



**Association
Internationale
d'Histoire des
Chemins de Fer**

**International
Railway History
Association**

**Asociación
Internacional de
Historia
Ferroviaria**

HIGHLIGHTS

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December 2020

The best of all possible worlds?

In March this year, everybody was hoping to overcome Covid 19 with a short period of effort. We all expected that we would soon be able to return to normality. Nothing of that remains, unless the reader has a different opinion about 'a short period'.

These are hearse times in which everyone suffers in their own way. It is true that the organisations dealing with railway heritage have been badly affected. All the activities that bring a little money in the till are at a standstill. Museums are planning new exhibitions without having the prospect of a more or less certain number of visitors. And we don't forget the volunteers, the enthusiasts, who sometimes lack the conviviality to tackle a major project together.

It's not all doom and gloom. There are enthusiasts who haven't been idle in the past lockdown. There are scientists who continue to write. We are slowly waking up in the 21st century, of which we are only discovering the positive things with ever-

growing eyes. There are digital conferences, such as the Sao Paolo conference or the annual Clincker Lecture of the Railway and Canal Historical Society, a well-attended event that not only provided fascinating information, it also showed us how we are being dragged step by step into new applications that we've been laughing about since Star Trek.

A few weeks ago, Polis, the network of European cities and regions cooperating for innovative transport solutions, organised its annual conference. Digital, of course. Several hundreds of participants have discussed, questioned speakers, attended lectures, but what was obviously not possible was a nice chat over a coffee, or any other post conference activity that allows us to get to know and appreciate each other better.

Digital conferencing is a tool to ensure that, in these difficult times, we can continue to share knowledge, that we can disseminate information, in short that we can work

in the best of imaginable worlds. Let us hope that in the foreseeable future we will be able to meet again in the real world, that we will be able to have another discussion on the cutting edge. In the meantime, we have to cultivate our garden.

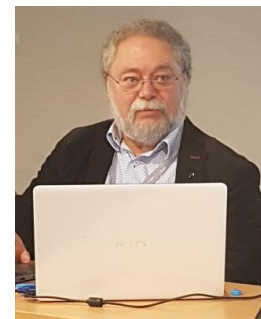
In this newsletter – the last one for 2020 - it was a bit more searching for relevant information from the work field. There are a number of publications and events worth mentioning. National Railway Museum York is announcing a new exhibition.

So there is no reason to give up. 2021 might be a year of uncertainties, but vaccines are coming.

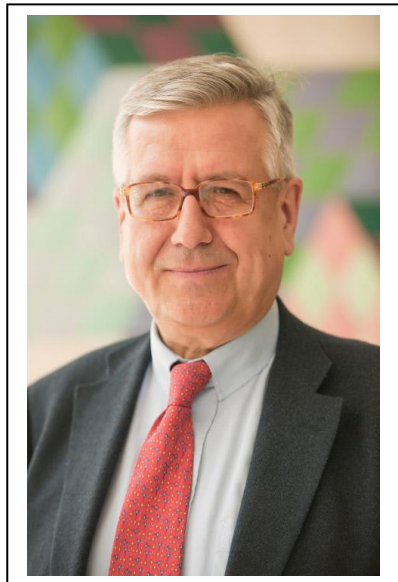
Let us cultivate our garden

Merry Xmas, Happy NY

Paul VAN HEESVELDE
Chief-Editor



PRESIDENT'S CORNER -



Paul Véron
IRHA President

Dear members and dear partners,

At the turn of this year marked by the worldwide expansion of covid 19 and adaptation of human life to new standards, it is getting obvious that the statu quo ante, the life as before, will never come back. More specially in the field of mobility and transport, this period definitively marks a break with the current trends. This evolution will undoubtedly have also as a consequence a break in the transport and railway history.

We all remember that first facilitators for the worldwide expansion of the virus have been the world trade, tourism and intense business travels between continents, notably between Far East of Asia, Europe, America. This uncontrolled expansion led to first drastic measures and restrictions such as shut down air connections or suspending the business of a lot of operators acting in the field of trade, travel and tourism.

Domestic traffic by train, car and air was also dramatically reduced to a minimum acceptable by the society, with a focus on delivery of essential goods and services.

One of the results of these drastic limitations in mobility was the reinforced use of digital technologies and in particular the general use of telework and remote conferences. The various confinement policies decided by governments in many parts of the world accelerated the adoption of new habits and a spectacular mutation in the social, economic and cultural life of most countries. No longer need to enter a shop for buying goods but 'e-drive' and 'click and collect', no longer need to visit the museum to discover an exhibition but virtual visits and conferences, no use to visit the doctor or hospital but telemedicine for a medical check-up but remote diagnosis, etc. All actors involved in the economic and social life achieved huge progress in adapting and optimising management methods in line with new challenges of covid-19 technologies. Most of these results and improvements will certainly be further used, even on 'the day after'.

In the context of the covid crisis, the society deeply changed its mind about the need and evidence of mobility. Mass transport modes - trains and public transport, planes, ships - were considered for the first time in the recent history from the viewpoint of a danger and sanitary risk to human life. All transport vehicles, stations, airports, were suddenly seen as unhealthy 'clusters' and source of contamination. Therefore, since the beginning of 2020, all actors of passenger transport committed huge efforts to regain confidence of customers and appear as clean and safe transport solutions.

But it is a fact that despite all efforts, all transport modes are currently facing difficult challenges with the objective to attract back their customers and invent new solutions to cope with the demands of society. The issue of mobility is currently questioned at global level.

Increased awareness of climate change and damages caused by transport pollution will also foster research and innovation and pave the way for new solutions for energy efficiency, cleaner and more effective transport. All modes of transport, including railways, will have to share these efforts and optimally use all the potential offered by digitalisation and multimodality.

For all stakeholders involved in railway history, historians, researchers, railway companies, railway foundations, the year 2020 with covid 19 will definitively mark a significant milestone and 'break' in the history.

Within this context, I first want to wish you a merry Christmas, for you and your families. I want to share with you the hope that the year 2021 will be for you all a year of health, peace, success and prosperity. I also wish that 2021 will open up new and fascinating perspectives for our international railway history association.

Paul VÉRON
AIHC – IRHA - AIHF President

CONFERENCE NEWS – CALL FOR PAPERS

The 7th International EARLY RAILWAYS CONFERENCE

NATIONAL WATERFRONT MUSEUM, SWANSEA, SOUTH WALES 10th – 13th June 2021

CALL FOR PAPERS

Due to COVID -19 this conference, which was due to take place at the National Waterfront Museum in Swansea, is being replaced by an International 'virtual' conference on the same dates (10-13 June 2021). The conference will therefore be held using the Microsoft 'Teams' facility, hosted by the National Railway Museum, York. The issue of different time zones is recognised and options to overcome this are being considered by the ER7 organising committee.

The conference, conducted in English, will be in the same format as the previously successful Early Railways Conferences and Early Main Line Railways Conferences. These two themes will, henceforth, be combined under the International Early Railways Conference title covering the earliest wagonway systems through to main line and industrial systems worldwide, in the development era up to the 1870s.

Further updates will follow as the specific details are finalised.

This seventh international conference continues the sequence of both the Early Railways and Early Main Line Railway conferences. These two themes will henceforth be combined. Researchers into early railway history, from its origins in the seventeenth century right through to the developing main line and industrial railways of the 1870s, are invited to submit papers, arising from previously unpublished research, to be delivered at the conference. One day will be allocated to the pre-main line era, and the remainder of the programme will be devoted to the development of main line railways in their earliest years.

Papers are particularly sought on:

- Political and statutory influences and context, economic evaluation, capitalisation and finance, management, staffing and administration,
- Engineering, including all civil and mechanical aspects, including locomotive and winding engines, rolling stock, infrastructure and buildings,
- Social context and cultural impact,

Papers from around the world are encouraged, to provide international context.

Written versions of the papers presented to the conference will be considered for publication in the conference proceedings, Early Railways 7.

Proposals for papers, accompanied by short synopses, should be e-mailed to the organising committee er7@rchs.org.uk by June 30th 2020. Authors selected to present papers should provide a 200 word abstract by 31st December 2020 for assessment by the committee.

Sponsored by: The Newcomen Society, Railway & Canal Historical Society, National Railway Museum, Institution of Civil Engineers, The Stephenson Locomotive Society

More information on <https://rchs.org.uk/early-railways-conference-combined/>
Any enquiries to er7@rchs.org.uk please.

RAILWAY & MOBILITY READINGS

Eleonora BELLONI, *Quando si andava in velocipede. Storia della mobilità ciclistica in Italia (1870-1955)*, Milano, FrancoAngeli, 2019.

Cycling, after a period of oblivion, is now experiencing a season of revenge in our cities. What we are witnessing is a movement of renaissance of the bicycle as a potential tool to guide a new mobility policy that marks the transition from the monopoly of the private car to the development of an intermodal and sustainable urban transport model.

These pages reconstruct the past of the future: the history of cycling mobility in Italy from the late Nineteenth century to the Fifties. A success story, that of the bicycle as a means of transport (as well as a recreational tool). The history of a mechanical vehicle, extraordinarily simple in its functioning and yet so perfect as to remain substantially unchanged over the course of almost two centuries, which has accompanied the country in the long path of emancipation from the industrial gap towards its modernization process.

But this is also the story of a long, hard fought and not always victorious battle for the conquest of public space, with the street acting as the stage for a dispute that did not concern only the pedestrian, the bicycle or the car, but different visions of the development, progress, democratization, industrialization and modernization of the country. A little history of Italy in its pre mass-motorization era.

Andrea GUINTINI



***Cycling – an
active form of
mobility***

EXHIBITIONS

Trenes Sanitarios - Museo del Ferrocarril de Madrid – a virtual exhibition



The Museo del Ferrocarril de Madrid joins this new annual edition of Science Week by paying special tribute to the health professional group, which has amply demonstrated its capacity, voluntariness and tenacity in the fight against this pandemic that we are still suffering from. And to this end, through this exhibition, the museum wanted to highlight the special link that exists between the health field and the railway transport mode from its beginnings during the 19th

century to the present day.

From the first years of their operation, the railway companies needed to have health services that would guarantee the medical care of their workers. The high accident rate in the first decades of operation of this new mode of transport required special attention from the railway companies. Over the years, this high accident rate would be progressively mitigated by increasing safety measures in the development of work, by improving health conditions in industrial society as a whole and by important advances in occupational medicine.

For all these reasons, this virtual exhibition aims to bring to light the importance that corporate health services have had within the railway companies, to show their diachronic evolution and survival at present.

See: <https://museodelferrocarril.org/Saludymedicina/index.asp>

Forthcoming:

Trans-Siberian: The World's Longest Railway – National Railway Museum York



Inspirational, legendary and hugely ambitious—this is the story of the colossal engineering feats that allowed travellers to cross a continent in style.

Spanning 5,772 miles across seven time zones, the Trans-Siberian Railway was completed on 5 October 1916 after 25 years of engineering ingenuity, innovation and back-breaking labour.

This exhibition will explore the extraordinary engineering challenge behind the railway's construction, its social and economic impact on Russia and the unique experience of travelling onboard.

It will bring to life the story of one of the world's most celebrated railway journeys, with objects including a famous Fabergé Easter egg, model carriages of a Trans-Siberian Express train and intriguing documents and drawings from the archives.

A raft of loans from museums, galleries, archives and libraries in Russia and the UK also feature.

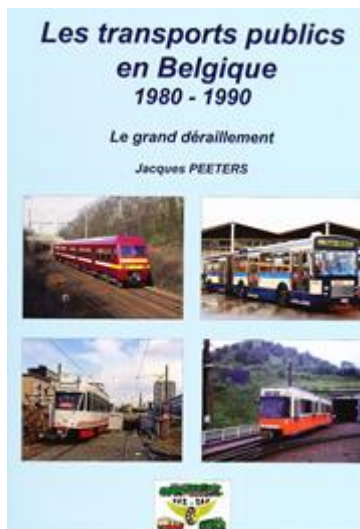
Trans-Siberian: The World's Longest Railway opens to the public on 26 March 2021, with the exhibition at the National Railway Museum and a smaller display at the Science Museum in London until 5 September 2021.

Source: <https://www.railwaymuseum.org.uk/whats-on/trans-siberian-worlds-longest-railway>



Source: Wikipedia

Jacques PEETERS, *Les transports publics en Belgique 1980 – 1990 Le grand déraillement*, [Public transport in Belgium 1980-1990 - the major derailment], asbl PFT, Mons, 2020, 320 p



The fourth volume in a series on public transport in Belgium since 1945 is recently published. It covers national and local railways (vicinals) as well as local public transport in the 1980s.

First of all, the reader is given an overview of the international context: the evolution of mobility in the world, international agreements and legislation on (public) transport, technical developments, developments in neighbouring countries.

Next, the focus is on transport policy in Belgium, both national and regional. What strategic choices were made regarding mobility? What role did public transport play in this? How was public transport organised? What financial resources could it count on? What was the result of this policy?

The author discusses afterwards the public transport companies more in detail, with attention for their organisation, finances, personnel, supply, operations, information, infrastructure and equipment.

Striking in the 1980s is the strong influence of the neo- or ultraliberalism ideology (Reagan, Thatcher) in the public transport policy. Herman De Croo, (the father of the Belgian Prime Minister Alexander De Croo) was Minister of Transport between 1982 and 1987. He belonged and still belongs to the liberals. De Croo puts an end to a period of investment, electrification and expansion of the suburban networks.

The public transport budget was sharply reduced, not only for operations, but also for investments and fares increased sharply. This resulted in a smaller staff, less extension of the networks, a sharp decline in investments, closure of lines and stations, a sharp decline of the number of passengers transported and a smaller market share.

The 1984 national IC/IR railway plan contained good ideas such as a train service according to a fixed pattern (clock driving), but it was at the same time a cost cuttings operation that drove public transport users away from the train. 1986 was a real *Annus horribilis*; the numbers of railway passenger numbers dropped by more than 7%, due both to poorer service and strikes by dissatisfied staff and a sharp fall in oil prices which encouraged car use.

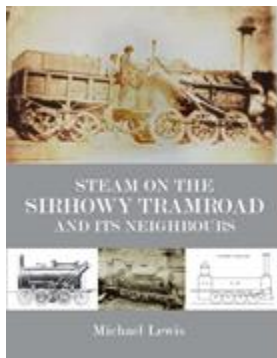
From 1988 onwards, there was a positive turning point turnaround thanks to the new Minister of Transport - Jean-Luc Dehaene - who did have a vision for the future of public transport. He also started the project for the construction of high-speed lines between Belgium and neighbouring countries. However, it would still take years for public transport to recover from the neo-liberal policy of the 1980s. This will be the subject of another book on the 1990s.

This book is well illustrated by more than 500 photos, plans and tables, and is published in French and in Dutch. See also: <http://www.pfttsp.be/index.php/fr/> where the book is also for sale

Jacques Peeters is a public transport enthusiast since years. He wrote the entire series of books on public transport between 1945 and 1990.

Source: Author

RAILWAY & MOBILITY READINGS



Michael LEWIS, *Steam on the Sirhowy Tramroad and its Neighbours*, RCHS 167 p. ISBN 978 0 901461 69 8

The four foot four inch gauge Sirhowy Tramroad in South Wales was, when opened, the longest railway anywhere in the world. Carrying iron and coal from Tredegar to Newport between 1804 and 1860, it was soon joined by several other lines to form the largest connected system of plateways that ever existed. They had an astonishing number of some eighty locomotives – often highly idiosyncratic in design and construction.

This book is not only an important study of these pioneer locomotives but also a human story. It relates how a happy-go-lucky workforce learnt by much trial and error how to run a railway on which new-fangled steam power was awkwardly intermingled with old-fangled horse traction. At the same time it is the story of ordinary members of the public coming to terms with a new element in their lives, whether suffering innocently from its presence or deliberately exploiting it at the risk of life and limb. The text is profusely illustrated and many of the images are hitherto unpublished.

DR MICHAEL LEWIS, an eminent industrial archaeologist, is acknowledged as one of the leading authorities on early railways.

See: <https://rchs.org.uk/product/steam-on-the-sirhowy-tramroad-and-its-neighbours-published-7-september-2020/>



Stefano MAGGI, *Mobilità sostenibile. Muoversi nel XXI secolo*, Bologna, Il Mulino, 2020, pp. 168.

How can we move better, respecting the environment and health? The author tries to answer in this book this fundamental question, analysing the Italian case, but framing the situation in relation to the other countries of Europe for the similarities and differences.

Transport affects us all, every day, both means of transport, ie vehicles, and “mobility”, which also includes walking. The way of moving is very variable according to the place where we live, according to age, according to habits and even according to mentality.

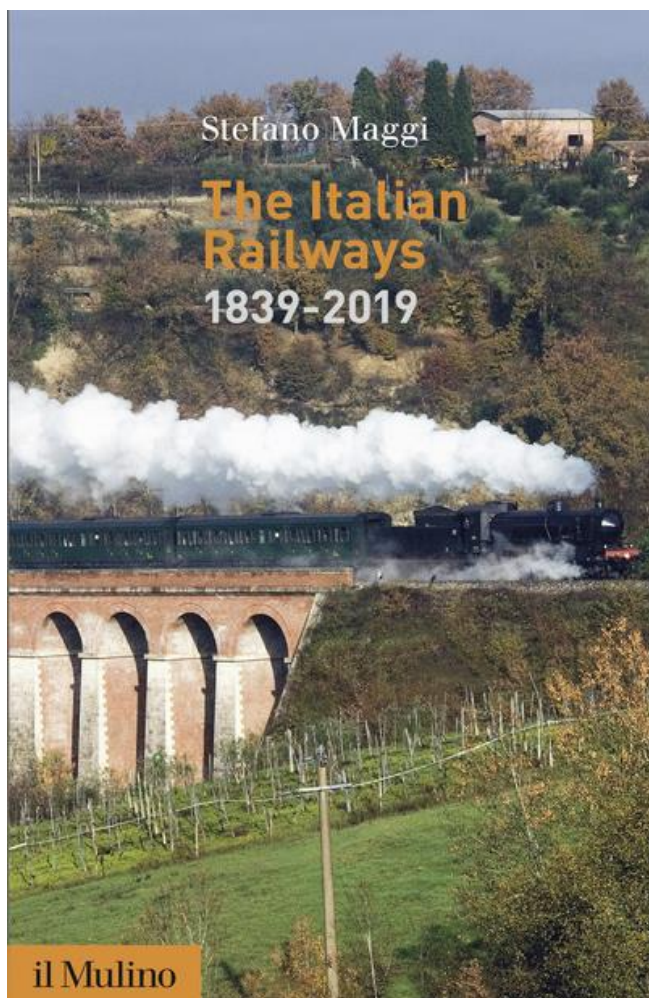
The book deals with a number of little-known things, from the figures of mobility to the enormous spread of motor vehicles and the occupation of space; to the most advanced best practices in cities or parts of cities that are pedestrianized and cycle paths; the news of electric cars and autonomous driving; to the need to improve railways and extend tramways and subways.

To move better in the 21st century, it is essential to move in a sustainable way, using public transport, bicycles and walking whenever possible. However, these sustainable means must receive greater attention from all of us and from the institutions, which should also commit themselves to promoting a culture of mobility.

CONTENTS: Introduzione - 1. Vizi dal passato - 2. Cosa è - 3. Dove siamo arrivati - 4. Insicurezza e «mal'aria» - 5. Come risolvere un problema di tutti - 6. Le buone pratiche - Conclusioni. Una questione ambientale, sociale, economica - Per saperne di più

Andrea GUINTINI

Stefano MAGGI, *The Italian Railways 1839 – 2019*, Bologna, Eds. Il Mulino, 2020, 288 p.



This book was published on the occasion of the 180th anniversary of the Italian railways. It represents the updated edition, in English Language, of the volume “Le Ferrovie”, published for the first time in 2003, which had three updated editions until 2017.

The story begins in October 1839 with the Naples-Portici railway, and continues with the relationship between the railway and the “Risorgimento”, the period of the struggles for the unification of Italy.

After the kingdom of Italy was established in 1861, a national network was built by private companies. Business between the state and these private companies was complex, and led in 1905 to the creation of the State Railways (Ferrovie dello Stato).

Once the national network has been built, secondary railways were constructed, which reached many hill or mountain centers, until then remained off the most important itineraries.

During the fascist twenty years, railways and trains were important elements of modernity, thanks to some innovations, such as the electric trains, the fast railways, named “direttissime”, and the diesel rail cars, named “littorine”.

Moving on from the analysis of the period of the spread of cars, since 1955, when the train was perceived as a transport for the poor, as emigrants and commuters, the

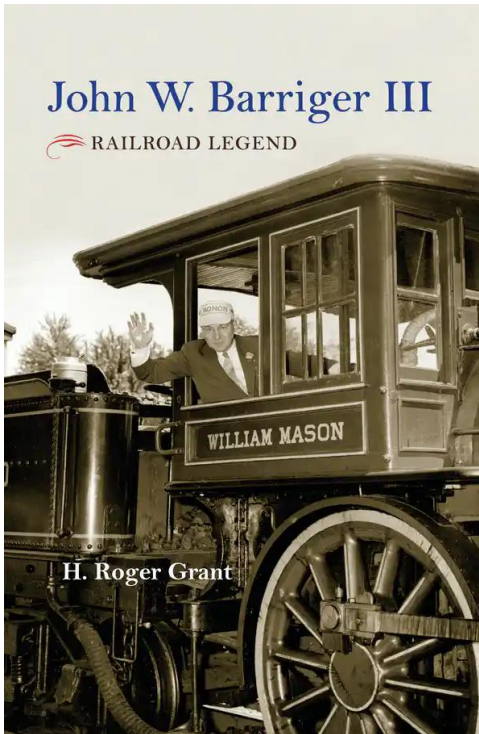
book comes to the most recent evolution, which includes new high-speed trains and the entry of private companies as a result of the liberalisation of the sector.

CONTENTS: - Introduction - 1. Railways and the Risorgimento - 2. A national “network” - 3. The State and railways - 4. The “trains on time” during the fascis period - 5. Reconstruction and the Settebello - 6. End of the “old” and arrival of the “new” railway

Andrea GUINTINI

H. ROGER GRANT, *John W. Barriger III Railroad Legend*, Indiana University Press, 2018, 238 p.

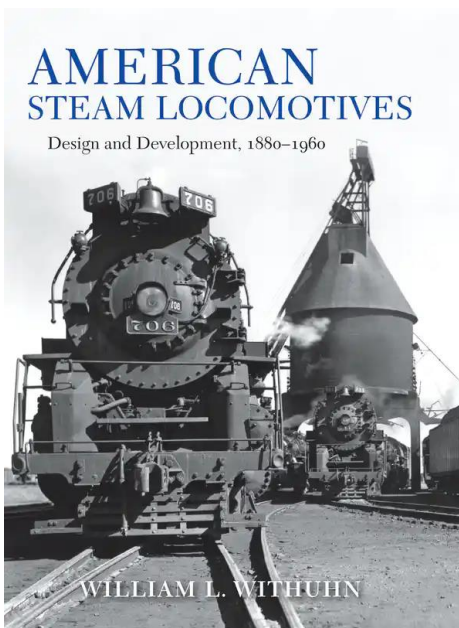
In *John W. Barriger III: Railroad Legend*, historian H. Roger Grant details the fascinating life and impact of a transportation tycoon and "doctor of sick railroads."



After graduating from the Massachusetts Institute of Technology, John W. Barriger III (1899–1976) started his career on the Pennsylvania Railroad as a rodman, shop hand, and then assistant yardmaster. His enthusiasm, tenacity, and lifelong passion for the industry propelled him professionally, culminating in leadership roles at Monon Railroad, Pittsburgh and Lake Erie Railroad, Missouri-Kansas-Texas Railroad and the Boston and Maine Railroad. His legendary capability to save railroad corporations in peril earned him the nickname "doctor of sick railroads," and his impact was also felt far from the train tracks, as he successfully guided New Deal relief efforts for the Railroad Division of the Reconstruction Finance Corporation during the Depression and served in the Office of Defense Transportation during World War II. Featuring numerous personal photographs and interviews, John W. Barriger III is an intimate account of a railroad magnate and his role in transforming the transportation industry.

See: <https://iupress.org/9780253032881/john-w-barriger-iii/>

William L. WITHUHN, *American Steam Locomotives Design and Development, 1880–1960*, Indiana University Press, 2019, 464 p.



For nearly half of the nation's history, the steam locomotive was the outstanding symbol for progress and power. It was the literal engine of the Industrial Revolution, and it played an instrumental role in putting the United States on the world stage. While the steam locomotive's basic principle of operation is simple, designers and engineers honed these concepts into 100-mph passenger trains and 600-ton behemoths capable of hauling mile-long freight at incredible speeds. *American Steam Locomotives* is a thorough and engaging history of the invention that captured public imagination like no other, and the people who brought it to life.

See: <https://iupress.org/9780253039330/american-steam-locomotives/>

Twelve European heritage sites shortlisted for the 7 Most Endangered Programme 2021

Europa Nostra – the European voice of civil society committed to cultural and natural heritage – and its partner organisation, the European Investment Bank Institute, have announced the 12 most threatened heritage sites in Europe shortlisted for the 7 Most Endangered programme 2021. Amongst them Achensee Steam Cog Railway, Tyrol, AUSTRIA.



The selection was made on the basis of the outstanding heritage significance and cultural value of each of the sites as well as on the basis of the serious danger that they are facing. The level of engagement of local communities and the commitment of public and private stakeholders to saving these sites were considered as crucial added values. Another selection criterion was the potential of these sites to act as a catalyst for sustainable socio-economic development for their localities and wider regions.

The 12 endangered heritage sites were shortlisted by an international Advisory Panel, comprising experts in history, archaeology,

architecture, conservation, project analysis and finance. Nominations for the 7 Most Endangered Programme 2021 were submitted by member organisations, associate organisations and individual members of Europa Nostra from all over Europe as well as by members of the European Heritage Alliance.

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The Executive President of Europa Nostra, Prof. Dr. Hermann Parzinger, stated: “At a time of a distressing global crisis, we stand in full solidarity with local communities all across Europe who are the tireless stewards of our most vulnerable heritage assets. We stand in solidarity and we also stand in action. You can count on Europa Nostra, and our wide network of members and partners, to raise our voices in defence of these 12 heritage sites at risk of being lost forever. From iconic natural landscapes, to sites of religious significance and modernist architectural gems, these remarkable sites embody our shared history and are an untapped source of development and wellbeing for the regions and countries involved and for Europe as a whole. At a time when it is most needed, let us work together to preserve our cultural heritage and place it where it belongs: at the heart of Europe’s post-pandemic recovery”.

The Dean of the European Investment Bank Institute, Francisco de Paula Coelho, said: “This shortlist is an important reminder that our cultural heritage is fragile and that it should not be taken for granted. With this shortlist, our joint aim is to support and amplify the efforts of local communities who, throughout Europe, are convinced of the immense and multifaceted value of our cultural heritage. In order to fully capitalise on our shared cultural heritage as a driver of sustainable development, we must ensure its physical safeguarding as the first and most urgent step”.

The 7 Most Endangered programme is run by Europa Nostra in partnership with the European Investment Bank Institute. It also has the support of the Creative Europe programme of the European Union. Launched in 2013, this programme forms part of a civil society campaign to save Europe's endangered heritage. It raises awareness, prepares independent assessments and proposes recommendations for action. While not providing direct funding, the listing of an endangered site often serves as a catalyst and incentive for mobilisation of the necessary public or private support, including funding.

For the 2021 edition, for the first time since the launch of the programme, the selected 7 Most Endangered heritage sites will be eligible for an EIB Heritage Grant of up to €10,000 per site. The EIB Heritage Grant can be allocated to the eligible selected 7 Most Endangered sites to assist in implementing an agreed activity that will contribute to saving the threatened site.

Achensee Steam Cog Railway, Tyrol, AUSTRIA

The Achensee Steam Cog Railway is the only public railway in the world that, since it was opened in 1889, still uses all of the equipment of a late 19th-century railway system. These elements are steam-locomotives, passenger carriages, an engine-house with sliding platform, workshop, rails, dams and bridges.

In the spring of 2020, the Achensee Railway company went bankrupt and the subsidies which were promised by the Tyrolean provincial government were never disbursed. This authentic example of European industrial heritage is at risk of fast deterioration due to lack of maintenance to ensure its original and continuous function. ICOMOS Austria, as part of ICOMOS, member of the European Heritage Alliance, nominated the Achensee Steam Cog Railway to the 7 Most Endangered Programme 2021.



The Advisory Panel of the 7 Most Endangered Programme commented: "In spite of painstaking maintenance over the past 131 years – keeping the complete technical ensemble in a perfect state of conservation, thus greatly contributing to its authenticity and making it one of the important tourist attractions in the Province of Tyrol – the very survival of the Achensee Steam Cog Railway is presently in danger. The much needed investments for the railway track's maintenance, which the local government agreed to finance, did not materialise and regular train-traffic had to be stopped. We hope that possible renegotiations of the funding problems could bear fruit. The public support for saving the railway is growing, not only by the Achensee Support Association's activities but also the enthusiastic volunteers who run the line single-handedly."

Information by Joseph Van Olmen – Febelrail

"Nothing is more fun than driving a tram" - A portret of Hans de Herder

One of the most remarkable and interesting persons I ever met in that strange world of railway enthusiasts was Hans de Herder. He passed away some weeks ago (November 17th, 2020). I met him for the first time about twenty years ago. Hans was an active member of our Railway History Working Group, a gathering of railway enthusiasts. He was remarkable for what he did in the Netherlands and what he achieved, together with Jean Pierre Schenkel for the Belgian railway history. Together, they compiled an extensive database on the railway lines, stations, and halts the Belgian railways. A part of the database is published on www.spoorweghistorie.be. This is the right time to commemorate Hans de Herder and to draw attention on the hard work these enthusiasts are doing.

"Looking back over the long years as an NVBS member, I can only be grateful for what it has brought me both directly and indirectly. Of course a lot has changed in the structure and organisation. And the club of friends from the past is no longer. You used to know everyone and everyone knew me (what a coincidence). Unfortunately, over the years you have lost a lot of friends." Hans has been an active member of NVBS Society for 77 years. (Nederlandse Vereniging van Belangstellenden in het Spoor- en tramwegwezen – Dutch Association of people interested in Railway and Tramway – editor's translation)

Hans de Herder (born in 1922) had been endowed with the rail virus since childhood. So it was obvious that he would choose a career with the railways or trams. He applied for a job at Nederlandse Spoorwegen (Dutch Railways) during the Second World War and started his training there. At that time NS had its own training school. After the liberation he continued his training with NS and successfully completed it. A trip with colleagues from the NS school to Denmark in 1946 led to his first publication in *Op de Rails* and his first lecture for the NVBS section in Amsterdam. This made him well known in the circle of railway enthusiasts, but also created friendships (to this day!) with Danish railway enthusiasts.

In 1947 he was put to work at Alkmaar railway station. First in internal service, then as a platform supervisor and finally as a dispatcher. At the beginning of the fifties, Hans was stationed at Rotterdam Delftsche Poort station, the forerunner of what is now Rotterdam Central Station. A few years later, he was promoted to assistant station master.

In 1956, Hans exchanged his place of work for a job as deputy station master at Rotterdam Zuid freight station, or more precisely: the Feijenoord marshalling yard. This gave him (joint) responsibility for all freight activities in Rotterdam, Pernis and the Waalhaven.

In his hobby career he was chairman of the Rotterdam department of the NVBS for five years in the fifties/sixties, he was a member of the executive board of the Morop, an international organisation in the field of model building, and together with Cor Ooijevaar he was at the basis of the establishment of the Model Building department of the NVBS. Hans also gained fame as a "gifted modeller". He made almost everything out of wood. His beautiful models ranged from the GTW steam tram to large railway models in scale 0 (1:43.5), including Danish equipment.

Earlier he wrote articles for the magazine of the then Stichting Tramarchief.

His concerns about the possible loss of superfluous tram equipment brought him to the Tramweg Foundation, in the technical group in the former RTM depot in Hellevoetsluis, which eventually lead to the foundation of the Museumstoomtram Hoorn - Medemblik. In the meantime, Hans had become station master in Schiedam. In 1969, with a reorganisation, this position was effectively abolished and he returned to his familiar spot in Rotterdam Zuid Goederen. There he would remain active in various positions until his retirement.

After that, he devoted himself wholeheartedly to researching industrial locomotives in the Netherlands, with his activities also taking him abroad. Between 1996 and 2008, the standard works on Dutch industrial steam locomotives in were published, thus recording an important piece of history.

See: <https://nvbs-actueel.com/2017-01-januari/portret-de-herder/>

Marie-Pascale RAUZIER, Jean-Pierre LOUBINOX, *Dream Trains To discover another world*, 2020, Langages du Sud, 240 p



"Dream Trains" invites us on a voyage, a voyage to the heart of authenticity, in the countries and regions visited as well as the people encountered. A journey across continents aboard a selection of trains chosen for their incomparable character, and an opportunity to share unforgettable sensory experiences. A journey that embraces history and heritage as it looks to the future. A journey dedicated to well-being.

Fifty lines on five continents are narrated and illustrated, welcoming the reader to discover their history, their uniqueness, the extraordinary landscapes travelled and the quality of the travelling experience. For each line, the emphasis lies on the impact of these trains upon the local

ecosystem as well as their contribution to the sustainable development of the region. - 6 themes, featuring 5 emblematic tourist trains, underscore the variety of these trains and the experiences they offer.

Whether UNESCO heritage trains, mythical trains, trains full of charm, vintage trains, day-trip trains, or luxury trains, passengers choose their destinations with care. - A preface situates the railway at the heart of its tourist and sociological dimension.

The book presentation was accompanied by a virtual round table on "Touristic trains - from Heritage to Sustainable development". Moderator was Jean-Pierre LOUBINOX, Honorary director general of UIC.

Participants included:

- Patricia DEFEVER, publisher, Director of Langages du Sud (introduction and conclusion)
- Marie-Pascale RAUZIER, Author of the book
- François DAVENNE, UIC Director General
- Mary CRASS, OECD and Director at International Transport Forum ITF (director of ITF World Transport Summits in Leipzig)
- Francisco CARDOSO dos REIS, former President of Portuguese Railways CP
- Peter DEBRINE, UNESCO World Heritage Center
- Kléber ROSSILLON, Cultural and Touristic Sites
- Florence DARTIGUEPEYROU, Deputy DG Communication, representing Luc LALLEMAND, President and DG of SNCF Réseau

See also: <https://youtu.be/UXcJX0Tp6k>



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Miscellaneous

The Railway and Canal Historical Society – vol. 40, 3th issue – November 2020

Some interesting papers in the Journal of the RCHS:

- Anthony DAWSON, The Lake Lock Rail Road: the first public railway.
- Tony SHEWARD, The financial impact of the Great Central Railway's London extension.
- Michael QUICK, Ticket platforms.
- R.F. HARTLEY, A newly discovered oil painting: Melton Mowbray town and railway station.
- Grant ELLIOT, The return of the Great Western Railway Hotel, Tauton.



SEE YOU ONE DAY:

“Sometimes the wrong train takes you to the right station.”

The Lunchbox