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### Editorial

Following last year's T2M launch in Holland, the association held a highly successful second meeting in Dearborn, Michigan, USA.

As well as hearing a string of excellent papers and participating in numerous well-attended sessions, members voted to adopt the association statutes, thus bringing T2M officially to life, in the legal sense.

You can read more about the Dearborn conference inside this newsletter.

Meanwhile, plans for next year's forum are already up and running.

Send any news snippets or items of interest to me at the address below.

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E-mail: [awhitel@learnlink.emory.edu](mailto:awhitel@learnlink.emory.edu)

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## T<sup>2</sup>M ON TRACK FOR YORK

In 2005, T2M's annual conference will be held for the first time in the United Kingdom. York's National Railway Museum will stage the meeting from Thursday October 6 to Sunday October 9 (*NB This date is also different to that announced in Dearborn*). It will be co-hosted by the museum and the University of York's Institute of Railway Studies and Transport History (IRS&TH). The conference's main theme is tourism and its relation to T2M.

David Nye of the University of Warwick, an expert on technology's cultural and social history, will give the opening address. Colin Divall (right) chair of the Local Organizing Committee, said: "I'm delighted that T2M has chosen York as the venue for its next meeting. York is a very attractive city, and tourism an important part of the local economy. It's easy to get to York by rail, road and air, and may even be reached by boat for those who aren't in a hurry! Once there, all the major facilities, including the National Railway Museum, are within walking distance. All in all, a great fit for this meeting."



Further details will be posted on the T2M website [www.t2m.org](http://www.t2m.org) and the IRS&TH website [www.york.ac.uk/inst/irs](http://www.york.ac.uk/inst/irs)

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## Message from the Chair

*Gijs Mom*

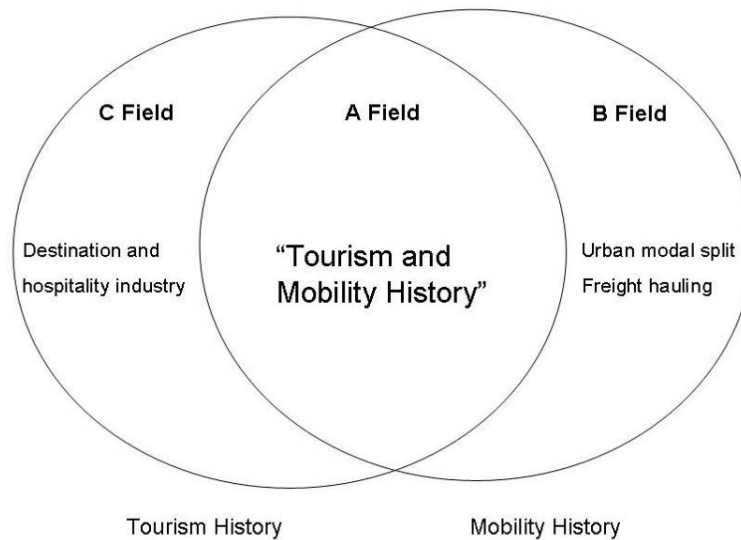
Our second annual meeting in Dearborn was a memorable event, and those of you who were not present can only get rid of the awkward void in your professional life by preparing to come to our third conference in York. Colin Divall, Chair of the Local Organizing Committee, faces a big challenge organizing an event that equals the splendid work Bruce Pietrykowski and his team performed in Dearborn.

We will publish a comparison of Dearborn with the previous year's conference in Eindhoven in the next newsletter. For now, I would like to thank all members who expressed their trust in the EC and the president by their voting: I take this as a signal that we are on the right track of making our association into *the* scholarly meeting place of mobility and transport historians, and many related fields as well. We are also giving young scholars the opportunity to play an important role in our organization.

One of the heart-warming results of our second survey (the results of which will also be published in our next newsletter) are the remarks of urban planners and other non-historians, present in Dearborn, who clearly feel very much at ease in our midst. This brings me to the most urgent topic for 2005: the expansion of our association. Two-thirds of all respondents to our Dearborn survey indicated Tourism History as the best direction in which to expand T2M. At York, we are preparing for a plenary session in which representatives of the Tourism History Group will be invited to discuss common fields of interest with a delegation of T2M's EC. I have prepared a discussion document with two well-known tourism historians, John Walton and Laurent Tissot, for circulation among the Tourism Group.



University of Michigan-Dearborn Chancellor Dan Little (left) in conversation with EC Member Larry Shumsky, at T2M's banquet, Detroit Institute for the Arts.



The above diagram illustrates areas of potential collaboration. Apart from identifying common topics in the “A field”, we can also observe a convergence in methodology, the “cultural turn” in our field being one of the most promising.

Both our groups are more or less of equal strength: when we started T<sup>2</sup>M we worked on the basis of a “market” of a couple of hundred, but we decided to start with an association on a fee paying basis designed to build a solid foundation for organizing an annual conference. The Tourism Group works differently: they also have a couple of hundred supporters, but they don’t have a paid membership. Like T<sup>2</sup>M, they have organized two conferences, with similar turnout. The main difference, however, is that T<sup>2</sup>M is affiliated with a peer reviewed journal, the *Journal of Transport History*.

To prepare for closer cooperation with tourism historians, the EC in Dearborn decided to send a T<sup>2</sup>M delegation, consisting of Hans-Liudger Dienel and myself, to a business meeting of the Tourism Group in Paris in March 2005, to discuss closer cooperation. The theme of the York event, “Tourism and the history of transport, traffic and mobility,” warrants that our audience will be well equipped for such a discussion.

## DEARBORN REPORT

Those hoping that the second T2M conference would continue to build on the good work of the first were not to be disappointed when attendees gathered at the University of Michigan, Dearborn over the weekend of November 4-5. With about one hundred delegates attending over twenty sessions, the conference was of a grander scale than last year's inaugural meeting in Eindhoven, and attendees generally agreed that T2M is thus heading in the right direction.

The conference's first two speakers got proceedings off to an excellent start and, in a peculiar way, somewhat echoed each other. David Harvey, in his keynote address, reminded delegates to avoid the pitfalls of technological fetishism – the attribution of causative powers to things that can't possibly possess them – while Bruce Seely, the following morning, described how engineers used notions of objectivity and neutrality to appear disinterested in public policy making. In other words, we should strive to unearth the role of human agency in our studies and to remember that people always do things for a reason.



President Gijs Mom



Local Organizing Committee Administrator Sharie Beard

With these points in minds delegates not only engaged in a series of fascinating sessions, but also were treated to a tour of Henry Ford's River Rouge factory, Greenfield Village and the Henry Ford Museum. On Saturday evening the Detroit Institute of Arts held a banquet in the mightily impressive Rivera Court, where delegates ate and drank surrounded by one of the Mexican muralist Diego Rivera's extraordinary frescoes inspired by the city's automobile industry. The institute also hosted an exhibition of the work of photographer Charles Sheeler.

Of course T2M would not be T2M without some surreal entertainment, and this was provided by local performer Mark Moultrup, who mingled with the crowd pretending to be Henry Ford, before berating them as socialist sympathizers and then settling down to play jazz piano for the rest of the evening.

## T2M OFFICERS AND COMMITTEES

At the annual members meeting, as well as adopting the statutes of the organization, delegates were formally introduced to the elected members and officers of the executive committee. These are outlined below:

### Executive Committee

#### Officers

Gijs Mom (President); Maggie Walsh (Vice President); Hans-Luidger Dienel (Treasurer); Bruce Pietrykowski (Executive Secretary); Colin Divall (Local Organizing Committee); Dick van den Brink (Administrative Secretary).

#### Members

Mathieu Flonneau; Paul van Heesvelde; Clay McShane; Michèle Merger; Jan Oliva; Jeff Schramm; Larry Shumsky; Jameson Wetmore.

#### (Ex officio members)

Peter Lyth (Editor, Journal of Transport History); Drew Whitelegg (T2M Newsletter Editor).

### Committees

Statutes and Regulations: Clay McShane (Chair), Paul van Heesvelde

Travel Fund: Hans-Luidger Dienel (Chair), Larry Shumsky, Jan Oliva

Theme Group: Jan Oliva (Chair), Heike Wolter

Fundraising: Gijs Mom (Chair), Hans-Liudger Dienel, Mathieu Flonneau

Membership expansion: Mathieu Flonneau (Chair), Jameson Wetmore, Jeff Schramm

Website Content: Corinne Mulley, Thomas Cornillie

There are still some vacancies on the Theme Group Committee and the Membership Expansion Committee. Please contact the chair of the Committee ([jan.olival@libertysurf.fr](mailto:jan.olival@libertysurf.fr) or [mattaflo@aol.com](mailto:mattaflo@aol.com)), if you are interested in being a member of one of the committees.

### York Committees

Programme Committee: Colin Divall (Chair), Maggie Walsh, Corinne Mulley, Heike Wolter, John Walton, Bruce Pietrykowski

Local Organizing Committee: Colin Divall (Chair), Martyn Halman (Facilitator), Jill Murdoch, Mike Esbester, Barbara Schmucki

### Expansion of EC and rotation of members

In their discussions at Dearborn, the EC expressed a desire to expand itself to sixteen members. They also stressed the need for rotation of members in order to keep new blood coming into the association. The actual mechanics of this rotation have yet to be agreed upon, and will be one of the main issues on the table at the next EC meeting in Paris in April next year. However, the EC did agree in principle that younger members of the organization, as well as more women and ethnic minorities, should be encouraged to get involved and that the regular turnover of officers should help in this regard.

## NEWS

### Scholes Prize Winner Announced

Joanna Guldi, a PhD student from the University of California, Berkeley, has won the 2004 Scholes Prize with her essay "Transport to modernity: the expanding British road network, law, technology, and society to 1835." T2M would like to extend its congratulations to Joanna.

The John Scholes Prize, for the best unpublished essay, based on original research, on any aspect of the history of transport, traffic and mobility (T2M) by newer members of the profession, is named after the 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 (T2M) with funding provided by the Transport History Research Trust. Further details of the next competition may be obtained from Colin Divall ([cd11@york.ac.uk](mailto:cd11@york.ac.uk)) or at <http://www.york.ac.uk/inst/irs/irshome/news/scholes.htm>

### Barker and Robbins Prize

The Transport History Research Trust, based in York, England, will be financially supporting a new prize to be awarded by the Association. Subject to agreement by the Executive Council, the award, to be called the Barker and Robbins Prize, will be given to the best paper delivered at the T2M meeting by a recent entry to the profession. The Trust's commitment is for GBP150 annually, initially for four years.

Andrew Scott, Director of the Trust, said: "I'm really pleased that the Trust is able to support the Association and scholars in this way. T2M is rapidly becoming central to the reinvigoration of the discipline of transport history around the world, and thus chimes perfectly with the Trust's mission to encourage research in the field."

The Prize is named after the late Theo Barker and the late Michael Robbins, perhaps best known for their jointly authored two-volume history of transport in London.

### Filarski book still available

A limited number of copies of Ruud Filarski's book *The Rise and Decline of Transport Systems – Changes in a Historical Context* are still available for library distribution. Filarski, of the AVV Transport Research Centre, generously presented free copies of his work to conference delegates at the recent T2M gathering in Dearborn. Anyone interested in receiving it should contact Ruud at [r.filarski@avv.rws.minvenw.nl](mailto:r.filarski@avv.rws.minvenw.nl).

### Review Essays in *Journal of Transport History*

As previously reported in this newsletter, the *Journal of Transport History* is seeking to publish review essays of a collection of books on a similar topic. The book review editor, Drew Whitelegg, would be very keen to hear suggestions from any interested people. He can be contacted on [awhitel@emory.edu](mailto:awhitel@emory.edu)

## **PERSONAL ACCOUNT OF DEARBORN**

### **THE VIEW FROM THE STREET**

**In the first of a new feature for the newsletter, in which members offer their personal perspective on a T2M matter, Cambridge graduate student and native Swede, Gustav Sjöblom, finds crossing the road tricky on his first trip to America.**

For many Americans as well as Europeans, the highlight of the 2004 T2M conference was not the conference papers, and not the welcome drinks at the Henry Ford Estate. It was not the guided tour of the River Rouge factory, nor the dinner at the Detroit Institute of Arts. It was the first-hand experience of the particular form of mobility – or rather immobility – enjoyed in a city planned for the motor car and lacking not only public transport but even pavements and pedestrian crossings.

The famous carmaker from Dearborn would perhaps have disapproved of the sign saying “Yield to Pedestrians” on the driveway leading to the Henry Ford Estate. But although there were not actually any cars around, this recognition of pedestrian existence came as a relieving glimpse of familiarity for the battered European academics who had found themselves literally stranded at the Ritz Carlton Dearborn in Detroit’s vast suburban sprawl, and had only recently been liberated by a bus, somewhat ironically disguised a tram, which took them to the Henry Ford Estate on the campus of University of Michigan Dearborn.

For the delegates who had arrived late on the night before the conference, the breakfast menu did not offer a good start to the day. “If you pay \$20 for an omelet you expect to get the best omelet you’ve ever had. It wasn’t,” said Tom McKinney from Houston, Texas. Some of the European delegates did what any European would have done and attempted to go for a stroll in the neighbouring area to survey the local cafés and restaurants. Invariably they found themselves stranded just outside the hotel entrance, gazing onto the Dearborn cityscape from the vantage point of an island in the midst of a maze of impassable urban highways. After exchanging resigned glances with other Europeans who had flocked there for similar reasons, everyone went back into the Ritz and had the dearest continental breakfast of their life.

A group of brave men who later dared venture across the road to the Fairlane Town Center Mall faced further challenges. While asking for directions to TGI Fridays (which, incidentally, has just launched the latest step in burger evolution: the Jack Daniels burger) the group was constantly asked where they parked. Rather than endeavouring to explain that astonishingly enough he had walked the entire 100 meters from the Ritz, Robert Buerglener from Chicago, Illinois, managed to wriggle out of these situations with statements such as “We entered next to Sears” or “I came from the left”.

These anecdotes should not make you think that immobility was a negative experience. On the contrary, many found joy in the exotic adventures. I’d been looking forward to the American way of life for months, and after the conference promptly rented a Chrysler Sebring and spent three days cruising between fast food joints and cheap motels around Ann Arbor, Flint and Detroit.

Apart from real life tourism, the upshot of the enforced immobility was that all conference delegates flocked naturally to the hotel bars, which – besides the standard spectacle of luxury hotels: jazz and chocolate buffet, a wedding party and companies of young, cigar-smoking corporate careerists – offered ample opportunity for socialising and networking. Matching this cohesion and atmosphere will certainly be a challenge for the organisers of next year’s conference in York, England, where one can easily stroll around and choose from an abundance of cozy pubs.

## CALL FOR PAPERS

Third International Conference on the History of Transport, Traffic and Mobility  
**Tourism and the History of Transport, Traffic and Mobility**  
National Railway Museum, York, United Kingdom  
6-9 October 2005

The International Association for the History of Transport, Traffic and Mobility (T2M) invites proposals for papers to be presented at the Third International Conference on the History of Transport, Traffic and Mobility, to be held at the National Railway Museum, York, United Kingdom on 6-9 October 2005.

Papers may address any aspect of the social, cultural, economic, technological, ecological and political history of transport, traffic and mobility. However, preference will generally be given to those focussing on the historical relationship between tourism and transport, traffic and mobility.

Tourism embraces not only the familiar phenomenon of modern mass travel for leisure purposes but also the movement of individuals and groups for analogous reasons in the pre-modern period. Our concern is to delineate, both theoretically and empirically, the historical relationships between certain patterns of mobility and kinds of leisure and associated activities. In this way we hope to analyse the genesis, development and interaction of different cultures of travel in order to illuminate the various historical meanings of tourism. Such a broadly based definition suggests the value of interdisciplinary approaches. Relevant contributions from cultural geographers, sociologists, anthropologists, economists, and other scholars who do not define themselves as historians are therefore very welcome, as well as those from historians who are not specialists in either tourism or T2M.

Participants are encouraged, though not required, to organize panels on this or any other theme. A panel consists of a chair and normally up to three speakers; no commentator is required. We especially encourage transnational, comparative and transmodal approaches, and welcome proposals exploring theoretical or methodological issues as well as those of a more empirical nature. We especially invite recent entrants to the profession and doctoral students to submit proposals.

This conference will be hosted by the Institute of Railway Studies & Transport History, a joint endeavour of the University of York and the National Railway Museum. To mark the 10<sup>th</sup> anniversary of the Institute's founding, a strand of the conference will be dedicated to 'Mobilizing railway history: railways and the construction of the history of transport, traffic and mobility'. More details will be posted at [www.york.ac.uk/inst/irs](http://www.york.ac.uk/inst/irs).

The conference language is English (only). The deadline for abstracts and a short cv (max. 1 page each; Word or rich text format only) is Friday 1 April 2005. Send proposals to: [submissions@t2m.org](mailto:submissions@t2m.org). Notification of acceptance will be sent by Friday 29 April 2005. The full text of papers accepted must be submitted by Monday 1 August 2005 if they are to be included on the conference CD-ROM sent in advance to all participants and if they are to be eligible for T2M Awards. All participants are required to register.

For enquiries about the programme, please contact Colin Divall [cd11@york.ac.uk](mailto:cd11@york.ac.uk).

For information about local arrangements please contact Martyn Halman [m.halman@nmsi.ac.uk](mailto:m.halman@nmsi.ac.uk)

For details of T2M and of previous conferences, please visit: [www.t2m.org](http://www.t2m.org). Further details of the 2005 conference will be posted there in due course.

Programme Committee: Colin Divall (National Railway Museum/University of York) (Chair); Corinne Mulley (University of Newcastle); Bruce Pietrykowski (University of Michigan-Dearborn); Heike Wolter (Dresden Technical University); Maggie Walsh (University of Nottingham); John Walton (University of Central Lancashire).



## **SEMINAR SERIES**

The Institute of Railway Studies and Transport History, York, UK, will hold the following seminars during 2005:

14.00 Wednesday 26th January 2005  
Inland navigation in the C18th and C21st.  
George Revill (Open University, UK)  
Mike Anson (Bank of England Official History Project, UK)

14.00 Wednesday 16th February 2005  
Twentieth-Century public policy compared: motorized-bus transport in the UK and the USA  
Corrine Mulley (University of Newcastle, UK)  
Maggie Walsh (University of Nottingham, UK)

14.00 Wednesday 9th March 2005  
The nationalized versus the privatized railway in Britain  
Richard Davies  
Ernest Godward (Scott Wilson Railways, UK)

14.00 Wednesday 4th May 2005  
Gendered transport  
Jane Neal-Smith (London Guildhall University, UK)  
Grace Lees-Maffei (University of Hertfordshire, UK)

14.00 Wednesday 1st June 2005  
Imperial railways, railway imperialism  
Gary Goldfinch  
Di Drummond (Trinity and All Saints College, Leeds, UK)

All are welcome. Refreshments will be served.

All workshops are held in the Yorkshire Rail Academy at the National Railway Museum, York, UK. The YRA is fully accessible and may be reached from within The Warehouse at the NRM, off the Great Hall. The YRA is not open to the general public - you will need to use the entryphone to get into the YRA. Please do not enter the YRA more than 10 minutes before the advertised starting time. Ask at the Museum's welcome desks or any information point if you need help.

The National Railway Museum is about 3 minutes' walk from York railway station via the new footbridge extension. Please use either public entrance to the NRM and tell the staff at the desk that you are attending the IRS&TH workshops. Cycle parking is available at the City Entrance. Motorists please note that NRM parking charges apply (except for registered-disabled parking, available at the City Entrance).

## **CONFERENCES**

### **Thinking Rail: Lessons from the Past, the Way of the Future**

#### **\*The Past, Present and Future of Australian Railways\***

The Heritage Futures Research Centre of the University of New England, Armidale, is hosting a major railway conference for the last week of September 2005. The conference will be forward looking as well as historical and commemorative. It will be held in conjunction with both the events associated with the 150th anniversary of the beginning of railways in NSW and the celebrations associated with the official opening of the first stage of the Australian Railway Monument and railway museum at Werris Creek. The Centre proposes to do what universities do best — bring many of the people who are now concerned with important issues together to define problems and solutions. This conference will enhance both the heritage and future of Australian railways.

The conference will take place in Tamworth, over the period 28-30 September. This will allow conference delegates to attend the celebrations at Werris Creek as a post-conference function. The conference patron will be the Hon. Tim Fischer, former Deputy Prime Minister and an enthusiastic advocate of railways as part of a rational national transport system.

Currently many of the ideas that relate to how to present and preserve the rich exciting story of Australian railways and their creation are scattered, limiting the use of past experience for future development.

There are something like 5000 Australian railway organisations, indicating an extensive interest in both railway heritage and a continuing railway presence. We are seeking a broad participation from such groups and are calling for ideas on the conference sessions and speakers. Provision will also be made for those with a special interest in an aspect of railways to meet during the conference.

For further information contact Dr Andrew Piper on (02) 6773 2764 or email [HFRC@une.edu.au](mailto:HFRC@une.edu.au). From 20 December details on the conference will be accessible online at: [www.une.edu.au/campus/confco/nrhc2005](http://www.une.edu.au/campus/confco/nrhc2005).

## THE JOHN SCHOLES PRIZE 2005

The John Scholes Prize (formerly the National Railway Museum Prize) of up to £250 is awarded annually by /Journal of Transport History/ and T2M to the writer of an unpublished essay based on original research into any aspect of the history of transport, traffic and mobility. The prize is intended for younger scholars or recent entrants into the profession and may be awarded to the writer of one outstanding article or divided between two or more entrants. Publication in the *Journal of Transport History* will be at the discretion of the Editor.

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.

### \*General rules\*

To be eligible for the prize the candidate must \*not\* yet:

1. be in a permanent academic position;
2. have published an academic monograph or have a publication in a major academic journal.

Entry is in no way limited to British nationals. Essays must not exceed 8000 words (including footnotes), must be fully documented, typewritten with double-line spacing, and submitted in English. Entries (three copies, stating the number of words) should be sent in hard-copy only to arrive no later than \*31 July 2005\* for the current competition. Essays should not bear any reference to the author, either by name or institution; candidates should send a covering letter with documentation of their status. The judges will not enter into correspondence.

### \*Address for entries\*

Entries for the prize should be sent to:

Professor Colin Divall  
Institute of Railway Studies & Transport History  
National Railway Museum  
Leeman Road  
York  
YO26 4XJ  
United Kingdom

E-mail (for enquiries only): [cd11@york.ac.uk](mailto:cd11@york.ac.uk)