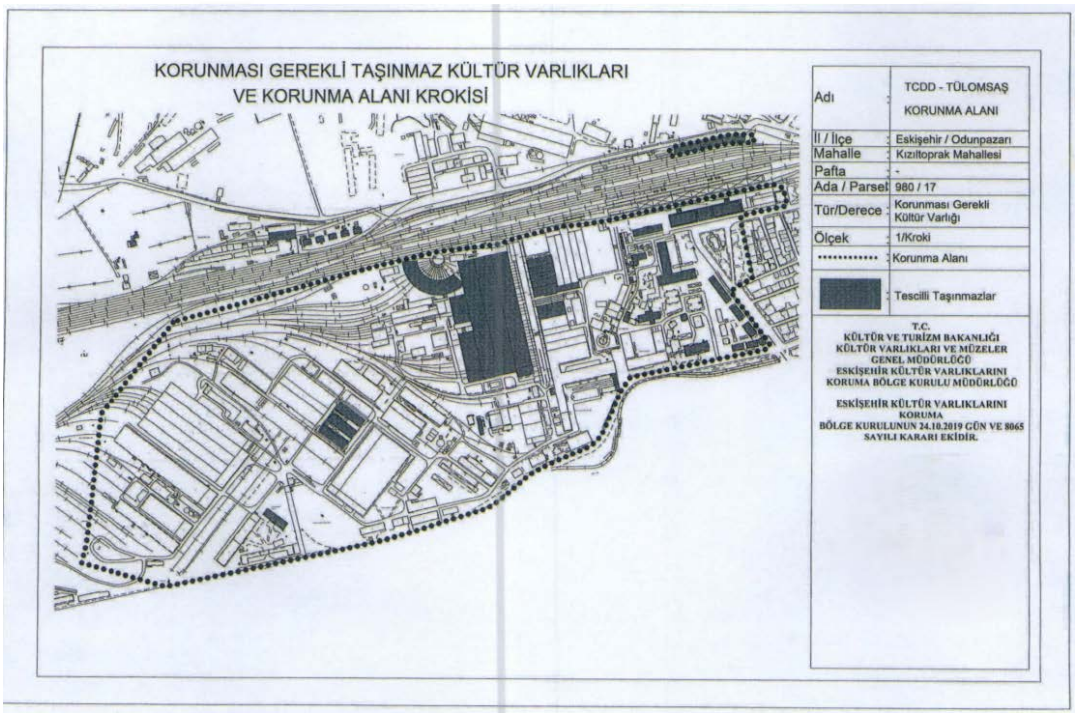


Figure 3.98. Conservation area of Open Hangar, Revision Building and 5 Lodgings approved by the Conservation Council[122]

[120] Decisions of Eskişehir Regional Council for the Conservation of Cultural Heritage numbered 9505, 9509, and 9510 dated March 19, 2021.
[121] Decision of Eskişehir Regional Council for the Conservation of Cultural Heritage numbered 7519 dated April 18, 2019.

Demolished buildings on the north:

Some of the buildings in the north of the Eskişehir Railway Area are demolished in time. These buildings were mostly warehouses and depot buildings.



Figure 3.99. Buildings on the north part of the study area on 10.2002 (Google Earth)











[122] /https://korumakurullari.ktb.gov.tr/Eklenti/68753,eskisehir-iliodunpazarikiziltoprak-mah-hangar-binasi-re-.pdf?0



Figure 3.100. Demolished buildings before demolishing (Author, 2019)

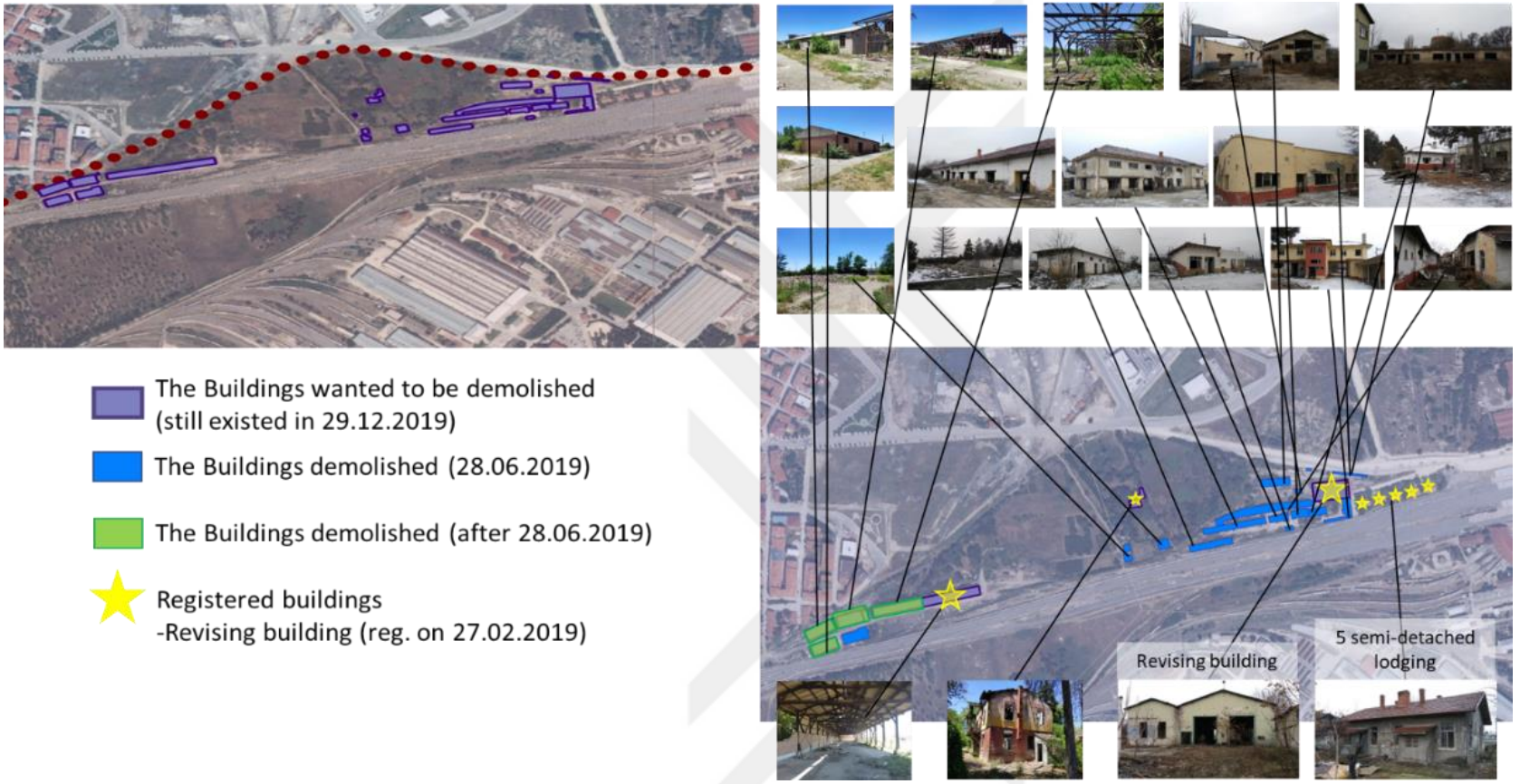


Figure 3.101. The destruction of some buildings on the north part above the railway lines (Author, 2024)

3.4 Change in the Eskişehir Railway Area after the Arrival of High-Speed Train

Changes in practice, policies, and technologies has caused the replacement of some functions and facilities out of the railway area in the city center. Some buildings became disfunctional and were demolished as a result. This was the case for the northern part of the ERA above railway lines.

First, the existing cargo and warehouse centers in the Eskişehir railway area were moved east out of the city center to the new logistics center established in Hasanbey (Figure 3.102 and Figure 3.103). The center was opened on March 19, 2014. It has resulted in useless buildings and areas in the city center on the railway area (Güler & Tutal, 2015).



Figure 3.102. The Hasanbey Logistics Center out of the town (UTİKAD, 2015)

Railway transportation has become a threshold that divides the urban space in cities where the railway stations are located in the city center such as Eskişehir. At the intersection of the railroad with the road in the city, this threshold has become one of the main problems of urban transportation. In order to ensure safe urban transportation, the decision was made to take the railway line underground in the

city center where the railway intersected with the urban roads. The railway line continuing towards Ankara lost its physical continuity above the ground at the intersection of the city center. When it was done, a linear gap of 2240 meters, belonging to TCDD, occurred. This linear empty gap was decided to be converted into ‘Hatboyu Park’ from ‘Hatboyu’. (Güler & Tutal, 2015, pp.304-305)



Figure 3.103. Aerial photograph showing old conventional railway lines and Logistics Directorate (Eskişehir Governship, 2009)



Figure 3.104. Change on the area 1- The railway underpass, 2- Demolition of station bridge, 3- The movement of freight operations to Hasanbey Logistics center, 4- HST platforms and future HST Station (Author, 2023)

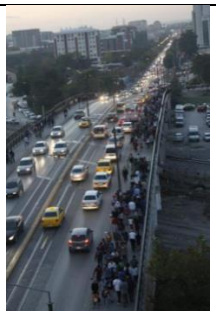




[a][123]



[b]



[c][124]



[d][125]

Figure 3.105. [a] Railway line passing through the city center, [b] Aerial Photo: 'Hat Boyu', conventional railway lines dismantled, [c]the Station Bridge still existed, [d] the Ulus Square.

[123] https://kentvedemiryolu.com/eskisehir-gar-binasi-tescillendi/
[124] https://www.anadolugazetesi.com/yolun-sonu-gorunuyor-5272.html
[125] https://www.bizimsakarya.com.tr/eskisehir-sessizlige-burundu

With the implementations in the area in the light of high-speed railway requirements, railway lines were strictly separated from other parts for security. For this reason, the roundhouse, which was previously in TCDD part, has become easily accessible only from TÜRASAŞ.



Figure 3.106. Wall separating strictly the TCDD and TÜRASAŞ area (Author, 2018)

Reorganization of the station area was needed after HSR came to the city. The place of the new high-speed train station was controversial between stakeholders. In one hand, TCDD announced that the area in Enveriye Train Station was suitable for the new station, on the other hand, the area behind the Sugar Factory was advised by Metropolitan Municipality. The alteration for the determination of site location of new HST and landscaping on the property where the Sugar Factory is located. on 1/5000 scale Master Plan has been approved by the Eskişehir Regional Council for the Conservation of Cultural Heritage (EKVKBK, date:19.01.2023). Meanwhile, the Sugar Factory announced that it would not give its land for

expropriation. Railway workers reminded that they were a stakeholder in the decision-making process of the place of the new train station and came together in front of Eskişehir station on 5 January 2011. They called for the Eskişehir station to stay on its existing place because it is an important cultural heritage of the city.[126]

As it is stated on the website, the canopies were designed by Serdar Akünal, SUDOPAK International for the platforms in Eskişehir station (Arkiv, n.d.).

	
View from southwest	View from southeast
	
Odunpazarı exit	Tepebaşı exit
	
Tepebaşı exit	Canopies

[126] https://kentvedemiryolu.com/eskisehir-gar-yerinde-kalsin/

Figure 3.107. The new HSR implementations in Eskişehir (Author, 2018)

With the approval of the General Directorate dated 28.02.2011 and numbered 14696, the approval of the establishment of the new Eskişehir High-Speed Train Station on the area of the existing train station has been obtained (Özen, 2011).The bid date for the project was 21.03.2013.[127]

Due to economic context of the country, new HST station construction was put aside. Thus, the construction of a new HST station is not on agenda. Instead, existing station has undergone restoration works and new HST platforms and canopies constructed on the northwest of the existing station with an underpass connection. There are visuals of two different new high-speed train station projects for Eskişehir station area accessed via websites of 'arkiv'[128] and 'Uludağ Mimarlık Müşavirlik'[129].

1- HST Station Design for Eskişehir by SUDOPAK International:

As it is stated on the website, the first one was designed by Serdar Akünal, SUDOPAK International. (Arkiv, n.d.)



[127] https://ekap.kik.gov.tr/EKAP/Ortak/IhaleArama/index.html
[128] https://www.arkiv.com.tr/proje/eskisehir-yuksek-hizli-tren-istasyonu/4000
[129] https://uludagarch.com.tr/?portfolio=eskisehir-yuksek-hizli-tren-gari-2

Figure 3.108. The site plan and a perspective view of one of the projects that was prepared for Eskişehir station area (Arkiv, n.d.)[130]

When the site plan of this project is examined, registered TCDD Eskişehir Operations Directorate Building, museum building, 72nd Signaling building are not visible. It is seen that road transportation routes have been created through the protected railway and factory areas.

2- HST Station Design for Eskişehir by Uludağ Architecture:

The tender for the design of HST station and station facilities, preparation of exploration, specification and tender dossiers was held on March 21, 2013. Uludağ Architecture Company won the tender.[131]

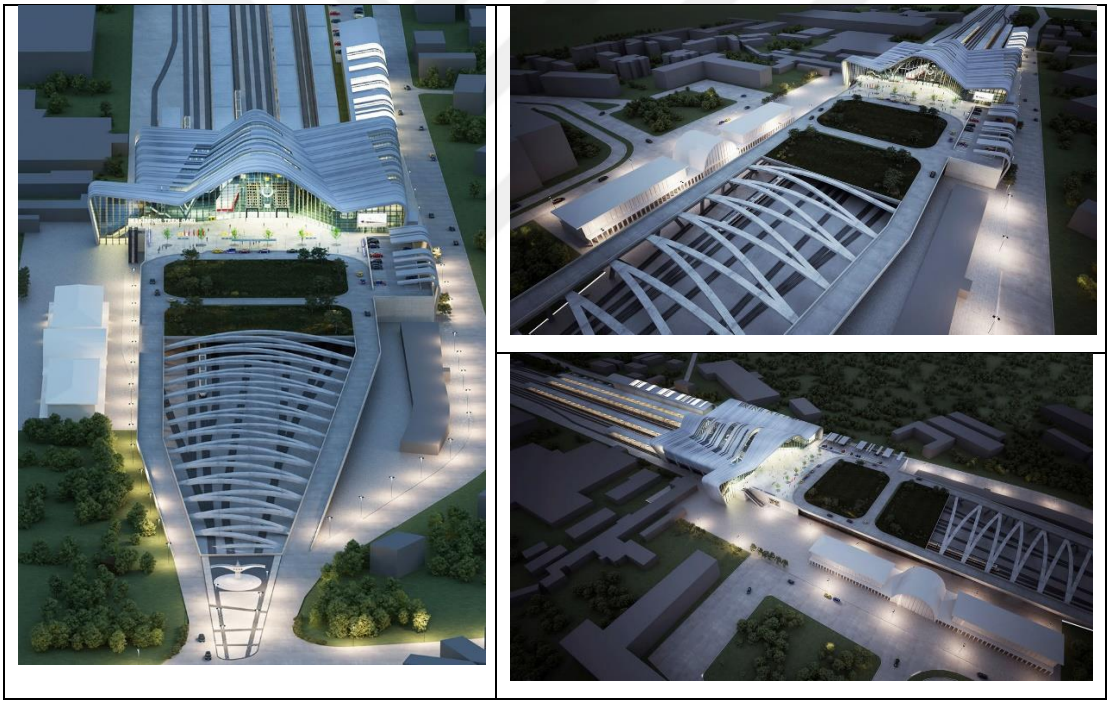


Figure 3.109. The design for the new high-speed railway train station of Eskişehir by Uludağ Architecture (Retrieved on 07 08, 2019, from Uludağ Mimarlık website)

[130] http://www.arkiv.com.tr/proje/tcdd-eskisehir-yuksek-hizli-tren-istasyonu/4413
[131] https://www.arkiv.com.tr/proje/eskisehir-yuksek-hizli-tren-istasyonu/4000

Within the scope of the liberalization of railway transport and the restructuring of TCDD, the "Law on Liberalization of Turkish Railway Transport", numbered 6461, came into force on 1 May 2013. With this law, TCDD has been defined as infrastructure operator and TCDD Taşımacılık A.Ş. as the train operator as a subsidiary of TCDD. Three former subsidiaries of TCDD; TÜLOMSAŞ, TÜDEMSAŞ and TÜVASAŞ were later removed from the TCDD subsidiary and merged as TÜRASAŞ in accordance with the Presidential Decision No. 2186 published in the Official Gazette dated March 4, 2020. TÜRASAŞ is now a state economic enterprise affiliated to the Ministry of Transport and Infrastructure.[132] TCDD still operates as a related institution of the Ministry of Transport and Infrastructure.

The lot changed from 980/17 to 25341/1. It became smaller and some lots were extracted from 25431/1 (Figure 3.110). The 20-meter road passing through TÜRASAŞ (TÜLOMSAŞ) and the station areas, shown as dashed lines in the current 1/5,000 scale master zoning plan, and in the 1/1,000 scale implementation development plan (indicated by author) cancelled on 15.09.2023 (Figure 3.111).

[132] Retrieved on June 5, 2023, from https://www.tcdd.gov.tr/kurumsal/demiryollari

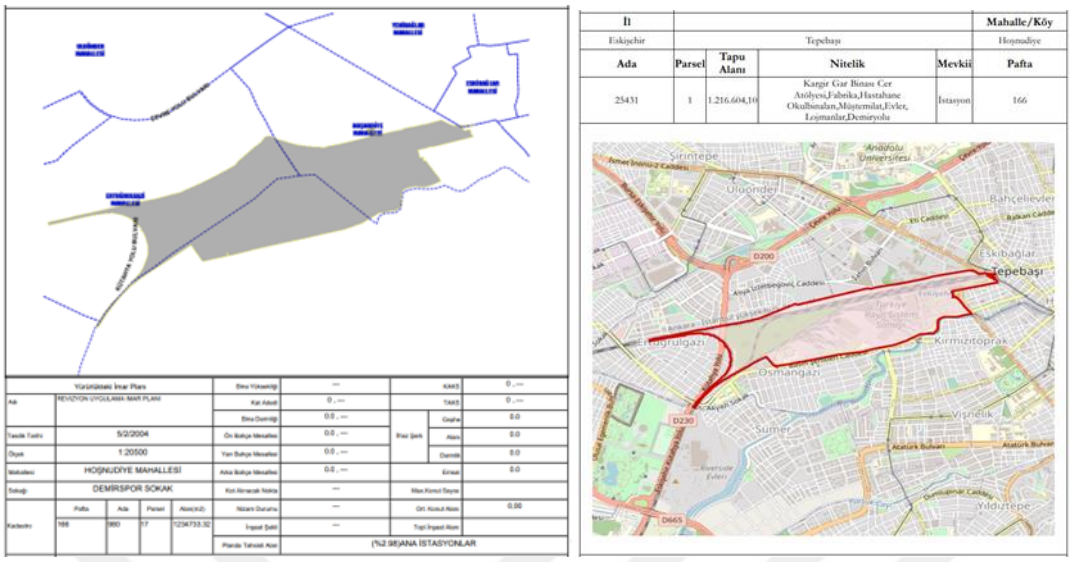


Figure 3.110. The change of the lot[133], [134]

[133] According to verbal information obtained from the land registry office employee changed in 2022 retrieved from TKGM on November 16, 2023.

[134] Document that is on the left is retrieved from Tepebaşı Municipality City Map Website on October 31, 2018

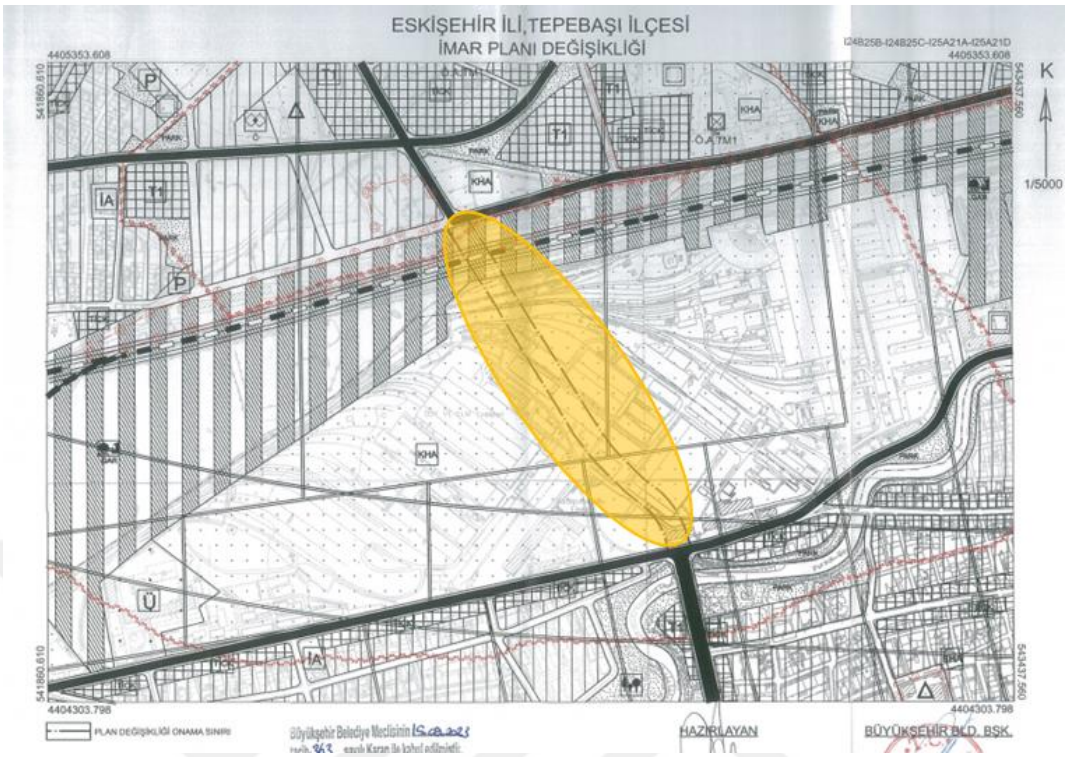


Figure 3.111. 1/5000 Development Plan Change

3.5 Museums, Displays of Some Mobile Elements and Behiç Erkin's Tomb

At present, there are three museums, one display piece, and one memorial tomb within the boundaries of Eskişehir Railway Area. These are, TCDD Eskişehir Museum, TÜRASAŞ Museum, the display of moveable railway heritage: Karakurt locomotive in TÜRASAŞ factory area, TÜRASAŞ Scrap Yard Museum, and Behiç Erkin's Tomb



Figure 3.112. Railway museums, displays, and Behiç Erkin's Tomb on ERA (Author, 2023)

3.5.1 TCDD Eskişehir Museum

The stove, which was ordered to be manufactured as a tulip motif for the German state during the Ottoman Empire and was produced in 1908, attracted the attention of those who saw it. Upon this, the idea of opening a museum came up in 1998. After preparations in the museum building and its garden were completed, it was opened to the public on 16.10.1998 with the materials obtained from TCDD 1st Region, especially Eskişehir workplaces and TÜRASAŞ General Directorate.[135]

In the garden of the museum there are motorized and manual dresins, level crossings and barriers, steam sewage trucks, water tankers, rails and locomotives. In the historical building, a 5-meter-long 3,5-meter-wide railway station model and its environs, steam, diesel and electric locomotive and wagon modes, old telegraph, telex and magneto telephones, coal furnaces, lamps, plates and Abdülhamit's edict on Anatolian-Baghdad railway and several documents including photos of old

[135] https://www.tcdd.gov.tr/muzeler/eskisehir-muzesi

railway stations and trains.[136] Masonry building, 1st group registered. Surveying, Restitution and Restoration projects were found suitable.



Figure 3.113. Photographs of TCDD Eskişehir Museum from outside (Author, 2018 and 2023)

[136] Retrieved on September 15, 2019, from http://www.hurriyet.com.tr/gundem/eskisehirde-demiryolu-muzesi-39044462

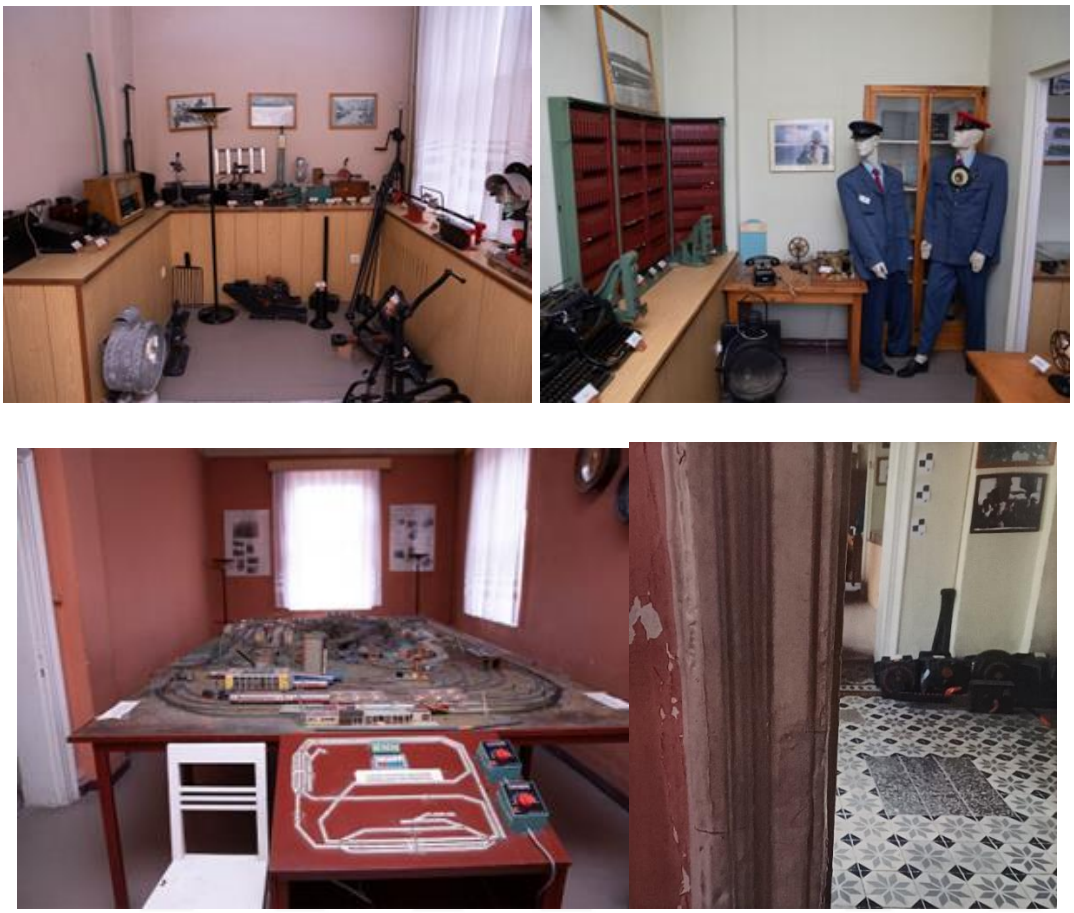


Figure 3.114. Photographs of TCDD Eskişehir Museum from inside[137]

3.5.2 TÜRASAŞ Museum

The museum was opened to visitors on March 3, 2018, in order to exhibit the works of TÜRASAŞ collection and some other significant attributes. There are various objects reflecting the history of TÜRASAŞ and railways in the open and closed areas. The Devrim automobile, Mehmetçik locomotive, 2200 type steam

137 http://www.tcdd.gov.tr/muzeler/TCDD%20ESK%C4%B0%C5%9EEH%C4%B0R%20M%C3%9CZES%C4%B0/7

locomotive, the engineer's cab of 24000 type 1ocomotive, and more are on display at TÜRASAŞ. (TÜRASAŞ, 2019). According to the map dated 1982 obtained from TÜRASAŞ, the previous function of this building was a nursery.[138]



Figure 3.115. Photographs of TÜRASAŞ Museum (Author, 2023)

Devrim:

Only one of the 'Devrim' cars, produced in 1961, has survived. It, kept in a specially designed glass garage in TÜRASAŞ Museum Garden, is still operational. On June 16, 1961, twenty of the managers and engineers of the State Railways Factories and Traction Workshops were invited to a meeting in Ankara. The task of developing an automobile type that would meet the army's street passenger needs was given to TCDD Company and 1.400.000.-TL appropriation was allocated for this purpose. The deadline was 4.5 months, until 29 October 1961. In the meeting

[138] See Appendix B.

held on June 16, 1961, the most suitable place for the works (today's TÜRASAŞ) was decided on a building that was built as a foundry and not used in Eskişehir Railway Factories. There is an official website prepared for 'Devrim' Automobile.[139]



Figure 3.116. Devrim Automobile on display in TÜRASAŞ Museum Garden (Author, 2023)

Mehmetçik Locomotive:

Mehmetçik, the inspiration of Karakurt, was produced in 1957 to popularize the train and the railroad in the public in Ankara Youth Park. It, which is a small locomotive, was put in the museum where the first domestic automobile Devrim exhibited. (Yaşar, 2019)



Figure 3.117. Mehmetçik Locomotive displayed in TÜRASAŞ (Author, 2023)

[139] http://devrimarabasi.com.tr/tr/

Karakurt

The first Turkish steam locomotive with a 1915 horsepower, 97 tons and 70 km / h speed is Karakurt. Adnan Menderes came to the State Railways Traction Workshop on April 5, 1957, and visited the Apprentice School with all the outbuildings of the factories. He travelled with one of the locomotives of the miniature trains 'Mehmetçik' and 'Efe', produced to the train and the railroad in the public and would be operated in Ankara Youth Park that year, and said "Can you make the biggest of this locomotive?" The story of Karakurt began like this and was produced in the factory. It was produced between 1958 and 1961. It had been in service for 25 years from 1961 until 1986.[140]



Figure 3.118. Karakurt displayed next to the Diesel Locomotive Factory in TÜRASAŞ area (Author, 2018)

[140] https://www.turasas.gov.tr/eskisehir-bolge-mudurlugu-tarihcesi



Figure 3.119. Locomotive K2202 in front of the administrative building in the TÜRASAŞ area (Author, 2019)

3.5.3 TÜRASAŞ Scrap Yard Museum

This museum is located at the southwestern end of the TÜRASAŞ factory site. Access to this open-air museum is very limited, serving just the employees of the corporation. There also exists an old chimney made of brick. It was registered on 26 August 2010, with the decision of the Council numbered 4420.



Figure 3.120. The Scrap Yard Museum displaying the portable equipment in the scrap field in the TÜRASAŞ factory area (Author, 2018)

3.5.4 Behiç Erkin's Tomb

Behiç Erkin (1876 - 1961) was the founder and the first General Manager of the State Railways (1920 - 1926), that is why, he is called *'the Father of Railways'*. He served as the first General Manager of Turkish railways in Eskişehir. Apart from being a politician and diplomat, he was one of the closest and oldest colleagues to whom Atatürk exchanged ideas. Upon his own will, he was buried in the triangle area at Eskişehir (Enveriye) station, where the İzmir – İstanbul - Ankara lines meet, sometime after his death the monumental tomb was built by TCDD General Directorate (Eskişehir Provincial Directorate of Culture and Tourism, n.d). His surname was given personally by Atatürk. He was also an important person who had worked hard on the nationalization of the railways, the translation of the operating language into Turkish and the establishment of the first public private railway museum.[141] His tomb is near the Enveriye Station. The registration sheet of this tomb was confirmed on 25.05.2011 with the decision numbers 4968 and 4969 by the Eskişehir Conservation Council.



Figure 3.121. Signboard as an interpretation item about Behiç Erkin and his Tomb (Author, 2019)

[141] http://kentvedemiryolu.com/aramizdan-ayrilisinin-46-yilinda-behic-erkini-saygiyla-aniyoruz/

3.6 Evaluation

The history of industrialization of Türkiye started in the late Ottoman period but the attempts were slow and insufficient. With the establishment of the Republic, Türkiye has made a great attack on industrialization. And Eskişehir had played a pioneering role in the industrialization of the country.

The construction of the Anatolian Railway altered Anatolian urban life significantly. Traditional urban centers gravitated towards the newly established railway stations, giving rise to commercial hubs around them. Early railway lines tended to skirt city centers, resulting in a suburban ambiance in the surrounding buildings. However, as the 20th century began, this suburban landscape transitioned into a more urban one, a trend evident in Eskisehir as well. Along the Anatolian Railway, standardized station and auxiliary building designs were implemented, with railway structures positioned parallel to the tracks. Typical station elements included passenger buildings, water tanks, wells, depots, and worker barracks (Erkan, 2012).

In Eskişehir, the railway line divides the city center into two on the west- east axis. The railway area is a huge characteristic city fragment right at the very center of the city. The study area has gained more attention due to high-speed railway implementations because of changing railway policies. In this respect, especially the existing train station has been getting much more interest.

ERA, one of the pioneering and original examples of the railway heritage, is a living cultural landscape with various contexts and components. “In many places, this (industrial) heritage is still in use and industrialization is still an active process with a sense of historical continuity, while in other places it offers archaeological evidence of past activities and technologies." (The Dublin Principles,2011). Former is the case for the ERA.

The structures on the north of the railway line: the Pavilion Building, the Worker Dormitory, and the Revision Building, TCDD Logistics Directorate Building, the

Open Hangar, and five Double-Flat Lodging Buildings. Some buildings are demolished in this area. The dormitory and the pavilion lodging are located within the borders of “Factory Conservation Area”; the lodging building has its own 50 meters conservation area because of diminishing borders of conservation area. Except the dormitory and one of the five lodging buildings, buildings are out of use and bad in condition. On the west side of this area there is a huge open space.

It is seen that unregistered buildings in the north of the railway lines have been demolished. Only registered buildings remain in the area.

CHAPTER 4

ASSESSMENT OF ESKİŞEHİR RAILWAY AREA AND PROPOSAL OF AN INTERPRETATION FRAMEWORK FOR ERA AS A LIVING RAILWAY MUSEUM

This chapter assesses the values, problems and potentials of Eskişehir Railway Area and proposes an interpretive framework for its presentation as a living railway museum.

4.1 Assessment: Values, Problems, Potentials

4.1.1 Values

Identification of heritage values or significance of a heritage site is the first step for any conservation project aiming to safeguard the integrity and authenticity (Mason 2002, Engelhardt 2022, ICOMOS Burra Charter 2013). Therefore, in order to develop an interpretive framework for ERA, it is important to assess its values and significance as a heritage site.

Values that ERA has can be classified under three main group which are physical, social, and economic values as Fidan (2012) and Özçakır (2018) did in their studies. Accordingly, the values of the railway heritage are:

1) **Physical Values:** age & historic value, authenticity value, architectural & technical value, document value, integrity value, symbolic value, identity value, group value

2) **Social Values:** integrity value, symbolic value, identity value, collective memory value, prestige value

3) **Economic Values:** use & functional value, market value, continuity value

The development of railways in Türkiye began in the late years of the Ottoman Period and gained acceleration in the early Republican Period. ERA together with its close neighborhood represents the direct interaction between the city and its industrial development especially with the arrival of railway at the end of the 19th century and the establishment of factories during the early Republican period as a matter of national development (Bozdoğan, 2015).

The value assessment was carried out under three scales as city, site, and building. Values assessed at city scale because it is thought that the city can contribute to ERA with its inherent values in the cultural and economic contexts. The reason behind this thought mainly is the city attracts people all over the country with its **prestigious values** such as the Porsuk Stream, Odunpazarı Historical Urban Site, Sazova Park, Kent Park with an artificial sea in it, etc. Since the railway is an important transportation tool to arrive at the city, those who come to the city via trains will get their first impression in the station area and will first interact with the railway heritage and railway museum.

Table 4.1 Values of the study area (Author, 2024)

	PHYSICAL VALUES	***SOCIAL VALUES***	***ECONOMIC VALUES***
CITY	• **Age & Historic v.:** multi-layered historical background of the city: especially Ottoman Odunpazarı history and early Republican industrial history • **Integrity v.** • **Natural v.:** Porsuk Stream	• **Prestige v.:** Porsuk Stream, Odunpazarı Historical Urban Site, Sazova Park, Kentpark	
SITE SCALE	• **Age & Historic v.:** Ottoman – early republican formation, contribution to the Independence War • **Authenticity v.:** original location • **Architectural & Technical v.:** preserved equipment, technical structures • **Document v.** • **Integrity v.:** within itself and with the factories area and surroundings such as TMO • **Symbolic v.:** TÜRASAŞ, HSR • **Identity v.**	• **Integrity v.:** with the city's social, economic life • **Symbolic v.:** industrial and modern life • **Identity v.** • **Collective memory v.**	• **Use & functional v.** • **Continuity v.:** still functioning production and transportation site
BUILDING SCALE	• **Age & Historic v.:** Ottoman – early republican construction • **Authenticity v.:** original functions • **Architectural & Technical v.:** national and modern architecture examples • **Document v.** • **Integrity v.** • **Symbolic v.:** ie. station as a gate of the city • **Group v.**	• **Integrity v.**	• **Use & functional v.** • **Continuity v.:** still functioning buildings • **Market v.:** idle buildings

Age and Historical Value

- Despite Anadolu - Bagdad Railway Line is not the first railway line constructed in Anatolia, it is one of the first main lines that was started to be built in the late Ottoman period. Being a part of this line, it is possible to talk about **historical value** for ERA in the context of Turkish railway history. In the light of information given in the third chapter, a significant portion of the railway lines and structures was built during the late Ottoman and periods in Eskişehir. Therefore, there are many station buildings on these lines that have **age value**.
- Eskişehir is one of the most important cities in the history of national industrialization before and during the Republican Era in Türkiye (Özkut & Özaslan, 2009); and Eskişehir train station is a gateway to the city's industrialization. It is very much a part of the city's industrial past.
- It has historical value as one of the first industrial establishments established in the country.

Authenticity Value

From a historical perspective, an operational railway cannot be completely authentic. Its authenticity comes from its continuity, it is beyond the convensional perception of authenticity.

- TÜRASAŞ Eskişehir Regional Directorate is the first and only locomotive industrial enterprise in Türkiye.
- Despite the increasing urban development pressures related to the central position of the railway arrea, it has endured till today with its mostly protected integrity. So it can be said that the area has **authenticity value.**
- Railway site retains its original occupied-empty relationship and open spaces.
- Some of the buildings are inactive, but they retain their originality in terms of plan, design, materials and sometimes function.

Architectural and Technical Value

- Buildings in the area were constructed in different periods, with different functions, of different quality and diversity, representing the periods they were built. The features of the open areas are also diverse: green open areas, areas with open structural elements, circulation network, etc. The relation between open and built-up areas aldo differ. Any change in buildings or open areas can destroy this relation.
- Eskişehir train station reflects the period acquired through a competition. It is a product of particular architectural movement of the time- II. National and modern.
- There are early republican buildings and buildings built in the 1970-80s.
- The buildings, where functionality is at the forefront, are wide open as the production structures of the period and use the latest technology.
- The advancements in technology have enhanced the speed and comfort provided by railways, leading to changes in traction power sources, transitioning from steam to diesel and eventually to electricity for vehicles.
- It still displays evidence of technological progress up to the present day.
- The area has **technical value** due to the mechanical equipment in the area.

Document Value

- ERA is document of nationalization of railways in the early Republican era after the Ottoman Empire
- The area demonstrates industrialization and modernization in a small city in Anatolia.
- Witness of important events and people as the transportation hub of the city from the Ottoman period until today.
- ERA has been carrying the footprints of modernization, industrialization, and technology is seen on ERA.

Integrity Value

- Although there are divisions or isolation, ERA maintains its integrity as a railway area with its different components. It also integrates with the growing city.

Symbolic Value

- The station is one of the most important symbols as a cultural landmark of Eskişehir, known as the industrial city. It is also a symbol of westernization with its architectural features as an example of II. National and Modern Architecture.
- Railway and Tülomsaş Campus have a symbolic value because they changed the economic and social structure of the city starting with the Republican period. The formation of new working class and new proffessions with the employees of the railway workshop. Additionally workers' cooperations for dwellings close to the factory area.

Identity Value

- It has an identity value because it helped transform Eskisehir into a modern, railway, and industrial city.

Group Value

- They have group values since ERA is composed of many different structures with many different functions: transportation, maintenance - production - storage, administrative, accommodation, social, education, health care, etc.
- ESTU Porsuk and Transportation Vocational Schools buildings group with education function: the entrance collonnade, the main building, the canteen building.

- Fatih Sultan Mehmet İmam Hatip Elementary School buildings group with education function: The entrance building together with two lodgings on both sides, registered main school building, the other school building which is used jointly as dining hall with TÜRASAŞ.
- Eskişehir Provincial Health Directorate Zübeyde Hanım Campus with health care function: the registered numbered 7 Emergency Medical Services Station, the building where the polyclinics are located, the Physical Therapy and Rehabilitation Center, the Community Mental Health Center, and archive building.
- Lodging groups

Collective memory value

- The station building and TÜRASAŞ factory are important parts of the collective memory. “For many years, the station building has used for passenger transportation and hundreds of people has passed through the area in a day.” And it continues to host passengers.
- “This valuable railway heritage still has a spirit with its concrete reality as a memorial since its establishment.”
- Since its formation, this valuable railway heritage still holds a spirit through its concrete reality as a memorial (Çörek, 2018).

Use & functional value

The 8th Article of the Dublin Principles (2011) highlights that for operational industrial buildings or areas, their ongoing use and function can maintain their heritage significance and ensure their physical and economic sustainability. It is also the case for railway areas as a living transportation facility.

Continuity value

- Maintaining the operation and function of railway heritage assets could foster their physical and economic sustainability as active assets (Fidan, 2012). ERA has been continuing its original use since 1894.

Market value

- TÜRASAŞ with its contribution to the national economy
- Every cultural asset possesses a financial worth that can be acquired through the value of its land or the repurposing of the structure. ERA is at the core of the city, has idle buildings to be reused.

4.1.2 Problems

General problems:

- Current conservation methods struggle to fully preserve railway heritage.
- Railway heritage is less recognized because of being evolving functional utility with time and it struggles from the complexity of the concept.
- When change happens quickly, heritage is frequently ignored throughout the planning process.

Site scale:

- The individual registrations of the buildings and the border of the conservation area becoming narrower over time is not sufficient for the conservation of the integrity of the railway heritage site.
- The urgent decisions of the decision-making authorities pose a threat to the area where local people, universities and non-governmental organizations are not sufficiently involved in the change and conservation process.

- The campus and site plan features have been disappearing (Özkut, 2017, p.62) due to parceling outs, demolition, loss of function, HSR implementations, etc. This results in the fragmentation of the ERA and threatens its integrity as a railway area in its entirety.
- While the biggest problem of the factories region is the loss of function, the railway area is subject to continuous change and development due to the developing technology and changing transportation policies despite the ongoing function. The relationship between the factories zone and the station area, which was strong in the past, was weakened by the loss of function in the factories area.
- There exists an increasing urban development pressure from the north threatening the integrity of the site.
- There is an increase in tourism activities with increasing daily travel frequency.
- In the ERA some heritage properties are inaccessible because of controlled access and impervious borders as a result of ongoing use especially for TÜRASAŞ factory area.
- Besides the lack of a holistic conservation approach for its protection and presentation basically; the city, an attractive destination especially for daily cultural tourism, also disappointingly lacks the potential of a well-narrated railway museum for the sake of its cultural transmission; although there are two small-scaled railway museums, which of one is closed for a while, and some other small displays in a disorganized manner on the site.

Building Scale:

- In some recent official documents from the Turkish State Railways or TÜRASAŞ, these buildings are described as old, deteriorated, challenging, and costly to renew, suggesting they are unnecessary to maintain. However, they are structurally sound and suitable for use.

- The existing museums on the area are not very well-known and their maintenance has been neglected.

4.1.3 Potentials

City Scale:

- Eskişehir is on the railway routes connecting big cities: İstanbul - Ankara and İzmir - Ankara.
- Porsuk Stream, 'the river passing through the city'
- Hot water sources, health tourism
- Intercity and innercity transportation networks
- multicultural socio-cultural structure, hospitality of the city
- Multi-layered historical background of the city: recognized historical value and association, Odunpazarı Urban Site
- 3 state universities and students
- There has been an increase in tourism activity due to the rising frequency of daily travel.

Site Scale:

- Initially, the area was situated away from the city center. Over time, the city expanded towards the north, bringing the railway area closer to the city center. Today, it occupies a central position within the city, playing a crucial role in its urban development since its establishment.
- ERA still maintains its original function as a transportation hub, connecting various modes of transportation within the city and between cities.
- The opportunity gained with the relocation of the logistics to Hasanbey is the potential for greater integration with the rest of the urban center. A social potential for urban transformation / Urban transformation can gain a social character with this area.

- The large open area and certain structures within the large station parcel, which are currently unused, hold significant potential, particularly for the green urban landscape. Environmental value for reuse and recycling.
- It may act as an important, practical gathering area with its open area potential and central location in case of an emergency.

Building Scale:

- Idle railway buildings have potential for contemporary adaptive reuses.

4.2 Cultural Significance of ERA as a Living Railway Heritage

Railway heritage is shaped not only by its urban surroundings and the features of trains, engines, and station layouts but also by wider factors such as societal norms and advancements in technology, culture, and economy. Therefore, understanding the significance of railway heritage requires considering the intricate interplay among these elements within its environment. (Bhatawadekar, 2021)

ERA, a prominent heritage site, is integral to shaping Eskişehir's identity as a modern industrial hub. This extensive campus encompasses operational systems alongside diverse structures, including the station building, ancillary facilities, educational and accommodation amenities, as well as expansive open areas.

Despite changes over the years, ERA still maintains its integrity, with most of the buildings and open spaces being authentic. ERA has served as the transportation hub of Eskişehir from the Ottoman period until the present day, so it continues to maintain social and functional integrity with the city.

When understanding ERA's significance, it's essential to consider cultural aspects like memory, nostalgia, and belonging. Recognizing this intangible dimension related to its physical attributes, as Bhatawadekar (2021) suggests, enhances our overall understanding of the site's cultural significance.

As it is written in Bangkok Post for Thailand's railway heritage by Chukaew (2023), railway heritage can help keep Eskişehir on track to a better future.

4.3 General Conservation Principles for ERA

ERA is a very important railway heritage of the country that has traces of the Ottoman and Republican periods of the national history, and also pioneer in the integration of HSR system into the railway network of the country and should be carefully monitored and protected with an integrated conservation approach. The heritage of ERA is a set of tangible and intangible values encountering conservation challenges. And it is an excellent example of an asset exemplifying socio-cultural and economic aspects.

The current conservation approaches and implementations for ERA “is guided by the classical cultural heritage practices, which bring limitations to protecting and sustaining its multi-faceted values, extending beyond architecture and aesthetics” (Bhatawadekar, 2021).

There is a lack of railway heritage conservation definitions and regulations in Türkiye; although, a certain way has been taken in the international platform as mentioned before in the second chapter. Also, a specific unit is needed to be established responsible for railway heritage within the Turkish State Railways and especially a conservation specialist must be employed in this unit.

Awakening state and local interest on the concept of railway heritage, investment at local - regional - national - global levels, and preparation of a website and a mobile application for an integrated state railway heritage inventory are the goals in the broader perspective for the railway heritage of Türkiye.

General principles are categorized under fiive as below:

Statutory framework for railway heritage:

"Law on the Renewal, Preservation and Use of Worn-out Historical and Cultural Immovable Assets" (Law no: 5366, 2005), *"Law on the Protection of Cultural and Natural Assets and Amendments to Various Laws"* (Law no: 5226, 2004), *"Culture and Natural Assets Protection Law"* (Law no: 2863, 1983) are the main legislative sources regarding heritage and its preservation in Türkiye.

"Regulation on the Classification, Registration and Taking into Museums of Movable Cultural and Natural Assets That Need to be Protected" is a legislative document that determines the working procedures and principles of the commissions that will classify, register, take them into museums and assessing movable cultural and natural assets requiring protection (KTB, 2009).

"Directive on Entrance, Information, Guidance and Warning Signs of Museums and Archaeological Sites" determines the material, dimensions, writing technique, font, position and location of the signs to be made in museums and archaeological sites in order to prevent visual pollution caused by promotional, informative, directing, signboards. It regulates the principles to be followed regarding technical data on subjects such as museum entrance signs, general information signs, single and multiple direction signs, warning signs etc. (KTB, 2014).

It may be necessary to develop a specific *'protected site'* definition for still operating railway heritage areas in the first place. Declaration of the ERA as a *'railway heritage protected site'* will be the next step for the sake of an integrated conservation of the site as a whole. In this area, lawsuits have constantly arisen among stakeholders due to cadastral status, urban development decisions, conservation and registration status, manufacturing and construction practices resulting from the continuity of the function, and demolition requests for idle buildings. In paragraph a of Article 8 of Law No. 5226, it is stated that "The declaration of an area as a protected site by a conservation zone establishment stops

the implementation of plans at any scale in this area." This will reduce the number of regarding cases thus the over workflow caused by them and save time and energy.

Plans, guidelines regarding railway heritage and its conservation should be prepared such as *"Railway Heritage Assessment Report",* providing the documentation of the condition of the railway heritage in accordance with observation, monitoring, mapping, assessments, tests etc. and including details of the heritage values, *"Railway Heritage Conservation and Reuse Plan"*, building the basis of conservation, restoration, and adaptive reuse of the railway heritage; *"Railway Heritage Management and Maintenance Plan"*, the comprehensive plan prepared to guide the regular maintenance and the management of the railway heritage assets; and *"Object of Significance"* for the assets that are not registered but still has significance, etc. (IRSDC, 2021).

Documentation, archiving, preparing inventories:

A detailed inventory of the railway heritage is a crucial first step for effectively conserving and managing it. After comprehensive archiving and documentation studies, existing structures should be compared with records and current inventory should be established. It's crucial to showcase, analyze, and explore cartographic maps, data, graphics, photographs, and similar materials (Llano-Castresena et al, 2013), as well as to make inventories accessible to the public. Creating a geodatabase is an effective way to support the management of railway-related data, analyze the railway environment and landscape quantitatively, and interpret information for tourism, heritage preservation, and regional planning purposes (Sang & Piovan, 2019).

The railway heritage of Eskişehir should be presented on the website of the 'Eskişehir Cultural Heritage Inventory', of which the existing situation needs to be revised and kept up to date, separately under the headings of industrial and railway heritage in order to have a digital database of it.

Although digital access to all Eskişehir Regional Council for the Conservation of Cultural Heritage decisions directly was once possible, now only registration decisions are published, not frequently they are up to date. Therefore, the process in the railway area is not accessible and transparent enough for the public. The whole process regarding the ERA should be made as transparent as possible within the council and the necessary information should be shared with the public through various methods like whether published and online, visual and literary materials, etc.

Revisions of registration sheets are needed with the introduction of newly registered buildings in ERA; mistakes should be corrected, and information should be detailed. Proposals for some buildings to registration such as the Enveriye Station building, TÜRASAŞ Health, and Social Affairs Department building should be made.

Documentation, archiving and inventories can be conducted by the establishment of a Railway Heritage Studies Unit and Archive under the umbrella of the ERA Living Railway Museum Administration.

Maintenance and Conservation:

A holistic conservation approach should be adopted with all elements included in the scope of railway heritage. Firstly, the built heritage of the railway heritage in the area should be safeguarded and maintained. Instead of evaluating buildings on a single building scale, they should be considered at site scale. A holistic conservation approach should be adopted to deal with such a large place of heritage with complex problems. The restitution projects of the built heritage in the area should be prepared for the determination of the original characters by making the necessary determinations of the buildings after the survey works to be done, and every step result should be recorded, documented and shared with the concerned parties. Those who have lost their functions should be re-functioned according to the restoration projects to be prepared, regarding the integrity and needs of the area or the socio-cultural needs of the city; and the continuity of use should be ensured.

Refunctioning of idle buildings needs to be done in a comprehensive and integrative way in the light of contemporary user-based conservation context. The social and cultural life of the city can be contributed by giving new functions to idle station buildings.

The conservation of monuments depends on their continuous maintenance and the necessary interventions to be conducted in a timely manner and to prevent further serious damage. In this context, an economic protection approach can be the continuous use of a building either retaining its original function or repurposing it. However, historical buildings may not always maintain their intended original functions. The adaptation of the structures to new functions requires some interventions and modifications, which may lead to the loss of originality of the structure. That is why, the fact that giving new functions to historical buildings must just be thought of as a tool, not an aim to protect the buildings (Ahunbay, 2004).

The station structures that are out of use can be reintroduced into urban life with different functions when it is not possible to maintain their original functions. As Koca & Karasözen (2010, p.202) say, the interventions to the buildings that are important for Eskişehir should be handled in the context of the city, not with an individual attitude, and the assets existing in the city memory should be maintained and passed on to future generations to enrich the city's social, cultural, and economic life through their new uses.

In the reuse of these buildings, the *'profitability'* and *'self-management'* should be adopted as the best guarantors of their preservation (Llano-Castresena, et al, 2013).

For each of the buildings to guide further studies, there should be a measured survey, restitution, and restoration projects immediately because they may disappear in time due to the lack of care. Moreover, as stated in Nizhny Tagil Charter (2003), "continuing to adapt and use industrial buildings avoids wasting energy and contributes to sustainable development. Continuity with reuse may provide psychological stability for communities."

Besides the built railway heritage of the area, mobile elements and intangible aspects of Eskişehir's railway heritage need to be identified, classified, recorded and if necessary registered. It's important to make sure that movable objects and intangible aspects are stored properly (Orbaşlı & Woodward, 2005). For example, industrialization and the railways brought new sounds to the city. Especially with trains, the acoustic environment of the city changed. It might be a disturbing condition for some, at some point, on the contrary, for some it is a nostalgic input reminding old times of the city.

Although there is a 'TCDD - TÜRASAŞ Conservation Area' defined by Eskişehir Regional Council for the Conservation of Cultural Heritage, its borders cover a certain area where the registered structures of the ERA are concentrated and are not enough to ensure that this area is fully conserved and transferred to the future as a railway heritage. The ERA should be registered as a "Railway Heritage Site" according to Law: 2863. There is a Factories Zone 1/1000 Scale Implementation Development Plan for the Factories Zone. Conservation Oriented Zoning, in coordination with the Factories Zone as a buffering zone, is needed to be prepared for better control over the area.

The integrity of the station lot must be maintained through development control measures. The open spaces in the railway areas from the past to the present should be preserved as open spaces as a character of the remainder. Integration of local and state planning efforts to make effective, long-standing changes to the land use patterns in the area is important.

Urban planning studies should consider the integrity of the place, even if it has been ignored to date. In the implementation zoning plan, the parceled-out area of the north of the railway line should be reconsidered and construction decisions should be revised even if the remerging of them with 25431/1 is not carried out.

When it is economically feasible to build a new HST station in the future, according to two different project images available online, it appears that the large-scale station building compared to the existing one will be built a little further to

the west of the existing station. When the construction of a new HST station in Eskişehir is on agenda, the future of the old one needs to be taken into consideration extensively by a multidisciplinary group of people from different fields including the public. Taking a public survey about the new function of the old train station building may be a way of finding new function proposals. The new HST design and applications must be designed with an approach that understands the importance of the field and considers registered structures especially on the site plan scale.

The continuous maintenance and conservation of the ERA should be conducted in control, supervision and consultancy of a specialized multidisciplinary team formed under the umbrella of the ERA Living Railway Museum Administration.

Stakeholders and Management

As Munoz-Vinas (2012) suggests, “it is the people [stakeholders] affected by a conservation process who should be considered when making the decisions". Therefore, involvement of people in the process and encouragement of active participation is crucial.

Existing stakeholders concerning ERA are to be stated as TCDD and TÜRASAŞ as owners; Eskişehir Technical University, PTT, and some other tenants as temporary users partially settled in the area; Eskişehir Metropolitan Municipality, Tepebaşı Municipality, and Odunpazarı Municipality as municipalities; Eskişehir Regional Council for the Conservation of Cultural Heritage; Anadolu University, Eskişehir Osmangazi University, Eskişehir Technical University as universities; BEBKA (Bursa Eskişehir Bilecik Development Agency); locals; tourism agencies; private sector especially local companies; and NGOs like professional chambers; Culture and Tourism Ministry and Eskişehir Provincial Directorate of Culture and Tourism. The inclusion of NGOs is important in the conservation process of Eskişehir’s railway heritage. New NGO formations that are concerned about railway heritage conservation need to be provided and supported. There is a need to increase communication between the stakeholders for the conservation of the railway

heritage of Eskişehir. Additionally, as Erkan (2012) emphasizes the importance of public initiatives and governmental or non-governmental organizations in influencing and initiating preservation efforts.

As a stakeholder, BEBKA can take part in the development of the region by supporting and funding projects to conserve and promote the ERA. Other national, regional, and local funds should be provided and enhanced.

Conservation should be conducted for the sake of its users (Munoz-Vinas, 2012). People who interact with the ERA might be said to be employees and workers of TCDD and TÜRASAŞ, locals, students, academics, domestic and foreign tourists, train passengers. Community should be involved in the process because of their *'fundamental cultural right'* to participating in the conservation and management of a heritage site that has been part of their daily lives for many years (Council of Europe, Faro Convention, 2005).

The scope and actions of the existing cooperation with the universities of the city should be expanded. More specific steps should be taken in particular on raising awareness of railway heritage and its conservation. A new one for the rail-based programs at the Eskişehir Technical University Transportation Vocational School, including a Conservation of Cultural Heritage Program. Thus, direct, or indirect interaction of all registered students on the campus with the subject of conservation is ensured. Moreover, the Cultural Heritage and Tourism Program of Anadolu University Open Education Faculty may also be included in this interaction.

Universities should play a more significant role in researching railway heritage and providing education that fosters an understanding of its values, contributing to the formation of objective judgments at every level (Jerome, 2010).

25431/1 sits in between two central municipalities besides the metropolitan municipality in charge. The presence of the lot in both municipalities causes administrative confusion, and time lost while managing the area in every aspect. A common unit can be established between municipalities and this unit can be

responsible for the area administratively. This unit should be formed by employees who are specialized in their fields, especially those who have expertise in heritage and conservation areas. A well-coordinated organizational scheme should be achieved in between municipalities and in every stakeholder regarding the area. A multidisciplinary team constitution in which different fields of knowledge collaborate without exclusive prominence is a must because of the number of institutions in charge over the area.

"Co-operation between railway operators and conservation bodies can make sensitive development possible and ensure that the integrity of sites is maintained." (Burman & Stratton, 1997 as cited in Coulls, 1999, p.7). Therefore, it will be also beneficial for TCDD and TÜRASAŞ to have experts on conservation within their organization for the conservation future of the area. There will be a small separate unit here including TCDD and TÜRASAŞ, which can make process flow much easier. That unit can communicate with outer stakeholders as a representative.

Bhatawadekar (2021) highlights that managing living railway heritage involves both adapting to change and preserving continuity. Registration in building scale is inadequate to maintain the integrity of the area. Thus, a management plan for ERA, defined by the third article of Law No.2863, is essential. This plan should delineate management areas and outline specific guidelines for buildings, whether they will be refunctiones or not. Proposed new functions should align with scientific criteria outlined in the management plan. Arrangements on the functional organization of the railway area and its surroundings are needed as a redevelopment of the urban area.

Presentation and communication

Communication technology is important in the formation of tools for educational, interpretive and information transfer tools as Jerome (2010) states. A heritage interpretation plan should be prepared to convey the significance and meaning of the ERA to the stakeholders. This interpretation plan should be participatory and developed with the contribution of all stakeholders related to the ERA. Based on

this interpretation plan, the connection of railway transportation with local transportation networks like tramway, motorway and cycle lane to improve the flow of the tourism activities, an digital database for the railway heritage of Eskişehir- oral, visual, audial, literal, etc. - as an opportunity of the technology age and the creation of a mobile application must be the goals for the study area in order to integrate the Eskişehir's railway heritage to the city's tourism potential. Within the scope of this thesis a heritage interpretation framework is proposed in the following section, which will be the basis for a comprehensive interpretation plan.

Based on the general principles, following steps should be taken for the conservation of ERA:

- Recognition of the entire site as a 'living railway heritage site'
- Preparation of a conservation plan with the coexistence of museum and public transportation functions
- Preparation of a management plan
- Preparation of an interpretation plan
    - Representation of the significance of the area
    - Improving accessibility in and movement through the site: horizontal and vertical circulation reformation
    - Improving visual permeability – viewpoints
    - Creating new pedestrian and cycle routes, concerning disabled access
    - Improving the arrival and departure experience for passengers
    - Using the opportunities offered by the railway heritage site more interactive and embedded in social contemporary life
    - Preparation of presentation and design guides
    - Suggesting sustainable practices for its conservation and management

4.4 Interpretation Framework for A Living Railway Museum in A Living Railway Area: ERA

The first article of the Burra Charter (2013) prepared by the Australia ICOMOS for places of cultural significance defines the cultural significance as historical, social, aesthetic, scientific, spiritual value to all generations and shows the place itself as the source. Places of cultural significance are defined also as the provider of a sense of community and the living historical records. The 26th article gives further information on the process by stating that the studies to comprehend the place consist of the analysis of tangible, documentary, oral or other evidence. It also gives specific emphasis on the inclusion of the groups and/or individuals associated with the place by providing opportunities to engage in recognizing and comprehending the cultural significance of the place (ICOMOS Charter, 2013).

The significance of the railway heritage is basically hidden in its continued original use. To conserve living railway heritage effectively, it's necessary to acknowledge the changes it has experienced, ensuring alterations or restorations prioritize functionality, efficiency, and public safety over aesthetics (Bhatawadekar, 2021).

Because conservation is a dynamic process rather than a static one, a culturally significant place's values must be recognized and preserved while also permitting the place to change and develop (Worthing & Gwilliams 2002, p. 565). To guide change in a sustainable manner, conservation should not only be a witness to it but also an integral part of the process (Fairclough, 2001, p.23). The rapid pace of change leads to inadequate planning. Precautionary measures with multidisciplinary collaboration are required more to resist the allure of the 'quick fix' (Jerome, 2010). To maintain sustainability on site, new changes must be implemented, but old buildings must be preserved as much as possible, and their usability must be improved (Bhatawadekar, 2021).

Understanding the cultural importance of living railway heritage and managing its inherent characteristics of change and continuity requires special approaches

(Bhatawadekar, 2021). The interpretation and presentation of heritage sites are closely linked to recognizing their significance, understanding conservation values, and addressing the needs for sustaining these places (Rifaioğlu, 2022).

According to Orbaşlı and Woodward (2005) the best instrument for transferring the history and technology of railway are museums. On the contrary, Pilcher (1997) argues that it is not possible to appreciate railways, as a mode of transportation, in a static 'museum' setting.

On the contrary, Pilcher (1997) says that railways cannot be fully appreciated in a static ‘museum’ form as being a means of transport. But it might be possible to overcome this circumstance with a dynamic living railway museum function created in parallel with the functioning dynamism inherent in the character of the railways.

The creation of a railway museum with on-site exhibitions can enhance the promotion of ERA's railway heritage value, highlighting its physical and architectural significance. Adaptive re-use is also highlighted as a creative method to revitalize heritage, contributing to its historical process (Hay, 2008 as cited in Aykaç & Şahin Güçhan, 2011).

The conservation process should include interpretation as an integral part. Defining the conservation concerns of sites is necessary to increase public awareness of the threats to their physical integrity (Ename Charter, 2006, principle 1.3). The interpretation and presentation of heritage helps preserve and sustain cultural heritage and increases the interest in heritage among national and international visitors and the public by enabling a better understanding of the unique character of heritage (Rifaioğlu, 2022). It is a continuous process, and the possibility of multiple viewpoints should not be disregarded (Ename Charter, 2006, principle 1.4).

Since the beginning, ESA has been serving as a transportation hub as a primary function. ERA is used by hundreds of people every day and they establish a close connection with it. Thus, it can be said that passengers form the ‘core community'

of the site. The relation between this main community and ERA shapes the way that the site has been perceived as a heritage place. Integrating living railway museum function into the area will strengthen the living character of the area and help conserve and present the railway heritage without contradicting its uniqueness derived from its continued use.

The use / function of railway cannot be limited to just transportation. It also undertakes socio-cultural and economic roles in the background from the beginning. It may be possible to also ensure the continuity of the background socio-cultural and economic function of the railway by integrating the museum function in the living form that Akmehmet (2017) described into the ERA which is a particular railway heritage area. This integration of living railway museum into the area will create a new socio-cultural urban flow through the site in addition to the passenger flow.

To achieve forming a framework for interpretation of railway heritage in the form of living railway museum in the case study area, Carter's work (2001), seen on Figure 2.23 previously in the second chapter, is used as the base.

ERA Living Railway Museum will act as an umbrella institution for the sake of the Eskişehir's railway heritage conservation and interpretation as a moderator.

Based on these general aspects, the interpretive themes developed with inherent features of the site for the ***ERA Living Railway Museum*** are as follows (Figure 4.1):

- Behind the Scene: technical, maintenance and storage units
- Recreation
- Railway Technology
- Ghosts
- Railway Corridor: transportation of people & goods, transferring heritage
- Industrial Revolution
- Employees

- Heritage Railway
- Railway Heritage

These themes present historical, architectural, social, cultural, economic, and technological aspects of Eskişehir's railway. In line with these themes, the idle area to the north of the railway lines has a significant potential for an interactive open space used for a living railway museum for the city center. That place can serve as a green buffer zone for building pressure from the north to the railway area to avoid construction that is too close to the railway area. Besides, a valuable open interaction area can be put forward for the city center and the citizens. This can make the place more visually valuable, especially for train passengers inside the trains. In this way, the increased physical impermeability of the area can be reduced by visual interaction.

The restored Enveriye station, suggested to be registered, can remain operational as being a heritage railway destination, providing short rides within the zone-4, interpretive displays on the open area surrounding the station as part of the museum experience (Orbaşlı & Woodward, 2005). The nostalgic steam locomotives and wagons to be placed in the idle area to the north and the west of the railway line can effectively reflect the historical identity and atmosphere of the station and make them more accessible to experience than they are now.

Other functions that the museum includes are retaining context and features i.e. restoration of registered historic buildings and some basic operating conditions, conservation of unique railway heritage landscape, representation of key elements in certain areas, exhibition of historical traces and remains on site, deployment of museum function and needs: to collect, to research, to exhibit, to educate, and public service.

The mobile collection includes locomotives and other rolling stock, track systems, and related engineering and technical objects, models, official documents, as well as tickets, posters, artworks and audiovisual works, books and literature, etc.

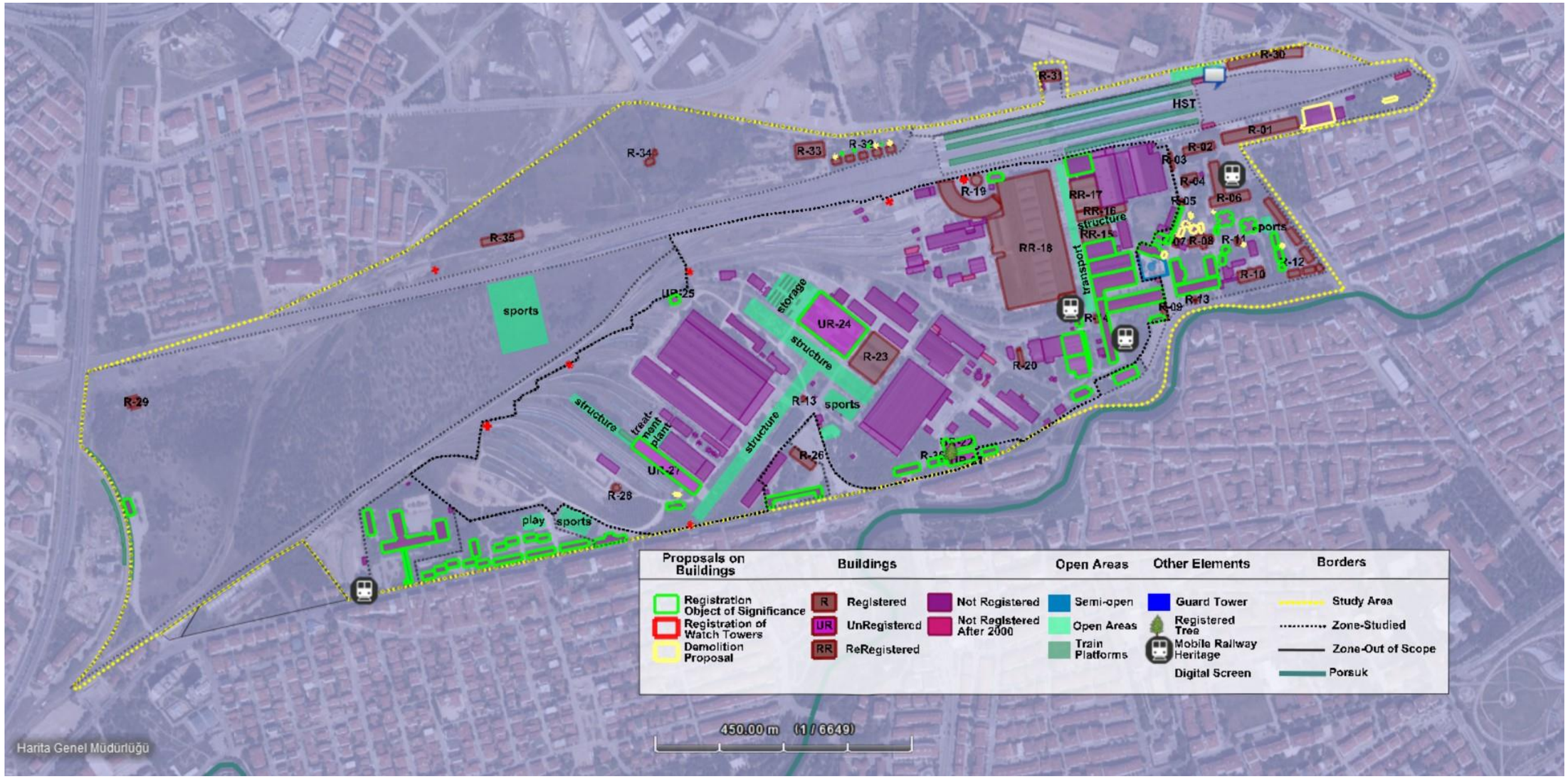


Figure 4.1. The map showing proposals on the buildings (Author, 2024)

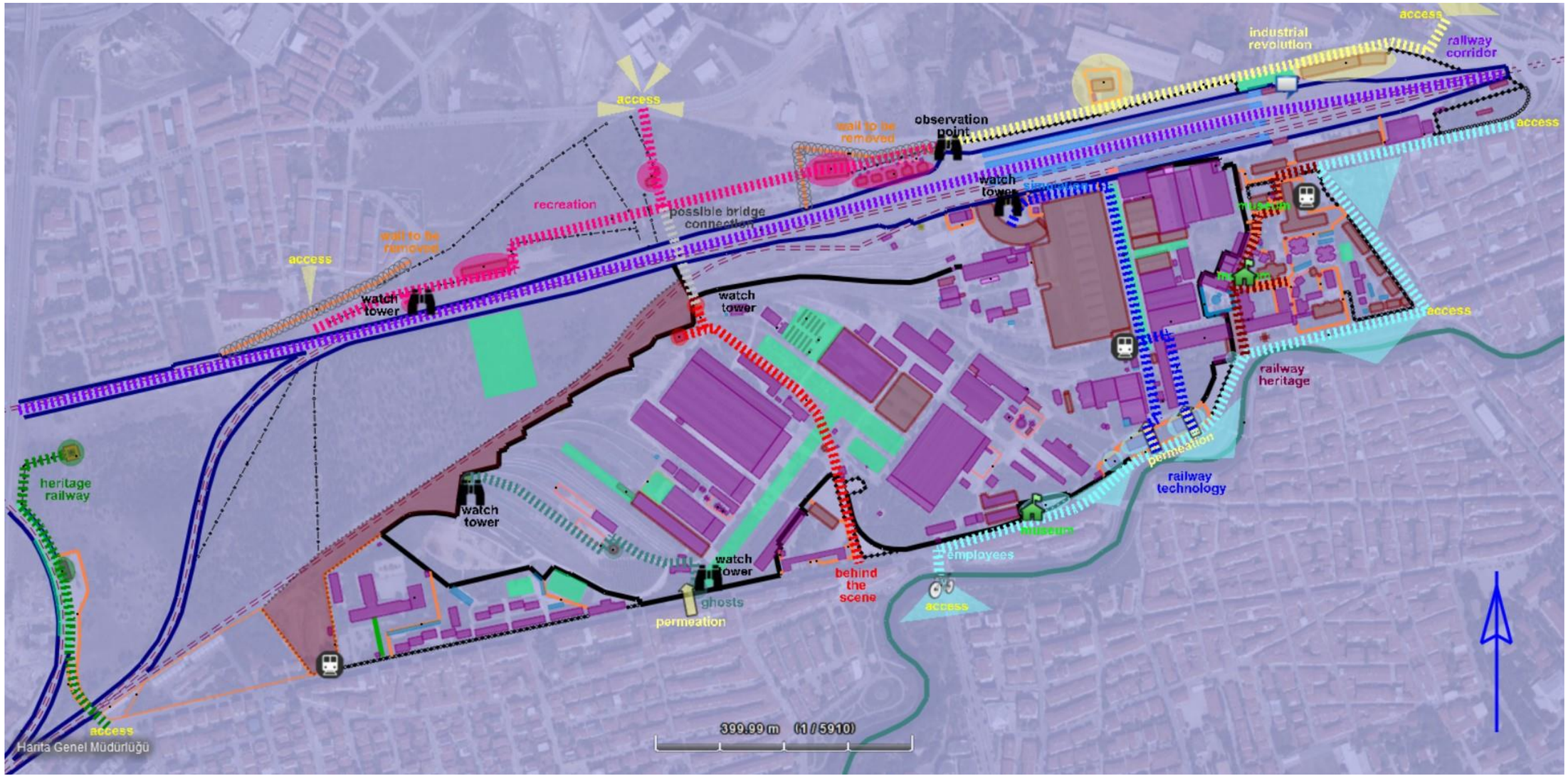


Figure 4.2. Interpretation Themes (Author, 2024)

4.4.1 Behind the Scene

This theme is set on the TÜRASAŞ factory area interpreting technical, maintenance and storage units. It has educational functions since it is formed close to schools, located on the south of the study area. The route of this theme starts from the 'yol kapı' entrance of the factory from Basın Şehitleri Street, goes through the huge open storage areas consisting huge cranes, and ends with the station laundry building and a watch tower. Guard towers existing in the area have the potential to be used as watch towers in interpretive routes of themes. They provide the opportunity to observe the area from the upper elevation. There is a watch tower behind the station laundry building proposing an opportunity for elevated observation of the area. The watch tower of this theme may be connected to 'recreation' theme route at an elevated level via bridge.

* Guided tours only with online booking in advance on certain day/s of the week and at certain times because of being in TÜRASAŞ factory area: controlled/restricted physical access and on-site interpretation due to safety concerns because of ongoing functional activities.
* Locomotive repair and machine exhibition: technical knowledge and repair process are exhibited.
* ESTÜ Porsuk Vocational School will adapt a new program on railway heritage and its conservation, and it can use the reregistered station laundry for its educational activities.



Figure 4.3. Guided technical tour sample with prudent precautious[142]



Figure 4.4. Open storage areas with huge cranes formed by single and double beam (Author, 2019)



Figure 4.5. The station laundry adaptive reused for educational purposes for visitors. (Author, 2019)

[142] https://www.nrm.gov.tw/en/cp.aspx?n=3386

4.4.2 Recreation

The outdoor recreation area will consist of railbikes, offering different experiences for visitors. Large shared green areas enhance the quality of life by providing relaxation and outdoor activities. The area will also include mini trains and other child-friendly facilities, offering a pleasing environment for families. The open hangar will function as a station or theater for train-related events. Visitors will also explore the registered buildings, as an outdoor exhibition area. An observation tower will provide a panoramic view of the track system, allowing the visitors to view the entire area. Additionally, the revision building will serve operational needs by restoring certain repair and maintenance functions.



Figure 4.6. Sample for the reuse of the registered Revision Building[143]

[143] https://www.nrm.gov.tw/en/cp.aspx?n=3386



Figure 4.7. Sample railbikes [144]

4.4.3 Railway Technology

Guided tours only with online booking in advance on certain days of the week and at certain times because of being in TÜRASAŞ factory area: controlled/restricted physical access and on-site interpretation due to safety concerns because of ongoing functional activities.

The Simulation Building will become an Open Learning Center with child-friendly simulation experiences together with the nearby restored roundhouse. The Roundhouse or round engine shed presents locomotives with different power sources.

[144] https://cabinsinsweden.com/try-railbike-on-your-holiday-in-sweden





Figure 4.8. Some elements of the railway technology theme (Author, 2019)

4.4.4 Ghosts

This route is located in the scrapyard of the factory zone. It starts with a watchtower on Basın Şehitleri Street with a permeable entrance next to it and ends with another watchtower. There are some mobile scrap elements and a chimney. The route is physically defined on the surface to prevent conflicts in the working factory area.

Guided tours only with online booking in advance on certain days of the week and at certain times because of being in TÜRASAŞ factory area: controlled/restricted physical access and on-site interpretation due to safety concerns because of ongoing functional activities.



Figure 4.9. ‘Ghosts’ of the scrap yard museum (Author, 2019)

4.4.5 Railway Corridor

There are different types of passengers coming from and leaving in different directions with different purposes. They need to be directed to the area. Interpretation will be ensured inside the trains, off-site and online interpretation but still in vicinity in a way. One way may be the transformation of passenger cars into dining cars, etc. on special occasions as a special experience.



Figure 4.10. Inside interpretation of railway heritage for passengers[145]

[145] https://tr.railturkey.org/seyahat/hizli-tren-secenekleri/

4.4.6 Industrial Revolution

This route includes the reuse of the old logistics building and the workers' dormitory building for the interpretation of the city's industrial heritage.



Figure 4.11. Aerial photograph showing ‘factories area’ (Eskişehir Governship, 2009)

4.4.7 Employees

This interpretation route goes on Basın Şehitleri Street, Ahmet Kanatlı Street, Atatürk Street, and İstasyon Street. This route also proceeds by experiencing public green areas and the Porsuk Stream. Bicycle use is encouraged on this route as it was the case for the employees far back in time.



Figure 4.12. Some views from employee cycle route (Author, 2024)

4.4.8 Heritage Railway

Based on existing tracks and station, lines and platforms will be recovered for future operations to offer heritage railway[146] experiences. Adaptive reuse of defunct railway lines existing on the west together with the Enveriye Station in order to have a dynamic experience of a ride for continued public use is aimed. Also there exists showcases of locomotives and rolling stock, fencing, signs, stuff clothing, furniture on disused railway lines aiming to take the audience back through the history.

[146] See page 30 for the meaning of 'heritage railway'



Figure 4.13. The Enveriye Station and its platforms serving for ‘heritage railway’ (Author, 2019)

4.4.9 Railway Heritage

According to Chiara (as cited in Balkaya 2008) museum functions are classified in 3 groups as; primary spaces (exhibition areas, galleries, education units, library, archive, multi-purpose hall, audio-visual rooms, and selling units intended for the visitors); the service and administrative spaces (workshops, depots, laboratories, administrative units, and technical/ mechanical units for the scholars and museum professionals); and finally the secondary spaces (restaurant, cafe, and lounges for social interaction). An appropriate flow of the visitors, scholars, and museum professionals should be considered (Aykaç & Şahin Güçhan, 2011).

This interpretation theme takes place on Demirsoy Street and acts like a museum line. The street turns into a route with fully registered buildings and/or objects of significance on both sides of the street. As a result, it may be a subject of street improvement works or a special project area. There is one existing museum building, which is TCDD Eskişehir Museum, here. The current TCDD museum will be used as the administrative part of the museum because it is close to the TCDD administration and the train station. It turns into a visitor center and entrance and ticket office, offering information about themes, exhibitions, tourist services, educational spaces, etc. One new museum building is proposed here in R-11 lodging building for rearrangement of objects of display, searching, collecting, sorting, registration, and exhibiting new ones. The 2-storey lodging (R-11) is also suitable for secondary museum functions, due to its location.

Other buildings on Demirsoy Street could be used for community and cultural programs, such as event space, railway bookstore, railway community space and railway-themed restaurant as the continuation of community function. On this route vehicle entry is prohibited, only cycle and on foot access is permitted.

Türasaş museum will continue to function as a building group in the same way, but with the inclusion of the surrounding structures. Museum buildings should be perceived as a part of the museum collection.



Figure 4.14. ‘Railway Heritage’ Museum Street (Author, 2024)

4.5 Evaluation

Observation: To promote the public's understanding of the railway heritage, the area needs to be an accessible, visitable, and experienceable site. In fact, conservation and restoration studies to be carried out in the area should also be observable on site as a part of the living process.

Registration: Although registration at the building scale is not sufficient for the holistic protection of the area, it can be said that it prevents the demolition of the buildings. The map in Figure 4.1 shows the existing registered, unregistered, re-registered and not registered buildings in the area, as well as buildings that are not registered but are recommended to be registered and are suitable for demolition. Detailed examination of the structures within the factory area, other than those transferred via the routes mentioned in 4.4, for identification and registration should specially be carried out in detail in terms of their ongoing maintenance, production and storage features.

Access: The area can be reached by trains, trams, buses, minibuses, cars and on foot. Although there are car parks at certain points in the area that can be seen on the maps, most of these car parks are corporate car parks open to the use of TCDD and TÜRASAŞ employees. Due to railway transportation, there are also short-term parking areas located in the north and south of the railway, called Tepebaşı and Odunpazarı entrances, where passengers can be picked up and dropped off. There is also a paid public parking area in the northern region, near the Tepebaşı entrance. However, the use of public transportation should be encouraged to avoid the density of private vehicles to reach the area.

Technology: As it is recommended in Jerome's study (2010), "there needs to be limited use of sites; carrying capacities should be defined. Virtual reality may supplement for visiting a site. However, technology may make the original less

significant.” Technologically supported conservation should be adopted instead of technologically dominated conservation (Bumbaru, 2009).

Applicants: Individuals in the interpretation tours to be held within the TÜRASAŞ factory borders must be over 7 years old and children must be accompanied by adults over 18 years of age. These tours should be carried out with a limited number of participants so as not to negatively affect the ongoing production and maintenance work in the area.

User surveys: Through visitor surveys and visitor behavior studies, events and activities with diverse perspectives can be planned, and various support and accessible services can be arranged. Museum works can also be improved based on service quality surveys and questionnaires.

Circulation: footpaths, cycle lanes, watch towers for vertical dimension, bridge connection, also providing an opportunity for observation experience at upper level as such at watch towers, over the railway lines between *the Recreation* and *the Behind the Scene* routes.

Perceptibility: Increased visual permeability of the railway heritage.

Other means of interpretation: publications, documentaries, videos, illustrations, reports, websites, shares on social media, etc. Building a brand identity for the museum through social/digital media and public relation efforts and developing creative products.

Safety and protection issues: Ensuring life safety at most importance, fire safety, moisture control, acoustics, vibration control, lighting, etc. regular controls over site for maintenance.

CONCLUSION

Railway heritage sites represent notable examples of the heritage belonging to a nation as J. Cornell (2003) states. It is a necessity that this heritage, which are the living sources of our past and historical evidence, be transported and conserved for the future. As Erkan (2012) states, railway structures are functional parts of a whole. When this whole disintegrates, the existence of each structure becomes less important. As a result, the buildings can only be evaluated by their architectural values or the spatial possibilities they provide.

In order to comprehend the scope of the regional context of the railway heritage, it must not be forgotten that interventions for railway heritage need to involve different interested parties at different scales (Llano-Castresena, et al, 2013).

Railway heritage areas may not be able to cope with rapid decisions and changes, so establishing frameworks, guidelines, principles, strategies, and master plans for their future protection is an important method to ensure that they can be properly conserved and transferred to the future.

Railways are a significant part of Türkiye's politic, economic, socio-cultural, industrial, urban and architectural history since the end of the Ottoman Empire. It is essential to conserve railway heritage which is an important part of the industrial past to make them a part of today and of future for the next generations.

Eskişehir is one of the most important cities in the history of national industrialization before and during the Republican Era in Türkiye. ERA is a unique cultural asset of Turkish railway and modern heritage. Those who come to the city via trains will get their first impression in the station area. It is observed that new HSR implementations and the results of the changes in transportation policies in the study area have caused some radical differentiation to the area. Some buildings/structures within the ERA are in danger of demolition.

In this thesis, the development of a conservation approach that includes the continued function/use of the railway area as well as the interpretation and presentation of its values, meanings, and the significance for different communities through an interpretation framework was chosen as a way, i.e. the interpretation of Eskişehir's railway heritage in the way of a living railway museum integrated into the area as a part of a holistic conservation and management of the site in-situ and contribution to the city's cultural identity and tourism. The concept of museum is controversial issue in conservation field, and the interpretation of ERA and its heritage with a living museum should be discussed in different aspects in further studies.

The effects of interpretation framework on the physical conservation of the area have been observed. It is witnessed via re-signifying heritage structures that have become dysfunctional over time, disconnected from their semantic context such as the transformation of guard towers into watch towers and the continuty of the use in a similar way through interpretative themes. With this framework, the necessity of conserving railway heritage in terms of its old and new meanings is revealed. Interpretation studies can create public and expert awareness and pressure on the conservation of railway heritage and pave the way for their registration.

The ERA Living Railway Museum will be a place where people, knowledge, economy, culture, and technology come together like a station be. It will welcome visitors who wish to apply their own interpretations of railway heritage. It will drive social progress by integrating railway heritage assets into urban cultural life with the help of interpretation works.

Although the interpretation framework in this thesis has been studied through the physical existence of the Eskişehir railway area, the interpretation concept has the potential and opportunities to be much more effective with the intangible aspects of the heritage. Work to be carried out in this direction in the future will certainly contribute to ERA's railway heritage.

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APPENDICES

A. Registration Sheets

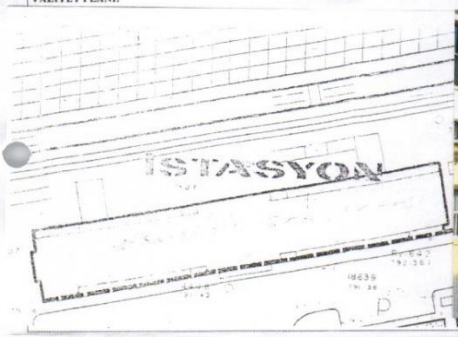
R-01: The Eskişehir Station

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ		ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA KURULU			HARİTA NO:
İLİ : ESKİŞEHİR	İLÇESİ : MERKEZ	MAHALLE / KÖY / MEVKİİ : KIZILTOPRAK MAHAL.	KORUMA DERECESİ: I	ANİTSAL: 1 2 3 ÇEVRESEL: 1 2 3 ÇEVREYE AYKIRI:
SOKAK VE KAPI NO: -	KADASTRO : PAFTA: 166	ADA: 980	PARSEL: 17	
ADI: D.D.Y. İSTASYON BİNASI	YAPTIRAN: -	YAPAN: Alman Mühendisler	MİMARİ ÇAĞI (Üslup):	
	YAPIM TARİHİ: 19 y.y sonları	KİTABE: -	VAKFİYE: -	

GENEL TANIM: İstasyon Binası, aynı parselde yer alan ve Eskişehir Kültür ve Tabiat Varlıkları Koruma Kurulu'nun 20.11.1995 gün, 27 sayılı Kararı ile tescil edilen Lojman Binalarının kuzeyinde yer almaktadır.

KORUMA DURUMU:			TAŞIYICI YAPI		DIŞ YAPI		ÜST YAPI		İÇ YAPI		SÜSLEME ELEMANLARI		RUTUBET		
	A	İYİ		A		A		A		A		A		A	YOK
	B	ORTA		B		B		B		B		B		B	İZİ VAR
	C	FENA		C		C		C		C		C		B	ÖNEMLİ

VAZİYET PLANI:



FOTOĞRAF:



AYRINTILI TANIM: İstasyon Binası, aynı parselde yer alan ve Eskişehir Kültür ve Tabiat Varlıkları Koruma Kurulu'nun 20.11.1995 gün, 27 sayılı Kararı ile tescil edilen Lojman Binalarının kuzeyinde yer almaktadır. Yapı dikdörtgen formdadır. Merkezde tonoz örtülü bekleme salonu tek katlı yüksek tavanlıdır. Tonoz Örtülü giriş mekanının her iki yanında dikdörtgen kollar çift katlıdır.

Kubbeli yapı olarak adlandırılan tonoz örtülü istasyon binasının 1943 yılında projesinin çizildiği ve 1950 yılında faaliyete geçtiği belirtilmektedir. İlk haliyle kırma çatı olan üst örtü 1960 yılında geçirdiği onarım sırasında tonoz örtüye çevrilmiştir.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
	X	X	-	X

ORİJİNAL KULLANIM : İSTASYON BİNASI

BUGÜNKÜ KULLANIM : İSTASYON BİNASI

ÖNERİLEN KULLANIM : İSTASYON BİNASI

HAZIRLAYANLAR : TARİH: 18.02.2008

KONTROL EDEN:

TARİH : 18.02.200

KURUL KARARI : E.K.T.V.K.K. nun 20.11.1995 gün, 27 sayılı; 14.08.2003 gün, 2479 sayılı ve 08.04.2004 gün, 2715 sayılı kararları ile parsel ölçeğinde tescillidir

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-02: TCDD Eskişehir Operations Directorate Building

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

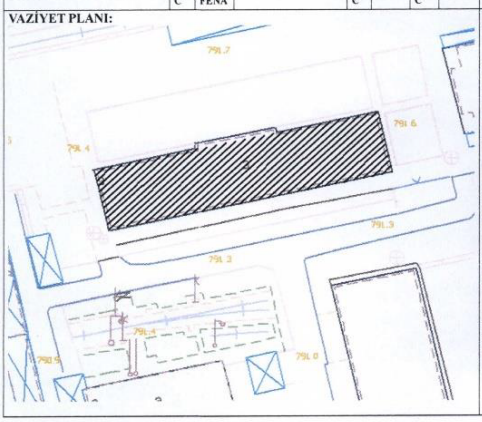
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IIa ADA: 980 PARSEL: 17			ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI:TCDD Eskişehir İşletme Müdürlüğü Binası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı TCDD Eskişehir İşletme Müdürlüğü Binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A DIŞ YAPI	A ÜST YAPI	A İÇ YAPI	A SÜSLEME ELEMANLARI	A RÜTUBET	A YOK
	B ORTA		B	B	B	B	B	B İZİ VAR
	C FENA		C	C	C	C	C	B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Gar Binasının batısında yer alan iki katlı **TCDD Eskişehir İşletme Müdürlüğü Binası** dikdörtgen planlı, zemin +1 katlı, yığma taş binadır. Beşik çatısı marsilya tipi kiremit kaplıdır. Yapıya dört cephesinden giriş sağlanmakta olup, batı kısmı Askeri amaçlı olarak kullanılmaktadır. Yapının zemin kat kapı ve pencereleri basık kemerli olup, bu katta bulunan pencerelerinin tamamı dikdörtgen formlu, basık kemerli ve kilit taşlıdır. Yapının ana giriş kapıları uzun kenarlarında yer alan ahşap kapılardır. Yapı gar sahasında içerisinde yer alan ve dönemin mimari özelliklerini günümüze yansıtan özgün bir yapı olması sebebiyle özellik arz etmektedir.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ K[redacted]
ÖNERİLEN K[redacted]

HAZIRLAYANLAR : TARİH: 24.05.2011[redacted]

KONTROL EDEN: Y.Mim. Rest. Uzm. Hülya ÇOPUROĞLU

TARİH : 24.05.2[redacted]

KURUL KARA[redacted] 95 gün, 27 sayılı ve 14[redacted] ları ile E.K.T.V.K.B.K.nu[redacted] rarı ile parsel ölçeğinde t[redacted]

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ

EKLER:			
RAPOR		RESTORASYON PROJESİ	
FOTOĞRAF		HARİTA	
RÖLÖVE PROJESİ		KROKİ	
KİTABE		VAKFİYE	

R-03: 72. Signaling Directorate and 721 Facilities Surveillance Building

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

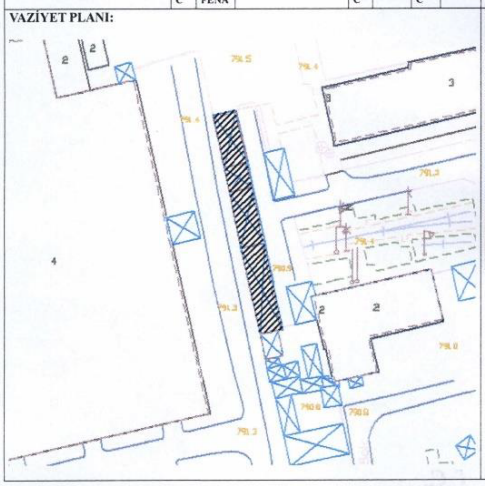
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa/20M-IId	ADA: 980 PARSEL:17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI:72. Sinyalizasyon Şefliği ve 721 Tesisler Sürveyanlığı Binası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa/20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı 72. Sinyalizasyon Şefliği ve 721 Tesisler Sürveyanlığı binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ B ORTA C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RUTUBET	A B	YOK İZİ VAR B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: 72. Sinyalizasyon Şefliği ve 721 Tesisler Sürveyanlığı binası dikdörtgen planlı, tek katlı, yığma taş yapıdır. Yapının beşik çatısı marsilya tipi kiremit ile kaplı olup, saçak altı ahşap kaplıdır. Yapının dikdörtgen formlu olan kapı ve pencereleri basık kemerlidir. Binanın arka cephesi sağırdır. İki yan cephesinde ise basık kemerli, demir korkuluklu pencereleri yer almaktadır



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
ORİJİNAL :				
BUGÜNKÜ KULLANIM :				
ÖNERİLEN KULLANIM :				

HAZIRLAYANLAR : TARİH: 24.05.2011

KONTROL EDEN:

TARİH : 24.05.2011

KURUL KARARI gün, 27 sayılı ve 14.08 ı ile E.K.T.V.K.B.K.nun 21.02.2008 gün, 2533 sayılı Kararı ile parsel ölçeğinde tescillidir.

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-04: TCDD Eskişehir Museum

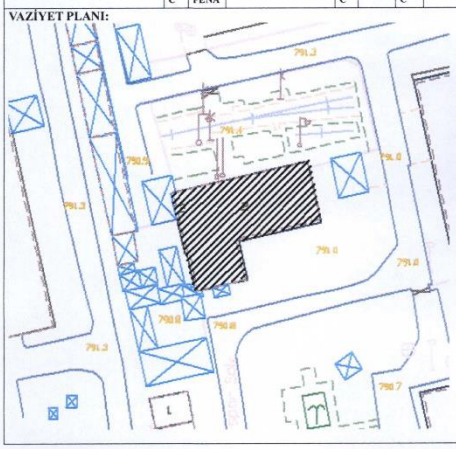
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI: TCDD Müze Binası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı TCDD müze binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A DIŞ YAPI	A ÜST YAPI	A İÇ YAPI	A SÜSLEME ELEMANLARI	A RUTUBET	A YOK
	B ORTA		B	B	B	B	B	B İZİ VAR
	C FENA		C	C	C	C	C	B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: TCDD Müze Binası tek katlı olup, yığma taş malzeme ile yapılmıştır. Binanın kırma çatısı marsilya tipi kiremit ile kaplıdır. "L" planlı olan yapının pencereleri dikdörtgen formlu, demir korkuluklu, basık kemerli ve kilit taşlıdır. Giriş kapısı kuzey cephesinde yer almaktadır. TCDD Müze Binası yapım malzemesi ve mimari özellikleri açısından gar sahası içerisinde yer alan diğer yapılar ile bir bütünlük göstermektedir.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANI
ÖNERİLEN KULLANI

HAZIRLAYANLAR : TARİH: 24.05.201



KONTROL EDEN

TARİH : 24.05.2011

KURUL KARARI 5 gün, 27 sayılı ve 14.0 arı ile E.K.T.V.K.B.K.nun rarı ile parsel ölçeğinde tescillidir.

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-05: Two Single Storey Semi-detached Lodging Building

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI: İKİ ADET TEK KATLI LOJMAN BİNASI	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun, 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan bitişik iki adet yapı lojman olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A / B / C	DIŞ YAPI	A / B / C	ÜST YAPI	A / B / C	İÇ YAPI	A / B / C	SÜSLEME ELEMANLARI	A / B / C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:



AYRINTILI TANIM: 72. Sinyalizasyon Şefliği ve 721 Tesisler Sürveyanlığı binasının güneyinde bulunan **2 adet tek katlı yığma taş lojman binası** yan yana yapılmış olup, beşik çatıları marsilya kiremit ile kaplıdır. Her iki yapının da saçak altları ahşaptır. Yanları köşe taşları ile süslenmiş olan bu iki küçük lojman binası Eskişehir Gar Sahası içerisinde bulunan yapılar topluluğu ile bütünlük sağlaması nedeniyle korunması gerekli kültür varlığı niteliği taşımaktadırlar.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM : LOJMAN
BUGÜNKÜ KULLANIM : LOJMAN
ÖNERİLEN KULLANIM : -

HAZIRLAYANLAR : [redacted] **TARİH:** 24.05.201[redacted]

KONTROL EDEN: [redacted]
TARİH : 24.05.201[redacted]

KURUL KARARI [redacted] gün, 27 sayılı ve 14.0[redacted] ile E.K.T.V.K.B.K.nun [redacted] ile parsel ölçeğinde tescillidir.

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

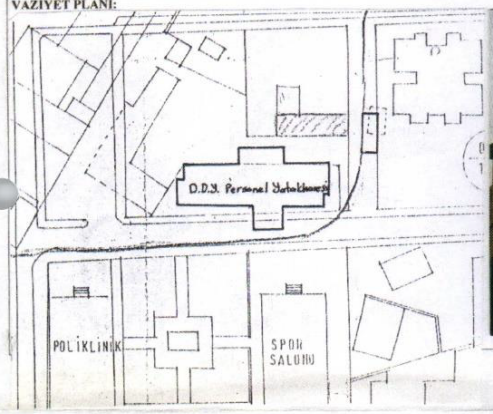
R-08: TCDD Staff Dormitory

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ			ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA KURULU				HARİTA NO:
İLİ : ESKİŞEHİR	İLÇESİ : MERKEZ	MAHALLE / KÖY / MEVKİİ : KIZILTOPRAK MAHAL.		KORUMA DERECESİ: I	ANITSAL: 1 2 3 / ÇEVRESEL: 1 2 3 / ÇEVREYE AYKIRI:
SOKAK VE KAPI NO: -	KADASTRO : PAFTA: 166	ADA: 980	PARSEL: 17		
ADI: D.D.Y. PERSONEL YATAKHANESİ	YAPTIRAN: -	YAPAN: Alman Mühendisler		MİMARİ ÇAĞI (Üslup):	
	YAPIM TARİHİ: 19 y.y sonları	KİTABE: -		VAKFİYE: -	

GENEL TANIM: Yatakhane Binası, aynı parselde yer alan Devlet Demiryolları Hastanesi, Poliklinik ve Spor Salonu yapılarının kuzeyinde yer almaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A / B / C	DIŞ YAPI	A / B / C	ÜST YAPI	A / B / C	İÇ YAPI	A / B / C	SÜSLEME ELEMANLARI	A / B / C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:



FOTOĞRAF:



AYRINTILI TANIM: Yatakhane Binası, aynı parselde yer alan Devlet Demiryolları Hastanesi, Poliklinik ve Spor Salonu yapılarının kuzeyinde yer almaktadır. Zemin+1 katlı, yığma teknikle yapılmış olan yapının, geniş saçaklarının altı ahşap malzeme ile geometrik desende süslüdür. Pencere üst bölümleri sövelidir. İçte bazı mekanların tavanları düz ahşap tahtalı, bazı mekanlar ise oluklu bir görünümü olan, raylı olarak belirtilen bir tavan sistemi ile yapılmıştır.

Yapının üst katına girişte, hemen solda kalan geniş bir merdiven ile çıkılmaktadır. Merdiven korkulukları ferforje olup, yağlı boya ile boyalıdır. Üst kat tavanları da alt kat ile aynı özelliktedir. Her iki katın zemini genelde seramik kaplıdır. Kalorifer tesisatı bulunmaktadır. Pencere doğramaları orijinal olup, çift pencere şeklinde ve çift kanatlıdır. Ahşap malzeme ile yapılmış olup, oldukça yıpranmıştır. (İçte denizlikler de orijinal ahşap malzemelidir.) Doğramalar açık renk yağlı boya ile boyalıdır. Pencere üstü söveler ve saçak altı ahşap süslemeler de aynı renktedir. Pencerelerin pek çoğu yıpranma nedeniyle sağlıklı bir şekilde kapanmamaktadır. Islak hacimlerde pencereler pvc malzeme ile yenilenmiştir. Dış cephe kirli açık sarı renktedir.

Yapım tarihi ve ilk fonksiyonu bilinmeyen yapının; Geç Osmanlı Döneminde ve Almanlar tarafından Demiryolu Hizmet Binası olarak yapılmış olduğu söylenebilir. (Yatakhane'nin hemen yanında, bugünde mevcut olan ve lojman olarak kullanıldığı belirtilen, Yatakhane binası ile benzerlik gösteren yapı; 101 Eskişehir Kitabı'nda İşçi Kulübü olarak (S-182-183) belirtilmekte olup, Hicaz Demiryolu'nun yapımı sırasında, 19 y.y. sonlarında Almanlar tarafından yapıldığı anlaşılmaktadır.)

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
	X	X	-	X

ORİJİNAL KULLANIM : KONUT

BUGÜNKÜ KULLANIM : KONUT

ÖNERİLEN KULLANIM : KONUT

HAZIRLAYANLAR : **TARİH:** 15.01.2004

KURUL KARARLARI:
E.K.T.V.K.K. nun 14.08.2003 gün, 2479 sayılı kararı ile parsel ölçeğinde tescillidir

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-09: TÜRASAŞ Entrance Gate and Clock Tower

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

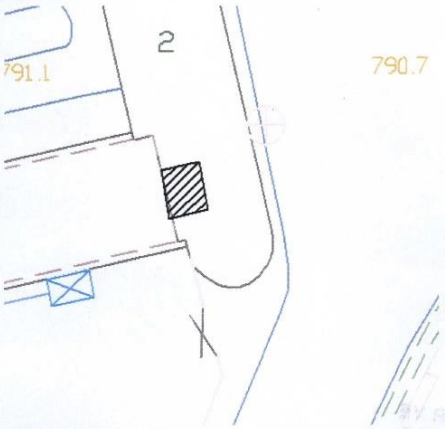
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

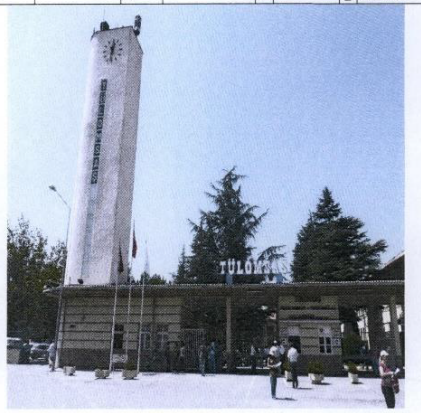
ADI: GİRİŞ KAPISI VE SAAT KULESİ	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda Giriş kapısı ve Saat Kulesi yer almaktadır.

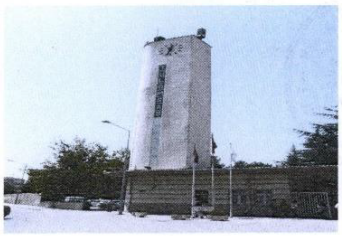
KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: 1894 yılında Almanlar tarafından Anadolu-Bağdat demiryolu ile ilgili olarak buharlı lokomotif ve vagon tamiri ihtiyacını karşılamak üzere Eskişehir'de küçük bir atelye kurulur. Bugünkü TÜLOMSAŞ'ın temelini teşkil eden bu küçük atölyede küçük çaplı lokomotif, yolcu ve yük vagonu tamiratı yapılmakta ve lokomotiflerin kazanları onarılmak için Almanya'ya gönderilmekte ve bütün yedek parçalar ithal edilmektedir. Bu küçük atelye ile başlayan Tülomsaş'ın hikayesinde günümüzde nizamiye kapısı ve güvenlik birimlerinin yer aldığı ve çatısı oluklu eternit levhalarla kaplı giriş kapısı, bu kapının solunda yer alan yaklaşık 15-16 m yüksekliğinde dikdörtgen prizma şeklinde, betonerme olarak inşa edilmiş olan ve üzerinde bir saat ve aşağıya doğru Tülomsaş yazısı yer alan Saat Kulesi Tülomsaş'ın girişinde nirengi noktası oluşturmaları açısından önemlidir.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON

ORİJİNAL KULLANIM :

BUGÜNKÜ KULLANIM :

ÖNERİLEN KULLANIM :

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ

EKLER:			
RAPOR		RESTORASYON PROJESİ	
FOTOĞRAF		HARİTA	
RÖLÖVE PROJESİ		KROKİ	
KİTABE		VAKFİYE	

R-10: The Hospital

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

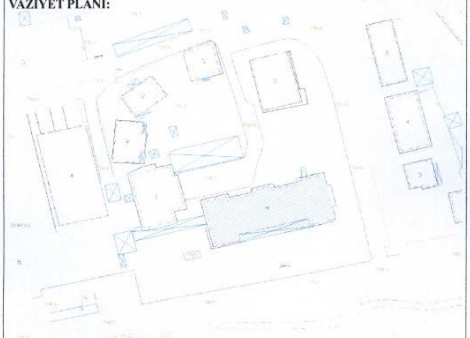
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI: ZÜBEYDE HANIM KADIN DOĞUM VE ÇOCUK HASTALIKLARI HASTANESİ	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı Zübeyde Hanım Kadın Doğum ve Çocuk Hastalıkları Hastanesi olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ B ORTA C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RÜTUBET	A B	YOK İZİ VAR
													B	ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: TCDD Lojman binalarının batısında yer alan **Zübeyde Hanım Kadın Doğum ve Çocuk Hastalıkları Hastanesi Binası** zemin + iki katlı olup dikdörtgen planlıdır. Bahçe içinde bulunan yapıya ana giriş güney yönden K. Mahmut Pehlivan Caddesi'nden tek kollu geniş bir merdiven ile çıkılan birinci kattan sağlanmakta olup bu katta giriş kısmı geniş dikdörtgen girinti yapılarak vurgulanmış ve kolonlarla desteklenmiştir. Bu hizada ikinci katta yapı cephe ortasında çıkması bulunmaktadır. Yapının beşik çatısı oldukça yüksek olup marsilya tipi kiremitle kaplıdır. Yüksek çatı arası çatı pencereleri ile aydınlatılmıştır. Yapının dikdörtgen formundaki pencereleri pvc doğramalıdır. Yapı günümüzde hastane olarak kullanılmaya devam etmektedir.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM : Hastane

BUGÜNKÜ KULLANIM : Hastane

ÖNERİLEN KULLANIM :

[redacted]

gün,
ile
ile

parsel ölçeğinde tescillidir.

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-11: Lodging plan no. 288

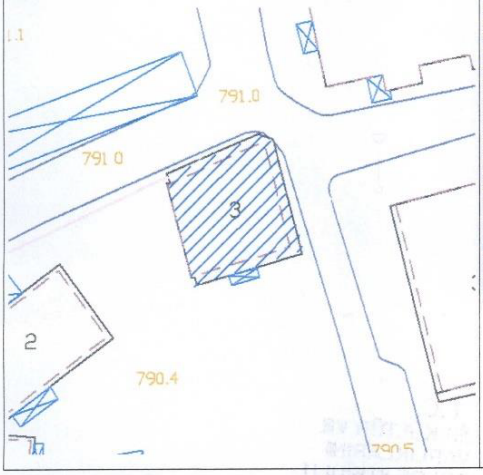
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
				ÇEVRESEL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IId	ADA: 980 PARSEL: 17		ÇEVREYE AYKIRI:
ADI: 288 PLAN NOLU LOJMAN	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı 288 plan nolu lojman binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A / B / C	DIŞ YAPI	A / B / C	ÜST YAPI	A / B / C	İÇ YAPI	A / B / C	SÜSLEME ELEMANLARI	A / B / C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Tescilli Yatakhane binasının doğusunda yer alan **288 plan nolu lojman binası** zemin+1 katlı, yığma tuğladır. Bir cephesi sağırdır. Bina kuzeydoğu köşesinde kırkbeş derece pah bulunmaktadır. Bu pahlı olan köşesinde dar uzun, dikdörtgen formlu pencereleri yer almaktadır. Kırma çatısı marsilya kiremit ile örtülüdür. Saçak altları ahşap kaplamadır. Ön ve arka cephelerde kapısı bulunan yapının ön cephede bulunan girişi bir merdiven ile çıkıldıktan sonra birinci kata, arka cephede yer alan girişi ise zemin kata açılmaktadır. Bu iki katta farklı kişilerin kullanımındadır. Birinci katın arka cephesinde bir balkonu yer almaktadır. Yapının pencereleri basık kemerlidir. Ön ve arka cephede bulunan kapılar ahşaptır. Arka cephede yer alan kapının üzerinde yatay olarak yerleştirilmiş üç bölüntülü bir penceresi yer almaktadır. Binanın cephesi yatay ve düşey silmeler ile hareketlendirilmiştir. Yapının arkasında bir bahçesi bulunmaktadır. Söz konusu yapı gar sahasında bulunan yapı kompleksi ile bir bütün oluşturmaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :

[redacted]

E.K.T.V.K.B.K.nun 21.02.2008 gün, 2533 sayılı Kararı ile parsel ölçeğinde tescillidir.

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-14: The Old Water Reservoir

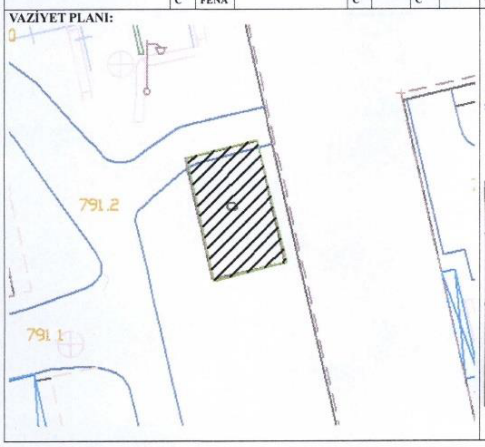
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IId ADA: 980 PARSEL: 17			ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI: ESKİSU DEPOSU	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup): Son Osmanlı	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi'nde ve tapunun 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı ilk yapıldığı dönemde su depeosu olarak kullanılmış olup, günümüzde de orijinal işlevini sürdürmektedir.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A	DIŞ YAPI	A	ÜST YAPI	A	İÇ YAPI	A	SÜSLEME ELEMANLARI	A	RUTUBET	A	YOK
	B ORTA		B		B		B		B		B		B	İZİ VAR
	C FENA		C		C		C		C		C		B	ÖNEMLİ

VAZİYET PLANI:

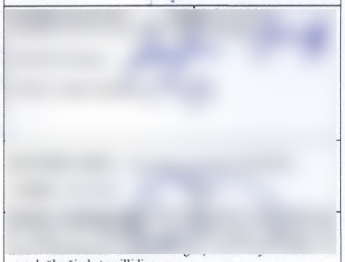




AYRINTILI TANIM: Genel Müdürlük yapısının batısındaki iki su deposundan kuzeydeki Son Osmanlı Döneminde yapılan ve kullanımı halen sürdürülen **Su deposu** zemin+2 katlı olup, zemin ve birinci katın beden duvarları taş döşemeleri ise betonarmedir. Kırma çatısı marsilya tipi kiremit ile kaplıdır. Yapıya giriş sivri kemerli ahşap çift kanatlı bir kapı kuzey cephesinden sağlanmaktadır. Yapının zemin ve birinci kat cephelerinde yer alan pencereleri dikdörtgen formlu, ahşap, sekiz bölüntülü ve sivri kemerlidir. Sivri kemerlerin boşlukları dolu olmayıp açılan pencere kanadı şeklinde yapılmıştır. Birinci katta ceplerde sivri kemerli pencerelerin üzerinde yuvarlak formlu pencereler yer almaktadır. Bu pencerelerin kanatları seyyar olup, tamamen de çıkabilmektedir. İkinci katta cephe ahşap kaplamadır. Bu kattaki pencereler sekiz bölüntülü olup, düz dikdörtgen formundadır. İkinci katın cephesinde bulunan ahşap kaplama saçak altından itibaren başlamakta ve kat hizasında yuvarlak oymalı bir şekilde son bulmaktadır. Su deposu günümüzde de orijinal işlevini sürdürmektedir.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM : SU DEPOSU
BUGÜNKÜ KULLANIM : SU DEPOSU
ÖNERİLEN KULLANIM :



parsel ölçeğinde tescillidir.

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ

EKLER:			
RAPOR		RESTORASYON PROJESİ	
FOTOĞRAF		HARİTA	
RÖLÖVE PROJESİ		KROKİ	
KİTABE		VAKFİYE	

RR-15: The Wheel Turning Workshop

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

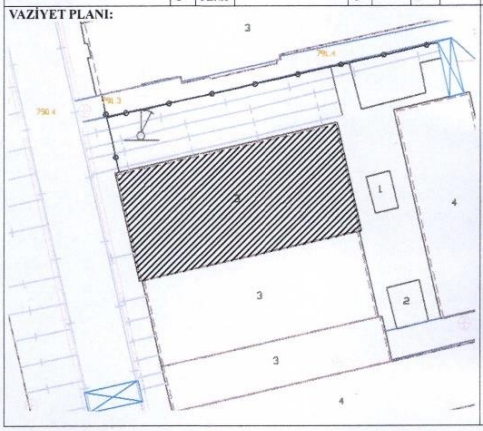
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI: TEKERLEK TORNAHANESİ BİNASI	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı Tekerlek Tornahanesi binası olarak kullanılmaktadır.

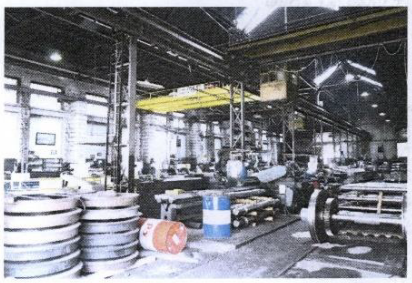
KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A DIŞ YAPI	A ÜST YAPI	A İÇ YAPI	A SÜSLEME ELEMANLARI	A RUTUBET	A YOK
	B ORTA		B	B	B	B	B	B İZİ VAR
	C FENA		C	C	C	C	C	B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Genel Müdürlük Binasının kuzeyinde, transportun doğusunda yer alan ve 1894 yılında yapıldığı söylenen **Tekerlek Tornahanesi Binası** tek katlı olup, taş yığma sistemde yapılmıştır. Çatısı çelik konstrüksiyon olup, çatı altı ahşap kaplamadır. Çatısı mahya hizasında yükseltilerek buraya iki yönlü aydınlatma pencereleri açılmıştır. Yapının transport tarafına bakan cephesinde çift kanatlı demir malzeme ile yapılmış iki giriş kapısı bulunmaktadır. Bu giriş kapılarının üzerine yatay olarak yerleştirilmiş çok bölüntülü pencereler yer almaktadır. Yapının pencereleri demir doğramalıdır. Arka cephesinde de kapıları bulunmaktadır. Binanın bir yan cephesi yanındaki yapı ile bitişik durumdadır. Diğer yan cephesinde ise çok sayıda yatay olarak yerleştirilmiş penceresi bulunmaktadır. Yapının içerisinde faaliyet sürdürülmekte olup, batısında yer alan transport ile buraya lokomotif ve vagon tekerleği taşınmaktadır.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :

BUGÜNKÜ KULLANIM :

ÖNERİLEN KU

E.S.T.Y.K.B.K.nun 21.02.2008 gün, 2533 sayılı Kararı ile parsel ölçeğinde tescillidir.

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

RR-16: The Electrical Maintenance Workshop

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

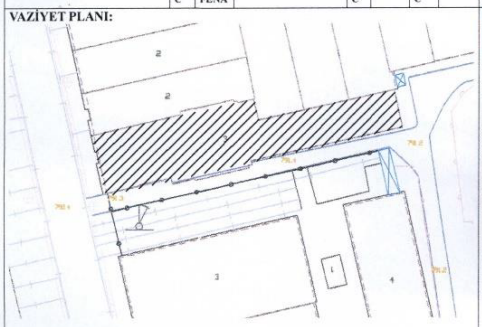
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IIa / 20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI:ELEKTRİK BAKIM ATÖLYESİ	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa / 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı Elektrik Bakım Atölyesi binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A DIŞ YAPI	A ÜST YAPI	A İÇ YAPI	A SÜSLEME ELEMANLARI	A RUTUBET	A YOK
	B ORTA		B	B	B	B	B	B İZİ VAR
	C FENA		C	C	C	C	C	B ÖNEMLİ

VAZİYET PLANI:

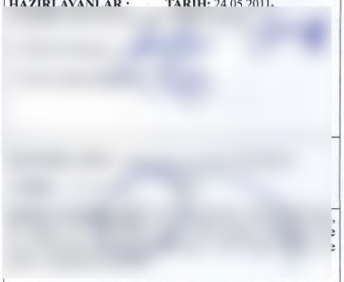




AYRINTILI TANIM: Tekerlek Tornahanesi Binasının kuzeyinde yer alan **Elektrik Bakım Atölyesi** dikdörtgen planlı olarak yapılan bu yapı batı cephesinde zemin+1 katlı olup, doğuya doğru tek katlıdır. Duvarlarındaki sıva çatlaklarından görüldüğü üzere yapı yığma tuğladır. Çatısı çelik konstrüksiyondur ve içeride ahşap kaplama üzeri strofer kaplanmıştır. Bu çatı kuzey yönünde daha kısa güney yönünde ise daha uzun yapılmıştır ve çatı mahya hizasında yükseltilerek buraya aydınlatma pencereleri açılmıştır. Bu pencereler de çelik lifli cam kullanılmıştır. Çatının iki yana eğimli kısımları eternit malzeme ile kaplanmıştır. Yapının batı cephesinde zemin katta dikdörtgen formlu basık kemerli üç adet penceresi birinci katında ise yatay olarak yerleştirilmiş dikdörtgen formlu üç adet penceresi bulunmaktadır. Bu cephede içeride zemin kat ve birinci kat merdivenlerini aydınlatan yatay olarak yerleştirilmiş dikdörtgen formlu bir penceresi daha bulunmaktadır. Yapıya giriş güney cephesinden çift kanatlı demir bir kapı ile sağlanmaktadır. Kapının üzerinde çok bölüntülü bir pencere yer almaktadır. Bu kapı çatı hizasından yükseltilerek oluşturulmuş beşik çatılı bir kısım içerisinde yer almaktadır. İçeriden ahşap bir merdiven ile yapının batı cephesinde yer alan birinci katına çıkılmaktadır. Bu kısımda idari bürolar bulunmaktadır. Bu kısımda yer ahşap kaplamadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :
HAZIRLAYANLAR : TARİH: 24.05.2011.



REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

RR-17: The Electrical Machinery Factory

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

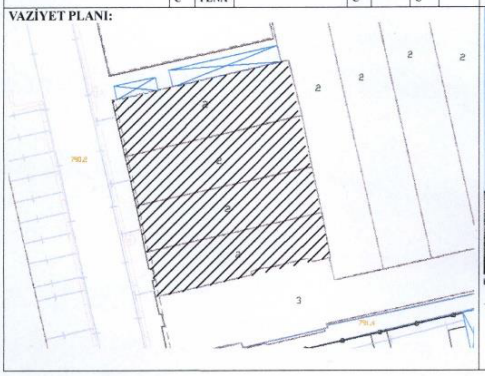
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa/20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI: Elektrik Makineleri Fabrikası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi'nde ve tapunun 20M-IIa/20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı elektrik Makineleri Fabrikası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A/B/C	DIŞ YAPI	A/B/C	ÜST YAPI	A/B/C	İÇ YAPI	A/B/C	SÜSLEME ELEMANLARI	A/B/C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:

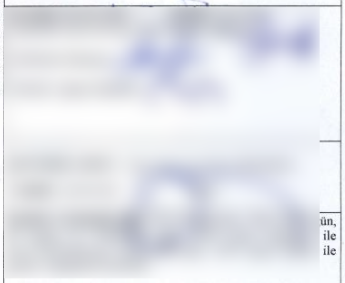




AYRINTILI TANIM: Elektrik Bakım atölyesinin kuzeyinde yer **Elektrik Makineleri Fabrikası** yan yana aynı tip mimari ile yapılmış yapılar bütününden oluşmaktadır. Yapılar doğu-batı yönünde dikdörtgen planlıdır. Sadece güney cephesinde bu yapılara bitişik durumda olan yapının mimarisi çatısında mahya hizasından yükseltilerek buraya açılan aydınlatma pencereleri yönüyle farklıdır. Yapıların yapım tekniği sıvaları nedeniyle anlaşılamamaktadır. Beşik çatıları eternit malzeme ile kaplanmış durumdadır. Çatıları çelik konstrüksiyon olup, çatı altı ahşap kaplıdır. Saçak altları ahşap malzemedendir. Transportun bulunduğu batı cephesinde giriş kapıları bulunan yapıların demir kapılarından iki tanesi basık kemerli olup, bir kapısı kemersizdir. Bu cephesinde yer alan pencerelerin de iki tanesi kemersiz diğerli ise basık kemerlidir. Fabrika yapılarından bir tanesinin içinde diğer bir yapı ile ortak olan duvarında ahşap malzeme ile kapatılmış çok sayıda basık kemerli kapısı bulunmaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :FABRİKA
BUGÜNKÜ KULLANIM :FABRİKA
ÖNERİLEN KULLANIM :



ün,
ile
ile

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

RR-18: The Diesel Locomotive Factory

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

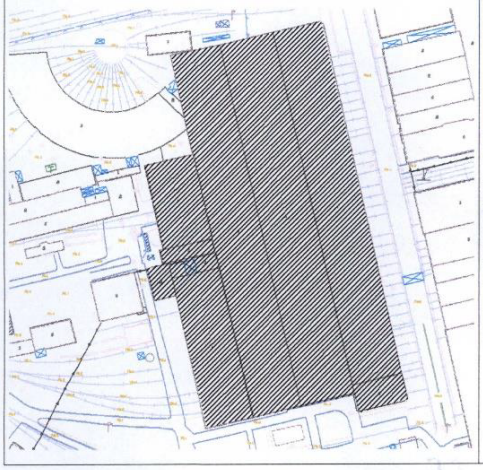
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa/20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI: DİZEL LOKOMOTİF FABRİKASI	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa/20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı Dizel Lokomotif Fabrikası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A / B / C	DIŞ YAPI	A / B / C	ÜST YAPI	A / B / C	İÇ YAPI	A / B / C	SÜSLEME ELEMANLARI	A / B / C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Son Osmanlı dönemi yapılarından olduğu söylenen ve halen kullanılan **Dizel Lokomotif Fabrikasının** orijinal olduğu düşünülen kısmı dikdörtgen planlı, tek katlı, yığma taş bina olarak yapılmıştır. Çatısı çelik konstrüksiyon olup, çatı altı ahşap kaplamadır. Çelik konstrüksiyon çatının orta kısmında içerisinin aydınlanmasını sağlayan aydınlatma pencereleri yer almaktadır. Çatı örtüsü metal malzemedir. Binanın transport tarafındaki doğu cephesi ve güney cephesi taş kaplama olup, kuzey cephesindeki kaplamanın niteliği farklıdır. Yapının transport tarafına bakan cephesinde çok sayıda demir malzemeden kapısı, kareye yakın dikdörtgen formlu, çok bölüntülü pencereleri yer almaktadır. Zaman içerisinde artan ihtiyaca göre yeni eklentilerle yapı bugünkü haline ulaşmıştır. Yapılar içten birbirine bağlantılıdır. Orijinal olduğu düşünülen yapıya yeni eklenen kısımlarda tek katlıdır. Bu eklentilerle fabrikası binası batıya doğru genişlemiştir. Bu kısımlarda genel olarak çelik konstrüksiyon ile yapılmıştır. Çatı örtüleri metal malzemedir.

TEKNİK BİLGİLER [redacted] İZASYON

ORİJİNAL KUL[redacted]

BUGÜNKÜ KULLANIM : FABRİKA

ÖNERİLEN KULLANIM :

[redacted]

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ

EKLER:			
RAPOR		RESTORASYON PROJESİ	
FOTOĞRAF		HARİTA	
RÖLÖVE PROJESİ		KROKİ	
KİTABE		VAKFİYE	

R-19: The Roundhouse

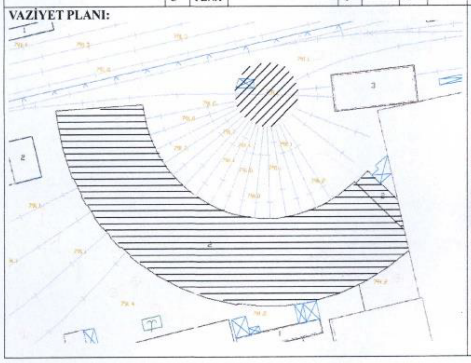
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

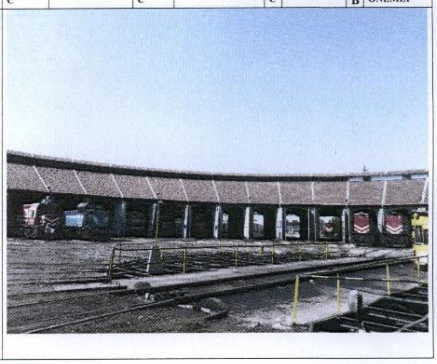
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ:	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa/20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI:LOKOMOTİF BAKIM YERİ	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI (Üslup):Son Osmanlı Dönemi	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi'nde ve tapunun 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı Lokomotif Bakım Yeri olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	B ORTA	C FENA	TAŞIYICI YAPI	A	B	C	DIŞ YAPI	A	B	C	ÜST YAPI	A	B	C	İÇ YAPI	A	B	C	SÜSLEME ELEMANLARI	A	B	C	RUTUBET	A	YOK	B	İZİ VAR	B	ÖNEMLİ

VAZİYET PLANI:





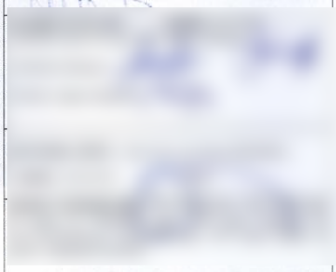
AYRINTILI TANIM: Son Osmanlı Döneminde yapılan **Lokomotif Bakım Yeri** 1894 tarihli harita da görülebilen lokomotiflerin yönünün değiştirilebilmesi ve bakımı amacıyla inşa edilmiş ve halen bu amaçla kullanılmaktadır. Yapı dörtte bir daire şeklinde planlı olup lokomatif döndürme yerinin merkez olarak belirlenmesiyle ışınsal düzende yerleştirilmiş lokomatif bakım hücreleri bulunmaktadır. Bu hücreler bazı kısımlarda içten birbirine geçişlidir. Yığma sistemde yapılan yapının sıvalı olması sebebiyle yapım malzemesi anlaşılamamıştır. Çatısında ahşap ve çelik konstrüksiyon beraber kullanılmış olup kiremit altı ahşap kaplamalı, çatısı ise marsilya tipi kiremit ile örtülüdür. Çatısında mahya kısmında yapılan yükseltme ile oluşturulmuş bant halinde aydınlatma pencereleri bulunmaktadır. Yapının lokomotif döndürme yerine bakan cephesinde lokomatiflerin girdiği basık kemerli kapıların çift kanatlı demir kapılar yer alır. Yapının diğer cephesinde ise lokomatiflerin giriş yaptığı üçgen alınlıklı (üçgen alınlık bazı kapılarda düşey ahşap elemanlarla kaplanmıştır) ve basık kemerli çift kanatlı demir kapıların bulunduğu bölüm ile dikdörtgen formunda basık kemerli çok bölüntülü demir doğramalı pencerelerin bulunduğu iki farklı kısım bulunmaktadır.Basık kemeri vurgulayan kemer taşlarının yapım sisteminde mi yer aldığı yoksa sadece cephede süsleme elemanı olarak mı yer aldığı tam olarak anlaşılamamıştır. Yapının duvarları sıvalı ve boyalı olup yer yer dökülmeler mevcuttur.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :LOKOMOTİF BAKIM YERİ

BUGÜNKÜ KULLANIM :LOKOMOTİF BAKIM YERİ

ÖNERİLEN KULLANIM :



REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-20: The Cooling Tower

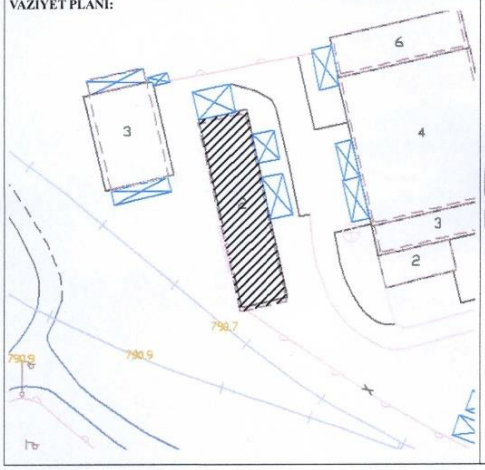
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

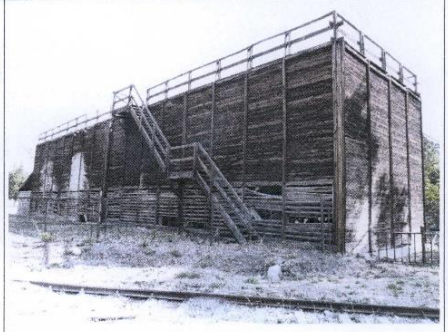
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IId	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI: SOĞUTMA KULESİ	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IId pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Endüstriyel Mimarlık Örneği yapı Soğutma Kulesi olarak kullanılmıştır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RUTUBET	A B	YOK / İZİ VAR / ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: **Soğutma Kulesi** tamamen ahşap malzeme ile yapılmış olup, üst örtüsü yoktur. Dikdörtgen planlıdır, üst kata çıkılmasını sağlayan ahşap malzemeden merdivenleri bulunmaktadır. Ön cephesinde küçük tek yöne eğimli çatısı marsilya kiremit örtülü kuleye sonradan eklendiği düşünülen bir kısım yer almaktadır. Kule ahşap malzeme ile yapılmış olmasından dolayı yapıldığı günden bu güne hasara uğramıştır. Kulenin acil bakıma ihtiyacı bulunmaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-29: The Behiç Erkin Tomb

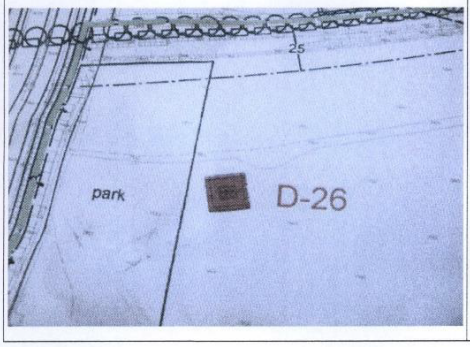
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-Id	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI:BEHİÇ ERKİN MEZARI	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-Id pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan mezar yapısı Devlet Demir Yollarının kurucusu ve ilk Genel Müdürü olan Behiç Erkin'e aittir.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A DIŞ YAPI	A ÜST YAPI	A İÇ YAPI	A SÜSLEME ELEMANLARI	A RUTUBET	A YOK
	B ORTA		B	B	B	B	B	B İZİ VAR
	C FENA		C	C	C	C	C	B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: 1876 yılında İstanbul'da dünyaya gelen Behiç Erkin sevkiyatlardan sorumlu komutan olarak Çanakkale Savaşı'nın kazanılmasında önemli rol oynayan ve Kurtuluş Savaşı'nın en önemli kahramanlarından birisidir. Devlet Demiryolları'nın kurucusu ve ilk Genel Müdürü 1920-1926 olan Erkin, *"Demiryollarının Babası"* olarak anılır. 11 Kasım 1961 tarihinde İstanbul'da hayatını kaybeden Behiç Erkin, ilk Genel Müdürlük görevini aldığı İzmir-İstanbul-Ankara hatlarının birleştiği Eskişehir (Enveriye) istasyonundaki üçgende defnedilmesini vasiyet etmiştir. Ölüm tarihinden bir süre sonra TCDD Genel Müdürlüğü tarafından yaptırılan anıt mezara nakledilerek vasiyeti yerine getirilmiştir.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-30: The TCDD Logistics Directorate Building

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

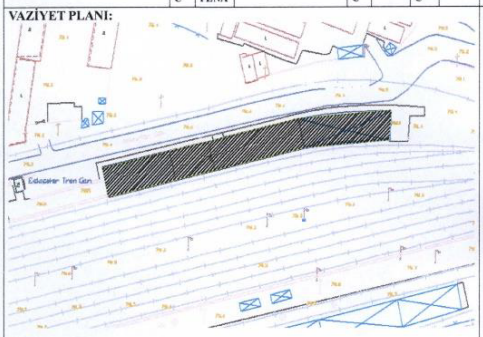
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-IIa	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI:TCDD Lojistik Müdürlüğü Binası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan dikdörtgen planlı yapı TCDD Lojistik Müdürlüğü Binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI: A / B / C	DIŞ YAPI: A / B / C	ÜST YAPI: A / B / C	İÇ YAPI: A / B / C	SÜSLEME ELEMANLARI: A / B / C	RUTUBET: A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Tescilli İstasyon Binasının ve demir yolu hattının karşısında yer alan **TCDD Lojistik Müdürlüğü Binası** zemin+1 katlı olup, iki yanında bitişik olarak devam eden ve depo olarak kullanılan bölümler tek katlıdır. Binanın ilk kez ticari eşya ambarı daha sonra ise gümrüklü eşya ambarı olarak kullanıldığı söylenmektedir. Bina taş temel üzerine tuğla duvar olarak yığma teknikle yapılmış olup, beşik çatısı marsilya tipi kiremit ile kaplıdır. Demir yolu hattına bakan cephesindeki saçağı diğer cepheye göre daha geniş tutulmuş olup, ahşap payandalar ile desteklenmektedir. İki katlı olan müdüriyet binasının kapısı orijinal olmayıp alüminyum doğramadır. Tek katlı ambar bölümlerinin tavanı ise çelik konstrüksiyon olup, ahşap kaplamadır. Bu kısımların iki cephesinde ahşap, kareye yakın dikdörtgen formlu üçer adet sürgülü kapısı bulunmaktadır. Bu kapıların aralarında içerisinin aydınlanmasını sağlayan demir korkuluklu küçük pencereler yer alır. Yapının doğu cephesinde devam eden çelik konstrüksiyonlu bir açık hangar yer almaktadır. Bu hangarın üzeri enernit ile kaplıdır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

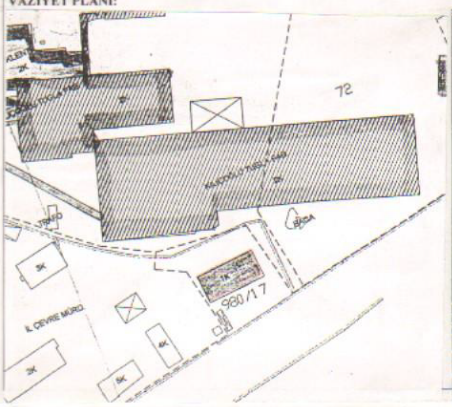
R-31: The Workers' Dormitory (the old sheet)

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ			ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA KURULU				HARİTA NO:
İLİ : Eskişehir	İLÇESİ : Merkez	MAHALLE / KÖY / MEVKİİ : Eskibağlar Mah.		KORUMA DERECESİ:	ANITSAL: 1 2 3
SOKAK VE KAPI NO: -	KADASTRO : PAFTA: -	ADA: 980	PARSEL: 17		ÇEVRESEL: 1 2 3
					ÇEVREYE AYKIRI:
ADI: Devlet Demiryolları Yatakhanesi	YAPTIRAN: -	YAPAN: -		MİMARİ ÇAĞI (Üslup): -	
	YAPIM TARİHİ: -	KİTABE: -			

GENEL TANIM: Devlet Demiryollarına ait bina demiryolu işçilerinin yatakhanesi olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	B ORTA	C FENA	TAŞIYICI YAPI	DIŞ YAPI	ÜST YAPI	İÇ YAPI	SÜSLEME ELEMANLARI	RUTUBET	YOK	İZİ VAR	ÖNEMLİ
	A	B	C									

VAZİYET PLANI:



FOTOĞRAF:



AYRINTILI TANIM : Tuğladan yığma teknikle yapılan tek katlı bina, T.C.D.D. Yol Atelyesi ve Şube 13 Şefliği İşçi Yatakhanesi olarak kullanılmaktadır. Kırma çatısı marsilya kiremit ile kaplıdır. Dikdörtgen planlı yapının tüm cephelerinde yer alan pencerelerden ön ve iki yan cephedekiler uzunlamasına dikdörtgen formlu, üstten basık kemerli olup, arka cephede ise daha küçük olarak dikdörtgen ve kare formda, kemersizdir. Pencereler ahşap malzeme ile yapılmıştır. Giriş merkezden, iki kanatlı dar bir kapıdan beş basamaklı bir merdiven ile sağlanmaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON

ORİJİNAL KULLANIM :
Demiryolları İşçi Yatakhanesi

BUGÜNKÜ KULLANIM :
Demiryolları İşçi Yatakhanesi

ÖNERİLEN KULLANIM :

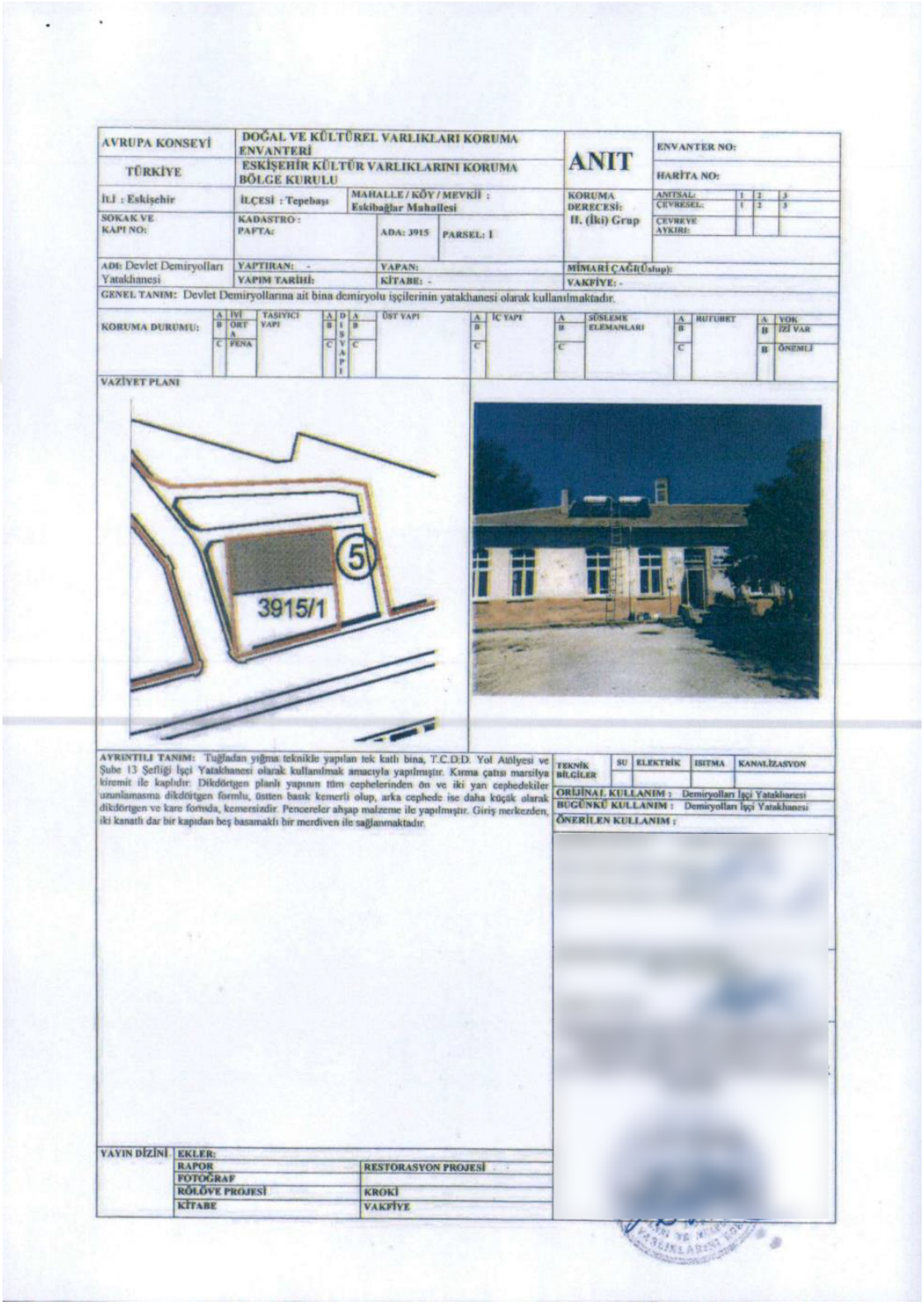
YAYIN DİZİNİ	EKLER:	
	RAPOR	
	FOTOĞRAF	
	RÖLÖVE PROJESİ	
	RESTORASYON PROJESİ	
	HARİTA	
	KROKİ	
	KİTABE	
	VAKFİYE	

E.K.T.V.K.K'nun 14.08.2003 gün, 2479 sayılı tescil kararı

REVİZYON:

KURUL ONAYI:

R-31: The Workers' Dormitory (the new sheet)



AVRUPA KONSEYİ | DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ | ANIT | ENVANTER NO:

TÜRKİYE | ESKİŞEHİR KÜLTÜR VARLIKLARINI KORUMA BÖLGE KURULU | HARİTA NO:

İLİ : Eskişehir | İLÇESİ : Tepebaşı | MAHALLE / KÖY / MEVKİİ : Eskibağlar Mahallesi | KORUMA DERECESİ: II. (İki) Grup | ANITSAL: 1 2 3 | ÇEVRESEL: 1 2 3 | ÇEVREYE AYKIRI:

SOKAK VE KAPI NO: | KADASTRO: PAFTA: | ADA: 3915 | PARSEL: 1

ADI: Devlet Demiryolları Yatakhanesi | YAPTIRAN: - | YAPAN: | MİMARİ ÇAĞI(Üslup): | YAPIM TARİHİ: | KİTABE: - | VAKFİYE: -

GENEL TANIM: Devlet Demiryollarına ait bina demiryolu işçilerinin yatakhanesi olarak kullanılmaktadır.

KORUMA DURUMU: A İYİ B ORTA C FENA | TAŞIYICI YAPI A B C | İSKELET YAPI A B C | ÜST YAPI A B C | İÇ YAPI A B C | SÜSLEME ELEMANLARI A B C | RUTUBET A B C | YOK A İZİ VAR B ÖNEMLİ B

VAZİYET PLANI

AYRINTILI TANIM: Tuğladan yığma teknikle yapılan tek katlı bina, T.C.D.D. Yol Atölyesi ve Şube 13 Şefliği İşçi Yatakhanesi olarak kullanılmak amacıyla yapılmıştır. Kırma çatısı marsilya kiremit ile kaplıdır. Dikdörtgen planlı yapının tüm cephelerinden ön ve iki yan cephedekiler uzunlamasına dikdörtgen formlu, üstten basık kemerli olup, arka cephede ise daha küçük olarak dikdörtgen ve kare formda, kemersizdir. Pencereler ahşap malzeme ile yapılmıştır. Giriş merkezden, iki kanatlı dar bir kapıdan beş basamaklı bir merdiven ile sağlanmaktadır.

TEKNİK BİLGİLER | SU | ELEKTRİK | ISITMA | KANALİZASYON

ORİJİNAL KULLANIM : Demiryolları İşçi Yatakhanesi

BUGÜNKÜ KULLANIM : Demiryolları İşçi Yatakhanesi

ÖNERİLEN KULLANIM :

YAYIN DİZİNİ | EKLER: | RAPOR | RESTORASYON PROJESİ | FOTOĞRAF | RÖLÖVE PROJESİ | KROKİ | KİTABE | VAKFİYE

R-32: The Five Double-Flat Lodging Buildings

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

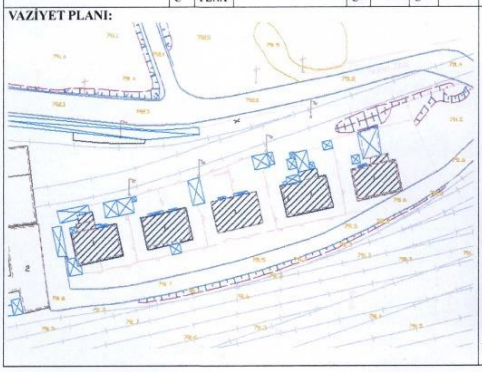
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-IIa/20M-Ib	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:

ADI: 5 (Beş) Adet Çift Daireli Lojman Binası	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-IIa/20M-Ib pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan 5 adet yapı lojman binası olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ	TAŞIYICI YAPI	A	DIŞ YAPI	A	ÜST YAPI	A	İÇ YAPI	A	SÜSLEME ELEMANLARI	A	RUTUBET	A YOK
	B ORTA		B		B		B		B		B		B İZİ VAR
	C FENA		C		C		C		C		C		B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Tescilli İstasyon binasının ve demir yolu hattının karşısında yer alan 5 adet çift daireli Lojman Binaları tek katlı olup, taş temel üzerine tuğla malzeme ile yapılmışlardır. Binaların beşik çatıları marsilya tipi kiremit ile örtülüdür. Çatı taşıyıcı mertekleri saçaklarda süslemeli olarak devam etmektedir. Pencereleri dikdörtgen formlu, ahşap malzemeli ve demir korkulukludur. Yapıların dört cephesinde ve pencere üstlerinde yatay silmesi devam etmektedir. Her biri bir bahçe içerisinde yer alan bu lojmanların girişleri arka bahçelerinde yer almaktadır. Girişlerinin önlerinde rüzgarlık bölümleri yer bulunmaktadır.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

R-33: The Revision Building

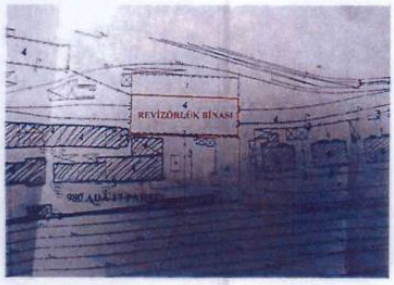
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ: Eskişehir	İLÇESİ: Odunpazarı	MAHALLE / KÖY / MEVKİİ : Kızıltoprak Mahallesi	KORUMA DERECESİ: II	ANITSAL: 1 2 3
				ÇEVRESEL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:	ADA: 980 PARSEL: 17		ÇEVREYE AYKIRI:
ADI: KONUT	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Odunpazarı İlçesi, Kızıltoprak Mahallesi, tapunun 980 ada, 17 parselinde kayıtlı taşınmazda yer alan Revizörlük Binası modern yapı tipinde olup, günümüzde kullanılmamaktadır.

KORUMA DURUMU:	A İYİ B ORTA C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RUTUBET	A YOK B İZİ VAR B ÖNEMLİ

VAZİYET PLANI





AYRINTILI TANIM: Taşınmaz dikdörtgen planlı, olup beşik çatılıdır. Marsilya kiremit ile örtülü olan yapı eski revizörlük binası olarak adlandırılmaktadır. Günümüzde kullanılmayan yapının doğu ve batıda olmak üzere beş adet giriş kapıları bulunmaktadır. Güney cephesinde enine dikdörtgen pencerelerin aydınlattığı yapının kuzey iç mekânında birinci ve ikinci katta ofisler ve ıslak mekanlar yer almaktadır. Yapının iç mekanında tren vagonlarının tamir edilmesi için kullanılan dikdörtgen planlı atölye bulunmaktadır. Bu bölümde zemin kotunun altında ince uzun üstü açık koridorlar şeklindeki kısımlar vagonların tamir edilmesi amacıyla oluşturulduğunu düşünmekteyiz. Söz konusu yapının beden ve ayırıcı duvarlarında oluşan dökülmelerle tuğla malzeme kullanıldığı gözlemlenmiştir. Tescilli diğer hangar binaları ile yakın dönem olduğunu düşündüğümüz yapının gelecekte kendi işlevi dışında da çok amaçlı kullanabileceği ve malzeme, teknik açısından da 1940 ve sonrası sadeleşen, işlevsel mimari örnekler arasında yer almaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON

ORİJİNAL KULLANIM : REVİZÖRLÜK BİNASI

BUGÜNKÜ KULLANIM :KULLANILMAMAKTADIR.

ÖNERİLEN KULLANIM :REVİZÖRLÜK BİNASI

ESKİŞEHİR KÜLTÜR VARLIKLARINI KORUMA BÖLGE KURULUNUN 27.02.2019 TARİH, 7276 SAYILI KARAR EKİDİR.

YAYIN DİZİNİ	EKLER:	
	RAPOR	RESTORASYON PROJESİ
	FOTOĞRAF	HARİTA
	RÖLÖVE PROJESİ	KROKİ
	KİTABE	VAKFİYE

R-34: The Pavilion Building and its Annex Building

AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

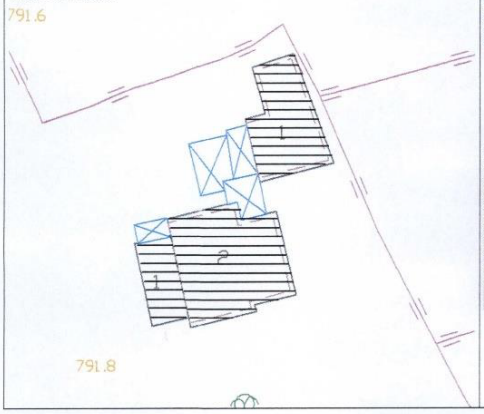
İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
				ÇEVRESEL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA: 20M-İb	ADA: 980 PARSEL: 17		ÇEVREYE AYKIRI:

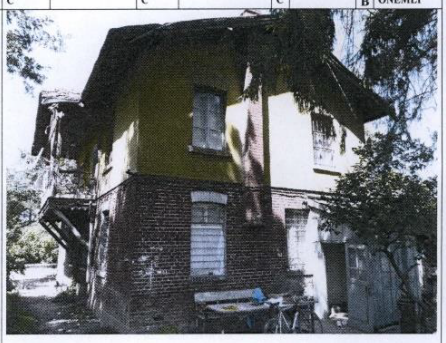
ADI: KÖŞK BİNASI	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-İb pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan ve köşk binası olarak adlandırılan yapı günümüzde kullanılmaktadır.

KORUMA DURUMU:	A İYİ B ORTA C FENA	TAŞIYICI YAPI	A B C	DIŞ YAPI	A B C	ÜST YAPI	A B C	İÇ YAPI	A B C	SÜSLEME ELEMANLARI	A B C	RUTUBET	A YOK B İZİ VAR B ÖNEMLİ

VAZİYET PLANI:



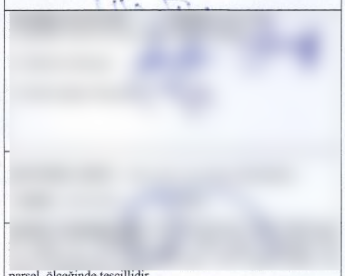


AYRINTILI TANIM: Demir yolu hattı boyunca batıya doğru ilerledikten sonra bir fidanlık içerisinde yer alan **Köşk Binası** zemin+1 katlı olup, batı cephesinde tek katlı bir uzantısı bulunmaktadır. Beşik çatısı marsilya tipi kiremit ile örtülüdür. Yapının güney cephesinde birinci kat hizasında bulunan balkonu üç tane ahşap payanda ile desteklenmektedir. Bu balkon tamamen ahşap malzeme ile yapılmış olup, yapının en özgün mimari unsurlarından bir tanesidir. Bu balkonun ahşap korkulukları geometrik motifler oluşturmaktadır. Balkonun döşeme alt hizasından başlayarak tamamında devam eden ahşap süslemeli silmesi bulunmaktadır. Bu balkonun üçgen alınlığı ve alınlığı taşıyan dikme ve payandaları arası ahşap süslemelidir.

Yapının zemin katı ve birinci katı farklı kişiler tarafından kullanılmakta olup, yapı içerisinden katlar arasında birbirine geçiş bulunmamaktadır. Zemin katın girişi doğu cephede yer almakta olup, birinci katın girişi ise arka cephede yer alan ahşap rüzgarlık kısmından sağlanmaktadır. Yapının pencereleri ahşap dikdörtgen formlu olup, basık kemerlidir. Bazı pencereleri demir korkulukludur. Yapının arka cephesinden bakıldığında zemin ve birinci katta yapım tekniğinin bağdadi olduğu görülmekte ancak güney cephesinde zemin kat hizasında ve doğu yönden eklenen tek katlı bölümde cephesinin tuğla kaplanmış olması nedeniyle esas yapım malzemesi anlaşılamamaktadır. Arka cephesinde saçak altından başlayarak devam eden üçgen şeklinde ahşap bir süsleme yapının bu cephesini hareketlendirmektedir. Yapının birinci katına girilememiş olup, zemin kata girilmiştir. Zemin katta odalarda herhangi bir ahşap dolap vs süsleme unsuru yer almamakta olup, bazı odalarının tavanı ahşap çıtalıdır. Yapının zemin +1 katlı olan kısmında yer yer sıva dökülmeleri görülmektedir. Bahçesinde ağız kısmında bakıldığında taş örgüsü görülen bir de kuyusu bulunmaktadır. Ayrıca binanın yanında tek katlı ahşap karkas arası tuğla dolgulu, beşik çatısı marsilya tipi kiremit örtülü, ahşap pencereleri olan bir de müştemilatı yer almaktadır.

TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM :
BUGÜNKÜ KULLANIM :
ÖNERİLEN KULLANIM :



parsel ölçeğinde tescillidir.

REVİZYON:
KURUL ONAYI:

YAYIN DİZİNİ

EKLER:			
RAPOR		RESTORASYON PROJESİ	
FOTOĞRAF		HARİTA	
RÖLÖVE PROJESİ		KROKİ	
KİTABE		VAKFİYE	

R-35: The Open Hangar

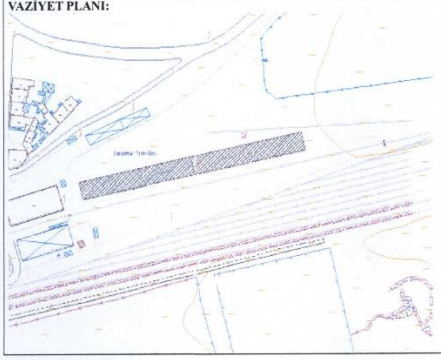
AVRUPA KONSEYİ	DOĞAL VE KÜLTÜREL VARLIKLARI KORUMA ENVANTERİ	ANIT	ENVANTER NO:
TÜRKİYE	ESKİŞEHİR KÜLTÜR VE TABİAT VARLIKLARINI KORUMA BÖLGE KURULU		HARİTA NO:

İLİ : ESKİŞEHİR	İLÇESİ : TEPEBAŞI	MAHALLE / KÖY / MEVKİİ: KIZILTOPRAK	KORUMA DERECESİ: I	ANITSAL: 1 2 3
SOKAK VE KAPI NO:	KADASTRO : PAFTA:20M-İc	ADA: 980 PARSEL: 17		ÇEVRESEL: 1 2 3
				ÇEVREYE AYKIRI:
ADI: AÇIK HANGAR	YAPTIRAN: -	YAPAN:	MİMARİ ÇAĞI(Üslup):	
	YAPIM TARİHİ:	KİTABE: -	VAKFİYE: -	

GENEL TANIM: Eskişehir İli, Tepebaşı İlçesi, Kızıltoprak Mahallesi'nde ve tapunun 20M-İc pafta, 980 ada, 17 parselinde kayıtlı taşınmazda yer alan yapı Açık Hangar olarak kullanılmaktadır.

KORUMA DURUMU:	A İYİ / B ORTA / C FENA	TAŞIYICI YAPI	A / B / C	DIŞ YAPI	A / B / C	ÜST YAPI	A / B / C	İÇ YAPI	A / B / C	SÜSLEME ELEMANLARI	A / B / C	RUTUBET	A YOK / B İZİ VAR / B ÖNEMLİ

VAZİYET PLANI:





AYRINTILI TANIM: Parsel içinde tren ray hattının kuzeyinde yer alan **Açık Hangar Binası** tek katlı olup dikdörtgen planlıdır ve ahşap kostrüksiyonda yapılmıştır. Çatısı beşik çatı olup üzeri oluklu eternit levhalar ile kapatılmıştır. Yapının kuzey, doğu ve batı yönlerden ahşap konstrüksiyonu dıştan metal levhalarla kapatılarak ve güney kısmı açık bırakılarak yarı açık bir mekan haline getirilmiştir. Halen malzeme deposu olarak kullanılmaktadır.



TEKNİK BİLGİLER	SU	ELEKTRİK	ISITMA	KANALİZASYON
			-	

ORİJİNAL KULLANIM : Hangar

BUGÜNKÜ KULLANIM : Hangar

ÖNERİLEN KULLANIM :

HAZIRLAYANLAR : [redacted] TARİH: 24.05.[redacted]

KURUL KARA[redacted]

27 sayılı ve 1[redacted]

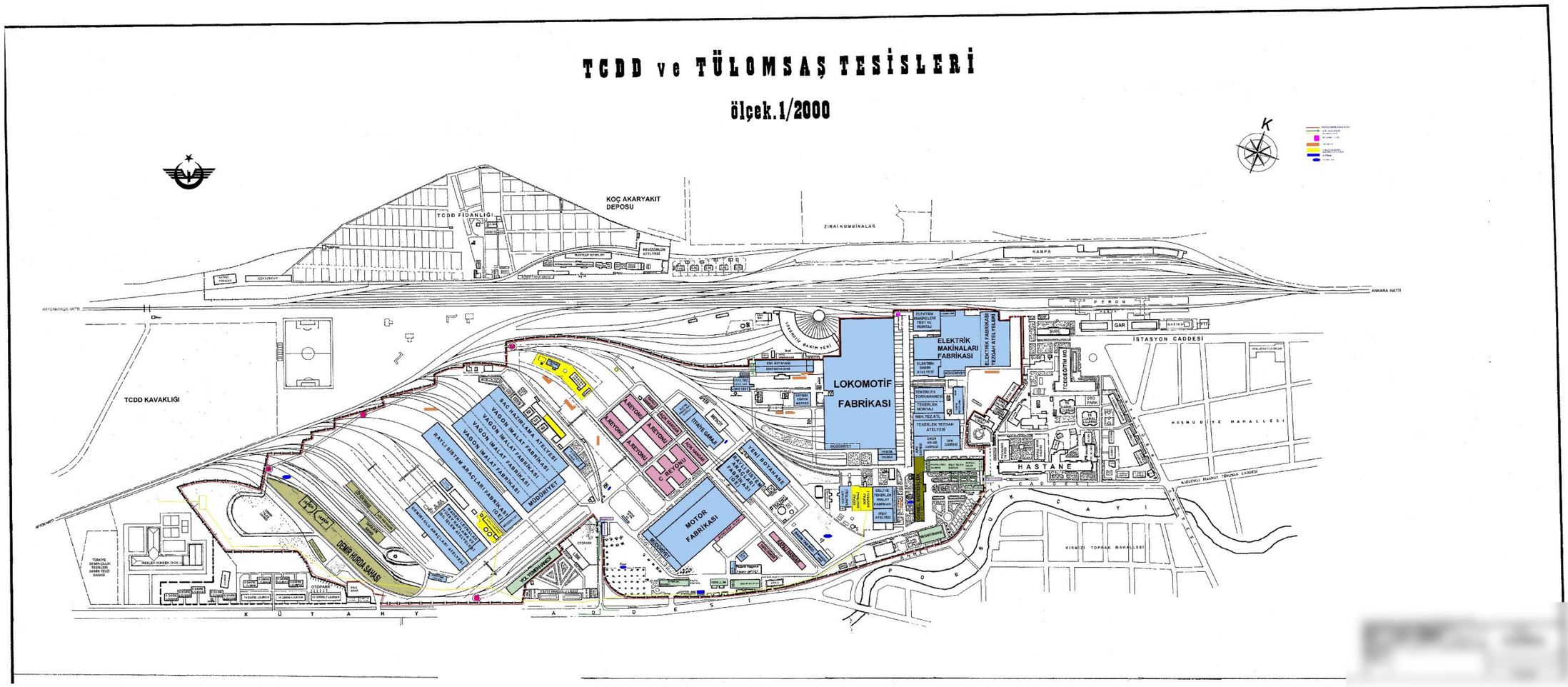
E.K.T.V.K.B.K.'nun [redacted] 21.02.2008 gün, 2533 sayılı Kararı ile parsel ölçeğinde tescillidir.

REVİZYON:

KURUL ONAYI:

YAYIN DİZİNİ	EKLER:			
	RAPOR		RESTORASYON PROJESİ	
	FOTOĞRAF		HARİTA	
	RÖLÖVE PROJESİ		KROKİ	
	KİTABE		VAKFİYE	

B. TÜRASAŞ site plan obtained from TÜRASAŞ in 2018. Colorings and texts have been added on the 1982 map later by the institution.



C. Eskişehir Tepebaşı Municipality Development Plan amendment regarding the study area lot 25431/1, date: 15.09.2023

