

German Railways and Tourism

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Abstract:

From the beginning on the idea of railways were closely tied with tourism or the development of regions for touristic purposes. One of the very early memoranda in Germany, Newhouse's suggestions for railway construction in Southern Germany argued the following way: Of interest will be all who "travel only for pleasure" to "view the prettiest landscapes and paradise locations" in a most comfortable and cheap way". "Foreigners from all parts of Europe (...) would visit us und stay in our country attracted by all that nature and art and very well developed social relationships offered for everybody's best fortune (Lebensglück)." Friedrich List, named as father of the German rail-ways later on, agreed with him and definitely expressed: It would be a "character of Baden (one of Germans state) to attract masses of foreigners from all parts of Europe". Newhouse did not forget to mention travels for health or educational reason for example the visit to bathes and famous locations of culture in Germany as the bathes of Wiesbaden or the Wartburg nearby Eisenach or the castle of Heidelberg. Indeed, this argument for the construction of railway lines played an important role for the development of many main lines in the German network. The Southern lines of the Prussian network for example went on from Berlin downwards to Saxony Anhalt and Bavaria where the German lines were connected with Austrian and Italian lines in Munich. Both countries played a key role for touristic visits of the German middle class. The impact of touristic reason on the structure of Germans railway network is one thing the development of vast areas along the coast and in hilly regions is another one. We can list many examples in the decades before 1900 when railway lines explicitly were built to support tourism in particular regions. One could mention the route from Hamburg to the isle of Sylt in the North Sea or lines from Berlin to the coast of the Baltic Sea where railway lines were constructed to support summer tourism for the middle classes of the capital of Germany. Further examples we can find in the hilly regions of Silesia, Harz, Schwarzwald and last but not least the Alps explored and developed by railways which were demanded from the middle classes in the cities that surrounded these regions. As consequence of railway construction for touristic reason in the nineteenth century many regions were remodelled for that purpose and the touristic structure of Germany were fixed up today with railway lines as backbone although Germany became motorised in the 1950s and a network of highways substituted in many cases the old railway tracks. However, the paper will discuss the impact on railways on German's interior tourism on some examples and will answer the question of its structure in the nineteenth century as well as its further development in the twentieth century up today.

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Introduction: What I experienced in my summer holidays of my childhood

In the 1960s when I was a child my family spent summer holidays far away from home (far away in the meaning of far in this time). It was a very particular place in Germany – the former seaside resort Sassnitz, a little city at the Northern shore of the isle of Rügen, the most Northern boarder of the former German Democratic Republic (GDR). At this time we ourselves lived in the neighbourhood of Mainz in the Rhineland, the very Western part of Western Germany, the old Federal Republic of Germany (FRG). At the end of World War Two my family had migrated from the most Eastern part of pre war Germany, today Poland, and had settled at different places in Germany. This was why we must surmount such far distances for visiting our relatives in the other part of Germany. What I envisaged as child was for people from the Rhineland so to say – spectacular. At first we enjoyed a railway journey of nearly one day – especially the steam engine driven trains in the second part of the journey when we were leaving the FRG and entered the GDR. After we had arrived at the station of Sassnitz the smell of coal and oil changed to the smell of fish smoke houses (“Fischräuchereien”) and brown coal.

It was not only the sea – the Baltic Sea, the beach, a very stony one, the harbour with trawlers, the impressive nature of white chalk cliffs of 100 to 150 meter heights, there was also a big ship, a ferry boat which left or arrived at the harbour of Sassnitz two times a day by producing very welcomed waves on the flat sea. Our relatives told us that this ferry carried the total of two complete trains in its belly on its way to Sweden.

Sassnitz itself was a city that had seen better days. The houses of the old centre with wooden balconies were all a bit rotten, grey and morbid. Also a large numbers of old villas in the neighbourhood had disserved at minimum new paintings or a restoration in total. While at the outskirts were growing new three to four storey high tenement houses in a modern but uniform style (“Plattenbauweise”).

There was another exciting place in the neighbourhood of the city of Sassnitz our relatives told us about: the unbelievable story of a tremendous large building at the beach of Prora. It was an irritating story of a place occupied by the army of the GDR for their purposes and that of combat groups of the state owned concerns (“Betriebskampfgruppen”), a sort of a militia of the socialist GDR, which was trained there for the fight inside cities.

This was Sassnitz as we experienced it in the 1960s. However, although Rügen and Sassnitz were used for the recreation of employees in the time of the GDR it could not really be called a tourist city. The comrades of the SED were not proud of tourism and the “tourist business” but of industry and increasing figures of production. This was why they developed the fishing industry of the town and chalk mining or farming. Sassnitz became – as more or less all the other cities in the socialist part of Germany – an industrial town, but with rests and ruins of its glorious past as a touristic city.

1. The Beginning of Mass Tourism in Germany – the Nazi Period and the KdF Seaside resort “Prora”

I had not known for a long time that I had spent my children’s holidays in one of the most fashionable seaside resorts of Germany – in the Emperor’s Spa (“Kaiserbad) Sassnitz. But I had been a bit too late, some 50 or 60 years, to experience the busy life of this time. And I had stayed in the

neighbourhood of the starting point of real mass tourism in Germany in the 1930s. At the beginning of the Nazi period the National Socialists set up the “Kraft durch Freude”-organisation (strength by joy) offering all peoples comrades (“Volksgenossen”) organised leisure time and even holidays – what had been an unknown privilege for most part of the population.

This became one of the key elements of the social policy’s propaganda of the Third Reich. Beside by KdF inspired projects as the KdF car (later called “Volkswagen”) it included cheap holidays which should increase the level of living standard of the people. Holidays organised by KdF meant cruising with ships of the KdF and holidays at the sea and therefore the organisation planned the construction of five seaside resorts for 20.000 people each which should enable many to spend a two weeks holiday controlled by and influenced by the NS organisations per year. The only one project that was realised according to this plan was the KdF seaside resort “Prora” at the isle of Rügen.

The plan foresaw an endless building of guest houses, festivity halls, swimming baths, quays, festivity places and buildings for the supply of food and other things for all these masses of people. Construction work started in 1936 and lasted up to 1939. The KdF organisation built the resort on a vast place at the shores of Rügen between Binz and Sassnitz. At this time there worked up to 9.000 construction workers at the resort and eight companies competed with each other for the fastest progress at the different parts of the complex.

The result could be characterised as impressive. In 1939 Prora was a mostly finished complex including eight gigantic guest houses. Together they formed one building, the biggest house of the world – not in height (the houses are only six storeys high) but in length. Originally it had the total of six kilometres. This was later on called the “Colossus of Rügen”.

Let us have a closer look at this Prora that you might get an introduction of this monster. The construction work stopped in 1939 when World War II broke out. The guest houses, and the place for festivities as well the quays were nearly finished but not the swimming baths and the festivity hall also the building for the supply of the people never had been realised. Already at the time when the construction work was not finished yet, the building attracted the attention of a worldwide public. A model of the whole complex was shown at World Faire in Paris in 1937 and received a Grand Prix. The Prora complex is not just a listed monumental construction of the Nazi regime. Adjacent to the Nazi party rally grounds in Nuremberg, the KdF seaside resort in Prora is the largest architectural project of the time that was actually carried out. 20,000 people were to spend their holidays there. The seaside resort is not only interesting from the architecture perspective (implementation of modern architecture in National Socialism); it was also an element of the National Socialists’ labour and social policy, serving its aggressive military and racial policies. The resort, allegedly planned as a place where “German Workmen” may rest and relax, contributed above all, to the preparation of war, i.e. the “strengthening of people’s mental strain”, as several Nazi leaders pointed out, and the pacification of workers, who had been deprived of their rights and whose organisations had been outlawed in 1933. This is why Prora is today a listed monument of the construction and social history of the “Third Reich”.¹

After the complex had been occupied by the Red Army at the end of the war, the buildings and the surrounding area were used by the armed forces of the army of the GDR (“Nationale Volksarmee” – NVA) and were closed for the public (“Sperrgebiet”) in this time. Up to 10.000 soldiers were stationed there. After the re-unification the army of the Federal Republic took over the buildings but left Prora in 1992. Since 1993 the complex is open for the public. Private investors and initiatives from the neighbouring villagers set up a documentation centre which informed about the particularities of

¹ For more information see www.ruegen-kompass.de/ruegentour/prora.htm; or wikipedia Seebad Prora.

Prora. Moreover, they attempted to develop the complex not only as a memorial of the Nazi period but also as an attraction for the current tourism business – this failed.

However, the question arose, why did the Nazi chose Prora to demonstrate what people comrades could await from the system? At first they could settle their resort upon the touristic infrastructure of the former Emperor's resorts of Sassnitz and of Binz. Via the railway line between the stations of both resorts Prora was connected with the hinterland. At second the Nazis wanted to make a difference to the time of Emperor's Germany: their seaside resort – modern in architecture, monumental, monolithic, for peoples of all social classes, workers, craftsmen, shopkeepers, state servants and so on – stood in harsh contrast to the resorts of the others: individual and only for the well to do, for bourgeois and aristocrats and in an old fashioned gothic style. A closer look to the Emperor's seaside resort will make this clear.

2. The Emperor's Resort ("Kaiserbad") Sassnitz

Let us at first ask the question: How Sassnitz became an Emperor's seaside resort ("Kaiserbad")? At the beginning of the 19th century first visitors of the isle of Rügen were in many cases representatives of the Romantic Movement who beside of the German hilly regions in the middle of Germany undertook journeys to the coasts, were impressed by the sea and fixed their experiences in many literature descriptions and paintings. One of the first Romantic enthusiasts who wrote about the beautiful nature of Rügen was Johann Carl Friedrich Rellstab. He described the chalk cliffs and the turquoise colour of the sea there.² His travel accounts inspired Romantic lyrics and painters such as Caspar David Friedrich to visit this island. What Rellstab attempted to express in words Friedrich set down in paintings that became programmatic symbols for the Romantic movement in Germany. However, lyrics and paintings made Rügen become a secret tip for educated middle class people who were looking for extraordinary places of a beautiful nature or of cultural monuments.

One should not underestimate this kind of tourism at the beginning of the 19th century. It speedily developed in the 1820s and 1830s and it soon became an argue for the construction of railway lines at the beginning of the so called railway age. From the beginning on the idea of railways were closely tied with tourism or the development of regions for touristic purposes. One of the very early memoranda in Germany, Newhouse's suggestions for railway construction in Southern Germany from 1833, argued the following way: Of interest will be all who "travel only for pleasure" to "view the prettiest landscapes and paradise locations" in a most comfortable and cheap way".³ "Foreigners from all parts of Europe (...) would visit us und stay in our country attracted by all that nature and art and very well developed social relationships offered for everybody's best fortune ("Lebensglück")."⁴ Friedrich List, named as father of the German railways later on, agreed with him and definitely expressed: It would be a "character of Baden (one of Germans state) to attract masses of foreigners from all parts of Europe".⁵ Newhouse did not forget to mention travels for health and recreation or

² See Johann Carl Friedrich Rellstab, *Ausflucht nach der Insel Rügen durch Meklenburg und Pommern*. Hrsg. v. Wolfgang Grieb. 4. Aufl., Bremen 1999, S. 54–57. Similar accounts you find in Theoboul Ludwig Kosegarten (Hrsg.), *Karl Nernst's Wanderungen durch Rügen*. Neubearb. v. Heinz Jüpner, Peenemünde 1994.

³ Ludwig Newhouse, *Vorschlag zur Herstellung einer Eisenbahn im Großherzogtum Baden von Mannheim bis Basel und an den Bodensee*. Karlsruhe 1833, 99.

⁴ „Fremde aus allen Theilen Europas werden bei den herrlichen politischen Einrichtungen, die wir genießen, bei den Vorzügen und der Schönheit unseres Landes, noch unendlich häufiger, als es schon geschieht, uns besuchen und bei uns verweilen; angezogen durch alles, was Natur und Kunst, und hochausgebildete gesellschaftliche Verhältnisse zum schönsten Lebensglücke, Jedem anzubieten vermögen“. Ibid. 22. See also ibid. 97-99.

⁵ Friedrich List, *Memoire die Eisenbahn von Mannheim nach Basel betreffend*. Without location of publication 1835, S. 3.

educational reason for example the visit to bathes and famous locations of culture in Germany as the bathes of Wiesbaden or the Wartburg nearby Eisenach or the castle of Heidelberg.⁶ Such as Newhouse many other writers of railway memoranda envisaged tourists that travelled to cities of certain nature and distinct them from cities were railway passenger only passed by.⁷

These arguments for the construction of railway lines played an important role for the development of many main lines in the German network. The Southern lines of the Prussian network for example went on from Berlin downwards to Saxony Anhalt and Bavaria where the German lines were connected with Austrian and Italian lines in Munich. Both countries played a key role for touristic visits of the German middle class. The impact of touristic reason on the structure of Germans railway network is one thing the development of vast areas along the coast and in hilly regions is another one. We can list many examples in the decades before 1900 when railway lines explicitly were built to support tourism in particular regions. Further examples we can find in the hilly regions of Silesia, Harz, Schwarzwald and last but not least the Alps explored and developed by railways which were demanded from the middle classes in the cities that surrounded these regions. One could mention the route from Hamburg to the isle of Sylt in the North Sea or lines from Berlin to the coast of the Baltic Sea – as we did – where railway lines were constructed to support summer tourism for the middle classes of the capital of Germany.

But what were the consequences? In short one could say a total shift of the character and type of villages. We can realise this on our example on Sassnitz. The end as well of its romantic and idyllic world as of a tourism based on the simplicity of nature arrived in the 1870s. This change in the character of tourism was the result of the construction of the Northern Railway from Berlin to the Baltic coast and the development of Rügen by railway transport in the 1880s.

Alongside with the Northern Railway we envisage an increase of many seaside resorts at the coast of the Baltic Sea. The Northern Railway Company was founded in the 1870 and opened the line from Berlin to Stralsund at the coast at the end of this decade. Since the 1880s the railway line was completed by modern ship lines which went on from Stralsund to Stockholm. This shortened the way between Berlin and Copenhagen to 37 hours. In 1883 construction work started for the extension of the Northern Railway line up to the Northern coast of Rügen. In 1891 the railways reached Sassnitz.⁸ Up to the 1870s and also in the beginning of the 1880s Sassnitz had been a village of fishers and farmers who lived their own live. But with the expansion of the railway network to the North and with the mighty increase of visitors the passenger transport via railway brought with it that the idyllic village changed to a centre of touristic attractions and busy life.⁹ At the end of the 1850s only 200 tourists on average stayed at Sassnitz for the summer season. But in the 1880s this figure increased to 4000 or 5000 and around 1900 not fewer than 10.000 and more spent their summer holidays in the seaside resort.¹⁰ Where did they come from? Of course, from the end of the railway line, and this was Berlin, the German capital. At the same time as Sassnitz were transformed from a fisher's village to

⁶ Newhouse, Vorschlag, S. 98–100.

⁷ *Abhandlung* über die muthmaßliche Frequenz der von Cöln bis zur belgischen Grenze bei Eupen projectirten Eisenbahn bei unmittelbarer Berührung der Städte Aachen und Burtscheid. Aachen 1835, S. 20.

⁸ On the construction of the Northern Railway see Peter Bley, 100 Jahre Berliner Nordbahn 10.7.1877 – 10.7.1977, in: Berliner Verkehrsblätter 24, 1977, S. 110–172, here S. 111–114, and Berlin und seine Bahnen. 2 vols. Berlin 1896, Bd. 1, vol. 1, S. 274ff.

⁹ See Max Koch, Zur Geschichte von Sassnitz, Sassnitz 1934, S. 44. On Caspar David Friedrich see Gottfried Sello and Hans Jessel, Auf Caspar David Friedrichs Spuren. Eine Bildreise, Hamburg 1992, S. 6f. u. 37f.

¹⁰ On the extension of the Northern Railway to the isle of Rügen see Bley, 100 Jahre Berliner Nordbahn, S. 111ff. On the development of the inhabitants of Sassnitz and visitors of the resort see Koch, Zur Geschichte von Sassnitz, S. 61, and Ostseebad Sassnitz auf Rügen. Amtlicher Führer. Hg. v. d. Bade-Direktion, Sassnitz 1925, S. 18.

a touristic city the capital of Germany made their way from a capital and big city to a metropolis – a new dimension of city, a “sea of stone” that had not known before in Germany. Parallel to this development we can recognise a remarkable trend of middle class people to escape from the city and spent several weeks of the summer time in spas, seaside resorts or bathes. At the end of the century this escape from big cities reached a new quality. “When (...) the days become hotter, then in Berlin all who had the resources or all who believed that they had the resources made themselves ready to leave the city for several weeks to live somewhere in the silence and quietness of the countryside or in a modern spa to live only for their health.”¹¹ In 1894 nearly 100.000 Berlin people made use of a special summer ticket of the Prussian Railways and half of them used it for a journey to the Baltic Sea.

Sassnitz not only envisaged a mighty increase in its development by its direct connection to Berlin it also enhanced its status to a first class resort by visits of aristocrats and monarchs. The visits of aristocrats started at the end of the 1870s when Prince Prinz Friedrich Karl von Preussen (from the Hohenzollern family) spent there some weeks in the summer. Soon more members of high aristocratic families followed him in the next years. The peak of the tendency was reached when the Emperor’s family stayed at Sassnitz during the summer season of 1890. At the end of the season Sassnitz newspaper expressed their absolute satisfaction and drew the conclusion: “We had the Emperor’s wife here. And a resort where she stayed five weeks and here children even eight weeks, a resort that achieved such a honour among all the German resorts, such a resort will have a splendid future. (...). All at once Sassnitz belong now to the most famous seaside resorts of the world.”¹² Alongside with this great success and the growing stream of visitors the milieu of fishers and farmers that once had belong to the attractions of the resort went down. Time changed and a very intense construction period began which soon reached not expected dimensions.¹³ In a period of only three decades the fisher’s village were transformed to one of the biggest and most famous seaside resorts of Germany and a city of several thousands inhabitants. Because of its popularity more and more of the wealthy citizens of Berlin decided to invest in properties in Sassnitz. This soon led to wide areas of large exclusive resident homes and villas. Also not fewer than 28 big hotels were successful established in the core of the city.¹⁴

3. Adolph Hansemann and the consequences of a railway line to the North

This development with all its consequences was the direct result of railway construction. The main infrastructure of all resorts of the isle of Rügen depended on the Northern Railway line to Berlin and of the steady flow of visitors from there. Vice versa the Berliner well to do formed and transformed places at the Baltic coast which were used as compensation of all the disadvantages a living in the “sea of stones” brought with – of the extreme density of living, the noise, hygienic problems and social contrasts and clashes. But this is not the end of the story, and not the end of the prosperity of the once famous resort.

¹¹ Berlin und seine Bahnen, vol. 2, S. 47f.

¹² Quoted in Koch, Zur Geschichte von Sassnitz, S. 57. On the accounts of the stay of the Emperor’s wife see Ostseebad Sassnitz auf Rügen, S. 11.

¹³ Ostseebad Sassnitz auf Rügen, S. 12. See also Koch, Zur Geschichte von Sassnitz, S. 45 u. 51.

¹⁴ See Richters Reiseführer. Rügen 1914/15, o.O. u. J. (1914), S. 41–55. Archiv Stadt Sassnitz, LKS 747. On the villas see Ostsee-Freibad Sassnitz auf Rügen. Amtlicher Führer 1929. Hrsg. v. d. Kur-Direktion, o. O. 1929, S. 79ff. Archiv Stadt Sassnitz, LKS 364. The modern villas were constructed in the so called „Berliner Bauweise”. See Egon Weber, Die Entwicklung des Ostseebades Sassnitz bis zum ersten Weltkrieg, in: Greifswald-Stralsunder Jahrbuch 4, 1964, S. 117–180, and 5, 1965, S. 45–92.

It was not alone the visits of aristocrats and the Emperor's family what had made the difference of Sassnitz. The city were characterised by one additional particularity, Adolf von Hansemann lived there. Hansemann was a wealthy man who gained a lot of money by railway construction – as his father David Hansemann did, the famous Rhenish railway enthusiast and railway entrepreneur, and also Prussian Prime Minister in the Revolution of 1848. His son, Adolf von Hansemann, had become one of the directors of the Discontogesellschaft (later Deutsche Bank) and can be seen as one of the most important railway investors at this time who initiated many railway projects in the 1860s and 1870s. However, Hansemann felt himself attracted by the isle of Rügen and bought the feudal estate of Lancken in the direct neighbourhood of Sassnitz when the construction work of the Northern Railway had made its way to the coast of the Baltic sea.

Some years later he reached the age of retirement and moved to his estate at Rügen. Here, he started a second career as land and city developer on a scenic place. He gave the order for the construction of the largest building of the island – the castle of Dwasieden – direct at the outskirts of Sassnitz. The famous architect Georg Heinrich Friedrich Hitzig developed his plans and realised a cubicle of two storey heights, which's forefront were directed to the sea and stressed by rows of columns at both sides that ended in pavilions in the form of small temples. The entrance hall was hidden behind six pairs of columns and could only be entered via an arrangement of large roomy staircases. The building itself was dominated by two three storey high towers at each side of the castle. All in all Hansemann invested the amount of four million marks in his home for the age of retirement.¹⁵

As a rentier and retired person he had enough energy left to initiate many projects which once again in addition to the touristic development increased the dynamic of the prosperous tourism city in an unbelievable way. Although Hansemann only made use of his luxurious castle in the summer season, the presence of this wealthy rentier from Berlin had consequences for the flourishing resort. On the one hand the banker and railway entrepreneur enhanced the community and on the other his castle was one reason why Princes and monarchs stayed at Sassnitz for several summers.¹⁶ But the importance of Hansemann for the development of the resort should not be diminished to his reputation and his castle. At the end of the century it was he who among other rentiers gave birth to a vision of a harbour and a railway connection to Sweden by a ferry boat. The plans combined the transport networks of railways and ship lines. The intension of this vision was to develop the wide Scandinavian space and not at least for the tourism business. With the help of Hansemann and his good connections to the Prussian state administration the citizens of Sassnitz made the Emperor interested in this project and indeed the harbour was built at the end of the century within only a few years.¹⁷

After the harbour was opened, at first a steamboat line for Post services was set into business in 1897. Both, the state of Germany and of Sweden celebrated the opening of the line by an official

¹⁵ On the background of the construction of the castle see Ralf Roth, *Der Sturz des Eisenbahnkönigs Bethel Henry Strousberg – ein jüdischer Wirtschaftsbürger in den Turbulenzen der Reichsgründung*, in: *Jahrbuch für Antisemitismusforschung* 10, 2001, S. 86–112, here S. 100. For more details of the castle see Neidhardt Krauss, *Die Schlossbauten Friedrich Hitzigs in Mecklenburg-Vorpommern*. Unveröff. Ms., S. 21–23. Archiv der Stadt Sassnitz: LKS 579; Hans Schütz, *Schloss Dwasieden auf Rügen – Die Geschichte eines Bauwerkes*, in: *Pommersche Zeitung* 11, F. 23, 1961, S. 9, and Petra Gersonde, *Ländlich-herrschaftliche Wohnanlagen in Mecklenburg und Pommern um die Mitte des 19. Jahrhunderts am Beispiel der Herrenhäuser des Architekten Friedrich Hitzig*, Greifswald 1988. On the architect Hitzig see Rudolf Zeitler, *Die Kunst des 19. Jahrhunderts*, Berlin 1990, S. 314f. u. 320, and Friedrich Hitzig und sein Jubiläum, in: *Deutsche Bauzeitung* 1879, Nr. 27, S. 137–138.

¹⁶ See *Ein stolzer Herrensitz an Rügens Küste: Schloss Dwasieden*. Stadtarchiv Sassnitz, ZAS 22, 1928.

¹⁷ See Koch, *Zur Geschichte von Sassnitz*, S. 78ff., u. Jürgen F. Braeunlich, *Bäderdampfer auf der Ostsee. Die Reederei Braeunlich und ihre Flotte*, Hamburg 1999, S. 37.

state act that took place – of course – at the castle of Dwasieden. Only one year later the ship owner Braeunlich offered two trips a day by ship to Sweden.¹⁸

This paved the way for a touristic and economic development between Scandinavia and Germany. The dynamic repercussions between railways and ships continued. After the harbour of Sassnitz was built and had been set into business the ground was laid for the realisation of the plan of a railway ferry to Sweden. Indeed the ambitious and prestigious project that was seen as full of advantages for Sassnitz was realised in 1909.¹⁹ Again an official celebration took place. For that reason all came together in Sassnitz who had rank and position in Imperial Germany and in Sweden (inclusive the German Emperor and the Swedish King). The whole resort was illuminated, flags and festoons decorated the way from the harbour to the castle and the Emperor's yacht was shipping alongside the coast. At the top of the celebration a firework was burned high in the sky above the castle.²⁰ In his speech the minister for railway affairs Paul Breitenbach drew – five years before World War One broke out – the vision of a peaceful world in the time of the railway age. The livelier the exchange of traffic between nations is, he said, the more remarkable and more visionary the implemented facilities of infrastructure are, the stronger and more resistant will be the line of peace between the nations.²¹ The next day the ferries were set into operation.

When we summarise the development so we find an astonishingly dynamic in a village that existed at the periphery for centuries. This dynamic of a former fisher's and farmer's village to an Emperor's spa and on to a city that started to play a key role in the transport routes from the capital to Northern Europe. We can reconstruct this transformation process on travel journals and accounts which draw the picture of a romantic region that did not suffer on the failures of civilisation. The idyllic charm of the former village attracted wealthy citizens who preferred a natural surrounding for a certain time. This stream of visitors to the coast supported plans of an increase and expansion of the railway network in the North and vice versa the expansion of railway lines led to an increase in passengers and visitors. The steady increase of tourists transformed the village to a tourist city and then a famous spa. But it was not only the bigness of cities, their view, social structure and social live, it was also the transport and communication network, which affected ever wider areas. The line of development we were looking at between Berlin and the North influenced at the end regions up to Scandinavia and established new possibilities as well as for travellers as for businessmen.

With these developments the dream and discussion at the beginning of the railway age became realised. As consequence of railway construction for touristic reason in the nineteenth century many regions were remodelled for that purpose and the touristic structure of Germany were fixed up today with railway lines as backbone although Germany became motorised in the 1950s and a network of highways substituted in some cases the old railway tracks. But in most cases the railway lines still exist and you can go the touristic resorts by train.

¹⁸ See Braeunlich, *Bäderdampfer*, S. 40 u. 47.

¹⁹ See Braeunlich, *Bäderdampfer*, S. 51, and Merkel, *Eisenbahn-Fährverbindung Sassnitz-Trelleborg*, in: *Zentralblatt der Bauverwaltung* 54, 1909, S. 361–365, hier S. 362ff.

²⁰ See *Eröffnungsfeier zum Trajektverkehr Sassnitz–Trelleborg*, in: *Rügensches Kreis- und Anzeigebblatt* v. 6. Juli 1909. Many of participants of the celebration stayed „Dwasieden“. See *Wohnungsliste der Teilnehmer an der Eröffnungs-Feier der Fährverbindung Sassnitz-Trelleborg am 5. bis 6. Juli 1909*. Stettin 1909. Stadtarchiv Sassnitz, *Teilchronik* 4/1909.

²¹ See *Die Eröffnung des Trajektverkehrs Sanitz–Trelleborg*. Archiv Stadt Sassnitz, *Teilchronik* 4/1909. Vgl. auch den Bericht der ersten Fahrt in der *Berlinischen Zeitung* v. 8. Juli 1909.