



Editorial

These are exciting times for all those involved with T²M. We are shortly to have our first election for Executive Committee officers and to launch our listserv. The latter will enable live discussion among members.

However, I do hope that the newsletter will continue to pass on essential and interesting information. To that extent, the newsletter's success is dependent upon participation, and I would strongly encourage all members to

send items of interest, news snippets, calls for papers, and other relevant (and maybe even irreverent!) material to me:

I can be reached at the address below:

Editor: Drew Whitelegg, MARIAL Center, Emory University, Briarcliff Campus, Atlanta GA 30306, USA.

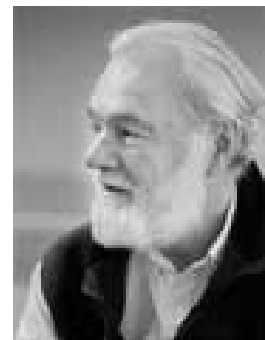
E mail: awhitel@learnlink.emory.edu

DEARBORN – IT'S NOT TOO LATE TO COME!

T²M's second conference is almost upon us, but it is not too late to register for what promises to be an important and fruitful meeting.

The conference takes place at the University of Michigan-Dearborn between November 4 and 7. Accommodation can be found at the Ritz Carlton, though bookings must be made by October 12 to take advantage of the conference rate.

T²M's organizers are thrilled that the keynote speaker will be David Harvey (right) a world figure in geography and a leading analyst of contemporary culture. His talk is entitled "The Fetishism of Technology: Causes and Consequences"



More information on the conference can be found at www.t2m.org. A full copy of the provisional timetable can be found inside this newsletter.

Message from the Chair


Gijs Mom

Within less than two months we will meet again at our Second International T²M Conference in Dearborn, organized by Bruce Pietrykowski and his team. We have a similar number of participants to last year, but we would like to have more attendees, so, if you have not yet decided to go, please give it an extra thought and register at www.t2m.org. And for those of you who have already registered: don't forget to send in your full-text paper before Monday 20 September at the very latest! On that date we will manufacture the CD to be sent to all attendees well before the conference. Since its spring meeting in Paris the provisional Executive Committee (EC) has been working hard to fulfil all the wishes members expressed during the Eindhoven meeting, especially the 'Motion', which was accepted near unanimously. Especially, the EC managed:


- to reduce the student fee to € 25, because of the Editorial Board of *The Journal of Transport History's* lowering of the student subscription rate; I wish to express my sincere gratitude to the Board and its chair, Peter Lyth, for this important gesture;
- to start with a modest Conference Travel Fund for PhD students: a Travel Fund Committee chaired by EC member Larry Shumsky has been installed, and will notify the beneficiaries as soon as possible; for this year's conference the Travel Fund has been financed by institutional membership fees from the European Center for Mobility Documentation in Eindhoven, the Automotive Heritage Centre at Dearborn, and the Railway Museum in York. Our main sponsor, ACEA in Brussels, also contributed to this fund. For the coming years the EC strives to find other sponsors, as we need the membership money for our regular activities. Any suggestions from the members as to potential sponsors are very welcome, indeed!
- to prepare the Members Meeting in Dearborn (for the exact date, see the Conference Programme).

The preparation of our next Members Meeting involved the drafting of our Statutes, and the organization of the ballot of T²M officers. I wish to thank the members of the Statutes Committee, especially Paul van Heesvelde and Clay McShane, for the hard labour they spent on formulating these Statutes.

At the moment you receive this Newsletter, we will start our listserv for a discussion among our members about the Statutes, as we intend to have these statutes accepted through the listserv well before the Members Meeting. We can then limit the time spent on the Statutes during the meeting to the formal voting. A separate message to all members will be sent to announce the opening of the listserv. For the same reason, we will organize the T²M officers' ballot through the listserv. Most of the provisional EC members have expressed the willingness to become a part of the first *official* Executive Committee. Their CVs will be included in our listserv, but before we start voting I would like to encourage other T²M members who might wish to become a member of the EC. **As an association, we emphasize the importance of young scholars within our organisation, and I call upon PhD candidates among us to step forward and help lead T²M. If you are interested, please send me a short CV and some lines about how you would like T²M to evolve in the future. The deadline for these submissions is Monday, 4 October. Voting will then be open until the end of the month.**



**SECOND INTERNATIONAL
CONFERENCE ON THE
HISTORY OF
TRANSPORT,
TRAFFIC AND
MOBILITY**



NOVEMBER 4-7, 2004

**THE CAMPUS OF THE
UNIVERSITY OF
MICHIGAN-DEARBORN**

"Man's Mobility 1905 - 1965 - 1855" by John S. Coppin.
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Registration Information

To register for the conference (which includes welcome reception, a CD of conference papers, breakfast, lunch, and parallel sessions, with options for special excursions and the banquet), go to www.t2m.org.

Conference Hotel:

We have been able to reserve a block of rooms at a very favorable rate (\$110 per night plus tax) at the **Ritz Carlton Dearborn** for T²M participants. The Ritz Carlton is also the closest hotel to the main conference venue. There will be a shuttle bus running in the early morning and the late afternoon between this hotel and the conference.

In order to take advantage of the T²M Conference rate, you must register no later than **October 12, 2004**. After that date the group rate cannot be guaranteed. *Note: The actual deadline is October 12, 2004 at 5 p.m. EDT (US Eastern Daylight Time).*

For more information, contact: Sharie Beard, sbeard@umd.umich.edu, (313) 593-4925

Campus maps: Maps to and of the campus can be found at: <http://www.umd.umich.edu/about/campus.html>

Conference Schedule

Thursday, November 4

- 2 p.m.: Conference Registration Opens
- 4 p.m.: Keynote Address by David Harvey

Friday, November 5

- 7–8:30 a.m.: Breakfast
- 8:30–9:45 a.m.: Plenary Session — Commentators: **Daniel Little and Gijs Mom**
- Bruce Seeley: Engineers as Policy Makers? A Comparative View of Expertise and Highway Policy in the U.S. and Europe**
- 10–11:30 a.m.: Sessions 1: Parallel Sessions

<p>Session 1.1 Session Title: Adventures in Urban Traffic Regulation Chair: Jeff Schramm Daniel Baldwin Hess <i>Transportation Beautiful: Did the City Beautiful Movement Improve Urban Transportation?</i> Karel Schneider <i>The Impact of Growing Urban Traffic in the Czech Republic on the Urban Living Conditions</i> Carlton Basmajian <i>Within the growing literature (academic and popular) on commuting, a trend has become evident: treating commuting as a homogen</i> Sathyanarayanan Sudhakar <i>Evolution of Regulating Traffic in a Circular Way at Highway Intersections in the United States</i> Pierre Bélanger <i>Knot City: A History of Transport Infrastructure in Metropolitan Bangkok (Thailand)</i></p>	<p>Session 1.2 Session Title: Gender, Race and Mobility History Chair: Margaret Walsh Georgina Hickey <i>"A Kaleidoscope of Light, Noise, and Bustle": Gender, Race, and Public Space in the Progressive-Era Urban U.S. South</i> Lyn Long <i>"As Akin to Us as the Home in Which We Live": Women, the Car and the Cult of Domesticity, 1900-1959</i> Steve Koerner <i>Gender and Motor Vehicles: The Case of the Motor Cycle in Britain, 1919-1929</i> Drew Whitelegg <i>Upward Mobility: The Places and Spaces of Airline Cabin Crew</i></p>	<p>Session 1.3 Session Title: Case Studies of Transport Systems Chair: James Rubenstein Jonathan Ian Mason <i>Merging the "Space of Flows" and the "Space of Places": The Evolving Political Economy of the Bay Area Rapid Transit (BART) System</i> Bhuiyan M. Alam and Saleh Ahmed <i>Review of Mismatches between Planning and Implementing the Traffic Management Systems: The Case of Dhaka City, Bangladesh</i> Niroj Kumar Mohanty, Shisher Kumra and Anju Singh <i>Urban Transportation in India: Case Study of Delhi</i> Elizabeth A. Deakin and Gregory L. Newmark <i>Exploring the History of Multi-use Urban Arterials: The Case of San Pablo Avenue</i></p>	<p>Session 1.4 Session Title: Detroit Online: Resources for Scholars and Teachers on the American Automobile Industry (Roundtable) Jonathan Smith: University of Michigan-Dearborn Judith Endelman: The Henry Ford Pamela Todd: MotorCities – Automobile National Heritage Area Kae Halonen: Center for the Study of Automotive Heritage, University of Michigan-Dearborn Jeffrey Trzeciak: Wayne State University and Detroit Public Library</p>
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11:45–1 p.m.: Sessions 2: Parallel Sessions

<p>Session 2.1 Session Title: Historical Reactions to Automobility Chair: Georgina Hickey Robert Buergener <i>"Fine-Haired Gentry" and Virtuous Yeomen: Automobile Tourists and Social Conflict on American Roads in the Early 20th Century</i> Asha A. Weinstein <i>Traveler or Pesky Impediment to Travel? Pedestrians and Traffic Regulations in the U.S. and France, 1870-1930</i> David Blanke <i>From 'Flivver-boob' to Public Enemy: Normative Values and Social Responsibility of Auto Operators, 1900-1940</i></p>	<p>Session 2.2 Session Title: Methodological Issues in Mobility History Chair: Jonathan Smith Daniel Little <i>Transport as a Large-Scale Historical Factor</i> Hans-Lüdger Dienel and Gunter Heinicke <i>Generational and Biographical Patterns of</i> Colin Dviall and George Revill <i>What is the history of transport, traffic and mobility? Some thoughts on representation, and cultures of transport technology</i></p>	<p>Session 2.3 Session Title: Culture, Policy and Technologies of Safety Chair: Drew Whitelegg André Guillerme <i>Safety first: Pedestrians Face to Cars in Early 20th century France</i> Jameson M. Wetmore <i>Belt 'em or Bag 'em? Negotiating Automotive Restraint Regulations in the United States in the 1980s</i> Mike Esbester <i>The Transfer of American Railway Safety Culture to Britain, c.1910-1930: "Save us from American Railroad Methods"</i></p>	<p>Session 2.4 Session Title: Visualizing Automobility Through Artifacts and Resources Chair: William Pretzer H. Niemann: Daimler-Benz (Stuttgart, Germany) R. Kriepke: Ford Motor Company, Photographic Division (Dearborn, Michigan) Larry Gustin: General Motors Corporation (Detroit, Michigan)</p>
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1-2 p.m.: Lunch

Saturday, November 6

7–9 a.m.: Breakfast
9–10:30 a.m.: Sessions 3: Parallel Sessions

<p>Session 3.1 Session Title: Regulating Buses and Streetcars Chair: Bruce Pietrykowski Eric Johnson <i>Municipal Franchises and the Transit Industry in New York City, 1909-1957</i> Margaret Walsh <i>Twentieth Century Public Policy: The Long Distance Bus Industry in the United States</i> Corinne Mulley <i>Motorised bus transport: 20th century public policy in the UK and its effect on mobility</i> Florent Montagnon <i>The history of personnel management in public transportation: flexible working practices in the mass transit company of Lyons, France, 20th century</i></p>	<p>Session 3.2 Session Title: Political Economy of National Transport Policies Chair: Per Östby Thomas Pettersson <i>Transport Subsidies in Sweden and Norway. A Case of Institutional Path Dependence?</i> Julian Greaves <i>The Political Economy of British Shipping Between the Two World Wars</i> Lars Fredrik Andersson and Lena Andersson <i>The Quick Fix - Regional Ideology as National Transport Policy: The case of railway investments and public transport subsidies in Sweden</i> Gustav Sjöblom <i>"I'd call that a bargain - the best I ever had": Motor taxation, earmarking and motorization in Britain, Germany and Sweden, 1925-65</i></p>	<p>Session 3.3 Session Title: Building Roads Engineering Nations Chair: Clay McShane Thomas Zeller <i>Policing Landscape: The Blue Ridge Parkway, 1930-1970</i> Ray Bromley <i>Escaping and Connecting Cities: The development "modern of highways," in the United States Italy and Germany, 1918-1943</i> Gijs Mom <i>Roads as Rails: The Creation of a European Freeway Network and the Desire for Long-Range Automobility</i> Dan Bogart <i>Why Were Turnpike Trusts Adopted in 18th Century Britain? A test of the Free-rider Hypothesis</i></p>	<p>Session 3.4 Session Title: Mobility History in Periods of Central Planning Chair: Rudi Volti Christopher Kopper <i>The central planning of mobility. Mobility in the German Democratic Republic, 1949-1989</i> Valentina Fava <i>The Czechoslovak way towards mass production. Between the American Fordism and the Soviet Fordism: possibilities and strategies in Skoda engineers' travel reports (1927-1968)</i> Bradley Flamm <i>The Office of Defense Transportation and the Promotion of Energy and Resource Efficient Transportation during World War I</i> Boris Shpotov <i>Amortg Trading Corporation Vs. Ford Motor Company: who won the dispute?</i></p>
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11 a.m.– 12:30 p.m.: Sessions 4: Parallel Sessions

<p>Session 4.1 Session Title: Vehicle Technologies: Studies of National Diffusion Chair: Hanna Wolf Mario Döberl <i>Ludwig Lohner's view on American coach building</i> Maria Louisa Sousa <i>Technology Transfer and the Introduction of Assembly Lines in Portuguese Automobile Industry</i> James Rubenstein <i>Changing Geography of U.S. Motor Vehicle Production: Four Eras (or Five)</i> Christos Karampatos <i>Technical change in use: History of the automobile in post-war Greece</i></p>	<p>Session 4.2 Session Title: Railroads: Technology, National Identity and Nation-Building Chair: Colin Dival André Kirchhofer <i>Why the Swiss did hardly dismantle their rail network since World War I</i> Sean Willis <i>The role of railways in state formation in Zambia</i> Natalia Starostina <i>The Narratives of Railways and making the welfare state in interwar France</i> Jeff Schramm <i>Railroad Dieselization, a Comparative Trans-National Study</i> Albert Churella <i>"Grim Visitors Knocking on the Door": The Pennsylvania Railroad Mutual Benefit Association and "Industrial Peace"</i></p>	<p>Session 4.3 Session Title: Normalization, Legislation and the Technical Evolution of Transports in Europe: New Perspectives (1920-1990) Chair: Gijs Mom Jan Oliva <i>Normalization, coordination and methods of regulation of Czechoslovakian transport between the wars</i> Christophe Bonneau <i>The normalization of railway electrification systems in Western Europe since the Second World War: from technological choices to political decisions</i> Pascal Griset and Dominique Larroque <i>New devices for new rules: electronics, normalization and automobile (1960'-1990')</i></p>	<p>Session 4.4 Session Title: Urban Transportation Chair: Mark Rose Mathieu Flonneau <i>Speeding the Parisian's Streets Traffic. From Henard to Le Corbusier, 1905-1925</i> Owen Gutfreund <i>Airport Hub Networks and the National Urban Hierarchy</i> Clay McShane <i>Olmsted, the Carriage and Urban Roads</i> Michael R. Fein <i>Road Building, State Building, and the Origins of the New York State Thruway Authority</i> Tom Watson McKinney <i>Houston's Gulf Freeway: The Path to the Sea</i> Raymond A. Mohl <i>Stop the Road: Freeway Revolts in American Cities</i> Jeremy L. Korr <i>Building a Better Beltway: Challenges in Increasing the Inclusiveness of American Highway Planning</i></p>
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12:30–1:30 p.m.: Lunch and Presentation by **Dr. Ruud Filarski**
1:30–3 p.m.: Sessions 5: Parallel Sessions

<p>Session 5.1 Session Title: Comparative Transport History Chair: Gijs Mom Hanna Wolf <i>Comparing long-run national diffusion curves in transport. Is there a contribution to history?</i> Reiner Flik <i>Why did the pioneer fall behind?</i> Rudi Volti <i>Automotive Diffusion in Spain</i></p>	<p>Session 5.2 Session Title: Explorations in the Measurement of Mobility Chair: Larry Shumsky Christophe Studeny <i>The history of speed: transport revolution and acceleration of mobility (1770-1870)</i> Mitch Hendrickson <i>Elephants, Buffaloes, Oxen... Oh, My!! Using GIS and to clock speed and cultural mobility along the gauge medieval Khmer road system</i> Sabine Barles <i>Traffic accounting in France: from "draught horses" to "vehicle-kilometres", 1844-1964</i> Erich Weber <i>Facing Flood, Ice and Drought – the Modernisation of the Preindustrial Goods Transport on the Rhine River, 1750 – 1850</i></p>	<p>Session 5.3 Session Title: Culture, Politics and the Construction of Mobility Chair: Jason Weems Stefan Bauernschmidt <i>Discourse analysing the transformations of performances from FORD AG since 1958 until today</i> Markus Nöhl <i>The Automotive 'Spirit of Freedom' in Public Debates on Car Traffic Regulations in the 1960s in West-Germany</i> Robert Lee <i>Changing Images, Changing Reality: Transport Policies and the Transformation of a National Icon, The Sydney Harbour Bridge 1908-2000</i> Bruce Pietrykowski <i>Technology and the Cultural Politics of Dearborn's People Mover System</i></p>	<p>Session 5.4 Session Title: Studies in European Transport and Traffic Policy Chair: Mathieu Flonneau Thomas Frey and Hans-Ulrich Schiedt <i>Regional economic and political factors and the development of traffic infrastructure in Switzerland in the period 1850 to 1980</i> Per Östby <i>The empire strikes back: The challenge to mass motorisation in Europe 1965 – 1975</i> Phillip-Alexander Harter and Günther Schulz <i>Transport Policy of the European Union 1957 – 1985</i> Marine Moguen-Toursel <i>The Diesel Lobby in Europe from 1973 to 1985: A Comparative Approach</i></p>
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3:15 – 5:15 p.m.: T2M Association General Membership Meeting. *Non-members welcomed and encouraged to attend.*

Sunday, November 7

8–10 a.m.: Breakfast
10–11:30 a.m.: Sessions 6: Parallel Sessions

<p>Session 6.1 Session Title: Contemporary Histories of Urban Mobility Chair: Asha Weinstein Karel Schmeidler <i>Growing mobility in Czech cities and urban structure</i> Joe Grengs <i>Changing Urban Form and Patterns of Accessibility in the Detroit Region, 1990-2000</i> Pierre Bélanger <i>Circulation City: Mobility of Goods, People and Services in the Greater Toronto Area (Canada)</i> Greg L. Thompson <i>The Rise and Spread of North American Multi-Destination Transit Networks in the 1970s and 80s</i></p>	<p>Session 6.2 Session Title: Meaning and Causation in Mobility History Chair: Wendy Michael David Khoudour-Castéras <i>Welfare State and Labor Mobility</i> G.H. Pirie <i>Differential mobility in Africa</i> Larry Shumsky <i>"M" (as in T²M) is for "Mobility"</i> Dino Borri, Pasquale Colonna and Valentina Palumbo <i>The need of mobility like correlated natural and necessary need of the man</i></p>	<p>Session 6.3 Session Title: Cultural Histories of Mobility Chair: Hans Ludger-Dienel Baard Toldnes <i>Tourists in horseless carriages, farmers in horse-drawn wagons?</i> Jason Weems <i>Vision as the Edge of Mobility: Theorizing the Windshield</i> Slawomir Lotysz <i>The City That Never Was: How the Alternative Railway Systems Could Change the Urban Landscape</i> Heike Wolter <i>"I hold out in the GDR, but I'm unfaithful ... " - Symbolic and material circulation in GDR tourism</i></p>
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This second international conference is sponsored by:



T²M



the **Henry Ford**





Motor Cities



COLLEGE OF ARTS, SCIENCES, AND LETTERS



CENTER FOR THE STUDY OF AUTOMOTIVE HERITAGE

NEWS

T²M or T⁴M? (from Gijs Mom)

During my opening speech at our last Eindhoven conference I had included in my Power Point presentation a slide with the above question, the T-square standing for transport and traffic, and the extra two T's representing travel and tourism. During the last Paris meeting of the Executive Committee I was given the assignment to start negotiations with the International Commission for the History of Travel and Tourism (ICHTT) about a possible future cooperation. As a first expression of this cooperation a common conference could be organized, an endeavor which could help us explore and define the common interests between the two fields of Mobility History and the History of Tourism. I wouldn't have written this message if I had not already received some indications from the tourism group of a strong interest in such negotiations.

Close cooperation (or even a merger) between our two organisations could help us reach our goals quickly and elegantly. We, as an association, do not yet have the critical mass to organize an annual conference without a certain financial risk to the local organizer, a situation we should strive to avoid as soon as possible in order to reach a state of stability and continuity. Also, the subscription base of *The Journal of Transport History* could be expanded substantially which could open the road to an extra, annual third issue, providing a more frequent platform for our scholarly debates.

At the moment you receive this Newsletter the meeting with the tourism group has yet to take place. In Dearborn, at the Members Meeting, I hope to report to all of you, and bring good news about our next conference, either T²M or T⁴M. Whatever happens, it is very likely that our next conference will be held in good old England.

Sharing Accommodation for T²M

One possibility for conference participants wanting to cut the cost of accommodation is to share a room. Markus Nöhl is looking for someone to do just this and can be contacted at m.noehl@gmx.de

Listserv up and running in a few days

Our T²M listserv will be launched between now and a few days. Editor of the listserv will be Clay McShane, who's working hard getting the listserv ready as soon as possible. The ECMD will provide the technical support for the listserv.

In a few days all members of T²M will receive an announcement by e-mail that the listserv is online and details how to subscribe to the listserv.

CALLS FOR PAPERS

The editors of TRANSIT at the University of California, Berkeley invite submissions for the inaugural issue of the multidisciplinary, web-based journal TRANSIT, to be published February 15, 2005.

OPEN CALL FOR PAPERS

We welcome submissions relating to the critical inquiry of travel, migration, and multiculturalism in the German-speaking world spanning all time periods and media. TRANSIT covers the work of all those who have experienced the irresolvable tension between home and dislocation--whether explorers, adventurers, refugees, or exiles. We invite critical work, in English or German, from all areas in which movement and transition are major forces.

CALL FOR PAPERS

Special Topic: Migration, Culture, and the Nation State

In recent years mass migrations have challenged and dramatically changed nation states around the globe. The German-speaking world in particular epitomizes the tensions ascribed to immigration. Millions of immigrants, "guest workers", and asylum seekers have become residents of German-speaking countries in the last fifty years alone. Increasingly, their presence calls into question the concept of a national community based on ancestral lineage and cultural heritage. For some, the presence of so many foreign-born residents spells the end of German culture. For others, a multiethnic nation evokes a long tradition of cosmopolitan openness. Is multiculturalism the key to resolving current issues of national identity in Europe?

TRANSIT invites English or German language submissions that explore the following questions:

Why has multiculturalism become such a contested concept today? How are political, social, and cultural borders negotiated in a rapidly changing Europe? How can the extensive German debates surrounding nationalism, ethnicity, and mobility contribute to current international debates?

Papers should be submitted as a Microsoft Word email attachment by Nov. 1, 2004.

Please send submissions and inquiries to transit@berkeley.edu.

This issue is presented in conjunction with the international conference Goodbye Germany? Migration, Culture, and the Nation State to be held 28-30 October 2004 at UC Berkeley.