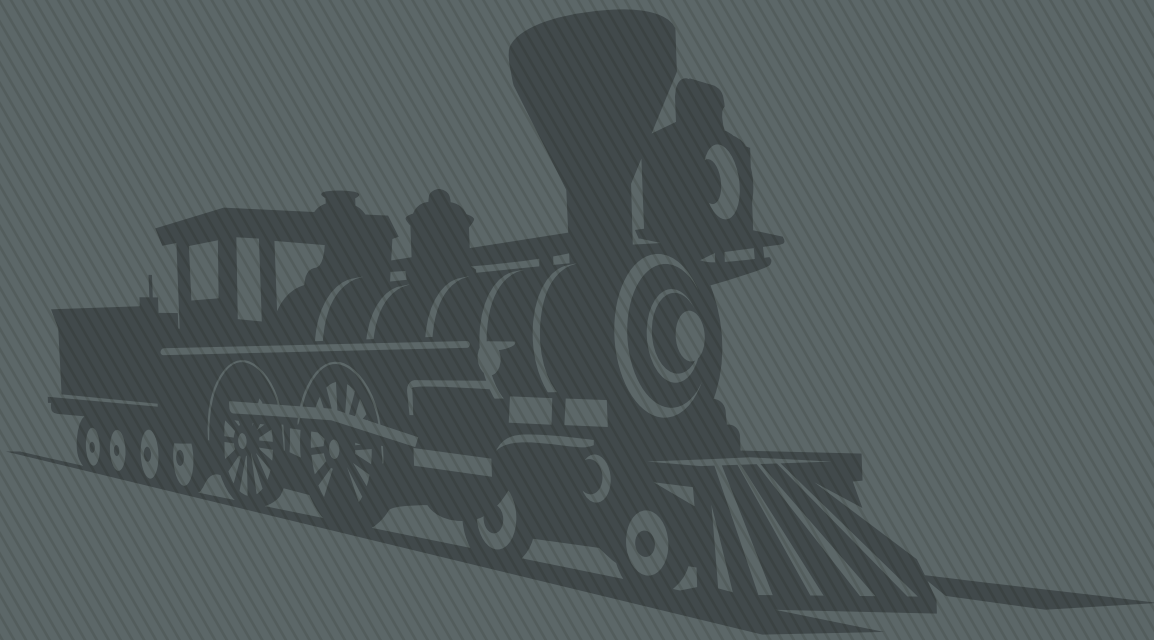




2022

International Archives Week Challenge

RAILWAYS



RAILWAYS

Let the Journey Begin!

In 2020 and 2021, the Historical Archives Celje and the Town Archives of Ieper issued a digital publication on the occasion of the International Archives Week. The goal was clear: Each participating institution would choose one object related to a common theme. A maximum of one archive per member state of the European Union could participate. Both publications were also printed afterwards in limited edition. In 2020, 11 archives took part on the theme of “the year 1820”. In 2021, the number of participants around the theme of “cycling” increased to 16. The organizers decided to repeat this initiative in 2022.

Due to the Covid pandemic, the European Year of Rail announced by the European Union in 2021 received less attention than it deserved. As a perk, now that in 2022 train travel is once again possible, we decided to take an archival approach to the subject of “trains and railways”. Train museums and train enthusiasts all over Europe have extensive collections of written, printed or photographic railway material. It is less known that archives also keep many similar documents. Each of the 21 participating archives chose a representative piece, which has yielded rich results. The oldest recorded documents date from the 19th century, when the railways became a mode of transport par excellence. Other archival records show that throughout the 20th century, trains remained fascinating object for travellers.

The brochure contains photos and drawings of locomotives, trains and station buildings. More administrative documents such as the announcement of reduced train fares or a legal report of a train accident are also discussed. References to international train connections, past and present, such as the Orient Express or the Südbahn, show that trains were and are an excellent means of connecting European states. The interior view of a military train or the mention of

the strategic Krakow-Lviv line makes us realize that trains also play an important role in times of crisis. A 19th century announcement for the subscription of shares in a railway company is a reference to the perennial debate as to whether railways should be funded by the public or private sector.

Design drawings for the construction of railway lines and a train depot or a photo of a train viaduct show the technically advanced character of railways. An engine driver in his locomotive, workmen in a train repair shop and an honorary diploma for a station porter are models for all railway men and women who have been taking travellers safely to their destination since 1825. Finally, a train ticket shows what the railways were and are ultimately intended for: the transport of persons and goods.

We hope that our train brochure will improve international connections between various European archives, preferably at high speed. It remains for us to thank all our European colleagues for their kind cooperation in this modest initiative.

Borut Batagelj – Rik Opsommer

Abbreviations

- A** / Archive
- R** / Reference code
- T** / Title
- D** / Description



- A/** Steiermärkisches Landesarchiv / Styrian Provincial Archives, Graz www.landesarchiv.steiermark.at
- R/** AT-StLA-OBS-Kapfenberg-II-003
- T/** Kapfenberg, 402, ca. 1845.

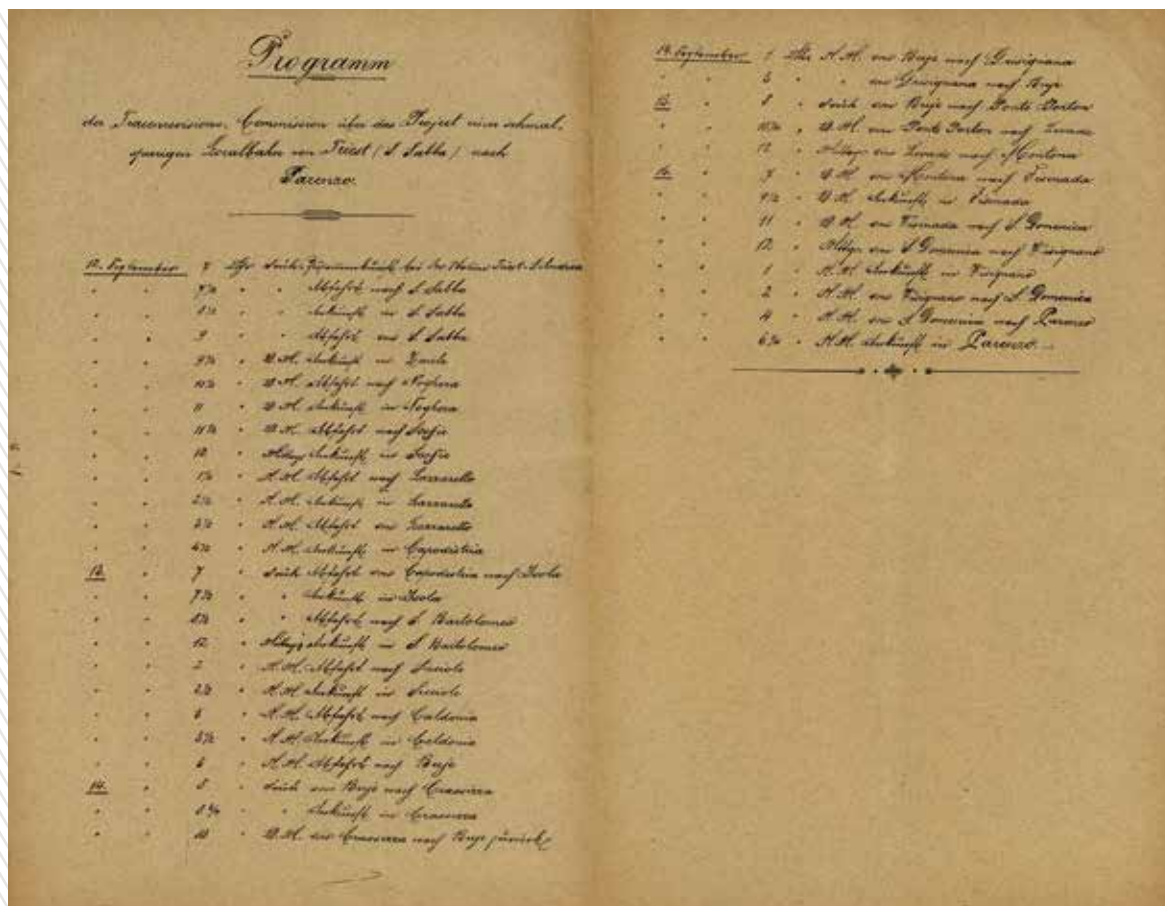
- D/** The picture by Johann Vinzenz Reim shows a passenger train on the Southern Railway near Kapfenberg in Upper Styria. The historic Austrian Southern Railway ran from Vienna via Graz and Ljubljana to the Mediterranean port of Trieste and could be used continuously in 1857. The first Styrian section, on which Kapfenberg is also located, was the one from Mürzzuschlag to Graz, completed in 1844. (The section over the Semmering, opened in 1854, is considered the first standard-gauge mountain railway in Europe.)

What makes the coloured outline etching so special compared to similar depictions from the early days of the railway is the detailed depiction of the locomotive and wagons. The locomotive, axle sequence 2- A with a tender, does not yet have a covered driver's cab, as was usual in the early days of locomotives. The passenger carriages are already designed as high-capacity carriages with bogies, and the goods wagon also has them. The depiction, dated 1845, is therefore early evidence of the use of such vehicles on this section of the Southern railway.



Bulgaria

- A/** Централен държавен архив /
Central State Archives, Sofia
www.archives.government.bg
- R/** CSA, fonds 3K, inventory list 14,
unit 173, sheet 73
- T/** Locomotive No.17.61 with
machinist Tsar Boris III of
Bulgaria at Boboshevo station,
while opening Dupnitsa - Gorna
Djumaya (today Blagoevgrad)
railway track
- D/** Locomotive 17.61 was manufactured in 1925 by Skoda - Plsen and delivered to Bulgaria in 1936. Tsar Boris III (1918 - 1943) was passionate about trains and often operated the train during his travels. He not only participated in the Dupnitsa - Gorna Djumaya railway track opening, but also took the machinist role of the solemn train composition.



A/ Državni arhiv u Pazinu / State Archives in Pazin
www.dapa.hr

R/ HR-DAPA-28 Kotarsko poglavarstvo u Poreču, 1868-1918, H/7, box 31

T/ 4th September 1889: Parenzana Railway – The revision plan of rails route for the local railway Trieste – Poreč (Parenzo)

D/ Parenzana Railway was a narrow-gauge railway line which connected Trieste and Poreč (Parenzo). The railway was 123.1 km long and operated from 1902 till 1935 (the last ride of the train was on 31 August 1935 when the last train officially arrived in Trieste). It was designed by the last Count of Racice and engineer Pietro Walderstein. Because Parenzana Railway connected over 30 places in Istria from Trieste to Poreč, the railway was of great value for the local population, and it contributed greatly to the economic, commercial, and social progress of Istria. The remains of the railway have an immense cultural, historical, and sporting value given that today the Parenzana is the most visited and best-known cycling and hiking trail in Istria.

Croatia



A/ Κρατικό Αρχείο / Cyprus State Archives, Nicosia
www.mjpo.gov.cy

R/ Secretariat Archives - Minute Papers: SA1/416/1922

T/ New Ford Rail-Car units put into service, 1934

D/ Cyprus Government Railway, New Ford Rail-Car units put into service for transportation of passengers on the Famagusta-Nicosia Section of the Railway, September 1934



- A/** Státní oblastní archiv v Plzni, Státní okresní archiv Cheb / State Regional Archive in Plzeň, State District Archive in Cheb
www.soaplzen.cz/soka-ch
- R/** Haberzettl Josef (EL NAD 770), negative photo no. 122/3
- T/** View of the Cheb viaduct over the river Ohře/Eger, ca. 1905

- D/** Viaduct crossing the river Ohře was made of locally produced granite blocks in 1865, probably according to the proposal developed by the builder of Cheb railway station Heinrich von Hügel. The bridge is 378 m long, hanging 25 m above the river. The first train crossed the viaduct on 4 October 1865. The original building, which was destroyed during an air raid in 1945, was replaced by a similar new concrete building after the war. The photo was taken by Josef Haberzettl, photographer and architect in Cheb.





A/ Københavns Stadsarkiv /
Copenhagen City Archives
www.kbharkiv.dk

R/ P1-310.6 - Dragerforeningens
arkiv, Diverse; 1958-1978

T/ Svend Nielsen's 25 years of
membership in the porter
association, 1 May 1962

D/ The picture shows the document Svend Aage Nielsen received for 25 years of membership in the porter association (Dragerforeningen). Baggage has always been a faithful companion when traveling by train. As a porter your job was to carry the luggage at train stations around Denmark – especially at the Copenhagen Central Station, which was built in 1911 as the capital's third station, today serving as the main railways station in the city. Since 1864 the association helped porters in their business activities. The association was an apolitical organization and was organized as a cooperative. All new members made a deposit and worked for the cooperative. The profit was divided into equal shares after allocation for any investments. When members left the association, the deposit was paid out with interest. The Copenhagen City Archives keeps documents from the porter association covering the period 1905-1994. They provide an interesting insight into Copenhagen's railway history.

Denmark



A/ Rahvusarhiiv Filmiarhiiv / The National Archives of Estonia, unit of the Film Archives in Tallinn www.ra.ee

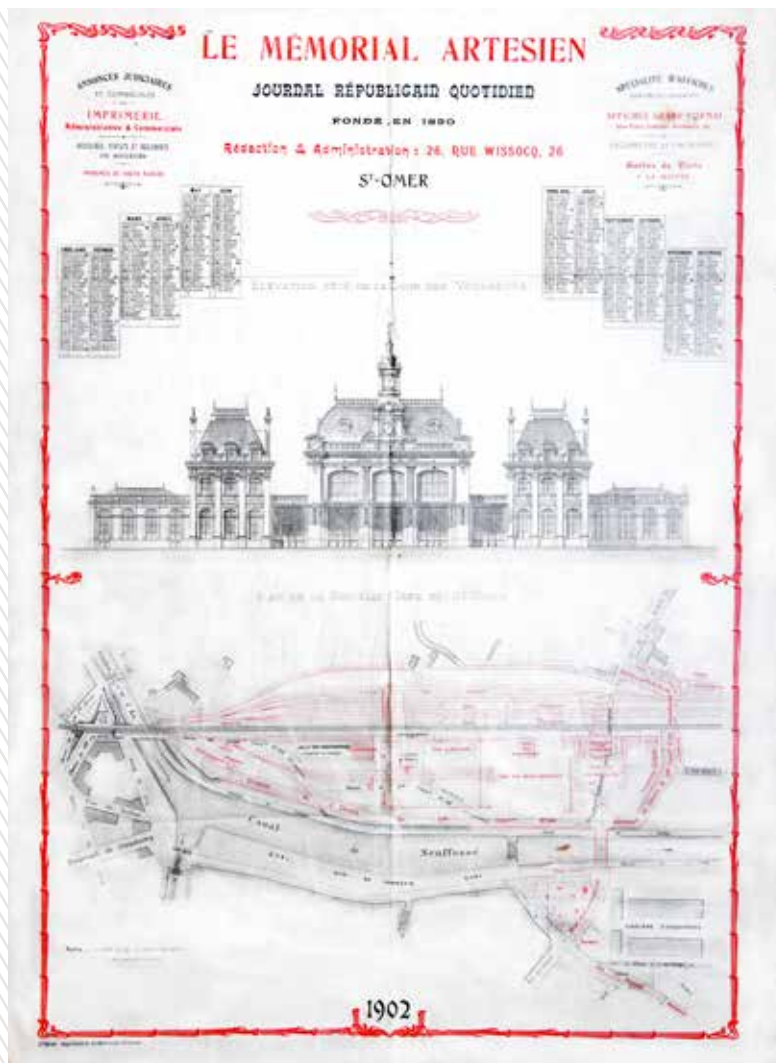
R/ RA, EFA.10.4.942

T/ The War of Independence. Soldiers of the broad-gauge armoured train Captain Irv (No. 1) after sauna posing theatrically costumed in the dining wagon. December 1919.

D/ Estonia fought its War of Independence against Russia from November 1918 until January 1920. During the war, Estonian army used 11 armoured trains both in defensive and offensive role, often spreading panic among the enemy and forcing its troops to withdraw. Estonia's armoured trains were built from the available materials such as railway cars and locomotives. They did not have any steel armour; their only protection were sandbags or double walls filled with sand. The weaponry consisted of ordinary infantry cannons and machine guns that were placed on rolling stock platforms and protected with sandbags. The armoured train No. 1 was named after Captain Anton Irv, who was the acting division commander of the armoured trains until his death on 27 April 1919. The soldiers in theatrical costumes were photographed during the last month of the war, in December of 1919 in southern Estonia's town of Võru. Estonian War of Independence ended with a ceasefire on 3 January 1920 and with the signing of the peace treaty on 2 February 1920.



- A/** Kansallisarkisto / National Archives of Finland, Helsinki www.kansallisarkisto.fi
- R/** The Archive of Railway Buildings; Architectural Plans of Railway Buildings; Original Plans and Watercolours of Saarinen in a Wooden Box; Binder IV 3
- T/** Drawing of the Helsinki Railway Station, Proposition no. 2, 1908
- D/** As the town of Helsinki was rapidly growing at the end of the 19th century, its small railway station could not keep up with the increase in passengers and cargo. Therefore, in 1903 an architectural competition was announced for the design of a larger station. The competition received 21 entries, and architect Eliel Saarinen's (1873–1950) proposition was chosen as the winner, marking his first solo win in an architectural competition. The original design with which Saarinen won the competition was profoundly national romantic in style, with its castle-like details and ornamental bears made of carved stone. However, due to marked criticism and Saarinen's study trip to central Europe, his design slowly matured into the more modern, monumental, and rationalist building we still see standing today. In this Saarinen's original drawing of the southern facade from 1909, one can already spot many details that are present in the station as it can be seen today, perhaps the most prominent example being the arched roofline on top of the main entrance. The design for the station was completed in 1911 – almost seven years after Saarinen won the architectural competition.



A/ Archives de la Communauté d'agglomération du Pays de Saint-Omer / Archives of the Saint-Omer agglomeration
www.bibliotheque-agglo-stomer.fr

R/ Fonds Allan-Brogniart, 6Z 16 (cliché de Carl Peterloff)

T/ Calendar featuring the facade of the new Saint-Omer station and the final infrastructure plan, published by the newspaper "Le Mémorial artésien", 1902

D/ To respond to an increased volume of railway traffic, Saint-Omer station, then a modest brick building, was at the heart of various expansion projects from 1897. These did not materialize until 1901, when two influential politicians Alexandre Ribot and François Ringot, linked with the Audomarois, gave it a new impetus. Indeed, the final project, carried out by Clément Ligny, architect of the Compagnie des Chemins de Fer de France, was approved the same year. From 1902 to 1904 the construction of a new station featuring good quality materials such as stone and slate followed. Built in the fashion of a 17th century neoclassical castle, the railway station consists of a large central body, framed by two symmetrical secondary pavilions, demonstrating a search for functionality (large central office, multiplication of counters, etc.). On 12 and 13 June 1904, the station was inaugurated with splendour in the presence of Minister Gaston Doumergue.



A/ Stadtarchiv Göppingen / Town Archives of Göppingen
www.goepingen.de/start/Kultur/Stadtarchiv

R/ Fotothek I-7-25

T/ Göppingen railway station after its modification between 1911 and 1917, ca. 1950

D/ Göppingen is a railway station on the Stuttgart-Ulm main line, which entered service in 1850. From 1883, the “Orient Express”, which connected Paris with Constantinople, passed this route. The railway as a means of transport played a significant role in the industrialization of the Göppingen area and thus in its economic success story. Herein lays the connection with mechanical engineering companies such as Boehringer and Schuler and with the long-standing model railway market leader Märklin.



Hungary

A/ Magyar Nemzeti Levéltár
Bács-Kiskun Megyei Levéltára
/ Hungarian National Archives,
Bács-Kiskun County Archives,
Kecskemét
www.mnl.gov.hu/bkml

R/ HU-MNL-BKML-XIII.6.c

T/ Railcard, 1896

D/ The Hungarian Royal State Railways' railcard allowed passengers to travel across the railway network, except the local, express, luxury and separate railways. The owner of this railcard, László Göger (1863–1929) government official, later counsellor, landowner of Szilágypanit, became affiliated with the famous Katona family of Kecskemét through his sister's marriage. The railcard is kept in the files and documents of the Katona family.

U140/J/6/3/3

GREAT SOUTHERN AND WESTERN RAILWAY,
(SECOND DIVISION.)

FROM CORK AND LIMERICK THROUGH MALLOW AND CHARLEVILLE,

AND TO UNITE

CORK, LIMERICK, AND WATERFORD,

WITH THE

"DUBLIN AND CASHEL RAILWAY,"

AT OR NEAR HOLY CROSS.

Connecting the above three important Sea-Ports with each other, and with Dublin, and passing by Tipperary, Charleville, and Mallow, to Cashel—and to Waterford, by Cahir, Carrick, and Clonmel; thus serving all the important Southern and Western Districts of Ireland.

CAPITAL, £1,350,000.

In 27,000 SHARES of £50 EACH—Deposit, £2 10s. per Share.

NO SHAREHOLDER TO BE LIABLE BEYOND THE AMOUNT OF HIS SUBSCRIPTION.

Devisational Committee.

(With Power to add to their Number.)

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The object of this undertaking is to connect all the most important Towns of the Southern and Western Districts of Ireland with each other, and with the Capital, by lines of Railway uniting with the DUBLIN AND CASHEL RAILWAY.

The Western Extension to Limerick will proceed from Holy Cross, and pass between the Towns of Tipperary and Cappagh, and near Cahircedilch, to Limerick. The Southern Extension will commence at Cashel, and, approaching Cahir, will pass through Clonmel and Carrick to Waterford, and through the Golden Vale of Tipperary, the direct connection will be completed between Limerick and Waterford. The Line between Limerick and Cork will include the towns of Charleville and Mallow.

All these lines were laid out by Mr. Vignoles, the Engineer appointed to the Southern and Western Districts

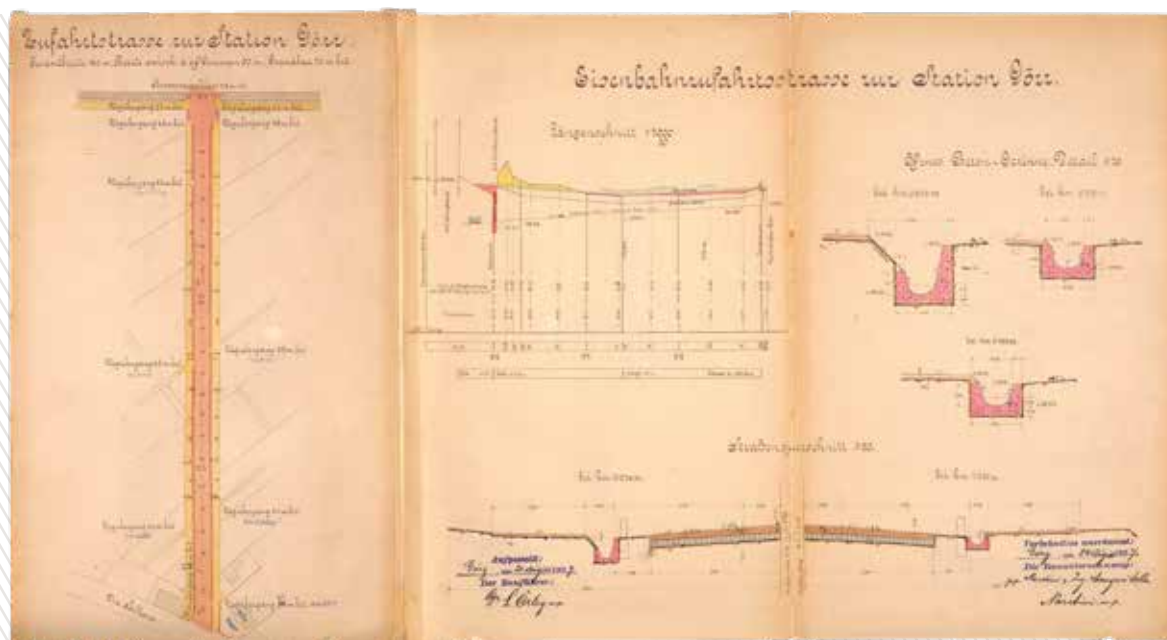
A/ Cartlann Cathrach agus Contae
Chorcaí / Cork City and County
Archives Service
www.corkarchives.ie

R/ IE 627/U140/J/6/3/3

T/ Prospectus of Great Southern and
Western Railway 1844

D/ Printed Prospectus, Great Southern and Western Railway, from Cork and Limerick through Mallow and Charleville, uniting with Dublin and Cashel Railway. Capital of £1,359,00 to be raised in 27,000 shares of £50 Each. This item is located in the personal archive of Richard Dowden, a businessman, scholar, and philanthropist, who was elected Lord Mayor of Cork City in 1845. During the mid to late 19th century, there was extensive railway building in Ireland, largely financed through private capital. Construction of the Dublin to Cork line began in January 1845. William Dargan, Ireland's foremost railway contractor, built much of the GS&WR's main lines and a number of its other routes. In July 1848, the Dublin - Cork main line reached Limerick Junction, where it met the Waterford and Limerick Railway and thus linked Dublin and Limerick by rail. In October 1849 the main line reached the outskirts of Cork, where the GS&WR opened a temporary terminus at Blackpool to the north of Cork City. The final 1.6 km of line from Blackpool to the centre of Cork includes a 1,239 m tunnel, and this was completed in 1855. This tunnel is longest railway tunnel ever completed in Ireland.

Ireland



A/ Archivio di Stato di Gorizia / State Archive of Gorizia
www.archiviodistatogorizia.cultura.gov.it

R/ Archivio storico del Comune di Gorizia (1830-1956), box 1421, file 3076/I, document n. 7182/1

T/ Urban planning project for a road to the Transalpina Station in Gorizia, 24 August 1907

D/ Project of August 1907 for opening a new access road (the current Via G. Caprin) to the new Transalpina Station in the area called "La Bianca", designed to connect the northern railway directly and easily to the centre of Gorizia. The Transalpine Railway Trieste - Gorizia - Jesenice was officially opened on 19 July 1906 by the hereditary archduke Franz Ferdinand. The new railway became a turning point by connecting the Adriatic regions and Central Europe, strongly linked by the history and traditions of the Habsburg Empire. The only other station that survives in Gorizia was the Southern Station, which was part of the network connecting the Trieste commercial hub with the provinces of the Kingdom of Lombardy-Venetia. It opened on 3 October 1860. Today the road in the picture is the best location for admiring the front side of the station from Piazza Transalpina / Trg Evrope, a symbolic meeting point of the cities of Gorizia (Italy) and Nova Gorica (Slovenia).



- A/** Latvijas Nacionālais arhīvs – Latvijas Valsts Kinofotofonodokumentu arhīvs / The National Archives of Latvia – Latvian State Archive of Audiovisual Documents, Riga www.redzidzirdilatviju.lv
- R/** LNA_KFFDA_F1_4_46587
- T/** Riga Railway Station, 1928

- D/** Aerial view of Riga Central Railway Station complex. The main building of the station (on the right), built in 1861 by German-Baltic architect Johann Daniel Felsko, had already been rebuilt and expanded twice by 1928 when the photo was taken. The photo shows the typical covered platform, elevated railway overpass, and auxiliary buildings. From 1921 until World War II the station served as local and, as part of the “Nord-Express’s” Tallinn-Riga-Kaunas-Warsaw-Berlin line, also an international transport hub. While today Riga Central Station is still in the same place, the area now looks very different: the square and nearby streets were significantly remodelled and a new station in Soviet modernist style was built to replace the old in the 1960s, including a 43-meter clock tower. Currently the area is again under reconstruction – this time, for the “Rail Baltica” project, aimed at reintegrating the Baltic states in the European railway network by 2026.

Bekanntmachung.



Aus Anlaß des am 23. d. Mts. stattfindenden
feierlichen Einzuges Sr. Königl. Hoheit des Großherzogs
bezw. der vom 23. bis 30. d. Mts. stattfindenden

Landes-Ausstellung

des Acker- und Gartenbau-Vereins des Großherzogthums Luxemburg wird eine

allgemeine Fahrpreisermäßigung

derart bewilligt, daß die bei den Stationen der Wilhelm-Luxemburg Bahn am 22. und 23. d. Mts. gelösten einfachen Fahrkarten nach Luxemburg bis zum 24. d. Mts. einschließlich, und die am 26. d. Mts. entnommenen gleichen Fahrkarten an demselben Tage zur freien Rückfahrt nach der Ausgabestation berechtigen.

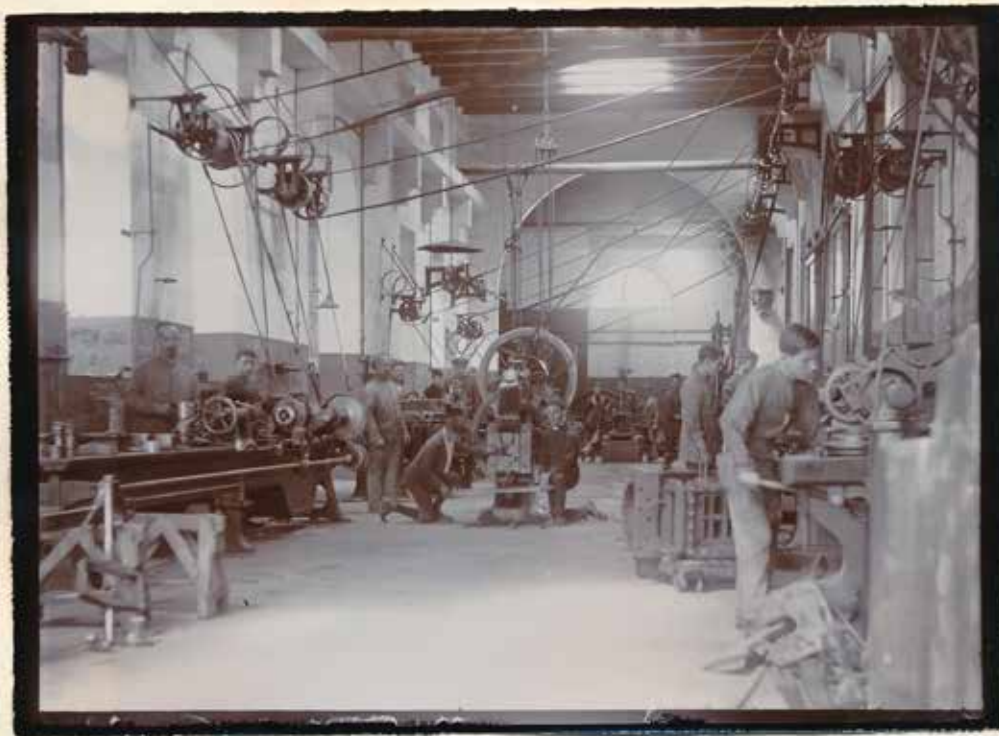
Luxemburg, den 17. Juli 1891.

Kaiserliche Eisenbahn-Betriebs-Direktion.

Luxembourg

- A/** Archives municipales de Luxembourg / Luxembourg City Archives
www.vdl.lu/fr/la-ville/en-bref/archives-municipales
- R/** LU Imp IV/2_149
- T/** The Imperial Wilhelm-Luxemburg Railways announces reduced return train tickets on the occasion of the joyous entry of Grand Duke Adolph into Luxembourg on 17 July 1891

- D/** On 23 July 1891, the new Grand Duke Adolph from the house of Nassau-Weilburg celebrated his joyous entry into the city of Luxembourg. He was the first representative of the grand-ducal family now on the throne. The mayor and municipal council of the city of Luxembourg received the grand-ducal couple with a gun salute and the ringing of all the church bells, followed by a procession in which 151 clubs from all over the country took part. The celebrations lasted a total of three days. To allow as many citizens from all over the country as possible to take part in the celebrations and events in the capital, Luxembourg railways had provided special trains at reduced fares.



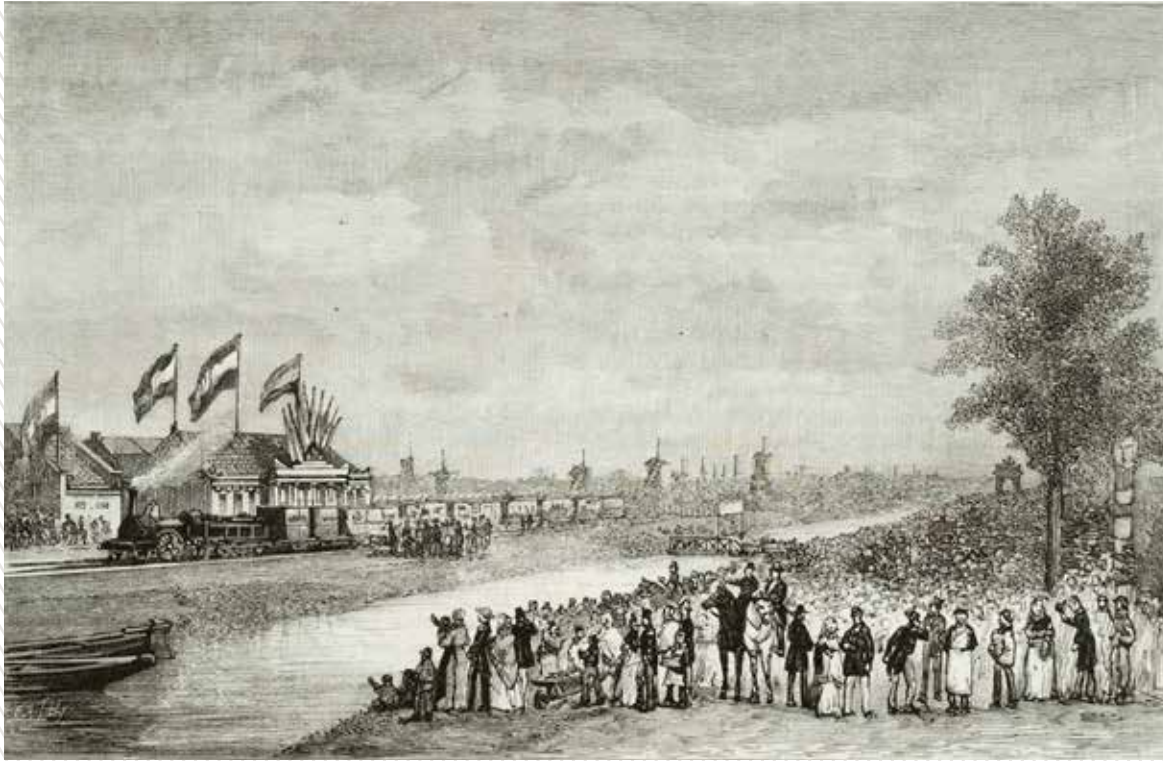
Railway Workshop Hamrun 3

A/ L-Arkivji Nazzjonali ta' Malta /
National Archives of Malta, Rabat
www.nationalarchives.gov.mt

R/ NAM/CSG01/2707/1912

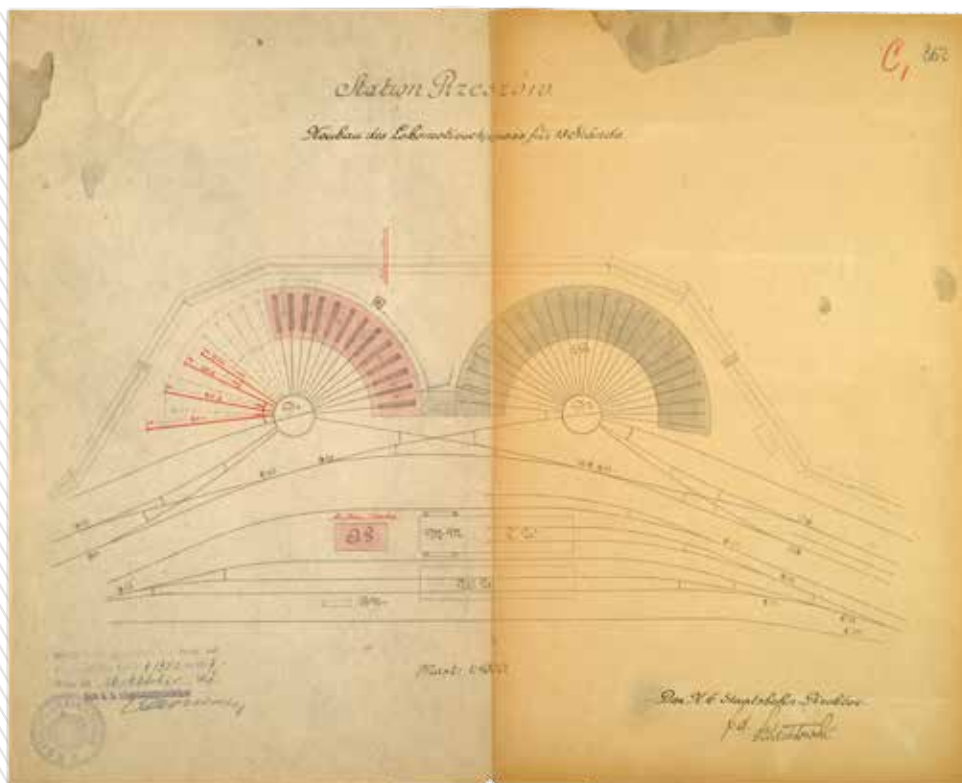
T/ Railway Workshop, Hamrun
(Malta), 1912

D/ The Malta Railway was the only railway line ever on the island of Malta; it was a single-track line in metre gauge, commonly used by European colonial powers. The train started operating on 28 February 1883 on a single route between Valletta and Rabat. Later on, it was extended to the valley below Mtarfa to serve the British army barracks. The service, operated first by a private company and then by the government, folded on 31 March 1931 having succumbed to competition from the tramway service, the introduction of buses and the private car. The Railway Workshop was one of the main technical education institutions in Malta at the time.



- A/** Noord-Hollands Archief / North Holland Archives, Haarlem
www.noord-hollandsarchief.nl
- R/** 480 – Collectie van historische prenten van de Provinciale Atlas Noord-Holland 396
- T/** Festive inauguration of the first Dutch railway line Amsterdam-Haarlem in 1839, circa 1880.

- D/** This engraving by the cousins Pierre-Emile and Barnabé-Auguste Emile Tilly (E.A. Tilly) shows the departure of the first Dutch train between Amsterdam and Haarlem of the Hollandsche IJzeren Spoorweg-Maatschappij on 20 September 1839. On the left a locomotive with several wagons at the station “d’Eenhonderd Roe” in Amsterdam, in the middle the Haarlemmertrekvaart, in the foreground a large group of spectators. The train was pulled by two locomotives named “Eagle” and “Speed”.



- A/** Archiwum Główne Akt Dawnych / The Central Archives of Historical Records, Warsaw www.agad.gov.pl
- R/** K. k. Eisenbahnministerium, no. 111, page 862
- T/** Enlargement of the railway roundhouse with 13 new stalls for steam locomotives in Rzeszów, autumn 1917

- D/** In the archives of the Imperial and Royal Ministry of Railways is a large collection of plans, maps, and technical drawings of railway infrastructure. One of the key elements of the infrastructure was the roundhouse (nearly always with a railway turntable or wheelhouse for turning railway rolling stock, usually locomotives). Rzeszow in contemporary Galicia (now in SE Poland) was an important railway station in the middle of the line from Kraków (Cracow) to Lwów (Lemberg). The rail was built between 1856-1858 as a k.k.priv. Galizische Carl Ludwig-Bahn, (CLB) - Archduke Karl Ludwig Josef Maria of Austria, younger brother of Emperor Franz Joseph of Austria.

In autumn 1917, in connection with the Great War, the railway management in Kraków decided to enlarge the steam locomotive depot (in service from 1919) and add 13 new stalls for steam locomotives at the new roundhouse. Each of the 13 stalls were 25.5 m long. The estimated cost of the whole construction project including an administrative building was 514,000 Austro-Hungarian crowns.



A/ Zgodovinski arhiv Celje /
Historical Archives Celje
www.zac.si

R/ SI_ZAC/0524/002_00087 Zbirka
fotografij in slik

T/ Photo of the railway accident,
Rajhenburg, 1929

D/ In the early hours of Sunday, 3 November 1929, a serious train accident occurred at the Rajhenburg railway station (today Brestanica). The death toll and the fact that the iconic train of the era, the famous Orient Express, was involved added to the resonance and drama of the event. The Orient Express was travelling from Zagreb towards Zidani Most, while a freight train was travelling in the opposite direction. The signal to take the siding was signalled too late. The locomotive of the express train cut across the freight train and crashed with the service (mail) and dining car into a deep creek bed just before the confluence with the Sava River. The driver of the freight train Vodlak and the coachman Jeromen were killed instantly, while the driver of the express train Medle, who had prevented an even greater disaster by braking, jumped out of the locomotive. The most tragic of all was the death of the train driver Rudolf Arzenšek, who found himself among his colleagues as a private citizen returning from Zagreb after a sports competition. Arzenšek, a member of the Maribor sports club *Železničar*, was even Yugoslav national champion in wrestling. The fifth victim was the conductor Tavčar. A duty officer at the Rajhenburg station, Rantaša, torn by guilt, cut the veins in both his arms, but was transported to a hospital in Krško, where he recovered.

RAILWAYS

#IAW2022

International
Archives
Week 2022

6–10 June
2022

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Edited by:

Borut Batagelj / Zgodovinski arhiv Celje / Slovenia

Rik Opsommer / Stadsarchief Ieper / Belgium

Contributors:

Franz Mittermüller / Steiermärkisches Landesarchiv / Austria

Rik Opsommer / Stadsarchief Ieper / Belgium

Milena Milcheva / Централен държавен архив / Bulgaria

Maja Milovan / Državni arhiv u Pazinu / Croatia

Christos Kyriakides / Κρατικό Αρχείο / Cyprus

Karel Halla / Státní oblastní archiv v Plzni, Státní okresní archiv Cheb / Czech Republic

Martin Andersen / Københavns Stadsarkiv / Denmark

Birgit Kibal / Rahvusarhiiv Filmiarhiiv / Estonia

Jan-Erik Engren / Kansallisarkisto / Finland

Matthieu Becuwe / Archives de la Communauté d'agglomération du Pays de Saint-Omer / France

Martin Mundorff / Stadtarchiv Göppingen / Germany

Amalia Pappa / Γενικά Αρχεία του Κράτους / Greece

Gergő Gönczi / Magyar Nemzeti Levéltár Bács-Kiskun Megyei Levéltára / Hungary

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