

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

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



*Transport, traffic and mobility – Rideau Street, Ottawa, September 1955.  
Courtesy of CSTM/CN Photo Collection.*

**August 2008**

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**Inside:**

**In the Spotlight: Bruce Pietrykowski**  
**EC elections**  
**T2M Yearbook: Call for papers**  
**View from the Street**

# EDITORIAL

## *In this newsletter:*

Another action packed newsletter, and a particularly important one in T2M's calendar: it's election time! Inside you'll find details of the candidates who have put themselves forward for the posts on the Executive Committee. The EC is extremely important, as (with the mandate of members) it takes action to keep the Association running on a day-to-day basis and to help it expand. Please take the time to read each candidate's material and think about who will best help your Association to thrive – and then make sure you vote! With the nomination material, Drew Whitelegg, overseeing the elections, explains how the elections will work and how you can vote.

And speaking of Drew, unfortunately I have to report that as a result of a career change, Drew has decided to step down from T2M. Whilst there is more detail elsewhere in the newsletter, here I wanted to recognise Drew's hard work with the Association over the past years – he will be missed, but our loss is teaching's gain: I sure everyone will join me in wishing Drew the best of luck for the future!

Proposed at the Members' Meeting in Helmond, the EC have been working on a setting up a T2M Year-

book. Preparations for the first issue are now well underway; there is lots more information on the Year-book in the piece inside in the Newsletter. This is an exciting development for T2M; it will be discussed in Ottawa, but you can get a sneak preview here.

Finally, I'm sure I don't need to remind everyone that our annual conference is nearly upon us: if you haven't yet registered there is still time, so sign up! As well as all of the other aspects of the conference you'll have the opportunity to talk to me about the newsletter and website, so if you have any thoughts, let me know – this is how we will improve T2M's communication. See you in Ottawa!

Mike Esbester

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## 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 2007 and so far in 2008 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 members. During the annual Members' Meeting at the Paris conference, members voted in favour of T2M's statutes, which were finalized for the official (legal) founding of the Association in January 2007. Since then, we have been working to stimulate greater interactivity between members, through the Newsletter, Website and Theme Groups.*

*At the beginning of December 2007 all current members of T2M received an invoice for their 2008 memberships. Most of you have already paid this - thank you!*  
**For all the members who haven't, please do so at your earliest convenience.**

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# Presidents' Page

## *New initiatives in the field*

While most of us were away on holidays two teams on both sides of the Atlantic Ocean have been busy finalizing the preparations for our sixth annual international event in Ottawa. Garth Wilson and his Canadian team, supported by the T2M Program Committee, have managed to build an impressive and exciting program of presentations, keynotes, roundtables, excursions and banquet events around this year's theme of Mobility and Environment. In Eindhoven, the new secretary Sjoerd van der Wal and his ECMD team have just finalized the production of the conference CD which – if you are a conference participant – you should receive by September 10th at the latest (if not please contact the secretariat immediately: [info@t2m.org](mailto:info@t2m.org)). We are very much looking forward to meeting many of you (again) in Ottawa, all the more so because you will be able to watch the changing of the guard from one president to another.

One of the last official duties of the outgoing president has been to secure the publication of a T2M yearbook. During its mid-year meeting in Paris, the Executive Committee approved the proposal, and it is now laying before the Association's membership for voting. So: if you haven't voted already, please do so as soon as possible; the voting box closes by the end of this month [August]!

The incoming votes so far suggest that the members share the EC's opinion to go for a yearbook. As the production schedule is rather tight for the first edition (with launch planned for the seventh annual conference next year) we decided to send out a Call for Contributions to the members in this Newsletter issue. It will be sent out to a wider audience immediately after the close of voting. Trusting that the members' opinion would not differ fundamentally from what became clear during the Members' Meeting in Helmond last year, a preliminary editorial team has meanwhile set in motion the recruitment of many contributors for both the main articles and the shorter overview essays by country and by topic. The response has been enthusiastic and broad, so far, indicating that we are on the brink of tapping a hidden vein of the field's scholarship. A definitive editorial team, fully

recruited from the younger members of our association, will be officially installed during a special meeting in Ottawa.

Meanwhile, this is the seventeenth presidential message one of us has signed during his tenure. It is also his last. Both of us hope to welcome you in good health and spirit in Ottawa.

Gijs Mom, President  
Hans Dienel, President-Elect

Gijs Mom, President  
Hans Dienel, President-Elect

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



# EC Elections

As you will know, in Ottawa several members of the existing EC come to the end of their terms: Gijs Mom, Bruce Pietrykowski and student members Luisa Sousa and Yaprak Tütün. In addition, Hans Dienel moves from the EC to the Presidency and Drew Whitelegg is standing down, so their places on the EC are also available.

Theoretically, there will be two separate elections: one will be for up to four, four-year places; the other will be for two, two-year student places, set aside for Doctoral candidates. Due to the association's Internal Regulations – which reflect a concern for equity and justice – a heavy emphasis is being placed on recruiting women in order to maintain a required minimum one-third membership from each gender. According to the Internal Regulations, the six EC places set aside for women will remain unfilled if we do not get the requisite candidates coming forward. Of course this does not mean that men should not apply; it does mean, however, that on election day a woman may be preferred irrespective of number of votes cast. To put this another way, we will not know how the quota will be applied until after the election, but places will be awarded on the basis of satisfying the gender quota first, and then filling other places as necessary.

However, I said 'theoretically': in fact, disappointingly we have only received one nomination. The good news is that this is Gijs Mom – see his statement below. The bad news is that this means that we will only have one student rep – Heike Wolter – and we will be short of our full complement of EC members. Whilst we are obviously glad that Gijs has decided to stand again, it is a shame that only Gijs has put his name forward. We will be discussing this during the EC meeting before the conference starts, but for next year, please put your name forward – or suggest others who might, with a little gentle encouragement, be willing to stand. A dynamic organization needs a dynamic EC: members probably don't need reminding how important the EC is, acting as a "cabinet" for the dissemination of ideas and, importantly, their execution.

## Election Nominations

With my term as EC member ending this year, I would like to candidate for reelection for the coming four years. Now that the presidency of our association will be taken over by Hans Dienel, I am quite pleased that – if elected – I can concentrate on an issue which I think is one of the most urgent for the next years: our financial maneuvering space to enable us to fund initiatives which hitherto have been on the backburner because of a lack of funding.



While others within the EC focus on sponsoring, I would like to concentrate on setting up a yearbook and perhaps even a journal, both fully owned by T2M and generating, in the long run, a structural flow of income. This should enable the association to fund the travel costs of its officers, to have a much more extended PhD travel fund for our conferences, to set up a regular summer school and a writing school for PhD students and scholars from non-English speaking countries, and in general to put T2M, at last, on a sound financial basis.

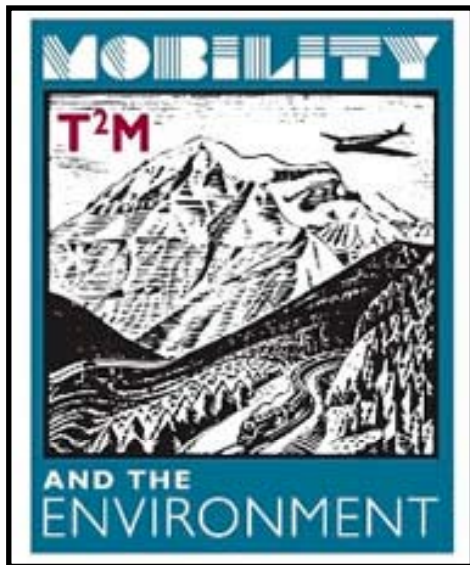
Of course, going after money must have a clear purpose in terms of content and scholarship, and I think that purpose is to provide broader room for a debate on our future as a field, about what it means for our practices as scholars to be engaged in a Cultural Turn, about how we should define our relationship with current mobility policy problems, with the museum world and with adjacent fields such as the history of technology and the history of tourism. It is also about giving junior members more voice than is hitherto possible.

I vote for me, then, is a recognition that T2M is not yet where it should be, and a sign that we should take one or two more decisive steps before we can start stabilizing the field and our association.

Gijs Mom

# Ottawa

The annual conference is nearly upon us, and Garth Wilson, chair of the Programme Committee and local organiser, assures us that preparations are going well. For those who haven't yet registered, now is the time to do it – there isn't much time left before the conference begins. Make sure you've got your accommodation booked as well, as the hotels fill up in September. The programme looks good, with the usual range of papers and social events to keep everyone busy as well as to enable academic exchange.



## Meet the Editor!

Ok, so some of you already have met me. For those of you who haven't, it might not seem like your number one priority: let me persuade you why it should be. During one of the breaks at the Ottawa conference I will be somewhere obvious (we will let you know the exact details when the programme is finalised). If any of you have suggestions for how the newsletter could be improved, I want to know. Feedback from you, the reader, is crucial: otherwise we won't know if we're giving you what you want from the newsletter.

We're also hoping that Jamey Wetmore, who is working with Sjoerd van der Wal and me on the website, will be available too; even if he can't be there, if you have any comments on the website, let me know and we'll see what we can do to improve it.

## News in Brief

Congratulations to the Institute of Railway Studies and Transport History, University of York: in addition to the funding for two PhD studentships reported in the last newsletter, they have just secured another major grant from the Arts and Humanities Research Council of the UK. The new project, 'The Commercial Cultures of Britain's Railways 1872-1977', will see the appointment of a Postdoctoral Research Associate (which was advertised on the T2M website). Together with Colin Divall, the Research Associate will examine how British railway companies developed notions of the consumer and consumption in relation to passenger travel and mobility.

**Sad news (for T2M) now:** Drew Whitelegg, long time EC member and past Newsletter editor, has resigned from the EC and T2M as he is pursuing a new career. I know firsthand that Drew has been particularly active within T2M and the EC, and I am very grateful for all of his support and encouragement with the Newsletter. I am sure that Drew will put his enthusiasm into his new job – vocation? – teaching children in a school in Atlanta, USA, that works on integration between refugee children and wider society. As I'm sure you can imagine, this will be a challenging job, but hopefully very rewarding. Drew's connections with the academic world are not totally gone, though: he will remain Associate Editor of the Journal of Transport History. All the best for the future Drew, and thanks for all of your work with T2M!

**Congratulations to EC member** Corinne Mulley, who has just been appointed to a Chair in Public Transport in Sydney, Australia. She is currently feverishly trying to finish everything in Newcastle, UK, whilst preparing for life in a new country. Although we won't see her in Ottawa this year, Corinne will remain a force in T2M, and hopefully continue her work in her new home. Good luck for the move

**As you will know,** at the start of the summer the website was hacked. A flaw in an older version of the software that the website was using meant that the hackers could get into our systems. We have since updated the software to prevent this from happening again. The hackers were not fishing for personal details, but rather trying to advertise their website security service, so members should not be concerned about their personal details – particularly as none of your financial details are stored on the website. Whilst Sjoerd has been able to restore the website to its pre-attack standard, the improvements that we are working on have been hampered by the attack, so bear with us as we see what we can do to make the existing website better.

## Call for contributions for the T2M Yearbook

This is a call for contributions to a new, annual publication on the history of mobility scheduled to appear in the Fall of 2009. This yearbook will contain contributions that support T2M's (and the wider field's) work on Mobility History and its key debates. Two types of contributions are called for:

- full-length articles of 8,000 – 10,000 words addressing major topics of general concern (such as the cultural turn, or the relationship between history and policymaking, or between museology and mobility history);
- essays of 1500 – 2000 words giving an overview of the state of the art in selected countries (or groups of countries) or regarding subfields (such as mobility and economic history; cultural studies and mobility; urban planning history). Emphasis in these essays should not be on encyclopaedic completeness (although that would be nice as well if the field to be covered is rather small, and then it should be explicitly mentioned). Rather, we aim for an overview of the main publications and activities (such as: ongoing or started research projects, new institutions, really important and scholarly outstanding conferences and workshops). The main criterion here is that novices to our field will have to consult your piece before they engage in a study of the topic.

The contributions will be peer reviewed. The instructions to the referees will emphasize scholarly consistency and argumentation, as well as clearly missed subfields, publications and activities. An important aspect of the yearbook's mission is its reaching out policy to those scholars not versatile in English. While the yearbook will be published in English (and the Chicago Manual of Style will be its guideline) we encourage those submitters not fluent in English to write their contributions in English from the start, but when this

raises major problems, we allow for a submission in the mother language and have a first round of refereeing by referees versatile in this language. The end phase of this process will always be in English (two cycles of three referees).

If you are interested in contributing please contact the editor first, in order to avoid duplicating work.

Gijs Mom, Editor a.i.

Catherine Bertho Lavenir, Deputy Editor a.i.

Bruce Pietrykowski, Deputy Editor a.i.

Gordon Pirie, Deputy Editor a.i.

## In the Spotlight

### *Bruce Pietrykowski*

*EC member Bruce Pietrykowski goes under the microscope in this newsletter. Having developed an interest in the urban environment during his teenage years, he has brought fresh perspectives to T2M, coming from a background that is not strictly transport or mobility history at first glance. However, as Bruce's work has shown us, this is an advantage, opening up new areas for investigation.*

#### **How did you get into academia?**

I grew up in Ohio in the 1960s, an industrial heartland that was fast becoming the de-industrial rustbelt by the time I reached my teens. Early on I developed a fascination with cities and would often ride the bus to downtown Cleveland after school. The architectural space of the Cleveland arcades – late 19th century enclosed glass roofed shopping centres – was especially intriguing to me. As a result of my interest in cities I decided to study urban planning at Rutgers University in New Jersey. In addition to studying urban planning I was fortunate to have landed at one of the few university programs in the United States that also housed a very ideologically diverse group of faculty in economics. After Rutgers, I then went on to graduate school in economics at the New School for Social Research in New York. The New School has a storied history. It was founded by Charles Beard, Thorstein Veblen and John Dewey as a university for working adults.

It also gained a reputation as an intellectual haven – the 'University in Exile,' it was called – for émigré Jewish intellectuals fleeing the Nazi regime. By the time I arrived a new generation of faculty was in place but the New School continued to welcome and encourage interdisciplinary research with a special attention to the intellectual traditions of Continental philosophy. I received my Master's and Ph.D. in economics at the New School with a brief detour through the city planning program at Cornell University. I then returned to the Midwest, this time to Detroit and the University of Michigan campus in Dearborn. Until this year I was the founding director of the Center for the Study of Automotive Heritage. I am currently Professor of Economics and Director of the Urban and Regional Studies Program.

#### **What are you researching at the moment?**

I just completed a manuscript on consumption theory and



consumer practices, Political Economy of Consumer Behavior: Contesting Consumption for Routledge. My intent here is to excavate economic theories of the consumer that were abandoned or neglected because they didn't fit into the mainstream, neoclassical model. I focus this historical research on three schools of thought, and three time periods: First the development of consumer economics (understood in its original meaning as household management) within the field of home economics from roughly 1920-1940. I then explore the work of George Katona, one of the founders of psychological

economics, a precursor of modern behavioural economics. Katona's work in survey research stretches from about the 1940s to the mid-1970s. The third path not taken involves the Regulation school theory of Fordism. While Fordist theories are popular in sociology and geography, they have not made very deep inroads into economics. I explore ways to extend and deepen the Fordist treatment of mass consumption by using the concept of user culture within a theory of social practices. The final portion of the book involves three contemporary case studies – green automobility, slow food, and local currency - that illustrate the broader view of consumption that I develop in the earlier chapters.

**What have your other research interests – particularly economics and the role of labour – contributed to your understandings of transport and mobility history?**

Well, I have a long-standing interest in interrogating the theory and history of Fordism. I happen to be well-located in Dearborn to undertake this research. When I first arrived at UM-Dearborn I visited the research library at the Henry Ford Museum and discovered the existence of these small Ford plants located around Detroit that were used to supply parts to the Rouge plant. Given that the Rouge was supposed to be the world's leading example of spatially integrated mass production this struck me as odd, to say the least. Well, this puzzle piqued my interest and I'm still exploring the ramifications of this production system and how it deviates from the textbook version of Fordism. I've collected a great deal of data on individual plants, working conditions and labour relations and

my next project is to write a book about it.

**North American society is commonly perceived as being dominated by the car. Is the car similarly prominent in mobility history in North America?**

The car is ubiquitous in North America. I was about to say that outside of New York City the car dominates the mobility scene but I had to refrain from making this claim since, while it's true that millions of New Yorkers ride the subway, the visual landscape of the city above ground is dominated by the car. Unlike cities in Europe the bicycle is still a pretty rare sight and bicyclists are a brave breed of individual in cities like New York. As for historical accounts within the frame of mobility history the car, I believe, still dominates because of the sheer pervasiveness of the system of U.S. automobility that includes the automotive road infrastructure, energy supply network, spatial ordering of residential, retail and office districts, political legislation, aesthetics and architecture. Take, for instance, the influence of the automobile's agents (manufacturing corporations, labour unions, energy companies, housing and business developers, travel and leisure industries...) on legislative history around issues as prominent as environmental regulation, labour laws, housing legislation and, of course, mass transit funding legislation. Then again, I don't want to overstate the case by any means. There is also a robust research focus on rail and air mobility artefacts and processes among North American T2M members.

**How do you think T2M can raise its profile in North America?**

I recall that at the 2002 SHOT conference in Toronto, Gijs Mom called an informal meeting of interested parties around the idea of forming a network of scholars to work on mobility history. At this hastily-called meeting there was a full house and many North Americans were in attendance. A year later T2M held its first conference in Eindhoven. I think that there is interest in North America. I feel that more North American conferences, like Ottawa, will help. One of the things I noticed after I chaired the local organizing committee for the 2004 T2M conference in Dearborn was the stark difference between the appreciation that private industry and government agencies had for transport history in Europe versus the indifference shown by the same type of organizations for U.S. transport history. The value placed on historic artefacts and historical research is quite low in the United States, in general. That's a problem for an organization trying to generate a bold new research agenda in North America.

**Your term on the EC will expire at the Ottawa meeting. What have been the high – and low – points of being on the EC over the last four years? And what advice would you offer to new EC members?**

Being a member of the EC was a great opportunity to see the bigger picture in terms of the organizational structure and the field of mobility history. It also allows one to really be in the vanguard, if you will, of breaking new ground and creating an organization with the potential to transcend disciplinary divisions. I recommend it.

There is still much work to do. For example, there remains a lack of a shared vision about the goals of T2M. Is an annual conference enough, for example? Early in the development of T2M I probably would have said, yes this is fine. However, I've come to appreciate the potential for mobility history to become a new field with new methods. I am intrigued by what John Urry and his colleagues are doing around "mobilities" study, for example. So I suppose we have to have some clearer consensus over the scope and direction of T2M. I am very happy to see new and/or young scholars enter the field. In fact, I decided to step down from the EC in the hopes that these new people will join the Committee. I'm also a firm believer in applying the principles of participatory democracy and so I believe we should all take turns serving on the EC and rotate responsibilities over time.

## Workshop Report

### *Standardisation and network effects in transport*

11th workshop of the German "History of Transport" working group (Arbeitskreis Verkehrsgeschichte) within the (German) Association for Business History (Gesellschaft für Unternehmensgeschichte) **May, 16-17, 2008 in Nuremberg/Germany (DB Transport Museum).**

The "History of Transport" working group is a special interest group within the German Association for Business History, which provides organisational and financial support. Once a year, the working group meets for a workshop on Transport History. The group is organized by Hans-Liudger Dienel (Berlin) and Hans-Ulrich Schiedt (Berne, Zurich). This year the workshop was hosted by the DB Transport Museum in Nuremberg. The group (around 25 participants) discussed standardisation processes in their decisive importance for the development of transport infrastructures in the last 200 years.

14 papers of the history of standardisation in transport were presented, including Gerold Ambrosius (University of Siegen) on 'Typologies of standardisation'; Uwe Müller (Europa-Universität Viadrina) on 'Standardisation of road building and road building machines since the 18th Century'; Erich Weber (Solothurn) on 'Standardisation of inland water navigation on the River Rhine between the 17th and 19th Century'; Cornelius Neutsch (Universität Siegen) on 'Standardisation of the post system'; Michael Hascher (München) on 'Standardisation of electrification processes'; Alexander Klose (Universität Weimar) on 'Containerisation'; Gisela Hürlimann (Universität Zürich) on 'Technical standardisation of European Railroads'; Christian Henrich-Franke (Universität Siegen) on 'History of Eurofima'; Jan-Henrik Peters (Berlin) on 'Rationalisation process in the German Bahn during the interwar period'; Christopher Kopper (Universität Bielefeld) on 'Automatisation and rationalisation of German Railroads'; Jörg Potthast (Berlin) on 'Standardisation and networks effects at German Airports'; Stefan Albrecht (Universität Mainz) on 'Pooling agreements of commercial airlines with special emphasis to the ČeskoSlovenské Aerolinie'; Guido Thiemeyer (Universität Siegen) on 'Arbeitsgemeinschaft für die Rheinschifffahrt'; and Ulrich Schiedt (Universität Bern, Via Storia) provided a summing up. At the end, Hans-Ulrich Schiedt thanked the representatives of the German Bahn (Dr. Susanne Kill, Reiner Mertens) for their support of the fruitful meeting.

More information can be found at: [www.unternehmensgeschichte.de](http://www.unternehmensgeschichte.de) (Arbeitskreis Verkehrsgeschichte)

Hans-Liudger Dienel

# Mobilities

Editors: Professor Kevin Hannam, *University of Sunderland, UK*  
Dr Mimi Sheller, *Swarthmore College, USA* • Professor John Urry, *Lancaster University, UK*



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**Mobilities** encompasses both the large-scale movements of people, objects, capital, and information across the world, as well as more local processes of daily transportation, movement through public space, and the travel of material things within everyday life. Recent developments in transportation

and communications infrastructures, along with new social and cultural practices of mobility have elicited a number of new research initiatives for understanding the connections between these diverse mobilities.

**Mobilities** will publish original, theoretically-informed research which is international in scope as well as in authorship. The journal seeks to address topical issues and foster scholarly debate. All submissions will be subject to double-blind peer review.

## Areas of Interest

- Travel and communications
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- Tourism and business travel
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[sian.askew@informa.com](mailto:sian.askew@informa.com)

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# View From the Streets of Muscat

*T2M member Jill Murdoch recently moved to Oman – here she offers some thoughts on transport and mobility in and around the capital, Muscat.*

In 1970, just a few years after the first commercial development of oil in the country, the present Sultan of Oman took over from his father in a bloodless coup. Despite the early oil revenues, the father remained implacably opposed to all signs of modernization or westernization. At the time of the coup there was a single 10 kilometre stretch of tarmac road in the entire country, which is about the size of the UK, and perhaps 1000 vehicles, mostly for military, oil exploration and government use. In the 30-odd years since the coup the population has grown from about half a million people to around 2.7 million, of whom about 800,000 are non-nationals. It is served by an ever-growing total of 20,000 kilometres of tarmac roads, and countless graded roads that cut into the mountain and desert wildernesses towards what had been remote and almost totally isolated communities.

The capital city, Muscat, has, in the same period, grown from a population of approximately 20,000 to around 630,000. Travelling around Muscat one is constantly confronted by an aggressive display of modernity. Change is constant, with cityscapes and road patterns altering almost daily. The heavy summer air is full of the dust created by building and the reshaping (or removal) of the mountains that hem in the narrow coastal plain in order to accommodate new suburbs or new highways. The pride in the 'progress' being made is tangible.

It is easy to regret the loss of traditional structures and patterns of life and abhor the rampant westernization of an ancient civilization – until one recalls that Islamic architecture, technology and culture has historically been dynamic and cutting edge (for instance, the Taj Mahal, the Blue Mosque,

complex irrigation systems – afalaj – in very hostile terrain that date back thousands of years). Then, while western life styles are increasingly adopted through many parts of Arabia, things like Palm Island off Oman's neighbour, Dubai, can be seen in a very different and very unwestern context.

There were two original parts of the capital – old Muscat, where the Sultan had a residence surrounded by small clay-brick single story homes, and Muttrah, the main trading port where the souk is located. They lie either side of a stark promontory and, until the first dirt road was constructed around the promontory in 1929, the only communication routes between the two parts of the capital was via sea or a 2-mile 2-hour walk, on foot or donkey, over a jagged mountain ridge.



The climb up from Muscat, alongside the pipe that carried oil from Muttrah port to Muscat's original electricity generator



View down to Muttrah port

When the road was opened there were 4 cars in the country ready to use it, although pedestrians probably used it with enthusiasm and more success than today, given the current prevalence of cars. The road remained as a dirt track until it was sealed in 1961, at which time the gates into Muscat itself ceased to be locked and guarded at night.

Now, greater Muscat stretches along the coast between the jagged mountains and the sea for about 40km, accommodating over half a million people, up from an estimated 20,000 in 1970. The city is linked together by a network of fast dual carriageways. There is no public transport in the city – other than ‘shared taxis’ and taxi minibuses that ply regular routes – although there is a network of ‘intercity’ buses. As in Europe and America 100 years ago, the motor car is seen as being in the forefront of modernity and the possibility of mobility. An estimated 630,000 now ply the roads of the Sultanate. Driving standards, while deemed to be good for the region, normally appal newly arrived westerners and some big employers offer ‘defensive driving’ courses for their employees. Nearly 800 people died on the roads nationally in 2007 – a quarter of the road deaths recorded in Britain where the population is 24 times bigger.

What is hard to ascertain is the percentage of those that are pedestrian deaths. In the 40+ kms of very busy, very fast – 120kmph legal limit, rarely adhered to – highways between the airport and the sea port, a total of 6 pedestrian crossings have

been provided. The highway divides residential areas from shopping centres, and workplaces from mosques. To a large extent, road networks structure the city, determine where you live, who you can easily communicate with and ultimately who your friends might be. As a result, the inevitable happens and people regularly brave the constant flow of traffic in an attempt to get to where they need to be. Motorists bewail these ‘cretins’ (and worse names) who risk, and often achieve (judging by anecdotal sources), death in their rush across the lanes of speeding traffic. But they have no choice! It is remarkable how provision for the motor car has ignored any provision for the pedestrian, until so recently the dominant force in the country.



A prime example is a recent huge upgrade of the road that gives access to the international airport. For the car driver it is a vast improvement. For arriving passengers who can afford individual taxis into town, it is fine as the taxis wait right outside the arrival hall. But a huge number of arriving passengers, often those from India and Pakistan, depend on shared taxis and minibuses and these have been banned from entering the airport precincts. In order to get one it is necessary to cross the 8 lane highway, with suitcases and boxes in hand, to flag down a city-bound taxi on the other side of the road. No provision of any sort was made for pedestrians to cross. In the few months since the upgrade, a number of people have already been killed there.

In this rapid modernization, Muscat traffic planners and road users alike epitomise, in concentrated form, all the symptoms of motorisation that have characterized so many urban spaces over the 20th century, as shown by Bendikat, Schmucki, Luckin and others: the complacent isolation of the motorist in their splendid status symbol (compounded by the universality of air conditioning in regular summer temperatures of 46 degrees); the use of highways to structure, connect, and divide urban space with

only the motorist in mind; the radical displacement of foot (whether 2-feet or 4-feet) traffic by the motor car; and the determined indiscipline of the pedestrian. Road development has not even allowed for what slow transformations and learning opportunities may have been present in Europe. The advent of technology, the push for modernity and progress, the instant replacement of the status symbol of the camel with that of the car (desert nomads replaced their camel herds almost overnight with Toyota 4 x 4 pick-up trucks), the attempted elimination of the pedestrian from urban space have all come at once. There has been neither time nor democratic opportunity for negotiation over space even had there been the will or the awareness.



Ads for car products displace walkers

The pedestrian is a species more threatened than the camels which retain a purpose and associated status through racing, or than the donkeys which, having been superseded as the primary means of transport in the mountains, have been turned loose and are thriving in wild groups.

The enthusiasm for progress and the familiar symbols of modernity has removed any consideration for older mobility solutions and has indeed changed residents' relationship to the urban spaces of their city. Dubai, a place Muscat, with some success, consciously avoids emulating, has realized belatedly that Light Rapid Transit schemes and metros are essential to a busy city, although I suspect access will be from car parks rather than from pedestrian walkways. Meanwhile, in Muscat, the oft-expressed frustrations of drivers are as nothing compared to the plight of the poor pedestrian.

Jill Murdoch

*Don't forget that we are always looking for more 'views from the street' – transport and mobility themed thoughts, preferably from places that you aren't familiar with and might have visited, or if you suddenly see somewhere that you are familiar with through fresh eyes. It doesn't have to be long, but it would be good if you had an illustration or two to go with it.*



Status symbol for camels?

Even where space has been 'reserved' for pedestrians, unchecked hazards abound, be it raised kerbs, double kerbs, steep approaches to 'pedestrian crossings' (where the black and white markings were long ago smudged away), holes in the pavement, etc.



# Members' Publications:

Javier Vidal Olivares, *Las Alas de Espana. Iberia, Líneas Aéreas, 1940-2005 (Wings of Spain. Iberia. Spanish Airlines, 1940-2005)* (Valencia University Press, Valencia, 2008), Spanish.

This is the first book devoted to the flag carrier of Spain, Iberia. It explains the evolution of a company which has had an important impact on the history of Spain during the second part of the twentieth century. The book has two different parts: the first one devoted to the expansion of a typical flag airline in a strong regulated market; and other in which Iberia had to adapt its organization to a new environment according to the European Union deregulation of the air market. The text includes managers and executives biographies; the basic role played by Latin America market for the expansion of the airline; corporate image; the transition from a regulated business to a new liberalized European market and the adaptation of Iberia; low cost revolution and the impact on a company which has developed historically its assets thanks to the tourism expansion in the 1960 and 1970 years; privatization of the company and how this has affected on the organization.

## One Year on the EC

By the time Ottawa comes around I will have spent a year on the EC. I thought that this might be a good time to stop and think about what being on the EC involves, particularly with the forthcoming elections. Hopefully it won't scare any of the prospective candidates!

I realise that a year is a quarter of my term – it seemed like a long time when I was elected, but now it's going quickly! Part of the reason for that is because it's been a busy year – juggling the demands of the EC with those of my job, and trying to have some time off every now and then. But it has been a satisfying year on the EC (though note I say this before the EC meeting in Ottawa!), and I'm glad to have been a part of it.

I was elected at the Helmond conference; immediately after the final session on the Sunday the EC met for a brief 'welcome' meeting with the new members and to discuss how the conference had gone. All I can say about that is, you've got to be careful what you say 'yes' to in your initial flush of enthusiasm! I walked out of that meeting with the editorship of the newsletter and on one of the sub-committees that keep T2M running ...

One of the good features of the EC is that it features people of all nationalities – but this means that it is difficult to get everyone together at the same time in the same place. As a result, between the two scheduled meetings, business is conducted in cyberspace. This can be a bit hit-and-miss: it is much easier to get a productive discussion going when you can see and talk to the people face-to-face. It is a necessary evil, and it seems to work. A lot of the duties of the EC are split up, so that one or two people may be working on any idea, and they will then report back to the EC as a whole, and all members will make a decision (or come up with a recommendation to be put to the Members' Meeting at the annual conference).

Traditionally there is a mid-year meeting, when the EC gathers in person. This year it was held in Paris; it is usually held in the location of the forthcoming conference, but it was going to be difficult to get everyone out to Ottawa, so the decision was taken to re-locate the meeting. It's always good to have an excuse to go to

Paris, although on this occasion there wasn't any time for sightseeing. As always, with the physical meetings there is too much to discuss to fit into the time available, so some things were held over until Ottawa or have been discussed online.

As I write this there is only one major thing left in my first year on the EC: the full EC meeting before the conference. This will take the best part of a day (at least), and is held immediately before the conference starts on the Thursday. Undoubtedly there will be a lot to discuss, and we'll make some important decisions.

So is it all worth it? I would say yes. Being on the EC has given me an insight into the Association, and particularly the people who keep it running – the sorts of things I'd taken for granted. All of the admin, communications, event planning and organisation, and finances need detailed attention, and it is the EC that does this. The action seems to come in waves, with very little for a while, then lots to do all of a sudden. There is much more to T2M than an annual conference, although this is of course the most high profile single event and tends to be what people think of. I can reassure you that we are working towards making T2M bigger and better, going beyond the conference to include other initiatives. Particularly since I've been on the EC I've come into contact with exciting new work in our field. I'm glad I've done it so far – and I'm looking forward to the next three years on the EC!

Mike Esbester

## Calls for Papers

### *Mobility, the City and STS workshop*

*Deadline for submissions: 31 August 2008.*

*20-22 November 2008*

*Technical University of Denmark, Copenhagen*

Mobility is at the very centre of the dynamics of contemporary cities. From bikes to subways, wi-fi hotspots to sewage infrastructure; our cities are increasingly becoming spaces of flows through which a growing number of people, materials and information move on a daily basis. These growing levels of movement represent not only a technical challenge for planners or the increase of pollution and congestion for authorities and environmentalists. Beyond this we can observe the development of new kinds of highly complex socio-technical systems of urban mobility that radically reconfigure the practice and experience of living in cities.

This situation has been acknowledged by a series of developments in the fields of urban studies, geography, sociology, anthropology, and others related areas in which the study of these multiple mobilities appear as its main subject. Even a particular area of social research and theory called "mobility studies" has been established with the explicit aim to study the mobile aspects of social life in all its complexity and heterogeneity; from everyday interactions at the local level to wider issues regarding themes like globalization, exclusion, and sustainability.

In this context the aim of this workshop is to bring together social scientists and other researchers to present and discuss empirical or theoretical work about the relationships between mobility and the city from one particular perspective: Science and Technology Studies (STS). In the last two decades STS has grown from being a discipline mainly focused on scientific practice and places to develop a general interest in the interconnections between science, technology and society in an increasing number of highly diverse places. Especially through the development of constructivist and Actor-Network approaches STS offers a very sophisticated array of theoretical concepts and methodological tools to study contemporary societies. In this workshop the general idea is to apply these concepts and tools to the analysis of the role of mobility in urban

societies through the presentation of material based on specific case-studies.

In order to keep the invitation as open as possible, we welcome submissions of paper proposals from a wide variety of perspectives in relation with the connections between mobility and STS:

- Different kinds: from private to public, from transport of people to mobility of information and materials.
- Different scales: from individual mobilities to large socio-technical transport systems.
- Different actors: from technologies (buses, cars, mobile phones) and mobility infrastructures (bus stops, travel information, information networks, etc.) to users and quotidian practices.
- Different locations: from developed to developing countries, from megacities to small towns.

The workshop will be chaired by Professor Ulrik Jørgensen from the Technical University of Denmark and Professor Knut Sørensen from the Norwegian University of Science and Technology. The papers presented are planned to be compiled, edited and published as a book or a special issue of a relevant, peer-reviewed, journal.

Please send your abstracts (no more than 500 words) to Andrés Valderrama [ava@ipl.dtu.dk](mailto:ava@ipl.dtu.dk) or Sebastián Ureta [sureta@uc.cl](mailto:sureta@uc.cl).

## *53rd International Congress of Americanists*

*Deadline for abstracts: 15 September 2008*

*19-24 June 2009*

*Mexico City, Mexico*

Symposium: Transport and mobility in Latin America. From the irruption of mechanic means to the development of mass tourism, 1850-2000

Mobility constitutes one of the most characteristic practices of modern societies. Urban transportation, the traffic of goods and the mobility of people within and outside the national borders have been subjected to frequent changes since the irruption of mechanic means of transportation, more than 150 years ago. Even though these transformations have been defined by technical innovations, their influence has widely surpassed those limits, affecting the development of economy, cities and territory, establishing new experiences in everyday life, and allowing previously inexistent practices, such as tourism. The recognition of this fact has motivated in Latin American scholars a renewed interest for the study of transport and mobility in a temporal view, enriched by diverse perspectives that include politic and economic history, history of technology and culture, history of architecture, city and territory, just to name the most frequent approaches.

The central question of this call wonders about the place that transport and mobility had occupied in Latin American experience since mechanic transport technologies begun to be employed in mid 19th Century. The problem can be approached considering both the classic variables of transport history, such as the economical and technological aspects, or the new topics framed by the history of mobility, such as the symbolic or cultural perspective on the experience of mobility. With this, we seek to widen our knowledge and understanding of local, national and international experiences of Latin American transport and mobility, exploring the use of means such as ships, trains, automobiles, bicycles, tramways, subways or airplanes; their infrastructure (railroads, train and tramway stations, air traffic, streets, road, ports, airports, tourist sites); the institutional changes that responded to the demand in terms of transport and mobility, such as the development of ministries, departments, directions, secretariats, trade unions, clubs, and international federations devoted to those matters; as well as the variety of practices and representations around urban, commercial and tourist mobility, among others. To sum up, our aim is to congregate investigators whose study objects question the different ways in which of Latin American mobility has been realized.

Deadline for abstracts: 15th September 2008. Please include name, institutional affiliation, 5 key words, and a 500 word abstract. All abstracts must be addressed by e-mail to the coordinators:  
Rodrigo Booth, Pontificia Universidad Católica de Chile: rodrigo.booth@gmail.com  
Melina Piglia, Universidad Nacional de Mar del Plata: pigliamelina@gmail.com  
Deadline for papers: 15th December 2008

## *The Memory of Conflicts: Documental Legacies for History*

*Deadline for papers: 15 October 2008  
19-20 February 2009  
Spain*

This is the fourth conference of the Archives and Memory initiative of the Spanish Railway Foundation and the Group for Anthropological Research on Heritage and Popular Cultures. It is entitled “La memoria de los conflictos: legados documentales para la historia” (“The memory of conflicts: documental legacies for history”), and will take place on 19 and 20 February 2009. It will focus on the analysis of the existing relationship between documental heritage and situations of political and social conflicts, both past and present and in any location. In order to tackle this issue, three core topics have been established:

1. Documental heritage and repression. This session will focus on the documental heritage that is kept hidden or inaccessible with the aim of controlling public opinion and preventing the disclosure of certain facts. Repression can manifest itself in many ways and in many senses; we are referring not only to a political or explicitly ideological sphere, but also to segregation or neglect on the grounds of ethnic origin, gender, religion, class or sexual orientation.
2. The destruction of documents: prevention, conservation and recovery. On many occasions, archives are deliberately destroyed, as a means of erasing memory, or owing to military conflicts or natural disasters. On other occasions they are successfully protected or recovered. It would be interesting to examine both processes: the situations in which documents have been destroyed, and the consequences that this has entailed, and those in which they have been successfully preserved or recovered, and the experiences and methods through which this has been achieved, as well as the projects and actions carried out to ensure that systematic destructions cannot happen again.
3. Conflicts, identities and archives. The final session will aim to describe, explain and analyse, through documents, the conditions and characteristics of different types of conflict. The main contraventions and infringements of the right to life, physical integrity, freedom and individual and political, economic, social and cultural rights often entail the plundering of heritage and attacks on social and cultural identity, which then have to be reconstructed. The documental heritage represents the historical and social memory of these violations of human rights and fundamental liberties.

Besides the usual speeches and debates, the Conference will be open to the presentation of papers and posters, which must relate to research activities and projects in progress that deal with any of the three core topics mentioned above.

Anyone who wishes to present papers or posters must send an abstract of their proposal before 15 October 2008. Abstracts will be no longer than one page in the case of papers and half a page in the case of posters. The text must be preceded by the title, the name(s) of the author(s) and the organisation to which he/she/they belong, including contact details, and must be sent in a text file (extension.doc) to the following e-mail address: [archivo\\_historico@ffe.es](mailto:archivo_historico@ffe.es)

Further information can be found at: [http://www.archivoymemoria.com/conference\\_04.htm](http://www.archivoymemoria.com/conference_04.htm)

# Cultural Histories of Sociability, Spaces and Mobility

*Deadline for proposals: 28 November 2008*

*9-11 July 2009*

*York, England*

Spatial mobility has moved to the centre of lively debates in a number of key areas of social inquiry. Terms such as 'travel', 'mobility', 'displacement', 'diaspora', 'frontier', 'transience', 'dislocation', 'fluidity' and 'permeability' are central to thinking about the nature of subjectivity and hence the formation of identity on any number of geographical scales and social dimensions. In particular, some scholars argue that the contemporary meaning and practice of what it is to belong is changing as new technologies of transport, along with communications, help to reduce the power of traditional places to define personal and communal identities. Some commentators even suggest that unparalleled levels of mobility are shaping a 'post-societal' world of extreme individualization in which nation-states and civil societies are being replaced by global 'citizens' moving endlessly through worldwide 'networks and flows'. Critics argue that this assumption of unbounded movement and geographically fluid identities is unwarranted, and that what matters is understanding how inequalities of mobility arise and with what consequences for social equity and ecological sustainability. But without a sure grasp of the historical precedents to these scenarios, it is all too easy to misconstrue the significance of the changes that are taking place.

This conference therefore aims to explore how, from the mediaeval period and earlier through to (post) modern times, what it means to be fully social has evolved in relation to spatial movement, whether of an everyday or an exceptional character. What role did mobility – and immobility – play in defining the meaning of participation in social, economic or political life and the spatial scale at which such participation took place? how were such meanings formed, sustained and dissolved by particular social structures, mechanisms or processes? and with what consequences for the lived practice of collective and individual life? The conference will address the complex and heterogeneous ways in which historical (im)mobilities were both produced and consumed in relation to human sociability in any sphere and at any geographical scale. It will explore how the modes of governance and organization, infrastructures, vehicles and other artefacts which together constituted transport or mobility systems as material cultures acted as intermediaries engaging, ordering and distributing the spaces, conceptions and practices of communal participation from micro to macro levels. Understood in this way, the highway, for instance, implicated in the making of mobility networks from mediaeval times to the computer age, emerges as a key notion. It has played an important role in conceptions of a civic sphere of free movement and speech since mediaeval law enshrined the right of passage along certain designated routes. Important for the movement of political correspondents in the 18th century and the formation of a nascent working-class politics in the 19th, a space of contestation between automobilists and those seeking to maintain it as a locale for the conduct of neighbourhood life in the 20th, the highway (as the 'information superhighway') is frequently invoked as a triumph of western liberal-capitalist democracy in the 21st.

We welcome proposals for papers from any perspective in relation to the historical connections between human sociability and mobility, including:

- different kinds; from the transport of people to the mobility of goods, merchandise and ideas, from enforced movements to the discretionary consumption of mobility
- different periods; from mediaeval or earlier to the contemporary
- different scales; from large transport regimes to individual mobilities, from neighbourhood to global flows
- different actors; from mechanical technologies to human- and animal-powered mobilities
- different spaces; from developed to developing countries and transnational zones

## Submitting a Proposal

Send your proposals to Colin Divall [cd11@york.ac.uk](mailto:cd11@york.ac.uk) (to whom informal inquiries may also be sent). Please include as a single attached file a title for your proposed paper and abstract of no more than 500 words, and as another file a one-page CV. All files should be in .odt, .doc or .rtf formats. The deadline is Friday 28 November 2008.

### *Alexander von Humboldt, 2009: Travels Between Europe and the Americas*

*Deadline for proposals: 1 December 2008*

*27-31 July 2009*

*Freie Universität Berlin, Germany*

Topics for proposals:

- \* Alexander von Humboldt
- \* Travels Between Europe and Latin America (15th through 21st centuries)
- \* Travelling in Dictatorships: Colonialism, Caudillismo, Fascism, Communism
- \* Travel and Science: Measuring, Collecting, Imagining the World
- \* Contemporary Travel Writing
- \* Emigration and Exile
- \* Travelling, Gender, Sexuality
- \* Travel Cultures, Practices and Economies: Discoveries, Expeditions, Tourism
- \* Global Environments: Travels and Ecology
- \* Narrating Voyages: the Scholar-Traveller
- \* Theories of Mobility and Travel Literature

Papers may be presented in English, German or Spanish. Participants who wish to speak in German or Spanish are asked to provide English versions of their papers to be projected onto screens during their talk. Presentations should not exceed 20 minutes (approximately 8 pages double-spaced, 2,000 words).

Abstracts may be submitted in English, German or Spanish (250 words maximum). Please submit your abstracts online via: [www.humboldtconference2009.de](http://www.humboldtconference2009.de).

If you would like to suggest a panel, please send an e-mail to: [mail@ctw-congress.de](mailto:mail@ctw-congress.de) with the title of your panel, the chair (name and contact information) and the titles and reference numbers of each of the presentations which were submitted separately under "additional panels" in the online abstract system.

### *Sixth Waterways History Conference: 'Waterway People'*

*Deadline for proposals: 30 September 2008*

*14 March 2009*

*Birmingham, UK*

Offers of papers are invited for a conference being organised by the Railway & Canal Historical Society in Birmingham, UK on Saturday 14 March 2009. It will focus on the many ways in which people have contributed to the inland navigations of the British Isles. This will be interpreted widely, to include both named individuals and anonymous groups, covering the whole period of waterways history, from financing and construction, maintenance and operation, to the restoration and leisure pioneers and historians.

Please send a brief synopsis to Christopher Dick, 19 Sadler Close, St Ebbes, Oxford OX1 1TX, UK or [g.boyes1@btinternet.com](mailto:g.boyes1@btinternet.com) by 30 September 2008.

# ANNOUNCEMENTS

## *7th International Airship Convention*

9-11 October 2008  
Friedrichshafen, Germany

The Convention is hosted by the DGLR, German Society for Aeronautics and Astronautics and is held in close collaboration with The Airship Association. The Convention's mission is to strengthen industrial alliances and working relationships and to provide a forum for the presentation and discussion of all scientific and technical areas relating low and high altitude airships, manned and unmanned.

Major subject areas will cover:

- Research and Development
- Current Projects and Technology
- Operations
- Infrastructure
- Regulation
- Market
- Finance/Leasing/Insurance
- Education/Training
- History
- Mission and mission payload

The Convention language will be English. The papers selected by the committee will be published in the conference Proceedings. Each author shall present the paper orally (20 minutes plus 10 minutes for discussion). The Convention will be held at the New Exhibition in Friedrichshafen, and is supported by The Airship Heritage Trust, The American Institute for Aeronautics and Astronautics and The Lighter-Than-Air Society of America. Further information can be found at: [www.airshipconvention2008.org](http://www.airshipconvention2008.org)

## *Society for the History of Technology*

11-14 October 2008  
Lisbon, Portugal

In case T2M members had forgotten, this year's annual meeting takes place in Europe. Amongst the papers there are topics of direct interest to T2M members, including panels on transport, mobility, and tourism. In addition, there will be the usual tours, prizes, Special Interest Group meetings and receptions.

## *Medieval seas: A weekend conference*

18-19 October 2008  
Rye College (near Hastings), East Sussex, England

The conference will explore the topic of 'Medieval Seas,' broadly defined, and cover the period c.500-c.1500. Subjects of interest to the conference include: shipping and shipbuilding; material remains/maritime archaeology; navigation; cartography and world view; society at sea and ashore; trade; war at sea; artistic and literary expressions of the sea and maritime affairs; maritime law.

Further details from Dr Richard Gorski: [r.c.gorski@hull.ac.uk](mailto:r.c.gorski@hull.ac.uk)

## *Roads and Road Transport History Association Workshop 2008*

18 October 2008  
Leatherhead Leisure Centre, Leatherhead, Surrey

The three major aims of the workshop are:

- To cross the boundaries between historical research in roads and road transport, local history and family history.
- To span the gap between academic and amateur research.
- To acquaint participants with the wealth of material to be found in archives, both nationally and locally.

The provisional programme includes discussion of archival research at national and local levels, and use of the internet and oral history for research. The workshop is organized by the Roads and Road Transport History Association; more information can be found at: [www.rrtha.org.uk](http://www.rrtha.org.uk). Deadline for registration: October 5th 2008.

## *Institute of Railway Studies & Transport History Research Workshops 2008-09*

York, UK

14.00 Wednesday 5th November 2008

### **THE GWR COMPANY MAGAZINE**

Gerald Crompton (University of Kent)

Keeping the 'Great' in 'Great Western': functions of the railway company magazine in inter-war Britain

Mike Esbester (University of Reading)

Life, liberty and the pursuit of ... 'Safety'? the GWR, its magazine and railway worker safety ca 1900-1939

14.00 Wednesday 3rd December 2008

### **BRITISH RAILWAY FINANCES BEFORE 1914**

Peter Fletcher (IRS&TH)

Glenmutchkin revisited: sources of railway capital in northern Scotland, 1844-1874

John Dodgson (LSE)

Measuring the financial performance of major British railway companies, 1872-1912

14.00 Wednesday 21st January 2009

### **RAILWAY LABOUR RELATIONS IN BRITAIN AND WESTERN AUSTRALIA**

Audrey Giles (Kingston University)

How paternalistic were the London and South Western Railway managers towards their staff?

Bobbie Oliver (Curtin University, Western Australia)

Origins of the ASLEF and the LEDFCU (Locomotive Engine Drivers' Firemen's and Cleaners' Union of Wes-

14.00 Wednesday 4th March 2009

## **RAILWAYS AND CANALS IN INTER-WAR BRITAIN**

Mike Anson (Bank of England)

Title TBA (Carrying on the Grand Union Canal)

Roy Edwards (University of Southampton)

Title TBA (The Railway Clearing House)

14.00 Wednesday 6th May 2009

## **'FAILED' TRANSPORT TECHNOLOGIES**

Chris Neilson (University of Manchester)

Title TBA (The British airship programme)

Paul Smith (Ministere de la Culture et de la Communication, Paris)

Atmospheric railways: the French connection

14.00 Wednesday 3rd June 2009

## **VICTORIAN RAILWAY CONTRACTORS**

John Cox (Independent scholar)

Samuel Morton Peto

David Brooke (Independent scholar)

William Mackenzie

All welcome. Light refreshments will be served.

All workshops are held in the NRM's Search Engine research and study facility. Search Engine is accessed from the ground floor of the Great Hall.

The National Railway Museum is about 3 minutes' walk from York railway station via the footbridge. Please use either public entrance to the NRM and tell the staff at the desk that you are attending the IRS&TH workshops. Cycle parking is available at the City Entrance. Motorists please note that NRM parking charges apply (except for registered-disabled parking, available at the City Entrance).

### ***About this Newsletter***

T<sup>2</sup>M Newsletter appears four times per year and is a publication of the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M). It is electronically distributed among T<sup>2</sup>M members and others interested in T<sup>2</sup>M's field of study.

Editor: Dr. Mike Esbester  
Lay-out: Sjoerd van der Wal (MA)

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