DergiPark AKADEMİK
/urban21journal
URBAN 21 Journal
Article Type: Research Article | Araştırma Makalesi
Volume: 3 Issue: 2 - 2025 | Cilt: 3 Sayı: 2 - 2025
e-ISSN: 3023-4689

Analysis of Historical Lodgings within the Scope of Railway Heritage: Konya-Çumra Example*

Demiryolu Mirası Kapsamında Tarihi Lojmanların İncelenmesi: Konya-Çumra Örneği

***Huriye ALP KOÇ*[1]** ***Mine SUNGUR*[2]**

Highlights

- *The railway played a decisive spatial role in the urbanization process of Çumra.*
- *The relationship between the Konya Irrigation Project and the railway was investigated.*
- *The current state of the historic lodgings built by the Germans was examined.*

Abstract

The primary issue of this study is to raise awareness regarding the necessity for sensitivity in railway architecture. The Konya Irrigation Project was initiated to facilitate the transportation of agricultural products from Çumra, a city recognized for its agricultural output, to other cities and countries via railway. To support this construction, four lodgings were established by German architects to accommodate workers and engineers. The lack of comprehensive data on these lodgings in the archives of various institutions and literature accentuates the importance of this study. The focus of the research is the examination of the selected lodgings, including an analysis of their spatial configurations and façade documentation. A methodological approach that includes a literature review, on-site observations, interviews, and investigative studies was adopted to assess these structures. The study's conclusions highlight the necessity of implementing systematic and effective archiving and documentation practices. Such measures are essential to preserve the distinctive cultural, economic, and social significance of these lodgings, ensuring their legacy is transmitted to future generations.

Keywords	German architecture, lodging, railway heritage, Çumra
Citation Info	Alp Koç, H. ve Sungur, M. (2025). Analysis of historical lodgings within the scope of railway heritage; Konya-Çumra example, *Urban 21 Journal, 3(2),* 1-18

* This study was produced from the master's thesis titled "Examination of the Historical Administration Building and Residences in Konya Çumra within the Scope of Railway Heritage," prepared by Huriye ALP KOÇ under the supervision of Dr. Mine SUNGUR.

[1] **Corresponding Author:** Master's Student, Selçuk University, Institute of Social Sciences, Department of Interior Architecture hurisalp@gmail.com, https://orcid.org/0009-0006-3413-6733

[2] Asst. Prof. Dr. Selçuk University, Faculty of Architecture and Design, Department of Interior Architecture, mkarakoyun@selcuk.edu.tr, https://orcid.org/0000-0001-5042-9575

Article Submission Date : 22.03.2025
Article Acceptance Date : 23.07.2025

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Huriye ALP KOÇ[1] ***Mine SUNGUR[2]***

Öne Çıkanlar

- *Demiryolu, Çumra'nın kentleşme sürecinde belirleyici bir mekânsal rol oynamıştır.*
- *Konya Sulama Projesi ile demiryolu arasındaki ilişki araştırılmıştır.*
- *Almanlar tarafından inşa edilen tarihi lojmanların mevcut durumu incelenmiştir.*

Öz

Çalışmasının ana problemi, demiryolu mimarisine gerekli hassasiyetin gösterilmesine yönelik farkındalık oluşturmaktır. Tarım kenti olan Çumra'da üretilen tarım ürünlerinin demiryolu ulaşımı vasıtasıyla diğer kentlere ve ülkelere gönderilmesi amacıyla Konya Sulama Projesi inşaatına başlanmıştır. İnşaat sırasında işçi ve mühendislerin ikamet etmesi amacıyla dört adet lojman Almanlar tarafından inşa edilmiştir. Söz konusu lojmanlar hakkında çeşitli kurumların arşivlerinde ve bilimsel çalışmalarda yetersiz sayıda veriye ulaşılması çalışmanın önemini yansıtmaktadır. Çalışmada seçilen lojmanların incelenerek mekânsal ve cephesel olarak belgelendirilmesi çalışma konusu olarak belirlenmiştir. Söz konusu yapılar hakkında literatür kaynak taraması, yerinde gözlem, görüşme ve tespit çalışmalarından oluşan nitel araştırma yönteminin kullanıldığı bir metodoloji izlenmiştir. Çalışma ile taşıdığı kültürel, ekonomik, sosyal anlamlar sebebiyle kenti diğer kentlerden ayıran değerlerin özgünlüğünün korunarak gelecek nesillere taşınması açısından arşivleme ve belgeleme uygulamalarının doğru ve sistematik bir biçimde oluşturulması gerekliliği sonucuna ulaşılmıştır.

Anahtar Kelimeler	Alman mimarisi, lojman, demiryolu mirası, Çumra
Makale Künyesi	Alp Koç, H. ve Sungur, M. (2025). Analysis of historical lodgings within the scope of railway heritage; Konya-Çumra example, *Urban 21 Journal, 3(2),* 1-18

* Bu çalışma, Dr. Öğr. Üyesi Mine SUNGUR danışmanlığında Huriye ALP KOÇ tarafından hazırlanan "Demiryolu Mirası Kapsamında Konya Çumra Tarihi Yönetim Binası ve Lojmanların İncelenmesi" başlıklı yüksek lisans tezinden üretilmiştir

[1] **Sorumlu Yazar:** Yüksek Lisans Öğrencisi, Selçuk Üniversitesi, Sosyal Bilimler Enstitüsü, İç Mimarlık Anabilim Dalı hurisalp@gmail.com, ORCİD0009-0006-3413-6733.

[2] Dr. Öğr. Üyesi, Selçuk Üniversitesi, Mimarlık ve Tasarım Fakültesi, İç Mimarlık Bölümü, mkarakoyun@selcuk.edu.tr, ORCİD 0000-0001-5042-9575

Makale Gönderilme Tarihi: 22.03.2025
Makale Kabul Tarihi: 23.07.2025

Introduction

The introduction of the railway system facilitated the distribution of mass-produced goods to distant regions during the Industrial Revolution. This advancement not only provided significant economic benefits but also contributed socially and culturally to the superiority of specific societies (Kolay et al., 2022). In the Ottoman Empire, railway development began in Egypt during the 1850s. The first railway lines in Anatolia were constructed by British interests between İzmir and Aydın, as well as between İzmir and Turgutlu in 1866. As a result, the British became the first foreign entities to engage in railway construction within Ottoman territory (Özmertyurt, 2018). Subsequently, other nations, including the French, Americans, and Germans, also contributed to the railway construction initiatives. The Germans established the Anatolian Railway Company on October 6, 1888, and began to participate in the construction and operation of Ottoman railways, leveraging various privileges granted on the Anatolian Line (Özyiğit, 2017). Göktaş (2020) indicated that during the construction of railway infrastructure, the Germans imported technical personnel, architects, and engineers from Germany, driven by their economic interests. This practice resulted in the incorporation of German architectural styles into the structures. Furthermore, Erdoğan (2005) observed that the architectural attributes of foreign builders were evident in the station buildings, which held significant importance in symbolizing the architectural trends of the period and the transition brought about by the Industrial Revolution. While the literature on railway station architecture frequently addresses the prominent structures serving urban areas, there remains a significant gap in research concerning related edifices, such as lodgings and other facilities associated with railway stations.

A considerable number of academic and scientific studies on railway heritage have primarily concentrated on individual structures, particularly passenger station buildings (Araz, 1995; Başar & Erdoğan, 2009; Çoygun Sabutay, 1996; Durak, 2003; Haştemoğlu & Erkan, 2013; Sezginalp, 2020; Kalay & Bölükbaşı Ertürk, 2023; Sungur & Alp Koç, 2025). However, Sunay (2021) and Akbulut (2023) criticized the literature for its predominant focus on station structures, noting that ancillary structures, such as lodgings supporting the station, are often overlooked. In response to this identified deficiency, the current study aims to analyse the spatial and façade characteristics of four lodging buildings constructed to serve the station, located in the Çumra district of Konya province. This analysis also seeks to provide insights into the characteristics of the period in which these buildings were constructed and to contribute to the existing body of literature.

The study comprises three primary stages: literature research, fieldwork, and evaluation. The fieldwork was conducted using qualitative data collection methods, including on-site observations, interviews, and comprehensive literature research related to Çumra and its railway structures. Spatial and social data were acquired through photographic documentation, on-site measurements, and interviews with relevant individuals. As a result of this data collection, a spatial and façade analysis of the lodging structures was conducted, elucidating their historical significance and architectural characteristics within the context of

their respective periods. Ultimately, the analysis emphasizes the importance of these lodging structures, which were designed to complement the railway station, highlighting their original architecture and construction techniques. This uniqueness is critical for preserving their authenticity and ensuring that their historical role and contributions to transportation are transmitted to future generations.

1. The Konya Railway Process and Station Lodgings (German Houses)

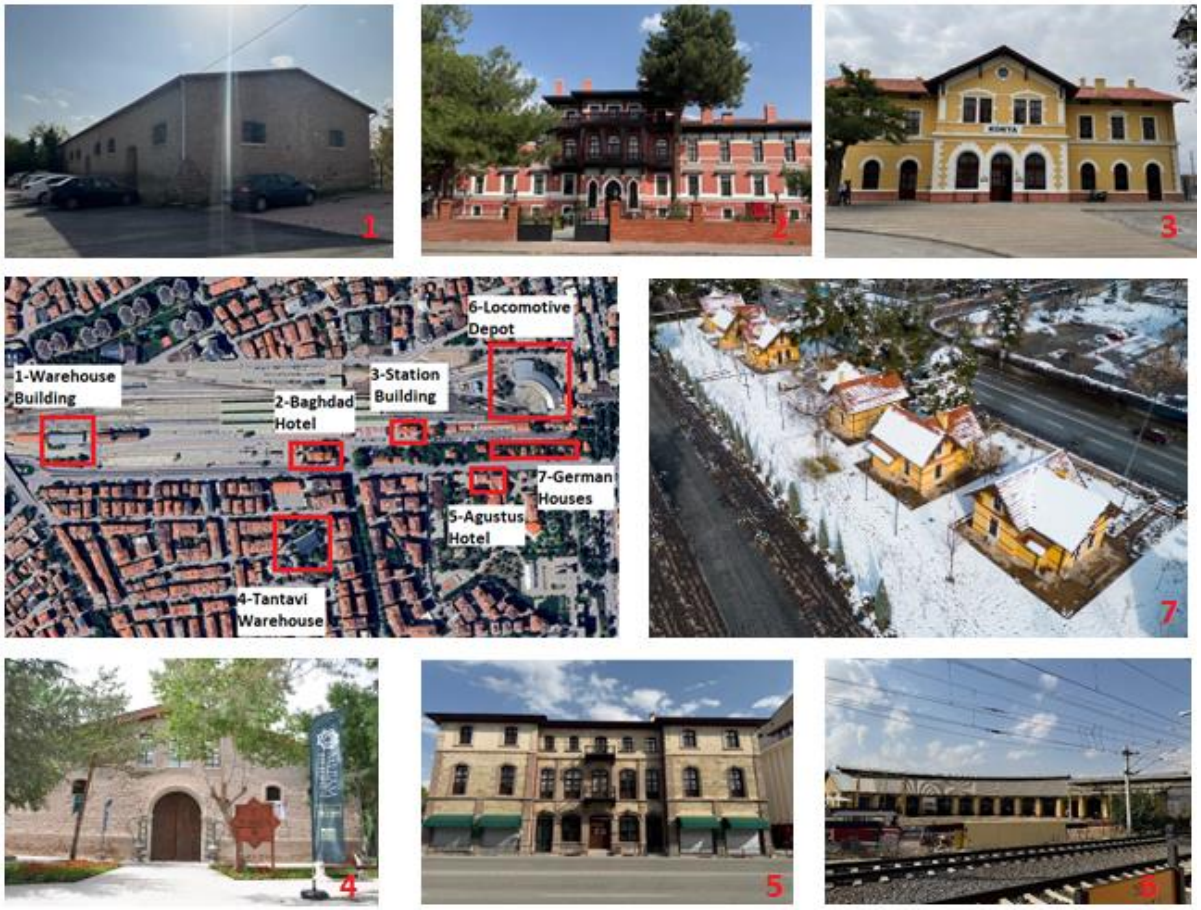
Cultural heritage is defined as "all kinds of assets that are physically present, created by human beings, inherited from the past, and intended to be passed on to future generations for various reasons" (Can, 2009). Societies transmit their experiences and knowledge—gained from historical events occurring in their geographical context—to future generations in the form of both tangible and intangible cultural values. These values essentially define culture, which represents the collective memory and lifestyle of a society. The sustainability of the values that represent a society's culture is only possible through the preservation of cultural heritage (Özpay & Akpınar, 2020).

Konya has historically served as a nexus for numerous civilizations due to its central geographic location, facilitating connections among various cities. The advent of railway transportation after the 19th century catalysed significant advancements in trade, education, and the arts within the city. The railway infrastructure has made substantial contributions to both the social and economic fabric of Konya, fundamentally altering the concepts of time and space (Uysal et al., 2019).

Before the establishment of the Konya Train Station, the primary modes of transportation within the city were horses, horse-drawn carriages, and pedestrian mobility, so there was no need for alternative transportation methods. The Anatolia-Baghdad railway line reached Konya in 1895, with operations beginning in 1896. Given the considerable distance from the train station to the city centre, horse-drawn trams were introduced as the first form of public transportation, representing a key development in the city's transit systems (Yaldız et al., 2017). The Konya Train Station includes a variety of buildings that serve different functions; however, one of its most distinguishing features is its architectural integrity, which has largely remained intact over time. This ensemble of structures—including the station building, warehouse, hangar, guesthouse, Augustus Hotel, locomotive depot, and lodgings—was constructed by German architects and engineers, as reflected in their distinctive architectural style (Figure 1). Consequently, these buildings display the architectural design of the period, preserving its original form to the present day (Erdoğan, 2005).

Figure 1

Railway architecture in Konya city



Reference: Figure 1-6 (Authors' Photo Archive, 2024), Figure 7 (German Houses, 2025), Google Map,*2024*)

The station buildings are situated on the west side of Alay Street, whereas the Augustus Hotel is positioned on the east side of the area adjacent to the railway, specifically at the northern corner of the historical station structure. Within the city centre of Konya, the station lodgings extend along a north-south axis within the railway network, effectively dividing the city into eastern and western regions. Access between these two areas is facilitated through a series of underpasses and overpasses. These lodgings, frequently referred to as 'Station Lodgings' or 'German Houses', were constructed by German engineers in 1896, simultaneously with the establishment of the Konya Train Station. The lodgings are located on block 1310, sheet 1, along Alay Street in the Şeyh Sadrettin Neighbourhood within the Meram district of Konya province, with the designated addresses of 37-40, 38-41, and 39-42. The architectural design of the lodgings is characterized by three distinct typologies: T-plan, square plan, and rectangular plan. These structures are notable for their low-arched, high-pitched roofs, the use of stacked bricks, and decorative eaves, which collectively reflect the principles of German architectural style (Figure 2).

Figure 2

Konya Station lodging images

Reference: (Authors' Photo Archive, 2024)

The station lodgings are designed in a T-plan layout, comprising six identical units. Each unit includes a basement, a ground floor, and an attic. One specific lodging features a square-plan layout, which consists solely of a ground floor and an attic, notably lacking a plinth level or basement. The rectangular-plan units have a basement, a ground floor, and an attic. The Konya Train Station Lodgings involve masonry construction techniques, utilizing rubble stone masonry for the basement, while brick is used for both the ground and first floors. The ceiling structure of the ground floor consists of brick filling placed between wooden beams, whereas steel-beamed vault ceilings can be seen in the basement. Wood is the primary material used for various architectural elements, including doors, windows, staircases, wardrobes, and ceilings. The windows on the ground floor are fitted with wrought iron railings crafted from cast iron. Additionally, the roofs of the lodgings feature hipped designs, covered with Marseille-style tiles (Büyükşahin Sıramkaya et al., 2019).

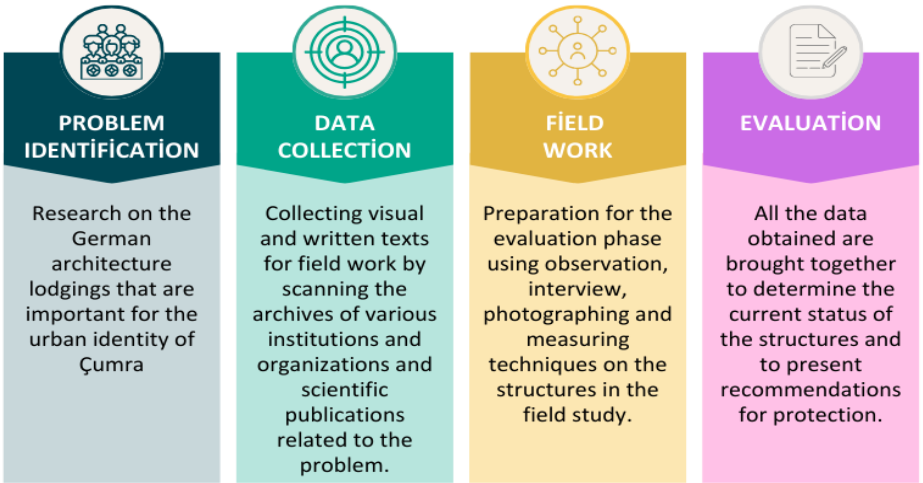
The exterior facades of the Station Lodgings are finished with plaster, contain brick bands in select areas, particularly around the basement sections. The construction features a stone foundation and basement levels, with the upper structure built using a stacking technique with brick materials. Above the windows, distinctively coloured and textured depressed arched bricks are used, setting them apart from other elements of the facade. The lodgings feature steep, hipped roofs embellished with wooden ornaments, including arches supported by wooden buttresses on either side of the triangular roof pediments. These architectural elements contribute to the visual impact of the facade.

2. Methodology

The study has four stages of a qualitative research approach: problem identification, data collection, fieldwork, and situational assessment. This study examines the historical administration building and lodgings in Çumra, both integral to the town's identity as part of its railway architectural heritage. Data were collected from a range of sources, including scientific literature and public institution archives, with a particular focus on the concepts of Çumra, the Baghdad Railway, and the Konya Irrigation Project. The literature review was complemented by fieldwork, which involved on-site observations, photography, measurements, and interviews with relevant individuals. Constructed by German engineers, the administration building and lodgings in Çumra played a crucial role in facilitating the transport of agricultural products from the Konya Irrigation Project via the Baghdad Railway. This research enabled a thorough assessment of the spatial configurations and façade characteristics of these structures, providing insights into their significance in the urban identity and architectural features of the period. Ultimately, the study aims to document the original architecture of the administration building and lodgings, stressing their importance in supporting the station structure in Çumra and preserving the city's identity and character (Figure 3).

Figure 3

Study Methodology



Reference: (Created by authors)

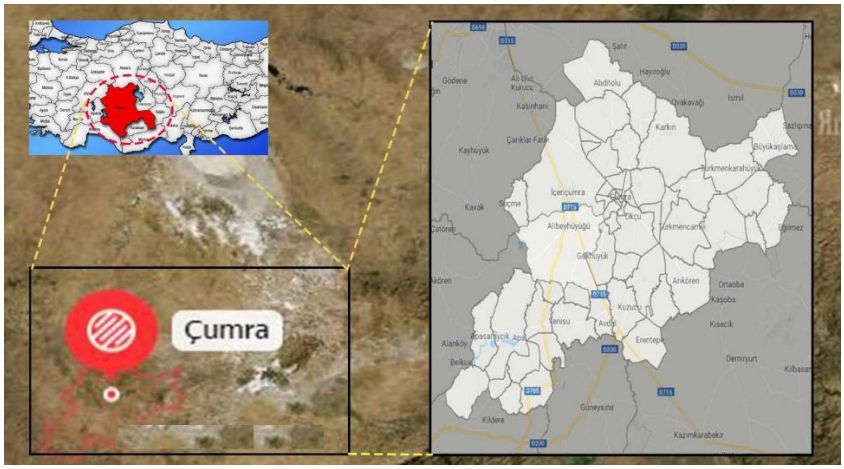
3. The Impact of The Baghdad Railway and Station Lodgings On Çumra's Urbanization Process

Çumra district is situated at coordinates 37°57' North latitude and 32°78' East longitude, within Konya province. It is located 59 kilometres away from the city centre of Konya (Figure 4). The ancient city of Çatalhöyük, regarded as one of the earliest human settlements, is located 12 kilometres north of the city centre and has been continuously inhabited since 7000 BC. After the prehistoric era, the surrounding region of Çumra came under the rule of various

civilizations, including the Hittites, Phrygians, Lydians, Persians, Romans, Seljuks, Karamanoğulları Principality, and the Ottoman Empire. The name 'Çumra' is believed to derive from the marshy and muddy nature of the local terrain, or, as an alternative explanation suggests, from the term 'Çemre' (Tuncer & Tapur, 2012). Though it was officially established as a district in 1926, Çumra has a rich history spanning approximately 10,000 years and has hosted numerous civilizations (Mülayim, 2024).

Figure 4

Location of the city of Çumra



Reference: (Çumra mahalleleri, n.d.)

Historical records from the Ottoman period indicate that Beyşehir Lake, recognized as the primary water source for the Çumra district, experienced significant flooding during periods of excessive rainfall. In response to this issue, the administrators in Konya proposed a solution in the early 19th century, advocating for the use of overflow waters from Beyşehir Lake to irrigate the Konya Plain (Muşmal, 2015). German engineer Waldorp, who analysed Beyşehir Lake and the surrounding land while employed at the Istanbul Haydarpaşa Railway Administration, conducted preliminary studies for the project. His report suggested that a canal could be constructed to facilitate the irrigation of around 50,000 hectares, confirming the economic feasibility of the project. The contract for the initiative was awarded to “Société du Chemin de Fer Ottoman d’Anatolie,” a company known for its construction of the Anatolian Baghdad Railway at the time (Bildirici, 1994). As a result, the construction of the Beyşehir Lake Irrigation Project began, aiming to meet future demands for wheat and cotton production. The development of irrigation facilities occurred between 1907 and 1914, alongside the construction of the lodgings associated with the Irrigation Project (Figure 5).

Figure 5

Beyşehir Bridge and the administration building and lodgings in Çumra,

Reference: (Nostalji, 2024)

Çumra plays a central role in the efficient execution of agricultural activities and the exportation of agricultural products via railway. The railway infrastructure was complemented by crucial components, including a train station, irrigation facilities, an administrative building, and lodgings (Akçakaya, 2022). The Haydarpaşa-Baghdad Railway, initiated in 1894 and completed in 1913, led to the establishment of a train station at the current site of Çumra. This structure is historically recognized as the first building constructed in the district (Karpuz, 2009). Additionally, Çumra gained prominence as a key stop due to the Hejaz Railway project, shaping its present trajectory of development (Çumra İlçe Oluşunun 97. Yılına Girdi, 2024).

The Çumra train station features a rectangular architectural design, oriented along an east-west axis. The structure comprises three levels: basement, ground floor, and first floor, with an attic used as a warehouse. Additional single-storey sections flank both sides of the main building. Reflecting the architectural style of its time, the walls are constructed from brick, and the flooring consists of brick filling between steel girders. The wall surfaces are finished with plaster. Access to the main building is provided by three double-wing doors located on the north and south façades, with the central door leading directly to the passenger waiting area. The flooring appears aged and shows signs of deformation in some areas, with a ceramic coating. The ceiling is decorated with wooden panelling, featuring rectangular patterns formed by wooden slats (Figure 6).

Figure 6

Çumra Train Station ground and first floor plan and Facade image

Reference: (TCDD 6th Regional Directorate Archive, 2022; Authors' Photo Archive, 2024)

The historical Çumra Station building, designed in the German architectural style, is a prominent example of original design and construction techniques. This structure plays a key role in shaping the architectural identity of its era and has significantly contributed to the social, cultural, and economic fabric of the city. Preserving the authenticity of this site is crucial, as it serves as a key reference point within the Çumra city silhouette. It is vital to document both its spatial attributes and façade characteristics to preserve its status as a significant monument in the community.

3.1. Çumra historical station lodgings (German Houses)

The four buildings currently housing the State Hydraulic Works were constructed between 1907 and 1914 as part of the Konya Plain Irrigation Project. These structures were designed to accommodate the engineers and workers employed in the irrigation initiative. They are situated on a 241-parcel of land owned by the treasury, located on İzzetbey Cahit Aküzüm Street in the Baraj Neighbourhood of Çumra within Konya Province (Figure 7).

Figure 7

Location of Çumra Station building, administration building and German Lodging

Reference: (Google Map, 2024)

The Historical Administration Building and four lodgings were officially registered by the Cultural and Natural Heritage Protection Board under decision number 231, dated July 1, 1988 (Cultural and Natural Heritage Protection Board Archive, 2006). These historical structures are located within the garden of the DSI's (State Hydraulic Works) 6th Regional Directorate. The guesthouse is situated to the west of the DSI 6th Branch Directorate's administration building, while the lodgings are located to the west of the guesthouse. Among the four lodgings, three are similar in both the number of floors and architectural design, while one lodging shows distinct differences in both respects. The lodgings are designed with a square floor plan. Buildings numbered 9, 10, and 11 each have a basement and a ground floor, while building number 12 includes a basement, a ground floor, and an attic. Access to all four lodging buildings is provided by a staircase with ten steps, leading to an elevation of approximately two meters. The outer walls of the buildings are 50 centimetres thick, while the inner walls range from 25 to 35 centimetres in thickness. The flooring in these buildings consists of wood, supported by steel beams, and the ceilings are constructed with wooden suspended units (Figure 8).

Figure 8

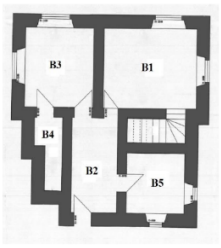
Location of German lodgings and images

Reference: (Alp Koç, 2024)

The lodgings numbered 9, 10, and 11 feature a square plan design and consist of two stories: a basement and a ground floor. Access to these buildings is provided from both the basement and ground floor levels. The basement entrance leads to the kitchen, pantry, and bathroom facilities. The ceiling height in the basement measures 190 cm, which may contribute to a perception of reduced spatial volume. Access to the ground floor is gained via stairs located within the kitchen area. The ground floor comprises a living room, a sitting room, a wet area, and a bedroom (Figure 9-10).

Figure 9

Plan diagrams and material information for lodgings numbered 9, 10 and 11

Basement Floor Plan	Units	Material Information
	**Kitchen** (Unit B1)	Floor ceramic coating Ceiling MDF coating Walls oil paint
	Entree (Unit B2)	Floor ceramic coating Ceiling oil paint on plaster Walls oil paint on plaster
	Cellar (Unit B3)	Floor ceramic coating Ceiling 3mm MDF wooden lath Walls oil paint
	Warehouse (Unit B4)	Unknown
	Banyo (Unit B5)	Floor ceramic coating Ceiling oil paint Wall ceramic coating

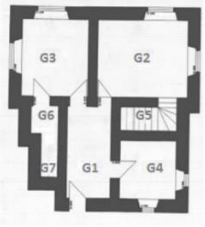
Ground Floor Plan	Units	Material Information
	**Entree** (Unit G1)	Floor wooden parquet Ceiling wooden slats on 3mm mdf Walls painted
	Living Room (Unit G2)	Floor wooden parquet Ceiling wooden slats on 3mm mdf Walls painted
	Sitting room (Unit G3)	Floor wooden parquet Ceiling wooden slats on 3mm mdf Walls painted
	Bedroom (Unit G4)	Floor wooden parquet Ceiling wooden slats on 3mm mdf Walls painted
	Toilet-Bathroom (Unit G6, G7)	Floor ceramic coating Ceiling paint Wall ceramic coating

Figure 10

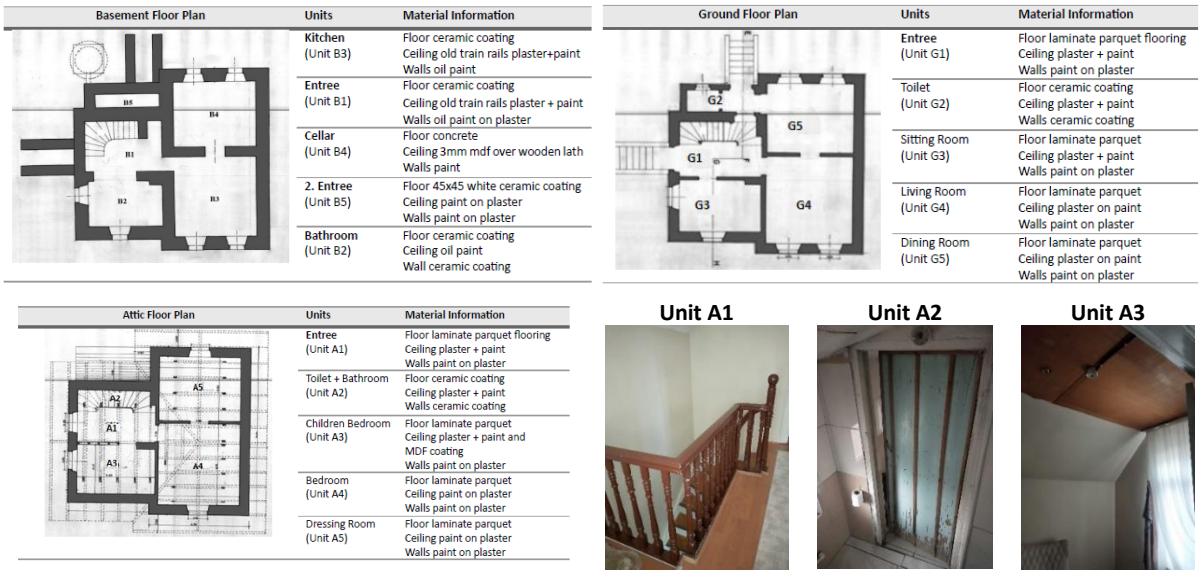
Interior Images of lodgings numbered 9, 10 and 11

Reference: (Alp Koç, 2024)

Lodging number 12 consists of a basement, a ground floor, and an attic. Its distinguishing feature is the attic, which sets it apart from the other lodgings. Access to this building is provided from both the ground floor and the basement, in keeping with the arrangement in the other three lodgings (Figure 11). The facades of the buildings are similar to each other (Figure 12).

Figure 11

Plan diagrams, material information and Interior Images for lodging numbered 12



Basement Floor Plan	Units	Material Information
	Kitchen (Unit B3)	Floor ceramic coating Ceiling old train rails plaster+paint Walls oil paint
	Entree (Unit B1)	Floor ceramic coating Ceiling old train rails plaster + paint Walls oil paint on plaster
	Cellar (Unit B4)	Floor concrete Ceiling 3mm mdf over wooden lath Walls paint
	2. Entree (Unit B5)	Floor 45x45 white ceramic coating Ceiling paint on plaster Walls paint on plaster
	Bathroom (Unit B2)	Floor ceramic coating Ceiling oil paint Wall ceramic coating

Ground Floor Plan	Units	Material Information
	Entree (Unit G1)	Floor laminate parquet flooring Ceiling plaster + paint Walls paint on plaster
	Toilet (Unit G2)	Floor ceramic coating Ceiling plaster + paint Walls ceramic coating
	Sitting Room (Unit G3)	Floor laminate parquet Ceiling plaster + paint Walls paint on plaster
	Living Room (Unit G4)	Floor laminate parquet Ceiling plaster on paint Walls paint on plaster
	Dining Room (Unit G5)	Floor laminate parquet Ceiling plaster on paint Walls paint on plaster

Attic Floor Plan	Units	Material Information
	Entree (Unit A1)	Floor laminate parquet flooring Ceiling plaster + paint Walls paint on plaster
	Toilet + Bathroom (Unit A2)	Floor ceramic coating Ceiling plaster + paint Walls ceramic coating
	Children Bedroom (Unit A3)	Floor laminate parquet Ceiling plaster + paint and MDF coating Walls paint on plaster
	Bedroom (Unit A4)	Floor laminate parquet Ceiling paint on plaster Walls paint on plaster
	Dressing Room (Unit A5)	Floor laminate parquet Ceiling paint on plaster Walls paint on plaster

Reference: (Alp Koç, 2024)

Figure 12

Facade Images of lodgings numbered 9, 10, 11,12

Reference: (Authors' Photo Archive, 2024)

The lodgings have a plinth level, elegantly adorned with white cut stone. Each structure is fitted with PVC joinery windows. The basement floor features windows measuring 90 cm in height and 60 cm in width, secured with wrought iron railings and positioned at the plinth level. The cut stone at the plinth corners enriches the facade's dynamic appearance. The overall facade is coated in salmon-coloured plaster, with a tile-coloured belt running horizontally between the floors. Additionally, window mouldings match the contour's colour. The entrance is distinguished by a marquise with wooden joinery and a wooden roof—both later additions—and is accessed via nine steps. Beyond the entrance hall, the main space is entered through a steel door installed later.

Lodging number 12 comprises three functional levels: the basement, the ground floor, and the attic. The front façade faces southwest. Access is provided via a staircase with six steps, unchanged since the building's original construction. A metal sheet marquise was later added in front of the entrance door, and the window above it resembles an unclosed door. The entrance is secured by a steel door, installed after the initial construction. The basement is built from white cut stone; however, unlike the other lodgings, it lacks a horizontal stripe and retains an unfinished appearance. To the right of the entrance, there is a small PVC window. Additionally, next to the entrance door, a 180 cm-high PVC window with tile-coloured jambs is present. Notably, the horizontal tile-coloured stripe on the ground floor continues uninterrupted above this window, distinguishing it from the other lodgings. On the attic level, there are two PVC windows, each approximately 150 cm in height, also with tile-coloured jambs. Unlike the elliptical openings at the uppermost centre of most lodging roofs, this structure features a circular opening. The roof on the front facade has a triangular slope; however, the wooden carvings were removed due to deterioration.

Conclusion and Evaluation

Railway structures are considered not only transportation infrastructures but also spatial manifestations of modernization ideology. The Çumra train station and its housing, built by German-funded companies during the late Ottoman period, served as one of the spatial representations of modernization in Anatolia, both technically and symbolically. These structures, constructed as part of the Baghdad Railway and Konya Plain Irrigation Project, not only reflect the physical transformation of Çumra, a provincial city, but also offer important clues about how social structure, production relations, and spatial organization evolved during the late Ottoman period and the early years of the Republic.

While modernism emphasized the functionality and standardization of space, large-scale infrastructure projects like the railway connected rural areas with economic and cultural centres. The housing structures in Çumra, as part of this process, are a product of the spatial organization that emerged alongside industry. These structures, incorporating the German architectural style of the period, reflect not only the transfer of technical knowledge but also the embodiment of a modern lifestyle. The residences' plans, material choices, construction

techniques, and façade characteristics reflect the aesthetic and engineering codes of modernity.

However, preserving these structures without losing their authenticity today presents a significant challenge. In ensuring the physical continuity of the structures, the historical-modern context they represent must be considered, as much as the preservation of their original architectural character. The relationship of the railway heritage to the modernization process should be evaluated not only physically but also in terms of its place in social memory. In this context, the symbolic value of the historic structure, as well as functional transformations, should be integrated into conservation approaches.

The study concluded the following:

- The railway structures in Çumra document the spatial implications of modernism in Anatolia and are considered a concrete example of rural modernization.
- The lack of systematic and holistic documentation in the DSI and TCDD archives limits the academic evaluation of historic structures.
- The physical interventions identified on the structures (PVC joinery, marquise additions, functional transformations) undermine their authenticity and reveal a lack of conservation awareness.
- Documenting these structures through appropriate restoration and survey work at the façade and plan levels is crucial for both preserving the urban identity and preserving the traces of its modernization history.

Consequently, it should be noted that structures related to the railway heritage are not merely engineering achievements but also spatial and social representations of modernization; their preservation should be considered within the framework of this multilayered web of meaning. The example of Çumra provides a valuable resource for examining the modernization process in Anatolian cities and guides holistic conservation and documentation efforts for similar structures.

Compliance with Ethical Standards / Etik Standartlara Uyum

Conflict of Interest (Çıkar Çatışması):

[**TR**] Yazar ve diğer üçüncü kişi ve kurumlarla çıkar çatışmasının olmadığını veya varsa bu çıkar çatışmasının nasıl oluştuğuna ve çözüleceğine ilişkin beyanlar ile yazar katkısı beyan formları makale süreç dosyalarına ıslak imzalı olarak eklenmiştir.

[**EN**] The author(s) declare that they do not have a conflict of interest with themselves and/or other third parties and institutions, or if so, how this conflict of interest arose and will be resolved, and author contribution declaration forms are added to the article process files with wet signatures.

Ethics Committee Approval (Etik Kurul İzni):

[**TR**] Bu makale için etik kurul iznine gerek yoktur. Buna ilişkin ıslak onam formu, makale süreci dosyalarına eklenmiştir.

[**EN**] Ethics committee approval is not required for this article. The corresponding wet consent form has been added to the article process files.

Financial Support (Finansal Destek):

[**TR**] Bu çalışmada herhangi bir finansal destek bulunmamaktadır.

[**EN**] This study did not receive any financial support.

Acknowledgement (Teşekkür):

[**TR**] Bu çalışma kapsamında teşekkür edilecek kişi veya kurum bulunmamaktadır.

[**EN**] There are no individuals or institutions to be acknowledged in this study.

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