



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

**International  
Railway History  
Association**

**Asociación  
Internacional de  
Historia  
Ferroviaria**

## HIGHLIGHTS

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September 2021

## ***'Le vrai bonheur, ce n'est que dans les gares..'***

It was Anatole France, I presume who spoke those wise words: *'True happiness is only to be found in railway stations. True unhappiness is only to be found in railway stations.'*

Railway stations remain a strange place in the city. I was passing through Limoges this summer and the manager of the hotel where I was staying informed me about one of the most beautiful railway stations in the world: Limoges-Bénédictins station. He added, tellingly: *"after Antwerp Central, of course"*.

Strange that a Frenchman knew the station of Antwerp-Central. I should have been more suspicious, but my trust in people was somewhat greater.

Until I spotted the shadow of the famous Brussels statue in the breakfast room. We are compatriots and we know what is beautiful. The station of Limoges, for example. He added to his paean to the station a multitude of facts, more or less related to the urban development of the station district.

Limoges-Bénédictins is the most important of the two stations in this municipality. It is the traffic hub of the Limousin region with 1.16 million passengers per year.

Bénédictins station was designed by architect Roger Gonthier. A particularity of the station is that it was built over the ten railway lines as opposed to next to them. A large 90 by 78 metre platform was built over the line to support the station building.

The building is made of a concrete bone structure, filled in with limestone. The dome which covers the passenger concourse is made of a metallic framework, covered in copper.

On the Southwest corner is a 67-metre-tall (220 ft) clock tower composed of thirteen levels. It is mounted by a dome itself mounted by a five-metre-tall (16 ft) vase. Below these are four 4-metre-wide (13 ft) clocks.

The station building is a masterpiece of eclectic architecture and has been listed as a historic

monument since 15 January 1975.

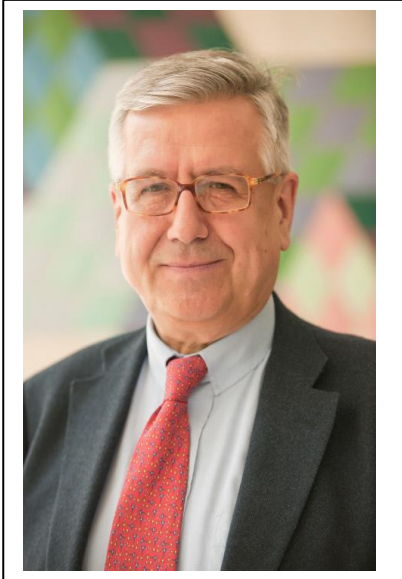
In this newsletter you will of course find a welcome from our president, news from the field and about some new publications. Embark on a mythical journey in Train World with the Orient-Express!, a new exhibition in Train-World, information on Europalia 2021, an obituary for Ian Kerr, a railway historian and member of our association. Ian presented a paper at the Mechelen conference and last but not least a survey. Don't forget to fill in the survey and send us your opinion on our Newsletter.

Paul VAN HEESVELDE  
Chief-Editor



## PRESIDENT'S CORNER: An anniversary and a vision for the future

Dear members and dear partners,



The general assembly of the International Railway History association was held on 16 June for the first time by video conference. Despite the distancing created by the use of virtual communications, this assembly took great advantage of the situation. For the first time members from different parts of the world - including Europe, North and Latin America - were actively involved in discussions and were able to directly express their views and proposals for future orientations of our association. This assembly paved the way for a more effective organisation of our statutory meetings in the future with the objective of encouraging a large participation from members across the world.

The results and decisions adopted by this first "post-covid" or at least "post-confinement" assembly were circulated to all members at the end of June. Just allow me to come back to some marking issues discussed during the assembly.

Whilst discussing the planning for our future railway history conferences we came to the point that 2022 will mark an important milestone for our association. Actually the International Railway History Association was founded in 2002 following a joint initiative of the Fundacion de los Ferrocarriles Espanoles (FFE) and the Association pour l'Histoire des Chemins de fer en France (AHICF) supported by the International Union of Railways (UIC) and a number of companies and associations. The wish was generally shared during our assembly that an appropriate event has to be identified to celebrate 20 years of scientific exchanges and cooperation within IRHA. This event to be held in 2022 could optimally take the form of a mixed face-to-face and virtual roundtable with the objective of promoting IRHA and its achievements - among them conferences and scientific publications - towards the community of railway historians and researchers.

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**Paul Véron**  
IRHA President

I call on all members of the association to come with practical and affordable proposals for the celebration of this 20 year anniversary.

Whilst looking back to the 20 year history of IRHA, one immediately gains the impression of great stability over the entire period. Most of the founding members - academics, railway history departments and associations, railway organisations and individual researchers - have been committed during all these years and are still committed today to ensuring the steering and development of IRHA in

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## PRESIDENT'S CORNER

parallel to their other duties. I want to take the opportunity of this future 20 years celebration to pay tribute to all of you for your continuing support to our international association, for the benefit of railway history.

On the other hand, as a counterpart of this stability, some regret can also be expressed that the membership did not increase in the proportions we had expected. Some leading institutions in the field of railway history and heritage, particularly foundations, have not yet joined as IRHA members or cooperating partners. This situation fortunately can improve and we all must endorse the mission to motivate new partners from our respective geographical areas to find interest in our activities.

At this stage, we also all feel that we have to prepare the future of IRHA. with the support of new generations of historians and experts in railway heritage actively involved in our activities. The fast current evolutions on the global transport and railway scene will undoubtedly create new disciplines and new branches for railway research and historical studies. With the support of innovative methods and technologies. Younger generations of members can certainly contribute to shape the future of our association and imagine new opportunities for its further evolution.

An improved presence on the internet and social networks as a result of the efforts of our colleagues from Spain and Hungary should definitely contribute to a revamped image and improved attractiveness.

Nevertheless as for most associations the key of success for IRHA is in the personal involvement and commitment of members. A huge amount of work was recently achieved by members in connection with the preparation of the publications and reviewing of the conference lectures. Thanks to their continuing efforts we hope to record in 2022 good progress towards the publication of the conference books. Significant progress will also be obtained in the near future relating to the attractiveness of our website and we pay tribute to our colleagues for their leadership in this task. In addition the IRHA newsletter should also be marked by further positive evolution on the basis of the reader survey carried out by the chief-editor.

During the next weeks and months, a strong focus will be put on the preparation of the conferences that aim to ensuring a worldwide visibility of IRHA, successively the anniversary event in 2022, the 9th railway history conference on 'Europe and the Railways' followed by the 10th conference in Canada on the development of high speed rail projects across the world. As I stressed during our general assembly, the full commitment of all IRHA members and partners is definitively needed to put these important events on the right tracks. My sincere thanks go by anticipation to all of you for your effective support and personal participation at these efforts.

Paul VÉRON  
AIHC – IRHA - AIHF President

## EUROPALIA TRAINS & TRACKS from 14 October 2021 to 15 May 2022

Step on board for EUROPALIA TRAINS & TRACKS, from 14 October 2021 to 15 May 2022!

This year marks several train anniversaries\*: a spectacular opportunity for EUROPALIA to dedicate an edition to a world in itself, an invention that shaped society and appears to be playing a leading role again today.

EUROPALIA TRAINS & TRACKS presents more than 70 different projects—mostly new creations and residencies—spread across artistic institutions but also, and especially, to be discovered in stations and on trains, in Belgium and in neighbouring countries.

The multidisciplinary programme revolves around three themes. It starts with the impact of the train on society, explains Dirk Vermaelen, Artistic Director of EUROPALIA. The impact was huge when the train was invented, and its role seems to be growing bigger and bigger again today. Originally a symbol of the acceleration of society, the train is now becoming a symbol of slowing down. In addition, we work on the themes of time and motion and meetings and farewells, concepts that are closely linked to the world of the train, which provide starting points for wider perspectives

EUROPALIA opens on 14 October with the exhibition Tracks to Modernity at the Royal Museums of Fine Arts in Brussels. The exhibition focuses on the impact of the train, from its inception to the 1950s, and tells the story of how artists were hypnotized by the speed, power, and beauty of the machine. Artists such as Monet, Severini, de Chirico and Mondrian are brought together for the first time around the theme of the train and their works bear witness to the enthusiasm for and fear of a new world, of modernity. Performances and installations by, among others, Fiona Tan, CREW and Farida Amadou, add a contemporary dimension to the story.

On 15 October, choreographer Boris Charmatz will kick off a programme of 40 events taking place in stations and on trains. His performance, La Ronde, takes place in the hall of Brussels-North: a six-hour long human loop of dancing, singing, and talking duets. A collective moment, an explosion of love in public space.

Brussels' stations but also those of Antwerp Central, Liège-Guillemins, Bruges, Verviers Central, Leuven, Ronse, Louvain-La-Neuve, and Oostende, and trains all over the country and in Europe will become unexpected venues for concerts, slam poetry, literary encounters, performances, operas...

With Endless Express, the Oostende-Eupen line becomes an exhibition, featuring installations by seven artists: Che Go Eun, Inas Halabi, Flaka Haliti, Chloé Malcotti, Sophie Nys, Marina Pinsky, and Laure Prouvost. The line that crosses Belgium and its different language regions, conceals stories that the artists expose in new works alongside the tracks, on platforms and inside stations.

TRAINS & TRACKS looks at the intriguing past of the train and thus of Europe, questioning and examining the public space of the station and those passing through it. To this end, EUROPALIA has invited artists of various disciplines to engage with a broad audience—casual passers-by, railway buffs and train spotters, commuters, tourists, art lovers, children, and families...

The programme also addresses the future of the train and its growing role in sustainable travel. Young people can participate in interactive workshops and debate with policymakers on what they think the railways in Europe could or should look like in the future.

TRAINS & TRACKS also celebrates mythical train journeys such as the Orient Express (Train World, Brussels) and invites the public to embark on imaginary journeys such as the exhibition Rinus Van de Velde: Inner Travels (Bozar, Brussels), a visual voyage of discovery through the artist's universe, in dialogue with works by, among others, Pierre Bonnard, Edvard Munch and Joan Mitchell, and performances by Charlotte and Dolores Bouckaert, Rita Hoofwijk, Gaëtan Rusquet.

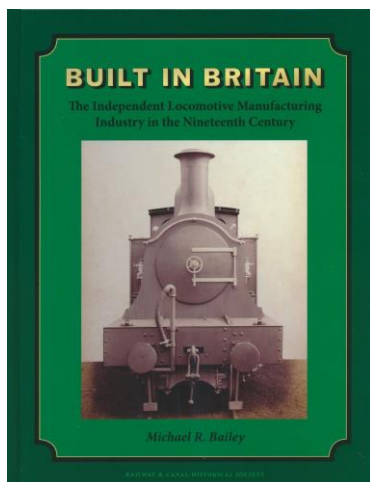
Discover the full programme here : <https://europalia.eu/en/trains-and-tracks/programme>

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## RAILWAY & MOBILITY READINGS

Michael BAILEY, *Built in Britain – The Independent Locomotive Manufacturing Industry in the Nineteenth Century*, Railway & Canal Historical Society, 2021

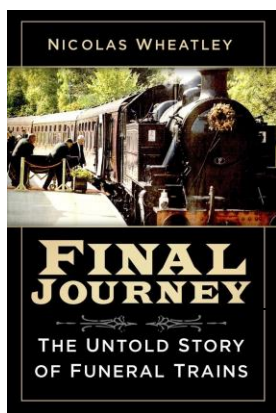
No previous book has considered the many issues that affected Britain's independent locomotive manufacturing industry as a whole. Previous authors have published volumes on individual manufacturing firms, but each is considered in isolation without regard to the ever-changing challenges for the proprietors. This volume therefore provides an overview of their challenges, successes and failures through the nineteenth century. As a major heavy industry, many of the volume's conclusions apply also to other such industries.



The subject was originally presented as a thesis for the Institute of Railway Studies in York, but has been re-written for a wider audience of business, railway and engineering historians. It retains the bibliography, together with citations and references. The sources range from academic books and papers to serious histories of railway technology and business practice. An appendix lists the locations and types of the 100 sites undertaking locomotive manufacture during the century.

Dr. Michael BAILEY is an historian and archaeologist of early railway and locomotive technology, and has written many books and learned papers on the subject. He is the President of the Stephenson Locomotive Society, and of the British Overseas Railways Historical Trust, and is a Past-President of the Newcomen Society for the History of Engineering and Technology.

Nicolas WHEATLEY, *Final Journey. The Untold Story of Funeral Trains*, 2020.



This new history reveals the previously untold story of why and how trains have been used to transport the dead, enabling their burial in a place of significance to the bereaved. Profusely illustrated with many images, some never previously published, Nicolas Wheatley's work details how the mainline railways carried out this important yet often hidden work from the Victorian age to the 1980s, as well as how ceremonial funeral transport continues on heritage railways today. From royalty, aristocrats and other VIPs (including Sir Winston Churchill and the Unknown Warrior) to victims of accidents and ordinary people, Final Journey explores the way in which these people travelled for the last time by train before being laid to rest.

About Nicolas Wheatley

Nicolas Wheatley is a retired solicitor with a life-long interest in railways. After visiting Brookwood Cemetery in Surrey several times, he studied for a Master of Science degree in Death & Society from the University of Bath, awarded 'With Merit' in 2012. Further studies at the University of York led to the award of a Graduate Certificate in Railway Studies in 2014.

## Exhibition news

Coming soon: Embark on a mythical journey in Train World with the Orient-Express!

### **Train World – Brussels – October 26th 2021 – April 17th 2022**

Associated with luxury travel, adventure, intrigue and exotic discoveries, the myth of the Orient Express persists, maintained by literature and cinema, in particular.



The exhibition will evoke the society that created this legendary train, the imaginations it awakened, the landscapes it crossed, the dreams it engendered, as well as the behind-the-scenes of both the Orient Express and luxury tourism in general. On this rare occasion, two original carriages will be transported to Brussels, and visitors will be able to physically experience this extraordinary train.

The Orient Express represents the fulfilment of the dream of connecting the East and the West. For many, it also embodies a bygone era, when travel was an art. But this idea seems to be making a comeback, as railway companies are gradually reintroducing sleeper trains to meet today's overriding challenges of mobility and sustainability.

A product of its era - the transition of the 19th into the 20th century - the Orient Express could only have been born, developed and succeeded under very specific economic, technical, industrial, political and cultural conditions. The train was part of the sprawling Compagnie Internationale des Wagons-Lits (CIWL), founded in 1872 by the Belgian Georges Nagelmackers, and in its original configuration, its run was quite short-lived.

On the occasion of EUROPALIA TRAINS & TRACKS, Train World presents the Orient Express not only as a train of dreams, but also as the exceptional result of the needs and means of the industrial society of that time. Photographs, posters, paintings, archival documents, plans, furniture and references to literature and film will allow visitors to familiarise themselves with this legendary train.

See: <https://europalia.eu/en/trains-and-tracks/events/orient-express-%E2%80%94-mythical-luxurious-belgian> and <https://www.trainworld.be/en/exhibition-orient-express>

## **DB Museum Nürnberg - Design & Bahn**

A special exhibition in DB Museum Nürnberg dedicated to the development of railway design

The DB Museum Nürnberg, the German railway museum, will inaugurate on 1 October 2021 a special exhibition dedicated to the history of railway design in Germany. This exhibition entitled "Design & Bahn" will provide an overview of 120 years of evolution of the design for railways, ranging from the vehicle design to the design of communications tools, from the ideas of the "Deutscher Werkbund" (an association of artists, architects, entrepreneurs, craftsmen founded in 1907 to promote innovation in arts and architecture) to the visions for the future.

Visitors will discover a large number of exhibits that were never presented to the public or not exhibited in these conditions since a very long time: for example some rare 1:10 models from the years around 1900, original doors of 'S-Bahn' suburban trains from the 1930s, models of bright coloured fabric from the 70s or models for ICE-T produced by the agency Neumeister Design. Former actors of the design evolution report in video interviews about their experiences, challenges and visions.

A comprehensive exhibition catalogue richly illustrated and including texts from famous German scientists was published on that occasion.

Website of DB Deutsche Bahn Stiftung (German railway foundation) :  
[www.deutschebahnstiftung.de](http://www.deutschebahnstiftung.de) , [www.dbmuseum.de](http://www.dbmuseum.de)

See also some pictures at the next page:





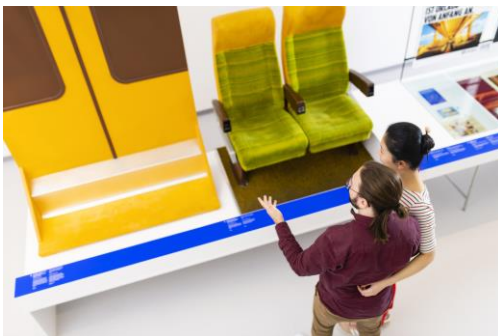
In two vehicle halls, the vehicle design can be vividly demonstrated on originals.



Around 90 years ago, Berlin's local transport system was transformed into a modern, electrified vehicle fleet with its own logo. The original railcar head of the Stadtbahn design from 1928 is a real eye-catcher.



In addition to individual vehicles such as the class 141 in the colour scheme of the Karlsruhe train, the double-decker coach of the LBE or the S-Bahn class 420 can also be seen in the "Design & Bahn" exhibition.



The design of the Intercity, introduced in 1971, is oriented towards the everyday world of the seventies of the past century: bright colours, striped patterns and modern plastics dominate the image.

Copyrights of the pictures: DB Museum – do not forget to visit the website of the museum for more information.



## Dr. IAN JOHNSTONE KERR October 1, 1941 - December 3, 2020 - Obituary

I received last summer the sad message of the passing away of Ian Kerr. He was a member of IRHA and I met him in Mechelen at our conference in 2010. He was well known as railway historian. I copy information from the obituary, written by prof. dr. Frank F. Conlon and published on H-Asia.



It is my sad duty to report the death after a long illness of Ian J. Kerr, Senior Scholar in History at the University of Manitoba, and Professorial Research Associate in History at the School of Oriental and African Studies (SOAS), London. In his distinguished career, he established himself as scholar of the history and culture of the Punjab and, particularly, as an internationally recognized dean of the history of the construction and consequences of railways in India.

Ian was born in Aberdeen, Scotland and moved with his parents to various locations in England, Canada and the United States, ultimately settling in Youngstown, New York. It was there he met and married M. Kaye Stephenson entering a life partnership of 58 years. An early illustration of that partnership may be seen in how, during Ian's doctoral studies, Kaye completed her B.A. in Zoology and M.A. and PhD. in Child Development. He graduated from the University of Pennsylvania in 1962 and later that year joined the University of Minnesota where he studied with the late Professor Burton Stein. I first met Ian and Kaye in September 1962 when I was filling in for Professor Stein who had been delayed in his return from India. From that time forward I've treasured my friendship with the Kerr's and our meetings at conferences, the India Office Library and Seattle.

Burton Stein's remarkable intellectual breadth offered his students a tremendous introduction to the interplay of history and social science. Stein's advice was to utilize social science to generate fresh questions to enrich our comprehension of the historical past. Ian's academic career richly fulfilled Stein's premise as he grew to be a recognized scholar of the history and culture of the Punjab, and, I believe, the dean of the study of railways and their impact, first in India and subsequently in broader global contexts.

Ian completed his PhD in 1975 with a dissertation "The Punjab Province and the Lahore District, 1849-1872: A Case Study of British Colonial Rule and Social Change in India." Following a one year visit at the University of Missouri, Columbia, he joined the History faculty of the University of Manitoba where he remained through his retirement in 1999. Subsequently he held appointments as Senior Scholar at Manitoba and Professorial Research Associate at the School of Oriental and African Studies, University of London.

He has published many books and articles dealing with the labour and transportation history of India. These include *Building the Railways of the Raj 1850–1900* (Delhi: Oxford University Press, 1995 and 1997); *Railways in Modern India* (Delhi: Oxford University Press, 2001 and 2005); *Engines of Change: The Railroads that Made India* (Westport: Praeger, 2007, Hyderabad: Orient Blackswan, 2012) and, with John Hurd, *India's Railway History. A Research Handbook* (Leiden: Brill, 2012) David Washbrook,

in reviewing *Building the Railways of the Raj* for the *American Historical Review* [103:2 (1999-8) 575] praised Ian's "very acute" contributions "reminding scholars of colonial India of what they may have lost in the turn of recent years away from social history and toward cultural criticism." Washbrook noted that while the book was specifically on railroads, "[w]hat Kerr conveys very much enriches, but also complicates, understanding of the colonial relationship in India." In Kerr's edited *Railways in Modern India* his introduction illuminated a continuing theme in his research, namely the idea that "railways were at the organizational and technological center of many of the interrelated economic, political, social and ecological transformations that produced modern India" (p. 3). Samantha Alvarez, in *Technology and Culture* 45(2004) 180, observed that Ian stressed the need for for a "generously conceived railway history" (p. 23).

Ian's mastery may be seen in his review essay "Chugging into Unfamiliar Stations: A New History of India's Railways: Tracks of Change: Railways and Everyday Life in Colonial India by Ritika Prasad. *Economic and Political Weekly* 51:17 (May 7, 1996). Conceptually imaginative, broadly conceived and elegantly written—it might be termed a "charter" for the continued growth of the field.

While much of his work might be characterized as "empiricist" in concept, he was prepared to engage with other approaches to his study—a wonderful example is his "Representation and Representations of the Railways of Colonial and Post-Colonial South Asia." *Modern Asian Studies*, 37:2 (May 2003), 287-326. Over the decades of his work, Ian's collaborations with other scholars produced important contributions to the study of railroads and labor in global contexts.

Ian's interest in the role of railway labor paralleled his active concern with the conditions of labor in the groves of academe. He played a significant role in the University of Manitoba's faculty union and served on the board of the Canadian Association of University Teachers.

Frank F. CONLON, Professor emeritus University of Washington, Seattle

**NEWSLETTER SURVEY**

In the report on the newsletter the other day, I mentioned that we are in the dark about how readers appreciate the newsletter. That is why we have planned a survey. May we ask all our readers to fill in the survey and return it to Paul Van Heesvelde? The results of the survey will be published in the next newsletter. At the same time, we will examine to what extent possible suggestions for improvement can be integrated in the future. So please fill out the form and send it to paulvanheesvelde@gmail.com

1 - Do you read the IRHA Newsletter:

- a) all of it?
- b) most of it?
- c) a little of it?
- d) none of it?

2) - Do you think that 4 issues a year is:

- a) too much ?
- b) about right?
- c) not enough?

3) - We have made some changes to the newsletter's since issue nr. 13 (2019). Do you think that the newsletter has:

- a) improved ?
- b) deteriorated?
- c) remained the same in terms of quality and appearance?

4) - How often have you visited the Facebook page in the last three months?

- a) more than 10 times?
- b) between 1 and 10 times?
- c) never?

5) - Does the newsletter keep you informed about developments in IRHA?

- a) very informed
- b) somewhat informed
- c) not at all informed

6) - Do you like the President's page?

- a) Yes, a great deal
- b) It is OK
- c) No, I do not like it.

7) Does the newsletter keep you informed about IRHA Governance issues and statutory meetings?

- a) very informed
- b) somewhat informed
- c) not at all informed

8) Does the newsletter keep you informed about IRHA conferences and IRHA publications?

- a) very informed
  - b) somewhat informed
  - c) not at all informed
-

9) Does the newsletter keep you informed about wider developments in the field of railway history?

- a) very informed
- b) somewhat informed
- c) not at all informed

11) Overall how would you rate the newsletter?

- a) Excellent
- b) Good
- c) Average
- d) Poor

12) Should we add the features, such as View from the Train, or View from the Railway Station, In the Spotlight (specific interviews with members), a Railway Cartoon sections, others?

- a) Yes, a great deal
- b) They are OK
- c) No, I do not like them

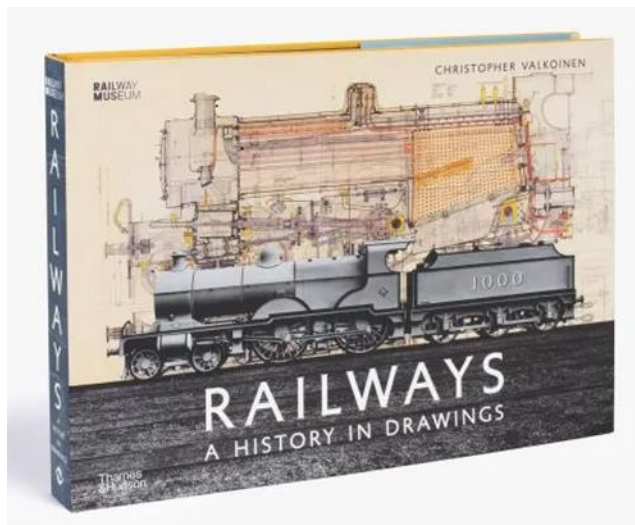
Do you have some ideas to improve our newsletter? Feel free to add as much as wanted. Thank you very much for participation! The only way to improve our efforts is to look back.

Paul Van Heesvelde

## RAILWAY & MOBILITY READINGS

Christopher VALKOINEN, *Railways, A History in Drawings*, 2021,

The advent of railways played an instrumental part in Britain's economic and social revolution in the 19th century, with technical advances that were the envy of the world. From the beginning, these developments were chronicled through meticulous drawings of locomotives, carriages and wagons, as well as of stations, bridges and tunnels. The detailed plans facilitated the manufacturing process and the maintenance of the rapidly expanding railway network.



Miraculously, about a million of these magnificent drawings have survived and are held in the National Railway Museum in York. Christopher Valkoinen has selected over 130 examples that tell the engineering history of great innovations and triumphs, such as the Forth Bridge, and reveal the work of famous pioneers, including Richard Trevithick, George Stephenson, and Nigel Gresley of Flying Scotsman fame. Other plans range from Queen Victoria's royal saloon and a travelling post office to a station tea room at York and modern experiments with a hovertrain. There are also drawings for railways around the world: in the USA, Russia, Japan, India, Australia and Egypt, among others, as well as contemporary photographs and posters.

Throughout, Valkoinen provides valuable insights into the social and political impact of the railways. He also reveals how these drawings are more than a reference tool for the historian or modelmaker; they are exquisite works of art, painstakingly produced by highly skilled artists, which can be appreciated in their own right.

Source: Newsletter NRM

## Dante Train

### Italian railways, Tuscany and Emilia- Romagna celebrate the 700th anniversary of Dante's death.

Dante, father of the Italian Language, author of the famous Divine Comedy died in 1321, in Ravenna where he was in exile: to celebrate this 700th anniversary, Italian Railways Foundation ( Fondazione delle Ferrovie dello Stato spa), Tuscany and Emilia Romagna offer the opportunity to discover the poet



through the Mugello and Lamone valleys.

Until 10 October, a vintage diesel train with "centoportate" carriages takes tourists on Saturdays and Sundays at Florence where is born Dante ( Firenze Santa Maria Novella station) at 8.50 AM: it stops in Borgo San Lorenzo, Marradi, Brisighella, Faenza and arrives in Ravenna at 12.20 AM.

To come back to Florence, the train leaves Ravenna at 5.55

PM, stops in the same stations and arrives at Florence at 9 PM. Travellers can spend a relaxing time and can take bicycles aboard or take a bus to visit the villages, castles and hills that the poet passed through more than seven centuries ago and founded inspiration for many "Canti" of the Divine Comedy.

For more information and tickets:

[www.iltrenodidante.it](http://www.iltrenodidante.it)

Mail:

[info@il-trenodidante.it](mailto:info@il-trenodidante.it)

[sales@tranodidante.it](mailto:sales@tranodidante.it)

Michèle MERGER  
IRHA – Honory President

**WHAT'S ON**

RAILWAY HISTORY  
KNOWLEDGE  
FACTORY

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Next issue:  
Autumn 2021  
(as I live and breathe)

Find us on Facebook  
or visit our website!  
WWW.AIHC-IRHA-  
AIHF.COM

The Railway and Canal Historical Society

See: <https://rchs.org.uk/events/em-group-social-meeting-tbc/>

EM Group Talk – “Ivatt Passenger Atlantic Locomotives of the GNR” presented by Bob Bramson

Date(s) - Friday 01/10/2021 19.00 - 21.00 – ZOOM Meeting

This talk will discuss the circumstances that led to the adoption of the “Atlantic” 4-4-2 locomotive by the GNR for its Kings Cross – York and Leeds routes at the turn of the 19th century, its several developments and the eventual retirement to secondary duties. Bob, being an ex-rolling stock engineer, will balance his talk with both operational and mechanical engineering discussions. Much of the detail for this lecture has resulted from Bob’s current project for creating a 1/8 scale working model of No.4457 of the C1 Class.

From Early Railways to Main Line on the Midland Railway Network (Ray Shill)

Date(s) - Saturday 16/10/2021 - 14.00 – ZOOM Meeting

The topics discussed will follow the development of the Midland Railway network with specific reference to construction and obtaining the acts. The speculative nature of some schemes will be highlighted.

***Next issue – Winter 2021  
Deadline for copy: December 15th***

**SEE YOU ONE DAY:**

**Many times the wrong train took me to the right place.  
Paul Coelho**