Haydarpaşa Terminal

Coordinates: 40.996227°N 29.018636°E

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The **Haydarpaşa Terminal** or **Haydarpaşa Terminus** (Turkish: *Haydarpaşa Garı*) is a major intercity terminal and transportation hub in Kadıköy, İstanbul. It is the busiest rail terminal in Turkey and one of the busiest in Eastern Europe. The terminal also has connections to bus and ferry services. The Moda Tramway is a few blocks south of the terminal. The terminal has a main building (opened in 1908) that houses the headquarters of District 1.

Haydarpaşa Terminal is the western terminus of the Istanbul-Ankara Main Line and was the western terminus of the former Baghdad Railway (İstanbul-Konya-Adana-Aleppo-Baghdad) and the Hejaz Railway (İstanbul-Konya-Adana-Aleppo-Damascus-Amman-Medina).[1] The tracks do not cross the Bosphorus, but there is a train ferry which carries rail cars from the Haydarpaşa Terminal on the Asian side to the Sirkeci Terminal on the European side.[1]

Haydarpaşa

TCDD



Haydarpaşa Terminus

Station statistics	
Address	Haydarpaşa Gar sk, Haydarpaşa, İstanbul, Turkey
Coordinates	40.996227°N 29.018636°E
Connections	İETT Bus, Ferry service
Structure	At-grade
Platforms	6
Tracks	11
Parking	Yes
Other information	
Opened	1872
Rebuilt	1909
Electrified	1969 (25 kV AC)
Accessible	♿
Code	1560
Owned by	TCDD
Smart ticket	Akbil, Istanbulkart
Station status	Operating

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History

Ottoman Era (1872–1922)

İstanbul was the capital of the Ottoman Empire as well as the largest city in the empire. İstanbul was a major economic and cultural hub. However, İstanbul had no rail links, so in 1871 Sultan Abdülaziz ordered a rail line to be built from Haydarpaşa to İzmit.[2] Haydarpaşa station opened in 1872, when the railway reached Gebze. In 1888 the Anatolian Railway (CFOA) took over the line and the station. Since the station was built next to the Bosphorus, freight trains would unload at Haydarpaşa and the freight would be transferred to ships. Haydarpaşa station saw its first regular passenger service in 1890: a daily train from Haydarpaşa to İzmit.[2] In 1892 the CFOA built a line to Ankara and shortly after a daily train ran between the two cities.


Interior hall in Haydarpaşa Terminal

Haydarpaşa was chosen to be the northern terminus of the Baghdad Railway and the Hedjaz Railway in 1904 and with rail traffic increasing, a new and larger building was required. The Anatolian Railway hired two German architects; Otto Ritter and Helmut Conu to build the new building. They chose a neo-classical structure and construction started in 1906. Its foundation is based on 1100 wooden piles, each 21 meters long, driven into the mushy shore by a steam hammer. German and Italian stonemasons crafted the facade embellishments of the terminal. The German engineers and craftsmen who worked at the construction site of the building established a small German neighbourhood in the Yeldeğirmeni quarter of Kadıköy. The new pseudo-castle structure was completed in on August 19, 1909. The new terminal was inaugurated on November 4, 1909 for the anniversary of Mehmed V.[2] The new terminal was built on land reclaimed from the sea. World War I broke out in 1914 and the Ottoman Empire sided with the Central Powers against the Allied Powers. The Ottomans lost and İstanbul was taken over by the British Empire. Haydarpaşa was under strong military control by the British during the occupation.

Republican Era (1923–Present)


Haydarpasa terminal in 2007

The Turkish Independence War ended October 29, 1923. The Republic of Turkey was formed and the British Empire withdrew from İstanbul. Haydarpaşa terminal was still under CFOA control but in 1927, the newly formed Turkish State Railways took over the CFOA and the terminal, in an attempt to nationalize all Turkish railways.[3] In 1927 the CIWL started a premier train service from Haydarpaşa to Ankara: the Anatolian Express. This all-sleeper train traveled daily between the two cities. In 1938 the Eastern Express entered service from Haydarpaşa to the eastern Turkish city of Kars, a distance of 1,994 km (1,239 mi).[4] With the completion of the Baghdad Railway to Baghdad, the famous Taurus Express entered service in 1940 from Haydarpaşa to Baghdad, a distance of 2,566 km (1,594 mi).[5] In 1965 the Trans-Asia Express entered service from Haydarpaşa to Tehran, a distance of 3,059 km (1,901 mi).[6] In 1969, the tracks from Haydarpaşa to Gebze were electrified with 25 kV AC catenary for the Haydarpaşa-Gebze Commuter Line.[3]


Haydarpaşa terminal after the fire that destroyed its roof in 2010

In 1979 a tanker burning on the Bosphorus damaged the terminal building, but was restored a few months later.

On November 28, 2010 a fire caused by carelessness during the "restoration" process destroyed the roof and the 4th floor of the terminal building.[7] In 2011, World Monuments Fund, the New York-based heritage preservation organization, placed the railway terminal on its 2012 Watch, drawing attention to the uncertain future of the historical site.[8] There are plans to transform the terminal building into a luxury hotel.

On February 2, 2012, Haydarpaşa Railway Terminal temporarily closed to long distance trains for at least 30 months to allow for the construction of the Istanbul–Ankara high-speed railway, and the Marmaray rail transport project which will connect Istanbul's Asian and European sides via an undersea commuter train line. There will be no train services between Istanbul and the Asian destinations of Turkey (with the sole exception of the suburban line to Gebze, a suburb 45 km east of Istanbul).[9] Beginning in April 2012, train services were further curtailed to run only between Haydarpaşa and Pendik. [10]

Service

Previous	Turkish State Railways	Next
Terminus	Trans-Asian Express	Bostancı *Toward Tatvan Pier*
Terminus	Capital Express	Söğütlüçeşme *Toward Eskişehir*
Terminus	Republic Express	Söğütlüçeşme *Toward Eskişehir*
Terminus	Fatih Express	Söğütlüçeşme *Toward Ankara*
Terminus	Ankara Express	Söğütlüçeşme *Toward Ankara*
Terminus	Bosphorus Express	Söğütlüçeşme *Toward Ankara*
Terminus	Anatolia Express	Söğütlüçeşme *Toward Ankara*
Terminus	Eskişehir Express	Söğütlüçeşme *Toward Eskişehir*
Terminus	Sakarya Express	Söğütlüçeşme *Toward Eskişehir*
Terminus	Eastern Express	Söğütlüçeşme *Toward Kars*
Terminus	Van Lake Express	Söğütlüçeşme *Toward Tatvan*
Terminus	Southern Express	Söğütlüçeşme *Toward Kurtalan*
Terminus	Meram Express	Söğütlüçeşme *Toward Konya*
Terminus	Central Anatolia Blue Train	Söğütlüçeşme *Toward Adana*
Terminus	Haydarpaşa-Adapazarı Regional	Söğütlüçeşme *Toward Adapazarı*
Terminus	Haydarpaşa-Gebze Line	Söğütlüçeşme *Toward Gebze*

Vicinity

There are tombs and monuments in the Haydarpaşa Cemetery near the military hospital, dedicated to the British and Commonwealth soldiers, who lost their lives during the Crimean War (1854–1856) and during the two World Wars (1914-1918 and 1939-1945, respectively.)

The northwest wing of the 19th century Selimiye Barracks, which was transformed into a military hospital during the Crimean War, was the place where nursing pioneer Florence Nightingale cared wounded and

infected British soldiers. Her room is today a museum, and her belongings are exhibited to honor her memory. The museum also contains other items which date from the Crimean War.



The nearby Haydarpaşa Campus of the Marmara University, originally built as the Imperial Medical School and designed by Alexander Vallaury and Raimondo D'Aronco.

The buildings of the Haydarpaşa Numune Hospital, GATA Military Hospital, Dr. Siyami Ersek Hospital and the present-day Haydarpaşa Campus of the Marmara University (the former Haydarpaşa High School, which was originally built as the *Mekteb-i Tıbbiye-i Şahane* (Imperial Medical School) and designed by architects Alexander Vallaury and Raimondo D'Aronco) are located close to the terminal.

The Port of Haydarpaşa at the north is one of the main container terminals of Turkey.

Public transport links

- Suburban train Haydarpaşa-Gebze
- Ferryboat Kadıköy-Haydarpaşa-Karaköy
- Sea bus Haydarpaşa-Kabataş
- Train-ferryboat Haydarpaşa Terminal-Sirkeci Terminal

In film

The terminal was a scene used in the 2009 Chanel No. 5 short film commercial, starring Audrey Tautou and model Travis Davenport.

In music

Famous rock band Garbage's video clip for 'Run Baby Run' was also partly shot in Haydarpasa Railway Terminal.

See also

- Baghdad Railway
- Hejaz Railway
- Istanbul Sirkeci Terminal, the other major train terminal of Istanbul on the European side
- List of train stations in Turkey
- Public transport in Istanbul

References

1. ^ **a b** Haydarpaşa Station History (http://www.trainsofturkey.com/w/pmwiki.php/Stations/IstanbulHaydarpasa) - Trains and Railways of Turkey
2. ^ **a b c** CFOA History (http://www.trainsofturkey.com/w/pmwiki.php/History/CFOA) - Trains and Railways of Turkey
3. ^ **a b** TCDD History (http://www.trainsofturkey.com/w/pmwiki.php/History/TCDD) - Trains and Railways of Turkey
4. ^ The Ultimate Encyclopedia of Steam and Rail - By Colin Garrat and Max Wade-Matthews, page 401
5. ^ The Ultimate Encyclopedia of Steam and Rail - By Colin Garrat and Max Wade-Matthews, page 396

6. ^ The Ultimate Encyclopedia of Steam and Rail - By Colin Garrat and Max Wade-Matthews, page 403
7. ^ Haydarpaşa Garı'nda yangın çıktı (http://www.hurriyet.com.tr/gundem/16397845.asp?gid=373) Hürriyet
8. ^ Haydarpaşa Railway Station WMF Program: 2012 Watch (http://www.wmf.org/project/haydarpasa-railway-station) - World Monuments Fund
9. ^ Haydarpasa closed for restoration after 104 years (http://www.portturkey.com/culture-and-art/545-haydarpasa-closed-for-restoration-after-104-years) - PortTurkey.com
10. ^ TCDD Official Site (http://www.tcdd.gov.tr/home/detail/?id=231) - Haydarpaşa commuter train timetables

External links

- Başkent Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/baskent-ekspresi.htm)
- Fatih Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/fatih-ekspresi.htm)
- Boğaziçi Treni (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/bogazici-treni.htm)
- Anadolu Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/anadolu-ekspresi.htm)
- Ankara Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/ankara-ekspresi.htm)
- İç Anadolu Mavi Treni (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/ic-anadolu-mavi-treni.htm)
- Meram Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/meram-ekspresi.htm)
- Doğu Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/dogu-ekspresi.htm)
- Vangölü Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/van-golu-ekspresi.htm)
- Transasya Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/transasya-ekspresi-tatvan.htm)
- Güney Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/guney-ekspresi.htm)
- Cumhuriyet Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/cumhuriyet-ekspresi.htm)
- Eskişehir Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/eskisehir-ekspresi.htm)
- Sakarya Ekspresi (http://www.e-yasamrehberi.com/tren-saatleri/anahat-trenleri/sakarya-ekspresi.htm)

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