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## Guest Editorial

*Maggie Walsh*, chair of the Election Committee writes:

It's election time at T<sup>2</sup>M and therefore please consider nominating yourself for the Executive Committee when the call for nominations is made electronically during the summer. The Association welcomes nominations from any paid-up member who is willing and happy to become involved in decision-making and in helping to make T<sup>2</sup>M a dynamic organisation. There are specific places available for graduate students because

young voices and opinions are much appreciated. The association is also committed to representation from both sexes and the internal regulations make provision for such representation.

Meanwhile send any news and items of interest to the newsletter editor at:

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

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

### Call for Nominations – Executive Committee T<sup>2</sup>M

The T<sup>2</sup>M Executive Committee is a rotating committee with 16 members being re-elected. The T<sup>2</sup>M Association asks for potential candidates for 5 openings on the Executive Committee:

- 1 position (3-year term)
- 4 positions (4 year term)

Potential candidates should include short (less than 100 word) statements of their plans for T<sup>2</sup>M and curriculum vitae.

Please send it to the T<sup>2</sup>M Secretariat ([info@t2m.org](mailto:info@t2m.org)) before **15-08-2006**.

## PARIS IS PREPARED

It's all-systems-go for the fourth T<sup>2</sup>M Annual Conference in Paris between September 28 and October 1 this autumn. A successful call for papers has produced a line-up of over 100 presentations, with the main focus being upon safety and expertise. The keynote speaker will be Bruno Latour, talking about Gabriel Tarde, a late 19th century French sociologist who, according to conference organizer Vincent Guigeno, represents an alternative version to social science to that of Marx, Weber and Durkheim. (Marx, Weber, Durkheim).

The conference will be held in Paris and Marne-La-Vallée, at the [Ecole des Ponts et Chaussées](#), where most of the sessions will be organized. Visits and social events will be organized at Paris, including a VIP Tour of the "[Mondial de l'Automobile](#)" on Thursday and a dinner at the [Train Bleu](#), the famous restaurant of the Gare de Lyon, on Friday evening (limited number of places).

The conference has the support of institutions such as the French Ministry of Transport and the Ile de France Region, and industrial companies. The main partner is the [Renault Fondation](#). A round-table about "the future of the road" will be held with historians and professionals.

For registration and practical questions,

please refer to the [local organizer page](#) or [T2M website](#). Please secure your hotel as soon as possible, as the weekend will be busy in Paris (because of the Mondial and the Arc De Triomphe horse race). We have arrangements with a hotel close to the ENPC and can suggest a couple of places in Paris, but you are free to stay wherever you want in the city, as the Ecole des Ponts is easily accessible with the Regional Train (RER).

### FOURTH INTERNATIONAL CONFERENCE ON THE HISTORY OF TRANSPORT, TRAFFIC AND MOBILITY

PARIS, MARNE-LA-VALLÉE

SEPTEMBER 28<sup>TH</sup> -OCTOBER 1<sup>ST</sup> 2006



Paris, October 1940

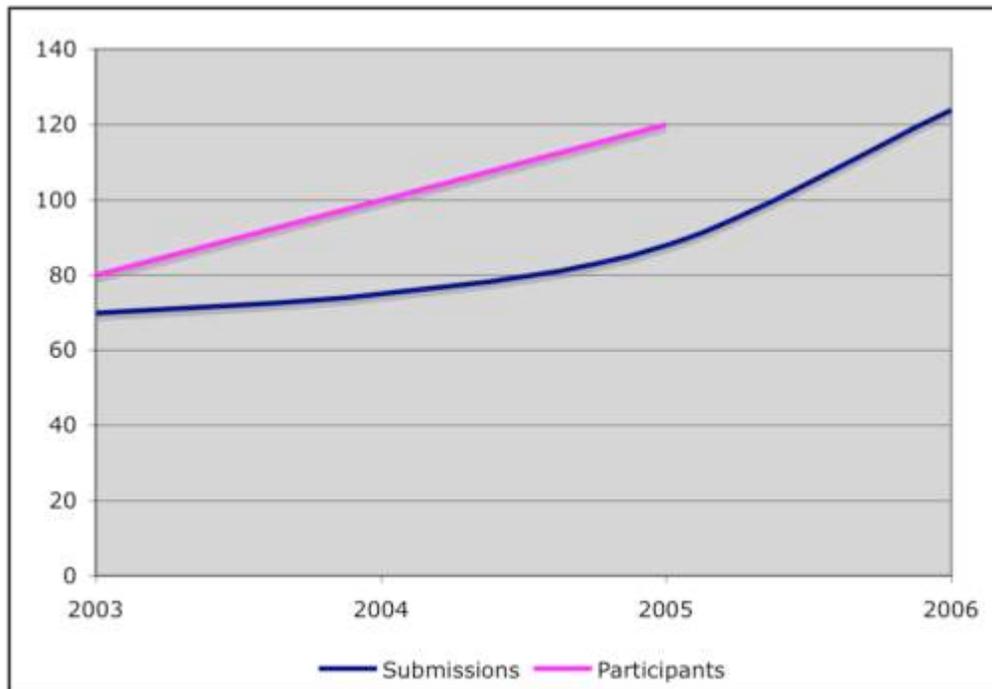


Registration deadline is August 1.

## Message from the Chair

*Gijs Mom*

When, back in November 2003, we started our T<sup>2</sup>M adventure, a clear goal was formulated: we wished to create a solid, international platform of intellectual exchange and, in parallel, renovate the field by bringing in new topics and approaches. Now, after two-and-a-half years, we have accomplished a lot of things that have substantially brought that overall goal nearer. We have an Association with 134 members from 23 countries (of which nearly one third are PhD students); we started a very successful series of annual conferences with their own character (with emphasis on debate rather than reading papers) and with nearly 125 papers (many of them not submitted by members, so we're still growing); we have an affiliated scholarly journal open to the very best of our members' intellectual products; and we have an organizational structure in the making, which is already able to put all these things in motion, although we are still staring very much at our own navels (as we say in the Netherlands) and T<sup>2</sup>M doesn't seem ready yet to embark on new projects.



**Overview submitted proposals and participation numbers previous T2M conferences.**

It is no exaggeration to say that we have successfully ridden the growing wave of scholarly interest in matters related to mobility and transport history, and effectively managed to influence the direction in which this wave is rolling. We have initiated several debates (among others, our relation to cultural studies, tourism history, and current planning and policy issues) and the resonance of our activities in adjacent fields (expressed by conference reports in *Technology and Culture*, or the presence of well-know tourism historians in our discussions) indicates that T<sup>2</sup>M is making a difference.

And yet, we are still far from a stable situation, both in terms of organization and finance. Several of our activities are still not routine enough to set free our energies for the essential issues we all care about: too often we still seem to be reinventing the wheel when we organize our annual conference, for instance, and we messed up the ballot for our EC last year. I hope the Statutes and Internal Regulations that the Executive Committee has been working so hard on during the previous years, and which we will bring to the members' vote during the coming months, will provide a stable framework. This should enable us to concentrate on those issues that are so important for the renovation of our field: bringing in new members from adjacent fields (cultural historians; tourism history; planning and policy; the museum world) and embarking on new, challenging projects, such as the Theme Groups initiated by junior scholars within our midst, a summer school for PhD students, and maybe even our own book series. The ultimate goal is, of course, to open up academia for positions, projects and professorships dedicated to 'new transport history' to be taken up and run by our promising young members. And in order to do that, we need more organizational momentum: my ultimate goal is still to have a stabilized, structural membership of 200 – 300 within a year or two. I even think it would be possible to grow to a thousand members, but that is for a new president to try.

My main concern at the moment is our financial situation. It has been improved considerably during the previous year: we have a nice, albeit still too-modest conference travel fund; we have a series of Awards financed by our sponsors; and our financial position considerably improved through the generous donation from York organizer Colin Divall of the positive returns of his conference. But structurally, we still have a long journey to accomplish: we need to have a solid financial foundation for our Secretariat (still kept in the air mainly by the generous support of the ECMD in Eindhoven) and we need to have funds for a further professionalization of our Executive Committee, enabling us to spend some money if we wish to embark on new activities. As I said before at this place: because we do not own our journal, we have to find other ways to increase our annual income. I am very pleased that during our EC meeting in Leuven, Belgium, last month, we installed a new subcommittee dedicated to sponsorship and institutional membership. I hope we will all put in some extra effort during the coming months to find sponsors and institutional members. It may sound odd, but the moment the EC can decide to have a professional designer develop our logo, I will be satisfied, convinced that we have left the adventurous but treacherous waters of organizational amateurism behind us.

In the meantime I rejoice in seeing our fourth international conference nearing, with a record number of papers, put up by an enthusiastic young bunch of local organizers (led by Mathieu Flonneau and Vincent Guigueno). I must confess that I had my doubts about the attractiveness of the conference theme (Safety and Sustainability) but the surprisingly large response, both from inside and outside France, has proven me wrong. I hope to greet you all in Paris, after a safe (and probably not so sustainable) journey.

## In the Spotlight

**Executive Committee member and rail historian *Jeff Schramm* is set to take over the book review editorship of the *Journal of Transport History*. The *Newsletter* caught up with him recently to find out about his interests.**

*How did you become interested in railroad history?*

My father worked for the railroad when I was young so I was exposed to it and the unique railroad culture from a very tender age. I spent most of my childhood and adolescence in a Chicago, Illinois suburb with the Illinois Central main line literally in my backyard. It seems only natural that something would rub off on me. I was also always interested in history, particularly the history of technology and its social influences and impacts. The two coalesced in college. As I studied history I was constantly struck by the influence of the railroad.

*Are there any new developments in the field that particularly interest you? If so, which ones and why?*



I'm particularly interested in how railroad history in particular and transport history in general have broadened to include almost all aspects of history. The "classic" railroad history was very internally focused on business and economic matters but the "new" railroad history has begun to explore issues of class, race, gender, environment, politics, culture and more. Railroad history is also just beginning to break out of its nationalistic chains into trans-national analysis. Railroads are a perfect vehicle for this comparative history. Transportation in general is such a huge part of people's lives but hasn't really gotten the attention it deserves from the historical community.

*You've been quite involved in the development of T<sup>2</sup>M. Where do you see the organization going in relationship to railroad history?*

T<sup>2</sup>M is a wonderful organization because it brings together scholars with different areas of expertise and of many different modes from many different countries. Yet, we are all connected by the same passion for transport history. To really understand railroads in the United States since 1930 you have to understand road policy and aviation policy as well. Likewise, the experience of American railroads with dieselization can shed light on what the British, French, and Germans did and vice versa. T<sup>2</sup>M brings us all together. The whole is very much more than the sum of its parts.

*Taking over the book review editorship for the Journal of Transport History is an exciting prospect. Anything that you are particularly looking forward to? And anything you are not?!!*

I'm looking forward to seeing all the books and keeping abreast of all the latest developments in the field. I'm also looking forward to meeting new colleagues by conversing with expert reviewers all over the globe. As a reviewer I've been a bit late with some of my reviews from time to time and I'm not looking forward to dealing with people like me!

*How do you see the review section developing over the next few years?*

I want to make sure that we continue to showcase the latest and best books in transport history, including travel and tourism history, but I'd like to begin to branch out to do museum reviews, web site and other media reviews, and some longer review essays. I also think it is important to try to include books from many different countries to keep and enhance the international flavor of T<sup>2</sup>M and the evolving transport history community.

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## **Special Feature: Introducing the HMRS**

*Keith Harcourt*

**Keith Harcourt is the current editor of the Journal of the Historical Model Railway Society (HMRS), a member of T<sup>2</sup>M, and his historical research interest is in the personalities who managed the London, Midland and Scottish Railway.**

The HMRS is an educational charity whose objectives are the study and recording of information relating to all the railways of the British Isles; public education on matters concerning railways of the British Isles and the

construction, operation, preservation and public exhibition of models depicting those railways.

The founder members were historians as well as modellers and this mixture

continues today. The Oxford Companion to British Railway History's entry for the HMRS states:

*Founded in 1950 by historians and modellers to collect and exchange records, drawings and photographs in the interests of historical accuracy in modelling, the HMRS is the senior such society in Britain (1: 205).*

In 2005 the Society opened its Study Centre at the preserved Midland Railway site, near Butterley in Derbyshire, where its extensive archive, library and collection is housed. The cost of the building, nearly £500,000, was raised by voluntary contributions from Society members and friends. The Centre is open to Society members and all *bona fide* railway historians by appointment. Contact the Study Centre Manager by email at: [studycentre-manager@hmrs.org.uk](mailto:studycentre-manager@hmrs.org.uk) and he will arrange times and issue directions as to how to reach the Centre. For those travelling a distance there is accommodation available in the form of hotels, bed and breakfast establishments and a touring caravan site all within easy reach.

The Society has a network of Stewards, all of whom specialise in the history of a particular railway company, line or subject and network information between members. The HMRS also publishes a journal four times per year. As HMRS has become an Institutional Member of T<sup>2</sup>M, from July 2006, T<sup>2</sup>M members will also receive, free of

charge, a copy of the HMRS Journal. Naturally, T<sup>2</sup>M members may also submit papers to the journal editor for consideration as published works. However, as HMRS is by its charter focussed on "the history of the railways of the British Isles" papers or in some cases, see below, books, must be on suitable topics.

The Journal aims to be one of scholarly record and publishes prime source material as well as items of debate and research. Copies are deposited at The British Library and the Library of the National Railway Museum as well as other interested institutions. Any University affiliated to T<sup>2</sup>M who might like to begin taking the Journal for use in its Library is requested to contact the editor via his email address below.



**The HMRS Museum and Study Centre was opened on the 19th March, 2005 and is seen here in its newly finished state.**

The January to March 2006 issue of the Journal [2], for example, carried a paper, by Dennis Monk that was based on committee minutes and his final report to the British Railways Board about the way in which he worked to manage one of the first re-railings of a diesel locomotive in the UK. The photographs and description of the event on a misty

October day in 1962, previously unpublished, add much to our knowledge of the accident procedures of the era. Geoff Sheppard, a member of HMRS and the Broad Gauge Society, began the Society's celebration of the bicentenary of the birth of Isambard Kingdom Brunel, with a review of the architectural legacy of the Broad Gauge today. John Harvey, the Society's Southern Railway Steward, who has spent many years studying paint colours used on Southern Railway rolling stock, contributed a paper on fresh understandings about these colours gained from his research.



**HMRS Study Centre has plenty of space for researchers to work. This is the main study room, off which open the Library and the Archive. Secure storage for historic drawings and a museum of historic models form the remaining two floors of the Centre**

Lectures have long been a feature of the Society and Area Groups of members and friends, (all are welcome), gather in convenient regional centres to hear speakers on a wide range of railway

history topics. This year will see the East Midlands Area Group hear an acknowledge authority on Industrial Railways, Sidney A. Lelux, speak on Industrial Steam in the 1960s. Chris Youett will address the Bletchley Area Group on "The GWR and WR in South Wales and the West Midlands".

The Society also has a reputation for its high quality railway reference book publications. HMRS has republished, with a new and separate Appendix, *BR Mark One Coaches* by Keith Parkin. This book has become a standard work of reference for those restoring the full size versions as well as modelling these coaches.

HMRS membership is world wide and historians of transport and mobility are welcome to join the Society, contribute to its work and benefit from its extensive archives or just visit and use our facilities. Should any transport history group wish to hold a meeting or seminar at the Study Centre we are equipped to cope with audiences of up to 40 or so and catering can normally be arranged. The HMRS is always interested in engaging in a dialogue with other like minded historians. Please feel free to contact the author, Keith Harcourt via: [journal@hmrs.org.uk](mailto:journal@hmrs.org.uk)

The HMRS Website provides a valuable link with the HMRS <http://www.hmrs.org.uk/> from wherever you happen to be based.

#### References

1. Simmons, J & Biddle, G **The Oxford Companion to British Railway History** Oxford University Press, Oxford (1997)
2. Historical Model Railway Society Journal Vol. 19 No.1 January to March 2006

## VIEW FROM THE STREET

### ***Maggie Walsh* forsakes her Easter Break for the small Belgian city of Leuven.**

This year the mid year meeting of the T<sup>2</sup>M Executive was held in Leuven in Belgium. Though not as large or as world-famous as Paris, the venue of the two previous mid year meetings, Leuven, population c 90,000, had enough attractions to cater to any new tourist. Arriving from the East Midlands at Brussels National airport, it was a quick train journey to Leuven, some 20 Kilometres away and a short walk down Bondgenotenlaan, a street with a variety of stylish shops as well as cheaper department stores, to the nominated hotel. The Information Bureau just round the corner provided a city map and guidance about tourist high spots.

The Groot Begijnhof or Great Beguinage, a UNESCO World Heritage monument consisting of around 70 houses and convents and a church provided a fascinating historic walking tour. The oldest of the buildings date from the 16<sup>th</sup> century, but the majority date from a century or two later. They are now inhabited by some of Leuven's 22,000 students. Nearer the centre of the city stands Sint Pieterskerk or the Church of Saint Peter, a striking example of High Gothic architecture dating from the 15<sup>th</sup> century and the Stadhuis or Town Hall, another magnificent High Gothic work of art dating from the mid 15<sup>th</sup> century.



The Executive Committee had its own tourist or perhaps specialist trip to the warehouse of the Railway Museum of the Belgian State Railways. The warehouse, a former

workshop where railway equipment was repaired and where the drivers had their depot, currently houses a wide selection of rail heritage ranging from signalling and lifting equipment to a royal train and a Belgian high speed steam engine. An enjoyable time was spent roaming through and looking at carriages and trains and all who visited hoped that these exhibits would soon be better accommodated and more securely protected as well as being available as one of the excursions from the 2007 T<sup>2</sup>M conference to be held in Holland.



The visit to Leuven, however, concerned much more than tourism. The Executive Committee of T<sup>2</sup>M spent much of a full working day on the business of the Association. Thanks to the intervention of Paul Van Heesvelde we were able to meet in the Conference Room of De Lijn, the Flemish public transport company which operates some 800 buses. As a bus historian I was very pleased to learn that travel on the buses operated by Vlaams-Brabant is free for Senior Citizens and has concessionary fares for those under 25, measures which encourage the higher use of public transport and designed to reduce heavy congestion.

The Executive Committee meeting focused much of its attention on the Association's constitution and internal regulations. Though such items may seem distant and remote to most of you as members, they are essential to the legal standing and the smooth running of T<sup>2</sup>M. In the near future you will receive electronic copies of these regulations with a view to voting on these at the Annual General Meeting, thereby placing T<sup>2</sup>M on a regular constitutional footing. The Executive Committee is very grateful to Paul Van Heesvelde and Clay McShane for extensive work on the documents and to Paul Van Heesvelde for translations as the official documents will be in Dutch.

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## Archive News

### **Travel, Tourism and Urban Growth in Greater Miami**

<http://scholar.library.miami.edu/miamidigital/>

Explore the growth of Greater Miami through the new online scholarly archive, Travel, Tourism and Urban Growth in Greater Miami. Over 2,000 images of photos, pamphlets, plat maps, and letters are presented under the major themes of advertising, architecture, environment, land use, migration, tourism, and transportation. The Archive has a searchable index, timelines, academic essays, a bibliography, links to other useful sites, and more.

The archive was created by Robin Bachin, the Charlton W. Tebeau Associate Professor of History at the University of Miami, a specialist in urban, environmental, immigration, and cultural history. It is the result of a Digital Library Fellowship awarded by the University of Miami Libraries to support faculty to undertake digitally-based projects that expand the quality and range of scholarly content on the Internet.

**Richard Vahrenkamp**, University of Kassel, advises that an index of the German Journal *Die Strasse* from 1934 to 1942 is available on his web site at:

[http://www.wirtschaft.uni-kassel.de/vahrenkamp/History\\_Mobility/History\\_Mobility.htm](http://www.wirtschaft.uni-kassel.de/vahrenkamp/History_Mobility/History_Mobility.htm)

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### **Common Conference on 'History and Policy' with American transport planners in Berkeley? A Call for Commitment**

*Gijs Mom*

Some months ago, T<sup>2</sup>M has been asked to consider co-organizing a historical strand of sessions at the World Conference on Transportation Research, to be held on June 24-28, 2007 in Berkeley, California, USA, and organized by the University of California (see [www.uctc.net/wctrs](http://www.uctc.net/wctrs)). The organization behind this conference is the World Conference on Transportation Research Society (WCTRS).

This request has been discussed at the mid-year meeting of the Executive Committee in Leuven, Belgium, against the background of our strategy (backed by a majority of the members, as our member surveys testify) to expand towards the transport planning and

policy fields. The EC decided unanimously to grasp this opportunity, because we consider the possibilities of applying our historical craft to current planning and policy issues as very promising indeed.

Our experience so far, both in terms of proposals to our annual conferences and in terms of submissions to *The Journal of Transport History*, tells us that we still have a long way to go before the two fields can fruitfully co-operate. Many proposals and submissions tend to get rejected because their historical aspects do not comply with the most basic principles of historical scrutiny and source critique. Organizing a series of special sessions at a conference of

planners themselves on a permanent basis may lead to an improvement of this state of affairs. It also may lead to a debate about the general relationship between history and policy/planning, opening occupational possibilities for T<sup>2</sup>M members. It most certainly will lead to better contacts with this field.

We therefore call upon T<sup>2</sup>M's membership to consider proposing historical papers which explicitly addresses current policy and planning issues or which deal with the methodological and practical problems of the history – planning/policy relationship. If the interest is large enough to fill one or two sessions, we will send a general call for papers into the realm of planners and policy makers, hoping for a comparable expression of interest. We hope that a mix of mobility and transport historians on the one side, and planners and policy makers on the

other, will generate a debate benefitting both fields.

We consider this conference strand as an experiment, which we will have to evaluate afterwards. If successful, the WCTRS conference might become T<sup>2</sup>M's second regular annual public activity with an 'official T<sup>2</sup>M stamp' on it.

If you are interested in presenting at the Berkeley conference, please send an abstract and a short CV directly to me ([g.p.a.mom@tm.tue.nl](mailto:g.p.a.mom@tm.tue.nl)) before 15 July 2006. I guess and hope, 5 – 10 (especially American) members will respond. I will then send out a general Call for Papers, hopefully together with WCTRS, with whom I also hope to set up some sort of 'programme committee'. I will keep you posted about further developments.

## Regulations update

*Clay McShane*

In its last meeting in Leuven the EC drafted a set of internal regulations. These regulations include such topics as the composition, selection, structure and role of the EC, and the selection officers (Vice President, Secretary-General, Secretary, and Treasurer). They also establish a structure of sub-committees, namely Annual Conference, Travel Fund, Cyberspace, and Awards. We have chosen not to print these regulations in full in this newsletter, since they run over 5,000 words. Since we have borrowed the format of other scholarly organizations in structuring them, we don't anticipate that there is much controversial in them. However,

other people may read them differently and they certainly require approval of the Annual General Meeting in Paris.

We urge members to read the regulations in full at the T<sup>2</sup>M website ([www.t2m.org](http://www.t2m.org)). Please let us know if you spot any technical defects as soon as possible, so that we can fix them in the online document and notify members of any changes as soon as they are made.

Substantive changes (we understand there is a blurry line in here) will have to be made when the entire document is voted on at the Annual General Meeting.

We will be happy to circulate any proposed amendments to the membership as soon as we get them.

## T<sup>2</sup>M OFFICERS AND COMMITTEES

### Executive Committee

#### Officers

Gijs Mom (President and editor, Journal of Transport History); Maggie Walsh (Vice President); Hans-Luidger Dienel (Treasurer); Bruce Pietrykowski (Executive Secretary); Mathieu Flonneau (Local Organizing Committee); Dick van den Brink (Administrative Secretary).

#### Members

Colin Divall; Clay McShane; Michèle Merger; Corinne Mulley; Jan Oliva; Jeff Schramm; Larry Shumsky; Jameson Wetmore, Heike Wolter.

#### (Ex officio members)

Drew Whitelegg (T<sup>2</sup>M Newsletter Editor), Paul Van Heesvelde (Statutes and Regulations committee)

#### Sub-Committees

Statutes and Regulations:	Clay McShane, Paul Van Heesvelde (ex-officio)
Travel Fund:	Larry Shumsky, Heike Wolter
Theme Group:	Jan Oliva, Jameson Wetmore, Heike Wolter
Fundraising:	Gijs Mom, Bruce Pietrykowski
Membership expansion:	Jeff Schramm, Michele Merger
Award committee	Colin Divall
Web/IT	Corinne Mulley
Election	Maggie Walsh

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### About this Newsletter

T<sup>2</sup>M Newsletter appears three times per year and is a publication of the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M). It is electronically distributed among T<sup>2</sup>M members and others interested in T<sup>2</sup>M's field of study.

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