

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



The poster for the 5th T²M Jubilee Conference features a large '5' with 'TH' in a small box above it. The title 'JUBILEE CONFERENCE ON THE HISTORY OF TRANSPORT, TRAFFIC & MOBILITY' is prominently displayed, followed by 'HERITAGE & DESIGN' in a stylized font. The dates '25 - 28 OCTOBER 2007' are listed, along with the venue 'HOTEL WEST-ENDE & BAVARIA HOUSE HELMOND'. A list of special events follows, including 'Heritage day', 'Women & Cars', 'Jubilee Banquet', and 'Paradise by the Dashboard Light'. The bottom of the poster shows a stylized train and the T²M logo, with city names 'LONDRES BRUXELLES PARIS LIEGE BERLIN RIGA VARSOVIE' at the very bottom.

TH

JUBILEE CONFERENCE ON THE HISTORY OF

5

**TRANSPORT,
TRAFFIC
& MOBILITY**

HERITAGE & DESIGN

25 - 28 OCTOBER
2007

HOTEL WEST-ENDE
& BAVARIA HOUSE
HELMOND

SPECIAL EVENTS:

25-10
'Heritage day'
Presenting the Virtual
Mobility Museum
HOTEL WEST-ENDE

27-10
'Women & Cars'
Public Debate on History &
Gender in Mobility
Design
BAVARIA HOUSE

27-10
'Jubilee Banquet'
Best Design & Best Paper
Award
DAF MUSEUM

17/28-10
'Paradise by the
Dashboard Light'
Exhibition & Design School
Competition
BAVARIA HOUSE

T²M

LONDRES BRUXELLES
PARIS LIEGE BERLIN RIGA
VARSOVIE

Partners:

Gemeente Helmond

ECMD
European Centre for Mobility Documentation

d/+
Design Connection
Bratport

info: WWW.T2M.ORG

FINAL CALL FOR REGISTRATIONS

If you have not yet registered for the 5th International T2M conference in the Netherlands, please do immediately. Registration closes on Saturday September 1.

Number

4

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Members Meeting
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EDITORIAL

President-elect election now open

On behalf of the Executive Committee, and as Chair of the Election Committee, I hereby officially announce the call for nominations for the T2M President-elect.

The President-elect will serve for one year under the guidance of the current president and will then take over the running of the association from the fall of 2008. She or he will then serve for four years as president. The President chairs the Annual General Members' Meeting, meetings of the Executive Committee and meetings of all sub-committees and is managing direc-

tor of the Executive Committee. She or he will be responsible for the effective management of T2M, in accordance with the decisions and criteria established by the Annual General Members' Meeting and the Executive Committee.

Candidates can be nominated or self-nominated. Those interested should send a personal statement of no more than 200 words to Dick van den Brink <info@t2m.org> by October 7. Materials will then be circulated in time for the vote at the Annual General Members' Meeting in Helmond in October. A majority

of the Annual General Members' Meeting shall elect the new president. In the event of multiple candidates, the one with the lowest total shall be dropped from the ballot and a new ballot held until one candidate has a majority. It goes without saying how important it is for members to get involved in the selection of their new president.

Should you have any questions, please contact me.

Drew Whitelegg
Election Committee

EC ELECTIONS

Members are reminded that nominations for election to the Executive Committee are still open - the deadline for such nominations is September 30.

To repeat information carried in the last newsletter, there are TWO elections. Up to FOUR full-time places (four years) and TWO student places apply for the student positions. There are no rules against current members standing again in these elections. To apply, please send the following to Drew Whitelegg, Chair, Election Committee, at awhite1@emory.edu:

A short biography or statement saying how you would like to contribute to T2M's Executive Committee: A short CV, a picture.

NEWSLETTER EDITOR

Another position that will become open in Helmond is that of newsletter editor. Drew Whitelegg, the current editor, is standing down in order to concentrate on the overall running of the Communications Committee. He has been in the position since the first T2M meeting in Eindhoven.

The newsletter editor does not have to come from within the ranks of the Executive Committee, though she or he automatically becomes an ex officio member. Given that the association's official language is English, the new editor should be a native speaker, or highly proficient in the language.

President's Page

Annual General Membersmeeting

A year ago we (the General Members Meeting upon a proposal by the Executive Committee) decided to expand the functions of our association towards a community that aims to do much more than annually organising a conference. Conference organisation by now has become a routine (don't tell this to the people who are in the middle of organising it!) setting free our energies for new activities.

Some of these efforts should benefit especially our younger colleagues, such as the best conference paper awards and the other prizes, a summer school and the Theme Groups. The EC, during its meeting before the coming conference, will again discuss the issue of the summer school, especially ways to find funding for such a plan. Regarding the Theme Groups: we now have two (Tourism in Socialist Countries, led by Heike Wolter, and Mobility and Technology, led by Luísa Sousa and Sjoerd van der Wal) and during next conference a third will be proposed by Paul van Heesvelde: on History and Transport Policy. On Saturday, a lunch sponsored by the EC will be organised for special guests from companies and institutions that might be interested in supporting such a group, including sponsoring. A fourth Theme Group on Pre-industrial Transport and Mobility is currently being discussed.

For the entire transport and mobility history community other new activities will be discussed, such as a book series. On Sunday, 28 October, we will have a plenary session discussing the 'Cultural Turn' our field is currently in the process of taking. No doubt, during this

session, the question 'Are we a field? And if so, what are our main common characteristics?' will also arise. After all, this session is the result of a discussion within the EC last Spring where concerns were raised about the direction our association should take in the light of our cooperation with tourism historians, planning and policy experts and the museum world in general, and Public History in particular. Setting up a book series is not very well possible if we have not at least defined a common ground which binds all of us. Is it history? Or transport and mobility? Is it mainly culture? Technology? Or both? And by the way: do we need a 'canon' of 'classics' of our field, or is this a thing of a modernist past? If so, how to decide what types of books a book series will have to carry? On quality alone? Now that we get our hands and minds free to ponder on these issues, it is about time that we start doing so, because a lot of our future depends on this. For instance: when we, during the coming weeks, elect our next president it would be nice to have him

or her present a plan about the road to be taken into our common future.

Related to this is the issue of our new journal. As the reader will remember, when we founded T2M we decided to affiliate with the Journal of Transport History for three years, and then assess the situation again. Since last year in Paris, the EC has been discussing this issue and a special committee is currently investigating the several options, while another one has been renegotiating with JTH's Manchester University Press. We will report to our members during the annual meeting on Saturday afternoon, 27 October.

No doubt the debates during the EC meeting, the General Members meeting on Saturday afternoon, and the plenary session on Sunday will be vivid and sometimes even heated. Good! But, then, we really need a good swing during our Saturday evening banquet, to chill off. Don't forget to bring your dancing shoes!

Gijs Mom

T2M 2007

Preparations in full progress

With the conference at the end of October nearing fast, the local organizer is working very hard on the preparation of the jubileecongress. We have prepared a conference with more than 80 presentations - of which a substantial number are related to heritage and design - and several interesting events.

To celebrate our fifth conference

and the growth of the association (from 60 members in 2003 to 150 members from more than 20 different countries 2007), we have included a very attractive social program for partners should you wish them to bring along, developed in cooperation with the city of Helmond. It will include activities in the area of Helmond as well as an excursion to Amster-

dam, which takes you to the world famous Anne Frank house and the Rijksmuseum, which exhibits the works of the painters from the Dutch Golden Age like Rembrandt van Rijn and Johannes Vermeer. There are still places open for this social programme! Please take a look at the website for a more detailed programme.

On Thursday afternoon 25 October, just before the official opening of the conference in Helmond's castle a Heritage Event will take place, of which you can find more

information in this newsletter. A parallel Design Event with an exhibition of the work of students of all relevant design schools in the Netherlands (dedicated to the interior) has been prepared to take place in the adjacent Bavariahouse, and the Plenary Session on Design and Gender on Saturday afternoon 27 October, promises to be an exciting experience for which other participants (engineers, designers, policy makers, the general public) will be invited during a publicity campaign in the week before the conference

starts. And last but not least: don't forget to register for the official conference banquet on Saturday evening (sponsor a PhD Seat, if you can!), and bring your dancing shoes...

A preliminary programme with sessions will be published in the beginning of September on the website. Please be aware that the registration for the fifth jubilee annual T2M conference, to be held in Helmond, the Netherlands, on 25 - 28 October 2007, is to be closed at the end of the month (1 September). If you

Forthcoming in the Journal of Transport History.

The next issue of the Journal Transport History, T2M's affiliated journal, sees the introduction of a "mini" theme, a development that we will see more of in the future. The "European infrastructures" theme incorporates three papers: Irene Anastasiadou's study of railway visions in inter-war Europe; Alexander Badenoch's examination of Europe's motorway network on either side of World War Two; and Frank Schipper's contribution, taking up the story during the Marshall Plan years. On top of this, we see the journal spreading its wings in terms of time and space with Nanny Kim's intriguing essay on importance of the humble wheelbarrow in pre-industrial China along with Asta von Buch's paper on railway stations and the Grand Tour. Lastly, Hanneke Duijnhoven examines rail security in Holland and Spain from a historical perspective, in a paper that won the 2006 Dr Cornelius Lely Prize. Of course the journal continues its innovative surveys and speculations, research notes and book review essay.

The issue will be dispatched around the end of September.

THE JOURNAL OF TRANSPORT HISTORY

Third series Volume 28 Number 2 September 2007

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Networks of powers: railway visions in inter-war Europe
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Touring between war and peace: imagining the 'transcontinental Motorway', 1930-1950
Alexander Badenoch

Changing the face of Europe: European road mobility during the Marshall Plan years
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Single-wheeled mobility: the housed-wheel barrow on the plains of pre-industrial China
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In the image of the Grand Tour: railway station embellishment and the origins of mass tourism
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Security culture in the Dutch and Spanish railway sectors: a historical perspective
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The railway station in the social sciences
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Review essay

Book reviews

MANCHESTER
1824
Manchester University Press



THE JOURNAL OF TRANSPORT HISTORY SEPTEMBER 2007

THE JOURNAL OF TRANSPORT



HISTORY

Third series, Volume 28, Number 2, September 2007

haven't already done so, please visit our website where you will find the latest information on the conference and you can register by downloading the registration form.

Although Helmond, where this year's event takes place, has more than 85.000 inhabitants, it is below the radar of the average world citizen. Therefore we receive a reasonable amount of

questions on how to get there. 1,5 hours from Amsterdam, Helmond is located in the region of Eindhoven which is also known as the Brainport of the Netherlands and houses large high-tech companies like Philips, DAF and ASML. To get there you can take a flight to Eindhoven Airport which has flights from several major hubs in Europe. Please take a look at their website www.eindhovenairport.com for more

information. If you're arriving at Schiphol, you can take a direct train to Eindhoven, where you have to change train to Helmond. The travel time will approximately be 1,5 hour and you can plan your trip at the website of the Dutch Railways.

Please note that PhD students are eligible for a Travel Award from our modest travel fund, more information at the website: <http://www.t2m.org/> conference

MOBILE HERITAGE EVENT

25 October 2007, Helmond, The Netherlands

On Thursday 25 October 2007, right before the start of our fifth jubilee annual T2M Conference (theme: *Heritage and Design*), a Dutch Mobile Heritage Event will be organised by the ECMD in Hotel West Ende, Helmond, the Netherlands.

ECMD, located on the campus of Eindhoven University of Technology, is a foundation active in several areas related to mobility and heritage, such as mobile heritage; documentation service for historians, museum curators and hobbyists; trend analysis of automotive technology; the provision of technical and institutional information to the Dutch automotive sector; and support for researchers, historians, policy makers and planners regarding (historical) traffic and mobility issues. Two years ago, ECMD cooperated with the Mobiele Collectie Nederland MCN (Mobile Collection the Netherlands) and the Instituut Collectie Nederland (Institute Collection the Netherlands) to develop an on-line register of mobile heritage for the Dutch Ministry of Culture and Education (OCW). This register is deliberately not limited to museum collections, but also

covers artefacts owned by private persons. Since the closing of this register project in 2005, ECMD and MCN were successful in acquiring a grant from the three major Dutch cultural funding agencies to further develop the mobile register into a prototype of the Virtual Mobility Museum (VMM), an interactive web portal geared to specialists and the general Dutch public. For the moment, the emphasis is on contextualising the mobile register for the period of the postwar mass motorisation period and in the process developing all relevant aspects of VMM as a fully functional tool.

ECMD now proposes to investigate the possibilities for a European upscaling of VMM, as a first step to a global VMM. VMM is being designed to bring together mobility history scholars, museum people, ICT experts and amateur historians, as a communication tool to the benefit of all parties involved, a tool which cannot be built by one of these parties alone. In the mean time, ECMD decided to first develop a national VMM in order to prove the concept's feasibility and attractiveness, and invite international participants to a follow-up discussion once it would be able to show the first results of this endeavor. The development grant ends in March 2008

and a preview of the VMM will be ready just before T2M's annual conference. VMM can be seen as the core of a future museum of mobility. In the long run, it should combine, apart from the contextualised Register of mobile heritage, an Exhibition Room (filled by private persons and museums), an Archive (database of statistics, images, and texts), a Study Room (a bibliography, a webography, a chronology, a prosopography), a News Desk and Forum (for discussions and Wikipedia-like activities) and a Class Room (for educational projects). It is governed by a Thesaurus, should function on the basis of state-of-the-art IC technology and should probably have a modular structure.

We would like to take advantage of the presence of the fine fleur of the international mobility historians in the Netherlands on the occasion of the jubilee T2M conference this year, to organise a special Heritage Event just before the official start of the conference, on Thursday afternoon 25 October 2007, to present the VMM prototype, to discuss the possibilities of 'going Europe' and to investigate our proposal of initiating an international consortium willing to intellectually and financially sponsor the development of a VMM-e (European VMM).

Dick van den Brink

ECMD — dick.vandenbrink@ecmd.nl

THINGS TO DO IN HOLLAND

WHEN BORED

Just before the closing of this Newsletter the national newspapers in the Netherlands announced the new theater and art exhibition season, and I picked out a couple of exhibitions still open during the conference (25 - 28 October), in several cities, that might interest those of you who have not yet made up their minds about attending our coming jubilee conference and for those who have not yet booked their flight. For more information, please visit the website www.t2m.org/conference

To start in Amsterdam: the Van Gogh museum has an exhibition on Barcelona 1900, a walk through the Catalan city as it was between 1880 and 1909 with paintings, sculptures, furniture, jewelry and architectural maquettes by Pablo Picasso, Isidre Nonell, Ramon Casas, Antoni Gaudí, Lluís Domènech i Montaner and Ildefonso Cerdà, the latter a civil engineer who designed a famous urban extension project for the city. The really Big Thing is the exhibition in the Stedelijk Museum in Amsterdam, on the man who found that 'Department stores are the new museums' and who said: 'I want to be a machine': Andy Warhol, Others Voices, Other Rooms. Twenty-seven videos and audiotapes form the core of this event. Also in Amsterdam: the Dutch photographer Gert Jan Kocken's exhibition, Defacing: photographs of sculptures from all over Europe still carrying the traces of the attacks on these sculptures during the Reformation Kocken was inspired by the Taliban's attack on the Buddha sculptures and the Danish cartoon affair. At least as famous (in Europe, that is) is Jean Tingu-

ely (1925-1991), whose kinetic artwork illustrates a counterfactual of how the car could have looked like if the artists had their way: Rotterdam Kunsthal (Dutch title: Alles beweegt! [Everything moves!]). Also in the Kunsthal black-and-white photo portraits of ordinary people from Tsjernobyl, Majak, Semmipalatansk and Seversk by the Dutch photographer Robert Knot. In the same city, in the Fotomuseum Las Palmas the international traveling exhibition Out of the Ordinary 1970-1980, 117 color photographs by the American Joel Meyerowitz, in the tradition of 'street photographers' such as Henri Cartier-Bresson and Robert Frank. Inventor of the 'field photography' who got free access to Ground Zero immediately after 9/11.

More related to our conference theme is Vreemde dingen. Surrealisme en design (Strange things. Surrealism and design), also in Rotterdam (Museum Boijmans van Beuningen), showing the Mae West lip couch, Dali's Crab telephone and Meret Oppenheim's Table on bird legs and other objects inspired by mass culture. Also paintings by Magritte, Ernst and Dali. In Rotterdam, too (Witte de With museum): Body Politicx, a group exhibition of seventy artists, photographers, musicians, activists and journal editors (Kenneth Anger, Fiona Banner, Angela Bulloch, Larry Clarke, Marcel Duchamp, Maria Eichhorn and the Guerilla Girls, among others) on the relation between sex and pornography (for eighteen years and older).

Next to Rotterdam, in The Hague, the exhibition Hollanders in beeld (Images of/by Dutchmen) in the Mauritshuis shows a large number

of portraits from the Golden Age of the Dutch Republic. Eight portraits (and double-portraits) each by Rembrandt and Frans Hals, and portraits from 25 other painters of the seventeenth century, from European and American collections.

In the northern part of the country, in Leeuwarden, the Fries Museum shows Beautiful People, on the role of beauty in our society, an exhibition designed by the Spaniard Miquel Bardagil from the collection of a museum in French Dunquerque: photographs, drawings, sculptures, films, videos and collages by Christian Boltanski, Claude Closky, Sarah Jones, Paul McCarthy, Lizzy Mae Post and many others.

Traveling to Utrecht, in the middle of the country, the Centraal Museum exhibits the Belgian artist Hans Op den Beeck's Extensions 1 and 2. He previously, in a museum in The Hague, rebuilt an entire hall into a roadside restaurant including a part of the freeway. Op den Beeck (1969) now shows a monochrome intensive care room complete with all high-tech machines as well as a monochrome black office desk with all technical paraphernalia. In the same city the latest project of the Turkish artist and film maker Kutlug Ataman 'Paradise' (Art centre BAK), interviews with Southern Californians about their ideal living environment, simultaneously on 24 screens. Also shown is his older project from 2004, Küba, a group portrait of inhabitants of a district in Istanbul, hiding place for leftist militants during the 1960s.

When you forget to leave the train in Eindhoven and end up in Maastricht, the Bonnefantenmuseum exhibits work by the Swiss

artist Mai-Thu Perret (1976) under the title *Land of Crystal*. She works on a partly fictitious story on a women's commune in the desert, far from the capitalist city, showing 'hypothetical products' of this commune such as ceramic reliefs, diary fragments, flags, papier-mâché sculptures, mostly inspired by futurism and constructivism.

Back in Eindhoven, the Van Abbe Museum (where we had our ban-

quet during the first ever T2M conference) has *Vormen van verzet: Kunstenaars en het verlangen naar sociale verandering van 1871 tot heden* (Forms of resistance: Artists and their desire towards social change from 1871 to the present) on the French Commune (1871), the Russian Revolution (1917), the Prague Spring (1968) and 'the world after 11 September 2001'. The organizers, ambitious to write an alternative history of art not obsessed by

its objects, mention the Danish art group Superflex that designed a recipe for 'open source beer to be used and sold by everyone' (including the museum itself).

When you, at last, arrive in Helmond, don't forget to go to the local art museum (next door to the conference hotel), where you can see work of the Canadian photographer Edward Burtynsky.

Gijs Mom

4TH CYCLING AND SOCIETY SYMPOSIUM

to be held at the CTC offices in Guildford, 7th September 2007.

The precise programme is currently being finalised, but will include the following papers:

- " Ian Walker, 'Formal and informal communication between cyclists and drivers'
- " Jutta Deffner, 'What Moves Us? How Individual Attitudes and Urban Surroundings Influence Cycling'
- " John Parkin & Jane Hunter, 'On the need to include effort in mode and route choice modelling for cycling'
- " John Parkin, 'Policy implications of results from an aggregate model of cycle use in the UK'
- " David Patton, 'The Ministry of Transport responds to cycling road accidents in interwar Britain'
- " Jake Voelcker, 'A Critical Review of the Legal Penalties for Drivers Who Kill Cyclists or Pedestrians'
- " Peter Cox, 'Activism and Market Innovation: changing patterns in the cycle trade'
- " Adam Thorpe & Lorraine Gamman, 'Bike bombs revisited'
- " Katrina Brown, Vicki White, Claudia Cartner & Alister Scott, 'Disturbing the geographies of recreation: Employing the 'ride-along' to investigate how mountain bikers perform and re-work rural space'

In addition, there will be a panel discussion on 'Cycling research and cycling futures', exploring the scope for bringing together research, policy and campaigning objectives and priorities.

Finally, the symposium will include the launch of the new 'Cycling and Society' collection edited by Dave Horton, Paul Rosen & Peter Cox, and published by Ashgate. Copies of the book will be available at the symposium, fresh off the presses.

Please note that space is limited, so it is recommended that you register early, by initially sending an email to pir8@york.ac.uk. Whilst the symposium is being generously supported by the CTC, unfortunately it is necessary to include a very small registration fee. This is £15 for professional researchers, policymakers and campaigners, and £5 for volunteers, students or others on a low income. Therefore, at the same time as emailing, please send a cheque for the relevant amount, made payable to 'CTC', to Paul Rosen, Stockholm Environment Institute, University of York, Heslington, York, YO10 5DD.

CALL FOR PAPERS

Voyage dans un monde en mouvement. L'histoire des chemins de fer d'un siècle à l'autre, 1987-2027. Conference of the "Association pour l'Histoire des chemins de fer en France" - French Railway History Association.

AHICF is a meeting point for scholars of various fields of study who, through the Association, have become interested in railway world history and heritage; AHICF leads research programmes in humanities and social sciences; AHICF builds up resources for history, offers a collection of books and documents, and is currently conducting an oral history programme; AHICF publishes many books, a journal and a website, and organizes several conferences every year; AHICF scholarship programme supports MA and doctoral students.

shall celebrate with a 3-days conference hosted by the Musée d'Orsay in Paris from November, 22nd, to November, 24th, 2007: 'A Journey in a Moving World: Railway History at the Turn of the Century, 1987-2027' (Voyage dans un monde en mouvement: l'histoire des chemins de fer d'un siècle à l'autre, 1987-2027). Several events are also part of the celebration: a photo competition, open to all from July 15th to October, 15th 2007, and an Anniversary Book, which will be published in 2008.

20 years - AHICF is 20 this year. We

Three Goals

1. The conference should come back to the research led by AHICF during the last two decades and discuss how it interacted with the huge changes the railway sector underwent in Europe in the same time;
2. The conference will be the opportunity both for the assessment of contemporary historiography and for the directions

and results of research in human and social sciences during these twenty years;

3. The professionals of transport, of research and culture, and all AHICF partners will gather to discuss the future of railway history, including new problems and topics of research, its social functions and its possible partners for the twenty years to come.

A call for research is now open and available on the AHICF 20 years' webpage: we hope we have many answers from scholars from all countries which may lead to new partnerships and foster discussions and a new programme of seminars and conferences.

NEWSLETTER SURVEY

We sent a survey out with the last newsletter. Though we had only nine replies, we still thought we would share the findings with readers. Generally, the newsletter seems to be appreciated, though members would like it to keep them more informed in developments in the field.

1 - Do you read the T2M Newsletter:

- a) all of it? 11%
- b) most of it? 89%
- c) a little of it?
- d) none of it?

2) - Do you think that 6 issues a year is:

- a) too much ? 72%
- b) about right? 28%
- c) not enough?

3) - We have made some changes to the newsletter's format in the past year. Do you think that the newsletter has:

- a) improved ? 72%
- b) deteriorated?
- c) remained the same in terms of quality and appearance?

4) - How often have you visited the T2M website in the last three months?

- a) more than 10 times
- b) between 5 and 10 times
- c) between 2 and 5 times 55%
- d) one time 23%
- e) never 22%

5) - Does the newsletter keep you informed about developments in T2M?

- a) very informed 45%
- b) somewhat informed 55%
- c) not at all informed

6) - Do you like the features, such as View from the Street, In the Spotlight and the Cartoon sections?

- a) Yes, a great deal II 22%
- b) They are OK IIIII II 78%
- c) No, I do not like them

7) - Do you like the President's page?

- a) Yes, a great deal 45%
- b) It is OK 55%
- c) No, I do not like it.

8) Does the newsletter keep you informed about T2M election issues?

- a) very informed 89%
- b) somewhat informed 11%
- c) not at all informed

9) Does the newsletter keep you informed about T2M conferences?

- a) very informed 100%
- b) somewhat informed
- c) not at all informed

10) Does the newsletter keep you informed about wider developments in our field?

- a) very informed 23%
- b) somewhat informed 55%
- c) not at all informed 22%

11) Overall how would you rate the newsletter?

- a) Excellent 23%
- b) Good 55%
- c) Average 22%
- d) Poor
- e) Awful

12) Are there other areas you think that the newsletter should be covering?

- At 3 A better appearance and a constant quality

There used to be a website review. It was a good thing and could be completed by a

book review. May be you could open such a review section to the T2M members.

- Perhaps include more developments in other academic networks relevant for T2M-members.

- Perhaps somewhat less institutional and recreative, and somewhat more

scientific content. Short notices on publications (not reviews, just notices), and on

activities outside of T2M, perhaps even a mobility history calendar, would be welcome.

SEE YOU IN HELMOND

T²M TAKES UP NEW CHALLENGES

New Theme group initiative: "History and Transport Policy" at our 5th T²M Conference

From the early beginning of T²M, the Association looked for a broadly based scientific society that went beyond the organization of conferences, though our yearly meetings have become our trademark. At almost every Executive Committee meeting members bring in new ideas for community building and funding. We have discussed summer schools, book series and, since the 4th T²M Conference in Paris, the Executive Committee has endeavoured to finance T²M and the secretariat through partnerships and funding programs. However, this effort has until now not been successful because we have tried to find partners for short-term projects and for structural funding of T²M. Both strategies have not had the results we had hoped for. Nevertheless, our efforts have not been in vain, because in visiting different organisations in Brussels, we built up a network of contacts of policy makers and lobby groups which made T²M gain a certain brand awareness. We try now for the first time to bring together potential investors/sponsors and researchers (among others PhD students) who have a possibility of getting their research funded. The Helmond Conference offers a great opportunity. It will be some time before T²M's conference will be held so close to Brussels again, and this is a great opportunity for us to get together with policy makers and stakeholders from the Belgian (and EU) capital. Our contacts with different organizations made clear that there is a concrete demand for historical analysis, as soon as the stakeholders are aware that in doing the same things that have been

done in the past, the expected results will be those they have now. Improving the efforts and working out better solutions are the results of a multidisciplinary process and history is a part of it. The 5th T²M conference is the best opportunity for bringing together policy makers and historians, because we can persuade the stakeholders to attend the kick off meeting of a special Theme Group "History and Transport Policy" (Saturday morning session) and to attend the Design in Mobility event on Saturday afternoon.

This new Theme Group "History and Transport Policy" aims at bridging the gap between theory and practice in transport policy by fostering the history of transport policy decisions. It is our intention to come to close collaboration between the concerns of different stakeholders (policy makers in government,

industry, voluntary organizations and the public at large), by analysing the process of policy decisions, monitor the effects and provide a comprehensive framework to improve the policy making.

The new Theme Group 'History and Transport Policy' aims to create a forum for scholars and stake holders and will give special priority to questions about the nature of policy change, including technical, attitudinal, institutional, structural and political constraints. We bring in our knowledge and expect from the stakeholders support in making this research possible.

The programme of this special session will be announced, together with the conference programme. We all hope to see you in Helmond, at our 5th T²M Anniversary Conference and especially at our kick-off meeting of the Theme Group "History and Transport Policy".

Paul Van Heesvelde



CONFERENCE REPORT

*Gender, Emotion, Work and Travel: Women Transport Workers and Passengers, Past and Present.
Greenwich Maritime Institute, University of Greenwich, London, June 2007, Drew Whitelegg*

In many ways this conference continued a theme that was initiated at a panel at T2M's inaugural meeting in Eindhoven in 2003. Indeed, all except one of that panel spoke at Greenwich, along with a nice mix of presenters from Australasia, Europe and North America including not only historians but also sociologists and geographers.

In his keynote address, John Urry posited the notion of "network capital" within a wider debate over mobility and immobility. "Network capital", he suggested, was a more accurate term than Bourdieu's well-known concept of "social capital" as it stressed, more than anything, the issue of access. The ability to get in - be it into a country or a well-connected dinner party - and the ability to get out - in short, the capacity to leave when you choose - are now (or should be) important policy considerations. If gender is to be conceptualized as something that is "done" - a process - inclusion and exclusion have always been part of that process.

The two-day meeting looked at women workers and travellers at sea, on rail, on foot, urban transport and in the air. It also addressed those who didn't go anywhere, either in the form of shipyard workers or women who stayed behind in port communities while their husbands went to sea. Helen Doe's paper resonates with T2M EC member Heike Wolter's work on "travel in the mind" among East Germans after World War Two.

Two papers explicitly introduced ethnicity into the matrix: Helen Milne examined the experience of West Indian and Irish migrants as they negotiated 1950s and 1960s London, while Sowande Mustakeem explored black women slaves during the Middle Passage.

There were also two slightly different papers from those normally encountered at academic conferences. Sarah Finke of the International Transport Workers Federation (ITF) talked of how the notion of "transportation" jobs has expanded to encompass supply chain management, in which many women are employed. Gayle Letherby and Gillian Reynolds gave

an interesting account of their experience as "public sociologists" following the publication of their recent book *Train Tracks*. "We have made ourselves vulnerable as women and as academics," they claimed. "We have at times been amused and at others insulted by the often emotive responses to both our analysis and our presentation."

All in all, the Greenwich conference highlighted the fact that gender is alive as a framework of analysis in mobility circles.

List of papers:

Valerie Burton: Tender and crank[y]: some observations about the anthropomorphisation of Bri-

Conference organizers Maggie Walsh and Minghua Zhao.



tish merchant vessels toward encouraging a cross-cultural discussion of women's work in a "Man's World".

Colin Divall: "You see, my husband's so partial to a mantel-shelf": the gendered construction of "safety" on Britain's railways.

Helen Doe: Travelling by staying at home: cultural influences in nineteenth-century maritime communities.

Di Drummond: "Innocent railroad slaughter": women, railway accidents and notions of the state and liberty in Victorian Britain and the USA.

Janis Jansz: Challenges and opportunities for the occupational safety and health for women who work in the Australian transport industry.

Astrid Kirchhof: Dreams on rails: the debate about migrating women and the founding of the Protestant Traveller's Aid Society around 1900 in Germany. The example of Berlin.

Bente Knoll: Gendered travel and mobility surveys.

Ulrich Leifeld: Exotic smart and pretty girls or cheap workforce from the Far East? The changing role and identity of Asian female air crew members working for a Western airline.

Gayle Letherby and Gillian Reynolds: "A question for the (train) ladies": reflections of the public presentation of self in and beyond academia.

Sari Maenpaa: The ban on women from the ocean-going ships and development of pas-

senger shipping in Finland from the early twentieth century onwards.

Helen Milne: Irish and West Indian newcomers: gender, ethnicity and urban space in 1950s and 1960s London.

Sowande Mustakeem: "The female...seeming to pine and waste, was sent to shore...": black females and the emotional and psychological traumas of the Atlantic slave trade.

Lisa Norling: Gender, class and ship-board authority on the eighteenth-century Atlantic crossing: the passengers' perspective.

Emma Robinson: Not yet a home: women passengers' emotional constructions of transport spaces and interaction with female staff, c1870-c1940.

Lauren Rosewarne: The gendered journey: sex and captivity on public transport.

Joan Ryan: How women became part of the workforce of the Royal Naval Dockyards.

Barbara Schmucki: Gendered spaces-gendered places: women, urban

transport and walking in the nineteenth and twentieth century.

Francesca Setzu: Flight attendants in the photographic images of Alitalia.

Jo Stanley: Maid, warder, hostess and co-adventuring consumer: the main types of emotional relationships between stewardesses and their female passengers on sea voyages.

Bobbie Sullivan: Private jet cabin crew: an ethnographic perspective. Due to illness, Bobbie was unable to attend.

John Urry: Mobility, network capital and gender.

Drew Whitelegg: From "destination" to "post-destination" in the lives of airline cabin crew.

Helena Wojtczak: Railwaywomen: from exploited drudge in 1830 to train driver in the twenty-first century.

Di Drummond, Sowande Mustakeem and Drew Whitelegg.



CALL FOR PAPERS

THE THRILL OF THE STILL

The graduate programme 'Formations of the Global: Globalization and Cultural Studies' - Philosophische Fakultät Universität Mannheim - are planning an international conference in June 2008 which will deal with globalization and the dialectics of immobility and mobility and launch the call for papers.

Mobility is one of the key terms used in the explanation and description of processes of globalization. The contrary moment of stability, of the persistence of traditions and structures in general, that is, of immobility, has so far been mostly neglected. Manifestations of both the mobile and the immobile frequently imply and rely on each other. Change often settles into stable patterns just as equilibria are the result of the interaction of dynamic processes. It therefore seems necessary to consider mobility and immobility and the rich variety of opposing meanings each of these terms evoke not only as complementary factors but as mutually determining categories.

The conference will analyze mobility and immobility with respect to their mutually constitutive relationship. It will attend to the wide array of meanings of both negative and positive connotations that are ascribed to both terms. It will be crucial to fundamentally re-examine the categories of time and space as the principal determinants of mobility and immobility (time-space compression, disappearance and reappearance of space, etc.), the relationships of structure and process as well as of continuity and discontinuity. While the main focus will be on research from the fields of the cultural and social sciences ("Kulturwissenschaften"), we welcome contributions to theoretical questions and to concrete phenomena from a wide spectrum of areas such as art, literature, music, historical and political processes as well as from the sciences and engineering.

The conference will be structured around three main areas:

1. Agents, Objects, Practices of (Im)Mobility
 - " People: migrants, merchants, travelers, tourists
 - " Products, goods, commodities: channels, circulation, disposal
 - " Technologies of (Im)Mobility: cars, planes, rockets, computers
 - " Places of (Im)Mobility: the global city, airports, museums
 - " Rituals of motion and rest: travel, traffic, station, arrival, departure
2. Representations of (Im)Mobility
 - " WWW: global interconnectedness
 - " Popular culture: between throwaway society and authenticity
 - " Arts & Literature: themes, poetics of (Im)Mobility
3. Logics of (Im)Mobility:
 - " Acceleration and Standstill: philosophical-historical reflections on time in a global context
 - " Static and Dynamic Space: philosophical-historical reflections on space in a global context
 - " Cosmopolitans and Citizens: sociology / anthropology of global society
 - " Cultures in Contact: hybridization / creolization / assimilation

The international conference will allow participants from different disciplines and contexts to enter into a dialogue. Contributions from doctoral and post-doctoral candidates are welcome. The conference language will be English. Papers: 30 minutes; discussion: 30 minutes.

Proposals in English of one page maximum as well as a CV (incl. list of publications) to be sent to the coordinators of the graduate program (Christian Knirsch and Claudius Werry: promotionskolleg@uni-mannheim.de. Deadline: October 31, 2007.

BOOK ANNOUNCEMENT

Dave HORTON, Paul ROSEN and Peter COX (eds.), *Cycling and Society*, Ashgate, 2007,

How can the social sciences help us to understand the past, present and potential futures of cycling? This timely international and interdisciplinary collection addresses this question, discussing shifts in cycling practices and attitudes, and opening up important critical spaces for thinking about the prospects for cycling.

The book brings together, for the first time, analyses of cycling from a wide range of disciplinary backgrounds, including history, sociology, geography, planning, engineering and technology. The book redresses the past neglect of cycling as a topic for sustained analysis by treating it as a varied and complex practice which matters greatly to contemporary social, cultural and political theory and action.

Cycling and Society demonstrates the incredible diversity of contemporary cycling, both within and across cultures. With cycling increasingly promoted as a solution to numerous social problems across a wide range of policy areas in car-dominated societies, this book helps to open up a new field of cycling studies.

About this Newsletter

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