



ASSOCIATION INTERNATIONALE d'HISTOIRE DES CHEMINS DE FER

INTERNATIONAL RAILWAY HISTORY ASSOCIATION

ASOCIACIÓN INTERNACIONAL DE HISTORIA FERROVIARIA

Lettre d'information / Newsletter / Boletín informativo

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Dear members of the International Railway History Association,

Our organisation has flourished remarkable last year. We address now a wider public in academia, in railway companies and transport museums. We attracted new members (or we made new members becoming interested in our association).

That is why we introduce a new element in our communication. We are eager to inform all about the vivid debates between board members and keep you updated about the next steps in the development of IRHA. This E-newsletter will inform our members regularly about what is going on, about the essentials of our activities, what happened, what happens and what will happen, in short about these things which keep us busy.

Every member is very welcome aboard our new platform, providing us with information, or suggestions of interest for all and making the newsletter an instrument for lively exchange of ideas among our membership.

Henry Jacolin (president of the IRHA)

Ralf Roth (general secretary of the IRHA)

Content of the newsletter

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1. Conference review about our 4th International Conference on Railway History: “Cities, Users and their Railways” of the International Railway History Association, Mechelen, 27–29 May 2010

Ralf Roth

In October 2009 the International Railway History Association with the support of the City of Mechelen and its Heritage Centre LAMOT, and the Belgian State Railways (SNCB/NMBS) invited international researchers in the field of railway history to a conference to commemorate the 175th anniversary of the opening of the first railway line in commercial operation on the European continent, which linked Brussels and Mechelen. The subject the organisers chose was “Cities, Users and their Railways”. Prof. Colin Divall (Institute of Railway Studies & Transport History and University of York UK), Prof. Ralf Roth (IRHA and Johann Wolfgang Goethe University of Frankfurt, Germany), Prof. Guy Vanthemsche (Vakgroep Geschiedenis and Vrije Universiteit Brussel), Nico Wouters

(Heritage Centre Lamot and Vakgroep Geschiedenis), and Paul Van Heesvelde (IRHA) were members of the Scientific Committee responsible for the Conference programme.

The main idea was to shed light on the complex relationship between railways and cities. Cities benefit from the railway as far as their economic and social development is concerned and railway lines structure the cities. The railway brought in new forms of culture, social identities and representations. Railway stations were new buildings in the city's environment. A new territory was born, a place of exchanges that brought cities within a network of national and international connections. With a railway station, a city became part of a greater chain of production and consumption in a network without borders. The railway station became a kind of signal in the city's territory; it induced an internal change in the relationship of the different district and a new hierarchy in wealth and power; the position and role of the city in the new railway network and cities' hierarchy was also affected. But a railway station was also built after the rationale of a network, built up by other, non local actors. During the 19th Century citizens and the town council bore many questions about this new place for business and travel. The need to accommodate the railway companies asked new questions to city councils, not only about the density of building, but also about the city networks, the geography of transport and city architecture. Detailed research into the complex relationships between cities and their rapidly growing hinterlands and into the transformation of cities by the early railway lines would help to understand the potential of railway locations for our near future. But railway stations also affect people's behaviour in other ways. The station not only helped to move the masses; it brought in new elements in policing the traveller, the user of train transport. The call for papers asked for papers on this thematic approach and especially encouraged researchers to send in transnational and comparative approaches.

The call for papers distributed all over the world met the interest of more than 50 historians who sent in proposals of remarkable quality and inspiring topics and contents. Unfortunately not all could be taken into consideration. However, an ambitious program with 25 presentations was created and included eight sections on the question of Methodology, Contested Identity, Urban Rail, Visual Identity, Suburban, City transformation I and City transformation II, and Heritage and Memory. The contributors offered a wide range of topics

The programme attracted nearly 60 participants who came from Belgium, Canada, Czech, France, Germany, Italy, Romania, Turkey, UK and USA. Compared to our third conference in Bratislava in autumn last year, the audience included mainly railway and transport historians or historians with an interest in railway, fewer museum curators or railway companies representatives.. A point must be stressed, the fact that members of other associations and institutes took part, as the American Lexington Group, a Belgium group of railway enthusiasts and a number of members of the International Association on Traffic, Transport and Mobility (T2M) and representatives of the Railway Institute in York and a Finnish Railway Institute which is soon to be created.

The outcome on ideas, information and fruitful debates was terrific. The conference started with a key note speech by Peter Lyth who presented a marvellous comparison between railway stations and airports, and how travellers made use of both in a different way. The sections then delivered a big bundle of new insights in railway and urban history, city planning, architectural history, art history, sociological analysis and cultural history. To mention only a few of these insights the participants got a hand on the role of statistical analysis for the interpretation of commuter transport in cities and their environment (John Dodgson and Aart Huijg). From this mathematical approach the topic of the presentations shifted to more political theme and some papers asked the questions of the role of railways for imperialistic representation, or the fight for democracy or national identity (Malte Fuhrmann, Lisa Mitchell and Micheline Nilsen). In a convincing way, all three presenters gave access to a topic one would not immediately await from railways and all in all this formed a remarkable contrast to the first section. The next section on Urban Rail discussed different aspects of the railways inside the cities, how they affected the cities and how they were used from citizens inclusive their European wide renaissance in the last decade (David H. Schley, Massimo Moraglio, Albert J. Churella).

This section formed a good platform for the next papers in the section Visual Identity. Railways in Cities are in some cases hidden as for example as Underground railways but in other forms they are very present and this caused debates and discussion how they should be integrated in the urban fabric in the best way. The papers picked up these debates in an impressive way and continued the topic to the question of urban railscapes and urban consciousness (Gordon Benedict Hansen, Roberto Zancan and Alex Werner).

With some consequence the discussions on elevated trains and trains in the city landscape led to the relationship of city and suburbia which were connected by Suburban railways. The question of commuter transport was discussed in the first section as a problem of quantity and how to measure it and how to figure out the outcome and effects of certain amounts of commuters. In this section the approach to the question of commuters was different and reached from the role of political and ideological identity over migration streams that formed special kinds of suburbia and therefore the necessity of suburban commuter transport and social causes in consequence of rapid industrialisation that forced city planners or railway companies to introduce particular workingmen's trains (Adelina Oana Ștefan, Christopher M. Kopper, and Donald Weber).

The two sections on City transformation went back to the question: how railways affected the city's development and how city planners managed the problems railways caused in cities? One could get insights how extraordinary visions failed and nevertheless railways contributed to economic and urban growth or how railways contributed to the connection to the hinterlands or wider regions as for example the whole American Middle West in the case of Chicago or Western India in the case of Bombay (Ralf Roth, Martin Kvizda, Ian Johnstone Kerr, Octavian O. Silvestru, Roger H. Grant, and Ted R. Mitchell).

Last but not least the conference ended with the case of Mechelen in the section Heritage and Memory which focused on the railway station its past and its future shown in impressive overviews and outlooks about the use citizens had made and will make of their railways (Wim Hupperetz, Paul Van Heesvelde, and Salvatore Bono).

Henry Jacolin, the president of the IRHA, gave an outlook on the next possible conferences of our association (see item 3)

A meeting with IRHA members involved in the question of heritage discussed this question and exchanged opinions how this could become a fruitful field of action for our organisation.(see item 4)

The conference was seen as a big success and a remarkable step forward in our organisation's development. After becoming access to Western Europeans interested in the history of Railways with our conferences in Semmering 2004 and Lisbon 2006, we

opened our horizon with the conference in Bratislava which gave access to Eastern Europe. In Mechelen we made scholars world wide becoming interested in our organisation and this might be a good platform for crossing the Atlantic in the next two years and transform the IRHA into a real International Railway History association.

Program of the conference

Key note speech

Peter Lyth, Road to nowhere. Why railway stations make us happy and airports make us sick

Methodology

John Dodgson: Can we find historical evidence on the existence of wider benefits from urban rail projects?

Aart Huijg; Carl Koopmans and Piet Rietveld: Railways and municipality growth: a cliometric approach

Yusuf Shehu Tijjani: A comparative study of the Impact of Railway stations on Kwankwaso and Madobi Towns in Kura District

Contested identity

Malte Fuhrmann: Save Haydarpasa - But Why. A train station between Nationalist and Imperialist appropriation of its legacy

Lisa Mitchell: The railway station and New forms of political practice in the history of Indian Democracy

Micheline Nilsen: Brussel's Jonction as the heart valve in the splintered body of Belgium

Urban Rail

David H. Schley: The B&O Railroad and the Changing Use of streets in Baltimore, Maryland 1829-1865

Massimo Moraglio and Hans Liudger Dienel: Light rail renaissance in European cities. Urban mobility agenda, city renewals, social participation

Albert J. Churella: Putting a station in its place: 30th street station and its relationship to Philadelphia's urban fabric

Visual identity

Gordon Benedict Hansen: The experience and image of American Elevated Railways: Rapid Transit infrastructure in the Urban cons

Roberto Zancan: Along the rail track. The invention of urban railscapes and a rediscovery of "prosaic" sceneries

Alex Werner: From viaducts to Vandalism - the London & Greenwich Railway (1834-1838)

Suburban

Adelina Oana Ștefan: Commuter workers and the building of passenger railway identity in Romania during the 1950-1960

Christopher M. Kopper: The German Railways and the process of suburbanization after 1945

Donald Weber: The birth of a commuter society: Workingmens' trains in Belgium, 1870-1910

City transformation I

Ralf Roth: It Began 175 Years Ago – the First German Railway Line and Its Importance for the City of Nuremberg and for the National Railway Network

Martin Kvizda: Railways in cities - making and cutting of Gordian knots

Ian Johnstone Kerr: Bombay and its hinterlands: railways and the making of colonial Western India

City transformation II

Octavian O. Silvestru: Capital politics through railways. The opening ceremonies of railway stations in 19th century Bucharest

Roger H. Grant: Railroads and the Urban Trans-Chicago West, 1865-1915

Ted R. Mitchell: Tracks Laid in Muddy streets: Chicago's Perilous transition from frontier town to industrial city

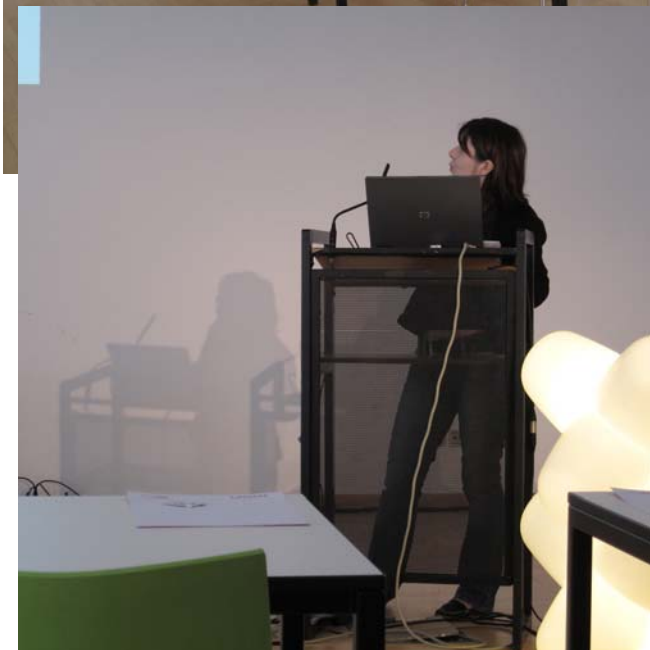
Heritage and Memory

Wim Hupperetz: The memory of a city and railway zone development. A discussion on tradition and renewal

Paul Van Heesvelde: Inventing the future. Railway stations in Mechelen

Salvatore Bono: Railway station architecture in Mechelen: the challenge to create an urban lounge

Some impressions of the conference...



2. Publication of the proceedings of the Bratislava Conference

Ralf Roth

As outcome of the Third International Conference on Railway History: “Railways in Transition – Eastern Europe Railways, their Past, Present and Future from the 19th to the 21st Centuries” of the IRHA that took place in Bratislava in September 2009 we decided to develop a concept for publication of the papers presented at the conference. After having asked for interest among the board of the IRHA a group was set up consisting of Henry Jacolin, Marie-Noelle Polino, Augustus Veenendaal and Ralf Roth. They developed a concept on the following content:

In September 2009 the International Railway History Association had organised its Third International Conference Railway History that was entitled “Railways in Transition – Eastern Europe Railways, their Past, Present and Future from the 19th to the 21st Centuries”. The focus was set on the years after World War Second, but it was also seen as important to get a hand on the main lines of railway development in this part of Europe in the 19th and the decades of the 20th Centuries before World War Second. The conference had assessed 20 years of dramatic changes which transformed the European transport networks since the fall of the Iron Curtain. Since then, Europe’s two halves, torn apart by the Cold War, are beginning to come together again. The divided Europe was marked by severed traffic routes, dead end railway stations along the border, limitations of the right to move and travel, a general slowdown, and bureaucratic obstacles.

Since 1989, Europe has made an effort to reconnect severed railway lines, to repair and restart decommissioned and blocked East-West connections. It is obvious that a modern and reunited Europe cannot exist without a unified and modernized transportation system in which the railway mode has a major part to play. The political changes were accompanied by tremendous economic and social changes, including an explosive expansion of transcontinental bus lines and air transport connections that drew these societies into alignment and connection with the Western world. This raised some

important topics concerning the railway transportation network which had been intensely debated at the conference:

main lines of the historical development of railways in Eastern European countries since the beginning in the mid of the nineteenth century

the political, geopolitical and economical context in Eastern Europe in the period between 1945 and 1989

the impact of the transition starting in 1989 on the railways systems as a whole and the national railway companies in particular

the radical transformation and the drastic increase in competition

the efforts that have been undertaken for technological and administrative modernisation and the discussion on privatisation and the role West European plans and visions played for a Trans-European Railway Network (TEN)

Those were the topics which the conference had addressed in an intense debate between researchers, policy makers, representatives of railway companies and railway museums. The organisers of the conference are of the opinion that presented papers as well as the outcome of the discussion were very fruitful and enlarged our understanding of the Eastern European world tremendously. That is why we are of the opinion they are worth to be published for a wider public. Therefore they will encourage the contributors of the conference working over their papers and presentations and develop them to articles on the quality of scientific standard and of the size of 12 to 15 pages. In this process the authors should rewrite their articles according to the concept of the book and to the framework of general suggestions and questions developed by the editors of the book.

Although the conference assembled more than 20 experts on the History of the Eastern European world of railways many countries were not represented in our discussion. We think of countries as the Baltic States, Poland, Russia, Romania, and states of former Yugoslavia as Slovenia, Croatia, Bosnia and Herzegovina, Montenegro or Macedonia. Therefore, we will look for additional contributions filling the gap of topics presented at the conference. We asked all participants of the conference for confirmation of their will taking

part on the book project. At the same time we were looking for additional authors who should fill the gaps of countries which were we missed at the conference.

We decided to ask at first Ashgate publishers in Aldershot in the UK. We had made good experience with Ashgate with the first conference volume “Across the Borders” which appeared 2008. The application included the concept of the book, a background text on the theoretical approach of the papers and the envisaged anthology, the papers or abstracts, cvs and addresses of the authors, a calculation of the volume on the size and expenses and the steps of proceeding. The content of the projected volume looks like that:

- Introduction by Ralf Roth and Henry Jacolin
- I. General suggestions and Historical Overviews of Railways in Eastern European Countries
 1. August Veenendaal: The Baltic States. Railways Under Many Masters
 2. Anthony Heywood: Transition Extreme: Patterns of Change and Continuity on the Railways of Tsarist Russia, the USSR and Post-Soviet Russia.
 3. Henry Jacolin: The Access of Serbia to the Sea (1832–2006)
 4. Imre Perger: History of Railway Passenger Transportation in Hungary, from Monarchy to the XXIst Century
 5. Martin Kvizda: Odd military lines – a comparative analysis of the Czech railway network’s efficiency
 6. Jan Musekamp: The Royal Prussian Eastern Railway (Ostbahn) and its importance for East-West transportation
 - II. Under Russian Protection
 7. Andrej Kishtymau: Railways in the Russian Empire
 8. Marcin Pregożka: 1918–1945–1989: Three Turning Points in the History of Polish Railways in 20th Century
 9. Ivan Jakubec: The Transport under the Socialism. The Case of the Czechoslovak State Railways 1948–1989
 10. Milan Klubal: Building and modernization of railways in Slovakia after 1945
 11. Zsuzsa Frisnyák: The Centrally Planned Economy and the Hungarian Railways
 12. Ihor Zhaloba: The railways of the Socialist Ukrainian Republik: 1920 to 1990
 13. Henry Jacolin: Yugoslavia - the Sub-Savian Magistral
 14. Tomáš Nigrin: Cold War Crisis on the Railway: the Impact of the Construction of Berlin Wall on the Railway Traffic in Berlin
 - III. After the Fall of the Iron Curtain: Changes – Problems – Modernisation
 15. Paul Véron: The Role of Transport in Europe After Reunification
 16. Ralf Roth: The integration of the East German Railways (Deutsche Reichsbahn) into the Deutsche Bahn
 17. Peter F. N. Hörz and Marcus Richter: Seen from the Drivers’ Cabins: The Process of German Railway’s Privatization since the Reunion of Deutsche Bundesbahn and Reichsbahn from the Engine Driver’s Perspective
 18. Kevin Sutton: Hodos-Zalalövö Railway, a paradox of the European reunification in central Europe ?
 19. Tadej Brate: Railways in the states of former Yugoslavia
 20. Viktor Borza and István Neumann: More is less: Regular interval timetable in Central Eastern Europe
 21. Miklós Devecz: The Role of private Rail Freight Operators in modern times
 22. József Soltész: 1989, a turning point in Hungarian railway heritage policy
 23. Rainer Mertens: The Heritage of the Deutsche Reichsbahn and its Presentation in the Deutsche Bahn Museum in Nuremberg

The application at Ashgate was successful we got a positive answer the concerns were more or less only some suggestions on the title. Which was changed from the conference

title to: "Eastern European Railways in Transition. 19th to 21st Centuries". As editor will serve Ralf Roth and Henry Jacolin who will be supported by Marie-Noelle Polino and August Veenendaal. Meanwhile we got the contracts and first articles. We are optimistic to finish the editing work this year and probably we can await the volume in the first half of 2011.

3. Conferences in project

Henry Jacolin

Three conferences projects are now in the pipeline. Their dates and details have not been decided, as the projects are still in progress.

a. Ukraine

Ihor Zhaloba has proposed that a AIHCF/IRHA conference should be organised in Ukraine on the theme: « railways and rural areas; the consequences of mass transport of agricultural products »

possible venue: Kiev, Kharkov or Lemberg / Lviv

date: 2011 (150th anniversary of the Krakow – Lemberg line) or 2012

Ihor Zhaloba has already made contact with the Ukrainian Railways which seem interested. Ralf Roth and Ihor Zhaloba will develop a concept for this conference and will present it to the association;

b. Chile

The possible organisation of an IRHA conference in Chile is presently at a stage of preliminary discussion with two sets of correspondents: Ian Thomson, transportation economist and member of the board of IRHA, and Jaime Migone, dean of the SEK

University in Santiago and a prominent scholar in the field of industrial heritage studies. The idea would be a combination of both in a single event:

date: to be determined

The date originally contemplated, 2011, is now out of question, mainly because of indirect consequences of the recent earthquake in Chile: the conference organised by TICCIH and the SEK university on “lifts and funiculars”, which was planned for November 2010 has been postponed till April 2011. It would be difficult to organise, for practical reasons (delay to prepare it, financing) two conferences in the same year.

theme: to be determined

Gracia Dorel-Ferré, member of the board and representative of TICCIH, will propose soon, for discussion, a draft proposal around the idea of “penetrating railways”. The discussion on the ideas and topics proposed by Ian Thomson during the last meeting of the board is also underway.

We will also seek the possibility to associate, if areas of cooperation appear, Isabelle Tausin-Castellanos, member of IRHA, professor at the university of Bordeaux, which organised in January 2010 a conference on transportation in the Americas 1810 – 1914.

The contacts with our Chilean partners, somewhat slackened during the preparation of the Mechelen conference, are then being resumed and should lead very soon to a consensus.

c. United States of America

The project of a conference on the topic of high speed railways and / or urban railways is now envisaged in the USA. This was the outcome of a meeting with the large number of Americans (USA & Canada) present in Mechelen (nine) , representatives of the Lexington group - the organisation of American railway historians – and other presenters.

Our American partners have shown interest in organising a conference at home, eventually in 2012.

Augustus Veenendaal, IRHA board member, who is presently visiting the USA, is continuing the discussions with them.

4. The question of heritage

Marie-Noëlle Polino

After an informal meeting between Henry Jacolin, chairman, Ralf Roth, General Secretary, Stephanie von Erlach, Marie-Noëlle Polino, Paul van Heesvelde, board members; taking into account:

- former meeting last March of the same and Paul Véron in Mechelen
- Paul Veron's report on his contacts with Fedecrail
- MNPolino's circular Email on the topic.

Railway Heritage being a collection of items, a system of institutions and professions, and a field for research, 3 fields for action are defined.

1) Heritage institutions: institutional networking.

Target: existing professional associations / non government advisory boards in the field of transport/industrial/railway heritage which are by name: Fedecrail (heritage trains operators, Europe); TICCIH (industrial heritage research and defence, World); IATM- International Association of Transport Museums (curators); ICA and its section dedicated to business archives (archivists).

Tasks: 1) add names to this list 2) name a correspondent for each inside IRHA Board which will maintain contacts and pass information. The correspondent should be known

already from the institution we are contacting and has a professional interest in meeting it. Fedecrail: Paul Véron; TICCIH: Gracia Dorel-Ferré and MNPolino; others??? (archives, museums...); 3) update a page (intranet for the board's members and extranet) on the IRHA website about this network.

Status: in progress.

2) Heritage culture: answering corporate needs

Target: Railway companies and institutions in each country

Objective: to persuade possible patrons or customers with the following:

- IRHA is the professional reference in railway history and heritage / a network of competent people
- History and heritage should be a part of their public relation policy and they are a factor for improvement

Task: to maintain our information updated ("veille") on any planned event to which IRHA could take a part, to take preliminary contacts and report to the Board; i.e. jubilees, cultural programmes, historical studies ordered by railway businesses.

We already inserted the Semmering conference and the Mechelen conference in a jubilee's programme; the benefits for IRHA are: a budget for the conference, getting or renewing acquaintance with corporations, maintaining its network, enlarging the audience of the conferences. The Bratislava conference also benefitted from corporate support. The benefits for the corporation are: to enrich their programme with a consensual event which is directed to the academic profession and benefits from a scientific guarantee.

3) Heritage studies: to strengthen IRHA's authority in the field of heritage knowledge, preservation, valorisation

Target: professionals in the field of heritage

Objective: to persuade professionals in the field of heritage IRHA is a reference and a resource for them

Tasks: To have curators, archivists, heritage train operators... meet and compare notes on topics of common interest, for example to plan a conference with sessions about:

- how to design and manage a corporate museum
- let's compare notes on oral history making among railway people
- which role for researchers and historians in a records management project/how a records management system includes historian's needs? (how to answer different audiences needs in a cultural historical project)
- being a consulting historian in a business environment / the mediation of history inside the corporate world

To publish proceedings, textbooks, case studies

To foster global inventories

General context:

To enhance IRHA's presence and identity: i.e. to brand the products (logo on the books published); to open a collaborative page on IRHA's website where the publications and actions of the members are recorded, posted by themselves (= identification of possible consulting historians by possible "customers").