

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



HELMOND HOSTS T²M 2007

T²M's Fifth International Conference was held in the small town of Helmond, close to Eindhoven in the Netherlands on October 25-28 (see inside for a conference report). The conference attracted over a 100 participants.

December 2007

Number

4

Volume IIII

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EDITORIAL

Welcome to the final T²M newsletter for 2007.

A lot has happened since the last newsletter, and this is reflected in the following pages. For me, one key event has been taking over the editorship of the newsletter: Drew Whitelegg passed the reins over to me in November, and I've now come to appreciate exactly what he did! Rest assured that I shall be just as restless when chasing people for contributions ... We are, as ever, thinking about how we can make the newsletter more appealing to you, so watch this space.

On which note. Drew always emphasised that this newsletter is designed to act as a forum for T²M members – a means of keeping in touch with one another, across disciplines, modal interests or geographic boundaries. We are reliant upon your contributions to do this – so let us know what you've been doing: publications? conferences that you been to? conferences that are coming up? museum exhibitions you've seen? news? Deadline for the

next newsletter is 4 February 2008, so make sure you get material to me by then!

Of course, the big event of recent times has been our conference. From my perspective, Helmond was a great success: a chance to meet with friends and colleagues, discuss the state of the discipline, our specific work, and be social. Inside this newsletter those of you who were there will find a report to remind you of what you experienced – and those of you who missed out will see what lies in store for you next year in Ottawa!

A lot else has happened since the last newsletter, so make sure you read the following pages to find out what's going on in the world of transport and mobility history. Particularly important is the discussion that was initiated in Helmond about how T²M should work in the future – make sure you read Gijs's piece and express your opinion on it.

Elsewhere you'll find the call for papers for our next conference, in Ottawa. The theme, mobility and the environment, is a particularly pressing issue at the moment, so it is timely that we should consider the historical processes at work. The deadline for paper proposals is 1 March 2008. Garth Wilson, Chair of the Programme Committee and Local Organiser, also extends a personal invite to his city.

Finally, we must give our thanks to retiring newsletter editor, Drew Whitelegg. Drew set up the newsletter in 2004 and has been tireless in his efforts to get information, news, opinions and everything else that the newsletter contains out to you, the members. A tough act to follow – thank you Drew!

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Communicate!

What should T²M do?

We want T²M to do more than organising a conference once a year – and the EC have a number of things that are being discussed at the moment to try to achieve this. One important part of this is enabling members to communicate with each other. At the moment we have the website, the occasional email sent out to all members, and this newsletter – do you read it? Email the editor to let him know that you do and what you think about it!

We're trying to work out how these media should work together and how they should give you what you want: we've got some ideas about revamping the website, to make it easier to use and to increase the possibility for members to contribute through an interactive forum, and we're looking at using the listserv to post things that go out of date quickly, likes calls for papers or job adverts. Jamey Wetmore is currently doing a valiant job and working on these ideas, with the support of the EC. At the moment the EC members are thinking about how we communicate as a community. We are working on the basis of what we want – but we really want to know what you, as the members we represent, want. So tell us what you think about the future of the newsletter, the website and the listserv!

Tell us!

What have you been doing since the last newsletter? What will you be doing in the next few months? Use the next newsletter to tell your fellow T²M members any news – good press for you, interesting for them, and it all helps to build connections within our community. We'd also like to continue the good work started by Drew, by alerting members to websites that they might find useful for their research. So if you've found a website particularly helpful, don't keep it to yourself – let us all know. The deadline for contributions for the next issue is 4 February 2008.

Email: m.o.esbester@reading.ac.uk

Museums in T²M

As historians I suspect that we can't help ourselves, and somehow find ourselves drawn to museums with exhibits about transport and mobility. We want to raise the profile of museum work in T²M – for the news-

letter we're looking for behind the scenes insights, news about exhibits and exhibitions (real and virtual), accounts of displays (less formal than the reviews in the JTH) and the like. So let the editor know if you can provide anything of interest – m.o.esbester@reading.ac.uk.

News

As many of you will know, Gijs Mom recently resigned as editor of the Journal of Transport History, and Bruce Pietrykowski resigned as deputy-editor. Both remain on the Editorial Board of the JTH, and it's very much 'business as usual'; Lena Andersson-Skog has taken over as editor, and Drew Whitelegg and Javier Vidal Olivares are now assistant editors.

At the T²M members' meeting in Helmond, it was announced that Hans-Liudger Dienel was successfully voted in as President-Elect; he will take over from Gijs Mom next year.

Next time ...

In the next newsletter, expect to see a report on T²M's newest theme group, Pre-Industrial Mobility, setting out its aims and intentions. And, of course, all of the usual features. We will aim to send the newsletter out in March 2008 – remember, if you have anything you want to see in it, get it to the editor as soon as possible!

Executive Committee

As you all know, there were elections for the EC recently; the results were announced at the AGM in Helmond, so we have some changes to note to the make-up of the EC:

Good-bye to: Mathieu Flonneau, Larry Shumsky, Jamey Wetmore and Heike Wolter

- our thanks to you all for your hard work over the past years.

Hello to: Catherine Bertho Lavenir, Mike Esbester, Mathieu Flonneau, Massimo Moraglio, Javier Vidal Olivares and Heike Wolter

- congratulations on your election, and we look forward to seeing how you help T²M to develop in the future. Last but not least, Hans-Liudger Dienel is now our President-Elect – he will take over as President from Gijs Mom next year, and will then lead T²M for the next four years.

Report: Twentieth Anniversary

Conference of the French Railway History Society, Paris, November 2007

Marie-Noelle Polino sums up the recent conference in Paris that marked a significant date for French railway history ...

The French railway historical society, the Association pour l'histoire des chemins de fer en France (AHICF) celebrated its twentieth anniversary in November with a three day conference held in the premises of the prestigious Musée d'Orsay in Paris, which had itself completed its twentieth year some months previously. The choice for an academic conference as a celebration is significant of the society's goals and aims; it allowed a free discussion of many topics, not only of historical interest, and broke new ground for future research.

AHICF's first members had in mind an association of railway professionals and professional academics, to join together and write – under the guidance of the latter – a new history of railway businesses, professions, technology and industrial relations. It was also meant as an encouragement for students, to whom topics of railway interest and grants were offered (c.120 allowances have been granted in the past 20 years). Finally, there was a special emphasis on meetings, conferences, and publishing, which satisfied engineers' professional culture and academic rules (the *Revue d'histoire des chemins de fer's* fortieth issue will thus be released in 2008). Twenty years later, the first success the Association may boast of is still to be here, in a changing world, and to have kept the support of French railway public companies (SNCF

– French national Railways, RATP – Paris region public transport authority, RFF – The French railway Network). More success: the AHICF developed into a resource centre for railway history and heritage, with a far broader range of interests and activity, in France and beyond.

The conference, entitled “A Journey in a Moving World: Railway History at the Turn of the Century, 1987-2027” (*Voyage dans un monde en mouvement: l'histoire des chemins de fer d'un siècle à l'autre, 1987-2027*) gave a fairly accurate overview of what railway history can be and do today, and the resources and directions for its future development as railway mobility history. First, geographers, economists, sociologists, art historians, architects, heritage scholars, engineers and policy makers came both as speakers and attendees; secondly, five large fields were discussed: political (railway) history, including law and finance; history of innovation (technology as a social construction); mobility and space; social history of railway persons, groups and organisations; railway architecture, heritage and landscape history and preservation. Some topics were given priority in each field and papers were dedicated to them, as samples or avant-goût for future research. Thus, prominent representatives of SNCF and RFF and transport scholars (two economists and a historian) joined a two hour round-

table and discussed thoroughly the impact of European transport policy on railway transport and business organisation in France in the recent years. High speed European transport networks were compared (Spain and France) and their influence on Asian countries (Korea) discussed. A round-table between high-rank directors of Alstom Transport and SNCF discussed the evolution of the rolling stock market and the innovation processes in railway technology. This followed a seminal paper given by Professor François Caron on the nature and history of innovation. New trends in social history were examined critically, with a prominent leader of the Union movement (today retired) giving testimony of his life's work as an illustration of this social history. Finally, the relationships between architecture, heritage preservation, and the concept of railway landscape were hotly debated between architecture historians, heritage scholars, and members of government agencies. Each session was opened by a member of the AHICF scientific board of advisors, who stated what AHICF had brought to the field and what was still on the agenda.

Finally, this leads us to the research perspectives which such a conference may open for the future. As distinguished scholars came from Spain, Italy, Korea, and the UK – among these, Professor Colin Divall, who concluded

the conference with a lecture on railway culture which was highly appreciated – and because AHICF already supported important initiatives outside of France (the five-year, European-wide COST programme, Towards a European Intermodal Transport Network: Lessons from History), it was decided to abbreviate the original name and cut “en France”: so the French Railway Historical society, whilst still being French, in the future won’t limit its interests to its mother country’s railway. The discussions which led from one ses-

sion to another, and the “Young Scholars’ Forum” session which allowed a free exchange of ideas, were full of potential. As a first result, a “call for future research” was launched and is available on the AHICF website (http://www.trains-fr.org/ahicf/coll2007/colloque_2007.htm); some of the debates and lectures should be available online (live!) next month; finally, a “20th anniversary book” will be published in 2008, with most papers and research surveys.

We may wish that eventually everybody will agree with Colin Divall’s preliminary statement, that the “[AHICF] is the kind of organization that one cannot imagine doing without”, and that they will help in the development of the huge and stimulating research agenda which the conference helped to map out.

Marie-Noelle Polino

President’s message

The most nerve-recking thing of organising a major event such as the last T2M conference is getting all loose ends together afterwards. Subsidy givers nowadays ask justification for every parking ticket purchased and trying to figure out where I was three months ago on such and such hour is not the most pleasurable activity I can imagine, to say the least. I know, I should be less sloppy. Meanwhile we did prepare a surprise for all conference participants which you can expect to arrive in your (snail) mail box in the beginning of the New Year. I hope you look back with as much satisfaction on our jubilee meeting as I do.

While I write this I know that on the other side of the ocean someone else has already started the same sequence of preparations which we did a year ago: I wish Garth Wilson and his team every luck and stamina they need to acquire their conference funding. Two years ago I have been at Garth’s beautiful museum, and I can personally recommend going

there and submit a presentation proposal. The first Call for Papers has already been sent out. For me, I will dedicate my energy during the last year of my presidency mainly to facilitating and stimulating the so much needed debate on our association’s future, including the issue of our possible new yearbook and our equally possible new journal.

I hope that by the end of this year we as a scholarly community will have a clearer picture of where we want to go during the coming years. Now that we have discussed this issue within the Executive Council, it is time that all members get the opportunity to speak out. Jamie Wetmore and Mike Esbester are preparing the means to enable this discussion, by rethinking both the editorial policy of the Newsletter and the set-up of the discussion forum at our website. Meanwhile, president-elect Hans Dienel is already drawing on his personal network in- and outside T2M, to make a jumpstart as soon as he will be in charge at some moment during the Ottawa

conference. As a matter of fact, I look forward to meeting Hans in his pied à terre in the Austrian Alps during the coming holidays. Had to buy winter tyres and snow chains to reach him. Once a year, presidents should climb the Olympus to feel how cold it is up there. I wish you all a very peaceful holiday and a happy New Year.

Gijs Mom



Report: Association Conference, Paris

T²M was well represented at the PIARC Conference in Paris this September, with a number of sessions reflecting on historical processes in the development of roads over the past 100 years. Vincent Guigueno and Paul van Heesvelde report.

In September 2007 authorities responsible for roads, construction companies, transporters and researchers from all over the world gathered for the World Road Association (PIARC)'s twenty-third World Road Congress. This centenary event was like the very first World Road Conference in 1908, hosted in Paris. The anniversary was also a good opportunity for PIARC to retrace and examine its history over the past 100 years, the span of the "great" century of the road. An exhibition together with an historical symposium, Road Civilisations of the Twentieth Century, marked a turning point for PIARC in that "history matters." The twentieth century is often seen as the era of growth of automobiles, but you can't have an automobile century without the expansion of the road network. Modern road networks have been established, in some cases from scratch, but in most cases built up from pre-existing networks. At the beginning of the century the world road network is estimated to have been around 10 million kilometres, almost fully unpaved; this has grown to a global total of 33 million kilometres, of which 60 per cent is unpaved. The evolution of the road network is not only a history of technological evolution and economic development. It is also a story of desire, the individual road user, and the rejection of public opinion: desire because of the possibility to leave and return, rejection because of the road injuries, pollution, environmental issues, and the like.

PIARC asked the national committees and road authorities to bring in elements to write the history of the road in 15 countries. This information was designed into an historical exhibition by the French General Highways Department. The history of fifteen road spots from around the planet was analysed and presented in poster form. We could discuss the value of the presentation technique, but it makes it possible to visualise the evolution of the road spot. These posters were accompanied by a very nice video wall, with each monitor showing a live feed from one of the road spots.

To celebrate this event, the organizers of the World Road Congress 2007 (www.piarc.org) had the idea to ask a scientific committee to set up a special session: Road Civilizations of the Twentieth Century. Amongst the other sessions dedicated to all subjects connected with road construction and management, history found its way into this event, giving the academic community a unique opportunity to contribute to a professional event which has a long term interest in the transnational history of road expertise.

Three themes, developed in four panels, were presented to the audience during this well attended day:

Development of roads and road networks in the twentieth century
Technological aspects
Cultural, social and economical aspects

Many members of our association were involved in the conference, chairing sessions (President-elect Dienel and President Mom), giving papers (EC member Mathieu Flonneau), providing concluding remarks (Vincent Guigueno) or simply attending the conference. One of the main successes of the conference was that it brought together professionals, historians and social scientists to discuss the ways that they address road history. It was all the more clear that academic research has changed the questions asked about roads, from political and scientific aspects (ie the road safety policy) to the classic economic, geographic and technical issues. This point will be discussed in the written version of the concluding remarks, to be published in Routes/Roads, the PIARC review. The proceedings and the papers given will also be available at the beginning of 2008 (news to be posted on the T²M website). We hope that this event was the beginning of regular cooperation between PIARC and academics to set up future events.

Vincent Guigueno (Ecole des Ponts) and Paul Van Heesvelde

View from the Street

Executive Committee member Paul van Heesvelde was one of a number of T²M members who attended the World Road Association Conference in Paris in September. Here he contrasts the changes in mobility on Paris's streets since T²M met there in 2006.

Last year T²M had its fourth conference in Paris, and one year later some of our members met again in the City of Light for the historical session of the twenty-third World Road Association (PIARC) Conference. In this newsletter, you will find a short comment on this remarkable event. I also used my time to walk through the town and to discover how mobility is changing life and culture in Paris. A set of new words, idioms and concepts while reinventing a bicycle; this must be Paris.

In 2006 I took the opportunity between two meetings to have a marvellous city tour by foot, mindful of the wisdom of Régis Debray: "When I walk 30 kilometres a day I count my time in years, when I fly 3000 kilometres, I count my life in hours". I took the subway from the Gare du Nord to Saint Michel and left there for an 8 km walk. This September, I used almost the same route, stopped at the same monuments, drunk the same beer and ate the same meal I had eaten last time when returning to the Gare du Nord. One can hardly see a difference in a city that never sleeps between the two walks, but one thing changed considerably: I never saw so many bikes in Paris as I did in September. Mathieu Flonneau showed me during a coffee break his new key to transportation: the Vélib Card that might change the city mobility considerably. In two months the 10,600 bikes for hire were used more than 4.5 million

times; Parisians biked for almost 7 million kilometres, averaging 2 to 2.5 km each. Le Figaroscope even speaks about a new tribe that is born: the 'vélibeurs' or 'vélibeuses'. I think in a few weeks we will also have 'vélibantes' and even 'véliberesses' for the die-hards of the bicycle. The new vehicles bring new possibilities for romance: the 'vélibataire' being the celibatarian, using a vélib. By the end of 2007 JC Decaux, the bike for hire operator, hopes to have 20,000 bicycles in service.

What makes this bike for rent system so popular? After two months the question is rather difficult to answer, but the fact that there are so many pick-up and drop-off points could be part of it. The city council focusses on a Vélib exchange point every 300 m. Vélib is a real hype. The rental system creates a possibility for

people to meet and speak to each other. New language develops along this success and new signs and practices pop up. Users pass information on to one another. Any mechanical failure is for instance marked by turning the bike seat round. For the long term effects we need to wait until spring 2008 and see how the system was used during the winter. Meanwhile, it is a pleasure to see the traffic at crossings, because of the new participant that showed up two months ago. More than anyone else, the cyclist respects the traffic rules, which is not the case for pedestrians, who cross the street as soon as they see an opportunity.



Not only the bike is reinvented. A more practical application for city distribution is on the market: la Petite Reine (the little queen – for more information see www.lapetitereine.com). This firm specializes in freight transport in cities and today has 50 employees on the pay roll. 53 vehicles are in circulation in four French towns: Paris, Bordeaux, Rouen and Dijon. According to the information on the web site and at the PIARC Conference, 700,000 unities (parcels) were transported over a distance of 210,000 kilometres in 2006.

While waiting at the traffic light for pedestrians at the Boulevard Saint Germain – oh it's lonely at the traffic light in Paris – I was even more impressed to see suddenly two people on Segway, coming out of the Rue de l'Ecole Medicine and driving to the Rue Saint Sulpice. Segway is, for those who are still walking, a personal transporter that Dean Kamen described as "the world's first self-balancing human transporter." When you look at the machine in motion you get an idea of what he means. Unlike a car, the Segway only has two wheels, yet it manages to stay

upright by itself. Some years ago I was confronted by this kind of transporter at the European Motor Show in Brussels, organized by Febiac. In my opinion, Segway was a kind of machine that had a great future in movies explaining a future without CO2 emissions. Quod non. When seeing all this delight in transport and mobility, one could forget that walking is still the transport mode of the silent majority. I enjoyed the walk through Paris this year, as I did at our fourth T²M Conference.

Paul van Heesvelde

Report: T²M 5th Annual Conference

Newsletter editor Mike Esbester recalls his time at the Helmond conference

Before the conference I had to spend some time reassuring friends and family that, no, I wasn't going to Helmand Province (Afghanistan), but Helmond (Netherlands). Arriving at Helmond station mid-afternoon on the Thursday, I caught the bus to the mysterious Hotel Nobis, situated on a picturesque industrial estate somewhere out of Helmond.

I suspect that this will linger strong in the minds of many participants. The Nobis, where the majority of delegates were staying, was a bit of a trek out of Helmond, which meant that the shuttle bus that carried people back and forth between locations was well-used. Having split locations was a bit of a pain, but, in the spirit of things, it didn't hinder the conference.

Over 100 people from five continents attended the conference, presenting, listening, questioning, arguing, socialising, sightsee-

ing and – above all – thinking. The conference opened on the Thursday evening at Helmond castle. After the obligatory academic fumbling with the mics, the floor was turned over to keynote speaker Victoria de Grazia, whose address covered the expansion of global consumer culture over the past 100 years. For me, de Grazia was engaging, but the questions really helped to draw the focus back towards transport and mobility issues, using de Grazia's images to tease out how and why transport had been sold in the twentieth century. The reception that followed was a good chance to start catching up with friends and colleagues – probably helped by the wine!

David Gartman's keynote address on the Friday morning was a rigorous but entertaining look at 'automotive fetishism', tracing the car's gradual move away from a technology of freedom to

a technology that was, and is, privileged as an end in its own right. His conclusion suggested that this fetishism may be wearing off, although the questions from the audience indicated that they weren't so sure.

The parallel sessions started with an excellent mix of topics and approaches, with papers on Welsh railways (including suggestions of nepotism, and intrigue and acrimonious rivalry between two heritage organisations), urban transportation and, following one of the conference themes, transport heritage. As ever, with parallel sessions there were two problems: you can't get to all of the papers you want to hear/discuss, and some of the sessions were poorly attended. The panel on road policy didn't suffer from this last fault, with papers covering South America, Britain and the USA. One paper that I found particularly engaging in this session was Laurell Cornell's look



at pedestrian – or as she termed them, ‘walker’ – safety, as viewed by American road designers in the twentieth century. It was refreshing to find someone who was examining the road system in terms of one group of users who are often marginalised in favour of motorised transport.

The conference separated on Friday afternoon for the excursions – some went off to the Aviodrome aircraft museum, some on an industrial heritage tour of Helmond, but I joined the group led by Paul van Heesvelde across the border into his native Belgium, to a railway warehouse, now sheltering preserved locomotives, coaches and freight stock from Belgian State Railways. Having been based for some years at the National Railway Museum (NRM) in the UK, the contrast could not have been greater: there the exhibits are just that – exhibits, with interpretation, a huge variety of artefacts, and large numbers of visitors. In Leuven, the warehouse was not publicly accessible – we were only allowed in because of Paul’s contacts. There simply isn’t the funding – and possibly not the public enthusiasm – to turn the warehouse into a museum, so this had the air of a storage facility, with no interpretation, and work carried out as and when people could. This made for an interesting difference, however: unlike the NRM, there was a fee-

ling that this was somehow closer to the reality of dirty, dangerous work on the steam age railway. From one extreme to another, as Paul then took us on a guided tour of the medieval town, finishing up with an excellent meal and some very intense discussions!

Another early start on the Saturday, but it was worth it for a session which I must confess I had my worries about: how were papers on queuing, the ‘emotional attractiveness’ of transport design, and transport and cremation going to work as a panel? I needn’t have worried, however, as the papers were interesting and the links were ably dissected by the audience, concentrating on how and why people move (or don’t move, in the case of queuing) and the role emotions play in mobility. Design – one of the conference themes – featured strongly in several of the panels, including the politics of designing road safety, and the design of railway stations (which featured some quite heated debate).

The afternoon’s session was an unusual format for the conference: a public plenary, starting with a roundtable discussion between design historians. Penny Spark, Anne Wealleans, David Gartman, Greg Votolato and Jochen Eisenbrand each talked the audience through a set of images to try and pull out themes around mobility

and design. I’m not sure that this format worked, as it seemed more like a disconnected set of comments, and the focus was on cars almost to the exclusion of other modes of transport, but it was an interesting experiment. The interview with Penny Sparke and Greg Votolato was more fluid, taking questions from the floor and discussing the gendering of mobility. The reception following the plenary gave people an opportunity to explore the ‘Paradise by the Dashboard Light’ exhibition of work by design students at Dutch universities, a part of Dutch Design Week.

The Members’ Meeting on the Saturday afternoon was reasonably attended, and saw the announcement of the results for the EC elections, including Hans Dienel’s installation as President-Elect. A number of important issues were discussed, including the level of the membership fee, the proposed summer school for postgraduate students, T²M’s affiliation with the Journal of Transport History and the possibility of producing our own journal. This last topic generated a lot of discussion, with a further suggestion being that T²M start a yearbook, possibly following the conference theme, or possibly being based around invited essays discussing the state of our discipline. The EC are looking into the viability of these suggestions, so watch

this space! Perhaps most significantly, there was a debate about how T²M should be organised – whether along existing lines, or by adopting a federal structure, with a number of continental organisations, linked but otherwise independent. (This proposal is discussed elsewhere in this edition of the newsletter.)

The Saturday evening was spent at the DAF Museum in Eindhoven, another excellent and highly appropriate setting for T²M to eat, drink and socialise in. Surrounded by cars, trucks, fire engines, personnel carriers and all types of automotive transport, the meal was perhaps less banquet-like than we had expected, but we made the most of it (and the plentiful alcohol). As ever, the atmosphere was lively, silenced only for the speeches and prizes (see Corinne Mulley and Clay McShane's accounts of the prizes in this newsletter).

Sunday was surprisingly well-attended, given the alcohol that was consumed the night before. A fascinating session saw Hans Dienel and Jochen Eisenbrand looking at the passenger experience of flying and using railways, before the final plenary session which posed some tough questions to the audience. George Revill asked us to think more about the micropolitics of mobility and relations of power, a theme taken up in Pete Merriman's ana-

lysis of the UK's highway code for road users. Colin Divall concluded the plenary by asking us to consider our role as historians of transport, traffic and mobility, and how we might engage with policy makers and a wider public.

It only remains to thank the programme committee and local organisers, and note that Ottawa promises to build upon this year's conference – see you there!



The Barker and Robbins Prize 2007

This prize was awarded for the first time at the T²M Conference in Helmond (25th-28th October 2007). The prize is funded by the Transport History Research Trust in honour of two eminent British transport historians. Theo Barker ended his career at the London School of Economics and published prolifically in the field of transport history. He was the best story-teller I have witnessed and inspired many (including myself) to pursue research in this area. Michael Robbins was a founding co-editor of the Journal of Transport History in the mid-1950s and, although his career was as a practicing transport manager (ending his career as a very senior manager at London Underground), he

had an enduring interest in transport history. The very strong link between the two people honoured by this prize is their joint authorship of the definitive history of London Transport.

The Barker and Robbins prize is presented to a new entrant to the study of transport history and mobility for the best presentation at the T²M Conference. The definition of a 'new entrant' in this context is someone who does not hold an academic post and/or does not have a published book or paper as an academic publication. Whilst the prize is awarded for the best presentation at the conference, it is of course well known that a good presen-

tation cannot occur without the sound underpinning of a good paper.

I am sure that the prize committee will always be faced with difficult decisions. The 2007 prize committee listened to all the entrants' presentations (and ran between sessions on some occasions to fulfill this obligation! Eventually the committee decided to award the prize to two excellent candidates who provided a fluent exposition of their topic, made effective use of audio-visual aides and whose papers underpinned their arguments. The prize winners for 2007 were Arnaud Passalacqua, whose topic was 'Heritage celebration and public space design:

the cases of Paris bus and tram networks' and Mike Esbester, whose topic was 'Designing time, contesting time: the design and use of nineteenth century transport timetables'.

Apart from these two prize winners, there was a third contribution which the prize committee wanted to acknowledge in a special way. This was the presentation by Rajesh Agrawal, a senior manager in the National Rail Museum of India, who gave

a paper on 'Managing the world heritage sites of the Great Indian Railways'. The prize committee recognised this contribution as a scholarly presentation of a very real issue in the heritage world.

As the chairperson of the prize committee, I know that I speak for the whole committee when I conclude by saying that it is indeed a privilege to witness such a range of talented 'new entrants' and to hear the very high standards of presentation.

Information about the prize is available on the T²M website. The conference registration form for Ottawa will include the opportunity for candidates to enter for the prize. I am sure the range of presentations for the 2008 conference will be as good and varied as we saw in Helmond.

Corinne Mulley

An Invitation to Ottawa!

EC Member and Chair of the 2008 Programme Committee Garth Wilson invites all T²M members to Ottawa for next year's conference.

On behalf of the Canada Science and Technology Museum, host of the 2008 T²M annual conference, I am very pleased to invite you all to Ottawa and Canada's National Capital Region.

Ottawa is very well suited, both historically and geographically, to function as the host city for a conference dedicated to the theme of mobility and the environment. Geographically, the city sits at the confluence of three rivers: the Ottawa, some 1130 kms in length, much of which serves as a boarder between the provinces of Ontario and Quebec; the Rideau, flowing north from Ontario; and the Gatineau, flowing south from Quebec. The city is also centered at the spot of a major cataract on the Ottawa River, the Chaudière Falls, long-harnessed as a source of power for local industry.

The First Nations used the region, with its easy access by water, as a meeting place long before the start of European exploration and settlement, a fact reflected in rich archaeological finds from the area. In fact, the name, Ottawa,

itself comes from the Algonquian tribal name (Odawa) and a word meaning "to trade." The actual origins and growth of the city are very closely connected to the building of the Rideau Canal, a remarkable 202km, slack-water system that connects the Ottawa River with Lake Ontario at Kingston. Construction began in 1826

and it was opened for navigation in 1832. The canal was built by the British government, under the direction of Col. John By, who lent his name to the growing settlement, then called Bytown. The canal itself was part of a larger plan of defensive infrastructure inspired by continued tensions with the Americans, following the



War of 1812. In this instance the canal was meant as an alternative transportation route to the more vulnerable St. Lawrence River corridor that served as a border with the United States. The canal is now exclusively a recreational waterway, carefully preserved under the management of Parks Canada. Parks staff still operates the 49 locks by hand during the summer months, and the exceptional technical and historical qualities of the canal were recognized in 2007 by UNESCO, which designated the Rideau Canal a World Heritage Site. Only the second canal to gain such designation, a visit to (and even, perhaps, a trip on) the canal will be a feature of the 2008 programme.

In 1857, Ottawa was chosen by England's Queen Victoria to serve as the Capital and seat of Government for the union of the two Canadas: Upper (what is today the Province of Ontario) and Lower (what is today the French-speaking Province of Quebec). Situated on the Ottawa River, that now serves as a natural boundary, and linked by rail since 1851, Ottawa was a practical compromise between the competing claims of the larger urban

centers of Toronto and Montreal. Ten years later, Ottawa became the Capital of the autonomous Dominion of Canada, which was the foundation for the vast trans-continental federation, bordered by three oceans that we know today. With its designated political function, what was then a place with an economy based on the timber trade--it was among the largest centers of lumber production in the nineteenth century--soon became, for better and for worse, a definitive government town. For Canadian critics of the federation--and they are many--the city was and is a bastion of remote bureaucracy and a source of noxious partisan emissions; yet by virtue of the same political history and reality, it also became the seat of important national cultural institutions, a centre of government-sponsored research and a destination for all major transportation services and administrative bodies. In the last few decades, the city has also developed into an important Canadian centre for the high-tech industry.

Ottawa is today a city of about 900,000 people and, together with the smaller city of Gatineau, Quebec, situated right across the

river, it forms the heart of a National Capital Region. Yet despite its size, its national function and status, its modern features, (both good and bad), and its relative proximity to Canada's two largest urban centers, Ottawa still remains in many ways a city dominated by its surroundings. A quick look at the map confirms this. There are, of course, the waterways that describe the city's origins and its layout, there is the presence of the 'Canadian Shield,' readily apparent and accessible to visitor's in the form of the hills and lakes of the wonderful 36,000 hectare Gatineau Park, immediately to the northwest; there is the abundance of farm land and forest that surrounds Ottawa in all directions and, of course, there is the climate which, notwithstanding the actual latitude (45 degrees, 19' N), in the wintertime greatly reinforces the idea of a northern city.

More information about the city, the host institution and the conference will be coming soon. In the meantime, we urge you to read the Call for Papers and consider sending a submission. We look forward to welcoming you to Ottawa, and to Canada, in 2008.

Garth Wilson,
Curator, Transportation
Canada Science and Technology
Museum
(Programme Chair: T²M Ottawa,
2008)



Call for Papers:

Sixth International Conference on the History of Transport, Traffic and Mobility (T²M)

Ottawa, Canada
September 18-21, 2008

CALL FOR PAPERS
-Mobility and the Environment -

The International Association for the History of Transport, Traffic and Mobility (T²M) invites proposals for papers to be presented at its Sixth International Conference to be held in Ottawa, Canada from September 18th through the 21st, 2008.

Papers may address any aspect of the social, cultural, economic, technological, ecological and political history of transport, traffic and mobility. However, special consideration will be given to proposals related to the conference theme: Mobility and the Environment. The language of the conference is English.

Hosted by the Canada Science and Technology Museum, the 2008 conference coincides with a period of growing concern about the problematic relationship between the human desire and need for greater mobility, and the environmental consequences and challenges of this demand. Historical perspectives on this relationship offer the promise of greater clarity and understanding. To this end, we encourage proposals that explore all aspects of the issue across the full spectrum of modalities, systems, political contexts and environments. In addition, the conference theme is also intended to embrace philosophical, technical and cultural perspectives on the history of overcoming, or adapting to, the challenges of geography and climate. With respect to all of the above, the conference will also provide an opportunity to consider how important insights and ideas arising from historical research on the environment, and on issues of mobility in general, can best be shared with an interested general public.

Notwithstanding T²M's natural affinity for the historical view, interdisciplinary approaches are greatly encouraged. Relevant proposals from the fields of geography, philosophy, cultural studies, sociology, ecology, anthropology, archaeology, engineering and others are most welcome. The participation of young scholars and doctoral students is especially desirable. T²M also invites professionals working in the areas of mobility or environmental policy and planning to contribute. Participants are encouraged, though not required, to organize and to propose panels on specific issues or ideas. As a rule, a panel should consist of a chair, a commentator and normally up to three speakers. Session proposals will also be considered.

The deadline for abstracts and a one-page CV (English only) is the 1st of March, 2008: maximum of one page for all individual papers or panel presentations, or one page per presentation within a session proposal. Session proposals should also include a one-page overview of the session. Please send proposals to: submissions@t2m.org.

Submitters will be notified by the programme committee during the first week of April, 2008 on the success or status of their submission. The full paper of all accepted submissions must be delivered on or before August 1st, 2008.

These will be copied onto a conference CD-ROM for distribution in advance to all conference participants. Individual presentations at the conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session. Registration information and deadlines will be provided during the month of March.

More information on the Ottawa conference will be posted on the website in due course.
Garth Wilson, Programme Committee Chair, T²M 2008

Spotlight on ... Drew Whitelegg

With a PhD in Geography, EC member Drew Whitelegg isn't your 'average' transport and mobility historian. Now based at the Emory Center for Myth and Ritual, at Emory University in Atlanta, USA, his research has focused on the air industry and urbanisation. Formerly book review editor for the JTH, he has continued his links with the Journal by becoming Assistant editor.

Where and when did you get interested in transport and mobility issues?

I've always had a thing about transport and routes and maps, which may have been a result of never having had a car in our house when I was growing up. I was always gripped with finding out how to get to places.

As an adult I became very committed to public transport from both an ecological perspective and a social justice one. I'm a great believer in rubbing shoulders with fellow human beings and I find the daily interactions you have on the bus or train are part of what help makes the world a better place. Even living in a car-crazed city like Atlanta, I ride the bus when I can – people here of course think I'm nuts.

Your research explores one of the more neglected areas of transport: flight. What do you see as the key issues for historians looking at air travel, and how do they relate to the field of mobility as a whole? Aviation has always been something of a poor relation in comparison with other transport modes even though we have been in the air for over a hundred years now.

There has been very little work done in aviation from a cultural perspective in terms of the huge impact that the industry has had on people's lives. I think that the rise of low-cost carriers has particularly contributed to this impact in the sense that flying is no longer the preserve of rich and has developed highly deregulated and flexible route systems to cater for the far greater mobility present in the modern world. This is a different mobility pattern to the classic jet tourism that emerged in the 1960s. People now have changed their entire lifestyles – taking weekend citybreaks, commuting to other countries – through flying and I don't think that we've got to grips with this from an analytical perspective. Mark Gottdeiner, a sociologist, wrote a book called *Life in the Air* recently, which was a start.

One thing we need to get away from is the hagiography for the captains of aviation. There's always been a testosterone-driven obsession with the macho-ness of the business (think Thomas Petzinger's *Hard Landing*, for instance). I'm more interested in how people live their lives within this aviation network than in the derring-do of Howard Hughes or Richard Branson.

T²M is known for its new ways of looking at transport history – particularly focusing on ideas of mobility and the user. In your research you've also looked at workers. Where do you see the worker fitting into T²M's agenda? Well, workers are users too. One of the things that I stumbled across with my flight attendant



research was this extraordinary lifestyle in which workers use the job for their own ends, deriving benefits from it that go beyond a strict nexus of paid labour. Workers, characteristically, have long been consigned by historians to the production side of things whereas I see them also on the consumption side – maybe not the same way as the paying passengers but still in ways that we haven't really got to. Jo Stanley has done some cracking work on sea stewardesses from this perspective and so too has Tim Strangleman on the rails.

What did it mean, for instance, from an existential or phenomenological point of view, for a Bajan woman to get up in the morning in a West London flat and spend the day collecting fares on London's buses? She was working, for sure; but she was also travelling. The journey has a long history as the locus of identity development and change – think of the Grand Tour or Jack Kerouac's disciples hitchhiking around America. But what about all those journeys that workers take as part of their jobs?

Because, as Edward Said once said, none of us are just one thing – worker and traveller, worker and tourist; this seems to me fertile ground.

You've just taken on a greater role at the JTH, as assistant editor. How will you shape the job and push the JTH forwards?

I'm working alongside Lena Andersson-Skog and Javier Vidal Olivares, who I am sure are familiar to T²M members. It's very early days at this stage but I can say that we will be looking to continue the expansion of the

geographical range of the journal. Peter Lyth, when he was editor, started to make inroads in terms of greater awareness of cultural approaches, and these of course were deepened by Gijs Mom. I would expect us to continue to go down this course, while at the same time not rejecting out-of-hand other methods.

Finally, what advice would you offer to a recently appointed newsletter editor?!

Being newsletter editor was great fun for me as I learned quickly about the organization in ways

that I would not have otherwise been able to do. I was however disappointed with the lack of material being offered by members. I wanted it to get to the level where members would automatically think about sending stuff to the newsletter so we would have a steady flow. Maybe I was being naively optimistic there. So my advice would be try come up with ways to involve the membership more. Oh, and also co-ordinate with the website better, another plan of mine that didn't really come to fruition.

Proposal to *investigate a federative structure of T2M*

This is a topic which is being discussed by the EC, and was opened out to everyone at the Members' Meeting in Helmond on the Saturday afternoon. It is vital to how we, as T2M, will work in the future, and something that everyone should have a view on. Here Gijs Mom provides an introduction to one of the options that is being considered.

In 2006, T2M's General Members Meeting decided to make the association into more than a machine to organize annual conferences. This text sketches a possible trajectory to bring this about.

After a four year period of building up a basic organizational structure, T2M is now going into its second phase of development. This phase can be characterized by a more or less stabilized basic array of activities - most prominently the annual conference, but also the Newsletter, the relationship with the Journal of Transport

History, and the Theme Groups. All of this is achieved through the efforts of a small number of active members and funded from a very modest income from membership fees, from which the secretarial activities of the ECMD are partly funded. On the basis of these efforts we are attempting to define further the scholarly field called Transport and Mobility History. With a bit of stamina, this second phase can also be used to expand the Association and make it powerful enough to bring about decisive changes in the academic landscape, in terms of jobs, research projects, and academic positions. Regular summer schools, a book series, cooperation with policy makers, planners, engineers and with potential sponsors have all been suggested, and are in the process of being investigated or implemented. In addition, a Communications Committee is working on a better tool for online debates, forums, etc.

Many of these activities are

hampered by a lack of funding. In addition, at the moment a relatively small group of active members and the ECMD are responsible for organizing the annual conference. This causes a lot of strain and it seems that the organization of the day-to-day activities during the remainder of the year suffers from this.

Expansion to policy makers, planners and museum curators and practitioners have been suggested in the past as a possible new field of growth, and we should certainly try to achieve this. It seems, however, that apart from the necessary funding (on which an EC committee is already working) the structure of the association itself is limping behind these ambitions.

Analyzing the structure of T2M's membership and the history of the five conferences organized so far results in the conclusion that, despite its ambition to be the world's overall transport and

mobility history platform, T2M is largely a European affair. Although the US members form the biggest single group of members, taken together the European countries are by far dominating. Efforts to have more conferences in the US have not been very successful during the first four years. Also, the way that we finance our conferences has meanwhile been tuned to the European situation, making it even harder to organize our conferences in North America.

The new structure that is being considered would consist of a number of 'continental T2Ms' (Europe, North-America, South America, Australia & New Zealand, Asia, Africa) who each are more or less independent from each other provided they adhere to a minimum set of rules and principles. These principles would include the common use of a central newsletter and journal, the central administration of membership fees, a common book series, and the like. Complying with this shortlist of common characteristics would give the right to carry the T2M logo and benefit from

T2M's general services. The idea of a federal structure comes from Lucy Taksa, and it would be similar to that of the Australian Society for the Study of Labour History.

With a federal structure each continent would have its own organization and would be responsible for its own local activities, its summer school, and its annual conference (which could be set up in a much more modest way than is customary now within T2M). It also cooperates with those (organizations of) scholars it deems appropriate. Once every second or third year one of the continental T2Ms would organize a Mobility History World Conference, at least double the size of the current annual conferences.

The advantage of this structure is that every continent can set up its own tailor-made structure of annual activities. If the local membership is too small, an annual workshop could work much better than the announcement of a conference, far away in Europe, involving high travel costs. The local impact of such a conference is also much more immediate,

as seen in the French and Dutch experience of 2006 and 2007, both in terms of 'spreading the word' of transport and mobility history locally, and in terms of the growth in membership of the Association. Continental workshops and conferences would not necessarily be restricted to scholars from that continent: they would be open to all members (and non-members as well), but only the World Conference, held less frequently, would entail the kind of energy and efforts currently expended every year by (nearly) the same small group of active members and the ECMD.

Having a federal structure would free a lot of active members as well as the ECMD to concentrate on other 'central activities' such as administration, a good communication system, journal subscription, etc. Conversely, local T2Ms could be much more effective in spreading the word of Mobility and Transport History.

Gijs Mom
President, T2M

Travel Demand Management

Tackling Climate Change

ECOMM 2008 - The 11th Annual European Conference On Mobility Management, London, 4th - 6th June 2008

With a theme related to that of our 2008 conference, T2M members might be interested in the 2008 ECOMM conference; it also ties in nicely with the History and Policy theme group, recently created by Paul Van Heesvelde. The ECOMM website says:

"At previous ECOMMs we have

seen some of the foremost examples of successful mobility management schemes from across Europe and beyond, and there are always new and exciting initiatives that we can learn from. We are looking forward to hearing about the very latest in mobility management from as wide a range of countries as possible.

Cities can achieve considerable improvements to CO2 emissions by adopting progressive mobility management policies, and

there are already a wide range of measures being implemented across Europe and beyond. This is why the theme for ECOMM2008 is Travel Demand Management – Tackling Climate Change.

ECOMM2008 will be inviting a number of existing EU mobility management projects from programmes such as INTERREG and Intelligent Energy Europe to present their findings and experiences. ECOMM2008 will also be providing a specific platform

for representatives from New Member States to present their experiences and identify areas of transferability. Furthermore there will be State of the Art presentations from EPOMM National Focal Points, to give delegates an overview of the mobility management advances in those countries that are members of the European Platform On Mobility Management.

At the conference there will be several parallel sessions in a number of different formats. Traditional workshops will each last 90 minutes and be structured to include three similarly-themed presentations with discussion time. These presentations will be 20 minutes in length, and a Chair will facilitate discussion. There will also be interactive sessions, debates, scenario workshops,

Ask-An-Expert sessions and a look at some of the bad practice that has been going on as well! It is intended that there are some concrete outcomes from these sessions, which will be fed back to all delegates on the last day, and issued as a release after the conference."

For more information, see: <http://ecomm2008.eu/>

Institute of Railway Studies

Transport History Seminars

14.00 Wednesday 20th February 2008

EARLY MOTORING CULTURES IN BRITAIN

Craig Horner (Manchester Metropolitan University)

'The modest motor for the man of moderate means': marketing the car before World War One

Bill Luckin (University of Manchester) and David Sheen (University of Bolton)

Death on the roads: a case-study of Manchester during the Second World War

14.00 Wednesday 12th March 2008

ASPECTS OF INTER-WAR RAILWAYS IN BRITAIN

Gerald Crompton (University of Kent at Canterbury)

Railways and the state in the UK in the twentieth century

Roy Edwards (University of Southampton)

Technical change and regulation: the failure of the state c1919-c1933

14.00 Wednesday 7th May 2007

THE ECONOMICS AND REGULATION OF VICTORIAN/EDWARDIAN TRANSPORT

Tim Leunig (LSE)

When did transport improvements first raise city productivity?

Mark Casson (University of Reading)

The regulation of the Victorian railway system

14.00 Wednesday 14th May 2008

RAILWAYS AND THE EAST RIDING

Christopher Ridgway (Castle Howard)

Castle Howard and the Earls of Carlisle in the first steam age

Keith Nolan (IRS&TH) Municipal politics and regional monopoly: railways and the Port of Hull, 1840-1922
All welcome. Light refreshments will be served. Please note that the workshops in the spring and summer terms should be held in the National Railway Museum's new Search Engine facility: please check the IRS&TH website for confirmation. The National Railway Museum is about 3 minutes' walk from York railway station via the footbridge. Please use either public entrance to the NRM and tell the staff at the desk that you are attending the IRS&TH workshops. Cycle parking is available at the City Entrance. Motorists please note that NRM parking charges apply (except for registered-disabled parking, available at the City Entrance).

John Scholes Prize

The John Scholes Prize

The John Scholes Prize, of up to GBP250, is awarded annually by the International Association for the History of Transport, Traffic & Mobility (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 2008 for the current competition. Essays should not bear any reference to the author, either by name or department; candidates should send a covering letter with documentation of their status. The judges will not enter into correspondence.

Entries for the prize should be sent to Professor Lena Andersson-Skog, Department of Economic History, Umeå University, 901 87 Umeå, Sweden. Enquiries may be made by email to: lena.andersson-skog@ekhist.umu.se

About this Newsletter

T²M Newsletter appears six times per year and is a publication of the International Association for the History of Transport, Traffic and Mobility (T²M). It is electronically distributed among T²M members and others interested in T²M's field of study.

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