

AIHC – IRHA – AIHF

THE INTERNATIONAL RAILWAY HISTORY ASSOCIATION NEWSLETTER



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EDITORIAL

by Fernanda de LIMA LOURENCETTI

Chief-Editor

Over the years, the railway has contributed to changes in the landscape and in tourism, giving them a more industrial character due to air and noise pollution, as well as speed. The transition from steam to electric traction brought further changes, with this technology providing a solution to some of the issues raised in the mid-19th century through the use of 'clean energy'.

The invention of the first dynamo, dates back to 1831, was a turning point in this transition. When we look back at history, we must recognise the importance of the World's Fairs too. The 1879 exhibition in Berlin (where the first Siemens-Halske tram was exhibited); the 1881 exhibition in Paris; and the 1893 exhibition in Chicago (at which the first Siemens-Halske three-phase motor, capable of withstanding heavy loads, was exhibited).

At the same time, leisure travel, which in the early 18th century was an aristocracy habit, during the 19th century, became gradually accessible to people from various social classes. Tourism also played a decisive role in the technological development of transport as a whole. In this newsletter you will find the latest technological advances, events and scientific articles.

We hope you enjoy reading this issue!

PRESIDENT'S CORNER

by Andrea GIUNTINI

As this Newsletter goes to press, we are hurtling towards the end of summer in the northern hemisphere, and the media is dominated by holiday images and news. They are no longer the carefree holidays of the past years, as commentators warn us, characterised by a flurry of motoring at the outset, but are much shorter, more hurried and stressful, and inevitably influenced by international turmoil, the consequences of which, particularly the energy crisis, are weighing heavily on the financial circumstances of ordinary people.

We live in an age in which holidays are being rethought and rationed, not only in terms of cost and duration, but also with regard to their environmental impact, a factor which, in turn, has a significant effect on the climate. It therefore makes ever more sense to consider travelling by rail during the summer months to enjoy some well-deserved rest and recreation, using an alternative to motorised transport.

Rail tourism originated in 19th-century Europe, as many scholars have brilliantly shown us; initially intended for the wealthier classes, it gradually expanded to include the middle classes as well. At that time, these were known as pleasure trips and revolutionised the way people

spent their leisure time, making the idea of travelling purely for recreational purposes a familiar one. For many people over the years, it has represented a wonderful opportunity to broaden their knowledge and horizons.

Today, it is possible to reach holiday destinations almost anywhere by using the rail network and, at the same time, the numerous lines that have been reopened to the public for tourism purposes, a trend that is gaining increasing popularity everywhere. In such cases, a holiday is no longer simply about reaching a destination: the journey itself is already part of the holiday. In the author's home country, the Ferrovie dello Stato Foundation since years has been pursuing, with conviction and excellent results, the aim of restoring railway sections of great scenic value, which had long been closed to public use.

Knowledge of the local area and its history, sustainable mobility – often termed ‘soft’ – and tourism, the communal sharing of a new kind of pleasure, a different and less stressful perception of time and space, and the rebirth of a sense of identity are, in a few words, the added values that such experiences can bring. These are not utopian ideals, but concrete realities

which, by enhancing the local area, introduce a new form of modernity characterised by a rediscovery of slowness and liveability, a form of progress that looks to the past with a view to reducing pollution and saving energy. Travelling by train realistically offers a prospect for tourism today and in the future; it is an important and practical building block for the construction of that railway renaissance, which must represent a genuinely achievable goal for anyone interested in mobility and who cares about the world's environmental future. From the difficult historical moment we are currently experiencing, we can draw lessons and set ourselves positive aims and ultimately find a new path for the future. A sensible and more widespread use of the train is a significant part of the transition we need.

Take a look to these online references to know more about Rail Tourism:

- <https://toprail.org/>
- <https://fedecrail.org/>



THE WORLD'S LARGEST BATTERY-POWERED LOCOMOTIVE

The SD70J-BB model is emerging as a low-carbon alternative in rail transport.



MRS Logística has carried out operational trials with the SD70J-BB electric locomotive, considered to be the world's largest battery-powered locomotive, developed by Progress Rail.

The demonstration forms part of the company's decarbonisation strategy for freight transport.

The trials, carried out on the MRS network, demonstrated the technical feasibility of using the technology in real-world operations. According to the company, the locomotive's performance in terms of energy consumption, regenerative braking on downhill sections and tractive effort was in line with the simulations carried out previously. The equipment was tested with different train compositions and under various operating conditions, including gradients and varying loads.

As well as validating technical assumptions, the tests enabled data to be collected on energy consumption, long-distance performance and efficiency in scenarios typical of Brazilian rail operations. The information will be used to enhance internal studies on low-carbon traction alternatives and to inform decisions on the future of the operational model.

The locomotive was designed and built in Brazil and underwent final testing prior to its delivery to railways in Australia. According to the company, the project involved months of joint planning, including the definition of the timetable, scope and regulatory aspects, as well as integrated collaboration between the teams from both companies during the field phase.

Source: [Agência Transporte Moderno](#) (translated by Fernanda Lourencetti)

CHINA TESTS A MAGLEV TRAIN THAT 'FLIES' AT 800 KM/H IN A MATTER OF SECONDS, BREAKING RECORDS

The experimental train reaches this speed in 5.3 seconds; it could be used for aircraft take-off or, with lower acceleration, for passenger transport, although the manufacturing and maintenance costs remain very high

China has tested an experimental magnetic levitation (maglev) train that reached an impressive **top speed of 800 km/h**; and, most remarkably, it did so from a standing start **in just 5.3 seconds**.

The feat, **a world record for short-distance acceleration, was achieved on 24 November 2025** on a one-kilometre-long test track. The venue was the Donghu Laboratory (also known as the East Lake Laboratory), a prestigious research centre situated in Hubei Province, in central China.

This test marks the third world record broken by the same team in just six months. Previously, in June 2025, the vehicle reached 650 km/h in seven seconds, before raising the bar to almost 700 km/h ahead of this latest historic achievement.

CLICK ON THE IMAGE TOO WATCH THE VIDEO!

Source: [Globo Express](#) (translated by Fernanda Lourencetti)



THE VOUGA HERITAGE TRAIN WAS BACK!

On 4 July 2026, Comboios de Portugal (CP) put the historic Vouga train back into service for a series of trips that ran until 29 August and included a total of nine special services

The trips take place between Aveiro and Macinhata do Vouga, with a stop at Águeda, allowing passengers to travel on a historic train consisting of carriages that were in service until the 1930s, hauled by diesel locomotive 9005, one of the symbols of diesel traction on Portugal's narrow-gauge railways.

Throughout the journey, passengers have the opportunity to enjoy a range of activities designed to showcase the region's railway heritage and culture. In Macinhata do Vouga, the programme included entertainment and a market selling regional produce, as well as a guided tour of the Railway Museum. In Águeda, participants could explore the town's urban heritage and visit AgitÁgueda, one of the country's most iconic urban art festivals.

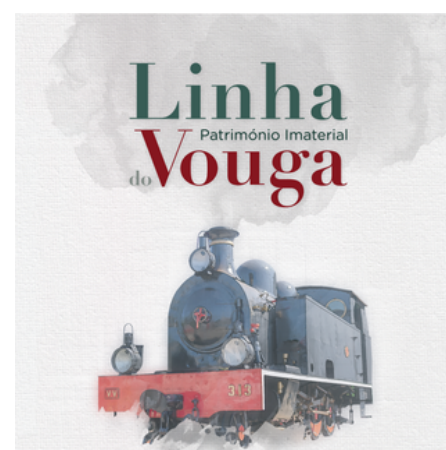
The departure from Aveiro, scheduled for 1.45 pm, marked the start of a programme that ended at 8.07 pm, following the return to the district capital, offering passengers a unique experience along **the only narrow-gauge line in Portugal that still operates a regular passenger service.**

According to CP, the historic Vouga train continues to establish itself as one of its main tourist attractions, contributing to the preservation of railway heritage and the promotion of tourism in the region, as part of **an initiative developed in partnership with Águeda Municipal Council and the Macinhata do Vouga Parish Council.**

Source: [Portugal Ferroviário](#) (translated by Fernanda Lourencetti)

If you want to know more about this railway heritage, take a look at the book [Linha do Vouga - Património Imaterial, Leiria, Índice ICT e Management Lda. / AMTSM - Associação de Municípios das Terras de Santa Maria, 2023](#)

A commemorative book, which presents the historical background of the Vouga Line, in the north of Portugal, through a report of the various actions carried out during the Inter-municipal cultural dynamisation project, promoted by Terras de Santa Maria Association (AMTSM), and a last part, where the future of this railroad is foreseen.



THE HISTORY OF THE VITÓRIA-MINAS RAILWAY TAKES CENTRE STAGE IN THE CULTURAL SCENE

The “Estação” and “Identidades” projects runs through municipalities in Minas Gerais and Espírito Santo (Brazil)

The railway heritage of the Vitória-Minas Railway (EFVM) is being transformed into a cultural, tourist and economic asset through the “Estação” and “Identidades” projects, initiatives that travel through municipalities in Minas Gerais and Espírito Santo, reviving stories linked to the tracks. Together, **these initiatives generated R\$ 3.9 million for the cultural economy in 2025, with an estimated impact of over R\$ 29 million on the Brazilian economy.**

Conceived by Preto Filho and Diego Ribeiro, the projects focus on preserving the memories of passengers, railway workers and residents of towns and cities along the EFVM line. Along the route between Cariacica (ES) and Belo Horizonte (MG), the stories of **more than 300 people have been recorded** through literature, photography, documentaries and cultural inventories.

The “Estação” project, run by Horus Planejamento e Gestão, organises photography and audiovisual workshops for young people aged 16 to 25 in municipalities across Minas Gerais. Meanwhile, the “Identidades” project, run by Culturama Gestão e Eventos, focuses on mapping local knowledge, heritage and cultural expressions in towns across Espírito Santo, resulting in festivals and catalogue publications.

In addition to the historical restoration, the organisers highlight the economic impact of the initiatives, which boost the creative economy and strengthen rail and cultural tourism in the regions served. According to the organisers, the projects also encourage the hiring of local professionals, cultural agents and services linked to artistic production.

“The project uses culture as a driving force for development and the preservation of memory and heritage,” says Diego Ribeiro. Preto Filho, meanwhile, points out that the initiatives link culture, the local area and corporate strategy, thereby increasing social engagement in the communities affected by the railway.

These initiatives are carried out in partnership with Vale and are made possible by funding allocated to the preservation of railway heritage through the National Land Transport Agency (ANTT). By 2028, the aim is to expand the scope of these initiatives to municipalities in Minas Gerais and Espírito Santo that are linked to the railway.

Source: [Diário do Comércio](#) (translated by Fernanda Lourencetti)

EVENTS AND EXHIBITIONS

10TH INTERNATIONAL CONGRESS ON RAILWAY HISTORY, ALCÁZAR DE SAN JUAN

24-26 June 2026

The 10th International Congress on Railway History has come to an end. There was 88 papers presented across 9 sessions by more than a hundred researchers. These researchers represent 14 countries; of these, 7 are European – Germany, Spain, France, Italy, the Netherlands, Portugal and the Czech Republic – and 7 are from the Americas – Argentina, Brazil, Chile, Colombia, Mexico, Uruguay and the USA.

The speakers came from 36 different universities of these countries and 16 research centres. Spanish universities

were the most strongly represented, with 16, followed by those from Argentina, Brazil and Mexico.

In short, this was a conference with a high level of international representation, in which universities and research centres play a very significant role, and which offered an undeniable diversity of topics – all of which, taken together, point to a great success.

Source: [Asihf](#) (Translated and adapted by Fernanda Lourencetti)

-Tomás Martínez Vara y Francisco de los Cobos Arteaga. La ilustración en las vías: los primeros textos técnicos ferroviarios españoles del siglo XIX y su relación con la técnica y el progreso social.

-José Conrado Martínez Acevedo. La implantación de la corriente alterna monofásica en el ferrocarril español: un punto de inflexión en su transformación derivado de la puesta en servicio de la primera línea de alta velocidad entre Madrid y Sevilla.

Sala 1
16:30-20:00: Sesión IV. Ferrocarril y ciudad. Luis Santos y Ganges y Doralce Sátyro Mala.

-José Luis Torrecilla Cubero. El emplazamiento primitivo de la estación madrileña para la línea Madrid-Zaragoza: una decisión estratégica olvidada.

-Federico Menghini Sassoli. Ferrocarriles, electros y ciudad. Las líneas ferroviarias en torno a las ciudades europeas: París, Milán.

-Luis Santos y Ganges y Doralce Sátyro Mala. Una aproximación a la historia de las instalaciones técnicas ferroviarias de Recife (Pernambuco, Brasil).

-María Simone Moraes Soares, Tiago Cargnin Gonçalves, Elizângela Justino de Oliveira. Rede urbana e ferrovia: a centralidade de Caruaru na Estrada de Ferro Central de Pernambuco (1895-1912).

-Tomás Domínguez Rodrigo y Alfonso Irán Reino. El ferrocarril, planificación urbana y el puerto en la ciudad del cauce que se convirtió en jardín.

-Ana Cardoso de Matos e Maria Ana Bernardo. Caminho de ferro e cidades no sul de Portugal (1856-1945).

-Stefani Fabrício Cristófolo. Ferrocarril Mauá (1854-1962): la modernización del territorio y el desmantelamiento ferroviario en Brasil.

-Bruno Gilmar Silva de Medeiros y Vinícius José da Costa Rodrigues. Da substituição à requalificação: Dinâmicas Espaciais no Entorno da Estação Ferroviária de Caruaru-PE (1990-2024).

-María Paula Sanfilippo Martín de Madrid. El impacto del ferrocarril en la vida urbana desde la perspectiva de las artes visuales.

-Shradha Bhatavadekar. Integración portuaria, ferroviaria y urbana: Historia de las estaciones de ferrocarril de Brindisi y el puerto de Bombay a lo largo del siglo XIX.

Viernes 26
Sala 1
09:00-11:00: Sesión VII. Historia de las trabajadoras ferroviarias. Solange Godoy y Belén Moreno Claverías.

-María Isabel Bonilla Galindo. El feminismo ferroviario en Ferronales: biografías y fuentes documentales (1911-1943).

-Elena Salerno. Las mujeres trabajadoras en los Ferrocarriles del Estado de Argentina en la primera mitad del siglo XX: un análisis de casos.

-Solange Godoy. Ferrocarriles Argentinos y la última dictadura cívico-militar. Una aproximación a partir de las mujeres ferroviarias y las familias (Argentina, 1976-1983).

-Luisina Agostini. Las mujeres ferroviarias Rosarinas, Argentina (1970-1990).

-M^a Concepción García González. Las Escuelas de Aprendices de Renfe: una oportunidad perdida para la igualdad de género en el ferrocarril.

-Aitor Carrillo Pérez. El proceso de depuración contra las empleadas ferroviarias navarras.

-Kate Reed. La fuerza laboral femenina de los ferrocarriles mexicanos.

-Belén Moreno Claverías, Miguel Muñoz Rubio y Francisco Polo Muriel. El impacto de la Guerra Civil Española en el colectivo de ferroviarias (1936-1939).

Sala 1
11:30-12:45: Sesión II. Los mecanismos de castigo y disciplinamiento en las empresas ferroviarias: una perspectiva internacional. Fernando Mendiolá González y Carles Gorini Santo.

-Sabrina Álvarez. La desorganización de los trabajadores ferroviarios durante la última dictadura uruguay (1973-1985).

-Francisco Polo Muriel. Depuración y represión del personal ferroviario durante la Guerra Civil y el Franquismo en Castilla-La Mancha (1936-1975).

-Juan Manuel Martínez. Memorias obreras y militantes. Una reflexión a partir de la reconstrucción biográfica del ferroviario comunista Víctor Vázquez.

-Miguel Muñoz Rubio. La «Causa 296-53». La desarticulación de un intento de reorganización del Sindicato Nacional Ferroviario (UGT).

-Cristina Santamarina y Rafael Machuca. Juan Machuca Pastor, un hijo del hierro.

Sala 1
12:45-13:15: Ceremonia de Clausura.

-Doña Rosa Melchor Quirarte (Alcaldesa de Alcázar de San Juan).

-Doña Magda Pinheiro (Presidenta de Honor de ASHF).

-Doña Inmaculada Aguilar Civera (Presidenta del X Congreso).

-Don Miguel Muñoz Rubio (Presidente de ASHF).

13:15-15:00: Asamblea General de ASHF.

Comité de Honor

Presidenta:
Doña Rosa Melchor Quirarte (Alcaldesa de Alcázar de San Juan).

Vicepresidenta:
Doña Ángeles Tálaver Alcaraz (Directora-Gerente de la Fundación de los Ferrocarriles Españoles).

Vocales:
Don Amador Pastor Noheda (Consejero de Educación, Cultura y Deporte del Gobierno de Castilla-La Mancha).

Doña María Jesús Pelayo García (Vicepresidenta del Área de Impulso Sociocultural y Turístico de la Diputación Provincial de Ciudad Real).

Don José Julián Garde López-Brea (Rector Magnífico de la Universidad de Castilla-La Mancha).

Don Ricardo Malrao Usón (Rector Magnífico de la UNED).

Don Carmelo García Pérez (Rector Magnífico de la Universidad de Alcalá).

Don Antonio Moreno González (Presidente del Patronato Municipal de Cultura y Educación del Ayuntamiento de Alcázar de San Juan).

Doña Cristina Perea Molina (Concejal de Cultura del Ayuntamiento de Alcázar de San Juan).

Don Andrea Giuntini (Presidente de la Asociación Internacional de Historia Ferroviaria).

Don Jesús Sánchez Ortega (Presidente de la Asociación de Amigos del Ferrocarril de Alcázar de San Juan).

Don Francisco Vela Pozo (Presidente de la Asociación Cultural Gigüela).

Don Miguel Muñoz Rubio (Presidente de ASHF).

Comité Científico

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Inmaculada Aguilar Civera

Secretario:
Francisco de los Cobos Arteaga y Francisco Polo Muriel

Vocales:
Ana Cardoso de Matos • Domingo Cuéllar Villar • José Ángel Gallego Palomares • Solange Godoy • Carles Gorini Santo • Guillermo Guajardo Soto • Laura Lalana Encinas • Olga Macías Muñoz • Daniel Marín Arroyo • Jordi Martí Hennerberg • Aurora Martínez-Corral • Tomás Martínez Varea • Fernando Mendiolá González • Belén Moreno Claverías • Miguel Muñoz Rubio • Pedro Pablo Ortíz Golecole • Sheila Palomares Alarcón • Leonor Reyes Pavón • Víctor Sanchis Maldonado • Luis Santos y Ganges • Doralce Sátyro Mala • Javier Vidal Oliveras.



X CONGRESO INTERNACIONAL DE HISTORIA FERROVIARIA

Alcázar de San Juan
del 24 al 26 junio 2026

Patrocinadores







Colaboradores







CALL FOR PAPERS: ACADEMIC CONFERENCE ON 'PASSENGER COMFORT ON TRAINS, FROM THE 19TH CENTURY TO THE PRESENT DAY'



Since the early days of the railway, improving passenger comfort has been a major challenge, long overshadowed by studies focusing on the speed and frequency of trains. Early trains offered rudimentary conditions: third-class carriages, immortalised in France by the artist Henri Daumier, were exposed to the elements, with wooden benches and severe vibrations caused by the stiffness of the suspension and jolts from the locomotive. From the 1880s onwards, the introduction of steel springs, semi-metallic car bodies and bogies – which became widespread in the early 1900s – significantly reduced vibrations and noise pollution. As journeys became longer, this led to the introduction of corridor and through-carriages, toilet compartments, steam and then electric heating, and, later, air conditioning. Lighting underwent a similar evolution, from candle-lit and then gas-lit lanterns to widespread electric lighting from the 1920s onwards.

At the end of the 19th century, the introduction of luxury night trains led to a host of improvements designed to meet the expectations of a wealthy and discerning clientele. The trains operated by the Compagnie Internationale des Wagons-Lits (CIWL), founded by the Belgian engineer Georges Nagelmackers,

played a leading role in these improvements to passenger comfort. The legendary Orient Express drew inspiration from luxurious transatlantic liners, Art Deco and later Art Nouveau, and introduced refined interiors by commissioning architects, designers and artists such as Albert Dunn, René Prou and René Lalique. These innovations gradually spread to major national and international trains after 1945, notably the Trans-Europ-Express, which emerged from a project devised by the chairman of the Dutch Railways, Franciscus Dan Hollander, and which began operating in June 1957.

The advent of very high speeds finally ushered in a new wave of innovations, focusing more on aerodynamics, air suspension, sound insulation, seat ergonomics and improved lighting.

To participate in this discussion, you can send a proposal (half a page), which must be accompanied by a short bibliography and a CV (half a page).

Submission deadline: 30 September 2026

Languages: French and English

For more information: [Rails & Histoire](#)

FULL STEAM AHEAD FOR BIRMINGHAM HERITAGE WEEK

John BrayTyseley, Birmingham

A living and breathing example of Birmingham's industrial past is helping to bring city history to a modern generation. Birmingham Heritage Week 2026 returns in September, with tickets for the dozens of events available from Saturday.

On the timetable this year is a tour of Birmingham's Tyseley Locomotive Works, where Vintage Trains' fleet of steam and diesel locomotives, which travel across the UK hauling mainline rail tours, are maintained.

Vintage Trains' managing director Nick Ralls said: "We are a working depot and people don't get much of an opportunity to actually see the working parts. You see a nice, gleaming locomotive, but behind that is all the muck and graft."

Irene De Boo, Birmingham Heritage Week co-ordinator, said: "This year's programme really shows off the breadth of what Birmingham has to offer.

"These are places people walk past every day without knowing what lies inside – and Heritage Week is our chance to open them up.

"It's a brilliant opportunity to see the city we live and work in through completely new eyes."

Birmingham Heritage Week runs from Friday 11 September to Sunday 20 September.

Tickets can be booked from Saturday 15 August.

Source: [BBC](#)

RAILWAY READINGS

The journal [Journal of Transport History](#) (JTH) published the Volume 47 Issue 1, New journeys through railway history, where you can find some interest information about the railway world.

[TAKE A LOOK!](#)



The online jornal [TST - Transportes, Servicios y Telecomunicaciones](#) launched the **issues 56 and 57** with interesting articles and books reviews about the railway world:

The implementation of the eight-hour work day in MZA. An approach.

[Joaquín García Raya](#)

Human Factors and Personnel Purges in the Zafra-Huelva Railway (1936-1975)

[Francisco Polo Muriel](#)

The railway in the middle of nowhere: the Huerta de Valdecarábanos railway station

[Daniel Marín Arroyo](#)

The Enlightenment on the tracks: The first Spanish technical railway texts of the nineteenth century and their relationship with technology and social progress

[Francisco de los Cobos Arteaga](#), [Tomás Martínez Vara](#)

Infraestructura y tecnología ferroviaria en Yucatán El Ferrocarril de Mérida a Valladolid (1879-1902)

[Leonor Eugenia Reyes Pavón](#)

Mármol y carbón. Desarrollo de la industria marmórea en la Sierra de los Filabres gracias al auge del ferrocarril entre finales del siglo XIX y principios del siglo XX

[Jose Javier Carreño Soler](#), [Alexis Maldonado Ruiz](#)

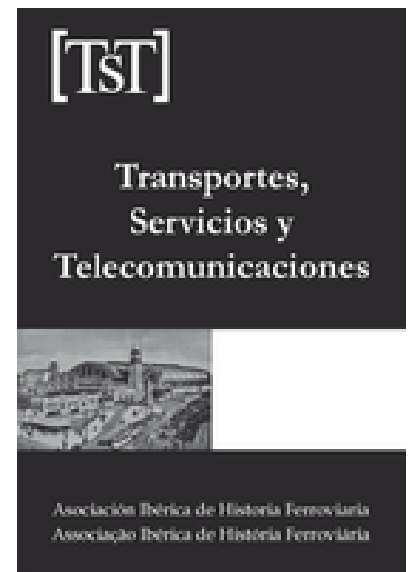
A methodological essay in transport studies: applying the PRISMA method

[Fernanda de Lima Lourencetti](#), [Keitty de Oliveira Silva](#)

BOOK REVIEW:

Review of Renfe, 1941-2023. El mantenimiento del material rodante

[Jesús Enrique Arnaiz Barrero](#)



Ricardo Campbell, Jorge Eduardo Waddell y Mario Justo López, Ferrocarril industria argentina 1884-1945. La fabricación de material rodante en
Solange Godoy.

Ferran Armengol Ferrer, L'arrencada del ferrocarril a Barcelona, 1800-1850
Miguel Muñoz Rubio

Montero, Manuel y Serrano Abad, Susana (eds.): Bilbao. Desarrollo urbano y desigualdad en una ciudad industrial (11876-1936). Sílex, Madrid, 2024, 363 pp.
Carlos Larrinaga



During 2026, the journal [Mobilities](#) published several articles, including:

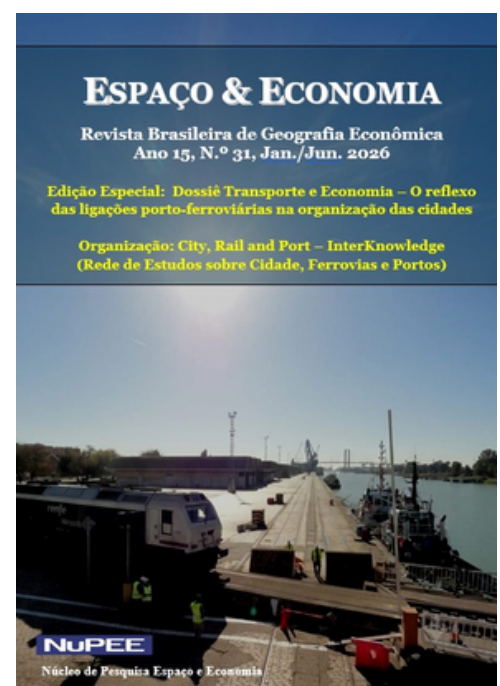
On the slow train: tourists' experiences of deceleration

Duncan Light,

Alexandru Dragan & Remus Crețan

Espaço e Economia: Brazilian Journal of Economic Geography dedicates its 31st issue to the special section '**Transport and the economy: the impact of port-rail links on urban organisation**', coordinated by the Network for the Study of Cities, Railways and Ports – Historical Perspectives and Current Realities ([City, Rail and Port – InterKnowledge](#)).

This dossier brings together studies **focusing on the interrelationships between railways and ports**, from both a historical and a contemporary perspective, analysing their impact on the urban layout and spatial planning. The aim was to strengthen interdisciplinary links between economic geography, transport geography and history, exploring topics such as spatial organisation, integration through transport networks, traffic flows and the distribution of goods and/or natural resources.





Association Internationale
d'Histoire des Chemins de fer

International Railway
History Association

Asociacion Internacional
de Historia Ferroviaria

Do not forget to visit
our website!

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

SEE YOU AROUND:

"(...) I firmly believed that an egalitarian society was drawing, but I also thought that the trains, for example, in this better society ought to run better, and the militants around me were not learning how to shovel coal into the furnace, work the switches, or draw up timetables. Somebody had to be ready to operate the trains." (Umberto Eco, Foucault's Pendulum)

NEXT ISSUE

January 2026