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Article

Rumeli Railway estates in the historical peninsula in the light of archival documents; Sirkeci example¹

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ABSTRACT

This study aims to examine the impact of the Rumeli Railway, built by the Ottoman Empire in the second half of the 19th century, on the transformation of the urban space in the Sirkeci District by evaluating the cooperation and conflicts between the state, foreign investors, and local actors and the political, social, and urban spatial effects of the construction process. The Industrial Revolution began a process of major changes and reforms across the world. These changes led to radical reform worldwide while closing and opening an era in economic, social, and technological terms. The revolution first started in the UK and then spread to Northern Europe and North America. Steam-powered machines and vehicles are among the reasons for the beginning of the Industrial Revolution. The discovery of steam-powered trains made the construction of railways essential. The Ottoman Empire also made use of this innovation and built the Rumeli Railway in the second half of the 19th century. As the majority of the railways were built by the Ottoman Empire in the 19th century, the Rumeli Railway was funded by foreign investors; many written sources describing the processes of obtaining their privileges, plan projects describing the construction processes, and many official correspondences describing the events during the construction process are available in the Turkish Republic Presidency State Ottoman Archives (OA). This study examines the expropriation processes carried out in the historical peninsula in the Sirkeci District during the construction of the Rumeli Railway in the light of archival documents.

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INTRODUCTION

Like most of the 19th-century railways constructed by the Ottoman Empire, the Rumeli Railway was also funded by foreign investors; therefore, there are many written sources describing the processes of obtaining concessions, plans, and projects describing the construction processes, and many official correspondences describing what happened during

the construction process in the Turkish Republic Presidency State Archives, Ottoman Archives (Cumhurbaşkanlığı Başkanlığı Osmanlı Arşivi), shortened as OA in the article². In this study, the expropriation processes carried out in the historical peninsula during the construction of the Rumeli Railway are examined in the light of archival documents, and the results of the construction of the railway in the

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Sirkeci district are examined both in terms of the economic, political, and social dimensions and the transformation of the urban space and physical environment.

In the documents of the Turkish Republic Presidency State Ottoman Archives, the entrance of the Rumeli Railway from Edirne to Istanbul, the Rumeli side of Istanbul, and finally the historical peninsula and its distribution in these regions can be seen on the maps (Figures 1-4).

Literature

The archival documents are the main source of the original part of the study. In 1874, the booklet printed in Istanbul about the contract for the Rumeli railways, "Actes De La Concession Des Chemin De Fer De La Turquie D'Europe," (Anonymous, 1874) the book published by the Ottoman government to raise public awareness "La Question Des Chemins De Fer De La Turquie D'Europe Devant L'opinion Publique," and the local newspaper of the period, "La Turquie," constitute the main sources on the subject. Engin's (1993) study is one of the most important sources dealing

with the Rumeli Railways in a holistic manner. Emre Madran (2002) provides a broad perspective on the conservation understanding of the period, while Quataert's (1985) article "Railways in the Ottoman Empire in the 19th Century" is another important source. Tekeli's publications (Tekeli, 1985; Tekeli, 2012) about the Tanzimat period, along with old maps and many sources in the references, which describe the social, political, economic, and physical situation of the city during the period, shed light on the study.

The Ottoman Empire prioritized military and political objectives over commercial ones when building railway lines. The purpose of building the Rumeli Railways was purely political and military. This route was seen by the Tanzimat administrators as a means of political integration with Europe, intervening with the states' instability, especially during the uprisings in the Balkans, and emphasized the need to build the Rumeli railway. In addition, this railway

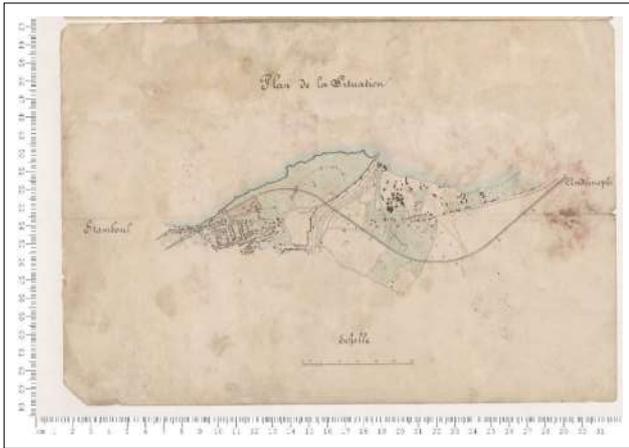


Figure 1. Entrance of the Railway from the Yedikule city walls (Ottoman Archhve, 1870).

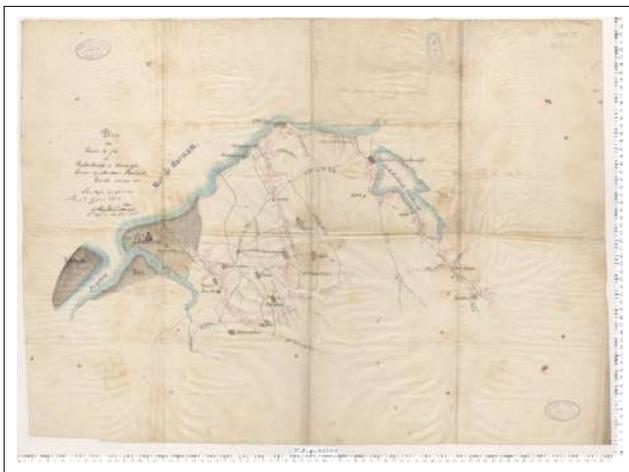


Figure 2. Edirne-Istanbul railway plan (Ottoman Archhve, 1868).

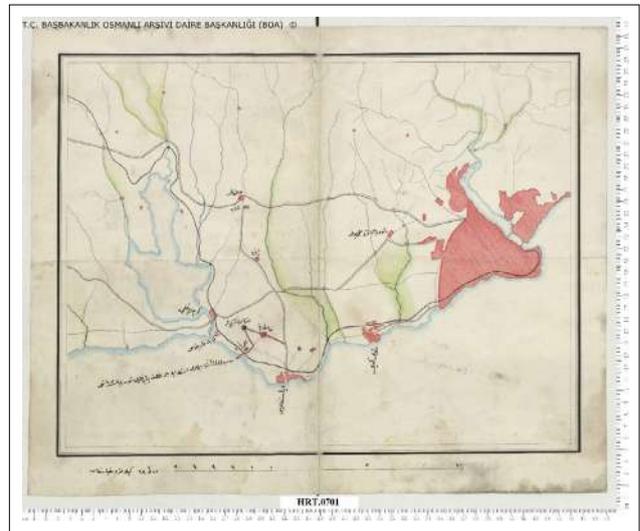


Figure 3. Map showing trains and highways on the the Rumeli (European) side of Istanbul (Ottoman Archive, 1923a).

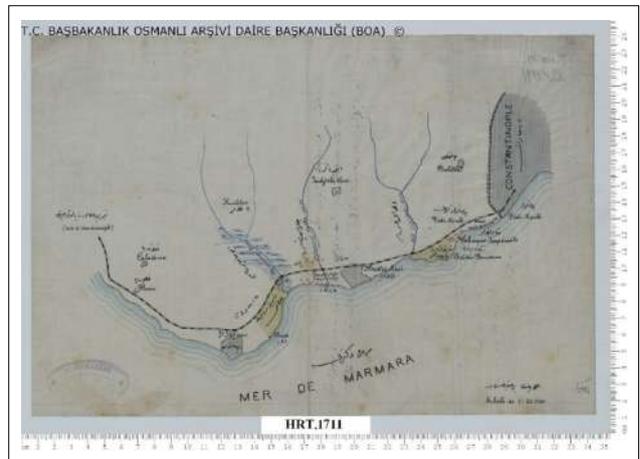


Figure 4. Istanbul, Yedikule-Florya Railway map, (Ottoman Archhve, 1923b).

was also intended to increase state revenues by utilizing the rich resources in European territories (Engin, 1993).

Construction Process

In 1855, the Ottoman government made a call to European capital circles through the press, announcing that it wanted to build a railway between Istanbul and Belgrade and was waiting for applications from investors. The first response to this call came from the British parliamentarian Mr. Labro, who stated that a railway designed to connect the Black Sea, the Mediterranean, and the major cities of Rumeli to Istanbul would be very advantageous for the Ottoman Empire in commercial, financial, political, and military terms. Labro's proposal was accepted and a treaty was signed on 23 January 1857. However, the agreement was terminated because Labro could not raise the necessary capital and could not start operations. The Ottoman government signed contracts with two other companies, but both attempts were unsuccessful.

Towards the end of 1868, the Ottoman Empire began a new search. Meanwhile, Russia, which had emerged from the Crimean War, was preparing for a new war with the Ottoman Empire, and the Ottoman Empire wanted the Rumeli railways to be built as soon as possible in order to protect itself from a possible Russian attack. Unlike Russia, European states support the project. The Rumeli Railway would increase the defense power of the state and, at the same time, increase the economic advantages of the Ottoman Empire on the India - Europe route (anonymus, 1875).

Austria was the biggest supporter of the Ottoman state in the construction of the Rumeli Railways. In 1866, after its defeat in Sadova against Prussia, it gave up hope in the West and started to look for its future in the Balkans and its conflicts with Russia, which had the same ambitions, intensified. Austria is now aligning itself with its old rival in the west and, with its back to the Germanic world, intended to take Serbia under its tutelage and from there to Thessaloniki. Rumeli railways will be an important tool in achieving this goal.

The last concession for the Rumeli Railways was granted to Baron Hirsch, a Brussels banker, on 17 April 1869 (Engin, 1993). The deal was brokered by Davut Pasha, but it turned into a process in which the state suffered great losses. The concession period of the line, which started in July 1876, is 99 years. Its route would start from Istanbul, pass through Edirne, Plovdiv, Dedeagac, Burgas, and Thessaloniki, and reach Sava. This line would later be connected with the Serbian lines. The total length of this line was 2,500 km, and the projected construction period was seven years. The completion time between Istanbul - Plovdiv and Edirne - Dedeagac was four years. The state undertook to pay a guarantee of Francs 14,000 per kilometre for the construction of the line.

Although the Yedikule-Küçükçekmece line had been completed, construction work had not yet started on the other parts of the Rumeli railways. In other words, only 15 km of railway could be built 21 months after the contract was signed on 17 April 1869, and 15 months after the concession edict dated 7 October 1869. Although the shortage of materials and technical staff due to the Franco-Prussian War also played a role in this failure, still very little work was done. Moreover, it does not seem logical that Yedikule would be the last station of the railway that would connect Istanbul to Europe. It is difficult to transport passengers and cargo from there to market places, and it also had no connections to a port. The most suitable place for the starting point is Sirkeci, but there were still doubts because the Sarayburnu area was inside the palace. For the railway to pass through there, many pavilions would have to be demolished, gardens would have to be disturbed, and the smoke from the trains would have to be tolerated. It was also considered strange for a foreign company to run a train through the palace. However, it also seemed necessary to extend the line to Sirkeci, and the construction company was in favor of extending the line to increase its revenue. If the starting point was Sirkeci, it would be possible to accelerate the construction of the railway in other neighborhoods because the connection of the railway with the Sirkeci pier would enable the railway material brought by ships from Europe to be brought to shore safely. From there, it would be possible to quickly reach Küçükçekmece and beyond (Engin, 1993). For this purpose, the company representative M. Autrey prepared a report on the route in December 1870 and submitted it to the Nafia Nezareti. According to Autrey's statement, the Sirkeci-Yedikule line would pass through the palace garden, between Yalıköşkü and the New Bridge. Buildings that the state wishes to preserve would be left untouched as far as possible. Bahçekapısı and the neighborhoods beyond it were not visited, leaving only the minimum area for the station. The route between Yedikule and Gulhane also passed through fire-damaged zones to avoid expropriation. It was deemed necessary for the company to keep the Daya Hatun Mosque, one of the three mosques in the main station area. Because the company wanted to employ many Muslims at the station, they thought that they would be able to perform their prayers in this mosque. Although the Medical School in the palace garden was located in the station area, it would not be evacuated for the time being and only a corner of it would be affected. It was also seen that the factory belonging to the shipyard in this area should be demolished. The route to be followed by the Yedikule-Sirkeci line was to be as follows: Narlıkapı-Yerli bostan-Langa Bostanları-Yenikapı-Kumkapı-Çatladıkapı-Balıkthane Kapısı. From there, one would enter the Palace garden. Some parts of the castle walls around Samatya and Yenikapı and Çatladıkapı were to be demolished. In the palace garden, the line would follow

the seaside, but some parts of the Marble Pavilion and two old buildings belonging to the Bâb-1 Seraskeri would have to be demolished (Engin, 1993).

The announcement that the railway would pass through the palace garden caused the public and some intellectuals of the era to react. While petitions of complaint written by the public can frequently be found in the Ottoman archives on the subject, the newspapers and humor magazines of the period also contain various articles and cartoons, examples of which are given in the following sections of the study. According to them, it was not proper to block the beauty of a unique place like Sarayburnu. This beauty should be embellished, not sacrificed, by building railway facilities there and they argued against filling the city with noise and smoke. If there was a necessity in terms of port, it was possible to bring the line from Langa and Sultanahmet Square to the vicinity of Bahçekapı with a tunnel or to extend it from Edirnekapı to Eyüp and from there to the vicinity of Ayvansaray, following the city walls. Another possibility was to build a harbor on Küçükçekmece Lake. In addition, the tram company also opposed the Sirkeci-Yedikule line, thinking that it would reduce its income (Engin, 1993). Approximately 1,000 buildings had to be demolished for the construction of the railway line through the garden of Topkapı Palace (Engin, 1993). Although there were those who opposed the extension of the line to Sirkeci on the grounds that it would be inappropriate for a foreign company to enter the palace garden, the environmental pollution it would create, and the impact on the revenues of the connected tram company, the line was put into service on 21 July 1872 due to the order of Sultan Abdülaziz (Engin, 1999). Two wooden sheds were built as passenger waiting rooms in Sirkeci. Proposals for the actual station building were presented by Baron Hirsch in 1872 and 1873. However, the decision to build the station building in Sirkeci was taken only on 11 February 1888. Sirkeci Station was built by architect A. Jasmund and opened on 3 November 1890. With the death of Grand Vizier Ali Pasha, a great supporter of the Rumeli Railways, it was decided that Baron Hirsch would complete the lines as he wished and the remaining lines would be built by the state (Table 1). The lines Hirsch is obliged to complete are the following:

Table 1. Rumeli Railway stages (Engin, 1993)

Istanbul – Edirne 319 km
Dedeagaç- Edirne 149 km
Edirne – Sarımbey 243 km
Selanik – Mitroviçe 361 km
Tirnova – Yanbolu 105 km
Banja Luka – Avusturya 102 km

Debates on Conservation of the Construction of the Rumeli Railway

Emre Madran comments on the conservation understanding of the period in the Ottoman Empire as follows: "In the Ottoman state, as of the end of the 18th century and the beginning of the 19th century, when the field of construction started to change, repair activities in the empire were not organized as a separate institution. The people and institutions involved in new construction activities and the financial and administrative considerations that applied to new construction also applied to repair activities. There was no general conservation awareness and practices. Only the objects used were naturally preserved. 'Usability,' 'ability to maintain its function,' and 'availability of financial resources for repair' were the main factors affecting repair decisions. The opposition between destruction and repair is interesting. The institution of 'foundation' was the most important factor in the formation, repair, maintenance, and continuity of buildings" (Madran, 2002).

The 19th century was a period in which the Ottoman Empire attempted to modernize in many areas. The reforms made while opening the economy to capitalist relations are a clear indication of the concern for westernization. With the Regulations on Asar-ı Atika, the first of which was put into effect in 1869, along with other regulations, a new legal basis began to emerge. Emre Madran noted that there was a use-oriented repair system before the Westernization period, but that many of the regulations that form the basis of today's zoning and conservation law began in the Tanzimat period. Between 1848 and 1917, along with the institution of waqfs (religious foundations) and new regulations in the fields of construction and repair, various legal regulations on antiquities and conservation were enacted. In the first half of the 19th century, there were various laws that indirectly concern the field of conservation or regulations aimed at improving the institution of the foundations. However, it was only in the second half of the 19th century that the legal basis for real protection was established and organized with a modern point of view of the period (Madran, 2002).

In the 19th century, the Ottoman understanding of conservation was mostly directed towards monumental buildings and archaeological artifacts (Madran, 2002). The growing interest in archaeology and history in Europe led to an increase in the number of excavations in the Ottoman Empire and the importance and development of museology, but archaeological excavations were only carried out by foreigners in Ottoman lands. The Asar-ı Atika Legislation is described as a defense of the state against the European plunder of cultural heritage. Although the Foundation system experienced problems, it continued to be effective in the preservation of monumental buildings. In the archival documents examined (Table 2), correspondence regarding the protection of some archaeological artifacts unearthed during the construction of the railway was identified (OA, MFMKT. 1167/69,1329).

Table 2. Archival document From the Ministry of Education to the Ministry of Trade and Public Works about antiquities unearthed during the construction of the railway (Ottoman Archives, 1911).

Fund Code	Location Number	Date	Document Summary
MF. MKT.	1167-69	H-05-3-1329	The construction of the double line, which was decided to be extended from Sirkeci to Ayastefanos, was started by the company, and since some capitals and other engraved or inscribed stones were found in the places where the line passes within the walls, it will appear in the commercial excavations and belong to the museum. The excavated historical artifacts should not be damaged and should be immediately taken under protection and reported to the museum.

As it can be understood from the document (Table 2), it was requested that the historical artifacts were not to be damaged and they were immediately taken under protection and reported to the museum. In this regard, a high-level correspondence was sent from the Ministry of Education to the Ministry of Trade and Public Works, and the railway company received an official warning. Although many documents survive regarding the conservation understanding of the period regarding the expropriation and demolition of coastal palaces other than the Sepetçiler Pavilion, the most striking example is the fact that no document has been found regarding the partial demolition of the Bukoleon Palace, which is a very important Byzantine structure, or the loss of the Byzantine Sea Walls and important city gates. The fact that there are only written documents regarding the transportation of the artifacts excavated raises questions about the fate of the excavated artifacts. The most striking example of the fact that the filling made with sleepers, which was detected after the cleaning carried out within the scope of the 2020-2021 Years Bukoleon Palace Museum and Restoration Implementation Work of the Istanbul Metropolitan Municipality made at Bukoleon Palace in 2020-2021, is the most striking example of filling made for the railway; many Byzantine structures, such as city gates, etc., remain under the filling.

During and after the Tanzimat period, the press became the most important national and international means of communicating the political, economic, social, and urban breakthroughs of the Ottoman State. The Ottoman Empire published some articles in newspapers about the railway construction as an important breakthrough in order to attract the public's perception in a positive direction, but humor magazines or independent publications of the period criticized the railway's passing through the city walls or the fact that the Ottoman economy, which already had limited funds, made such an attempt due to both the large-scale concessions granted to foreign investors and the unnecessary length of the railway since the expropriations made were covered from the treasury. There were various opinions and concerns about the construction process and extension of the railway line to Sirkeci and the opposition of the tramway company to the extension of the line, which

thought that their income would decrease, in newspaper *La Turquie* (Figure 5 and Figure 6).

Launched in 1870, Teodor Kasab's humor magazines *Diyojen* and *Çingiraklı Tatar* attracted much attention and had an impact on large communities. However, criticism against the government could not be prevented, and the humor press began to be censored by the state (Subaşı & Çaylı, 2017). *Diyojen* referred to the Rumeli Railway as a ferry/vapor in No. 15, August 3, 1872.

In Figure 7, the humour magazine *Çingiraklı Tatar* satirised this situation in a caricature on April 30, 1873 (Oymak, 2013).

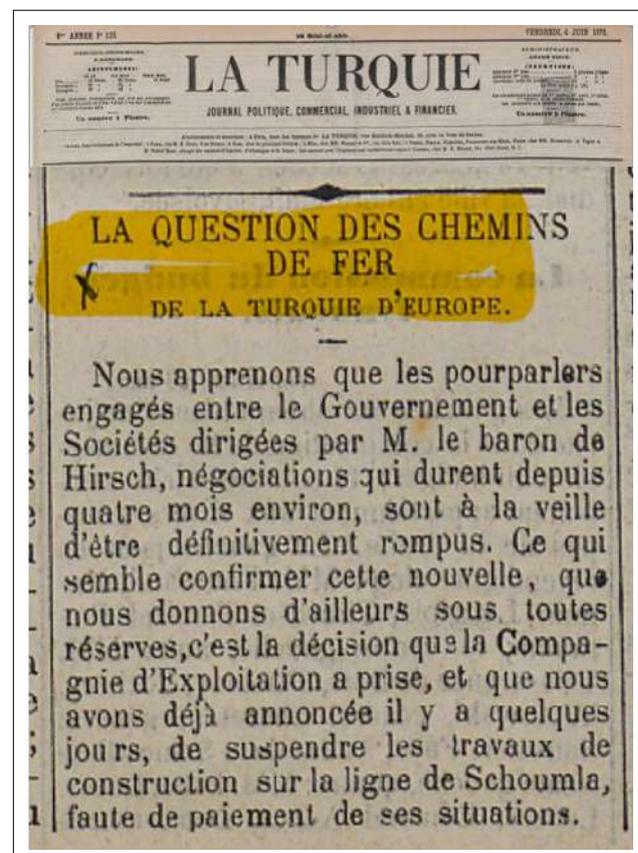


Figure 5. *La Turquie* article dated 3 February 1871 (Anonymous, 1871).



Figure 6. La Turquie article dated 4 June 1875 (Anonymous, 1875).

The Effect of Rumeli Railway on Urban Space in Sirkeci Neighbourhood Through Archival Documents

The word "expropriation" means the taking of buildings, land, facilities, etc., from their owners for a price and making them public property. This was inevitable when the Rumeli railway was being built. The construction of the Sirkeci-Yedikule line required the demolition of many buildings along this route.

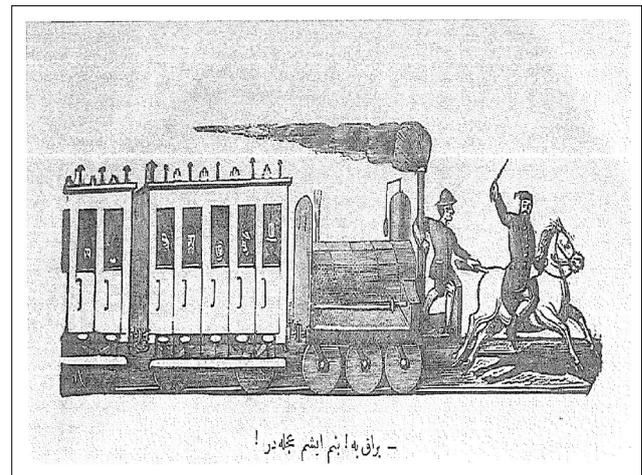


Figure 7. Çingiraklı Tatar, 30 April, 1873 (Oymak, 2013) (The caption reads "Move, I'm in a hurry!").

A commission was established under the chairmanship of Ethem Pasha, Minister of Nafia, for the expropriation works (Engin, 1993). Table 3 gives some examples of documents related to the Rumeli Railway expropriations identified as a result of the studies conducted in the Turkish Republic Presidency State Ottoman Archives (OA).

Documents taken from OA are given with their fund numbers. These documents have been selected to shed light on the study in general terms and show that the payments of the expropriation fees to be made for the construction of the Rumeli Railway (Table 3) were made from the State Treasury and that the execution was carried out by the Ministry of Public Works of the period. In addition, when the date intervals are examined, it is understood that some expropriation fees were made long after the construction of the railway. In this context, it can be interpreted that the Ottoman Empire, suffering from a shortage of funds, had some difficulties in paying these fees.

Another set of archival documents provides important information about the expropriations. The document states that the Ministry of Nafia and the construction company prepared a plan together on the line extending from

Table 3. Table with examples of documents related to railway expropriations from OA. (Ottoman Archives, 1873d; Ottoman Archives, 1892; Ottoman Archives, 1904)

Fund Code	Location Number	Date	Document Summary
A.}MKT.MHM.	456/64	H. 15.04.1290/ M. 12 June 1873	Notification to the Ministry of Nafia to discuss the payment by the Treasury of the cost of the real estate and lands purchased at Sirkeci Pier and Kumkapı for the Rumeli Railway line.
BEO	126/9393	H. 01.06.1310/ M. 21 December 1892	Payment of land compensation to individuals who owned real estate on the Rumeli Railway construction (Finance; 9393).
BEO	2384/178772	H. 24.05.1322/ M. 6 August 1904	Payment of Ovadis Arakliyan Efendi, a subject of the Austrian State, for the land expropriated for the Rumeli Railway at Sirkeci Pier (Finance; 177546).

Yedikule to Sirkeci, and that a commission was established by the Şehremaneti on R. June 1287 (M. June/July 1871) with a budget of 400,000 Ottoman liras provided by the Ministry of Finance, and that the expropriations of private and state properties coinciding with the railway line were carried out. It is also written in the document that the commission recorded the expropriations made in the books and marked them on the map, and the lands that did not coincide with the railway line were sold to their suitors after the expropriations were completed. It is understood that the records of expropriations were kept by a special commission established by the Şehremaneti, and that this commission determined the houses on the route where the line would pass and recorded them on the map. Some of the expropriations were found to be excessive when they did not correspond to the route of the line. As a result, some of them were sold to their suitors by the commission established. The rest were either exploited by the locals or used by the railway company, as it is understood from the documents (Ottoman Archives, 1889).

When the maps of Ekrem Ayverdi (1970) and Goad in the Sirkeci district are overlapped with the documents, the existence of the streets in the documents is clearly seen (OA, Evd. 4525). The expropriated buildings include a variety of buildings such as mansions, plots of land, fountains, and mosques. According to a document in the Ottoman Archives, Daye Hatun Mosque, Emir Mosque, and Elvan Mosque were also expropriated during the construction of the railway (Ottoman Archives, 1873c). In addition to these, the İncili Pavilion and Yalı Pavilion, important palace buildings, were also demolished. The Botanical Garden belonging to the Topkapı Palace in Gülhane was also moved from there.

Ottoman Monumental Buildings and Fountains Demolished/Expropriated in Sirkeci for the Construction of the Railway Through Archival Documents

The construction of the Rumeli Railway started in 1869,

with the permission of Sultan Abdülaziz. During the construction of the railway line, Sirkeci and Yalıköşkü at the eastern end of the Golden Horn Walls; at the same time, all of the coastal palaces on the walls surrounding the Topkapı Palace from the sea direction were destroyed except for the Sepetçiler Pavilion (Semiz, 2014).

The Ekrem Hakkı Ayverdi map and the documents from OA corroborate each other. It is understood that monumental buildings such as the Yalı Pavilion factory, the Daye Hatun, Emir, and Elvan mosques, as well as the Botanical Garden of the Mekteb-i Tıbbiye in Hasbahçe located in the garden of the Topkapı Palace, were on the route of the expropriations to be made for the Rumeli Railway, and therefore, decisions were taken to move them to different locations. As can be seen from the dates of the documents, the expropriations were carried out in quick succession (Figure 8, Table 4).

Yalı Pavilion (Cebeci Pavilion) and Yalı Pavilion Factory

Yalı Pavilion was located in Sirkeci, in the Eminönü district, where the walls of Topkapı Palace reached the Golden Horn. Yalı Pavilion (also known as Cebeciler Köşkü) or Yalı Kasr-ı Hümayunu, which was built in 1592 in the last years of the reign of Murad II (1574-1595), replacing a pavilion

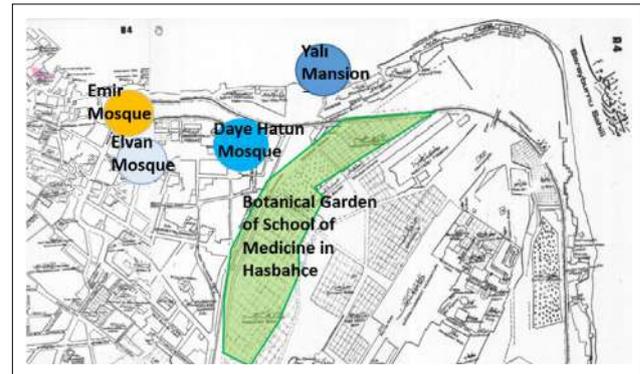


Figure 8. The main monumental buildings and Topkapı Palace Botanical Garden expropriated on Ekrem Hakkı Ayverdi's map.

Table 4. Archival documents of the main monumental buildings expropriated in Sirkeci. (Ottoman Archives, 1873a; Ottoman Archives, 1873b; Ottoman Archives, 1873c; Ottoman Archives, 1874a)

Fund Code	Location Number	Date	Document Summary
A.}MKT.MHM.	449-61	H. 10.1.1290/ M. 10 March 1873	Production is shifted to Zeytinburnu and Tersane-i Amire factories, and Yalıköşkü, the factory and the surrounding land are handed over to the Rumeli Railway Company.
A.}MKT.MHM.	451-55	H. 05.02.1290/ 4 April 1873	Evacuation of the Yalı Pavilion Factory, which was allocated for the Rumeli Railway.
A.}MKT.MHM.	456-38	H. 12.04.1290/ M. 9 June 1873	Daye Hatun, Emir and Elvan mosques were demolished during the construction of Sirkeci station of Rumeli Railway.
A.}MKT.MHM.	472-15	H. 18.11.1290/ M. 30 December 1873	Due to the overlap of the Botanical Garden of the School of Medicine in Hasbahçe with the Rumeli Railway line, the plants and trees in this garden were transferred to the botanical garden of Galata Palace.

first built by Beyazid II (1481-1512) and was the closest palace structure to the harbor, played an important role in the political history of the empire and the ceremonial life of the palace. Yalı Pavilion was one of the most picturesque pavilions on the shores of Sirkeci and Sarayburnu. In the drawings of Topkapı Palace by foreign artists, the porticoes are depicted with crowds watching the navy in the harbor in front of their very wide canopies and curtains. The pavilion was externally square with a lead-covered roof and a small dome in the center of the roof (Figure 9, Figure 10). There was a portico around the building resting on marble columns 3 meters apart. A large hall was entered through the portico.

There were palace houses around Yalı Pavilion and Sepetçiler Pavilion, which were very close to each other.

In the history of Tayyazade Ata, it was recorded that in the 19th century, civil servants worked in this neighborhood and there was a department related to the construction and repairs of the palace.

In the first quarter of the 19th century, Bostancıbaşı Notebooks show that there were many large residences on the coast between Yalı Pavilion and the customs in Eminönü. Yalı Pavilion was demolished during the construction of the

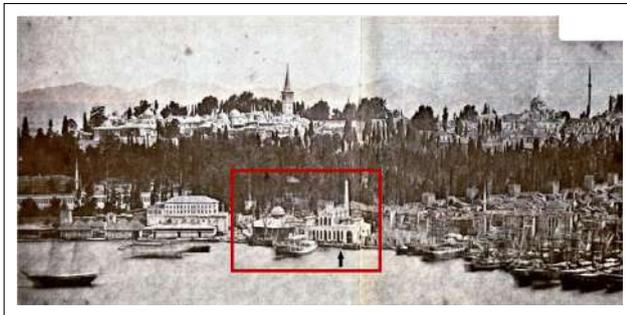


Figure 9. Yalı Pavilion (not yet demolished) and the Machinery Factory, photographed by James Robertson (1853-1856) (Eldem, 1979).

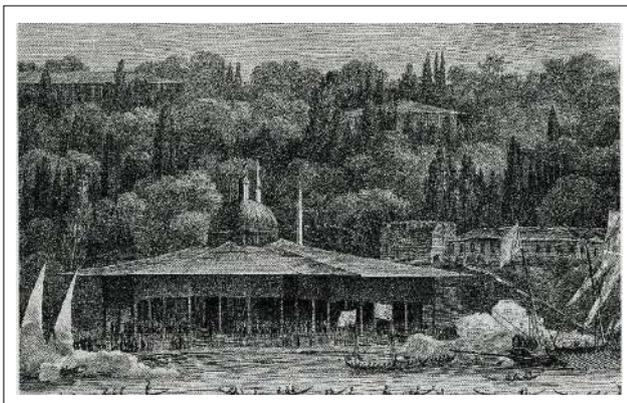


Figure 10. An engraving of Choiseul Gouffier depicting the Yalı Pavilion (Soyluer, 2017).

Rumeli Railway (Kuban, 1994).

The Yalı Pavilion Iron Factory was established in 1850 to ease the burden of the iron and steel industry in Zeytinburnu as a product of the industrialization initiatives that intensified during the reign of Sultan Abdülmecid (Figure 10). Due to the Crimean War, which broke out during the production activities in the factory, the factory was transformed into a repair workshop and a machine factory where steam engines were manufactured in order to carry out maintenance and repair operations of the ships belonging to the allied navy damaged during the war. When the Yalı Pavilion Iron Factory was converted into a machine factory, a state-owned iron factory was established in Galata in 1856 to fill the shortage in this field. The British Government put the factory up for sale at the end of the Crimean War, and the Ottoman Empire bought this strategically important factory. The machinery and parts of the steamships of the Ottoman navy began to be manufactured and repaired there. The factory compound was transferred to the Rumeli Railway and demolished in 1873 (Figure 11), (Soyluer, 2017).

Şevkiye Pavilion (Serdab Pavilion)

Serdab Pavilion was built between 1789-1791 by Sultan Selim III for his mother Mihrişah Valide Sultan, replacing the Şevkiye Quarry that was previously located there (Figure 12, Figure 13). The pavilion is also referred to as "Serdab Pavilion" and "Yeni Pavilion." The pavilion was destroyed

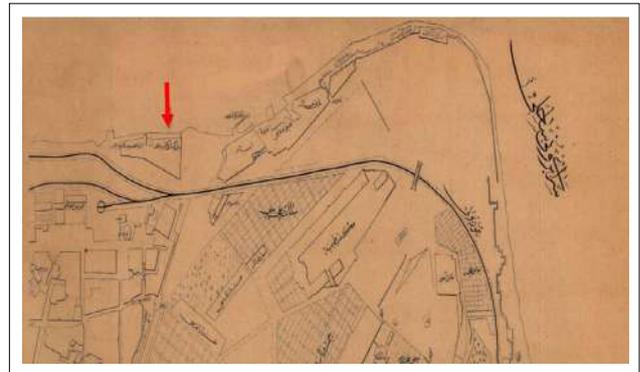


Figure 11. A map from 1875 showing the current state of the Yalı Pavilion Machinery Factory after the railway line passed through (Soyluer, 2017).

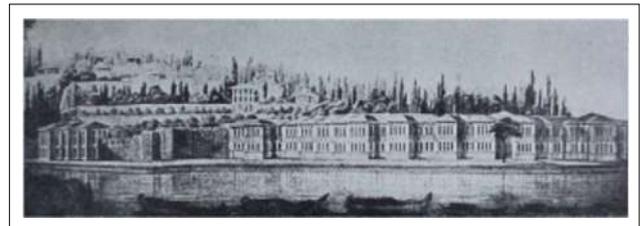


Figure 12. 18th-century view of Şevkiye Pavilion from the coast (Eldem, 1969).

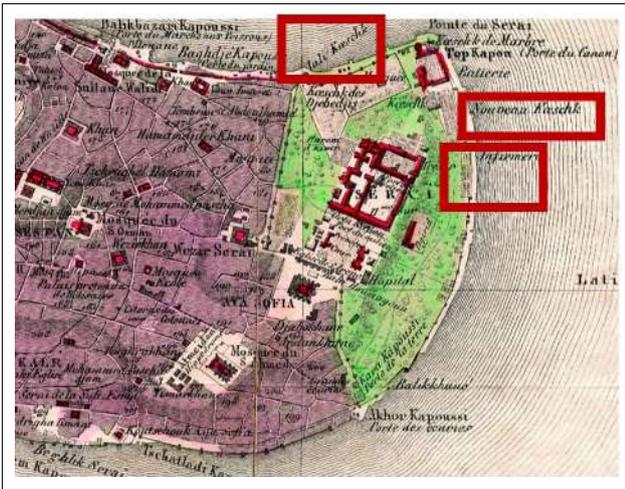


Figure 13. The pavilions on the coastline can be seen in the Kauffer et Joseph de Hammer 1836.

during the construction of the railway line passing through the Palace grounds in 1871 (Tanman, 1994). Located next to the Topkapı Coastal Palace in Sarayburnu, Eminönü district of Istanbul, this pavilion was built by Valide Sultan, the mother of Sultan Selim III, between 1789-1791. This pavilion was named Şevkiye Pavilion because of the Şevkiye Quarry, which was previously located there. It was also known as Serdab Pavilion and Yeni Pavilion.

Şevkiye Pavilion was built on the walls of Marmara and consisted of a wooden-walled floor and a basement with masonry walls. It is believed that the pavilion was built in the form of a divanhane with an iwan, which is common in Ottoman civil architecture. The divanhane, which extends on the east-west axis, had an elliptical plan and was covered with a dome. It also had a rectangular iwan. It can be seen that this dome was hidden under the lead hipped roof of the pavilion. On the south side of the hall, behind a small gap, there was a room belonging to the sultan and a symmetrical room to the valide sultan. These two rooms were separated from the main hall by protruding forward from the façade. Small rooms were also placed between these parts of the pavilion, which has a plan type with three iwans. The basement floor had a

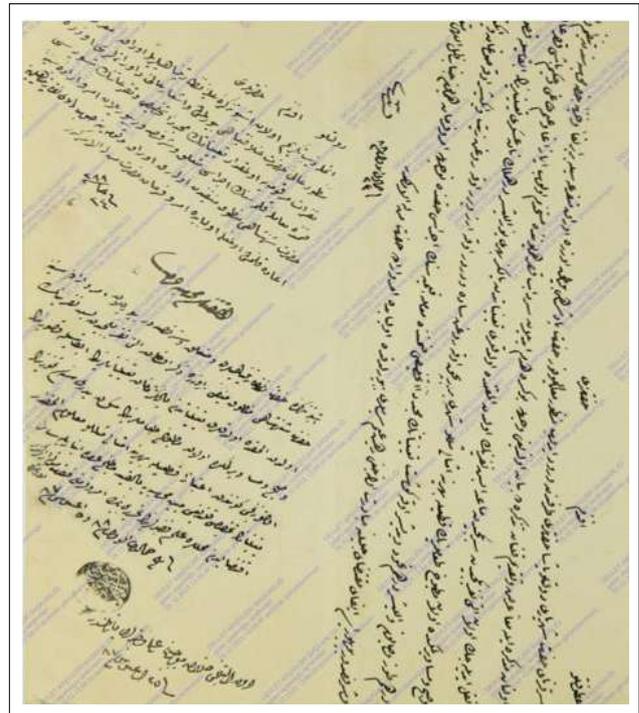


Figure 14. Ottoman document proving that Şevkiye Pavilion (Serdab Pavilion) was demolished for the Rumeli Railway (Ottoman Archives, 1871b).

marble floor, and it is learned from the notes of travelers that there was a pool with a fountain in the middle and fountains connected to it.

The pavilion was named Serdab, and people from the harem went there to cool off in the hot summer months (Eldem, 1969). It was demolished for the Rumeli Railway (Figure 14, Table 5).

İncili Pavilion

İncili Pavilion, one of the most important structures of the series of coastal pavilions, was located within the boundaries of Topkapı Palace (Figure 15, Figure 16). It was also known as Sinan Pasha Pavilion in historical texts. The chronicles of the period provide extensive information about the construction and opening of the pavilion. The

Table 5. The copy of the Ottoman document proving that the Şevkiye Pavilion (Serdab Pavilion) was demolished for the Rumeli Railway (Ottoman Archives, 1871a)

Fund Code	Location Number	Date	Document Summary
A.)HHİ	50-27	H-24-05-1288/ M.15 August 1871	Since the demolition of the Serdab Pavilion began due to the train passing through Topkapı Palace, the transfer and transfer of six guards assigned there to other pavilions, and the allocation of rations to them like their counterparts, since the other guards, except the sergeant, did not receive the rations they had received from the hand.



Figure 15. An engraving from the first half of the 19th century depicting the İncili Pavilion (Jouannin & Gaver, 1840).



Figure 16. The substructure of the İncili Köşk that survived to the present day.

pavilion, built by the architect Davud Aga, shows that the style of Mimar Sinan continued in Ottoman architecture (Figure 17). Semavi Eyice wrote about the demolition of the Pavilion, "...When it was planned to bring the Rumeli Railway to Sirkeci, Abdülaziz allowed the railway to pass right along the coast and through the garden of the palace. This permission led to the destruction of the Sinan Pasha Pavilion along with the pavilions and palaces on the coast..." (Eyice, 2000).

In addition to these buildings, the Emir Mosque, Daye Hatun Mosque, and Elvan Mosque in Sirkeci were expropriated, and the botanical garden of the School of Medicine in Hasbahçe was also moved (Figure 14). According to a document dated 12 June 1906 in the archive regarding the transfer of the plants and trees of the botanical garden of the School of Medicine in Hasbahçe (Ottoman Archives, 1874b) to the botanical garden of Galata Palace due to the overlap with the Rumeli railway line, it is understood that not all of the plants in the Topkapı Botanical garden were actually moved to the garden of Galatasaray Sultani.



Figure 17. Ottoman newspaper article on the history of the İncili Pavilion. Milli Mecmua. (1926).

Railway Construction and Byzantine Monumental Buildings in Sirkeci

Bukoleon Palace

Bukoleon Palace was a coastal palace right next to Ss. Sergius and Bacchus Church (now Küçük Ayasofya Mosque) in the Çatladıkapı region of the historical peninsula, between

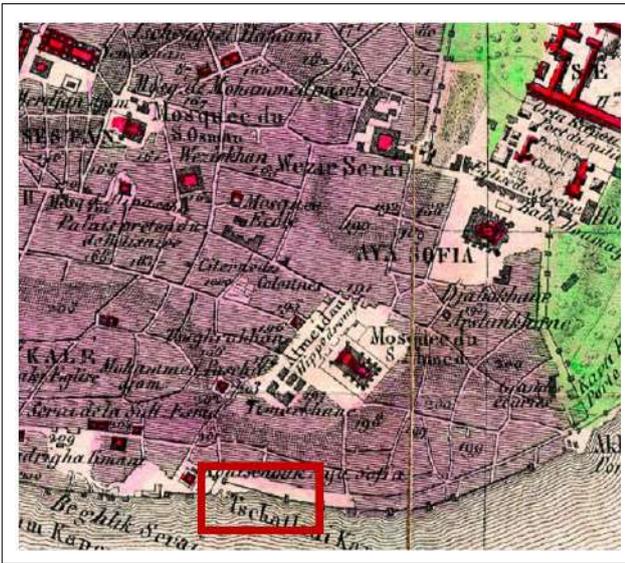


Figure 18. Bukoleon Palace on the coastline can be seen in (Kauffer et Joseph de Hammer, 1836).



Figure 19. Marmara Walls / Bukoleon Palace and the plan showing the intersection of the remains of the city walls and other structures extending to Çataltıkapı in the west with the railway (Mamboury & Wiegand, 1934).



Figure 20. The current situation of Bukoleon Palace Istanbul Metropolitan Municipality, Directorate of Cultural Asset Projects Archive, "Bukoleon Palace Museum and Restoration Application Work for the Years 2020-2021" Work.

today's Kumkapı and Cankurtaran neighborhoods (Figure 18). The western part of the palace was destroyed during the construction of the railway (Figure 19).

A comprehensive excavation and cleaning work was carried out at Bukoleon Palace within the scope of the "2020-2021 Years Bukoleon Palace Museum and Restoration Implementation Work" of the Istanbul Metropolitan Municipality (Figure 20). In this study, the filling made for the Rumeli Railway was identified. It can be seen that the filling was supported by sleepers used in the railway (Figure 21). This is the most striking example of the fact that many Byzantine structures were under the embankment during the construction of the railway (Figure 22).

Effects of the Rumeli Railway on Land and Sea Walls

The construction of the Rumeli Railway caused serious losses to the Sea Walls. During the construction of the



Figure 21. The current situation of Bukoleon Palace Istanbul Metropolitan Municipality, Directorate of Cultural Asset Projects Archive, "Bukoleon Palace Museum and Restoration Application Work for the Years 2020-2021" Work.

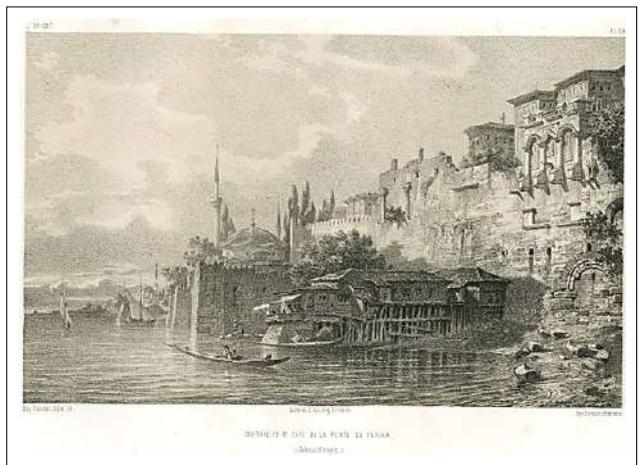


Figure 22. Bukoleon Palace (Eugene Flandin, 1853).

railway line, which runs parallel to the Marmara shore and ends in Sirkeci after passing through the outer garden of the Palace, the Marmara Walls in Yedikule, Samatya, Davutpaşa, Yenikapı, Kumkapı, Çatladıkapı, Sarayburnu sections, and around Sirkeci and Yalıköşkü at the eastern end of the Golden Horn Walls, experienced serious losses (Ahunbay, 1994).

Expropriations for Rumeli Railway in Sirkeci District Through Archival Documents

Sirkeci, one of the most important districts of the historical peninsula, is surrounded by Bahçekapı in the west, Sarayburnu in the east, and Cağaloğlu in the south. Historically, it has held great commercial and social importance, first because it is close to the port, and later, due to the construction of Sirkeci Train Station. This study aims to better understand the physical changes of the city together with the economic and social effects of the expropriations made for the railway. The physical transformation of the Sirkeci region as a result of the expropriations made with the arrival of the Rumeli Railway has been analyzed by overlapping the archival documents and the maps of the period.

In the Ottoman state, property within the walls (on the historical peninsula) was either state or foundation property. The only way to ensure the continuity of the lands and structures owned by transferring them from generation to generation was possible with the establishment of foundations. For this reason, all of the buildings in the historical peninsula were built under a foundation. In Ömer Lütfi Barkan and Ekrem Hakkı Ayverdi's book titled "Istanbul Vakıfları Tahrir Defteri 953:(1546)", it is stated in relation to foundations that "...The foundation system, which provided continuity and validity for centuries (until doomsday), was preferred by Grand Viziers, Pashas, and wealthy people who took part in the administration because it provided legal opportunities to family members (partly preventing state intervention). A foundation was a kind of public sharing and secret ownership. For this reason, there was not a single point or a single square meter of land in the historical peninsula that was excluded from the foundation system..." (Barkan & Ayverdi, 1970).

For this reason, in all of the expropriation documents examined, all properties such as mansions (houses) (called menzils in archival documents), mansions, bathhouses, shops, and lands belonged to a foundation and were either used by the owner of the property or were made available for rent. In this section, while keeping track of the disappeared and existing buildings, we will also examine how much money was spent on the expropriations, how much land was expropriated, and the situation of the inhabitants living there. The main source to be used to investigate funding is the documents in the Presidential Ottoman Archives. Before moving on to these documents, it would be useful

to examine the terms used in the documents and their meanings.

Gedik was a concession granted in the Ottoman period for a specific matter. Rights and privileges were granted to craftsmen in particular to enable them to trade and practice their trades on their own (Ayverdi, İ., n.d.). It was the license to trade and practice art. The term gedikât, on the other hand, was coined by adding the plural suffix -at to the word gedik in Ottoman Turkish and means gediks. Another term that needs to be emphasized is menzil. The Arabic word menzil has various meanings, and there are many words derived from menzil. The word menzil, which is relevant to the study, means "mansion" (Pakalın, 1993). Another word that appears frequently in the documents is ferag, an Arabic word meaning "to give up" (Ayverdi, İ., n.d.). In the archival documents, it is used in the sense of "relinquishing ownership of places taken in return for a certain fee." We will often see all these terms in examined archival documents for this study.

For a better understanding, it would be useful to clarify the financial power of the kuruş mentioned in the texts. As is well known, the purchasing power of the kuruş, which was introduced as the basic Ottoman currency of large-sized silver coins in the early 18th century, was greatly reduced after the rapid process of adulteration and inflation. From the first quarter of the 19th century onwards, the kuruş should be considered as a small currency used in daily exchanges. For example, in the second half of the 19th century, the price of 1 okka (1.283 kg) of bread varied between 1 and 2 kuruş in different regions (Ayverdi, İ., n.d.). In the 1870s, as silver became more abundant around the world and its value fell against gold, many European countries abandoned the bimetallic monetary system and adopted the gold standard. The Ottoman Empire also moved to abolish the bimetallic monetary system in 1879. After this date, the minting of silver piastres decreased drastically, but the use of silver piastres continued for payments to the state. For this reason, the late Ottoman monetary system can be characterized as a "lame mikyas" based on the gold lira and to some extent the silver kuruş. The currency based on the parity of 100 kuruş=1 lira was maintained in the Republican period. However, the purchasing power of the kuruş declined further due to rapid inflation, especially during World War I and II. Finally, in the hyperinflationary environment of the 1970s, the kuruş lost its status as a currency that could be used in daily transactions (Pamuk, 2002). In this case, to put it more simply, 1 Ottoman Lira is 100 Kuruş. Payments in currencies indicate that expropriations and rent payments were made cheaply. Because if we consider that 1 bread is 1 kuruş, it is meaningful that the rents are 9 kuruş in general and the state has paid a minimum of 450 kuruş and a maximum of 250,000 kuruş for expropriation.

Table 6. A selection from a document from OA, indicating street names, door numbers, foundations, and property type. (Ottoman Archives, 1887a).

Location	Rent	Cost
1. Sheikh Ebu El-Vefa Trustee Sofu Mehmet Efendi Foundation And Menzil Plot Number 29 In HiSar Street; SaliH Efendi Bin Osman (Osman Oglu Salih) From Financial Scribe (Clerk)	9 kuruş	35.000 kuruş
2. Coal Shop Numbered 7 On The Coal Shop Street From Hameyn Gedikat; Coal Shop Süleyman Aga Waivered his power of attorney.	12 kuruş	23.700 kuruş
3. Charcoal Shop At Number 12 On The Street Of The Evkaf GediKatından Kömürcü; Abdülkerim Bin Mustafa Transfer	6 kuruş	10.200 kuruş
4. Barber shop number 9 on Çatladikapi Street from Hameyn gedikat;	3 kuruş	7.500 kuruş
5. A Barber Shop Numbered 13 In İskele Square From Hameyn Gedikati; From Hüseyin Aga And Hatice Hanim feragi.	6 kuruş	30.200 kuruş
6. hameyn gedikati, charcoal shop number 1 on kömürcü street; hüseyin aga feragi	6 kuruş	26.800 kuruş

Some document examples of Rumeli Railway expropriations identified as a result of the studies carried out in archival documents are included, and the tables are analyzed in line with the study (Table 6).

These documents concern the abandoned or dilapidated mosques and fountains from Sirkeci to Narlıkapı Pier. The most important detail that stands out is that these structures, which were destroyed after the fire, were demolished for the

Table 7. The Ledger of the list of mosques and charities left to the railway in Sirkeci District (Ottoman Archives, 1887b)

Document Summary: A book listing the mosques and charities abandoned for the Rumeli Railway, from Sirkeci Pier to Narlıkapı.

Location Information: 34181 -

File Attachment:

Document Date: H-9 -03-1305 M.1887

Located in the Elvan Neighborhood in Hoca Pasha:

Destroyed (**burnt**) Yusuf Pasha Fountain

Destroyed (**burnt**) Bostanci Başı Madrasah

Destroyed (**burnt**) Fountain from Sultan Suleiman Khan Foundation

Located in Cankurtaran neighborhood in Ahırkapı:

The Şadırvan Mosque and the masonry water treasury underneath it (cost 186 kuruş), which was present and intact, were demolished and given to the railway line.

The waterway of the fountain outside Ahırkapı: while the water of the fountain was flowing, while it was present and intact, was deteriorated.

Fountain in the vicinity of the Şadırvan Gate: While it was an existing and well-built building with running water, it was demolished and connected to the railway line.

Located in Akbıyık neighbourhood in Ahırkapı:

Wooden fevkani (elevated) Akbıyık School, a tekke (lodge) under it, a coffin, a fountain, and its other furnishings (others) (price 181 kuruş):

While it existed and was in good condition, it was demolished and went to the railway line.

Located in the neighborhood of Kapı Ağsi Mahallesi:

The garden of Cıgalzade Foundation's trustee - meşruta household in Kapiagası neighbourhood (price 1308 kuruş)

Located in Ayasofya-i Sagir (Little Hagia Sophia) neighbourhood:

A masonry madrasah in the vicinity of the aforementioned mosque: while the madrasah was present and intact, eight of its rooms were demolished and the line was transferred to the railway.

The madrasa's laundry and coffin storage.

The mortuary school of the aforementioned mosque: While the school was existing and flourishing, it was completely demolished and the property was given to the railway line.

Rumeli Railway. After the Hocapaşa Fire, which caused the greatest damage in the region, it is thought that this was used as an advantage for railway expropriations. In addition, it is also known that the expropriation costs of those that were still standing but in a dilapidated and unusable condition were paid to the owners of the foundations (Table 7).

In the Hocapaşa Fire of 1865, 1007 buildings burned in the Sirkeci area. The boundaries of the Hocapaşa Fire coincide with the regions included in the expropriation documents (Figure 23). This raises the possibility that the buildings destroyed after the fire may have been expropriated under



Figure 23. A map showing the area impacted by the 1865 Hocapasa fire that took place in 1865 (Sögüt, 2015).

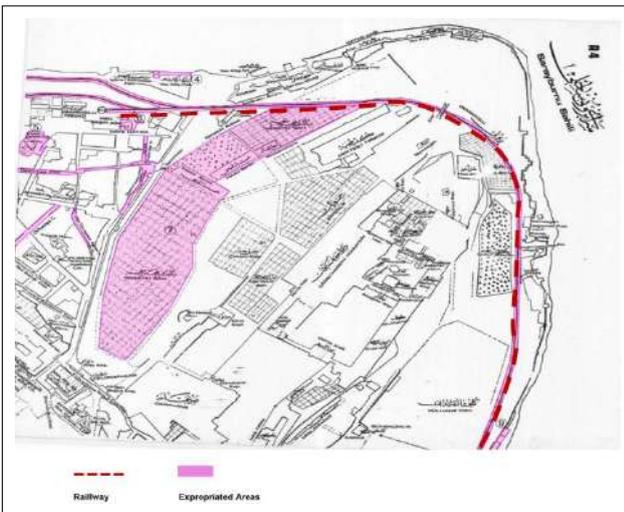


Figure 24. Marked streets and several monumental buildings that expropriated, identified from archival documents on the Ekrem Hakki.

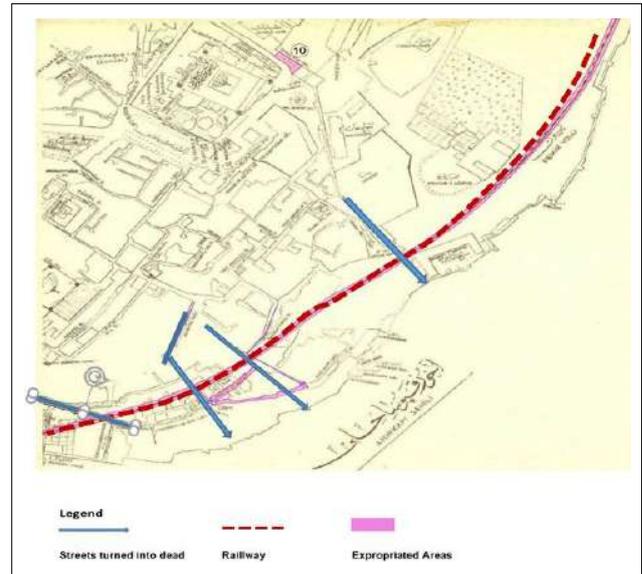


Figure 25. Streets turned into dead ends after the construction of the railway, identified by overlapping the Ekrem Hakki Ayverdi map and archival documents.

the pretext of the railway (Amicis, 1874, trans. B. Akyavaş, 1993).

The list of streets where the expropriations were made, as a result of the overlapping of the Ekrem Hakki Ayverdi map, a section of which is given in Figures 24-25, and archival documents, together with the plot numbers of the Ayverdi maps, is provided. As can be understood from this, dead-end streets were formed after the construction of the railway (Table 8, Table 9). These areas, which used to be avenues or busy streets, influenced the social life and demography of the neighborhood. The streets and avenues that cannot be identified on the Ayverdi map may have disappeared completely or their names may have changed. When we look at the expropriated buildings, they were demolished based on whether they were located on the route, without considering the function or the importance of the building. As it is known, neighborhoods developed around mosques during the Ottoman period. Based on this, the demolition of some mosques has led to the disruption of the perception and positioning of several neighborhoods.

In Table 10, we can clearly see the land and houses subject to expropriation, whose street, neighborhood, street number, and door number are determined from the documents; the most important detail of the document is that the property in question changed hands as a foundation and passed to a different foundation. This leads to the following questions: Was it intended that the properties, which were not demolished due to the construction of the railway, would gain value, and was it intended to be collected in one owner by certain individuals and foundations for the purpose of rent-seeking?

Table 8. The table of streets and several monumental buildings identified from archival documents on the Ekrem Hakki Ayverdi map.

District	Avenue - street	Ayverdi map no.
Sirkeci	Vezir iskelesi	B4
Sirkeci	Fabrika sokağı	A4
Sirkeci	Beşirağa cami	A4
Sirkeci	Darüsade ağasi sokak	A4
Sirkeci	Iskele sokak	B5
Sirkeci	Demir kapi yolu	A3-a4
Sirkeci	Izzet efendi sokak	B4
Sirkeci	Orhaniye	A4- b4
Sirkeci	Ismail ağa tekkesi	A3
Sirkeci	Demir kapi caddesi	A4
Sirkeci	Dolambaç(tulumbaci) sokak	B4
Sirkeci	Zone no. 1 vezir iskelesi	B4
Sirkeci	Zone no. 2 emircami-i şerif	B4
Sirkeci	Zone no. 3 vezir cami	B4
Sirkeci	Zone no. 4 yali köşk fabrikası	A4
Sirkeci	Zone no. 5 elvan çelebi camii	A4
Sirkeci	Zone no. 6 daye hatun camii	A4
Sirkeci	Zone no. 7: school of medicine's botanical garden in hasbahçe	A4

Table 9. The new table of streets turned into dead ends after the construction of the railway, created by author from archival documents on the Ekrem Hakki Ayverdi map.

District	Avenue - street	Ayverdi map no.
Sirkeci	Bayram firin Avenue	A3
Sirkeci	Akbiyik Streer	A3
Sirkeci	Arabacilar Street	A3
Sirkeci	Mumcu Avenue	B3
Sirkeci	Toprak Avenue	B3
Sirkeci	Çatladi kapi Street	B3

The most exciting detail that emerges when the above table and the Goad Map dated 1904 (Figure 26) are analyzed and compared with the documents of the Presidency Ottoman Archives is that many of the buildings that appear to have been evaluated were not demolished. As mentioned in the previous table analysis, the idea that many of these condemnations were carried out for rent-seeking purposes is strengthened (Table 11).

CONCLUSION

In conclusion, it is evident that the construction of the Rumeli Railway within the scope of the study led to a major

Table 10. Records of the property belonging to foundations expropriated by the Rumeli Railway Line between Sirkeci-Narlıkapı (Ottoman Archives, 1887a)

District and Neighbourhood	Avenue and Street	Number Size	Real Estate Type	Old Foundation	New Foundation
1. Hevace Paşada Emir District	Aralık Zükağı	3	Field	Hacı Tefrik Efendi	Hacı İmam Meşruta Fatma Hatun
2. Hevace Paşada Emir District	Aralık Zükağı	3	Field	Hacı Tefrik Efendi	Hacı Zeyneb Hatun Medresesi
3. Hevace Paşada Emir District	Emir Cami Şerifi	1	Mosque	Mahur and Şekibe	Kilon Ali Paşa
4. Hevace Paşada Emir District	Emir Cami-i şerifi	3	Mosque	Müezzın Eyüb Efendi and wife	Kilon Ali Paşa
5. Hevace Paşada Emir District	Emir Cami-i şerifi	3	Mosque	Müezzın Eyüb efendi and children	Kilon Ali Paşa
6. Hevace Paşada Emir District	İskele and İzzeddin	15 and 6	House	Fodlacı İbrahim Ağa	Merzifoni Kara Mustafa Paşa
7. Hevace Paşada Emir District	Emir cami-i şerifi	5	Field	Fatıma Hanım	Hadice Hatun binti Ferhad
8. Hevace Paşada Emir District	Emir Cami-i şerifi	9	House	Hafız İsmail efendi	Hadice Hatun binti Ferhad
9. Hevace Paşada Emir District	Emir cami-i şerifi	2	Field	Abdi Rıfat and Yusuf Cemal	Hamdullah Paşa
10. Hevace Paşada Emir District	Emir cami-i şerifi	6	Field	Tebadan Mustafa Ağa	Defterdar Harir bey

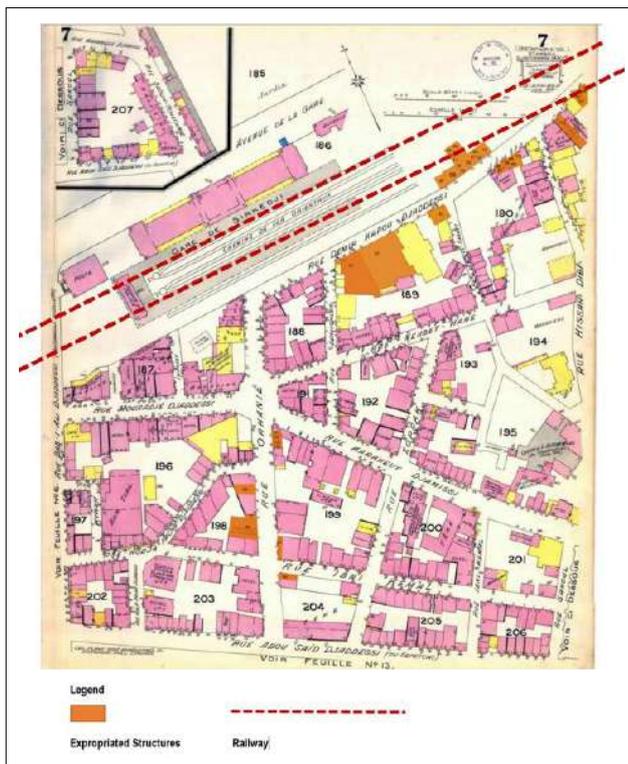


Figure 26. Overlay with the Goad map of 1914 showing the archival documents overlaid on the Goad map.

physical transformation within the city walls. The streets leading to the harbor gate before the expropriations were cut off due to the expropriations, sometimes becoming dead-end streets and sometimes disappearing altogether. The expropriations that started in 1871 and the subsequent efforts to distinguish the remaining properties continued until the end of the 1890s. Although it was known where the railway route would pass through, it is open to debate whether the issue of expropriation was abused for rent-seeking purposes because the right decisions were not taken about the properties to be expropriated. Additionally, the construction of the railway, which was a joint work of the private and public sectors, gives an idea about how the tendering processes carried out by the state worked.

- With the extension of the Rumeli Railway into the city walls, most of the streets that opened directly to the shore or the bottom of the city walls just a year ago were closed and became dead-end streets.
- The building islands were cut off by the railway, and the courtyards of the building islands, which had a contiguous order and continuity, were opened to the outside and became small squares or dead-end streets.
- The technical deficiencies in the construction of the railway led to serious infrastructure problems. Floods caused by rainfall destroyed the railway tracks, and wooden crossings were washed away by the current.
- The extension of the Rumeli Railway into the city walls caused controversy during the period regarding the protection of historical monuments. For the construction of the line, many buildings had to be demolished between Sirkeci and Yedikule. The objections of those whose houses were expropriated were not met by the state, but they were paid high expropriation fees despite very low rents.
- While the Ottoman Empire, which was trying to transform into a form of government that perceived the changing world and changing perspectives with modernization, published some articles in newspapers about the railway construction as an important breakthrough to attract the public's perception in a positive direction, humor magazines or independent publications of the period openly criticized the fact that the railway passed through the city walls or that the Ottoman economy, which was already in a bottleneck, made such an attempt due to both the large-scale concessions granted to foreign investors and the unnecessary length of the railway since the expropriations were covered from the treasury.
- Regarding the expropriation of property belonging to the foundations, a significant portion of the structures scanned and identified on the map are far from the railway and are present in the Goad maps with the same door numbers, meaning that these structures were not demolished even if they were expropriated. This raises the question of whether there was an attempt to remove the non-Muslim population from the region.
- There are some documents identified in the study, which clearly show that the maps prepared for the expropriations of the period were lost and that the buildings were not demolished even though the expropriation fee was paid. This is another indication that this great initiative of that period was improper.
- The expropriation costs of the property belonging to the foundations were paid from the state treasury. This situation dragged the Ottoman Empire, which was already experiencing an economic collapse, into an even greater economic crisis.
- It can be observed that newspapers and periodicals of the period published news in favor of the state both with and without *istibdat* (censorship). While the Ottoman Empire, which was trying to transform into a form of government that perceived the changing world and changing perspectives with modernization, made some news in the newspapers about the railway construction as an important breakthrough to attract the public's perception in a positive direction, in the humor magazines or independent publications of

Table 11. The new table created by author based on archival documents overlaid on the Goad map.

District	Avenue - Street	Goad Map No	Plot No	Door No
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	24
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	189	45-43-41
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	190	21
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	189	39
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	25-27
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	189	33
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	27
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	3
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	19
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	5
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	190	17
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	11
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	29
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	23
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	190	25
Sirkeci	Rue Demir Kapou Djaddessi (Demir Kapi Avenue)	7	-	31
Sirkeci	Rue Orhanie (Orhaniye)	7	198	9
Sirkeci	Rue Orhanie (Orhaniye)	7	198	15
Sirkeci	Rue Orhanie (Orhaniye)	7	198	7
Sirkeci	Rue Orhanie (Orhaniye)	7	204	4
Sirkeci	Rue Orhanie (Orhaniye)	7	199	6
Sirkeci	Rue Orhanie (Orhaniye)	7	199	20
Sirkeci	Rue Orhanie (Orhaniye)	7	199	20
Sirkeci	Rue Orhanie (Orhaniye)	7	199	22

the period, criticisms were clearly stated about the railway passing through the city walls or the Ottoman economy, which was already in a bottleneck, due to the large-scale concessions granted to foreign investors and the unnecessary length of the railway since the expropriations were covered from the treasury.

- Among the information and documents that shed light on the conservation understanding of the period, many documents have been found regarding the expropriation and demolition of coastal palaces, but no documents have been found regarding, for example, the fact that the Rumeli Railway half demolished the Bukoleon Palace, a very important Byzantine structure, or the losses incurred in the Byzantine Sea Walls and important city gates. A search of the documents of the Ottoman archive of the Prime Ministry reveals only some written documents on the transportation of the excavated artifacts, which raises questions about their fate.

NOTES

¹This article is derived from Yıldız Technical University Graduate School of Natural and Applied Sciences, Department of Architecture, Surveying, and Restoration PhD Program, PhD dissertation entitled Evaluation of the Physical Change on the Historical Areas of the City in Istanbul from the Beginning of the 19th Century to the Beginning of the 20th Century with its Background and Effects, The Case of Rumeli Railway.

²This is the abbreviation in all original archival documents.

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