

Tomasz Roszak

Warszawa

[Warsaw]

Zbigniew Tucholski

Instytut Historii Nauki PAN, Warszawa

[Institute for the History of Science PAS, Warsaw]

Zasłużony inżynier służby trakcji PKP Teobald Neumann (1899–1985)

Teobald Neumann (1899–1985), engineer who rendered great service to traction of Polish State Railways

SUMMARY

Teobald Wilhelm Neumann was born on 10th September 1899 in Władysławów near Turek. He came from a Polonized German family. He was thoroughly educated and graduated with an engineer diploma at the Gdańsk Technical University (Technische Hochschule zu Danzig), where he studied at the Department of Electrotechnology, Machine and Ship Construction. After completing his apprenticeship, in 1924 he started working for the Polish State Railways in Gdańsk, in the sector of traction service. On 19th September 1929, he was qualified as an inspector of steam engines. In the 30s, Neumann held many managerial posts connected with traction service in the Administration of the State Railways in Toruń and Kraków. During interwar period he topped his professional career being promoted to the head of Kapuścisko Tranzytowe engine house (currently Bydgoszcz Wschód), which belonged to the French-Polish Railway Association.

After the outbreak of the war, when wanted by the secret German police (Gestapo), he escaped to General-Gouvernement, where he worked as a clerk in a local government unit. On 28th August 1944, T. Neumann took up work at the Department of Communication of the Polish Committee of National Liberation and was appointed as head of mechanical service of the State Railways Regional Administration in Lublin. At the beginning of 1945, he was transferred to an equal post to Poznań. On 1st August 1948, Neumann began his work for the Mechanical Department of the Transport Ministry in Warsaw, where on 1st December 1951, he was promoted to Deputy Director of the Ministry's Mechanical Department. On 1st January 1956, he became Director of the Central Carriage Board. From 6th November 1962, he was managing organisation of the Technology Department of the Transport Ministry and became its Director on 1st January 1963. After retiring on 30th September 1966, in 1966–1975 Neumann continued his work at the Central Institute of Research and Studies of the Railways Development Technology in Warsaw. Teobald Neumann was not a constructor of rolling stock but his accomplishments were connected with exploitation of traction and carriage rolling stock, as well as with organisation of traction and carriage service. His greatest achievement was in the field of education – as the author of numerous publications concerning railways, among which the most valuable was *Podręcznik dla maszynisty parowozowego* [Manual for steam-engine drivers]. The book was published twice. For 24 years he was also an editor of *Przegląd Kolejowy Mechaniczny*. On 1st April 1939 in Bydgoszcz, Neumann married Helena Topczewska (1912-2003). He had two sons – Jerzy Teobald Neumann, born on 24th February 1942, and Stefan Piotr Neumann, born on 6th May 1947. Both of them continued their father's professional tradition and worked at the Central Institute of Research and Studies of the Railways Development Technology in Warsaw. Teobald Neumann died in Warsaw on 10th July 1985 and was buried on the local Lutheran Church of the Augsburg Confession.

Analecta – Studia i Materiały z Dziejów Nauki

[Analecta – Studies and Materials on the History of Science]

XXVI, 2017, 2, 89-104