

# AIHC - IRHA - AIHF

THE INTERNATIONAL RAILWAY HISTORY ASSOCIATION NEWSLETTER



Association Internationale  
d'Histoire des Chemins de fer

International Railway  
History Association

Asociacion Internacional  
de Historia Ferroviaria

## EDITORIAL

by Fernanda de LIMA LOURENCETTI

### Chief-Editor

In this issue, as well as some insights into new railway technologies and new ways of preserving railway history, you'll see that a piece of railway history was registered into the **Guinness World Records!**

As usual, in this newsletter you'll find information on different types of events, including a photo competition, and lots of interesting publications. We would like to thank everyone who has helped us to fulfil this newsletter with their knowledge and hard work!

We would also like to highlight that the last few months have been busy for IRHA. With input from more than ten countries, the International Railway History Association has managed to put together the **programme for the 9th Conference - Railways and Environmental Sustainability**, which will take place in Siena (Italy) in November. We would like to thank all the authors of the proposals and all the effort of the organisers!

Take a look [HERE](#) for more information and be part of this initiative!

**We hope you enjoy reading this issue!**

## HIGHLIGHTS

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## PRESIDENT'S CORNER

by Andrea GIUNTINI

President of IRHA

**The International Railway History Association (IRHA), together with the University of Siena, will hold a scientific conference in Siena (Italy) in November. The title of the conference is Railways and Environmental Sustainability.** A long-term view on a global scale from the origins of railways to the present.

**This is the first IRHA conference to be held in Italy since its foundation in 2002;** the choice of Siena is primarily a scientific and intellectual one, but it is also an excellent location from a tourist and logistical point of view (accessible from Florence, Pisa and Rome airports).

In accordance with the customs and convictions of the Association, as laid down in its Statutes, **the Conference will be open to anyone who wishes to attend.** No distinction will be made between academics, researchers working in museums, archives and other cultural institutions, professionals and scholars of railway history in general from all over the world. We emphasize maximum opening up to inclusiveness and interdisciplinarity, thus promoting exchanges and collaborations with all kinds of scholars even with different methodological opinions and tools interested in this field and eager to establish a scientific dialogue.

**The conference will be held from 7 to 10 November 2024. It will include three days of scientific work and a day dedicated to participation in a free Sunday excursion on the Treno Natura, a historic steam train, in the province of Siena, to look at sustainable railway tourism in practice.**

The conference will include a session in Italian, freely open to all IRHA conference participants, entitled "Un treno per Siena. Passato, presente e sostenibilità delle ferrovie nella Toscana meridionale" (A train to Siena. Past, present and sustainability of the railways in southern Tuscany), which will take place on 7 November at 17.00. The conference language is English, no translations and interpreting will be provided. **There is no registration fee, but IRHA membership is encouraged (50 Euros) for participation in the conference.**

**Travel and accommodation expenses are the responsibility of the participants;** the local organization will offer cocktails, coffee breaks and light lunches on Friday and Saturday; and side events at the conference. The final program of the conference is on the way.

**For any information, do not hesitate to send a message to:**

**[andrea.giuntini@unimore.it](mailto:andrea.giuntini@unimore.it)**

## IRHA 9TH CONFERENCE WILL TAKE PLACE IN AN INCREDIBLE SCENERY OF HILLS AND MEDIEVAL VILLAGES, WHERE MOST ITALIAN STEAM TRAINS TRAVEL

*Siena (Italy), 7-10 November 2024*



**Photo:** Steam on the Fosso Canale (Ferrovie Turistiche Italiane)

**“The Nature Train operates by steam locomotives on the tourist Ferrovia Val d’Orcia, in the south of Tuscany, through a World Heritage Site. Since 1996, the 52 km route Asciano-Monte Antico, closed to traffic in 1994, has been dedicated exclusively to the Nature Train, leading passengers to small village festivals, especially in spring and autumn. The line offers a unique travel experience”.**  
(Stefano Maggi)



**Photo:** Steam train. In the background Monte Amiata (Gennaro Migliaccio)



**Photo:** Steam train arriving in Asciano from San Giovanni d'Asso (Bordonaro)

**Photo:** The Bagno di Montalceto viaduct (Marco Mazzolai)

## DO YOU WANT TO KNOW MORE?

Take a look at **Ferrovia Val d'Orcia\_Guida Storica e Panoramica Sui Binari del Treno Natura, 2022** (Val d'Orcia Railway\_Historical and Panoramic Guide on the Tracks of the Nature Train). This guidebook was published on the occasion of the 150th anniversary of the 'strarailway' Siena-Asciano-Grosseto, which was inaugurated on 27 May 1872, but also on the occasion of the 25th anniversary of the Val d'Orcia, as the line was called when the turi-service, on the 52 km stretch between Asciano and Monte Antico.

There are many tourist guides on these wonderful lands, but this one focuses on movement. It does not only describe the places but also what can be seen from the windows of the old third-class carriages or winkles. With the old trains, it is possible to enjoy nature and the beauty of art, by means of a journey back in time, a slow journey one might say, reminiscent of a less hectic and more profound life.

**Source:** Preface written by Stefano Maggi and Eleonora Belloni, translated by Fernanda Lourencetti.



FERROVIA VAL D'ORCIA - GUIDA STORICA E PANORAMICA SUI BINARI DEL TRENO NATURA



## FERROVIA VAL D'ORCIA

### GUIDA STORICA E PANORAMICA SUI BINARI DEL TRENO NATURA

a cura di Stefano Maggi ed Eleonora Belloni



nuova immagine

## **THE BRAZILIAN AGENCY ANTT (NATIONAL LAND TRANSPORT AGENCY) DEFINES GUIDELINES FOR TECHNOLOGY AND PRESERVATION OF RAILWAY MEMORY**

**The Resolution No. 169** is the result of the 985th Board Meeting (Redir). Its aim is to promote the modernisation of the Brazilian railway infrastructure, to improve the services provided to society **and to preserve the rich artistic, cultural and historical heritage of the railways.**

The priority themes include improving the quality and efficiency of rail transport, developing passenger transport, investing in professional training, safety research, automation and inspection, as well as sustainable technologies and improving industrial maintenance.

**On the other hand, it aims to preserve Brazil's railway history through the construction of museums, conservation of historic buildings, promotion of railway tourism, artistic and educational production.**

Source: [Mobilidade Sampa](#) (translated by Fernanda Lourencetti).

## **WORLD'S OLDEST TRAIN DRIVER**

This year, the Guinness World Record officially named **Helen Antenucci (USA), a 81 years old woman as the world's oldest train operator.**

Helen works for the Massachusetts Bay Transportation Authority, driving trains on the Blue Line which services north-east Boston.

**"I don't know what all the fuss is about. I get up every day and do what I love to do. Not many people get to say that at my age".**

(Helen Antenucci (USA), 81 years old.)

Source: [Guinness World Record](#)

## **HUMANOID ROBOT STARTED TO BE USED IN JAPAN**

The humanoid robot operator sits in a cockpit on the truck, has cameras and its limbs and hands are operated remotely.

It is 12 metres high and it can carry objects as heavy as 40 kilograms.

According to the company, the robot's primary task will focus on trimming tree branches along rails and painting metal frames that hold cables above trains; It will help fill worker shortages in ageing Japan as well as reduce accidents such as workers falling from high places or suffering electric shocks.

Source: [GMA News Online](#)

# EVENTS AND EXHIBITIONS

## "UNDER PRESSURE": THE GERMAN RAILWAY MUSEUM IN NUREMBERG PRESENTS AN EXCITING EXHIBITION ON THE HISTORY OF TRAIN TOILETS

Since 26 April 2024, the German Railway Museum in Nuremberg led by Dr. Oliver Götze, presents a special exhibition dedicated to the theme "Under Pressure: The History of Train Toilets".

The exhibition is structured around eight main topics and will present 150 items including documents and photographs. **It aims to illustrate the development of train toilets from the origins of railway operations in the 19th century until the latest train generations.** Among items presented to the public let us mention the chamber pot of the saloon carriage of Reichskanzler Otto von Bismarck, and train toilets ranging from around 1860 to the current train toilet systems.

**For the first time a railway museum is dealing with the evolution of train toilets and highlighting the close connection between this topic and the important developments in society.**

Source: [DB - Deutsche Bahn Stiftung](#)  
(translated by Paul Verón)

## THE 2024 ROME WORKSHOP ON TRANSPORT AND HISTORY: PUSHING THE FRONTIERS OF DATA, MEASUREMENT, AND OUTCOMES

**This Workshop will be held at the Department of Economics and Finance of the University of Rome Tor Vergata.**

New data sources are being used in the study of transport history. There are potential misinterpretations of new sources, which can be identified through careful use and comparative research. Recent research also gives emphasis to better measurement of transport costs and the attributes of transport services. Transport innovations are also being linked to outcomes other than trade, like fertility, culture, and social protests. The conference will address these themes and others related to transport and history.

Source: [Università Degli Studi di Roma](#)

## THE FUNDACIÓN DE LOS FERROCARRILES ESPAÑOLES ANNOUNCES THE 32ND EDITION OF “CAMINOS DE HIERRO”.



July, 2024 - October, 2024

The Fundación de los Ferrocarriles Españoles announces the thirty-second edition of the **photography contest “Caminos de Hierro”, with a deadline for submitting works that will remain open until 31 October 2024.** “Caminos de Hierro” is held to promote photographic creativity using the railway as the main character, whether it is its passengers or the stations, tracks, bridges and tunnels, trains and undergrounds... the world of the train in general.

**The competition is for both professional and amateur photographers, national and international, who may submit a maximum of three individual photographs or a photographic series related to the railway world.** Photographs must be unpublished and must be sent in digital format (jpg. maximum 1.5 MB) through the “Caminos de Hierro” website. As for the series, they will be made up of three, four or five photographs, assembled in a single file.

**Source:** [Fundación de los Ferrocarriles Españoles](#) (translated by Fernanda Lourencetti)

## CITY, RAIL AND PORT - INTERKNOWLEDGE PLATAFORM

September, 2024 - January, 2025

The [City, Railway and Port – InterKnowledge Platform](#) is developing a new cycle of events to be held between September 2024 and January 2025.

In addition to the seminars, a discussion session will be organised on the documentary “L'ère industrielle: Métamorphoses du paysage” (1964) by Éric Rohmer and a book club will discuss the book “La ciudad futura” (2022) by Justo Serna and Anacleto Pons.

**City, Rail and Port**  
InterKnowledge

interknowledge.uevora.pt

**Seminários**

**Documentário**

**Clube de Leitura**

Instituições organizadoras:

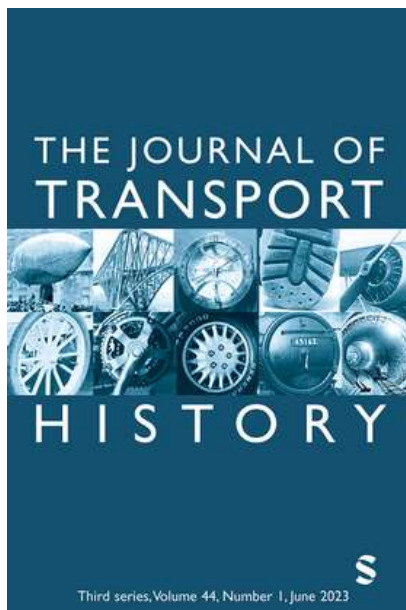
UNIVERSIDADE DE EVORA  
CIDEHUS

UNIVERSIDAD Rey Juan Carlos

UNIVERSIDAD de Valladolid

UNIVERSIDAD DE BURGOS

# RAILWAY READINGS



Follow the articles published by [Journal of Transport History \(JTH\)](#), on the first semester of 2024):

**Finding the archival traces of “misery trains”: Early accounts of train transport before the Holocaust**

Christine Schmidt

**A nostalgic trip? Klaus Rifbjerg’s “På Sporet af den Tabte Vogn” and the Copenhagen tramway**

Adam Borch

**Railing through reality: Trains and mobility in Victorian ghost stories**

Alicia Barnes

**Railway experts and the construction of national space(s) in post-imperial Southeast Europe: the case of the Kingdom of Serbs, Croats and Slovenes/Yugoslavia**

Danijel Kežić

**The “veins and arteries of the country”: Imagined and actual exclusion from railway connectivity in Bulgaria, 1878–1908**

Malte Fuhrmann

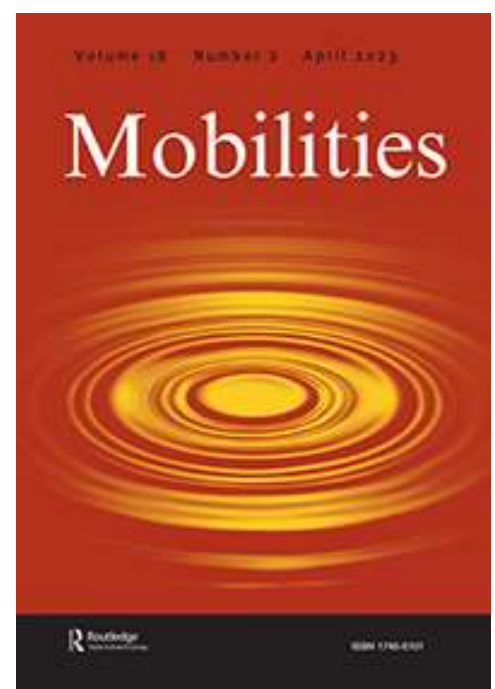
During 2023, the [Mobilities](#) journal prepared three issues:

**Places and mobilities: Studying human movements using place as an entry point. Guest Editors: Janine Dahinden, Emmanuel Charmillot, Oliver Clifford Pedersen, Anna Wyss and Tania Zittoun**

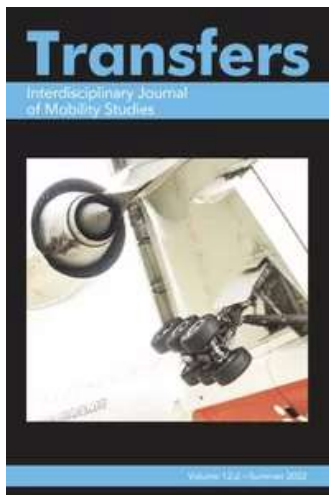
**Recreational mobilities in (and beyond) the compact city; Guest Editors: Mattias Qviström, Daniel Normark and Nik Luka**

## Articles

Among the articles published, you can find some of them in open access!







[Tranfers - Interdisciplinary Journal of Mobility Studies](#) publish two special issues last year:

- *Mobilities and Pedagogy*;
- *John Urry's Living Legacies in Perspective—Futures on the Move*.

These issues were edited by Cotten Seiler, Dickinson College, USA, based on the following subjects: History, Cultural Studies, Migration. **Take a look at his remarks!**

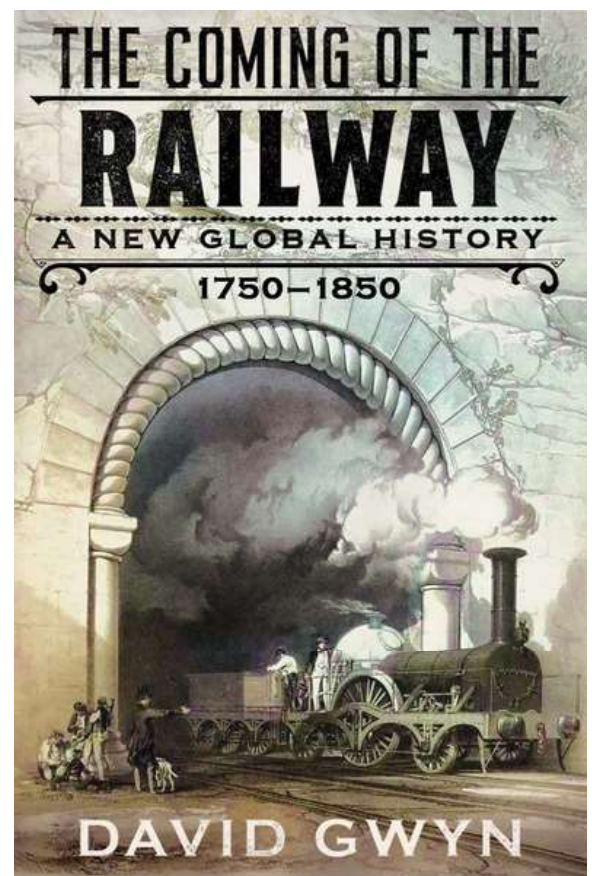
### **The coming of the railway - A new global history, 1750-1850**

David [Gwyn](#)

**The first global history of the epic early days of the iron railway.** Railways, in simple wooden or stone form, have existed since prehistory. But from the 1750s onward the introduction of iron rails led to a dramatic technological evolution - one that would truly change the world.

In this rich new history, **David Gwyn tells the neglected story of the early iron railway from a global perspective.** Driven by a combination of ruthless enterprise, brilliant experimenters, and international cooperation, railway construction began to expand across the world with astonishing rapidity. From Britain to Australia, Russia to America, railways would bind together cities, nations, and entire continents.

Rail was a tool of industry and empire as well as, eventually, passenger transport, and developments in technology occurred at breakneck speed - even if the first locomotive in America could muster only 6 mph. **The Coming of the Railway explores these fascinating developments, documenting the early railway's outsize social, political, and economic impact - carving out the shape of the global economy as we know it today.**



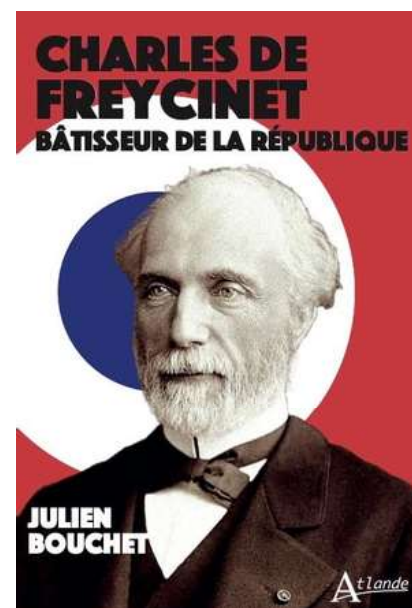
## Charles de Freycinet - Bâtitseur de la République

Julien BOUCHET

The writer, **Julien Bouchet has a doctorate in history and he expertise is in modern French history.** He teaches at the University of Clermont Auvergne and has already published several works with Atlande. **To mark the centenary of the death of Charles de Freycinet,** his book paints a nuanced portrait of a little-known but visionary scenarios: the structuring of France, the opening up to international capitalism and industrialisation owe much to this pillar of the Third Republic.

**Charles de Freycinet left a legacy of standards for river navigation (Freycinet gauge) and rail infrastructure (Freycinet gauge).** He was Minister of Public Works, then Minister of Foreign Affairs, and President of the Council on four occasions.

**Source:** Rail & Histoire (translated by Fernanda Lourencetti)



## Le chemin de fer du canal de l'Ourcq, projets et débats 1837-1841

Karen Bowie



**Karen Bowie is a historian of architecture and cities.** Emeritus professor at the Écoles Nationales Supérieures d'Architecture, **she is best known for her work on the history of Parisian railway stations and their urban layout.** She is interested in the history of railway and industrial sites, and how heritage issues are taken into account in development projects affecting them today. She is a regular speaker at conferences and seminars in Europe and the United States.

The *Chemin de fer du Canal de l'Ourcq* was born out of a project put forward by the City of Paris for an 'emptying train'; at one point it was envisaged that the locomotives would be used to pull boats. **This limited project gave rise to other, which gave rise to fierce industrial competition and lively scientific and technical debates, culminating in the choice of route for the first section, between Paris and Meaux, of the main Paris - Strasbourg line.** These debates were led by engineers, inventors, administrators and politicians of varying status and backgrounds, some of whom were among the most eminent of their day.



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Do not forget to visit  
our website!

[https://aihc-irha-  
aihf.com/](https://aihc-irha-aihf.com/)

NEXT ISSUE

January 2025



**The Revue d'histoire des chemins de fer, number 60, Cross-border railway inauguration is full of articles!**

Just take a look at its Index!

#### ARTICLES

p. 8 - 27 • **Anne BOURGUIGNON**. Inauguration et commémorations de la ligne Strasbourg-Bâle, première ligne transfrontalière au monde // *Inauguration and commemorations of the Strasbourg-Basel line, the first cross-border railway in the world*

p. 28 - 43 • **Federico MENEGHINI SASSOLI**. Entre dimensions impériales et municipales. Les inaugurations d'axes ferroviaires italo-autrichiens : Trieste, Trente, Bolzano (1857-1859) // *Between imperial and municipal dimensions. Inaugurations of Italian-Austrian railway lines: Trieste, Trento, Bolzano (1857-1859)*

p. 44 - 53 • **Henry JACOLIN**. La non-inauguration de la ligne transfrontalière Suceava-Iași // *The non-inauguration of the transborder railway line Suceava-Iași*

p. 54 - 71 • **Christophe BOUNEAU**. L'économie de l'inauguration des deux transpyrénéens ferroviaires 1928-1929 : innovation technologique, enjeux économiques et diplomatie franco-espagnole // *The inauguration of the two Trans-Pyrenean railways 1928-1929: Technological innovation, economic stakes and Franco-Spanish diplomacy*

p. 72 - 87 • **Anthony GOUTHEZ**. Trans-Europ-Express Ligure, un trait d'union méditerranéen entre la France et l'Italie // *The Trans-Europ-Express Ligure, a Mediterranean link between France and Italy*

p. 88 - 103 • **Laurent TISSOT**. « La voie magique du TGV » : de Lausanne à Paris et de Paris à Lausanne (19 janvier 1984) // *'The TGV's magic lane': From Lausanne to Paris and from Paris to Lausanne (January 19, 1984)*

p. 104 - 117 • **Nicolas STEINMANN**. Tunnel de base du Gothard : une inauguration de tous les superlatifs // *Gothard base Tunnel: a superlative inauguration*

p. 118 - 141 • **Jean-Pierre WILLIOT**. Table ronde conclusive du colloque

#### RUBRIQUES

p. 142 - 155 • **Du côté des archives**. Les fonds d'archives des transports en commun lyonnais. Sur les rails d'une histoire multimodale. Louis Baldasseroni

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p. 171 - 175 • **Du côté du centre de documentation**

#### SEE YOU AROUND:

“\_Trains are relentless things, aren't they, Monsieur Poirot? People are murdered and die, but they go on just the same. I am talking nonsense, but you know what I mean.

\_Yes, yes, I know. Life is like a train, Mademoiselle. It goes on...”  
(Agatha Christie, *The Mystery of the Blue Train*)