



NEWSletter

Number 31 ♦ September 2007

Warming up in the sheds

North Yorkshire Moors Railway
workshops, Grosmont.



Partnerships to create
'the difference'



A message from the
new IATM President

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Notes from your President



MICHAEL DÜNNEBIER
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IATM President

Dear friends and colleagues,

Sometime ago, in June 2007, we met in York for the IATM conference and the General Assembly. Our colleagues from the National Railway Museum had organized a fine programme with much variety. We had a really good time fulfilled with personal contacts, experiences and information. I would like to wholeheartedly thank Andrew Scott and all his staff at the NRM!

During the General Assembly the Board of IATM has been elected. On behalf of the whole Board and on my own account I like to say thank you for your confidence. With pride I've accepted the election as the president of IATM and I assure you that I will do my very best for this organization. Of course, I will need the support of the whole Board and all the members.

Firstly I like to say thank you to Birgitte Wistoft, our ambitious president for the last four years and to extend these thanks to the "old" Board and the former Advisory Committee with the chair Andrew Scott. They have done a very good job in the past and they will no doubt continue to do so in future.

Unfortunately we also have to say some good byes! Wolfgang Meighörner, our long-standing member of the board and communication officer has had to leave his IATM responsibilities to pursue a wonderful professional opportunity as the Head of the Tyrolean State Museum in Austria. We also say good bye to our ambitious editor Mark Steadman, who has accepted a real chance for his personal professional development by undertaking his Doctorate. For that reason he leaves his position as editor but will in the future stay close to IATM as a member. My warmest congratulations to both colleagues, an expressed thank you and best of luck!

Let us now look to the future! Our organization has a number of objectives. In 2006 the Board began the very important work of reviewing and clarifying the mission of IATM. We hope the revised mission sends a clear message of the advantages attached to IATM membership:

We seek to improve the quality of the work of the member museums in the service of society, visitors and customers by promoting the professional development of staff, by promoting and sharing best practice among member museums, by advocating and facilitating co-operation among member museums, by strengthening the community of transport and communications museums and by enhancing their reputation within the broader museum sector.

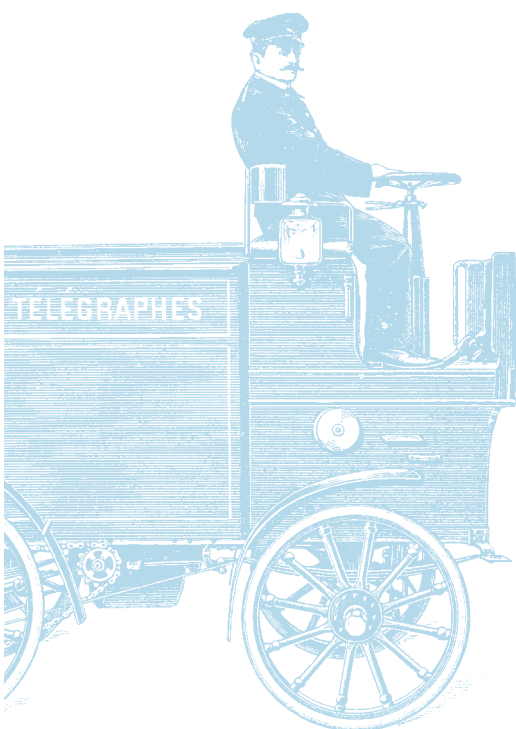
Board-members Chris Terry and Allan Kane where especially involved in the development of these proposals.

For the benefit of the members we will offer the conferences and the publications. Between the biennial IATM-conferences we will support the meetings of CECOMM as a good possibility for all IATM-members, so that in effect we have a yearly opportunity for members to meet.

The General Assembly decided to place the 2009 IATM-conference in Germany. For this event we are considering holding the conference in two very fine German cities, Dresden and Nuremberg. We are sure that the museums, the towns and the regions of Saxony and Bavaria will make this next IATM conference as informative, interesting and memorable as those that have preceded it. Ideas and offers for papers are welcome at any time.

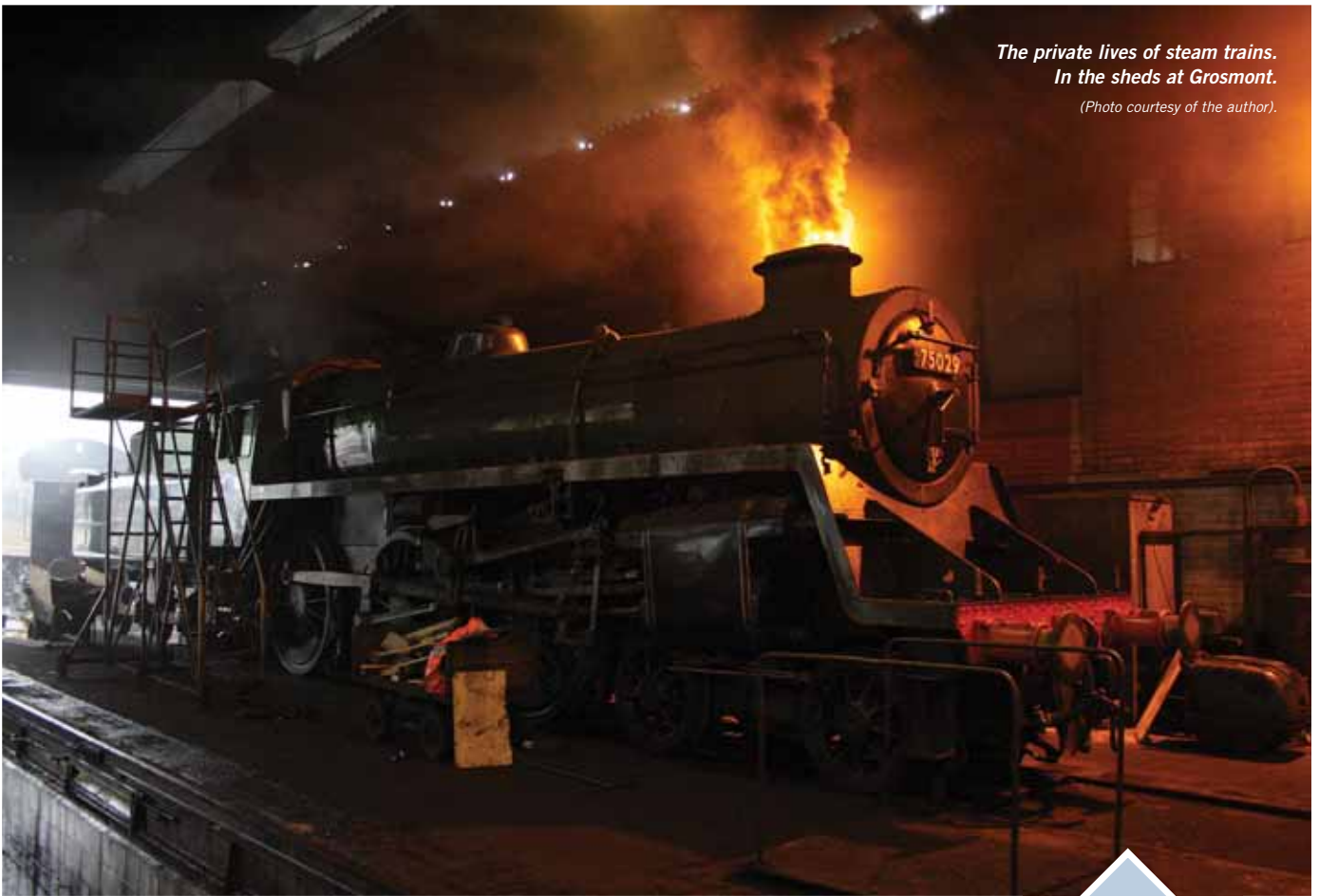
I am looking forward to a good cooperation with all members of our association from the different fields of transport and communication.

Yours sincerely
Michael Dünnebieer
President



*The private lives of steam trains.
In the sheds at Grosmont.*

(Photo courtesy of the author).



From the Editor

IATM

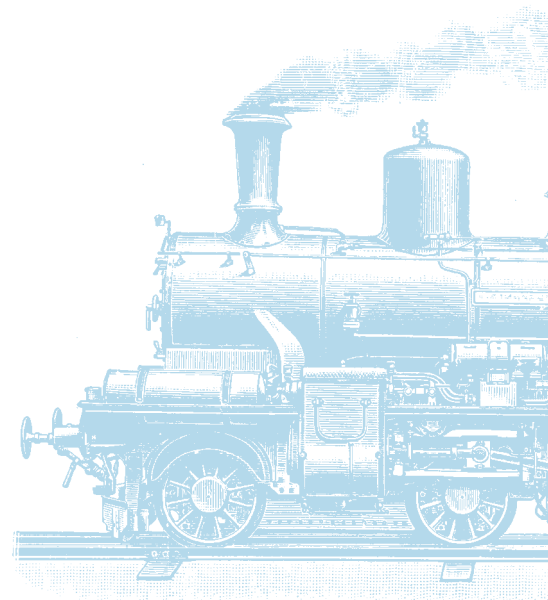
The IATM's 35th conference was hosted by the National Railway Museum in York during June of this year. 67 delegates representing 19 countries attended the full programme of outstanding papers and tours to a variety of institutions around the Yorkshire area.

The IATM wishes to thank the Director of the National Railway Museum and IATM Board-member Andrew Scott for hosting the conference. Andrew and his dedicated staff put together a truly superb conference and the National Railway Museum was the perfect venue, providing an apposite and beautiful backdrop to the themes and discussions of the conference making it a world class event at a world class venue!

With their key artefacts often weighing in at over one hundred tonnes, railway museums tend to rank as one of the largest species of museums! But being the world's largest railway museum, the National Railway Museum is the largest of its species! However, the bulk and weight of the National Railway Museums' collection stands in contrast to the fleet-footed, sprightly, and very active institution that operates behind the scenes. The introductions given by Andrew and his staff to the many developments and projects at the Museum demonstrated this well.

Our national museums are the flagships for the sector but the example that is being set by the National Railway Museum illustrates clearly how such institutions' role and influence is not bound to similar sized or themed museums but reaches across and benefits a much broader field of institutions. Regardless of the range of subjects represented by the IATM delegates at the conference, or their differing national environments, the National Railway Museum provided an inspiring and creative example of museum operation and professionalism for all.

Amongst the icons of the steam age such as the Mallard and the Flying Scotsman (presently being renovated in the publicly accessible workshop) and amidst the sumptuous silks, satins and gold of Victorian train travel that includes Queen Victoria's carriage, Andrew Scott and his staff introduced delegates to a number of fascinating projects and developments such as the £995,000 Heritage Lottery Funded Search Engine project. ➡



From the Editor... (continued)

Andrew explained to delegates how the Museum's library and archive has for over 30 years been used by over 1500 researchers a year with Museum staff using it to answer over 16,000 enquiries a year! The Museums' library and archive collection is vast and includes 1.5 million photographs dating back to the 1850's, over 1 million engineering drawings as well as holding the United Kingdom's most comprehensive railway library! Search Engine will make this treasure trove of knowledge available to more by providing a high-tech facility that is designed to accommodate a range of users from excited school children to professional researchers. With an opening date set at the end of this year a visit to Search Engine should be on everyone's to-do list! For more information see details on the Museums' website (www.nrm.org.uk).

After a full first day of papers delegates visited the Yorkshire Air Museum at Elvington where they were met by Director Ian Reed and staff. The Yorkshire Air Museum, which opened to the

played to delegates as we all sat enjoying a wartime menu in the Museums' wonderful NAAFI restaurant! To discover how much more there is to the Yorkshire Air Museum visit the website at www.yorkshireairmuseum.co.uk.

The trip to the Yorkshire Air Museum began what would become a week full of remarkable visits. The second day of the conference took delegates to Hull to visit the city's museums. For many it was their first time to Hull and Brian Hayton and Bob Watson of City of Hull Museums, UK gave an excellent and frank account of the challenges and opportunities of managing museums in a council environment. Delegates toured the city's museums including the Street Life Museum, the Maritime Museum and the remarkable deep-water trawler the Arctic Corsair which is the last of Hull's 'side-winder' fishing vessel. Built in 1960 the Arctic Corsair is a veteran of the Cod Wars during which it was rammed by an Icelandic gun boat. Through the extraordinary efforts of a dedicated team of volunteers the Arctic Corsair opened to the public in 1999.



Director of the National Railway Museum and IATM Board member Andrew Scott opens the 35th IATM conference.

(Photo courtesy of the author).

For many delegates it was a rare glimpse into an all but vanished industry made more poignant by the dedication of the volunteer team many of whom actually served their working lives on similar vessels! For more information about the City of Hull Museum's please see www.hullcc.gov.uk.

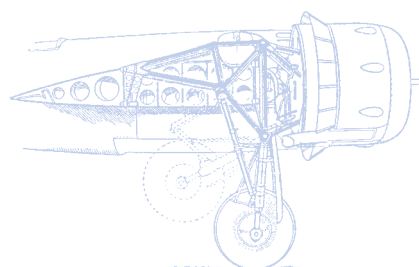
The third day of the conference filled the morning with a range of fascinating papers and then whisked delegates across the misty North Yorkshire Moors to the fishing port of Whitby and the jewel of the town, the Captain Cook Memorial Museum. Set in the 17th century house where the young James Cook lodged as an apprentice, the Museum is dedicated to exploring and celebrating the life and achievements of Captain Cook as well as the people who worked and lived with him during his voyages of exploration. However, the Captain Cook Memorial Museum is a sophisticated institution and as Sophie Forgan, Chairman of Trustees for the Museum, explained to delegates, the Museum explores broader themes such as the history of tattooing or the lives of the women who stayed behind during the voyages. The visit gave a lasting impression of museum professionalism and scholarly excellence, practiced alongside great creativity. Such achievements are made more impressive by the largely voluntary workforce behind the Captain Cook Memorial Museum! For more information please see the Museums' website at www.cookmuseumwhitby.co.uk. From Whitby delegates took a beautiful steam train journey up to the North Yorkshire Moors Railway at Grosmont (www.nymr.co.uk) where they were met by Chief Executive Officer Philip Bentham. Philip and his co-workers gave delegates a tour of the workshops at Grosmont.



public for the first time in 1986 along with the Air Forces Memorial at the site, is a registered charity. Ian explained how with no financial aid from local or national government the fully registered Museum relies on the generosity of visitors and the many supporters throughout the world to help maintain this unique Museum and memorial for future generations. With a large volunteer workforce at the Museum, the Yorkshire Air Museum provided delegates with a remarkable and robust model of volunteer management. In all it ended a very memorable first day for delegates, not least because of Ian's performance on the 1920's pianola, which he

Delegates enjoy traditional wartime fare in the NAAFI restaurant of the Yorkshire Air Museum.

(Photo courtesy of the author).





Micheal Cope of the Keighley & Worth Valley Railway Preservation Society and the Vintage Carriages Trust talks with Andrew Moritz, Director of The Workshops Rail Museum, Queensland, Australia.

(Photo courtesy of the author).

The visit gave an impressive and lasting insight into the private lives of the now quite famous steam trains at Grosmont and a fascinating introduction to the individuals through whose dedication the trains still live and breathe!

After a fascinating tour of the National Museum of Media at Bradford by Director Colin Philpot, delegates made their way to the picturesque surroundings of Keighley, West Yorkshire during their fourth day of the conference. Here delegates visited the Ingrow Rail Centre including the Museum of Rail Travel and the Keighley & Worth Valley Railway Museum as well as a splinter group making their way to the Brontë Parsonage Museum at Howarth. The Keighley & Worth Valley Railway Museum which runs the five mile long railway through West Yorkshire's stunning Brontë Country will soon celebrate it's five millionth visitor. The Museum has calculated that the 5 millionth passenger will be carried in early August when steam trains are running every day, and are therefore planning an official presentation at 12.15 pm on Wednesday 8th August 2007 at Oxenhope station. The lucky passenger will be offered free travel for the day and will receive a large presentation ticket and a glass of bubbly in the award winning bar car. For further details of this event see the Railway's website at www.kwvr.co.uk.

After the General Assembly on the fifth and final day of the conference delegates enjoyed tours through the various galleries of the National Railway Museum ending with a conference dinner held amidst the ornate, gilt Victorian

carriages at the National Railway Museum. The conference dinner provided delegates with an opportunity to reflect on the weeks events, to discuss and to take one last chance to chat with friends and colleagues. It is during the conference dinner that the IATM formally thanks the host. The programme developed and delivered by Andrew Scott and his dedicated and professional team at the National Railway Museum was outstanding and as such the thanks from the IATM is repeated again here. □

Colin Divall, Professor of Railway Studies York, chats to one of the dedicated Arctic Corsair volunteers.

(Photo courtesy of the author).



Volunteers in a transport museum



Employing volunteers in a museum is an art and a skill. For most of us it is also a necessity, because we lack the money to employ enough fully paid professional staff. Given this necessity, it is worthwhile to discover the needs and values of our volunteers.

Bringing history alive! With the help of volunteers the visitors can get much closer to the objects.

(Photo courtesy of the Dutch National Carriage Museum).

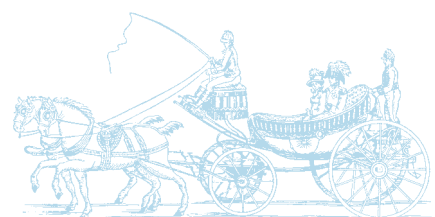
First of all, national culture is important. When society has an old tradition of authoritarian government, like the Central or Southern European countries, there seems to be a preference of leaving responsibilities to the government.

Giving one's effort and time can only be translated in paying money. In the Anglo-Saxon and Scandinavian cultures, with their long parliamentary and republican traditions, volunteering in non-profit activities is a widely

accepted and praised phenomenon. But even then: volunteering is not a matter of just giving, but also of asking.

The motivation of volunteers is an interesting subject of study. Our museums need them, we can not pay them, so how can we recruit, manage and keep them?

There is an old Dutch saying: "turning necessity into a virtue". The Dutch National Carriage Museum made this saying into a reality this year.



The necessity

When the state downsized its subsidies in 2005, museums had to find ways to generate more income by commercial activities. The Carriage Museum considered that it was located in a lovely 19th-century castle, with two spacious exhibition halls and a brand new depot. This depot contains about three quarters of the collection.

One of the exhibition halls, located in the corner of the museum complex and adjacent to the car parking, was cleared. This hall was rented to the restaurant, tenant also of a part of the castle. The rent gave an extra income. But more important was the fact that this change in policy enlarged the possibilities for events like fairs, receptions, concerts, presentations and even funeral ceremonies. More and more visitors (of events) got acquainted to the museum, and visited the collection in the other halls. These entrance fees gave even more income.

There is an old Dutch saying: “turning necessity into a virtue”. The Dutch National Carriage Museum made this saying into a reality this year.

The virtue

So far for the economic necessity. But what about the carriages that were removed from this exhibition hall?

The museum promoted its large carriage collection of 250 coaches, sleighs etc. already, but kept the major part of the collection in storage. Forced by the “emptiness” of one hall, we found a way to introduce the museum visitors into the depot. Twice a day, at regular times, the present visitors are invited to be guided through the depot. The guide opens closed doors and explains to this (usually limited) group the function of the building and the daily museum business. They see and understand the quarantine room, get acquainted to the cleaning and disinfecting routines, see the collection registration, learn about loan traffic and are impressed by the numerous objects in storage. Showing two of the four storage halls is enough to make a strong impression. The guide has only half an hour to explain all this and avoids going into details about specific objects.

When the visitors leave the building, they are all, without exception, enthusiastic about this lecture. They feel privileged to have visited this impressive cultural heritage, kept in this bunker, and have enjoyed the attention and knowledge of a personal guide.

The guides, on the other hand, enjoy the direct contact with the visitors and are proud to show their museum business. Also the collection staff appreciate the interest and compliments of the visitors.

for the daily museum work. The collection staff is motivated by the personal contacts between them and the visitors. And last, but not least, from these personal approach comes positive feedback like new visitors, donations and extra goodwill. □

With the assistance of volunteers, the history of objects can become more accessible and engaging!

(Photo courtesy of the Dutch National Carriage Museum).



Fears and rewards

The curator of the carriage collection initially expressed his fears about these strangers in his house. Would they steal objects? Would they touch the coaches or even climb into them? How much dirt would be brought into the building? Practice showed that the danger was not so much in the visitors, as well as in the guides. In their enthusiasm they allowed people – and themselves – to enter the rooms further than they should. In their role as “local heroes” they were inclined to touch and handle the objects as if they were the curators. So the next step was to discipline the guides and make them aware that by doing so they were insulting their colleagues of the collection department. Practice is an important school.

In six months time a balance of interests is found. Introducing visitors into the depot is rewarded by understanding of, and appreciation

Drs. Luc L.M. Eekhout
Director Dutch National Carriage Museum
www.carriagemuseums.eu

A Passion for Technology

Having a passion for technology has been described by academics, enthusiasts and non-participants alike as a disease, mania or even obsession - "as insidious in its side effects as any debilitating germ. It dictates your lifestyle, organises your activity and decides who your friends are" (Frow & Frow 1976).

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But for the majority of technology enthusiasts, their enthusiasm is a valued and much loved hobby. Some readers will be familiar with this passionate engagement with technology. In fact you may be an enthusiast. Technology enthusiasm then is a passionate interest in the history and material record of technological development.

Technology enthusiasm is the subject of my research. My name is Hilary Geoghegan and I am a finishing PhD student in the geography department at Royal Holloway, University of London. For the last couple of years I have been working collaboratively with the Science Museum in London to explore the culture of enthusiasm with a specific focus on technology, collecting and museums. Some of you may be familiar with the groups I have been working with – the Telecommunications Heritage Group (THG), the Computer Conservation Society and the Greater London Industrial Archaeology Society. I chose these case studies for their different interests in and approaches to technology. In this short article today I introduce my research by exploring how some of the enthusiasts I met engage with their chosen technologies. Starting at the beginning – how and why do enthusiasts get hooked?

Surrounded by old exchange equipment and telecoms ephemera, I am interviewing two enthusiasts about how they first became interested in telecommunications heritage. They are both a little hesitant at first, but after a few moments reflecting on the question, one of them exclaims: "It was a need to communicate with friends". As a child he had connected tin cans and pieces of string between the houses on his street "and then winter came and the string fell down". So he grovelled to the local telephone manager and he sold him two telephones. As he says "I have been hooked ever since". For the other enthusiast I was interviewing his parents were getting a new telephone and he managed to get the engineer to leave the old one. As he explains:



"And of course I've got this phone, what do I do with a phone? Need another one, so I get another one, get them working together. It's a bit boring. Could do with another one, so I get another one, well, how do I get three working together? And it sort of mushroomed from there. And now I have got too much stuff. So I ended up joining BT. How old would I have been when I built my first exchange? I think I was, I suppose I must've been about 14, 15. Now I've got so many I can wave a stick at most of them. Need communications in a small town? I can probably do that."

For others, their enthusiasm started as an historical interest in the object themselves; a desire to understand the industrial world around them; a need to know how technology works; and for many a need to feel a connection with the past. However for the majority of technology enthusiasts what really stirred a response were the sounds and smells of technology:

"The old telephone exchanges, they did have a particular smell and a particular sound that you associate together. So it is almost a total sensory

experience, you can see them working. The older technology requires so many of your senses compared to modern technologies where everything is invisible."

The following respondent is a THG member and collector of old telecoms equipment, particularly pieces relating to railway communications. I asked him whether an object's smell, feel and sound is important to him:

"Oh yes, the smell. When we get together, a few of us, and one of us has something good, we'll sort of take the top off it and sniff it. You know we are dedicated instrument sniffers. I mean it's really, really perverted but you just sit there and sniff the things because they smell. Some old wooden instrument will smell of years of polish and grime and it's beautiful. It really is. But they are tactile things that you can put your hands on. An old electronic Strowger exchange, the smell of them."

As well as appreciating their sounds and smells, collecting is an important ritual for many technology enthusiasts – attending swapmeets, browsing eBay and swapping between friends.

However being called a 'collector' is for some a step too far. Some of the enthusiasts I met equated collecting with mere dabbling. To be a true enthusiast, your interest needs to go beyond the aesthetics or other qualities attributed by a collector, to include an understanding of how the object works, a desire to operate the technology and an ability to share this knowledge with others. As the following respondent explained:

"I feel that collectors quite often are, shall we call it, introvert in that they don't want to give anything away. Hardly any information. Whereas the enthusiast, he collects things but he is a person who will give you information and help you in what you're doing."

However some of the technology enthusiasts I worked with displayed collecting characteristics: some collect to learn. They buy an object so they can take it apart; some collect to form a personal history of the objects they have worked with; and others appreciate an object's appearance – the colour, the form. Unlike the hoarding I highlight in a later quote, this respondent is very proud of his collection and its location in the hallway of his house means it can be seen by family, friends and visitors.

"In my house, I've got what used to be a little telephone table in the hallway, it's a place where I have got six old Bakelites of varying colours and various styles and so on. I've got others in what used to be a bedroom. But these six sit in the hallway and whoever comes along is absolutely fascinated by them. I had the electricity meter chap turned up a week or so ago. He walked in and he stopped dead when he saw these and like everybody else had to touch them, he wanted to know if he could pick up the handset, if he could turn the dial and he was absolutely riveted and I eventually had to move him on to read the meter."

My research also explores then the location of technology enthusiasm in the domestic space of the home. I begin to examine male hobbies in the spaces of the shed, garage and attic (a theme I want to develop further), as well as consider how the traditional collecting from the example above has evolved for many enthusiasts into hoarding – keeping things because they know nobody else will.

It is a Saturday afternoon in May and I am visiting the home of a THG member. He is giving me a guided tour. The spare bedroom upstairs is lined with shelves and boxes and the space underneath bed is full. Coming down the stairs into the dining room, there are various pieces of equipment fixed

to the walls. We also have a look at the sheds he has at the bottom of the garden. Out of the back door we pass two Morris Minors looking rather sorry for themselves. On entering the 'wilderness', an area of garden with stinging nettles up to your shoulders, I can see there were two new-ish sheds at the end of the garden. Both are padlocked, he opens up one of the sheds to reveal one of his UAX exchanges. It comprises racks of exchange covered in wires and dials (apologies for this inadequate description. I must reveal my own hand, I am not a technology enthusiast – a mere layperson). But this is not the only place he stores the telecommunications kit he has collected:

"I've got two sheds at my parent's house. Under great duress I have a lock-up garage with stuff in. And for me it is not just telephone stuff. I've got car bits everywhere, I've got bits of clock and stuff. I've got bits of railway bits and pieces all over the place. It goes on and on."

Finally, I want to conclude my paper today with one of the big worries enthusiasts have for the future – what will happen to their collections when they pass away, or as one respondent put it "fall off the twig"? Some of the respondents I interviewed were sure their families would want to keep them or they could pass them on to friends. Others identified museums as a potential home of their collections.



But museums are short on space and constrained by formal museum collecting policies. As one Science Museum curator (and enthusiast) explained:

"It is very difficult for museums to do that because museums have themselves a collection based on the perceived needs of their users.

Individual collections are built up around the individual's interests. So unless the individual has thought about it and explained it to someone, it can appear random and incoherent to other people. Museums are not fond of having collections of objects bequeathed on them without prior discussion."

His sentiments were echoed by a fellow curator: "So for example valves. There's a large number of people that worked with valves, computer valves and radio valves, to whom they meant a lot. But museums as a whole won't be interested in keeping a large number of them in the future and actually the number of people who would be interested in those will decrease and there'll be new things coming along that people will be interested in."

As I have hopefully shown, technology enthusiasm is an incredibly rich and wide-ranging activity. In the space available in this article, I have been unable to discuss all the themes I have been researching. I have missed out how technology enthusiasm is organised in groups and societies, communicated between group members and performed at group events. I have also missed out the collaborative work

THG member's spare bedroom.

(Photo courtesy of the author).

I conducted with the Science Museum. Here I interviewed curators and conservators and explored the role technology enthusiasts play in the museum context, as volunteers and as experts. But these themes are for another article (I will ask the editor!). If you would like to hear more about my research or send me any comments, please feel free to email me! ☐

Rising from the Ashes

The Reconstruction of the Adler

On 17 October 2005, the DB Museum depot in the Nuremberg district of Gostenhof was destroyed in a horrendous fire. 25 historic railway vehicles were irretrievably destroyed or suffered massive damage.

News from the Deutsche Bahn Museum
www.db.de/dbmuseum

Whereas the diesel locomotives which were damaged in the fire had to be scrapped, the steam locomotives could be rescued. 5 restoration projects are meanwhile in progress to repair the vehicles damaged in the blaze and restore them to their original condition before the fire.

These vehicles also include the "Adler" train. The reconstruction of the 1935 replica is of central importance for the DB Museum, as the Adler represents the start of the railway in Germany. It is an icon of German railway history and inextricably linked with the DB Museum.

The original, a "Patentee" design manufactured by the locomotive factory Robert Stephenson Co., was imported to Germany from England in 1835. The coaches were manufactured in Germany, and the railway age in Germany began on 7 December 1835 when the Adler made its first journey.

The Adler itself remained in operation until 1857, after which we lose trace of it. It is assumed that some parts of the locomotive remained in use as a stationary steam engine for several years. Although no parts of the original locomotive have survived up to the present day, there is still an original coach from the first train in Germany on display at the DB Museum.

To celebrate the one-hundredth anniversary of the German railway in 1935, Deutsche Reichsbahn commissioned the construction of a working replica of the Adler; that replica was regularly in operation until the fire in 2005, and was one of the showpieces of the DB Museum.

The sight of the locomotives and the coaches after the fire could not possibly have been any worse. It appeared highly unlikely that anything at all could be saved. However, after an initial assessment shortly after the fire, it was soon clear that restoration of the locomotive and the coaches would be possible. □

It is meanwhile clear that around 80% of the old parts of the locomotive can be reused. The firebox, for example, survived the fire reasonably well and is still fit for use.

However the crankshaft, which was badly damaged in the fire, caused serious problems. It required several months' research all over Europe until a company was found which was at all capable of producing such a unique part at a reasonable price. A partner has meanwhile been found in the blacksmith company Schmiedewerken Gröditz, which also produced the tyres for the Adler as a special custom-built item.

The necessary spare parts have meanwhile arrived or will be delivered soon and the actual reconstruction of the Adler began at Meiningen steam locomotive depot on 18 April. Provided that there are no more unforeseen incidents, the Adler train will be able to steam along once again in its new old splendour as from October. □

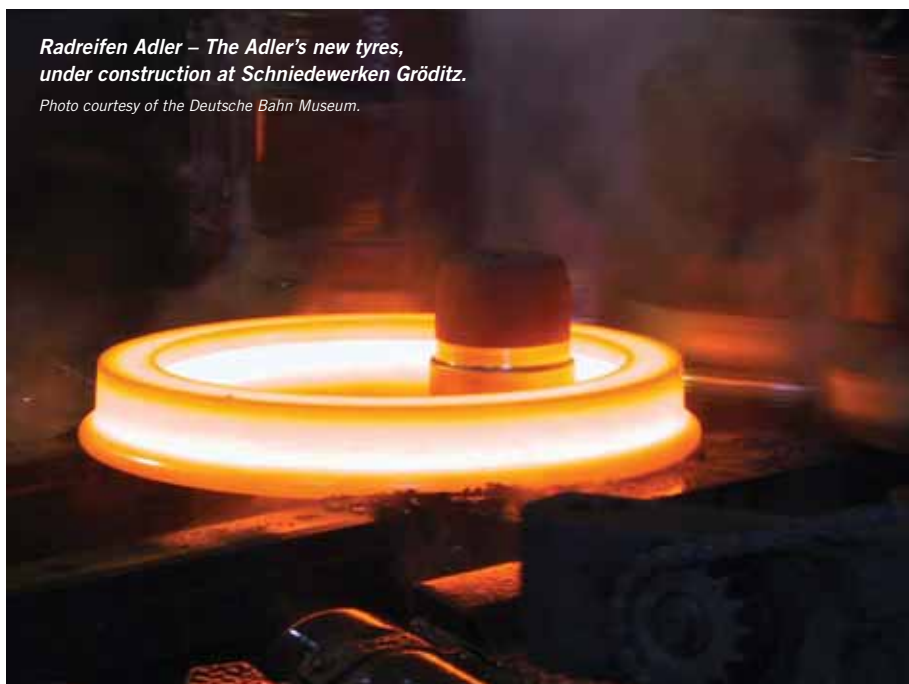


The Adler, ravaged by fire, rises from the ashes!

(Photo courtesy of the Deutsche Bahn Museum).

Radreifen Adler – The Adler's new tyres, under construction at Schmiedewerken Gröditz.

Photo courtesy of the Deutsche Bahn Museum.



**Puffing Billy
replica at Beamish.**

(Photo courtesy of the author)



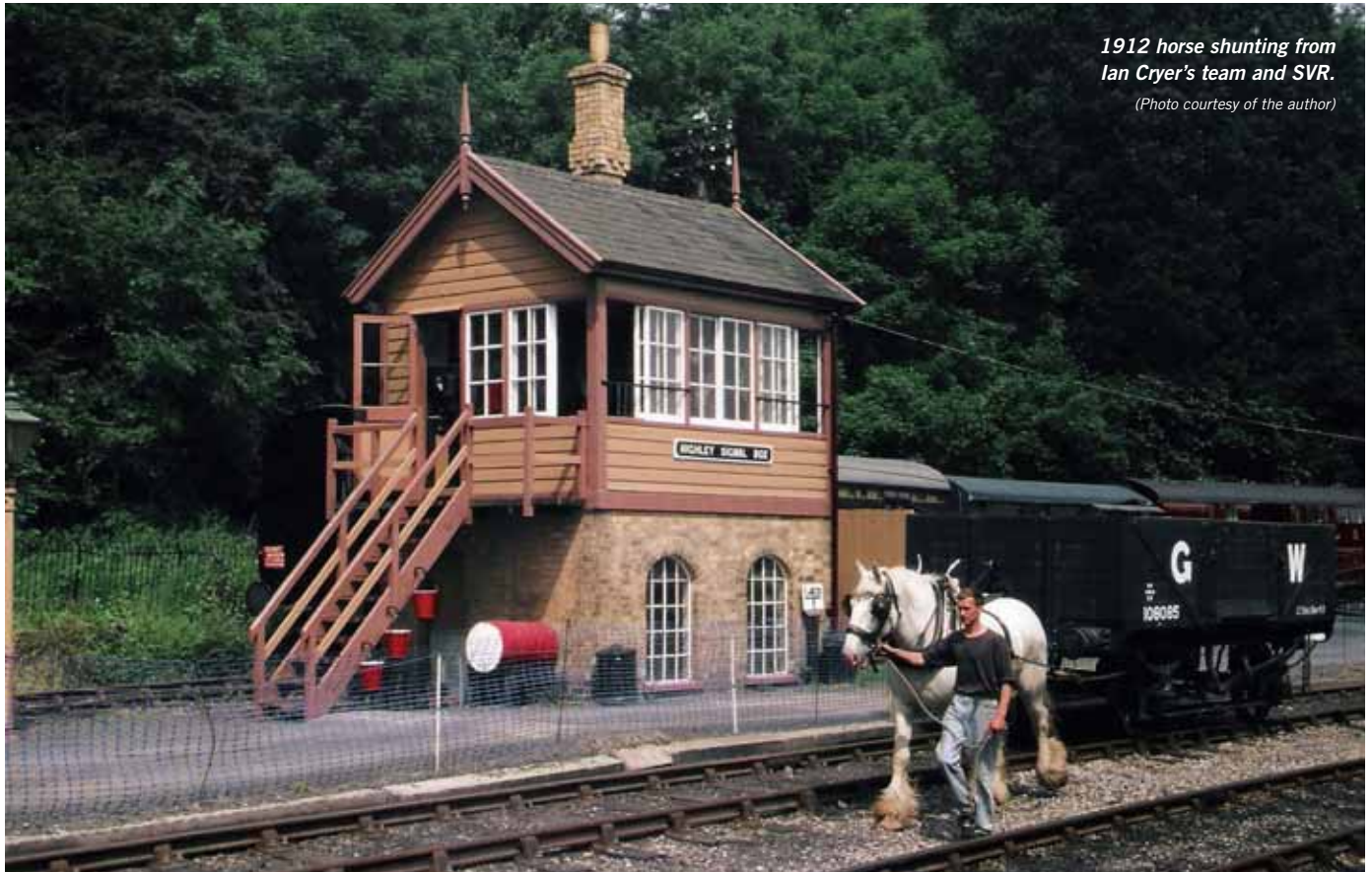
Partnerships to create 'the difference'

My father was a railway engineer. As a child in the early 1960s I travelled on the family privilege ticket to see relatives in Yorkshire. I recall sitting in a Pullman car awaiting departure in Kings Cross, London. As I settled with my 'Look and Learn' magazine, I switched the light on. Only it did not work.

Father pointed out that I had actually summoned the attendant, who was very busy preparing dinner and he would be so angry that he would throw me off the train in a tunnel! In the event he switched the light on and offered me an orange juice. Even at that age I recognised the nobility of service and wanted to be a Pullman steward.

In the event it was not to be but my love of the fine old carriages, gleaming wood and paint work, splendid upholstery and their ability to transport you almost 'back in time' led me to buy an 1889 carriage fourteen years ago for restoration. Nine more followed and partnerships with heritage railway lines truly brings them to life. Visitors get a totally different impression ➤





1912 horse shunting from
Ian Cryer's team and SVR.
(Photo courtesy of the author)

riding in them rather than viewing them from the ground. Partnerships with heritage railway allow this to happen. Marketed under 'Stately Trains', each carriage is unique or a sole survivor. Passengers can have a glimpse of life as Royalty, railway directors, diners, first and third class passengers while on the move. This is just one example of partnership creating a real difference, but let's examine less obvious examples.

Most museums are dedicated to a specialist subject. Some divide on gender lines. Others attract those interested in that subject but, with imagination, could attract a greater public and arouse enthusiasm. Heritage railways see the preservation and use of locomotives as paramount. Only exceptional lines give similar consideration to carriages, wagons, buildings, and even telegraph lines to create a more complete picture of 'how things were'. Even so we see little evidence of life beyond the railway hardware. Notable exceptions include the horse/vintage vehicle events at the Severn Valley Railway and the 'complete experience' at Beamish.

Partnerships can be between museums, funding bodies, groups and individuals. The intention is to co-operate to achieve conservation and restoration of an artefact, to improve

interpretation or combining resources to give a better visitor experience.

Horse events – here partnership with the Severn Valley Railway, Ian Cryer's horses and carts and sponsorship from EWS railways allowed the recreation of what was railway's main transport partner – horses. Many new faces were drawn to the railway where they could see a broader view of transport from 1880s to 1930s. Vintage vehicle and 1940s events pushed the era more toward modern times, kindling nostalgia among us older visitors.

Ian Cryer loves farming and railways. In 1977 as a teenager he bought an LMS cart from auction for restoration. Ten years later he bought a horse, Rachael, followed by Truman, a Shire horse. Other carts and vans followed and the horses were trained to draw the wagons. As Ian's confidence grew he and colleagues demonstrated horse traffic on several railways, most notably the Severn Valley Railway. EWS named a locomotive 'The Railway Horse' at Ian's suggestion creating a greater awareness of the role of the horse in transport. Ian is an artist and writer, these talents being combined in his children's book 'Rachael the Railway horse.' A nice idea to create interest early.

"Most museums are dedicated to a specialist subject. Some divide on gender lines. Others attract those interested in that subject but, with imagination, could attract a greater public and arouse enthusiasm."

Beamish – The main town at Beamish truly gives a complete experience, Walk in to the bank and the clerk explains 'old money'. Trams, early cars, horses and railways are all there, together with pubs, shops, a dentist, a church, a school and farmyard activities of the era. How can this complete vignette of the early 20th century benefit from partnerships?

Beamish co-operates with Tyne and Wear Museums and jointly attracted funding for a modern climate controlled warehouse to store items that otherwise were at the mercy of weather or insecure storage. Beamish also works closely with the Bowes Railway, the only surviving early rope incline mineral railway and tremendously under-resourced. Beamish personnel advised and assisted Bowes, enabling grant aid for security and preservation of the incline. Bowes reciprocated by lending Beamish a working steam locomotive to add atmosphere to an otherwise still station area.

Working with Steam Railway magazine brought about the repaint of their largest locomotive, and then working with the North Norfolk Railway enables the loan of a similar engine and from there the restoration of Beamish's locomotive. Other partnerships with funding bodies built the replica 'Puffing Billy' to join other pre 1820 locomotives. This gives visitors the chance to experience the dawn of railways. Experts and visitors alike can learn new lessons from the technology of that era.

It is clear that many heritage railways need tourist passengers for the income and fear going too far down the museum line. We therefore see a dependence on non authentic activities such as Thomas the tank engine days, Santa trains and similar family entertainments. The majority of income may come through such events but for most of the year, the railway may drift from one



week to another, with no real effort to show history. History could include demonstrating travel conditions for various classes of passengers, integration of road transport, the role of animal and mineral traffic etc.

Since most heritage lines are short of volunteers, this more specialist interpretation could be delegated to others with specialist interests. Owners of vintage cars, taxis or buses, horses and livestock, poster collections and so on love to enthuse about their particular aspect of yesterday, incorporating it in to the function of the railway. Crucially, they attract people to the railway or museum who would never think of visiting. They learn, spend money and if satisfied, will return and recommend the experience to friends.

My experience operating Victorian carriages on an otherwise 'Mk. 1 carriage/industrial tank' railway shows how it can be an authentic experience that the whole family can enjoy. While to date my stock has given the Victorian excursion experience, with strawberries and cream in six wheel carriages, more from my

***Impressions made at a young age.
The author himself, already at an
early age a carriage devotee!***

(Photo courtesy of the author)

collection offers the railway directors' experience and soon the Victorian Royal experience.

Let's look back at the cosy story I told at the beginning. Those ten minutes taught me the value of service, the romance of railways, the splendour of fine wood, fabric a liveries and the sheer pleasure of eating while travelling in wonderful surroundings. It may surprise the true railway enthusiast to know that I do not know or even care what was pulling the train, steam or diesel! That stage in childhood, as I am discovering with my young daughter, is so influential. Soon, with the completion of an 1894 dining car, I would like to offer passengers of all ages that experience in partnership with others.

Just imagine, vintage cars, a bus and may be horse drawn traffic drop off passengers at the station where the train in gleaming wood awaits. Professional cooks have replicated a dining car menu from 100 years ago. Passengers pay for their food in old pounds, shillings and pence handed to them and explained at time of booking. Courteous uniformed attendants serve the food, casually interpreting the journey.

And maybe too a young man will press the young button and be inspired to preserve his memories for the benefit of us all. That is the vital partnership between generations carrying our work in to the future. □



One of Stately Trains' restored carriages.

(Photo courtesy of the author)

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Southern side of the Tunnel in Airolo circa 1874. The St. Gotthard tunnel was built by Italian workers, German engineers, financed by Italy, Germany and Switzerland and run by Switzerland.

(Photo courtesy of Swiss Transport Museum, Lucerne).

St. Gotthard railway line, A UNESCO World Heritage Site?

In 1998 the Swiss people agreed building two base tunnels through the Alps, the Loetschberg base tunnel which will be in service in December 2007 and second one the St. Gotthard railway base tunnel will be in service around 2017. It will be the longest tunnel of the world and take this record back to Switzerland. 2017 will be the year when the question of what to do with the Gotthard railway line, which opened in 1882, will finally be answered. This line was one of the most important construction works of Switzerland. It could claim the longest tunnel in the world and the first helical tunnels built in Europe. Still today it is the most important railway freight line through the Alps.

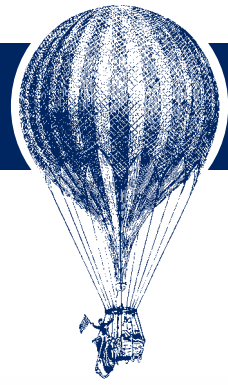
On the level of nation building, the history of the St Gotthard railway line is one of the core themes of Swiss history. No other historical artefact shaped the national identity in such an important manner. Not only its size, but also the state of its condition is a challenge for the conservation of

the line. Because of the success of the line, it was constantly under construction to improve its capacity. The line was electrified in 1920's, the bridges rebuilt, the operation modernized and put under automatic control. Finally there has to be found a solution financing the maintenance of the line in a rough mountain area with a length of nearly 90 kilometres. In full service it cost about 50 Million Swiss francs a year.

In Switzerland there is fierce competition between the Albula - Bernina Railway line and the St. Gotthard railway line becoming a UNESCO World Heritage Site. Both lines do have their assets. The meter gauge Albula-Bernina railway line still is in a very authentic state of condition but it is a railway line of only regional importance. The St. Gotthard railway line is the most important transit railway line of Switzerland and the Alps. In addition the line was important defining the role of Switzerland within Europe. Switzerland became the neutral country keeping open the transit line through

the Alps for every one. As mentioned earlier a real challenge is the state of condition of the line. Because it has been constantly improved, the line does not look like an authentic railway line of the 1900s but more of a technological artefact that depicts traces of its development over 125 years. From a European point of view the two lines should be in combination with one cog wheel railway and one UNESCO World Heritage Site representing the way railway lines conquered the Alps in the 19th Century. There would be a choice of cog wheel railway between the Rigi railway, the oldest in Europe, the Mt. Pilate railway, the steepest of the world or the Jungfrau railway the highest in Europe. □

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...a final word

So this shall be my last IATM Newsletter as Editor. I will remain as a member and as such look forward to the opportunity of submitting an article or two over time. It has been a short term for me, much shorter than I had planned!

My hope is that I have made some improvements and have shown what could be done within the format of the traditional printed newsletter.

The Newsletters have been available to download from the IATM website for some time but the debate over whether to continue with traditional printed newsletters or to go digital remains.

Whilst there are tangible benefits to IATM membership such as the conferences, the newsletters and the Journals; I have always felt that you get out of the IATM what you put in! It is a broad and well established network, consisting of the leaders in the field of transport and communication museums across the world. And for me the opportunity to work in a small way with these leaders, to familiarise myself with their concerns, issues, agenda's and goals has proved an outstanding experience. My next appointment, to complete my Doctorate, is part of my career plan, but my experience with the IATM has been one of the most forming and influencing I could have hoped for. For this, I would like to thank the board of IATM... I have continuously been so very impressed!



Along the Gatineau River. Just one of the delights offered to the party.

One last point worth mentioning is the memories I will take with me, memories of the friendship amongst IATM members, of the fantastic institutions with their outstanding collections and amazing stories... stories which under IATM seem to become welded together to make one history!

The Board outside the Canada Science and Technology Museum.

My final article as editor I would like to dedicate to the Board meeting held in Ottawa in 2006. At the time the Ottawa programme deserved a newsletter to itself. This was never done and it is my regret that all I can now do is thank you Chris for showing us all a world class level of institution and professionalism therein and for being an excellent host to us all. □



Cross Platform! Robert Sjö, IATM Secretary and Director of the Swedish Railway Museum and Chris Terry, IATM Board Member and President and CEO of the Canada Museum of Science and Technology, chat with the Canadian engine driver of a Swedish train.



From the Archives...



We have inherited a heroic history based on driving progress, one of development, invention and rapid replacement. We have often quite fixed ideas of which technologies replaced which and when this occurred.

Taken in 1920, in Denmark, images such as these reveal a different history, often a counter-history, one of adaptation and of the persistence of older technologies and sometimes of the re-emergence of unused technologies. As such they help us to refine our notions of progression and innovation, and change an over-simplified linear idea of technology.

Images courtesy of the Post & Tele Museum, Copenhagen, Denmark. www.ptt-museum.dk



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