

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



Industry in Helmond (1946): Workers travelling home.

HELMOND AWAITS T²M 2007

T²M's Fifth International Conference will be held in the small town of Helmond, close to Eindhoven in the Netherlands on October 25-28 (see inside for Call for Papers). With its theme "Heritage and Design," the conference coincides with Dutch Design Week. Abstracts for papers are due March 31 2007.

November 2006

Number

3

Volume III

Contents:

The President's Page : Paris Conference
In The Spotlight : M. Luisa Sousa
Autumn in Paris : Conference report
The Meeting Room : A forum for member news and announcements.
T²M 2007 : Call for Papers
And Major Accessions to UK Repositories in 2005
Relating to Transport.

EDITORIAL

T²M launches high profile campaigns

Two significant new initiatives have been launched by the T²M Executive Committee in the wake of the association's fourth annual meeting in Paris.

First, a new campaign to attract new institutional members and attract new sources of funding has been spearheaded by new EC members Paul van Heesvelde and Luisa de Sousa. "The idea behind the campaign", says Van Heesevelde, "is to find working capital. A sustainable growth of T²M needs in the first place a stable financial situation. The campaigns are targeting a myriad of groups in the broad field of mobility, from universities and research groups to industry, service providers and public authorities." (An open letter to members can be found in this newsletter).

Meanwhile, a new communications sub-committee has been launched that seeks to bring the organization's information machine under one roof. Hitherto, the newsletter, website and listserv have all operated

independently. The new committee will seek to harness the relative strengths of each medium to their fullest potential.

T²M members will already be able to notice the difference. The Newsletter's frequency has been doubled, from three to six per year, while work on the listserv is about to start. Meanwhile, the website has been overhauled as part of an ongoing re-building process. You can see the changes at www.t2m.org Members are encouraged to visit the website on a regular basis as this will become a forum for news, information exchange and, hopefully, even debate.

The new subcommittee is made up of the following members: Dick van den Brink, Mike Esbester, Paul Van Heesevelde, Corinne Mulley, Luisa de Sousa, Sjoerd van der Wal, Drew Whitelegg (chair).

Drew Whitelegg
Newsletter Editor

Meanwhile send any news and items of interest to:

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

E-mail: awhitel@learnlink.emory.edu

T²M Membership

The T²M Association is a continuously growing organization with over 140 members in 2006, which is 30 more than 2005. During 2006 a lot of effort has been made by members of the association to develop a more professional association with many activities that are worthwhile for the members. During the Annual General members meeting at the Paris conference, members voted in favor of the Statutes T²M, that are being finalized at this moment in order to have the association officially founded January 2007. Parallel to this an overall communication platform has been set up to stimulate more interactivity between the members through the Newsletter, Website and Themegroups.

By the end of November all current members of T²M will receive an invoice for their 2007 membership fee. Please be sure to check your address on the invoice, as this is the address the Journal of Transport History will be sent to, and make any necessary corrections before January 31st at the latest as we have to provide the addresses to

Manchester University Press by that date.

If you are not yet a member of T²M, please consider a membership. Membership of T²M ensures a vital connection with like-minded individuals and institutions around the world. Benefits include a print subscription to the Journal of Transport History, discounted registration at the annual meetings, a 6-annual electronic newsletter, access to the special member area of the T²M website and last but not least being part of a new scholarly environment aimed at fostering the Mobility and Transport history field. Please contact our secretariat for more information.

*T²M Secretariat
Dick van den Brink*

*T +31 (0) 40 247 5174
F +31 (0) 40 247 5203
E info@t2m.org*

President's Page

Paris Conference

No doubt many of you will look back with satisfaction on our Paris conference: Mathieu Flonneau, Vincent Guigueno and their team did a marvellous job in organizing our association's largest-ever event (and, according to many, the best in terms of scholarly quality).

With unprecedented levels of sponsorship, the conference offered no less than two dinners: one in the gorgeous Le Train Bleu restaurant, and the official conference banquet in the hall of the École des Ponts et Chaussées. I enjoyed the latter very much: very good food, but informal enough to make it into a very nice social gathering. I recollect that I sat at least at eight different tables (and profited from eight different bottles of exquisite wine!). Our EC member Clay McShane volunteered to write an analysis of the Paris event, comparing it with our earlier conferences (to be published in the September 2007 issue of *The Journal of Transport History*).

One of the very positive results of this year's conference was the founding of a second Theme Group on Mobility and Technology. Now we not only have an outreach structure towards tourism history (Heike Wolter's Theme Group on Tourism in Socialist Countries) but also towards historians of technology. These groups (together with other members of the Executive Committee) are also very busy trying to set up a kind of discussion forum in cyberspace, creating the first infrastructure to make our association into something more than an apparatus to organize annual conferences. Clearly our PhD students are starting to make a difference: not only do they constitute one third of our membership, they have also started to fill the radio silence in-between conferences, transforming T2M into a professional tool all year round.

Personally, I like this shift of emphasis towards younger scholars. Up to now, the usual format, in academia as well as in its institutions and organizations, was that senior scholars define the route and junior scholars largely follow their coattails, in what is assumed to be a learning process. This may be a sensible division of labor (and power!) in a well-developed and well-defined field, but with our field in turbulent transformation it prohibits change and acts as a conservative force. Although senior scholars no doubt help shape our future, PhD students are in the luxurious position of being able to dedicate three or four years

of research to new approaches and new topics, as our annual conferences testify. They experiment with cross-over studies between cultural analysis and transport history, between tourism and mobility, and between history and transport planning. Theme Groups are therefore much more than a playground for young talent. If properly protected and stimulated by T2M's policy they could develop into incubators or niches where crucial subfields could emerge. Eventually, such groups could also function as openings to the academic and museum world.

The same is true for the idea of a T2M Summer School: if visiting teachers could be invited to formulate a shortlist of 'must-reads' for their sub-disciplines, such a summer school could be a place where, slowly, a canon of basic literature could be formulated. As long as such a canon does not exist, we cannot truly call ourselves a 'field.'

Gijs Mom

President Gijs Mom welcomes delegates to Paris.



IN THE SPOTLIGHT

M. Luisa Sousa

In our continuing series on T²M people, new EC committee member Maria Luisa de Sousa braves the famous questions.

How did you become interested in the world of transport and mobility?

My first approach to this fascinating new field was made mostly through two international networks of scholars, SHOT and T²M. To get there I was supported by Professor Maria Paula Diogo, a well-known Portuguese historian of technology, with whom I had and have the chance to work with. After working as a quality technician in the automobile industry I got the chance to be part of a research project and work on the history of the automobile assemblage industry. In the meantime I am preparing my PhD proposal on which I intend to start working next year. Apart from Professor Diogo, also professor Gijs Mom supports me in this by taking me into a "reading session" he is organizing with his current PhD students. Up to now, I have presented papers on my assemblage industry project both at SHOT and at T²M annual conferences and am moving now into a different approach to the history of automobilism, by considering other actors, namely the users, which will be developed in my future work.

You have a degree in industrial engineering and a master's in sociology. That's quite an unusual combination. Can you tell us how the two complement each other?

I am not sure that this is such an unusual combination. Industrial engineering has direct relations with industrial sociology, namely in what concerns the study of work processes and methods. For that matter, one can find contrasting approaches on the same subject in those two disciplines.

T²M is generally unrepresented by scholars from the Iberian peninsula.

Do you think there are any reasons for this?

Maybe that under-representation also exists in other peripheral European countries (not to mention the even lower representations of countries from Asia, Africa, Australasia or South America). Up to now T²M is largely a North-Western European and US dominated association. That is something that should concern the Association: to have a more balanced geographical orbit. I think there are two main reasons for the under-representation of scholars from the Iberian peninsula. On the one hand, there is an intrinsic reason, at least in Portugal, which has to do with research tradition; the fields covered by T²M are still not very well developed here. On the other hand, maybe this has also to do with research networks that need to be fostered. For instance, by doing a national survey in these under-represented countries of who is doing work in related areas and inviting them to join the Association, and by promoting trans-national research projects.

And are there any new developments in the field in Portugal that members may find interesting?

Mobility issues are becoming of a greater public interest in Portugal, for instance through associations within civil society and in academia, but the questions raised and the studies developed are mostly contemporary. Traditionally, the history of transport and mobility in Portugal,



M. Luisa Sousa

where railways have received most attention, has been dominated by business and economic history. There have also been recent research projects on the history of tourism and of other transport modes, such as buses, and infrastructures, such as roads. An important contribution, I think, will be given by people who are working in the field of history of technology, such as a research project that studies railways and roads in two former Portuguese colonies (Angola and Mozambique).

You alluded to some ideas about fundraising and summer schools in your election statement. Would you like to say more about these, and what you would like to see the association doing?

I think fundraising is a very important issue, which the Association must face now and do something about. My main idea is to set up institutional membership campaigns at national and trans-national levels, similar to what I

have done this year in Portugal. Besides a campaign for getting more institutional members, other campaigns should be initiated to specifically get more companies to finance the management of the Association and all its current and future projects. Paul Van Heesvelde and I, with other members from the EC, are working on this and members can join us in this effort, by helping us set up national institutional membership campaigns.

Regarding the summer school, this fits into the general concept of the Theme Groups proposed by Heike Wolter and Jan Oliva. It would be a place where graduate students

would present and develop their work with the supervision of senior scholars, who could also be invited to give lectures. Unfortunately, the organization of summer schools is related to fundraising, and we are still thinking about the best solution to organize and make it possible for the majority of the graduate scholars from the Theme Groups to attend.

Lastly, as a woman, you're still in a minority at T²M. How do you think the association could attract more women, and do you think it matters?

The asymmetries within the association do not only regard gender,

and all of them are reflected in the way our Association and the field itself develops. Those asymmetries should be considered and we should do our best, keeping in mind they exist, to decrease them, by considering others' perspectives, by fostering values of respect and critical open-mindedness. For instance, race and geographical provenience, already mentioned above, are also things that should concern us. And, as suggested for the geographical asymmetries, I think probably members should use their personal networks to invite people they know that work within the field to join the Association.

In the works

A new newsletter feature gives members the chance to try out new ideas for the future. Here EC member Clay McShane explains his thinking behind publishing an annual bibliography.

I plan to institute an annual bibliography for the T²M Newsletter on mobility (or, if you prefer transport) based on bibliographical sources on the World Wide Web. The important thing in such searches is to have the correct keywords. Please review the attached list for any keywords that you would like to have added or any corrections. E-mail these suggestions to me (c.mcshane@neu.edu).

Keywords:

- 1) vehicles and roads: Automobile, auto, automóvil, motor vehicle, truck, lorry, camion, motorcycle, bicycle, highway, freeway, autostrada, autobahn, motorway, autoroute, carreterra, parkway, bus, autobus, wagon, carriage.
- 2) Rail travel: Railway, railroad, camion, chemin de fer, eisenbahn, gleis, ferrovia, train, zug, treno, locomotive, locomotiva, train station, depot, gare, bahnhof, stazione di treno, estación de tren.
- 3) Water Travel: waterway, voie d'eau, wasser-strasse, canale navigabile, ship, bateau, schiff, nave, ferry, bac, fähre, traghetto, canal, kanal, canale.
- 4) Air travel: airline, ligne aérienne, fluglinie, linea aerea, línea aérea, airplane, avion, flugzeug, aeroplano, airport, aéroport, Flughafen, aeroporto, aeropuerto, airship, dirigeable, luftschiff, dirigibile, balloon, ballon, aerostato, globo, blimp, dirigeable souple, schalldichte Zelle, dirigible no rígido, dirigible, schalldichte Zelle.
- 5) Travel and tourism: trip, reise, voyage, viaggio, viaje, travel, spielraum, corsa, recorrido, traveller, voyageur, reiser, viaggiatore, viajero, tourism, tourisme, tourismus, turismo, tourist, touriste, turista, holiday, vacan ces, feiertag, festa, día de fiesta, vacation, ferine, vacanza, vacaciones.
- 6) Urban transport: trolley, laufkatze, carretilla, tram, förderwagen, carrello, calibratore per allineamento, tranvía, light rail, helle schiene, guida chiara, carril ligero, subway, souterrain, untergrundbahn, sottopassaggio, subterráneo, pedestrian, piéton, peestrian, pedone, peatón, taxicab, taxi.

Autumn in Paris

Conference report

Newsletter editor Drew Whitelegg gives a personal view of the recent T²M Paris conference (A more detailed report on the Paris T²M Meeting will appear in the *Journal of Transport History*).

I am becoming ever fonder of Paris, perhaps because the metro and RER system provides a level of civilized mobility that contrasts starkly with its counterparts in Atlanta, my adopted home, and London, my former one. Though zooming around from conference location to conference location may not have been ideal for those less mobile - something that an association focused on mobility may want to think about in the future - I, for one, found it fun. And fun's not to be scoffed at these days.

T²M's fourth international conference kicked off with a keynote address by Bruno Latour at The Sorbonne in which the sociologist cryptically toyed with the relationship between transportation - the means of getting from place to place - and transformation - the effect such means has on the transportee. I was reminded here of Marshall McLuhan's "inventory of effects," in which any new technology permeates society at an exponential level. Indeed, Latour seemed to be stepping further into a McLuhanite world when claiming that mobility is only fully visible in a "flat society" argument (of the sort, presumably advanced by Thomas Freidman). Paradoxically, within such arguments the tensions between transportation and transformation produce a "law of constant immobility" in which, for all the talk of the global, "distance is back."

The conference then decamped to Marne La Vallée the following day, where I attended intriguing sessions on road history and aerial mobility. At the former, I heard about road building in the Ottoman Empire and in the British and French Empires of Africa,



Conference venue

along with a deceptively fascinating account of road development in Denmark. At the aerial mobility session, a collective of French scholars took us through ballooning, sport flying and urban imagery in pre-WWII New York. What struck me about all these accounts was the role of local factors and agents. According to Gordon Pirie, for instance, you could often tell which "part" of Africa you were in just by the state of the roads. If they were good, you were in French Africa, in which a superior construction system dominated; if they were bad, you were in British Africa, where sensibilities about forced labour ran deeper. Equally, French women pilots, according to Luc Robene, organized their own associations and clubs some twenty years before their counterparts in the United States, first wave feminism notwithstanding. In other words, geography, like distance, matters.

Friday evening's dinner - which was not the official T²M banquet - was held in the sumptuous grandeur of Le Train Bleu, the turn of the (20th) century restaurant at Gare De Lyon. Old meets new here: look up at the ceiling and marvel at the frescoes depicting France's imperial and tourist destinations; look out the window to see the TGVs



Bruno Latour

snaking their way off to a modern, highly-mobile Europe.

For me, the highlight of Saturday was the gender and mobility session. To my mind, since the pioneering gender and transport conference held at York in 2000, the topic has taken either a back seat or been shunted into the sidings within the field of mobility history. Too often researchers imply that gender doesn't exist, or they don't really understand it, assuming it to be solely about women. Sadly, one of the speakers was not present, but that allowed us to have a more fulfilling discussion with the presenters, Markus Nohl and Maggie Walsh, ably chaired by Vanessa Schwartz. Given Nohl's use of German cartoons to illuminate his

arguments, an intriguing conversation also developed over the nature of image and how we, as historians, use image in our work.

Saturday's banquet was the normal T²M-style affair, in which guests were entertained by a jazz-style ensemble, while tucking into ravioli and other assorted cocktail snacks, washed down by an assortment of fine wine. "Mobility" was in the air, and guests could move and mingle from one table to another freely. If I were to be critical I would say that the banquet seemed rather upstaged by the previous evening's meal at Le Train Bleu, even though the latter was not an "official" T²M event. Perhaps some thought in the future could be given towards avoiding such conflicts.

I have to confess my attendance on Sunday was limited by my need to think about another form of mobility, namely the Prix De L'Arc de Triomphe horse race at Longchamp in the Bois-de-Boulogne that afternoon. I'd never been to this occasion, and I wasn't going to miss this opportunity. And, funnily enough, even at Longchamp, T²M issues lurked in the wings. Not only was the Paris racecourse filled with Brits who had zoomed over on the Eurostar; there were also over 5,000 Japanese punters there to support their favorite horse, many of whom had just landed at Roissy that morning. With global warming now a serious threat to the planet, how much longer this kind of apparent frivolity can be tolerated is a moot point. Sadly for the Japanese visitors, their horse didn't win; the big race was won by Rail Link. Sadly for me, I completely missed the fact that with a name like that - on the weekend of the T²M conference - the horse couldn't lose!



THE MEETING ROOM

*T²M's newsletter launches a forum for member news and announcements.
This is the place to come to find who's doing what, when and how.*

Letter to the Editor

Dear Colleague,

The Paris T²M meeting was my first and I found it most stimulating. For 15 years I was a Department Chair and then a history professor at a federal academy in the US that trains officers for the Merchant Marine. I retired three years ago, but I still live near the Academy, which is just outside New York City, and continue to be actively involved in research and writing. I spent many years studying a number of topics in Naval and Maritime History, both as a teacher and as a publishing scholar, and most recently I have been working on containerization.

As those who attended the conference in Paris know, I presented a paper on containerization there. But what struck me most about the conference was the many ways that members of T²M have found to discuss transport in historical terms. I have T²M converted to using the term mobility when addressing issues of common concern to several different modes, and I am already finding the concept of sustainable mobility especially useful when trying to come to grips with problems that arise when innovations grow so large that they begin to crowd in on other aspects of the societies in which they function, as containerization now does. T²M has shown me how the development of new forms of transportation can be described and how the ways in which new modes interact with long-established forms of transportation can be analyzed and explained. This broadly historical and critical perspective is not common within the transport industries, and I am most grateful to have found it. Nothing is forever, but for now and the foreseeable future I expect to be an active and most grateful member of T²M. My hat is off to those who have built and sustained this quite new scholarly society.

Arthur Donovan
Emeritus Professor of Maritime History
U.S. Merchant Marine Academy
Kings Point, NY

Forthcoming member publications

Ian J. Kerr, *Engines of Change. The Railroads That Made India*, Praeger, ISBN 0-275-98564-4 about 216 pages, 8 maps and sixteen or so illustrations. The publisher aims for the "educated non-specialist" but it would serve anyone (or his/her students) who wants a quick survey of one of the world's largest railway systems and its complicated history, 1850-2005. The cover and a downloadable blurb is available at <http://www.greenwood.com/catalog/c8564.aspx>

Ian J. Kerr, editor and contributor, "27 Down. New Departures in Indian Railway History", Orient Longman, ISBN 81-250-2905-2--eight, new, substantial contributions from nine authors: macro and micro (global economy and the ethnography of a group of railway porters; cultural approaches and econometric data; film, literature and fiction plus historiography). The book will have at least 400 pages and will also include a CD ROM filled, among other things, with railway statistics including an important collection of serial data, 1853-1947, out-of-print since the mid-1970s (150 pages in its original form).

Mark H. Rose, Bruce E. Seely, and Paul Barrett, *The Best Transportation System in the World: Railroads, Trucks, Airlines and American Public Policy in the Twentieth Century* (Columbus: Ohio State University Press, 2006).

Institutional Membership Campaign - Announcement to all members

T2M is setting up campaigns to get new Institutional Members and also to get more funds to its management and to finance its current and future projects. We intend to do it at national and trans-national levels and would like to ask you to provide contacts of institutions or companies that might be interested in becoming T2M Institutional Members and/or finance the Association. Here are some suggestions of the organisations that you can include in that list:

1. Universities
 - 1.1 Research Centres
 - 1.2 Libraries
2. State agencies
3. Municipalities (municipal companies linked to transport and mobility)
4. Associations and documentation centers linked to transport, traffic and mobility
 - 4.1 Automobile Clubs
 - 4.2 Touring Clubs/Cycling, etc.
 - 4.3 Associations linked to the commerce and fabrication of automobiles
 - 4.4 Associations linked to railways, buses, planes, etc.
 - 4.5. Associations linked to mobility
 - 4.6 Pedestrian associations
5. Companies
 - 5.1 Air, land and water transportation
 - 5.2 Private or public
6. Professional associations
7. Industrial or commerce associations

Please send all the contact lists to T2M secretariat (info@t2m.org) with the Subject: 'Institutional membership campaign'.

Grant Award

The American Historical Association is providing a fellowship for a research project related to aerospace history. The details are set out below:

Deadline(s): 03/01/2007
Established Date: 01/23/1992
Follow-Up Date: 12/01/2007
Review Date: 11/01/2006

Address: Fellowship in Aerospace History
400 A Street, S.E.
Washington, DC 20003
U.S.A.

URL: <http://www.historians.org/prizes/NASA.htm>
Tel: 202-544-2422
Fax: 202-544-8307
Deadline Ind: Postmark
Deadline Open: No

Citizenship/Country of Applying Institution:
Any/No Restrictions

Locations Tenable:
U.S.A. Institution (including U.S. Territories)

Appl Type(s): Postdoctoral, Graduate Student
Target Group(s): NONE
Funding Limit: \$20,000
Duration: 1 ACAD YR
Indirect Costs: Unspecified
Cost Sharing: No
Sponsor Type: Professional/
Academic Assoc & Soc.
Geo. Restricted: NO RESTRICTIONS

OBJECTIVES:

The sponsor provides support for research projects related to aerospace history. Awards will provide the opportunity to engage in significant and sustained advanced research in all aspects of the history of aerospace from the earliest human interest in flight to the present, including cultural and intellectual history, economic history, history of law and public policy, and the history of science, engineering, and management.

Fellows are encouraged to use the documentary resources of the National Aeronautics and Space Administration (NASA), and may also spend the fellowship in-residence at the NASA headquarters or one of the NASA centers.

ELIGIBILITY

Eligible applicants must possess a doctorate degree in history or in a closely related field, or be enrolled as a student (having completed all coursework) in a doctoral degree-granting program.

FUNDING

The stipend is \$20,000 for a six to nine month fellowship. This amount is adjustable to the length of the fellowship term. A fellow may not hold other major fellowships or grants during the fellowship term, except sabbatical and supplemental grants from their own institutions, and small grants from other sources for specific research expenses.

KEYWORDS:

Economic History, History of Law, History of Science & Technology, Cultural History, Intellectual History, Public Planning/Policy, Aerospace Engineering, Aerospace Technology, Aircraft Avionics.

Upcoming events

Institute of Railway Studies & Transport History, York, UK

Research Workshops 2006-07

Additional Workshop:

14.00 Wednesday 14th February 2007
DIESELIZATION AND MODERNITY

Robert Forsythe (Independent Scholar, Morpeth)
'Expressions of the Timetable'

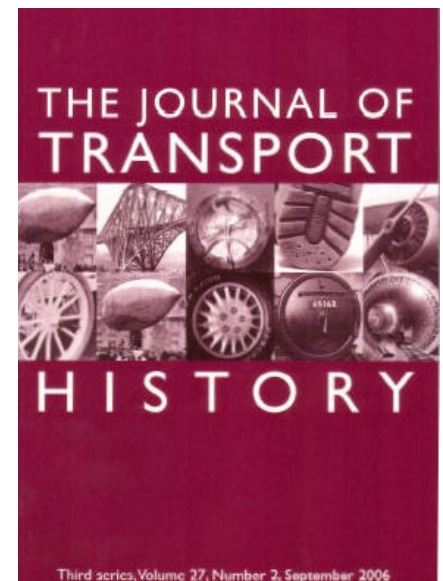
Jeff Schramm (University of Missouri-Rolla) 'To Each Their Own: Dieselization of the Railroads of the United States.'

Usual invitations and caveats apply.

News from the Journal of Transport History

In the next issue of the Journal of Transport History (27:2), historians place the curious position of tourism in Nazi Germany under the spotlight. In "Automobile tourism and Nazi propaganda: constructing the Munich-Salzburg Autobahn, 1933-1939," Richard Vahrenkamp examines the relationship between the construction of the famous Autobahn and the development of tourism in the Third Reich. At the same time, Heike Wolter's book review essay examines some of the most recent publications on the topic. Early twentieth century rail projects are also in the spotlight. W. Dean Kinzley explores Japan's rail nationalization in "Merging lines: organising Japan's National Railroad, 1906-1914," while Raymond E. Dumett examines a pioneering West African scheme in "British imperial transport management: the Gold Coast Sekondi-Kumase railway, 1903-1911." In "City lights: regulated streets

and the evolution of traffic lights in the Netherlands, 1920-1940," Hans Buitter and Peter-Eloy Staal examine Dutch traffic lights between the wars using a metaphor of quasi-evolutionary development. This theoretical approach is well known to historians of technology and allows the authors to explain how differing colour schemes emerged into their present-day form. Thomas Pettersson explores the nuances of Scandinavian regional policies in "Centre, periphery, and institutional path dependence: transport subsidies in Sweden and Norway," while Asha Weinstein gets to grips with the thorny problem of traffic congestion in "Congestion as a cultural construct: the 'congestion evil' in Boston in the 1890s and 1920s." In the "Surveys and Speculations" section, John Walton introduces the recent discussion on the "cultural turn" into the field of tourism, while elsewhere Bruce Pietrykowski gives his impressions of



T2M's York conference, and Derek Simons and Sarah Jain explore mobility and celluloid, through an analysis of the recent movie, *Crash*.

Finally, there is an expanded book review section, with over twenty reviews from authors dotted around the world.

Theme Groups

Heike Wolter writes:

Two of our existing Theme Groups - *Tourism History of Socialist Countries* and *Technology and Culture within Mobility* - met for the first time at the T²M Paris conference to discuss how the concept was working and where we were heading in the future. These groups were set up particularly with young scholars in mind.

In Paris, we decided our first step was to meet and spread information to all current members of the theme groups. In the future this kind of meeting will be held at every annual conference. The next step will be to create an area for theme groups on the T²M website including an online discussion forum. At the T²M website we will publish a general overview, a description of the existing Theme Groups including a contact list of associated members, reviews of thematically related submissions from the previous conferences, online publications and news. In the discussion forum, which will be limited to Theme Group members and registered persons, we will have a broad exchange on the research themes including news and work in progress. We have not reached any decision regarding summer schools, which was part of the theme group idea but is highly dependent on funding. Details of individual theme groups can be found below:

Tourism History of Socialist Countries

“Socialist travelling” should be considered a serious research subject as it deals with more than idiosyncrasies generated by either the media or individual and collective memories. We need to think about how “robust and vulnerable normality is,” in Vester’s terms, whereby freedom of travel is a basic right and became a key transformative process in 1989. As Schuetze puts it, 1989 saw the explosive force of “secret geographies of the caged.” Yet the development of socialist countries - not only in aspects of tourism - is often portrayed as monolithic. Tourism history, in particular, challenges this framework, distinguishing between individual nations. Tourism always marked a domain not only regulated and controlled by the state, but also depending on partly autonomous mentally and culturally stamped conditions. From a general consideration of tourism we can progress to geographical, political, economic, judicial, transportation and cultural approaches, first of one selected country, later in comparison. Thereafter we must draw distinctions between regarding a country as a tourist destination and looking at the travel customs of the people of a specific region.

This theme group will meet again in Helmond in 2007 under the banner of “Tourism Advertising in Socialist Countries.” For more information contact Heike Wolter wolter_heike@yahoo.de

Technology and Culture within Mobility

History of Mobility is a thriving field and has been studied from a large variety of approaches. Within T²M there is room for a theoretical based Theme Group, which will help evolve the field of mobility history. We are proposing the creation of a new Theme Group called Technology and Culture within Mobility (proposal presented at this year T²M annual conference, at Paris). Its goal is to study the history of mobility with a focus on technology and culture and to ascertain where they intersect. We wish to bring technology into the field of mobility history, using a contextualised approach. As a starting point for our work as a Theme Group, we would like to create a platform for discussion, which will include an on-line forum (through the creation of a special area within the T²M website) and also time at the annual meetings.

As noted in the September 2005 T²M Newsletter, Theme Groups are an important tool to foster trans-national mobility history. We believe that the Technology and Culture within Mobility Theme Group can function as such a tool by bringing together international researchers, both senior and junior, who share the same research interests.

We would like to invite scholars (juniors and seniors) with research interests on the culture, technology and design of mobility, from networks such as those of historians of mobility and of historians of technology, amongst others. Please contact Sjoerd van der Wal (s.y.v.d.wal@tm.tue.nl) for further information.

T²M 2007

Call for Papers

Mobility History, Heritage and Design

Call for Papers for the Fifth Annual (Jubilee) Conference on the History of Transport, Traffic and Mobility to be held in

HELMOND, THE NETHERLANDS 25 - 28 October 2007

This is a first Call for Papers for the fifth international T2M conference, with the theme 'Heritage and Design,' to be held in Helmond (near Eindhoven), in the Netherlands. After our successful conference in Paris this year (with 175 attendants), individual paper and entire session proposals are now invited, either on the conference theme, or on any other topic from the broad domain of transport and mobility history.

Both 'Design' and 'Heritage' direct our attention to the artefact and its context of production, use and re-use, in the latter case either as a museum exhibit or as an object of leisure consumption by 'amateurs.' However looked upon, recent scholarship in both Design History and Public History has pushed the 'user' or 'mobility consumer' into the centre of our analysis. Whereas the former studies the interaction between producers and consumers, the latter develops concepts of presenting transport and mobility as a lens to our current joys and chagrins in an increasingly 'liquid world' (Baumann). Submissions are invited, not only on what engineers know and how they know it (Vincenti), but also on the 'doings and sayings' (Schatzki) of the user and consumer. Recently, especially national and transnational (European) governments discovered the importance of making mobility history a part of cultural heritage. This conference, therefore, provides a platform for historians of technology, museum curators and design historians to join the debate about the cultural and material turn in mobility history, nurtured by T2M since its foundation. Because T2M wishes to provide a meeting space for all transport and mobility historians, proposals not directly related to the conference's main theme are welcome, as well.

Participants are encouraged, though not required, to organize panels either on the conference theme or on any other topic from the broad domain of transport and mobility history. A panel consists of a chair and normally up to three speakers and a commentator.

The deadline for abstracts and a short cv (English only) is 31 March 2007: maximum one page for individual papers or one page per presentation within a session proposal, including a CV per person of max. 1 page as well. Session proposals should be accompanied by a separate one-page overview of the session, including chair and commentator and their CV's. Please send proposals to: submissions@t2m.org.

Submitters will be notified by 30 April 2007 whether their proposal has been accepted by the Programme Committee, and will then be requested to send in a full paper by 1 September 2007 at the latest. A CD-ROM will be sent beforehand to all participants so as to facilitate only short presentations with an emphasis on debate and discussion. Registration deadlines will be provided during the month of April 2007. At that time the registration fee will be known (and will not be higher than € 120 for non-members of the association).

The conference will coincide with the internationally-renowned Dutch Design Week in nearby Eindhoven (with 60,000 visitors expected). The city of Helmond, on 15 km from Eindhoven, will support this event by organizing its own exhibition dedicated to design and heritage.

For information on previous conferences and the T2M association, and for any other information, see www.t2m.org. Further details of the 2007 conference will be posted there in due course.

dr.ing. Gijs Mom, President, T2M (Chair of the Programme Committee)

GREENWICH MARITIME INSTITUTE

Call for Papers

'GENDER, EMOTION, WORK AND TRAVEL:
WOMEN TRANSPORT WORKERS AND PASSENGERS PAST AND PRESENT'

Friday and Saturday 22 and 23 June 2007 At Greenwich Maritime Institute (GMI)
University of Greenwich, London

Papers are welcome on any aspect of the conference theme. Proposals, no more than 250 words in length, should be submitted by 11 December 2006. Postgraduate attendance and participation is particularly welcome. All enquiries concerning the academic aspects of the conference should be directed to either Minghua Zhao, Greenwich Maritime Institute, University of Greenwich, Old Royal Naval College, Park Row, London SE10 9LS; M.Zhao@greenwich.ac.uk or Maggie Walsh, School of American & Canadian Studies, University of Nottingham, Nottingham NG7 2RD; Margaret.Walsh@Nottingham.ac.uk. All other enquiries should be directed to Suzanne Bowles, Greenwich Maritime Institute, University of Greenwich; S.Bowles@greenwich.ac.uk

The cost of registration (including refreshments and conference proceedings) will be modest (approx. £75.00) and the Conference Organisers hope that some funding will be available to support postgraduate attendance.

The purpose of this conference is to examine research on the theme, 'gender, emotion, work and travel, women transport workers and passengers, past and present', from different modal, disciplinary and national perspectives and to stimulate dialogue on comparative themes that will illuminate gendered patterns in the lives of women. By initiating a gendered and emotional dimension to the discussion of travel and work, new ideas and approaches have the capacity to alter the face of both history and contemporary aspects of transport studies. In other words the marriage of travel, mobility, work and gender analysis can bear scholarly fruit by making profitable connections.

As academics and practitioners have already demonstrated, concerns of culture, class, gender and race are not only important to new perspectives on social and economic history, but they also have major significance for new developments in sociology, geography, anthropology, planning and urban studies. These concerns have directly and indirectly influenced the production and consumption of travel at both the corporate and individual level. Women's transport and travel history and the study of the gender dimensions of contemporary mobility are relatively new fields, with the first major publications emerging in the 1990s. As yet this scholarship has been situated in different modes of travel and frequently within specific national contexts. These narratives are at different stages of development and very little comparative or cross-cultural research has been done. Further theoretical approaches that link gender with concepts and models from business, history and the social and cultural sciences in different national contexts are needed. For example, research that already exists suggest that women's entrepreneurship and participation as workers in the service sector economy complicates the study of transport and travel which has only recently and partially moved from production to consumption. There are many opportunities for bringing together diverse avenues of research and this conference will stimulate new ideas and perspectives.

Decisions on paper proposals will be communicated by late January 2007. Information about postgraduate funding will be available in December 2006. Accommodation will be arranged by conference delegates. Greenwich Maritime Institute will supply a list of hotels and bed & breakfast places in Greenwich and nearby locations and delegates will be expected to make their own arrangements with the accommodation of their choice. For those who wish to share accommodation in order to reduce costs, Suzanne Bowles (GMI) will hold a list of potential room sharers, but delegates MUST arrange and be responsible for any such room share. Neither the conference organisers nor GMI will make these arrangements.

Major Accessions to UK Repositories in 2005 Relating to Transport

Once a regular feature of the Journal of Transport History, this annual update will now be featured in the T2M newsletter. Amy Warner writes:

The National Archives in its annual Accessions to Repositories exercise collects information from over two hundred record repositories throughout the British Isles about manuscript accessions received in the previous twelve months. The information is then edited and used to produce a number of thematic digests which are distributed for publication in a number of learned journals and newsletters, as well as being made available in full on TNA's website (www.nationalarchives.gov.uk) due for publication in October 2006.

The information is also added to the indexes of the National Register of Archives (NRA), the central point for collecting and disseminating information

about the location of manuscript sources relating to British history outside the public records. The NRA, which currently contains over 44,000 lists and catalogues of archives, can be consulted at the National Archives, Kew, Richmond, TW9 4DU. Alternatively, searchers may access the indexes to the NRA and certain linked on-line catalogues via the website. Limited and specific enquiries can be dealt with by post, or email (enquiry@nationalarchives.gov.uk).

Readers should note that dates for records in this digest are given when known, but that these are covering dates which do not necessarily indicate the presence of records for all intervening years. Records have been included in the digest regardless of whether the deposit has yet been fully catalogued, and readers are advised to check with the relevant repository as to whether this, or any other factors, may affect access to the documents.

Local

Aberdeen City Archives

Old Aberdeen House

Dunbar Street

Aberdeen

AB24 3UY

Scotland

Stonehaven Harbour Trust: minute books 1890-1930 (BH17)

Ayrshire Archives

Ayrshire Archives Centre

Craigie Estate

Ayr

KA8 0SS

Scotland

Walker & Sons, garage proprietors, Kilwinning: day books and cash books c1940-1949 (Accession 1018)

Bedfordshire and Luton

Archives and Records Service

County Hall

Cauldwell Street

Bedford

MK42 9AP

England

Dunstable Bypass Planning Conference: papers 1996 (Z1035)

Birmingham City Archives

Central Library

Chamberlain Square

Birmingham

B3 3HQ

England

West Midlands Rail Passengers Council and Transport Users Consultative Committee: additional records 1951-2005 (CCM/A/Acc2005/146)

Bristol Record Office

'B' Bond Warehouse

Smeaton Road

Bristol

BS1 6XN

England

Lionel Harris, draughtsman engineer, Bristol: photographs and

papers rel to Bristol Aeroplane Company 1941-1953 (42794)

Bristol Omnibus Co Ltd, formerly Bristol Tramways and Carriage Co Ltd: additional records and records of successor companies 20th cent (39735)

Bristol Bargeowners Committee: minute book 1916-1953 (42954)
Rail Passengers Committee for Western England: corresp, surveys and papers rel to Bristol railways incl papers of successor bodies 20th cent (41257)

Cambridgeshire County Record

Office, Huntingdon

Grammar School Walk

Huntingdon

Huntingdonshire

PE29 3LF

England

Rail Passengers Committee for Eastern England: records, incl those of predecessor bodies

1951-2005 (Accession 5091)

Centre for Buckinghamshire Studies

**County Hall
Walton Street
Aylesbury
Buckinghamshire
HP20 1UU**

England

Papers of the Roskill Commission rel to public enquiry into proposed Third London Airport site at Cublington and Wing 1968-69 (AR 21/2005)

Papers of inquiry into compulsory purchase orders and side road orders for the A4146 Stoke Hammond and Linslade Western Bypass 2003 (AR 28/2005)

Cheshire and Chester Archives and Local Studies

**Duke Street
Chester
CH1 1RL**

England

Port of Chester shipping registers and registration papers 1840-1994 (NR)

City of Westminster Archives Centre

**10 St Ann's Street
London
SW1P 2DE**

England

Photographs of the reconstruction of the Grosvenor Canal and Basin and its opening ceremony 1919-28 (Acc 2425)

**Cornwall Record Office
Old County Hall**

**Truro
Cornwall
TR1 3AY**

England

Frederick Stuart Harvey, Captain, Royal Fleet Auxiliary: personal papers and records rel to Edward Hain Shipping Line, St Ives 1918-1925 (AD1704)

**Coventry Archives
John Sinclair House
Canal Basin**

**Coventry
CV1 4LY
England**

Alvis Owners Club, Coventry: records 1900-2000 (PA2617)

Cumbria Record Office, Carlisle Headquarters

**The Castle
Carlisle
Cumbria
CA3 8UR**

England

South Tynedale Railway Preservation Society: records incl annual reports 1987-93 (DSO 226)

Denbighshire Record Office

**46 Clwyd Street
Ruthin
Denbighshire
LL15 1HP**

Wales

Ruthin Highway Board: minutes 1868-1881 (HBD/D/2)

Derbyshire Record Office

**New Street
Matlock
Derbyshire
DE4 3AG**

England

Cromford & High Peak Railway Co: photographs 20th cent (D6367)
Midland Railway Co, Derby: additional records (D6346)

Dorset History Centre

**Bridport Road
Dorchester
Dorset
DT1 1RP**

England

British Rail: British Railways Board: files rel to Dorset railways and stations 1883-1987 (D.1742)
Somerset & Dorset Joint Line Railway: committee minutes 1876-1877 (D.766)
Bournemouth Borough: planning,

transport and land use maps
1930-1969 (DC/BH)

Dudley Archives and Local History Service

**Mount Pleasant Street
Coseley
Dudley
WV14 9JR**

England

A Harper Sons & Bean Ltd, iron foundry and motor car manufacturers, Tipton: records c 1920-1960 (9352)

Merry Hill Monorail, Wolverhampton: records 1990-1992 (9335)

East Dunbartonshire Archives:

**Bearsden
Brookwood Library
166 Drymen Road
Bearsden
Dunbartonshire
G61 3RJ**

Scotland

William Black: research papers rel to the Bennie railplane at Milngavie 2002-2004 (GD326)

East Dunbartonshire Archives:

**Kirkintilloch
William Patrick Library
2 West High Street
Kirkintilloch
Dunbartonshire
G66 1AD**

Scotland

North British Railway Co: records of Lenzie station incl daily returns and train receipt books 1882-1900 (GD203)

**East Kent Archives Centre
Enterprise Business Park**

**Honeywood Road
Whitfield
Dover**

Kent

CT16 3EH

England

Aerial photographs of Dover Car Ferry Terminal c1965 (EK/U173)

**East Riding of Yorkshire
Archives Service
The Chapel
Lord Roberts Road
Beverley
East Yorkshire
England**
North Eastern Railway Co: Horn-
sea Train Station accounts
1924-1936 (DDX1086)
Driffild highway assessments
and surveyors accounts for 1768,
1772-3, 1779, 1784 (photocopies)
1768-1784 (DDX1040)

**East Sussex Record Office
The Maltings
Castle Precincts
Lewes
East Sussex
BN7 1YT
England**
Offham, Malling and Ringmer
Turnpike Trust: minutes and report
1799 (ACC 3806)

**Essex Record Office
Wharf Road
Chelmsford
Essex
CM2 6YT
England**
Eastern Automobiles, motor vehi-
cle agents and engineers,
Chelmsford: minute book
1914-30, with photographs and
company histories 20th cent (D/F
281)
Great Eastern Railway Society:
further plans (D/Z 346 addl)

**Falkirk Council Archives
History Research Centre
Callendar House
Callendar Park
Falkirk
FK1 1YR
Scotland**
National Union of Railwaymen:
Falkirk branch: minutes
1930-1962 (A1399)

**Glamorgan Record Office
Glamorgan Building
King Edward VII Avenue
Cathays Park
Cardiff
Glamorgan
CF10 3NE
Wales**
Rail Passengers Committee
Wales, Cardiff: additional records
c1960-2005 (DRPC)
plans of the Rhondda Cynon
Taf Highway (Bridge) c1940-1989
(CRCT/ENV)

**Guildhall Library
Aldermanbury
London
EC2P 2EJ
England**
London Watermen and Lighter-
mens Company: misc papers
c1700-1999 (Acc 2005/032)

**Hampshire Record Office
Sussex Street
Winchester
SO23 8TH
England**
Barbara Bryant, founder member
of the Twyford Down Association:
papers rel to road construction,
particularly the M3, incl cuttings,
publicity material, trial documents
and audio-visual material
c1960-96 (60A05W)

**Isle of Wight Record Office
26 Hillside
Newport
Isle Of Wight
PO30 2EB
England**
Moss Motor Tours Ltd, Sandown:
register of attendance at board
meetings 1923-71 (ac2005/37)
Yarmouth Harbour Commissio-
ners: records incl accounts and
estimates 1925-68 (ac2005/83)

**Jersey Archive
Jersey Heritage Trust
Clarence Road
St Helier
Jersey
JE2 4JY
Channel Islands**
Jersey Motor Transport Company
Ltd: minutes, accounts, plans,
timetables and photographs
1800-2000 (JA/1026)

**Kingston Museum and Heritage
Service
North Kingston Centre
Richmond Road
Kingston-upon-Thames
Greater London
KT2 5PE
England**
Jim Marson, British Aerospace
employee, Kingston: papers
(KX413)

**Lancashire Record Office
Bow Lane
Preston
Lancashire
PR1 2RE
England**
Association of Cruising Enthusi-
asts (Lancaster Canal): minutes,
accounts, corresp and other
records 20th cent (DDX 2527 acc
9890)
The Motorway Archive: records
rel to Lancashire motorways
1960-2005 (DDX 2286)

**Leicestershire, Leicester and
Rutland, Record Office for
Long Street
Wigston Magna
Leicester
LE18 2AH
England**
Joseph Jelley, railway signalman:
notebook rel to work as signalman
for the London and North Western
Railway Company 1879-1903
(DE6762)

Lincolnshire Archives
St Rumbold Street
Lincoln
LN2 5AB

England

Rail Passengers Committee for Eastern England: records rel to proposed Grantham inner relief road 2000-2003 (MISC DON 1312)

Medway Archives and Local Studies Centre

Civic Centre

Strood

Rochester

ME2 4AU

England

Leonard Hill, photographer, Rochester: additional photographs incl views of M2 motorway bridge construction (DE1008)
Dickens County Protection Society: additional records rel to proposed airport on Hoo peninsula 2002-04 (DE1003)
Dickens County Protection Society: additional records rel to the 'No Airport at Cliffe' campaign 2002-04 (DE1000)

Norfolk Record Office

The Archive Centre

Martineau Lane

Norwich

NR1 2DQ

England

Anthony Beaumont, writer on steam engines and traction: family and personal papers c1895-2005 (ACC 2005/69)
William Arthur Hill, station master, King's Lynn: papers rel to royal and special train services at King's Lynn c1864-1964 (ACC 2005/37, 228)
National Joint Council for County Council Roadmen: minute book 1941-1960 (ACC 2005/128)
Norfolk Public Transport Users Consultative Committee: further minutes and papers 1993-2004 (ACC 2005/43)
British Rail: Yarmouth Southtown

signal box train registers 1961-65 (ACC 2005/231)

Nottinghamshire Archives

County House

Castle Meadow Road

Nottingham

NG2 1AG

England

Baguley Brothers, taxi cab proprietors, Nottingham: invoices 1910-1913 (Acc 6925)

Perth and Kinross Council

Archive

AK Bell Library

2-8 York Place

Perth

Perthshire

PH2 8EP

Scotland

LMS Railway Ambulance Brigade (Crieff): minutes 1930-1961 (Accnno01/11)

Portsmouth Museums and

Records Service

Museum Road

Portsmouth

PO1 2LJ

England

Jenkins collection: photographs and slides of trains using stations and track in Portsmouth area c1970-99 (1802A)

Sheffield Archives

52 Shoreham Street

Sheffield

S1 4SP

England

Armytage & Sons Ltd, steel railway material merchants and track installers, Sheffield: day books, order books, ledgers and catalogues c1920-89 (2005/11)
Manchester, Sheffield & Lincolnshire Railway Co: Acts and deeds plans for South Yorks railways and branches (updated to early 20th cent) 1887 (2005/16)
Henry Wigfall & Sons, cycle manufacturers and domestic appliance retailers, Sheffield:

records incl minutes, shareholders records, annual reports 1917-89 (2005/125)

Surrey History Centre

130 Goldsworth Road

Woking

Surrey

GU21 6ND

England

Southern Railway Co: glass slides of various lines 1930-50 (7724)
Civil Aviation Authority: Heathrow Airport: arrival and departure logs 2001-03 (7761)
Rail Passengers Council: minutes, annual reports and records rel to line closure 1951-2005 (7858)
Surrey County Council: records rel to Rights of Way Act 1932, definitive map records and objections 1932-66 (CC1089)
Notebooks of surveyor laying out the London and Brighton Direct Railway 1836 (7812)
Archaeological archive rel to A3 Thursley Junction, incl plans, photographs and photographic register 2004 (7738)

Tyne and Wear Archives Service

Blandford House

Blandford Square

Newcastle Upon Tyne

NE1 4JA

England

Joseph E Arthur, cabin boy, SS Earsdon: journal 1900 (DX1191)
James C G Smith, inspector, North Eastern Railway Police: news cuttings book and papers 1888-1915 (DX1180)
WA Souter & Co Ltd, shipowners, Newcastle upon Tyne: additional records, mainly minutes of Sheaf Steam Shipping Co Ltd and Bamburgh Shipping Co Ltd 1905-1973 (DT.SOU)

Warwickshire County Record

Office
Priory Park
Cape Road
Warwick
CV34 4JS
England

JA Evans: diaries whilst serving as a radio operator on SS Atlantic and SS Chemong 1938-1943 (CR3990)

West Glamorgan Archive Service

County Hall
Oystermouth Road
Swansea
Glamorgan
SA1 3SN
Wales

Neath Abbey Iron Co, Neath: engine plans 1822-1826 (D/D NAI)
 Port Talbot Harbour Authority: records of arrivals 1904
 Swansea shipping registers: additional registers of ships 1922-1993
 map of Tennant Canal and proposed Neath, Pontardawe and Brynaman railways 1898 (D/D Z 622)

Wiltshire and Swindon Record

Office
Libraries and Heritage HQ
Wiltshire County Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8BS
England

British Rail: Western Region: plans and drawings (18,000) rel to Swindon Works and infrastructure of GWR and successor bodies 1836-1990 (2515)

Wirral Archives

Wirral Museum
Town Hall
Hamilton Street
Birkenhead
Cheshire
CH41 5BR
England

Mersey Railway Co: misc records 1903-1939 (ZMR)

National

National Archives of Scotland
HM General Register House
Edinburgh
EH1 3YY
Scotland

HJ Sharp & Co, coal exporters and shipbrokers, Leith: letter books 1902-1906 (GD1/1375)

National Railway Museum

Research Centre
Leeman Road
York
YO26 4XJ
England

Timothy Hackworth, Railway Engineer: papers rel to Hackworth and his family, incl corresp, notes and certificates c 1830-1869 (2005-7400, 7401, 7441)
 Philip Hardwick, architect: documents rel to Hardwick's work as architect of Euston Station 1842-1849 (2005-7138)
 Harold Holcroft, Railway Engineer: papers incl corresp, patents, and scrapbook of a visit to Germany (1936) c 1918-1960 (2005-7379)

Sidney Springgay, ship's purser: papers rel to career on Southern Railways and British Railways incl "Tales of the Channel" unpublished typescript memoirs, corresp, press releases and photographs c1940-1969 (2005-7549)
 Charles Williams, railway historian: MSS notebooks listing alterations to the London and North Western Railway's locomotive fleet c 1890-1952 (2005-7278, 7279)

British Rail: British Railways Board: staff suggestion scheme registers and volumes from North Eastern, London Midland and Western Regions, minutes from staff suggestion committees 1952-1981

(2005-7449-7466)
 North British Railway Co, Edinburgh: drawings, mainly of locomotive components, from predecessor companies Sharp Stewart & Co., Dubs & Co. and Neilson & Co. c 1890-1919 (2005-7342)
 Barrow-in-Furness port: volumes recording tides and details of vessels using Ramsden Dock 1876-1906 (2005-7506, 7507, 7508)
 Railway and Canal Historical Society: records incl minutes, field notes and reports 1954-1994 (2005-7240)

Science Museum Library

Imperial College Road
London
Greater London
SW7 5NH
England

Printed ephemera rel to air shows and early aviation 1909-1934 (MS 1862-1867 MS 1872-1875 MS 1877-1878)

Special

Manx National Heritage
Library
Manx Museum and National
Trust

Douglas
Isle Of Man
IM1 3LY

Isle Of Man
 Isle of Man Railway Co: additional records salvaged from the Customs House (11137)

University

Aberdeen University, Special
Libraries and Archives
Historic Collections
King's College
Aberdeen
AB24 3SW
Scotland

North Of Scotland, Orkney & Shetland Steam Shipping Co Ltd: additional records 1810-1974 (MS 3697)

Bristol University Information Services: Special Collections

Arts and Social Sciences Library

Tyndall Avenue

Bristol

BS8 1TJ

England

Isambard Kingdom Brunel, civil engineer: plans and sections, Oxford, Worcester and Wolverhampton Railway 1845-1852 (DM 2031)

Isambard Kingdom Brunel, civil engineer: Great Western Railway drawings (20) 1833-1841 (DM 2010)

Glasgow University Archive Services

13 Thurso Street

Glasgow

G11 6PE

Scotland

John Scott Maclay, 1st Viscount Muirshiel: additional papers rel to Sir William Burrell's Trust, the Burrell collection architects' competition and the M77 extension c1960-1979 (DC371)

Oxford University: Bodleian Library of Commonwealth and African Studies at Rhodes House

South Parks Road

Oxford

Oxfordshire

OX1 3RG

England

James Farquharson, engineer: transcript of speech on railways in East Africa and Sudan 1984 (MSS Afr. s. 2400)

Warwick University: Modern Records Centre University Library

Coventry

CV4 7AL

England

Commerical Vehicle and Road Transport Club: records 1964-2000 (MSS.536)

Cyclists Touring Club: addnl minutes 1970-1989 (MSS.328C)

Cyclists Touring Association: Metropolitan District Association: minutes of the South West London section (MSS.328n050)

International Transport Workers Federation: records (MSS.159)

papers of R. A. Fryar rel to the AEC Southall contribution to the design, development and proving of the Routemaster (MSS.226X/AE/10)

About this Newsletter

T²M Newsletter appears six times per year and is a publication of the International Association for the History of Transport, Traffic and Mobility (T²M). It is electronically distributed among T²M members and others interested in T²M's field of study.

Editor: Dr. Drew Whitelegg
awhitel@learnlink.emory.edu

Lay-out: Ing. Dick van den Brink
dick.vandenbrink@ecmd.nl

T²M executive secretary's office is the ECMD (European Centre for Mobility Documentation) located at the Technical University of Eindhoven in the Netherlands.

T +31 (0) 40 247 51 74
F: +31 (0) 40 247 52 03.
W: <http://www.t2m.org>
E: info@t2m.org

ECMD/T²M Secretariat
P.O. Box 513 (IPO 1.16)
5600MB Eindhoven
The Netherlands