

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

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



**View of Galerie Colbert in Paris, the location of the Executive Committee Mid Year Meeting**

**May 2008**

**Number**

**2**

**Volume V**

## **Contents:**

EC Mid-Year Meeting Report  
In the Spotlight: Javier Vidal Olivares  
Wanted: New EC Members!  
Cosmobilities Workshop Report  
Prizes Available

# EDITORIAL

## *In this newsletter:*

**W**elcome to another issue of the Newsletter – I've not heard any complaints from people yet, so hopefully it's providing you with what you want!

Soon there will be an opportunity for you to get involved with the direction of T2M, as we will be having elections for the EC in September. Drew Whitelegg explains the process, and what being on the EC will involve, in his feature inside – be sure to read it and consider standing for election.

Also inside, you'll find a report on the EC's mid-year meeting, which highlights some of the important issues we are considering at the moment. Many of these things will be discussed at the Members' Meeting in Ottawa, so have a look at them now and come to Ottawa prepared to have your say.

And speaking of Ottawa ... (seamless link!) ... registration for the conference is now open. Details are available through the T2M website ([www.t2m.org](http://www.t2m.org)), so register early to make sure of your place.

Finally, we've not heard much from either the Theme Groups or the PhD students/ early career researchers recently. Do keep us posted on your projects, your progress and your interests – particularly when you finish that PhD: it's a big milestone, and members will want to know!

Mike Esbester

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

*Mike Esbester*

*m.o.esbester@reading.ac.uk*

*University of Reading, 2 Earley Gate, Whiteknights,  
PO Box 239, Reading, RG6 6AU, England*

**Deadline for copy for the next issue: 8 August 2008**

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

*The T<sup>2</sup>M Association is a continuously growing organization with over 140 members in 2006, which is 30 more than 2005. During 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.**

*T<sup>2</sup>M Secretariat  
Sjoerd van der Wal*

*T +31 (0) 40 247 5174*

*F +31 (0) 40 247 5203*

*E [info@t2m.org](mailto:info@t2m.org)*

# Presidents' Page

## *New initiatives in the field*

As you can read in another contribution to this newsletter, the Executive Committee had its 2008 mid-year meeting in Paris. We thank Catherine Bertho-Lavenir for the hospitality! According to our tradition, the meeting should have taken place in Ottawa, the city that will host our next annual conference. We thank our non-European EC members for accepting Paris as the meeting place, but understandably only the European EC members could come. We, therefore, have to find new ways to organize the EC spring meeting and to organize travel funds for the attendees. Although this Association is still looking for funding to make its organisation and further growth easier to manage, the majority of EC members were present which to our minds is a testament to their high motivation and willingness to push T2M into a secure phase of stabilisation.

Three of the issues discussed were the yearbook, an additional journal, and new financial income structures for the Association, topics which were also enthusiastically debated in the Helmond Members' Meeting. The debate centered around two criteria: the new publications should support the debate within T2M and beyond about the field's future; and new income streams should secure funds for the basic activities of the Association. Both issues are equally important.

The former one is crucial for the EC's and the Association's policy during the coming years and relates to questions such as: What are our common interests and (research) questions? Are we (becoming) a field or just a loose bunch of people interested in mobility? Should we try to (help) establish research structures in academia and if so, are coalitions with tourism historians more important than with transport policy makers and planners (or vice versa), and what role should museum people play in this, as they may have different interests in academic research than others do?

We are, therefore, very satisfied to report that the EC decided to launch a Yearbook on the occasion of the 2009 conference, conceived for the moment as a three-year experiment, pending, of course,

the approval of Association members. To realise this, the EC decided to propose to the members a raise in the annual fees of 25 Euros on average. How this will be split between PhD students and regular members is currently being investigated: we are thinking of raising the PhD membership fee by 15 Euros, and the fee for all other members by 30 Euros, but at the moment we write this still has to be approved by the EC and Association members (a vote on this will be announced over email shortly). If approved, this would generate exactly the right start-up funding which, together with a subsidy from both T2M and another source yet to be secured, would enable the launch of the Yearbook. The extra income from the sales of the Yearbook outside T2M, at a commercial price, would then form the core of a future T2M publication fund.

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



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

## *T2M Registration is Open!*

Ottawa, Canada  
September 18-21, 2008

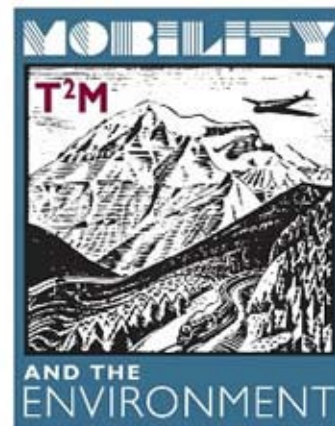
### **-Mobility and the Environment -**

Keynote speakers: Thomas Horner-Dixon and Tom McCarthy

As everyone should be well aware by now, the Ottawa conference is drawing closer, and registration is open – just follow the links from the T2M website for more information about the conference, the venue and to register. Hosted by the Canada Science and Technology Museum, the programme has been carefully selected and promises the now customary mix of intellectual endeavour and socializing. In addition to the parallel sessions, focused on the conference theme of 'mobility and the environment', there will be several plenaries. We are fortunate to have secured Thomas Horner-Dixon for the Thursday evening keynote address, and Tom McCarthy for the Friday morning plenary lecture. Socially, the Saturday evening banquet promises to be unforgettable, as it includes a boat tour that will deliver us to our dining venue. The Friday afternoon excursions offer something for everyone, so choose wisely – unfortunately you can only go on one of them!

Details of the complete programme will be available on the website soon, but in the meantime, be sure to book your place at what will be an excellent conference. As the conference is in Canada, we'll be expecting to see plenty of our North American members – and it'll be well worth the trip for those of us coming from overseas.

For more information, check the T2M website:  
[www.t2m.org](http://www.t2m.org)



### **T2M Travel Fund**

Every year, the T2M Association gives financial support to enable participants to travel to the annual conference. This year T2M offers 4 grants: 2 supporting travel within the continent, each of up to 250Euros; and 2 supporting intercontinental travel, each of up to 500Euros. The committee reserves the right to adjust the level of the grants, as is deemed appropriate. Grants are available to students and applicants from developing countries. Travel funds are limited to participating paper contributors and will not cover costs of accompanying persons.

If you would like to apply for a grant, please fill in the form on T2M's website ([www.t2m.org](http://www.t2m.org)) and send it to the T2M Secretariat by e-mail ([info@t2m.org](mailto:info@t2m.org)) or fax (+31 (0) 40 247 52 03) **before 31 July 2008** at the latest. We will send a confirmation message to let you know that we have received your application correctly. A letter of acceptance or refusal will be sent out by 31 August.



# Executive Committee Members

## Executive Committee Nominations Needed

As members will know, one of the many positive features of T2M is that the make-up of the Executive Committee (EC) works on a cycle of rotation. This means that spaces become available on the EC every year, and whilst the four-year term (two years for student members) ensures continuity, the regular change-over of EC members helps to infuse fresh ideas into T2M's decision-making process.

A strong organisation needs a dynamic EC, as its members are in regular communication – physical and at a distance – and take decisions that are crucial to the organisation and future of the Association. The EC consider all of the issues that are important to the Association, from fund raising, theme groups and the yearbook, to how we communicate with members and the annual conference.

T2M is therefore pleased to announce that nominations are open for the next set of elections. Two elections will take place: one for ordinary four-year members; one for student two-year members. These elections will run entirely separately.

There are likely to be at least FOUR open slots on the four-year rotation and TWO open slots on the student rotation. However, because T2M is committed to representing minority gender on the EC the actual number of available slots will not be known until after the election. To put it simply, if we do not have enough women members to fill the relevant posts, these posts remain vacant until next year. For this reason we are very keen for women to apply to become members of the EC.

Please consider putting yourself forward – or suggesting names of those you think might do a good job on the EC. If anyone wants further information about what is involved in serving on the EC, please get in touch with either Gijs Mom ([g.p.a.mom@tue.nl](mailto:g.p.a.mom@tue.nl)) or Hans-Liudger Dienel ([dienel@ztg.tu-berlin.de](mailto:dienel@ztg.tu-berlin.de)). If you have questions about the election please get in touch with Drew Whitelegg ([awhitel@LearnLink.Emory.Edu](mailto:awhitel@LearnLink.Emory.Edu)).

To apply, please send the following to the T2M secretary ([info@t2m.org](mailto:info@t2m.org)):

- A short statement, saying how you would like to contribute to the EC
- A short CV
- A picture

## Nominations for the EC close on 20 August 2008.

Materials will then be made available for members to vote on candidates prior to the Members' Meeting in Ottawa, where the results will be announced.

Drew Whitelegg  
Elections Chair

# NEWS

## Research Funding Success

Several of our members have recently succeed in gaining significant funding for mobility history research – there is more detail elsewhere, but it's worth alerting people to it here, as it means that not only are funding bodies recognising the significance of our work, but more people will be working in our field and we can expect more quality research outputs. Congratulations to you all!

## Website Revamp

As Massimo Moraglio reports elsewhere in this issue, the Mid-Year EC meeting discussed T2M's website, with two ideas in mind: that it should show our Association off to the rest of the world to best effect and that it should be more user-friendly. Whilst lots of hard work has gone into it already – mainly from Dick van den Brink and Jamey Wetmore – it still needs work. Over the next few months, Sjoerd van der Wal, Jamey Wetmore and Mike Esbester will be continuing their work on the website – but it would be really helpful if members let us know what they want from the website. If you have any thoughts or suggestions, email us at: [info@t2m.org](mailto:info@t2m.org)

## On-line Motor Exhibit

There are more details in the 'Exhibitions' section of the newsletter, but as it is news as well, we feature it briefly here: Bruce Pietrykowski has directed the on-line exhibit "Motor City Voices," which examines the auto city of Detroit in the years after the 1967 riot. Using oral history testimony to explore the experiences of black auto workers, it shows the intersection of mobility, race and labour histories, amongst others.

## Report of the 10th T2M Executive Committee Meeting

On Wednesday 23rd April the tenth meeting of the Executive Committee of the International Association for the History of Transport, Traffic and Mobility was held in Paris. The agenda of the tenth EC meeting was very full and some important decisions were taken.

Firstly, the EC completed the Ottawa conference arrangements, following the proposals of the Local Organising Committee. More information about the sixth T2M annual conference, which will be held September 18-21, 2008, can be found on the T2M website and in this newsletter.

Two proposals were moved concerning the newsletter. The EC agreed to make it available on the website also for non-members, and of course, to keep sending the newsletter around as a PDF. To make T2M more attractive in cyberspace, the EC agreed that the website should be improved. It needs a different graphic layout, more eye-catching images and a different hierarchy of topics, in keeping with the Association's development. In other words, it should be filled with more academic content, pictures, papers and links. For instance, the new version of the website should have more information about the structure of the organization, including the names and affiliations of its officers, and a list of links to other institutions. It should also include more information about the annual prizes and, in the future, an online forum on the topic of mobility history etc. The EC have also agreed to try to create a logo for the Association.

history etc. The EC have also agreed to try to create a logo for the Association.

The EC decided to advertise the election of new EC members as widely as possible, focusing on new scholars' candidatures, in the newsletter and on the website.

The other important topic was the initiation of the new T2M president. In Autumn Gijs Mom will end his term as president and Hans-Liudger Dienel will take over the position. At the Ottawa conference Hans-Liudger will present his mid-term and long-term visions for T2M. For now, the EC have agreed to nominate three vice presidents to support the new president. These vice presidents will have their own portfolios and will not serve as assistants to the president. The EC also appointed Catherine Bertho-Lavenir as the new treasurer, replacing Hans-Liudger Dienel.



Finally the EC discussed the publication of a T2M yearbook and what form such a publication might take. The general idea was approved and more details (and eventually other developments) will be discussed at the next EC meeting and, obviously, at the Association's Members' Meeting.

Finally there was an official (and friendly) thanks to Dick van den Brink for all his hard work over the past years.

The Executive Committee usually has three annual meetings: one a few days before the annual conference, one at the end of the annual conference and the third one in spring. The next EC meeting will be held in September in Ottawa.

Massimo Moraglio

## In the Spotlight

### *Javier Vidal Olivares*

*In the spotlight this newsletter is EC member Javier Vidal Olivares. Javier has an impressive pedigree, having worked internationally, including university posts in Italy, London, Argentina and Colombia; he is now Professor of Economic and Business History at Universidad de Alicante, Spain. He has published multiple books and articles on railway and aviation history, and as well as having been a member of T2M since 2003, Javier has served as General Secretary of the International Railway History Association, edits TST. Transportes, Servicios y Telecomunicaciones. Revista de Historia, ([www.tstrevista.com](http://www.tstrevista.com)) and has recently taken on the role of Associate Editor of the Journal of Transport History.*

#### **How & why did you get interested in transport and mobility history?**

I did my doctoral thesis in 1989 on the railway and its regional impact. At the time I was interested in comparing the various predominant theoretical and methodological approaches. There were those who defended the importance of quantitative aspects, given that up until then, international research had focused mainly

on the qualitative aspects. I tried to apply what I found to be the most useful aspects and methods of both approaches. In subsequent research projects I focused on competition between modes of transport, especially between road and rail. Then I switched my attention to air transport, especially in Spain, where it has developed very rapidly due to the importance of tourism over the last 50 years.

**You've recently become one of the Associate Editors of the Journal of Transport History. What are your priorities for the JTH, and how would you like to see it develop?**

My priorities are the same as those of my Editorial Board colleagues and those of my publishing colleagues, Lena Anderson Skog and Drew Whitelegg. We want the JTH to have a strong impact on the publishing industry's impact index for academic journals. JTH is a long-standing, well-established and consolidated European journal in the general field of social sciences. However, it wasn't until T2M took a more active part in



editing the journal, with the launch stage led by Gijs Mom, that it really began to have a bigger international impact. It's true that nowadays there's more pressure to achieve higher levels of excellence, which can only be done by applying stricter quality criteria to the material we publish and, in particular, by being more international and interdisciplinary. We'd already raised our standards by incorporating a broad network of competent referees with an interest in the central issues that our journal deals with, but from my point of view, we still needed a stronger presence in the international arena. Improving this aspect involves incorporating colleagues from other parts of the world, especially researchers from Asia, Africa and Latin America who carry out their work beyond the domain of the English

language and the established academic publishing in Europe and the United States. We must make sure that JTH features the best of what the world's leading researchers have to offer, and it shouldn't matter that their original works are not written in English. This barrier must be overcome by normalizing relations among all the transport and mobility literature production centres.

**How well established is transport and mobility history in Spain? Is there a main focus of research, or do all transport modes get the same amount of attention?**

Transport and mobility history is well established in Spain. There are many excellent researchers in the faculties of Economics, Geography, Tourism, Business and Engineering. I myself participate as the editor of an historical journal called TST ([www.tstrevista.com](http://www.tstrevista.com)) which has been published since the year 2000. Perhaps there is more attention paid to the railway, as in nearly all countries, although there has been a certain increase in the amount of research devoted to other modes, particularly road and sea transport. Air transport, on the other hand, gets relatively little attention.

**How could T2M be more actively involved in promoting mobility history in the Spanish-speaking world?**

We need to persuade Latin-American researchers to join our Association, by encouraging them to attend our conferences and facilitating their integration. One way of doing this would be to organize specific sessions at our conferences and encourage their direct participation by helping them to meet the high costs involved in travelling to Europe. Proximity to the United States, where there are more than 40 million Spanish speakers, could facilitate this participation in the conferences that are held in this country. I've been working with Latin-American colleagues for over a decade, mainly in Argentina and Mexico, but also in Colombia, Brazil and Chile. It's important not to forget the critical mass that more than 400 million Spanish speakers represent. At TST we have published many articles about Latin America, and we Europeans and North Americans shouldn't ignore the research output from this large area of the world.



## What would you say T2M's strengths and weaknesses are?

Among its strengths I would highlight the interdisciplinarity that exists at the heart of the Association, as well as the growing interest in expanding its horizons and becoming much more international. As for its weaknesses, I would highlight the difficulties involved in making itself more visible in academic spheres and integrating researchers from countries with lower per capita income or less developed academic systems. Our relationship with JTH could be an excellent tool for reaching more places and achieving greater prominence in the international academic sphere. This should be complemented by a good series of publications such as those that the Executive Committee will decide on at its April meeting in Paris.

# AHICF

## *New 5 Year Research Programme*

The AHICF has launched a number of research themes, for the next five years, detailed below. Each of the themes will produce annual study days, and the AHICF will devote its biennial conference to one of them. All contributions are welcome. Study will be supported by bursaries from the AHICF granted to students and will result in publication by the AHICF.

### **European politics and railways:**

- Organisation and reform in European railways guided by The EC
- Which railway service? Meanings of 'public service' in relation to railways, and the relations between public service, public enterprise and competition
- Liberalisation and the opening of networks to competition.

### **Railways and technical innovation:**

- Railway safety, comfort and quality of service: safety for passengers and workers; comfort and quality of service; passenger safety in stations and on trains; danger to travelling women.

### **Rail networks, mobility and regions:**

Themed around high speed, the development and evolution of rail networks, paying particular attention to:

- TGV and the regions
- TGV: for whom and why?
- Competition between TGV and the aeroplane
- Abandonment of tramways after 1945
- Tramway renewal
- The influence of secondary networks on regional development.

### **Railway workers and (French) society, 1850-today:**

- Women as railworkers
- Retired railworkers: from corporate welfare to social rejection
- Oral history and written records, railworkers autobiographical movement.

### **Railway heritage, architecture and landscape:**

Understanding and evaluating railway heritage depends on developing our knowledge of railway history:

- Heritage and interpretive issues raised by restoration projects involving railway buildings and sites
- Importance of rural as well as urban railway heritage
- Availability and accessibility of sources and documentation
- The need for interdisciplinary approaches including economic, industrial and technical history, urban history, rural history, landscape studies...
- A focus on creative and innovative moments in the history of railway construction.

For more details, please see: [www.trains-fr.org/ahicf](http://www.trains-fr.org/ahicf) and contact: [ahicf@club-internet.fr](mailto:ahicf@club-internet.fr)

(Thanks to Peter Nightingale for translation and Marie-Noelle Polino for further information.)

# MOBILITY RESEARCH IN THE FUTURE

**Results of the “Future creating workshop” of and for the “Cosmobilities Network”, which took place in Holbæk/Danmark, 12-14th of March 2008.**

*The Cosmobilities Network connects European scientists working in the field of mobility research. It fosters mobility research as a key discipline for the modernization of European societies under the conditions of globalization and global complexity, and addresses social scientists, planners, engineers, and researchers interested in questions of technology, knowledge and the philosophy of science (STS).*

The Cosmobilities workshop ‘future of the Cosmobilities Network’ took place at Roskilde University’s field station in Holbæk, 12-14 March. We were 29 participants from the Cosmobilities Network, both old and new faces who met up in tranquil settings to create new visions for the future of the network.

The workshop was an inspiring and constructive event which produced a number of new ideas on how to develop the Network further. Ideas included the evolution of the virtual communication of the Network, plans for new activities like workshops and alternative conferences and also important decisions about the direction and evolution of the Network into the future. Part of the agenda on the workshop was also to get ideas and help to manage many of the services which so far have relied on a few hardworking individuals.

The workshop clearly showed the dedication with which people participate in the theoretical and methodological discussions fostered by the Network. Having fun became one of the leading ways in which we want the Network to develop: having fun in the way we conduct the research and change mobilities research. Being among colleagues with the same dedication towards creating a network and an environment with room for differences and different understandings is what fun really is.

Another important theme came from Professor dr. Loney, who created a critique of how the world and everyday life of a researcher can look. This is an everyday life which the Cosmobilities Network can and should work as a safeguard against. Within the Network, mobility researchers from a range of different universities have found other academics with common interests, with whom they can develop new ideas and share interests – all within a growing field. This is an interest many are not so lucky as to share with colleagues within their own department.

Another important thing that clearly showed the potential of the Network were the utopias created by the workshop participants. There were 5 utopian groups who, each in their own different way, created clear visions of how they wished the future to be for cosmobilities research. The working groups created on the last day of the workshop all resulted from these utopias. This had the effect that everybody felt a clear ownership of the project which had its beginning on the last day of the workshop.

The three concrete ideas were to:

- **Make a task force**, which will help make decisions on the direction of the Network, how it should develop and which activities the Network may host.
- **Make a virtual platform** that will offer a range of different possibilities for Network members to work together despite the large physical distances. A virtual platform will also provide information to people visiting the Cosmobilities website.
- Make a ‘sandbox workshop’ where new and creative ideas within mobilities can be evolved – for instance in a collaboration with artists.

More information and a photo report of the workshop: see [www.cosmobilities.net](http://www.cosmobilities.net)

# MEMBERS' PUBLICATIONS

Mathieu Flonneau, *Le Cultures du Volant 20th-21st Siecle. Essai sur les mondes de l'automobilisme* (2008), French.

Stefano Maggi, *Le Ferrovie* (Il Mulino, Bologna, 2008, 2nd ed, updated), pp. 266, Italian.

Italy became a nation state in 1861. One of the first needs was to put Italians in communication with each other by connecting the various parts of the country with a modern transport system, which was, at that time, synonymous with the railway. The government concentrated greater financial resources on the railways, which were viewed as the key to the success of the unification of the country.

The train station represented the main portal for connecting cities and villages with the nation, with Europe, and with the rest of the world. Trains brought both soldiers during the wars and emigrants from the south to the northern regions, where industrial development was concentrated. This book analyses trains and railways and their influence in changing the Italian territory in the last 150 years, from the Risorgimento until now.

Clay McShane, with Joel Tarr, *The Horses in the City: Living Machines in 19th Century America* (Johns Hopkins University Press, Baltimore, 2007), English.

Clay McShane, 'The Ignored Urban Species: Horses in American and European Metropolises: Paris, New York, and Berlin, 1850-1900' in *Jahrbuch fur Wirtschaftsgeschichte* (2007).

Liz Millward, *Women in British Imperial Airspace, 1922-1937* (McGill-Queen's University Press, Montreal, 2008), pp. 249, English.

The airways which unfolded above the British empire between the two world wars seduced emancipated young women with the promise of independence, glamour, adventure, and professional opportunities. Using archival sources, including government documents, this book draws examples from the two ends of the empire, Britain and New Zealand, to argue that civilian airspace was divided into five complex and overlapping forms. These were the private, the commercial, the imperial, the national, and the body of the pilot herself. All were concrete places through which social differences such as gender, class, race, sexuality were reproduced and challenged by women who were trying to carve out a place for themselves in the aviation industry.

## Other Publications

Christiane Geoffroy & Richard Sibley (eds), *Going Abroad. Travel, Tourism and Migration. Cross-Cultural Perspectives on Mobility* (Cambridge Scholars Publishing, Newcastle, 2007). 3 parts: Travellers and migrants of yesteryear (6 chapters); The British and France (5 chapters); Towards new forms of international mobility (5 chapters).

*Cahiers Octave Mirbeau* (yearbook of the Octave Mirbeau Society), 15, March 2008, 384 pages. Contains two papers on car mobility: François Masse, "L'automobile vous met en communication directe avec le monde: la relation au proche et au lointain dans le voyage automobile d'Octave Mirbeau"; and Charles Muller, "Le Vocabulaire automobile d'Octave Mirbeau". It has two further articles on his novel *La 628-E8*, named after the number of his car licence plate: Samuel Lair, "La 628-E8, le nouveau jouet de Mirbeau"; and Antigone Samiou, "L'Autre dans La 628-E8 d'Octave Mirbeau."

# UNIVERSITIES' TRANSPORT STUDY GROUP (UTSG)

The Universities' Transport Study Group (UTSG), initiated by the late Professor R.J. Smeed of University College London in 1967, aims to promote transport research and teaching and to act as a focus for those involved in these activities in universities and institutions of higher education in the UK and Ireland. Member institutions (of which there are over 50) are expected to be conducting a substantial amount of postgraduate research in the field of transport. Because such activities are often spread over several departments, each institution appoints a correspondent to disseminate and collate information: in this way over 100 departments are involved in UTSG's activities. Membership of UTSG is free and all positions on its elected executive committee are honorary (Professor Glenn Lyons from the University of the West of England, Bristol is currently serving as chair of the UTSG executive committee). In addition to the membership from the UK and Ireland, over 70 academic institutions are represented on its list of overseas correspondents.

## **UTSG's Main Activities**

- An annual conference (which is held each January) for staff, research students and other relative newcomers to transport research of member institutions, which is designed to discuss research needs, research in progress, and to give research students the opportunity to present papers on their work.
- Liaison with users and sponsors of transport research (including the relevant professional institutions and organisations) aimed at promoting the benefits of university research, the timely dissemination of information on research opportunities to UTSG members and the general dissemination of information on the relevant research activities of UTSG members.
- Occasional informal seminars and workshops arranged by liaison groups or with government organisations to discuss specific research issues in greater depth.
- Ensuring sufficient and sustained financial support for transport research and education at all levels, including issues such as methods of assessment employed, and support for research staff.

In January 2008, 40th UTSG Annual Conference was held in Portsmouth organised by the University of Southampton. 77 technical papers and 4 invited papers on various transport issues were presented and a total of 131 delegates were involved in the conference. Two training events for PhD students were also held. In addition to various academic activities, the conference also offered a social event for the participants on board of the HMS Warrior (built 1860). One of the new elements of the 40th conference was the presence of some well-known publishers such as Elsevier and Routledge, Taylor and Francis who had a stand at the conference. The next UTSG conference will be held in January 2009 in London to be organised by University College London. The details of this forthcoming conference can be found at <http://www.utsg.net/conf.php>.

UTSG has a dedicated and informative website ([www.utsg.net](http://www.utsg.net)) detailing its aims and objectives, current activities, news, and archives of previous annual conferences (for members only). An Email based mailing list (<http://www.jiscmail.ac.uk/lists/utsg.html>) has also been established by the UTSG. The list provides an electronic discussion forum and information resource for researchers in the field of transport primarily, but not exclusively, in the academic community. The aim of the list is to facilitate information sharing, (e.g. news of new research, conferences, seminars and workshops) and to promote links, collaborative working, joint problem-solving and mutual support. This mailing list is open to all to join and that the list has 882 people both from the UK and overseas involved in academia, policy and practice.

Enquiries on any of UTSG activities should be addressed to the Honorary Secretary (Dr Erel Avineri, email: [secretary@utsg.net](mailto:secretary@utsg.net)).

Mohammed Quddus



# RECENT RESEARCH FUNDING AWARDS

## **Integration of infrastructures in Europe before WW I and after WW II in comparative perspective.**

A new three-year research project (with five sub-projects), funded by the German Research Agency, organized by Gerold Ambrosius, Guido Thiemeyer, Christian Henrich-Franke and Cornelius Neuttsch (Siegen) and Hans-Liudger Dienel and Martin Schiefelbusch (Berlin).

The project aims to comparing integration and standardization of infrastructures in Europe in the decades before the First World War with the decades after the Second World War into the 1970s. This will compare two boom eras which had quite different frameworks of integration and standardization. The project focuses on five sub-projects, with a selection of transport and communication infrastructures (railway, inland navigation, post, telecommunications, and radio). Infrastructure integration is understood as the creation of interconnectivity and interoperability of infrastructural nets by the adjustment of technical, operational, administrative, tariff and legal 'standards.' It aims to identify specific typologies of infrastructure integration on the basis of a comparative analysis of the results from the sub-projects, and to develop a model of different types of infrastructure integration.

More information from Hans-Liudger Dienel: [dienel@ztg.tu-berlin.de](mailto:dienel@ztg.tu-berlin.de)

## **IRS&TH Studentships**

The Institute of Railway Studies and Transport History (IRS&TH) has recently secured two full-time, fully funded PhD studentships from the Arts and Humanities Research Council, the UK's major funding body for history. A joint initiative of the University of York and the National Railway Museum (NRM), the IRS&TH has been promoting research into the history of transport and mobility for over 10 years, and this funding success is further good news.

Although the deadline for applications for the studentships has now passed (both were advertised on T2M's website), it is worth bringing the two positions to T2M members' attention, as they show the kind of cutting-edge research that is being undertaken in transport and mobility history at York. Also, before too long we will have two new scholars working in our field who will undoubtedly come to play a part our Association, whilst they work on their PhDs:

Picturing the imaginary geography of the Great Western Railway, 1903-39:

This project explores photography's role in transforming the 'structure of seeing' through which landscape was apprehended from the point of view of railway travellers in early-20th century Britain. Most mobility studies of this period marginalize photography, concentrate on motoring, and play down the role of the railways, despite their continuing importance for longer-distance travel up to 1939. This PhD serves to rectify this dual neglect of photography and railway travel in Britain through an analysis of the production and use of a large collection of landscape photographs developed by the Great Western Railway for commercial purposes.

Picturing the railway passenger as customer in Britain: the Great Western Railway, 1903-39

This project explores the role played by photography in the commercial culture of one of Britain's oldest and most financially successful railway companies, the Great Western Railway (GWR). The development of

marketing, advertising and publicity were key tools in the emerging consumer society of Britain before the Second World War. The GWR was a leader in developing these techniques in relation to transport services, and an early, systematic and sustained user of photography for these and related purposes. The bulk of the research will use the NRM's outstanding collection of original GWR photographic images along with the public materials these were used to produce.

### Swiss aviation history – take-off



Up to the present Swiss aviation has hardly been explored within the framework of transport history. Now this gap will be closed in a project hosted at the University of Berne, Department of Economic, Social and Environmental History (Prof. Christoph Maria Merki) and ViaStoria – Centre of Transport History (Dr Hans-Ulrich Schiedt). The project will be funded by the Swiss National Science Foundation (SNSF). Additional co-financing will be provided by the aviation industry. The project starts with three dissertations concerned with: a) technical and political conditions of aviation; b) air carriers and airline business; and c) airports.

Project information: [christoph.merki@hist.unibe.ch](mailto:christoph.merki@hist.unibe.ch); [hans-ulrich.schiedt@viastoria.ch](mailto:hans-ulrich.schiedt@viastoria.ch)

## EXHIBITIONS

### New On-Line Exhibition: Motor City Voices

T2M member Bruce Pietrykowski is pleased to announce the 'opening' of the on-line exhibit "Motor City Voices." The exhibit chronicles Detroit during the turbulent years immediately after the urban uprising of 1967. In particular, the exhibit focuses on the response by black auto workers to systematic patterns of discrimination and mistreatment by both the auto companies and the union. These events precipitated the creation of the Dodge Revolutionary Union Movement (DRUM) and the League of

precipitated the creation of the Dodge Revolutionary Union Movement (DRUM) and the League of Revolutionary Black Workers. Both movements involved workers and community activists in struggles to re-define the economy, culture and class structure in Detroit, and beyond. The exhibit includes histories of DRUM and the League as well as over 40 video segments based on brand new oral histories taken from key participants in the movement.

This exhibit highlights mobility history through its portrayal of an often ignored force in the history of the contemporary U.S. auto industry - independent labor

This exhibit highlights mobility history through its portrayal of an often ignored force in the history of the contemporary U.S. auto industry - independent labor movements that were at odds with both big business and big labor. The exhibit also offers a glimpse into the ways in which race acted to steer and restrict patterns of movement within community and factory.

The exhibit was created under the direction of Bruce Pietrykowski, Professor of Economics and Director of Urban and Regional Studies at the University of Michigan-Dearborn. Support was provided by the Michigan Humanities Council and the University of Michigan.

The exhibit is available at: <http://sitemaker.umich.edu/motorcityvoices>

### **Art in the Age of Steam**

18 April-10 August 2008  
Walker Art Gallery, Liverpool, UK

This major exhibition captures the excitement of the steam train in art from the earliest days, through the boom years of Victorian railways to the end of the line in the 1960s.

Art in the Age of Steam is the most wide-ranging

exhibition yet held to look at how artists responded to the extraordinary impact that steam trains had on landscape and society. It is one of the major highlights of Liverpool's European Capital of Culture year.

Around 100 paintings, photographs, prints and drawings from some of the world's greatest art collections come together in a dazzling display including:

- 'The Railway' by Edouard Manet (National Gallery of Art, Washington)
- 'La Crau from Montmajour, with train' by Van Gogh (British Museum, London)
- 'Lordship Lane Station' by Camille Pissarro (Courtauld Institute of Art, London)
- four paintings by Claude Monet - including 'Gare Saint-Lazare' (National Gallery, London)
- 'Railroad Train' by Edward Hopper (Phillips Academy, Andover, Mass.)
- 'The Anxious Journey' by Giorgio de Chirico (Museum of Modern Art, New York)
- photographs by Bill Brandt, Alfred Stieglitz and O Winston Link.

"Aboard these great machines, passengers travelled at faster speeds than ever before and notions of time and space were forever changed. Nothing has been done on this scale before – visitors are transported on an exhilarating journey in the company of some of the world's great artists." Julian Treuherz, Co-Curator and former Keeper of Galleries at the Walker.

## **View from the (flooded) Street:**

*Nearly flooded out of his house in the UK's 2007 torrential rain, Mike Esbester offers a few thoughts on his experiences.*

When I moved to Oxford in March 2007 the land behind the house I lived in was flooded. Perhaps I should have paid more attention to this, but, as the ground there was several feet lower than the house, I didn't give it a second thought. Quite soon I settled into something of a routine. Working in Reading, I would commute to work. After a 10 minute walk down the Botley Road, one of the main arterial routes into Oxford, I would arrive at the station; from here it is a 25 minute train ride to Reading. I got used to being able to do this – it was a simple thing. There was always motorised traffic on the road – in fact, it was often quicker to walk, as the road was frequently congested. Whatever else it was, this road was not a destination (perhaps it was one of Auge's 'non-places?').

All this changed at the end of July. On Friday 20th alone, over a month's worth of rain fell in the catchment area for the river Thames, which passes through Oxford. By Monday, the train line to Reading was closed – it had been undermined by the flood waters. So I was confined to Oxford. And by Monday, the Botley Road

had risen continually and were in danger of flooding the road. This was the first time I'd seen the Botley Road without vehicles.

The puddles at the side of the road gradually grew, until they covered the whole width of the road; the lake that formed got deeper and deeper. This was the first time I'd seen the road – not much of a road now – without vehicles. Although it was wet, the road was a destination: rather than using it to get to other places, it became a place in itself. People came out on the street, stood and talked, watched and hoped, played. So we couldn't move as easily or as far as we were used to, but perhaps the movement was more intensive? The circumstances – the lack of mobility – brought people together. Suddenly what was most important for people was not physical movement, but the circulation of news. Everyone wanted information: was there more rain to come? Would the water level continue to rise? Where could we get sandbags from?

Compared to other parts of the world, this really was very minor. But it was exceptional for the UK, and for me. It really demonstrated just how mobility over large distance is central to our daily lives – but that this everyday mobility is actually built upon very fragile foundations. When these foundations are undermined it is interesting that although we are mobile in a more limited physical area, the movement remains important.

Needless to say, we have a short memory: after a few days, the waters receded, and the clean up began. The road has been surrendered to the car once more, the near-perpetual traffic jam has returned, my routine journey to work has re-started, and collectively the residents of the area have shifted the focus of their mobility, from the local back to more far-flung destinations (even to the wilds of Reading!). However, for this resident at least, what was once taken for granted has been questioned. Given that the City Council has told us that we must expect to live with more regular floods in the future, we clearly need to adapt our lifestyles and expectations – and our mobility – to take account of the changing environmental conditions.



Looking west along Botley Road (one of the main routes into Oxford), 25 July 2007.





Nearly the same view, 19 May 2008 – a more usual scene!

## PRIZES ON OFFER

### **Barker and Robbins Prize**

The Barker and Robbins prize is presented to a new entrant to the study of transport history and mobility, for the best presentation at the T<sup>2</sup>M Conference. The prize is funded by the Transport History Research Trust in honour of two eminent British transport historians. Theo Barker ended his career at the London School of Economics and published prolifically in the field of transport history. Michael Robbins was a founding co-editor of the *Journal of Transport History* in the mid-1950s and, although his career was as a practicing transport manager (ending his career as a very senior manager at London Underground), he had an enduring interest in transport history. The very strong link between the two people honoured by this prize is their joint authorship of the definitive history of London Transport.

The Prize consists of the sum of up to 150 pounds sterling (GBP150) which may be divided between more than one winner at the discretion of the Prize Committee. The Committee may decide not to award the Prize if there are no suitable candidates. The Prize will be awarded to the person who is a recent entrant to the profession and who in the opinion of the Prize Committee delivers the best paper at the Association's annual meeting. Whilst the prize is awarded for the best presentation at the conference, a good presentation cannot occur without the sound underpinning of a good paper. In making their decision, the Committee may bear in mind factors including, but not restricted to, the quality and originality of the argument and the effectiveness of the delivery. A recent entrant to the profession is here defined as anyone who: is making a presentation for the first time at the annual meeting of the Association; is not in a permanent academic post; and is unpublished in the form of an academic book or an article in a major academic journal on either the history of transport and mobility or a cognate subject.

To nominate yourself for the Prize, tick the box on the conference registration form, available on the Association's website ([www.t2m.org](http://www.t2m.org)).

## **Cornelius Lely Prize**

The Cornelis Lely prize for the best historical paper with relevance for contemporary public policy is awarded annually at the T2M Conference. The prize is funded by the Waterstaat (the Dutch public works agency) in memory of Cornelis Lely, one of the early advocates of a highway network in the Netherlands and famous as an early visionary on landfill planning. The selection committee invites those submitting papers to nominate themselves, although it reserves the right to evaluate other papers if their topics seem appropriate.

## **John Scholes Prize**

A final reminder about the John Scholes Prize for this year: the deadline is 31 July, so there is still time to enter the competition.

The John Scholes Prize, of up to GBP250, is awarded annually by T<sup>2</sup>M to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

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

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

### **General Rules:**

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

(a) be in a permanent academic position

and

(b) have published either an academic monograph or an essay in a major academic journal.

Essays must not exceed 8000 words (including footnotes), must be fully documented, typewritten with double line spacing, and submitted in English. Entries (three copies, stating the number of words) should be sent in hard copy only to arrive no later than 31 July 2008 for the current competition. Essays should not bear any reference to the author, either by name or department; candidates should send a covering letter with documentation of their status.

The judges will not enter into correspondence.

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

Enquiries may be made by email to: [lena.andersson-skog@ekhist.umu.se](mailto:lena.andersson-skog@ekhist.umu.se)

## **Society of Automotive Historians 2008 Student Essay Award**

In order to encourage research and writing effort among university students in the area of automotive history, in 2008 the Society of Automotive Historians will confer its annual award for the best student paper in the auto history field. Persons submitting papers must be enrolled at educational institutions (upper-class undergraduate or graduate level) at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted.

Manuscripts should not exceed 10,000 words, and should be double-spaced. An abstract is requested. Submissions should emphasize in-depth research, with adequate citations of the sources utilized. Originality

of ideas is important. Diagrams, graphs, or photographs may be included. Submissions may be electronic in Word 1997-2003 format only to the e-mail address below, or if mailed hard copy, five copies to the mailing address below.

Possible subjects include but are not limited to historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, the social effects of the automobile, highway development, environmental matters, and automotive marketing, design, engineering and safety.

Submissions will be judged using the criteria of research, organization, writing style and documentation. A cover letter should be included stating the student's address, school, program, advisor, and stage in studies. The student should indicate how the paper submitted will relate to his or her professional future. Submissions must be postmarked by June 10, 2008. All papers submitted will be acknowledged.

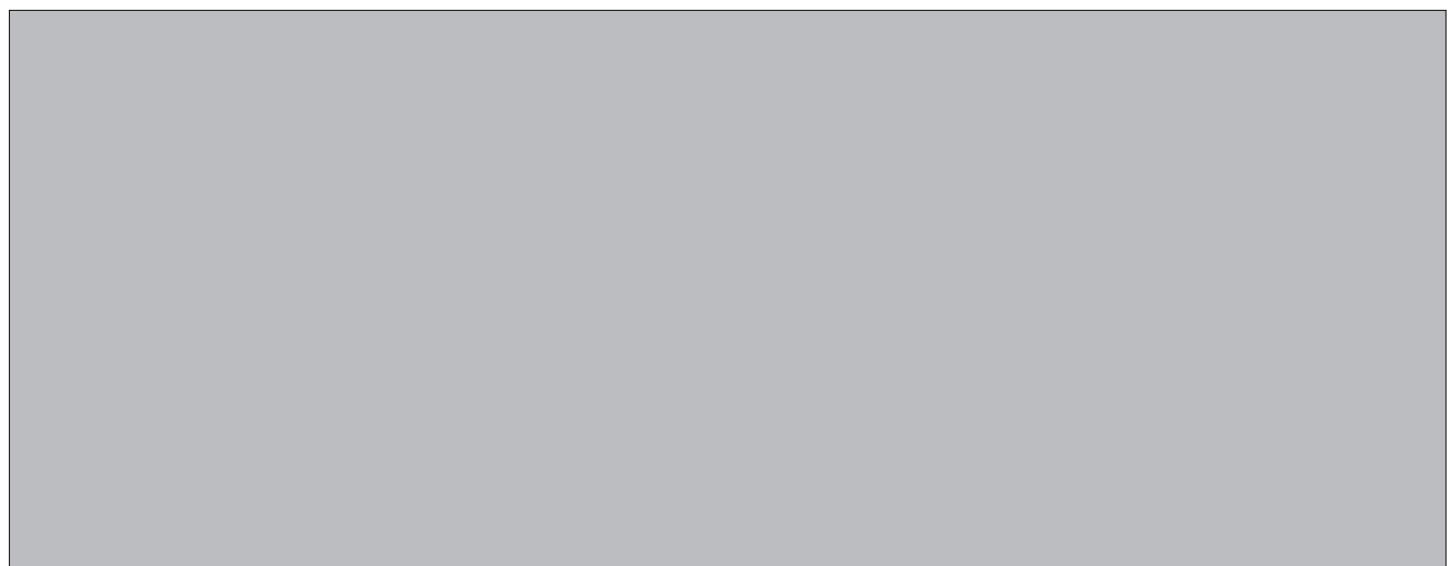
The winning paper will be published in the Society's Automotive History Review. The winner will be notified in late August 2008. The award will consist of a plaque and a cash prize of \$500.00.

The Society of Automotive Historians (SAH) is the world's only organization devoted exclusively to the history of motor vehicles. The Society is an affiliate member of The American Historical Association. Founded in 1969, the Society's international membership of over 1,000 includes published authors, writers for major motor magazines, persons on university faculties, librarians, archivists, and directors and staff of museums and historical societies. The SAH Web site can be found at: <http://www.autohistory.org>.

The primary purpose of the Society is to encourage research, preservation, recording, compilation and publication of historical facts concerning the worldwide development of the automobile and motor vehicle industry, plus closely-related subjects. The Society publishes the bimonthly SAH Journal, which carries short articles, book reviews and news of members. It also produces the Automotive History Review, published twice a year (as a peer-reviewed journal), which features articles on automotive history, the majority of which are based on original research.

A number of publication awards are presented annually by the SAH. These include the Cugnot (for the best book in the field of automotive history published during the previous year), the Benz (for the best periodical article or series), and the Brigham (for the magazine with the best treatment of automotive history over all issues during the previous year).

Robert R. Ebert  
Professor of Economics, Baldwin-Wallace College, 275 Eastland Road, Berea, Ohio 44017-2088  
Email: [rebert@bw.edu](mailto:rebert@bw.edu)



# ANNOUNCEMENTS

## *5th Cycling and Society Research Group Symposium* **Call for Papers**

**8 September 2008**

Centre for Transport & Society, University of the West of England

The 5th Cycling and Society Research Group symposium is an opportunity for those interested in the broad range of cycling issues – including academics, policy makers, decision makers and campaigners – to share their research, knowledge and experience.

This symposium series was launched in 2004 at Lancaster University, with subsequent meetings at the Universities of Cardiff (2005), Chester (2006) and at the offices of the Cyclist's Touring Club (CTC) Guildford (2007). The symposia are linked to the Cycling and Society Research Group, whose members span many disciplines and approaches to the study of cycling. An edited collection of papers was launched at the CTC symposium in 2007 – *Cycling and Society* (eds. Horton, Rosen & Cox, Ashgate 2007) – and many of these papers were first presented at the Lancaster symposium.

Papers on any aspect of cycling research are welcome. Past symposia have included papers on:

cycling and social transformation;  
gender; identity; image; fear;  
history; policy; legal issues;  
route choice modelling;  
design; barriers to cycling;  
contradictions in cycling statistics;  
research methodologies;  
innovation in the cycle industry;  
and communication between cyclists and drivers.

Please send an abstract of up to 300 words by 11 July 2008 to [Henrietta.Sherwin@uwe.ac.uk](mailto:Henrietta.Sherwin@uwe.ac.uk)

Further information about the Cycling and Society Research Group can be found at: <http://www.jiscmail.ac.uk/lists/cycling-and-society.html>

## *There and Back again: Re-Fashioning Journey and Place in the Middle Ages*

**7 June 2008**

Balliol College, Oxford

Images, imagination and the written word shaped medieval perceptions of the world just as much as direct experience and observation. By writing their own accounts, pilgrim authors re-encoded holy writ into a new framework of holy places. Secular writings, architectural recreations of faraway buildings and artistic



representations of journeys in illuminated manuscripts fed ideas about the world 'out there', while bringing the 'out there' very much into the realm of the 'right here'. Likewise, images, sagas, ballads, and travellers' tales changed, and were changed by, real-world experience. This one-day symposium will bring together scholars in several disciplines to discuss how those throughout the middle ages chose to portray the reality they encountered—and constructed—through travel, whether in their own journeys or in journeys made by others.

For registration and further information go to: [www.medieval.ox.ac.uk/tab](http://www.medieval.ox.ac.uk/tab)

## *Fifth IMEHA International Congress of Maritime History*

**23-27 June 2008**

Greenwich Maritime Institute, London

More than 250 papers will be presented by expert speakers from over 30 countries at this major international event, organised by the International Maritime Economic History Association. The programme is available on the congress website. Every possible aspect and period of maritime history across five continents from classical times to the present day will feature. Sessions include merchant shipping, naval history, medieval maritime history, maritime imperial history, piracy, Mediterranean shipping and trade, archaeology, heritage, tourism, fishing and fisheries, shipbuilding. Keynote lectures will be given by Professor Gopalan Balachandran, Professor Nicholas Rodger and Dr David Williams.

Further details can be found at: <http://web-dev-csc.gre.ac.uk/conference/cof34/index.php>

Contact email: [imeha2008@greenwich.ac.uk](mailto:imeha2008@greenwich.ac.uk)

## *Tourism & Cultural Exchange in Ulster & Scotland: Historical Perspective*

**28 June 2008**

Magee College, University of Ulster, Northern Ireland

This international symposium, co-sponsored by the College of Arts at the University of Guelph and the Institute of Ulster Scots Studies at the University of Ulster, will bring together scholars examining the economic, social, cultural and political histories of tourism in Scotland and Ireland.

Papers will address tourism history in districts of Scotland and the nine counties of Ulster, with a focus on comparative approaches, as well papers that situate and explore Scottish and Ulster tourism history within broader international contexts.

Further details are available from: [www.thwg.org/conf.php](http://www.thwg.org/conf.php)

# *Anglo-American Conference of Historians: 'Communication'*

**2-4 July 2008**

Institute of Historical Research, London

Addressing the conference theme of 'communication,' a number of papers engage with themes that might be of particular interest to members of T2M, discussing the material and symbolic circulation of ideas, goods and people, from the medieval to the modern periods.

Further details and programme are available from: [www.history.ac.uk/aac2008/](http://www.history.ac.uk/aac2008/)

## **CAPTION COMPETITION**



For those of you who've made it to the end of the newsletter – well done! Here's your reward: a funny picture. Can anyone come up with an appropriate caption to explain what is happening in this picture? No prizes – it's just for fun! Best entries may be featured on the cover of the next newsletter ... well, somewhere inside it, at least.

### *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)

T<sup>2</sup>M executive secretary's office is the ECMD (European Centre for Mobility Documentation) located at the Technical University of Eindhoven in the Netherlands.

T: +31 (0) 40 247 51 74  
F: +31 (0) 40 247 52 03.  
W: <http://www.t2m.org>  
E: [info@t2m.org](mailto:info@t2m.org)

ECMD/T<sup>2</sup>M Secretariat  
P.O. Box 513 (IPO 1.16)  
5600MB Eindhoven  
The Netherlands