



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

**International  
Railway History  
Association**

**Asociación  
Internacional de  
Historia  
Ferroviaria**

## HIGHLIGHTS

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April 2021

## The Ides of March?

"Beware, beware, the Ides of March" becomes famous today as Caesar was warned by the soothsayer in William Shakespeare's play Julius Caesar.

In the latest newsletter, I wrote that we all hoped in March last year to overcome Covid 19 with a minor effort. Beware, beware the Ides of March.

When I look at the picture at the end of this editorial, I only can see that Covid 19 has left its marks on my body and soul. I last sat in the hairdresser's chair a year ago. I never had such long hair before. However, Covid 19 seems also to affect our common sense. The aim should be to stay at home and to limit our trips. This is a good way to control the spread of the virus, regardless of the vaccination.

What is striking, however, is that people are not really learning, including policy-makers. We have known since Pascal's Pensées that all of the problems of mankind start with the fact that people cannot stay at home. This has led certain

ministers of the Belgian Government to decide that the overcrowding on the trains should be dealt with by occupying only the window seats. The measure would apply for the Easter holidays. Do they really think I believe in early April Fools? This type of measure affects the quality of train travel and I can only hope that the future will bring us back the joy of a railway journey.

Meanwhile Europalia launches its programme for its Art Festival Trains and Tracks from October 14<sup>th</sup> this year until May 15<sup>th</sup> 2022. I hope to share some information on the rich programme in this newsletter.

And we don't forget the volunteers, the enthusiasts, who continue to bring railway history for the footlight. Some weeks ago, I was informed of what is to me a forgotten page in the Belgian railway history: railway music. In a short notice on the 150<sup>th</sup> anniversary of the 'International Railway company Mechelen Terneuzen, I try to shed light on a tremendous

effort by the enthusiasts to bring the railway music back to life.

Digital conferences continue and this medium might affect our willingness to travel, although the coffee breaks with colleagues are as important as the papers presented at conferences. The programme of the 7th International (virtual) Early Railways Conference – June 10<sup>th</sup> to 13<sup>th</sup> 2021 is online and I add the information on it in this newsletter.

The world keeps on turning and historians keep on writing. I have brought together some information on new books and railway readings. Again, I would ask our audience – our readers – to communicate all information that might interest us.

Paul VAN HEESVELDE  
Chief-Editor



## PRESIDENT'S CORNER -

Dear members and dear partners,

In my New Year's address I expressed the sincere hope to be able to announce good news for our international association in 2021.

After an entire year marked by health threats and heavy social constraints and restrictions in all our countries, we were hoping and relying on a full restart of our activities in Spring.

Spring is there.

Thanks to the continuous support and personal commitment of all members, the International Railway History Association succeeded to demonstrate its vitality during this period of uncertainty and to reach tangible progress in a number of its statutory missions.

The regular dissemination of information among our community of railways historians and researchers is successfully ensured with the IRHA newsletter that represents a vital link with members and all partners whose missions and interests are connected to railway history and heritage. This newsletter is now on the right tracks after 22 issues. Of course all contributions from members around the world are welcome in order to increase the quality and international representativeness of this information tool. Further priorities are the reshaping and revamping of the IRHA website and an IRHA presence on social media, current weak points of our information system on the international scene.

Tangible progress was reached in one of our priority missions, the publishing of books as the result of the IRHA international railway history conferences. In this context I want to pay tribute to all actors involved for their strong and continuous voluntary commitment and for the time and energy dedicated to the editorial activities. My most sincere thanks go to the responsible and participants in the editorial committees, to all authors and 'regional leaders' who accepted to assess and review the papers in close cooperation with the authors. Efforts also focused on rewriting, improving translations, establishing contacts with publishers. Three books are expected to be published in the reasonable future, respectively on 'Railways and the City' (Mechelen conference), 'Euro-Asian rail links - from the Bagdad-Bahn to the New Silk Roads' (Istanbul) and 'Railways in the First World War' (Budapest). These books will constitute important references on these specific themes of railway history.

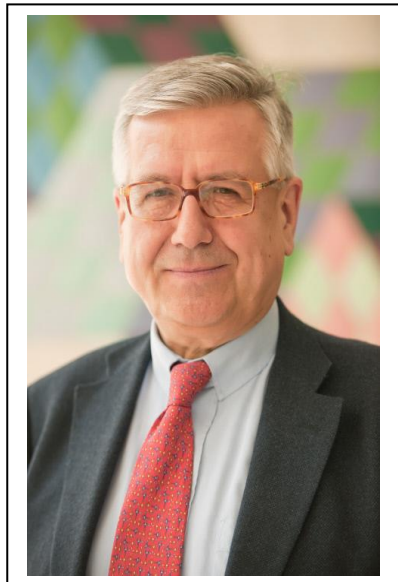
The main concern today is related to the date and organisation model for our 9th International Railway History Conference dedicated to 'Europe and the Railways' ('Railways and the political, economic, social development of Europe in the 19th, 20th and 21st Centuries'). As a result of the members' consultation one year ago in March 2020, a majority recommended to postpone the event to the first half of 2022. In general consulted IRHA members give preference to an event offering a combination of a face-to-face conference - offering irreplaceable opportunities for international contacts - and a remote conference making use of visio tools for one part of the lectures. The framework for the organisation of this 9th conference will be defined and fixed in close consultation with members as soon as the horizon will clear up and the perspectives be improving in the field of covid-crisis and government measures in Europe.

In this unprecedented period for our nations, the society in general and our association, your support is more than ever needed. We have as most of the associations, organisations and companies to overcome a dangerous time. We hope we can rely on all of you and thank you all for the support - intellectual, organisational, financial support - you will offer to the International Railway History Association during the months and years to come. Definitely the strength and development of IRHA as an association will be the reflection of the will and commitment of all its members.

Be safe, take care of you,

Paul VÉRON

AIHC – IRHA - AIHF President



**Paul Véron**  
IRHA President

## MUSIC SOFTENS MANNERS



© Grensdorpen

150 years ago a railway section of 67 km between Mechelen and Terneuzen opened for the first time. It was a project of the private railway company Société Anonyme du Chemin de Fer International de Malines à Terneuzen. The aim of this north-south connection was, on the one hand, to increase the sale of coal from the Charleroi basin and, on the other, to promote international transport through Belgium.

The railway played a very important role in the economic and social life, and was of decisive importance for the opening up and mobility of the provinces of East Flanders and Antwerp, especially the regions of Waasland and Klein-Brabant. Hence, the city and municipal governments of Sint-Niklaas (where the company's headquarters were located), Temse, Bornem, Puurs and Willebroek also contributed a (significant) part to the financing of the railway. In the Netherlands, the railway was especially important for opening up the port of Terneuzen and increasing the sales area for Zeeland's agricultural products.

Grensdorpen is a working group of enthusiasts providing information about activities between March 2021 and December 2022, namely commemoration of the first train journey from Mechelen to Terneuzen, 150 years ago. A cross-border train journey with an enormous positive development on both sides of the border. On 26 August 1871, the first train crossed the border into Terneuzen. The period from 26 August to 19 September 2021 is central to this commemoration.

In this period many municipalities work together with local associations and organisations to ensure that this celebration does not pass unnoticed. Terneuzen, Hulst, Sint Niklaas, Sint-Gillis-Waas and Temse have committed themselves. Several projects are proposed: exhibitions, art exhibitions, poems, activities such as walking and cycling, etc. The project is still growing.

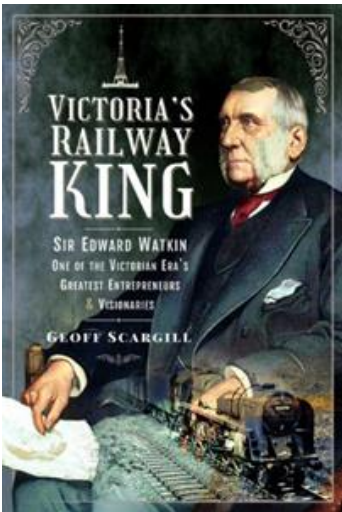
Amongst all initiatives, the most exciting finding for the moment – in my opinion – is a musical score of the music written and performed for the inauguration of the railway line. The organisers sent me a copy of the sheet music, but unfortunately, the only existing copy is for accordion. The title M-T marsch refers to the name of the line: M-T: Mechelen Terneuzen or "Morgen Terug": Return Tomorrow or Back Tomorrow. The train to Terneuzen ran in the evening and the return of the train was a day later.

Covid – 19 and confinement cannot stop enthusiasts being enthusiastic. This is an example to follow. I will enjoy this summer of all events they are organising.

Find out more on <https://www.deklompdeklingevzw.be/150jaarmechelen-terneuzen/>

## RAILWAY & MOBILITY READINGS

G. SCARGILL, *Victoria's Railway King Sir Edward Watkin, One of the Victorian Era's Greatest Entrepreneurs and Visionaries*, Frontline Books, 216 p.



The accomplishments, and initiatives, both social and economic, of Edward Watkin are almost too many to relate. Though generally known for his large-scale railway projects, becoming chairman of nine different British railway companies as well as developing railways in Canada, the USA, Greece, India and the Belgian Congo, he was also responsible for a stream of remarkable projects in the nineteenth century which helped shape people's lives inside and outside Britain.

As well as holding senior positions with the London and North Western Railway, the Worcester and Hereford Railway and the Manchester, Sheffield & Lincolnshire Railway, Watkin became president of the Grand Trunk Railway of Canada. He was also director of the New York, Lake Erie and Western Railways, as well as the Athens–Piraeus Railway.

Watkin was also the driving force in the creation of the Manchester, Sheffield and Lincolnshire Railway's 'London Extension' – the Great Central Main Line down to Marylebone in London. This, though, was only one part of his great ambition to have a high-speed rail link from Manchester to Paris and ultimately to India. This, of course, involved the construction of a Channel tunnel. Work on this began on both sides of the Channel in 1880 but had to be abandoned due to the fear of invasion from the Continent.

He also purchased an area of Wembley Park, serviced by an extension of his Metropolitan Railway. He developed the park into a pleasure and events destination for urban Londoners, which later became the site of Wembley Stadium. It was also the site of another of Watkin's enterprises, the 'Great Tower in London' which was designed to be higher than the Eiffel Tower but was never completed.

Little, though, is known about Watkin's personal life, which is explored here through the surviving diaries he kept. The author, who is the chair of The Watkin Society, which aims to promote Watkin's life and achievements, has delved into the mind of one of the nineteenth century's outstanding individuals.

See: <https://www.pen-and-sword.co.uk/Victorias-Railway-King-Hardback/p/18802>

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***Every man a king?***



## CONFERENCE NEWS – CALL FOR PAPERS

### The 7th International EARLY RAILWAYS CONFERENCE

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

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).

Bookings are now invited for delegates to participate in this virtual conference. The host will be Firefly Audio Visual Solutions Ltd. of Hunslet in Leeds, on behalf of the National Railway Museum, using its Airmeet seminar facility. Delegates wishing to participate in the conference should ensure that they will be using computers with the Microsoft Teams software that can be readily downloaded without charge. Computers fitted with cameras and microphones will allow delegates to participate fully with the proceedings. The latest version of Google Chrome is recommended. Broadband speeds should be 10 Mbps for good reception, to avoid occasional transmission interruptions.

Coffee/lunch/tea breaks will be provided to allow for both physical needs and screen time restraint.

The conference, conducted in English, will be in a similar format to the successful Early Railways and Early Main Line Railways Conferences. Topics will cover the earliest wagonway systems through to the main line and industrial systems, throughout the world, in the development era up to the 1870s.

The papers will be pre-recorded by the speakers before the Conference begins. A recording of each day's events, including delegates' questions and comments, will be placed on YouTube for the benefit of overseas delegates living in different time-zones around the world. Observations and questions to and from overseas delegates may be contributed to speakers via e-mail. Responses will also be e-mailed and circulated to all delegates. Teams 'invitations', together with the Conference programme, will be emailed to delegates two weeks before the conference begins.

<https://rchs.org.uk/early-railways-conference-combined/>

Any enquiries to [er7@rchs.org.uk](mailto:er7@rchs.org.uk) please.

#### Booking arrangements

The charge for participating in the conference, which will cover the costs of the event and the exclusive use of the YouTube on-line recordings will be:

£50 per delegate.

£25 per delegate for students in full time courses.

When the papers from the Conference are published in print form, it is hoped to provide a price discount for those who took part in the Conference.



**List of papers to be presented at the 7th International EARLY RAILWAYS CONFERENCE**

Keynote Speech by Andrew MacLean, Deputy Director of the National Railway Museum – Looking Forward to Looking Back – Presenting Early Railways at the National Railway Museum

Managing the Stanhope & Tyne Railway – Rob Langham

Learning Through Archaeology: The Killingworth BILLY and Hetton LYON locomotives – Michael R. Bailey and Peter Davidson

A Shropshire Railway in S. Wales: The Gnoll Waggonway of Sir Humphrey Mackworth – Paul Vigor

The Discovery of a Copy of the Judges Report of the Rainhill Trials – John Liffen

Understanding Railway Uniforms in the Early Mainline Period – Anthony Dawson

The Chester & Holyhead Railway – Philip Lloyd

Coke Supply for the Midland Railway – Ian Mitchell

Railway Archaeology – A German Perspective – Fritz Juergens

Kilsby Tunnel – New Light on an Engineering Wonder of the Early Railway World – Mike Chrimes

Uses of Early Railway Models and Miniature Railways in Australia – Jim Longworth

An Exploration of Hidden Parts at Liverpool Road Station, Manchester – Bill Harvey

The Opening of the Bodmin & Wadebridge Railway 1834 – Michael Messenger

Imaging the Crumlin Viaduct – Stephen Rowson

A Tale of Two Towns – The South Wales Railway – Stephen K. Jones

Edward Folger Starbuck: Unsung Hero of Robert Stephenson & Co. – Stephen Murfitt

Community & Curzon Street: Delivering Heritage Resources within the HS2 Research Framework – Emma Carter

‘The World’s Highway’ and the Limits of British Imperial Railway Ambition – Erica Mukherjee

The Saint-Simonian Movement and Early Main Line Railways – David Gwyn

The Railway Mania of the 1860s and Financial Innovation – Andrew Odlyzko



## RAILWAY & MOBILITY READINGS

Release of Issue 54 of La Revue d'Histoire des Chemins de Fer (Journal of Railway History) - LE PATRIMOINE FERROVIAIRE DANS LE MONDE. REGARDS CROISÉS. BRÉSIL, ESPAGNE, FRANCE, ITALIE, ANGLETERRE - THE RAILWAY HERITAGE IN THE WORLD. CROSSED GLANCES. BRAZIL, SPAIN, FRANCE, ITALY, ENGLAND



Rails & Histoire is pleased to announce the release of Issue 54 of La Revue d'Histoire des Chemins de Fer (Journal of Railway History).

Since 2018, Rails & Histoire's scientific programme entitled "Railway stations and metropolitan urbanisation, between history, memory and project", led by Karen Bowie, art historian, professor at the École nationale supérieure d'architecture de Paris-La Villette, has held three study days during which historians, architects, urban planners and heritage specialists have been able to debate and exchange on the specific challenges posed by railway heritage.

This issue of the Revue d'histoire des chemins de fer is composed of a selection of the papers presented on 31 May 2019, during the third study day which, in order to look at experiences beyond France and to place the work and reflections in a broader context, was devoted to international railway heritage.

As Karen Bowie states in her introduction, "the choice of papers presented here highlights above all the complexity of the challenges posed by the knowledge, understanding and evaluation of railway heritage in all its diversity and multiplicity, wherever it exists.

But if this very complexity constitutes a sort of common denominator, we can also observe that the same technical system, sometimes carried by the same historical actors, leaves a legacy that is - logically - understood, interpreted and valued according to specific local practices and conditions. Projects and analyses from Brazil, Italy, Spain and England are presented in this volume.

Karen BOWIE, Introduction Le patrimoine ferroviaire dans le monde : regards croisés – [Railway heritage in the world: crossed glances]

Eduardo Romero DE OLIVEIRA, « Mémoire ferroviaire » : un projet de long terme pour un examen critique de l'historiographie et de l'héritage ferroviaire au Brésil ["Railway Memory": a long-term project for a critical review of historiography ]and railway heritage]

Luis SANTOS Y GANGES La prise en compte du patrimoine industriel dans les grands projets urbains sur les anciens dépôts et ateliers généraux [Taking industrial heritage into account in major urban projects on old locomotive sheds and main workshops]

Consuelo Isabel ASTRELLA , Le patrimoine ferroviaire en Italie, perspectives comparées. État de l'art et questions ouvertes [The railway heritage in Italy, in comparative perspective. State of the art and open issues]

Paul SMITH, Quelques remarques sur le patrimoine ferroviaire en Angleterre [Some remarks on the railway heritage in England]

Olivier VELLAY, Les projets de Rails & histoire : Le poste d'aiguillage de LyonPerrache 1 : genèse et état des lieux d'un projet de reconversion

Anne RIDAO-TARDIF Les boursiers de Rails & histoire : La préservation du patrimoine architectural lors des restructurations de la gare du Nord et de la gare Saint-Lazare (1990-2010)

Cécile HOCHARD, Portrait de cheminots : Souvenirs des années de guerre et d'occupation d'Hélène Lévêque, née Cheval (1913-2017)

Stéphane RODRIGUEZ-SPOLTI Du côté des archives : Un railway pour la campagne rouennaise

Les expositions de Rails & histoire : « Les gens du rail », aux Archives nationales du monde du travail, Roubaix

See: <https://www.ahicf.com/post/sortie-du-num%C3%A9ro-54-de-la-revue-d-histoire-des-chemins-de-fer>



## Release of issue 44 of the review Transportes, Servicios y Telecomunicaciones

### Content

- Alfonso HERRANZ LONCÁN, Obituario: Jordi NADAL OLLER
- Ana CARDOSO de MATOS, Domingo CUÉLLAR, Aurora MARTÍNEZ-CORRAL y Hugo Silveira PEREIRA (coordinadores) Presentación

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### PANORÁMICAS

- Antoni GONZÁLEZ MORENO-NAVARRO, Cómo debo restaurar el patrimonio (también el industrial)
- Beatriz Mugayar KÜH, L Patrimonio industrial: la necesidad de diálogo entre disciplinas, la restauración y la arquitectura
- Jose Manuel LOPES CORDEIRO, Algunas cuestiones sobre el inventario del patrimonio industrial ferroviario
- Magda de Avelar PINHEIRO, Estrategias y preservación del patrimonio industrial

y ferroviario: convivencia y conflicto entre patrimonios

### DOSIER:

#### PARTE I: REGISTRO E INVENTARIOS

- Breno BORGES, Propuesta teórico-metodológica para la evaluación de bienes culturales ferroviarios
- Eduardo Romero de OLIVEIRA, El ferrocarril como problema de estudio multidisciplinar: una propuesta de revisión crítica histórica y estudio del valor patrimonial sobre el ferrocarril (São Paulo, Brasil)
- Domingo CUÉLLAR y Aurora MARTÍNEZ-CORRAL, Metodología y práctica para un inventario de viviendas ferroviarias de nueva construcción en España (1939-1990)
- Jorge MAGAZ, Aportaciones del inventario del legado ferroviario a la conceptualización de un sistema territorial de patrimonio minero industrial en las comarcas de El Bierzo y Laciana

#### PARTE II: ESTRATEGIAS DE GESTIÓN

- Shraddha BHATAWADEKAR, Comprender el significado cultural del patrimonio ferroviario vivo: Necesidad de nuevos enfoques
- Fernanda de Lima LOURENCETTI, A reutilização do patrimônio ferroviário no estado de São Paulo: uma metodologia para a sua inventariação
- Ramón MÉNDEZ El museo educa. Metodología para el diagnóstico de la relación entre las escuelas y los museos ferroviarios
- Alberto SALCEDO, Arte contemporáneo y patrimonio industrial en el Bilbao Metroolitano. Un binomio necesario

### CRÓNICA

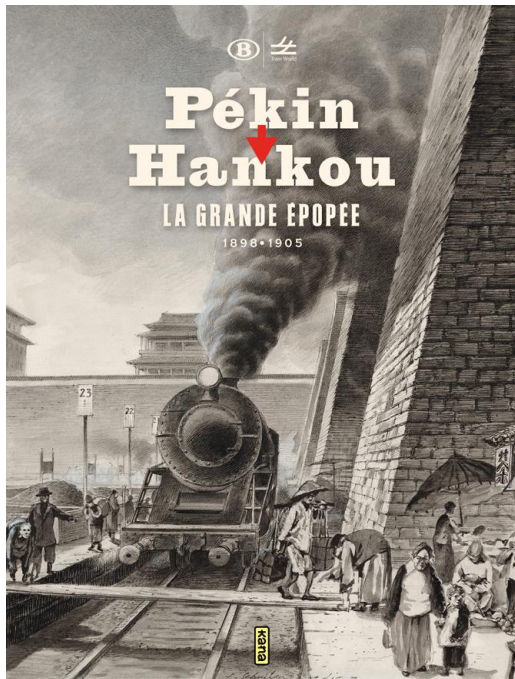
VIII Railway History Congress pre-meeting “Na Ibéria ferroviária: arquitetura, materiais e usos para um registro patrimonial”

See: [http://www.tstrevista.com/sumarios/sumario\\_44.asp](http://www.tstrevista.com/sumarios/sumario_44.asp)



*Pékin Hankou La grande épopée 1895 – 1905*, Paris, Ed. Dargaud, 2021. (also available in Dutch)

China's railways fascinate friends and railway enthusiasts. But is it well known that the origin of the Chinese railways is, for a large part, the work of the Belgians and the French at the very beginning of the 20th century?



In a difficult political context at the time, the Chinese government and the Imperial Chinese Railway Company entrusted a Belgian company in 1898 with the task of building a 1,214 km line between Peking and Hankou (now Wuhan). This was the first part of a major railway line that was to link the north and south of China.

A Belgian engineer, Jean Jadot, then 37 years old, led the Belgian, French and Chinese teams that carried out this colossal project. In less than seven years, these men were to build a line equivalent to the Brussels-Nice link, but with no nearby infrastructure to bring the material and equipment to the site.

And yet, in this time, they managed to build 2,420 bridges, 125 stations and all the line equipment necessary for train traffic. And all this despite the fact that work was interrupted for more than six months in 1900 due to the violent Boxer Rebellion, which caused much damage to the northern part of the line.

In order to build this great line, several Belgian and French railway and metal construction companies were called upon to supply a number of locomotives, wagons and other necessary equipment. To name but a

few: Cockerill, La Meuse, Tubize, Couillet, La Brugeoise, Franco-Belge, Fives-Lille, Cail, Schneider & Cie. But also construction companies such as the world-famous Baume et Merpent and many others.

From 1905 onwards, the line thus constructed was to form the 'backbone' of the future Chinese network, later extended southwards and equipped with branches and ramifications to the few other scattered lines, also built at that time.



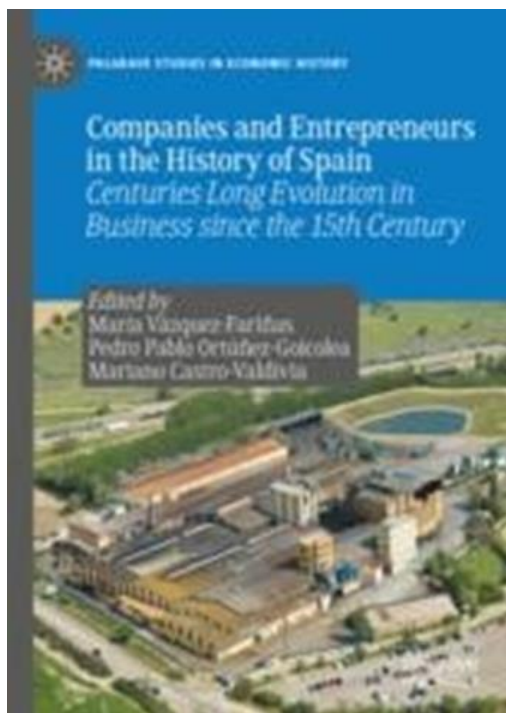
After a very troubled first part of the 20th century, the People's Republic of China used this network to give its railways a tremendous boost. This will be the phenomenal development of China's high-speed railways from 2008 onwards, but also the huge number of passenger trains and the enormous flow of goods trains. Traffic that nowadays has international connections as far away as ... Europe! The circle is complete.

This amazing adventure is told to us in an exceptional book, richly illustrated with more than 300 photos and maps, many of them

unpublished, but also with several exclusive drawings, done "four-handed" by the very famous artists François Schuiten, the Belgian, and Li Kunwu, the Chinese.

The book will be sold for 34.90 euros from 15 May in major bookshops, at Train World or on the publisher's website: [www.kana.fr](http://www.kana.fr) The Beijing-Hankou epic is also the subject of a special exhibition in Train World in Brussels-Schaerbeek from May 7th to October 10th 2021.

Source: Louis Gillieaux



VAZQUEZ-FARIÑAS, María; ORTÚÑEZ-GOICOLEA, Pedro Pablo and CASTRO-VALDIVIA, Mariano (eds.) (2021): *Companies and Entrepreneurs in the History of Spain. Centuries Long Evolution in Business since the 15th Century*, London, Palgrave. 282 pp. ISBN 978-3-030-61318-1

This book presents a list of works that address a wide spectrum of companies and entrepreneurs from the 15th century to the present. For example, trading companies in the 15th and 16th centuries; wine companies, banking houses and sugar companies in the 19th century; as well as studies on the railroad (signed by our colleagues Miguel Muñoz and Pedro Pablo Ortúñez), water companies, pioneers in the tourism sector, footwear, insurance and automobile equipment.

Chapter 10 of the book is titled: "The Railway sector in Spain in the Long Term", pp. 161-179.

This study addresses how the rail transport system was organized in the long term and what were the main vicissitudes that it went through in more than 170 years of continued existence, from 1848 to 2020. The main railway companies responsible for the economic exploitation of the railway network in this period have been the Compañía de los

Ferrocarriles del Norte de España (Norte), la Compañía de los Ferrocarriles de Madrid a Zaragoza y Alicante (MZA), for the period of construction and private use of the network, and RENFE, a public company created in 1941, an acronym for the Spanish National Rail Network and which on January 1, 2005 divided the operations executed until then between Adif (Railway Infrastructure Manager) and Renfe operadora.

See: <https://www.palgrave.com/gp/book/9783030613174>

Source: Pedro Pablo ORTÚÑEZ-GOICOLEA

## IRHA welcomes the FIRST HUNGARIAN RAIL STEAM FOUNDATION EMGA



Through a virtual consultation held on 24-26 March, members of the IRHA Management board unanimously approved the membership application submitted by Mr. Peter KRISS on behalf of the FIRST HUNGARIAN STEAM TRAIN FOUNDATION EMGA. IRHA is particularly pleased to welcome this foundation as a new active member (in the category Associations).

The foundation is located in Budapest, Hungary. Its main activities focus on historical documentation as well as on the restoration of ancient steam engines, a field where EMGA gained a strong experience over the years. For example, EMGA is currently restoring a steam locomotive from the year 1870, the oldest steam locomotive in Hungary.

IRHA members look forward to developing fruitful exchanges and cooperation with this new member.

**MUSEUMS - EXHIBITIONS**

“Do not follow where the path may lead. Go instead where there is no path and leave a trail.”

Life goes on, virus or no virus. The National Railway Museum announces that they will reopen in May. All information, including a nice promo video can be found on the link below.

[https://www.railwaymuseum.org.uk/visit?utm\\_source=wordfly&utm\\_medium=email&utm\\_campaign=YL%3AReopening15.04.21&utm\\_content=version\\_A&promo=20261](https://www.railwaymuseum.org.uk/visit?utm_source=wordfly&utm_medium=email&utm_campaign=YL%3AReopening15.04.21&utm_content=version_A&promo=20261)

Still, there will be some restrictions, because the race to "*covid-19 under control*" is far from finished. That is why it is high time to also pay attention to virtual exhibitions. Of course, this does not prevent that the museums that are open can still be visited. In Train World, for example, is extending the Choco-Loco exhibition that we already announced in the Newsletter, is still running.

I have found some fascinating 'virtual' exhibitions that should make us want to travel again, even if only virtually. I like to share them with you

**The 175th anniversary of the rail link between Brussels and London, via a sea crossing between Ostend and Dover.**



It all began with postal communication. The first postal service between Belgium and England began on 8 April 1815 using British sailing ships. Once the railway line between Ostend and Brussels had been opened in 1838 and the Dover to London line in 1841, the Belgian government decided to set up a Belgian steamship service.

The Law of 9 July 1845 established the organization of a daily service operated by the Belgian government and the building of Belgian-registered steamships. These ships sailed several times a day and connected directly with passenger trains at both Dover and Ostend. This enabled the postal service and passenger transport to be combined.

On 5 February 1846 the decree regulating the steamship service between Ostend and Dover was published in the Belgian Official Journal. The first Belgian link between the Continental network and the UK was opened only 11 years after the first Belgian railway line between Brussels and Mechelen (5 May 1835). Obviously, this was to have a considerable effect on the economic expansion of the Belgian coastal area.

More at: <https://trainworld.be/en/collections/in-the-spotlight/175th-anniversary-of-the-rail-link-between-brussels-and-london>



The Spanish Museo del Ferrocarril in Madrid, Spain also pays attention to travel, more in particular to **TRAVELERS ON THE TRAIN!**



#### Visibility of a presence

Despite the fact that in the 19th century the act of traveling was not considered an act proper to women, they broke the conventions and made the railway spaces their own. The historical account has not left many testimonies of this presence, however, the images and literary sources allow us to make visible the women who from the beginning of the railway until today made the train their own room.

This exhibition is divided into two parts, the first offers some brushstrokes about the daily act of travel, the spaces, the preparations, the pitfalls and the advantages of traveling by train. To illustrate this tour, some images have been selected from the photographic collections that are kept in the Photo Library of the Historic Railway Archive and the Madrid Railway Museum.

In the second part, the presence of the travelers is reflected through an artistic and literary perspective, for which a sample of the photographs submitted to the Caminos de Hierro photographic contest by some photographers has been selected. The images are accompanied by a selection of texts in which some of the best-known Spanish writers of the 19th century, Emilia Pardo Bazán, Carmen de Burgos or Concha Espina, among others, testified to their train journeys through our country and abroad.

#### Credits:

Texts and documentation: Ana Cabanes, Lydia Díaz, Raquel Letón and Leticia Martínez

Web Design: Jose Mariano Rodríguez

Images: Railway Historical Archive, Madrid Railway Museum, Iron Roads

Bibliography: Railway Library. Madrid Railway Museum

More at: <http://www.museodelferrocarril.org/ViajerasAlTren/index.asp>

## Europa Nostra and European Investment Bank Institute present a shortlist of the 7 Most Endangered Programme 2021

In our latest newsletter, we informed our readers on Europa Nostra – the European voice of civil society committed to cultural and natural heritage – and its partner organisation, the European Investment Bank Institute. Today the organisation had announced the 7 most endangered heritage sites in Europe. Amongst them Achensee Steam Cog Railway, Tyrol, AUSTRIA.

The announcement of the 7 Most Endangered sites 2021 was made at an online event co-hosted by high level representatives from Europa Nostra and the European Investment Bank Institute, with the participation of Mariya Gabriel, European Commissioner for Innovation, Research, Culture, Education and Youth. Nominators and representatives of the 7 selected sites contributed to the online event, which attracted over 300 people from across Europe and beyond.



Speaking at the online event, Guy Clause, Executive Vice-President of Europa Nostra, emphasised: “The aim of our 7 Most Endangered List 2021 is to ring the alarm bell about the serious threats which these sites are facing. From an outstanding medieval monastery to a remarkable Renaissance garden, from industrial and modern constructions to iconic cultural landscapes: these sites are important testimonies of our shared past, memory and identity. At a time when our continent is experiencing an unprecedented crisis, Europa Nostra wishes to express its solidarity and lend its support to local communities across Europe who are determined to save these endangered heritage treasures. Through our wide pan-

European network of members and partners, we will mobilise diverse expertise and resources to help save these heritage sites, which should be recognised as powerful vectors of sustainable development as well as vital tools for peace and dialogue between various communities. Together, we can do it!”

Francisco de Paula Coelho, Dean of the European Investment Bank Institute, stated: “Once again, the EIB Institute is standing side by side with Europa Nostra, our long time partner in safeguarding European cultural heritage sites in danger. Europeans take pride in cultural heritage. It brings them together. For the EU Bank it is only natural to help strengthen this link through our support and commitment to the now yearly 7 Most Endangered Programme”.

Reacting to the announcement of the 7 Most Endangered sites 2021, Mariya Gabriel, European Commissioner for Innovation, Research, Culture, Education and Youth, said: “Europe’s cultural heritage is our past, present and future. It is part of our identity and brings people from across our continent together around shared values and experiences. It is precious and deserves our utmost attention and protection. Through the 7 Most Endangered Programme, we put the spotlight on European heritage in peril, raising awareness and paving the way for a viable future for the selected sites”.



The selected 7 Most Endangered heritage sites are 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.

Teams of experts representing Europa Nostra and the European Investment Bank Institute, together with the organisations that nominated the sites and other partners, will assess each case by collecting information and by meeting with key stakeholders. These multidisciplinary teams will provide expert advice, identify possible sources of funding and help mobilise wide support to save these heritage landmarks. At the end of the assessment process, they will formulate and communicate a set of recommendations for future action.

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. It also provides a symbolic grant of €10,000 per listed site. The listing of an endangered site often serves as a catalyst and incentive for the mobilisation of necessary public or private support, including funding. 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”.

#### 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.



Information by Joseph Van Olmen – Febelrail

See: <https://www.europanostra.org/europa-nostra-and-eib-institute-announce-europes-7-most-endangered-heritage-sites-2021/>



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## Miscellaneous

### The Railway and Canal Historical Society – vol. 40, 4th issue – March 2021

Some interesting papers in the Journal of the RCHS:

- Marc Casson, Public service or private profit? British railway policy 1825–2020 (2020 Clinker Lecture)
- Michael Lewis, Fifty years of Early Wooden Railways
- Samuel Harris, Timothy Peters and Deen Zhang, The construction and life of the Bridgewater Canal tugboat Manchester
- Graham Boyes, The United Kingdom Railway Advisory Service; its rise and fall, 1959–1970
- David Parry, Mr Gladstone, coal and Wrexham's second railway Obituary (Brian J Goggin)

Future Events of the Railway and Canal Historical Society (Meeting & Talks, but mainly virtual):

- Railways and Social Change in Victorian Britain - Part 1: Attitudes & Economics (Robin Leleux) Wednesday 28/04/2021 (Virtual Zoom event)
- 'The Leeds & Selby Railway' - (Anthony Dawson) Saturday 15/05/2021 (Virtual Zoom event)
- The Victorian Railway in Kent (Tony Riley) Wednesday 19/05/2021 (Virtual Zoom Event)

See for more information: <https://rchs.org.uk/>

In our next newsletter: EUROPALIA ARTS FESTIVAL  
Trains & Tracks – 14.10.2021 – 15.05.2022

***Next issue – June 2021***  
***Deadline for copy: June 15th***

**SEE YOU ONE DAY:**

***Be like a train; go in the rain, go in the sun, go in the storm, go in the dark tunnels! Be like a train; concentrate on your road and go with no hesitation!***

*Mehmet Murat ildan*