

# T<sup>2</sup>M

International Association for the History of Transport, Traffic and Mobility



**The conference comes to Berlin!**

## Newsletter

From this issue's editor: Mike Esbester

So, another conference has come and gone! Unfortunately I couldn't be there, but I understand from everyone I've talked to that it was an excellent occasion – and as ever, a real

challenge for next year's organisers to live up to: good luck Madrid!

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## Editorial:

So, another conference has come and gone! Unfortunately I couldn't be there, but I understand from everyone I've talked to that it was an excellent occasion – and as ever, a real challenge for next year's organisers to live up to: good luck Madrid!

Inside this issue of the Newsletter you'll find full details of the conference, along with a report on the EC and Annual Members' Meetings and the EC election results – congratulations to all of the newly-elected members.

You'll also find a report of the first T<sup>2</sup>M Summer School – a week-long event, held in Berlin just before the conference. Organised by Hans Dienel, this is something that we'd talked about for some time but until this year we'd been unable to put on, due to the costs involved. Hans did fantastic work securing funding from Volkswagen – and of course, our thanks to them. It's now up to us to see if we can find similar support in the future – a challenging prospect, but hopefully possible: we would like this to have been the first of many such T<sup>2</sup>M summer schools. I'm sure that all who participated (students and teachers) will agree that it was a really worthwhile week, and will be keen to see other people benefit from similar initiatives in the years to come.

Finally, this is my last Editorial! After four years and 17 issues, it's time for me to hand over the editorial role – and I'm pleased to be able to go out with such a bumper issue (possibly the biggest to date). Thanks to all of you who have contributed to this issue, and again to everyone who has sent something in over the years. Particular – and huge – thanks to Dick van den Brink, T<sup>2</sup>M's Secretariat, who has made the Newsletter feel so professional: he's worked wonders (behind the scenes) with the very basic Word document I send him each issue.

I leave you in capable and enthusiastic hands; some of you will have met the new editorial team at the Berlin conference, but for those who haven't, allow me to introduce Etienne Faugier, Arnaud Passalacqua and Claudine Moutou. I know they'll do a great job, so do please keep sending in your contributions as usual and support them as well as you've supported me.

I've enjoyed my time in charge of the Newsletter, which has seen me in three different jobs at three different universities – busy times. Working on the Newsletter has really made me aware of how much of a community of like-minded scholars we have out there, of how vibrant the history of transport, traffic and mobility is, and of how promising the future of our subject area is. The best part of the Newsletter Editor's job – and the one I'll miss the most – is working with you all. Thank you, and I look forward to keeping the friendships going in the future – just because I'm no longer Editor doesn't mean I'm withdrawing from T<sup>2</sup>M, so I'll see you soon!

Mike Esbester

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Deadline for copy for the next issue: **Monday 13 February 2012**

## President's Page

The Annual meeting in Berlin ended one month ago already, having been combined with an impressive Summer School. Attendance at both events and the atmosphere were superb. This year we had many participants at the conference who were not giving a paper. T<sup>2</sup>M conferences obviously have become a 'must' for experts in historical mobility studies. As in former conferences, we attracted many new and young scholars from different disciplines. At the same time, we are appealing to distinguished and very senior capacities. I see this as a sign for the growing importance not only of our Association but of our field and research style. The Summer School on "the passenger, driver, flaneur, voyager, hiker, pedestrian and biker", funded by Volkswagen Foundation, brought 27 PhD and early Post-Docs and 16 lecturers from all continents to Berlin for a most intensive and methodologically inspiring exchange from early morning until late night. Breaks and free time should be longer next Summer School!

The conference focus on transport and mobility on display attracted many museum curators. I hope that we can keep the close ties in the future. It is good that we will meet in the coming years in large museums too: 2012 in Madrid (National Railway Museum) and 2013 in Kuovola and St. Petersburg. A problem of the conference was the growing number of no-shows. I see two reasons for this development: visa problems and financial problems. There has to be a visa consultant at local organizing committees in the future; we have to enlarge the number of travel grants; and we have to develop some kind of penalty for scholars who don't show up although they have registered. We at least can expect information about this well in advance.





The venue, the Deutsches Technikmuseum, was a stimulating place to discuss transport and mobility on display. We were made feel at home by our colleagues (thank you!). Evaluation shows that the walks to some of the seminar rooms were a bit long but turned out to be a communication chance too. The noise level in the conference room sometimes was a bit high. The rather small seminar room at the Center for Technology and Society of TU Berlin for the Summer School enforced a physical closeness which welded the group together, which meanwhile forms a facebook group: ([www.facebook.com/groups/T2Mbootcamp/137124746390031](http://www.facebook.com/groups/T2Mbootcamp/137124746390031)).

[Editor's note: The small seminar room obviously worked. T<sup>2</sup>M Summer School students have also created a blog to keep the interdisciplinary discussion on mobility moving (<http://theintellectualbootcamp.blogspot.com/>) and welcome other T<sup>2</sup>M members to participate.]

I am very thankful to the participants and sponsors and especially to the colleagues, who prepared both meetings: Alfred Gottwaldt, Heike Wolter, Joseph Hoppe, Sabine Krick, Charlott Skarupke, Adnan Ahmad, Tiziana Zugaro, Manuel Zirm, Carina Stein, Massimo Moraglio, Martin Schiefelbusch, Gunter Heinickel, Sasha Disko, Philipp Wolf, Behrang Alavi, Olaf Zerrenthin, Benjamin Albrecht and the colleagues from program and advisory committee (Dirk Böndel, P.K. Goel, Ian Gray, Peter Norton, Javier Vidal Olivares, Jørgen Burchardt, Joachim Breuninger, Anne Ebert, Kilian Elsasser, Bernhard Graf, Wolfgang König, Kurt Möser, Ralf Roth, Helmuth Trischler, Richard Vahrenkamp, Christopher Kopper), the two invited speakers Steven Lubar and Otto Wachs and the participants of the round table discussion (Steven Lubar, Michael Fehr, Dirk Böndel, Dominick Pisano, Andreas Pinkow, Andreas Braun, Charissa Terranova and Jenni Korjus).

At the Annual Meeting, on October 8<sup>th</sup>, we thanked Catherine Bertho-Lavenir, Mike Esbester, Laurent Tissot, Mathieu Flonneau, Etienne Faugier, Massimo Moraglio and Heike Wolter for their very active work in our Executive Committee. Etienne Faugier and Massimo Moraglio were re-elected, with Massimo confirmed as treasurer of T<sup>2</sup>M. We newly elected Fabio Berio, Di Drummond, Peter Norton, Arnaud Passalacqua, Marie-Noelle Polino, Hiroki Shin, Vijaya Singh and Charissa Terranova into the EC. Javier Vidal Olivares and Francisco Polo Muriel are ex-officio members as heads of the local organizing committee of the Madrid Conference, as is Gordon Pirie as Editor of the *JTH*. Good luck for your important work!

Also: thanks for giving me your votes and trust to serve as President for a second round.

We are approaching the end of the year, which hopefully will bring some days of rest, reflection, recreation and reunion with families and friends to all of you. I wish you all the best for these days and for a fruitful year 2012.

Yours,

Hans Dienel



## In the Spotlight

Heike Wolter

*Many of you will know Heike from past T<sup>2</sup>M conferences – and if you haven't yet met her, make sure you do at a future conference. She's been a lynchpin of T<sup>2</sup>M almost since the start, serving on the EC and helping out in a large number of ways, often behind the scenes but doing vital work. In 2009 she was awarded her PhD, which looked at the history of tourism in the German Democratic Republic, and combined some of her research interests – notably the history of mobility and modern Germany. Currently she is a grammar school teacher and an independent scholar – making her life even more busy than most!*

### **How did you get into academia?**

Honestly, I am not sure if I am in academia. At least I am not in it in the common sense since I am an independent scholar. Although I work as a grammar school teacher, my heart goes out for the challenges of historical sciences and thus I actively link to the scientific community. Therein I am a lecturer at my local university and I follow my research interests. I also try to link university and school with certain projects that allow pupils to get an insight into academia and to make researchers aware of the potential of young people.

**You work particularly on the history of tourism. How would you say the histories of tourism and mobility are linked – as they are written now, and as they might be written in the future?** Tourism, in a modern sense, is - from the term's meaning - one form of mobility. But this isn't

only a spatial mobility as one would assume, but it also includes cultural and sometimes social mobility. Nevertheless tourism is a bit set aside in the history of mobility. I think this is the case because the history of mobility originates from a technical and economical approach. Secondly, the history of tourism is currently a field of change. Perspectives shift from an artefactual history to questions of tourist perceptions and historical relations of places, cultures, tourist traditions and travelling people. For the future I hope for a sustainable integration of tourism history with the history of mobility. The subdiscipline can learn so much from the highly integrative approaches of mobility history, that I wonder if we will be able to establish cross-disciplinary historical work as a "must". Cutting-edge fields could be the key to such a new understanding.

**Is there a specifically German way of doing the history of mobility – for example, is there one area or topic that gets a lot of attention?**

History of mobility is a quite international research topic. International networking is most important, but there are some national specifics. Since Germany is a centre of the automobile industry and innovative structures in transport supply and infrastructure, the history of mobility started from this technical point of view. But by now several other foci gained importance - covering different disciplines. Tourism history (in a country whose people are called the "world champions in travelling"), transport psychology, sociology, company and brand history to name only a few - are vivid examples of this.

**What are you working on at the moment?**

Currently I am working on an offshoot of my PhD thesis. There I had explored the idea that something as apolitical as tourism could cause the downfall of a dictatorship (amongst other "stress" factors). I set this aside until I recently remembered my readings of Foucault about "Discipline and punish". I reread Foucault and found his ideas useful for my idea.

I am also working on a cross-school-and-science project about a Nazis' subcamp in my local area. My students and I dealt not only with the history of this subcamp, but especially with the difficult history of remembering these events after the war until today.

Finally I am making up my mind about how to proceed in academia. There are quite a few challenges and decisions to be made concerning where to head next. Will it be the history of mobility again? Yes, but it's a big field with a myriad of opportunities.

**What are you reading at the moment?**

I have just completed "Der Aufstieg der Quandts", a history of a German business dynasty. The historian Joachim Scholtyseck was chosen by the family who wanted to examine their history, especially during the Third Reich. In my opinion it is excellently written and makes clear how industry behaved in a rapidly changing political climate. It perfectly and exemplarily illustrates the tightrope between independence, collaboration and involvement of many German companies during Nazi power.

Privately I have recently read William P. Young's "The shack". It is a book about grief and understanding, about being not in control of everything but letting go.

**You've served on T<sup>2</sup>M's EC for two terms, but are now stepping down. What advice would you offer new members of the EC?**

When I joined the EC I was in more than one way a fresh(wo)man. Being part of this board was a wonderful experience that taught me much about the inner life of a scientific organisation. I would encourage younger members who are new to the EC to express their opinions. There is a special value about these voices of new entrants to the field. I would ask established scientists to use their network for T<sup>2</sup>M's benefit.

**Finally, what do you think T<sup>2</sup>M has done well – and what areas are there for improvement?**

T<sup>2</sup>M has grown steadily in the last years. I still find what impressed me most in my early days at

T<sup>2</sup>M - it is a young organisation with a broad understanding of mobility and the real will to integrate members from quite different origins. Part of my time in the EC I was the only woman there and one of only two students. This does not reflect our membership and I hope that T<sup>2</sup>M will find a way to properly represent its members. Being part of the first Summer School of T<sup>2</sup>M this year, I also see a great opportunity to add a unique feature to T<sup>2</sup>M by perpetuating this format.

## T<sup>2</sup>M 2011

### Transport and Mobility on Display

Report on the 9<sup>th</sup> international conference on the History of Transport, Traffic and Mobility  
Berlin, Germany  
6-9 October 2011

For some participants, the 9<sup>th</sup> T<sup>2</sup>M conference was the final lap before going home. After a whirlwind of activities, aptly renamed by Thomas Zeller “an intellectual boot camp,” the conference started *in medias res* for students from the first T<sup>2</sup>M Summer School. Encouraged to stay for the conference, we enjoyed “mobility on



display” after having spent almost a week on the move. Finding comfort in numbers, this report is mostly a composite of student attendees’ experiences.

On the first evening of the conference, we were treated to a reception at Deutsche Bahn Tower, where Bastian Grunberg of the Deutsche Bahn, Russalka Nikolov of the DB Museum, Hans-Liudger Dienel, the President of T<sup>2</sup>M, and Dirk Böndel of the Deutsches Technikmuseum delivered the welcoming addresses, over views of the city at night. Around 150 participants attended the conference at the Deutsches Technikmuseum, which invited self-reflection over our museum experience and the theme: “Transport and Mobility on Display.” As first timer, junior researcher yet seasoned museum dweller (we had been working in the DTM







Communication Room for three days already), my selection of sessions was not that of an informed audience but rather guided by affinities developed over the previous week and curiosity for new ideas.

The sessions started on Friday. Students attended in numbers the session on the “U-Bahn, Subte, and Tube,” with presentations

by doctoral candidates Samuel Merrill (UCL), Dhan Zunino Singh (SASUL), and Sandra Jasper (UCL). The panel showed a range of methods and disciplinary approaches to subterranean display of mobility from reading frescoes to listening to soundscapes. More work by doctoral students was presented in the panel on the results of the Summer School on “Passenger, driver, voyager, traveler and flâneur.”

While reflecting the wide range of our interests, the coupled experience of sessions and excursions allowed us to critically explore both sides of the story exhibited in transport museums. There was a choice of 5 destinations, four of which started in the Deutsches Technikmuseum: the DTM and Bahnhof Friedrichstraße and Bahnhof Zoo, the Railway department and Hamburger Bahnhof, the Air Department and Airport Tempelhof, the Car Department and Gleis 17; and one which had participants take the ICE to the Autostadt in Wolfsburg. There, we were guided in the transparent glass and metal structures of the squeaky clean Volkswagen building. With only an hour to spend in the dystopian automobile amusement park, we walked through exhibit halls of cars arranged in chronological order, sat in the comfort of white-leather armchairs through videos of talking heads in dark rooms, and played with touchscreen panels in educational rooms on the future of mobility, ranking jetpacks high in fun but low on sustainability. While some of us were left both intrigued and perplexed, all of us were fed cake and wrangled onto the ICE back to Berlin where we shared our impressions with visitors of other tours at the Amerika Haus.

The next day was back to sessions in the museum. Over 35 panels were held in five parallel sessions, covering subjects as diverse as “motorways as museums” to “representing histories of marginalized people in maritime museums.” A few weeks before the conference, a link was provided to download available papers and, on arrival, each participant received a memory stick holding the full text of every paper from every panel.

The poster hall where we circulated in between panels served as great reminder of new topics and a physical bridge between issues.







A great example of how museums can benefit from a critical approach emerged in the parallel between the Autostadt tour and the panel on “new concepts for documentation and collection of vehicles.” The history of the Fiat 522C, inventory object #16388 of the Technisches Museum in Vienna, not only rendered the technical challenge of provenance research of the vehicle but also the

poignancy of recollection, in all its meanings, as institutional practice for museums and personal remembrance for the Jewish family owner of the auto. Cars not only exhibit fascinating aesthetic qualities as exemplified in the monumental Autostadt but they also have a social life that museums can seek to recapture and present to their visitors.

The richness of ambivalence culminated at the annual meeting of the T<sup>2</sup>M association on Saturday, where all were invited, members or not. While we, Summer Schoolers, sat in the back, wondering if we were members, voting on voting occurred when two candidates were tied and we clapped at the happy conclusion that “They were both elected!” The joy derived from ambivalence was also illustrated in the following banquet in the railway department of the museum, where attendees were taken to different places and times by the performance of an improvisation group.

That is when I left the conference to go back to New York but not to miss on its results as the audio for the final roundtable has been made available on the T<sup>2</sup>M website. Displaying and sharing mobility across time and space, the conference made for a warm welcome for budding scholars, like us.

## Institutional Membership Profile

### Verkehrshaus – Swiss Museum of Transport

#### **Where is the Verkehrshaus based and what does it do?**

Following the 2011 T<sup>2</sup>M conference in Berlin, you are all experts on the subject of "Transport and Mobility on Display" and are already learning about a special case here.

The Swiss Museum of Transport lies in the middle of Switzerland and thus in the middle of central Europe on the northern edge of the Alps. With the opening of the north-south Alpine crossing over the Gotthard pass in the 13<sup>th</sup> century, the city of Lucerne developed into an important traffic intersection and subsequently also into one of the most important tourist destinations in Switzerland.

The Swiss Museum of Transport illustrates the development of transport and mobility by road, rail, water and air as well as in space. Naturally, the emphasis is on Swiss transport history with more than 3,000 exhibits from all areas of transport. Its over 20,000 square metres of exhibition area present the history of mobility and associated stories in four languages throughout.

#### **When was the Verkehrshaus set up, and why?**

Whereas the collection can trace its roots back to a planned railway museum in the interwar years, the Museum of Transport exhibition buildings were opened in 1959. Mobility was recognised as the

engine of social development and with this in mind, the Swiss Museum of Transport was not intended solely to present history but also to serve to “promote transport” according to the original purpose clause. As a privately supported institution of industry, the railways, Post Office and Swissair, from the very beginning, the Museum of Transport also institutionalised the view towards the present and the future. The exhibition concept was so successful that the Swiss Museum of Transport became the most-visited museum in Switzerland in its very first year and found itself unable to close its doors on 1 November 1959 for a winter break as originally planned. As one of the few museums to open continuously 365 days a year, the Swiss Museum of Transport has never relinquished its position as the most successful museum in Switzerland since that time.

**What can visitors find on display in the Verkehrshaus? Is there a distinctive Swiss version of transport and mobility that is shown in the Museum?**

Since to this day it has never had a comprehensive scientific and museum mission, the Swiss Museum of Transport has specialised in innovative, visitor-oriented forms of exhibition and presentation. All possible forms of visitor interaction were integrated in the exhibition from a very early stage. Multimedia, hands-on installations and functional models were placed alongside original objects from the past and present. With over 500,000 visitors a year solely in the museum area, the Swiss Museum of Transport’s success lies in its orientation as a family museum and theme park for transport, traffic and mobility. In addition to this figure, around 300,000 people are admitted to the in-house giant screen Filmtheater.

Among the exhibition milestones is the *Aviation and Space Travel Hall* where in 1972, aircraft were presented suspended in the air for the first time in the world. *Nautirama* recounts the history of inland water navigation from the freighter to the tourist steamer in the form of a walk-in virtual world. The characteristic acceleration in traffic speed brought about by railway tunnels is brought vividly to life in a Disney-like ride in the Gotthard tunnel show. *Swissarena* depicts the country in its entirety with all its transport routes in the centre of the Alps as a high-resolution aerial photograph in 1:20,000 scale that visitors can walk over. The *Car theatre* realises the “Museum on Demand” dream for the first time in that visitors are able to take their pick of the 85 road vehicles on show in the display store. The history associated with the vehicle is then displayed to them in a staged presentation on a turntable.

Our special attention to the national history of mobility in Switzerland makes one thing abundantly clear: traffic, transport, tourism and communication can only be understood in the international environment. The “Mechanisation of the Alps” is a fascinating special area; in addition to other types of resistance, traffic still faces huge challenges from the topography.

**Do you have any facilities for T<sup>2</sup>M researchers – a reading room, or archives, for example? And does the Verkehrshaus conduct any research itself?**

The *Documentation centre* is the first point of contact for research and science. Especially in the light of the fact that the private-sector organisation as an association and “Verkehrshaus” foundation is unable to finance the museum-related departments of preparation and research, the existing collection and archive materials represent a rich, generally unexploited source. The scientific work conducted in recent years by external researchers has repeatedly revealed that totally



surprising and unexpected documents were hidden away in the dossiers.

The object collection and its dossiers as well as the library and archive together with contents of estates are accessible via an electronic inventory. Appropriately equipped workstations are available which may be reserved in advance. Due to the fact that the majority of the collections are located in external stores, prior contact with the Head of the Documentation Centre is advisable.

The national transport collection possesses more than 8,000 historic original objects. Over 150,000 documents have been archived to date in the aviation, space travel, railway, mountain railway and cable car, tourism, navigation and road transport areas. Thanks to a private legacy, in the latest archive project around 50 boxes with materials on the 100-year history of the electric car in Switzerland have been catalogued and made available to the public.

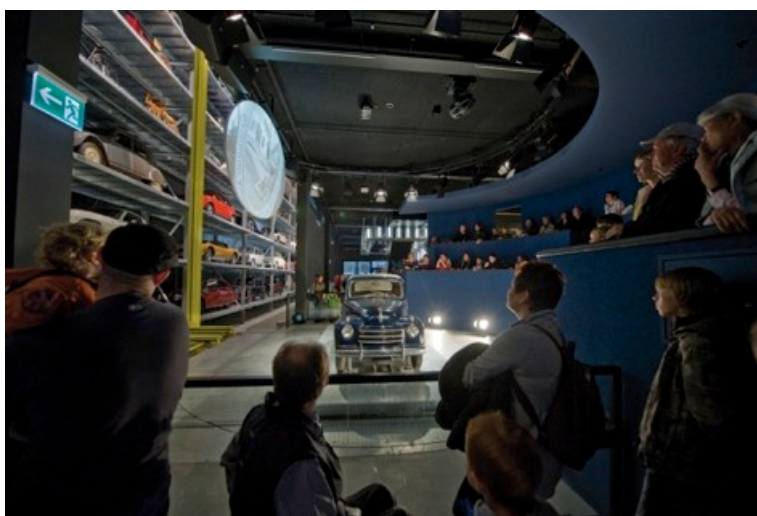
### **What plans does the Verkehrshaus have for the future?**

The search for the function of the museum in the third millennium is in full swing. This is particularly applicable to the Swiss Museum of Transport as a largely privately financed museum that is of national importance with its collections and thus takes on a public role. Endeavours should be stepped up among the more than 1,000 Swiss museums, educational institutions and funding organisations to bring about improved coordination, more efficient creation of synergies and the promotion of professionalism.

In the area of collections and archives, the Swiss Museum of Transport will in future increasingly establish networks with other institutions. The object-oriented collections in particular offer great potential for better integration in the socio-cultural questions context. In addition to promoting research work as part of education and science, the Swiss Museum of Transport will in future seek out funding possibilities for internships.

The successful communications platform "Verkehrshaus" is to be made available not only to the business partners, but also increasingly to science and research. The importance of mobility for our society is so great that knowing more about it and understanding it will pay dividends. It would be desirable to devote greater attention to the imparting of research work into the history of mobility as a basic principle. The seemingly ever-widening gulf between science and society can be counteracted through better collaboration. New findings and research results meet with a broad and receptive audience in the Swiss Museum of Transport.

The Swiss Museum of Transport's strong exhibition focus on the business partners will have to be increasingly complemented by an emphasis on the visitor-oriented core expertise from the area of the history of mobility. A successful start has been made in the form of the Car theatre. Curatorial work on an adequate representation of the Swiss railway landscape in the 21<sup>st</sup> century for the planned refurbishment of the Rail Transport Hall is to be commenced shortly.



**"An epoch that has lost its memory of the things that make up its flow, cannot know where it is or, still less, what it wants."**

(Sigfried Giedion: *Mechanization Takes Command*, 1948)

*This Oberhänsli*



## EC Elections and EC-listings

There were three positions on the EC already vacant for several reasons and the following members left the EC at the end of 2011: Mathieu Flonneau, Mike Esbester, Javier Vidal, Catherine Bertho-Lavenir, Massimo Moraglio and Etienne Faugier.

Also a new president had to be elected in 2011. We had one candidate: Hans-Liudger Diemel. For the Executive Committee we were looking for a few more candidates for the nine positions and were presented with twelve candidates. A pdf file had been sent around including some information about each of the following candidates: Fabio Berio (student candidate), Di Drummond, Etienne Faugier (student candidate), Massimo Moraglio, Peter Norton, Arnaud Passalacqua, Marie-Noëlle Polino, Francisco Polo Muriel, Hiroki Shin, Vijaya Singh, Charissa Terranova and Javier Vidal Olivares.

We received in total 43 ballots for the EC election via e-mail, during the conference and during the General Assembly. All were valid.

We also received 32 for the presidential election. All of them were valid too. All voted in favour of the name that was listed: this is why the old president is the new one. Congratulations Hans Diemel!

The EC election was a bit more complicated. ‘The tricky bit,’ as Mike Esbester has called it, are some particularities according to the Internal Regulations of the EC. A minimum of two members have to be students (Article 6.3), and one-third of the EC members should be female (Article 6.2). Also the Regulations allow for a maximum of 16 EC members. This means a minimum of five members of the EC should be female. There was only one woman in the old EC left – so, four members of the new EC members had to be female. Fortunately we had exactly four female candidates. The same with the student members - two had to be on the EC and with no student members left among the old EC members, two new students members had to be elected. Fortunately we had exactly two candidates who are students.

The results were as follows:

Fabio Berio	23 votes – elected (student post)
Di Drummond	22 votes – elected
Etienne Faugier	26 votes – elected (student post)
Massimo Moraglio	35 votes – elected
Peter Norton	31 votes – elected
Vijaya Singh	26 votes – elected
Charissa Terranova	17 votes – elected
Marie-Noëlle Polino	27 votes – elected
Hiroki Shin	26 votes – elected
Arnaud Passalacqua	26 votes – elected

Both the above were vying for the final vacant position on the EC; the case was put to the Members’ Meeting, which decided to accept both as elected members.

Francisco Polo Muriel got 15 votes and Javier Vidal Olivares got 22 votes so were not elected, but will be members of the organisation committee of the next conference in Madrid.

A short note at the end. Our Internal Regulations for elections are not in all respect practical for the procedure and should be slightly amended so that they better fit the procedure we have followed for

several years. Especially the timeframe for voting and for the election during the conference should be better described and written down in paragraphs that meet better our practice.

*Ralf Roth*

*University of Frankfurt am Main*

**These results mean that T<sup>2</sup>M's EC now consists of:**

President – and President Elect (2011-12): Hans-Liudger Dienel

Vice-Presidents: Colin Divall and Gijs Mom

Treasurer: Massimo Moraglio

Webmaster: Jørgen Burchardt

Newsletter Editors: Etienne Faugier (student post), Arnaud Passalacqua and Claudine Moutou (ex-officio)

Fabio Berio (student post)

Di Drummond

Peter Norton

Vijaya Singh

Charissa Terranova

Marie-Noëlle Polino

Hiroki Shin

Corinne Mulley

Ian Gray

Ralf Roth

Gordon Pirie (ex-officio – *JTH* Editor)

Francisco Polo Muriel (ex-officio – 2012 conference organiser)

Javier Vidal Olivares (ex-officio – 2012 conference organiser)

## T<sup>2</sup>M Travel Grants & Awards

### John Scholes Prize 2011

The John Scholes Transport History Research Essay Prize may be awarded annually to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession who do not hold a permanent academic position at the time of submission.

The 2011 winner of the £250 (pounds Sterling) prize is Alexander Medcalf, a PhD student at the Institute of Railway Studies and Transport History at the University of York/ National Railway Museum. His submission forms part of his research into the commercial cultures of one of Britain's best known railway companies in the first half of the twentieth century. The thesis title is "Picturing the Railway Passenger as Customer in Britain: the Great Western Railway, 1903-1939".

Alexander's paper about marketing family holidays on the Great Western Railway in England in the 1920s and 1930s finds that GWR marketing was more sophisticated than is commonly assumed. The company's photographic images published in its *Holiday Haunts* annual suggests that not all rail publicity prior to the Great War treated passengers as a captive market. Railway

marketing shifted and improved in response to road transport competition after the War. The photographic evidence – as opposed to the more commonly analysed posters – show the GWR deploying lifestyle marketing (not exclusively mobility marketing) and engaging in sophisticated market segmentation. Families with young children were conspicuous target markets for GWR's 'holiday line' traffic.

*Gordon Pirie*

### **Cornelis Lely Prize 2011**

At the banquet during the annual T<sup>2</sup>M meeting in Berlin, Lely Prize Committee chair Gijs Mom announced, also on behalf of his fellow Committee members Bert Toussaint (Ministry of Transport, Netherlands) and Colin Divall (University of York), that for 2011 there will be no prize winner. The Committee received five applications but found that none of them met, to the satisfaction of the Committee, the condition that papers should address the topic of (the relationship between) history and policymaking. He announced that for next year the Committee would emphasize this condition more clearly in its call for nominations.

### **T<sup>2</sup>M Travel Grants**

Encouraging scholars just starting out in our field is integral to T<sup>2</sup>M's aim of building a strong academic community. One of the ways we do this is financial, by offering travel grants to support the attendance at the conference of promising researchers – this is where some of your annual membership fees go. Of necessity, there are only a few travel grants available each year – this year, though, we were fortunate in being able to award 6, thanks to some generous additional support from the **Rachel Carson Centre** in Munich and from **Autostadt GmbH** in Wolfsburg. Our particular thanks – and those of the recipients of the travel grants – to both of these supporters. The recipients were:

#### Continental Travel Grant Award (€250):

Shehu Tijjani Yussuf, Bayero University, Nigeria  
Camilo Cleves, Strasbourg  
Sandra Jasper, University College London  
Areti Sakellaridou, University Aachen

#### Intercontinental Travel Grant Award (€500):

Jade Gibson, University of the Western Cape, South Africa  
Serap Tasdemir, İnönü University, Malatya, Turkey

## T<sup>2</sup>M Summerschool

‘The Passenger: Mobility in Modernity’

Berlin, Germany

30 September – 6 October 2011

After participating in an intensive one week T<sup>2</sup>M Summer School experience, I can assure you that the concept of ‘the passenger’ (or, alternatively ‘passengers’, or ‘passengering’) is more complex and fascinating than I first thought.





I had the great privilege of being one of 27 mobility scholars from around the world to participate in the inaugural T<sup>2</sup>M Summer School, held in Berlin from 30<sup>th</sup> September to the 6<sup>th</sup> of October. ‘The Passenger: Mobility in Modernity’ theme of the Summer School aimed to “bring together representatives from different disciplinary perspectives under the common theme of “passengers”, a concept understood to include travellers, voyagers, migrants, nomads and any other mobile persons moving by any means of transport, including foot”.

While the Summer School met its aim, an unexpected outcome was exposing participants to the divergent ways of understanding mobile persons. In particular how new thematic and methodological perspectives could be useful in examining why and how people are mobile, in various contexts. The interdisciplinary and international backgrounds of the participants, plus seminars by 16 mobility academics helped challenge preconceived notions, and increase awareness of alternative perspectives. All the presentations (academic and student) sparked intense academic discussion and debate. It was also a great opportunity to develop professional and social connections, in the historical and cultural surroundings of Berlin.

On the first day, after a warm welcome by T<sup>2</sup>M President Hans-Liudger Diemel and a round of introductions, we got straight to work. A tightly packed schedule began with a presentation by Heike Wolter and a discussion on mobility terms and concepts. Over the course of the Summer School Mathieu Flonneau and Mimi Sheller built on this with their papers about emerging concepts in a new mobilities paradigm. Passengering and the traveller were presented in different contexts. Shelley Baranowski focused our attention on tourism and power, Vijaya Singh on the cultural representations of train compartments in India, and Sven Kesselring on business travellers as mobility pioneers in the risk society. Barbara Schmucki, Colin Pooley, Massimo Moraglio and Gijs Mom demonstrated the rich variety of historical sources that can examine change in the traveller experience and travel space. The history of the construction of different travel spaces and geographies were a focus for Julian Hine, Peter Norton, Gordon Pirie and Martin Schiefelbusch, which included the cases of conflict between planning and different road users. Journal Editor Gordon Pirie also discussed publishing research in the *Journal of Transport History* and Gijs Mom in *Transfers*.

Each day student participants presented their research and perspectives on passengers and traveller types this included work on cyclists, hitchhikers, public transport passengers in various cities at various points in time. It also included alpine skiers, conductors in Russia, Western expat communities in India, chauffeuring of colonialist in Indo-China, and the traversing of travel writers between Germany and New Zealand. Students used a variety of data such as: GPS tracking, large-scale transport surveys, archival records, literature, film, images, maps, revenue databases, and ethnographic fieldwork. The analysis was just as varied. Some participants focused on the philosophical aspects of the mobile experience, and others the applied experience. Examples included, ‘how does the traveller perceive distance?’, ‘how does mobility relate to processes of modernisation?’, and ‘how can travel behaviour be encouraged to reflect changes in context and need?’



The T<sup>2</sup>M Summer School was undoubtedly an amazing opportunity to learn about other scholars' ways of conceiving mobility, as well as re-conceiving my own approach to mobility research. Some recommendations for future T<sup>2</sup>M Summer Schools include incorporating more space in the schedule to reflect, network and experience mobility in the host city. I think we had too much of a good thing with 10 hour days of presentations and discussions. This could be achieved by tightening the focus of the Summer School theme. Interdisciplinary and mobile approaches are highly desirable scholarly foci, however, the flood of ideas can also become overwhelming. On this occasion, the divergence of perspectives were compensated by the willingness of participants to have open, productive, and constructive dialogue and debate. The positive group dynamic that emerged quickly during the Summer School was a particular highlight and a reflection of the collection of individuals involved.

The success of the T<sup>2</sup>M Summer School would not have been achieved without the generous sponsorship of the Volkswagen Stiftung and the huge organisational efforts of Hans-Liudger Dienel, Heike Wolter, Manuel Zirm and their associates. On behalf of all of those who attended, I thank you very much.

*Anita Perkins*  
*University of Otago, New Zealand*

# News

## **New Coordinator for T<sup>2</sup>M**

T<sup>2</sup>M has a new member – but no ordinary member. Margaretha Werinussa is someone you'll all have contact with, as she's dealing with some of T<sup>2</sup>M's organisation: welcome to Margaretha. She writes to introduce herself:

'My name is Margaretha Werinussa and I'm working as a project coordinator for the European Centre for Mobility Documentation (ECMD) next to my Social Academy studies. I have a great interest in the history of the Automotive and Mobility. Until now I supported Dick van den Brink with his work for T<sup>2</sup>M. But as he works as a pilot, this job can not be combined with the work for T<sup>2</sup>M. That is why I will take the responsibility of the T<sup>2</sup>M secretariat. records. I will be your contactperson for all your questions and please feel free to contact me. My tasks include membership administration, support during the conference and support members with their requests and questions via [info@t2m.org](mailto:info@t2m.org). In addition, I carry the responsibility of sending the Yearbooks and Newsletters to paying members. In the mean time I still receive support of Dick regarding T<sup>2</sup>M.'

## **Historical archive on tourism faces closure**

Recently the German government had a competition among the universities to choose the ten most "excellent" ones. Among the happy few, gaining millions of extra funds, was the Berlin Free University (Freie Universität Berlin). At this university, in the late 1980s an archive was founded that was to gather materials concerning travel and tourism. Starting on a rather small scale but constantly enlarged, the Historical Archive on Tourism (HAT) has since become a unique institution in this field. On its shelves, which take up 0.5 kilometer, you can find more than 200 periodicals and more than 10,000 books from the 18th century to the present, like Baedekers, travelogues, statistics or early studies in tourism science. In addition, and probably the most valuable part, there are lots of ephemera, above all more than 50,000 flyers organized according to countries and travel agencies, and also posters, photo albums, maps, and unprinted archive materials. (See briefly with a link to the HAT's homepage: [http://en.wikipedia.org/wiki/Historical\\_archive\\_on\\_tourism](http://en.wikipedia.org/wiki/Historical_archive_on_tourism))

Each year more than hundred researchers from all over the world come to the HAT seeking additional or critical sources and advice for their studies, and up to now virtually no one went home without having struck gold. Alas, the prophet is without honour in his own country. The Free University, excellent as it is, has decided to get rid of this excellent institution. While the staff has long since been financed by the tourist industry, namely the Willy Scharnow Foundation, the university pays for the overhead, e.g. the rooms. These costs amount to some \$20,000 per year – a rather manageable sum one might think. However, always in search of money and space, the administration had the brilliant idea to cancel the agreement with the Scharnow Foundation and "pack" the well ordered half kilometer of archival material "in boxes" and pile them in a seminar room. In other words: the university wants to close the HAT down, and in addition risks substantial damage to the archive's organization and physical integrity.

Those readers who are stunned by this narrowmindedness are encouraged to express their disagreement with the Free University's executive board (<http://www.fu-berlin.de/en/universitaet/organisation/gremien/index.html>). All languages welcome.

*From: H-Travel and Tourism*



## Report: Annual General Membersmeeting

As it is traditional, the Executive Committee (EC) of T<sup>2</sup>M met just before the annual conference, this year in Berlin. The EC discusses the various aspects of the Association. Some decisions are made, but for the most important points, the EC suggests a vote to the general assembly of members.

The quest for institutional members, able to give various kinds of support, not only on a financial point of view, will be reactivated. The EC considers that it is important for T<sup>2</sup>M to rely on institutional members not only in order to increase the financial capacities of the Association, but also to have a good visibility and an efficient network in the field of mobility.

The EC discussed about the next annual conferences. A time schedule for the organization of the next T<sup>2</sup>M conference, to be held in Madrid, has been decided. The conference will take place on 15-18 November 2012. Afterwards, T<sup>2</sup>M will probably go to the Finish-Russian border in 2013, with local organizers from Kouvola (Finland) and Saint-Petersburg (Russia), for a first bi-national conference dealing with the theme “borders”, of course! For the years after, first contacts have been made in Washington DC and Sydney.

When the T<sup>2</sup>M *Yearbook* was launched, it was decided to evaluate the success after three issues. Thus, the EC debated about the opportunity to continue the edition of an annual publication, which has financial consequences for the Association. The idea of a yearbook giving various overviews of the field that are not to be found in journals, for instance, is very useful to the members, and the EC decided to open the way to future issues of the *Yearbook*. As a consequence, work must be done in order to stabilise the *Yearbook* in the scientific field.

After a large debate, the EC decided that the membership fee should still include the subscription to the *JTH*. Among the other possibilities, the idea to give the choice to members between the *JTH* and *Transfers* was considered. But a majority of EC members preferred to maintain the association with the *JTH*. Which doesn't mean that the EC pronounced against the existence of *Transfers*, but that T<sup>2</sup>M should find new kinds of relationships with this newborn journal.

The EC was given a report on the Summer School which appears to be a real success, but which required lots of work and a solid financial partnership. Thus the Summer School should not be a mandatory event to be organized by local organizers of the annual conference, but T<sup>2</sup>M should propose summer schools when possible.

The next EC meeting – the so-called mid-term meeting – will be a phone conference in May 2012. EC members are satisfied with this solution, which has been used for two years now and appears to be efficient. Except the problem of time differences which give Australian members the opportunity to spend 3 hours with their colleagues late in the evening!

The general meeting of members on Saturday afternoon is another tradition of the T<sup>2</sup>M conferences. This general meeting in Berlin addressed various points. Hans-Liudger Dienel presented successive aspects of the Association, jointly with members more specifically involved on one theme or another. Massimo Moraglio, treasurer of the Association, presented the balance sheet of the association. T<sup>2</sup>M is now financially independent but must be aware of the situation

of members who have not paid their subscription on time.

The renewal of the website was presented by Jørgen Burchardt. A cleaning job has been done, which enables the website to be much efficient and useful. The idea of a bibliography developed on the website was also presented.

After many problems of delay, the *JTH* is coming back in your mail-boxes. Gordon Pirie gave a few arguments on the activity of the journal and the next issues to come. For his part, Gijs Mom presented *Transfers*, the new journal of mobility studies.

The new editorial team of the Newsletter (Etienne Faugier, Claudine Moutou and Arnaud Passalacqua) presented itself and mentioned the new email address to be used by anyone who wants to publish information for members in the newsletter ([newsletter@t2m.org](mailto:newsletter@t2m.org)).

An important decision was largely adopted by the general assembly on the creation of a reduced fee for members from developing countries. The aim of such a measure is to give scholars with less financial resources the possibility to become full members of the Association. Modalities on the level of the reduced fee and of a possible *numerus clausus* should be discussed by the EC. The access to such a reduced fee should not be automatically accepted and a case-by-case review of demands will probably be organized.

An important point of the assembly was the vote for new EC members. They were 9 available seats, but the internal rules of T<sup>2</sup>M eventually led to the election of 12 candidates. The EC had to be more open to women, which is now the case, and local organizers of the next conference and students also have positions set aside. The general assembly also had to decide on the odd situation of two candidates tied for the last place – eventually both were elected.

*Arnaud Passalacqua*

## *Journal of Transport History*

*The two 2011 issues of the JTH contain 9 peer-reviewed papers in total, as well as several reviews of museums and exhibitions, and book reviews. The June issue is published and has been mailed to T<sup>2</sup>M members. The December issue should be mailed in early January 2012.*

Papers:

The limits of railway transportation in a mass consumption society: Germany, 1900–1938 (Richard Vahrenkamp)

Profitability, practicality and ideology: Fascist civil aviation and the short life of Ala Littoria, 1934–1943 (Federico Caprotti)

When walking became serious: reshaping the role of pedestrians in Santiago, 1900–1931 (Tomás Errázuriz)

The railway in Brazilian fiction: negotiating modernity, 1888–1980 (Martin Cooper)

Riding the currents of colonialism: Adouma canoe workers and French rule in Gabon, c.1890–1920 (Jeremy Rich)

Selling the early air age: aviation advertisements and the promotion of civil flying in Britain, 1911-1914 (Lucy C S Budd)

The origins of the modern package tour? British motor-coach tours in Europe, 1930-1970 (John K. Walton)

Civilising velocity: masculinity and the marketing of Britain's passenger trains, 1921-39 (Colin Divall)

Preserved as technical monuments, run as tourist attractions: narrow-gauge railways in the German Democratic Republic (Peter F. N. Hörz and Marcus Richter)

## *Transfers*: first issue published

During the Summer School preceding the annual T<sup>2</sup>M conference in Berlin editor Gijs Mom introduced the first issue of the new journal *Transfers*. He told the nearly thirty students and the sixteen teachers that it took the editorial team and the editorial board (in which T<sup>2</sup>M members also play a part) almost three years to define its editorial policy and to find a publisher in the middle of the credit crisis. Published by Berghahn Books of New York and Oxford, *Transfers* is dedicated to 'rethinking mobility' against a background of what it calls New Mobility Studies, in which history and policymaking/planning are combined, the vehicle and the nation state are decentered, and art studies, media studies and the history of communication are seen as essential to understand mobility and its history. As a preparation for Mom's presentation, students were asked to read the programmatic Editorial of the first issue.

During the subsequent conference, several sample copies were on display at the Secretariat's desk. For T<sup>2</sup>M members a special subscription rate applies, which makes the rate for student members of T<sup>2</sup>M a practical give-away: €15 for three issues per year.

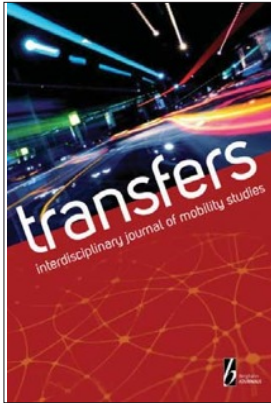




# TRANSFERS: INTERDISCIPLINARY JOURNAL OF MOBILITY STUDIES



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**Editor:**

**Gijs Mom, Eindhoven University of Technology**

Transfers: Interdisciplinary Journal of Mobility Studies is a new peer-reviewed journal publishing cutting-edge research on the processes, structures and consequences of the movement of people, resources, and commodities. Intellectually rigorous, broadly ranging, and conceptually innovative, the journal combines the empiricism of traditional mobility history with more recent methodological approaches from the social sciences and the humanities.

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### Current Issue • Volume 1 • Issue 1

**Introduction**

*"Hop on the bus, Gus,"*

Gijs Mom, Georgine Clarsen, Nanny Kim, Cotten Seiler, Kurt Möser, Dorit Müller, Charissa Terranova, Rudi Volti

**Articles**

*Society of Centaurs: Philosophical Remarks on Automobility*

Peter Sloterdijk

*Mobile Electronic Media: Mobility History and the Intersection of Transport and Media History*

Heike Weber

*Transfers between Media and Mobility: Automobility, Early Cinema, and Literature, 1900-1920*

Dorit Müller

*Mobile Perception and the Automotive Prosthetic:*

*Photoconceptualism, the Car, and the Posthuman Subject*

Charissa Terranova

*Iterative Modernism: The Design Mode of Interwar Engineering in Belgium*

Greet De Block and Bruno De Meulder

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## A view from the street

### Berlin

I really regret I did not know Berlin before the Wall fell and I wasn't there during the first years after reunification. When I came to Berlin for the first time seven years ago it was around this time of the year, in the beginning of December, obviously not the best time for sightseeing, and I came here to do research in the Federal Archives, on the early history of the motorways in Austria during Nazi rule.

Having arrived on the night train, I remember I made a short visit to Friedrichstraße and Unter den Linden just to get a first impression of the city before taking the underground and the bus to the hotel which was in the vicinity of the Archives and therefore far from the centre.

I was soon aware what it meant to be in a city with two centres: the old, historic one, of which there is not very much left, and the "new west" around Kurfürstendamm. Berlin for me is a city of large distances even within the central areas, but of course also between them. Public transport works well, there are several underground lines, above all in former West Berlin and there is also a dense network of metropolitan railways which in my opinion is much more comfortable. And there are still some tramway lines in former East Berlin. Surprisingly, many stations of the underground and the metropolitan railway apparently were not destroyed during the war or were re-built following the original design; in any case they are worth a closer look, though, of course, they may not compete with the Moscow underground stations. But they are clean, safe and well lit, and in most of the stations you can buy some snacks or newspapers when waiting in front of the tracks even late in the evening.

But if there is no public transport nearby (and as a visitor I largely relied upon the underground and the metropolitan railway and only seldom used the bus), Berlin quickly turned into a rather unfriendly city. Streets are large and busy, distances are long, and even in the central areas I often felt a bit lost as a pedestrian. There aren't small shops and cafés every few metres as in other big cities so you sometimes have the impression of strolling on the streets of a provincial town rather than being in one of Europe's most dynamic cities. On my last stay during the T<sup>2</sup>M Conference I was surprised by the high numbers of cyclists on the streets, regardless to heavy traffic and only few of them wearing helmets. Maybe it was due to the fine weather in early October because before I had always been here in winter or spring.

For the last 140 years Berlin was always said to be in the making because of the many building sites, the cityscape rapidly changing. Of course, it is interesting to see how fast things changes in Berlin, only the discussion over re-building the former Palace of the Prussian kings, destroyed during World War II and replaced then by the regime by an ugly "Palace of the Republic" keeps going on. What strikes me again and again when visiting Berlin and wandering through the streets is how much of the city has been destroyed during the war, how radically the cityscape has changed since then, in most cases well documented and remembered by pictures or old plans.

This time I saw what is left of one of the most important railway stations of pre-WW II Berlin, the Anhalter Bahnhof. There is a large open space with grass and in the middle you can see the few relics, a small part of the façade. There are so many places and streets that were important for Berlin's history and you think it is worth seeing them but when you are there you are aware that nothing or very little has remained of the old splendid buildings you expected to see. It is indeed often shocking and disappointing. But the new Berlin that is now again rising since

reunification, obviously tries to make us forget all this history by its glittering new buildings. What for decades had been immediately before or behind the Wall is now again becoming Berlin's centre of attraction, with the new Potsdamer Platz, which in the 1920s was one of Europe's busiest corners and therefore was one of the first crossroads to be equipped with traffic lights, and the new Leipziger Platz which is gradually being completely built. People seem to like these new quarters but I think they are artificial and too smooth. I am always happy to see one of the old buildings that have survived the bombings.

What I really appreciate when being in Berlin is to go to one of the best book shops I knew in Europe for its huge stock on architecture, art and design. Unfortunately, it closed down two years ago because the owner retired. But there is still another good one, just below the arcades of the metropolitan railway at Savignyplatz. And, of course I cannot imagine a visit to Berlin without delving into the kilometres of bookshelves of the Staatsbibliothek and the nearby Ibero-Amerikanisches Institut which holds one of the largest collections of prints on the Spanish and Portuguese-speaking world. Taken altogether all my visits, I now have spent around six weeks in Berlin and it always was too short!

*Bernd Kreuzer*

## Conference and Workshop Reports

### **Mobilis in Mobile: 'Young researchers' in Brittany**

Pleumeur-Bodou, France  
12-16 September 2011

We are in 2011 AD. All France is occupied by mobile people... All? No! In a small village, Pleumeur-Bodou, young researchers and PhD students from all around the world gathered there still bother to think and rethink our 'liquid society'. And life is not easy for them during this intense week!

This special event (the second Doctoral Summer School) in Brittany was organised from September 12th to September 16th by three 'camps' or institutions (the Paris-Sorbonne University, the Eindhoven University of Technology and the Cité des Télécoms).

Entitled 'Mobility and Information Technologies: a long-term perspective', this summer school was organized by Mathieu Flonneau, Pascal Griset and Gijs Mom.

Hosted in a landscape worthy of Star Wars movies (we'll get back to that later), 14 young researchers talked, exchanged and debated about the complex links between mobility and communication. They came from United States, Greece, Brazil, France, Germany, South Africa, etc.

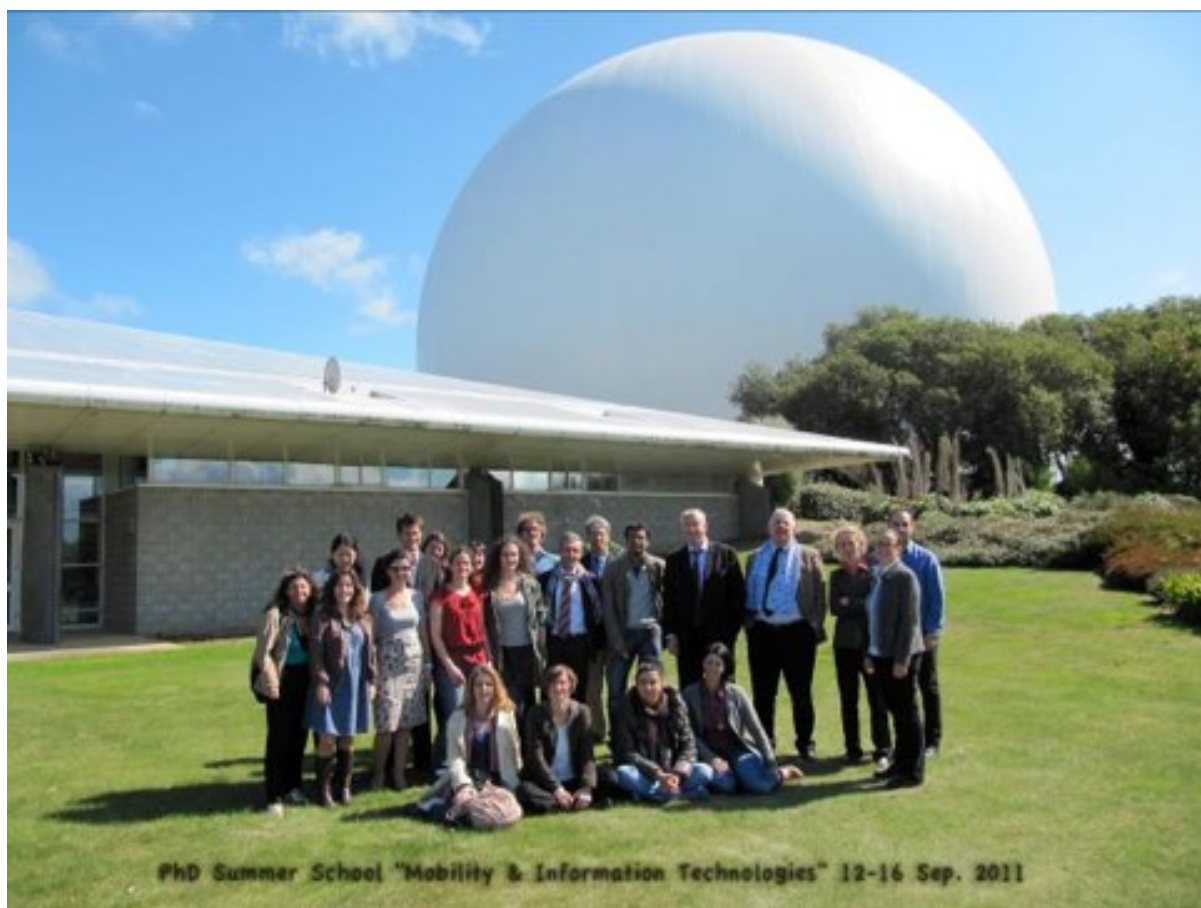
Each half-day was organized on the same agenda (except when there were visits): a presentation of a senior scholar on a specific topic followed by several presentations from young researchers on the same theme, and some debates to open the discussion. Several topics were addressed: the subversive mobile communication, the sociocultural impacts of automobilism, the GPS, the railway system and the connections that exist in mobility and transportation. They also had some insight on how to write to a scientific journal from Gijs Mom who had recently launch his



new Journal *Transfers*.

The group dynamics was very healthy and vivid because of the small number of participants. People got the chance to get to know each other and to create and increase their own network. They got the chance to be mobile as well by visiting some experimental centers at the forefront of technology (Orange Labs), some nature reserve such as 'Les 7 iles' where they could observe some birds such as Northern Gannet, Puffins, Manx Shearwater and even some seals. During this trip, some of them even got sunburn (Brittany is often presented as having a rainy climate) as if there were two suns like in the new discovered planet Kepler 16b, which looks like *Tatooine*, a deserted planet seen in Star Wars movies. They had time to enjoy local specialities such as French pancakes, to get initiated to traditional dance with a band particularly lively despite their advanced age!

*Etienne Faugier*



### **The Forge 2011 Summer School**

Summer School 2011 played host to around 30 researchers from across the UK and Europe around the theme of Crises and the impact of crises on transport, travel and the governance of the transport system. The aim of the Forge is to develop a strong multi-disciplinary network of researchers and this year's attendees were from a wide range of backgrounds covering sociology,

political science, geography, business studies as well as transport studies.

The first day featured talks from Dr Mark de Bruijne from the Technical University of Delft on Institutions and crises, crises and institutions and Professor John Urry from the University of Lancaster on ‘Is social science capable of responding to the issue of peak oil?’ Key issues included how crises are constructed and unfold over time. The interconnectedness of systems and the strengths and weaknesses of decision-making under more fragmented ownership of infrastructure and operations also have a significant impact on our ability to plan for or respond to events.

Dr Jo Guiver of the University of Central Lancashire kicked off Day 2 with her presentation of the latest analysis from her unique survey of the responses of people caught in the disruption that followed from the closing of European airspace in 2010 after the Icelandic volcanic eruption. The findings showed just how interconnected and internationalized many activities are nowadays. The disruption did not just affect those that were caught abroad but also activities and networks left to cope back at home. The afternoon involved a site visit to Leeds where Roger Carter, Principal Emergency Planning Officer at Leeds City Council gave a presentation on Emergency Planning in West Yorkshire. The talk covered the range of emergencies and contingencies which local authorities have to prepare for and concluded with a fascinating tour of the Leeds emergency control centre including the store rooms packed full of supplies in old police station cells.

The final day focussed on methods, with a seminar led by Dr Tim Ryley from Loughborough University before asking participants to define “Where Next”. Throughout the Summer School a Wall of ideas and issues had been developed and groups were tasked with prioritizing these into a series of big questions which were important to their research. The issues were discussed with a view also to establishing some more fundamental issues that require exploration in future Summer Schools. One of the big issues was the importance of time and temporality and how we incorporate that in our theories and research approaches which may form the basis for next year’s Summer School. As usual the event provided plenty of opportunities for networking and interaction which is a key objective of the Forge.

The Forge is a network of social science researchers with an interest in transport, travel and mobilities. It has around 150 members with the majority from the UK and Europe with a focus on PhD and early career researchers. The network is funded by the Economic and Social Research Council and is run by Dr Greg Marsden ([g.r.marsden@its.leeds.ac.uk](mailto:g.r.marsden@its.leeds.ac.uk)) and Professor Elizabeth Shove ([e.shove@lancaster.ac.uk](mailto:e.shove@lancaster.ac.uk)) Further details of the network and Summer School 2012 are available at [www.its.leeds.ac.uk/theforge](http://www.its.leeds.ac.uk/theforge).

*Greg Marsden  
University of Leeds*

### **LTC Rolt – Anniversary Symposium**

Talylyn Railway, UK  
14-15 October 2011

2011 is the sixtieth anniversary of the preservation of the Talylyn Railway. A number of events have been organised to mark this and especially noteworthy was the L.T.C. Rolt symposium. This was held over the 14/15th October at Tywyn as a joint event of the Talylyn Railway and the Institute of Railway Studies. Effectively it was a sell out. The weather blessed the gathering.

The arrangements by the railway as host could not be faulted.

Rolt was part of a team who led what became the first railway to be preserved by volunteers in Britain. During the day spent in assessment and presentations this unique claim was examined. It does stand up, although as Bob Gwynne's contribution "Before and after Rolt - origins and aftermath" considered, interest in railway preservation went back several decades before 1951. Previously, I have found reading the original York Railway Museum minutes fascinating. The York project was started by dedicated staff within the pre-grouping North Eastern Railway. Americans will also wish to point out the example of the Edaville Railroad which opened in 1947, whilst us Brits will remember what Bassett-Lowke and Captain Howey were doing with "mainline miniature railways" from World War One onwards.

All that said and in the context of post-war Britain with massive programmes of nationalisation, Rolt's ability to write, garnered audiences and attention. It was that sense of public relation which Rolt was able to exploit. He was the right man in the right place. He was something of a polymath and that was a thread not lost on all the contributors. Mark Baldwin who has worked hard on the Rolt bibliography expressed this in "Miles better than Smiles: the engineer as author". Rolt's output was prodigious and combined an ability to be a technical author with a special lyricism. That lyricism was something that puts Rolt in a category very different from say O.S. Nock, another prolific British railway author of the period.

There is something existential about Rolt and that energised books as diverse as *Narrow Boat*, *High Horse Riderless* and *Sleep No More*. Rolt was thereby "political" and this was examined in various comments made in the seminars. Joseph Boughey and David Gwyn both examined this in their presentations. Was he effective? Does his philosophy last? Rolt found himself in various controversies. Most notable was the Inland Waterways Association and the Market Harborough Rally of 1950. It led to his departure from the IWA. Happily however, as David Mitchell reminded us in his evening talk, although there were tensions between Rolt and the Talylyn, he never severed links and was given an honourable role in the start of the Nant Gwernol extension.

Sadly Rolt did not live to see the extension completed. He died of cancer in 1974 and that premature death to my mind excuses him of some of the criticisms that are made. Circumstance did not really enable us to see how Rolt might have developed. His biographical standards may have changed with more time. His engineering biographies were welcomed when first published but nowadays their sources would need more explanation. Had he lived another ten or twenty years *High Horse Riderless*, which Green Books reprinted in 1988, would surely have earned him much more comment? Indeed my one disappointment of the symposium was that the planned presence of George Revill to speak about Rolt's ecological vision had to be sacrificed owing to extended work engagements. I foresee plenty of takers for that presentation when it can be run. There is perhaps one other element of Rolt I would appreciate being tested. To my mind his guiding motif was profoundly Christian. This is explicit in many places to those who want to listen. Hence all the Thomas Traherne references and a degree of what I suspect some would regard as moralising today. Yet it is a substantial element within Rolt guiding him in his actions. Developing an examination of this would not lack evidence to work with.

*Robert Forsythe*

*Independent Scholar (<http://www.forsythe.demon.co.uk/homepage.htm>)*





*On the 15th October 2011, the L.T.C. Rolt symposium delegates were treated to an exclusive charter train hauled by Talylllyn No.2 Dolgoch, one of the railway's original engines. One Rolt spent hours working with, as in the very beginning it was the only engine that worked in 1951. Many of the delegates were able to enjoy a footplate ride and added interest came from the presence of a visiting new build Corris Railway engine. Rolt had played a large role in buying the remaining Corris stock in order to keep the Talylllyn on the move in the early 1950s.*

*The Rolt Explorer stops at the site of what had been the Abergynolwyn Village Incline winding house on what is now the TR Nant Gwernol extension. What was to be done with this relic that found itself in the way was one of the subjects that would have crossed Rolt's mind. Rolt is regarded as a founder of Industrial Archaeology.*



### **“The Great Longing for Railways” – How the Periphery Became Connected with the Centres of Industrialisation**

Lviv, Ukraine  
3-5 November 2011

The conference targeted an important question of our world system in modern times: the relationship between peripheral and flourishing centres of modernisation. In his keynote speech Ralf Roth pointed out the distinction between multidimensional visions and purposes of railways and its enshrined use in many regions of the world's periphery. When railways began to revolutionize the transport systems in the middle of the 19th century many people were optimistic and full of hope about the positive effects the new technology would have on society. Indeed, the railways impacted on society in a variety of ways. They solved more or less all transport problems hindering trade so far, distributed the raw materials necessary for industrialisation, and attracted labour forces for the newly erected manufactures. One would mention here also migration initiated or supported by railways in the whole transatlantic world.

The practise of modern transport spread with no less enthusiasm in countries which lacked experiences with modern industry so far. Elites in rural regions of the Northern, Eastern and Southern periphery of Europe and other parts of the world were longing for a modernisation of their economy and wished to take part in the success story of modern technology, engineering, and manufacture. They were convinced that economic strength would lead to political power and would pave the way for independence and sovereignty. Given this context, the railways became a central key technology and therefore focus for fundamental political debates, and of course for heavy investments in the construction of railway lines too at the borderlands of Western Europe.

The question did not only concern the European periphery but was relevant in most other parts of the world as well. Peripheries of economic backwardness include territories of the Russian, Chinese, Ottoman Empires, furthermore the numerous colonies of Great Britain, France and other European countries and also most countries of Latin America. Did railways contribute to wealth and welfare there as envisaged? Did these infrastructures close the gap between periphery and centre? 150 years later, one must confess, obviously not – or not in the way as it was foreseen. The question is why not? A first look at the European railway network around 1900 or 1910 shows remarkable distinctions in the degree of density of the network in West- and Central Europe and the rest. Moreover, the networks at the periphery of the core had been constructed with a delay of two or three decades. Then we have to consider the breakdown of all four empires that dominated the Eastern-European space before World War One. On the one hand this opened the way for an independent development of railways in the Baltic States, Poland and the Ukraine, and in many other parts of the Eastern European world, but the fate of these new states was not what one could call a stable and successful development but was shattered by following wars and serious attempts of a fundamental revision of the post-war state system. Together with shifting borders the railway systems of Eastern Europe suffered from destruction and more or less permanent periods of reconstruction that lasted several decades. Delays in construction, less density, political and administrative orientation, instability of borders, all together, this was the reason why railways in Eastern Europe did not show the same revolutionary effects as in other parts of Europe and this had enormous consequences. The societies in Eastern Europe never had left the path of a “catch-up industrialisation” (*nachholende Industrialisierung*). The question was if the detailed analysis of certain railway lines would approve this thesis. The panorama described in the opening lecture was also applied to other regions of the world.

This led to some fundamental consideration about the relationship between centres and peripheries and therefore to the theory of Immanuel Wallerstein. An American social scientist and social historian who started as an expert of post-colonial African affairs, his research interest shifted more and more to theories of the global economy on a macroscopic and critical perspective. Wallerstein locates the origin of the “modern world-system” in Western Europe and the Americas. An initially only slight advance in capital accumulation in Britain, the Dutch Republic and France, due to specific political circumstances at the end of the period of feudalism, set in motion a process of gradual expansion. As a result only one global network or system of economic exchange exists. By the 19th century, virtually every area on earth was incorporated into the capitalist world-economy. This capitalist world-system is far from being homogeneous in cultural, political and economic terms – instead it is characterised by fundamental differences in social development, accumulation of political power and capital. Wallerstein drew the conclusion that there is a fundamental and institutionally stabilized 'division of labour' between core and periphery: while the core has a high level of technological development and manufactures complex products, the role of the periphery is to supply raw materials, agricultural products and cheap labour for the expanding agents of the core, because economic exchange between core and periphery takes place on unequal terms.

This context delivered some interesting questions: Which hopes and desires came along with railway construction in these regions of the world? Are there similar visions as in Eastern Europe to become part of a more developed economic space and can we trace comparable discourse patterns which linked the level of railway infrastructure to aspirations of economic and political independence of the region? Did the connection of peripheral rural regions to larger transport networks if the core widened or diminished the gap between the two hot spots and the periphery of the world system? Finally: Did the railways contribute to the industrial development of the country as a whole in such a way that they succeeded in catching up with the leading economies of the West?

The papers and the debate indeed circled around these problems. There was a close and narrow focused debate on railway construction and railway systems in parts of the world which did not belong to the two main spots of the world system, i.e. Western Europe and the United States. The papers delivered a lot of valuable information about the beginnings or railways in Latin America, a region in Africa, the periphery of Europe in the South and of course above all in Eastern Europe. Much was said about the differences between what the railways were foreseen for before they were constructed and about their real effects after construction. In this respect it is important to mention that many projects failed in their strategic outlook. Numerous planned connections from Europe to Asia had mostly not been realised – with the exception of the Transsiberian Railway and parts of the railway project to Bagdad. Transcontinental lines in South America failed as well as in Africa, but they were early realised in Europe in the 1850s and a decade later in the United States. Many projects at the periphery served only few interests in the multitude of purposes railways can be used for. This was very clear the result of the contribution of Andreas Beer. His paper about railways in Latin America demonstrated that only short lines from the rural hinterland to the harbours at the coast served above all the interest of American fruit companies. The lines did not form a network and they had no connections to neighbouring countries. So, a third outcome of the conference was that most projects at the periphery did not lead to rapid industrialisation as it was thought before construction.

So far this picture fits very well into the theory of Immanuel Wallerstein. The question is still why? The papers about Northern Nigeria from Shehu Tijjani Yusuf and Emilie Cottet Dumoulin about the European transport backbone via Savoy gave some hints. The complex causes of the increasing world market drove the use of the railways in a certain direction with sometimes astonishing results: the mighty power of the British administration in Nigeria did not



have the power to break through their interest against the demands of the world market. In this particular case the Nigerian farmers made advantage of it and shifted the use of railways from transporters foreseen for cotton from the colonial administration to transporters of ground nuts as the indigenous people of North Nigeria were interested in. This is a result one would not have awaited from our understanding of colonial rule. However, this mosaic piece fits very well in the picture of the Indian railways were also the interest of the British colonial administration had dominated the construction of railways but which were then partly transformed to means for the indigenous people which became more mobile by railway use. The example of the Savoy region showed in addition the ambivalence of strategic railway routes. Even such corridors or transport axes were successfully introduced this not necessarily must be of advantage for the region in all respect. The region became connected with the centres of industrialisation moreover it became part of the centre itself. But this meant on the one hand less flourishing industry but a decline of its traditional economy as textile and mechanic manufactures which could not stand the competition with producers from other regions. On the other hand the railways opened new perspectives as for example tourism.

Eastern Europe seems to fit in a similar panorama. The conference schedule included a lot of examples as the contributions of Ihor Siomochkin about railways in Galicia and the Bukovina, Ihor Melnyk about the line from Cracow via Lviv to Czernowitz, Zoriana Melnyk about the borderlands of Russia and the Habsburg Empire, Andreji Kishtymov about railways to Lithuania, Sergey Lyubichankovskiy about the Orenburg-Tashkent railway and Ihor Zhaloba about the railway network of Galicia. Many of these papers underlined the idea of a limited use of railways in these peripheral regions. In the first run dominated freight transport of raw material from agricultural production and wood and then at second passenger transport and its effects for mobility and migration. All these railways were more or less related to rural regions. The discussion about this aspect was intensified by the papers of Gabor Jeger on the role of narrow gauge railways for the rise of rural regions in Hungary and of Stefan Brauckmann who contributed on the role of narrow gauge lines in a country of the core, Germany. All presenters agreed that the high expectations of the beginning were not fulfilled. The gap between the core of Europe and the centre was not closed up to World War One. But although we find impressive examples of a heavy industry in the Don region of Ukraine and of course in Czech, parts of Hungary and Poland this type of industry unfold its dynamic when the industry in the West already turned to new dimension and even more complex structure of different kind and the gap between the economy of the core and the periphery remained stable. This is a second outcome that would fit in the painting drawn by Immanuel Wallerstein.

The conference had further inspiring results: Iryna Ahiyenko spoke about the “Emergence of a railway network in Ukrainian lands” and of the political role of railway jubilees in present Ukraine. Nadja Weck contributed together with Ihor Zhuk to the main railway station of Lviv and representatives of the city who presented an overview of the future planning for the station rounded up long series of papers and demonstrated that cities in this region served as Wallerstein would have put it as a core to the periphery and a periphery to the core.

The 5<sup>th</sup> International Conference on Railway History in was organised by the International Railway History Association and the Centre for Urban History of East Central Europe, with support of OeAD Cooperation Office Lviv, Regional Government of Kärnten (Landesregierung Kärnten), Austrian Cultural Forum, City of Vienna, and the Austrian and French Ambassadors in Ukraine, Mag. Wolf Dietrich Heim and Jacques Faure.

*Ralf Roth*  
*University of Frankfurt am Main*

### **Mobilising Demos: Democratising Mobilities**

7-8 November 2011  
London

Early in November, the School of Advanced Study, University of London, hosted the two-day international research workshop 'Mobilising Demos: Democratising Mobilities' with the idea of looking at the extent to which transport technologies such as bicycles, railways and motorcars relate to, and instigate the emergence of, democratic societies according to periods of innovation, change and decline.

Around twenty delegates from several institutions in the UK, Europe and South Africa joined a thought-provoking and stimulating discussion with the aim of exploring future research collaborations. The workshop included talks by Gordon Pirie (University of Cape Town), on 'Object oppression, subject carbon: ideology, nature and asymmetrical post-colonial urban transport movements'; Mathieu Flonneau and Arnaud Passalacqua (Université de Paris), on 'Democracy and Mobility: Problematics, Results and Projects of the French Research Group P2M'; Julio Dávila (Development Planning Unit, University College London), on 'More a lifestyle than a mode of transport - Medellín's Metrocables'; and Tim Cresswell (Royal Holloway, University of London), on 'Citizenship in Worlds of Mobility'.

All the talks were followed by a fascinating and ongoing discussion about the theories, methodologies and practicalities of an international collaborative research project with a strong relevance for the politics of mobilities in cities both at present and in the future. The project's provisional title is 'Mobility and Politics in an Urbanising World, 1851-2051' and is expected to involve additional workshops and similar events organised in the near future.

The workshop was organised by Carlos López Galviz, University of London.

*Arnaud Passalacqua*

## Members' Publications

Cedric Humair and Laurent Tissot, *Le tourisme Suisse et son rayonnement international (Switzerland, the Playground of the World)* (Editions Antipodes, Switzerland, 2011).

The main objective of this work is to better understand the success story of Swiss tourism in the nineteenth century. What are the assets that Switzerland has to become a leader in this area? The reasons given in this work are the construction of a picture book and its global spread, the supply of services at the forefront of technical innovation and strong ability to invest. The second objective is to evaluate the role of tourism in the economic success of Switzerland. It is therefore surprising that at the turn of the nineteenth and twentieth centuries, this activity contributes more wealth than the Watch industry and the bank, the most famous jewels of the Swiss economy.

## Call for Papers

### International Geographical Union Conference 2012

#### Deadline: 15 December 2011

Cologne, Germany  
28-31 August 2012

*Multilocality: symbolic and material constructions of space in societies of mobile individuals*

Session sponsored by the Commission 'Cultural Approach in Geography'

The "society of mobile individuals" constitutes nowadays the horizon of geography's empirical inquiry. The problem of mobility and circulation, the differentiation of capacities of being mobile, the social norms about mobility, the problem of presence and absence, the hyperprecise spatio-temporal coordination of activities, the transforming processes of identities and alterities and the temporary practice of places are the prominent problems of such societies. Moreover, geographical mobility and multilocality of practices, people, objects raise issues in all the domains of society: new forms of leisure, new forms of organising family, new forms of working and new forms of trade-off between work places, leisure places, residences etc. arise. Three main questions can be raised: what are the societal conditions of multilocality? What are the consequences of presence/absence upon geographical places, individuals, families, corporations, public service, etc.? What are the practices of multi-locality?

This problem is expressed here under the heading of "multilocality" because of the restrictive view of mobility studies on circulation, "space of flows", "disembedding" where the questions of "re-embedding" and multilocal arrangements are neglected. Multilocality focuses as well on circulation as on immobility, on movement as on practising places.

The following questions could be investigated more thoroughly:

1. The question of the interrelations between the individual mobilities. How the different displacements are put together by the individuals, how do they develop a specific "mode of dwelling"? We would like to let behind the question of mobilities taken one by one, and raise the question of the *linkages* between the individual mobilities, for example between migration and tourism, work and leisure, migration and commuting. The aim is to reconstruct the individual systems of mobility and to understand how they are maintained.
2. There is a lack of theoretical grounding, despite of the recognition that some of the main concepts (such as "migration", "tourism", "secondary homes", etc.) do no longer fit the empirical findings, because of the invention of new kinds of practices. Is the "secondary home" really "secondary"? Which concepts allow for an encompassing framing of those phenomena? The aim is to foster a theoretical and conceptual discussion in order to develop a more adequate toolbox for our empirical research.
3. Geographical mobility is one of the elements that contribute to produce individuals with new characteristics of subjectivity, manners, behaviours, values, ethos, habitus, identities, emotions. It

is our content that multilocality produces individuals of different quality than without multilocality. How those characteristics can be geographically described? To which extent practising multiple places is a challenge for personal and collective identities and the “production” of the contemporary individual.

4. The questions of presence and absence is not only meaningful on the individual level but also on the societal level. How and where the civil society can be organised when people are present in other places than their residence place? How places respond to the massive influx of “secondary homes” in metropolises and tourist places? How the qualities of such places are transformed? How local services – waste and water management, retail trade, schools, *crèches*, restaurants and cafés – adapt to the temporary use of their facilities?

5. How this circulation is being processed? Multilocality is not flux, but it is about “doing space” and coping with spatial dimensions. Which bodily techniques, spatial capital, skills, instruments, financial means, family support etc., allows for this performance? Which material elements – food, souvenirs, papers, furniture, etc. – are problematic in the multilocal arrangements of activities? How the digital instruments – mobile phone, laptop, Internet, e-mail etc. – are used to maintain multilocality?

The abstracts are to be uploaded on the homepage of the conference ([www.igc2012.org](http://www.igc2012.org)) before **15 December 2011**. Please send your abstract additionally to both chairs of the session, Mathis Stock ([mathis.stock@iukb.ch](mailto:mathis.stock@iukb.ch)) and Michaela Schier ([schier@dji.de](mailto:schier@dji.de)).

### **Power, Resistances and Tensions. History of Electric Mobilities (19<sup>th</sup>-21<sup>st</sup> Centuries)**

**Deadline: 15 January 2012**

Paris, France  
28 June 2012

Electricity has been used as a source of energy for various kinds of mobility since a long time: from the *Jamais contente* of 1899 to the future Parisian *Autolib'*, from the undergrounds of the late XIX<sup>th</sup> century to the contemporary tramways. However, when electricity largely dominates home uses, mobility is a field where it still appears as marginal. Of course some sectors, like railways, have been conquered by electricity. But it still seems odd in many others, particularly motorcar industry. This must not hide long-established uses in many sectors of mobility, but that most often have remained marginal.

Nowadays electricity seems to be able to conquer these new sectors because of the diminishing hydrocarbons reserves and of the effect on climate of their combustion. It is then relevant to reflect on the historical uses and perceptions of electricity as energy of mobility. Historians must not just explain that contemporary innovations are most of the time a rephrasing in modern terms of older ideas and devices, that have already existed. The general purpose must be broader and aims at understanding the relationships between electricity and the world of mobility in its various aspects. Relationships which are ancient, symbolic, aesthetic, but also industrial and technical.

Electricity has enjoyed multiples qualities, as the reputation of being a clean energy for female. These attributes have contributed to draw a rather unified image, despite the different forms of production of this energy. But historians have to revisit this picture of electricity. For instance, the idea of a national energy able to guarantee energy self-sufficiency of France during the 1930s and 1940s, or the idea of electricity as a renewable energy deserves historical analysis. To what extent are these images at the origin of the recurrent disrepute of various electric system of mobility?



From the discussed aesthetic of overhead wires of tramways to the lack of efficiency of batteries, is it possible to identify the very reasons of the refusal of electricity by industrial societies using most commonly other energy sources?

Among the attributes of electricity, one seems to be recurrent: the electricity is the energy of tomorrow. Regularly presented as due to win, electricity rather seems to wait for its success in a sector or another. Here, researches have to address the dimension of dream supported by electricity, but also to take into account disappointments and failures in the electric world.

But electricity as a source of mobility is also an actual reality for many systems. Can scholars identify specific territories more easily dominated by electricity? Local territories as it is the case for urban transport in relationships to hydroelectricity. Or looser territories with a morphology matching the electric network, as it is the case for railways.

But, besides images and territories, to what extent do industrial stakes over-determine energetic choices? How to draw a link between national choices on electricity production – such as nuclear power in France – and energetic choices of mobility systems? Is the history of electricity uses in the world of mobility also the history of the interest and disinterest of electric companies for a sector among many others?

The shifts from an energy to another lead to investigate the changes in the practices of designers as well as users. Is there a specific aesthetic of electric mobility? Specific ways of moving on electric systems? What happens at the frontiers of the electric world? What are the forms of hybridisation that can be found, from the Krieger motorbus of 1905 to the Toyota Prius?

Finally, electricity can also be analysed not as a motive power but for its indirect effects on mobility, particularly as a source of light (maritime lighthouses, street lights, lights for bikes, etc.).

Contributions may address one or various axes proposed here or give other ideas for reflection. They can give French or foreign case studies or propose more synthetic or theoretical analyses. They are encouraged to cross various disciplines, such as history, geography or sociology.

The conference is organized by Mathieu Flonneau (Paris I – Panthéon-Sorbonne University) and Arnaud Passalacqua (Paris Diderot University).

Abstracts of a maximum length of **3000 characters** should be sent to [arnaud.passalacqua@m4x.org](mailto:arnaud.passalacqua@m4x.org) before **15 January 2012**. Authors should include a short biography. Organizers plan publication of papers in a special volume of a scientific journal.

Papers will be in English or in French.

## Forthcoming Conferences & Seminars

### **BAC – HMRS Workshop “Archives, Artefacts, Amateurs & Academics”**

Derby, UK  
20-21 April 2012

This workshop, organised and supported by the Business Archives Council and the Historical Model Railway Society, seeks to explore and expand co-operation between volunteer-led societies involved in the transport heritage and business history fields and the academics, archivists and museum professionals working in the same areas. The event aims to prompt an awareness of what these various groups are doing, and to start a dialogue between the enthusiast and academic which may lead to co-operation in preserving and using collections, and furthering our understanding of the past and its relevance to the future. A paper outlining the thinking behind the workshop was given at the recent T<sup>2</sup>M conference in Berlin, it can be found at [http://t2m.org/wp-content/uploads/2011/09/Edwards\\_Roy\\_Harcourt\\_Keith\\_Paper.pdf](http://t2m.org/wp-content/uploads/2011/09/Edwards_Roy_Harcourt_Keith_Paper.pdf)

During the workshop use will be made of several sites within the Derby area, each with significance for transport, business, and heritage studies. The Derby Conference Centre, formerly the London Midland and Scottish Railway School of Transport, will provide accommodation and host the opening sessions, including the keynote address. The following morning the workshop will move to the Historical Model Railway Society’s Museum and Study Centre at Swanwick. In the afternoon the currently mothballed Derby Silk Mill Museum, which contains the Midland Railway Archive, will be specially opened to hold the concluding sessions. Transport between the various venues will be provided by vintage bus.

The sessions will feature speakers from both the amateur and professional fields. The keynote address will be given by Peter Stone OBE, Professor of Heritage Studies and Head of the School of Arts and Cultures at Newcastle University. From 1998 to 2008 Professor Stone was Hon. Chief Executive Officer of the World Archaeological Congress. Peter has been involved with the integration of amateurs and professionals in archaeology and heritage management since the early 1980s.

Other speakers include Dr Valerie Johnson (Research and Policy Manager at the National Archives), Tim Procter (Archivist at the National Railway Museum), and Roger Shelley (Principal Keeper, Derby Museum). There will also be presentations by the Scottish-based Ballast Trust, plus members of the Roy Burrow’s Midland Railway Trust, the Railway Canal and Historical Society and the Historical Model Railway Society.

Places are limited because of the size of some of our venues, so if you would like to attend please contact us as soon as possible via: Keith Harcourt - [keith@harcourt-consultancy.co.uk](mailto:keith@harcourt-consultancy.co.uk)

## Publications of interest to members

Sébastien Gardon, *Goût de bouchons. Lyon, les villes françaises et l'équation automobile*, (Paris, Descartes et Cie, 2011).

France is a country of wine, but also of traffic jams. And in France, Lyons is probably the city where you can have the best typical French meal, but also the city of the most famous French traffic jam, under the *tunnel de Fourvière*, on the way to the Mediterranean Sea, during summer holidays.

With his triple sense title (*boûchons* means *cork* and *traffic jam* and is the name of traditional restaurants in Lyons), Sébastien Gardon's book sheds light on the answers given to the automobile equation in the city of Lyons, mainly between the 1920s and the 1960s. The authors proposes an original analysis of municipal commissions, where the governance on these problems was made by politicians, experts and notables, members of the Automobile Club du Rhône. He then uses the idea of circulation in order to study the till now unknown exchanges between provincial cities on the question of car. Behind Paris, major French cities have been confronted to the interaction between car and urban space for a long time, and have managed to build together a mobility policy, inspired by experts.

## Prizes Available

### John Scholes Transport History Research Essay Prize

The John Scholes Prize, of up to £250 (pounds Sterling), is awarded annually to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

Publication in the *Journal of Transport History* will be at the discretion of the Editor and subject to the normal refereeing process.

The prize is funded by the Transport History Research Trust in memory of John Scholes, first Curator of Historical Relics at the British Transport Commission. It is awarded by the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M – [www.t2m.org](http://www.t2m.org))

### General Rules

To be eligible for the prize the candidate must not at the time of submission:

- (a) be in a permanent academic position; and
- (b) have published either an academic monograph or an essay in a major academic journal.

Essays (in English, double-spaced) must not exceed 8000 words (including footnotes) and must be fully documented. Entries should be submitted electronically, to arrive no later than **1 July 2012** for the current competition. Essays should not bear any reference to the author, either by name or department.

The judges will not enter into correspondence.

Entries for the prize should be sent to [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com), along with a cover letter and a one-page CV, demonstrating eligibility for the prize. The subject line of the message should read 'John Scholes Prize entry'.

### **Dr Cornelis Lely Prize for Mobility History and Policy**

The Lely Prize is awarded at each year's T<sup>2</sup>M conference for the best paper presented connecting history with current problems of policy and planning. The prize is named in honour of Dr Cornelis Lely, who was the Minister of Water Management responsible for filling in large parts of the Zuiderzee. He was also a parliamentary advocate for motorized road transport who, as a minister, was responsible in 1915 for the first road plan in the Netherlands.

There are no limitations on time period, location or mobility mode. To be eligible, papers must be submitted in time to be included in the conference USB. The selection committee invites those submitting papers to nominate themselves, although it reserves the right to evaluate other papers if their topics seem appropriate.

The prize of €250 is funded by the Waterstaat, the Dutch Department of Public Works.

The deadline for entry will be announced closer to the time of the conference. Only papers that have been included on the conference USB will be admitted into the competition. The winner will be announced at the conference banquet.

## **Major accessions to repositories in 2009 relating to transport**

Formerly featured in the JTH, the T<sup>2</sup>M Newsletter features the annual list of major accessions to transport archives in the UK. This list has been compiled by the National Register of Archives (<http://www.nationalarchives.gov.uk/accessions/>). The website contains lists of accessions between 1994 and 2009, for transport-related archives and a variety of other themes and topics. As soon as the list for 2010 accessions becomes available it will be included in the Newsletter.

As noted, this list applies only to the United Kingdom. If such lists are available for other countries, please let the editorial team know – the Newsletter exists to keep you informed about transport and mobility history, and knowing what is in the archives (and which archives) is central to this. Even if an English-language list isn't available, it will be helpful to provide members with details of the website(s) that they can visit to find out about recent accession

**Local**



**Ayrshire Archives**

**Watson Peat**

**SAC Auchincruive**

**AYR**

**KA6 5HW**

Kilwinning Garage: records 1930-1940 (AA/DC/183)

**Bury Archives Service**

**Bury Museum and Archives**

**Moss Street**

**Bury**

**BL9 0DR**

East Lancashire Railway Preservation Society: programmes 1990 - 2009 (RER)

**Carmarthenshire Archive Service**

**Parc Myrddin**

**Richmond Terrace**

**Carmarthen**

**SA31 1DS**

Llandeilo and Lampeter Light Railway: book of reference 1905 (Acc. 8121)

**Conwy Archive Service**

**The Old Board School**

**Lloyd Street**

**Llandudno**

**Conwy**

**LL30 2YG**

Llandudno & Colwyn Bay Electric Railway: photograph album 1907 (CP 344)

Red Garages, Llandudno: business records and photographs 1907-1979 (CX 341, CP 339)

**Cornwall Record Office**

**Old County Hall**

**Truro**

**Cornwall**

**TR1 3AY**

Travel journal of a trip to Cornwall by rail and road, with observations on travelling around the county and the journey 1845 (AD1962)

**Devon Record Office**

**Great Moor House**

**Bittern Road**

**Sowton**

**Exeter**

**Devon**

**EX2 7NL**

Sulyarde Bernard Cary, landowner: notebook on railway engineering on land formerly owned by him, incl Cannock (South Staffordshire Railway) Brixham (Devon) and Chepstow suspension bridge 19th cent (7625)

World of Wheels, barrow, handcart and carriage manufacturer, Teignmouth and Dawlish: client papers for UK and international commissions 1994-2002 (7662)

**East Sussex Record Office**

**The Maltings  
Castle Precincts  
Lewes  
East Sussex  
BN7 1YT**

Streamline Associations, taxi proprietors, Brighton and Hove: scrapbook and photographs relating to development of the association 1936-45 (10227)  
Lewes Road Safety Committee: records 1953-92 (10228)

**Essex Record Office**

**Wharf Road  
Chelmsfield  
Essex  
CM2 6YT**

Great Eastern Railway Society: additional records 1835 -2002 (A12546, A12575, A12593, A12656)

**Flintshire Record Office**

**The Old Rectory  
Rectory Lane  
Hawarden  
CH5 3NR**

Airbus, aircraft manufacturer, Broughton: photographs and notes on history 1930-1999 (AN 4299)

**Glasgow City Archives**

**The Mitchell Library  
201 North Street  
Glasgow  
G3 7DN**

Clyde Shipping Co Ltd, Glasgow: ledger with particulars of steamer c1923-1986 (TD1790)

**Gloucestershire Archives**

**Clarence Row  
Alvin Street  
Gloucester  
GL1 3DW**

Stroudwater Navigation Co: additional records 1872-1976 (D1180)

**Gwynedd Archives, Meirionnydd Record Office**

**Ffordd y Bala  
Dolgellau  
LL40 2YF**

Talyllyn Railway Preservation Society: additional papers (ZM/6911)

**Hampshire Archives and Local Studies**

**Sussex Street  
Winchester  
Hampshire  
SO23 8TH**

Southern Railway Co: accident book (Fareham station) 1938-68 (149A09)

**Highland Archives: Lochaber Archive Centre**

**Lochaber Archive Centre**

**West Highland College**

**An Aird**

**Fort William**

**Inverness-shire**

**PH33 6AN**

McPherson Brothers, coach hirers, Fort William: ledgers, cash books and receipts, posting and hire books 1875-1926 (L/D54)

**Manchester Archives and Local Studies**

**City Library**

**Elliot House**

**151 Deansgate**

**Manchester**

**M3 2HN**

Sir Sam Fay, general manager of Great Central Railway, London: corresp 1913-1915 (GB127.M798)

**Museum of Science and Industry in Manchester**

**Liverpool Road**

**Manchester**

**Lancashire**

Charles Benjamin Redrup, aeronautical engineer and inventor: records c1904-1955 (2009.18)  
George Stephenson, railway engineer: plan of proposed railway route between Liverpool and Manchester 1824 (2009.1)

**Norfolk Record Office**

**The Archive Centre**

**Martineau Lane**

**Norwich**

**NR1 2DQ**

John George, steam drifter owner, Winterton: business diaries 1928-1932 (ACC 2009/175)

**Nottinghamshire Archives**

**County House**

**Castle Meadow Road**

**Nottingham**

**NG2 1AG**

Green Line Group, West Bridgford: corresp, petitions, photographs and proofs of evidence rel to amenity use of Midland railway embankment 1971-1990 (7599)

**Plymouth and West Devon Record Office**

**Unit 3**

**Clare Place**

**Plymouth**

**PL4 0JW**

Nelson family: letter and newspaper cutting rel to coach accident at Plymouth dock 1794 (3498)  
South Devon Railway Co: Millbay branch plans 1851 (3476)

**Portsmouth Museums and Records Service**

**Museum Road  
Portsmouth  
PO1 2LJ**

Wiliam Jenkins, railway enthusiast: railway photographs and timetables 1981-2000 (2696A)

**Somerset Record Office/Somerset Heritage Office  
Obridge Road  
Taunton  
TA2 7PU**

Wiltshire, Southampton & Weymouth Railway Co: plans 19th cent (DD\X\WI)

**Southampton Archives Office  
South Block  
Civic Centre  
Southampton  
SO14 7LY**

James Montague Chester, dock and railway engineer: papers and photographs mainly rel to the extensions of Southampton Docks c1920-39

Southampton City Council: index record cards of bus and tram crew c1930-80

Papers rel to disputes between Thoresen Car Ferries and dock workers in Southampton 1964-73

**Staffordshire and Stoke-on-Trent Archive Service: Staffordshire County Record Office  
Eastgate Street  
Stafford  
ST16 2LZ**

WG Bagnall Ltd, locomotive engineers: records incl financial records, valuations and inventories, registers of drawings, drawings and blueprints, casting and patterns registers and files rel Sudan Railways 19th-20th Cent (D6963)

Staffordshire & Worcestershire Canal Navigation Co: record books of John Fennyhouse Green rel to survey and construction 1766-1772 (6898)

**Tyne and Wear Archives Service  
Discovery Museum  
Blandford Square  
Newcastle upon Tyne  
Tyne and Wear  
NE1 4JA**

R & W Hawthorn, Leslie & Co Ltd, ship and engine builders, locomotive engineers: papers 1898-1958

**West Sussex Record Office  
3 Orchard Street  
Chichester  
West Sussex  
PO19 1DD**

Britax Wingard Ltd, motor parts manufacturer, Chichester: records c1930-89 (Acc 15446)

**Wigan Archives Service  
Leigh Town Hall  
Civic Square  
Leigh  
Wigan**



**WN7 1DY**

Wigan Corporation: planning applications, bills of notice and plans, incl rel to Lancashire and Yorkshire Railways 1880-1900 (2009/58)

**National**

**National Railway Museum Research Centre**

**Leeman Road**

**York**

**YO26 4XJ**

British Rail, Eastern region: architectural and civil engineering drawings 1860-1960 (7071)

Lancashire & Yorkshire Railway Co: staff dismissal register 1883-1910 (2009-7026)

London & North Eastern Railway Co: architectural and civil engineering drawings 1860-1960 (7071)

London, Brighton & South Coast Railway Co: copy letter book 1897-1898 (2009-7054)

North Eastern Railway Co: architectural and civil engineering drawings 1860-1960 (7071)

**Public Record Office of Northern Ireland**

**2 Titanic Boulevard**

**Belfast**

**BT3 9HQ**

Belfast Transport Officials Social Club: minutes 1970-2005 (D4460)

**Science Museum Library and Archives**

**Imperial College Road**

**South Kensington**

**London**

**SW7 5NH**

Sir Barnes Neville Wallis, aeronautical designer and engineer: letter while at Vickers-Armstrong to Leo d' Erlanger concerning stressed skin versus geodetic construction of aircraft 1939 (ARCH: BNW)

Tom Browne, motor vehicle enthusiast: letter describing the author's relationship with Charles Rolls and the death of Rolls in the flying tournament at Bournemouth and a humorous article for *Motoring Illustrated*, probably unpublished 1954 (ARCH: BROW)

**Special**

**Bishopsgate Institute**

**Bishopsgate Institute**

**230 Bishopsgate**

**London**

**EC2M 4QH**

Dave Wetzel, politician and transport expert: papers incl corresp rel to Greater London Council transport policy 1978-1990 (WETZEL)

**The Waterways Archive, Gloucester**

**7<sup>th</sup> Floor**

**Llanthony Warehouse**

**The Docks**

**Gloucester**

**GL1 2EH**

Jim Saunders, consulting engineer: records rel to development and civil engineering works on canals 1970-1999 (Acc 2009/3)

British Waterways Board: slides showing maintenance and repair works (9000) 1970-1989 (Acc 2009/6)

British Waterways Board: papers rel to the Lee Navigation 1950-1989 (Acc 2009/5)

British Waterways Board: toll records from the Brentford Toll Office 20th cent (Acc 2009/2)

Stroudwater Navigation Co: dredging and bridge maintenance records 1850-1950 (Acc 2009/1)

### **University**

#### **Edinburgh University Library, Special Collections**

**George Square**

**Edinburgh**

**EH8 9LJ**

Christian Salvesen Ltd, transport and logistics company, Edinburgh: further records (E.2008.53)

#### **Strathclyde University Archives**

**Andersonian Library**

**Curran Building**

**101 St James Road**

**Glasgow G4 0NS**

William Robertson Shipowners Ltd, Glasgow: records 1862-1982 (T-GEM)

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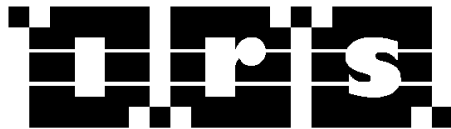
**IMTT**

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e dos Transportes Terrestres, I.P.



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