

Effects of Turkish Transport Museums on Cultural Tourism

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“Museums, as well as reflecting a nation’s identity, at the same time, are the places where the pleasures, loves, thoughts, beliefs, behaviors, and lifestyles of civilizations before us are preserved and passed onto future generations.”

Mustafa Kemal ATATÜRK
(From Naval Military Museum)

Abstract

The purpose of this study is to determine the effects of Turkish transport museums on cultural tourism. Cultural tourism constitutes an important part of tourism in relation to a country or region’s culture, especially the history of those people, their art, other values and the lifestyle of the human in those geographical areas. Transport Museums remain one of the most important items in cultural tourism and are very important in terms of reflecting Republic values in Turkey. In the first years of Turkish Republic, there were not improved transportation systems, so railways were important because of changing the city landscape and the lifestyle of people, and the economy of Turkey. After 1950, Road and air transport system of Turkey was improved. In time, all of them became part of the Turkish culture and some of them started displaying in museums. Today, there are over 20 museums in relation to transport in Turkey. In this study, we will try to explain this form of museum is becoming generally more popular throughout the world and intend to reveal the tourism potential of transport museums in Turkey.

Key words: Transport, history, tourism geography and Turkey.

1. Introduction

Cultural tourism has been defined as a growing and lucrative sector of the tourism industry with the tangible and intangible values of contemporary and past cultures; however, it is not a new phenomenon. “In the past, a tiny minority of the public have travelled to experience other cultures. For instance, the “Grand Tour” was considered an essential part of a “gentleman’s” education. Today, it is a worldwide mass trend that people travel to experience other cultures thanks to the development of the communication and transportation.” (Lord Dexter, 1999). In fact, cultural tourism was proposed in order to determine the cultural identity and heritage by European Union in the early 1980s, and it started improving as distinct from other tourism since that time (Akbulut&Artvinli, 2011). The archaeological sites, monuments, settlements, battlefields, historic monuments, museums, festivals, concerts, folklore, theatres, cinemas, traditions and customs, clothing and transportation vehicles are among important part of this tourism (Çelik, 2001). It has some advantage compared to other tourism types in terms of tourist profile and tourism season. Besides, cultural tourism has rapidly developed with rising education level, aging world population, increasing role of women in the society in recent decades, and politic approaches recently (Lord Dexter, 1999). Today, the rate of cultural tourism in the world tourism is 37 %, according to World Tourism Organization data (Sezer, 2010).

Turkey is one of the most popular tourist destinations of the world thanks to its rich natural and cultural landscape unique among Mediterranean countries and its location connecting Asia, Europe and Africa. It has an area of 814 578 km² and a population of over 70 million people. In 2010, 28 632 000 tourists have visited in Turkey and income 15 577 000 dollars, and beach-based tourism has majorly improved (The Ministry Cultural and Tourism, 2010). Besides, Turkey has a big potential in terms of cultural tourism and heritage due to many civilizations such as Hittite, the Roman Empire, Byzantine, Seljuk and Ottoman states in Anatolia. Most of these cultural heritages display in the museums and

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archaeological sites. Among cultural heritages, there are transport museums in Turkey. These museums are very important the cause of reflection in the technology history and society in the past, and they have interesting objects for cultural tourism. In this study, it is explained the development historical of museum in Turkey at first. After that, it is determined the effects of Turkish Transport Museums on Cultural Tourism using the statistics of The Ministry Cultural and Tourism and MapInfo CBS.

2. The Historical Development of Museums in Turkey

Museums are a mirror of our history. McWilliams cited that “We need the past in order to cope with the future, and features and pattern in the museum landscape make sense to us because we share a history with them. The past is not only recalled through museums, it is incarnate in the things that we build in the present” (McWilliams, 1988).

Museums are one of the vital parts of social and cultural life of society in Turkey as well. The first museum phenomenon in Turkish has improved the Seljuk Period, with gathering weapons, presents and value objects, and continued the Ottoman State (Gerçek, 1999; Okay, 2007). Ottoman Sultans conserved art objects, weapons, some old objects in their Palaces until the 19 th century. (Özkasım&Ögel, 2005). Indeed, the development of modern museology in the Ottoman was related with its process of Westernization. As a matter of fact, In 1846, Fethi Ahmet Pasha, who was the Tophane-I Amire Müşiri, rearranged the Hagia Irene Church, the first place in which the old artifacts such as rifles, swords, and different models of guns, had been preserved, as a military museum named with Müze-i Hümayün (The Empire Museum); and the nucleus of the first Turkish Museum appeared (Gülten, 2002, Ortaylı, 2005; Atlıman, 2008). For The Empire Museum, Edward Goold, who is a history teacher in Galatasaray Lycee, appointed as the first museum manager in Ottoman in 1869 (Başpınar, 2000-2001). Goold brought numerous artifacts to the museum around Istanbul, but the museum administration changed in 1872 and Anton Dethier inducted. After his death, Osman Hamdi Bey appointed as the first Turk museum manager in 1881 to the Empire Museum (Atlıman, 2008). He made a great effort for the development of modern museum in Ottoman (Keleş, 2003). It opened Istanbul Archaeology Museum, which is one of the biggest and richest museums of the world today, in 1891 thanks to Osman Hamdi Bey (Başpınar, 2000-2001, Yılmaz&Uysal,2007). In the period following these developments, Istanbul Naval Museum founded as a military transport museum under the name of “The Museum and library Administration Office” in 1897. Today, Istanbul Naval Museum is the biggest naval museum in Turkey and one of the few museums in the world with its variety of collections (Okay, 2007;Table 1). However, the works modern museology in Ottoman has decelerated owing to wars and the lack of financial sources.

After Ottoman State collapsed, Mustafa Kemal Atatürk founded the Republic of Turkey and gave importance museums reflecting a nation’s identity. For this reason, Topkapı Palace and Ayasofya converted museum in 1924. Ankara Ethnographical museum, which is the first museum building of the Republic, was opened in 1925 (Başpınar, 2000-2001). However, the early museum practices in Turkey, in a sense, put forward the melting of the cultural policy into the education policy (Yılmaz, 2005). This national approach in museums started changing as related with the new discussions on contemporary museums such as collection diversity, new methods of expression, and social sharing in the world in 1960s, but Turkey did not follow the same parallelism modern museum approaches, especially with Western countries. In this sense, it did not provide a welcome connection between Turkish society and museums, only the construction of the museum building accelerated after 1960s (Özkasım&Ögel, 2005). With modernity crisis in the 1980s, the museum practices emerged from new concepts such as “live museum”, “communicating museum”, “experience in the museum”, and “virtual museum”, especially in the 1990s, presented the basic transformation in the perception of the idea of museum (Yılmaz, 2005). It has increased people’s interest and the number of the state and private museum in Turkey through 1990s.

According to the Ministry Cultural and Tourism data, today, there are over 317 units with 98 Museum Management, 90 units and 129 ruins together and 127 private museums; 10 palace and pavilions connected to the Department of National Palaces (Gülcan 2010). The total number of visitor who visit museums in Turkey are 12 422 148 in 2008(Sezer, 2010). On the other hand, there are over

30 transport museums in Turkey. Most of them are located in the Marmara Region and the Middle Anatolia. Each of these museums attracted between 600 and 170 000 visitors in 2010, and the total number of visitor who visit transport museums in Turkey are 1 079 485 in 2010, according to the Ministry Cultural and Tourism data (Figure 1). The rate of transport museums in the museum tourism in Turkey is 8.7 %.

Table 1. Transport Museums in Turkey and visitor figures.

Museum's name	Visitor figures	Museum's name	Visitor figures
TCDD Malıköy Museum	9586	Istanbul Naval Museum	62 648
Ankara TCDD Museums and Art Galleria	1094	Istanbul Maritime and Fisheries Museum	600
Ankara Outdoor Steam Locomotive Museum	13066	Turkey Maritime Business History and Art Center Museum	3800
Atatürk's Residence and Railways Museums	19121	İskenderun Naval Museum and Culture Site Command	8300
Eskisehir TCDD Museum	8020	Mersin Naval Museum	-
Sirkeci Garı Istanbul TCDD Museum	69546	Çanakkale Naval Museum	-
Izmir Çamlık Steam Locomotive Outdoor M.	28532	Izmir Museum Ships Command	95 023
Izmir Museums and Art Galeria	3800	Kocaeli Museum Ships Command	135 089
Tüdemsaş Museum	1052	Bandırma Vapuru Museum	160 000
Yeşilköy Turkish Air Force Museum	58 247	Rahmi M. Koç Museum	164 100
Ankara Etimesgut Air Force Museum	50 000	Bursa Anatolia Automobile Museum	33025
Eskişehir Aviation Park and Museum	11 600	Mehmet Arsay Classic Automobile Museum	-
Turkish Air Institute Museum	10524	Ural Ataman Classic Automobile Museum	1440
Istanbul Military Museum	109 672	Ege Serbest Bölgesi Antique Automobile M.	-
METU Science and Technology Museum	12 000	Sabri Artam Vakfi Automobile Museum	9600

Resources: The Ministry, Cultural and Tourism, Bakbaşı, 2010, <http://www.aviationmuseum.eu/2011>, Radikal Gazete, 26.01.2009. <http://www.rmkmuseum.org.tr>, TCDD General Manager, <http://www.denizmuzeleri.tsk.tr/idmk/12.06.2011>.

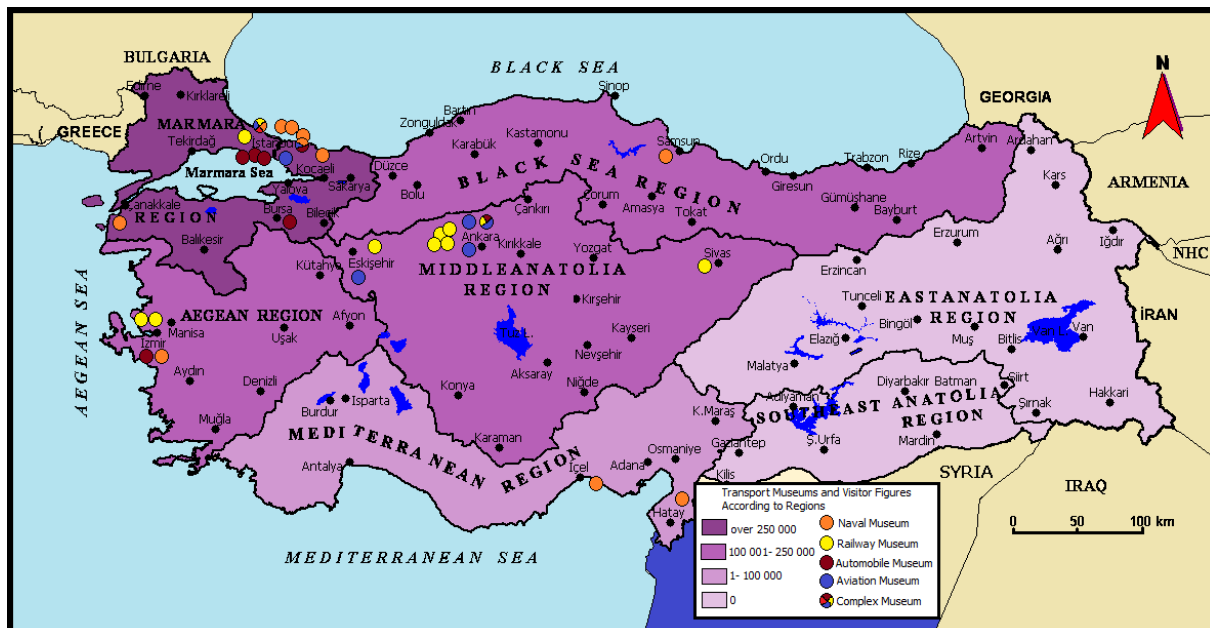


Figure 1: The distributions of transport museums and visitor figures according to regions.

3. The Importance of Transport Museums in terms of Cultural Tourism

Transport museums are very important in terms of cultural tourism. Most of them are interesting with material, documents, education program, and exhibitions. There are four different museum as naval, railway, automobile, aircraft. Some of these museums are military. Some of these are civilization. For instance, Istanbul Naval Museum is a military museum. It is one of the most important museums of the world with many objects such as sea and maritime, paintings, royal boats, maps, and documents (Özkasım&Ögel, 2005: 99). The visitor number visited to this museum are 62 648 tourist in 2010 (Bakbaşı, 2010). In addition, there are there are eleven naval and ship museums in Istanbul, Çanakkale, Izmir, Mersin, and Samsun in Turkey. Çanakkale Naval Museum is one of the most important owing to Gallipoli, but it has not regular and healthy statistic about visitor figures. There is a great seasonal fluctuation in the number of visitors to the site, particularly during the celebration of the important Turkish naval victory of March 18, 1915 and April 25, 2005, the day the ANZAC landing is commemorated by the New Zealanders and Australians (Thyssenocak& Özsvaşı, 2006).

Bandırma Steamer Museum, which is a ship museum, has a big importance in terms of historical. Mustafa Kemal Atatürk moved from Istanbul to Samsun in May 1919 via this ship that marked the establishment of the Turkish National Movement. New Bandırma Ship opened in 2003. According to City Tourism and Cultural Manager, it estimated to be average 160 000 visitor each year. In addition these, Rahmi M. Koç Industrialization Museum has one of the most visitor numbers with 164 100 in the Turkey. There are full size ships and aircraft in museum (Figure 2). However, according to the Ministry Cultural and Tourism data, the number of total visitor in the naval museum are over 620 000. The rate of the tourist visited to railway museums in the museum tourism is 58,3 %.



Figure 2: The distributions of naval museums and visitor figures according to regions.

The first railway in Anatolia built between İzmir and Aydın in 1856, so railway, which is one of the oldest transport systems of Anatolia, is a vital part of cultural heritage and tourism. However, this culture has no protected as a whole, most of documents, vehicles and other materials have been lost and destroyed. At first, it gained currency the thought of establishing a railway museum with the development of modern museum in 1960s. By this way, Atatürk's Residence and Railways Museums founded in the Ankara Train Station in 1964, and displayed a White Train's wagon, which was used by Atatürk for country trips during 1935 and 1938 in the same station (Uğur, 2007).

Today, there are nine railway museums according to the Ministry Cultural and Tourism (Figure 3). Two of them are outdoor steam locomotive museums. Çamlık Outdoor Steam Locomotives Museum, which is a few minutes away from Ephesus, is located in Çamlık village on the road between Aydın-

Seljuk. This museum opened in 1991. It is one of the largest steam engines collections in Europe with 25 locomotives and 4 historical wagons exhibited in the natural surroundings in the 160 acres museum for visitors (Akbulut&Artvinli, 2011). The other outdoor steam locomotive museum is in Ankara. In addition to these museums, Sivas Tüdemsas and Eskişehir TCDD museums are among important railway museums with materials, historical building, and locomotives in Turkey. For instance, Bozkurt, which is the first steam locomotive of Turkey, displays in the Sivas Tüdemsas Museum in Sivas.

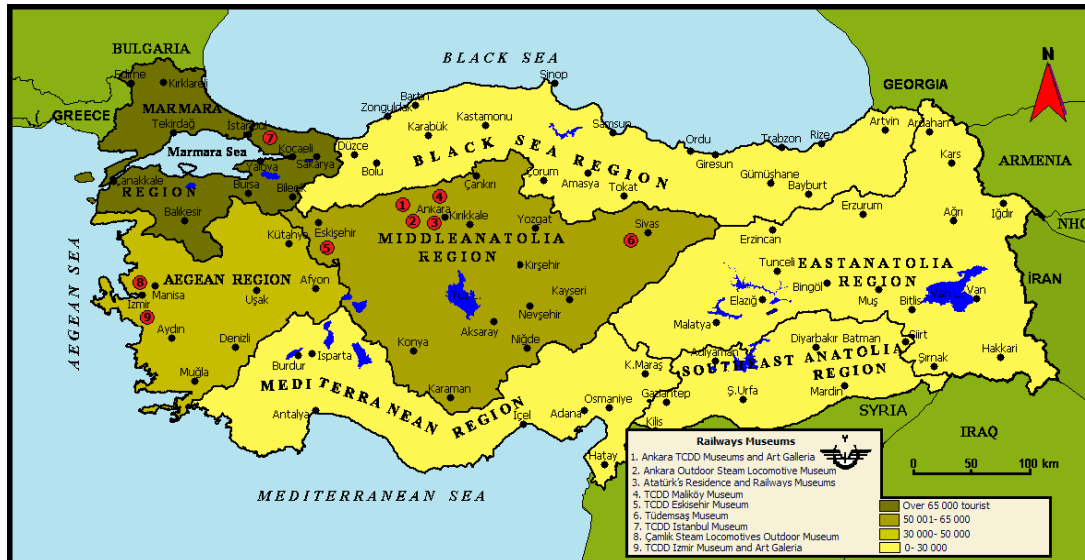


Figure 3: The distributions of railway museums and visitor figures according to regions.

Most of railway museums are in the Middle Anatolia; however, Marmara Region has the highest rate in terms of tourist numbers with 45 %, followed by the Middle Anatolia Region (33 %) and the Aegean Region (21%). Indeed, railways museums each attracted between 3 800 and 69 546 visitors in 2011, according to the Ministry Cultural and Tourism data. In Turkey, the number of total visitor in the railway museums are over 150 000. The rate of the tourist visited to railway museums in the museum tourism is 13,8 %. Railway museums have small budget and all of them are civilizations, so they needed volunteers and donations.

One of the transport museums in Turkey are automobile museums. It is necessary to understand the development of automobile and highway in Turkey to know the history of automobile museums and its importance for cultural tourism. In the early Republic of Turkey, transportation policy relied on railways and this situation changed to be integration into the world politic system in 1950s. Highways dominated railway instead in Turkish transportation system (Akbulut, 2010), in this period, it made the first automobile named “Revolution” in the Eskişehir TCDD (Turkish State Railway) Fabric in Turkey in 1960s, but it was not continued long. Car productions are stopped because of politic reasons. Today, Original “Revolution Automobile” display in the Eskişehir TCDD Museum. There made a film about it. Second Revolution Automobile used for film display in METU Science and Technology Museum. However, automobile museum idea did not gain currency until 1990s. Mehmet Arsay, who is a car collection, founded the first automobile museum of Turkey in 1994 named with Mehmet Arsay Classic Automobile Museum (<http://www.arsay.com.tr/muze>, 13.07.2011).

Nowadays, there are only five automobile museums in Turkey. Rahmi M. Koç Museum and METU Science and Technology Museum have automobile objects and classic cars, however, all of automobile museums are located in the Marmara Region, except for Ege Serbest Bölgesi Antique Automobile, (<http://www.radikal.com.tr>: 12.06.2011). In the automobile museums, there are important collections, cars and interesting objects related to road transportation. For instance, Sabri Artam Vakfi Automobile Museum has one of the largest collections of antique car in Europe and the largest in Turkey (<http://www.turkeytps.12.06.2011>) and a big potential for cultural tourism. However, the total tourist numbers visited in automobile museums are only 208 165 in 2009. Rahmi M. Koç Museum and Bursa Anatolia Automobile Museum are the most popular among these museums in Turkey.

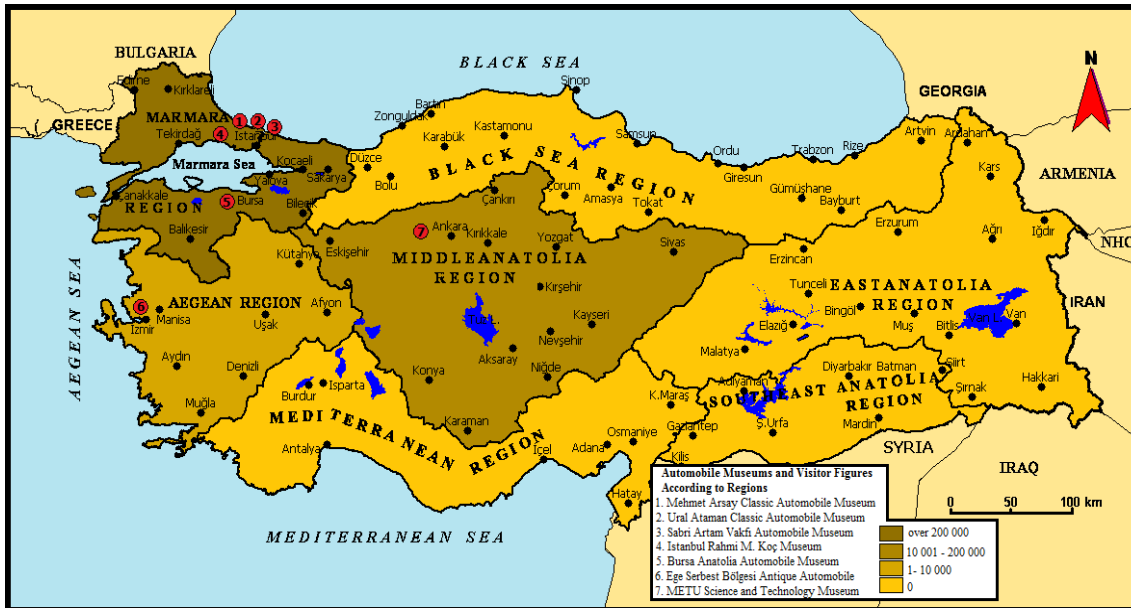


Figure 3: The distributions of Automobile Museums and visitor figures according to regions.

One of the transport museums is also aircraft museums in Turkey. After First World War, Ottoman had many planes made by Germany. For this reason, it gained currency the idea of establishing aircraft or aviation museums in 1918, but it did not happen. It come up this idea again in 1960s and founded Air Museum Associate in 1966 (Gülten, 2002). In the period following the development, the first air museum of Turkey opened in Izmir Cumaovası in 1971 as a military museum, but it moved to Yeşilköy in Istanbul owing to be far from city center. Yeşilköy Turkish Air Force Museum opened in 1985. Today, this museum is the biggest aircraft of Turkey and visitor figures are approximately 60 000 (Okay, 2007; The Ministry Cultural and Tourism, 2010). Ankara Etimesgut Air Force Museum is second military air force museum of Turkey. The visitor figures of this museum are approximately 50 000 every year (Ankara Cultural and Tourism Manager, 2006). Eskişehir Aviation Park and Museum, which was a military museum, converted civilization museum today (Figure 4). Briefly, there are four aircraft museum in Turkey. Istanbul Military Museum, METU Science and Technology Museum and Rahmi M. Koç Museum have aircraft material and some planes, however, in Turkey, the number of total visitor of aircraft museums are over 416 143. The rate of the tourist visited to aircraft museums in the cultural tourism is 38, 5 %.

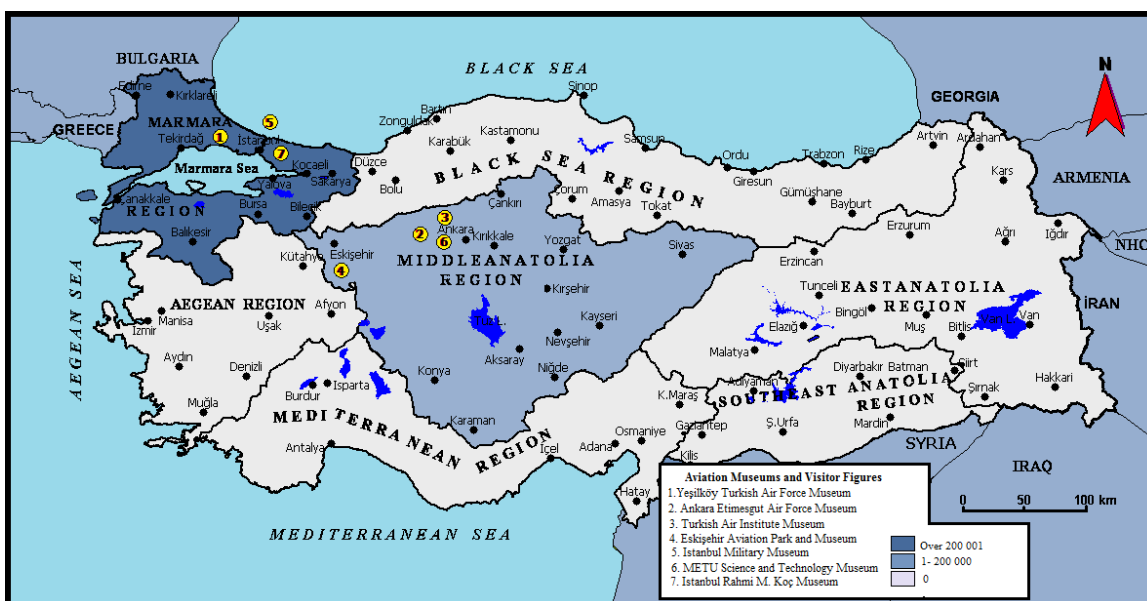


Figure 4: The distributions of aircraft museums and visitor figures according to regions.

4. The issues of transport museums with tourism dimension

Transport museums play a significant role in the formation a sense of history in society and local economy by providing both direct and indirect employment. However, there are some problems in related to these museums in Turkey. One of the major issues facing transport museums today is not properly evaluated of these museums. Most of transport museums need to rearrange, except for military transport museums, moreover, there is the lack of personnel and budget. One or two people work in many transport museums, so it is difficult to do the cleaning of the museum and the maintaining of vehicles.

Another important issue is about the number of visitors to these museums. It has classified museums as “living” and “die” according to visitor numbers in recent years (Sezer, 2010). In fact, tourist numbers visited transport museum in Turkey, there is not the sufficient level. For instance, the population of Istanbul is over 13 million, but Istanbul TCDD museum visited approximately 70 000 tourist in 2010, moreover, this museum is located in Sirkeci Train Station. The same situation is also recognized for Ankara. Most of the railway museums are situated around Ankara Train Station. The population of Ankara is over 5 billion. Despite of this population and location, railways museums in Ankara only attracted 42 867 tourist in 2010, according to the Ministry Cultural and Tourism data. In fact, as Divall cited that every people can visit transport museums for all sorts of reasons, curiosity, leisure time, and professional job (Divall, 2003), moreover, transport museums has mobility, so these museums have much more advantage, like small trip and exhibition, compare to other museums to attract more visitor for cultural tourism.

However, there are two kind of visitor: voluntary and involuntary. There are the visitors of museums in the curriculum for primary school students. Unfortunately, most of primary school student’s families and teachers in Turkey find museum visits unnecessary in contemplation of being informal learning, whereas, most ‘learning’ in museums is informal learning; that is, voluntary and, largely, self-directed, that is, it is as much about feeling, emotion and desire (Divall, 2003). It is important to give museum education for everyone, so it is possible to increase the number of visitor to these museums, moreover, this education will provide an important contribution to cultural tourism. Other important issue is the lack of management of transport museums. There are not connection a center transport museums. It has divided to three department to be about the Ministry Culture and Tourism, Private (Military and the General Directorate of Foundation) and National Palaces. It is important to gather in a single center to both the development of museums and cultural tourism.

Conclusion

There are over 30 transport museums in Turkey. These museums are very important for both cultural tourism and cultural heritages. Transport museums attract over one million tourists every year. The rate of transport museums in the museum tourism in Turkey is 8.7 % in 2010. However, there are some problems such as financial problem, management, conservation approach, and tourist numbers in related to transport museum in Turkey. In order to development of transport museum in cultural tourism: there need a healthy and safe tourist statistic; it should evaluate what is significant in planning and the future use of museum resources; At the same time, it should improve conversation approach and management; the problems related to these museums should solve; It should be provide the participation of volunteers to work in these museums; It should be give knowledge for the development of historical conscious with museums in the society and schools, so tourist numbers visited transport museum will increase, and conserve as cultural heritages; Finally, we share a vital part of our history and our culture with transport museums. There needed museums displayed features, vehicles, and materials in the past in order to understand the future, so we have to conserve them for future generations.

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