

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

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



**View of Parliament Buildings from the Rideau Canal, Ottawa.**

**February 2008**

**Number**

**1**

**Volume V**

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# EDITORIAL

## *In this newsletter:*

**I**'d like to start this issue with my personal thanks, to Dick van den Brink. I was going to start by thanking him for his work in formatting the last newsletter and easing me into the editor's role gently.

However, now I have to say a wider thank you, as Dick is leaving the ECMD! There's more on this elsewhere in the newsletter, but I'm sure we have all appreciated Dick's hard work – often unseen – over the last five years, dealing with day-to-day matters, the newsletter and the conference, amongst others.

Make sure you read Maggie Walsh's interview – there's a lot to take in, but she raises some really important issues facing T2M. We want to know what members think on the topics Maggie discusses, so send us an email.

In amongst all the other items, this issue sees the introduction of T2M's newest theme group: 'Transport and Mobility Before Industrialization'. At the moment pre-industrial mobility is an area that is underrepresented both in the existing scholarship and in T2M, so

this is a particularly welcome development, and it will be great to see this theme group develop.

Do remember to let me know when you have something in print – a new book or article – as the newsletter is a good way of drawing attention to your work: the T2M community will want to know!

It is a sign of the vitality of the field that we should have to devote so much space to calls for papers, for conferences and workshops – there are plenty of outlets for T2M members to present the results of their research, so make the most of the opportunities! If any of you attend any of these events, please let me know – we want reports to keep everyone up to date with developments.

Finally, if you've not yet put in a paper proposal for Ottawa, you've still got a few days to get your proposal to the programme committee – the final call for papers is found inside this issue of the newsletter.

Mike Esbester

*Meanwhile send any news and items of interest to:*

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Deadline for copy for the next issue: **16 May 2008**

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

*The T<sup>2</sup>M Association is a continuously growing organization with over 140 members in 2006, which is 30 more than 2005. During 2006 a lot of effort has been made by members of the association to develop a more professional association with many activities that are worthwhile for the members. During the Annual General members meeting at the Paris conference, members voted in favor of the Statutes T<sup>2</sup>M, that are being finalized at this moment in order to have the association officially founded January 2007. Parallel to this an overall communication platform has been set up to stimulate more interactivity between the members through the Newsletter, Website and Themegroups.*

*Beginning of December all current members of T<sup>2</sup>M have received an invoice for their 2008 membership fee. Most of the members have already paid their 2008 membership, thank you very much for that. For all the members who haven't please do so at your earliest convenience.*

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# President's Page

## *New initiatives in the field*

**W**hen Gijs, more than four years ago, accepted the presidency of our association, no one could predict that within five years we would have built a blossoming community that meanwhile organized five successful conferences, brought new life to the *Journal of Transport History*, initiated several scholarly Theme Groups and is now considering whether to organise a summer school and publish a yearbook.

We are also struggling with the question of whether the field needs more than one journal, because the number of good submissions is steadily growing.

As a matter of fact, some of our fellow T2M pioneers were quite skeptical about the feasibility of such a project. Perhaps more as a reaction than as a conscious strategy Gijs stated then that if within a couple of years T2M did not have 300 members it would not have been worth the effort. He was wrong in a double sense: we have not reached this size yet, but nevertheless the association seems to have stabilized and much-needed energy can slowly be liberated to invest in the further rethinking and reformulating of the field of transport and mobility history.

This is not the first time that we usher as our opinion that we are at a critical junction of our young history: we have not yet reached the critical mass to really put our mark on academic and related institutional practices, and we badly need some introspection to ask ourselves where we should be going. During the next mid-year meeting of the Executive Committee we will dedicate a major part of our time to this issue and hopefully can report positively during our next meeting in Ottawa.

Gijs is much relieved to know that meanwhile our new president-elect Hans Dienel supports him in preparing this meeting and starts to be involved in the daily running of the T2M bus (or should we say: train?). After Gijs' visit to Berlin a fortnight ago (where the restyled German Traffic and Technology Museum just opened a new exhibit on future oil-free mobility) we agreed that for the remainder of this year we would co-sign the president's message (which from now on will thus become a presidents' message) as an exercise in cooperation and the gradual handing over of presidential responsibilities. Upon explicit request of Hans by September of this year the presidency will be

expanded with some vice-presidents, each with their own portfolio to share the burden of management. Gijs is very much looking forward to this change of the guard, because after five years of mainly administrative work he is really enjoying the prospect of dedicating his time to more content-related issues. Building a field is as much about institutional practice as it is about the generation of knowledge and new skills. We are convinced that a lot of members are of the same opinion, and hope that they decide to come forward during the current year to take on one or more duties within the Executive Committee or in one of the several Theme Groups.

Gijs Mom, President, Hans-Liudger Dienel, President-Elect

*Hans Dienel (left) and Gijs Mom (right)*





# T<sup>2</sup>M 2008

## *Final Call for Papers*

Ottawa, Canada  
September 18-21, 2008

### **-Mobility and the Environment -**

The International Association for the History of Transport, Traffic and Mobility (T2M) invites proposals for papers to be presented at its Sixth International Conference to be held in Ottawa, Canada from September 18th through the 21st, 2008.

Papers may address any aspect of the social, cultural, economic, technological, ecological and political history of transport, traffic and mobility. However, special consideration will be given to proposals related to the conference theme: Mobility and the Environment. The language of the conference is English.

Hosted by the Canada Science and Technology Museum, the 2008 conference coincides with a period of growing concern about the problematic relationship between the human desire and need for greater mobility, and the environmental consequences and challenges of this demand. Historical perspectives on this relationship offer the promise of greater clarity and understanding. To this end, we encourage proposals that explore all aspects of the issue across the full spectrum of modalities, systems, political contexts and environments. In addition, the conference theme is also intended to embrace philosophical, technical and cultural perspectives on the history of overcoming, or adapting to, the challenges of geography and climate. With respect to all of the above, the conference will also provide an opportunity to consider how important insights and ideas arising from historical research on the environment, and on issues of mobility in general, can best be shared with an interested general public.

Notwithstanding T2M's natural affinity for the historical view, interdisciplinary approaches are greatly encouraged. Relevant proposals from the fields of geography, philosophy, cultural studies, sociology, ecology, anthropology, archaeology, engineering and others are most welcome. The participation of young scholars and doctoral students is especially desirable. T2M also invites professionals working in the areas of mobility or environmental policy and planning to contribute. Participants are encouraged, though not required, to organize and to propose panels on specific issues or ideas. As a rule, a panel should consist of a chair, a commentator and normally up to three speakers. Session proposals will also be considered.

The deadline for abstracts and a one-page CV (English only) is the **1st of March, 2008**: maximum of one page for all individual papers or panel presentations, or one page per presentation within a session proposal. Session proposals should also include a one-page overview of the session. Please send proposals to: [submissions@t2m.org](mailto:submissions@t2m.org).

Submitters will be notified by the programme committee during the first week of April, 2008 on the success or status of their submission. The full paper of all accepted submissions must be delivered on or before August 1st, 2008. These will be copied onto a conference CD-ROM for distribution in advance to all conference participants. Individual presentations at the conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session. Registration information and deadlines will be provided during the month of March.

For information about T2M and previous conferences, please visit our website at: <http://www.t2m.org>. More information on the Ottawa conference will be posted at <http://www.t2m.org/conference> in due course.

Garth Wilson, Programme Committee Chair, T2M 2008

# NEWS

## Dick van den Brink leaves T2M

Dick van den Brink – the friendly face of T2M at the past five conferences and general sorter-out of all things – is leaving the ECMD! I'm sure he'll be missed in the ECMD, but I know that everyone involved with T2M will be sad to see him go. However, mobility must be in the blood, as Dick is leaving to become a pilot! So whilst we might not see him for a while, be sure to look out for him when boarding your flight to a T2M conference in the future. On behalf of all the members, let me wish Dick the best of luck for the future.

Dick is a tough act to follow, but someone's got to do it ... so it's good to know that another familiar face from T2M will be stepping into the breach: Sjoerd van der Wal. Sjoerd, like Dick, is officially with the ECMD, so all the T2M duties are 'extra' – something which makes us appreciate even more the hard work that is put in.

## NRM Search Engine

The National Railway Museum, York, England, is pleased to announce that the research centre – Search Engine – is now open. The library, archive and research facilities were closed for complete refurbishment in February 2006. Previously these areas were very much behind the scenes, with very limited space for researchers. Funded by the National Railway Museum, Heritage Lottery Fund, Higher Education Funding Council for England and the University of York, with state of the art facilities, there is an area for the public to drop in and browse materials 'front of house', as well as more space and better provision for academic researchers. Further details at: <http://www.nrm.org.uk/research/index.asp>

## Executive Committee Elections

This is advance warning! Do you want power? To get more involved with making the decisions about T2M that matter? Then think about standing for the EC. This year there will be 3 full positions and 2 student positions becoming available in the elections, which will take place at the conference in Ottawa. In the next issue of the newsletter, Drew Whitelegg (who is running the elections) will say a bit more about what being on the EC involves and what you will have to do to stand for election.

## T2M Member compiles overview Conference papers

T2M Member Richard Vahrenkamp has compiled a spreadsheet featuring details of all papers given at the first 5 T2M conferences – so if you're looking for a paper that you know has been given, but can't remember when or where, search the spreadsheet and find out! The spreadsheet is now available on the website. Thanks to Richard for his work on this.

# Theme Groups Update

## *T<sup>2</sup>M Theme Group: Transport and Mobility before Industrialization*

Issues of transportation and mobility before the advent of the railway often appear as the incorporation of “dark ages”: endless coach travel on roads hardly deserving their name, densely packed carts and waggons easily surpassed by any traveller on foot, ill-maintained waterways obstructing any form of decent transportation. Seemingly, only coastal and overseas shipping in these times came somewhat close to modern ideas of transportation. However, such a gloomy picture reflects the arguments of 19th-century railway and canal promoters rather than in-depth historical analysis. A number of studies in recent years have provided a more adequate picture of the evolution of pre-industrial transport systems in Europe and in other cultures like, for example, China. They have proven especially fruitful where they describe the complex interaction of technical with organizational, political and administrative developments, not to forget changing mentalities.

The theme group “Transport and mobility before industrialization” has been founded to foster interdisciplinary and intercultural exchange on related issues among T2M members. Possible topics of discussion comprise:

- Road-building and the organization of road maintenance, supply and breeding of draught animals
- Environmental conditions and technologies of inland and maritime shipping, and implications for transport systems and mentalities
- Cultural values attached to bridges and roads, cultural preferences of certain forms of transport or locomotion, elite fashions and general mentalities
- The role of state and private structures in infrastructure projects and postal systems
- The interaction of different means of transport in local, regional, and international economies
- The role and social status of transport entrepreneurs and technical specialists
- Possible definitions of “modern” and “pre-modern” elements of transport and mobility
- The use of geographical information systems in the study of pre-industrial infrastructures

In dealing with such issues, the group pursues two main aims:

- To further comparative approaches between different regions and civilizations. Due to the organizer’s fields of interest, the present focus is on Central Europe and China. A widening of regional perspectives would be much appreciated.
- To enhance recognition of the cultural and economic impact of innovations in transport systems preceding the railway among historians of modern transport history.

The steps envisaged to bring together a network of experts are, firstly, the organisation of relevant sessions at T2M conferences. As some of the organizers will not be able to attend the meeting in Ottawa, for the 2009 meeting we will propose a round-table discussion: “What is to be done? Agendas for and examples of innovative research on transportation in pre-industrial times.”

Secondly, we want to set up an internet platform, providing a bibliography on interdisciplinary and intercultural issues of pre-modern transportation, as well as a related mailing-list.

In mid-term perspective, we aim to provide easily accessible synopsis of recent and current studies in the field. In the long run, we would like to develop, together with colleagues specialized in modern and contemporary transport history, categories for an overarching analysis and description of long-term historical change in transportation systems. With these aims, we strongly welcome interested colleagues to join the theme group and/or share their ideas on any of the thematic and organizational issues raised above.

## Organizers:

Nanny Kim, a China historian with a special interest in transport technologies in everyday practice, contributes the comparative perspective of Chinese experiences. These include longue durée developments such as the shift from horse power to wind and human power, the privatization of infrastructure projects from the 10th century onwards as well as specific issues of technical or cultural detail, such as the social standing of boatmen in the late imperial period or technologies of road and river maintenance.

website: [www.monieseastasia.uni-tuebingen.de/](http://www.monieseastasia.uni-tuebingen.de/)

email: [nkim@sino.uni-heidelberg.de](mailto:nkim@sino.uni-heidelberg.de)

Hans-Ulrich Schiedt, Member of the management of ViaStoria - Center of Transport History, University of Berne and secretary general of the Swiss Association for Economic and Social History works on transport history of the early modern period and the 19th century.

website: [www.viastoria.ch/D/Kontakt/Hans-Ulrich\\_Schiedt.htm](http://www.viastoria.ch/D/Kontakt/Hans-Ulrich_Schiedt.htm)

email: [hans-ulrich.schiedt@viastoria.ch](mailto:hans-ulrich.schiedt@viastoria.ch)

Marcus Popplow, independent scholar with a focus on the history of technology, science, and the environment in the Middle Ages and the Early Modern Period, is editor for “land transportation” and “engineering” in the multi-volume “Enzyklopädie der Neuzeit 1450-1850” and has taught early modern transportation history at Salzburg University.

website: [www.marcus-popplow.de](http://www.marcus-popplow.de)

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## In the Spotlight

### *Maggie Walsh*

**A** familiar face to anyone who has taken part in past T2M conferences, this newsletter's Spotlight falls upon Maggie Walsh. She has been active in the organisation of T2M, serving on the EC in the past, and is always keen to encourage new scholars. Her research into transport and mobility has included exploration of the dynamics of long-distance bus travel in the US, gender and transportation and women and automobility in the US after the Second World War. Reflecting this trans-national interest and her mobile career, Maggie has just become Emeritus Professor of American Economic and Social History at the University of Nottingham.

**You've worked on a diverse body of topics in your career – including mobility, labour, business & gender. How did you end up in the academic world, and how did you come to explore transport and mobility?**

I moved into the academic world as much by chance and good luck as by choice! Having finished my undergraduate degree at St Andrews in Modern History & Geography I was fortunate enough to win an English Speaking Union Fellowship to Smith College, one of the US's Ivy League 'Schools'. My MA thesis ended up looking at industrial decline in New England, 1919-39. I was also fortunate in then moving to a Teaching Assistantship at the University of Wisconsin-Madison, where I completed my PhD in History in 1969 and wrote my thesis in Midwestern economic history. By 1968, the year of crises, I was rather disillusioned with American foreign policy and domestic upheavals so I returned to the UK.

After my first academic post in American Studies at the University of Keele, I managed to obtain another post in the Department of Economic History at the University of Birmingham, where I stayed 23 years! I moved to the University of Nottingham in 1994 into School of American & Canadian Studies because my partner was in Nottingham and we were tired of commuting. It was a major change as American & Cana-





dian Studies was oriented towards American literature and was very cultural. I never taught economic history again, though I specialised in the American west and women's history, an area which I had started to develop in Birmingham.

I have been 'in transport' for a long time! My father was a civil engineer and as young children my brother and I would go out with him during the school holidays and see the local government employees building as well as repairing roads or we would play in the depot among the equipment and materials! But my research and writing in transport and mobility stems from the second part of my career. I turned to transport when my department in Birmingham wanted me to concentrate on twentieth century history. I looked for a topic that was not popular because this would give me more time to do trans-Atlantic research which would have to be funded by grants. I picked the intercity bus industry because I knew that little had been written on this subject and because as a student in the US in the 1960s the only way I could afford to move between places was by the cheapest way, the bus. I pieced together a general history of the bus industry with details of

particular facets of the industry as and when I could locate materials. It was a long and patchy trawl and not one which I would recommend, particularly if there is an ocean in between the researcher and the sources.

Recently I moved my transport/mobility research into women and car driving in the US. This was another academic 'by chance' opportunity. I was asked if I could write a piece on gender and American automobility for a major web-based project at the University of Michigan-Dearborn. I said yes almost without thinking as I knew my women's history and my general road transport books. Only when I started doing research did I realise what a mountain I would have to climb to get anywhere. By dint of web-based materials, produced by the federal government, my long-time knowledge of American history and some indirect sources I managed to accomplish the task. It made sense to stay in the area, which brings me up-to-date and my Emeritus Leverhulme Fellowship.

**Of your work on transport, your research on long-distance buses is well known. Is there more to be done on bus travel, and what are you working on at the moment?**

Yes there is a lot more to be done on bus history. It is a subject which is very much missing from mobility history. There has been some research done in the UK and there is a little done and ongoing in one or two European countries, but there is a lot of room out there for budding PhD students. Some of the research may be on individual bus companies, whether in regular service or in tourism; some may be done at national level on public policy; some may be done on bus passengers. The last named topic is the most difficult to research because of the problem of resources. Yes there are memoirs of bus travels, but these are few and far between and few companies appear to have retained passenger surveys. I am sure, however, that new researchers can be creative about the materials that can be used for bus travel, particularly the pictorial sources.

I am working on women and cars, primarily after the Second World War. I wanted to concentrate after 1945 because these were the years of mass consumption of motor cars and the years when most women learned



to drive. I wanted to get a clearer picture of how and when women became as accustomed to driving as men and when the car ceased to be a masculine technology. We may think of obvious answers to these questions, but how can these answers be documented? My search has led me to quantitative sources and to policy documents and reports. I want now to examine qualitative sources, including pictorial representations.

**You've been involved with T2M for a long time. What would you say the organisation's strengths and weaknesses are?**

Yes, I have been involved with T2M from the start. I joined the Mobility Research Group of the Tensions of Europe Project in 2001. Here Gijs Mom was very much in the driving seat and had it not been for his initiatives and energy I don't think the mobility group would have been so successful. T2M emerged out of this group, but it was really Gijs' brain child and he has remained essential to its emergence and growth. Without his planning and organisation T2M would not be where it is today. Yes it is still a very young organisation and one which is in sore need of a 'pot of gold', but it keeps going and it grows, which is essential for a young organisation.

One of the great attractions of T2M is its focus on mobility as distinct from transport. For too long transport history has been in the hands of economic and business historians and (dare I say?) in the hands of railway historians. There is nothing wrong with the economic history of transport modes and organisations and this type of history has provided a solid foundation on which to build. But history as a subject has undergone major changes since the 1960s and 1970s, most notably in terms of social and cultural approaches. No longer can history be written from the top down as perceived by policy makers, governments and CEOs. So mobility gives transport history the opportunity to engage with people of all kinds and to be much more aware of how people use transport or consume travel. It also encourages the use of a wider range of sources and approaches.

It is difficult to comment on the weaknesses of T2M because everyone carries their personal baggage with them and one person's champagne is another's poison. There seem to be two weaknesses that are crucial. The first and rather obvious one is lack of capital. T2M really needs an injection of money, which can be invested so that it provides both stability and will generate interest that can be spent on projects and running costs such as administrative support. Having a journal which can provide some finance helps considerably, but a journal cannot produce the required income by itself. Starting a journal in the highly competitive academic market is difficult and risky unless there is some solid financial and membership base. Currently T2M does not have the membership base to persuade a major press to take on a new print outlet. Though there have been difficulties with linking into the Journal of Transport History this organ does have standing as does the Spanish-based journal, *Transportes, Servicios y Telecomunicaciones*. I am not sure that there is room for another transport history journal, albeit it may publish electronically. The sociological journal *Mobilities* may also cut into the potential market.

The second weakness is organisation. Here I am not referring to the Executive Committee which does a splendid job under difficult circumstances. I am referring to trying to build a truly international association without having a solid groundwork either nationally or continentally. Currently T2M is spread too thinly. It is impossible for individual members to participate on an intercontinental basis unless they are giving papers and even then financial support may not be forthcoming from their institutions. Some long-standing academics can afford to attend 'out of their own pocket', but not graduate students and younger academics, particularly if they need to present at other conferences in order to establish themselves in their posts.

I think T2M needs a firm footing in order to grow. If that is currently in Europe, then so be it. Yes, the North American contingent is necessary, but that might have to grow within North America. Perhaps the Ottawa Conference will give a big and non-temporary boost to membership there. But we must look to Asia, which is rapidly growing and overtaking some European economies, and Africa must not be neglected. It may be that a fully international meeting will only take place every third or fourth year, while national or possibly continental meetings take place annually. There is good precedence for this in other historical areas. The model of the Society for the History of Technology may be too advanced to follow for such a young organisation as T2M. I can remember conversations in the US in the mid-1970s about this society and it was still having

growing pains. It is now a major international organisation, but it has long-standing solid foundations in the US and it is interdisciplinary.

**Gender has long been a subject of particular interest to you. What place does gender have in T2M, and what developments would you like to see?**

Gender is an analytical tool which I started using initially for teaching in the 1980s. Once understood it is impossible to ignore. Looking at the past with eyes that appreciate that women were there too as well as men makes such a difference about how history is viewed. Initially I added women into existing modules, but it felt like a separate piece rather than an integral part of the whole. Once there were enough books in the university library to underwrite a module, I taught a women's history module in preference to a business history module. At first it was challenging and then it became interesting.

I have taken both women and gender into my research and writing. Some of my best experiences in this context have been at women's history conferences where speakers do not have to set out a gender agenda and justify their approach. The atmosphere is at times electric. Giving gender or women's history papers at business history or transport history conferences can be and often is a nightmare. Speakers are either isolated into a gender session where only the converted appear; or if, as has happened, there is only one gender paper, the presenter is placed in a session which is so diverse as to be nonsensical. It is both demoralising and frustrating and only the stalwarts persevere. They have probably already established their careers and so can afford to ignore being marginalised. Many would-be gender mobility historians try a Transport Conference once and then head out elsewhere. This is such a pity and such a waste of talent and new ideas. I do not know if or when this may change. I would hope it would in 2008.

**Finally, congratulations on your retirement! What will you be doing in the future? Do academics ever retire, or does the research carry on and the funding come from another source?!**

I will continue with my research on women and car driving in the US for as long as the research money lasts and maybe longer. I am also training to join the voluntary sector and that is truly a humbling experience. I feel as though I was a first year undergraduate again and know very little. There is so much to take on board and though volunteers have an excellent website on which to draw, even knowing where to start is a little like running a marathon.

Many academics do not retire from their research provided they can access sources. No academic ever retires from engaging with ideas.

# SURVEY

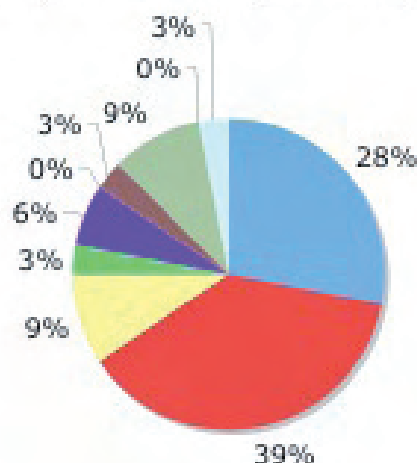
## 2007 HELMOND T2M CONFERENCE

**W**e've all been busy since the Helmond conference, and it probably seems like long time ago, but it's time to see what you said in the survey forms completed at the conference.

Overall, conference-goers seem to be happy with the annual meeting. Most of you think that you're getting enough information about the conference, through the website, newsletter and CD. The majority of people were satisfied with the format of the CD-Rom, although most people were only able to read between 1 and 5 of the papers beforehand. About 40% of the attendees were PhD students, which bodes well for the future of the organisation and the discipline.

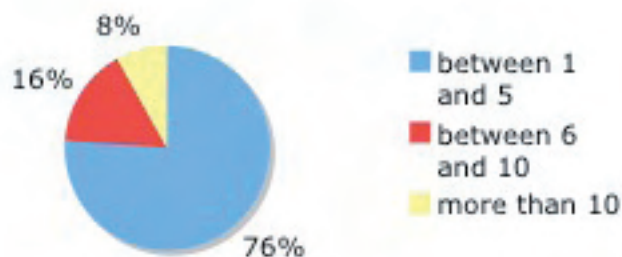
(For those printing this out in grayscale, to coordinate the answers with the piecharts, read clockwise around the piechart and the corresponding answers read top to bottom down the list.)

**How would you describe your field/profession?**

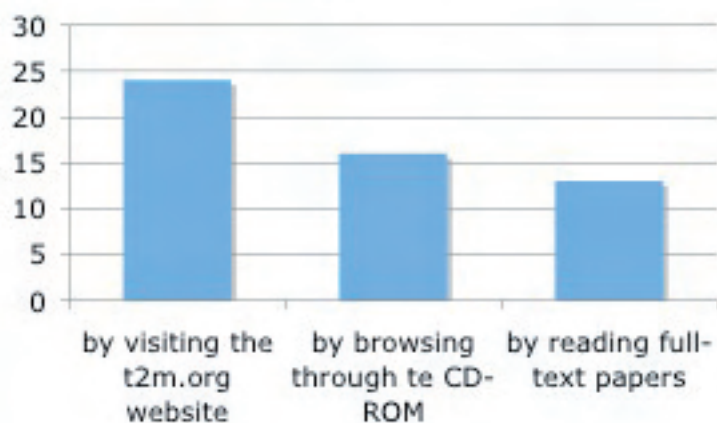


- history
- transport and/or mobility history
- tourism history
- (urban) planning (either academic or non-academic)
- economic history
- policy maker
- geography
- museum curator, activist of related profession
- practicing or retired engineer
- other, namely...

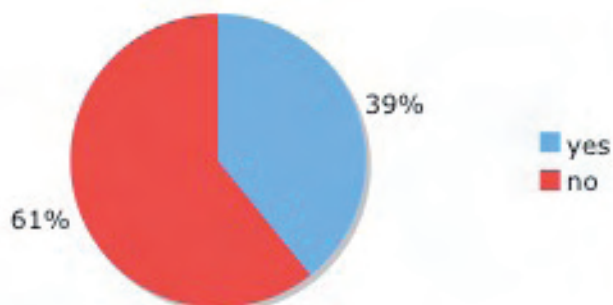
### How many papers did you read completely or nearly completely?



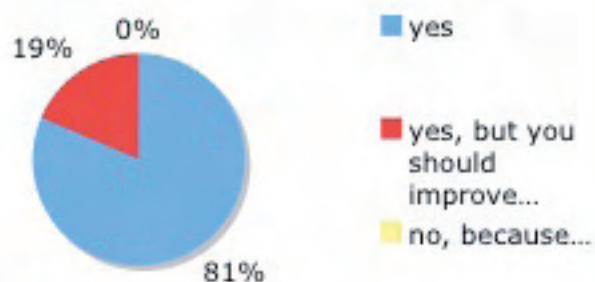
### How did you prepare yourself for the conference?



### Are you a PhD student?

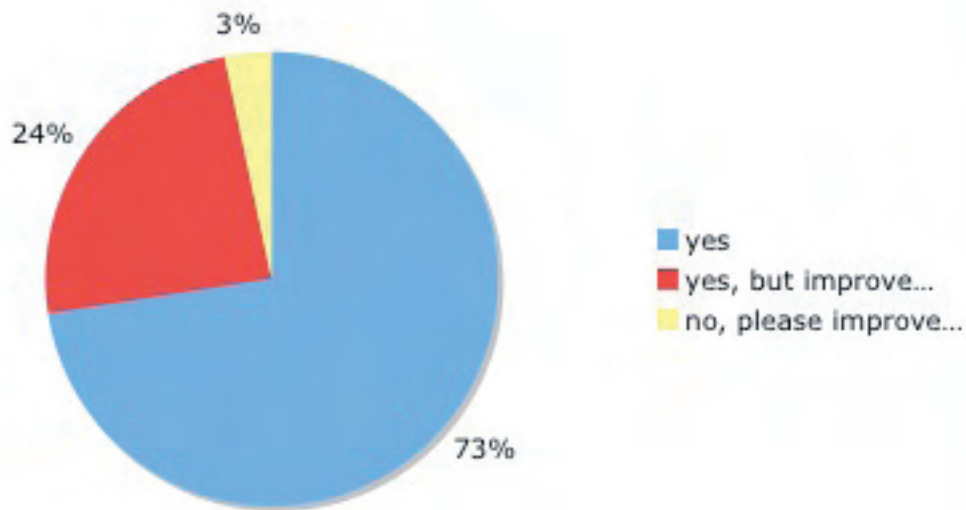


### Do you like the format of the CD-Rom?

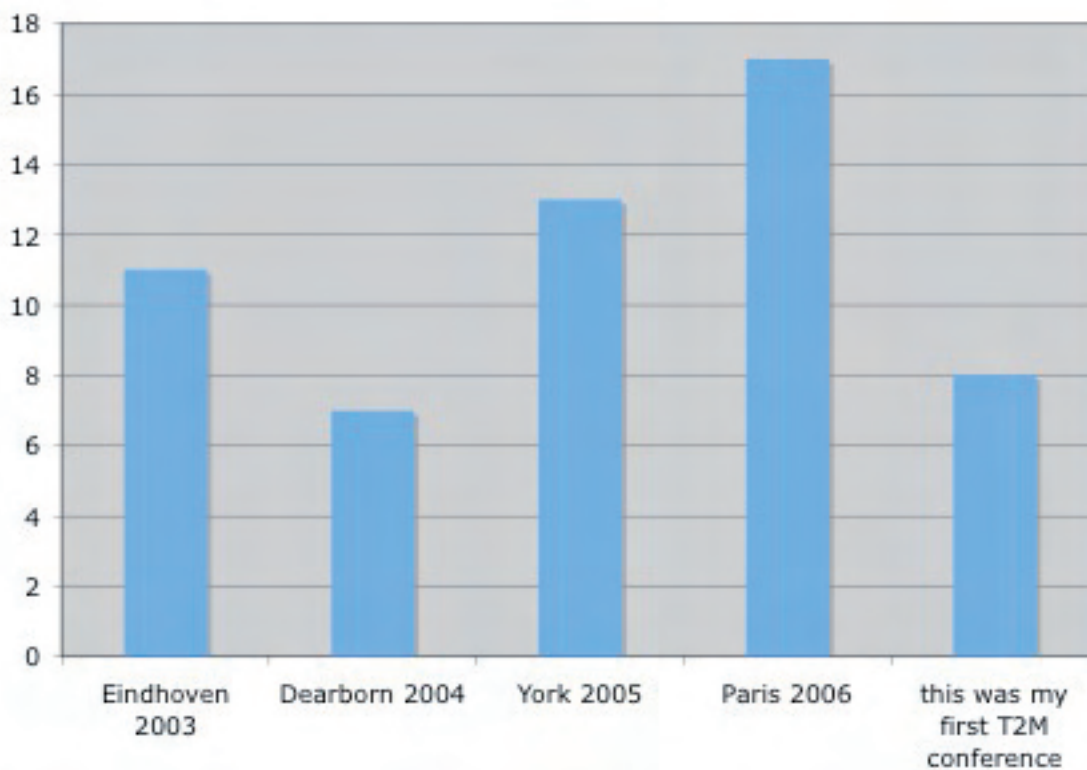




**Are you satisfied by the way you were informed about the conference?**



**Which T2M conferences have you attended?**



# New Scholars

**P**art of T2M's mission is not only to challenge and push the intellectual boundaries of our field, but also to engage at a practical level with those who are researching the history of transport, traffic and mobility. As well as attempting to address issues such as the gender make-up of the field, it is particularly important that we encourage those starting out in mobility history. With this in mind, we want to use the newsletter to make everyone aware of what students and early career researchers are working on and any news they have, as well as promoting greater interaction between new scholars.

If you are a student or early career researcher, use this section of the newsletter to keep us all informed about your progress – send the editor an email ([m.o.esbester@reading.ac.uk](mailto:m.o.esbester@reading.ac.uk)) with any news, a brief summary of your topic or current research, anything that you think other early career researchers would find useful or interesting.

## Arnaud Passalacqua writes:

I've been a PhD candidate since 2004. My advisor is André Gueslin at the University Paris VII. I work on the relationships between buses, public space and others means of transport during the XXth century in Paris. My work intends to understand what is a bus system in a modal landscape dominated by underground and cars. I address the flexibility of bus and the influences of underground and cars on this system, including ideas about hybridation between means of transport. I also try to describe public space as a battlefield where transportation means are linked, allied or opposed and I then give a major importance to mobility objects such as bus lanes which are motionless but are very significant for the conception of mobility and the relationships between urban forces. I hope to defend my PhD by the end of 2008.

## Dr. Cornelis Lely prize

**T**he Cornelius Lely Prize is awarded for the best historical paper relating to public policy presented at T2M's annual conference. There are no limitations on time period, location or mobility mode. Papers must be submitted in time to be included in the conference CD.

The 2007 Lely Prize, named in honor of a prominent Dutch Public Works engineer who instigated many highway building projects and funded by the Dutch Department of Public works, was awarded to Professor Laurel L. Cornell of the University of Indiana for her paper, "How Did Roads in the United States Come to Be So Large? An Analysis of the Person on Foot From the Perspective of the AASTHO Road Designer, 1954-1990." Cornell used the method of content analysis to examine the role of pedestrians

in American road planning in a sample of road construction manuals at wide time intervals. Her paper concluded that, while minor variations existed from time to time, the general attitude of road engineers towards pedestrians was one of neglect, sometimes edging into hostility. The paper implies a clear rejection of traditional notion of engineering "objectivity." The prize funded by the Dutch Department of Public Works was juried by Dr. Clay McShane of Northeastern University, Dr. Hans-Liudger Dienel of the Berlin University of Technology and Dr. Bert Toussaint, of the Dutch Ministry of Traffic and Water Management.

Clay McShane

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Mini-special on the Cultural Turn

Gordon Pirie

Cultural crossings: Introduction to the mini-special on the Cultural Turn

Liz Millward

The embodied aerial subject: Gendered mobility in British interwar air tours

Jennifer Clark

Challenging motoring functionalism: Roadside memorials, heritage and history in Australia and New Zealand

Georgine Clarsen

Machines as the measure of women: colonial irony in a Cape to Cairo automobile journey (1930)

History, policy & planning

Christian Henrich-Franke

Mobility and European integration: Politicians, professionals and the foundation of the ECMT

Martin Tschopp and Kay W. Axhausen

Transport infrastructure and regional development in Switzerland: Accessibility, spatial policy and urban sprawl during the last 50 years

David Levinson

The orderliness hypothesis: the correlation of rail and housing development in London

Research Notes

Anne Conchon

Transport infrastructure financing: the French case in a European context in the 18th century

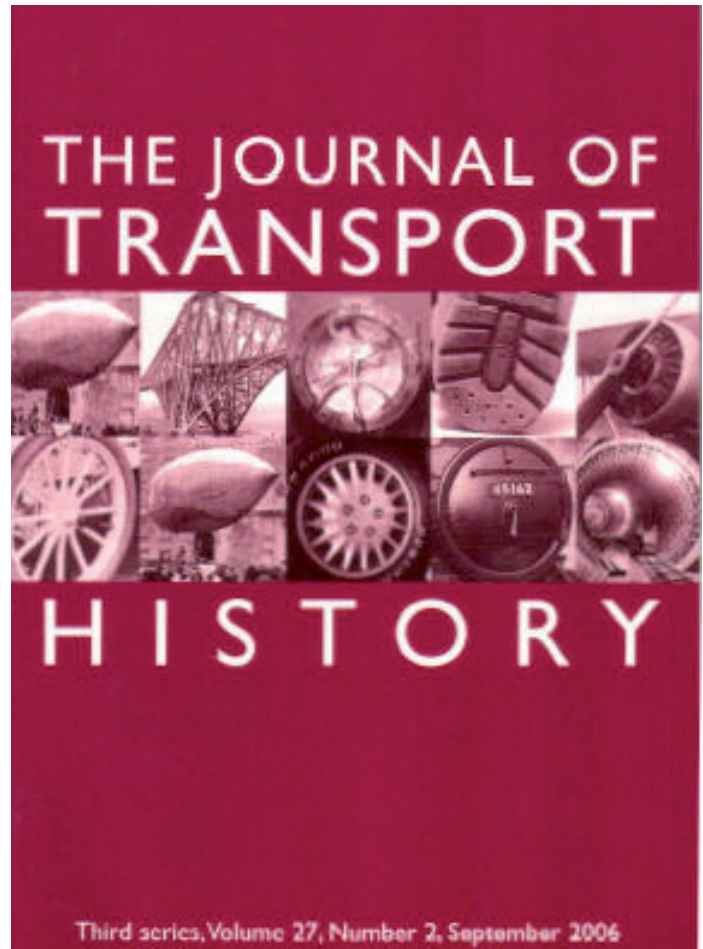
Zdenek Tomes

Applying the life-cycle theory: The rise and fall of railways

Surveys & speculations

Günter Dinhobl

Keep on turning: A note from the European continent



Penny Sparke

Mobility history from a design historian's perspective: A report on the T2M 2007 conference

Marie-Noëlle Polino

Museum Review: Cité du Train: The French national railway museum

Book reviews

# View from the Street:

## *Time travelling*

**T**his newsletter, Executive Committee member and PhD student Heike Wolter takes us east – and back in time – to consider the changes at one of the tourist destinations of her childhood.

An account about a journey is also an account about time. You sometimes travel to a certain place, stay there and in the end take home an image, a snapshot, a mental photograph – not only outward appearances, but also inner conditions and feelings. Back at home this construct gradually loses its nuances. The place may become more hideous as its scars come to the fore. Or it becomes more beautiful, since you remember enjoyable experiences there. Later you

might come back and everything has changed, for nothing is less reliable than memory. Besides, everything will be different because time has gone by and the place you once saw has changed just as you have. This is what I feel when visiting Graal-Mueritz, a village at the Baltic Sea in north-eastern Germany.

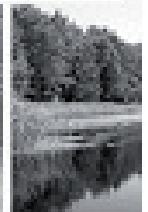
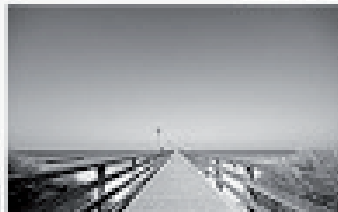
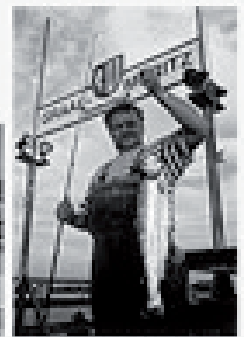
I remember longing for the sea as a child, missing sun, fresh air and cold salty water. I longed for all the adventures the beach would offer. I can also remember always being accommodated in the same spartan bungalow owned by a people's enterprise; having to bring a hanger full of tinned food, the local supermarket



*Herzlich  
willkommen ...*



Live-Bild Seebrücke



only offering a very small range of products and having to spend an hour waiting in the blistering heat at a snack bar. Though I remember all these rather negative things, this does not curtail my good memories of the place. My memories have not changed but by now - being a tourism historian - I reflect about another perspective.



Today I know that the Baltic Sea - providing the only access to the open sea apart from the Black Sea which could only be reached by very few - was a desirable tourist destination for GDR citizens. Nearly 30 per cent of them wanted to stay there in 1988, but for only a fraction of them did this dream become true within the state-controlled socialist tourism. Bungalows of people's enterprises were an important part of state-run travel supply and were meant to be functional and appropriate for as many vacationers as possible rather than being luxurious. Like other offers, they were assigned to people by the trade union in which about 95 per cent of people were organised. Instead of visiting one of many travel agencies like today, people then were just lucky to get an offer. Finally, the tinned food and the queuing I remember were quite necessary to balance and arrange with the inadequate supply of consumer goods. By 1989 the command economy failed - though the situation eased in the 1970s and 1980s - in adjusting supply and demand.

Therefore, strolling through Graal-Mueritz I see things from two perspectives: as an eye-witness and as a researcher in contemporary history. The horizon of my experiences and memories is quite different from the horizon of scientific explanations of the past. This is what makes every kind of historical work attractive and fascinating, especially on such a "sunny" topic like tourism history.

## **PhD Funding Opportunities:** *University of Ulster, Northern Ireland*

A number of PhD Studentships are available for an October 2008 start. Details can be found at: [http://www.adbe.ulster.ac.uk/schools/graduate\\_school/phd/opportunities](http://www.adbe.ulster.ac.uk/schools/graduate_school/phd/opportunities)

Details of transport projects which are available can be found under the 'built environment' list. These are:

- \* Ageing and Mobility: A life history approach to the study of changing personal mobility
- \* Young people's attitudes towards sustainable transport
- \* Design, access and security in public transport infrastructure
- \* Car culture and city design
- \* Regional governance and transport planning in Northern Ireland
- \* Urban Form, Energy and Transport

Potential applicants are encouraged to contact the supervisor(s) associated with particular projects and research areas in sufficient time in advance of applying before the deadline on 4 April 2008.

# Conference Report:

## *4th Cycling & Society Symposium, UK*

**T**his symposium is the fourth in a series that originally came about when several people working independently on cycling-related research began to realise they were not alone.

This year's ten papers spanned topics ranging from the inter-war period to the present day; from psychology and history to statistics and design; from everyday cyclists' interactions with drivers to the use of new off-road data gathering techniques; from the formula for calculating the effort needed to pedal uphill to the benefits of community cycling projects; from historical committees defining policy to designers working on different kinds of bikes or anti-terrorist cycle storage facilities.

As well as providing a great deal of food for thought, the Guildford

event marked a turning point in two ways. Firstly, it was decided this time to bring cycling researchers together with policymakers and cycling campaigners in order to see how the three groups might work together. The event was hosted by CTC (Cyclists' Touring Club), and closed with a panel discussion that juxtaposed the three different perspectives. There were a fair number of local government, campaigning and consultancy participants present alongside academics, so to that extent the event was successful (and the venue was full!). How much impact this engagement will have in the longer term is hard to anticipate. A key issue will be whether academics with a research interest in cycling can address the research needs of groups geared up to policy time-tables.

Secondly, the symposium marked the launch of the edited collection (Cycling & Society, eds. Horton, Rosen & Cox, Ashgate 2007) originating from the first symposium, which had been held in Lancaster three years earlier. Whilst the book features almost as wide a range of topics as the latest event, it's interesting to note that of its nine chapters only three were by people presenting at this year's meeting. Likewise, about half the 2007 presenters were new to the small but growing Cycling & Society Research Group responsible for the symposia. There are signs, then, that as well as engaging better with the cycling world, those involved are beginning to network better amongst themselves and establish a role for cycling research within the wider research community.

## Call for Papers:

*The calls for papers are in order of the deadline for submissions: the earliest deadline is first.*

## *5th Cosmobilities Conference*

16-17 October 2008  
Academy of Fine Arts, Munich (Germany)

Tracing the New Mobilities Regimes  
The analytical power of the social sciences and the arts

The Cosmobilities Conference 2008 will take place on October 16 and 17 in Munich at the Academy of Fine Arts. It is organized by the Cosmobilities Network, in cooperation with the Technische Universität München

(departments of sociology and transportation studies) and the Munich Academy of Fine Arts.

Papers are invited:

In a certain way the social sciences and some forms of contemporary arts have a similar intention: to analyze modern societies and cultures. They use specific methods, methodologies and techniques to explore and to signify the fundamental changes and phenomena characteristic for the world of today. Mobility, flexibility, acceleration and the rise of a globally networked society are topics for many scientists and artists as well.

In the early nineteenth century, there was a conflict that arose between the literary and scientific intellectuals of Europe, as they competed for recognition as the chief analysts of the new industrial society in which they lived. Sociology was conceived as the third major discipline, a hybrid of the scientific and literary traditions. This conference targets not to a conflict but to a new discourse on the potentials the fine arts and the social sciences have to analyze contemporary phenomena of mobility in its cultural and societal relevance.

We encourage scientists from all disciplines dealing with mobility (sociology, ethnology, anthropology, history, art history and so forth) and artists to give papers on different aspects of mobility, arts and modern life.

In particular, the conference focuses on the analysis and interpretation of the new mobilities regimes as they occur in respect to border regimes and migration, the consequences of mobile work and the increasing pressure on the working force to be mobile and to travel, the new technological environments enabling people and global economies to be mobile and so forth.

Please, send abstracts no longer than 300 words and no later than **1 March 2008** to [sven.kesselring@cosmobilities.net](mailto:sven.kesselring@cosmobilities.net) (Cosmobilities Network) or [susanne.witzgall@adbk.mhn.de](mailto:susanne.witzgall@adbk.mhn.de) (Munich Academy of Fine Arts).

All are encouraged to attend the conference, give papers and discuss mobility matters.

Details for the conference will be published asap at: [www.cosmobilities.net](http://www.cosmobilities.net)

## *Road Signs: Travel, Technology and Space-Time in 20th Century Europe and Americanities Conference*

Part of the 2008 Conference of the International Society for the Study of European Ideas (ISSEI), "Language and the Scientific Imagination"

Helsinki University, Finland

Technology-facilitated mobility presents both contemporary cultural and social challenges as well as challenges in terms of historical understanding. As noted in a range of discourses, historical and contemporary processes of identity de- and reterritorialization have been both facilitated and engendered by the advance of travel technologies over the course of the twentieth century. Moreover, the historical imagination of particular modes of transport and mobility – from the automobile to the train to the recently grounded commercial supersonic jet – frame and support social imaginations of particular historical eras and events. Such imaginations can span, e.g., the allure of the road and travel to the Beat generation, the comradeship of the underground and air raid shelters in London under the Blitz and the recent marketing of Smart cars for crowded European cities.

This workshop seeks to explore the historical imagination and representation of travel technologies in Europe and America in the twentieth century, as well as explore metaphors and understandings of technologically-

facilitated human movement within the cultural spaces of modernity and postmodernity. In doing so, it seeks to comprehend the effects and speculate on the future of those metaphors and understandings as well as highlight them as productive sites for future historical, cultural and literary research.

Abstracts should be submitted to either Ben Dorfman, [bdorfman@hum.aau.dk](mailto:bdorfman@hum.aau.dk) or Bent Sørensen, [i12bent@hum.aau.dk](mailto:i12bent@hum.aau.dk)

Deadline for submission is **1 March 2008**.

Papers should not exceed 3000 words or 10 double spaced pages, including Notes. Notes need not be included in the presentation of the papers but they should be in the version intended for the proceedings.

More information about the conference may be found at: <http://issei2008.haifa.ac.il/>

## *Society for the History of Technology*

11-14 October 2008  
Lisbon, Portugal

The Society for the History of Technology (SHOT) will hold its annual meeting in Lisbon, October 11-14, to continue the celebration of the 50th anniversary of the founding of the Society. The theme of last year's conference was "SHOT@50: Looking Back." This year's will be "SHOT@50: Looking Beyond." To that end, the Program Committee seeks papers or sessions for the 2008 meeting that concern the history of technology as it may or ought to be practiced in the future. Papers or sessions devoted to the question of how we shall write the history of technology in the future are particularly encouraged. To serve the purpose of "Looking Beyond" the Committee also appreciates papers or panels reaching out beyond SHOT's current disciplinary boundaries.

The Committee will also consider papers of high quality on any aspect of the history of technology, broadly defined.

The Committee welcomes proposals for individual papers or sessions, as well as works-in-progress from researchers of all stripes (including graduate students, chaired professors, and independent scholars). It welcomes proposals from those new to SHOT, regardless of discipline. The committee will also consider alternative venues for presenting one's scholarship, such as poster sessions, short (8-minute) quick sessions, author-meets-critics panels, discussion of pre-circulated papers, and others.

The deadline for submission is **14 March 2008**.

For detailed instructions on the format of proposals, please visit the SHOT website: <http://www.historyoftechnology.org/index.html>

## *Automobility: A Conference on the 100th anniversary of the Model T*

6-7 November 2008  
Hagley Museum and Library, Wilmington Delaware



The appearance of Ford's Model T automobile in 1908 ushered in a century during which motorized vehicles spread across the American landscape. Their impact was immense, visible in structures such as roads, bridges, garages and parking lots, in businesses including service stations and fast food restaurants, and in altered residential patterns. In addition to cars, other conveyances – such as buses, trucks, mobile homes, fire engines, and motorcycles – as well as vehicles produced for construction and military purposes reshaped business and commerce, created new industries, and generated endless technological innovations. For a conference that marks the Model T's 100th anniversary, the Center for the History of Business, Technology, and Society at the Hagley Museum and Library invites papers that reflect broadly on the impact of motor vehicles in America since 1908. As the automobile has been the subject of considerable scholarly work, papers concerning passenger cars should break new ground and address heretofore under-explored questions. Scholarship on other vehicles powered by internal combustion engines is far less developed. We therefore especially encourage papers that consider their business, technological and commercial dimensions. All papers should be empirically based and historically informed.

Proposals should be no more than 500 words and accompanied by a short cv. Deadline for submissions is **31 March 2008**. Travel support is available for those presenting papers at the conference.

To submit a proposal or to obtain more information, contact: Carol Lockman, Hagley Museum and Library, PO Box 3630, Wilmington DE 19807, 302-658-2400, ext. 243; 302-655-3188 (fax); [clockman@Hagley.org](mailto:clockman@Hagley.org).

## *Aeronautical Culture: Artifacts, Imagination, and the Practice of Aeronautics 18th-20th Century*

13-15 November 2008  
Paris

The following is a condensed version of the entire call for papers, and should give a flavour of the conference's aims. For the full call for papers, please see: <http://www.h-net.org/announce/show.cgi?ID=160359>

Let us suggest a study of flight in theory and practice, looking at its traditions, realities, fantasies, and the objects of an aerial culture. The point is not to exclude the period preceding the aviation century, but to understand better the changes and continuities in this realm. We would like to include all technological artifacts related to flight: ground infrastructure, single machines, or gigantic ones (lighter-than-air and heavier-than-air) as well as the uses and consumptions of flight. Finally, aerial culture should also be discussed through the prism of aviation collection and preservation.

The following themes are suggested as departure points:

1. Thinking, transferring and experimenting with flight.
2. Flight, Overflight and the Change of Space
3. The Practice of Flight
4. Artifacts and Memory: Conservation, Collection, Gatherings, Shows

For further information or a pdf version of the call for papers, please contact Guillaume de Syon at: [guillaume.desyon@fandm.edu](mailto:guillaume.desyon@fandm.edu)

Submissions of proposals, with a short CV, by **31 March 2008**, to Marie Thébaud-Sorger (EHES-CRH), [thebaud.sorger@free.fr](mailto:thebaud.sorger@free.fr) and Patrice Bret (DGA-CRHST), [Patrice.BRET@dga.defense.gouv.fr](mailto:Patrice.BRET@dga.defense.gouv.fr)

## *5th Railway History Congress*

14-16 October 2009  
Palma de Mallorca

The Fundación de los Ferrocarriles Españoles (Spanish Railways Foundation), through its Documentation and Historical Railway Archive Department and its Railway History Programme, and in collaboration with the Conselleria de Mobilitat i Ordenació del Territori del Govern de les Illes Balears (Balearic Islands Regional Ministry for Transport and Town and Country Planning), is calling on all researchers interested in taking part in the 5th Railway History Congress, which will be held in Palma de Mallorca from October 14th to October 16th, 2009.

Those interested in submitting papers to this congress shall send a one page (as a maximum) summary of their proposal before 31 May 2008, headed by the title and the name/s of the author or authors of the paper. This text shall be sent in a Word file to: [documentacion@ffe.es](mailto:documentacion@ffe.es)

The proposals received will be assessed by the Scientific Committee to ensure that they conform to the congress contents and theme areas. All authors will be informed, before **31 July 2008**, about the acceptance or rejection of the paper proposal submitted.

Further information can be found at: [http://www.docutren.com/congreso\\_palma/index\\_en.html](http://www.docutren.com/congreso_palma/index_en.html)

## **ANNOUNCEMENTS**

### *German History of Transport Group: Workshop*

16-17 May 2008  
Nuremburg

The German History of Transport Network meets in the Transport Museum, Nuremberg (Lessingstraße 6, 90443 Nürnberg) May 16, 12 noon to May 17, 2 pm. The topic will be standardization and network effects in transport, 19th and 20th centuries. For more information, contact: Hans-Liudger Dienel ([dienel@ztg.tu-berlin.de](mailto:dienel@ztg.tu-berlin.de)), Hans-Ulrich Schiedt ([hans-ulrich.schiedt@viastoria.ch](mailto:hans-ulrich.schiedt@viastoria.ch)) or Andrea H. Schneider ([gug@Unternehmensgeschichte.de](mailto:gug@Unternehmensgeschichte.de)).

### *World Canals Conference 2008*

14-17 September 2008  
Kingston, Ontario, Canada

Parks Canada invites you to attend the World Canals Conference 2008 being held in Kingston, Ontario, Canada from September 14 to 17, 2008, only a few days before the T2M Conference in Ottawa. The 2008 conference will feature Canada's Rideau Canal and will develop the theme of "Managing Canal Corridors in the 21st Century". Through a series of morning sessions and site visits with tours each afternoon, the Rideau Canal and its fortifications will be integrated into a programme that will fascinate canal professionals, enthusiasts and scholars from around the world.

The Rideau Canal extends 202 km from Ottawa to Kingston and together with the Kingston Fortifications are unique national historic sites built for strategic military purposes at a time when Great Britain and the United States of America vied for control of the North American continent. The Rideau Canal was constructed from 1826-1832. It is the most outstanding surviving example of a slackwater canal system in the world and one of the first designed for steam-powered vessels. It was designated a World Heritage Site by UNESCO in 2007.

For more information on the World Canals Conference 2008 please go to: [http://www.intertaskconferences.com/canals2008/canals\\_E\\_home.html](http://www.intertaskconferences.com/canals2008/canals_E_home.html)

## *MeetBike*

### *European Conference on Bicycle Transport and Networking*

3-4 April 2008  
Dresden Technical University

The two-day MeetBike conference will deal with two major themes:

- Networking of bicycle-friendly cities in Europe
- Interdependencies of bicycle traffic and public transport

We are pleased to invite you to the European Conference on Bicycle Transport and Networking, that will take place in Dresden on 3rd and 4th of April 2008.

The conference aims to enhance cooperation and knowledge transfer between European municipalities concerning the integrated use of bicycles in cities. The event will address practical questions and examples of bicycle promotion and bicycle networking. Possibilities to intensify the exchange of experiences and to improve networking will be discussed. European municipalities are especially addressed, in particular from the newer EU-Member States. Special attention is given to the aspect how bicycle and public transport promotion can work hand in hand in a joint effort to reduce automobile use. Also walking will be included in this alliance. The conference covers an important aspect of integrated sustainable urban transport planning and integrated mobility management.

Topics include bicycle planning and management, integration of bicycle aspects at authorities, regulation and financing, citizen's involvement, bike as business, networking and research aspects. On the second day, the conference is focusing on links and interdependencies between bicycle traffic and public transport, as well as possibilities for joint promotion.

MeetBike follows the vision to bring together actors to form a European network of municipalities for bicycle promotion based on existing network structures. The event in Dresden might be the initial point for a new urban bicycle movement initiated by European cities with EU assistance as a concrete step to implement ideas and suggestions of the Green Paper 'Towards a new culture for urban mobility'. Furthermore, the organisers of the conference hope to point out transport companies' possibilities to attract new passengers and to create other benefits by supporting bicycle transport.

Further details and programme are available at: [http://tu-dresden.de/die\\_tu\\_dresden/fakultaeten/vkw/ivs/meetbike](http://tu-dresden.de/die_tu_dresden/fakultaeten/vkw/ivs/meetbike)

# Major Accessions to UK Repositories in 2006 Relating to Transport

**F**ormerly featured in the JTH, the T2M Newsletter has taken over featuring the annual list of major accessions to transport archives in the UK. This list has been compiled by the National Register of Archives (<http://www.nationalarchives.gov.uk/accessions/>). The website contains lists of accessions between 1994 and 2006, for transport related archives and a variety of other themes and topics. As soon as the list for 2007 accessions becomes available it will be included in the Newsletter.

As noted, this list applies only to the United Kingdom. If such lists are available for other countries, please let the editor know – the Newsletter exists to keep you informed about transport and mobility history, and knowing what is in the archives (and which archives) is central to this. Even if an English-language list isn't available, it will be helpful to provide members with details of the website(s) that they can visit to find out about recent accessions.

## Local:

Ayrshire Archives  
Ayrshire Archives Centre  
Craigie Estate  
Ayr  
KA8 0SS  
Scotland

Cumnock and District Car Club: committee and agm minutes, details of rallies, membership and financial reports (ACCN 1187)

Birmingham City Archives  
Central Library  
Chamberlain Square  
Birmingham  
B3 3HQ  
England  
Midland Jowett Motor Car Club: records (MS 2599)

Cheshire and Chester Archives and Local Studies  
Duke Street  
Chester  
CH1 1RL  
London & North Western Railway Co: staff books (NPR/7196)  
Widnes Borough Council: papers rel Manchester and Liverpool Electric Express Railway Bill (LBWd)

Conwy Archive Service  
Old Board School  
Lloyd Street  
Llandudno  
LL30 2YG  
Wales

Llandudno & Colwyn Bay Tramway Society: minutes, corresp and misc papers (CX224)

Cumbria Record Office and Local Studies Library,  
Barrow  
140 Duke Street  
Barrow-in-Furness  
LA14 1XW  
England  
Furness Enterprise Ltd: lobbying campaign papers rel to A590 High Newton and Low Newton bypass (H000006842)

Cumbria Record Office and Local Studies Library,  
Whitehaven  
Scotch Street  
Whitehaven  
CA28 7NL  
Cumberland Motor Services Ltd, motor omnibus proprietors: ledgers (YDB 64)

Derbyshire Record Office  
New Street  
Matlock  
Derbyshire  
DE4 3AG  
England  
Cromford Canal Co: navigation permit book (D6653)  
Stagecoach East Midlands: business records and maps (D6706)

Dorset History Centre  
Bridport Road  
Dorchester  
Dorset



DT1 1RP  
England  
Lyme Regis Turnpike Trust: minutes and orders  
(transferred from Lyme Regis Museum)

Dudley Archives and Local History Service  
Mount Pleasant Street  
Coseley  
Dudley  
WV14 9JR  
England  
John Bunch, railwayman: recollections of his life  
working on the London and North Western Railway  
delivering goods/parcels to and from Dudley station  
by horse and cart and as a store keeper at Dudley  
Zoo during WWII (Acc 9370)

Ealing Local History Centre  
Central Library  
103 Ealing Broadway Centre  
London  
W5 5JY  
England  
Acton and Brentford Railway Co: papers (371)

East Kent Archives Centre  
Enterprise Business Park  
Honeywood Road  
Whitfield  
Dover  
Kent  
CT16 3EH  
England  
Thanet Highway Board: additional ledger (HB/Th)

East Sussex Record Office  
The Maltings  
Castle Precincts  
Lewes  
East Sussex  
BN7 1YT  
England  
Lewes Traffic Study Group: minutes and associated  
papers (ACC 9378)

Flintshire Record Office  
The Old Rectory  
Rectory Lane  
Hawarden  
CH5 3NR  
Wales  
Holywell Turnpike Trust: minutes (T/2/MB/1a)

Glamorgan Record Office

Glamorgan Building  
King Edward VII Avenue  
Cathays Park  
Cardiff  
Glamorgan  
CF10 3NE  
Wales  
W & CT Jones, shipowners, Cardiff: records and  
family papers (D211)

Gloucestershire Archives  
Clarence Row  
Alvin Street  
Gloucester  
GL1 3DW  
England  
Bristol Tramways & Carriage Co Ltd, Cheltenham  
branch: sports club minutes (D10524)

Greater Manchester County Record Office  
56 Marshall Street  
New Cross  
Manchester  
M4 5FU  
England  
London North Eastern Railway: Gorton Railway  
Works: staff employment records (G/LNER)  
Lancashire & Yorkshire Railway Society: plans of Lan-  
cashire & Yorkshire Railway Co (G/LYR)  
Greater Manchester Transport Action Group: secre-  
tary's papers (G/TAG)

Hampshire Record Office  
Sussex Street  
Winchester  
SO23 8TH  
England  
M3 Motorway Public Enquiry: proofs of evidence,  
statements, corresp plans and papers, with related  
material on other enquiries (37A06W)

Hull City Archives  
79 Lowgate  
Hull  
HU1 1HN  
England  
Hull motor vehicle licensing: registers of vehicles  
(DPR)

Lincolnshire Archives  
St Rumbold Street  
Lincoln  
LN2 5AB  
England

John Norton Hewitt, supervisor of the construction of the Ottoman Railway: diary and corresp about his supervision of the construction of the Ottoman Railway in Turkey (MISC DON 1352)  
Lincoln Turnpike Trust: statements of accounts (ARMH)

Liverpool Record Office  
City Libraries  
William Brown Street  
Liverpool  
L3 8EW  
England  
J Blake & Co Ltd, motor agents, Liverpool: additional employees address book (Acc. 6034)  
Liverpool Overhead Railway Co Ltd: drawings (Acc. 6022)

London Metropolitan Archives: City of London  
40 Northampton Road  
London  
EC1R 0HB  
England  
Capital Transport Campaign: minutes, corresp and papers (B06/165)  
HM Customs and Excise: registration files of vessels registered to the Port of London (B06/005)  
King's Cross Railway Lands Group: records incl minutes, annual reports, financial records, plans, and papers rel to the Channel Tunnel Thames Link (B06/073)

Norfolk Record Office  
The Archive Centre  
Martineau Lane  
Norwich  
NR1 2DQ  
England  
Trevor Page & Co Ltd, home furnishers and removers, Norwich (addnl): premises deeds from 1764, minutes, stock book and statements 1919-57 (ACC 2005/354, 2006/29)  
Denton and Alburgh Community Bus: minutes, corresp and papers (ACC 2006/20)  
East Norfolk Transport Users Group: minutes, accounts and corresp (ACC 2006/214)

North Devon Record Office  
North Devon Library and Record Office  
Tuly Street  
Barnstaple  
EX31 1EL  
England  
Great Western Railway Co: Victoria Road Station,

Barnstaple goods ledger (2006 Acc 5)

North Yorkshire County Record Office  
Malpas Road  
Northallerton  
DL7 8TB  
England  
Boroughbridge and District Historical Society: records incl photographs rel to the development of the A1(M) motorway (ZGB)

Northumberland Collections Service  
Woodhorn  
Queen Elizabeth II Country Park  
Ashington  
NE63 9YF  
England  
Cliffside Shipping Co Ltd, Newcastle upon Tyne: minute book (NRO 06673)

Plymouth and West Devon Record Office  
Unit 3, Clare Place  
Plymouth  
PL4 0JW  
England  
Launceston & South Devon Railway: plans (Acc 3142)

Powys County Archives Office  
County Hall  
Llandrindon Wells  
LD1 5LG  
Wales  
National Association of Decorative and Fine Arts Societies, North Powys: records for church furnishings for St Michael and All Angels, Criggion, Montgomeryshire (M/SOC/13)

Sheffield Archives  
52 Shoreham Street  
Sheffield  
S1 4SP  
England  
South Yorkshire Passenger Transport Executive: Sheffield Tramways staff registers and Sheffield Transport wages ledger (SYLTE)

Shropshire Archives  
Castle Gates  
Shrewsbury  
SY1 2AQ  
England  
British Rail: Shropshire signal box train registers (7517)

Great Western Railway Co: booking clerk ledger (7393)

Somerset Record Office  
Obridge Road  
Taunton  
TA2 7PU  
England  
Railway station plans of Crewkerne and Yeovil (DD\X\HPS)

Suffolk Record Office, Ipswich Branch  
Gatacre Road  
Ipswich  
IP1 2LQ  
England  
Association of Users and Friends of Ipswich Airport: minutes and papers (GC680)  
Rickingham Veteran Car Rally: papers (GC681)

Surrey History Centre  
130 Goldsworth Road  
Woking  
Surrey  
GU21 6ND  
Action Committee Against the Byway Open to All Traffic Order, Sandy Lane, Kingswood: corresp and papers (7890)

Tower Hamlets Local History Library and Archives  
Bancroft Library  
277 Bancroft Road  
London  
E1 4DQ  
England  
John Bristow, fire engine maker, Ratcliff: records (B/BRI)  
Limehouse and Ratcliffe Road Action Group: records (S/LAR)

Tyne and Wear Archives Service  
Blandford House  
Blandford Square  
Newcastle Upon Tyne  
NE1 4JA  
England  
Nicholas Piper, ship's captain: Newcastle memorandum book (DX1222)  
Tyne-Tees Steam Shipping Co Ltd: board minutes, profit and loss accounts and balance sheets (DT. TT)

Warwickshire County Record Office  
Priory Park

Cape Road  
Warwick  
CV34 4JS  
Myton Road Safety Committee: minutes and correspondence of the committee and records relative to Myton Bridge appeal (CR4043)

Wirral Archives  
Wirral Museum  
Town Hall  
Hamilton Street  
Birkenhead  
Cheshire  
CH41 5BR  
England  
Geoffrey William Parkin, railway historian: papers on the history of the Mersey Railway Co, papers re Thomas Brassey (1805-1870), railway constructor (acc 2006-1692)  
Mersey Railway Co: timetables, way-bills, tickets and memoranda (acc 2006-1701)

#### **National:**

National Archives of Scotland  
HM General Register House  
Edinburgh  
EH1 3YY  
Scotland  
Scotrail Ltd: public relations office files (GD517)

National Museums Liverpool: Maritime Archives and Library  
Merseyside Maritime Museum  
Albert Dock  
Liverpool  
L3 4AQ  
England  
Moss Hutchinson Line Ltd, shipowners, Liverpool: memorandum and articles of association, directors' minutes and returns, balance sheets, profit and loss accounts, annual returns (transferred from the National Maritime Museum) (B/MHL)  
Elizabeth, steam packet: corresp and misc records (DX/2304)

National Railway Museum Research Centre  
Leeman Road  
York  
YO26 4XJ  
England  
Thomas Oliver Baker (1873-1953) railwayman: diary

kept whilst working at station master's office, Derby (2006-7199)

John Watson (fl1840-1846), railwayman: diary, assumed that of John Watson, describing work on London & Greenwich Railway, family and personal interests (2006-7206)

Paul White, railway campaigner: reports, corresp and papers re campaign to save Woodhead trans-pennine route from closure (2006-7472)

Blyth & Tyne Railway: ledger detailing agreements with collieries, other railways, private firms for movement of freight, corresp (2006-7599)

British Railways (Southern Region): registers, schedules and drawings (2006-7455)

Cambrian Railways and Tanat Valley Light Railway: drawings and plans of buildings (2006-7448)

London & South Western Railway Co: Eastleigh Works drawings, registers, manuals, papers (2006-7159)

London & North Western Railway Co: Earlestown Carriage & Wagon Works engineer's drawings of wagons, site plans (2006-7238)

London & North Eastern Railway Co: architect's office drawings (2006-7250)

London, Brighton & South Coast Railway Co: registers and forms providing technical information on locomotive engines (2006-7267 to 7285)

Midland Railway locomotive superintendent, Derby: accounts ledgers (2006-7264 to 7266)

North London Railway Co, Bow Works: drawings of locomotives and components (2006-7239)

Public Record Office of Northern Ireland

66 Balmoral Avenue

Belfast

BT9 6NY

Northern Ireland

Portrush Harbour Co: harbour registers (D/4388)

Durham University Library, Archives and Special Collections: Palace Green Section

Palace Green

Durham

DH1 3RN

England

Diary of an officer engaged in the building of the Halfa-Khartoum railway (G//S)

### **University:**

Bristol University Information Services: Special Collections

Arts & Social Sciences Library

Tyndall Avenue

Bristol

BS8 1TJ

England

Great Western Railway Co: Bristol and Exeter Railway from Exeter to Beam Bridge Surveyor's Maps (DM 2058)



# Miscellaneous

## Members' publications:

Massimo Moraglio, *Storia delle prime autostrade italiane. Modernizzazione, affari e propaganda*, (History of the First Italian Motorways. Modernisation, Business and Propaganda), Turin, Trauben, 2007, pp. 261, 22 b/w Illustrations. Italian.

Margaret Walsh, 'Gender in the History of Transportation Services: A Historiographical Perspective', *Business History Review*, 81 (Autumn 2007), 545-62. English.

Actes du colloque: *Images de cheminots. Entre représentations et identités* (Images of Railway Workers. Between Representation and Identity), 2007, pp. 450, 13 chapters, including contributions from Mathieu Flonneau, Paul van Heesvelde and Stefano Maggi. French.

If members publish anything between now and 16 May, let the editor know, and you'll get a mention here!

## Prize notification:

Don't forget that this year's John Scholes prize competition is still open: the deadline is 31 July. To be eligible, candidates must not yet have a permanent academic post or have published an academic monograph or article in a major journal. Full details can be found in the December 2007 newsletter (available on the T2M website, [www.t2m.org](http://www.t2m.org)).

## Next time ...

In the next newsletter, we'll bring you an update from the EC after the mid-year meeting, news of the forthcoming elections for the EC, conference announcements and calls for papers, and anything else you might need to know about.

We will aim to send the newsletter out by the end of May – but you don't have to wait until close to the deadline (16 May) to get items for inclusion to the editor!

## *About this Newsletter*

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