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**Editorial**

BOOK EARLY! Delegates to T<sup>2</sup>M's Third Annual Conference in York, in October 2005, are **STRONGLY ADVISED** to book accommodation as soon as possible. The conference coincides with the year's final horserace meeting at York's extremely popular and busy Knavesmire course, and thus hotels in the city are filling up fast. For more details on where to stay, go to the York website:

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

Meanwhile, send any news and information you'd like to share with other association members to:

Drew Whitelegg  
MARIAL Center, Emory University,  
Briarcliff Campus, Atlanta GA 30306, USA

E-mail: [awhite@learnlink.emory.edu](mailto:awhite@learnlink.emory.edu)

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## DAVID NYE AND JOHN URRY TO ADDRESS YORK T<sup>2</sup>M

In keeping with the high academic standards set by the first two T<sup>2</sup>M conferences, the York Local Organizing Committee has secured two esteemed speakers to address the Third Annual Conference to be held in the city in October, 2005.



**John Urry**

David Nye of the University of Warwick, an expert on technology's cultural and social history, will give the opening address. John Urry, well known for his groundbreaking work on tourism, will also speak.

Colin Divall, chair of the Local Organizing Committee, told the mid-year Executive Meeting in Paris that the York conference had attracted record levels of interest, with roughly 100 papers being submitted.

Divall re-iterated the advantages of booking early for the conference. Doing so would ensure obtaining accommodation on a busy horse race weekend in the city. There is also a reduced conference fee for those booking before September 1 as well as spaces (limited to the first forty) on an evening meal on the Friday night at a local bistro. The conference fee this year is **INCLUSIVE** of the Saturday reception, a response to feedback from members at the Dearborn.



**David Nye**

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## **Message from the President**

*Gijs Mom*

On April 25<sup>th</sup>, more than a dozen Executive Committee members (including three from the US) attended our second Mid-Year Meeting in Paris, hosted by EC member Mathieu Flonneau. I was very pleased about the high turnout, especially among our younger members, and even more so to learn that the York Local Organisation Committee and the Programme Committee (both chaired by Colin Divall) have done a splendid job not only in attracting more than 90 submissions for our next conference in October, but also in devising a programme which at least promises to equal our previous successful event in Dearborn. It is, again, proof of the substantial need for an annual meeting in our field and strengthens my conviction that we are on the right track: an Association of over a hundred members generating each year a conference with about the same attendance truly merits its existence.

Our EC meeting took many decisions. We finalised our Statutes, we agreed upon a basic text of our Internal Regulations, we discussed our 2005 budget, we started to discuss a rotation schedule for EC members (implying that we will need to vote for four new EC members this year), we decided upon the date and place of our 2006 Conference (still a surprise to be revealed during our York Banquet), we started a campaign for new members (especially, institutional members), and we discussed at length an initiative to extend the Association's activities to Theme Groups which would make our Association much more than only a conference organizer. This issue will be discussed in more detail in the next

newsletter, in anticipation of the York conference.

Some of the EC's discussion topics seem rather bureaucratic at first, but upon closer scrutiny they are highly relevant. Take, for instance, the lengthy discussion about the way the Programme Committee should function. There is clearly a tension here between our wish to expand our membership and, at the same time, to maintain and enhance the quality of our annual conferences. As in every scholarly organisation, the Programme Committee should be independent in its decisions about rejections of paper submissions. At the same time, in order not to have any discussion amongst our members about the justification of these rejections, the selection of members for the Programme Committee should be transparent and according to rules clearly laid down in our Internal Regulations. I, for my part, put great emphasis on a clear regulatory basis for our Association.

In Paris, we also discussed closer cooperation with tourism historians, one of the wishes expressed in the Dearborn member survey. I am therefore very pleased to announce that we will have an extra meeting in Paris in June with a delegation of the tourism historians about a common Round Table Session during our York meeting, where we will discuss common ground between the two fields of Tourism and Mobility History. Our goal is very clear: not only to acknowledge the history of tourism and travel being one of the core themes of our field (as also expressed by the conference theme itself), but also to see to it that this results in a

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major growth of our Association in order to make it easier for future conference organisers to reach their break-even point. I very much look forward to meeting tourism historians in York, who previously might not have considered T<sup>2</sup>M to be their

‘home.’ I think our conference ‘formula’ (a combination of a clear theme and at the same time room for special sessions on a wide range of other topics) starts to really work.

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### **Call for Institutional Membership Campaign**

During the Executive Committee meeting in Paris, it was decided to start a campaign to enhance the Association’s income to cover the costs of running the organisation and better support its goals, such as: providing its members with an annual platform for intellectual exchange and supporting junior members.

Each EC member pledged to acquire the support of three institutional members (worth € 200 per annum). They also

decided to call upon the membership to support this campaign by suggesting to the EC any institution or company which might be convinced to become a T<sup>2</sup>M member. If you, as a member, are interested in helping us find such institutions, please contact the Secretariat at [info@t2m.org](mailto:info@t2m.org). There you can also order a special flyer for this purpose. Of course, your support is also welcome in case you know individuals who would be willing to become a private member.

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### **Call for support of 2005 Travel Fund**

To my pleasant surprise, one of our senior American members sent the Secretariat a cheque, supporting our 2005 York Travel Fund for PhD students with a donation of \$200. Shortly thereafter another senior European member sent a message that he would donate €100 for the same purpose, expressing his hope that other senior T<sup>2</sup>M members will follow suit. I would like to heartily endorse this spontaneous activity of our senior members.

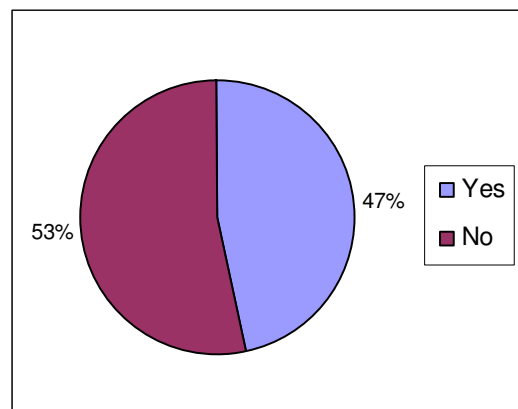
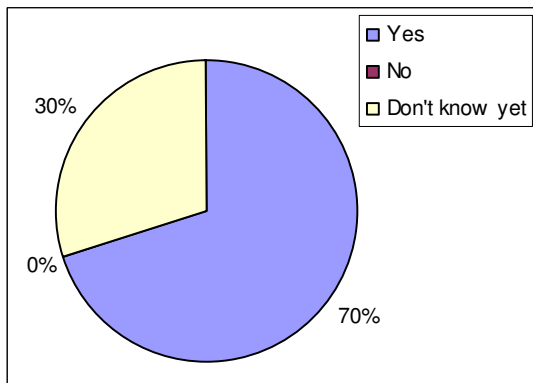
To avoid having to pay a lot of provisions to our bank, I call upon those members who would like to follow our example to let the Secretariat know what amount they would like to donate. Please send a short message to [info@t2m.org](mailto:info@t2m.org). We will then create a space on our next conference registration form (and for those who will not be present in York: on our next membership renewal form) where you can fill in the promised amount.

### Dearborn Survey Results

Attendees at the Second International T<sup>2</sup>M Meeting were asked to complete a conference survey before they departed. In general, attendees expressed satisfaction at the preparation and experience of the conference. Numerous suggestions have been made concerning how to improve and expand it, and the York Committee have already responded to comments concerning the cost of the evening function by scaling down the cost (though hopefully not the traditional entertainment factor).

Full details of the survey are given below:

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

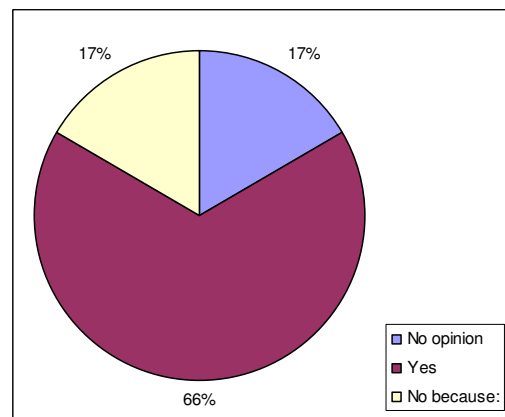


2. Do you think you attend to next year's conference?

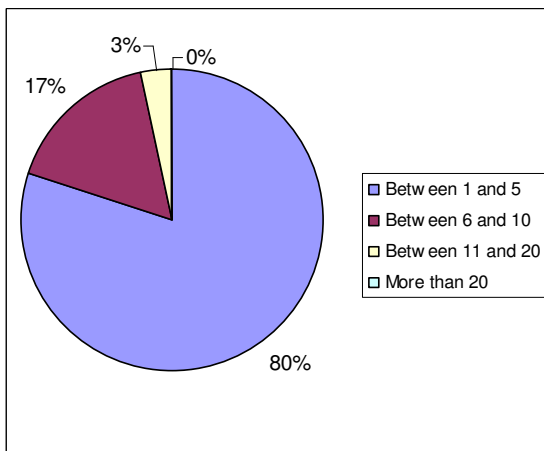
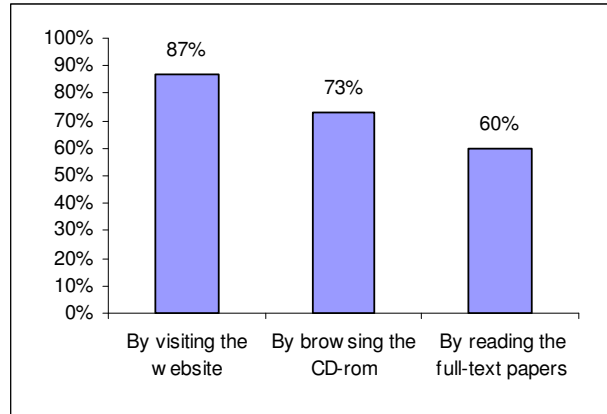
3. We built a special provisional website for the conference, linked from [www.t2m.org](http://www.t2m.org). Are you satisfied with this website?

No because:

- There was not enough information.
- Links between T<sup>2</sup>M-website and local organizers conference website were not clear.



4. How did you prepare yourself for the conference (More answers possible)?

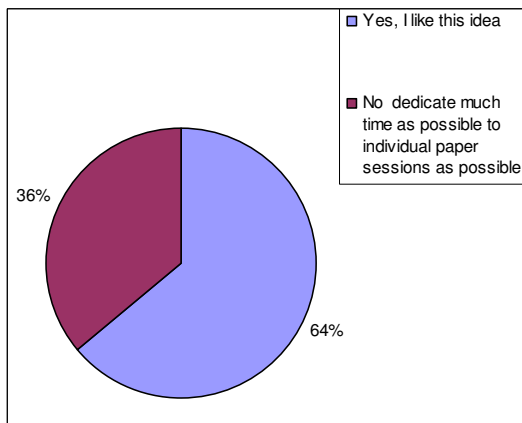
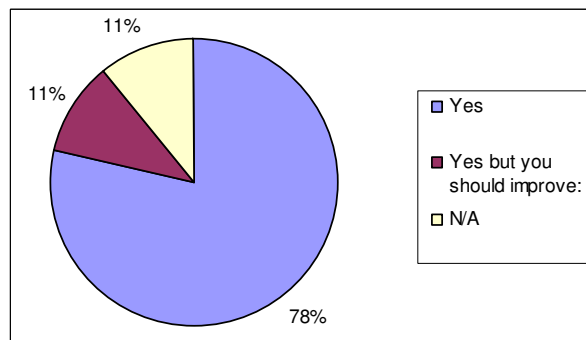


5. How many papers did you read completely or nearly completely?

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

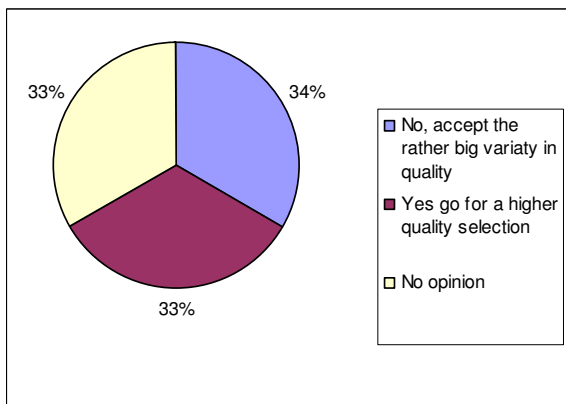
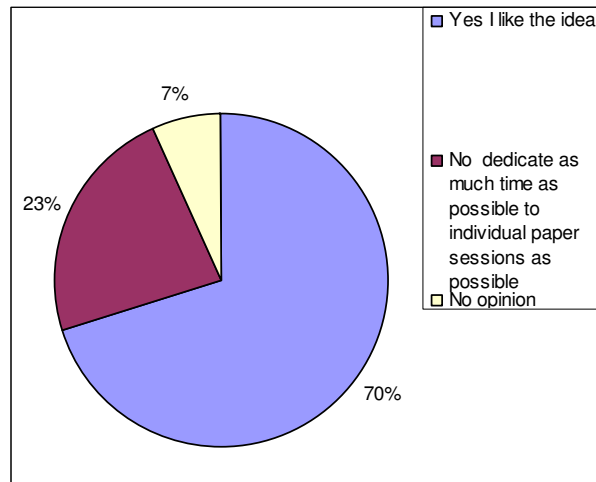
Suggestions for improvement:

- Include a list with participants.
- Include more information about travelling.
- Improve timing of delivery.

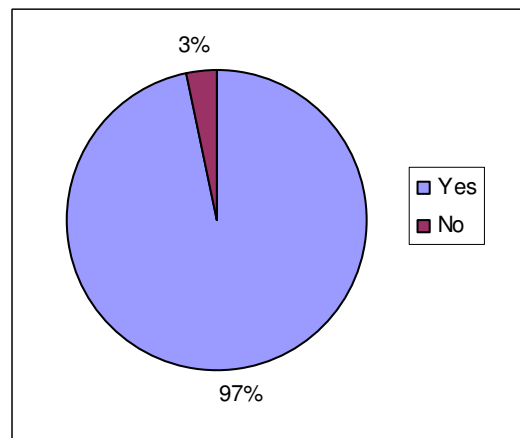


7. The Executive Committee intends to strengthen the “intellectual exchange” aspect of our annual conference. One of the ideas is, to reserve part of one afternoon for a plenary debate on the specific theme of the conference, introduced by one or two short discussion statements by members. Do you like this idea?

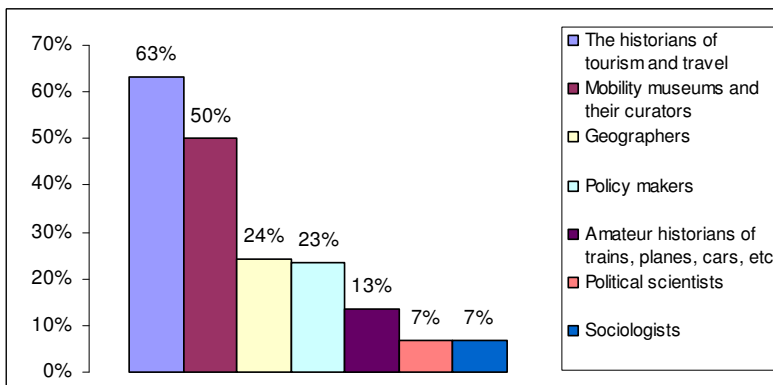
8. The Executive Committee wishes to make a difference with other conferences in terms of style, ambiances and scholarly encounter. One of the ideas is to encourage other forms of presentations such as: dual presentations (conversation style), panel discussions, multimedia presentations. What is your opinion?



9. The Programme Committee took the decision to accept all serious paper submissions, in order to get as many people as possible to the conference, because of the foundation of the T<sup>2</sup>M Association. For the next conference, it is considering to change this policy. Would you agree?



10. Did you register for the conference banquet on Saturday?



11. Our Association needs to expand in membership, if only to reduce the financial risk for the local organizer of the conference. Which communities of scholars or specialists would you like the Executive Committee to consider as target (More than 1 suggestion possible)?

## In the spotlight...

A new newsletter feature contains brief interviews with important figures from the T<sup>2</sup>M world. Here, retiring editor of the *Journal of Transport History*, **Peter Lyth**, faces up to the questions.

### **How did you get interested in transport history and aviation in particular?**

Well, fairly late in my career. My first degree, at the University of East Anglia, was in economic and social history. An inspirational supervisor steered me towards Weimar Hamburg for my doctoral research and for some time I concentrated on German economic history. It was only in the 1980s that I began to take an academic interest in airline history. Aircraft had always fascinated me (like many men, I suspect!), but until then I hadn't really considered the degree to which airlines represented something quite unique in 20<sup>th</sup> century history: extraordinary scientific and technological endeavour, mixed with political intrigue, eccentric entrepreneurs, and one of the most Byzantine regulatory arrangements ever to control a modern transport system. I began researching British airline history and it was from that standpoint that my interest broadened to encompass transport history generally in the 1990s. I still don't know much about the railways or maritime history but thanks largely to fruitful discussion with (and, of course, reading the articles and books of) colleagues and friends, amongst whom I'd like to mention John Armstrong, Philip Bagwell, Colin Divall and Terry Gourvish, I know rather more than I did fifteen years ago!



**Peter Lyth**

### **As Editor of the *Journal of Transport History*, you've seen a few changes over recent years. What are some of the more important ones?**

I have only been editor since 2001 and under the new rules for JTH officers, four years is the maximum for a single term as editor. By comparison, my predecessor John Armstrong was at the helm for over a decade. But you are right: there has been an accelerated rate of change at the Journal since the turn of the new century. As Gijs Mom and I have both mentioned in editorial leaders in the Journal, the trend has been away from traditional, supply-side economic and social history approaches to transport and towards what one might term the consumption of transport in history. It is a trend which would include the study of how men and women have experienced transport over the last two hundred years, and how transport enterprises have marketed their services and products to the consumer. In practice this has meant more cultural history and more gender history, or at least the publication of articles which are informed by a cultural history or gender history methodology. The second change in trend which I would mention, and which we are trying to establish in editorial policy, is towards the history of technology. A closer look at the evolution of transport artifacts and technologies, drawing, where appropriate, on the cultural and gender history methodologies mentioned above, should form an important part of the broad spectrum of approaches and

disciplines featured in future issues. I hasten to add, however, this is most definitely *not* to say that there is no place in the future for the more traditional submissions from economic and social historians that have been at the heart of the Journal's publishing record since its first appearance in the 1950s. The fruits of solid research in company archives, and the economic and financial analyses of transport industry history, will always be welcome, as will studies on government policy towards transport. In any case, good scholarship will always find a home in the JTH.

**3) How have you balanced the sometimes-differing interests of academics and lay enthusiasts?**

I have always thought the so-called gulf between academic scholars on the one hand and lay historians and transport history enthusiasts on the other, is exaggerated. The truth is surely that the latter has provided the former with a steady flow of empirical raw material with which to consolidate their theories and support their arguments. The academics need the enthusiasts, but also, and here your question makes an important point, the enthusiasts need to heed and understand the state of the art in academic transport history. Many hours of worthy research in dusty local archives will yield little of scholarly value unless it is focused on an academic issue or debate, or engages the historiography in its chosen field. Certainly, academics and lay people have different interests and agendas; the latter are, by definition, amateurs and there is always the risk that they will be enchanted and led by the sources. The task of the editor of a specialist journal like the JTH is to lead the lay author back onto the path of academic righteousness and get him or her to answer not only the how, when and where questions, but also those all-important why questions too. This is not always easy and doubtless I have critics on both sides for the way I have struck the balance here.

**4) Where will your interests lie after leaving the Journal?**

I have a number of projects which I confess have been on the back burner during my spell as editor. I just hope I can warm them up again! My interests remain mainly in aviation history and range from a cultural history of British Airways (hopefully ready by the centenary in 2019!) to another look at that fascinating decade of British jet engine history from the premature death of the Comet to the protracted birth of the Concorde. I am also writing a book (very slowly!) on *speed*; provisionally entitled *A Quick History*.

**5) Any advice for the new editor?**

Get a good secretary! Editing the JTH seems to me to be like running a railway: you spend your time shunting stuff to and fro, and worrying about timetables.



## **VIEW FROM THE STREET**

In the second of our members' essay series, **Jeff Schramm** goes inter-modal on his first trip to Paris.

### **An American (Transport Historian) in Paris**

After being elected to the T<sup>2</sup>M executive committee in November of last year, I headed to Paris for my first Executive Committee meeting in late April. I was quite excited about the trip, not only to review bylaws and budgets but also because it would be my first visit to the fabled "city of light." My wife accompanied me and we made the trip into a short vacation. April in Paris is not to be missed.

We left St. Louis on a short hop to Chicago where we boarded an American Airlines 767 bound for Charles De Gaulle Airport. About eight hours later we disembarked. After a short shuttle bus ride from the air terminal to the rail station we managed to purchase our tickets into Paris on the RER. This intermodality is one of the aspects of traveling that I really enjoyed. While on the train we passed the approaches to Gare du Nord and I saw Eurostar, TGV and Thalys trains entering and leaving the terminal. I was quite excited by this but my jet-lagged wife was less amused. I was unable to convince her that the station was a tourist attraction and instead we spent our time at the Louvre, Eiffel Tower, Notre Dame and the Musee d'Orsay rather than hanging around railway stations, although the Orsay sort of qualifies.

After our RER trip into town it was time to navigate the Paris Metro. I had a map with me but it looked like a bowl of multi-colored spaghetti. After some study we were able to figure out how to purchase tickets from an automatic machine and navigate the system. I was surprised by the use of rubber tires and steel wheels on the metro cars, an intriguing combination. One word of advice however, when going through the exit gates with a backpack, move quickly or you could become trapped when the gates close on said backpack.

Out on the roads, Parisian drivers seemed a bit more animated than those in my small Missouri town but traffic in general didn't look noticeably better or worse than in Atlanta or Chicago. One difference that I noticed right away were the types of vehicles used. Most were small cars of European manufacture. Some were very small. I saw a few Japanese makes and only a couple US made Jeeps. With the exception of the Jeeps and an equally low number of Range Rovers, there were few large SUV's careening around the narrow streets of Paris. The biggest difference between traffic in Paris and an American city was the complete absence of pick-up trucks. Their place was taken by innumerable scooters and motorcycles. While most of the traffic scared me I did have an urge to hop on a scooter and join the fray a couple times.

The thing that most felt different about Paris as opposed to most (but not all) American cities was walking. People walked everywhere. While the metro was fast and convenient, walking was our transport method of choice. Walking felt natural and walking was also the best way to experience Paris. It also helped to burn off some calories from the fantastic French food.

## NEWS AND ANNOUNCEMENTS

### Expanding your newsletter

At the recent Paris meeting of the Executive Committee, some discussion was held concerning how to expand the scope of the T<sup>2</sup>M newsletter. Some of the new features, such as the Peter Lyth interview and the website review have already been incorporated. However, other areas that could be expanded are the following:

- Members in the news. We want to hear what members have been doing – new books, articles, awards, grants etc etc. We are an active academic community and we should be telling each other what is going on
- Dissertations in the field
- New books – possibly a list of upcoming books reviewed in the *Journal of Transport History*
- A new title! “T<sup>2</sup>M Newsletter” is not the most riveting of titles. Let’s think of a catchy name and put that at the top.

For any of these to happen though it needs your input.

### John Scholes Prize

The John Scholes Prize (formerly the National Railway Museum Prize) of up to £250 is awarded annually by the *Journal of Transport History* and the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M) to the writer of an unpublished essay based on original research into any aspect of the history of transport, traffic and mobility. The prize is intended for younger scholars or recent entrants into the profession and may be awarded to the writer of one outstanding article or divided between two or more entrants. Publication in the *Journal of Transport History* will be at the discretion of the Editor. 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:

1. be in a permanent academic position;
2. have published an academic monograph or have a publication in a major academic journal.

Entry is in no way limited to British nationals. 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 2005 for the current competition. Essays should not bear any reference to the author, either by name or institution; 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 Colin Divall, Institute of Railway Studies & Transport History, National Railway Museum, Leeman Road, York, YO26 4XJ, United Kingdom

E-mail (for enquiries only): [cd11@york.ac.uk](mailto:cd11@york.ac.uk)

## WEBSITE REVIEW

Another new newsletter feature is a website review, in which Clay McShane highlights pages of possible interest to mobility historians. Please contact him if you would like to recommend any sites for inclusion. [c.mcshane@neu.edu](mailto:c.mcshane@neu.edu).

### **American Memory (Library of Congress)**

<http://memory.loc.gov/ammem/amhome.html>

The U.S.A. Library of Congress has produced an amazing collection of 80,000 photographs, largely, but not exclusively, American, plus maps, “birds-eye” views and documents. While it is well indexed, the collection is so huge that the search function is often overwhelmed. Clearly the best place to look for iconography. The site contains images, plans and documents for both the Historic American Building Survey and Historic American Engineering Record (HABS/HAER). There are special collections that cover architectural photography; travel; advertisements; railroads; Farm Security Administration and Office of War Information photos from the 1930s and 1940s; a number of early twentieth-century records and early films (many depicting urban streets, parades and the like); and photos from the Loeb Library at Harvard University documenting American architectural and landscape design 1850-1920; all culled from the Library's collection of 4.5 million items. Reproductions are less expensive than many online collections.

### **Autobahn Online**

<http://www.autobahn-online.de/>

Mostly contemporary materials, but some historical statistics, links, and photos. Largely in German. The English version is not updated.

### **Sustainable Mobility**

<http://www.wbcscdmobility.org/>

A worldwide, corporate-funded study of contemporary transportation trends with future projections, featuring a strong focus on fuels and pollution. It is important because it represents the first time that the industry has acknowledged that a problem exists

### **Motorbase**

<http://www.motorbase.com>

This commercial site, aimed at collectors of classic cars has short histories, links and brief technical data for 3750 models, mostly since 1930. It is the best beginning point for the history of individual cars.

### **British Universities Newsreel Database**

<http://www.bufvc.ac.uk/databases/newsreels/archives/index.html>

An index of archival newsreel and photo footage, public, private and on-line. It offers links to archives all over the world at

<http://www.bufvc.ac.uk/databases/newsreels/archives/streamed.html>.

Some streaming video is included, although the site mostly offers an index to commercial sites. The site is quite comprehensive. For example, a search for “airport” drew 275 hits with dates as far back as 1922.