



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

**International
Railway History
Association**

**Asociación
Internacional de
Historia
Ferroviaria**

HIGHLIGHTS

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April 2022

Waiting for another train to come President's corner

While I am thinking what I can write as editorial for this newsletter, the station of Kramatorsk in Eastern Ukraine is under fire. Civilians are fleeing, hoping to get away by train. Two missiles reportedly hit the station building where about 4,000 people were waiting for a train.

The images reaching us from the war zone are not very hopeful. They are mainly reminiscent of older conflicts, where railways were also the object of destruction, while in fact they were supposed to offer people hope, hope of an escape route to a safe world. Deep wounds are being inflicted and, at the same time, the world is changing very much.

Those changes are too big to discuss here and the small changes do not stand out enough. Some time ago, the National Railway Museum announced an exhibition on the Trans-Siberian Railway. That subject seems to have disappeared from the agenda.

It is not because we remain silent about a certain thing that history will stop. It does not

repeat itself, history.

It is people who make history. And they do repeat themselves.

In this newsletter we pay attention to the UIC which is celebrating its centenary. This is a remarkable moment: UIC was founded also as a result of the First World War.

There is some exhibition and museum news.

What surprised me most in recent months was the discovery of an old War Department wagon, which had been left behind in a Belgian garden.

Over the years, the previous owners had built walls around it and the wagon for military transports became a peaceful garden house. Maybe there is hope for mankind after all?

Paul VAN HEESVELDE
Chief-Editor



Dear members & friends,

2022 is a special year in our association's life and history. On 22 June 2001, the first "Meeting of the heads and scientific advisers of the Railway History and Archive Institutes, Societies and Railway company departments dedicated to Railway History and Heritage in Europe" was held in Paris at the invitation of the International Union of Railways UIC. The proposed scope for this meeting was:

- networking and discussing experiences and projects related to railway history,
- promoting the study of railway business history, social and cultural history of railwaymen and women,
- keeping corporate archives and collecting oral history,
- ensuring the preservation of railway heritage,
- planning - as a first common project - the organisation of an international conference on Railway History in Europe,
- and finally building a common structure at European level.

PRESIDENT'S CORNER -

Several railway foundations, historic associations and academic institutions with a leading role in the field of railway history and heritage were represented at this founding meeting together with a number of European railway companies and UIC. A second meeting held in November 2001 provided the opportunity to discuss a first draft of "Manifesto" for the foundation of an international railway history association that had been prepared by the Spanish railway foundation FFE. After the adoption of a new version of the Manifesto and the preparation of the Statutes, the founding general assembly of the International Railway History Association (AIHC in French - IRHA in English - AIHF in Spanish) took place in May 2002. Paris was chosen for the location for the association.

It is worth noting that most founding members and railway institutions who played a determining role by the creation of IRHA are still highly committed and represented in the governance of the association together with younger generations of historians or researchers. Nevertheless IRHA has been characterized during its 20 year history by a high degree of continuity and long term stability.

Among most visible results of the association's life, 8 International Railway History Conferences were successfully organised under the leadership of two successive chairpersons, Michèle Merger and Henry Jacolin, in Semmering, Austria (2004), Lisboa, Portugal (2006), Bratislava, Slovakia (2009), Mechelen, Belgium (2010), Lviv, Ukraine (2011), Santiago, Chile (2013), Istanbul, Turkey (2016), Budapest, Hungary (2018). The pandemic had as a consequence the postponement of the conferences planned for the following years, especially the conference on "Europe and the Railways". During the same period, editorial committees composed of members have been particularly active in the preparation and publishing of the conference books. Two books are still to be published in a near future, respectively on "Railways and the Cities" and "Railways in the First World War".

One of the essential topics for this year 2022 will therefore be the celebration of the 20 year anniversary of our association as part of an event that is still to be selected. It will provide an opportunity to demonstrate how our association managed to maintain its vitality and dynamism during the covid period and succeeded in encouraging close cooperation links among members despite all obstacles that hindered international relations. The 20 year anniversary should also set markers for the future of IRHA and prepare it for a successful evolution over the coming years.

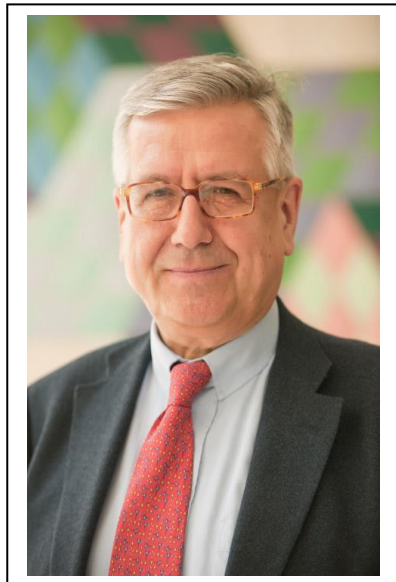
The International Railway History Association has to cope with several challenges that were already identified. One of them consists in attracting - in addition to the "historic" members and founding institutions - new generations of young researchers and historians who will contribute with new ideas, new orientations and innovative working methods. It is also our objective to promote closer cooperation and partnerships with national and regional railway or transport history institutions from all 5 continents, IRHA being currently mainly represented in Europe and part of North and Latin America.

More effort has to be dedicated to increasingly using the latest communications networks with the aim to enhancing our reputation and image vis à vis all organisations and stakeholders dealing with railway history and heritage.

Finally an association is always successful when its members are personally committed to define the strategic direction and participate at the running and internal life of the association with ideas, proposals, decisions and action.

The 20 year anniversary in 2022 will have a strong value and provide a unique opportunity to express our pride in the work already completed during these two decades as well as our confidence in the future of our association.

Paul Véron – IRHA President .



Paul Véron
IRHA President

UIC INTERNATIONAL SYMPOSIUM 2021

The worldwide organisation of railways UIC celebrates its Centenary in 2022 - a first international symposium held at the end of 2021



The year 2022 marks the 100th anniversary of the International Union of Railways UIC, the worldwide organisation that ensures promotion of rail transport and collaborative development of the railway system at global level. UIC today brings together some 200 members, railway companies, rail service providers and railway institutions from all 5 continents. It also maintains close cooperation links with most international organisations - including the United Nations where UIC has a consultative status -, associations and public institutions dealing with transport policy and economy, mobility, sustainable development. Since its foundation UIC has a leading role in the definition of technical solutions aiming to promote seamless railway operations at international level.

Several of the treaties negotiated after the First World War (in particular the Treaty of Trianon) contained provisions aiming to the restoration of destroyed transport networks in Europe with a special attention to waterways and railways. In October-November 1921 at an intergovernmental conference held in Portorose - in these days in Italy, nowadays Portoroz in Slovenia - on the Adriatic Sea, the decision was taken to create an international organisation of railways with the remit to manage under one umbrella all international agreements, technical standards and regulations aiming to facilitating international transport by rail. As the next step, during a diplomatic conference held on 3 May 1922 in Genoa, Italy, State representatives demanded the creation of a standing conference of railway authorities with the mission to harmonise and improve the conditions for establishing and operating railways with respect to international traffic.

These diplomatic resolutions led to the creation of the International Union of Railways UIC with location in Paris. In the same year, the UIC's constituent Conference took place on 17 October 1922. On 20 October 1922, UIC's statutes were approved and adopted by 51 members from 29 countries including Japan and China. They were followed shortly after by the railways of USSR, the Middle East and North Africa.

During 100 years with some years of interruption during the Second World War , UIC has been serving the railway community in a large diversity of action fields: technical and operational, research and innovation, policy and strategy, railway master plans, sustainable development, management and training, dissemination of information and best practices,..

A programme of events and communications actions has been approved by the UIC General assembly to mark the Centenary. Some dates and events had to be adapted due to the worldwide pandemic and the international environment. This anniversary will be subject of a campaign on social networks throughout 2022. The International Railway History Association IRHA should be involved in one event of the programme to be confirmed.

Launch of the Centenary with an international UIC Symposium



On 30 November and 1 December 2021, an international UIC Symposium was organised to launch the Centenary programme. It was held in an hybrid format as a combined face to face (in UIC HQ in Paris) and remote event. UIC wanted to start this centenary by giving its members and partners the opportunity to discuss the crucial issue « The Future of the Railway: Making Modal Shift Desirable ». The two-day conference brought together around 1,250 participants including 60 high-level speakers from 59 countries

only in Europe but also globally... » and « the document entitled the 2030 vision « Design à better future » is truly global ».

UIC Chairman and CEO of Polish State Railways PKP S.A. Mr. Krzysztof Mamiński underlined whilst launching the event: « We know that now, more than ever, rail transport has a key role to play' especially in achieving climate goals (...) Rail transport has to become the backbone of future mobility on a massive scale. Not



During two days UIC members gave very interesting testimonies on their current projects and their ambitions and challenges for 2030. The last round table brought together the Chairpersons of the UIC Regional assemblies: Mr. Francisco Cardoso dos Reis, Portugal (for Europe), Mr. Mohamed Khlie, ONCF, Morocco (for Africa), Mr. Batyr Kotyrev, KTZ, Kazakhstan (for Asia-Pacific), Mrs. Barbara Barr, US Department of Transportation (for North America), Mr. Metin Akbas, TCDD, Turkey (for the Middle-East) and Mr. José Nicador Villafañé, ALAF (for Latin America).

UIC Director General Mr. François Davenne underlined the convergence of views and the global alignment of the challenges that each region faces. He concluded: « We are looking toward the same future: rail as the backbone of mobility. We have 10 years to make the difference. There are huge expectations from young people. We have to be more efficient and more customer-oriented. We have to speak to them as customers and citizens. »

© photos: Paul Véron

All presentations and the replay of this Symposium launching the UIC Centenary is available on the page: <https://uic.org/events/uic-symposium-2021>

Information by Paul Véron

EXHIBITIONS

The Europalia arts festival highlights the 'train' phenomenon in all its aspects. The exhibition of posters at the Centre de la Gravure shows that the SNCB did not shy away from daring graphics.



A review by Inge Schelstraete – source: De Standaard, (Belgian newspaper) and translated by Paul Van Heesvelde

Two posters by Cassandre, in powerful white, blue and red, taste like more. The SNCB and other railways have often worked with great graphic artists, as the exhibition Lines & tracks at the Centre de la Gravure in La Louvière shows.

Cassandre, alias Adolphe Jean-Marie Mouron, is just one of them. He embodies the era of international mobility that trains ushered in barely two centuries ago: born in Ukraine of French parents, studied in Paris, worked in New York, returned to Europe just in time to be mobilised for the Second World War. You may not know his name, but you will immediately recognise his poster for Dubonnet. He also designed the two logos of Yves Saint Laurent. And posters for fast boats and trains, that is.

New speed

In the exhibition, 150 posters are displayed on two floors. They tell about a technological revolution that has already changed its face a few times. There are not even any posters left from the first 25 years of the Belgian railways. They were communiqués about new routes, aimed at the business world.

A poster from 1895 promises Belgian farmers that dairy products, vegetables or flowers delivered before noon in Ostend will be in London markets before four o'clock the next morning. This new speed is also attractive to passengers, who start travelling for pleasure. The world fairs give tourism a big boost.

This resulted in beautiful posters in belle-époque or art nouveau style, with pretty girls in swimming costumes or elegant dresses extolling the virtues of the Belgian coast or a water cure at Spa. They were often by the painter Armand Massonet, whose two sketches are shown in the exhibition alongside the final poster. Striking: the swimming costume of one model has disappeared in the finished version.

After the Second World War, the transport of goods grew explosively: designers turned to the language of comics to highlight its speed and versatility. These were the years when containers in standard sizes were developed and international shipments came within the reach of private individuals - "a box to Congo is accepted at all stations!" asserts a poster. But for passenger

transport, the railways increasingly had to compete with the car. This can be seen in posters for night and car trains to exotic or snowy places, in pop art colours and strong lines.

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Individual character

These are pieces of zeitgeist with their own personality that the posters with photos often lack. Gradually, an image emerges of a company that has followed trends in its communication - as recently as the 1960s, the NMBS tried to attract Tati-like businessmen with emblem points, briefcases and hats to the train, not the growing group of young people and women who were travelling by train at the time. After the 1973 oil crisis, it was not until the 1980s that the train was played up in campaigns as an environmentally friendly alternative.

And this while the company's design was up to date with all the trends and worked with well-known designers and artists - there is a poster by Henri Evenepoel in the exhibition. The most daring commission dates from 1989: the artists Corneille, Pierre Alechinsky, Gerard Fromanger, Edouardo Arroyo and Antonio Segui each made a work of art in their own personal style, with no more than a tiny logo of Wagons Lits. The marketing department will not have been happy with that, but those five contemporary artworks are one of the nice surprises in this exhibition.

Source: De Standaard
&Paul Van Heesvelde

'Pasajeros-Cercanos' - Museo del Ferrocarril de Madrid

From 6 April to 26 June 2022, the "Sala 3000" of the Museo del Ferrocarril de Madrid will host the painting exhibition 'Pasajeros-Cercanos', by the artist Alberto Jiménez.

The exhibition is made up of a group of 24 works in acrylic on canvas. The author focuses on the portrait of the multiple and diverse passengers who travel on Cercanías every day, managing to be a magnificent interpreter.

He resorts to extremely loose, dynamic and long brushstrokes, showing a frank and uninhibited technique, but without losing sight of the figure and the expression of those portrayed, and where light plays an important role in their characterisation. He purposely strips his palette of colour, creating and recreating monochrome images, concentrating on black and white, and on the infinite range of greys between one extreme and the other, which allows him to explore its infinite possibilities to highlight his work and make it more nuanced and complex.

alberto jimenez

PASAJEROS CERCANOS

06.04.2022 -> 26.06.2022

SALA 3000

Colabora: **renfe**

He paints the everyday and, to a certain extent, concrete and ephemeral moments. His pictorial expression is like a black and white photograph, in which he condenses the portrayed image of a camera capture, of a precise moment inside a train or on a station platform. His pictures reflect an instant and the spectators, on observing his paintings, accept the challenge of imagining and inventing a story for each passenger, they add dialogues and thoughts, imagining a before and, perhaps, an after, becoming participants in the railway scenes.

Alberto Jiménez chooses for the works in this exhibition, railway places of waiting, of rest and transit, of encounters, of conversations, of solitary thoughts, of reflection, of distraction, of sleep and drowsiness and even of leisure - with people reading or listening to music - which he conveys with his brushes in a stopped time that contrasts with the movement or dynamism implicit in the train's movement.

See: <https://www.museodelferrocarril.org/temporal/PasajerosCercanos.asp>

Source: Museo del Ferrocarril - Madrid

FORTHCOMING: TRAIN WORLD EXPO ROYALS AND TRAINS

A unique opportunity to discover the royal trains!

The Belgian Royal Family has always had a special bond with trains. From the construction of the first railway line in 1835 until today, they have always supported the development of the Belgian and European railways.

During this temporary exhibition you will discover the rich railway history of the Belgian Royal Family on the basis of previously unpublished historical documents and items from our archives and those of the Royal Palace. The exhibition brings together an exceptional five royal carriages in Train World, most of which are on public display for the first time. The temporary exhibition opens on May 10th 2022 until January 22nd 2023.

See: <https://www.trainworld.be/en/exhibition-royals-trains>

Source: Train World

Conference news

Vth International Seminar of TICCIH Mexico in Aguascalientes (23-26 February 2022)

On February 23-26 2022, the fifth international seminar of TICCIH Mexico dedicated to railway heritage was held in Aguascalientes (Mexico). The seminar took place in the magnificent set of railway workshops converted in 2008 into multifunctional spaces, part of which was devoted to the city's cultural activities, another part reused by companies. The old railway station, meanwhile,



has been carefully transformed into a site museum.

The international seminar had been placed under the auspices of the International Railway History Association. Having been unable to travel to Mexico, the IRHA President Paul VERON addressed the participants in virtual form. Recalling the actions of the association towards a Latin American partnership (IRHA conference in Santiago de Chile et publication of a book, Mendoza conference, under the chairmanship of Henry JACOLIN), Paul VERON encouraged the participants to join the association and develop a closer cooperation with IRHA in a more sustainable

way.

The sessions made it possible to explore the three avenues that had been proposed to researchers and stakeholders: "Communications, Transportation and Industry - Management, Valorisation, Communities". The inaugural conference was entrusted to Gracia DOREL-FERRE - who ensures responsibilities within TICCIH, also member of IRHA management board - with the theme "Railway cities, an heritage in danger". If the intention was to highlight a little-studied topic, its resonance was unexpected because in Aguascalientes, the former city of American engineers - Colonia Ferronales - is currently threatened by real estate and commercial projects where it risks to disappear.

The content of the three-days seminar will be published in a few months with, in introduction, the text of our President, which the participants acclaimed.

See: www.seminarioticchmexico.com

Source: Gracia DOREL-FERRE

RAILWAY & MOBILITY READINGS



Sheila PALOMARES ALARCÓN, *El ferrocarril como factor determinante al proyectar la arquitectura industrial harinera: el caso andaluz*

Jency Katerine DÍAZ MARTÍNEZ, *Efectos del Desmantelamiento Ferroviario en el Departamento del Tolima (Colombia), 1970-1993*

Antonio COSENTINO, Mario PANARELLO e Rocco SERVIDIO, *La Ferrosilana: una ferrovia del patrimonio dell'Italia meridionale tra storia e pratiche di valorizzazione*

Juan Carlos CASAS RODRÍGUEZ, *La Gira de Tres Ingenieros de Norte para Conocer los Últimos Modelos de Automotores Diésel Utilizados en Europa*

Book review

Antonio Vázquez Barquero y Juan Carlos Rodríguez Cohard (eds.), *Globalización y desarrollo de los territorios* por Juan Manuel Matés Barco
Guilherme Grandi (ed.), *Transportes e formações econômicas na América Latina* por Antonio Santamaría García

Nuria Rodríguez Martín, *La publicidad y el nacimiento de la sociedad de consumo. España, 1900-1936* por Jesús Mirás Araujo

James R. Ryan, *Picturing Empire: Photography and the Visualization of the British Empire* por Inês Gomes
Pedro Lains, *A Economia Portuguesa no Século XIX. Crescimento Económico e Comércio Externo 1851-1913* por Renato Pistola

Journal of the Railway & Canal Historical Society

Volume 40 Part 7 No 243 March 2022

Content

David JONES, *The proposed Stafford and Radford Canal, 1797–1800: a journey of discovery*

Robert HUMM, *Wingfield railway station: from Thompson to redemption*

Mike G FELL, *By Mersey ferry to Dublin (with two Pullman cars!)*

Gordon BIDDLE, *Manchester termini*

Anthony DAWSON, *Three Liverpool & Manchester curiosities*

Correspondence

Reviews

MUSEUM NEWS

DB MUSEUM We will be back for you in Halle (Saale) from 9 April 2022!

The museum in Halle (Saale) has been an external location of the DB Museum since 2003. In the historic Locomotive Shed IV, it mainly houses Deutsche Reichsbahn locomotives from the former GDR as well as an exhibition on the railway history of the region and the Halle Locomotive Experimental Station (VES-M Halle).
Locomotive shed IV

This locomotive shed IV, which houses the DB Museum in Halle, used to belong to the Halle P depot and has existed since 1895. The first buildings of the depot were erected as early as 1863. The locomotive shed originally consisted of nine shelters for the locomotives. For new and larger locomotives, eight more stands with longer tracks and working pits were added in 1908. This meant that large locomotives, such as the Prussian class P10 (later class 39), could also be parked.

The locomotives in Halle

Many, today famous locomotives stood in this locomotive shed. In addition to the 01, 03 and 39 series, streamlined locomotives of the 01(10) series were also stationed here from the end of the 1930s. Later, mostly diesel locomotives were found here. In 1951, the Halle locomotive testing station (VES-M Halle) took over the site and tested new locomotive technology on it. These included the electric locomotive E 18 31 and the Soviet large diesel locomotive 130 101, which today belong to the DB Museum.

All of the DB Museum's vehicles on display in Locomotive Shed IV are maintained by the BSW group "Traditionsgemeinschaft im Bw Halle P". The locomotive shed can be hired for events.





CHEMINS DE FER, TRAMWAYS ET MÉTROS : DEUX SIÈCLES DE CABINES DE CONDUITE Publication des actes du colloque des 9, 10 et 11 juin 2021.

Avant-Propos

Georges RIBEILL, Introduction. De la vapeur au TGV, du tramway au métro... Pour une histoire de la cabine de conduite // From steam to TGV, from tramway to subway... For a history of the driver's cab

Georges RIBEILL. De la plate-forme à la cabine de la locomotive à vapeur : des évolutions majeures au XIXe siècle // From the platform to the cab of the steam locomotive: major developments in the 19th century

Jean-Noël COTTE. La traction vapeur. Évolution des cabines de conduite des années 1930 aux années 1950 // Steam traction. Evolution of the driving cabs from the 1930s to the 1950s. Actor's testimony

Philippe VENTÉJOL. Introduction aux articles de Florian Caquineau et de Philippe Ventéjol. Métiers et matériel des tramways parisiens : les années 1920 et les années 1990 // Trades and equipment of the Parisian tramways: the 1920s and 1990s

Florian CAQUINEAU. Conduire des tramways à Paris, il y a un siècle. Le poste de conduite, son environnement et les métiers d'exploitation à la STCRP // Driving tramways in Paris, a century ago. The driving position, its environment and the operating professions at the Société des transports en commun de la région parisienne

Philippe VENTÉJOL. L'expérience de l'introduction du tramway moderne à la RATP. Témoignage d'acteur // The experience of the introduction of the modern tramway at RATP. Actor's testimony

Robin FOOT. Tramway moderne, un manipulateur impensé // Modern tramway, an unthinking traction/brake controller

Sacha VOILQUÉ. De la cabine rudimentaire à la cabine ergonomique au métro de Paris // From a basic cabin to a user-friendly cabin in the Parisian underground

François CHANTEREAU. L'évolution de la commande traction freinage dans la loge de conduite du métro parisien // The evolution of the traction and braking control in the driving cabin of the Paris metro

Jérôme GALLAUD. La commande du frein dans la cabine de conduite // Air brake control in driver's cab

Benoît HARDY - Bertrand NICOLLE. De 1960 à 2020, de la sacoche à la tablette, la dématérialisation des documents réglementaires embarqués dans la cabine // From 1960 to 2020, from the satchel to the tablet, the dematerialization of regulatory documents in the cabin

Pierre VIGNES. SNCF, années 1990 : améliorer l'ergonomie des cabines de conduite. Témoignage du chef du Département de la Traction de l'époque : réussites et limites... // SNCF, 1990s: improving the ergonomics of driver's cabs. Testimony of the head of the Traction Department at the time: successes and limitations...

Daniel BRUN. Eurostar - En quête d'une cabine à la croisée de trois réseaux : BR, SNCB et SNCF. Témoignage d'acteur // Eurostar - In search of a cabin at the crossroads of three networks: BR, SNCB and SNCF. Actor's testimony

Philippe HÉRISSE. Approche chronologique de la relation entre environnement technique et conception des cabines de conduite. Témoignage d'observateur // Chronological approach to the relationship between the technical environment and the design of driver cabs. Observer's testimony

RUBRIQUES

Compte-rendu colloque « L'État et le rail : les transports ferroviaires au prisme de la puissance publique »

Écrire l'histoire du chemin de fer

Podcasts Saison 2

See : <https://www.ahicf.com/post/des-nouvelles-de-la-revue-d-histoire-des-chemins-de-fer>

Source: Rail et histoire

Miscellaneous



RAILWAY HISTORY
KNOWLEDGE
FACTORY

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WWW.AIHC-IRHA-
AIHF.COM



Striking images from Landen (Belgium): there, a couple has discovered a train carriage of more than 100 years old in their house. They bought a house two years ago and during demolition work the train wagon turned up. Apparently this is a War Department wagon, left after the Great War in Belgium. The city of Landen is yet to decide what to do with the unique find. This story is to be continued.

Source: Joseph Van Olmen
Febelrail

Next issue – June 2022
Deadline for copy: June 15th

SEE YOU ONE DAY:

“A railroad station? That was sort of a primitive airport, only you didn't have to take a cab 20 miles out of town to reach it.”

Russell Baker