



## Mark your calendars!

### T<sup>2</sup>M HEADS FOR PARIS

The Fourth Annual T<sup>2</sup>M Meeting will be held in Paris in 2006, between September 28 and October 1. The conference will follow previous years in concentrating on a particular theme or aspect of transport, in this case sustainability and safety.

Please note that you are kindly invited in Paris for our next Conference! The Fourth International Conference on the History of Transport, Traffic and Mobility, will be held in Paris and Marne-la-Vallée, France on 28th September-1st October 2006. We are currently planning for an engaging and fruitful intellectual exchange in one of the most delightful cities in the world! After a stimulating opening session at La Sorbonne on the Thursday afternoon, our conference will go on in a beautiful French campus: the "Ecole nationale des Ponts et Chaussées"

For social events, we will offer a few cultural visits with a transport and mobility theme. We've planned our meeting during the world famous Mondial de l'Automobile ! More than 1.5 million people are coming to see what is happening in the automotive world.

For these reasons, we've identified two convenient hotels located in Paris (in two price/quality categories) and we recommend that you book a reservation early. Our aim is to help you to discover another dimension of the nice traditional post card of Paris!

And, of course, the T2M's 'traditional' conference touch: the funny, wacky, memorable event - we will try!

So please, you will not want to miss attending T2M in Paris this year!

All the best,

Mathieu Flonneau/Vincent Guigueno, also called the "Dream team"!

*See Call for Papers in this issue.*

**T<sup>2</sup>M** ASSOCIATION

### FOURTH INTERNATIONAL CONFERENCE ON THE HISTORY OF TRANSPORT, TRAFFIC AND MOBILITY

"SUSTAINABLE MOBILITY AND SAFETY"

PARIS, MARNE-LA-VALLÉE

SEPTEMBER 28<sup>TH</sup> -OCTOBER 1<sup>ST</sup> 2006



Paris, October 1900



---

## Editorial:

Another successful and highly enjoyable T2M event took place in October 2005 at the organization's Third Annual Meeting in York. Read more inside about members' feedback, theme groups and one person's view of her first trip to the

English city. Meanwhile, please keep sending news and information (but please NOT calls for papers – these go out of date too quickly) to Drew Whitelegg, newsletter editor, at [awhitel@emory.edu](mailto:awhitel@emory.edu)

---

## Message from the President

*Gijs Mom*

At the end of last year, the Call for Papers for our fourth conference was sent to all relevant locations on the Internet. Mathieu Flonneau, Vincent Guigeno and their team are now in full swing preparing our next international event in Paris in September/October of this year. In April, the Executive Committee will gather in Leuven (Belgium) to evaluate York and make the final decisions about Paris.

With T2M now in its fourth year, the EC will dedicate most of its meeting time in Leuven to questions which are not directly related to the Paris conference, but which are crucial for the stability and continuity of our Association. One of these issues is our Statutes and Internal Regulation, which are now nearly ready to be presented to the members, first through email, then, for a final vote, at the Members Meeting in Paris. Also, on the organizational level, the EC decided in York to give every EC member a portfolio of tasks in order to spread the bureaucratic labour over the whole committee. I hope to give you an overview of this subcommittee structure after our Leuven meeting. Important subcommittees are the one on elections, the one on our internet communications (including a listserve

which we still don't have) and the one on sponsoring.

No doubt the major concern of the EC's deliberations is to our financial stability. At the start of our Association, in November 2003, our members decided to affiliate with *The Journal of Transport History* for at least the next three years. A wise decision, because we brought the expertise of the Editorial Board of JTH within the ranks of our Association. The downside of this decision, however, was that, because we do not 'own' this journal, the financial benefits for the Association are minimal, so we had to look for other sources of income, such as sponsoring.

Because the secretarial work has been 'outsourced' to the ECMD in Eindhoven (which, thus, subsidizes us with several thousands of Euro per year), our financial burden at the moment is rather modest, but this situation cannot last forever. In order to reach a minimum level of financial stability we decided, last year, to start a campaign to attract institutions and local companies as institutional members. They pay €200 per year and receive the same benefits as individual members (*JTH*, among others) plus the right to have a stand at the annual conference. One of our members in Portugal (Luisa de Sousa)

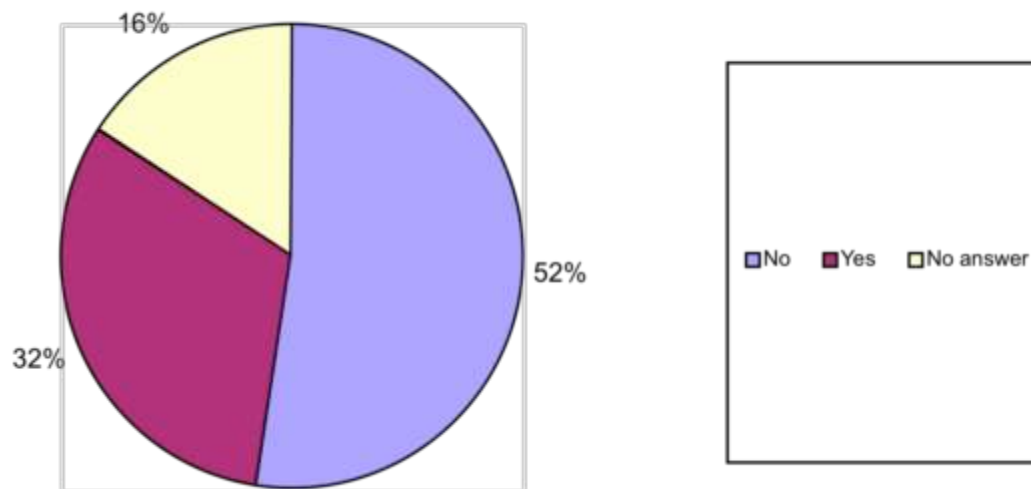
took the initiative to send more than twenty letters to potential Portuguese institutional members and up to now, two companies have responded positively. I would like to call upon all members who think they know a potential candidate for institutional membership in their neighbourhood or in their country, to follow Luisa's example. The secretariat in Eindhoven will provide all necessary support for such local campaigns.

In Leuven we will also discuss our latest members' survey, a splendid tradition which helps the EC a lot when we have to make decisions about future policy. While our financial stability forms the foundation, the role of T2M in defining and creating the new field of Mobility History is the very reason of our existence as an organisation. As of today, you can consult the results of this survey yourself on our website [www.t2m.org](http://www.t2m.org). Let me share some results with you now, in order to get an impression of how we are performing in our main objective.

The first thing which strikes me as very important in this respect is that we – at

every conference we organize – still attract a large amount of scholars who are not (yet) a member (Survey results Q1) and that our website and mailing campaign are crucial in attracting these scholars (Survey results Q2). Exactly as we have envisioned when we founded our Association, the majority of the conference participants are historians, but the number of scholars from other, non-historical disciplines, is very substantial (Survey results Q3). This reflects the growing interdisciplinarity of our field, a phenomenon we should keep in mind when organizing our activities. A promising result of the York survey is also, that one third of the respondents are willing to get involved more actively in organizational matters (see chart below). It is to these members and non-members to whom I would like to repeat my call to take up the challenge of our institutional members campaign. Help us to put T2M at a secure financial footing!

Gijs Mom



*Would you be willing to become more involved in the organizational matters of our organization?*

## THEME GROUPS

*In the last newsletter, we heard about theme groups and how they could fit into the T2M network. Having introduced the idea formally in York, Jan Oliva continues the story...*

You have already heard a little bit about "theme groups" in the last newsletter (if not, you can have a look on it in the archives on our website). We have now a sub-committee with, at the moment, four members: my self, Heike Wolter, Jamie Wetmore and Maggie Walsh. The third meeting of our association, held at York in October 2005, was an opportunity to present the theme groups in the plenary members meeting and to discuss some of the topics. There are some interesting results which I would like to share with you.

First, I'd like to mention the creation of a working group on the theme: ***History of tourism in Central and Eastern Europe after the Second World War***. This group has been launched by Heike Wolter, who is currently writing a thesis about the history of tourism in the GDR (and will soon have a review essay in the *Journal of Transport History* on tourism during the Third Reich). Personally, I was amazed to meet so many different people, Americans, Brits, Dutch, Danish, during the last three T<sup>2</sup>M meetings and to hear that they could visit different communist countries in groups or, more rarely, individually. As someone that was born in communist Czechoslovakia, I hold these stories in great importance, firstly because they prove that a little freedom of movement was possible (and it would be interesting to know in details how these journeys were organized) and secondly because the travelers had an opportunity to see from inside the reality of the communist dream.

That's why I would like to invite every body who had the opportunity to travel to a communist country to share its experience with us in writing to Heike ([wolter\\_heike@yahoo.de](mailto:wolter_heike@yahoo.de)) or to me ([jan.oliva1@libertysurf.fr](mailto:jan.oliva1@libertysurf.fr)). Independently of this subject, if you are interested in the above mentioned field of research, you are invited to contact Heike for further co-operation.

The second matter concerns the main topic of the York conference: the **history of travel and tourism**. We had an interesting roundtable session on Friday evening with Sheila Baranowski, Gijs Mom and John Walton on the overlapping fields – and the separate fields of research – in History of tourism and History of mobility. There were also some interesting comments from the auditorium. As this subject seems to us to be an important one, a part of the definition of the T<sup>2</sup>M goals, we would like to continue the debate. To do so, we wish to make a call to written contributions on the subject. In parallel, I would like to ask the three speakers to write a short statement on the subject. We will publish the forthcoming results in future newsletters and as poster presentations in our future annual meetings.

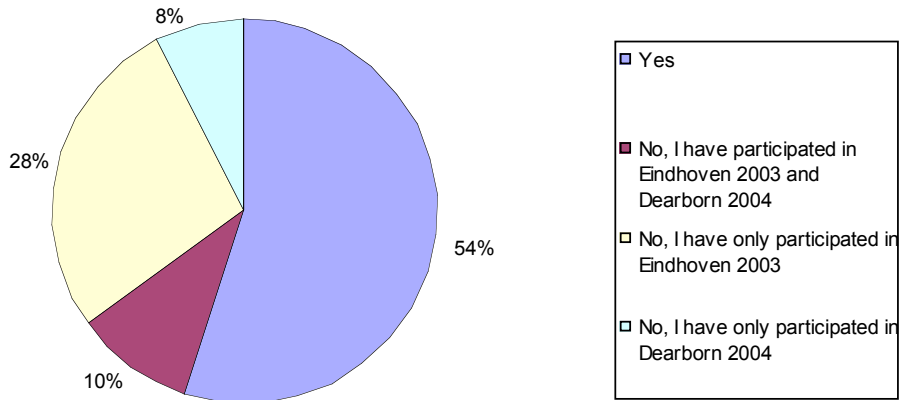
If you are interested in the theme: ***What are the overlapping – and the separate – fields of research in history of tourism and history of mobility?*** and you wish to help our association to discuss this broad conceptual question, send us your views at the above e mails.

## SURVEY RESULTS

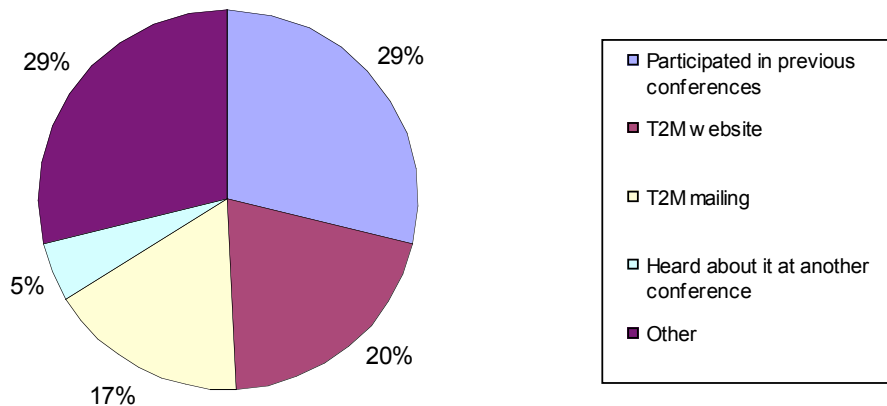
**As per usual at T2M conferences, we conducted a survey of members’ opinions on the conference. Here are the full details of the results. Perhaps members could look at the findings and we could start a conversation about them. All observations can be sent to the newsletter editor (address on front page)**

*These results are based on the survey forms of 39 participants of the York conference.*

1. Is this your first time participating in the T<sup>2</sup>M conference?



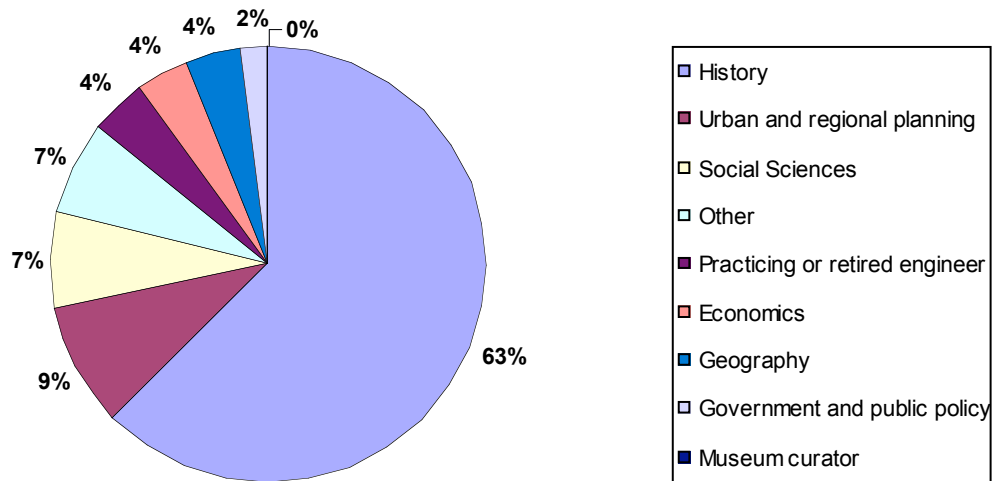
2. How did you hear about the conference (tick more if necessary)?



Other:

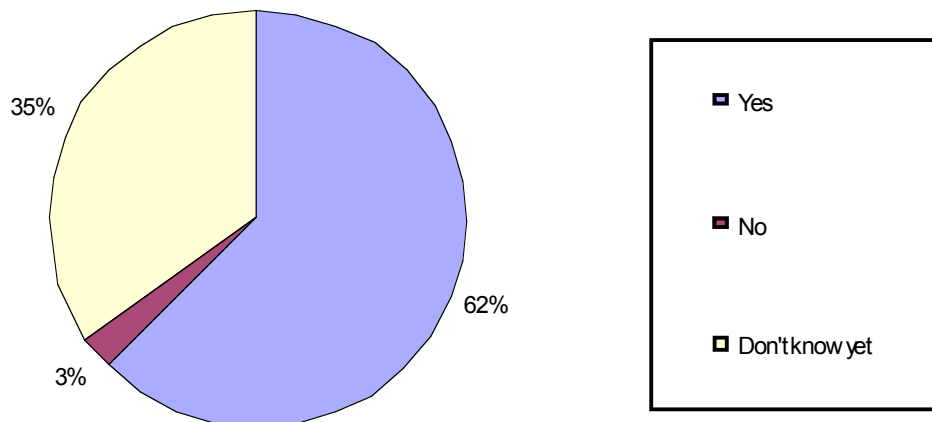
2	Listserv announcement
3	Institute for Railway Studies

3. How would you describe your field/profession (tick only one)?  
Other:

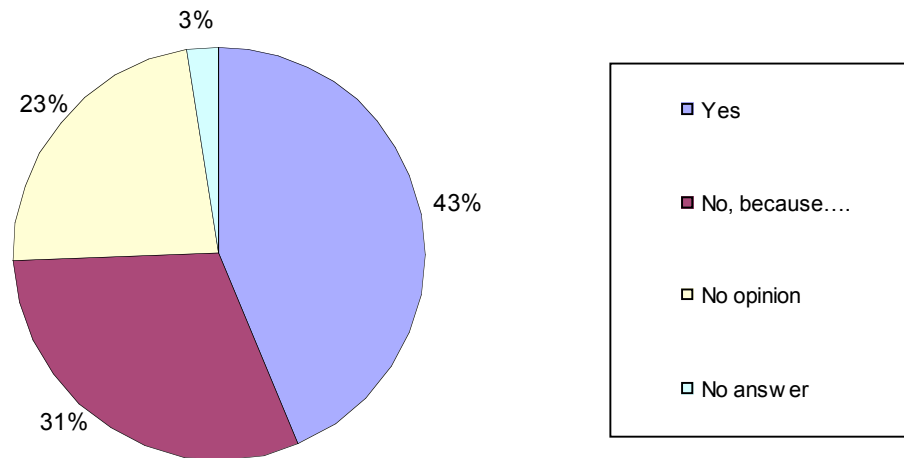


1	Interdisciplinary
1	Cultural science/history

4. Do you think you will attend next year's conference in Paris, France?



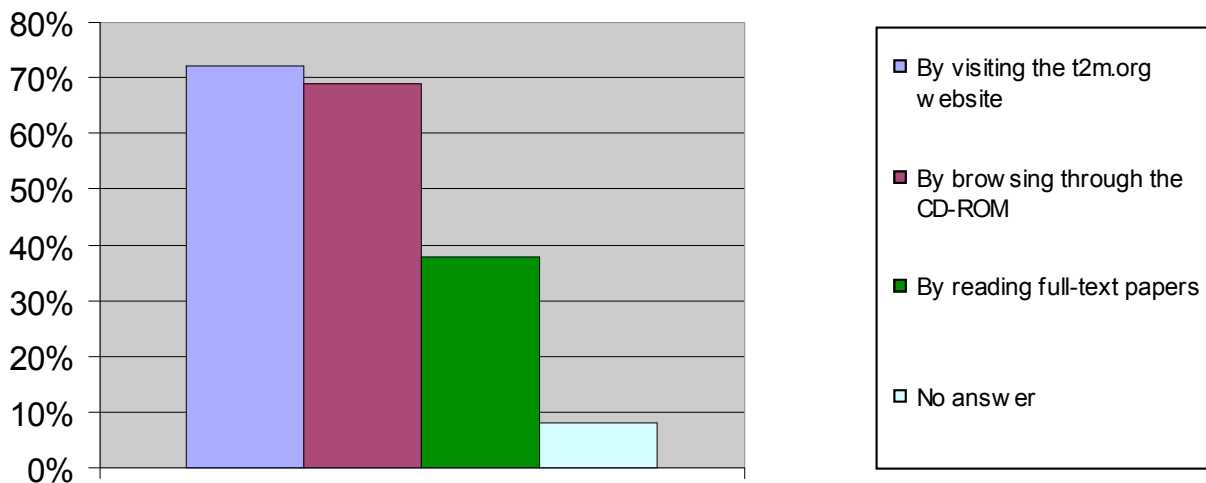
5. We built a special website for the conference, linked from [www.t2m.org](http://www.t2m.org). Are you satisfied with this website?



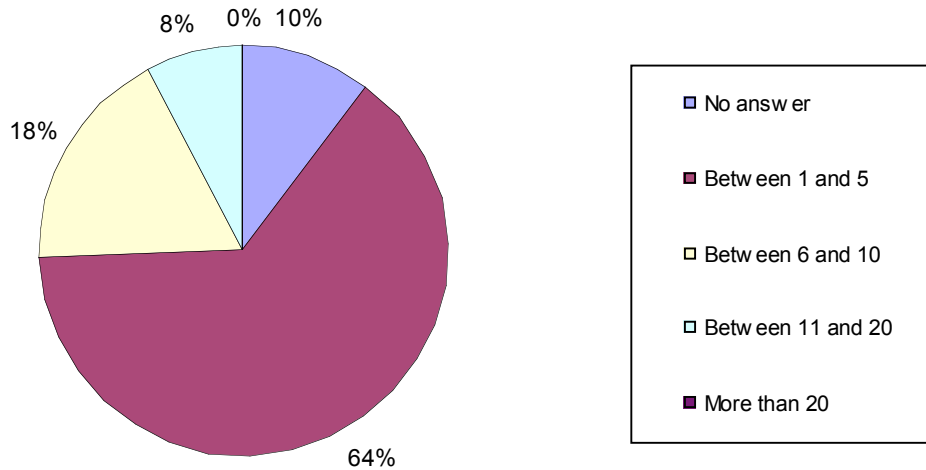
*No, because:*

1	The website contained some mistakes
1	The Thursday program was not displayed
1	The website was difficult to navigate
1	Text blocks were too large resulting in loss of overview
2	The website should have been updated more regularly
5	More information required on the conference

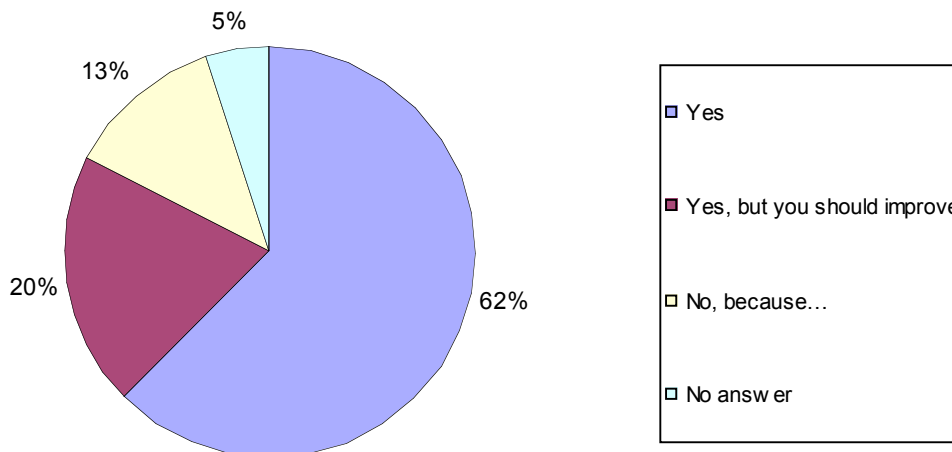
6. How did you prepare yourself for the conference (tick more boxes than one, if necessary)?



7. How many papers did you read completely or nearly completely?



8. Do you like the format of the CD-ROM?



*Yes, but you should improve:*

1	It did not contain all the papers
1	Window of the PDF texts should be larger
1	Include the abstracts with papers, not separately
1	It should contain a list with addresses
1	Font size is too small
2	It arrived too late

*No, because:*

1	The architecture should be simplified
1	Font size is too small



## In the spotlight...

*In the spotlight this month we look at the career and interests of Hans-Liudger Dienel. A familiar to many in transport circles, Hans has recently taken on the position of Foreign Language Book Review Editor for the Journal of Transport History. Before Christmas the newsletter managed to pin him down for five minutes to ask him some questions...*



### **1 - How did you first become interested in transport and mobility history?**

After my Ph.D (on university-industry-relations in the 19<sup>th</sup> and 20<sup>th</sup> Century), I began research on the history of transport and – together with Helmuth Trischler and other colleagues – set up a Transport History Study Group at the Deutsches Museum in Munich and the University of Munich. I wanted to combine high standard historical research with contemporary transport studies. And that's still the motivation behind my research in Berlin, almost 10 years later.

### **2 - Taking on the "foreign book" review job for the *Journal of Transport History* is an interesting assignment. What do you hope to achieve here?**

T2M is a truly international association, but the *Journal of Transport History* – though the leading international journal in the field – did not recognize and present non-English books and non-English research sufficiently. By taking over the book reviews editorship for non-English books, I will try to broaden the geographical scope and audience of journal.

### **3 - Do you think it is fair to talk of a "European" approach to transport history? What can Europe teach other parts of the world?**

Compared to the United States, I see a European Style in transport, despite all differences within the continent and despite convergent trends. Public transport systems remain more important, the European city functions differently, the state is more active, and the public supports this engagement. This shapes transport history. There is relatively more research on the car and the aircraft in the US than in Europe, where railway history still has the biggest audience in the field. Methodologically, I see differences too. In recent years, there have been more and more comparative studies in Europe, e.g. in the Tensions of Europe project or the

COST 340 network. Social science transport studies have much to tell to the history of transport and mobility, and there is a fruitful multidisciplinary debate on national levels in Europe. It is still not very visible in our association.

**4 - You've been heavily involved in T2M from its inception. What are the highlights and lowpoints so far? And how do you see T2M evolving in the future?**

I am fascinated by the international atmosphere of our association. There is no better platform for international comparisons of transport styles. We are – according to my feeling – less advanced in establishing a disciplinary and multidisciplinary platform. Personally, I am in favour of a multidisciplinary integration, and would like to see more transport sociologists, political scientists, anthropologists, ethnologists, geographers and economists in T2M. In the long term, I would envision an international association of social science transport studies with an historical nucleus. I am convinced that T2M has the duty and responsibility to push for the establishment of this new discipline at the international and national level.

---

## NEW JOURNAL

*Aesthetics and Mobility* is the topic of this first special volume of the on-line journal Contemporary Aesthetics (<http://www.contempaesthetics.org>) As its title suggests, the volume deals with questions of aesthetics in the context of mobility, i.e. in connection with traffic, mobile information technology, tourism, sports and the arts, involving or thematizing movement and other mobile phenomena.

The volume can be found at:

<http://www.contempaesthetics.org/newvolume/pages/journal.php?volume=13>

Those wishing to know more can contact Ossi Naukkarinen, Guest Editor of Contemporary Aesthetics, Head of research, University of Art and Design, Helsinki.  
[ossi.naukkarinen@uia.fi](mailto:ossi.naukkarinen@uia.fi)

---

## VIEW FROM THE STREET

*In our latest piece by T2M members, **Heike Wolter** plays the tourist in York...*

York is relatively unknown to Germans. When I told people that I was going to York, nearly everyone wished me a pleasant stay (coupled with an envious glance) in New York. On correcting them, most of my friends then seemed rather doubtful. But they were wrong, as York



turned out to be a wonderful little town in Northern England.

But first you had to get there, not a problem for someone like myself heading for a conference on mobility. That said, I meandered to my destination: going by private car in early morning, travelling on an urban train to Munich airport, flying to London Heathrow, choosing the London tube for my way to King's Cross and taking the express train to York. I finally reached York's Central Station punctually at 1.30 pm local time.

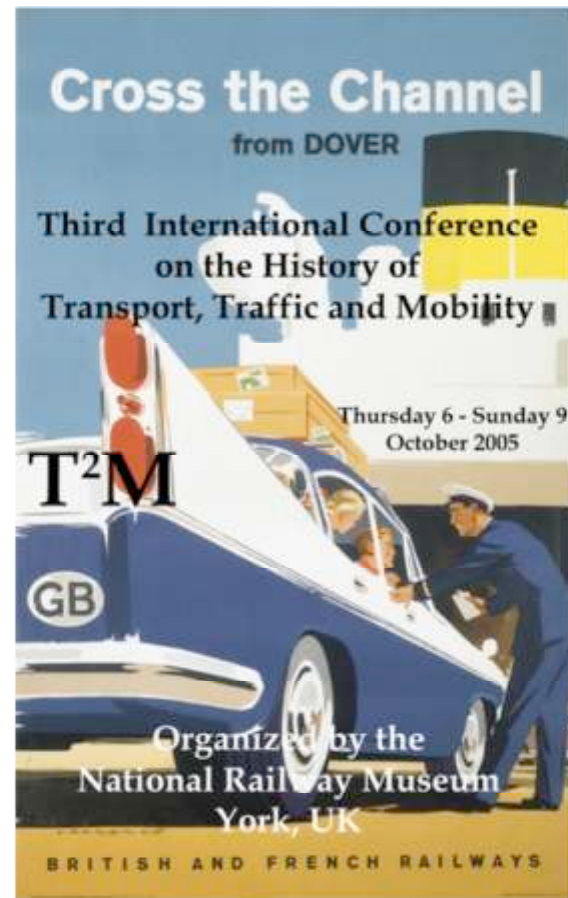
On getting off the train, along with numerous locals and a handful of tourists, I found myself staring at the city's wall. Like a castle, York refused to let me in. But after finding the entrance, I marvelled at its picturesque inner life and I explored its ways, places and premises.

Arriving at the hotel I had barely enough time to think about the new discoveries. My first appointment was pushing. I just wasn't a tourist, but somebody on an official journey. Our meeting place was a peculiar composition of reading rooms – looking alike all over the world – and a place full of unique exhibits suiting conference's theme. The collection included a huge amount of rolling stock and I caught a glimpse of the legendary *Flying Scotsman* locomotive.

From then on I found myself surrounded by theories, studies and reflections on mobility and tourism. I learnt, that "being outside the mainstream is original" and therefore took the liberty of passing-up a chance to visit York Minster. I heard, that "each journey has different auspices" and therefore calmly awaited my own

presentation with a lucky penny in my pocket.

I couldn't become a tourist until the Saturday afternoon. Then I became fascinated with the medieval facades now housing modern shops. In typical English rainy weather, I wandered around the city walls and felt rewarded by this trip. Everything beautiful and memorable I captured with my camera.



In the latter evening, together with other conference participants, I attended a ghost walk. Listening to stories of marching Roman soldiers in the middle of the 20th century and of meetings with the dead at the graveyard, tourists shudder and scientists scratched their heads at the seemingly inexplicable.

---

## WEBSITE REVIEW

The following is a list of railroad history websites that I found interesting. I am not a railway historian, so I can't pretend the list is anything approaching comprehensive. Please let me know if you see any links that should be added. I'll be quite happy to do a follow-up in a later Newsletter.

Clay McShane [c.mcshane@neu.edu](mailto:c.mcshane@neu.edu)

### **Institute of Railway Studies and Transport History Links**

<http://www.york.ac.uk/inst/irs/irshome/links/links.htm>

This is the best place to begin searching the web since it has links to a number of other sites. There are some weaknesses. The collection is especially strong on Europe and a trifle Anglo-centric. It is also a little out of date

### **Railroad maps, 1828-1860 (American Memory Collection, Library of Congress)**

<http://memory.loc.gov/ammem/gmdhtml/rrhtml/rrhome.html>

Included in the collection are progress report surveys for individual lines, official government surveys, promotional maps, maps showing land grants and rights-of-way, and route guides published by commercial firms. All of the items presented here are documented in *Railroad Maps of the United States* compiled by Andrew M. Modelski in 1975. The bibliography contains 623 railroad maps of the United States.

### **Histoire chronologique des chemins de fer Europeans au 19<sup>th</sup> siecle**

<http://train.eryx.net/h2.htm>

A series of maps tracing the growth of the European railway system year by year, country by country in the nineteenth century. There are some omissions.

### **Railway Women in Wartime** <http://business.virgin.net/artemis.agency/railway/>

Helena Wojtczak, the first woman to be employed as a guard by British Rail, compiled this collection of photos documenting the experiences of the more than 200,000 women working on the British railways during the two World Wars. Users can browse the collection by period and job type or tour the entire site via a link at the bottom of each page. Each section offers a few well-chosen quotes (many from the photo subjects themselves).

### **National Railway Museum** <http://www.nrm.org.uk/home/menu.asp>

Most T<sup>2</sup>M-ers have been here in real space, but the authoritative Scout Report recently gave the cyber museum a rave review. The site includes a virtual tour, FAQs and short photographic essays on particular themes

### **Streaming West: Railway Activity Westwards through Kansas**

<http://wt.diglib.ku.edu/>

This site contains five selected text items, mostly travelers' reports, but some engineering surveys. There is also a large photo collection, but it is organized by exhibit, rather than catalog, making it difficult to use.

## CALL FOR PAPERS FOR THE ANNUAL T<sup>2</sup>M CONFERENCE

The International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M) invites proposals for papers to be presented at the Fourth International Conference on the History of Transport, Traffic and Mobility, to be held in **Paris and Marne-la-Vallée, France on 28<sup>th</sup> September-1st October 2006.**

Papers may address any aspect of the social, cultural, economic, technological, ecological and political history of transport, traffic and mobility. However, we encourage the submission of proposals relating to the conference theme: History, Safety and Sustainable Mobility.

The interplay between safety and sustainability opens up important lines of historical inquiry. In what ways do the values of safety and sustainability shape the expectations of mobility users, producers and regulators? For example, beginning in the 1970s, the resurgence of the tram, in opposition to the automobile, in urban centers initiated a series of intense debates. In France, for example, several social science research projects (*RATP Réseau 2000*, *Institut pour la Ville en Mouvement*, etc) were established to address the debate. It is hoped that this theme will generate new objects and methods of inquiry in the emerging field of mobility history.

Such a broad subject suggests the value of interdisciplinary approaches. Relevant contributions from cultural geographers, sociologists, anthropologists, economists, and other scholars who do not define themselves as historians are therefore very welcome, as well as those from historians who are not specialists in T<sup>2</sup>M. Participants are encouraged, though not required, to organize panels on this or any other theme. A panel consists of a chair and normally up to three speakers; no commentator is required. We encourage transnational, comparative and transmodal approaches, and welcome proposals exploring theoretical or methodological issues as well as those of a more empirical nature. We especially invite recent entrants to the profession and doctoral students to submit proposals.

This conference will be hosted by Centre d'Histoire Sociale du XXe siècle, University Paris I Panthéon-Sorbonne, and the Ecole Nationale des Ponts et Chaussées. The conference language is English and French, all the working panels should be in English. The deadline for abstracts and a short cv (max. 1 page each; Word or rich text format only) is 31 March 2006. Send proposals to: [submissions@t2m.org](mailto:submissions@t2m.org). Notification of acceptance will be sent by 30 April 2006. The full text of papers accepted must be submitted by 15 July 2006 if they are to be included on the conference CD-ROM sent in advance to all participants and if they are to be eligible for T<sup>2</sup>M Awards. All participants are absolutely required to register before the 1<sup>st</sup> September, in order to secure the conference programme.

For enquiries about the programme, please contact Mathieu Flonneau, Université Paris I, ([Mathieu.Flonneau@univ-Paris1.fr](mailto:Mathieu.Flonneau@univ-Paris1.fr)) and Vincent Guigueno, Ecole nationale des Ponts et Chaussées ([vincent.guigueno@m4x.org](mailto:vincent.guigueno@m4x.org)). For information about local arrangements please contact [vincent.guigueno@m4x.org](mailto:vincent.guigueno@m4x.org).