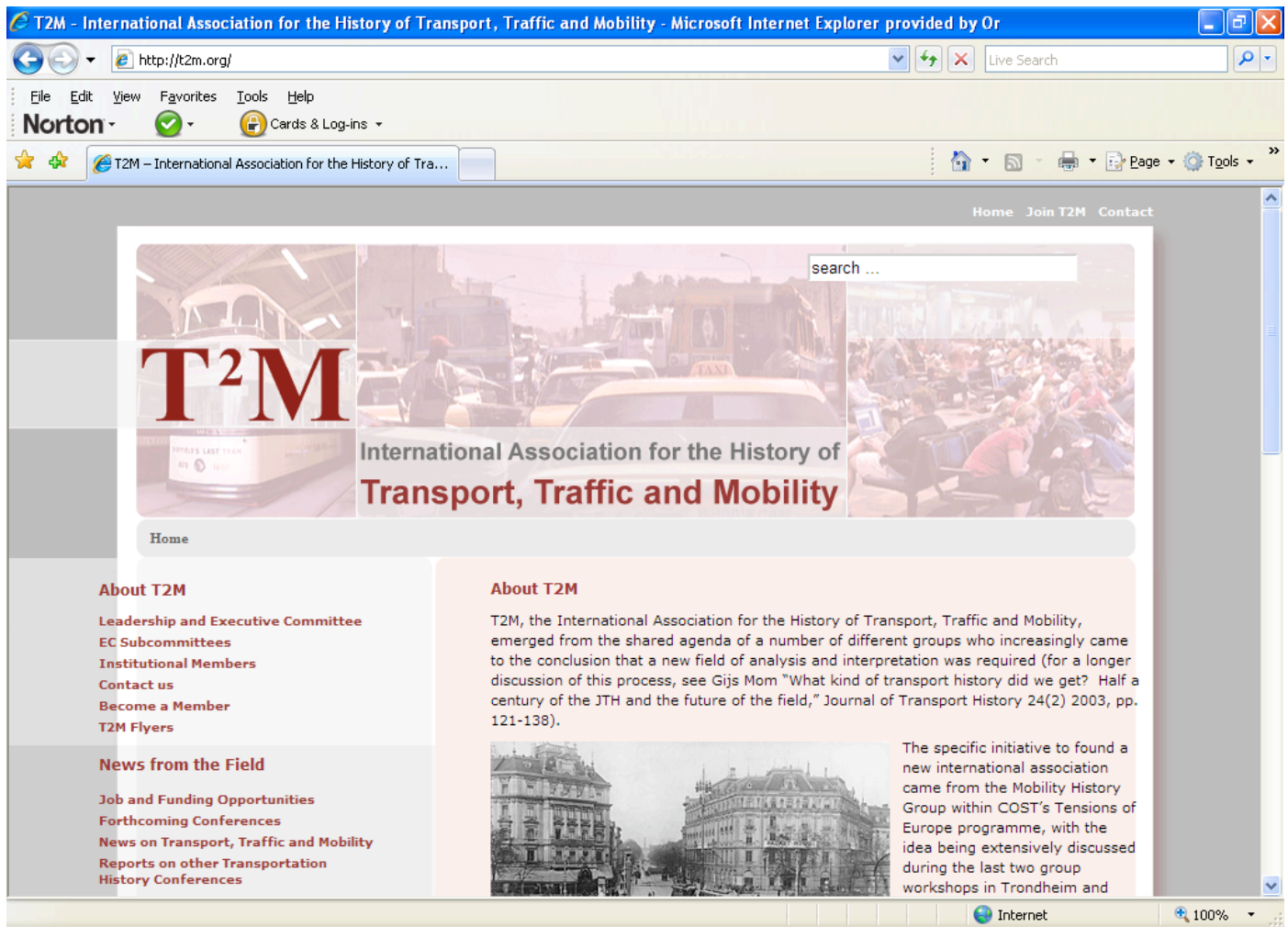


T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



New website goes live!

July 2009

Number

2

Volume VII

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Editorial

In this newsletter:

On yet another train journey between the office and home, I put the time to ‘good use’ by writing this editorial – reminding me of the common interests that we have in mobility, and of the work that has been done on how we passengers spend our journey times – noting the multiplicity of times and the different things we do (work, leisure, rest).

As always, the Newsletter is full of useful and interesting pieces, but I’d like to draw your attention to a couple of things in particular. Firstly, the much anticipated **new website** is live! Make sure you go and have a look: when you find something that is missing or incomplete, let us know – and keep coming back. The more items you send us, and the more you tell us about what you want to see, the better we can make the website serve your needs. In the meantime, thanks to Jamey Wetmore and Esther Kochte especially, and to everyone else who has put time and energy into the website.

As you’ll no doubt have heard, registration for the **Lucerne conference** is now open. Further details are given inside the Newsletter, but the academic program looks strong and the social program as enticing as ever. Make sure you register soon. If you are presenting your research at the conference, check and see if you are eligible for any of the **prizes** on offer – again, full details inside.

This issue sees the formal start to the **EC elections** process. Because members of the EC rotate through a four-year cycle, we have elections every year – this provides our Association with the chance to introduce new people and new ideas, whilst retaining continuity and strong leadership. If you’ve never considered standing for election before now – or have, and decided you’ll do it ‘next year’ – this is the time!

You’ll also find a new feature in this Newsletter – the **Institutional Profile**. As part of the Association’s commitment to ensure that all members – individual and institutions – get the maximum benefit from their involvement, recently we took a look at what we offered members. We felt that individual members perhaps weren’t aware of the institutional members (IMs), so from now on in each issue we will show-case one of the IMs. Hopefully this will benefit both the organisations and individuals, as we will find out what each can offer the other.

Finally, as always, do **send material in** – let us know about your publications, your funding successes, new research projects, opportunities (and challenges!), Views from the Streets, news, musings on mobility museums or thoughts on teaching transport history ... pretty much anything, really – we want to know about it!

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Deadline for copy for the next issue: **18 September 2009**

President's Page

Some days ago, our new homepage was launched, of course under the old address: www.t2m.org. Thanks to Esther Kochte, Jamey Wetmore, Sonja Beekers, Sjoerd van der Wal and many others, we now have a webpage which underlines the status, competence, importance, and international distribution of our field and association. Please go on a virtual walk through the T²M -landscape and discover old and new activities of T²M. Some areas are still “under construction” and need informations from your desk. Please send in information on conferences, museums, university programs, books and journals in the history of transport, travel and mobility to our homepage coordinator Jamey Wetmore (Jameson.Wetmore@asu.edu). Corrections, misspellings, new e-mail addresses etc. should be sent directly to the web administrator Esther Kochte (studio@himbeergeist.net).

During the last meeting of the Executive Committee in Lucerne on April 22nd, we had a tough discussion on the advantages of our old and the suggested new logo and finally decided to keep the old logo, accepting the argument that the aesthetic appearance of successful organisations should change in an evolutionary not revolutionary way. The aesthetic “French Revolution” underlined the close relation of mobility and modernity (the logo looks a bit like Fritz Lang’s Metropolis), while our old logo emphasizes the exponential catalytic power of mutual fertilization of transport, traffic and mobility research. In any case, the discussion was most fruitful and shaped our identity building. Thanks for every contribution.

In four and a half months we will meet in Lucerne for our 7th annual conference. Our conference title this year is “Energy and Innovation” and thus combines two global challenges of our time: climate change and the economic crisis. The number of proposals increases year-on-year and it was difficult for the program committee to decide which papers should be accepted or turned down. The strategic decision not to have more than five parallel sessions and to leave enough time for plenary sessions, round table discussions, informal interactions and excursions, made it necessary to keep the number of accepted papers below 100. There are exiting new approaches and topics. You will find the preliminary program on the web soon.

Our conference hotel “Grand Hotel Europe” belongs to the hotel type I like most: built in the 19th Century, old splendour (personally I like a little morbid charm and w-lan), a breath-taking view, and walking distance to the conference location. Hurry to book the last lake-view rooms with a substantial conference discount. In order to save money, you can decide to book a room with double occupancy for half price and to come back from Lucerne with a new personal contact.

In the last weeks, plans for T²M’s 2010 conference at the National Railway Museum in New Delhi, India, were fixed. I am excited to see T²M going to South Asia to one of the fast growing economies, the world’s largest democracy and the country with the biggest railway company: almost 1.5 Million employees and growing, whilst making a profit. We will see New Delhi with a new metro system and many other new infrastructures which are currently under construction for the Commonwealth Games (which will take place four weeks before our conference).

The delay of the last issue of our affiliated *Journal of Transport History* was a sad experience. The editors of the journal are working hard to come back to a dispatch of the next issues on time. However, the spring issue will be postponed too. Good news comes for the T²M Yearbook, which will be sent to the publisher soon.

Hans-Liudger Dienel, 18 June 2009



News

Lucerne Registration Opens

The programme committee for the Lucerne conference has now done its hard work and selected the papers to be presented in November. The full programme will be online soon, but in the meantime, registration for the conference is now open. Make sure you sign up to what promises to be a stimulating conference in an excellent location. See you in Lucerne!

New T²M Website Launched

As you'll have seen from the front cover, T²M's new website has been launched! It is a vast improvement over the old site, and should offer something for everyone – from people discovering the Association for the first time, to 'old hands' who have been members for years. We want the website to be a useful resource for historians – and others – interested in transport, traffic and mobility; hopefully you will keep coming back, to find out what is going on in your field and with your Association. At the same time, we're reliant upon you for content – so make sure you let us know if you have any news, a call for papers, useful links or resources – anything that you use for your research and teaching might be of value to someone else, so tell them, via the website!

T²M annual conference 5-8 November 2009



Welcome to Lucerne 2009!

On behalf of the organizing committee of the T²M 2009 conference, we are very pleased to invite you all to Lucerne from the 5th to the 8th of November 2009. Lucerne is not only a well-known scenic town in the heart of Switzerland, but the “city of lights” is also the home of the highly popular Swiss Museum of Transport, which is currently celebrating its 50th anniversary. The new conference centre at the Museum will host the T²M 2009 conference.

The 2009 international transport historians' conference is an initiative by the leading historical research institutes at the Swiss Universities of Berne, Neuchâtel, and Zurich, as well as the 'Viastoria' centre for transport history in Bern, to mark the 50th anniversary of the Swiss Museum of Transport. With its national transportation collection, the Swiss Museum of Transport offers a complement to the research institutes. For its anniversary, the museum has been rebuilt and expanded. The T²M 2009 conference will take place in the new conference centre in the midst of the museum and with spectacular views over Lake Lucerne.

Energy and innovation

This year's conference theme is 'Energy and Innovation'. In our call for papers, we especially welcomed papers which would focus on either or both of the issues. The modernisation of traffic since the 18th century



can be seen as a process in the course of which means of transport that relied fundamentally on solar energy were replaced by means of transport that relied on non-renewable energy. How important was energy for the acceleration and intensification of traffic? What role did energy play in the choice of a certain means of transport, when deciding whether to travel by land or by sea? How was energy efficiency of new transportation machines increased? Conversely, how could their environmental pollution be reduced? Why were specific propulsion techniques being chosen and others not? How did the price of energy affect the price of transport and mobility? How did private transport and energy enterprises influence this price setting process and which role did state politics play?

According to economist Joseph Schumpeter, innovations are fundamental improvements with far reaching consequences for both the economy and the society. In the context of the modernization process this meant the introduction of completely new means of transport or of traffic systems such as the train, the car or the aeroplane. What were the economic, social, cultural and political conditions to foster the breakthrough of these new means of transport?

Popular site – popular theme!

We received an overwhelming number of very good proposals. This allows us to offer a series of parallel sessions with about 95 papers in total. With other words: Lucerne might well beat the T²M record! We are especially delighted with the fact that, more than ever, a lot of colleagues from academic disciplines other than history are sharing their research questions and findings with us. Obviously, not only the site, but also the themes have proven to be very popular. We now hope that, apart from the speakers at the sessions, there will also be a large and interdisciplinary audience to share and discuss these interesting and manifold

approaches for a history of mobility! Even more so, as this conference and Lucerne are worth the trip.

Program, excursions and accommodation

The conference will start on the evening of Thursday 5th of November 2009 with an opening ceremony in the Old Town of Lucerne. The

conference program opens on Friday morning with two keynote speeches and the first parallel sessions. In the afternoon, you will have the unique occasion to get to know one of the most famous mountain regions of Switzerland as well as some of the major traffic achievements in the whole of Europe. Starting out from Lucerne, the excursion with the historical TEE (Trans-Europe-Express train) composition will lead us directly into the Alps. The single excursion groups will leave the train according to their thematically guided tour and will be picked up again by the TEE at the same train station. One of the four guided tours offered, will lead you to the AlpTransit Gotthard at Erstfeld. With the "AlpTransit Gotthard", a future-oriented flat trajectory is being developed. The base tunnel at the Gotthard is the core of the new train connection and will form the longest tunnel in the world (57 km), expected to come into operation by the end of 2017. Learn more about the different excursions on our website (see further on).

The conference hotel in the past.



Concerning your accommodation, we are happy to offer you a pleasant stay at the four-star Grand Hotel Europe, close to the conference site, which offers a price reduction for conference participants. For students, who are willing to share a room (twin / double occupancy with bath), the price for one night currently goes at a rate of CHF 85.- / Euro 57.-. Please contact the hotel directly and mention the T²M 2009 Lucerne (www.europe-luzern.ch). Of course, many other hotels, as well as the Lucerne youth hostel, are at your disposal, if you prefer to find a place on your own.

Easy access – excellent traffic connections

Whether you arrive by plane in Basle, Zurich or Geneva or whether you travel by train, Lucerne and the Swiss Museum of Transport are easily reachable thanks to the excellent Swiss railway network. For travel schedule details, for your conference registration, for more information about the excursions and the hotel, please consult our website:

<http://www.verkehrshaus.ch> >
T²M Lucerne 2009 > Registration

For the T²M 2009 team
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See you at the conference in Lucerne!

Situations Vacant

I: Executive Committee

Well, not the whole of the Executive Committee, but there are spaces available – and now is the time to stand for election!

The Executive Committee is the group that runs T²M on a day-to-day basis, making decisions about how we can best achieve our aims and encourage the growth of transport and mobility history. It has a very important role, ensuring the continued strength of our Association and the field.

To ensure that the EC is fully representative and open to new ideas, each EC member is elected for a fixed-term of four years. Elections take place on a rolling basis, so in any one year some EC members will step down – hence we have elections each year. This means that, whilst keeping enough people to ensure continuity, the EC also benefits from having new people each year.

Being on the EC is an important job, but it isn't too demanding. We meet in person twice a year – once at the annual conference, and once mid-way through the year (see the report, in this issue, of this year's Mid-Year Meeting). Any other business is taken care of by email or phone. As well as keeping the Association in good health, being on the EC benefits you as well: you get to make contacts throughout the discipline, find out what is going on before everyone else, and be at the forefront of our new field.

So, if you haven't thought about it before (or if you have thought about it, but not done it), do consider standing for election to the EC. To nominate yourself, please send the Chair of the Elections Paul van Heesvelde (paulvanheesvelde@gmail.com):

- a short statement outlining what you would bring to the EC and any plans or priorities you see for T²M – this is your manifesto!
- a short CV (no more than half a page)
- a nice photograph of yourself

This should reach Paul by 18 September 2009, and will be featured in the next Newsletter,

allowing members to decide who they wish to elect to the EC. If you have any questions, do contact Paul – he'll be happy to help.

II: Barker & Robbins Prize Committee

We are looking for new members for the Barker and Robbins Prize Committee.

Every year, thanks to the generosity of the Transport History Research Trust, T²M awards the Barker and Robbins Prize for the best first presentation at the annual conference. The kudos of the prize (together with the cash reward!) is a great boost to new entrants to the profession, and is a really good way of encouraging those people starting out their work in transport and mobility history. Having been on the committee last year, I can say that it was a very rewarding experience – and it was even fun!

However, to make it happen requires some 'behind the scenes' work. A committee of three people judges the presentations and then comes to a joint decision about the winner, before making the award at the conference banquet. Committee members serve for a term of three years, in the second year acting as Chair. This means that each year one member is replaced, so there is fresh blood on the committee whilst at the same time enough experience is retained to ensure continuity.

Usually we would be looking for only one new Committee member. However, because Vincent Guigueno,

one of the existing members, has a new job he is unable to attend the conference. So this year we need two members (one of whom can, if they wish, serve for only this year).

The job isn't tricky: the Committee will meet (over email and in person) before the presentations start, to discuss what they are looking for. We will then attend the presentations, judging them as agreed; and at some point before the banquet we will meet (possibly over a beer, as last year – very convivial!) to agree who should win the prize.

If you are interested, or know someone who might be interested, please let the current Committee Chair, Mike Esbester, know: m.o.esbester@reading.ac.uk

III: H-Net Committee

Following discussions at the Executive Committee's mid-year meeting (see the report elsewhere in this issue), we are looking for people interested in helping to establish T²M's presence on H-Net. For those of you who aren't familiar with H-Net, it is an umbrella organization, functioning as an online meeting place for those who share scholarly interests. There are specific 'H-groups', dealing with particular topics: for example, H-Energy (history of energy) or H-Labor (labour history). Each H-group follows the general rules and guidelines laid down by those in charge of H-Net, but runs its own mini-website and e-mail list.

At the moment, there is no T²M-specific H-Net site. There is an H-Travel group, but we feel that T²M's aims and objectives are sufficiently different that we should try to set up our own H-group. The main advantage of H-Net is that it is highly visible: it is well-established and well-used, and so would give T²M a greater prominence in the academic community. It would also provide us with a proper list-serv, for discussions, advice, criticism, news, calls for papers, etc.

Whilst we already have a couple of people looking into this, to get our H-group set up and running we really need a small team of Editors willing to look after things. As the formatting and technical side of things is taken care of by H-Net you wouldn't need programming skills or technical knowledge. Your role would be one of soliciting information, making sure that submissions are appropriate, and updating our H-Net site. You would work closely with our webmaster, to make sure that T²M's website and H-Net sites complement each other and help to raise our profile.

If you are interested in helping out in this important work, please contact Ralf Roth: Dr.Ralf.Roth@t-online.de

JTH – Missing Issues

One of the benefits of your membership of T²M is an individual subscription to the *Journal of Transport History*. However, we know that last year several members had problems receiving their issues of the *JTH*. Hopefully we've got the problem sorted out now, but if this happens to you in the future, you should email Sonja Beekers, the T²M Secretariat (info@t2m.org). *Sonja will collect names off all who didn't receive their copy and request a new delivery schedule from MUP: Please send your name and full address so she can check possible faults in the distribution list.*

Membership fee and invoices

This year we started with a new form of invoicing, the T2M secretary send them... by mail. Several members reacted swiftly, some members probably didn't notice the invoice attached to the mail. With this newsletter you will also find a new, blank, invoice. Please pay your memberships fee before september 1st. For information please respond to info@t2m.org

In the Spotlight ... Laurent Tissot

Many T²M members will be familiar with Laurent Tissot, whether from his work on tourism and mobility history, or from having met him at our annual conference. A Professor at the University of Neuchâtel, Switzerland, in addition to all of the usual tasks that go with the job, this year he is one of the organizers of the Lucerne conference. Here we find out a bit more about him ...



How did you get into academia?

Partly by chance, partly through luck, but also because I took some risks at a certain time in my life and grasped opportunities. I didn't have a career plan and I very much acted according to circumstances.

What are you reading at the moment?

I like reading very much. Five or six books are usually on my desk which I try to read ... simultaneously, without counting the Ph.D and Master's texts ... I'm interested in a very wide range of books: novels, general studies, political and economic texts, philosophy, travel books from France, Germany, England, America, Italy and sometimes ... Swiss authors! I know it is too much (this is what my wife said) but I must say that I hate not to finish a book...

How has the history of tourism developed, and what are you working on now?

When I began working on tourism in an historical perspective 20 years ago, there were few people

looking at this subject, whereas sociologists, economists, geographers and anthropologists had already been very active in this field for some decades. From then on, the interest grew very rapidly in the historical departments. An international association was created; a new journal has recently appeared (*Journal of Tourism History*) and lot of very good works have been done, particularly in relation with the question of tourist transport and mobility, tourism representation, tourist management, economics, the social and environmental impact of tourism, etc. Now, my interest focuses on accommodation and hotel history, which is not well-documented so far. It is a central point in the development of tourism history. This aspect has much impact on transport and mobility: the construction of hotels, pensions, inns allowing visitors and tourists to investigate new spots, new towns and new attractions.

How has the geography and political structure of Switzerland had an impact on people's mobility?

Transport is an essential factor in the construction of Switzerland. In some way, it is part of its identity. Its entire history, from the 13th century until now, focused on one core question: how to integrate all these different cantons marked by different cultures, languages, religions in a single vision of the country? To be sure that this vision is shared by all members an efficient transport system was needed, first with a pre-revolutionary road system, then with railway network and in the 20th century with the modern roads. But for these three periods, it was a very complex process due to geographical and economical reasons. Mountains and hills induced higher costs; each canton, with the increasingly important help of the federal state, had to find financial resources and technical means to achieve the completion of the network.

How are preparations for Lucerne going?

I must say that it was not very easy at the beginning, which coincided with the financial

crisis. The organising committee may have been too optimistic about how to attract sponsors. Now, the situation is better. The local and cantonal authorities of Lucerne show great interest in hosting the conference and the Swiss Transport Museum is very enthusiastic about it. The Museum is doing a great job and will be able to offer splendid new rooms which are part of the extension of the Museum to the conference. With the support of the Swiss National Research Fund and other institutions, the conference has now much better financial perspectives.

From a scientific point of view, the program is almost completed. Just under 100 papers have been accepted. A supplementary session has to be added to integrate this number, and at least four parallel sessions will take place at the same time. For the organisers, this large number is a big challenge.

The Museum has also planned an exciting excursion along the Saint Gothard line. We will travel in old coaches and will stop in different historic places. We will also visit the building sites of the new tunnel. The past, present and future of the Gothard will be explored.

What do you think are T²M's strengths and weaknesses?

It is a good but difficult question. T²M was created at a time when some researchers had the impression that transport history needed to be refreshed from a historiographic and methodological point of view. They wanted to investigate new approaches and test new methods based particularly on interdisciplinary dimensions. In this sense, T²M was a very appropriate tool to achieve this scientific goal. The best way to be listened to by colleagues and institutions is to create international platforms able to diffuse new ideas in the scientific academic world and able to attract new young researchers as well. An international conference was the first step, the creation of a website was a second one.

T²M also began at a time when History, considered as an academic field, was characterized (and it is still the case not only for History but, in a broad sense, for the social sciences) by an extreme specialization. Every field and sub-field wanted its own association, its own journal, its own conferences, its own institutes and so on. There were no reasons why the same thing was not to be done for researchers particularly interested in transport, traffic and mobility topics. This polarization of the fields was partly due to the competition which became harder and harder in the academic world. I'm not sure it is a good trend, but we (at least the senior researchers) have to be aware of the necessity to offer young researchers and future academics the best conditions to complete their curricula. In that sense, T²M offers very good opportunities. But this specialisation also makes the diffusion extremely problematic considering the huge amount of scientific and specialized production. If the annual conference gives a good visibility to international research, the question of dissemination of results remains pending. The *Journal of Transport History* is still the main source of diffusion but its periodicity (two issues per year) is too small to be really efficient. With no doubts, T²M must reinforce this aspect and think about the best ways to facilitate access to an international audience. The Yearbook is a good thing in this direction, particularly if we consider the questions related to the 'state of the art' in this field. But more attention must be paid to the website, which must also be considered as a means of diffusion, particularly in relation to the papers presented at the conferences. All the papers can't be published in the JTH, but they give, for many of them, very interesting pieces of information on different aspects of transport, mobility and traffic. In that sense, it would be appropriate after the conference to put the CD of papers on the website in order to facilitate the access of this valuable information. Precautions must of course be taken in order to choose good papers to be put on-line and keep the website at a high scientific level.

But T²M must be aware of the limits of the 'scientific market' and the constraints linked to it. The pressure put on the young researchers to achieve excellent results coming from an increasing amount of published papers by all means in the top journals has also perverse effects not only on the quality of papers, but also on the 'human dimension' of the scientific world. T²M must remain a place where academics and professionals meet in a friendly context, debating without 'arrière-pensée' about important questions.

Mid-Year EC Meeting

In addition to its meeting at the annual conference, to make sure that the Association runs smoothly and all its business is done, T²M's Executive Committee meets part-way through the year. On 22 April, the EC gathered in Lucerne for its 2009 Mid-Year meeting; this short report updates members on some of the things that were discussed.



View from the meeting room!

Of most immediate concern, the preparations for the Lucerne conference were examined – you'll find more about that elsewhere in this Newsletter. Plans were put in place for the 2010 conference, as well, and the EC will be working on that more and more as time goes on. Financially, the Association is in a health state, although as ever there isn't enough money for us to be able to do all of the things we'd like to; we are continuing to look at new revenue streams, though the current financial climate may make raising additional

money difficult. Massimo Moraglio has taken over the post of Treasurer, from Catherine Bertho-Lavenir; thanks to both of them for their work.

The outline of the new website was also previewed, and it was agreed that this was a great improvement over the old website. (Since the meeting work has continued, and the website was launched in June.) The current webmaster – Jamey Wetmore – announced that he was stepping down as of November; the EC thanked him for his work, and now have to find a replacement. Related to the website, we returned to the idea of establishing T²M on H-Net; although it was noted that it might be difficult to find enough people to help put the material together, this is something that would be good to do if possible (see the note elsewhere in the Newsletter).

There was extended discussion about the proposed new logo, but in the end it was decided that it was more appropriate to retain the old logo. The *Yearbook* is on schedule – proofs of many of the contributions were shown, and it looks really good – members will receive their copies in Lucerne. Otherwise, much of the business was routine, making sure that things like the Newsletter and prizes were working as they should (they seem to be).

One important suggestion was that, as we only meet in person twice a year, we needed more time in order to really discuss strategy. Too often we have to postpone discussion of issues, or consider them over email when it would be better to do it face-to-face, because we spend a lot of time dealing with routine matters. These routine matters are, of course, important – they keep the Association running day-to-day – but they don't leave much time to consider the strategic issues, like the direction of the Association, the development of the field, how T²M can reach more people. So, for our next meeting in November, it was suggested that we either devote a few hours specifically to strategy in the course of the usual meeting (on the Thursday, before the conference starts) or we have an extra meeting (possibly on the Wednesday night) dedicated to strategy. Hopefully whichever route we take, the focus on strategy will bring great rewards for T²M.

Institutional Profile:

Carris de Ferro de Lisboa Company

This feature is the first of a regular series, in which we detail some of the activities of T²M's Institutional Members. Most people know about the individual members – people just like them, sharing similar interests and coming together at the conferences. But the Institutional Members might be less well known. Through the Profile we will introduce our Institutional Members and find out how what we can offer each other.



Where are you based and what do you do?

The Carris de Ferro de Lisboa Company, based at Rua 1.^a de Maio, 101-103, Lisbon, is the company that provides public surface transport in the city of Lisbon.

CARRIS' mission is to guarantee urban road passenger transport in the Greater Lisbon District, predominantly in the city of Lisbon itself. This contributes to the effective mobility of the population and offers a credible alternative to individual private transport, thereby generating social and environmental benefits in a framework of economic rationality and environmental, economic and social sustainability. Today, CARRIS meets the day-to-day mobility needs of approximately 640,000 passengers. Its fleet comprises 749 buses operating 88 routes over 670 km, 57 trams operating 5 routes over 48 km, a lift and three funiculars.

When were you set up, and why?

Founded in 1872 with the objective of exploring a public transport system in Lisbon, CARRIS was responsible for the introduction to the city's transport panorama of the so-called *American system* (animal-drawn carriages running on rails) in 1873, of trams in 1901 and of buses in 1944.

How is history a part of what you do?

Founded in 1872, CARRIS has acquired knowledge and experience over time. Together with the value of its human potential, these factors have resulted in the creation of a personal culture and identity. CARRIS' Museum is a perfect example of this, becoming a natural and necessary part of the historical evolution of the company.



What does your Museum display?

The Museum, inaugurated on 12 January 1999 and located in the company head office, is made up of two units: No. 1 is where visitors witness the reconstruction of an administrative office and a medical office from the first half of the 20th century. Aided by documents and small-scale objects on display in 4 chronologically and thematically organised rooms, visitors discover the history of the company from its foundation to the present day. In unit No. 2 visitors can view some of the vehicles that have seen service with the company, from animal-drawn vehicles to trams and finally buses. One can also experience the reconstruction of a tram sub-station and the now extinct Printworks. The link between the two units is made by a short trip on board one of the Museum's trams, commissioned in 1901 and which nowadays retains its 1965 look when it was adapted to serve the tourist trade. In addition to the display area there is a shop where one can

obtain a variety of objects related to CARRIS and the Museum.

The CARRIS Museum functions as a repository for the memory of the Company and the city of Lisbon. As such it receives different types of visitors, with an emphasis on students, both groups and individuals, searching for information to apply to their academic studies. However, the contact the Museum establishes with the public is not limited to the visitors to the permanent exhibition, or to students and those interested in the world of transport. It frequently participates in temporary exhibitions, both as organiser and guest, and in other types of events including automobile exhibitions, parades and commemorative dates. The importance of the role the Museum plays as part of a collective memory is illustrated by the message left by a visitor: “In the history of Lisbon the evolution of public transport has been of prime importance and has changed the life of its inhabitants”.

Do you have any archives or facilities for research? If so, what is available?

The Museum has a library open to the public. Users, both academics and the curious, have access to a wide range of documents, from reports to technical diagrams and photographs. The General Archives of the Company may also be consulted, with prior authorisation.

Do you belong to any other groups or organisations that might be of interest to T²M's members?

CARRIS has been a member of the UITP (International Public Transport Union) since 1958, and is currently on the Policy Board, represented by the company President, Dr. José Manuel Silva Rodrigues. It is also a member of the IBBG (International Bus Benchmarking Group), of the MMG (Major Metropolises Group), of the CEEP/APOCEEP and of the Cost Project – BHLS.

What plans do you have for the future?

In 2003 CARRIS defined clear objectives for the restructuring of the Company, based on existing strategies, and which have been implemented in a consistent, gradual fashion. This strategy has led to greater efficiency, improved resource management, higher quality of the transport service provided to the city and to new customers for public transport.

The fulfillment of these objectives is corroborated by the progressive improvement, year by year, of the key performance indicators of the Company, making it possible to maintain the sustainability of the implemented measures and meet the main guidelines of its strategic development.

The reinforcement and consolidation of the CARRIS image, which over recent years has attained new, greater levels of visibility, will be continued. It will use highly-dynamic business-oriented methods of communication with the market, not only to create a captive customer base, but also, and most importantly, to reach new segments, winning new regular customers for public transport.

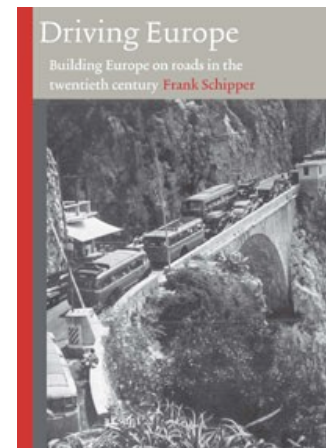
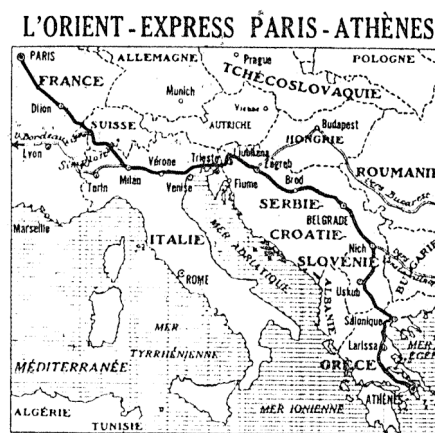
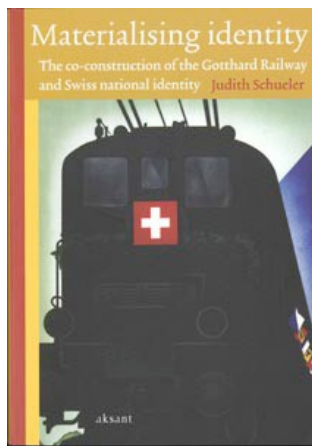
CARRIS, as an agent of urban mobility, strives for an improvement in the quality of life for all of us.

The Museum, which celebrated its 10th anniversary earlier this year, will, according to its annual activity plan, continue with its consolidation process by applying for membership of the Portuguese Museum Network and by establishing collaboration protocols with other culturally motivated institutions.



The view from Eindhoven: The Gotthard, E-roads and a railway Europe

Mobility history research has played an important role for some time at Eindhoven University of Technology. Gijs Mom is the best-known mobility historian affiliated with the institution, but of late several other mobility projects have started to bear fruit, including three dissertations that squarely fit into mobility history. On 24 June 2008 Judith Schueler defended *Materialising identity: The co-construction of the Gotthard Railway and Swiss national identity*. On 30 September 2009 Frank Schipper (the undersigned) followed with *Driving Europe: Building Europe on roads in the twentieth century*. Last but certainly not least, Irene Anastasiadou defended *In search of a railway Europe: transnational railway developments in interwar Europe* on 12 January 2009. This short piece does not intend to review the three theses – as the author of one of the books and a close colleague of both other authors this would be quite inappropriate. Instead, it highlights some themes the three have in common and that I deem are representative for the work at Eindhoven more broadly. Thus it intends to inform the readership of this Newsletter about some relatively recent output from the Eindhoven group as well as to provide glimpses of what may be expected in the near future.



Infrastructure research forms one of the pillars for the section History of Technology, in which all three scholars conducted their dissertation projects. As such, these dissertations may be considered a plea to bring infrastructures more firmly to the foreground in mobility history. A main element characterizing these dissertations and also representative for Eindhoven research in general is that they attempt to break away from the narrow confines of the nation-state and contribute to transnational history-writing. Themes in the history of mobility provide essential input for such an endeavour. Through their focus on European integration through infrastructures, the works of Anastasiadou and Schipper are almost transnational by definition. Theirs is an attempt to understand the visions underpinning the myriad rail and road plans tagged as ‘European’ in the 20th century. The challenge is to uncover what this ‘European’ label means in individual cases. Schueler tracks how the Gotthard railway tunnel transformed from a symbol of internationalism into an epitome of Swissness. Yet her study too pertains to the burgeoning field of transnational history. By bringing forward layered meanings ascribed to the tunnel in a Swiss national context she shows how not all transnational history-writing necessarily needs to be cross-border in character. In short, the transnational epithet fits both studies of regional integration or globalisation as well as re-examinations of national or local history from a transnational point of view (see Erik van der Vleuten, “Towards a transnational history of technology: Meanings, promises, pitfalls,” *Technology and Culture* 49, no. 4 (2008): 974-994)).

Through their transnational approach, these volumes seek to enrich modern European historiography. Schueler's dissertation *Materialising identity* appeared as the first volume in the "Technology and European History" series, published by the Amsterdam-based publishing house Aksant in close collaboration with the Foundation for the History of Technology. The series seeks to present scholarship about the role of

technology in European history in the nineteenth and twentieth centuries, focusing on how technical communities, nation-states, businesses, social groups, and other actors have contested, projected, performed, and reproduced multiple representations of Europe while constructing and using a range of technologies. The series understands Europe both as an intellectual construct and material practice in relation to spaces inside and outside Europe.

Under editorship of Ruth Oldenziel and Johan Schot, both leading historians of technology, the series hopes to offer a platform for scholarly works associated with the Tensions of Europe Network (www.tensionsofeurope.eu) to find their way to a broader audience. The three fresh doctors have been active members of the network. Anastasiadou and Schueler, for instance, have earlier contributed to the edited volume *Networking Europe*, a major output of a thematic group working on infrastructures within the Tensions of Europe framework (Erik Vleuten and Arne Kaijser, eds., *Networking Europe: Transnational Infrastructures and the Shaping of Europe, 1850-2000* (Sagamore Beach: Science History Publications, 2006)). Additionally, all three have been involved in the Transnational Infrastructures of Europe project (TIE-project) based at Eindhoven (www.tie-project.nl) and embedded in Tensions of Europe. The dissertation projects of Anastasiadou and Schipper were constitutive elements of the TIE-project, while Schueler's was associated to it. The TIE-project, which will be concluded in the next academic year, explores how Europe materialized in infrastructures and, vice-versa, how infrastructures have shaped Europe. In collaboration with partners outside the Eindhoven realm, an edited volume entitled *Europe Materializing?* will appear early next year with Palgrave. It counts several mobility chapters, ranging from civil aviation and the uses of the Rhine to a short biographical piece on Louis Armand and flows of perishable foodstuffs (see Alexander Badenoch and Andreas Fickers, eds., *Europe materializing? Transnational infrastructures and the project of Europe* (London: Palgrave, forthcoming)).

Meanwhile mobility continues to have a prominent position in Eindhoven research. Two more mobile PhD projects are well underway in cooperation with the University of Plovdiv, Bulgaria, and Charles University in Prague. They pertain to a PhD program on the hidden integration of Central, Eastern and Southeastern Europe, run by the Foundation for the History of Technology. In the project "Mediating consumption East-West: International truck drivers during the Cold War (1959-1989)" Emilia Karaboeva looks at Bulgarian truckers moving across the Iron Curtain as part of their daily job. In "Europe through waterways – The European coasts of Bohemia" Jíra Janáč focuses on such hydraulic endeavours as the Danube-Oder-Elbe canal. Moreover, Sjoerd van der Wal's quantitative analysis of technological change in automotive technology, as well as Hanna Wolf's quantitative study of transport history will most likely be defended before the end of 2009. In the short run scholars interested in transnational mobility history are well-advised to keep a close eye on developments in Eindhoven.

View from the Street

In the absence of any other contributions, Newsletter Editor Mike Esbester once again takes a look at mobility – in the broadest possible sense – and introduces T²M to a bizarre ancient English tradition ... cheese-rolling!

This 'View from the Street' probably isn't going to have anything profound to say about mobility or transport, but it will hopefully be fun! In May the English are fortunate to have two extra days of holiday – the first and last Mondays in the month. This year, on the last Monday in May, I – with several friends – wanted to go to an event that every year makes the national headlines because of its danger: cheese-rolling!

For well over 100 years, people living near Gloucester (in the South-West of England) have gathered on Cooper's Hill to chase a round of Double Gloucester cheese (weighing about 7 or 8 pounds) down a hill. A very steep hill. In places the gradient is 1-in-2, and even 1-in-1. The idea is to try to catch the cheese before it gets to the bottom of the hill. In practice, as the cheese makes it down to the bottom in about 15 seconds, no-one catches it in motion; instead, the first person to get to the cheese at the bottom of the hill wins it.

The view from the top!



With good weather forecast, and a rare bit of time-off, I thought it would be fun to go and see this spectacle. With the luxury of a car, getting there should be no problem – though without a car it would have been very difficult. So we set off, allowing what we thought would be enough time. And it would have been, were it not for the fact that hundreds of other people were also going to the cheese-

rolling. Approximately two miles from Cooper's Hill, all of the roads were jammed. People abandoned their cars by the sides of roads and walked – a nice inversion of usual practice, and definitely showing the advantages of pedestrianism. In the end we stayed in the car, and it took nearly an hour to travel those last two miles. Fortunately, we were in time to see three of the five rolls.

The quick way down!

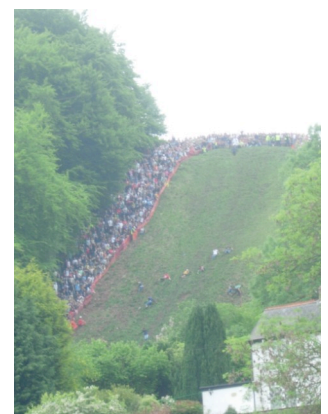


And they were well worth seeing. For those of us watching there was a festival-like feeling, a sense of expectation. Any thoughts I'd had of joining in were quickly dispelled when I saw the hill. From the bottom it looked almost vertical;

surely no-one in their right mind would actually do this? But they did. Each time, a line of about 20 foolhardy (possibly drunk?) people gathered at the top of the hill; the Master of Ceremonies started the cheese rolling – by throwing it as hard as he could; and then they were off! Most didn't stay on their feet for longer than a few seconds. You could see people tumbling down head-over-heels, all limbs flailing. Could this be a new sport: extreme pedestrianism? Shoes and clothes came flying off;

the crowds gasped and winced as they empathized with the pains that people were under-going; and an unfortunate few were carted off to hospital with injuries. All in the name of tradition. A very odd experience – and probably not one to get involved in first-hand – but fun to see.

For more (and to show that I'm not just making this up!), see
www.cheeserolling.co.uk



Don't forget, we want your 'View from the Street': you might be visiting somewhere exotic, with very different provision and experiences of mobility; or you might be at home, but have reason to look at your everyday mobility in a new light; or you might just be bored of reading my thoughts! Whatever your reason or the cause, write in with your thoughts and musings on transport and mobility – photos are always appreciated as well.

Foundation of a North American Mobilities Network

Expressions of interest are being sought to develop a North American regional network of students and scholars interested in the study of mobilities. Since its inception the field of mobilities has been shaped by our friends and colleagues in the UK and continental Europe. Thus publications, conferences, university departments, and cross-university networks have primarily taken roots throughout that continent.

To be sure many of our substantive and theoretical concerns are shared globally. Yet the North American continent is obviously profoundly different from its European counterpart geographically, politically, economically, historically, socially, etc. In order to facilitate a more localized exchange of ideas and resources, and in order to further the agenda of mobility studies on this continent scholars either interested in the study of mobilities within North American settings or interested in the study of mobilities writ large affiliated with North American institutions, are kindly invited to become part of the newly born North American Mobilities Network.

The building of a professional network requires the initial formation of an enthusiastic critical mass with visions and ideas for what a network could offer participants and stakeholders. For example, members of said network could organize periodic conferences in the North American continent, collaborate on grant proposals, co-produce research, and offer opportunities for collegiality and exchange of ideas.

I have begun to cement the formation of a North American Mobilities Network by securing web space and by beginning the planning of a future conference to be held in Victoria, British Columbia, on the topic of North American mobilities. I would like the new, forthcoming North American Mobilities Network web site to feature research profiles (past and ongoing projects) of all its members, as well as host useful resources for all interested parties. To be part of this, to send a cheer, or simply to say hi, please email me: Phillip.Vannini@royalroads.ca

Phillip Vannini, PhD

Members' Publications

Martin Schifelbusch and Hans-Liudger Dienel (eds.), *Public Transport and its Users. The Passenger's Perspective in Planning and Customer Care* (Ashgate: Aldershot, 2009), 330pp.

This book looks at strategies for the representation of user interests in public transport, including integrating passengers' views in the planning process and protecting their interests in operations and customer care. Examples come from a range of European countries and should be instructive for policy makers, stakeholder organizations and planners, as well as T²M members.

Ralf Roth (ed.), *Cities in the European Space. Transport, Communication and Urbanity (Städte im europäischen Raum. Verkehr, Kommunikation und Urbanität im 19. und 20. Jahrhundert)* (Steiner Verlag: Stuttgart, 2009), 270pp. German.

The city-landscape of Europe was connected in many ways since former times. Over centuries a dense transport and communication network developed, which served as fundament for the exchange of people, goods and information. But one cannot reduce the connections between cities to that. There also exist informal relationships between groups of people that sometimes reached a European dimension. How did traffic and communication between cities in the European space work? What were the infrastructural

preconditions and what effect did these networks have on the development of cities? These and many other questions are discussed using the examples of St. Petersburg and Berlin or Lisbon and Czernowitz - to mention only a few.

Ralf Roth and Karl Schlögel (eds.), *New Roads into a new Europe. History and Transport in the 20th Century* (Neue Wege in ein neues Europa. Geschichte und Verkehr im 20. Jahrhundert) (Campus Verlag: Frankfurt am Main 2009), 535pp. German.

Since the breakdown of the Soviet Union Europe has been reinvented in a new way. But Europe is not only a space of values and ideas but also a space of traffic and communication. The divided Europe was characterised by broken transport routes and termini at the borders between West and East. Since 1989 broken lines were set into business again. Without a homogenous and modernised traffic space it will be not possible to reestablish a new and united Europe. One could not imagine distance and neighbourhood, provision and distribution of goods, ideas and human beings without the media of traffic. The authors in this volume discuss central aspects of the complex theme traffic and transport and its meaning for a modern history; they show how Europe was formed by traffic and mobility in the 20th century.

Bruce Pietrykowski, *The Political Economy of Consumer Behavior: Contesting Consumption* (Routledge: Abingdon, 2009), 208pp.

One of the chapters should be of particular interest to mobility scholars: 'Green Consumption and User Culture: The Case of the Toyota Prius.'

Mike Esbester, 'Designing Time: The Design and Use of Nineteenth Century Transport Timetables', *Journal of Design History*, Vol. 22, no. 2 (June 2009), pp. 91-113.

This article examines how nineteenth century transport timetables were designed, understood and used. It argues that timetables reflected societal notions of time and helped to construct new understandings of space, and, by concentrating on the experiences of the passenger, that the design of timetables was fundamental to peoples' ability (or inability) to find the information they required.

Non-Members' Publications

Aaron Marrs, *Railroads in the Old South: Pursuing Progress in a Slave Society* (Johns Hopkins: Baltimore, 2009), 288pp.

This book takes a new look at the history of the railroad in the American South, placing the railroad in its wider context and examining how slavery, technology, labour, social convention, and the environment shaped their evolution. It argues that railroads exemplified Southerners' pursuit of progress on their own terms, developing modern transportation whilst retaining a conservative social order.

Journeys: The International Journal of Travel and Travel Writing, Vol. 9, no. 2 (Winter 2008).

This special issue brings together writers whose origins and research expeditions lie in different parts of the world (United Kingdom, Germany, India, Africa, Japan and the Caribbean) to explore the relationship between different kinds of movement (walking, voyaging, bus-tours, animal-tracking) and the accompanying transformations in body and perception that emerge when journeying near and far from home.

Calls for Papers

Australian Cycling Conference

18-19 January 2010

Adelaide, Australia

Deadline for proposals: 7 August 2009

The Australian Cycling Conference series is set to continue next year and is once again being held at the University of Adelaide, North Terrace, Adelaide. Dates for the expanded 2-day, single-stream gathering are Monday 18 January and Tuesday 19 January and coincides with the early stages of the Tour Down Under road cycling race.

This conference provides an opportunity for academics, practitioners and advocates of cycling to present their cycling research and new cycling projects. It is an opportunity to network with people involved in cycling research, policy development, planning and project implementation. The conference aims to develop cycling research, knowledge and expertise.

The Call for Papers is directed to those who wish to have a peer-reviewed, published outlet for their contribution to cycling research. Papers of appropriate standard will be published after the conference. There is an expectation that authors of papers submitted for peer review will present their work at the conference in person.

Deadlines:

Submission of abstract: Friday 7 Aug

Notification of acceptance: Friday 28 Aug

Submission of paper for the review and notification process: Friday 4 December

Abstracts should be sent to the Convenor of the Australian Cycling Conference, Stuart Clement.

Note that it is an expectation for those submitting papers that they be available to review at most two papers for the conference publication.

The Call for Presentations is directed to those people who formulate policies, strategies and plans, who implement projects related to the bicycle and more generally those whose work is a significant contribution to cycling and the community and does not require publication of papers with academic rigour. If you are interested in presenting your work at the Australian Cycling Conference please indicate so to the Convenor at the contact given below by **Friday 25 September**.

www.hubtt.com.au/australiancyclingconference.htm

The conference web site will be updated with more detail in the coming months.

Dr Stuart Clement

conference@hubtt.com.au

Port-Cities at War from the 18th to 20th centuries

25-27 November 2009

Liverpool , UK

Deadline for proposals: 10 August 2009

Throughout the modern period, port-cities have been directly affected by war and its consequences. Because of their primary dependence on overseas trade and the increasing proliferation of naval and aerial conflict on an international scale, the impact of war on port-cities has been particularly extensive, while post-war settlements have often affected the commercial viability of individual ports by altering territorial alignment or by severing connections with port-city hinterlands. By definition, war often involved the disruption of port-city trading networks and existing patterns of population mobility. War had a disproportionate effect on the local economy of port-cities, in terms of sectoral employment patterns and labour relations. It was also accompanied in the context of the twentieth century by the destruction of physical assets, including the dock infrastructure, and a considerable loss of life, which, in turn, created significant problems in relation to reconstruction and post-war planning.

Despite their implicit interconnectedness, no attempt has been made to analyse the impact of war on port-cities in a comparative and interdisciplinary context. This international workshop is designed to bring together a wide range of scholars, including maritime and military historians and colleagues with an interest in business, cultural, labour and urban history, in order to construct an analytical framework for examining the impact of war on port-cities and their long-run development. Proposals are invited on any aspect of research relating to port-cities at war, including the following themes:

- War and the disruption of trading networks.
- The impact on war on the relationship between port-cities and their hinterlands.
- War, population growth and migration.
- The economic effects of war, in relation to wealth distribution, real wages and labour relations.
- The shifting priorities of naval warfare and their impact on ports
- The role of colonial ports
- War, society and gender: the social impact of war on port-cities.
- War damage, reconstruction and the development of port-cities.
- The political consequences of war.

Proposals are invited for individual papers and panel topics, focusing on the impact of war on Liverpool, British, European, and international ports from the 18th to the 20th centuries. Contributions from new researchers and doctoral students would be particularly welcome.

Applicants should submit a 400 word proposal and a brief cv (in Word, RTF or PDF format) by Monday 10th August. Participants whose papers have been accepted will be notified by Monday 24th August. Some financial support will be available to help with travel and accommodation costs, particularly for graduate students: food and refreshments will be provided by the workshop organisers.

Please contact: Robert Lee, School of History, University of Liverpool, w.r.lee@liverpool.ac.uk.

Tourists and Nomads. Amateur Images of Migration

22 – 24 April 2010

Luxembourg and Dudelange

Deadline for proposals: 15 September 2009

Drawing on Zygmunt Bauman's distinction between two types of deterritorialisation, lived by “tourists” (moving out of choice) or by “nomads” (migrating out of economic necessity), this conference seeks to examine how experiences of spatial displacement are being represented and communicated by self-made photographs or films. The title is deliberately left rather open to encompass all kind of disciplinary approaches (anthropology, sociology, history, visual communication, gender studies, cultural studies etc.) and to allow for archivists and artists who deal with amateur images in the context of migration to feel equally addressed.

The term “migration” is thus used very broadly and may be applied to colonial settlers. The question is whether and how their home movies may be used to analyse and possibly denounce the exploitation on which their lifestyle rested. Tourists and explorers – a distinction that is always in the eye of the beholder (The tourist is the other fellow, said Evelyn Waugh) – may also be considered as temporary migrants who are making great deal of photographs and films. In the digital age the number of holiday pictures and clips has exploded and one may wonder how to deal with this phenomenon, both scientifically and archivally. Political and labour migration is of course a whole field of research, but it has rarely been looked at under the viewpoint of image production, reception and conservation.

One question that looms large behind is that of the relationship between amateur images and historical consciousness. As Robert Rosen has put it in his contribution to *Mining the Home Movies* (Karen L. Ishizuka and Patricia Zimmermann, 2008), three group of intentioned memory workers converge in the construction of meaning: the amateur filmmakers themselves; those who disseminate the photographs and films (documentary filmmakers, but also archivists, academics and artists) and the audience, who has its own historical background and transforms the meaning accordingly. The conference seeks to address all three types of actors:

How did people seek to share their experience of new places and encounters with family members or friends who stayed at home? How has this visual material been archived, used in documentary or fiction films? How have artists been using these images or have been inspired by them? How “migrant” are the images themselves in terms of shifting significations, new locations and contextualisations?

The conference *Tourists and Nomads: Amateur Images of Migration* will be held at the University of Luxembourg (Campus Limpertsberg) and the Centre National de l’Audiovisuel (Dudelange, L) from 22 to 24 April 2010.

The working language is English. Conferences may also be held in French, if accompanied by an explanatory PowerPoint presentation in English. There will be no simultaneous translation. Accommodation and travel costs (up to a certain amount) will be covered by the organisers.

Abstracts of approx. 300 words, written in French or English, and a short CV should be sent before 15 September 2009 to the following e-mail address: viviane.thill@cna.etat.lu. This conference is organized by Sonja Kmec (University of Luxembourg, Research Unit IPSE – Identités, Politiques, Sociétés, Espaces) and Viviane Thill (Centre national de l’audiovisuel). It will be accompanied by a photo exhibition on the same topic, curated by Marguy Conzémius and Michèle Walerich of the Centre national de l’audiovisuel.

Correspondence: Travel, Writing, and Literatures of Exploration, c.1750-c.1850

7-10 April 2010
Edinburgh, UK

Deadline for proposals: 1 October 2009

The University of Edinburgh (Institute of Geography and Centre for the History of the Book), in collaboration with the National Library of Scotland, is pleased to announce 'Correspondence: travel, writing, and literatures of exploration, c. 1750-c.1850', a four-day, interdisciplinary conference concerned with travel, travel writing, and the associated literatures of exploration. In bringing together scholarly perspectives from geography, book history, literary studies, and the history of science, the conference seeks to interrogate the relationship between travel, exploration, and publishing in order better to understand how knowledge acquired 'in the field' became, through a series of material and epistemic translations, knowledge on the page. Plenary speakers include Joyce Chaplin (Harvard University), Nigel Leask (University of Glasgow), and Tim Fulford (Nottingham Trent University). Proposals for papers on all aspects of travel in the period in question are welcome. Preference may be given to papers which engage with one or more of the following themes:

- Travellers' inscriptive practices: How, where, when, and why did travellers and explorers choose to record the details of their journeys? In what respects did the mode and style of travellers' written accounts--whether rough notes, regularised diaries and logs, thematic reports, or letters--discipline their content and reflect their intended purpose?
- Travellers' credibility and the veracity of written accounts: Given that travellers and explorers were only ever partial and imperfect witnesses, how did they assure themselves--and, through the published versions of their work, their audiences--of the truth? How did their accounts correspond to the things they sought to describe and understand? What were the epistemological bases to travellers' claims to truth?
- The correspondence between manuscript and print: What were the material and epistemic transformations which turned travellers' initial notes into completed, published narratives? Which changes and adaptations were considered necessary in making the transition from manuscript to print? How, in a pre-photographic age, were credible illustrations produced in the field, and how did they supplement and lend authority to printed texts?

Proposals of no more than 250 words should be sent to Dr Innes M. Keighren, Institute of Geography, University of Edinburgh, Drummond Street, EDINBURGH, EH8 9XP or by email to innes.keighren@ed.ac.uk no later than **1 October 2009**. The organizers hope to have a programme of over twenty papers over the four days of the meeting (including plenary papers). Organizers: Dr Bill Bell, Dr Innes M. Keighren, Professor Charles W. J. Withers.

Knitting the web. Railways, users and the city. Cities, users and their railways. Past, Present and Future.

4th International Railway History Conference

27-29 May 2010
Mechelen, Belgium

Deadline for proposals: 15 October 2009

The Organizing Committee invites proposals for papers to be presented at this international conference to commemorate the 175th anniversary of the first commercial railway exploitation on the European continent, between Brussels and Mechelen, to be held in Mechelen, Belgium, from 27th to 29th May 2010.

The conference is organised by the City of Mechelen and the Belgian State Railways together with the International Railway History Association (Scientific support).

This conference should shed light on the complex relationship between the railways, the cities and the users – consumers of this new transport mode. Railway lines structure cities and create landscape. Cities benefit from the railways, like railways benefit from the cities. Railways bring in new culture, new identities and new representations. The conference theme is: *Railways, users and the city. Cities, users and the railways. Past – Present – Future*. This call for papers asks for papers in this thematic approach but with a large open view on the topic.

The early 1830s brought not only new forms of transport, but also the speed of the new transport system created new demand for travel, new forms of labour relations and structured the cities in more than one way. New railway lines changed 19th century travel behaviour. To that extent broader and comparative research into the experiences of 19th century railway exploitation and travel is needed in order to help understand the demand for speed and distance in the 21st century. Rail exploitation comes into a living world of travel and transport experiences. Road networks have existed for many centuries, and railways will add a new dimensions and functions to that existing road network.

In the 19th century the railway station was a new object, a new place and a new building in the city's environment. A new territory was born, a place of exchanges that brought cities within a network of national and international connections. With a railway station a city became part of a greater chain of production and consumption in a network without borders. If the railway station became a kind of territorial marker for the cities, it stressed not only the hierarchic relation within the town, but also the position and role of the city in that new network. But a railway station was also constructed within the rationale of a network, built up by others. In the 19th century inhabitants and the town council had a lot of questions about that new place of commerce and travel. The need to accommodate the railway companies posed new questions to city councils, not only about the level of urbanism, but also about network building, the geography of transport and city architecture. Detailed research into the complex relations between cities and their rapidly growing hinterlands and into the transformation of cities by the early railway lines will help us to understand the potential of railway locations for our near future.

But railway stations also affect people's behaviour in other ways. The transferium not only helps to transport the masses; it brings in new elements in policing the traveller, the user of train transport.

The conference welcomes papers on the first railway experiences in Belgium and in other countries, with attention to the political, geopolitical and economic context of the early and the new adaptors, and the forms of network building, organisational structure and financing of the early projects. Experiences in a transnational context – international exchange of knowledge, etc. – are highly recommended.

The conference will also pay a full day's attention to railway stations as new places in or nearby cities; the role they played in structuring the city and policing the masses; the way an identity is created within that new entry into town; the user – consumer of mobility on 19th and early 20th century railways; the decline of the railway stations in the 1950s and 60s and the revival of the railway station at the end of the 20th and the beginning of the 21st century due to new investments in public transport, implementation of high speed rail, investments in city development, etc. Therefore, papers are welcome on these topics.

Papers on new experiences, new uses of heritage railway stations and redesign of neighbourhoods are highly recommended in order to help understand the opportunities and threats of the new urban development

planned in Mechelen. A special session or a round table session will deal with this topic.

We especially encourage transnational and comparative approaches, and welcome proposals of a more empirical nature, as well as proposals exploring theoretical or methodological issues. Relevant contributions are welcome from historians as well as from cultural geographers, sociologists, anthropologists, urban planners and designers and other scholars who do not define themselves as historians.

The deadline for abstracts and a short CV (max one page each; Word or rich text format only) is **15 October 2009**. Please send proposals to: trein@mechelen.be

Submitters will be notified by the programme committee by 15 January 2010. Travel costs and accommodation are paid by the organisers for the conference period (27-29 May 2010). It is the intention of the organisers to publish the papers after the conference.

Scientific Committee:

Colin Divall (Institute of Railway Studies & Transport History, University of York UK); Ralf Roth (Wolfgang Goethe University Frankfurt & International Railway History Association); Guy Vanthemsche (Vakgroep Geschiedenis Vrije Universiteit Brussel); Nico Wouters (Heritage Centre Lamot and vakgroep Geschiedenis UA); Paul Van Heesvelde (International Railway History Association).

Forthcoming Conferences

Railways in Transition – Eastern Europe Railways. Past, Present and Future in the 20th and 21st Centuries

24-26 September 2009
Bratislava

This 3rd international conference of the International Railway History Association will assess 20 years of dramatic changes which transformed the European transport networks since the fall of the Iron Curtain. Since the unexpected fall of the Iron Curtain, Europe's two halves, torn apart by the Cold War, are beginning to come together again.

Thursday, 24 September 2009

14:00-15:00: Opening of the Conference
Welcome & introduction to the subject of the conference

15:00-17:30: First Section: Historical overview of Railways in Eastern European Countries

- Zdeněk Tomeš: European railways – an application of the life-cycle theory
- Jan Musekamp: The Royal Prussian Eastern Railway (Ostbahn) and its importance for East-West transportation
- Martin Kvizda: Odd military lines – a comparative analysis of the Czech railway network's efficiency
- Imre Perger: History of Railway Passenger Transportation in Hungary, XXth-XXIst Centuries
- Dusan Lichner: History, Present and Future of Railway Transport on the Territory of Current Slovakia

19:30: Evening reception and keynote speech on the role of transport in Europe after reunification

Friday, 25 September 2009

9:00-12:30: Second Section: Under Russian Protection

- Tomáš Nigrin: Cold War Crisis on the Railway: the Impact of the Construction of Berlin Wall on the Railway Traffic in Berlin
- Ivan Jakubec: The Transport under the Socialism. The Case of the Czechoslovak State Railways 1948-1989
- Milan Klubal: History of Railway Transport in Slovakia – from the Beginning up to Renewal and Modernisation after WWII
- Ihor Zhaloba: The Development of Ukrainian Railways: the Heritage of the Soviet Union and new Perspectives
- Henry Jacolin: The Access of Serbia to the Sea (1832–2006)

Lunch

15:00-18:30: Third Section (part I to III): After the Fall of the Iron Curtain: Changes – Problems – Modernisation

Part I

- Ralf Roth: The integration of the East German Railways (Deutsche Reichsbahn) into the Deutsche Bahn
- Peter F. N. Hörz and Marcus Richter: Seen from the Drivers Cabins View: The Process of German Railway's Privatization since the Reunion of Deutsche Bundesbahn and Reichsbahn from the Engine Driver's Perspective

Part II

- Kevin Sutton: The Vienna Main station/Semmering base tunnel projects: European Union faces up its reunification
- János Majdán: Models on Railways development in the Danubian Region in the 19th and 20th Centuries

Part III

- István Neumann: The thesis of Viktor Borza Integrational Timetable – How Passenger Transport could be Profitable
- Miklós Devecz: The Role and The Situation of The Private Rail Freight Operators in CEE – From the point of view of OKD, Doprava

Dinner

Saturday, 26 September 2009

9:00-12:30: Forth Section: Heritage and its Use

- András Szendrey: Preservation of the Past of Railways – Possibilities of a Renewal and Inventory Taking of the Technical Heritage of Eastern Europe
- Rumyana Valcheva: The Heritage of Bulgarian Railways
- József Soltész: Preserved Steam Locomotives in Hungary from 1966 to 2009
- István Lovász: The History of the Rolling Stock of Hungarian Railways

Lunch

Excursions

Departure

Deadline for conference registration: **14 September 2009**

Registration online: <http://www.aihc-irha-aihf.com>

Organisation Committee: Henry Jacolin (Diplomate honoraire, IRHA Chairman); Michèle Merger (CNRS, Paris, IRHA Honorary Chairperson); Ralf Roth (Johann Wolfgang Goethe-University of Frankfurt, IRHA General Secretary).

Society for the History of Technology

15-19 October 2009
Pittsburgh, USA

This year's conference returns to the USA. For those T²M members attending there will be panels relating to transport, mobility, and tourism history. In addition, there will be the usual tours, prizes, Special Interest Group meetings and receptions.

5th Railway History Congress

14-16 October 2009
Palma de Mallorca

The conference has 5 strands, including papers focussing on regional, national and international topics, and sessions on labour organisation. Several T²M members will be presenting.

Prizes Available

Poster Prize

This is a one-off prize, specifically for the Lucerne conference, and relates to the posters that all presenters have to produce as a part of their submission. The posters are intended to make sure that the findings of our research reach the widest possible audience – not just our fellow academics and conference attendees, but the public visiting the Museum. The Organising Committee will view all the posters, and decide which they think is the best. Entrance to the competition is automatic.

Dr Cornelis Lely Prize

Sponsored by the Dutch Ministry of Traffic and Water Management, T2M asks participants at the forthcoming annual conference in Lucerne to nominate themselves or their colleagues for the Dr Cornelis Lely Prize for the best paper on the use of history for current policy and planning issues.

Cornelis Lely, a civil engineer, was twice minister of water management in the Netherlands and acquired an international reputation through the drymaking project of the Zuiderzee. A visionary, he was also instrumental in putting the issue of road network design and construction on the Dutch parliamentary agenda. Candidates for this year's prize (which will be announced during the association's official banquet in Lucerne on Saturday 7 November 2009) are kindly requested to send their full papers to the chair of the Dr C. Lely Prize Committee, Gijs Mom at g.p.a.mom@tue.nl before 15 September 2009. Only papers that have been included on the conference CD are admitted into the competition.

The dr. C. Lely Prize Committee;

Gijs Mom, Chair (Eindhoven University of Technology)
Colin Divall (Institute of Railway Studies & Transport History, York, UK)
Bert Toussaint (Ministry of Traffic and Water Management, the Netherlands)

Barker & Robbins Prize

The Barker and Robbins Prize consists of the sum of up to 150 pounds Sterling, awarded to a recent entrant to the profession who delivers the best paper at the Association's annual meeting. In making their decision, the Committee may bear in mind factors including, but not restricted to, the quality and originality of the argument and the effectiveness of the delivery. The prize may be divided between more than one winner at the discretion of the Prize Committee, and is funded by the Transport History Research Trust in memory of Theo Barker and Michael Robbins, two eminent British transport historians.

The definition of a 'new entrant' in this context is someone who does not hold a permanent academic post and/or has not yet published an academic book or paper. Applicants are encouraged to nominate themselves when they register for the annual conference, by sending an email to the T²M Secretariat, Sonja Beekers: info@t2m.org. **Deadline for nominations: 2 October 2009**. Further details are available on the T²M website.

John Scholes Prize

The John Scholes Prize, of up to 250 pounds Sterling, is awarded annually by T²M to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

Publication in the Journal of Transport History will be at the discretion of the Editor and subject to the normal refereeing process.

The prize is funded by the Transport History Research Trust in memory of John Scholes, first Curator of Historical Relics at the British Transport Commission.

General Rules

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

- (a) be in a permanent academic position; and
- (b) have published either an academic monograph or an essay in a major academic journal.

Essays must not exceed 8000 words (including footnotes), must be fully documented, typewritten with double line spacing, and submitted in English. Entries (three copies, stating the number of words) should be sent in hard copy only to arrive no later than **31 July 2009** for the current competition. Essays should not bear any reference to the author, either by name or department; candidates should send a covering letter with documentation of their status.

The judges will not enter into correspondence.

Entries for the prize should be sent to Professor Lena Andersson-Skog, Department of Economic History, Umeå University, 901 87 Umeå, Sweden.

Enquiries may be made by email to: lena.andersson-skog@ekhist.umu.se

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Ministry of Transport, Public Works
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