

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



Conference delegates hard at work!

December 2009

Number

4

Volume IX

Inside:

Lucerne Conference – full details
T²M Yearbook 2010 – call for papers
In the Spotlight: Gordon Pirie
Prizes awarded
Institutional Member profile: ECMD
EC elections - results

Editorial

In this newsletter:

Nearly the end of another eventful year in T²M's growing history – a year that has brought with it challenges and opportunities – and successes. We start with the **annual conference**, a bit over a month ago, in Lucerne. A fuller report appears later in the Newsletter, but for my part, I had a first-class time and would like to thank everyone involved in the organisation again. New Delhi will have a tough job beating it!

Another success was the **launch of the T²M Yearbook**, at the conference. My copy is sat on my desk, so far only partially read – but I'm just waiting for the next time I can dip into it. It's going to be a valuable tool for those of us directly interested in transport and mobility history, as well as a good introduction for those who are only just joining us in our growing field. As important as the launch was the news that the publication of the 2010 Yearbook has been secured – the **Call for Papers** is included in this issue of the Newsletter.

Inside you'll also find a report of the **Executive Committee meetings** at the Lucerne meeting. Of necessity a report can only convey a small amount of what was discussed, but this one gives a good idea of the scope of discussions. And with the **EC elections** we have a rotation of members – some leave, some return, and some are elected for the first time. Again, full details elsewhere in the Newsletter. Remember: EC members' contact details are included on the website, so if you have questions, comments, criticisms or suggestions, please get in touch with us.

And so we look into 2010. Whilst this Newsletter will provide you with some reading matter over the holiday period, don't forget that we're always keen to receive your contributions: **let us know what you've been doing**. A brief note about conferences you're going to or have attended, calls for papers you've seen, papers or books you've published, projects you're working on – in short, the things that you'll find in a typical issue of the Newsletter. It's all reliant on you sending the information in. Until the next issue, have a restful Christmas and productive new year.

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: **19 March 2010**

President's Page

For Byzantinists, it is more important than for mobility historians to meet intercontinentally, and to experience physically that there are more scholars around in the world who are thrilled by similar questions and approaches. Historical studies in transport, traffic and mobility are easier to communicate to a broader audience than byzantinistic themes. But even for us, it is a seldom and wonderful experience to immerse ourselves in a community of colleagues with similar interests and background, with new questions and approaches to topics which seem to be relevant for our own research.

Back from Lucerne, I am remembering a most stimulating conference on historical and contemporary studies in transport, traffic and mobility and its relations to energy and innovation. Only in recent years, transport has become the largest and fastest growing user of energy. The political and environmental dimensions were underlined by the three plenary sessions with the business historian Patrick Fridenson (Ecole des Hautes Etudes en Sciences Sociales Paris), the environmental historian Christian Pfister (University of Berne) and the transportation scientist Kay Axhausen (Swiss Federal Institute of Technology, Zurich), which framed a set of 23 sessions at the Lucerne conference. Around 150 scholars gathered in a beautiful surrounding and experienced optimal conditions for intellectual disputes: the Swiss Transport Museum with its new road transport exhibition, the TEE excursions, the Alpine scenery, a glamorous and little morbid 19th century Grand Hotel (my favourite hotel type), a Swiss organisation at its best, the *Guggenmusi* at the banquet and many old and new friends from more than 25 different countries. I think I can say for all participants: We are very thankful to the Swiss organizers of the conference! Please tell us, how we can pay back what you did for our field and our feeling.

In Lucerne, the Executive Committee of T²M met before the conference for a one-day strategy workshop to discuss the midterm future of T²M. It became obvious that T²M is developing on the right track but that we need more resources to realize our high-flying plans. We need

- more travel awards for graduate students to attend our conferences;
- a more regular *Journal of Transport History* (ideally with a third issue per year in the midterm future);
- more actual informations on jobs, programs, books, workshops and conferences on our new homepage;
- summer schools, fellowships, and – not at least – more academic and professional positions in our field;
- and more personal and institutional members in our Association.

We thankfully acknowledged the activities to win new institutional and personal members and the publication of our new T²M Yearbook. In several meetings (EC of T²M, Editorial Board of *JTH*, Members' Meeting of T²M), we discussed the situation of our *Journal of Transport History*. In January there will be a meeting at Manchester University Press to find a way back to the *JTH* appearing without delays.



Unfortunately, the head of the organizing committee of our Indian host for the next annual conference from 2-5 December 2010 in New Delhi, Mr Sanjiv Garg from the Indian Railways and the Chartered Institute of Logistics and Transport' – India, could not come to Lucerne to invite us personally to India and introduce us to the general theme of the next conference: "Transport as a lifeline of development". But he confirmed the invitation by mail, e-mail and phone and is working hard with his team to send out the Call for Papers in the next weeks.

Many colleagues told me in Lucerne that they are thrilled to go to the Indian subcontinent next year to discuss the role of transport and mobility for societal and economic development. When I looked up the prices for flights from London to Delhi today, I found return-tickets for less than €400 (and from Chicago to Delhi for less than €600). Additionally, I googled the journey with a regular container ships from Hamburg. It takes 24 days to travel from Hamburg over Rotterdam, Felixstowe, Suez, Jeddah, Colombo, and Mumbai to Mundra in Northern India. Tickets (in 2 pers. cabins with shower) cost €1920 (one way).



In New Delhi, we will meet in the National Rail Museum, the largest Railway Museum in Asia. I encourage you to respond to the Call for Papers. If you know of colleagues in India and neighboring countries, please forward the CfP and invite them to come to New

Delhi too. I am convinced that the conference will be a big step for the history of transport, traffic and mobility.

This is the last newsletter for 2009. For those of you who take a break over Christmas, I wish you relaxing holidays.

All the best for 2010,

Yours,
Hans Dienel

News

T²M Yearbook launched

In Lucerne, at the reception on the Thursday evening, Gijs Mom launched the T²M Yearbook. Over a year in the making – and considerably longer in the planning – this is the first T²M publication, and it looks like being a great success. With over 250 pages, it has something for everything interested in the history of transport, traffic and mobility. And what's more, it is included in the price of your membership – so, if you've paid for 2009, you get a copy. Those members at the conference picked up their copies; if you weren't there, it is being posted to you.

PhD congratulations!

The sort of news that we all like to hear: another one of our members has passed their viva. This time it is Rodrigo Booth, whose thesis, 'Motorcars and highways. Mobility, modernization and territorial transformation in Chile, 1913-1931' was successfully defended at the University of Chile in September – in fact, so successfully that he passed *aprobado con distinción* (with honours – the best qualification). Congratulations!

Rodrigo's thesis studied the modernization of the roads in Chile as a response of the motorists, technicians and state authorities to the post-1910 debates about the adoption of the private model of mobility based on cars. He found that Chilean road building in the 1920s was used as a tool of territorial planning, resulting in the construction of a series of longitudinal routes that guaranteed permanent traffic between the north and the south of the country. The expansion of roads determined new mobility practices, changing the ways of travel and establishing new ways of experiencing Chile.

Look out for the book in 2010!

Institutional Membership Campaign

One way of increasing T²M's prominence is by working with our Institutional Members (IMs). Luisa Sousa has been leading the campaign to find new IMs, involving national co-ordinators who take responsibility for drawing up a list of organisations that might be interested in finding out more about T²M and then for making contact to see what we can offer each other. So far she has people from Australia, Canada and the USA, Chile, Denmark, France, Germany, Italy, Portugal, Switzerland and the UK; if you want to get involved for your country, please let us know by emailing Luisa: luisacoelhosousa@yahoo.fr

New Book Series

Mathieu Flonneau and Arnaud Passalacqua are producing a new book series, entitled *Cultures Mobiles*

(*Mobile Cultures*). Each year the series, published in French by Descartes et Cie, will include three or four books that will address contemporary issues in mobility, using historical study. The provisional list includes:

April 2010, Camille Mollès, *La fin du pétrole a déjà eu lieu !* (Prix Jean Panhard, Automobile et Société, 2009)

June 2010, Arnaud Passalacqua, *Souplesse et mobilité*

September 2010, *L'utilité de l'utilitaire*, Ateliers du CCFA

September 2010, Mathieu Flonneau, *L'autorefoulement et ses limites*

January 2011, *Le design à la rescousse de l'automobile*, Ateliers du CCFA

H-Net English Language Editor wanted

As noted in the report of the recent Executive Committee meetings, we want to try to establish a transport and mobility history presence on H-Net. At the moment we have a thoroughly international committee working on this, led by Richard Vahrenkamp and Ralf Roth, but one essential thing is lacking: a native English-speaker. If you fit this description and would be interested in being involved, please contact Richard: vahrenkamp@gmx.net

Executive Committee – Election Results

The annual round of elections for the Executive Committee took place in Lucerne. The way T²M is set up means that each year, a certain number of positions on the EC become available, as each member serves a four-year term (two years in the case of Student Representatives). This annual change ensures that there is sufficient continuity for the EC to be able to function, whilst allowing an infusion of 'fresh blood' every year. Any member can stand for election to the EC – in fact, we encourage people who haven't stood for election before to think about getting involved: your new ideas about what T²M should do and how we should do it are what keeps the Association alive!

This year, Colin Divall and Corinne Mulley came to the end of their terms on the EC; in addition, Luisa Sousa and Danielle Robinson stepped down so that they could concentrate on their study. Finally, after many years of service, our webmaster, Jamey Wetmore, indicated that he wished to step down; Heike Wolter said that she was willing to take over from him, so after a 6-month handover, Heike will take on this job. Our thanks to all of these people for their work during their time on the EC.

Happily, both Corinne and Colin decided that they wanted to stand for re-election to the EC, and so nominated themselves. In addition, Etienne Faugier put himself forward as a candidate for a Student Member place.

After votes were cast over email and at the conference, the results were announced at the Members' Meeting on Saturday 7 November; as there were sufficient vacancies on the EC, and all three candidates received support from the Association's members, they were duly elected.

So, from November 2009, the various positions in the Association are:

President: Hans-Liudger Dienel

Vice-Presidents: Colin Divall
Gijs Mom
Garth Wilson

Treasurer: Massimo Moraglio

Secretary: Sonja Beekers

Webmaster: Jamey Wetmore/ Heike Wolter

Sub-Committees reporting to the EC:

Institutional Membership Campaign: Paul van Heesvelde, Luisa Sousa

Elections: Mike Esbester, Mathieu Flonneau, Paul van Heesvelde, Jamey Wetmore

Internal Regulations: Paul van Heesvelde

Yearbook: Gijs Mom

Travel Grants: Hans-Liudger Dienel, Luisa Sousa, Heike Wolter

Prizes and Awards: Colin Divall

Catherine Bertho Lavenir

Corinne Mulley

Etienne Faugier

Hans-Liudger Dienel

Colin Divall

Mike Esbester

Paul van Heesvelde

Mathieu Flonneau

Javier Vidal Olivares

Massimo Moraglio

Garth Wilson

Heike Wolter

Ralf Roth

Ian Gray

Gijs Mom

Laurent Tissot

(ex-officio: immediate past conference organiser)

Jamey Wetmore

(ex-officio: website – for the next 6 months)

The EC as a whole consists of (in no particular order):

In addition, a number of non-EC members assist in the various tasks connected with running the Association. It's helpful for members to see that you don't have to be on the EC to be actively involved with T2M's organisation. These non-EC members do vital work, and it is important to recognise them: thank you!

Lucerne Conference round-up

You need to know that your correspondent comes from a country whose tallest mountain is barely 1400m, and for a train to arrive, let alone on time, is cause for celebration. With that in mind, a trip to Switzerland is always a pleasure. And especially so to Lucerne, whose Verkehrshaus – Swiss museum of transport – is an exquisite treat.

And that was where the seventh conference on the history of transport, traffic and mobility was held, in November 2009. With its theme of 'Energy and Innovation' very pertinent for our troubled times, around 150 delegates assembled on the shores of the Vierwaldstättersee. On the first evening we were guests at the Altes Rathaus where the President of T²M Hans-Liudger Dienel; the head of the organising committee Laurent Tissot; and the district president of Lucerne Max Pfister, provided the welcoming addresses. The lecture that evening was by Prof Patrick Fridenson, Director of EHESS in Paris. He described how energy and mobility, the themes of the conference, presented contrasts. The mobility of people, goods, ideas, images, all require increasing consumption of energy, and the challenge now is sustainability. He reminded us that the electric car was first 'invented' in 1832, the hybrid in 1902, yet both are only now beginning to challenge the dominant design. Traditional modes like the horse still persist, and rail has become the agent and symbol of sustainability – the only problem is how we make them full. There have been new ways of looking at problems – and Pfister cited the development of the Airbus A380 – which mean that costs could only be contained now by bringing together the product and the infrastructure (airport design etc). And now manufacturers like Nissan, recognising that many customers see risk in buying innovative products, are instead marketing their new electric vehicles as niche products in small markets, thus building up customer loyalty and satisfaction in new ways.

Before the *apéro riche* that evening, Tissot presented Pfister with the T²M Yearbook, hot off the press, and Gijs Mom was applauded when he held up the first sample Yearbook and announced they would be distributed to delegates the very next day.

The following day (Friday) was lighter on formal conference business to allow the excursions in the afternoon. The day started with the keynote address by Prof Christian Pfister of the University of Bern (Prof Rolf Peter Sieferle was unfortunately unable to attend due to illness). With the title 'Energy and Innovation', Pfister recalled how the time up to the 1950s could be characterised as a period of scarcity, and from the 1950s as a period of waste. Energy is an abstract term, and until 1973 there was no energy policy and it had not been an item of research. Industrial transformation depended on a change in energy, and he described the shift from solar (agricultural society) to coal (industrial revolution) to petrol/gas (modern day), when, until very recently, we enjoyed unlimited availability and unprecedented growth. Yet all societies have experienced innovation – with agriculture it was the horse's collar harness that enabled the shift from oxen to horse, leading to better-ploughed fields. Pfister discussed innovation clusters and how these each had a 'learning curve' which displayed initial very high costs – for example, the cost per KWh generated by steam in 1760 was nine times that of by horse, but this cost equalised. Then, using coal to generate steam, it took 25lbs of coal in 1704 per hp, but only 1lb by 1884. Yet by 1972 coal was replaced by oil. The period from the 1950s to 1972 saw an explosion in real wages and demand for oil, which saw energy prices fall so rapidly in real terms that the taxes levied to fund motorways were mostly invisible to the consumer. Indeed, it was only in the mid-50s that it was realised just how much oil there was, which led to a political and deliberate switch from coal, thus causing unemployment, the pain of which was buffered by increased government income. Pfister pointed out that solar houses were built in the 1940s and 1950s, but why bother if the price of energy falls? Asking if we have now reached 'peak oil', he noted that even politicians have realised we cannot consume energy as we have.

The TEE at rest

And so to the excursion! The delegates were treated to a trip on the TEE (Trans-Europe Express) train, a 1960s train that recalled a rather more nostalgic time of train travel. Joining the train at the railway station immediately outside the Verkehrshaus (did I say it left bang on time?), your correspondent only went as far as the SBB Historic Depot, an hour or so down the line, where we had a terrific tour courtesy of Mr Theo Weiss, including us clambering like school-boys into the drivers' cabs of several



exhibits, including the famous Krokodil (Crocodile) locomotive of the 1920s. We were then picked up by the same TEE on its way back, just in time for an evening free in Lucerne. And on the subject of excursions, each conference pack included free travel within Lucerne and a trip down the lake to Vitznau, from where the rack railway climbed above the snow line to the summit at 1800m at Rigi. From there, the views were fantastic ...

Enjoying the hospitality on the TEE!

The Saturday was back to more serious business. In all, some 23 panels were held in five parallel sessions. Engaging the conference theme of energy and innovation, each panel had been developed by its chair and covered subjects as disparate as the politics of motor fuel to 'mobile cocooning'. Specific panels tended to bunch around a particular mode or theme, whether that be transnational railways or tourism in authoritarian regimes. Clearly, your correspondent could not attend even half of the panels, and the wider issue remains of how to offer in an accessible way a breadth of scholarship and to vent ideas by scholars drawn from an international pool. That said, each delegate was provided with a memory stick holding the full text of every paper from every panel and could read these at their leisure. (Many sticks were not received in advance as intended, and distributed at the conference.)

After the annual meeting of the T2M, there was much to celebrate with the prize-giving on the Saturday night (full details below), reminding us of the quality of work being undertaken by younger scholars in their field. The prize-giving seamlessly gave way to the formal banquet, which was disturbed (in a most pleasant way) by the arrival of the terrific band Tropeblocher Lozärn, which suddenly burst in, drums and trumpets blaring, as only the Swiss can arrange, at precisely 9 o'clock, to depart at precisely 9.30.



The Tropeblocher Lozärn entertaining the banquet

The keynote address on the Sunday was by Prof Kay W. Axhausen of Zurich University. Axhausen pointed out how engineers think with models, starting with the general and moving to the detail to get things to work. He cited Christaller's 1930s theory of central space. As we move from hamlet to village to city, each centre of population enjoys increasing levels of service, a logic of primary production. Using a map of Switzerland, Axhausen argued that this still holds. But now many services are moving to the web and available anywhere. He cited the example of Zurich, where the movement of people or goods would likely involve a change in mode, from train to lake, for example, and how centres such as Zurich have developed around these very breaks. Axhausen surmised that to increase market size, we must decrease transport costs, and in this, the availability of slots – for example, our seat on a plane, or that plane's moment for take off – becomes vital. With rising incomes, out-of-home activities increase, as does our impatience – we don't want queues, we want to fit into slots. But our desire for slots will always exceed their availability, and congestion ensues. Do we want this continual upward spiral?

The closing session was marked by the well-deserved congratulations offered to Laurent Tissot, Hans-Luidger Dienel and the staff of T2M and the Verkehrshaus who made the conference the well-oiled, smooth operation that we all enjoyed. (Possibly the threat by panel chairs of the 'Swiss cow', should a delegate's paper go over time, might have facilitated this.) As a terrific opportunity to network, to meet old friends and to make new ones, the seventh conference was excellent. As Max Pfister had remarked on our first evening, Lucerne is halfway between Ottawa and New Delhi, and it is to this venue next year that all eyes must now turn.

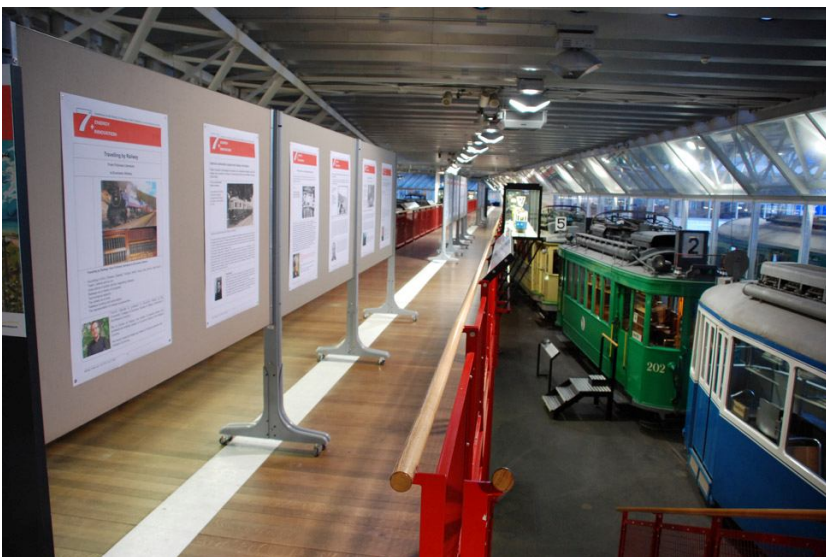
Craig Horner
Manchester Metropolitan University, UK

Conference Prizes & Awards

One of the nicer tasks that falls to various T²M members is judging and awarding the prizes that we offer. It is a great way to discover exciting new scholarship, and to recognise upcoming talent: here are the details of this year's winners. Full details of the prizes that T²M award are to be found towards the end of the Newsletter, including information about how to apply.

Poster Prizes

One of the innovations at the Lucerne conference was the posters. Conference participants were asked to provide a poster, briefly describing their presentation, for display in the public area of Switzerland's most visited museum. The idea was that this would contribute to the better promotion of the history of transport, traffic and mobility as a scientific discipline and as a public service. In doing so, T²M helped contribute to bridging the ever-increasing knowledge gap between research and society. The posters will be shown until 12 January 2010, by which time more than 80,000 visitors will have seen the 44 contributions in the T2M poster section.



More than this, the posters were judged and prizes awarded. For the best poster prize, the judge was Paul Schneeberger (technology writer, *Neue Zürcher Zeitung*); he looked for professional statements, answers in place of questions and astonishing artwork. The winners were:

1. Mike Esbester (University of Reading): 'The Perils of Automobility'
2. Johannes Kluehspies (Lucerne University of Applied Sciences): 'The Maglev option'
3. ` Benedikt Meyer (University of Berne): 'Creating Demand for Aerial Tourism'

For the Verkehrshaus prize the judges were Daniel Schlup, Damian Amstutz and Sibylle Maurer (Ausstellung & Vermittlung Verkehrshaus der Schweiz). They looked for surprising topics that were generally understandable and media-compatible. The winners were:

1. Rodrigo Booth (University of Paris):
'Scenic roads in Chile. Motoring and tourist landscape in Viña del Mar, 1917-1931'
2. Mark Keck-Szajbel (University of California, Berkeley):
'*Wsiadaj Bracie!* How Polish Socialism fostered Hitchhiking'
3. Daniel Flückiger (University of Berne):
'Transport in the age of bioenergy'.

Congratulations to all prize winners.

*This Oberhäsli
Verkehrshaus, Lucerne*

Barker & Robbins Prize

During the Lucerne conference, the Barker and Robbins Prize was awarded. The prize is funded by the

Transport History Research Trust, a UK-based charitable foundation, and named in honour of Theo Barker and Michael Robbins, two eminent British transport historians.

The Prize is awarded a new entrant to the field of transport and mobility history for the best presentation made at T²M's conference. A new entrant is defined as someone who does not yet hold a permanent academic position and/ or has not yet published an academic book or paper.

The year the prize committee was Ian Gray (Charles Sturt University, Australia), Heike Wolter (independent scholar, Regensburg, Germany), and Mike Esbester (Chair; University of Reading, UK). We were able to call upon former members when making our deliberations: the decision – as ever – was not an easy one. Nevertheless, after intense discussion, we settled on a winner.

We are pleased to announce that this year's winner is **Paul Stephenson**, a PhD student at the University of British Columbia, Canada. His paper, entitled 'Railway Energy Sources and Innovation in Canada', tied both conference themes together, exploring the distinctive features of Canada's development and available sources of fuel and how this had an impact on the design of railway locomotives. Particularly encouraging was the fact that Paul placed this specific national history in international context, making comparisons with the development of locomotive technology in the USA and other parts of the world, over a long period. We felt that his presentation was very effective in showing visually how different energy sources required different design features, something that could otherwise be rather technical and difficult to explain.

We were also impressed by the way in which Paul coped with technological problems, calmly continuing his presentation. Importantly, Paul also contributed to the discussion following his presentation; rather than just providing answers, he helped to open the topic out by posing questions to the audience. Our congratulations go to Paul, and we look forward to reading his published work in the future.

Further information about the prize is found in the Newsletter and on the website. Potential entrants are encouraged to nominate themselves when they register for the conference; the prize committee would also like to ask more senior colleagues to ensure that all possible candidates are made aware of the Prize and are encouraged to enter. It is also possible to suggest the names of possible candidates to the prize committee.

Finally, if you would like to join the committee, please email the current chair (Mike Esbester, m.o.esbester@reading.ac.uk), who will not only give you all the information you need, but will also be very happy to hear from you!

Mike Esbester

Cornelius Lely Prize

The Dr. Cornelis Lely Prize, given to the best paper at the T²M conference dealing with the relationship between mobility history on the one side and policy and planning on the other, was given to Prof. Dr. **Johan Schot** and his co-author Dr. **Frank Schipper**, both from Eindhoven University of Technology, the Netherlands, for their paper 'The role of experts, their beliefs and network in European transport integration, 1945-58.'

Lely was a visionary civil servant living around 1900, and became three times minister of Waterstaat. As minister he developed the first national road plan in 1916 (which was not presented to Parliament because of the war), reorganized the ministry along functional lines, and was the main system builder of the *Afsluitdijk*, the 'closing dyke' of the *Zuiderzee*.

The prize is €250 and a certificate, and is sponsored by the Dutch Ministry of Traffic and Waterstaat. The Lely Prize Committee consisted this year of Gijs Mom (Chair), Colin Divall (Institute of Railway Studies & Transport History, York, UK) and Bert Toussaint (corporate historian of the Dutch Ministry).

This year the Committee received 7 submissions, out of which three main contenders were selected. The paper by Schot and Schipper eventually came out as the winner, because, according to the committee report, 'this is a very stimulating paper, introducing a relatively new concept (epistemic community), and it offers an analysis of European policy-making with much new research. The concept of the epistemic community is a useful analytical tool for understanding a historical trajectory which continues to shape the EU's approach to transport'.

Also on behalf of my fellow committee members I wish to congratulate the prize winners.

Gijs Mom, Chair, Lely Prize Committee
Colin Divall
Bert Toussaint

Travel Grants

Encouraging scholars just starting out in our field is integral to T²M's aim of building a strong academic community. One of the ways we do this is financial, by offering travel grants to support the attendance at the conference of promising researchers – this is where some of your annual membership fees go. Of necessity, there are only a few travel grants available each year – currently we offer 6 grants: 4 'continental' of €250 each and 2 'intercontinental' of €500 each. In the future we would like to be able to offer more grants.

This year, we were able to offer a one-off, additional grant, so 7 travel grants were awarded to:

Ana Prata: Masters student and junior researcher, Universidade Nova de Lisboa, Portugal
Etienne Faugier: PhD student, Université Lumière Lyon 2, France & Université Laval, Canada
Paul Stephenson: PhD student, University of British Columbia, Canada
Stanislav Inchevski: PhD student, Bulgarian Academy of Science
Tomas Errazuriz: PhD student, Pontificia Universidad Catolica de Chile
Victor Marquez: PhD student, Cornell University, USA

View from the Mountains

T²M Secretariat Sonja Beekers takes time off from the Lucerne conference to relax and explore the beautiful surroundings that most of us could only admire through the windows of the conference rooms!



Dear all,

What a pity that most of the participants at the Lucerne conference did not have the time to enjoy neither the boat trip on the Vierwaldstättersee nor the ride with the Rigibahn to the top of the Rigi mountain.



I hope that the photos will give you an impression of the trip; since I had a great afternoon off during the hours the participants all had their excursions.

As during my winter holidays, I could again enjoy the miracle of drinking coffee in the sun and the freezing cold (and even some snow!) on the top of the mountain.



Hope to see all of you again at the next conference,
Sonja Beekers

Executive Committee Meetings, November 2009

Strategy Meeting (long-term visions) and Regular Meeting (mid- and short-term topics)

Twice every year the EC meet in person – at the mid-year meeting and at the annual conference. These meetings allow us to do vital business and keep the Association running smoothly. In addition to the regular EC meeting, before the Lucerne conference there was a new meeting to consider strategy. Here Heike Wolter reports on both meetings, keeping T²M members up-to-date on how their EC has been working for them.

The strategy meeting was introduced as a new framework for long-term visions in T²M and held on 4 November in Lucerne. The key question was how the EC would envision the future of T²M: starting by criticising current shortcomings and then, as creatively as possible, moving on to outline desirable future developments.

The first topic was membership in general, and especially institutional memberships. The problem of competitive membership, as well as the high level of obstacles especially amongst North American scholars, was mentioned. Members of the EC pointed out that we need a clear definition of who we are and which scientific fields we serve by relating not only to modes of transport but to mobility in a general and embracing sense. As to the museums the EC agreed upon a special article on the website in order to convince prospective members of T²M of the organisation's advantages. For other potential institutional members it seems most purposeful to follow the existing strategy of direct contact with these institutions, sorted by countries. The President suggested an initiative of a 'first identity' and 'second identity' campaign to encourage more scholars to get affiliated to the organisation's structures (in which we try to reach those who see their intellectual home as fully aligned with T²M – 'first identity' – and those who might see T²M as interesting but not necessarily their first choice of organisation – 'second identity'). Also, cooperative meetings with other institutions as well as specialised panels for teachers or museums' educators were briefly discussed. Concerning sub-groups within T²M (such as the theme groups) the EC debated the idea of trying to animate researchers to submit whole panels for T²M conferences in order to go for more coherent presentations but also to match the conference's key topic.

The second point was the *Journal of Transport History* and the T²M Yearbook. Both are seen very useful, but at the moment production and delivery problems with the *JTH* partly block the work of T²M. Both publications are considered as complimentary elements of adequate publications in the history of mobility, since the Yearbook is aiming at giving a state of the art overview whilst the *JTH* is assembling high-quality research on specific studies in the field.

The third idea reflected new solutions on the website, especially in order to allow more transparency and to generate more information, e.g. by providing sample syllabi. Also the idea of providing conference papers and a members' list on the website in a restricted area was briefly discussed but postponed to allow for more detailed insight into privacy law.

Fourth the EC looked at the organisation's contribution to H-Net, but the enormous amount of work linked with it and restricted resources meant this topic has been put in the hands of a small sub-committee, led by Ralf Roth and Richard Vahrenkamp, for further investigation. It was agreed to invite personally members of T²M to join a team of potential H-Net editors.

The financial situation of T²M was also discussed. At the moment the budget is nearly stable, but also tight, taking into consideration T²M's ambitions to support graduate students, enlarge the conferences' scientific outcomes and provide members with an adequate organisational structure.

Sixth, the EC talked about strategies of cooperation with other organisations in the field, such as Cosmobilities, the International Commission on the History of Tourism and Travel, or the International Railway History Association. The EC will discuss different ideas internally as well as with the prospective partners, e.g. discounts on conference fees, coordination or co-location of conferences.

Last, the topic of a summer school for young scholars arouse. A subcommittee of the EC has already drafted an outline for a summer school in 2010 (more information soon). This innovation in T²M's work should result in further initiatives in the following years, reinforcing T²M's focus on the work of new entrants to the profession.

The regular EC meeting, on 5 November, was more dedicated to short-term discussions and decisions. Some major points – all of them introduced to T²M members in the annual meeting – were the financial report, MUP's problems producing and delivering the *Journal of Transport History* in 2009, successes and failures in the Lucerne Conferences preparation and performance, and the forthcoming conference in New Delhi, India.

Heike Wolter

Call for Contributions for T2M Yearbook (second edition, 2010)

This is a call for contributions to the second edition of an annual publication on the history of mobility scheduled to appear in the Autumn of 2010. Building on the experiences of the first edition which appeared a month ago on the occasion of T²M's Lucerne conference,* this edition will contain contributions that support T²M's (and the wider field's) work on Mobility History and its key debates. Two types of contributions are called for:

- full-length overview articles of 7,000 to 8,000 words addressing major topics of general concern (such as the cultural turn, or the relationship between history and policymaking, or between museology and mobility history) and written from a bibliographical and historiographical angle;
- essays of 2,500 to 3,000 words giving an overview of the state of the art in selected countries (or groups of countries) or regarding subfields (such as mobility and economic history; cultural studies and mobility; urban planning history; gender). Emphasis in these essays should not be on encyclopaedic completeness (although that would be nice as well if the field to be covered is rather small, and then it should be explicitly mentioned). Rather, we aim for an overview of the main publications and activities (such as: ongoing or started research projects, new institutions, really important and scholarly outstanding conferences and workshops). Main criterium here is that novices to our field will have to consult your piece before they engage in a study of the topic.

The contributions will be peer reviewed. The instructions to the referees will emphasize scholarly consistency and argumentation, as well as clearly missed subfields, publications and activities. An important aspect of the yearbook's mission is its *reaching out* policy to those scholars not versatile in the intricacies of mobility history or mobility studies in general.

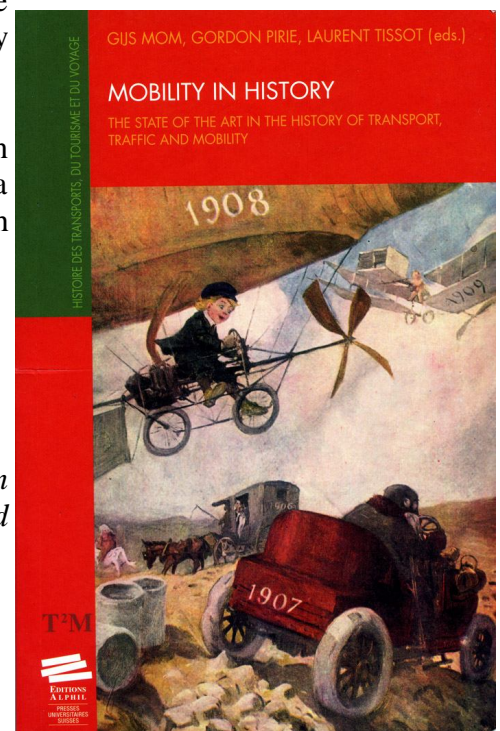
If you are interested in contributing please contact the editor first, in order to avoid double work. He will also be able to provide you with a style sheet, as well as some guidelines for contributors. For both contributions the **deadline is 15 January 2010**.

Gijs Mom, Editor (g.p.a.mom@tue.nl)

Gordon Pirie, Deputy Editor

Peter Norton, Deputy Editor

* See: Gijs Mom, Gordon Pirie and Laurent Tissot (eds.), *Mobility in History; The State of the Art in the History of Transport, Traffic and Mobility* (Neuchâtel: Alphil, 2009)



The Verkehrshaus Car Theatre

For some of the recent Lucerne conference, delegates were hosted in the new Road Transport Hall – covered in road signs, and seen in the background on the front page of this Newsletter – where an ingenious new display system has been installed to make the most of the space and to make the collections as accessible as possible. This short feature tells us more.

Request lift

One ‘must see; in the new Road Transport Hall is the interactive presentation area with associated visitor gallery. The entire installation goes under the name Car Theatre.

A high-bay racking store with a parking robot system presents original exhibits from the whole height of the building covering the period between 1860 and 2005. Unlike in an automated multi-storey car park, the parking robot does not bring the visitor his or her own car. Instead, one of the jewels of the collection is automatically delivered for close inspection. Visitors are able to choose their favourite car from the racking. The turntable in the visitor gallery allows the vehicles to be viewed from all sides. In this way, the Car Theatre makes use of current, interactive technology to convey history and stories associated with the vehicles in a visitor-oriented manner. Interaction, visitor-controlled content, community actions (the choice of object presented is determined by a vote) - in computer jargon, the term ‘Swiss Museum of Transport 2.0’ would probably be used.

The racking store.

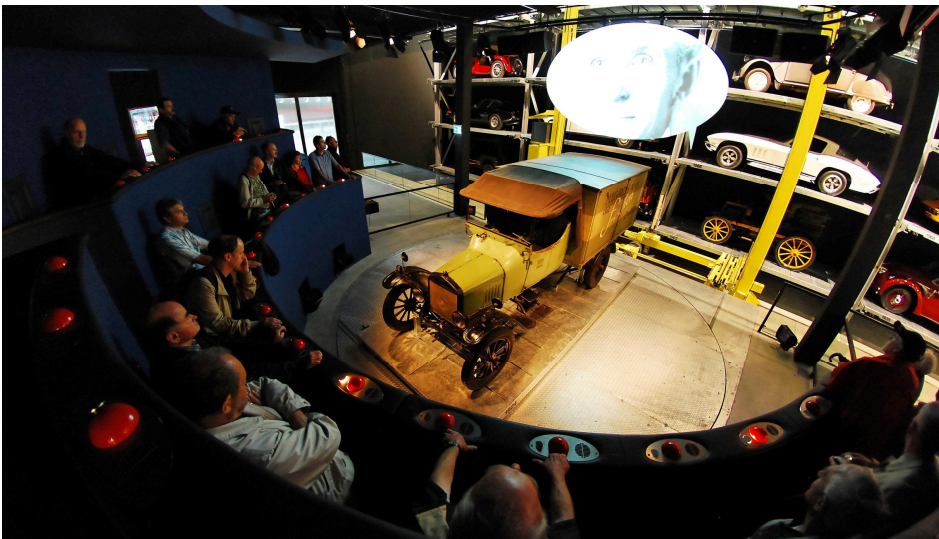


Idea

It all began with an idea: why not take the goods lift required in any case for the multi-storey exhibition hall and place it not simply in the foreground, but also make it available to visitors as an interactive request lift as well. Whereas initially the use of a special design paternoster system was considered, the project continued to develop further between the director’s office and the hotdog stand. The result is a high-bay racking store with a theatre-like turntable stage. Visitors choose 3 objects each time out of the 42 storage pallets in a “voting show”. The multimedia presentation then displays the most fascinating aspects of the vehicles on show.

Implementation

Steep theatre seating, presentation turntable, 42 vehicle pallets and buzzers, large red buttons, await visitors in the Car Theatre. These buzzers are used by the audience in the ‘voting show’ to determine the next vehicle that the parking robot should bring. Lightning and roaring engines accompany the vehicles as they are introduced up-close to the visitors. From the theatre seating, a unique new perspective of the witnesses to traffic history is opened up, brought to life through pictures, films and audio documents.



On display in the gallery

Road Transport Hall Facades

In collaboration with the architectural team, the facade concept was refined and a total of 344 road traffic signs were installed on an outdoor area of 1600m². Here, the blue main facade facing the arena describes Switzerland with its wealth of commune names. The south facade is fitted with green motorway signs and stands for the yearning for far of places often associated with long-distance travel. The north facade, directly opposite the Rail Hall, has been kept in restrained black and white. Road and other signs and arrows illustrate the diversity of individual road mobility. Jokingly, the rear façade of the building shows the road signs from the back.

In the Spotlight ... Gordon Pirie

This Newsletter's Spotlight falls on Gordon Pirie, someone who is never without a smile on his face and a cheery outlook. Gordon is Professor of Geography and Environmental Studies at the University of the Western Cape, in greater Cape Town, South Africa. He is on the editorial boards of the Journal of Transport History and the Journal of Transport Geography, and is a founding member of the International Geographical Union's Commission on Transport and Geography.

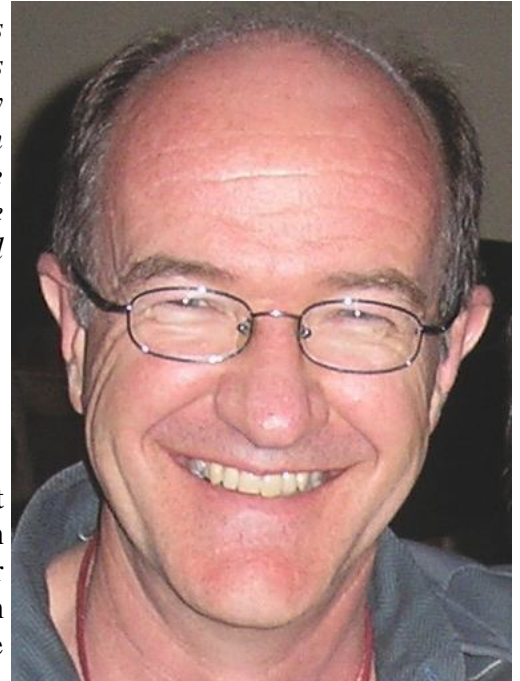
How did you get started in academia? And how did you end up in South Africa?

I was born and schooled in South Africa, and studied and taught at university there except for two years in the USA and nine in England. Way back, a crucial telephone call from a schoolteacher persuaded me to study Geography as a major at university in Johannesburg. Co-majoring in Economics, I was entranced by the abstract location theory to which I was exposed in both disciplines.

This became the academic companion to my childhood fascination with transport – with speed, traction power and design, and also exoticism and travel. If only there had been mobility studies then! So, my first ever research project involved statistical measurement of transport network properties: I recall a (really superficial) piece on South Africa's domestic airline network. A second data-crunching project followed: regionalising complex urban vehicular flows enumerated in an official origin-destination traffic survey in Johannesburg. In the 1970s the power of computing was making itself felt as an analytical tool. As a very young junior lecturer in Geography I then got involved in researching modal choice among Johannesburg's most disadvantaged residents. This initial effort to do something academic that tackled the iniquities in my city was subsequently elaborated into researching the history of apartheid transport in South Africa. The archive, rather than statistical modelling, became my *metier*. Transport history in my country was (and still is) an utterly unpopulated field, and I had an amazing time wandering around splendid railway sources especially, and learning something of the historian's craft.

Is there a distinctively African approach to transport/ mobility history – either theoretically, or in terms of the modes of transport studied and the topics considered important?

No, I don't think there's anything singular about African approaches. Perhaps there should be; the intellectual debates about African exceptionalism continue. So much of mechanised African mobility has originated abroad that colonial and post-colonial frameworks are perhaps best suited to analysing the past two centuries of African transport. But understanding the local context and reception of imported technologies and organisation in Africa, and knowing local resistance and adaptation is important. Anti-colonial perspectives have been popular (and have intrigued me too) as ways of correcting the patronising view that 'transport is civilisation'. Indigenous theorising of African mobility would be an interesting departure! Political economy offered useful perspectives; ethnographies of movement, and transport work, have become rather more popular now, and are providing some 'home-grown' insights into the incidence, tenor and meanings of mobility. There has been no fundamental de- or re-categorising of transport in Africa: the modes and topics are all perfectly recognisable to scholars from the global 'North', save perhaps persistent non-motorised mobility. Research is really only just beginning into the continent's porters, paddlers, pullers and pushers (and attendant animals). Their encounters with machines involved displacement and essential support. Scrutinising the link between mobility and the environment in the African past is a vast new research opportunity.



Amongst other things, you've worked on British imperial civil aviation. What will you be researching in the future, and why?

I've made a loose promise (can one do that?) to research aviation and decolonisation in British colonial Africa in the quarter century after 1945. There's a project to finish on municipal aerodrome provision in South Africa. And I've made a start researching road provision and motoring in British colonial Africa in the 1920s and 1930s. The story – the photographic record not least – echoes histories of industrialised mobility and work on the railways and in the sky.

It would be a struggle to make a compelling intellectual argument for doing this work: is early to mid-twentieth century (im)mobility in Africa the sort of topic where one might discover things that could create truly new and unequalled knowledge, invent new paradigms, shake old foundations? And in a continent confronting enormous challenges the contemporary practical value of writing mobility history is hard to justify. So, using less worthy reasoning, just as there are mountains, so there are gaps. And rather too many decades of accumulating even just a wee bit of intellectual capital keep one on or close to a recognisable scholarly course. I wonder if it would relieve or aggravate my conscience if some generous mobility industry benefactor was also insisting that I plough familiar furrows?

What are you reading at the moment?

My eyes are hurtling across the 11 essays in *The Speed of Change: Motor Vehicles and People in Africa, 1890-2000* (Leiden, 2009) edited by Jan-Bart Gewald, Sabine Luning and Klaas van Walraven. Robin Butlin's *Geographies of Empire* (Cambridge 2009) is on my table. And I can't wait to read Jamie Monson's *Africa's Freedom Railway* (Indiana, 2009).

Ought I to admit that I'm a sucker for fiction and travel writing that touches on transport use and experiences? My African and British imperial research turns again and again to stories and narratives, personal diaries and memoirs. When the manual gets written on 'Mobility history methodologies' I hope there'll be a place for teaching students how to 'read' and exploit such marvellously valuable sources.

You're one of the editors of T²M's Yearbook. How did you find preparing the first issue, and what vision do you have for the future of the Yearbook?

It was an extraordinary privilege being involved in an ambitious new publishing project. Gijs Mom and his two successive student assistants did an astonishing job handling the logistics of receiving and distributing multiple pieces for refereeing, re-writing and publication. Reading and assessing such different contributions was demanding. Proofing became an enormous job. It was a delight to discover that there are many academics willing and able to use English to summarise and reflect on research that has been occurring in many countries but is not well known because of language barriers. It would be a real service if the Yearbook continues as a pointer to recent research into all mobility pasts across the globe. With their extensive reading, recent graduates are especially suited to writing comprehensive and useful surveys.

Gordon Pirie, *Air Empire. British imperial civil aviation, 1919-39* (Manchester University Press; Manchester, 2009). 272pp.

Publications of interest to members

Phillip Vannini (ed.), *The Cultures of Alternative Mobilities. Routes Less Travelled* (2009, Ashgate, 300 pages; hardback).

Through a series of international case studies, the book focuses on mobilities that have, perhaps, so far been overshadowed by the concentration on the car: buses, boats, trains, and canoes all feature.

Members' Publications

Air empire is a fresh study of civil aviation as a tool of late British imperialism. Airships, flying boats and aeroplanes promised to modernise maritime empire, help legitimate imperialism, and speed up imperial contact and trade. The most ardent and least self-conscious proponents of air Empire thought it was the key to ensuring the future of civilisation itself. The first pioneering flights across the British empire in 1919-20 were flag-waving adventures that recreated an era of plucky British Maritime exploration and conquest. Converting that triumphalism into scheduled airline service was difficult. Britain's development of international air routes and services was approved, organised and celebrated largely in London; there was some resistance in and beyond the subordinate colonies and dominions. Negotiating the financing and geopolitics of regular commercial air service delayed its inception until the 1930s. Technological, managerial and logistical problems also meant that Britain was slow into the air. Propaganda concealed underperformance and criticism. The study uses archival sources, biographies, industry magazines and newspapers to chronicle the disputed progress toward air empire. The rhetoric behind imperial air service offers a glimpse of late imperial hopes, fears, attitudes and style. Empire air service had emotional appeal and symbolic value, but disappointed in practice.

Heike Wolter, *"Ich harre aus im Land und geh, ihm fremd." Die Geschichte des Tourismus in der DDR ("I hold out in the land, but I'm unfaithful." The History of Tourism in the GDR)* (Campus Verlag; Frankfurt (M), 2009). 547pp, 21 tables, 10 illustrations, online-appendix at www.campus.de. (German.)

For the socialist GDR, tourism had an enormous symbolic importance. As part of social politics, the state-supported recreation system essentially stabilized the political system. But the restriction of free travelling yielded system-threatening effects. Heike Wolter's book discusses the political and legal basic conditions of tourism, travel destinations and businesses, means of transportation, medial perceptions and personal experiences of GDR citizens. In her book she offers numerous novel insights into the political system as well as everyday life in the GDR especially in the 1970s and 1980s. In addition, she includes a chapter on theoretical models valuable in explaining GDR's tourism history, as well as a chapter dealing with comparative aspects of different tourism histories.

AUTOMOBILE LES CARTES DU DÉSAMOUR

Sous la direction de Mathieu Flonneau

Passionnelle, l'automobile le reste plus que jamais et la crise y ajoute encore du pathos.

Au mois de janvier 2009, le gouvernement français organisait des « états généraux de l'automobile ». Inutile d'insister, évidemment, sur la référence historique qui d'elle-même invite à une réflexion de longue durée sur le devenir de cette industrie. En effet, pour l'observateur averti comme pour le simple citoyen, ce secteur, comme d'autres et avec d'autres, peut sembler à la veille d'une « révolution ». Pour l'auto, toutefois, peut-être s'agit-il plutôt d'une contre-révolution initiée parfois de longue date dans laquelle la part affective de désamour entre pour beaucoup.

L'objectif de cette réflexion collective ouverte et sereine, alimentée par des chercheurs de notoriété internationale, qui entend remonter aux sources des processus d'opposition, de dénonciation, voire de rejet radical du phénomène automobile est d'évaluer la portée de ce désenchantement déjà souvent annoncé.

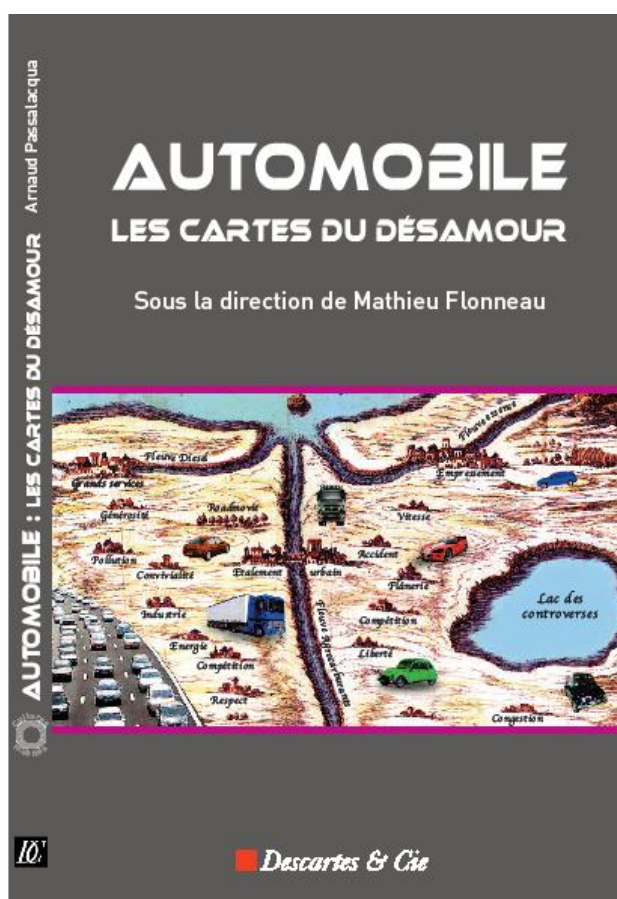
Un nouveau contrat social est-il possible pour l'automobile ou s'agit-il au contraire d'une rupture définitive ? La question des futurs de l'automobile et de l'automobilité apparaît donc omniprésente dans ces interventions.



078-2-8 8888-12 3-8

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06/2009
939 325 7
17 euros



Conference Report

Railways in Transition – Eastern European Railways, their Past, Present and Future in the 20th and 21st Centuries

Third International Conference of the International Railway History Association
Bratislava, 24-26 September 2009

In September, the International Railway History Association (IRHA) held its Third International Conference on Railway History in Bratislava. The IRHA was established in 2002 as a joint initiative of railways, universities, scientific societies, railway and transport museums and cultural institutions, as well as people interested in safeguarding the historic and cultural heritage of rail transport. One activity is conferences on international railway history. The first, entitled “Across the Borders”, was held in Semmering, Austria in 2004, and the second took place in Lisbon in 2006. The revised papers of both conferences are available in two separate volumes (Ralf Roth and Günter Dinhl (eds.), *Across the Borders – Financing the World's Railways in the Nineteenth and Twentieth Centuries*; and Magda Pinheiro (ed.), *Railway Modernization. An Historical Perspective*).

The topic of the Bratislava conference was “Railways in Transition – Eastern Europe Railways, their Past, Present and Future in the 20th and 21st Centuries”. Participants came from across Western and Eastern Europe, and included academics, railway employees, and transport museum curators. The French ambassador, the State secretary of the Slovak Minister of Transport and members of the board of the Union Internationale des Chemins de Fer (UIC), from Slovakian railway companies and the Société Nationale des Chemins de fer Français (SNCF) supported the conference and contributed with keynote and welcome speeches.

The conference programme was ambitious. In two days no fewer than 20 contributors presented papers arranged around five topics:

1. Main lines of the historical development of railways in Eastern European countries since the beginning in the mid of the nineteenth century
2. the political, geopolitical and economical context in Eastern Europe in the period between 1945 and 1989
3. The impact of the transition starting in 1989 on the railways systems as a whole and the national railway companies in particular
4. the efforts that have been undertaken for technological and administrative modernisation and the discussion on privatisation
5. the role West European plans and visions played for a Trans-European Railway Network.

In his introduction, Ralf Roth pointed out that even before Europe was shattered by two world wars one can recognise particularities which distinguish Eastern from Western parts of the railway network. First, they were characterised by wider and less dense populated territories. This was one of the main reasons for a less dense network. Second, this network had been constructed two or three decades later than the Western parts of Europe. All in all, Eastern Europe and its railway networks belonged to the so called “periphery” of Europe, forming a ring surrounding ‘central’ states such as France, Great Britain, Belgium, the Netherlands and Germany. He then gave an overview on the historical development of each country and drew the conclusion that this network formed no homogenous entity and was not dominated by economic reason. In Southeast Europe, for example, most of the railway lines were a relict of the Habsburg and Ottoman Empires with a totally different role of private investors and the state. And it was also a fourth power, Germany, that influenced railway construction in West Russia, Poland, Czech and Slovakia. However, the breakdown of all four empires that dominated the Eastern European space before World War One opened the way for independent development of railways in the Baltic States, Poland and the Ukraine, and in many other parts of the Eastern European world. Between the losers of the war – Germany, Austria, the Soviet

Union and the modern Turkey – a cordon sanitaire of independent states was established by the winners. Together with shifting borders, the railway system of Eastern Europe suffered destruction and more or less permanent reconstruction periods that lasted several decades.

After the introduction the conference started with a discussion about theoretical models – presented for example by Zdeněk Tomeš in his paper “European railways – an application of the life-cycle theory” – concerning the role railways played in history and especially the particular role they played in societies of Eastern Europe countries. The theory of a normal life cycle of big infrastructure systems such as the railways was confronted with detailed descriptions and interpretations of the particular histories of the railway system in Eastern Europe after the two wars. Striking examples of non-economic factors that had driven the railway system forward were the construction of railway lines for strategic and military reasons. A lot of contributors stressed this point (Jacolin, Kvizda, Musekamp and Nigrin) and brought many cases to the audience’s attention. It was argued that the immense role this played in railway construction is probably a particular characteristic that distinguishes the Eastern Europe railway system very clearly from the Western European part of the network.

Another particularity which played a central role in papers and debate was the permanent shift of borders in the aftermath of World War I and II and the consequences this had on the railway system, its structure and its economic, political and public use. This was a central line of argument and run through more than half a dozen papers of the conference (Jacolin, Perger, Majdán, Musekamp, Klubal, Zhaloba and Roth).

A third outcome was the role the four empires of Russia, Germany, Habsburg and Ottoman had played in the construction and structure of the railway network. After three of these four powers declined, Russia survived in the form of the Soviet Union. The Soviet Union had a tremendous impact on the Eastern European railway system. At first this is obviously the case in Ukraine, and after World War Second in all countries of this part of Europe. After 1945 most of these railway companies became part of the planned economy carried under the Soviet Union. This meant regulation, less dynamic, bureaucratic structures, with limited resources, but on the other hand less competition with other transport means such as motor cars and air transport, and a higher ranking in the economic order as in the Western countries which supported competition by motorisation. But one can imagine that more than the planned economy system the isolation caused a certain delay in the technological development. The divided Europe in the Cold War period was marked by severed traffic routes, dead-end railway stations along the border, limits on the right to move and travel, a general slowdown, and bureaucratic obstacles. The people were separated from the network in Middle and Western Europe. It became difficult to travel from West to East and in many cases impossible making journeys from East to West. Many conference papers shed light on this fact (Nigrin, Jakubec, Klubal, Zhaloba, and Jacolin).

Many other papers increased our knowledge of what has been done since 1990 – the big transition from a planned economy to a market system as in Western Europe. The conference intensively debated the cases of Germany, Austria, Hungary, Czech Republic, and Slovakia. Since 1990 Europe’s two halves, torn apart by the Cold War, are beginning to come together again. The political changes were accompanied by tremendous economic and social changes, and changes in the transport industry. Europe has made an effort to reconnect severed railway lines, to repair and restart decommissioned and blocked East-West connections. The audience of the conference discussed the problems of this transition accompanied by shrinking railway networks, reduction of employment and serious problems in financing the railway infrastructure. But the conference also discussed the outlook and optimistic views that railway could survive when the new management face the problems and that this is not necessarily the end of railways (Roth, Hörz and Richter, Sutton, Neumann, Devecz).

It is obvious that a modern and reunited Europe cannot exist without a unified and modernised transportation system in which the railway mode has an important part to play. Speedy connections between regions should link them closer together. As envisaged in the TEN projects of the EC and based on the modernisation of railways there existed extrapolations of the progress in mobility and it is estimated that the time-space correlation of Europe will further shrink – also in its Eastern part. This means more and

more centres will be connected by a more dynamic railway network. This, and of course innovations in all other transport modes, should lead to a more homogenous development in economic wealth, social harmony and political freedom and stability. That is the vision of Europe. But in-between is a transition period of unknown length – not only for the East but also for the South which began their modernisation efforts 30 years ago in the 1980s. For the Eastern parts of Europe the transition lasted meanwhile 20 years.

The role of the EU and international organisations like the UIC in railway reconstruction in Eastern Europe was addressed by Kevin Sutton's paper "The Vienna Main station/Semmering base tunnel projects: European Union faces up its reunification" and in Paul Véron's key note speech at the beginning of the conference. Véron, UIC Director of Communications, highlighted the key role played by UIC from 1945 to the 1990s in order to maintain close cooperation between Western and Eastern European railways in the professional field, and create a harmonised basis for railways modernisation after European reunification.

The conference ended with a session of four papers that provided an additional access to history. Not only the historical description and interpretation but also the heritage is important for the understanding of railway history. The papers of Valcheva Rumyana, András Szendrey, József Soltész and Rainer Mertens were focused on the question of how to preserve the left-overs and make people interested in railways. Rumyana presented an overview of the "The Heritage of Bulgarian Railways". Szendrey delivered interesting insights in "Financial managing questions of the preservation of historical and technical relics" and Soltész introduced in his paper "Preserved Steam Locomotives in Hungary from 1966 to 2009" the collection of the Transport Museum in Budapest. Last but not least Rainer Mertens talked about "The Heritage of the Deutsche Reichsbahn and its Presentation in the Deutsche Bahn Museum in Nuremberg". The conference was seen as a success by the organisers and it is intended to publish the papers, making them available to a broader public.

Ralf Roth

Johann Wolfgang Goethe-Universität

Institutional Member Profile: The European Centre for Mobility Documentation

In this Profile, we hear from the ECMD. As many of you will be aware, the ECMD housed and supported T²M from the start, and has remained closely involved with the Association – including Institutional Membership. Here Managing Director Jan Wouters lets us know a bit more about the ECMD.

Where is the ECMD based and what does it do?

The European Centre for Mobility Documentation (ECMD) is a Dutch institute, based in Helmond, that focuses on projects related to mobility documentation and automobility. Projects are not only related to historical topics and heritage, but also aimed at the automotive industry. The centre, whose name reflects the international scope of activities, is specialized in the automotive field and optimization of digital accessibility in all mobility sectors (road, water, air and rail).

When was the ECMD set up, and why?

The roots of the ECMD lay in 1998, when the NCAD (Netherlands Centre for Documentation on Automotive History) was founded in Arnhem at the Polytechnic for Automotive Engineering. Dr. ing. Gijs Mom, founder of the NCAD, noticed that many valuable collections of (auto-)mobility documentation were not accessible or were even being thrown away by companies, institutes and private individuals. The objective of the NCAD was to collect and preserve this documentation and ensure public accessibility.

Within four years the centre grew so fast that the location in Arnhem could not accommodate the archive anymore and it moved to the Technical University of Eindhoven, a location now including a professional reading-room and compact filing systems. This move was made possible by a generous donation from the region around Eindhoven. Parallel with the move to a new location, the ECMD (European Centre for Mobility Documentation) was founded with a professional management, which aims to exploit the available knowledge and information and to ensure preservation of the documentary heritage.

How is history a part of what the ECMD does?

The main activities of the centre, besides automotive, are related to mobility history and heritage. The 2,500-metre mobility and automotive archive forms the basis of many of the activities of the ECMD. One of the objectives is to exploit the archive and use the valuable information in the many books and documents and to improve the accessibility of the collection. A brief selection of activities and projects related to heritage:

Archive

Mobile heritage

Virtual Mobility Museum (VMM)

T²M Association

Book publication

What facilities does the ECMD have for historical research, and how might T²M members access them?

The archive is consulted by a wide range of visitors: car enthusiasts, mobility historians, automotive and design students, and journalists. The entire collection is accessible to the public. One can visit the centre and browse the archive, but it is also possible to request information by internet or telephone. Twenty enthusiastic volunteers are providing help in finding the requested documentation and information.

What plans does the ECMD have for the future?

The ECMD wants to be more involved in (scientific) research on the history of mobility, such as the history of technological innovations. Furthermore, the plan is to offer more digitalized material to car enthusiasts, mobility historians, automotive and design students, and journalists and to keep expanding the archive.



T²M Prizes Available

Cornelius Lely Prize for Mobility History and Policy

The Lely Prize is awarded at each year's T²M conference for the best paper presented connecting history with current problems of policy and planning. The prize is named in honour of Cornelius Lely who was the Minister of Water Management responsible for filling in large parts of the Zuiderzee. He was also a visionary parliamentary advocate for motorized road transport who, as a minister, was responsible in 1915 for the first road plan in the Netherlands. There are no limitations on time period, location or mobility mode. To be eligible, papers must be submitted in time to be included on the conference CD. The prize of 250 Euros is funded by the Dutch Department of Public Works.

Barker & Robbins Prize

The Barker and Robbins Prize consists of the sum of up to 150 pounds Sterling, awarded to a recent entrant to the profession who delivers the best paper at the Association's annual meeting. 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. The prize may be divided between more than one winner at the discretion of the Prize Committee, and is funded by the Transport History Research Trust in memory of Theo Barker and Michael Robbins, two eminent British transport historians.

The definition of a 'new entrant' in this context is someone who does not hold a permanent academic post and/or has not yet published an academic book or paper. Candidates may self-nominate, or may be nominated by other people. Further details are available on the T²M website.

John Scholes Prize

The John Scholes Prize, of up to 250 pounds Sterling, is awarded annually by T²M 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 2010** 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

Calls for Papers

Technology & East-West relations: Transfers, parallel histories, and the European laboratory

17-20 June 2010

Sofia, Bulgaria

Deadline for proposals: 18 December 2009

The European Science Foundation (ESF) and the Foundation for the History of Technology in the Netherlands are jointly organizing the final and closing conference of the ESF EUROCORES program *Inventing Europe* and the bi-annual conference of the *Tensions of Europe network* (ToE). *Inventing Europe* and *ToE* strive, through collaborative research and coordinating efforts, to promote studies of the interplay between technical change and European history. Instead of focusing on national histories, the emphasis of both initiatives is on *transnational* technological developments that have shaped and are shaping Europe.

The main theme of the conference applies to papers, which treat processes of circulation and appropriation of technologies between Eastern and Western Europe as an entry point into the contested practice of Europeanization. During the Cold War, for instance, Europe has been one of the central laboratories for the experimentation with ideological and political regimes, which deeply infected traditional paths of knowledge and technology transfer in Europe. While the history of the Cold War has mainly been told as a history of discontinuity and fragmentation, we would especially welcome papers and sections dealing with examples of successful co-operation or “hidden continuities” in inter-European technology transfer during the 20th century. Despite the fact that the focus of the conference will be on the post-World War II period, we will welcome session proposals and individual papers referring to the practices of appropriation and circulation of ideas, skills and people in Europe from the mid-19th century onwards – thus from the period before the notions of Eastern and Western Europe were coined. This results from our conviction that one should look for the roots of the European integration and fragmentation in a “longue durée” perspective.

Five general areas to be explored are:

- Building Europe through Infrastructures, or, how Europe has been shaped by the material links of transnational infrastructure.
- Constructing European Ways of Knowing, or, how Europe became articulated through efforts to unite knowledge and practices on a European scale.
- Consuming Europe, or, how actors reworked consumer goods and artefacts for local, regional, national, European, and global use.
- Europe the Global World, or, how Europe has been created through colonial, ex-colonial, trans-Atlantic, and other global exchanges.
- Synthetic methodological or historiographical explorations of the role of technology in transnational European history.

The deadline for proposals is **18 DECEMBER 2009**. The research session abstracts (maximum 600 words) should be submitted by the organizers together with the abstracts for the individual presentations (maximum 500 words each). To propose a roundtable, please submit a list of invited participants and an abstract (maximum 600 words). **Note: When giving the proposal a digital file name, please include the organizer's last name, and either RS for research session, RT for round table or RCS for Research Collaboration Session. So Fickers_RS for example.** The abstracts should be sent to the Program Committee by email to **TOE@tue.nl**. Please direct queries to the Program Committee Chair, Andreas Fickers (A.Fickers@maastrichtuniversity.nl).

Tourism and Seductions of Difference

10-12 Sept 2010

Lisbon, Portugal

Deadline for proposals: 20 March 2010

As tourism research spreads into the social sciences, the aim of this series is to bring together social scientists studying tourism and related social phenomena from different disciplinary perspectives. We wish to discuss and 'test' the theoretical premises of foundational texts in tourism studies and to develop ongoing critique and new ideas. We welcome papers both from established academics re-assessing their work in the light of current theoretical developments in the social sciences and from an emergent generation of academics presenting their research outputs. Tourism and Seductions of Difference, the theme of the 2010 Conference in Lisbon, Portugal addresses key issues and theoretical perspectives which have left their mark on tourism research over recent years.

Along with studies on methodological issues in tourism research, we welcome papers that address issues related to the theme of the conference. Indicative topics of interest include:

- Ontologies of seduction: boundaries, differences, separations, times, others
- Formations of seduction: social assemblages, contact cultures, attractions
- Fields of seduction: gender, houses, heritages, nations, territories, classes
- Mediums of seduction: texts, bodies, arts, architectures, foods and natures
- Techniques of seduction: performance, flirtation, enticement, friendship, magic, concealment
- Emotions of seduction: temptations, transgressions, ingestions, emancipations
- Threats of seduction: spoliation, contamination, exclusion, death, degradation
- Politics of seduction: hospitality, containment, kinship, power
- Moralities of seduction: obligations, reciprocity, co-habitation
- Consequences of seduction: mobilities, cosmopolitanisms, world society

During the conference, paper presenters will be given 20 minutes with an additional Q&A time of 10 minutes (TBC). To propose a paper, please send a 250 word abstract including title and full contact details to tourismcontactculture@gmail.com. The Call for Papers for this event will initially be open until 20 March 2010.

More information from: www.tourism-culture.com

Forthcoming Conferences & Seminars

Ethnographies of Cycling

16 December 2009

Centre for Mobilities Research (CeMoRe), Lancaster University, UK

Like other ways of moving around, cycling is always cultural. One way of getting to grips with the cultures of cycling (and non-cycling) is ethnography. Ethnography can explore and aid our understandings of the kinds of lives which include cycling, people's actual experiences of cycling, and the effects which cycling has on people's lives. This one day workshop aims to bring together cycling researchers, ethnographers and anyone interested in exploring new ways of understanding cycling and society, in order to think about what ethnography has done, what ethnography still might do, and what the limits of ethnography might be.

For further information, see: www.lancs.ac.uk/fass/centres/cemore/event/2982/

Transportation in the Americas (1800-1914): A factor of Modernity?

14-16 January 2010
Bordeaux, France

The University Michel de Montaigne in association with the Institute of the Americas is hosting the International Symposium on Transportation in the Americas (1800-1914). The Symposium will feature selected papers on the relevance of transportation issues between 1800 and 1914 to modern mobility problems in the Americas.

More information from Isabelle Tauzin: Isabelle.Tauzin@u-bordeaux3.fr

Institute of Railway Studies and Transport History research workshops 2009-10

National Railway Museum, York, UK

Wednesday 10th February 2010

A CENTURY OF SCOTTISH AND BRITISH RAILWAY POLITICS

John McGregor (Open University)

“‘Trouble in the Glen’? the politics of the Invergarry & Fort Augustus Railway, 1897-1903’

Terry Gourvish (LSE)

‘The Modern Politics of Railway Regulation: the ORR and the SRA, 1997-2005’

Wednesday 17th March 2010

OVERSEAS RAILWAYS IN THE IMAGINATION

Di Drummond (Leeds, Trinity University College)

‘Boundaries and margins? British and French imperial railway building and perceptions of race in the late-19th and early-20th century’

Martin Cooper (University of Huddersfield/IRS&TH)

‘Brazilian railway culture: film, music, poetry and literature from 1860 to the present day’

Wednesday 12th May 2010

URBAN TRANSPORT

Speaker & title TBA

Colin Chant (Open University)

‘An urban panacea? the mechanization of intracity transport in Britain during the 19th and early-20th centuries’

All welcome. All seminars start at 14.00 prompt. Tea and coffee will be served. All workshops are held in the NRM's Search Engine research and study facility. Search Engine is accessed from the ground floor of the Great Hall.

Our Institutional Members

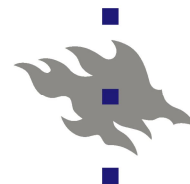
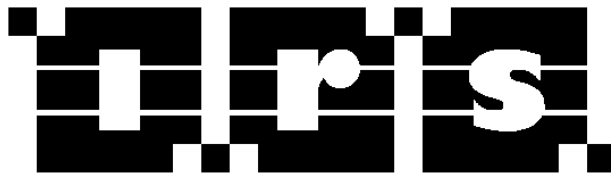


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