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A BRIEF HISTORY OF ROMANIAN RAILWAYS MUSEUM

Mircea DOROBANȚU*, Valentin-Vasile UNGUREANU**

* The National Railway Museum - The National Railway Training Centre (CENAFER) Bucharest

** Transilvania University of Braşov, Faculty of Civil Engineering

Corresponding author: Mircea DOROBANȚU, E-mail: kb651@yahoo.com

Abstract: In this paper is presented a brief history of Romanian railways museum, from its origin to present time.

Key words: railway museum, history of science

Anniversary moments that flow of time gives us are meant to make us look back with admiration to those who were and their actions. Concern for future generations was one of the moral motivations spurred many people to realize there is much more than their own needs or the institutions where they worked. Sense of duty and honor were born without that love which, if not, nothing is. Sense of duty and honor that type of love born in the absence of which, if it exists, nothing is.

Romanian Railways, or well-known CFR as a national institution, was the first creation of the modern Romanian state who founded and later consolidated, all the technical, economical and cultural architecture of the country.

In 1939, the then leaders of Railways have decided to mark their importance in the anniversary celebration with great pomp to the passage of 70 years from put into operation Bucharest Filaret – Giurgiu railway track, the first railway track of the Romanian state. Thus was born the feast called generic “Ceferiada” (that means Railway regatta)

As part of this event was to inaugurate a cultural and sporting complex Giuleşti consisting of the stadium, museum and cultural house of CFR. The buildings were made by Autonomous Company CFR and the General Direction for the Protection and Help of CFR Employees. In these spaces would be located also, the Cultural, Music and Sports Association of CFR Employees. The ceremony was held also in that time for instalation of fundamental stone from the future location of CFR Administrative Palace, whose construction began two years earlier.

The most difficult task consists in arranging of future museum. Idea of setting up a museum of Romanian Railways has been promoted since 1927 by engineer Theodor Bals (1880 - 1965), a famous specialist in rolling stock. It was embraced and accepted also by general manager of CFR on that time, General of Division Mihail Ionescu.



Fig. 1 The first place of Romanian Railways Museum, near Giulesti stadium

Later, Theodor Bals came in as general vice manager of CFR and he started this by this position the rescue action to dispose of several representative types of locomotives Romanian railway transport. These can include the locomotive number 43 *Calugareni* (one of the first circulated, in 1869, on the Bucharest – Giurgiu railway track.) and Romania locomotive number 103 (the first batch of locomotives made by the company Strussberg). But the efforts of Theodor Bals might not have had the same odds and work without enthusiasm "anonymous", railroad workers with a big heart, love of trains and proud by institution for that worked. They have taken the initiative to preserve, in addition to locomotives, and various pieces of technical and constructive interest and documentary value and historical documents.

All this concern is to collect and preserve everything that can gain value as the exhibit was not easy. Object collection activity lasted for years. Only in 1936, CFR's senior management (Known as the General Direction), taking advantage of more favorable times, found that it can move to action for the establishment of a museum. Operations for implementation of this idea have returned to the Directorate of Studies, through its subdirectory, engineer Vanghele Mișicu, also a great personality in the railway world, now almost forgotten.

As a first action, Direction of Education issued a circular, one-order program, published in Official CFR sheet number 973 of 16 September 1936, which appears to the General Administration decided that:

1. C.F.R. establishment of a museum;
2. Contributing to staff training C.F.R.;
3. Collection and preservation of historical objects relating to railway;

4. CFR Propaganda by the fact that the public will visit this museum as it will realize its vast and varied activities of our railways, our country's wealth and beauty, beauty which can be accessible by transportation provided by railway;

For organizing of the museum is responsible the Direction of Studies. The museum contains the following sections:

1. Section of track and bridges;
2. Section Rolling Stock;
3. Section of accidents and means of help;
4. Commercial Section;
5. Section economic and propaganda;
6. Section for materials used to CFR;
7. C.F.R. welfare Section;
8. Historical Section C.F.R.

The beginning was, and could not be else then only modest. In addition to those who believed that they could enter by their concerns and between that of creating a museum, there were many who looked askance problem, considering it as a secondary matter, a sort of fad of big men, which would be neither technical nor rail or obsolete and no service. However, the order had a positive effect, boosting cooperation, with or without momentum, all directions in the structure of the CFR. Great efforts have been made for finding, saving and preserving all that could be future museum exhibits. On this occasion, there were large gaps in the documentary material, objects and documents, for certain areas of the track such as, for example, that their equipment, telegraph and telephone transmission systems, signals, uniforms, documents transport and last but not least, very few representative coaches.

Thanks to the initiative of Theodor Bals, Department of motor rolling stock and locomotives, was the most represented. In 1938, there were 10 locomotives retained for future museum of historic importance. In addition to locomotives *Calugareni* and *Romania* it remember additional locomotives *Racova*, *Lespezi*, *Ocna* and *Tighina*

It is worth noticing that the early railways, each driver was considered a "personality" and, like boats, took on a name.

With all these difficulties, has moved to the inventory and collection of all that could be used. In the absence of adequate space, to the Director General issued an order by which the rolling stock and other objects would be stored at facilities which have been found, for subsequent transfer to a future museum.

Regarding permanent headquarters of the Railway Museum, it was decided from the outset, as it is in Bucharest Filaret railway station, the first railway station of Bucharest, put into operation in 1869. Installation to this location was going to do when this station was decommissioned.

In this situation, he sought a temporary premises. Tried to rebuild a hall inside Workshops Grivița Bucharest, using a series of steel beams, old, from removing the flat hall Aviation of CFR Section The work was started but then abandoned because the chosen location was totally inappropriate for a museum. Another temporary solution target install in the immediate vicinity of the museum's Institute of Technology CFR (Present location of the AFER headquarter near Chibrit plaza). Neither this solution does not correspond to requirements imposed by the conditions of the museum, even if it was a temporary premises. A saving solution, but also considered provisional dawn came the proposal for installation of future railway museum cultural and sports complex in the CFR, which is still under construction, Grant was placed near the bridge on Route Giulești. It was composed of the House of Culture C.F.R. (Subsequently, the theater "Giulești" and then theater "Odeon") and Stadium Giulești. With the approval of the CFR Employees Sport Association, decided that a documentary exhibition museum to be arranged in the spaces under the stadium tribune "Giulești", totaling an area of 1200 hectares, well lit, with annex offices and convenient access from the street.

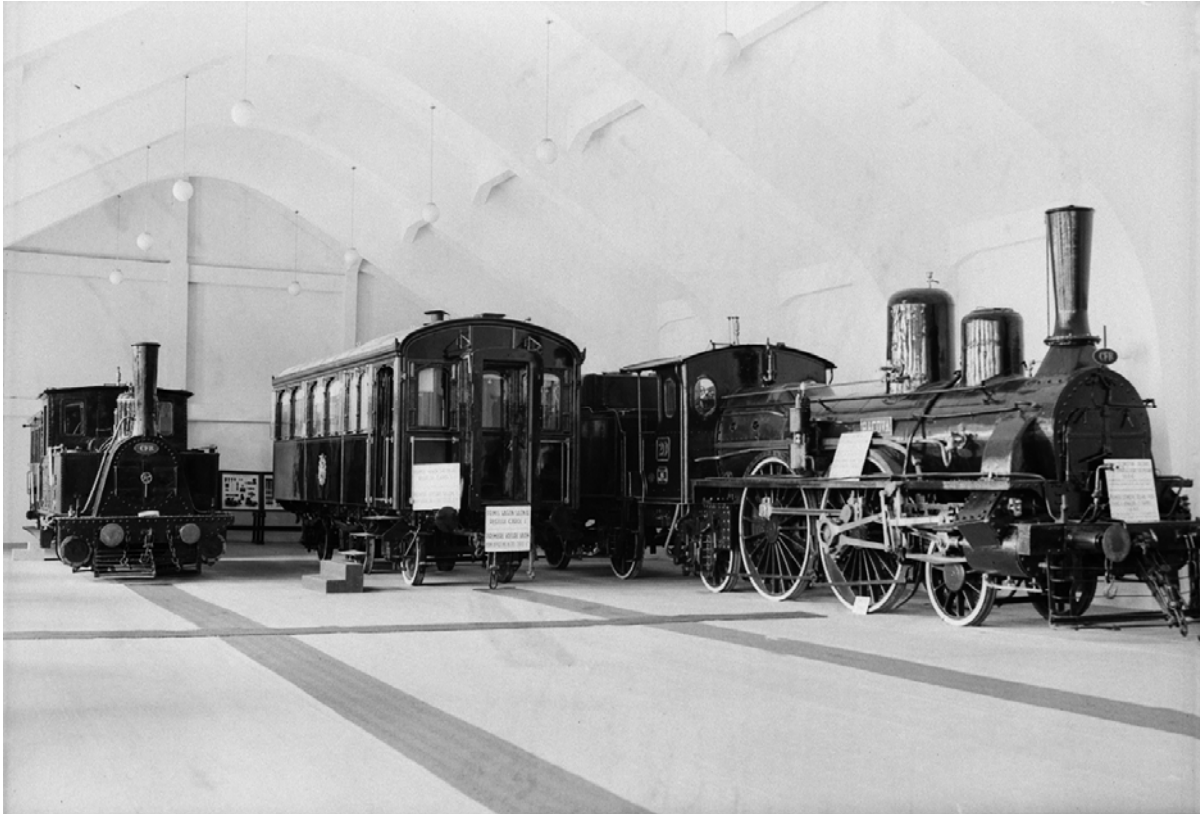


Fig. 2. Inside of old place of Romanian Railways Museum, under Giulesti stadium

Rolling stock park was to be arranged on the gap between stadium bleachers and bridge Grant, giving is an area of about five hectares. Everything was well thought out, but decision making and museum opening suddenly appeared. It is propitious moment created by the celebration of 70 years after the appearance first Romanian railway line Bucharest Filaret - Giurgiu. Even if it was put into operation on 31 October 1869, things were a little forced and it was decided that the event take place between 10 to 12 June 1939, in the form of collectively celebrations called "Ceferiada". The opening C.F.R Museum. was the highlight of these celebrations.

He hastily set up a committee of engineers, having as president known him soul, engineers Vanghele Mișicu, which he had only 45 days to prepare for everything that was necessary. At that time, still executing operations pouring concrete and masonry to stadium structure was not finished yet and the great tower of the stadium, where he was to be arranged a royal box. It had made dividing space beneath the stands, made of plaster-cylinder operation and installation of various facilities. Space for future park of rolling stock, which was just rubbish pits and, in addition, to destination linked to the existence of the museum, it had to become an true instead of relaxation and rest, which can rival any other park in Bucharest.

Commission, under the direct guidance of the Director General of Railways, Ioan Macovei, by all the Central Direction of the CFR, has managed not only to fully and timely complete all work, but to devise the entire program to conduct Ceferiada. In parallel with the effective works, the administration of CFR organized by the Press Office, placement of posters throughout the city, the emergence of reports on this event in major newspapers. Through Broadcasting Company, its popularity was great event that was to participate and King Carol II.

On Saturday, June 10, 1939, from six o'clock in the morning, the entire staff of the Department of the Prefecture of Police Traffic Capital, was spread throughout the area of access. Fallen sharply overnight rain cooled air. At seven o'clock, compact groups of participants were heading to the stadium. Grant Bridge and the entire route was decorated with flags and garlands. Population had

access to the stadium at half past eight, and special invitations to nine and a half. By conveying the stadium speakers engaging songs, in keeping with the atmosphere of the event.

They were expected to show King Carol II, Grand Prince Michael of Alba Iulia, Prince Nikolai, Prince Paul of Greece, Prime Minister Armand Calinescu, members of government, diplomatic corps accredited in Bucharest, CFR senior management of the Autonomous Company members and senior state officials wore bright uniform of the National Renaissance Front. He was present as special guest and the Secretary General of the UIC, Mr Gaston Lerverve. Delegates attended the French, German, Italian, Swiss, Belgian, Yugoslavian, English, Turkish, Polish and Greek railways.

Shortly before ten o'clock in the frantic applause of the approximately 30,000 spec-exporting producers, entering the stadium CFR Fanfare Then, align in a perfect column, railway staff is headed by Mr. C. was Nanulescu, Sub Directorate of Personnel and the Secretariat. Soon, the land the stadium is filled with over 4,000 people in the rhythm of music, making a great square where they will perform divine service. In this puzzle are present directors and subdirectories CFR, CFR Labor House personnel, formations and flag guards with cohort commander, leader Sporting Association CFR, CFR football teams Yugoslavia and Turkey, cutting C.F.R. rugby, tennis, volleyball, wrestling, boxing, gymnastics, athletics, bowling, swimming, rowing, hockey, climbing, skiing, aviation, railway, choral sections, the theater and dance. It was now also workshops and professional school personnel CFR

In the middle where a group of priests led by IPSS Pocitan Benjamin Bishop, vicar of the Holy Patriarchs, in bright vestments.

At ten o'clock exactly in specially arranged Lodge stadium tower is King Carol II, followed by Grand Prince Michael, Prince Paul and the entire suite.

After divine service, Michael Ghelmegeanu, Minister of Public Works and Communications present a speech of thanks to the king.

Thereafter, the General Director of the Autonomous Company CFR, Mr. Ion Macovei, presented to King the winner and, along with the entire suite, began visiting the exhibition. After completing several outdoor facilities, they go to visit the Railway Museum, the time being the birth of this the railway culture forum.

The permanent exhibition was structured activities and direction components of autonomy Administration Company CFR, presenting the original objects, models and photographs, and various statistical data, all "dressed" in a special graphic. Also inside was exposed and saloon car of the former King Carol I and saloon car of former Emperor Francisc Joseph II (Catch the First World War).

After going through the museum's interior spaces, all assistance goes into the huge park of the stadium, completely rebuilt, with wide walkways, covered with slabs of concrete and colored stones. Here is the park used in railway rolling stock, from the oldest locomotives, wagons and cars, to the most modern of the time. All this was exposed and diesel-electric locomotive 241001-002, at that time considered the most powerful locomotive of its kind in Europe.

After attending the exhibition, invitations were returned to the stands and watched an exciting moment when the wishes of the enthusiastic audience, broke the importance of the moment, the music of train whistles, the signal for the parade of trains. In front was appeared the *Calugareni* leading locomotive with three vintage cars, with the travelers specific characters routes early period of our railways.

A train "midget" steam, running on a circular line to get in and out of the stadium, passing through a tunnel, complete the day's festive atmosphere, warming the imagination of children. While airplanes C.F.R. went through the air, followed by the parade ground stadium CFR employees, consisting of approximately 4,000 railway workers of all categories, entrants across the country - all in the rhythm of CFR band. Some demonstrations were presented by guard of gendarmes and railway athletes and railway gendarmes.

After the departure of the sovereign, in the heat of the summer sun, the crowd of spectators is pouring all stadium exits, heading for the city.

Sunday, June 11th, it was organized a trip by train (hauled by the locomotive 241001-002) to Sinaia to invitations from abroad, and CFR senior management, where they were received at the Peles Castle. The trip took in the program and a boat ride on the Danube from Galati to Vâlcov.

Monday, June 12, in the same celebrations, King Carol II put the "cornerstone" of Railway Administrative Palace, whose construction, as I noted, was started two years earlier.

Despite the hardships encountered, and the inauguration of the feast called Ceferiada Railway Museum have been some successes in all aspects. Witnesses were privileged to see the event live all those things invisible to the general public, which allows train travel became common place: the strength and beauty of machines, order and rigor of the institution, soul and dedication of men.

Although installed provisional C.F.R. Museum operated continuously until 1944. There were difficult times of war. However, CFR institution, like a perfect body in which each cell performs the duties for which he was created, has withstood waves times or organizational, emotional and at times dictated propaganda. Even under these conditions have not been neglected in cultural and educational activities. The dreadful U.S. bombing of April 4, 1944, which aimed to complex rail, and one wing touched the Giulesti stadium. Following this, the Museum C.F.R. was completely destroyed. They disappeared on these events a few pieces of rolling stock and documents of inestimable value. All that remained was to have carried, on the ground floor was packed and stored on CFR Administrative Palace, still under construction.

At one time, receiving a release of spaces available, a few big pieces have been stored, with the teacher's personal agreement of Dimitrie Leonida in newly Technical Museum opened in Carol Park. These parts are also found there today. It is mainly two models of locomotives, large scale, functional, air and car and steam Serpolet type.

All the fire bombing, engineer Vanghele Mișicu managed to save some old instructions, brochures and documents, among which the most valuable document is the original edict, in 1857, by which Sultan Abdul Medjid II granted the company headed by Sir John Trevor Barkley right to build and operate the railway line Küstendgé-Boghaz Kioi (Constanta - Cernavodă). This firman written in old Turkish language office, is the most precious document in the CFR Museum till now. After the war, Bucharest Filaret railway station is still running, could not materialize the initial proposal to settle here CFR Museum In these circumstances, in a much modified on 1 May 1953, the premises for the Railway Technical House, located on Calea Griviței no. 193B, and the Railway Museum reopening flames. Here you have five specially designed rooms at ground floor. The permanent exhibition contains few original songs, several drawings and written explanations. Unfortunately, the lack of an outdoor exhibition area provided with lines, locomotives, wagons and facilities that have survived the war could not be displayed publicly. The museum did not escape the sin imposed no harsh times to exaggerate the importance and role of Soviet science in the development of rail transport. However, on his time, this museum has been a valuable tool for understanding the rail, used in combination with specialized education at all levels.

Perspective Romanian railway centenary celebrations on 31 October 1969 (100 years since the inauguration Filaret of the Bucharest - Giurgiu) and one-sided point of view which were considered some aspects of historical documentation of the existing museum led to its closure on June 1, 1968 in the reorganization

The hope, again, the original installation project of the Museum in space Bucharest Filaret railway station. It has ceased to operate the railway on 19 November 1960, after exactly 91 years and 19 days after inauguration. The attempt failed because of opposition from the Ministry of Transport Vehicles, Naval and Air (the ministries had separated), which took over the former station building and now operate as a bus central station.

In this situation, it opted for the redevelopment of the museum in the old space, but held on new bases. It was reopened on 31 October 1969, when being enrolled in the program of events celebrating the centennial celebration of the Bucharest Filaret - Giurgiu, the first railway line in Romania.



Fig. 3 The present place of Romanian Railways Museum, on Calea Griviței no. 193B

In 1970, the museum has a space for exhibition, consisting of a wing built on stilts above the 14 line from North Railway Station. Locomotive *Călugăreni* with three cars rebuilt to IMMR Pascani, a coupon is displayed on the rail, in this building. Access to the museum could be done in two parts, both Grivita old entrance, and directly from North Railway Station.

After 1990, the manufacturer of the subway line and Bucharest North Station demolished in November justified by objective necessity, this part of the building. In compensation, as an interim solution, was given a metal warehouse, which exists today

Last renovation and reorganization of the museum institution set was performed under the direction of Institute of Railway Design. The theme was developed with broad participation of specialists from various branches of the track, considered the presentation of the CFR evolution, reflected by the original antique pieces and objects and some without, through models, photographs, drawings and more

Besides well-known buildings by Calea Griviței, railway museum today, has an impressive fleet of locomotives and other machinery. However, the lack of adequate exposure space are preserved in the depot and waited for their rightful place in a fleet.

Since 2004, the C.F.R. Museum passes subordinate from Qualification Training Center of Transport Workers, to CENAFER - National Qualification and Training Centre Railway by transforming of this, where it can find today.

Along with taking the museum, CENAFER take more action to relaunch the rail industry. Thus, steps are to restore the railway station Filaret and introduced into the museum circuit by arranging a fleet of locomotives and numerous exhibition halls in this building. As it said, Filaret Railway Station is the first railway station of the capital and thus the organization Railway Museum in this new location, place value and building this railway that seems forgotten today. To support this action, was founded 90 years and a foundation that bears the same name, Gara Filaret.



Fig. 4 Inside of the present place of Romanian Railways Museum, on Calea Griviței no. 193B

In addition to the redevelopment project of the former railway station Filaret, railway museum by CENAFER, made a series of steps to obtain new exhibition spaces being fitted real locomotive.

Thus, there have been suggestions that some depots that today no longer work or have a very low activity, to be used as exhibition spaces for vehicles of historic importance.

In addition to this line, the Museum C.F.R. started an action to restore its exhibits and recovery rooms have them. On this occasion was rich, "heritage" museum with exhibits of current models reflecting today's rolling stock image.

After a tortuous history, full of obstacles and moments of grace, the Romanian Railways Museum today, although the extent is not 70 years ago, however provide an overview of the development and functioning of the Romanian railways, a piece of history Romania's modern and a moment of pleasure for those who love trains. And if the overrun will be an eternal interim logistic pleasant surprises in the future, then surely they can give the true measure and could contribute more to enhancing respect for ancestors, but also, and to ourselves.

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