



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

**International
Railway History
Association**

**Asociación
Internacional de
Historia
Ferroviaria**

HIGHLIGHTS

President's corner 2

And further:

Climate matters	3
Railway Readings	4
Traces of tracks	5
Museums & Expo	6-10
Railway Readings	11-14
Conferences	15-16
Miscellanea	17

June 2022

Unless we forget

Those who hoped that the war in Ukraine would soon be over have raised false hopes, that much is clear.

In the meantime, several months have gone by, many people died and the damage to infrastructure is incalculable. The world economy is suffering from the violence of war and yet trains are still running.

It may seem inappropriate, amidst so much suffering, to shine a light on another part of the scene. In Donetsk Railway Station, for example, there is a beautiful railway museum that opened its doors in 2000 on the occasion of the 130th anniversary of the railway line



Donetsk Railway station lies between Rutchenkove railway station to the south, and a junction towards Avdiivka on the northwest and Yasynuvata on the northeast, via Donetsk-Pivnichnyi railway station. In World War II the station building

was completely destroyed. In 1951, the architect Vorontsov designed a new station, with a central hub and spurs. The lobby in the centre is key to its design. The station square was built in the 1960s.



On 21 May 2012 a new building was commissioned. The new complex consists of main, commuter and transit platforms, two shopping malls, two concourses and a new bus station.

The station houses a museum of the history of the Donetsk Railway in the former engine-house of the station of Juzovo (1872) and it opened on 4 August 2000, on its 130th anniversary. The museum collection is particularly rich. Thousands of objects tell the history of the railway, from the early years over the actions of railway workers, trade unions, strikes and the revolutionary motion of 1905 – 1917. Besides objects, the museum

collection consisted also of a series of steam engines, electric locomotives and diesels.

The museum's website had not been accessible since the beginning of March and there is not much information, unless some short notices in Eastern Star, the newsletter of the New Europe Railway Heritage Trust, helping railway preservation in the New Europe. A short notice from the Society to Preserve the History of the Ukrainian Railways in Kyiv in May indicates that the museums at Donetsk (in territory held by Russian separatists) and Kharkiv have so far sustained only minor damage in the fighting and shelling.

Paul VAN HEESVELDE
Chief-Editor



PRESIDENT'S CORNER -

Dear members and dear partners,

A remarkable teamwork



Paul Véron
IRHA President

During the last two years marked by the worldwide pandemics, the International Railway History Association IRHA, as many international associations and organisations, had to restrict its social activities to virtual exchanges and remote cooperation with its members. Most events - or participation of our members at external events - were held by video and members missed the opportunity to directly meet and exchange with each other. Now concrete steps are being taken with the aim of planning and organising our next events, in particular the 9th International Railway History Conference combining face-to-face and remote participation. The Coordination committee appointed at the last General assembly of IRHA will propose the date and location for the next conference that should be open to members and participants from all parts of the world.

Nevertheless, during the same period, an outstanding work was achieved by IRHA members in connection with the preparation of the books, another main mission of our association. It has to be stressed that most members of our association have been involved at one point or another in a remarkable teamwork aiming to ensure the scientific quality of the books to be published in the wake of our railway history conferences. Significant progress has been made in this area.

In this respect we are first pleased to announce the publication in a near future of the book 'The City and the Railway in the World from the 19th Century to the Present' published by Taylor and Francis Ltd. Editors are our members and friends Prof.-Dr. Ralf ROTH from the University of Frankfurt/M and Paul VAN HEESVELDE from Belgium who had been the main organiser of the international railway history conference held in Mechelen on the same topic.

This book - a collection of 25 essays - explores the connections between the city development and the railways in the 19th, 20th and 21st centuries with a broad geographical scope ranging from Europe to America and Asia. The book should provide useful tools to academics, researchers and experts specialised in transport, travel and urban planning.

Another publication in preparation under the IRHA umbrella is on the right track: the book with the working title 'Railways in the First World War' following the international IRHA conference held in November 2018 in Budapest. During the last two years an impressive work was achieved under the coordination by the editors, Henry JACOLIN, honorary president of IRHA, and Andrea GIUNTINI, IRHA vice president and chairman of the Scientific committee of the Budapest conference. I take the opportunity to pay tribute to both editors as well as to all members and authors for the remarkable teamwork. All were effectively committed to the assessment, peer reviewing, improving and rewriting of the contributions with the shared objective of ensuring the outstanding quality of the scientific content. An essential role was also played by our members and associated partners who peer reviewed the various chapters of the book as "thematic" or "geographical" leaders. Discussions are currently taking place with a publisher with the reasonable hope to formalise a fruitful cooperation for the publishing.

Last but not least, the IRHA keeps working on the future publishing of the Istanbul book or proceedings. The international railway history conference jointly organised by IRHA, UIC and Turkish State Railways TCDD end of 2016 in Istanbul was dedicated to a topical subject: 'the Euro-Asian rail links - From the 'Bagdad-Bahn' to the New Rail Silk Roads'. This is a timely theme, bearing in mind the current developments of rail freight traffic linking China to Western Europe in using different variants and alternative routes for the New Rail Silk Roads. The editing committee led by Henry JACOLIN and Prof.-Dr. Ralf ROTH is currently committed to collecting up-to-date contributions from all authors including several heads of the national railway companies participating at the Silk Road projects on the Euro-Asian routes.

All this actions carried out in parallel will bear fruit and produce results in 2022 and in the following period. The continuous involvement and cooperation among members on these topics is a further illustration of the vitality and value of the IRHA for which we wish successful achievements in the near future.

Paul VÉRON
AIHC – IRHA - AIHF President

CLIMATE MATTERS



In Spain, the end of a historic and sometimes idyllic railway line along the Costa del Maresme north of Barcelona is increasingly being considered. The train runs right next to the water and the beach of the Mediterranean Sea and erosion eats away at the foundations.

This is a rail connection, in fact a kind of coastal tram, between the Catalan capital Barcelona and Blanes, a coastal town 70 kilometres north. The line was built in 1848 and is the oldest in Spain. It was intended to transport the wealthy industrial class of Barcelona in an elegant manner to seaside resorts along the Mediterranean. This is still the main function of the line, although now everyone in the region uses it. The railway line runs for a long distance right along the beaches and in some places even right next to the sea. And that is exactly where the problem lies, as the sea seems to be gaining ground on the land in many places.

Move or patch up the line?

It may be idyllic to see the sea just outside your window in a railway carriage, but it also creates problems. Since the 19th century, coastal tourism in Spain has increased enormously. Along the railway line, numerous new seaside resorts have grown such as Canet de Mar, Pineda de Mar, Malgrat de Mar and - a little further than Blanes - Lloret de Mar.

This substantial increase in population and habitation also comes at a price: more pollution and the channelling of rivers counteract the formation of sediment in the sea. In addition, the sea level in the Mediterranean Sea is rising and, according to the Guardian newspaper, at a rate of 3.3 millimetres per year for the past 30 years.

There is also natural erosion by the waves which breaks up beaches. In some places, the train runs right next to the seawater, eating away at the foundations under the tracks.

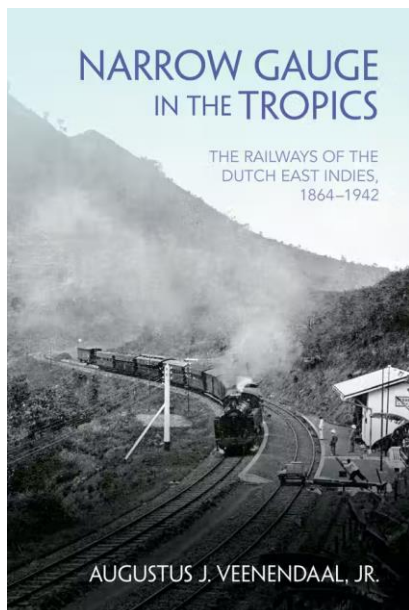
After every major storm, a section of railway track has to be repaired. This was the case in March. In January 2020, storm Gloria even caused €12 million worth of damage and train traffic along the Maresme coast was halted for a while. Due to climate change, there are now more storms and they are often more violent than before.

The local authorities therefore want a more structural solution: this would involve moving the railway a little further inland, where a motorway now runs. However, this would cost 30 billion euros on the whole route and the government in Madrid does not want this.

Source: Jos De Greef – VRT NWS – translated by Paul Van Heesvelde See:

<https://www.vrt.be/vrtnws/nl/2022/06/19/oudste-spoorlijn-van-spanje-dreigt-in-zee-te-verdwijnen-door-ero/>

RAILWAY & MOBILITY READINGS



Augustus J. VEENENDAAL jr. *Narrow Gauge in the Tropics*
The Railways of the Dutch East Indies, 1864–1942, Indiana University Press,
322 Pages, 125 b&w illus., 20 maps.

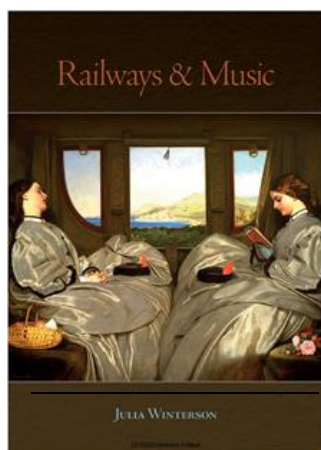
Narrow Gauge in the Tropics is the first comprehensive history of railways and tramways in the Dutch East Indies (modern Indonesia) from breaking ground in 1864 to the invasion of the Japanese during World War II.

During the mid-19th century under colonial rule, the Dutch East Indies experienced enormous increases in production of sugar, coffee, and other commodities, resulting in a great dilemma: How were these goods to be moved to port when wagons hauled by animals was the only available form of transportation? The solution was to build a railway network through some of the most challenging terrain on the planet.

Lavishly illustrated, *Narrow Gauge in the Tropics* explores technical aspects of the construction of the railways over difficult terrain, the origin of the technicians who made the seemingly impossible happen, and the social impact of the railways on the indigenous population.

See: <https://iupress.org/9780253060297/narrow-gauge-in-the-tropics/>

Julia WINTERSON, *Railways & Music*



When the Stockton & Darlington Railway opened in 1825, it was the first steam-powered railway to carry passengers. Since then there has been no shortage of music connected with trains and railways: orchestral pieces and popular songs describing railway journeys; those that celebrate the opening of a new line; worksongs and blues describing the hardship of building the railroads, even the first use of sampled music used railway sounds as its source. The railway has inspired countless pieces of music from the pastoral serenity of the Flanders and Swann song 'Slow train' to the shrieking horror of holocaust trains in Steve Reich's *Different Trains*. This is the first book to give a comprehensive coverage of music connected with the railways.

In the nineteenth century, thousands of miles of railway lines transformed time, space and distance. Across Europe composers celebrated with music such as waltzes and polkas, cantatas, piano pieces and saucy music hall songs. Moving into the twentieth century, iconic twentieth-century works, such as Britten's *Night Mail* and Honegger's *Pacific 231*, captured the sounds of locomotives. Railways and trains are so deeply ingrained in the popular imagination that they feature in hundreds, possibly thousands, of popular songs. In North America, early railroad songs told of hoboes, heroes, villains, and train wrecks and the sounds of the railroad were heard in boogie-woogie, blues, gospel, jazz, and rock music. In total, this book describes over 50 pieces of classical music and covers more than 250 popular songs.

See: <https://unipress.hud.ac.uk/plugins/books/29/>

Traces of tracks – Walking on a former railway bedding



Source: <https://www.google.be/maps/place/Wilrijk,+2610+Antwerpen/@51.1723321,4.4420086,1822m/data=!3m1!1e3!4m5!3m4!1s0x47c3f130ffb565cf:0x48d041899bc55f08!8m2!3d51.1683102!4d4.3942868?hl=nl>

The elevated section of the former railway line that linked the fortresses of the stronghold Antwerp brings today a series of partners together to develop activities around this former railway section, mostly dealing with nature. The partners commemorate one hundred years of the elevated section, that is named 'Den Berm'.

Den Berm, a green belt on the former railway embankment, has been running from Wilrijk (Antwerp) right through Mortsel. Den Berm covers 3.2 kilometres. It is a green recreation area for walkers and joggers. From 1923 to 1970, trains ran along this elevated section. The first part was raised between 1920 and 1922. One year later, the first trains ran over the railway embankment.



Trains had been running alongside the line for much longer. In 1878 the construction of a railway line was started to connect the fortresses around Antwerp with a purely military function. Later, these tracks would serve for goods and passenger transport. However, these lines required a lot of level crossings. An elevated railway line was the best thinkable solution.

In 1934, the elevated section was extended to provide a connection to the Iron Rhine and to Lier. The construction of these various connections created a hilly area that is now called Little Switzerland. Between 1968 and 1970, the railway activities were phased out. Since 2020, it has been designated as a greenbelt.

Whereas the railway line had a role in speeding up transport, 'Den Berm' is now a location for slow mobility. Walking in a green environment in the middle of an urban environment is an important asset. Thanks to Den Berm, walkers can spend a whole day relaxing in the region. Den Berm is a slow road that in the future will be part of a larger walking network.

Source: <https://www.gebermte.be/> and press article, translated by Paul Van Heesvelde

MUSEUMS AND EXHIBITION NEWS

EXPEDITION RAIL MAIL

Railway museum Utrecht – Exhibition 17 May 2022 t-m 27 Nov 2022

How does a letter arrive at its destination? For years, the train played an important role in mail transport. Special mail trains took care of the transport of mail, often at night. Twenty-five years ago, an era came to an end: on 16 May 1997, the mail train made its last journey in the Netherlands. In the exhibition Expedition Rail Mail, the Railway Museum tells the story of the transport of mail by train and exhibits a number of beautiful mail trains. Go on a journey yourself and find out if you are suitable for a career as a mail carrier.

History

Letters used to be transported on foot, on horseback, by stagecoach or by barge. The arrival of the train in the 19th century changed that. Transport by train was fast and efficient, not only for passengers and goods but also for mail. In the beginning, mail was transported in passenger trains, and later special mail trains were built that often ran at night. With a number of special collection pieces, the exhibition Expedition Rail Mail gives an overview of the development of mail transport by train from the mid-19th century until 1997, the year that the mail train made its last journey in the Netherlands.

The trains

Five stunning mail trains from the Railway Museum are at the core of the exhibition. You can see or do something special in every coach.



The Pec from 1938 has been in the museum depot for a long time and comes to Utrecht specifically for this exhibition. In this Pec, the P stands for Postal Service, the E for Electric and the C for the presence of a toilet (closet in Dutch) on board. This hauled coach can be

recognised by its distinctive dented nose in front of the coupling and is therefore also called dented nose.



The Motorpost Mp3031 is a self-propelled train from 1966, which was decorated for the exhibition with smaller objects such as models, paintings, prints and posters.

The 1952 Plan C mail coach contains a beautiful sorting department where you can play a fun postal sorting game, among other things.

The Hpost is the most recent, from 1978. Roll containers with

mailbags were transported in this hauled coach with its characteristic rolling doors. The coach is set up as a room for arts and crafts, and cinema. Watch a film about the history of mail transport by train [here](#). An extra add-on is the first-class coach of the Arend. In the mid-nineteenth century, it had a mail department that now has been restored by the museum.

Special objects and stories

A number of remarkable collection pieces are on display at the exhibition. The museum shows for instance the oldest letter sent by rail from the collection; the letter was sent in 1852 when there were no stamps. Also from the depot is a painting by Herman Heijenbrock, who in 1937 captured the postal sorters at Utrecht CS at night in pastel shades. The museum also shows some unique train models, such as a diorama built especially for the exhibition of one of the first State Mail Coaches from around 1856 and a mail coach from Java with a so-called Bag Exchange System that used hooks to catch mailbags from the moving train. You can find facts and stories throughout the exhibition, for instance about a brutal robbery on a mail train in 1985 and about a mysterious victim of a train accident in Vlissingen.

On expedition

There is not only a lot to see, but also a lot to do. Meet Chief Mail Carrier Willem who is desperately in need for help with the work. Help him in the search for the missing postal package, try to sort the mail within the time limit and take on the challenge of getting a mailbag off the hook just like they used to do from a moving train. At the end of this expedition, the completed stamp card can be posted in the letterbox. You might even win a nice prize!

Find out more on: <https://www.spoorwegmuseum.nl/en/ontdek/nu-in-het-museum/exhibition-expedition-rail-mail/>

© Utrecht Railway Museum

Royals on rails – NRM Exhibition 27 May – 4 September 2022

Explore the British royals' love of railway travel—a special relationship that produced fascinating bespoke trains. Created to celebrate the Queen's Platinum Jubilee, this new exhibition explores the British royals' relationship with the railways—a setting that inspired art, design, and innovation in royal travel.



Get up close to unique objects from our collection, and watch a specially filmed episode of Curator with a Camera taking you inside our exquisite royal carriages to tell the story of Royals on Rails.

The continued use of rail travel by the royal family marked a growing shift towards how we currently imagine the monarchy: visible, ceremonial and regularly travelling the world in luxury. The railway enhanced the way monarchs and their families fulfilled their public duties, reshaping how the royal family interacted with people across the nation and beyond.

EXPERIENCE IT AT HOME

Can't come to the museum? Let our curators take you on a tour of the royal carriages, giving you a rare chance to see inside their intriguing interiors in this film.

<https://www.railwaymuseum.org.uk/whats-on/royals-rails>

© NRM – Prince Charles in the Royal Train

NRM – innovation platform

Innovation Platform will inspire visitors with the inventiveness and ingenuity in rail. This exhibition highlights emerging ideas and extraordinary achievements from across the rail industry.

Showcasing the latest and greatest in rail innovation, Innovation Platform celebrates the creative by focusing not only on the technology itself, but by giving just as much attention to the context in which objects were developed.

Through imaginative problem-solving and original thinking, the railways are progressing, armed with technologies designed to improve all aspects of the industry. The Innovation Platform will show the very best of these to those who will feel their benefit most greatly—you!

To explore the breadth of these developments, we're giving you, our visitors, a look at the latest technology over two years, split into four thematic seasons. Starting this June with Autonomous Technology.

In this theme we explore objects that function independently, executing tasks without having to be controlled by humans. Devices designed to think and act like humans will soon have a dramatic impact on our railways.

<https://www.railwaymuseum.org.uk/whats-on/innovation-platform>

"Celebrating 60 years of the Vicinal Railway Museum Schepdaal"

In 2022 it will be exactly sixty years ago that the Buurtspoorwegmuseum (Vicinal Railway Museum or Vicinal Tram Museum) opened its doors in the old depot of Schepdaal (Belgium). Since 1962, the museum has followed a fascinating path, with different managers, changing collection pieces, easy and difficult years. By means of a small exhibition the volunteers of vzw Buurtspoorwegmuseum now tell the story of their beloved museum and public transport in the Pajottenland region. The exhibition, full of intriguing photos, historical newspaper clippings, authentic posters and other heritage objects, runs until 11 September.



Schepdaal is unique in the sense that it is the only fully preserved vicinal railway depot

We have one more in Belgium: a site that has been completely preserved as a vicinal railway depot. This is where trams were housed and repaired, where tram staff were at home and where passengers boarded their trams. Schepdaal lay on the busy line for passenger and freight transport between Brussels and Ninove, which also made the Pajottenland accessible. The historically very valuable trams - even a royal carriage! - are safe here again.

The first buildings in Schepdaal date from 1888. The depot fully fitted in the strategy of the Belgian Railways (NMVB) to make the regions that were not reached by the trains, accessible. Schepdaal was situated on the 23 kilometre long tram line that connected Brussels with Ninove.

Via the tram line both people and goods could be transported, which was a great success. From 1910 to 1929 the line was electrified bit by bit. The competition with car traffic grew and the trams were replaced by buses. The depot was closed in 1962 and was converted into a tram museum.

A unique collection of carriages

In 1993 the Schepdaal tram site was officially protected, together with its unique collection of tram carriages. Schepdaal can be proud of its collection: a number of carriages from each important period in the history of the local railway have been preserved. The collection includes a flat goods wagon from 1886, a steam locomotive from 1906 and an open summer coach from 1912. The unique royal tram carriage of Leopold II dates from 1896. At the end of the nineties the museum closed and restoration work began. Today you can visit the tram site again on a regular basis. Meanwhile, the site is still being restored and upgraded.

Find out more: <https://tramsite-schepdaal.be/>

EXPO ROYALS AND TRAINS – Train World 10.05.2022 – 22.01.2023

Do not miss a unique opportunity to discover the royal trains!

Train World, the museum of SNCB, organises from 10 May 2022 to 22 January 2023 the temporary exhibition *Royals & Trains*. During this exhibition, discover the unique link between the Belgian royal family and the world of railways. Relive the splendour of royal journeys through exclusive photographs, objects and historical documents from our collections and those of the Royal Palace, as well as Talking Heads.

As the icing on the cake, we are exhibiting for the first time five royal coaches together in all their glory in Train World. A unique opportunity to discover the royal trains!

From the construction of the first railway line in 1835 to the present day, the Belgian royal family has always supported the development of the railways in Belgium and Europe. Leopold I, the first head of state in the world to travel by train, made every effort to provide Belgium with a railway network that contributed to its economic development in the 19th century and beyond.

This involvement is just as great today under the reign of King Philippe. This is why Train World and SNCB have decided to dedicate a temporary exhibition and publish a book on the fascinating history of the link between our Monarchy and the train.

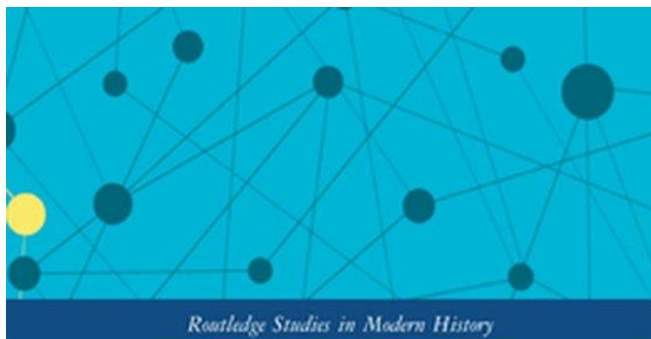


This exhibition shows rare documents of the first train of Leopold I and other royal carriages that no longer exist, building plans, tea and dinner sets of Albert I and Leopold III, objects of the personnel of the royal convoys, and items from the travelling wardrobe of Queen Astrid. In addition, we will also portray life on board these magnificent trains.

The five royal coaches that will be exhibited in Train World for the first time are the highlight of the exhibition.

Find out more on: <https://www.trainworld.be/en/exhibition-royals-trains>

RAILWAY READINGS



THE CITY AND THE RAILWAY IN THE WORLD FROM THE NINETEENTH CENTURY TO THE PRESENT

Edited by
Paul Van Heesvelde and Ralf Roth



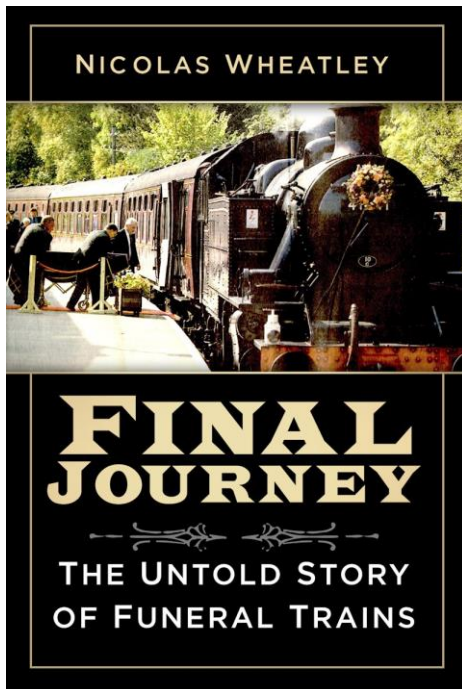
Forthcoming: Ralf ROTH & Paul VAN HEESVELDE (Eds.), *The city and the railway in the world from the nineteenth century to the present*, Taylor & Francis Ltd, 496 p.

This volume explores the relationship between cities and railways over three centuries. Despite their nearly 200-year existence, *The City and the Railway in the World* shows that urban railways are still politically and historically important to the modern world.

Since its inception, cities have played a significant role in the railway system; cities were among the main reasons for building such efficient but lavish and costly modes of transport for persons, goods, and information. They also influenced the technological appearance of railways as these have had to meet particular demands for transport in urban areas.

In 25 essays, this volume demonstrates that the relationship between the city and the railway is one of the most publicly debated themes in the context of daily lives in growing urban settings, as well as in the second urbanisation of the global South with migration from rural to urban landscapes.

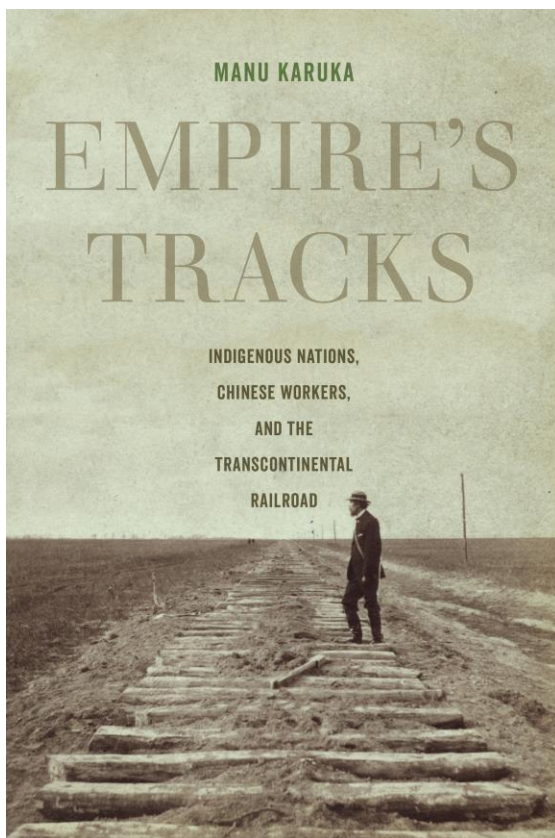
The volume's broad geographical range includes discussions of railway networks, railway stations, and urban rails in countries such as India, Japan, England, Belgium, Romania, Nigeria, the USA, and Mexico. *The City and the Railway in the World* will be a useful tool for scholars interested in the history of transport, travel, and urban change.



Nicolas WHEATLEY, *Final Journey* The untold story of funeral trains, Cheltenham, The History Press, 2020, 304 p.

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.

See also the book review in *Journal of Transport History* Vol. 43 (2) : <https://doi.org/10.1177%2F00225266211067706>

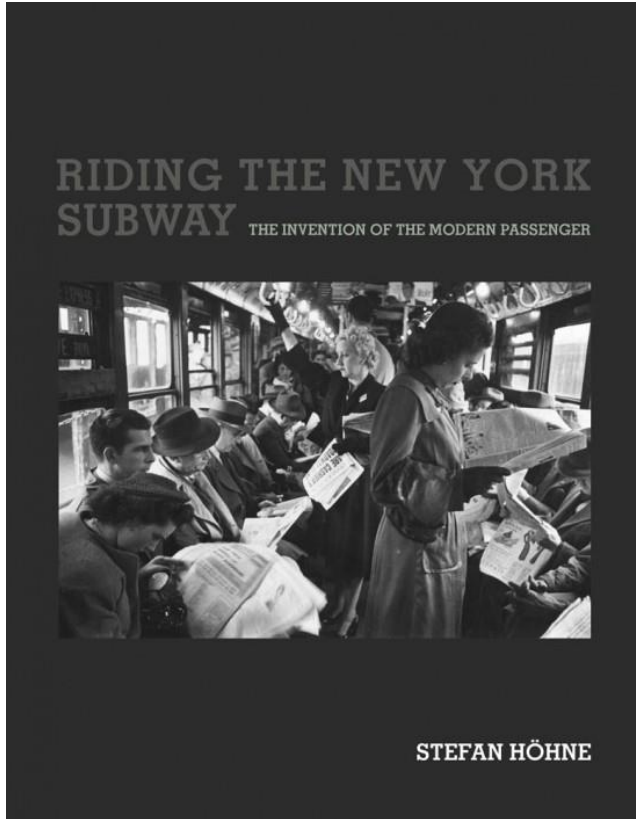


Manu KARUKA, *Empire's Tracks* Indigenous Nations, Chinese Workers and the Transcontinental Railroad, Berkeley CA, University of California Press, 2019, 320 p.

Empire's Tracks boldly reframes the history of the transcontinental railroad from the perspectives of the Cheyenne, Lakota, and Pawnee Native American tribes, and the Chinese migrants who toiled on its path. In this meticulously researched book, Manu Karuka situates the railroad within the violent global histories of colonialism and capitalism. Through an examination of legislative, military, and business records, Karuka deftly explains the imperial foundations of U.S. political economy. Tracing the shared paths of Indigenous and Asian American histories, this multisited interdisciplinary study connects military occupation to exclusionary border policies, a linked chain spanning the heart of U.S. imperialism. This highly original and beautifully wrought book unveils how the transcontinental railroad laid the tracks of the U.S. Empire.

Source: <https://www.ucpress.edu/book/9780520296640/empires-tracks>

See also a review in JTH, <https://doi.org/10.1177%2F00225266221077159>



Stefan HÖHNE, *Riding the New York Subway* The Invention of the Modern Passenger

A history of New York subway passengers as they navigated the system's constraints while striving for individuality, or at least a smooth ride.

When the subway first opened with much fanfare on October 27, 1904, New York became a city of underground passengers almost overnight. In this book, Stefan Höhne examines how the experiences of subway passengers in New York City were intertwined with cultural changes in urban mass society throughout the twentieth century. Höhne argues that underground transportation—which early passengers found both exhilarating and distressing—changed perceptions, interactions, and the organization of everyday life.

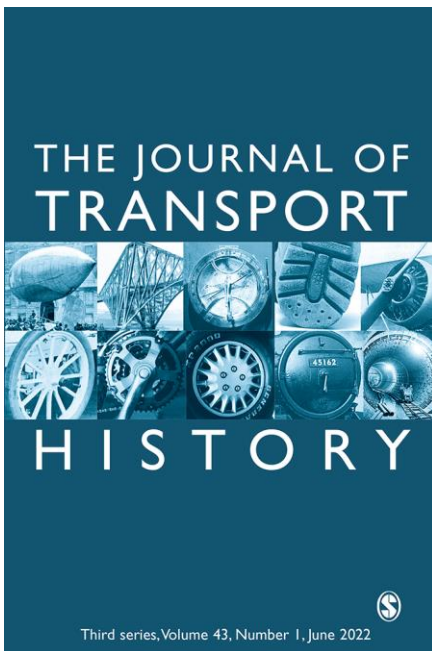
Over the decades, discourses surrounding the subway system shaped passengers alternately as progressive heroes, fragile cargo, barbarians, patriots, or vigilantes. At the same time, authorities saw passengers as undisciplined masses posing a threat to order. Höhne

investigates how authorities attempted to control passenger behavior with rules and regulations in an effort to ensure efficiency in transit. Meanwhile, passengers asserted their individuality by resisting imposed norms and inventing subversive practices.

Critically engaging with the work of Michel Foucault and other theorists, Höhne maps the subway–passenger relationship from the system's inception to its 1968 consolidation into the Metropolitan Transit Authority, as the subway—once a monument to progress—became a neglected infrastructure plagued by crime and fear. Höhne shows that throughout the course of the twentieth century, New York City subway passengers struggled to navigate the system's constraints while striving for individuality, or at least a smooth ride.

Source: <https://mitpress.mit.edu/books/riding-new-york-subway>

See also a review in JTH: <https://journals.sagepub.com/doi/full/10.1177/00225266221080510>



The Journal of Transport History (JTH) first issue of 2022 is a special issue, bridging a significant gap in both historiography and the social sciences concerning high-speed ground transport in the United States, specifically with regard to the political, economic, and corporate origins of the High-Speed Ground Transportation Act of 1965.

This important legislation aimed to develop America's first very high-speed trains on the Northeast Corridor.

The articles in this Issue provide the first in-depth description and analysis of the origins, development, and outcomes of these projects.

You can find more in Journal of Transport History, Volume 43 Issue 1, June 2022,

<https://doi.org/10.1177/00225266221078357>

Table of content of Volume 43 Issue 1, June 2022:

Editorial James COHEN, Contributions to the post-World War II History of High-Speed Ground Transport in the United States

Research Papers:

Albert J. CHURELLA, Private agendas and the public good: The contested development of high-speed passenger rail transport in the United States

David REINECKE, Moonshots to Nowhere? The Metroliner and Failed High-Speed Rail in the United States, 1962–1977

Jonathan Michael FELDMAN, High-speed rail and barriers to innovation: The Budd Company and the limits of US indirect industrial policy in the 1960s and 1970s

James K. COHEN, Development of a futuristic technology programme: How the aerospace industry (almost) transformed ground transportation in the United States (1960–1972)

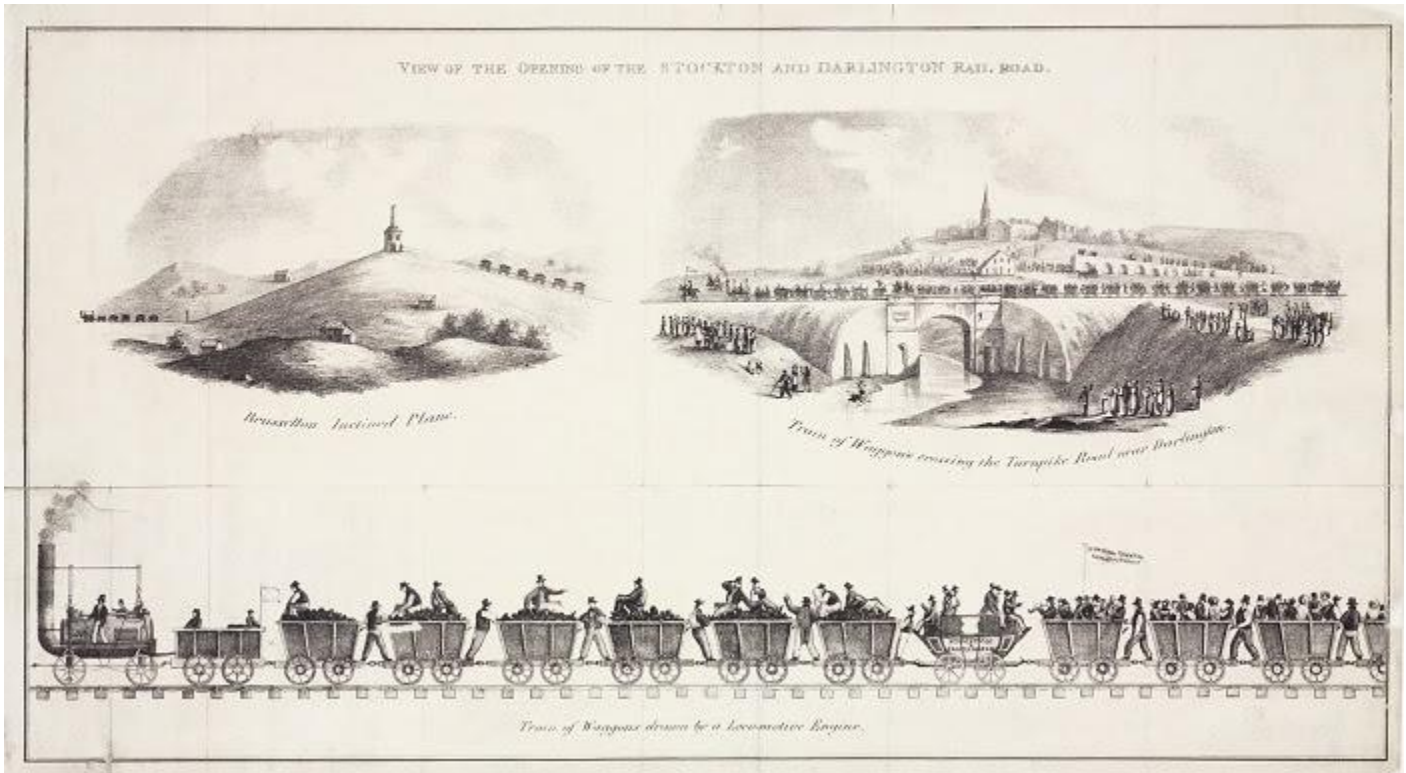
Jonathan ENGLISH, Getting Off Track: the Northeast Corridor Improvement Project in an International Context

Melanie BASSETT, Negotiating Mobility: Royal Dockyard Workers as Railway Excursion Agents and Social Entrepreneurs, 1880–1918

SEMINARS & CONFERENCES

Institute of Railway Studies seminar 18 July 2022

After a two-year break, The Institute of Railway Studies, a partnership between the National Railway Museum and the University of York, is pleased to announce a new seminar.



1925-0276 Lithograph of the opening of the Stockton and Darlington Railway, 1825, from Adamson's sketches of our Information about Railroads, 1826. Source: NRM

This will be held at the National Railway Museum, in the Duchess of Hamilton suite at 2.00-4.00pm on Monday 18 July 2022. The event is free, but ticketed. Refreshments will be provided.

The papers will give a background to the Stockton & Darlington Railway Heritage Action Zone, reveal ongoing research into the place of the Stockton & Darlington Railway in the development of the railway station, and provide a behind the scenes look at the research underpinning the Station Hall refresh at the National Railway Museum. Our speakers include a representative from Historic England, researchers working on the Stockton & Darlington Railway proto-stations project, and one of our own PhD students:

- Marcus Jecock, Senior Investigator, Landscape Archaeology at Historic England, "Historic England's Stockton & Darlington Railway (S&DR) Heritage Action Zone (HAZ): what is a HAZ

and what new light is it shedding on the S&DR's significance and surviving buildings and structures"

- Dr Reider Payne, Senior Consultant, Cultural Heritage and Archaeology WSP, and Dr David Gwyn, historian, "The place and role of the Stockton & Darlington Railway in the development of the railway station to 1842. What do the archives reveal? What more is to be found?"
- Chloe Shields, "Station Hall stories from the National Railway Museum"
-

There will be opportunity for discussion and questions at the end of each 20-minute paper.

For more information on the IRS, please visit the website: <https://www.york.ac.uk/railway-studies/>

Source: NRM

IX Congreso de Historia Ferroviaria. Mataró, 25-26-27 de octubre de 2023

IXth Railway History Conference, Mataró, 25 – 27 October 2023.

In 2023, the 175th anniversary of the first railway of the Iberian Peninsula, between Barcelona and Mataró, will be celebrated. Considering the importance of the date and the historical relevance of Catalunya and Catalanian historiography, ASHF has decided to organise its 9th Conference in Mataró between 25 and 27 October 2023.

The goal of the conference is to continue to develop the historical knowledge about railways, with a particular emphasis given to the case of Catalunya.

ASHF opens a call for its associates and for the community of researchers to propose themes, sessions, or panels they consider convenient to debate in the Conference. Proposals must be submitted by two or three coordinators, preferably of two or more nationalities, before June 30th 2022. As soon as they are analysed, the Council of Government of the Association will decide upon its acceptance. After that, a call for papers will be announced.

Proposals must be sent to the following address: secretario@asihf.org

See: <http://www.asihf.org/>

Source: Pedro Pablo ORTUNEZ - GIOCOLEA



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Miscellaneous

Railway readings: Latest issue

Journal of the Railway & Canal Historical Society

Volume 40 Part 8 No 244 July 2022

Music hall and the railway — Julia Winterson 454
Before the railways : the early steamers of Cardiganshire — M R Connop Price 461
Some notes on Julius Dormmüller — Robert Humm 478
Thomas Cook and the Compagnie Internationale des Wagons-Lits - John King 482
Bow hauling on the Upper Severn — Neil Clarke 489
Maths throws light on Brunel legend — Martin Barnes 498
Obituaries (Martin Barnes, Rod Sladen) 500
Correspondence 502
Reviews 504

Cover images:

Front : One of Dormmüller's Class 52 light 'Kriegslok' 2-10-0s in everyday use at Sikulje colliery, Bosnia. Some 6,700 were built, a major feat of war production [Robert Humm, 7 October 2009] (see pp 478-481).

Back : (Upper) Low tide on the River Teifi at the Netpool looking towards Cardigan bridge. The coastal steamers usually docked at the quays on the north bank of the river. (Lower) 'New Quay from Neuadd Bank', c1910. The terminus of the intended New Quay branch of the Lampeter, Aberaeron & New Quay Light Railway would have been near the houses on the extreme right (see pp 461-477).

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

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

SEE YOU ONE DAY:

"The simplicity of a train's success strategy is admirable: Move forward and reach your destination!"

Mehmet Murat ildan