

## About the NRM

The National Railway Museum is the greatest railway museum in the world, boasting a host of record-breakers and history-makers, and attracting around 900,000 visitors each year to its York and Shildon sites.

The railways revolutionised the way we live and originated here in the North East of England. York is therefore the ideal place for the National Railway Museum to care for the nation's railway-related heritage and to tell the story of the train – past, present and future.

The National Railway Museum is home to a wide range of railway icons and literally millions of artifacts, from the opulent Royal Trains, and record-breaking Mallard, to a lock of Robert Stephenson's hair. Many of the Museum's vast collection of over 100 locomotives and engines are on display in the Great Hall, helping to illustrate the development of the railways from *Rocket* to *Eurostar*.

Permanent displays include the jewel in our crown - Palaces on Wheels. Based in the Station Hall, this exhibition features Royal saloons dating back to the Victorian era, giving visitors a rare chance to glimpse the sumptuous bedrooms, dining rooms and day saloons that really were palaces on wheels.

The Works is home to three fantastic galleries – The Workshop, The Working Railway and The Warehouse – the extension opened three more chapters in the story of the locomotive and is hands-on fun for all the family.

The only Shinkansen Bullet Train to be on display outside Japan and the first railway vehicle built and run outside Britain to enter the National Collection is on display in the Great Hall. It offers visitors an opportunity to take a seat inside the 82ft long Series 0 and find out what makes it one of the greatest engineering icons of the modern age.

In 2008 the National Railway Museum completed construction of our new archive and research centre Search Engine, a £4 million project that opens up access to thousands of fascinating, previously hidden treasures. Thanks to almost £1 million from the Heritage Lottery Fund (HLF), as well as financial support from other funding bodies, the National Railway Museum will now be able to offer access to its vast archive collection – one of the largest and richest collections of railway related material in the world!

Search Engine means the Museum's comprehensive library; archive and image collection can be made available to everyone in this state-of-the-art archive and research centre. It also means that the Museum's specialist archives team will be able to work on the previously unsorted material making it more and more accessible to the public over the next few years.

## **History of the NRM**

Before the National Railway Museum was in existence the Science Museum in London, which was then known as the Patent Office Museum, started its collection of railway artefacts by acquiring *Rocket* in 1866. From that point onwards railway companies began preserving their past; the most prolific of these companies was the North Eastern Railway opening a public museum in York dedicated to railways in 1927.

During the 1930s the Great Western Railway, the London, Midland and Scottish Railway, the London and North Eastern Railway and the Southern Railway had all collected significant quantities of railway related material, but it wasn't until 1948 when nationalisation of the railways took place that these collections were all brought together.

In 1951, the first ever curator of railway relics was appointed. A collecting policy could now be started to increase the nations collection of railway artefacts, so anything fitting the requirements of the policy and, more importantly being relevant to telling the story of the train, could be listed for the collection. After the formation of British Rail, anything coming under the new British Rail organisation would automatically be acquired for the National Collection for free.

As a result of the 1968 Transport Act, a National Railway Museum was to be built to house the massive and ever expanding collection. Until this point the collection had partly been housed in the British Transport Museum, Clapham and the existing York Railway Museum at Queens Street. In September 1975 the National Railway Museum was open for the first time to house the National Collection of railway artefacts.

With a number of buildings already containing features ideal for a National Railway Museum, the Leeman Road site presented a perfect opportunity to house the National Collection. The Great Hall had the history of being York's North Motive Power Depot (an engine shed) which originally had 4 locomotive turntables. Station Hall was the main goods (freight) transshipment station for York and the Works was the York Diesel Locomotive Depot until 1986.

Since 1975 the site has been made much larger and many other improvements have been made since then. A major step forward in this expansion was made in 1994 with the launch of the Institute of Railway Studies as a joint venture between the Museum and the University of York. The role of the Institute is to develop the academic and scholarly basis of the Museum through a series of initiatives, including courses, publications and directly undertaken research.

In 1999 a new development, *The Works*, was opened which expanded the Museum to three times the size it was when it opened in 1975. The success of *The Works* led, in part, to the Museum gaining the European Museum of the Year award in 2001.

In June 2004 the Yorkshire Rail Academy was opened – a joint development between York College and the National Railway Museum. It is a purpose built rail training centre and the base for the National Railway Museum's education team.

In 2004 the National Railway Museum at Shildon, County Durham, opened its doors to the public – the first national museum to be built in the North East. Grants from the Heritage Lottery Fund and the European Regional Development Fund helped to create this National Railway Museum outpost.

The latest addition to the National Railway Museum is Search Engine - the £4million archive and research centre based in the Great Hall. This state of the art facility allows visitors to view and see otherwise previously unseen artwork, papers, reports, photographs, and small artefacts. Thanks to almost £1 million from the Heritage

Lottery Fund (HLF), as well as financial support from other funding bodies, the NRM is now able to offer access to its vast archive collection – one of the largest and richest collections of railway related material in the world!

## **Interesting facts about the National Railway Museum**

If the National Railway Museum were to digitise the entire collection of paper based artefacts, it would take one person a mind-blowing 240 years of computer scanning.

The largest locomotive in the National Railway Museum's collection is the Chinese Locomotive. This huge machine is so large that it is actually 1 foot too wide and 2 foot too high to operate on the British mainline. The smallest steam locomotive is *Gazelle* and the collection also includes the last steam locomotive to be built for operation on British Railways, *Evening Star*, built at Swindon in 1960.

The National Railway Museum collection includes a lock of Robert Stephenson's hair, which is believed to have been taken at the time of his death. Robert Stephenson was the only son of the early Railway innovator, George Stephenson. Robert's achievements included building the revolutionary steam locomotive Rocket, winner of the Rainhill trials.

The National Railway Museum is home to the only Japanese Bullet Train outside Japan. In the 1960s Japan reinvented the passenger railway. The Shinkansen was the first railway designed to move large numbers of people in comfort at high speed, on the Bullet train. The service was compared to air travel and travels at speeds up to 270 km/ph

The National Railway Museum's photographic collection is so extensive that on average there are 29 photos for every day since 1850 when the photographic collection began.

The National collection includes over 300 locomotives and rolling stock, 628 coins and medals, 4899 pieces of railway uniform and costume, railway equipment, documents, records, artwork and railway related photographs.

The National Collection has 27 locomotives that are in full working order and are maintained by an army of eager volunteers and apprentices at both York and

Shildon. In 2012, our Deltic Volunteers completed almost four years' work restoring Deltic 55002 *King's Own Yorkshire Light Infantry* to full working order. Designed for high-speed express passenger services on the East Coast Main Line, this diesel loco was built in 1961 and is once more mainline-registered and available for hire and private charters.

The National Railway Museum houses a world class collection of Royal trains, which includes a collection of Royal carriages, from those used by Queen Victoria to Queen Elizabeth II.

The National Railway Museum is home to the carriage that Queen Victoria regarded as her palace on wheels. The Queen's favorite carriage originally started life in 1869 as two saloons, and was later made into one single 12 wheeled carriage in 1895.

The National Railway Museum's vast art collection comprises of 11,370 posters, 3,271 prints, drawings and watercolour, 693 other paintings and 1,750,000 photographs, many of which have never been on public display.

The National Railway Museum is a world authority on railway history and preservation, and is regularly invited to attend and contribute to international conferences and events with academic audiences.

The National Railway Museum's pictorial collection contains a number of works painted by important British artists including Spencer Frederick Gore, Abraham Solomon, William Powell Frith and John Piper. Some of these unseen works may soon be on display in the Art Gallery, which opened in 2011.

The National Railway Museum in York has the largest collection of railway objects in the world and attracts over 900,000 visitors per year to its sites in York and Shildon.

The National Railway Museum collection includes a diary formerly belonging to Robert Stephenson, written in 1834, which contains entries detailing his trips around England on business.

The museum houses a Guinness world record holding collection - the largest collection of model railway vehicles built by one man. James Peel Richards' dedication to model building led him to construct 610 model railway vehicles during

his lifetime. His aim was to build the entire LNWR fleet of locomotives, carriages and wagons as they would have appeared on one day on the railway.

The museum's Lancashire and Yorkshire Railway School of Signalling artefact has been entered into the Guinness Book of Records as the oldest complete working model railway. The recently restored simulator has been in operation for 101 years and is now run by a volunteer group. The signal school, which is based in the museum's warehouse gives demonstrations to visitors and school groups.

The Stephenson & Co archives held in Search Engine have been selected for inscription on UNESCO's UK Register of the Memory of the World.

A fascinating live link to York's Network Rail signalling centre is the Integrated Electronic Control Centre, which can be found on the Museum's Warehouse balcony. Watch real-time train movements over a long section of the East Coast main line to appreciate how automation has relieved 13 signallers of much of their routine work. Wave to a driver as he passes!

The National Railway volunteer team spent 13 years restoring the Lancashire and Yorkshire Railway Signalling School which is now housed in the Warehouse. Despite it looking like a gentleman's train set, this original gauge 1 model railway layout built in 1912 is no toy. Right up until 1995 it provided a scaled-down but authentic experience for training signalmen in the traditional method of controlling the flow of rail traffic.

In 1938 the elegantly streamlined A4 Pacific locomotive, *Mallard*, set the world-speed steam record of 126mph. Seventy five years later, in July 2013 the last six remaining A4s which were built in Doncaster in the 1930s were reunited for a unique Great Gathering at the National Railway Museum. Two of these Pacific locomotives visiting from North America, *Dwight D. Eisenhower* and *Dominion of Canada*, received a full cosmetic restoration for the occasion. The museum received 140,000 visitors in 2 weeks.

The museum has won more than 20 prestigious awards since 1975 and has won the White Rose Awards for tourism more times than any other Yorkshire attraction.

## **The National Railway Museum - Shildon**

The National Railway Museum at Shildon is a partnership between Durham City Council and the National Railway Museum in York. The development combines the refurbished buildings of the former Timothy Hackworth Museum and brings back into use two further buildings of historical importance in Shildon's railway heritage – the historic site at the terminus of the 1825 Stockton and Darlington Railway.

The National Railway Museum at Shildon along with the Science Museum in London, the National Media Museum in Bradford, the Museum of Science and Industry in Manchester and the National Railway Museum in York form part of the Science Museum Group. The National Railway Museum's role within the Science Museum Group is to tell the story of the railways through the national collection of railway artefacts, images and records.

Shildon is considered to be the 'cradle of the railways'. Here Timothy Hackworth's 19<sup>th</sup>-century Soho Works became the precursor to the Shildon wagon works which closed in 1984. For this reason it was elected by the National Railway Museum in York as a site to house railway vehicles from the national collection and establish a National Rail Collections Centre. This building ensures that historically important railway vehicles, many of which were not previously housed in adequate accommodation, are held in secure and weather proof premises and are accessible to the public for the first time. The building also contains offices, a conservation workshop, a retail outlet and a cafe. The incorporation of the historic buildings with a 'state of the art' building enhances the environmental setting and adds to the historical character of National Railway Museum at Shildon.

### **'Palaces on Wheels'**

Over the last few centuries, royal trains have changed from the opulent carriages of Queen Victoria to the armour-plated war transport of George VI. Between 1842 and 1977, 28 royal trains were built. At the National Railway Museum, the collection boasts a wonderful display of royal 'Palaces on Wheels' along with the incredible history and preservation that make these trains so popular at the museum.

The start of the collection is the Queen Adelaide saloon - the oldest preserved carriage in Europe. Queen Adelaide was married to King William IV and was therefore Queen Victoria's aunt. She enjoyed travelling by train and was given her own saloon car in 1842 when she became the Dowager Queen after her husband's death in 1837. The design of the carriages built by London and Birmingham Railway was strongly influenced by that of a stagecoach which were still in public use. So much so, baggage and suitcases were put on the roof of the royal carriage during the Queen's expeditions. The plain and simple interior is also typical of railway carriages around 1840. Queen Adelaide died in December 1849 and the carriage was kept in storage before given a permanent home at the museum in 1975 when the NRM opened.

Probably the most famous and popular of the royal carriages is Queen Victoria's 'Palace on Wheels'. Of the several saloons made for the Queen during her reign, it is the only surviving example and was her undoubted favourite. In 1842 Queen Victoria made her first train journey from Windsor to London. She had enjoyed the experience of the train moving but was not impressed with the carriage itself. In 1868, Queen Victoria offered £800 towards the cost of building a new royal carriage. Her 'Palace on Wheels' was designed by Richard Bore and was built in 1869 by London and North Western Railway at Wolverton works. The interior was lavishly furnished with a mixture of red, white, blue and gold silk materials which were chosen by the Queen herself. Queen Victoria preferred to go by train as it allowed her to travel round Britain easily, more so than by road, and show herself to the people. The saloon was built with electric lighting, an innovation which Queen Victoria did not trust and so ordered that oil and gas lamps were refitted. The carriage was originally two vehicles until 1895 when LNWR joined the two royal carriages to one. The carriage made its last royal journey on 6th November 1900. It became part of the collection in November 2003, 103 years to the day since it was last used by Queen Victoria.

King Edward VII's royal carriage was built by The Great Northern Railway in 1902. It was the principal royal train and was used for travel to Scotland. One of the unusual features of the carriage was that it had a phone the King could use. There was a secret button so that no one could eavesdrop. The King could make calls to staff in other carriages. However to make an outside call the train would have to stop. Like Queen Victoria's carriage, the train is opulent in style. This is particularly apparent in the Smoking Room which was first used by Edward VII. The room has an ambient

feel of an Edwardian gentleman's club - outlined in expensive leather and wood with glass drink decanters.

The most modern and considerably less extravagant royal train is the Royal Saloon built for King George VI and Queen Elizabeth (Queen Mother) in 1941. Built during the Second World War the carriages were built to give maximum protection for its royal inhabitants. This was done by armour-plated carriages and steel shutters over the windows. The train was built for the King and Queen to travel around Britain boosting morale during the war. Although spacious, the carriages are less extravagant and luxurious than the Edwardian and Victorian royal trains. Its style is simpler and functional. You can also see a radio in one of the main carriages where the royal family would gather to hear news of the conflict. In 1947 the armour plating was removed and from 1952 the carriage became the personal saloon of Queen Elizabeth II. The carriage was withdrawn from service in 1977, the year of the Queen's Silver Jubilee when a new carriage was built.

The famous Black Five steam engine stands at the head of the royal collection. Built at Crewe in 1935 by the London Midland and Scottish Railway, it was the most reliable engine and was used regularly to pull royal trains. The Black Five was designed by Sir William Stanier. Between 1934 and 1951, 842 Black Fives were built. The Black Five No. 5000 currently at the NRM was withdrawn from service in 1967.

The 'Palaces on Wheels' can be found in the National Railway Museum's newly refurbished Station Hall and is one of the museums most popular destinations for visitors.

The museum is also home to a number of locomotives with royal links. No. 47 798 *Prince William* hauled the Royal Train between 1990 and 2004. This was the Royal Train that came into service in Jubilee Year in 1977 using refurbished Mk3 coaches designed for the prototype High Speed Train.

The class 47 diesel was a general purpose locomotive designed to replace express passenger steam locomotives like *Oliver Cromwell* or the earlier *Duchess of Hamilton*.

Along with its Royal stable mate 47 799 *Prince Harry*, *Prince William* was replaced in 2003 by a newer type of locomotive – the Class 67 with 67005 *Queen's Messenger*

and 67006 *Royal Sovereign* allocated to the Royal Train and repainted in the Royal Train livery of Royal Claret. *Prince William* was officially handed over to the National Railway Museum at the 2004 Railfest event.

Although the only real Royal connection is the name, King George V is currently on display in the Museum's Great Hall. This powerful locomotive is the first of 31GWR 'King Class' locomotives named after British and English kings and was named after the reigning monarch at the time. No 6000 was built in June 1927 and in August of that year it was shipped to the US to feature in the Baltimore and Ohio Railroad's centenary celebrations.

The Museum's vast collection is also home to a wealth of Royal memorabilia, from ornate rosewood tables from Royal saloons to timetables of Royal funerals and state visits. Dating from as early as 1878, documents surrounding the intricate runnings of the royal trains can be accessed by the National Railway Museum's archive and research centre, *Search Engine*.

## **The National Railway Museum Timeline**

### **19th Century**

Before the National Railway Museum was in existence, the Science Museum in London – which was then known as the Patent Office Museum – started its collection of railway artifacts by acquiring Rocket in **1862**.

### **Early 1900s**

From the late nineteenth century, railway companies began preserving their past: the most prolific being the London and North Eastern Railway, which opened a public museum in York dedicated to railways in **1927**.

During the **1930s**, the Great Western Railway, the London, Midland and Scottish Railway, the London and North Eastern Railway and the Southern Railway had all collected significant quantities of railway related material.

But it wasn't until **1948**, when nationalisation of the railways took place that these collections were all brought together. It was through this nationalisation that British Railways emerged.

## **Post-Nationalisation**

In **1951**, a 'curator of historical relics' of the nationalised transport industries was appointed. A collecting policy could now be implemented to increase the nation's collection of railway artifacts: anything fitting the requirements of the policy – and more importantly being relevant to telling the story of the train – could be listed for the collection. As well as the existing York Railway Museum at Queen Street, British Railways opened the Museum of British Transport in Clapham, South London and worked with Swindon Council to open a museum there.

The **1968** Transport Act encouraged British Rail to work with the Science Museum to develop a National Railway Museum to house the massive and ever expanding collection.

## **The National Railway Museum**

In **1975** the **National Railway Museum** was opened at Leeman Road in York by the Duke of Edinburgh.

The huge former steam locomotive depot, only 700m from York Minster was an ideal site for a National Railway Museum and, following its conversion and opening as the very first national museum outside London, the museum was an immediate success with the public.

## **Recent developments**

Since 1975 the Museum has been extended on a number of occasions. In 1990, the Station Hall opened across Leeman Road in York's former railway goods depot, nearly doubling the size of the museum in the process. This development won the Museum of the Year Award in 1990. The former diesel depot adjacent to the Great Hall was added as a store and in 1999 this was rebuilt to become The Works, providing public access to the Museum's collections stores and workshops and a viewing gallery overlooking York Station. The success of The Works led, in part, to the Museum gaining the European Museum of the Year award in **2001**.

Apart from enhancements to the visitor experience, the museum has developed its academic credentials and learning facilities. A major step forward in this expansion was made in **1994** with the launch of the Institute of Railway Studies as a joint venture between the Museum and the University of York. The role of the Institute is to develop the academic and scholarly basis of the Museum through a series of initiatives, including courses, publications and directly undertaken research.

In **2004** the National Railway Museum at Shildon, County Durham, opened its doors to the public – the first national museum to be built in the North East. This joint venture with the local authority enables more of the museum’s collections to be housed properly and enjoyed by the public and is helping to develop tourism in Shildon, the birthplace of the modern railway. Grants from the Heritage Lottery Fund and the European Regional Development Fund helped to create this National Railway Museum outpost.

The latest addition to the National Railway Museum is **Search Engine**, the £4 million archive and research centre. Search Engine allows visitors to view and see otherwise previously unseen artwork, papers, reports, photographs, and small artifacts. Thanks to almost £1 million from the Heritage Lottery Fund (HLF), and funds from the Higher Education Funding Council, the National Railway Museum is now able to offer access to academics and interested members of the public to its vast archive collection – one of the largest and richest collections of railway related material in the world.

2013 saw a year of record breaking visitor figures with the start of the Great Gathering – reuniting the record breaking Mallard with its five surviving sister locomotives. Two of these had been repatriated from North America and underwent a cosmetic restoration for the occasion. 140,000 visitors flocked to see these A4 Pacifics in July and another 110,000 again at the second Great Gathering in October.

### **2015 at the National Railway Museum**

2015 marks 40 years since the opening of the National Railway Museum in York (27 September 2015). We’ll be marking this very special milestone with a fantastic programme of special events and exhibitions. The year will start with the re-display of the Battle of Britain class locomotive, which was used to pull Winston Churchill’s funeral train 50 years ago. The locomotive has been cosmetically restored specially for the anniversary and will be reunited with the carriage that contained his coffin.

2015 also sees the return of the award-winning partnership with York Theatre Royal to bring railways alive through theatre. We’ll be staging productions in a specially constructed theatrical space, including the innovative production of The Railway Children, which received huge acclaim when staged here in 2008 and 2009. The show is part of an exciting season of activities focused on railways and childhood including an exhibition in our Gallery exploring childhood fascination with trains.

## **Today and tomorrow**

Today the National Railway Museum is one of Britain's busiest museums and is perhaps the most popular railway museum in the world. It serves a diverse audience at its two sites and elsewhere through its network of partnerships with museums and heritage railways across the UK. As part of its plan to retain its popularity plans are being developed for new displays which will help a 21st century audience discover the huge impact the railway has had in the shaping of the modern world.

### **For further information please contact**

Catherine Farrell, Senior Press Officer on 01904 686281

Kate Maughan-Brown, Press Officer on 01904 686 271

pressoffice@nrm.org.uk

@railwaymuseumPR