



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

**International
Railway History
Association**

**Asociación
Internacional de
Historia
Ferroviaria**

HIGHLIGHTS

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September 2019

Staycation

Since few months, comments on the ecological footprint of cruises and tourism are booming in the press. Some cities think about a kind of interdiction or restriction for larger cruise ships or at least to limit the number of vessels with an allowance to visit the cities. The burden of fine dust and air pollution is considered to be too high. From this point of view, it looks bizarre that international rail travel lost larger parts of its market share. Rail traffic still has an ecological footprint, but it is definitively more sustainable than marine travel. Cheap flights have an enormous responsibility in this process of modal transfer. But high speed is also partly responsible for the downfall of the sumptuous luxury of trains such as the Orient Express. Moreover, the railway buffets are due to changing food habits disappearing at a faster tempo than the ice caps on the poles. What is left while reading Agatha Christie's Murder on the Orient Express, is only an impression, the idea of a decent meal e.g. in a restauration car of the

Wagons Lits or a nice cabin with a good bed to sleep in.

It brings me to my sustainable holiday, a wonderful 'staycation', the magnificent moment of staying at home, laying in my armchair and travelling in my head and in my library. One of the nice destinations for 'staycationers' is a book on railway publicity. The magnificent pictures of railway publicity offered me armchair trips to different locations in Belgium and in Europe. Meanwhile an international railway journey is not a simple matter. It takes time to plan, to order travel tickets, to find out who to get somewhere. Many years ago, international time tables and railway guides were at disposal. If one has the good idea to redo the railway trips by famous travellers, one can better buy a good book on railway journeys and read it. It will cost less effort. In this newsletter, you will also find a nice trip oversee: railway travel in Latin America. Ian Thomson describes what it was like to travel on both passenger and freight

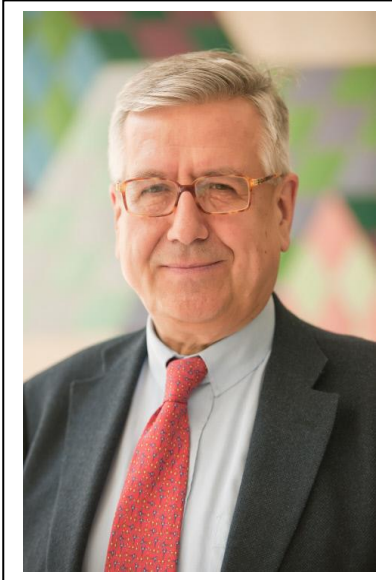
trains in Argentina, Brazil, Chile, Ecuador, Paraguay and Perú, from the 1970s to the 1990s. Another fine occasion for armchair trips towards faraway destinations.

Nevertheless, railways, sustainable transports and holidays might be a good theme for our organisation in near future. Climate change will not disappear without firm actions and the heat that we feel in our neck will not be the heat of the breath of demonstrators, but that of climate change. In this newsletter we have as usual our President, spreading the message, railway readings and conferences, etc.

Paul VAN HEESVELDE
Chief-Editor



PRESIDENT'S CORNER



Dear members, dear friends,

After this long and warm summer time we are very pleased to get in touch with you through this new edition of our IRHA newsletter that has been revived in 2018 and dynamized thanks to the enthusiasm and continuous involvement of our new Chief-Editor. Actually we succeed thanks to these efforts to respect a periodicity of a quarterly publication and so to improve the value and quality of our newsletter as one of the essential tools aiming to promote information exchange and communication among all IRHA members.

Referring to the initial missions of the International Railway History Association (IRHA) as mentioned in the statutes, the facilitation of networking among members at international level is one of the main goals we have to pursue, together with the organisation of international conferences on railway history, the publication of the conference proceedings and exchanges on research projects related to railway history.

The IRHA newsletter - together with the other communications tools in development - the website and the improved presence on social networks - aims to offer a convivial and effective link to liaise among members as well as with potential members and external partners of the association.

Therefore we are appealing to all members to regularly contribute to the content of the IRHA newsletter with all kind of information of potential interest to members. We will welcome all - preferably short and synthetic - information on future events, conferences, colloquia, round tables related to railway history, reports on past events, on publications as well as on the launch of research projects by railway foundations, universities, research institutes. Any information in connection with the creation of new foundations or structures dedicated to railway and transport history, nominations of responsible and contact persons in these structures, is welcome.. This enriched content of information should open interesting perspectives for cross-participation at conferences, bilateral cooperation on some specific research topics, creation of partnerships between members,... ..

Of course, members will receive through the next editions of the IRHA newsletter regular updates on the progress of activities developed by the association, such as the perspectives for the next IRHA historic conferences to be held in 2021 and 2023, the progress in the preparation work for the publishing of the proceedings of the conferences held in Istanbul and Budapest, the reshaping and modernisation of the website and presence of IRHA on social networks, etc.

I am confident that we will all be determined to support these efforts aiming to further increase proximity and solidarity among our members and to enhance the scientific and human value of our association for our members forming the "IRHA family" across the world..

Paul VERON
IRHA President

Paul Veron

Conferences and other news

ANNOUCEMENT – 8TH RAILWAY HISTORY CONFERENCE Lisbon, 28, 29, and 30 October 2020

ASIHF (Iberian Railway History Association) announces that it will convene the 8th Railway History Conference in Lisbon, on the 28th, 29th, and 30th October 2020. The venue will be the facilities of ISCTE (CIES-IUL). The University of Évora (CIDEHUS) and the University NOVA of Lisbon (CIUHCT) also support the event.

ASIHF invites the community of academic and researchers to participate in the Conference and to send paper proposals about the following research topics: New perspectives on Portuguese railways; Borders and railways; The Travels of Managers and Experts: a form of knowledge transfer; Land freight transportation: complementarity and competition between railway and roads (nineteenth/twentieth-first centuries); Railway and city: impact of railway infrastructures in the urban development of Iberian cities; Young historians: new foci on the history of Iberian railways; General session.

Proposals under 300 words must be sent to the organization (8congresoHF@asihf.org) no later than October 31 2019. The Scientific Committee will communicate the acceptance of the papers no later than December 31 2019). Full text of the proposals (up to 12,000 words) must be sent no later than June 30 2020. Regarding this issue, the organization will provide further details in due time.

Registration fee is 75€. Associates of ASIHF and unemployed workers are exempt of the payment of the fee.

LA LETTRE DE RAILS & HISTOIRE

I had, like others, the advantage to be informed about a new research initiative by Rails et Histoire. For those who were not on the mail list, I add the information on the main topic and I add the link to the full article (in French). I give you an introduction in translation :

The decision of the SNCF to offer its customers, from 9 May 2019, four new discount cards, called Advantage Card, device supplemented by a Carte Liberté for frequent travellers, led us to return to the "special rates" at reduced prices "offered by the big companies on the eve of their" nationalization "and on the action of the new SNCF in this field. Our investigation will end today for the end of the 1960s, the next period being characterized by a more aggressive commercial approach aimed at keeping the railways a less and less captive clientele.

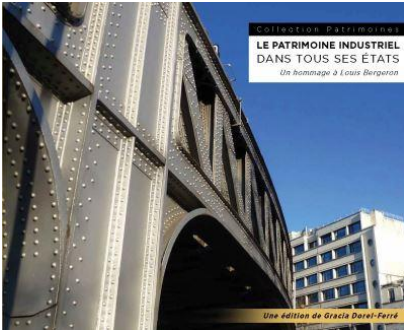
<https://railsethistoire.wixsite.com/rails-de-lhistoire/les-rails-de-l-histoire/>

SEE YOU IN PARIS ? T2M CONFERENCE

T2M, the international Association for the History of Transport, Traffic and Mobility announces the annual conference 2019 Mobilities And Materialities: Building Bridges Between Past And Future. The conference takes place in Paris October 16th to 19th. See also <https://t2m.org/>



Gracia Dorel-Ferré, (Ed.) The Industrial Heritage in all its states, a tribute to Louis Bergeron, LLSETI Savoie University



“The industrial heritage in all its states, a tribute to Louis Bergeron” is a follow-up to the nowadays unfindable short essay « The industrial heritage a new territory », printed by Liris publishing house in 1996 under the signature of Professor Louis Bergeron and Gracia Dorel-Ferré. It brings together contributions from some 50 experts in French, Western European, Russian, Latin American, South African industrial heritage, gathered for the 20th anniversary of APIC (Champagne-Ardenne Industrial Heritage Association), founded in the wake of Louis Bergeron's teaching. It connects the subject brought about in the 1970's to its current practice and its enhancement over the last 20 years.

The works of those approximately 50 specialists are separated in 3 parts, each of them introduced in a way to sum up the current information on the subject, outline and update it :

1. Epistemology of the industrial heritage.

Following an introduction about the origin, methods and tools of the study of the industrial heritage, examples of the different ways of recording power, built resources, archives, machines and oral memory are more precisely developed.

2. Promoting an unbounded industrial heritage.

The introduction draws on the new fields and perspectives opened up in the last 20 years. These are presented in the following contributions : the social heritage and its modest but significant marks ; witnesses and evidence of technics and technicians' mobilities, which had captured Louis Bergeron's interest. Two more files concern thinkings he had pioneered : the issues of agri-food heritage, overshadowed up to now by the attention given by experts to iron-and-steel and textile, and workers' villages and factory-cities, one of the major industrial landmarks.

3. Knowing and passing on knowledge.

The introduction underlines the growing citizen involvement into the study and preservation of the industrial heritage. Based on detailed examples, the contributions deal with cities and regeneration and re-using of former industrial sites ; the role of the industrial heritage in moving towards museums or tourism development ; academic study and teaching, centerpiece in the transmission of this heritage.

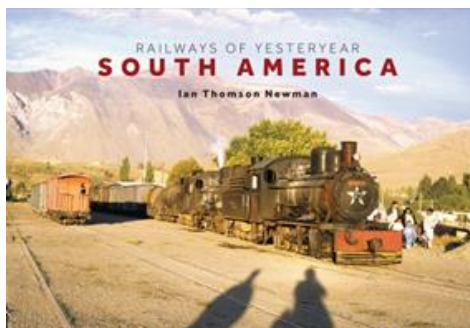
Denis Varaschin, historian and dean of Savoie-Mont Blanc University, thanks to whom this edition was made possible, wrote the introduction. Florence Hachez-Leroy, member of CRH, lecturer HDR at Artois University, president of CILAC, purposefully attended the entire symposium in order to write its conclusion. The bibliography is a reminder of the work published by the APIC in the last two decades.

Without being a proper textbook, this publication aims at answering questions from both beginners and experienced enthusiasts.

Gracia Dorel-Ferré

Railway Readings

Ian Thomson N., *Railways of yesteryear: South América*, Mainline and Maritime , 180 p.



The raison d'être of South American railways changed fundamentally during the last three decades of the XX century, from transporting almost anything, or anyone, from any place to any other place possessing a station, to being a mass transportation mode, of people in and near cities and elsewhere of freight. Institutionally most were handed back to private sector administration. Steam and electric traction was almost entirely eliminated from non-urban railways and the networks were pruned. "Railways of yesteryear: South América", reviews how things were before this transformation was completed, starting with a country-by-country analysis of the decline in non-urban rail passenger transport from the end

of the Second World War onwards. By the end of the century non-urban passenger trains were almost extinct, apart from a few pockets where they were retained for social reasons or to carry tourists, in spite of occasional attempts to revive them, notably in Argentina and Chile. The following chapters describe what it was like to travel on both passenger and freight trains in Argentina, Brazil, Chile, Ecuador, Paraguay and Perú, by referring to specific journeys made by the author from the 1970s to the 1990s, such as from Buenos Aires to Esquel and back again, from Río de Janeiro to Santiago de Chile, from Lima up to Huancayo, from Buenos Aires into Paraguay, from São Paulo to Botucatu, and so on, commenting on operational matters, fellow passengers and their social backgrounds, modal alternatives to rail transport, the locomotives and other rolling stock involved, the scenery traversed, etc.. Some of the journeys were made on freight trains or on the lingering remains of traditional mixed passenger/freight trains.

The result is not a Paul Theroux-styled social commentary, a Lonely Planet-molded travelog or a Cecil Allen-fashioned register of operational performance but rather something in-between. One reader remarks that it conveys "the unpredictability, the lateness, the discomfort, but also the sheer exhilaration of South American rail travel".

Ian Thomson

David Barnouw, Dirk Mulder, Guus Veenendaal, *De Nederlandse Spoorwegen in oorlogstijd 1939-1945. Rijden voor Vaderland en Vijand. Spoorwegstaking, Jodentransporten, Herinnering.*Zwolle: W Books, €22.95.

ISBN 978 94 625 8333 7 [The Dutch Railways in wartime 1939 – 1945. Operating for Country and Enemy. Railway Strike, Deportation of Jews and Remembrance]



On 17 September 2019 it will be 75 years since the national Railway Strike was ordered by the Netherlands Government in exile in London. The strike was meant to support the Allied offensive known under the name Market Garden to establish a bridgehead across the Rhine near Arnhem that began on 17 September 1944. The offensive misfired and the western and northern parts of the Netherlands had to suffer one more winter under Nazi occupation. Despite the presence of an enormous German police force the strike of some 30.000 railway workers could not be broken and it continued until liberation of the whole country in May 1945. To commemorate this strike a book will be published covering the history of Netherlands Railways during World War II and its role in providing trains for both friend and foe, including the controversial transportation of Jews and Roma to Camp Westerbork and from there to the German border.

The book will be presented on 17 September 2019 in the National Railway Museum at Utrecht.

Guus Veenendaal



RAILWAY HISTORY
KNOWLEDGE
FACTORY

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Next issue:
Winter 2019
(as I live and breathe)

Do not forget to visit
our website!

WWW.AIHC-IRHA-
AIHF.COM

Railways History Conference in Cluj, Romania 12-14 September 2019

„The Railway Journey from the 19th to the 21st Centuries. A Cultural History of Railway Transport and Mobility” was the first international railways history conference in the last 30 years in Romania. It was organised by IRHA members Dorin Stanescu, Toader Popescu and their colleagues from Cluj University: Radu Marza, senior lecturer, Iosif Marin Balog- researcher .

The University Babes-Bolyai from Cluj, Train Club Romania and The Romanian Society for Historical Sciences were the institutions which support a main part of costs and provided places for conference works. Undoubtedly, the conference was a great success because of a large participation: 38 railways historian, architects, Ph.D students, researchers, journalists from France, Germany, United Kingdom, Italy, Portugal, Finland, Hungary, Czech Republic and even USA and Japan. It were three full days of interesting activities within: 2 keynote speakers - Stefano Maggi(Italy) and Christian Wolmar (UK) , two visits of a Railways Museum from Dej and Remarul 16 february – factory and movies projection completed the conference works.

Here in Cluj, IRHA was present with a message from president Paul Veron which was read by Henry JACOLIN, IRHA Honorary President. Among the participants there were our IRHA colleagues: Henry Jacolin, Stefano Maggi, Csaba Horvath, Hugo Pereira, Tomas Nigrin. At the end, all the participants appreciated the joy to meet and spread the railways history in another countries.

In the Winter issue of our newsletter, we will publish the picture of the Cluj conference

Dorin Stanescu

Next issue – December 2019
Deadline for copy: December 15th

SEE YOU ONE DAY:

Everything is a railway junction where past and future are sliding over one another, not touching.

Timothy Morton