



# Two generation in one Place: Ankara Gare & Ankara High Speed Train Station (ATG)



**UIC next station**  
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# 1. Introduction

- **1.1. History of railways in Turkey**

- Ottoman State period

- 1856: Aydın-İzmir Line, English investment,

- 1860: İzmir-Manisa-Afyon Line, and Manisa-Bandırma line, French investment,

- 1875: Haydarpasa – İzmit – Eskişehir – Ankara line, German investment (extention for Berlin-Bosphorus-Bagdat line),

- 4,136 km railway left from Ottoman State

## 1.2. Current Turkish rail network

- track length: 12,740 km total
  - conventional; 11,527 km (90.5 %)
  - high speed: 1,213 km (9.5 %)
- type of Lines;
  - electrified: 5,467 km (42.9 %)
  - signalled: 5,746 km (45.1 %)

## 1.3. Trains operated in Turkish Republic Era

- 1923: İstanbul (Haydarpaşa) - Ankara constructed and operated by French company CFOA-Chemins de Fer Ottomans d'Anatolie,
- 1927: the Anatolion express as overnight train from İstanbul to Ankara, operated by the [Compagnie Int'l des Wagons-Lits](#) (CIWL),
- 1939: Dokuz Eylül Express Ankara-İzmir and the Eastern Express Ankara - Kars

## Ankara Gar (Conventional Station)



An aerial photo taken in 1940,  
The [Art deco](#) building style, was built in  
1937 by German architects,



Main gate and facade of Ankara Gare

## 2.2. Properties of Ankara Stations

- Ankara Gar:
  - built with the understanding of using plain materials,
  - was placed in the northwest-southeast direction parallel to the railway line,
  - the symmetrical long horizontal mass building extends in the northwest-southeast direction along Station Square in front,
  - the basement located on both sides of the entrance mass, consists of three, then two, and single storey masses on the right end
  - the spacious lounge in the middle, rising 12 meters, is illuminated from the large glass surfaces of the top and front-rear facades,
  - waiting lounges and ticket offices on the sides open to this central space,
  - the upper floor of the two-storey mass on the right is the lodging,
  - on the lower floor of the side wings, there are station offices, post office, restaurant, and barber shop



**First days of Ankara Gare's 1st platform (1937)**



**Ankara Gare's view taken in 2019**

## Ankara High Speed Rail Station - ATG

- ATG was designed thinking it will add richness to the architectural wealth of the Capital city,
- first Build-Operate-Transfer (BOT) economical model of Turkish State Railways (TCDD),
- the new station building was built without touching or making no harm the existing Ankara Railway Station (Ankara Gare) and just next to it, which has an important place in Turkish history, folk songs and poems



## Properties of ATG

- The station was opened on 29<sup>th</sup> October 2016.
- Designed to represent speed and dynamism in accordance with the new vision of TCDD,
- the project reflects today's architectural approach and understanding.
- It takes place in the prestigious works of Ankara and Turkey with its architectural style,

Connections to three different rail lines such as;

- Baskentray (Ankara commuter line),
- Ankaray (first metro line of Ankara) and
- Kecioren metro (latest metro line of Ankara)
- ATG is capable of serving up to 50 thousand passengers per day.
- totally 8 floors, 194.460 square meters closed area and a car park is served for 1,910 cars,
- there are 3 platforms and 6 railway lines that can accommodate 12 HST sets at the same time.

## Properties of ATG (continued)

- Some commercial areas, cafe-restaurant, business offices and multi-purpose halls, masjid, first aid and security units and social and cultural facilities such as hotels inside the station building,
- Offices of Turkish State Railways - TCDD
- Ankara ATG Station, which was built in 2 years and operated by Ankara Railway Station Co. (ATG) for 19 years and 7 months, will be transferred to TCDD at the end of this period.

### 3. Comparisons

Comparison factor	Conventional station	ATG station
architectural style	The <a href="#">Art deco</a> building style	modern architectural style
date commissioned	1937 (first half of 20 <sup>th</sup> century)	2016 (21 <sup>st</sup> century)
type of train services offered	passenger and freight	high speed trains

### 3. Comparisons (continued)

Comparison factor	Conventional station	ATG station
station operator	TCDD (public)	ATG Co. (private)
facilities annexed	stores, offices, security & general directory of TCDD	multi-storey building, stores, offices, hotel, car parks
materials used for construction	steel-concrete structure and outer surfaces made by Ankara stone, concrete basement	steel based concrete basement, light metal structure, plastics covered outer surfaces
Average daily active service number as going & incoming trains (pass. trains / day)	15 pass. trains (additionally commuter trains)	42 High Speed Trains

## 4. Conclusion

- two stations are serving together in friendly manner.
- In other words, these two stations with their different centennial-past serve effectively.
- some passengers could easily transfer one station to other.
- It means that passing HST to conventional trains or reverse way of transfer.
- it is argued by some people that there is a negative impact that, ATG with 8 floors may have some screening impact upon conventional Ankara Gare.
- however, most people agree that the two different generation stations work harmonizingly without touching to the authenticity of the old station, showing the history and modernity together in one place.

## References

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**Thank you**  
for your kind attention