

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

*International Association for the History of Transport, Traffic and Mobility*



## T<sup>2</sup>M 2007 COINCIDES DUTCH DESIGN WEEK

*T<sup>2</sup>M's Fifth International Conference coincides with Dutch Design Week. Visitors will be able to take a look behind the scenes of today's design and acquaint themselves with tomorrow's products. With more than one hundred exhibitions, conferences, lectures, workshops, films, guided tours, and company visits, the Dutch Design Week is the largest design event in the Netherlands.*

**T2M 2007 - Call for Papers at Page 12. (Abstracts for papers are due March 31, 2007)**

*The picture illustrated last years symposium 'Airport on the Move', initiated to start a broad-scope social discussion about the current knotty problem of airports.*

**February 2007**

**Number**

**1**

**Volume IV**

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# EDITORIAL

## *Wanted: One President-Elect*

**T**his year's Annual General Meeting, held at the T2M Conference in Helmond, will mark an important transition point in the development of our organization.

Members will get to vote on a President-elect, to serve alongside current President Gijs Mom for one year. The President-elect will then replace Gijs for the next four years.

Naturally this is an absolutely crucial moment for T2M. I am sure that we would all agree that, with his indefatigable energy, Gijs will not be easy to replace. But an organization cannot be built around one person, and if T2M is to continue to thrive we must find a suitable candidate to step into Gijs' shoes and to take T2M onto the next level.

Though official nominations do not have to be sent until 60 days before the election, it is

imperative that people begin to think about this matter immediately. Potential candidates and nominees will need more than 60 days notice to consider their position and it is with that in mind that unofficial channels are now open to those considering running for this prestigious position. Suitable candidates (or those proposing suitable candidates) are urged to contact either President Gijs Mom or Secretary Dick van den Brink with a view to exploring the roles and responsibilities of the T2M President.

Elections will also be held for membership to the executive committee, including a separate one for student elections. Details of these elections will be published in the next newsletter.

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: [awhite1@learnlink.emory.edu](mailto:awhite1@learnlink.emory.edu)*

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

Got any good T2M photos you'd like to share? Another new feature of the newsletter will be a regular photography feature where members can exhibit pictures they have taken on their travels that would be of interest to the T2M community. Obviously we don't want holiday snaps but pictures that document different and perhaps unusual transport modes and structures would be very welcome.

Meanwhile, the T2M website continues to take shape, but we need your feedback. Take a look and drop us a line at the newsletter about things you like - and don't like -

about the website, located at [www.t2m.org](http://www.t2m.org). We still aren't hearing from enough members about their publications. Has no one published anything anything at all in the last 2 months? Let us know and help us build a more interactive T2M community.

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USA

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# President's Page

## T2M 2007

**B**y the time you read this you must have started to consider seriously submitting a paper or session proposal for the next T<sup>2</sup>M conference in Helmond, the Netherlands. While you are doing this, let me give you another reason which might tip the balance of your deliberations to attend, even if you end up not giving a presentation: this annual meeting will be our fifth, and the Executive Committee has rightly decided to return to the cradle where it all began, in the south of Holland.

The officials of the city of Helmond are very much aware of this: after our meeting with the mayor in December, he agreed that Helmond should do its utmost to make this into a memorable event. Several civil servants and two aldermen (of Economic Affairs and of Culture) formed a working group that convenes monthly to monitor the progress of all preparatory work. Little Helmond should be at least as attractive to you as big Eindhoven was four years ago, even more so, because Helmond's ambitions are grand. The city not only aspires to become one of the centers of European automotive R&D, with a special emphasis on design (inspired by the recent decision of the large and renowned research center TNO to move from Delft to Helmond, which will take effect just before the start of our conference), it also plans to found a Heritage House in which 'mobility' will become one of the main themes. Its ambitions are grand, indeed: recently the city, struggling to leave its 'industrial' past with high unemployment behind, became known because of the postmodern design of a whole new housing project, for which it hired the Italian architect Adolfo Natalini. On top of that, ECMD, the local conference organiser, received a government grant to start a project of a Virtual Mobility Museum of which the first results will be presented during a special session at the conference. The purpose of this meeting is to seek international partners for a European project along similar lines.

The scientific committee (Bruce Pietrykowski, Garth Wilson and myself) hopes that we will see many new faces of scholars attracted to the theme of Design and Heritage. Design historians, designers and museum people will hopefully feel tempted to mingle with transport and mobility historians. Design history is a field in the process of experien-

cing a 'cultural turn' just like ours. Of course, as usual, all other topics are welcome, especially this year as we really wish to make this event into a reunion of all who have been involved in the founding and development of our field. As has meanwhile become a tradition, we will have excursions, too, to the Design Week in Eindhoven, to a train collection in Leuven in nearby Belgium, and to the air museum in the Dutch polder of Flevoland. For the latter, we are currently negotiating the possibility to go there by vintage plane.

What can you expect, apart from the conference itself? A special Design Event coinciding with the Design Week in neighboring Eindhoven will be organised, opened two weeks before the conference to draw national attention. Student groups from all three university design schools (Eindhoven, Delft, Enschede, in the east of the country) as well as from the world-famous Design Academy

### Artist Impression of the Virtual Mobility Museum

De geschiedenis van de mobiliteit in Nederland

## Het Virtueel Mobiliteitsmuseum

Historische voorwerpen  
Historische railvoertuigen  
Historische wegvoertuigen  
Historische vliegtuigen

**GESCHIEDENIS**

**1930 - 1939**  
Diepe economische crisis en hoge werkloosheid

**1930 - ...**  
Continuïteit groei van het wegverkeer, ingezet in de jaren 1920, doorbraak van de auto voor bredere lagen van de bevolking, de bedrijfsauto en de autobus.

**1932**  
Eerste geheel stalen en gelaste personenrijtuigen

**1934**  
Invoering doorgaande rem bij goederentreinen

**1934**  
Introductie dieselelektrische treinstellen, stroomlijnform en automatische koppeling

**1937**  
Oprichting NV Nederlandse Spoorwegen te Utrecht, die alle aandelen van de "oude" maatschappijen overnam

**1939**  
Begin moderne bedrijfsvoering bij NS

**1930 - ...**  
Secundair railvervoer verdwijnt, vooral als gevolg van de concurrentie van het wegvervoer. Autobus en vrachtwagen nemen streekvervoer van passagiers en goederen over.

**OBJECTEN**

**Treinset 27 van NS**  
Type: Dieseldrie  
Soort object: Dieselelektrisch treinstel  
Railcategorie: Hoofdspoor  
In dienst: 1934 - 1964  
Huidige eigenaar: Nederlands Spoorwegmuseum

Treinset 27 van NS is één van de eerste dieselelektrische treinen in ons land. Deze treinen betekenden een ware revolutie in techniek, vormgeving en bouwwijze. Ze werden in dienst gesteld in 1934, in een tijd dat de stoomtrein meer en meer uit de gratie raakte.

Hoe betrouwbaar de stoomlocomotief ook was, ze verbruikte veel brandstof, had een rendement van rond de 5% en vroeg een grote inspanning van de machinist en stoker; alles behalve ideaal dus. Nieuwe technieken werden dan ook verwelkomd: al in de jaren 1920 was de elektrische trein aan zijn opmars begonnen en niet lang daarna verscheen de dieseltrein op het spoor.

De komst van moderne dieseltreinen als de DE 27 van de Nederlandse Spoorwegen in april 1934 betekende een ware revolutie in techniek, bouwwijze en vormgeving van spoorwagematerieel. Het nieuwe zilvergrijze treinstel met z'n gladde stroomlijnform en z'n druppelvorm maakte diepe indruk in het land. Zoveel indruk, dat diesel een term werd voor alles wat modern was. Zo leek "Diesel" bijvoorbeeld de meest toepasselijke naam voor een nieuw "zelf-werkend wasmiddel met wetenschappelijk wonderwit".

Ook een treinstel was, in vergelijking met een locomotief met rijtuigen, een novum, zeker in combinatie met de automatische koppeling. Van het type "dieseldrie" werden er veertig gebouwd die snelle diensten gingen verzorgen tussen de grote steden in het land. De trein haalde een maximumsnelheid van 125 kilometer per uur, wat voor die tijd ongekend was. Al moest er zo nu en dan nog wel eens een stoomlocomotief invallen als kinderziekten de moderne techniek te machtig werden. Veel treinen uit deze serie raakten tijdens de oorlog helaas beschadigd en in de jaren 1950 verdwenen ze naar minder belangrijke lijnen. In 1964 ging het laatste exemplaar buiten dienst.

Vanwege de hoge cultuurhistorische waarde ging één exemplaar van het Nederlands Spoorwegmuseum in Utrecht.

**MEER ...**

**Doet alles het?**  
Proefrit in Den Haag, 1927

**Diesel wast witter**  
Gebruik van het moderne image van de nieuwe dieseltreinen voor de promotie van wasmiddelen.

**"Three cheers for this..."**

... zei de beroemde Amerikaanse ontwerper Raymond Loewy over deze Hollandse trein. "In the writer's opinion it's the best looking Diesel-electric unit-train built so far"

**Stoomdiesels**  
Stoomdiesels (bijna) als het voorbeeld

Best-looking of niet, de dieselelektrische treinen hadden met flink wat kinderziekten te maken en ze nu en dan moest de vertrouwde stoomlocomotief invallen. Stoomdiesels werden ze genoemd, deze redders in de nood.



in Eindhoven will compete to get their designs of 'mobility interiors' accepted for display at the event. A sequence of presentations by top designers during these two weeks will hopefully draw extra crowds, and this sequence will have its climax during a special plenary session during our Saturday conference day where historians and designers will discuss common topics yet to be developed. The subsequent banquet will also be an event which will not easily be forgotten, given the fact that we have asked some design students to cooperate with the local Food

Manufacturers League to prepare a dinner which appeals not only to our papilas but also to our eyes, and...well, the rest should, following tradition, remain a surprise.

The 'monitoring committee' is also discussing how to make the visit to Helmond during the three days of 25 to 28 October worthwhile for your partner, friend or family, too. Together with the city's PR department we are now preparing a 'social programme' (well, more 'social' than attending conference sessions...) interesting enough for your partner to simply refuse stay-

ing home and for yourself to test your loyalty towards our association which, of course, hopes to see you at the conference instead of at one of the places and events your partner will be visiting. We are preparing ample information to be placed at our website soon to give you a flavour of what you can expect, so please invite your partner or friend to come along and join us in celebrating the conference's fifth anniversary.

Gijs Mom

## Virtual Mobility Museum

### - A website on the History of Mobility and Mobile Heritage -

*The European Centre for Mobility Documentation (ECMD) is developing a Virtual Mobility Museum in coöperation with its partner, Mobile Collection Netherlands MCN). The website will present the history of mobility in the Netherlands and its mobile heritage. The project is funded by a generous grant from the three Dutch Culture Funds, namely: Mondriaan Stichting, Prins Bernhard Cultuurfonds and VSB Fonds.*

This virtual museum is based on material which already exists in a digitised form: the Nationaal Register Mobiel Erfgoed (National Register of Mobile Heritage) initiated three years ago by the MCN Foundation and the digitised documentation currently available at ECMD. In addition to this other digital sources from cooperating institutes will be included. For the world of mobile heritage this means an innovative way of presenting the material. Real-world vehicles are shown within the context of the development of Dutch mobility and its interrelated social history. The objective is also to experiment with the implementation of statistics, scholarly and non-scholarly publications and User-Generated content in the Museum. This is done in preparation of the next step, the internationalisation phase of the project. In this stage, we hope, members and/or Theme Groups of T<sup>2</sup>M will be involved.

For this pilot project only one period in the Dutch history of

mobility has been chosen: the one that lies between 1950 and 1970. This was in many ways an exceptional period, with major changes in the Netherlands from a social point of view, such as an increasing prosperity and leisure. Modernisation brought with it increases in scale and ongoing urbanisation and suburbanisation. In traffic we see mass mobilisation, the rapid rise of motor car and aeroplane usage and the disappearance of older means of transportation such as horse-and-carriage, steam tram and sailing ship.

Just like a real museum the Virtual Mobility Museum is especially meant for "purposes of study, education and pleasure," both for professionals and a more generally interested public. The MCN Foundation and the ECMD hope that the website will help obtain more support from the general public and the government for the preservation of our sailing, driving and flying heritage and our historic documentation. More importantly this pilot project should form the basis for an international Virtual Mobility Museum. This international project should not only focus

on artefacts, but also on bundling scientific resources in the field of Mobility. During the 5th international T<sup>2</sup>M conference in Helmond a special session (on Thursday, 25 October, right before the official start of the conference) will be organized in order to set up an international network to cooperatively develop the Virtual Mobility Museum.

The Dutch initiative's progress can be monitored on the (Dutch) website [www.mobiliteitsmuseum.nl](http://www.mobiliteitsmuseum.nl), where new developments will be published on a regular basis.

*More information:*

*D. (Dick) van den Brink  
ECMD*

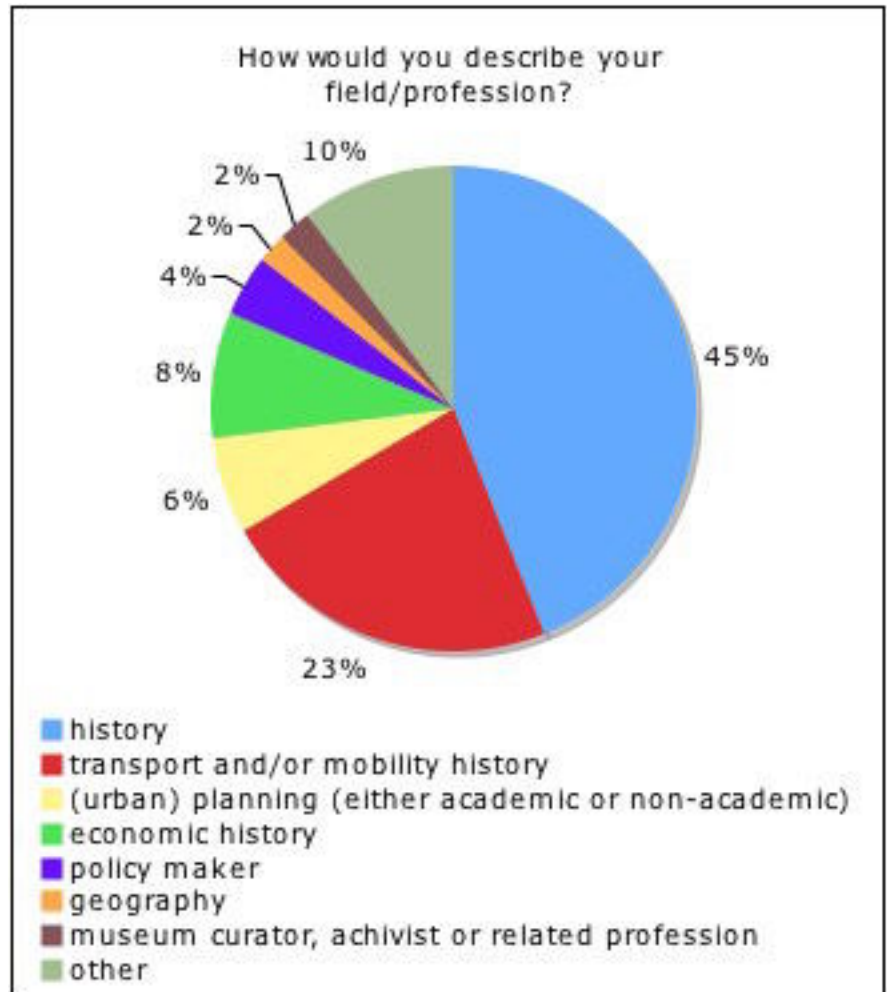
*T +31 (0)40 - 247 5174  
M +31 (0)6 4703 7167  
E [dick.vandenbrink@ecmd.nl](mailto:dick.vandenbrink@ecmd.nl)  
W [www.mobiliteitsmuseum.nl](http://www.mobiliteitsmuseum.nl)*

# Paris Analyzed

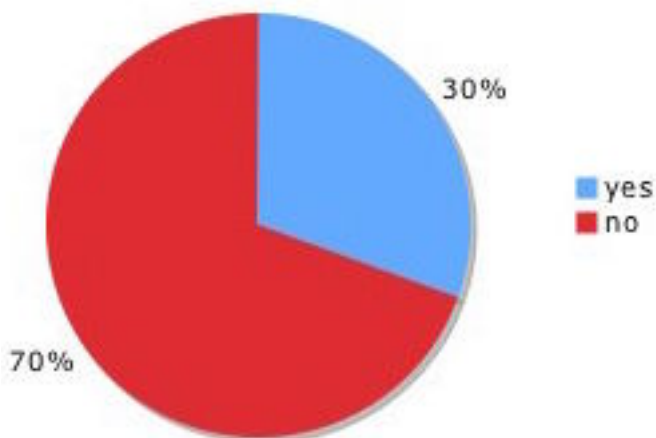
## Conference Survey

*It has been several months since the Paris conference and it is time to review the survey results, compiled from forms returned at the conference.*

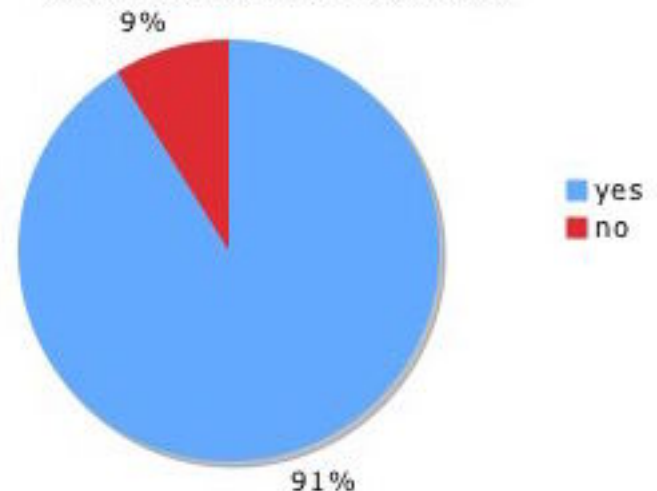
It seems that T<sup>2</sup>M is going about preparing for its conferences in the right way. An overwhelming number of people were satisfied with the way members were kept informed by the conference and also seemed to be happy with the CD-ROM of papers to be presented, distributed beforehand. The conference website also received favourable reports. Best of all, 60 % of attendees said that they would go to the next T<sup>2</sup>M conference in Helmond.



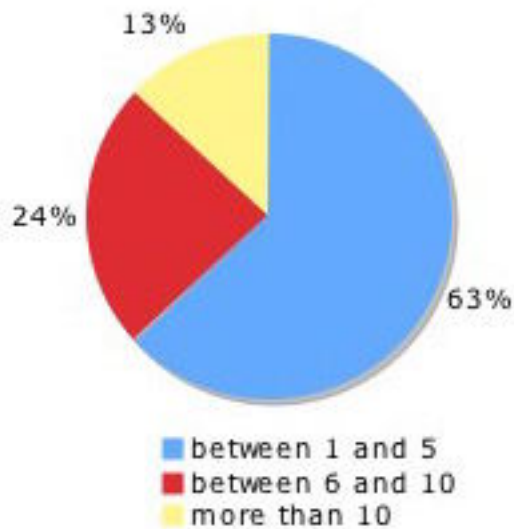
Are you a PhD student?



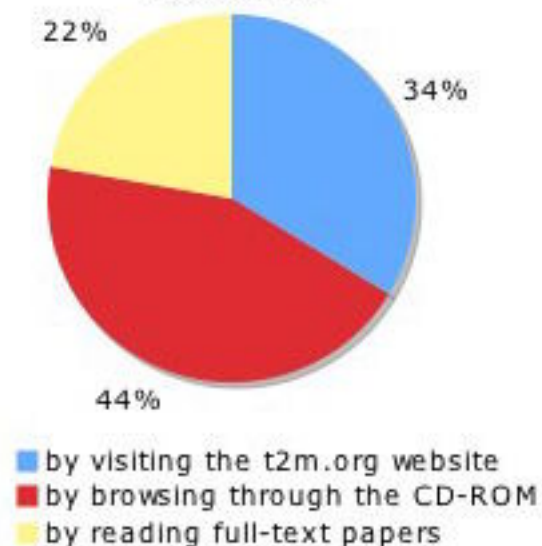
Are you satisfied by the way you were informed about the conference?



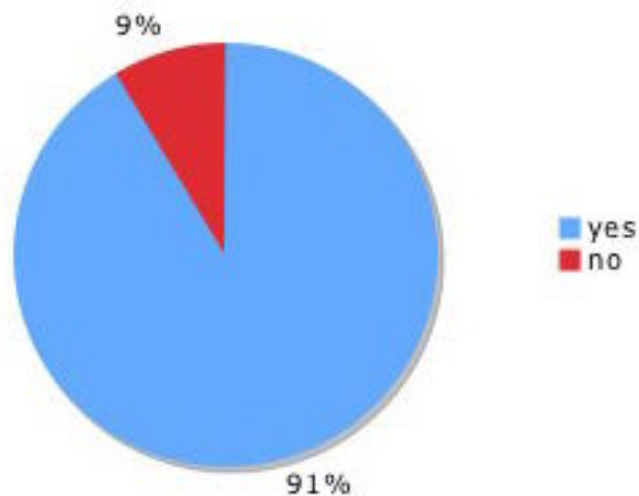
How many papers did you read completely or nearly completely?



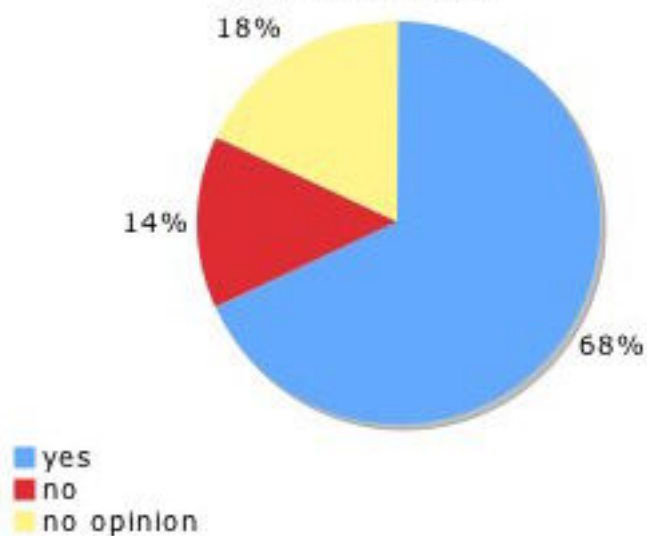
How did you prepare yourself for the conference?



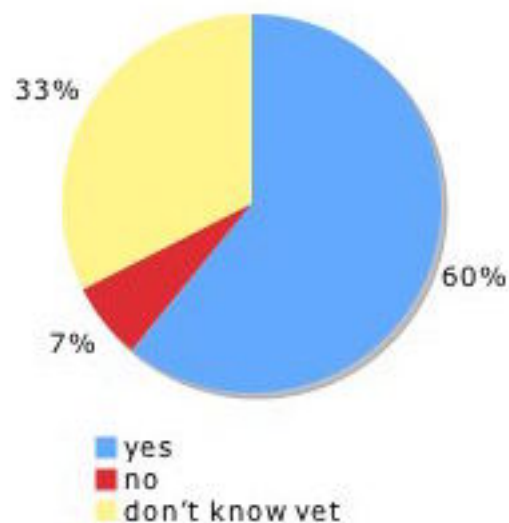
Do you like the format of the CD-ROM?



Are you satisfied with the special website for the conference?



Do you think you will attend next year's conference in the Netherlands?



# THE MEETING ROOM

*T<sup>2</sup>M'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.*

## *Open letter from Günter Dinhobl*

Dear all,

In the autumn of 2006 I presented at T<sup>2</sup>M conference in Paris a new institution in the field of railway history - the Corporate Archive of the Austrian Federal Railway (ÖBB). It was founded after a decision of the board of directors in December 2005. All records, plans, and other artifacts from all companies of the ÖBB-group should be collected and registered. This is, to say the least, an ambitious plan.

I joined the team in summer 2006 and we started to create a structure to the corporate archive: to choose and adapt a building, to choose a software tool for meta-data, to structure the processes of documents coming into the archive and to make contact with all companies of the ÖBB group.

Very surprisingly, at end of 2006 these ambitions were stopped and the archive is to be shut down end of February 2007. In the future there will be some archives in some of the companies of the ÖBB group. These are sometimes organised, but mostly the records are stored in secondary rooms without registration. So, once again there is no overall institution within the ÖBB group, no overall specifications or strategy to file records.

The job positions are also closed - one of the team is retired early, one will be transferred to a documentation unit and my person will be transferred to the R&D-department of the construction unit (ÖBB Infrastruktur Bau AG). The area of activity there is technical research for better rail infrastructure.

Unfortunately it was a short time of cooperation, but for me a very inspiring one. And I hope that some day there will be a continuation - in railway / transport history.

Yours sincerely,  
Günter Dinhobl

P.S. at the moment it looks like that the email address remains the same (guenter.dinhobl@oebb.at), guenter.dinhobl@univie.ac.at

## News from the Journal of Transport History

In March the next issue of The Journal of Transport History will appear. Here is the provisional content list.

Paul Marr, Shippensburg University, USA  
The King's Highway to Lancaster:  
A graph-theory analysis of colonial Pennsylvania's road network

Frank Leonard, Douglas College, New Westminster, B.C., Canada  
"Diplomatic Forces of the New Railroad": Transcontinental Terminus Entry at Vancouver and Seattle

Daniel Todd, University of Manitoba  
Against the odds: The origins and survival of a small British railway port (1850 - 1939)

Julian Greaves, University of Birmingham  
Managing Decline: The Political Economy of British Shipping in the 1930s

Peter Ewer, independent scholar  
A gentlemen's club in the clouds: re-assessing the Empire Air Mail Scheme, 1933-39

Massimo Moraglio, University of Turin, Italy  
Between industry and tourism: the Torino-Savona motorway, 1956- 2001

### RESEARCH REPORT

Ron Shook, Utah State University, USA  
Jessie Embry, Brigham Young University, USA  
Car racing and mobility history: British automobiles and the Bonneville Salt Flats

### MOBILITY & MEDIA

Steven L. Thompson,  
independent scholar  
History, Special Interest  
Magazines, and the World's  
Fastest Indian

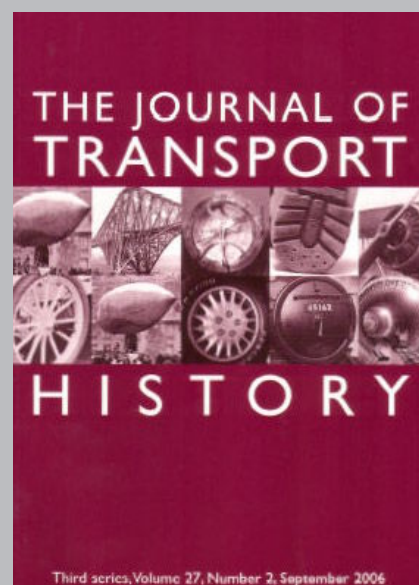
### SURVEYS & SPECULATIONS

Shelley Baranowski, University  
of Akron, USA  
Common Ground: Linking  
Transport and Tourism History

### MUSEUM REVIEW

Colin Divall, Institute of Railway  
Studies & Transport History,  
York, UK  
S.S. Great Britain

### BOOK REVIEWS





## *PhD Funding Opportunity*

Program Number: 82041

Title: Dissertation Fellowship in Business and American Culture

Sponsor: Newcomen Society of the United States

### SYNOPSIS:

A fellowship is awarded annually to doctoral students pursuing careers in the studying and teaching the history of American Business.

The stipend of \$10,000 is awarded each academic year.

Deadline(s): 03/15/2007

Established Date: 01/21/2005

Follow-Up Date: 01/01/2008

Review Date: 12/18/2006

Contact: Leighton A. Wildrick, President & CEO

Address: 211 Welsh Pool Road, Suite 240  
Exton, PA 19341  
U.S.A.

E-mail: [info@newcomen.org](mailto:info@newcomen.org)

Program URL: <http://www.newcomen.org/>

Tel: 610-363-6600

Fax: 610-363-0612

Deadline Ind: Receipt

Deadline Open: No

Award Type(s): Dissertation  
Fellowship  
Research Grants/R & D

Citizenship/Country of Applying Institution:  
Any/No Restrictions

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

Appl Type(s): Graduate Student

Target Group(s): NONE

Funding Limit: \$10,000

Duration: 9 MONTHS

Indirect Costs: Unspecified

Cost Sharing: No

Sponsor Type: Professional/Academic Assoc &  
Soc.

Geo. Restricted: NO RESTRICTIONS

CFDA#:

### OBJECTIVES:

The sponsor supports a dissertation fellowship in careers in studying and teaching the history of American business. Candidates may investigate historical topics relating to any aspect of business, industry, technology, and the professions in American life.

### FUNDING

The stipend is \$10,000. The recipient will be expected to devote nine months, full-time, to research, writing, and graduate study.

KEYWORDS: History  
History of Science & Technology  
American History  
American Studies  
Industry  
Business



# IN THIS NEW FEATURE

*PAUL Van HEESVELDE DELVES INTO THE WORLD  
OF CARTOONS AND COMES UP LAUGHING.*

The catchphrase used by the Pythons in the sixties is a very good entrance for a new section in our newsletter, although I do not know how long this column will stand. The less younger readers remember the opening scene of Monty Python's Flying Circus featuring a farmer discussing the properties of his sheep as they nested in the trees. Then followed two Frenchmen discussing the commercial potential of aviation by sheep. Few seconds later came the announcement that something new followed. But this column is not about movies, neither about aviation by sheep or other animals. I remember using P.L. Scowcroft's fondest wish that "someone will publish a comprehensive survey of railway fiction useful for the railway historian and helpful in reconstructing

the past." Literature and art are more specific kinds of sources for historical knowledge but nobody will deny the possibilities of the use of iconography and literature for reconstructing the past. The question is only what kind of past is reconstructed with what kind of sources. Art and iconography do not offer a reliable source for the causal relations between the picture and the period of art production, but it contains a lot of cultural information of the period. Is that also the same for cartoons and comics? Asha Weinstein brought us already a good example in her latest Journal of Transport History article, "Congestion as a cultural construct: the 'congestion evil' in Boston in the 1890s and 1920s." I still remember some years ago a cartoon with children yelling during their excursion to London, "Oh daddy, I

see the C!" as the coach entered in the congestion charge zone.

In future newsletters, we hope to bring you examples of the possible use of comics or cartoons for some historical transport research. To kick things off, here is The good, the bad and the ugly. The cars of Piet Pienter and Bert Bibber. This is a typical Belgian - even Flemish - artefact, with the scenery depicted typical of that studied by researchers from the late 1970s onwards. I am sure that many of us have seen similarly interesting cartoons. If so, send them into the newsletter editor, so that we can all see them, maybe laugh, but certainly learn something about how transportation is depicted in the popular media.



## The good, the bad and the ugly. The cars of Piet Pienter and Bert Bibber

Few years ago, a comics enthusiast presented his website on Piet Pienter and Bert Bibber, the comic strip made by POM (Jozef VAN HOVE ° 1919). In 45 albums, the two friends travelled around the world and underwent quite unexpected adventures. The storyboard is likely to be similar to other comic strips and the way the story is developed brings a lot of information on the way the author was looking at the world around him. Often the comics offer a very good example of the nonsensical humor of the author. But the series is also famous for the prototypical Belgian street-image of the fifties up to the seventies. And the transport modes used by Piet and Bert give a good illustration of the evolution of cars. "Show me your car and I tell you who you are" is an apt phrase for this series. On the one hand we have "the good": Piet and Bert mostly drive a Ford; on the other hand there is "the bad" with the author describing various gangsters and government ministers all driving Mercedes. "The ugly" are the police officers, headed by chief deputy Knobbel, and using Fords or Volkswagen vans. That's it, in a nutshell, the transport world of Piet Pienter and Bert Bibber.



Piet Pienter started his career as leading comic actor in 1955 while driving an old Citroën AC4. This model was introduced in 1928, and built until 1934. (Engine : in-line 4 cyl., 1628 cc, 30 hp. Transmission: 3-speed, rear wheel drive. Brakes: Cable-operated drum brakes with Westinghouse servo.)



In 1956, the first Ford appears in the series and it will last forever. The first one is a Ford Taunus 12 M Convertible, so called "Ponton" or "Weltkugel", after the globe built into the car's nose. It is described in brackets as "not yet paid for". One year later, in 1957 the convertible version disappears and in 1958, the Taunus 12 M is replaced by a Ford Anglia 100E, which brings the two friends to 'Bulderije' [Buldarian Rhapsody - my translation]

In this picture, the old Taunus 12 M is used. What is even more interesting is the technical style of POM, the author, where he indicates the centrifugal force when Piet takes the bend to sharp. Even the body of Bert, next to the driver, is bent over. It makes the suggestion of speed more comprehensive. Bert is warning Piet that his Ford is not a "Traction-avant", making an allusion to the Citroën front-wheel-drive of the fifties. So he better take care. The first Ford Anglia is won by Bert in 1958 at a lottery and is therefore free. The same year Piet buys a new Taunus 12M.





In 1962 (De Dubbel-Koolzure-Soda-Bom - The Soda Bicarbonate bomb), Bert buys a Ford Anglia 105 E, because his rival, the annoying journalist Theo Flitser (Theo Flash), comes to court Susan in a Ford Anglia 105 E. Susan is fond of that sweet little car. Bert shows up in his very new Anglia, asking, "Well, what do you think about my new sports car?"

The old 12 M will be replaced in 1964 by a new model, the so-called bathtub, the Taunus 17 M Super. Piet drives around in this car for almost 10 years. Starting at "Warwinkel in de War" [The Confusion of Professor Warwinkel], another new Taunus shows up, this time a 17M P7B. The last of the so-called M-series in the Taunus history, and also the last one we will see Piet & Bert driving. They keep this car for the rest of the comic series.



A closer look provides more information on the development of the different models of Ford, on the use of cars, on Bert's machismo, desperately in love with Suzan, a rich American girl.



This series of comics is not only packed with action and humor, but also provides a nice social and architectural commentary on post-war Belgium. This drawing is an exact copy of the police office at the beginning of the Bergstraat in Heist-op-den-Berg (Belgium). Further on, POM gives a lot of information on street publicity, although he adds a cynical or humouristic undertone.

In 1979 Walter Marien presented his licentiate's thesis on Piet Pienter and Bert Bibber, Analysis of a comic series at the Katholieke Universiteit Leuven. More information is to be found at:

<http://home.scarlet.be/deludo/startpage>

<http://users.pandora.be/roadmaster/ml>

I would like to thank Ludo Peeters and Werner Naessens who both agreed on the copyrights on their websites.



# CALL FOR PAPERS

MOBILITY HISTORY, HERITAGE AND DESIGN

Fifth Annual (Jubilee) Conference on the History of Transport, Traffic and Mobility (T2M)

HELMOND, THE NETHERLANDS - 25 - 28 October 2007

This is a first Call for Papers for the fifth international T<sup>2</sup>M conference, with the theme 'Heritage and Design,' to be held in Helmond (near Eindhoven), in the Netherlands. After our successful conference in Paris last 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 T<sup>2</sup>M since its foundation. Because T<sup>2</sup>M 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](mailto: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 Eind-



hoven (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. This year, T<sup>2</sup>M celebrates its fifth consecutive annual conference. In cooperation with the city of Helmond a special social program is in the making dedicated to the efforts of the local and regional authorities to turn a small industrial town into a post-modern (and controversial) marvel of town planning and architecture within a European context. Part of this is the attempt to make the region around Eindhoven into one of the European hot spots of mobility design and heritage. Participants to this jubilee conference are therefore encouraged to bring their spouses and partners to make the conference into a truly memorable event.

For information on previous conferences and the T<sup>2</sup>M association, and for any other information, see [www.t2m.org](http://www.t2m.org). Further details of the 2007 conference will be posted there in due course.

## CALL FOR PAPERS

New Roads into a New Europe. Transportation and the History of Europe in the 20th Century in Berlin in March, 1-3, 2007

Deadline: 21.02.2007

The Hamburg-based foundation ZEIT-Stiftung Ebelin und Gerd Bucerius and the foundation TUI Stiftung from Hanover is organizing an international conference "New Roads into a New Europe. Transportation and the History of Europe in the 20th Century" in March, 1-3, 2007. The event will be located at the Berlin representation of the international tourism company TUI, Unter den Linden 17 - quite in the heart of Germany's capital. It was the widely known historian Professor Dr. Karl Schlogel (Uppsala / Frankfurt/Oder), who has initiated the conference. Professor Dr. Jorg Baberowski (Berlin) and Dr. Ralf Roth (Frankfurt/Main) are co-organizers.

For a couple of years, the ZEIT-Stiftung has been supporting scientific projects that are dedicated to the concept of a common European history.

The closer our continent moves towards an identifiable entity, the more Europe should not be merely conceived as a political project but as a space with close historical bonds as well. This spatial unit is unthinkable without regard to modern transportation. We are witnessing a process similar to those a hundred years ago, when the railway started linking the Europeans in a completely new manner. Today it is the air connections, which is turning Lisbon and Helsinki into neighbouring cities.

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# Bibliography

In the first of a new series, Clay McShane constructs a bibliography of 2006 publications on one transportation mode. This month: Waterways

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## *About this Newsletter*

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