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19th Century Rumeli Railway Line and Its Effects on The Capital, Istanbul

19.yüzyılda Rumeli Demiryolu Hattı ve Başkent İstanbul'a etkileri

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Yavuzarslan, E. (2022). 19th Century Rumeli Railway Line and Its Effects on The Capital, Istanbul. *Journal of Environmental and Natural Studies*, 4 (3), 190-206. <https://doi.org/10.53472/jenas.1140930>**ABSTRACT:**

In the modernization process of the world, as the most important symbol of the industrialization period the railways contributed greatly to the transformation of the cities on the route. This transformation process in the field of cultural, urbanism and architecture has been a painful but permanent process for many cities. In the same period, with the railway movement that started in the Ottoman Empire, a similar transformation took place in the Ottoman Cities. One of the most important transformations took place in the capital, Istanbul. In this article, the transformative effect of the Rumeli Railway line, which opens to Europe from the Hejaz, Baghdad, and Rumeli Railway lines and passes through Istanbul and is of great importance for the city, on Istanbul has been studied.

KEYWORDS: 19th Century, Industrialization, Rumeli Railways, Istanbul, Urbanization and Railway

Öz:

Dünyanın modernleşme sürecinde sanayileşme döneminin en önemli sembolü olan demiryollarının güzergahı üzerindeki kentlerin dönüşümüne katkıları büyük olmuştur. Kültürel, şehircilik ve mimari alanında olan bu dönüşüm süreci bir çok kent için sancılı bir süreç olmakla birlikte kalıcı olarak gerçekleşmiştir. Aynı dönemde, Osmanlı İmparatorluğu'nda başlayan demiryolu hareketi ile de Osmanlı Şehirleri'nde benzer nitelikte bir dönüşüm söz konusu olmuştur. Bu dönüşümün en önemlilerinden bir tanesi başkent İstanbul'da gerçekleşmiştir. Bu makalede İstanbul üzerinden geçen ve kent için büyük öneme sahip 3 ana hat olan Hicaz, Bağdat ve Rumeli Demiryolu hatlarından Avrupa'ya açılan Rumeli Demiryolu hattının İstanbul üzerindeki dönüştürücü etkisi çalışılmıştır.

Anahtar Kelimeler: 19. yüzyıl, Sanayileşme, Rumeli Demiryolları, İstanbul, Kentleşme ve Demiryolu

INTRODUCTION:

The Rumeli Railway should be considered as an important actor in the connection between the Ottoman Empire and the Western civilization within the occidentalisation efforts in the 19th century. From this point of view, all kinds of goods, especially grain and textile raw materials such as silkworm, which are produced in the Ottoman Empire, are transported to Europe, as well as fashion and technological products have transferred to Istanbul from Europe. Istanbul was always considered as a bridge between East and West. Regarding the opportunities provided by the Rumeli Railway for Istanbul, it should be noted that the construction of this line gave a message of survival for the empire in a sense.

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This time was a period of railway wars, and due to its location in the Ottoman Empire, it became one of the attractions of this war. The economic depression and the lack of funding to invest in it have added to the appeal, which allowed technologically advanced states to take over Ottoman privileges in all aspects.

As a result of the railway construction movement in the last century of the Ottoman Empire, three railway lines form the main artery within all borders. These lines are the Hijaz, Baghdad, and Rumeli Railway lines, and as a result of their operation in connection with the Anatolian Railway line, it is aimed to create a movement throughout the empire in the transportation of goods and passengers. This target has largely been achieved.

The British and French, who experienced industrialization quickly and gained a certain accumulation of capital, and had advanced technological access to the railroad, with the accumulation of capital, were aiming to exploit the technology for the land they intended to exploit. The British had their eyes on the geography of India, and the French on the natural resources of North Africa and its surroundings. Therefore, the British, who saw the transition to India on the Ottoman lands on this line, and France, which had its eyes on countries such as Algeria and Tunisia, which were already included in these lands, and their resources, were ready to accept any condition for railway projects that would pass through the lands of the Ottoman State (Akbulut, 2010:69).

In the 19th century, it was a great struggle between Britain and France to bring home what they had acquired from their colonies in the most economical way. So, the way the West views the Ottomans has really changed because of the fact that they're sort of in the transition zone around their colonial area. The Ottoman territories became a zone where Western states negotiated in that sense, developing policies for the sake of their commercial interests. (Akbulut, 2010:69).

Besides the dynamics of the world and the level of foreign debt in the Ottoman Empire, it was always desired to construct a line passing through these regions and connected with European lines in order to keep good relations with the European states and to consolidate the political, military and economic power in the Balkans. This line had many commercial, financial, political, cultural, and military advantages for Istanbul. Commercially, a trade route to be established with all of Europe would be effective both in the marketing of products and in the entry of industrial production products into these lands.

For this, some concessions had to be given, and the aim was to make a commercial movement in these lands and the Ottoman Empire would also make a certain contribution to its treasury from this movement. Politically, the management of the products coming from the ports and the control of the passenger lines would give the Ottoman Empire a political power and privilege. This would actually provide a cultural development and interaction. From a military perspective, it would be possible to easily dispatch the troops to all the lands reached by the Rumeli railway when necessary. In fact, the riots that had already taken place could have been interrupted instantly. A military integration between the Straits and the Balkans would also be achieved. In a sense, the state authority would be taken over the railways to the borders.

In this article, in which the Rumeli Railway line and its effects on the capital Istanbul are investigated, an overview of the Rumeli Railway line is made in the first part. In the second part, the route and construction of the line were investigated, and in the third part, the operation and difficulties of the line were discussed. In the fourth part of the article, the effects of the Rumeli Railway Line on Istanbul were studied. The last part, the fifth chapter, is devoted to Conclusions and Evaluations.

1. An Overview of the Rumeli Railway Line:

In the Ottoman Empire, the first concession was the 211 km long Alexandria-Cairo line and was given to the British, who completed construction in 1851. The first railway concession given in Anatolia was the İzmir-Aydın and İzmir-Kasaba lines, which were given to the British again in 1856. İzmir-Aydın Railway is a 130 km long line and after the commissioning of this line, the British took the concession of the line between İzmir-Kasaba, which is the continuation section (Engin, 1993:39). In 1866, it was first completed the 66 km section up to Manisa and then the 27 km section up to Town and put it into operation (Engin, 1993:39).

The first concession granted on Rumelian lands was the Kostence-Cernova (Bogazkoy) line, which was given in 1857. Although these two lines seem to be independent lines from each other, they are important lines where British companies started to receive privileges over passenger revenues. The Kostence - Cernova line is a 66-km line that will extend from Cernova over the Danube River to the port of Kostence. This line is the first railway in Europe, which has been granted a 99-year usage of privilege. (Engin, 1993:40) The aim was to arrange the shipment from the port of Kostence. This line was put into operation in 1860 and rights were given to an English group established for this business under the name of "Devlet-i Aliyye Karadeniz ve Tuna Kumpanyası". This line remained within the borders of Romania after the 1877-78 Ottoman-Russian war that emerged later. Later, in 1882, all its rights were purchased from the Ottoman Empire by the Romanian government for 1,560,000 francs. (Engin, 1993:40)

Another line is Varna - Rusjuk line which aimed to connect Varna to Rusjuk. Again its privileges took by British company which is called "Rusjuk and Varna Railway Company" (Engin, 1993:41). The British originally planned to connect this 224 km line to European lines and deliver grain from the Black Sea. Although it was put into operation in 1866, it was left to the newly established Bulgarian

State in accordance with the Berlin Treaty (Engin, 1993:41). In exchange for the concession granted for this line The Bulgarian government assumed the debts of the Ottoman Empire, which could not pay its debts. This line is also the line that passengers from Europe use until Varna and then reach Istanbul by sea, since there is no direct line to Istanbul. In this sense, although it has a special importance because it is a transportation line to Istanbul, it lost its importance when the Rumeli line was completed (Engin, 1993:41).

Even the construction of the Rumeli line was one of the first steps in the Balkans, in a sense, aimed at ensuring commercial and cultural activism, and in a sense, connecting with the capital. Alexandroupolis was a key station for the Rumeli Railways, which was supposed to be connected to Alexandroupolis via Edirne. Alexandroupolis station is built in 1874. The station is in a location that would be integrated into the port along Alexandroupolis's Thessaloniki-Istanbul Trading Route, which began to develop in the 1800s. During the period of Alexandroupolis Station, it was a large banner with arable land and its largest income was built on agricultural products, while its migrations increased over time.

The outer view of Alexandroupolis Station, which shines light on many station structures on the Rumeli Railway and is considered a period structure, is a two-story structure on the stone wall. The outside of the station's main building was later covered with wood. Next to this building is a single-story structure. All buildings are arranged in the structure of the old Edirne railway station (Ertugrul, 2009:79). Many stations on this line consist of a number of individual small stone-knit structures. The similarity of many stations is a sign of continuity within the line itself.



Figure 1: Rumeli Railway, Alexandroupoli Station

Source: <https://wowturkey.com/>

The Rumeli Railway was recognized as a whole, and its connection to Istanbul was attempted, in parts, to accommodate the region's trade and political conditions, which were successful. Even so, the Rumeli Railways had significant commercial and cultural contributions to Istanbul. In particular, passenger and freight traffic between the port of Varna and the port of Istanbul connected the two cities from the sea, while Karaköy caused commercial activity.

Sultan Abdulaziz, who made the greatest contribution to the realization of the construction of the Rumeli Railway, is also the first and only sultan that travel Europe. In this sense, this move he took to bring vision to the lands he ruled should be accepted as an

example of great courage in the conditions of that period. It was made in response to the invitation of the Emperor of France to the Paris Fair and was planned as a trip to show the magnificence of the Ottoman Sultanate of the period to the West. But in reality, it is a trip made to demand a payment restructuring in order to get rid of the debt burden of the Ottoman Empire, and to relieve the country's financial situation a little (TRT Documentary Archive, Sultan Avrupa'da, 2009).

In this sense, Abdülaziz's acceptance of the invitation from Emperor of France III. Hearing Napoleon and already tending to make a similar move due to the rivalry, England made an invitation for its own country through Queen Victoria, and Abdulaziz accepted this invitation with pleasure. Subsequently, the invitation of the Austro-Hungarian Emperor is also important (TRT Documentary Archive, Sultan Avrupa'da, 2009).

This trip is a fictional trip to European capitals such as Paris, London, and Vienna. In this context, Abdülaziz, who left Dolmabahçe by sea with the Sultaniye ship, entered France from the port of Tulon and reached Paris by rail. In France, where industrialization reached a certain point, advanced railway technology created a great admiration for Abdulaziz. (TRT Documentary Archive, Sultan Avrupa'da, 2009). Such intense communication between cities, especially those connected by rail, could have been a breakthrough for the Ottoman Empire, which was still trying to connect cities with animal power-based transportation at one point.



Figure 2: Rumeli Railway, An Unconstructed Tunnel on Thessaloniki-Istanbul Line

Source: <https://islamansiklopedisi.org.tr/>

Abdulaziz used the railway in part of his journey to London later reinforced his dream of the Rumeli Railway. The next goal was connecting Istanbul to Vienna (TRT Documentary Archive, Sultan Avrupa'da, 2009). When the day came and the decision to extend the connection of this line to Istanbul to Sirkeci and the station line coincide with the palace garden, he showed how willing he was by allowing the line to pass through the palace garden, saying, " This line should come to Istanbul so that it can even pass over from my back if necessary ". (TRT Documentary Archive, Sultan Avrupa'da, 2009).

Rumeli Railway will only be provided by the concessions given to the bankers and financiers due to the fact that the states treasure is largely empty, it can still be said that the Ottoman Empire was the financier to a large extent due to the heavy privileges given over the number of passengers. In this way, the first investment contract was made by Sultan Abdülmecit in 1857, and the second in 1860, and the contracts were cancelled due to the inability to create a capital by the investor and the work could not be started (Engin, 1993:51). Although the third contract, which will follow, was signed in March 1868, it was canceled when no movement could be seen regarding capital formation. The last and fourth contract was signed with Banker Baron Hirsch who is a Belgian Jew. The concession given to Baron Hirsch for the entire line is to operate the line, including locomotives and wagons, for 99 years from

1876 in return for the construction. In addition to all these, the Ottoman State agreed to pay the concessionaire an average of 22,000 francs per kilometer to be built as a guarantee. (Engin, 1993:51).

This railway will start from Istanbul via Edirne, stop by Plovdiv, Yanbol, Burgas and Thessaloniki and go as far as Zagreb. This contract has been signed on condition that the concession holder Baron Hirsch's right to connect the branch line between Burgas and Varna is reserved. The construction period of the whole line will be 7 years and the part from Edirne to Yanbol will be completed quickly in the first four years. Planned according to the annex of the contract made in 1869, the line will first pass from Nis to Skopje, from there to Sarajevo, and from there it will be included in the line between Zagreb and Vienna. (Engin, 1993:51).

The Vienna line is the gateway to Europe, and from here there will be travel to Paris and Northern Europe. The construction of this line in European standards is important because it is connected to European lines. It was planned to create a line of 1,45 meter of rail width and high iron strength, in line with an earlier British concession in Anatolia. The Travers would be used with wood blocks because of getting higher strength.

2. Construction of the Railway:

Baron Hirsch founded two separate Paris-based companies in 1870 to build and operate the line. Wilhelm Von Pressel, a German citizen who was a highly experienced engineer on the railway, began his field work, and together with his team collected data on line stuffing and topographic purchases. This information was about how the work was done about which curves and which art structures would most economically pass the line. (Engin, 1993:61).

Within the scope of the contract, it is aimed to pass the line from the west and to be closer to the port cities. This will enable branch lines to come into operation, including trade with the port. It is planned to distribute trade goods in connection with sea routes. Because these goods were important for European cities as well as for Istanbul.

After the necessary fund was provided for the Rumeli Railway, the construction of the railway started on April 14, 1870. When the chief engineer Pressel, who completed the field work, got tired, Lebas took his place and started the construction work. German, French, and Austrian engineers were employed in the engineer team established for the field. The works of the 15 km line between Yedikule and Küçükçekmece, whose project was completed for the first time, were started and efforts were made to complete this line as soon as possible. This line was later connected to Çatalca. More than 2000 workers were employed here, and the cutting and line systems with the most advanced technology of the period were used. (Engin, 1993:65).

However, as a result of the war between France and Prussia, the German engineers had to enroll in the army, and the completion of the line was delayed for about 1 year, despite all its speed. This line, which was completed on 5 January 1871, was put into operation immediately, and an average of 5 trips were made per day for passenger transportation. The stations are in the order of Yedikule-Bakırköy-Yeşilköy-Küçükçekmece. (Engin, 1993:67).

The people of Istanbul showed great interest on this line. However, despite this interest, the biggest problem is the distance of Yedikule station, which is the last stop, to the city center. Since the movement of passengers at this station from Yedikule to the active centers of Istanbul, especially on rainy and snowy days, caused serious problems, it was decided to take the line as far as Sirkeci. Another reason why the line was taken to Sirkeci is that Sirkeci's surroundings are a big commercial center. (Engin, 1993) This area was an integrated market area in every way connected with Eminönü, Karaköy and Pera. Connecting this area to Vienna was of great commercial and cultural importance. Because the 19th century was a period when non-Muslim merchants in Istanbul had great trade privileges, these people are always going Europe and they had to use the longer and more dangerous sea route for their journeys. Especially Pera was the living quarter of this bourgeoisie, and the Rumeli railway was of particular importance for the connection of this place to Europe. This subject will be discussed under the title where the relationship between the railway and Istanbul will be discussed.

In addition, a new residential area was formed in the Bakırköy-Yeşilköy band, as the passengers using this line bought a house towards the Marmara coast in order to facilitate their own mobility. At the same time, a settlement pattern with a certain income level and rich non-Muslim merchants was formed in this region (Belge and Aral, 1985: 1630). The active use of this line and the settlement mass that started for this reason, and Zeytinburnu and its surroundings were chosen as an industrial area. This line, with the easy access it provides from the coastline to Sirkeci and Pera, has led to the formation of a different cultural texture especially in this part of Istanbul (Belge and Aral, 1985: 1630).

On the other hand, although this line was put into operation, Baron Hirsch could not make progress for about 21 months. This company, which had serious problems in raising fund, collected some fund by selling the bonds of the railway line up front and tried to solve the construction of the remaining parts of the line. (Engin, 1993: 73)

One of the most important common features of these lines, with a total length of 1056 km, whose construction is intended to be started as soon as possible, are that they have an easy geography to be constructed and that they can be put into operation as soon as possible. In other words, there are not many mountain and river crossings on these lines. Likewise, the lines whose construction has not started yet are the lines that pass through the mountains in the Balkan geography and therefore require higher finance. (Engin, 1993: 73)

3. Operation of the Line:

Due to the high construction cost of connecting Vienna to Istanbul, the fund shortage caused by Baron Hirsch in this regard was more clearly understood in the mid-1870s. However, after completing the easy parts quickly with his commercial intelligence, Baron Hirsch succeeded in demolishing the construction of the difficult parts with a new contract on the Ottoman Empire and taking part in the operation part. As a result of this, detached lines that are not connected to each other have emerged. In addition, according to the contract made between the parties, if one of the parties exceeded the time period to be put into operation during the construction of the line, the other would pay compensation. In this case, the cost of the difficult tracks left to the Ottoman Empire as a result of Hirsch's quick wit is 13.000.000 Ottoman Liras (Engin, 1993:105).

Since it is obvious that such a burden cannot be incurred with a treasury safe, a borrowing decision accepted by the notables of the state relieved Abdulaziz considerably. Because a very large budget was required for the construction of the Anatolian lines, which were planned to be built together (Engin, 1993:106). With the thought that the income to be obtained by putting the lines into operation will cover these debts, a debt of approximately 25,000,000 liras was incurred for the construction of both Rumeli and Anatolian lines. A very experienced French engineer named Monsieur Gosher was appointed to the head of the construction for an annual salary of 40,000 francs. Sultan Abdulaziz did not avoid any sacrifice by taking a serious debt burden for the construction of the railways, which he attached great importance to (Engin, 1993:106). With the mobilization that started in this way, the Istanbul-Edirne, Edirne- Belovo, Edirne-Thessaloniki, Thessaloniki-Skopje lines were put into operation in 1873, while the Dimitrovgrad-Yanbol, Skopje - Mitrovic and Banja Luka-Novipazar lines were put into operation in 1874. With the opening of these lines for operation, a commercial activity started in the borders of the empire. (Engin, 1993:170)

The Ottoman-Russian war that took place in 1877-1878 had put the already troubled Ottoman treasury into a serious poverty. This hard situation in which the treasury entered also hit the investments, and the Rumeli Railway had its share. Romania, Serbia and Montenegro, the new states created by the Berlin agreement signed in 1878, assumed their own obligations regarding the completion of the railway lines passing through their territory. Bulgaria, on the other hand, was held responsible for the construction and operation of the railway lines within its borders since it was designated as an affiliated principality according to this agreement. These four states in the same geography decided to take decisions together and act together with a conference. (Engin, 1993)

The four States, namely Ottoman, Austria, Serbia, and Bulgaria, gathered in 1881 under the name of the 4th Conference for the realization of the Rumeli Railway. As a result of this conference, Austria promised to connect the line from Vienna to Budapest with Belgrade. The new state of Serbia would unite the capital Belgrade to Nis and this new line would be connected to the Bulgarian border on the other hand. Later, this line would merge with the line coming from Istanbul in Sofia. (Engin, 1993)



Figure 3: Rumeli Line, near Thessaloniki

Source: <https://wowturkey.com/>

After the first state of the entire line as specified, the final state of the line, which it came with with changes, was put into operation in the 1890s. One of the main reasons why it took so long was the economic situation of the Ottoman Empire and the demands for some privileges that were constantly changing and contrary to the interests of the state. In addition, while these demands are being made, the fact that sufficient construction fund cannot be collected by the producer company is another factor.

This new period, when the line was opened to business, is now a time when European flights connecting Istanbul and Orient Express and a certain level of revenue travelers were moving to Paris. Now non-Muslims from Pera and its surroundings were traveling to various cities across Europe to follow fashion and shop. At the same time, European apparel was coming through the line at fashion stores in Pera. All services of the song culture to European enthusiasts were provided via this line. So, the West called this as Orient Express, and it has a lot of cultural significance in the 19th century for Istanbul.



Figure 4: Rumeli Line Based on the Contract of 1890

Source: <https://web.archive.org>

The pink line, which appears on the map dated 1890, is not a direct part of the Rumelia Railway, but is the connection line between the port of Trieste and Vienna. Therefore, with this connection, goods and passengers arriving via Rumelia Railways were transferred to Trieste via Vienna and reached the high seas by sea transport.

Especially the branch lines reaching the ports enable the distribution of all kinds of products over the Rumeli lines and the formation of trade to a large extent even today. Therefore, in addition to the cultural interaction brought about by passenger and freight transfer on the entire line from Istanbul to Vienna and even Paris, it also caused regional development and created new markets. With this line, a railway more than 1000 km long crossed the Balkans perpendicularly and connected the Danube to the Bosphorus. This line passed through Munich, Vienna, Budapest and became the major international line connecting Istanbul to Paris in sixty-three hours (Imbert, 1994: 55). L'Orient -Express crosses the 1059 km Belgrade-Istanbul Road in twenty-seven hours, and the 700 km road between Belgrade and Thessaloniki in twenty-two hours (Imbert, 1994: 56). After Belgrade, there is an easy connection to the Vienna line.

The Rumeli Railway, due to its military and strategic importance for the Ottoman Empire, has exhausted the statesmen with its long-lasting construction, despite the sensitivity of the sultan of three different periods and the privileges given for it, for its completion as soon as possible. Despite all these efforts, unfortunately, there have been concessionaires who have profited from this line. Especially Baron Hirsch's plans to generate a lot of income, and the intrigues he plotted for this, in a sense, were effective in prolonging this process. However, despite all these negativities, this line connected Istanbul to Europe, provided all the communication of the period in terms of fashion, trade and politics, and contributed to the transformation of Istanbul in terms of urbanism.

4. The effects of the Rumeli Railway on Istanbul:

Among the railways collected in Istanbul, the most effective was the Rumeli Railway. The entry point of the Rumeli Railway to Istanbul is Sirkeci Station. Before the construction decision of Sirkeci Station, Yedikule was accepted as the last station of the line. The distance of Yedikule from the city center has been the subject of great criticism, for this reason, the extension of the line to Sirkeci, which was the financial center of the period, came to the fore (Erkan, 2007: 21).

The decision to build the station in Sirkeci region, was made in order to connect this line with Galata and Pera and to organize the freight and passenger organization accordingly. In particular, the fact that non-Muslims trade through goods directly linked to

Europe and that these goods are distributed from commercial establishments in Galata necessitated the preference of such a station site, which would be economically advantageous.



Figure 5: Rumeli Line Based on the Contract of 1890

Source: <https://www.gzt.com>

It was an important step for Eminönü, a Muslim market that included Spice Bazaar and Kapalı Çarşı that day. Therefore, this station structure commercially donated the Muslim market between Eminonu and Sirkeci with the French market Galata. Thus, the products coming from Europe could be distributed to Muslim quarters from Eminönü and to Pera via Galata.

When Sirkeci Station, the European gateway of Istanbul, became operational, the world-famous Orient-Express, departing from Europe, especially Paris, and moving to the East, and ending in Sirkeci, started its world-famous voyages. Thanks to these trips, Sirkeci Station and Orient-Express are almost mentioned together, while Pera where passengers come and stay at The Palace is another Istanbul symbol structure, which is also mentioned with this station.

The French railway company Wagons-Lits began its first journey on 4 October 1883. Among the passengers traveling from Paris to Varna Harbor by train and from there to Istanbul, there were travelers such as important diplomats from different countries, Times correspondent Edmond. Edmond About described his memories of his travels in his book "De Pontaise à Stamboul", published in 1884. The trip was very luxurious, and it was almost a race to spend money. Another reason why this luxury journey is attractive is that it has reduced a journey that would take approximately 2.5 months to a short time span of 80 hours.

Pera, founded by the same company The Palace hotel became the accommodation center of the journeys made with the Orient Express. Pera is the necessity of a hotel where this luxurious and magnificent journey is hosted with the same splendor. It was fixed with Palace. It had raised the quality standard for Istanbul by serving in a line that was no different from its examples in Europe.

Pera the relationship between Palace and Orient Express lasted until 1977, when the last train service was made. The fact that it has been on a journey for so many years with its understanding of quality service and comfort-oriented perspective shows that this train is very much adopted and preferred by Westerners. In this respect, these expeditions brought thousands of people to Istanbul and mediated the transformation of the capital into a multinational structure.

At this point, while the railways united the two cultures between east and west like a bridge, they also paved the way for an unstoppable interaction. As passenger transportation became widely preferred in railways over time, Sirkeci for Rumeli and Haydarpaşa for Anatolia became serving to two different human tissues. In this sense, although their architecture showed similar orientalist features of the same period, spatially Sirkeci was a preferred Western station for the more elite and wealthy bourgeois class, while Haydarpaşa became a station structure serving more traditional and local culture, as it served Anatolian cities. The difference between these passenger profiles has become so evident and adopted over time that Sirkeci has become a dramatic gateway for the journey from Europe to Haydarpaşa Station, and the migration from Anatolia to Istanbul.



Figure 6: Pera Palace Hotel

Source: Levent Civelekoğlu Archive

The emergence of the railway, which was the result of Europe becoming an open market with the Industrial Revolution, accelerated the trend towards new settlement areas in Europe, paved the way for the establishment of new cities, and revealed cities that would lose their importance. The most important feature of the cities that grew in this period was that they had commercial activities on railway lines (Tekeli, 1972: 107). Although it was not in the industrialization period, the situation was the same in the Ottoman Empire. In cities outside the railways, urbanization and cultural transformation progressed very slowly and even regressed. Istanbul, which was directly affected by this situation, had developed all the cities it was connected to while developing, as it was at the nodal point of railway transportation.

Therefore, the railway line that stretched throughout the city in Istanbul, as in all the cities it passed through, actually served as an axis of urban growth. The settlement, which started as a temporary life on this axis around the railway, turned into permanent residences and settlements after a while. Therefore, the growth on the scale of the city was again based on the railway. The station

surroundings, which are located at two points, could not benefit from this urban development equally. Sirkeci on the European side and Haydarpaşa on the Anatolian side had different developments in terms of their urban characteristics. (Varol, 2012: 22)

Sirkeci station had become the management center of all kinds of flows, as it was also a part of the port area of old Istanbul. Haydarpaşa station, on the other hand, was selected as a port area later on, and it was a rural area even in the process until the railway reached the port (Varol, 2012: 22). For this reason, the development of Haydarpaşa and its surrounding lands is based on the first 50 years of the 20th century, spreading over a longer term and with a slower course. It should also be accepted that this slow course provides a more permanent adoption at the urban scale.

In the eyes of the young generation of the Ottoman Empire, this train was a means to the West and modernization, and Sirkeci station, the last point of the Rumeli Railway, was the starting point of this road (Lewis, 2002: 251). This new door excited both those who came to these lands in pursuit of discoveries and those who went to the West in admiration for the West. Therefore, Sirkeci became a different symbol for both the Westerner and the Ottoman longing for the West.

The architectural style of Sirkeci station symbolized the dichotomy between Western architecture, which has now acquired an identity in the urban appearance of 19th century Istanbul, and local values. German architect August Jasmund designed the building, and the building is finished in 1890 designed within the short period of two years. Especially Sultan Abdülhamit shows special interest to this project. It is noteworthy that the station building is based on a new style and modern technology that evokes local traditions by combining “beaux-arts” design principles, a French architectural style with self-supporting giant columns, and Islamic style. (Çelik, 2017: 133)



Figure 7: Opening Day of Sirkeci Station, November 3rd, 1890

Source: Levent Civelekoğlu Archive

In this period, while the urban identity began to be seen in Istanbul, station structures also took a clear place in this identity. The city dweller, who started to see the stations as a part of the city due to the international connections of the railways, increased his desire to see other places due to the shorter transportation opportunities, and started to travel more frequently, and as a result of this event, a travel culture was formed (Bora, 2012: 35). This travel culture, which was also preferred by the local people, contributed to the cultural transformation of the multi-class structure in Istanbul in a way.

Another important result of this cultural mobility can be shown as the easy accessibility of commodities such as mail and money. Now, with the strengthening of the communication network in the capital, all kinds of international information could be accessed faster than before.

Fast communication has been an effective tool in the adoption and somehow getting used to the travel culture. For example, telegraph lines built parallel to railway routes due to ease of maintenance made it easier for the capital to receive news from the provinces as soon as possible, while greatly increasing its dominance and control within the borders (Bora, 2012:37). Telegraph

technology, on the other hand, provided ease of travel. Thanks to the telegraph networks within the railway's route, instant travel communication between stations was ensured, and the communication that was tried to be established in the journeys made for weeks could be established within minutes with transmission lines. Thus, this situation created a security relief for those who wanted to travel from Istanbul.

While the İncili Köşk, one of the most important monuments of the Topkapı Palace, and many architectural works were sacrificed to the route of the railway line, the first steps of the industry on the Golden Horn coast were actually taken. (Cansever, 2015:49). This situation paved the way for the valuation of the lands around the railway. While many valuable lands on the route it passed were sacrificed for the line, on the other hand, the valued lands became a source of income and a new commercial culture emerged. For example, the best example of this is the operation of the Haydarpaşa-İzmit Line, and the large plots of land belonging to the famous Tütüncü Mehmet Efendi in Göztepe, which were parceled out and put up for sale, and it is known that the route passes nearby in order to evaluate the said lands. These lands were put up for sale for residential areas. (Bora, 2012: 124)

And also, the temporary summer residences on the railway line were transformed into permanent residences over time. In Istanbul, which has acquired a culture with the concept of suburb, many valuable mansions and mansions were built on both the Sirkeci-Halkalı and Haydarpaşa-Pendik line (Bora, 2012: 125). All kinds of resupply of these mansions from within Istanbul was done by railways. The servants of these mansions were also commuting to their working places thanks to the railway.

While the suburban trains departing from Sirkeci and reaching Kumkapı, Yedikule, Bakırköy, Yeşilköy and Küçükçekmece increased the demand for these regions, it caused the formation of a unique culture with its architecture and its integrated structure with the railway. In the end of 19. centuries, with the addition of Samatya and Yenikapı, it became a route where approximately 11,800 passengers were transported per day, and railway journeys realized an inevitable transformation for the locals of Istanbul. (Murat, 2010: 212).

At this point, it has been determined that the construction between Bakırköy and Yeşilköy appeals to a more elite group. Especially in the area on the coast of Yeşilköy Florya, which is also known as Ayastefanos, qualified mansions under the possession of the same family, built on the lands of the Dadyan family, have not lost their usefulness by surviving until today (Pamukciyan, 2003). This region is still the place of residence for families above a certain income level.

A similar situation was also in question on the Anatolian side. When the 91 km Haydarpaşa-İzmit line was built, the train departing from Haydarpaşa stopped at Kızıltoprak, Göztepe, Erenköy, Bostancı, Maltepe, Kartal, Pendik, Tuzla, Gebze, Diliskelesi, Tavşancı, Hereke and Yarımca. Each of these regions has turned into a settlement and immigrant district thanks to this easy transportation. All of the round trips from these regions to Istanbul were for work (Murat, 2010: 213).

However, the region between Kızıltoprak and Bostancı became the settlement of the elite. Mansions of the same period, such as Cemil Topuzlu Mansion, Ragıp Sarıca Pasha Mansion, Jean Botter Mansion, Abdullah Galip Pasha Mansion, and Esat Toptani Pasha Mansion, built here, added a special value to Istanbul due to their similar architectural features and spatial perceptions.

On the other hand, the great development of the trade with the West in the 19th century Ottoman Empire thanks to the railways provided commercial activity in the stores in Galata and Pera, thus paving the way for the shopping culture to shift to these districts. In this way, Pera turned into a center of attraction with its large stores where goods from Europe were sold and showcases with exhibitions. In the same period, elite Ottomans, who had begun to forget the shopping culture in the Grand Bazaar, started to do their shopping like non-Muslims in Beyoğlu instead of the Grand Bazaar in Istanbul. However, although Pera, which is a rival to the Grand Bazaar, attracts a certain audience, the middle class still did not break away from the Grand Bazaar. (Isin, 1995)

Every traditional profession lost for the Ottomans caused the values, knowledge and skills gained over the years to disappear. In this period, the disappearance of traditional professions based on these products as a result of the preference of imported products based on the West, before industrialization took place, is actually a tragic situation. The fact that the commercial markets, which had a place in the traditional structure of Istanbul in the 19th century, lost their existence in the economic structure, in fact, was the beginning of a process that is difficult to compensate. (Isin, 1995: 91). The artisans in the bazaar, where many artisans gathered in Fatih, Eyüp and Üsküdar, especially in the Grand Bazaar, closed their shops, bowing to the products coming from the West had given.

At the same time, the growth of the foreign population on the opposite bank of Istanbul, driven by the development of banks and trade, was added to the ease of transport provided by railways, which gave a stronger audience for people to communicate with the West. In the same time period, Galata and its surrounding population often became Franks—Europeans, Non-Muslim Traders, and Bankers. Since they also received Consular patronage, the Levantenes were actually in a very strong position (Inalcık, 2019: 404). The shopkeepers in the bazaar, where many artisans gathered in Fatih (Inside the Wall), Eyüp and Üsküdar, especially in the Grand Bazaar, closed their shops, bowing to the products coming from the West. (Yıldızhan, 2019: 2)

People from Istanbul, who were under an intense passenger movement under the influence of the railway, followed all the activities developing around Pera, while on the other hand, thanks to the railways connected to Europe, they met two new concepts such as tourist and hotel. Istanbulites, who were familiar with the traditional traveler culture, who until that day traveled without worrying about money, started to meet European tourists with money, who go on expensive trips to spend money and have fun (Öztürk, 2010:55). These tourists wanted to visit and get to know the cities of the world, and they did not spare any expense by spending a lot. On the other hand, they expected a similar luxury life in their own country from the places and countries they visited. Faced with such an influx, the Ottoman Empire, with the need to meet the expectation, previously had the Han culture for travelers, but switched to the hotel culture and took another big step on the road to innovation.

However, even before arriving at the hotel, this tremendous service started for the passengers who got off at the station. Namely, At the end of a dreamlike journey, on the way from the station to Pera, a transportation vehicle called “Beyoğlu Chair” was invented because it was necessary to pass through muddy streets (Öztürk, 2010: 113). After getting off the train, the guests would sit in the stretcher and be taken from Sirkeci Station on the shoulders of four Ottoman youths and brought to the hotel with a languid walk. This situation was so impressive for the visitors that the barons and baronesses who had made that luxury journey on the train would wait for about two hours at Sirkeci Station to be carried on their shoulders, waiting for their turn to be littered.



Figure 8: Beyoğlu Chair

Source: Kemal Öztürk, Pera Palace, 2010

On the other hand, Pera Although it was put into service as a luxury accommodation center of the Palace Orient Express, that is, the Rumeli Railway, Istanbulites, who were in demand and wandered around Pera, made the hotel 's cafe and restaurant a frequent destination. Now, this hotel has started to be chosen as a venue for all kinds of events. On the one hand, the moneyed tourists who wanted to see the oriental culture preferred to stay in this hotel by paying very high prices for the night, while on the other hand, the new Istanbul high society, which was under the influence of foreigners, periodically held meetings, concerts, balls and operas in this hotel. Among the most important participants of these events were Pera society consisting of ambassadors and their circle, representatives of foreign companies and Galata merchants. Over time, the wealthy Ottoman layer also entered this jet society. Now, members of the dynasty, high officials in the palace, state officials and those who had the title of pasha also went to Pera and the atmosphere of society was breathing (Öztürk, 2010:76).

In addition, the ease of transportation provided by the railway also benefited the postal and telegram services. Mail was another of the most effective means of communication. Especially in the regions where the railway route passes, mail distribution was made through the waiting stations. In a sense, the stations were like mail and cargo distribution points. Any post or cargo sent to or departing from Istanbul was meeting with its recipient at the station where it would arrive in a short time.



Figure 9: Galatasaray Post Office

Source: smartbeyoglu.com

However, after a while, when the need for a more institutional structure arose, mail and cargo coming from the West and especially from France by rail began to gather in the Galata Post Office building, where the postal and telegraph organization was held in the Pera region. The four-storey building, which was built by Theodore Sivacyan in 1875, was among the symbol buildings associated with the railways for that period (Akıncı, 2018: 242). While his architectural style showed the 19th century baroque understanding of the period, it actually represented the new understanding in Pera. The structure has started to work actively for postal services since 1907. A similar building is the Sirkeci post office, which was completed in 1909.

CONCLUSION AND EVALUATION:

During the study of the article, the general situation of Istanbul in the 19th century was researched, and the change in the capital Istanbul was carefully studied while considering the situation of the Ottoman Empire. For this purpose, literature review was done meticulously. In the first part, the reasons for the construction of the Rumeli Railway in the mentioned period, its construction and the development of the line are explained. In the second part, the operation of the line and the general situation of Istanbul in this period were discussed, in the last part, the effects of Rumeli Railways on Istanbul in the 19th century were examined and then the data were evaluated.

The aim here is to make an academic determination about the effects of the Rumeli Railways, which opened to Europe, on the cultural transformation of Istanbul in the light of these data. While determining the method of the study, it was aimed to conduct a sensitive literature review for Istanbul in the 19th century. The development of the Rumeli Railways in this period and its effects on the ongoing cultural transformation in Istanbul have been meticulously researched.

The 19th century is a period in which many cultural, urban, architectural, and sociological transformations began for the Ottoman Empire. It was impossible for Istanbul, which had entered into a multicultural structure during this period, not to undergo a transformation. It is a fact that the railway construction movement, which is still ongoing and targeted for economic development, has a very important role on this transformation. The transformative effect of the Rumeli Railway in this movement is very significant.

As it is seen, the development and dissemination of the transportation sector of that society has a great importance in the socio-economic development of a society. With the increase in transportation opportunities, the flow of culture, science and labor between cities and regions has accelerated (Islamoglu, 1995: 463). In fact, Istanbul proved this situation by experiencing it as of its period. The most transformative effect of the railways on Istanbul was experienced in Pera, via the Rumeli Railway.

When a connection was established with the West via the railway, Pera's demographic structure used this connection and entered into direct contact with the West. As a result of this, Pera, which looks like a district of the capital city, has entered a unique position in a sense. All Istanbul districts, far or near, were affected by this situation.

One of the main reasons for this transformation that Pera has been through is that wealthy families with a certain level of prosperity, and especially non-Muslims, live in this district. As a result of these journeys made by rail travel, which was very expensive and comfortable at first, a culture was brought to Istanbul. Although this culture seems to have affected Pera at first, it has somehow affected all the districts over time.

Sirkeci Station, which is the entrance gate of the Rumeli Railway to Istanbul, was used in the management of passenger and product traffic. In this way, it became one of the most basic elements of interaction with the West. The texture of this station, adorned with the Eastern culture, impressed its guests from the West. However, the Orient Express operating on the Rumeli Railway line facilitated the arrival of the Western bourgeoisie in Istanbul. Therefore, these travels have been very effective in the cultural transformation of Istanbul. Pera Palace, which was specially built for the accommodation of this mercenary bourgeois, has become one of the iconic hotels of Istanbul, where not only Rumeli Railways but also Ottoman statesmen organize their events.

All of this shows that given the indirect and direct contribution of rail transport to the urban scale on Istanbul in the 19th century, it is clear why this particular transport system, sitting in the headlines with the Edict of Tanzimat, was so firmly focused on by the innovative sultans of the time. On the one hand, this transport system must be seen as an investment project with high expectations of a return to survival for the imperial, which has fallen into serious trouble while providing communications and logistics to the borders. Thus, the capital, which has been under a multinational human movement with cultural yields due to its outward expansion, experienced one of its most glittering periods in the 19th century under the influence of railways.

On the other hand, while the urban development and communication caused in the regions where the railways pass, caused different nations within the borders to be directly affected, in a sense, it also caused the borders to be redrawn by accelerating the loss of territory in the Balkans. In a way, this is the only negative element of the railways for the empire.

In addition to the Zeytinburnu Fabrika-ı Hümayun, Kazlıçeşme, Küçükçekmece Match Factory and workshops around Yedikule, many businesses such as Feshâne-i Âmire in Eyüp, led to the development of cargo transport practices through this line. However, due to the development of the Ottoman Empire and its distinctive economic perception, Europe had an open market, so cheap European goods could be easily accessed, while the demand for domestic goods declined.

Railways made great economic and socio-cultural contributions to every city along its route, including the borders of the Ottoman Empire, and played a major role in interacting with each other through the movement of people between the cities. In these cities, the wealth of goods produced to trade in Istanbul and the West has helped pave the way for investment in the urban scale.

The organizational impact of Galata and Pera regions is great in providing coordinated train and passenger flows between Sirkeci Station which is the connection of Rumeli Railways to Istanbul and Haydarpaşa station which is the connection of Anatolian Railways to Istanbul. Because the non-Muslim merchants in Galata personally managed the traffic. For this reason, while the commercial establishments in Galata made great gains from the freight movement, Pera attracted attention as a residential area and remained under the influence of passenger traffic. Galata became the center of modern trade and Pera became the center of cultural life.

The Rumeli Railway has had a significant impact on Istanbul from its construction to the present and has contributed significantly to the urban transformation of Istanbul. In this sense, Istanbul is a transfer point. For this reason, many rail services from the West, especially the Orient Express, played an active role in the transportation of tourists and products, and ensured the cultural transformation of Istanbul.

In addition, the most obvious effect in the urban transformation of Istanbul has been due to the Rumeli Railway. Especially, the development in the West and North axis of Istanbul is more than the East axis. The population growth on the railway route and the density of the newly established districts caused a change in vision in Istanbul. With this change of vision, a new working class has emerged, working in Istanbul but settling in the districts around the railway due to the ease of transportation. This new working class actually fueled the understanding of consumption, causing production to fall into the background. Because this working class is a service worker.

The developments experienced in Pera due to its connection with Europe spread throughout Istanbul. This transformation in fashion, architecture and art deeply affected the traditional lifestyle and city structure of the Ottoman Empire and evolved into a new perspective that prioritized modernization.

While there was an increase in population in this region with the line passing through the rural part of Istanbul, the crops from the agricultural areas on the route were transported to Istanbul. This situation led to a prosperity by providing a commercial movement. With the increasing income level, the bourgeoisie of Istanbul made investments in the city in terms of urbanism. For example, many architecturally ostentatious waterside mansions were built close to the railway route.

The identity of a city is directly related to the movement of its inhabitants. Having a multicultural structure, Istanbul is one of the influential cities of the 19th century. Although it seems to be the capital of a crumbling empire, it has been easily affected by the modernization activities of the West, with its non-Muslims, embassies, and the Financial Center in Galata, which has now become the center of attention by the West. The influence and contribution of the Rumeli Railway is great in this interaction. From this perspective, the relationship between the city and the Railway is very lively. With the construction of the railway, which is a mass transportation vehicle, in a city, the development of that city in terms of cultural, commercial and population density is in question. This situation was clearly observed in Anatolian cities. Similarly, the connection of pre-Republican capital Istanbul with the West, thanks to the development of railways, paved the way for the city's versatile transformation.

The great contributions of the railways to the whole world in the modernization process were also realized for the Ottoman Empire and did not fail the attempts of the state dignitaries who believed in it. This transportation system, which took its place on the history page as a great invention in the 19th century in terms of both passenger transportation and freight transportation, has been one of the most important symbols of urbanization and modernization in the historical process. There are two main reasons for the widespread adoption of railways in the Ottoman Empire and its successor Turkey. One of these reasons is the ease of economic transportation with the railways, and the other is its harmony with the traditional texture and the environment with energy consumption and less damage to nature. This situation has been valid for all countries of the world in a sense. This is one of the most important reasons why it is accepted as the main means of transportation in cities that can be considered rural, especially outside the big cities.

ETİK STANDARTLAR:

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