

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

PROPOSAL FOR

A MUSEUM OF IRISH RAILWAYS

December 1984

The Railway Preservation Society of Ireland

Proposal for a Museum of Irish Railways

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Part 1

1. Introduction

- 1.1 As a result of the recent Museums and Galleries Commission Review, the Railway Preservation Society of Ireland (RPSI) gave some detailed consideration to proposals which would affect the future organisation of the Transport Museum and their own extensive collection of railway equipment. A submission was duly prepared and submitted to the Commission and as a direct result of the Commission's report, a working party within the RPSI undertook a detailed investigation of our proposals in relation to the recommendations for the future development of a Museum Service.
- 1.2 This document represents the final recommendations of the RPSI working party, and is now published as the proposal for a future Museum of Irish Railways by the Council of the RPSI and with their full support.

The Present Situation

- 1.3 At the present time Ireland has only two major comprehensive collections of railway vehicles and equipment and these are the two considered by the working party as forming a basis for a Museum of considerable interest and importance.
- 1.4 The older collection was started by the Belfast Corporation in 1962 towards the end of the 'steam' era and is housed in a disused factory at Witham Street off the Newtownards Road in Belfast where the exhibits "may be seen by the public in extremely cramped and unsuitable conditions". *

* Quotation from The Review of Museums in Northern Ireland (1983).

With the reorganisation of local government in 1973 responsibility for the Transport Museum was transferred initially to the Ulster Museum before being established as an out-station of the new Ulster Folk and Transport Museum (UFTM) the headquarters of which is based at Cultra, Co Down. But for the timely intervention of the Belfast Corporation and the Ulster Folk and Transport Museum the collection which is now assembled would have been lost to future generations.

- 1.5 The Railway Preservation Society of Ireland was founded in September 1964, and established its present operating and maintenance base at Whitehead in 1966/67. The collection has grown continually since 1965, and items of rolling stock are still being acquired as far as finance will permit. The RPSI is a voluntary body, set up as a limited company and registered as a charity, but receives no official funding whatsoever towards its maintenance and restoration projects. The RPSI has a secondary base sited at Mullingar, Co Westmeath, where operating equipment is stored and minor maintenance is carried out. All major renovation work is carried out at Whitehead, where the bulk of the RPSI's locomotives and rolling stock is stored. The RPSI

collection at Whitehead is currently the largest single broad gauge collection in Ireland and the RPSI's policy is to restore exhibits to working condition so that historic locomotives and carriages can be seen on the move.

- 1.6 In view of the proposed redevelopment of the Newtownards Road area of East Belfast, part of which has already been completed, it was anticipated by the RPSI that the present Witham Street collection would need to be relocated during the next few years, and some discussions have taken place with senior officials of the Ulster Folk and Transport Museum.

The Concept

- 1.7 As the RPSI working party is familiar with the vehicles in both the Ulster Folk and Transport and the Railway Preservation Society collections, the concept of a museum made up of exhibits from these collections was investigated. Members of the RPSI working party visited many preservation centres and museums in Great Britain. These include:

The National Railway Museum, York
 Didcot Railway Centre, Oxfordshire
 Steamtown Railway Museum, Carnforth, Lancashire
 London Transport Museum, Covent Garden
 Bressingham Steam Museum, Diss, Norfolk
 Beamish North of England Museum, Co Durham
 Midland Railway Centre, Ripley, Derbyshire

In considering the concept the working party came up with four criteria with which to measure the suitability of the two sites examined. The sites considered were:

The UFTM grounds at Dalchoolin, Cultra.

The land beside the Railway Preservation Society's headquarters at Whitehead, owned by Carrickfergus Borough Council.

The criteria common to the most successful of the museum centres visited are listed below with comments on the suitability of the sites considered.

- 1.8 Criteria

	Cultra	Whitehead
a) In order to stimulate public and educational interest, the display should be comprehensive, spanning the whole history of railways.	Not enough available land on this heavily graded site to house a comprehensive selection from both UFTM and RPSI collections.	The available site is adequate in area, level and well drained.
The combining of the UFTM and RPSI collections would have maximum impact on visitors with a display dating from the 1840s to the 1950s.		

b) To guarantee an element of variety for the Museum, and encourage visitors to return for further visits, each interchange of exhibits in the Museum building with others held in storage is desirable.	The interchange of exhibits would involve the expense of moving them over the busy NIR system to a store elsewhere.	By use of the present RPSI site, space for storage exists and interchange can easily occur without the expense and inconvenience of traversing the NIR system.
c) The problem of a conventional transport museum is the presentation through static exhibits of something which is designed to move. Although working exhibits, models, films, etc., go some way to overcoming the problem it is only by actually operating some of the locomotives and carriages alongside the Museum and visible from it that the spirit of railways can be captured.	Due to the restricted site the regular operating of train rides could only be done by using the busy line to Bangor. NIR would be unlikely to sanction the sort of short trips envisaged.	The RPSI already successfully operates short train rides within their site.
d) The overhaul of railway vehicles requires specialist heavy engineering equipment, e.g. lifting gear, lathes and large tools.	Suitable restoration facilities would have to be built at considerable cost, assuming space is available.	Such restoration facilities already exist at Whitehead and thus the costly duplication of workshops or the transportation of items requiring restoration to another site is saved.

1.9 Conclusion

Reference to the table shows that Whitehead fulfils the four criteria while Cultra due mainly to a lack of space and a heavily graded site does not.

In addition Whitehead is already an active centre for railway preservation as detailed in Appendix 5 attached. It was established 18 years ago and is known to enthusiasts worldwide for the high quality of the restoration work as recognised in 1984 by the Association of Railway Preservation Societies Award.

The town of Whitehead has an historical railway pedigree hardly equalled by any other in Northern Ireland. It was developed by the Belfast and Northern Counties Railway Company at

the turn of the century as a commuter suburb and a seaside destination for day trippers. The character of the town remains largely unchanged.

1.10 The Building

The proposal is to erect a 'roundhouse' museum building on a site adjacent to the RPSI preservation centre. This type of display is based on that used in the National Railway Museum, York as can be seen in the illustrations.

After consideration of other shapes of building the roundhouse principle was adopted for the following reasons:

- a) Maximum usage of space.
- b) Radial design offering a perspective view of the exhibits from all sides.
- c) Ease of interchange of exhibits.
- d) Adequate space to display all the railway exhibits both broad and narrow gauge from the UFTM Museum at Witham Street plus items from the RPSI collection to which the public does not have access at present.

It will have a central turntable serving a maximum of 30 radial display tracks. The museum will have rail and road access for movement of exhibits to and from other facilities. Sketch plans of the building and an aerial photograph of the site are attached.

In addition to the main display area which would include an illuminated inspection pit the building would incorporate:

Ground Floor

Ample space between the main exhibits to permit exhibitions of items of general interest such as railway uniforms, notices, advertisements, station furniture, etc.

Main Entrance with shop and store for sales of tickets and souvenirs.

Staff accommodation including toilets.

Administration offices.

Boilerhouse and switchroom.

First Floor

Separate entrance for evening community hire purposes.

Cinema/Classroom to seat 100 persons.

Library/Projection Room/Archives.

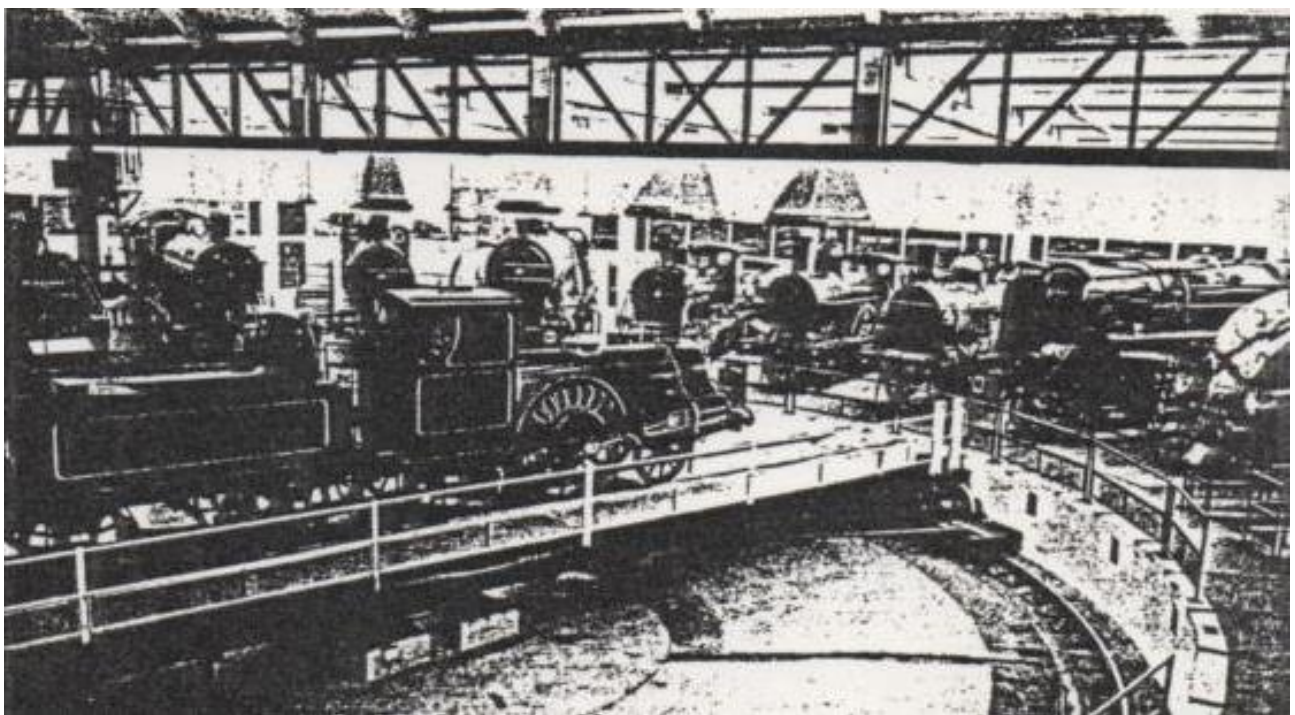
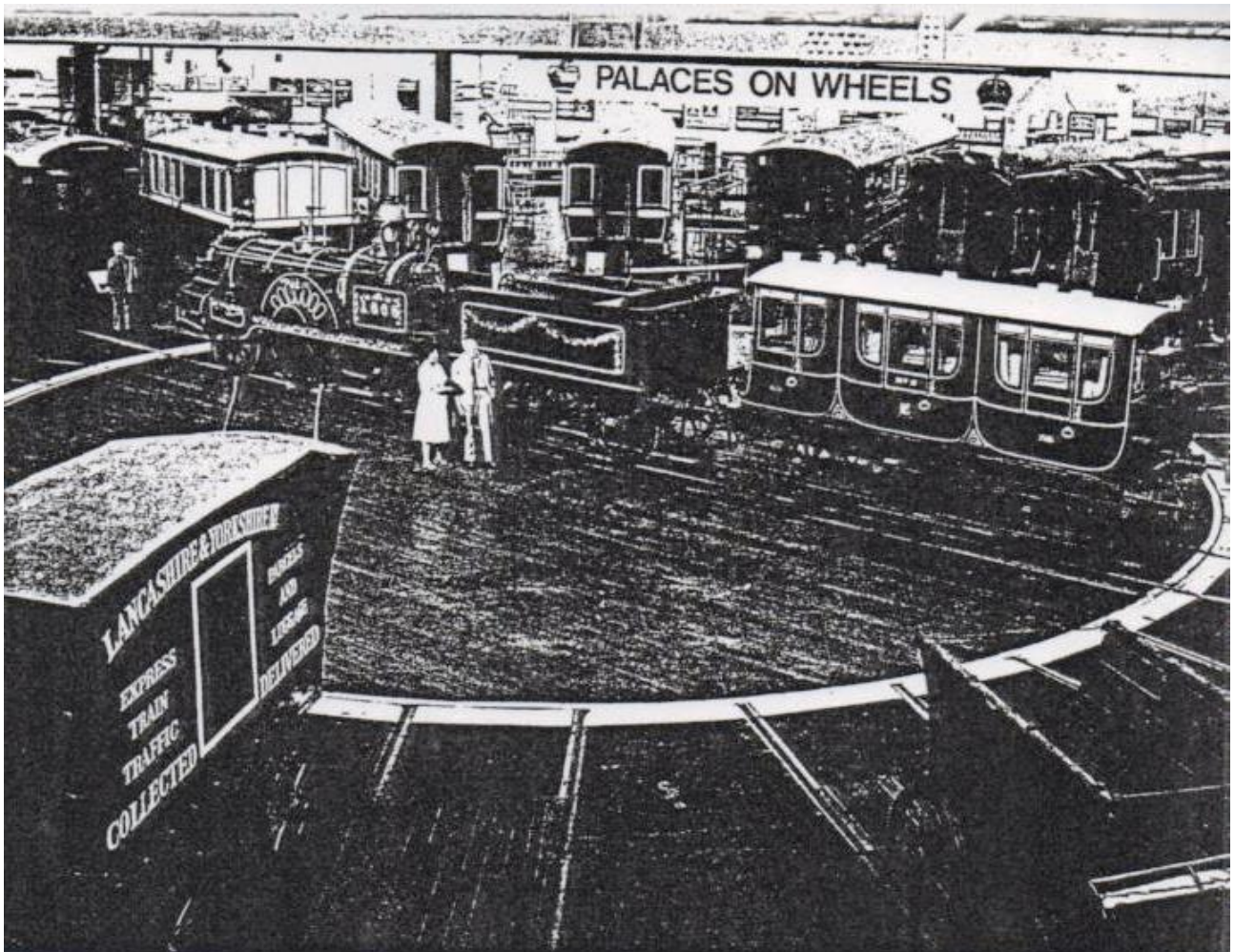
Restaurant serving light refreshments.

Public toilets.

Viewing Gallery opening off the first floor refreshment room.

Specialist heating would be incorporated to prevent condensation and drying out of exhibits together with low energy lighting and feature lighting for specialist displays.

Firefighting and communication systems would also be incorporated.



THE 'ROUNDHOUSE' CONCEPT AT THE NATIONAL RAILWAY MUEUM, YORK

(Photographs are reproduced from the Souvenir Booklet of the National Railway Museum, York.)

1.11 Storage Facilities

Space is available on the present site for storage to house exhibits not on display and for additional vehicles, etc., which are becoming available as time passes and will continue to do so.

1.12 RPSI Restoration Facilities

The RPSI boasts major workshop facilities equipped with heavy specialist machinery necessary for the restoration of locomotives and coaches. The RPSI has a proven record of repairing and restoring railway vehicles to railway company running standards and to display condition. It is proposed to use these facilities for retaining the museum collection in display condition and from time to time as resources permit to restore certain exhibits to full working condition for use in the RPSI operations programme.

1.13 RPSI Operations

The RPSI presently operates train rides at the Whitehead Excursion Station at Easter, summer weekends and Christmas which attract over 6,000 visitors.

In addition a series of steam hauled public excursions are operated annually to destinations such as Larne, Portrush, Castlerock, Bangor, Dublin and Galway with enthusiast railtours to different centres each year. Over 3,000 passengers are carried annually.

During school 'Open Days' the RPSI provides a special education programme for over 1,000 children annually.

1.14 The Benefits of a Museum of Irish Railways The benefits of a Museum of Irish Railways can be summarised under the headings: (a) Historical, (b) Educational, (c) Recreational.

a) Historical

Railways were an important part of the industrial revolution, creating mass transportation of coal for energy, raw materials for manufacture, finished goods for distribution, agricultural produce for the urban population, and people for work and pleasure.

Ireland's railway system has existed for 150 years. Most of it was laid to a 5 foot 3 inch gauge (the distance between the rails), which is unique in Europe, while many minor lines, now regrettably closed, were laid to a 3 foot gauge.

The 5 foot 3 inch gauge ruled out the idea of Irish railway companies purchasing rolling stock (locomotives, coaches and freight wagons) 'off the shelf' from manufacturers. Instead, they either built or commissioned vehicles to their own design, and these are now of great interest to railway enthusiasts.

The museum's exhibits would be railway vehicles from all parts of Ireland, the oldest dating almost from the start of the railway system. In terms of the age and the variety of the exhibits, the collection would be second in importance in the British Isles to that of the National Railway Museum, York.

The Museum of Irish Railways would make possible the recording of the changing fortunes of the present day railway system.

The railway companies (NIR and CIE) are continually adapting to meet new conditions and are pioneering rapid changes in the fields of motive power, coaching stock, freight handling, signalling, track maintenance and station layout. Today's developments are tomorrow's history.

Frequently, equipment which has been in use for years suddenly becomes redundant and is scrapped before anyone has time to seriously consider preservation. An example of this is the first generation of diesel locomotives. A few small shunting locos have been preserved, but no plans exist to save any of the larger mainline units.

An important function of the museum would be to provide facilities for film makers to accurately reproduce railway scenes of the past. The RPSI has some experience in this field, having supplied the steam locomotives for films such as the "First Great Train Robbery" and a complete train for television series such as the "Irish RM".

b) Educational

The museum would have facilities to enable the educational potential of the collection to be realised. These would include archives, a library and a cinema. School visits would be encouraged, especially for teachers and pupils studying in the fields of History, Science and Technology.

Examples of topics which could be studied at the museum are:

- Development of the steam locomotive
- Coaches past and present
- Carrying Freight
- Railway architecture
- Signalling and trackwork
- Railway uniforms
- Train catering
- The geography of railways

The RPSI annually attracts over 1,000 school children to Whitehead during two School's Open Days. Teachers' and pupils' handouts are prepared in advance and include worksheets appropriate to the age of the pupils concerned.

Children visiting Whitehead respond enthusiastically and it is sobering to find that many of them have never travelled by train.

The museum at Whitehead would allow similar activities to take place all the year round, with children having access to a much greater number of exhibits than at present.

c) Recreational

In England, Scotland and Wales, many sections of disused railway have been re-opened and are now operated as tourist attractions by volunteer railway enthusiasts. There are over 160 active railway preservation societies, most of them with memberships measured in thousands.

The success of these societies has increased interest generally in railways - indeed, railway preservation is claimed to have become the third most popular recreation activity, with around two million people involved.

It is logical to assume that most of these people would be keen to visit the Museum of Irish Railways, the size and variety of the collection being a key consideration.

The museum would have easy access from Scotland and the north of England via the Larne - Stranraer ferry, Larne being only 10 miles by rail from Whitehead (the museum would be short walk away from the NIR station).

A visit to the museum could be the centre piece of weekend 'Package Deals' for railway enthusiasts from Britain and further afield. Visits to other places of railway interest such as Shane's Castle Railway, Antrim would be included and possibly a trip on an RPSI excursion train. Already, RPSI steam railtours have attracted groups of enthusiasts from Europe, America and Australia.

The tourism potential of the museum would not be limited to railway enthusiasts but would extend to all visitors to the Province, providing them with a fascinating look at an important aspect of our past and present.

The museum would attract people from the Republic of Ireland, either on day trips or during extended holidays in Northern Ireland.

Trips by special train to the museum from all parts of the NIR system would be feasible. The NIR management would appear to be in favour of the proposed museum, and could offer attractive excursion fares.

The museum would be within two hours' drive from most centres of population in Northern Ireland. At its present restricted level of operation, the RPSI attracts over 6000 people annually to Whitehead, and this figure would be exceeded many times over with the additional attraction of a permanent museum.

Situated in the same Borough as Carrickfergus Castle, the Jackson Homestead and many other places of interest, the museum would be a good starting point for a trip along the famous Antrim Coast.

Part 2

2. How the New Museum will Function

2.1 Management

It is envisaged that the new museum will be managed by the Board of Trustees of the Ulster Folk and Transport Museum and relationship with the RPSI could be established by an advisory committee as required. It is recognised that on a joint site for the benefit of the UFTM, the RPSI and the public there needs to be a close working relationship between all concerned.

It therefore would be desirable that a liaison committee is established involving the UFTM, RPSI and Carrickfergus Borough Council, such committee having no executive input.

2.2 Hours of Admission

It is proposed that a seven day opening schedule would be most suitable for the Whitehead site as weekend public support is already established for RPSI events.

2.3 Staffing

Staffing levels for the proposed Museum have been discussed with the Keeper of Transport of the UFTM and are recommended to include:

- 1 Librarian/Clerk/Recorder

- 1 Clerk/Typist/Receptionist

- 1 Manager or

- 1 Head Attendant

- 3 Attendants on floor x 2 squads

Extra duties of Attendants to include:-

- 1 for Boilers

- 1 for Maintenance

Attendants to clean exhibits

- 1 Shop/Ticket Sales Person

- 1 Shop Assistant

- 3 General Cleaners part time say 7.00 am to 11.30 am

- 2 Security Persons (one for night duty)

It is assumed that Curatorial expertise would be available from the present staff of the UFTM. The staffing levels may be required to be reviewed in the light of experience.

2.4 Capital and Running Costs

The capital cost of the project is estimated at around £1.1 million at 1984 coatings including building structure, services and trackwork.

The estimate is made up as follows:

a)	Admin and Amenity Building	£130,000	
	Services	<u>£45,000</u>	
	Total		£175,000
b)	Museum Building	£607,000	
	Services	<u>£95,000</u>	
	Total		£702,000
c)	External Works including trackwork	£33,000	£33,000
d)	Abnormals		
	70'0" Turntable	£75,000	£75,000
	Loose/fixed furniture	£25,000	£25,000
	Professional Fees (say 10%)	£90,000	<u>£90,000</u>
	Grand Total		£1,100,000

No allowance has been made however for Action for Community Employment (ACE), Youth Community Project (YCP) and Enterprise Ulster (EU) schemes two of which are currently running on the adjacent RPSI site. Use of these programmes could lead to significant savings in trackwork and siteworks.

The greatest proportion of the running costs of any proposal such as this is staffing. There is no reason why the Whitehead scheme should be more costly than a similar scheme elsewhere. It has already been pointed out that the siting of the museum at Whitehead will save considerable transportation costs of exhibits requiring repair or exchange.

2.5 Funding

It is expected that funding for capital and running costs will follow the lines of established practice for museums.

Following preliminary discussions with the bodies concerned it is hoped that the scheme would attract grant aid from the European Regional Development Fund and Tourist Development sources amongst others. We are of the opinion that a fund raising committee should be formed from influential members of the local community at an early stage with a view to seeking commercial support and sponsorship for the project. It may be however that this element of fund raising may be more readily applied to the restoration of exhibits and may therefore be more advantageously administered through the RPSI.

Contributions to running costs could be made from admission charges, sales of souvenirs, franchise catering and sub-letting of the meeting and cinema rooms to community groups.

Part 3

APPENDICES

APPENDIX 1

THE ULSTER FOLK & TRANSPORT MUSEUM COLLECTION

(A) STEAM LOCOMOTIVES

NUMBER	NAME	BUILT	BUILT BY	COMPANY	WHEELS	WEIGHT	GAUGE
1		1891	SL	LPHC	0-6-0ST	23 tons	5'3"
93		1895	GNR(I)	GNR(I)	2-4-2T	46 tons	"
30		1901	BP	BCDR	4-4-2T	57 tons	"
74	Dunluce Castle	1924	NB	LMS NCC	4-4-0	51½ tons	"
85 ⁽¹⁾	Merlin	1932	BP	GNR(I)	4-4-0	54 tons	"
800	Maeve	1939	GSR	GSR	4-6-0	73 tons	"
2		1883	K	PST	0-4-0	8 tons	3'0"
2	Kathleen	1887	RS	CLR	4-4-0T	26 tons	"
2		1906	P	LAW	0-4-0T	7 tons	"
2	Blanche	1912	NW	CDRJC	2-6-4T	50½ tons	"
20		1905	S	AG	0-4-0	7¾ tons	2'0"

NOTES

(1) On loan to the RPSI.

(B) DIESEL LOCOMOTIVES AND RAILCARS

NUMBER	TYPE	BUILT	BUILT BY	COMPANY	SEATS	WEIGHT	GAUGE
1	Railcar	1933	LMS NCC	LMS NCC	72	32 tons	5'3"
8178	Railcar	1934	GNR(I)	GNR(I)	31	6 tons	"
1	Railcar	1906	AO	CDRJC	10	1¼ tons	3'0"
11	Locomotive "Phoenix"	1932	GNR(I)	CDRJC		12 tons	"
10	Railcar	1932	WB	CDRJC	28	12 tons	"

(C) COACHES

NUMBER	COMPANY	BUILT	TYPE	SEATS	GAUGE
48	DKR	1840	3rd Class	35	5'3"
	(1)	1844	Saloon	17	"
1	DNGR	1904	1st & 2nd Class	40	"
1	CDRJC	1882	Directors' Saloon	28	3'0"
5	CLR	1887	1st & 3rd Class	40	"
3	CDRJC	1934	Railcar Trailer	40	3

NOTES

(1) Private saloon of William Dargan.

(D) TRAMWAY VEHICLES

NUMBER	COMPANY	BUILT	TYPE	SEATS	GAUGE
381	GNR(I)	1883	Horse Drawn Tram	48	5'3"
4	GNR(I)	1901	Electric Tram	67	"
5	GCT	1883	Trailer Car	18	3'0"
2	BNT	1885	Electric Tramcar	24	"

APPENDIX 2

RPSI COLLECTION FROM WHICH A REPRESENTATIVE SELECTION COULD BE MADE FOR THE MUSEUM

(A) STEAM LOCOMOTIVES

NUMBER	NAME	BUILT	BUILT BY	COMPANY	WHEELS	WEIGHT	GAUGE
186		1879	SS	GSWR	0-6-0	38 tons	5'3"
184 ⁽¹⁾		1880	GSWR	GSWR	0-6-0	35 tons	"
171	Slieve Gullion	1913	BP	GNR(I)	4-4-0	52 tons	"
3BG	Guinness	1919	HC	A.G.	0-4-0ST	24 tons	"
461 ⁽¹⁾		1922	BP	DSER	2-6-0	50 tons	"
3	R.H. Smyth	1928	A	LPHC	0-6-0ST	30 tons	"
4		1947	LMS	LMS NCC	2-6-4T	87 tons	"
27	Lough Erne	1949	BP	SLNCR	0-6-4T	54 tons	"

NOTES

(1) On loan from CIÉ.

(B) DIESEL LOCOMOTIVES AND RAILCARS

NUMBER	TYPE	BUILT	BUILT BY	COMPANY	SEATS	WEIGHT	GAUGE
23 ⁽¹⁾	Locomotive	1951	FCH	IS		11 tons	5'3"
	Locomotive	1955	RH	CSE		16 tons	"

NOTES

(1) On loan from the ISPS.

(C) COACHES

NUMBER	COMPANY	BUILT	TYPE	SEATS	GAUGE
62	MGWR	1892	3rd Class	60	5'3"
935	WLWR	1896	1st Class & Brake	19	"
936		1896	1 st /3rd Class & Brake	23	"
861	GSWR	1906	1st & 3rd Class	56	"
50	GNR(I)	1911	Directors' Saloon	22	"
1142	GSWR	1921	1st Class	42	"
68	LMS NCC	1922	1st & 3rd Class	56	"
238	LMS NCC	1922	3rd Class	64	"
241	LMS NCC	1922	3rd Class	64	"
182	BCDR	1923	3rd Class	60	"
243	LMS NCC	1924	3rd Class	64	"
255	LMS NCC	1929	3rd Class	80	"
91	LMS NCC	1934	3rd Class & Brake	56	"
1327	GSR	1935	3rd Class	56	"
1328	GSR	1936	3rd Class	56	"
1333	GSR	1936	3rd Class	72	"
1335	GSR	1937	3rd Class	56	"
88	GNR(I)	1938	Dining Car	24	"
114	GNR(I)	1940	3rd Class & Brake	21	"
98	GNR(I)	1941	3rd Class	70	"
127	GNR(I)	1943	3rd Class	72	"
189	GNR(I)	1946	3rd Class & Brake	20	"
231	GNR(I)	1948	1st Class & Brake	24	"
227	GNR(I)	1949	1st Class	36	"
87	GNR(I)	1950	Dining Car	32	"
364	LMS NCC	1951	3rd Class	48	"
9	GNR(I)	1954	3rd Class	72	"

(D) MISCELLANEOUS VEHICLES

NUMBER	COMPANY	DESCRIPTION
81	GNR(I)	25 ton goods brake van
23574	CIÉ	20 ton goods brake van
C69	UTA	8 ton open wagon
C255	UTA	8 ton open wagon
602	GNR(I)	Irish Shell oil tanker wagon
504	GNR(I)	20 ton Guinness grain wagon
2518	GNR(I)	20 ton Guinness grain wagon
618	GNR(I)	20 ton "P" class luggage van
897	LMS NCC	10 ton luggage van
404	LMS NCC	Bogie luggage van
411	LMS NCC	Bogie luggage van
8112	GNR(I)	Ballast hopper wagon
8309	GSWR	Ballast hopper wagon
3076	LMS NCC	6 ton hand operated crane
C555	LMS NCC	Wagon for hand crane
8434	GNR(I)	15 ton steam operated crane (built 1912)
8435	GNR(I)	Wagon for steam crane

APPENDIX 3

ABBREVIATIONS

A	Avonside, Bristol
AG	Arthur Guinness & Sons Ltd., Dublin
AO	Allday & Onions, Birmingham
BCDR	Belfast & County Down Railway
BNT	Bessbrook & Newry Tramway
BP	Beyer, Peacock & Co., Manchester
CDRJC	County Donegal Railways Joint Committee
CIÉ	Coras Iompair Éireann
CLR	Cavan & Leitrim Railway
CSE	Cómhlucht Siúicre Éireann
DKR	Dublin & Kingstown Railway
DNGR	Dundalk, Newry & Greenore Railway
DSER	Dublin, South Eastern Railway
FCH	F.C. Hibberd & Co. Ltd.
GCT	Giant's Causeway Tramway
GNR (I)	Great Northern Railway (Ireland)
GSWR	Great Southern & Western Railway
GSR	Great Southern Railways
HC	Hudswell Clarke, Leeds
IS	Irish Shell, Dublin
ISPS	Irish Steam Preservation Society, Stradbally
K	Kitson & Co., Leeds
LAW	Larne Aluminium Works
LPHC	Londonderry Port & Harbour Commissioners
LMS	London, Midland & Scottish Railway, Derby
LMS NCC	London, Midland & Scottish Railway, Northern Counties Committee
MGWR	Midland Great Western Railway
NW	Nasmyth, Wilson & Co. Ltd., Patricroft

NB	North British Locomotive Company, Glasgow
NIR	Northern Ireland Railways
P	Peckett & Sons Ltd., Bristol
PST	Portstewart Steam Tramway
RH	Ruston & Hornsby
RPSI	Railway Preservation Society Of Ireland
RS	Robert Stephenson & Co., Newcastle Upon Tyne
S	Spence, Dublin
SS	Sharp Stewart & Co. Ltd., Manchester
SLNCR	Sligo, Leitrim & Northern Counties Railway
UFTM	Ulster Folk & Transport Museum
UTA	Ulster Transport Authority
WB	Walker Brothers, Wigan
WLWR	Waterford, Limerick & Western Railway

APPENDIX 4

THE ULSTER FOLK & TRANSPORT MUSEUM

The ULSTER FOLK AND TRANSPORT MUSEUM is a statutory body administered by a Board of Trustees comprising 16 members, 7 appointed by the Department of Education, 2 by the Belfast City Council, 4 by the Association of Local Authorities and one each by the Queens University, Belfast, the New University of Ulster and the Ulster Polytechnic. Funding comes from the Department of Education.

The Folk Museum established in 1958 is situated in 176 acres of country park surrounding Cultra Manor with its administration offices, display gallery and education centre. A series of original buildings illustrating Ulster life and labour in the past have been erected in the park.

Disciplines are divided under Keepers in the Departments of Buildings, Material Culture, non-Material Culture, and Transport.

The museum carries out its own repairs and reconstruction work with its own staff while the administrative block houses a design and production team and an important photographic archive.

The Belfast Transport Museum formerly administered by the Belfast Corporation at Witham Street in Belfast was merged with the Folk Museum in 1967. The first group of galleries to house some of the more important items of transport was opened at Cultra in 1976. The remainder of the collection (the railway items being the subject of this proposal) is still in Witham Street but where they may be seen by the public in extremely cramped and unsuitable conditions.

The staff level in 1982/83 consisted of 45 industrial, 138 non-industrial and 13 casual workers.

In 1983/84 the Grant from the Department of Education for recurrent expenditure was £1,470,000 and for capital expenditure £80,000. There was no purchase grant and has been none since 1980. Since 1982/8 capital expenditure has been severely cut.

The UFTM is restricted in the services it can offer to other Museums by lack of resources but gives expert curatorial advice and also helps other Museums with the design and display of their collections.

(The above is taken from the Museums and Galleries Commission "Review of Museums in Northern Ireland" 1983).

APPENDIX 5

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

The RAILWAY PRESERVATION SOCIETY OF IRELAND (RPSI) was formed in 1964, with the objective of preserving, and restoring to working order, historic railway locomotives, coaches and goods wagons (see Appendix 2 for details of the Society's collection).

Some of the restored steam locomotives are used on steam train rides for the public at the Society's base, Whitehead Excursion Station, Country Antrim, (leased from Carrickfergus Borough Council) at Easter, during the Summer and at Christmas.

Between May and September, the Society operates steam hauled excursion trains over the rails of NIR and CIE, with the full co-operation of the railway companies. These excursion trains carry railway enthusiasts and members of the public on day trips to destinations such as Portrush, Castlerock, Larne, Bangor and Dublin. A popular feature is a fully operational dining car, staffed by volunteers, of course.

A significant number of people from Britain and further afield come to Northern Ireland to take part in the Society's events, making an important contribution to the tourism industry.

Restoration of the Society's locomotives and coaches is carried out, mainly by voluntary Society members working at weekends, at Whitehead Excursion Station, and at a smaller base at Mullingar, Co. Westmeath.

During the 1970s, Enterprise Ulster undertook a large development project at Whitehead, refurbishing the long platform, excavating space for and laying new sidings, and building the walls of an extension to the locomotive shed.

The extension was subsequently roofed with the aid of a grant from the Department of Commerce, Tourism Branch, which was obtained by Carrickfergus Borough Council.

At present, the work of volunteer members at Whitehead is supplemented by the employment of five full-time skilled workers under the Action on Community Employment (ACE) scheme.

A Youth Community Project (YCP) Railway Project". Twenty young in coach restoration and office supervisors, are trained in the upholstery and metal work.

is in operation, entitled the "Whitehead people in the 17+ age group are engaged work, and, under the guidance of five skills of painting, joinery, plumbing,

In yet another scheme, the Limestone Youth Training Project Ltd at the Jennymount Industrial Estate, Belfast, a number of young people are engaged in restoring coach bodies for the Society. The scheme is a work preparation unit of the Youth Opportunities Programme.

Membership of the Society currently stands at around 700. Membership is open to everyone and costs E6 per year for adults and E3 for juniors. The Society is registered as a charity and is a limited liability company.

It is a member of the Association of Railway Preservation Societies, the Transport Trust, the Association of Minor Railway Companies, and the Ulster Tourism Development Association.

At the start of 1984, the Society received the preservation movement's highest accolade, the annual award of the ARPS. The award's citation reads: "The ARPS Annual Award is made to the RPSI for its continuing highly successful operation of steam excursions, comprised of its own locomotives and coaches, over the lines of both CIE and NIR, together with the restoration to traffic of LMS NCC 2-6-4T steam locomotive No.4 (after a five-year overhaul) UTA dining car No.87, GSWR coach No.1142 and LMS NCC coach No.91."

The Society is governed by a Council of 17 members. The posts of President and Vice President are honorary, and the remaining council members are elected at the Annual General Meeting. The 1984 Council is as follows:

President	The Lord O'Neill
Vice President	The Lord Dunleath
Chairman	Sullivan Boomer
Secretary	Robin Morton
Treasurer	John Richardson
Locomotive Maintenance	Peter Scott
Locomotive Running	Brian Hill
Coach Running	Neil Hamilton
Coach Maintenance	Jeremy Saulters
Operations	Ernest Gilmore
Publicity	John Friel
Publications	Alan Edgar
Whitehead Site	John Glendinning
Mullingar Site	Rory McNamee
Dublin Agent	Sam Carse
London Agent	Leslie McAllister
Commercial	Henry Beaumont

The Society is a non-profit making organisation, and any so-called 'Profit for the Year' is spent on new restoration projects, during the next year. At the AGM, the Treasurer presents the year's Accounts, audited by Coopers & Lybrand, Chartered Accountants. The "Accounts for the year ended October 31, 1983" show:

Income	£53,965
Expenses	£51,712
Profit for the Year	£2,253

Major sources of income were:

Members' Subscriptions	£4,424
Railtours	£35,539
Fund Raising	£8,414
Film Contracts	£5,318
Buffet Car	£5,764

These are offset, of course, by items of expenditure such as:

Printing, Postage, etc.	£4,912
Coal	£9,093
Electricity (Whitehead)	£1,589
Locomotive Restoration	£6,807
Coach Restoration	£4,563
Whitehead Site Improvements	£2,397
Insurance	£3,620
Railtour Expenses	£23,454

The figures show that fund raising represents a significant source of income. This is carried out by voluntary Society members under the title “Irish Steam Scene”, selling a range of railway books, badges, pens, mugs, calendars and other items, produced by the Society. The sales effort goes on during the Society’s own events, and at many other venues, such as traction engine and car rallies, fairs etc.

The work of the volunteer Society members, whether engaged in restoration work, administrative tasks (preparing members’ circulars, publicity and so on), or fund raising, goes on all year round. It is heartening to note, from the point of view of the Society’s future, that younger people are becoming actively involved in the work.

Although Society members find that involvement in the activities is a time-consuming business, they are always prepared to consider new projects. Details of possible future developments are as follows:

1. Whitehead NIR Station

Negotiations are currently in hand between the RPSI and NIR over the future of the railway company’s Whitehead station building. This will become redundant in the near future when the station is converted to an unmanned halt.

The structure dates from the Belfast and Northern Counties Railway era and is of considerable architectural interest. It is hoped that the RPSI might restore the building as a period station in its original setting. The present steam train rides operation could be extended to bring passengers to visit the restored station.

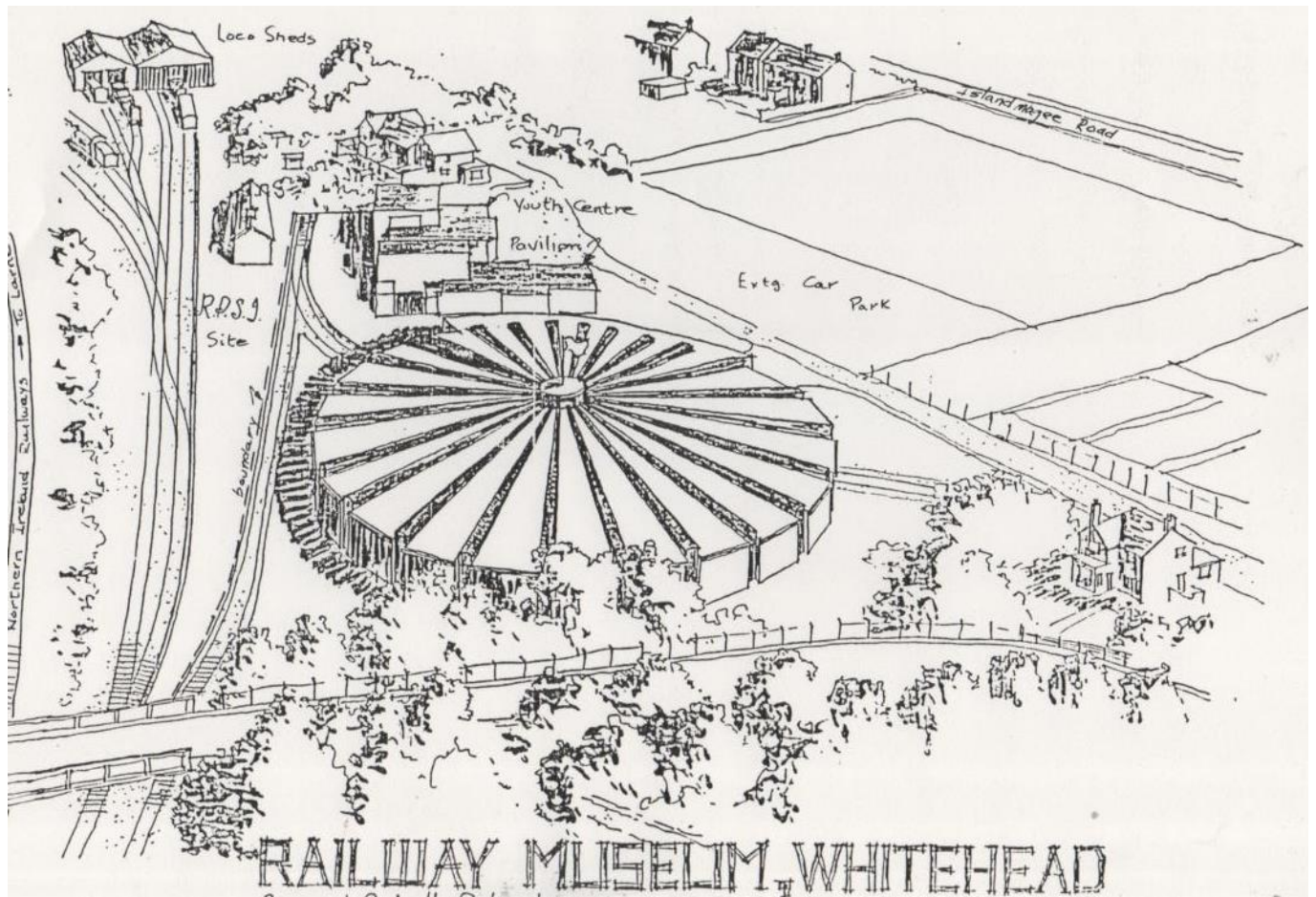
2. Signal Box

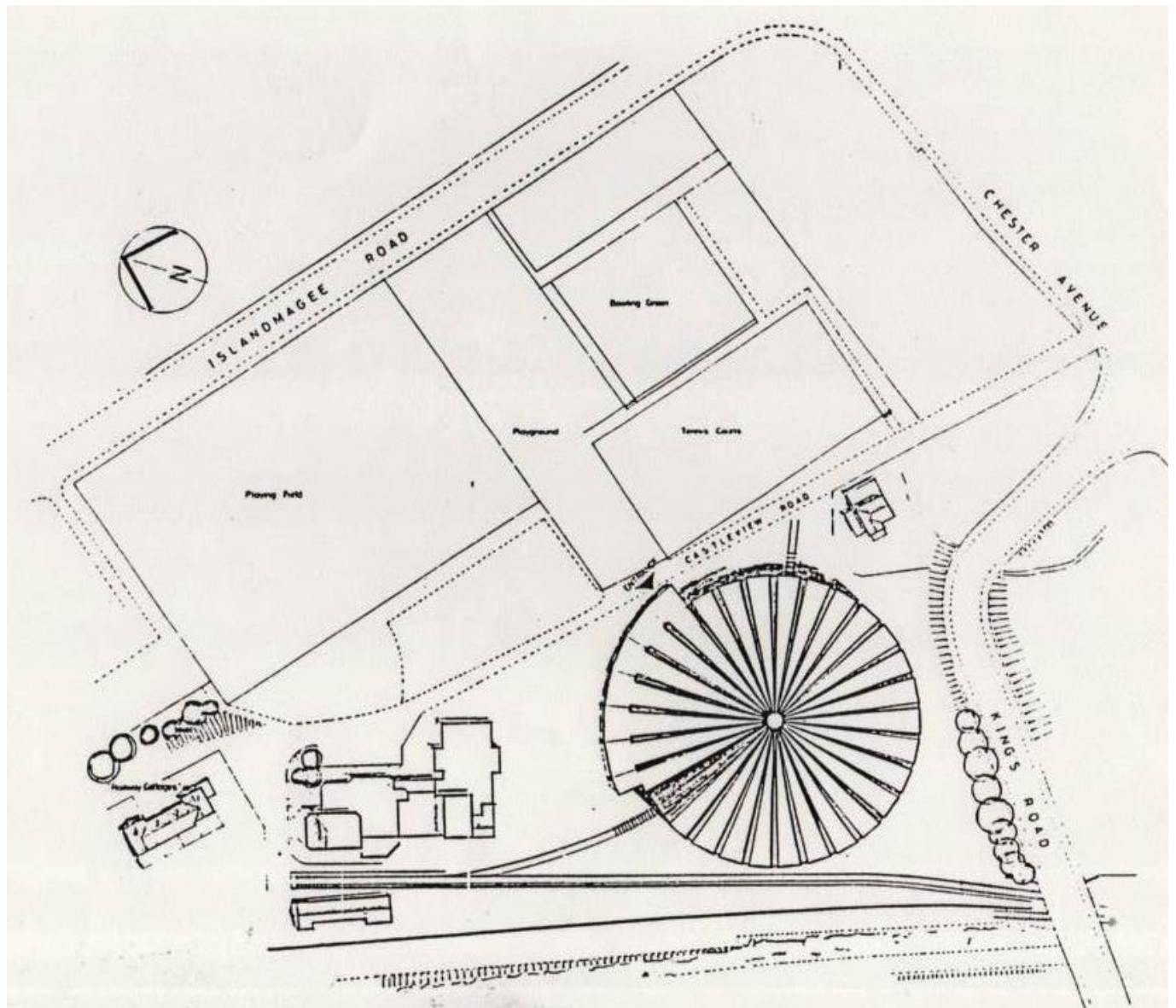
It is planned to build a traditional signal box, with a working lever frame linked to turnouts and signals, at Whitehead Excursion Station. The box would control the movement of trains to, from and within the Excursion Station, and would be situated to allow visitors to both see and operate it.

3. Buildings

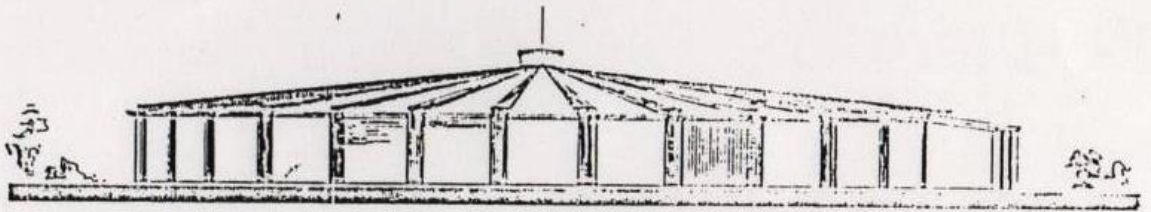
The RPSI is at present planning extensions to its carriage and locomotive workshops at Whitehead, along with the erection of a shed to store twenty carriages. A gantry has been acquired which, when assembled, will enable coaches to be lifted for inspection and maintenance.

The RPSI Council has drawn up these future developments in line with its policy of acquiring, restoring and operating historic railway vehicles and equipment.

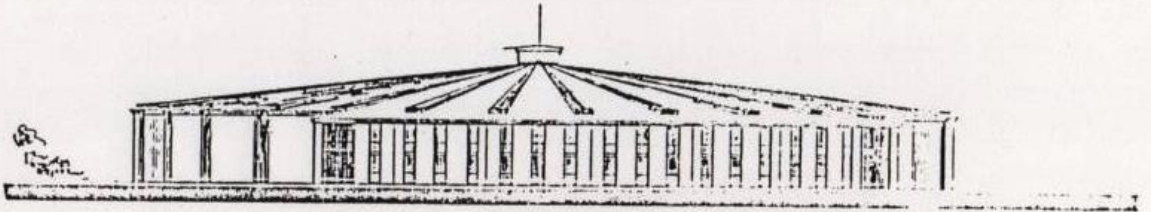




ELEVATION 1



ELEVATION 2



SECTION

