

Lettre d'information Newsletter Boletín informativo

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The word of the President

Have the members of our association decided to take refuge in their privacy ? It is a pity, For each of us is fond of getting news from the other members, even, and mostly, if they live far away. New jobs, new positions, new teachings, new researches, new publications, new diploma for the students ? I suggest you start mentioning immediately your new publications. We are entitled to know them.

Our association is, for the moment, concentrating on the Chile conference. Not an easy task, so far away. But the project is taking shape.

However, let us not forget the other projects : celebrations of World War One, conference in Nigeria, common action with the Lexington group (USA) etc..

And, please, do not forget to (see the announcement below in the yellow frame)

Henry JACOLIN, President

DON'T FORGET TO PAY YOUR COTISATION FOR THE YEAR 2013!

**The very first basis of all our actions will still be the personal investment of each of us
and the financial contributions of all of us.**

So don't wait for december to do it!

Thanks for us all.

New publications!

Bratislava conference: Eastern European Railways in Transition – Nineteenth to Twenty-first Centuries

The volume including many of the papers presented at the Third International Conference of the International Railway History Association in Bratislava from 24 to 26 September 2009, and additional ones has been finished in June. The anthology contains 22 articles about railway history in Eastern Europe. The definite title is: Eastern European Railways in Transition – Nineteenth to Twenty-first Centuries. The book has been edited by Ralf Roth and Henry Jacolin with the help of Marie-Noëlle Polino and August Veenendaal. It has 398 pages and includes a lot of illustration and tables. It will definitely appear end of July. The regular prize is £70.00. The publisher offers substantial discounts to authors and editors (1-29 copies: 35%, 30-49 copies: 40% discount and 50-99 copies: 45%) discount. Perhaps we can organize a bulk order. However, we would encourage all members to order the book.

Mechelen conference: The City and the Railway in the World – Nineteenth to Twenty-first Centuries

The volume including many of the papers presented at the Fourth International Conference of the International Railway History Association in Mechelen from 27 to 29 May 2010, and additional ones is proceeding well. It includes 27 articles on the topic of The City and the Railway in the World – Nineteenth to Twenty-first Centuries. It will be edited by Ralf Roth and Paul van Heesvelde with the help of Henry Jacolin and August Veenendaal. 16 articles has been finished the editorial process, 6 has been sent back to the authors for working over, 1 is in the process of language proofreading and 4 are waiting for a last check by the editors. The quality of the articles is good sometimes very good and we are optimistic finishing the work on this volume in summer. This would mean that we could start the final publishing process at Ashgate in autumn and probably the volume can appear in spring 2014. This would also set capacities free for a more stringent work at the anthology for the Fifth International Conference of the International Railway History Association in Lviv from 3 to 5 November 2011 which then will be edited by Ralf Roth and Ihor Zhaloba with the help of Henry Jacolin and August Veenendaal and whoever wants to take part.

Ralf ROTH, General Secretary

Happy birthday IRHA...

The IRHA has been founded by the heads and scientific advisers of the Railway History and Archive Institutes, Societies and Railways Companies Departments in Paris during a meeting held on June 2002 (June 21st) at the International Union of Railways thanks to positive agreement of its director, M. Rouméguère. The initiative was due to the Fundación de los Ferrocarriles Espanoles (Madrid) and the Association pour l'histoire des chemins de fer en France (AHICF, Paris) which have organised two preliminary and informal meetings on June 2001 22nd and on November 2002 23rd to discuss experiences and projects underway. These meetings were continuing European project COST 340 *Vers un réseau de transport intermodal Les leçons de l'Histoire (2000 – 2005)* which put together researchers coming from 18 countries. That was a first initiative making easier for example the creation of T2M association (Transport Traffic and Mobility) in 2003.

Members who attended at the important meeting of June 2002 supported by the International Union of Railways were:

Juan Alberto Arenado Navarro (*Museo Ferroviario Temuco, Chile*), **Ignazio Barron da Angoiti** (*Chargé de mission Grande Vitesse, Union Internationale des Chemins de fer*), **Bruno Beaufine Ducrocq** (*Président délégué de l'AHICF, Paris*), **Christian Biard** (*Centre d'Archives historiques de la SNCF, Le Mans*), **Maria Aliete De Sousa Adriaio** (*Secretaria do Conselho de Administração, Instituto nacional do transporte ferroviario, Lisboa*), **Maria Dias Antunes das Neves Andrade** (*Direcção de marketing e imagem, Caminhos de ferro portugueses, Lisboa*), **Guenter Dinobl** (*Project Assistant, IFF, Wien*), **Nicolas Flano** (*Presidente Empresa de los Ferrocarriles del Estado de Chile, Santiago*), **Andrea Giuntini** (*Historian Professor at the University of Modena, Centro Studi per la Documentazione storica ed economica dell'impresa, Roma*), **Michel Ionascu** (*SNCF, Paris*), **Pierre Lemaréchal** (*Vice Président de l'Association française des Amis du rail, Paris*), **Gian Franco Lepore** (*Ferrovie dello Stato, Roma*), **Erwin Mauron** (*Geschäftsfuehrer, Stiftung Historisches Erbe der SBB, Bern*), **Michèle Merger** (*Chercheur CNRS, Institut d'Histoire Moderne et Contemporaine, Paris*), **Miguel Munioz Rubio** (*Directeur des Archives Historiques Fundación de los Ferrocarriles Espanoles, Madrid*), **Juanjo Olaizola Elordi** (*Directo Museo Vasco del Ferrocarril, Azpeitia*), **Magda Pinheiro de Avelar** (*Historienne, Professeur Instituto Superior de Ciencias do Trabaho et da Empresa, Lisboa*), **Marie-Noëlle Polino** (*Secrétaire scientifique de l'AHICF*), **Juan Carlos Ponce Perez** (*Delegado, Delegacion de Barcelona, Elipsos International SA – Renfe- SNCF, Barcelona*), **Ralf Roth** (*Historisches Seminar J W Goethe Universitat, Frankfurt-am-Main*), **Joanne Stewardson** (*Project Coordinator, National Archive of Railway Oral History, National Railway Museum, York*), **Rosy Thacker** (*Librarian, National Tramway Museum, Crich*), **Ian Thomson** (*Jefe Unidade de Transporte, CEPAL, Santiago de Chile*), **Paul Van Heesvelde** (*Historien, SNCB, Ministère des Transports de la Région Flamande, Bruxelles*), **Marie Suzanne Vergeade Williot** (*Documentaliste Comité central d'entreprise de la SNCF*), **Paul Véron** (*Directeur de la Communication Union Internationale des Chemins de Fer, Paris*).

The members of the first Board chaired by Michèle Merger were: AHICF (Marie Noelle Polino), Andrea Giuntini, Gian Franco Lepore, E. Mauron, Miguel Munioz Rubio, Magda Pinheiro de Avelar, R. Roth, P. Véron.

The rules of our association are defined regarding the French legislation as it is hosted in this country. The first "house" was, at the beginning, the UIC central quarter. The board has been presided by two personalities since the creation of the association: Michèle Merger and, since 2008, Henry Jacolin. But purposes it is looking for are still the same: promoting researches on railway history and defending the conservation of railway heritage. Several international conferences have been already organized therefore.

The first conference took place in Semmering during the 150 year anniversary of the innovative Semmering railway line which has been put on the UNESCO World Heritage list in 1998. Organised by Ralf Roth and Gunter Dinobl, the theme was *Across the borders International Investments in the 19th and 20th centuries*. The second one was held in Lisbon in November 2006 thanks to Magda Pinheiro. There the theme was *Railways modernization: an historical perspective 19e -20th centuries*. Then we turned to Bratislava and Malines. Each of them had been followed (or are about to) by a publication which is another aspect of the activity of IRHA.

From past to future, we are pleased to look forward to Latin America for the 6th conference which will take place in Santiago de Chile on September 2013.

Michèle Merger, Honorary President.

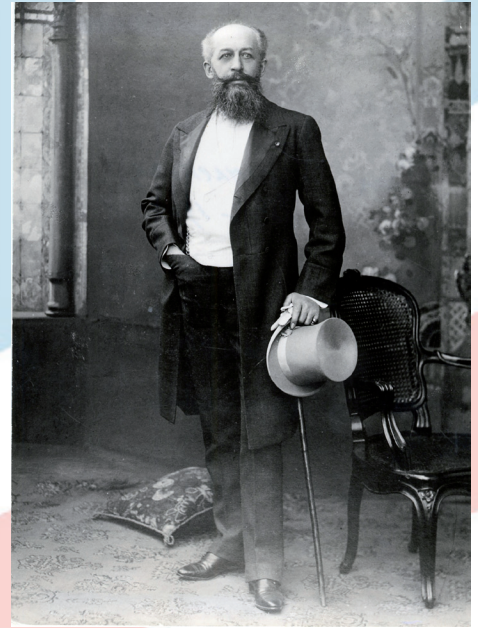
About the association « Patrimoine Compagnie des Wagons-Lits »

Behind the Myth, the Man

Everyone knows about The Orient-Express, everyone knows more or less about « La Compagnie des Wagons-Lits », but who knows the name of the man that imagined and created in the XIX century the mythic train The Orient Express, Georges Nagelmackers ?

In 1870, most of the important European railway networks are in expansion. Systems are multiplied and techniques used by each become always more specific. In order to travel from one country to another with minimum comfort, passengers needed to undergo custom controls and police checks at the borders. The audacious engineer Georges Nagelmackers inspired by the creations of G. Pullman, whom he had met in the United States of America, decided to bring these creations to Europe. He created « La Compagnie des Wagons-Lits et des Grands Express Européens ». He understood that this company had to be international by using the different railway administrations from different companies.

He organized international relations with luxury cars offering guaranties to each government traveling through, ensuring that their independence was not alienated. He responded to the needs of people to better know each other.



*Georges Nagelmackers
by Nadar.*

An Association "Patrimoine Compagnie des Wagons-Lits"

Communications Director of La Compagnie des Wagons-Lits for a couple of years, I have been inspired by the prestigious history of a company that has always been innovative, unifying internally and enhancing externally. Aware of the risks of disappearing of the company as structures were modified, it seemed important to me to create an association to guarantee the saving of an historical and cultural heritage.

Two reasons for this process:

There are only a few great Men each century and Georges Nagelmackers is one of them. As a true visionary, he put on the tracks this famous myth « The Orient-Express » that opened the doors to Europe and was the first in a family of trains that crossed the world. He understood and defined what « tourism » should be and how it should evolve in the years to come. He created a hotel chain, foreshadowing future large hotel chains, a network of worldwide travel agencies...

The second reason is the obvious interest in this past, which goes beyond simple interests in a private company and a railway network; it is a part of World History.

This association's objectives are:



- Gathering and conserve or receive donations, all souvenirs, art artifacts, objects, posters, models, photos... related to the history of the Company, and the companies and their branches that helped establish it.
- Guarantying the development and maintenance of said heritage, not only historically but additionally on the quality of the restoration and conservation.
- Being an expert, initiating or conducting all historical and cultural actions regarding the past of the Company.

Martine Chantereau, « Patrimoine Compagnie des Wagons-Lits » President

Welcome !

Welcome to our new members, Christophe KESELJEVIC, Senior Advisor at Réseau Ferré de France (RFF) and Pedro Pablo ORTUNEZ GOICOLEA professor at Valladolid University and secretary of economic analysis and economical institutions history department concil.

Railway during WW1

Some debates have animated mail exchanges during these last months around several projects on railways during WW1. We propose to make a kind of synthesis of them in order to make it go ahead. All the informations reported here have been mentioned in these mails.

The first step was this PhD proposal of Tony Heywood (University of Aberdeen):

« *Britain's railways in the Great War, 1914-1918**

This project will produce the first full-length academic study of how Britain's railways were managed and operated during the First World War. The project will be based on extensive archival research to be undertaken mainly at the National Railway Museum (York), the National Archives (Kew) and the National Archives of Scotland (Edinburgh). Funds will be available to help pay for the necessary research travel.

The project will address six core inter-connected themes - political, administrative, economic, technical, cultural and social - both to explore the basic questions of how, and how well, the railways coped and to serve as a framework for future research. The geographical scope will be limited to the lines under state control via the Board of Trade and Railway Executive Committee - in other words, excluding Ireland's railways, which were managed separately. Case-studies might be used to analyse the performance and impacts on selected strategic routes (such as the lines to the Channel ports) and fixed assets such as major workshops. The assessments are expected to be mainly qualitative, with statistics used where appropriate to identify basic trends.

The research will need to start by reassessing pre-war preparations and mobilisation, especially J.A.B. Hamilton's view that the network entered the war with a sensible and workable organisation largely as a matter of luck, and A.J.P. Taylor's claim about the mobilisation timetable's inflexibility: could the network have coped with an order to send the army to, say, Antwerp instead of France? As for the subsequent reaction of the railways to the war emergency, key issues for analysis are likely to include the meaning of 'total war' in relation to the network; state control and the work of the Railway Executive Committee (for example: how did it affect operations, infrastructure, finances and inter-company relations?); traffic performance (how did the demands change? where were the key bottlenecks?); relations with the armed forces (how effective was the coordination? how were military demands communicated and implemented?); the infrastructure (how far were railway supply needs met? does poor management explain the wagon shortages? how did the railway workshops contribute? how bad was the maintenance backlog by 1918?); and the workforce (how did losses of skilled staff affect the railways? how important were female employment and strikes?). And in the immediate aftermath, how did the war experience affect the government's decision not to nationalise the network, but instead to create four large geographically-based private companies? »

Then Tony Heywood has contacted Ralf Roth and Henry Jacolin to ask whether some cooperations could be possible:

« *I am writing to ask if you would be interested in collaborating with me to devise and run a project about the railways of Europe in the Great War, 1914-18.*

I think that I have mentioned this idea to you before, and now I think that I am in a position to try to do something about it. I have just made an application here in the UK for a scholarship for someone to do a PhD on the UK's railways in the war, and I will know the result of that in a few weeks. I have done some bibliographic work to identify key works on the French, German and Austro-Hungarian networks, and of course I have my on-going project on the Russian railways in WW1. So far as I can see, there aren't any recent academic histories of the national systems of France, Germany and Austria-Hungary. Do you know of anyone presently working on a study of any of these systems? If not, what about trying to get an ERC grant to sponsor at least three research assistants, each to produce a monograph about one system? Ideally, I think, such a project would also involve studies of the Italian and Ottoman railways and collectively the railways of the Balkans.

What do you think? »

The reaction of M-N. Polino gave real perspectives:

« *As said by our Chairman, the French Railway Historical society (AHICF) is currently working to a programme of events aimed at celebrating the anniversary of WW1 outbreak, following the thread of the French government which will make the event a big one in 1914. We thus proposed to obtain the official label for several events in August-September, 2014, to which all of you will be of course duly invited. We further aim to set up with IRHA, and therefore I am very glad to see how many of us are willing already to tackle the subject, an international conference due to*

take place in 2016, on the topic of Railway at war (and after war) in all countries involved. When other conferences planned in France are about mobilities (June 2014, French ministry of public works historical commission), stations as a part of war culture (our own thing, in August), we would like in 2016 to take time and encompass the railway system itself in a comparative approach to see at which point the railway's technical and financial system and the rail economy was in 1913, what were its developments during and because of the war (i.e. in France, to draw a rough sketch, the impact of US railway technology, together with network destruction and reconstruction and financial collapse of the private companies), and how the interwar period was -still from a 'railway' point of view- durably affected, especially regarding intermodal balance and modal split.

As it is a bit early in the day to draw a CFP (and because I am very much wrapped in the 2014 events, being myself a member of the WW1 centennial commission) I haven't communicated with you yet, but we are eager to tell you that the AHICF board of scientific advisers, which is now chaired by dr Michele Merger, IRHA's honorary President, would be very keen to organise an international IRHA/AHICF conference in 2016 and to make it an output for all our initiatives. »

Then Paul Veron informed us that a similar initiative was developed in Belgium. Following these exchanges, Guus Veenendaal let us know his interest and the publication of his new book:

« I feel like an interloper when I mention the position of the railways of the Netherlands during the Great War. Of course, the Netherlands were neutral in that conflict, but the impact of war on the borders of the country were great in many respects. The railways suffered from high prices of strategic materials, much military traffic, lack of staff because of mobilisation of personnel and such.

If a short chapter on the position of the railways in the Netherlands would be needed, I am willing to supply that. I have written a number of books both in English and Dutch on this subject and I think that I know what it is all about. My newest book on Railways and War was published last week. I give all of you the particulars so that interested colleagues will know that it is available. It is written in Dutch, but an English-language version is being contemplated. Guus Veenendaal, Sporen naar het Front. Spoorwegen en Oorlog.

pp.167, illustrations, index, bibliography.

Zwolle: W-Books, 2013.

ISBN 978 90 663 0094 1».

All this makes us think there is a real issue for our association to invest on this topic. Maybe another way of development after Santiago?

Synthesis made by Kevin SUTTON, board member

Save the date!

TICCIH Congress and TICCIH Railway Section meetings in September, 2015

The next World TICCIH Congress (the international committee for the conservation of industrial heritage) will be held in Lille, France, on 7-11 September, 2015. The region is known for the mining basin, recently listed as a world heritage site, and the way industrial heritage (mining, textile) is now included in redevelopment policies, art and culture. The congress includes pre-conference one-day outings, 5 full days of parallel sessions, intertwined with sites and museums' visits, post-conference 3-4 days tours in France. The Ticcih railway section will take this opportunity for a meeting and panel sessions, and the organizers are planning a pre-tour one-day visit of the most prominent heritage railways and railway sites of the region - historical trams, standard gauge steam railway along the river Aa, which serves several important sites and museums (among those, the WW2 and space museum on the building site of German V1 and V2), the mining railways museum on the Oignies mining site, the narrow-gauge railway which was included in a now closed down sugar plant but was originally a WW1 military network and the related railway vehicles collection in Picardy, etc.

Marie-Noëlle POLINO, board member

IRHA-TICCIH Chile conference: the final countdown

The V Congress projected by our Association, whose main topic is *Railways in Latin America, History and Legacy (XIX and XX centuries)*, is running ahead. It will take place in Santiago de Chile next September 12-13 at Instituto Italiano de Cultura. As we informed you, till our call for papers was closed, we have collected next to 60 proposals that our Scientific Committee finally approved. In July we will receive the final version of the texts sent by scholars and researchers involved in the Congress. This joint venture between our association IRHA and TICCIH Chile have also the support of the Instituto Italiano de Cultura and of many colleagues from different countries in Latin America that have the compromise with us in launching our association activities in this area of the world.

Javier VIDAL OLIVARES, Vice President