



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

**International  
Railway History  
Association**

**Asociación  
Internacional de  
Historia  
Ferroviaria**

## HIGHLIGHTS

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September 2020

## Life goes on

The information on the pandemic situation, caused by covid-19 indicates that we are not in a safe harbour yet but the knowledge of covid-19 is growing all the time, the first reports of a vaccine should shine a small light at the end of the tunnel. It is like Pandora's box. All the problems escape, but in the end the hope remains in the box.

This can also be seen in the gradual resumption of activities, which take place in a sometimes strange context, but still: we can already meet each other, often with a mouth mask and respecting social distance. However, that does not mean that all the problems are immediately solved. Heritage associations are starting to offer rides with historic railway stock again, but they are cut off from major events, which may make it economically difficult for them in the long term.

On the other hand, I hear echoes from the sector that more and more attention is being paid to the restoration and maintenance of museum infrastructure and historic railway equipment. In this

sense, the covid-19 period still has a good side. These are moments in which freelance researchers do have some opportunities, but where our scientists come under heavy pressure.

The new ways of teaching: video teaching, ZOOM sessions and distance learning mean that they have less and less research time at their disposal. And yet they still manage to do the work.

In this newsletter - our third already this year - it was a bit more searching for relevant information from the work field. That is why I first make a warm appeal to all our members. If you have an article or a book in preparation or it has just been published, please let me know. We are happy to include a mention of new literature that somehow increases our knowledge.

Furthermore, we can reassure our members: the activities are starting again. Our honorary chairman gave the opening speech for the conference in Brazil; you find also a comment on

the conference. Rails & Histoire has sent out a call for papers on a very fascinating subject: the control post of trains, trams and metros. As far as possible, we communicate about these events.

There are a number of publications and events worth mentioning. Train World is celebrating its fifth anniversary and they are also preparing a new temporary exhibition there.

So there is no reason to give up. We had to stay home for a while during the lockdown, but that doesn't mean we can't make a fresh start. Our honorary president gives a fine example with the opening speech at the International Congress of Sao Paulo.

Paul VAN HEESVELDE  
Chief-Editor



## PRESIDENT'S CORNER -

Dear members, dear friends,

Since the beginning of last spring, our capacity to further develop our contacts and activities as an international association has been considerably altered by the permanent focus on the worldwide pandemic and its damaging impact on health, economy and social life. I sincerely hope that you all, members, partners and friends of the International Railway History Association, could overcome this strange and dangerous period without serious personal concern, for you as well as your families.

Most of the events and activities planned by international organisations or associations were simply cancelled and often postponed to "better days" in the autumn or next year. It is now obvious that for a long time we will not come back to the "life before", once for health and safety reasons, also because during the last eight months, all companies, organisations, schools, universities, introduced and successfully experimented new work processes and new forms of organisation of social life. Mobility of company staff was drastically reduced - in the domestic as well as in the international dimension - , personal contacts and meetings were also restricted to a minimum and replaced whenever relevant and practicable by telework from home and reinforced use of digital tools. A substantial part of these work methods and new rules at work will be further imposed in the period to come.

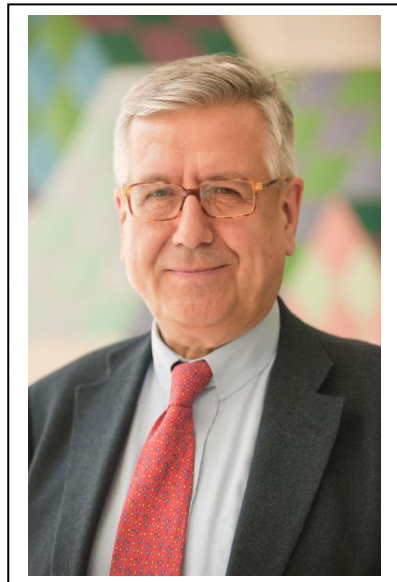
During the past eight months of this crisis, members and partners of our international association managed to maintain a fruitful contact and regularly exchange information on various projects and activities. The IRHA Newsletter in the good hands of our Chief-Editor Paul Van Heesvelde, effectively contributes to ensure an appreciable level of mutual information among members of our railway history community. On the other hand, our Honorary President Henry Jacolin could deliver a message (by video) on behalf of IRHA at the international congress on railway history and heritage held in Sao Paulo where several other IRHA members also took the floor. So the international promotion of our association goes on...

In the recent period, an intensive activity was also developed with the objective to complete the publishing of three books to be edited under the umbrella of IRHA, respectively '*Cities, users and their railways*' (conference in Mechelen/Malines), '*Rail routes from the 'Bagdad-Bahn' to the 'New Silk Roads*' (conference in Istanbul 2016) and '*Railways in the First World War*' (conference in Budapest 2018). In this respect I want to express our warmest thanks and gratitude to the responsible of the editing committees, Henry Jacolin, Andrea Giuntini, Ralf Roth, Paul Van Heesvelde and all "leaders" in charge of assessing the contributions for their remarkable work of coordination and evaluation. We of course thank all the authors who are contributing to the scientific content. The publishing of these books in connection with three IRHA international conferences will mark important milestones in our association's life.

A strong focus and urgent challenge for our activity is now to the preparation of our 9th International Railway History Conference dedicated to '*Europe and the Railways*' planned for the end of 2021 or beginning of 2022 in Belgium. Our goal is to finalise the concept for this conference within the next weeks, whilst taking into account the possibility of further restrictions on the organisation of international events and considering the experience of seminars (often virtual seminars) that were successfully held during the pandemic.

As far as the historic and scientific content of this 9th International Railway History Conference is concerned, we repeat our appeal to all our members and partners of IRHA to rapidly react and contribute with orientations on the first proposals submitted in the previous edition of the IRHA newsletter. Your support is essential. You will be regularly informed on the progress in the organisation.

Again, thank you to all of you for your personal commitment, take care and be safe,




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**Paul Véron**  
IRHA President

## CONFERENCE NEWS – CALL FOR PAPERS

### **Chemins de fer, tramways et métros : deux siècles de cabines de conduite**

### **Évolutions et variations du Système Homme-Machine, un enjeu sociotechnique tardivement reconnu...**

#### **Two centuries of cabin evolution and variation**

As a reminder, the common trend and evolution of the driver's cab in the various railway modes can be divided in four periods.

Period I, the "mechanical age": no cab, simple platform; no grip comfort; if postural comfort is deemed to be detrimental to attention, the operators themselves sometimes magnify the harshness of the trade.

Period II, "the electromechanical age": the mastery of diesel engines or electric engines requires a real technical know-how; instrumentation is developing.

Period III, "the electronic and computer age": the computerisation of and controls, on the contrary, leads to a reduction in instrumentation and a reduction in technical know-how;

Period IV, "Towards full automation? "answers an objective optimisation of system performance, thus justified in metro networks or on very heavily loaded suburban networks; it also offers flexibility in adapting to the demand

The history of urban railways has its own particularities. The Tramways have taken many forms over time and in response to transport needs. Mainly urban, sometimes interurban, sometimes even rural, the tramway has adapted to the needs of the urban environment.

Proposals will be received until 15 October 2020. A summary of the proposed contribution, from 3,000 to 5,000 signs, is requested, supplemented by a brief presentation of the author, who will specify the point of view he or she is talking about, bearing in mind that it will condition his or her proposal: university researcher, historian, design engineer, driving agent, operating executive and trainer, active or retired (SNCF, RATP, other networks), trade unionist, ergonomist, doctor, designer, museologist, etc. There is no exclusivity as to the status of the communications received, historical studies, sociological surveys, real-life testimonies, etc. The organising committee will select the proposals received and will draw up the programme for the colloquium, the date of which has been set. The colloquium will be held in Paris, at a location yet to be determined. Proposals for papers should be sent to: [cecile.hochard@ahicf.com](mailto:cecile.hochard@ahicf.com) It is expected that a volume of proceedings will be published as soon as possible. Authors will therefore be asked to submit the text of their contribution, if possible before the colloquium is held, otherwise shortly afterwards and within a short period of time.

See also: [https://c1312b0a-b02d-4fdc-8277-b4a466c007d1.usfiles.com/ugd/c1312b\\_c4c7f04fec5645deab203e71815be864.pdf](https://c1312b0a-b02d-4fdc-8277-b4a466c007d1.usfiles.com/ugd/c1312b_c4c7f04fec5645deab203e71815be864.pdf)

## CALL FOR PAPERS

### 'High Speed Ground Transportation in the United States'

The Journal of Transport History launches a call for papers for a special issue of the Journal on High speed Ground transport in the United States.

While the literature on high speed ground transport, including railways, maglev "trains," and so-called personal rapid transit, is relatively broad and deep for Europe and Asia, the same is not true for the United States--probably because, after World War II, few American high speed projects were ever put into commercial service. This leaves significant aspects of USA ground transport history not well researched, including but not limited to initiatives to develop and commercialize frictionless vehicles in the 1960s and 1970s, and hyperloop vehicles in the past two decades; the experience of "higher speed" rail lines in the Northeast, Pacific Northwest, and Florida which, arguably, are generating profits; and the partial implementation of very high speed rail projects in Texas and California, among other developments.

To address gaps in USA high speed ground transport literature, the Journal of Transport History will publish a Special Issue devoted to this topic. For purposes of this issue, "high speed" means technology or modes of transport that move significantly faster than in a previous period, such as early trains compared to horse-drawn vehicles. Thus, studies from the eighteenth century to the present, and studies contrasting speed and slowness, are welcome. The focus should be on passenger transport, though articles can also consider relationships to freight and/or to air and highway modes. Finally, while primary emphasis should be on the USA, the editors encourage transnational and geopolitical perspectives, including, for example, analysis of the role of technology transfer and foreign export strategies, and of how and why the USA fell so far behind Europe and Asia in high speed ground transport.

Authors are encouraged to contextualize their empirical research in terms of relationships between types and forms of mobility and the structuring of space and territory; between modes of transport, climate change, and sustainability; between ever-faster transport and economic development; between political-economic regimes and governance systems and financing high speed ground transport; between high speed and cultural factors (e.g., modernism, national pride, etcetera); or within another relevant broader conceptual and theoretical context.

The Special Issue will be guest edited by James Cohen (jcohen@jjay.cuny.edu), from The City University of New York, who will select (with JTH's editorship) papers based on their thematic fit, originality and scholarly rigor.

Abstracts (400 words max + 1-page CV) can be submitted until September 30, 2020 to jcohen@jjay.cuny.edu. Full written papers of up to 8,000 words (including endnotes and abstract) must be based on archival and other primary source research. The deadline for the submission of full articles will be May 2021. The exact date depends on when archives and research facilities re-open around the world, as well as other coronavirus-related contingencies.

While these contingencies may also affect the journal's print-publication date, currently scheduled for early 2022, they will not prevent JTH from posting online articles on-line as soon as they are accepted for publication.

Papers will be subject to a double blind review process. About JTH and submissions:

<https://journals.sagepub.com/home/jth>

James Cohen, Ph.D., Professor Emeritus The City University of New York




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***High Speed  
Ground Transport  
in the US***

## EXHIBITIONS

### THE PEOPLE OF THE RAILWAYS

From 18 September 2020 to 22 January 2021 – ROUBAIX - FRANCE

The exhibition will look back over 100 years of French railway history (1920-2020), focusing on those who worked on the trains, on the tracks, in the workshops or in the offices on a daily basis.

From the "washstand strike" of 1920 to the recent reform of the status of railway workers, the exhibition Les Gens du rail unfolds, over six hundred square metres, a transdisciplinary journey around rail workers.

This exhibition, in which Rails and History is a partner, takes a "human scale" approach to the global phenomenon that is the railway. It focuses on the actors and actresses of the railway world over a period of a century, from 1920 to the present day, and on a national territory approached according to its regional particularities. Nevertheless, certain international elements will be evoked from time to time.

In addition to photographs, archive documents, posters, videos, objects and models, the exhibition invites visitors to discover a century of technical developments, changing working conditions and social conflicts.

To ensure a safe visit for all, access to the exhibition is subject to certain conditions:

- Wearing a mask inside the building for those over 11 years old is mandatory.
- As in any space open to the public, barrier gestures and physical distance must be respected.
- A maximum of 30 people is allowed to enter the exhibition.

Depending on the evolution of the health situation, events (e.g. conferences) may be organised by Rails & Histoire around the exhibition. To find out more, follow the news on [ahicf.com](http://ahicf.com) or on social networks.

#### Practical information

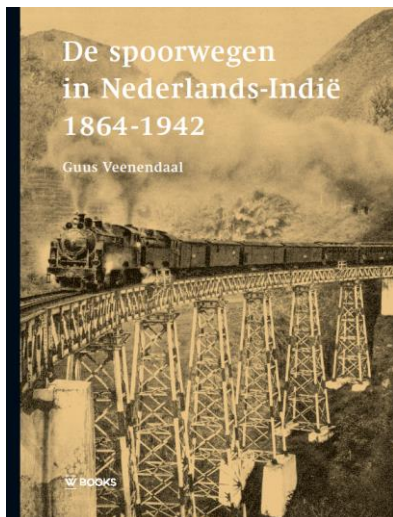
Free entrance: Monday 9am-12pm, Tuesday-Friday 9am-5pm and Saturday 2pm-6pm.  
(as well as on Sunday 20 September, 2pm-6pm).

National Archives of the World of Work  
78, boulevard du Général Leclerc  
FR 59057 ROUBAIX Cedex 1  
France



## Railway Readings

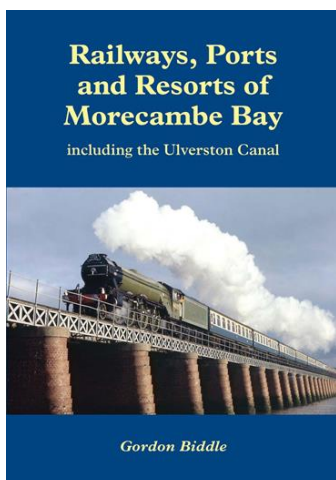
Forthcoming: Augustus (Guus) J. Veenendaal, *Narrow Gauge in the Tropics. The Railways of the Dutch East Indies, 1864-1942.*



In 1939 there were some 3400 kilometers of mainline and branchline railways in operation in the Kingdom of the Netherlands, plus hundreds of kilometers of tramlines, some old fashioned steam lines at the end of their lives, others modernized and electrified. In that same year, in the tropical part of the same Kingdom, the Dutch East Indies, almost 7600 kilometers of railways were in operation, some even electrified, plus electric street tramways in the biggest cities of Java, Batavia, Soerabaja and Semarang. And on top of that more than 12.000 kilometers of plantation and industrial railways were operating, most of them with steam traction. Bookcases full have been written about almost every aspect of railway history of the mother country, covering well nigh every aspect of the history, economy, social services and technology of these rails and the production is still going on. Yet, about these Dutch 'colonial' railways only very few books and articles have been published, some old, others more recent but compared to the Dutch home production almost negligible. Why this discrepancy, with all lines in both countries designed, built and operated by Dutch engineers and managers, often the same men who also worked in the

Netherlands? To me it seemed to be high time to redress this inconsistency. So I set to work and the modest results are going to be published, in two languages: an English language version under the title: *Narrow Gauge in the Tropics. The Railways of the Dutch East Indies, 1864-1942.* Scheduled for publication in early 2021 by Indiana University Press, Bloomington, Indiana, USA.

The Dutch language version will come out under the title: *De Spoorwegen in Nederlands-Indië, 1864-1942.* This book is being produced by W-Books of Zwolle for a planned publication date in September/October 2020.



Gordon BIDDLE, *Railways, Ports and Resorts of Morecambe Bay including the Ulverston Canal*, 2020, 64 p.

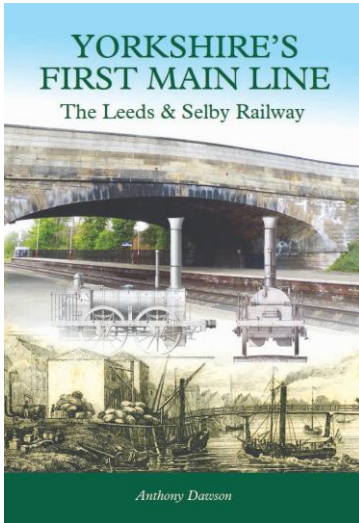
Railways transformed Morecambe Bay, creating the industrial town of Barrow, the resorts of Grange-over-Sands and Morecambe, and culminating in the new deep-water port at Heysham in 1896. This book looks at these achievements as well as a long and fascinating pedigree, beginning with perilous foot crossings of the bay which for centuries formed the main route to Furness.

Special attention is given to the now forgotten ports of Milnthorpe, Greenodd and Ulverston – the last with its ship canal – and their role in the area's principal trading route. A final chapter focuses on viaducts across the rivers Leven, Kent and Beela, the first two now the two most prominent features of the bay. There is a profuse selection of illustrations, many of which portray structures still surviving from a former heyday.

Gordon Biddle has written fourteen books on railway civil engineering and architecture as well as inland waterways. He is a founder member of the RCHS, its first secretary, and now a vice-president. He lives at Silverdale, overlooking Morecambe Bay.

See also: <https://rchs.org.uk/product/railways-ports-and-resorts-of-morecambe-bay-including-the-ulverston-canal/?fbclid=IwAR2vIcPdIY69oWYqp6-Uya8-nP6qHPfJa-S1AZxRBKmgDyIU8VNrFizDrWE>

## Railway Readings



Anthony DAWSON, *Yorkshire's First Main Line – The Leeds & Selby Railway*, 2020, 112 p.

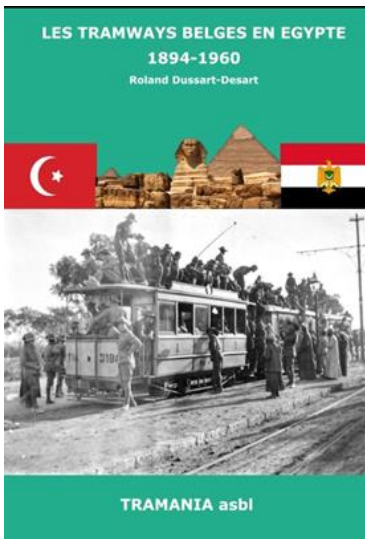
Opened in 1834 before a crowd 40,000 strong, the 20-mile Leeds & Selby is a strangely neglected early railway. It has many noteworthy features. In a remarkable act of faith, it built superb skew overbridges to allow for a four-track main line, several of which still survive. It had a fascinating collection of pioneer locomotives. At Selby it depended on the tide to exchange Hull-bound passengers and textile exports with paddle steamers on the river Ouse. If that were not enough, it also had the first tunnel in Britain through which passengers were conveyed by a steam locomotive – often to their terror!

Despite its claims to fame, the Leeds & Selby succumbed to the aggressive politics of the 'railway king' George Hudson who closed most of it down. He has hitherto taken the blame for its demise but this book for the first time points the finger at Leeds merchants who had no experience of running a railway. Overall, the Leeds & Selby can be construed as a heroic failure – and failure makes just as compelling

a read as success.

Anthony Dawson has a lifetime interest in transport history and is the author of many books on early railways in northern England. This work includes many contemporary illustrations as well as colour photographs of a widespread range of surviving buildings.

See also: See also: <https://rchs.org.uk/product/yorkshires-first-main-line-the-leeds-selby-railway/>



R. Dussart-Desart, *Les tramways belges en Egypte 1894 – 1960*, 2020, Tramania asbl, 172 p. See also: <https://tramaniaen.wordpress.com/>

R. Dussart-Desart describes in detail the history of the tramways of Cairo, Heliopolis, Alexandria, Port Said and of the light railways in the Lower Egypt and the Fayoum area. All these networks were financed or equipped by Belgian entrepreneurs between 1894 and 1960, the last of them being nationalised in 1960.

Several pages also illustrate the networks of Cairo, Heliopolis and Alexandria in the sixties, the seventies and in 1980 and 1992. Two pages are devoted to Belgian tramways preserved today in Cairo and Heliopolis.

This book analyses the various joint ventures between those undertakings, ranging from rolling stock overhaul to exchange of 'spies', and the history of their subsidiary companies, producing electricity and rolling stock

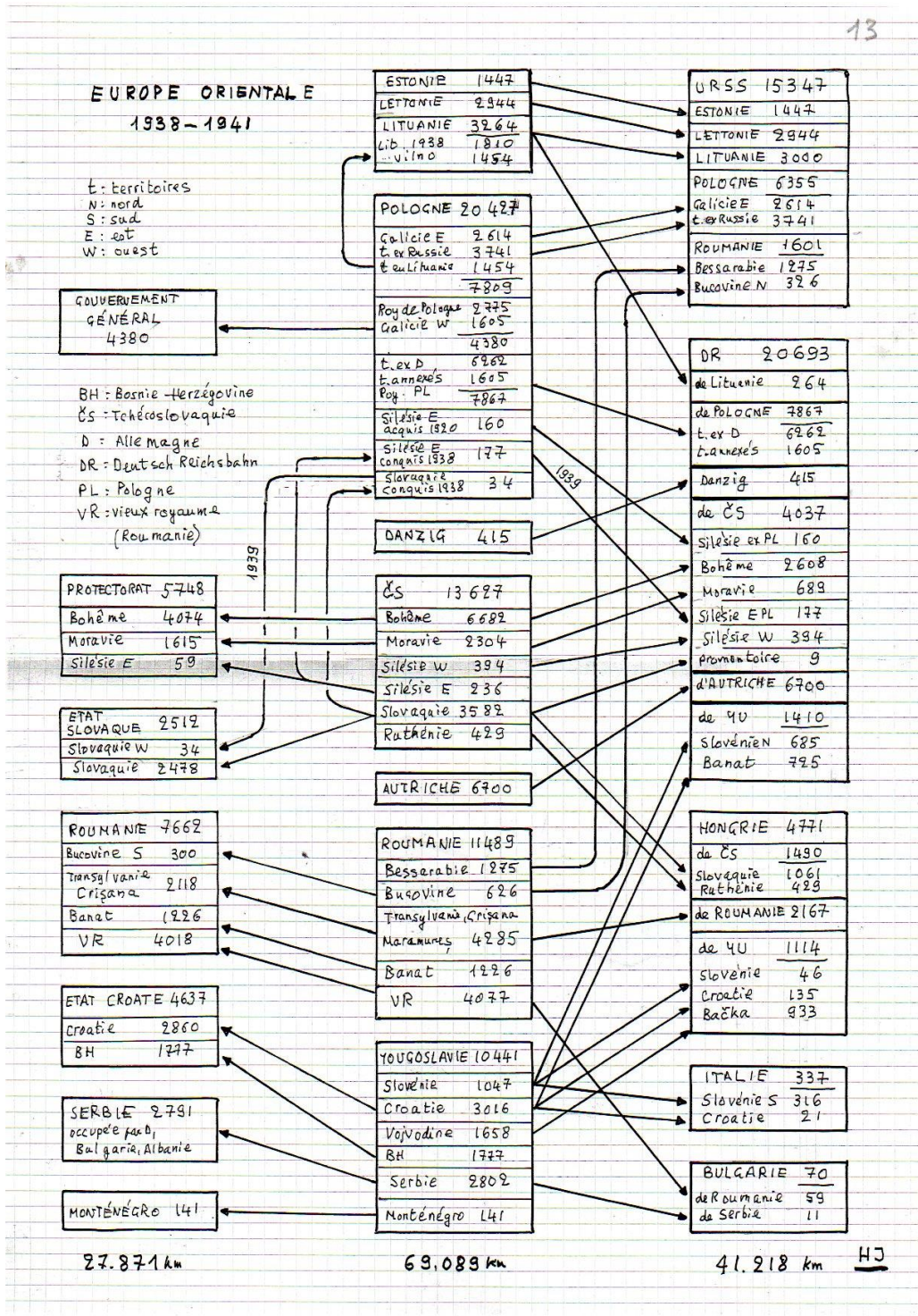
The author made an in depth survey of the archives of the operators, visited several times locations and he exchanged during a period of thirty years

experiences of the development of the networks. Image: courtesy R. Dussart-Desart





Forthcoming: Henry Jacolin, *The disruption of the railway systems in Eastern Europe at the beginning of the Second World War*



Our honorary president, Henry Jacolin, wrote an article on the changes in the railway system in the period of 1938 to 1941. Besides the synthesis of the changes, we also give a shot overview of the content of the article.

Annexation in 1938 of Austria by the Reich; carving up in 1938 of Czechoslovakia by Germany, Hungary, Poland and the secession of the Slovak state; effacement in 1939 of Poland, divided between the Reich and USSR; annexation in 1940 by USSR of the Baltic states; nibbling of Rumania by Hungary, which recovers a part of Transylvania, by USSR which annexes Bessarabia and northern Bucovina, by Bulgaria which takes back the Dobrudja quadrilateral; dismantling of Yugoslavia by Hungary, the secession of the Croat state and the occupation of the rest of the country by the Reich, Bulgaria, Italy and even Albania.

The configuration of the railway systems in Eastern Europe, decided at the end of the first World War, has been totally disarticulated between 1938 and 1941. But most of these historical facts have been forgotten today, as one only remembers the final result of World War 2, i.e. the moving to the west of the Soviet border in 1945.

Article by Henry Jacolin (22 pages, 13 maps and charts) attached: a synthesis of the changes which occurred from 1938 till 1941.

In km. In the middle: the situation in 1938



**CONGRESSO INTERNACIONAL DE HISTORIA E PATRIMONIO FERROVIARIO**

Sao Paulo 9 - 12 september 2020

(video conference)

**INTRODUCTION SPEECH BY HENRY JACOLIN**

The conference which was supposed to take place last Spring was postponed because of the coronavirus. But you have decided to organize it by video. Congratulations for this good idea. It will not allow direct contacts between the participants, but it keeps alive the momentum of the research.

I would have been pleased to meet all of you, and especially those I made acquaintance with in the Congreso internacional de historia ferroviaria in Mendoza in November 2017. But the covid prevents it. So you will only see my face on your screen.

Asociación Internacional de historia ferroviaria (AIHF) fully supports your conference, as its main objective is to assist and improve the research on railway history, wherever in the world.

AIHF has already organized eight conferences, among them two outside of Europe, in Istanbul in 2016 and in Santiago de Chile in 2013. This last conference was a real success, as most of the researchers in railway history from Latin America were present. As you know, the records of this conference were published recently by the Editorial Universitaria de Buenos Aires under the title of "Los Ferrocarriles en América Latina", under the supervision of Teresita Gómez and Javier Vidal Olivares.

AIHF organized its last conference in Budapest in November 2018 on the theme: "Which role played the railways during the first world war" ? The debates, which were extremely rich, will be published soon. The next two conferences will take place in Brussels in 2021 or 2022 on the theme "Railways and Europe", and in Canada in 2023.

The subject you have selected for the V Congreso de historia e patrimonio ferroviario is very interesting. As the role of railways has declined in Latin America, the very first objective is to preserve the rich memoria ferroviaria in order to avoid its dismantlement and to valorise "Os legados para nostro futuro".

I am now honorary president of IRHA, after I led this association for ten years. My main wish, which is fully shared by Paul Véron, my successor, is to develop a cooperation between AIHF and the researchers in Latin America. This cooperation may cover many aspects: common organization of future conferences, setting up of associations in the countries of Latin America, as in France "Rails et Histoire" (former Association française pour l'histoire des chemins de fer), as Asociación Ibérica de historia ferroviaria in Spain and Portugal. Such associations could constitute a network in Latin America, under the umbrella of AIHF.

AIHF publishes every quarter a newsletter which will welcome and publish news from Latin America. Do not hesitate to use this channel to disseminate information about your activities, starting with the record of this conference.

I just suggest these proposals. It is up to you to discuss what would be the adequate formula. But something is clear. We have to look to the future and defend, wherever in the world, the railways, which are the best solution to cope with the global warming. It is time to work together.

In the name of Paul Véron, president, of Javier Vidal Olivares, vice president, of Pedro Pablo Ortúñez Goicolea, treasurer, of Gracia Dorel Ferré, whom you will listen soon, and of all the bureau members, I wish you all full success for this new style conference.

Henry Jacolin  
Honorary President IRHA

**CONGRESSO INTERNACIONAL DE HISTORIA E PATRIMONIO FERROVIARIO**

Sao Paulo 9 - 12 september 2020  
(video conference)

**An overview**

The **Vth Railway History and Heritage International Congress** and the **IVth Meeting of Young Researchers on Railway History and Heritage (São Paulo, Brazil)** are events that intended to stimulate knowledge in the areas of history, urbanism and railway heritage, in a joint effort of the Railway Memory Research Group of the State University of São Paulo - UNESP and the POSURB-ARQ Research Group, Policies for Preservation and Territorial Management of the Pontifical Catholic University of Campinas, in the state of São Paulo.

Railway history and heritage have already been the themes of other international events supported by *The International Committee for the Conservation of the Industrial Heritage* (TICCIH) and other Latin American national representations, including the VI Meeting on Railway Heritage (2012) and the Congress on Railway History organized by TICCIH/Argentina (Mendoza, 2017). The *International Railway History Association* (IRHA) Congress had already taken place in Latin America, with support from TICCIH/Chile (Santiago de Chile, 2013). Thus, TICCIH and IRHA supported the initiative to promote the **Vth Railway History and Heritage International Congress** in Campinas, in 2020, in order to discuss preservation issues relevant to Latin American countries: territorial management, education and heritage communication.

The subtitle "Legacies for our future" signals the importance that is intended to be given to reflection on the current conditions of the railway heritage and the role it could play in the future, as an old and still potential element of urban structuring. The event was opened by Mr. **Henry Jacolin**, Honorary President of IRHA, who expressed the wish that this event improve a cooperation between the IHRA and Latin American researchers. Also at the opening of the event, **Dr. Eduardo Romero**, president of the national representation of the TICCIH, stated that the entity organises thematic sections of meetings and this event on railways is linked to the international railway session - which means the important support of the TICCIH to promote this type of industrial heritage. The event covered three central themes, which received excellent contributions from researchers and students, allowing the observation of advances in research and management of the preservation and use of railway assets for social development.

The conferences were grouped around themes, which in turn focused on current and relevant issues in the Brazilian and Latin American context. The first of these, "education and railways" focused on the relationship between heritage preservation and education; that is, discussing the railroad heritage as an opportunity to

stimulate learning through railroad industrial goods, in a current context of great socioeconomic inequalities. At the conference table of this session, **Dr. Gracia Dorel-Ferré** (LLSETI, Paris, France), highlighted the importance of the railway heritage as a privileged field for learning about education. **Dr. Zaida Garcia Valecillo** (Universidad Pedagógica Experimental Libertador, Venezuela) emphasized heritage education as a topic whose pedagogical approach through industrial heritage can contribute to aspects of sustainable development in Latin American countries. If the permanence of the trails and stations allows for immersion in knowledge about the city's history, education can stimulate debate about the importance of preservation for Citizen formation.

The museum has a recognised role in the field of heritage preservation. However, it is necessary to highlight and discuss how it installs itself and appropriates the built spaces. In "museums and railways", the second theme, we tried to problematize the adequacy of the architectural space of the stations for the installation of museums (local or regional), in a context of abandonment (since the 1970`s) followed by a reuse of railway structures for cultural use. If, on the one hand, there is a recurrence of "cultural use" for old buildings, as a way of ennobling heritage spaces; on the other, there is a form of "allotment" of railway spaces for institutional or temporary uses, in a typical process of underutilization, which results in the emptying of the meaning of these goods. In this sense, the conference table of that day began with an exhibition by **Ms. Martha Patricia Albores Morales** (Subdirector of Museology and Museography / Museo Nacional de los Ferrocarriles Mexicanos, Mexico City, Mexico), who explain about the exquisite work of *railway museography carried out by the Museo Nacional in Mexico*. **Dr. Juan Manuel Cano Sanchiz**, who has been a research professor at USTB/ICHHST, China, since 2018, gave a long explanation of railway museums in China, highlighting the history of these institutions, their nationalist approach, and the current state of the rail industry in China. **Dr. Marilia Xavier Cury** (MAE/USP, Brazil), emphasized the importance of the humanist approach to museums, particularly industrial and railway museums, as a strategy of communication to the public. It was a great opportunity to contemplate and compare heritage conservation situations in three different countries (Mexico, Brazil and China).

The theme of "managing the railway heritage in the territory" is intended to tackle the debate on heritage conservation as a question of town planning. This means emphasizing the issues of planning and territorial management, overcoming the vision of the preservation of isolated architecture, with a merely aesthetic or symbolic function, without considering contemporary urban dynamics, which result in processes of valuing contexts, and without the necessary understanding of the processes of dispute of the different groups and agents acting in the territories. These aspects have been contemplated by the exhibitors, who have dealt with different cases in Latin America. **Dr. Sebastián Andrés Seisdedos Morales** (Pontificia Universidad Católica de Chile) highlighted historical issues of the mountain railways in the Andes along the valleys of the Aconcagua and Maipo rivers at the beginning of the 20th century. **Dr. Monica Rossana Ferrari** (Universidad de Tucumán &



TICCIH-Argentina) emphasized the history and preservation issues of the *railway heritage in the cultural landscape at Quebrada de Humahuaca (Argentina)*, with emphasis on the management of the natural and cultural heritage in the material, landscape and immaterial aspects. **Dr. Vera Regina Tângari** (PROARQ-FAU/UFRJ, Brazil), exposed the difficult issues of railway heritage management at the interface with *urban areas crossed by railway lines*. In summary, the conferences sought to open the discussion on the preservation and management of railway heritage for the national and also continental scope involved.

As a way of extending the discussions proposed at this event, the **IVth Journey of Young Researchers** took place concomitantly, where the scientific results achieved by undergraduate and graduate students on railroad history, urban studies and the preservation of the railroad industrial heritage were presented. It is an annual event and is part of the activities of scientific dissemination of the results of the team of researchers and students of the Railway Memory Project which, in this version, was extended to the participation of students from other institutions. The research project has been developed for ten years, with funding from FAPESP and CNPq. Initiated in 2017 as an internal seminar for training team members, it has been open to the wider academic public since 2019, with the aim of deepening the debate and stimulating innovative and interdisciplinary perspectives in research at the national and Latin American levels, as well as the training of future researchers. The related themes defined for oral presentation and publication in the proceedings of this event range from the use of railway remainders as places to learn about the history of work and the formation of cities, to the discussion on the reactivation of railway transport and the criteria and instruments for its management

The parallel events have sought to encourage reciprocal debate on the hypotheses and methods present in international research and in the ongoing work of young researchers on the subject, in a movement that is intended to be a permanent source of interaction and reciprocal learning.

As expected, the themes most emphasized in the work sessions reiterate the themes of the conferences: identity relations in railway assets; preservation of the material heritage of the railway (architecture, museums and documentation). In addition, the most debated issues from the papers were directed to: relations between the city and the railway (in the past and in the present); questions about heritage education; research methodology, in particular the recording of the materiality of railway assets; the possible interactions between tourism and the memory of the railway (with emphasis on the tourist train).

Originally scheduled to occur in late March 2020, it was delayed because of the COVID- 19 pandemic that interrupted all international and intercontinental travel. Despite the extension to September, the isolation measures were maintained and forced the conversion to online format. Even if the online format does not allow the same forms of personal interactions as the face-to-face debate, public participation was maintained. Both the conferences and the oral presentations allowed space for debates on current topics.

Previous events (Chile and Argentina) had an audience of almost the same number of people - with a greater presence of researchers from Spanish America. Although it was aimed at the Latin American public and the format allowed online access (not impeding transport), the Vth Congress had almost the same number of participants, but the Brazilian public, formed by academics in training, predominated. Originally intended to be face- to-face, and disseminated as such, it suffered from travel restrictions (like other events), but remained viable through the online format. It is noteworthy that it ended up well evaluated in the level of satisfaction with the format and platform of transmission; as well as with the conferences and themes. The overall proposal of the event was successful and there was interest in participating in future editions of the event.

Eduardo Romero de Oliveira PhD  
Universidade Estadual Paulista





## **CHOCO LOCO – 20.1.2020 until 21.02.2021**

“History serves nothing but ultimately leads to everything”. Of course this slogan is not true, but it does apply in this particular case. During the winter months, sweet sin takes its place in Trainworld. The subject? Something Belgium is good at: chocolate. This delightful exhibition will take place from 20 October 2020 to 21 February 2021 in Train World Brussels and will take you on a delightful journey into the world of chocolate and the train.

Especially for the exhibition, some chocolate artists have conceived and created some twenty original chocolate sculptures that evoke the world of the railways. These unique pieces enter into a fascinating dialogue with the authentic Train World locomotives.

The two renowned Belgian chocolatiers, Pierre Marcolini and Dominique Persoone, who collaborate for the first time, are the sponsors of this exhibition. These two artists developed a unique chocolate tablet for the occasion, using the best cocoa, on sale in the museum shop.





RAILWAY HISTORY  
KNOWLEDGE  
FACTORY

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Next issue:  
Winter 2020  
(as I live and breathe)

Do not forget to visit  
our website!

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## Miscellaneous

### HAPPY ANNIVERSARY

On 25 September, Train World celebrates its fifth anniversary! In honour of this special occasion every visitor can visit the museum at a symbolic ticket price of € 5, during the weekend of 26 and 27 September 2020. This anniversary will be celebrated with lots of fun activities on schedule. Since the opening of the museum on 25 September 2015, Train World has welcomed no less than 676,929 visitors. the opportunity to relive the history of the Belgian railways thanks to a unique, interactive scenography that highlights some of the most prestigious pieces from the SNCB collections.

### The Railway and Canal Historical Society – vol. 40, 2<sup>nd</sup> issue – July 2020

Some interesting papers in the Journal of the RCHS:

- On the outside looking in: A short history of the Worcester Engine Works Ltd 1864 – 1872 – Ian Martin.
- The Narrow Gauge in Pembrokeshire – M.R. Connop Price.
- Travel in the novels of Jane Austen – P. Brown.
- Josias Jessop, civil engineer to railway engineer – Martin Taylor-Cockhayne

Mark Casson, Professor of Economics at the University of Reading, will deliver the Clinker Lecture: “Public Service or Private Profit? British Railway Policy 1845-2020” online at 14:30 on Saturday 24th October. The meeting is open for all to join and non-members of the RCH Society are cordially invited to do so. It will be a “virtual” meeting accessed by PC/laptop/tablet or by telephone. It will not be possible to attend in person.

See: <https://rchs.org.uk/clinker-lecture/>

***Next issue – December 2020***  
***Deadline for copy: December 15th***

SEE YOU ONE DAY:

***“The rage for railroads is so great that many will be laid in parts  
where they will not pay.”***

*George Stephenson*