

CONSERVATION STRATEGIES FOR RAILWAY HERITAGE OF CYPRUS

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ABSTRACT

Industrial heritage buildings and structures should be conserved and sustained for further generations as well as other heritage buildings since they are crucial in terms of collective memory and sense of the continuity. The research is conducted to develop conservation and reuse strategies for the railway stations, which were built in 1905 in Cyprus when the island was under British rule. Heavy wartime usage, lack of investment in the railway, plus increasing competition from road transport had been caused the number of passengers to decrease. Then, the railways were closed in 1951 and are not in use today.

The railway buildings and structures are important in terms of the cultural heritage of the Island for both communities. Between 1905 and 1951 there was a railway line on the island and still, there is no active railway route neither in the Northern nor Southern part of the island. The traces of the railway heritage are about to disappeared. In time, exploration of the traces of the former line is getting hard since it spans the two zones of Cyprus. In this respect, the railway buildings and structures need to be studied and preserved within the context of the industrial heritage of the island. Unfortunately, most of these heritage structures were abandoned without any maintenance, not listed or properly reused. There is no enough attention on the issue and no research has been done in terms of identification and conservation of the railway heritage so far. In this respect, the aim of this research is to identify and document the former railway stations that still exists today as a first step and then, to develop conservation and reuse proposals by focusing on their urban, contextual, socio-cultural and economic values for both communities.

Firstly, with the help of historic documents and archives, a list of railway stations that were built in British Colonial period in Cyprus has been identified. Then, observations through site survey have been done for the identification of the former station buildings that still exists today.

As a result of the field survey, 10 railway stations were identified that is worth for being preserved as a part of the Island's industrial heritage. Conservation problems of the railway heritage buildings have been identified and reuse proposals have been developed according to the mentioned heritage values and the needs of their districts. The railway heritage buildings and structures should not be preserved only physically, but also the memory of the place should be sustained that defines identity of communities and makes the places meaningful.

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1. INTRODUCTION

Railway heritage reflects the important role that railways played in the economic development and the creation of collective cultural identity (Lowenthal 1997). The concept of Railway Heritage has become an issue of preservation in the past 25 years, first in England and later all around the world. The reason behind the preservation of railways has been linked to their decline, after having reached their peak in popularity after the industrial revolution in the second half of the 19th century. Railways as a means of transportation began to decline in the second half of the 20th century as the result of the closing down of coal mines, which many of the early railways were built up around (Burman 1997). Railway heritage buildings and structures are important part of our built heritage. It is increasingly recognised that opportunities exist to find alternative uses for railway buildings that no longer required for their original purpose (Cornell 2003).

At the beginning of the 1900s a railway route had been constructed in Cyprus during the British Colonial period. Also, an extension of the railway, which was built to serve the Cyprus Mines Corporation, operated until 1974. However, in 1952 the railway line was closed due to heavy wartime usage, lack of investment in the railway, plus increasing competition from road transport. Today, there is no active railway route neither in the Northern nor Southern part of the island. The railway buildings and structures are important in terms of the cultural heritage of the Island for both communities. The traces of the railway heritage are about to disappear. In this respect, the railway buildings and structures need to be studied and preserved within the context of the industrial heritage of the island.

Cyprus Government Railways made an impression on the collective memory of the both communities on the island. The railway heritage should be preserved not just as a built cultural heritage but also the memory of place should be conserved. The purpose of the study is to identify and document the railway stations that still exist today as a first step and then, to develop conservation and reuse proposals by focusing on their urban, contextual, socio-cultural and economic values for both communities.

2. RAILWAY HERITAGE

Preservation of the railway heritage comes into discussion whenever buildings are at risk. However, the consciousness for preservation should enlarge its domain and inhabit buildings and equipment for other than monumental value. Public initiatives, governmental and/or nongovernmental organisations should generate influence and launch action for preservation (Erkan 2012).

Some railway sites have been listed and preserved as World Heritage Sites. Since all heritages is intimately bound up with the creation of collective identities, be these at the local, the regional, the national, or the global level, it makes a railway potentially a World Heritage site (Lowenthal 1997). In many countries the railways' past enjoys a high public profile, reflecting the part that they have come to play in the formation of communal identities over the last 200 years. Indeed, in some parts of the world, mainly in Britain and USA, the level of lay interest in railways is such that the volume of research emanating from this quarter far outweighs that from academic sources (Coulls 1999). Railway heritage itself is not restricted to historic trains

and railway museums, but includes station buildings, sheds and railway works; railway bridges, tunnels, viaducts and their associated landscape value and other technical equipment; and movable artefacts. Many of these are specific to the company operating the railway (Burman 1997). Preservation and documentation of these buildings and structures are important in transferring this information for further generation.

Railways are also a heritage tourism resource that includes a range of attractions and experiences. Railway lines have stations and other structures as built heritage, which worth to preserve when no longer operate its original function (Henderson 2011). They must be conserved and reused with appropriate functions since this is the only way to sustain these railway heritage buildings and structures. However, in the decision-making process, historic significance of the railway heritage should be taken into consideration. As tourism attractions, historic railways can offer a variety of experiences as defined below (Orbaşlı and Woodward 2008):

- A ride or even journey was undertaken on an old train and/or on a historic route. Scenic routes link a railway to the landscape and the visitor experiences the landscape by moving through it by rail;
- Railway museums where a collection of historic locomotives and tenders can be seen and their workings demonstrated, with linked activities and educational programmes for children and family visits;
- Stations or other railway buildings that are redundant, still in use or used for other purposes and are interpreted for the benefit of visitors.

Railways have played an essential role in the history of tourism, enabling travel on a large scale and contributing to destination development. Railway heritage is also a source of heritage tourism assets and experiences (Tillman 2002). Converting railway heritage buildings into railway museums are popular especially in the last decades, since it is the best way to transfer the history of the former railways for further generations as a part of collective memory.

3. METHODOLOGY

As the research methodology, with the help of historic documents and archives, a list of railway stations that were built in British Colonial period in Cyprus has compiled. Then, observations through site survey have been done for the identification of the former station buildings that still exists today. At the end, an inventory is developed for the documentation of the station buildings. The developed inventory includes location, today's use, building materials and construction techniques, physical condition of the structures, later interventions and also new use proposals for the future of the heritage buildings.

As a result of the field survey, 10 railway stations were identified that is worth for being preserved as a part of the Island's industrial heritage. Conservation problems of the buildings have been identified and reuse proposals have been developed according to the mentioned heritage values and the needs of their districts.

4. CYPRUS GOVERNMENT RAILWAYS

In 1878, Britain took over Cyprus from the Ottoman government with the agreement Until 1960 island was under the effect of British Colonial period. New developments and interventions have been done regarding with the infrastructure of the island. The decision to construct a railway route in the island was a part of these interventions. The Cyprus Government Railway was built to consolidate the British rule over Cyprus and at modernising

the system of administration during 1878-1959 (Hadjilyra 2006). The construction of the railway had been started at the beginning of the 1900s and finally, in 1905, the railway was opened to the public.

In 1974, the island has been divided into two as a Turkish sector, in the north and a Greek sector in the south, separated by a UN buffer zone. The buffer zone divides the whole island from north-west to south-east and separates Greek and Turkish Cypriots. Today some part of the former railway line lies in the North and other part stays in the South; however, the longest section of the railway line is in the Northern sector.

4.1. Historical background of railways

The first railway line commenced in 1905 and connected Nicosia the capital with the port town of Famagusta in the east, a distance of some 36 miles. In 1932, the line was extended to Morphou, to the west of Nicosia. The railway line was not destined to last for long and with the advent of the motorcar, the whole railway system closed down in 1951, 45 years after its introduction (Tofallis 2002).

When island had been rented to Britain in 1878, the British government decided to invest funds into improvements to the infrastructure and public services, which were so desperately needed. Constructing a railway was one of the decisions taken in this context. Firstly, section 1 from Famagusta to Nicosia was opened on 21st October 1905 (Figure 1). Then, section 2 from Nicosia to Morphou followed on 31st march 1907. Finally, section 3 from Morphou to Evrykhou was opened on 14th June to 1915 (Ballantyne 2007).

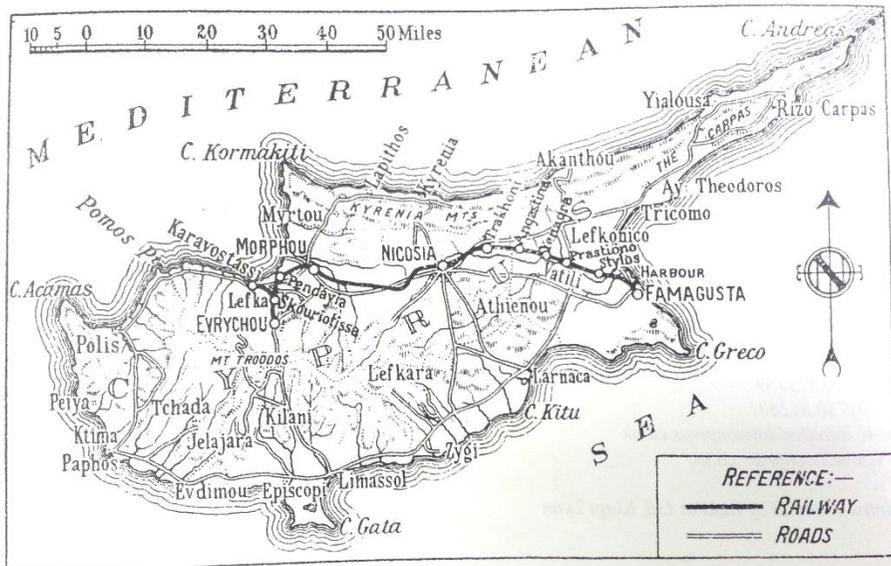


Figure 1. Cyprus Railways in 1941, Route Of The Railway (Ballantyne, 2007)

There were two types of train: steam trains and railcars. Steam trains were used to carry passengers and railcars were using for distribution of letters and packages (Turner, 1979). The railway was 76 miles (122 km) long and its speed was 20 to 30 m.p.h. Journey to Nicosia took about two hours. There were two trains per day. The morning train left at 8.35 a.m. arriving at

Nicosia at 10.37 a.m. If you wanted to continue to Morphou that would be another two hours for the extra 24 miles (Dreghorn 1985).

Heavy wartime usage, lack of investment in the railway, plus increasing competition from road transport caused number of passengers to decrease. Then, on 31st December 1951 final closure took place (Ballantyne 2007). In terms of industrial archaeology, most of the machineries regarding with the railway heritage were get lost or sold to other countries when the railway was closed.

4.2 Classification of railway heritage buildings and structures in Cyprus

Railway heritage buildings of Cyprus Government Railway (CGR) include station buildings, workshops, locomotive sheds, bridges, halts, sidings and related structures. However, this study focuses only station buildings of CGR.

The stop points are divided as stations, halts, halts with siding or junctions. And then, stations are divided into 3 as stations- class 1 (Famagusta and Nicosia), stations- class 2 (Morphou and Everyhou) and stations- class 3 (Prastio, Yenagra, Angastina, Trachoni and Kalochorio) (Figure 2, Table 1).

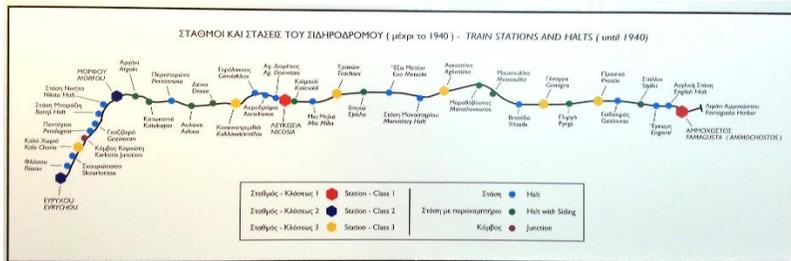


Figure 2. Train Stations and Halts, Cyprus Railways Museum, 2017

In Cyprus, there were also other railway installations, mainly for mine works. In 1915, the Cyprus Mines Corporation constructed a railway in order to transport mine from Skouriotissa to a jetty at Karavostasi on Morphou Bay, which is linked to CGR at the Kargotis River junction. There was also a mine railway linking the mining area in Kalavassos and Drapia to processing plant at Vasiliko that is was in service until 1977 (Cyprus Railways Museum 2017).

Table 1. List of stations, halts and sidings (Radford 2003)

STATIONS, HALTS & SIDINGS OF CYPRUS GOVERNMENT RAILWAY		
1. Famagusta harbour	14. Exometokhi halt	27. Katokopia siding
2. Famagusta station	15. Epikho siding	28. Argaki siding
3. English halt	16. Trachoni station	29. Morphou station
4. Engomi halt	17. Mia Milia halt	30. Nikitas halt
5. Stylos siding	18. Kaimakli siding	31. Baraji halt
6. Gaidhouras halt	19. Nicosia station	32. Gaziveran halt
7. Prastio station	20. Ayios Dhometios halt	33. Pendaria halt
8. Pyrga siding	21. Aerodrome	34. Kargotis siding
9. Yenagra station	22. Yerolakkos halt	35. Kalochorio station
10. Vitsada halt	23. Kokkinotrimithia station	36. Skouriotissa halt
11. Marathovounos siding	24. Dhenia siding	37. Flasou halt
12. Angastina station	25. Avlona siding	38. Everyhou station
13. Monastery halt	26. Peristerona halt	

4.3 Current condition of the railway station buildings

According to the literature survey, there were 10 station buildings located in different locations (8 in the Northern sector and 2 in the Southern sector). According to the field studies that have been done, it is achieved that 4 of the stations are completely demolished and there are no traces of them (Prastio, Yenagra, Angastina, Trachoni). In Kalochorio, the station is not reachable since it is in the occupied zone by Turkish army but according to the interview done with the stakeholder of the Kalochorio/ Çamlıköy village, the station is demolished and a new structure is built instead. Unfortunately, only 5 of the station buildings have managed to survive until today. 4 of them have been reused (Famagusta, Morphou, Kokkinotrimitia, Everyhou) and Nicosia station is disused today (Table 2).

Table 2. Current condition of railway stations that have been survived until today

CYPRUS GOVERNMENT RAILWAY - RAILWAY STATIONS	
1. Ammochostos/ Mağusa station	
	
1905 (Ballantyne, 2007)	2016 (Authors, 2016)
2. Prastio/ Dörtüyl station	
	Station does not exist today.
1952 (Ballantyne, 2007)	-
3. Yenagra/ Nergisli station	
	Station does not exist today.
1952 (Ballantyne, 2007)	-
4. Angastina/ Aslanköy station	
	Station does not exist today.
1951 (Ballantyne, 2007)	-

5. Trakhoni/Demirhan station	
	Station does not exist today.
1944 (Ballantyne, 2007)	-
6. Lefkosia/ Lefkoşa station	
	
1930s (Ballantyne, 2007)	2017 (Authors, 2017)
7. Kokkinotrimithia station	
	
1907 (Cyprus Railway Museum, 2017)	2017 (Authors, 2017)
8. Morphou/ Güzelyurt station	
	
1971 (Radford, 2003)	2016 (Authors, 2016)
9. Kalokhorio/ Çamlıköy station	
	The station is not reachable since it is in the occupied zone by Turkish army.
1971 (Radford, 2003)	-
10. Everyhou/ Evrihu station	
	
1971 (Radford, 2003)	2016 (Authors, 2017)

5. CONSERVATION AND REUSE PROPOSALS FOR RAILWAY STATION BUILDINGS

As it is discussed in section 3.3, 5 of the 10 stations have been managed to survive until today. Ammochostos/Mağusa, Morphou/Güzelyurt, Kokkinotrimithia, Everyhou/Evrihu and Lefkosia/Lefkoşa stations are the ones that managed to survive until today. New use proposals have been done according to their reuse potentials as follow (Table 3).

Ammochostos/ Mağusa station has already been re-functioned as a governmental office and it is in use today. The station is in a city, which consists two universities (Eastern Mediterranean University and Istanbul Technical University). It is located next to the campus site of ITU, which also consists of other railway buildings such as railway workshop and locomotive sheds. All of these railway heritage buildings should be taken into consideration holistically in reuse decision-making process. The station building can be re-functioned for educational and cultural use in relation with the university. The today's function of the building is not appropriate since it is related to the memory of the historic place.

Lefkosia/ Lefkoşa station is disused today and needs to be re-functioned. The station building is located in the capital city of the island and in the city centre and close to the historic Walled City. It is one of the Class 1 stations of the railway line and unique in terms of architectural character when compared with the others. One of the station buildings should be reused as a railway museum since this memory of the place should be transferred to further generations. Everyhou station in Southern part has been reused as railway museum; on the other hand, there is no any railway museum in the Northern part of the island. There are other railway buildings beside the station in the district that can be considered together as a complex. There is no city museum in the capital city and the railway heritage buildings can be re-functioned as city and railway museum.

Kokkinotrimithia station has been converted to the police station and it is in use today. The station building is located in the rural area in the centre of the Kokkinotrimithia village. The local community of the village is not aware the existence of a railway line, which was passing through the village and also the original function and significance of the building. The new use proposal for the railway station should be referred to the original function of the building and also it should answer the needs of the local people living in the village. The station building can be reused for cultural and educational activities.

Morphou/ Güzelyurt stop point is a complex that includes station building, railway workshop and engine shed. The station building is converted to a residential building, the workshop building is used as car repair workshop and the engine shed is disused. This complex is located in the city where it is close to former Cyprus Mining Corporation (CMC) in Lefke. The new use proposal of the complex can contribute to the cultural tourism of the district as a train museum for CMC. The station buildings can be used as a museum to demonstrate former mining area as a part of collective memory. Historical background information should be given about CMC and the process of the mining should be explained within the complex.

Table 3. Documentation inventory for railway station buildings

CYPRUS GOVERNMENT RAILWAYS- INVENTORY FOR RAILWAY STATIONS							
	Name of the railway station (Greek and Turkish names)	Location (Northern or Southern sector)	Today's use	Building materials and technique	Physical condition	Intervention / Alterations/ Addition	New use proposal
1	Ammochostos/ Mağusa	Northern sector	Governmental office	Stone/ masonry	Good condition	Renovated and reused	Educational and cultural use
2	Prastio/ Dörtyol	Northern sector	-	Stone/ masonry	Demolished	-	Station building does not exist today.
3	Yenagra/ Nergisli	Northern sector	-	Mud brick/ Masonry	Demolished	-	Station building does not exist today.
4	Angastina/ Aslanköy	Northern sector	-	Stone/ masonry	Demolished	-	Station building does not exist today.
5	Trakhoni/ Demirhan	Northern sector	-	Stone+ Mud brick/ masonry	Demolished	-	Station building does not exist today. The original stones are kept in the storage of Department of Antiquities and Museums.
6	Lefkosia/ Lefkoşa	Northern sector	Disused	Stone/ masonry	Good condition	-	Cultural use
7	Kokkinotrimithia	Southern sector	Police station	Stone/ masonry	Good condition	Extensions on the first floor	Educational and cultural use
8	Morphou/ Güzelyurt	Northern sector	Residential	Stone/ masonry	Bad condition	Inappropriate additions	Cultural tourism
9	Kalochorio/ Çamlıköy	Northern sector (Occupied area)	-	Stone/ masonry	-	-	The station is not reachable since it is in the occupied zone by Turkish army.
10	Everykhou/ Evrihu	Southern sector	Railway museum	Stone/ masonry	Good condition	Demolished parts are reconstructed	The station building is already converted to cultural use as Cyprus Railways Museum.

Everykhou/ Evrihu station building is the last stop point of the railway route on the east and is converted to 'Cyprus Railways Museum' in 2014. Original documents, drawings, photos and various objects related to the CGR are exhibited in the exhibition rooms. An original wooden waggon has been reconstructed and is exhibited in the yard of the museum. A part of original railway also has been used for displaying the preserved waggon. The demolished part of the station building has been reconstructed and new additions have been proposed such as cafe and service spaces. In general, the new function and interventions applied in the conservation process is appropriate in terms of international preservation standards and contemporary conservation approach. The organisation of the museum is also successful in terms of museography and museology approaches. The museum has also ensured to keep the memory of the railway heritage alive. The new function of the building has contributed to the cultural, social and economic development of the district.

The station buildings in Prastio/ Dörtyol, Yenagra/ Nergisli, Angastina/ Aslanköy, Trakhoni/ Demirhan have been completely demolished and do not exist today. The station building in Kalochorio/ Çamlıköy is not reachable since it is in the occupied zone by the Turkish army.

The new proposals have been done to each station building that exists today. However, the railway line should be considered holistically as a route. The route has potential to be used as a 'cultural route' with different functions in each station again related to the idea of a holistic approach.

6. CONCLUSION AND FURTHER RESEARCHES

The railway heritage buildings and structures are an important part of the cultural heritage of the island for both communities. The memory of the railway heritage should be preserved and transferred to further generations.

The railway line should be taken into consideration with a holistic approach. The retransmission of the railways is also an option, however, due to the technological and economic issues of the island's condition, it will not be a sustainable approach in terms of feasibility. Instead, short railway routes can be constructed at different points around the stations for representing the idea of former railway line in Cyprus.

Different functions can be proposed for the station buildings in different districts, but it should be considered with the concept of a 'cultural railway route'.

The research comprises three main steps. The first steps are the identification of the railway heritage buildings and structures, to discover their today's condition and then, to develop conservation strategies for the future. As the focus of the study, the steps for identification, discovery and development of strategies have been taken for only main railway stations; however, studies comprising workshops, locomotive sheds, bridges, halts, sidings and related structures are beyond the scope of this study and will be completed as a further research. The second step of the study is the documentation of these identified railway heritage buildings and structures including measured drawings and inventories. And the third step is the interview and questionnaire studies in the each district that the railway line was passing through. The railway line was closed in the 1950s so the people that experienced the railway line on the island are about to pass away. The memories are also part of the intangible heritage so they must be recorded and documented through interviews and questionnaire as a part of cultural heritage of the island as the "last generation that has experienced the Cyprus Government Railway".

The traces of the railway heritage are about to disappeared. In time, exploration of the traces of the former line is getting hard since it spans the two zones of Cyprus. In this respect, the

railway buildings and structures need to be studied and preserved within the context of the industrial heritage of the island.

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