

T²M

International Association for the History of Transport, Traffic and Mobility



EC Mid-Year Meeting

9th International T²M Conference

Following the trial last year, whereby for their mid-year meeting the EC met virtually rather than in person, we decided to repeat the experiment in 2011. A teleconference is a very strange thing, with people arriving unseen but with a telltale ‘click’, before introducing

themselves to everyone ‘present.’ Over the course of two and a half hours we discussed a large number of topics crucial to the Association’s operation.

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EC elections

T²M is looking for members who would like to be nominated as EC-member.

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In the spotlight

T²M member and former EC-member Clay McShane in the Spotlight.

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A view from the street

T²M member Jameson Wetmore has been to China.

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Editorial:

This comes to you hot off the press – it includes a short report on the **mid-year Executive Committee** meeting, which only took place on 3 June. As always, we've been busy, and there are a number of important T²M deadlines and events coming up, detailed here and in the rest of the Newsletter.

Most obviously, the **annual conference**. The programme has been chosen, and the arrangements made – make sure you sign up for all that Berlin has to offer in October. Hans Dienel and the local organising and programme committees have been doing excellent work, and they have lined up a very exciting schedule for us, shortly to be revealed.

No less important – in fact, even more important – are the **Executive Committee elections**. Do put yourself forward for election for this rewarding role; the **deadline for nominations is 12 August 2011**. This is your chance to contribute to T²M and make sure we head into the future in the right direction, so make sure you get involved.

I mentioned in the last editorial that I was looking for a **Guest Editor** for the third Newsletter of this year. We've had one person come forward (thank you Heike Wolter!), but she's asked whether an additional person – a native English speaker – could also help out, to make sure that everything's just right. So, if this sounds like you, please get in touch with me (mesbester@brookes.ac.uk) as soon as possible.

Finally, after four years, it's time for me to step down as Editor. That means we need to **find a new Editor**. It's a job that needs a bit of planning, and about a day per Newsletter to put it together. It's an interesting role, and it means that you're right at the heart of T²M and, indeed, a much wider community of scholars – part of the job is to keep in touch with colleagues throughout the world, in history and in related disciplines. More details elsewhere in this issue, but have a think about it, and then get in touch with me to volunteer!

Mike Esbester

For the next issue only, please send content to Heike Wolter: Wolter_Heike@yahoo.de

Deadline for copy for the next issue: 05 September 2011

President's Page

The deadlines of our call for papers for the next Annual T²M Conference in Berlin and the T²M Summerschool have expired: this year, we had an overwhelming response of over 120 proposals plus the many proposals for the summer school, which will form some sessions at the conference. So, selection this time was a very complicated and difficult issue.

The thematic focus of this year's conference is the transport and mobility museum, exhibition and fair, and the impact of built transport infrastructures on transport and mobility. It will bring together transport and mobility experts and scholars from academia, museums, fairs and transport planning. Some proposals guarantee that we will discuss the future of transport and mobility museums in a provocative and controversial way.

The Deutsches Technikmuseum in Berlin is preparing its exhibitions for the conference and just opened its new "Automobile Exhibition" some days ago. Another exhibition on the history of "Bahnhof Zoo" will be opened in Berlin just before the conference.



Berlin has become Germany's most attractive tourist destination. Its lifestyle – poor and sexy – its counter- and high-culture and not at least its mobility pulls millions into the city. We made reservations for you at three hotels: Hotel Azimut and Hotel am Zoo are pre-World War I old Grand Hotels with patina, right at Kurfürstendamm, Berlin's famous boulevard, and only 7 minutes on the U-bahn (U1) to the Museum. Hotel Fjord is modern hotel and in walking distance to the museum. You see the booking conditions at our conference site: www.t2m.org. Please make your reservations directly at the hotel and as soon as possible. Bookings at our special prices are done on the first come, first served basis.

Berlin has become Germany's mobility mecca. It has for decades had by far the best public transport system in Germany, and is a testfield for new mobility from electromobility to ordinary bicycles, but as a common property.

The next important deadline for the conference is the end of August, when we expect full papers to be delivered, in order to produce a USB stick and online access to all papers before the conference. As in the past, we would like to use the time in Berlin for discussion.

I am looking forward to seeing you in Berlin.

Yours,

Hans Dienel

An Invitation to Berlin

9th Annual Conference of the
International Association for the History of Transport, Traffic and Mobility

Berlin - 6-9 October 2011

This year we received more than 125 proposals, plus 60 proposals for the summer school. The programme will be online very soon.

We invite you to register for the conference now. Please make reservations at one of the three very nice conference hotels in order to have a room with special conference rate.



The conference theme this year is “Transport and Mobility on Display”. Many papers, sessions, round table discussions and excursions refer to the impact and effect of transport and mobility museums, exhibitions and built infrastructures. The conference, however, covers the whole range of historical transport studies.

The conference website (available through www.t2m.org) contains all the information concerning the conference and the T²M-summer school. We are very much looking forward to seeing you in Berlin.

On behalf of the local organizing committee, the hosting museum and T²M,
Hans Dienel and Alfred Gottwaldt

T²M Travel Grants

This year T²M will once again award travel grants to PhD students and scholars from developing countries who are active contributors to the annual conference. Two intercontinental travel grants (each 500 Euro) and four continental travel grants (each 250 Euro) are available.

To be eligible for a travel grant, you must register for the conference, and meet all of the associated deadlines (for submission of your paper and poster). Grants will be paid after the conference.

To apply, please complete an application form, available from the T²M website (www.t2m.org) under the ‘Prizes and Travel Grants’ section. The completed application form should be returned to Dick van den Brink by 1 July 2011 – info@t2m.org.

EC Mid-Year meeting

Report on the Virtual Mid-Year meeting of the Executive Committee

Following the trial last year, whereby for their mid-year meeting the EC met virtually rather than in person, we decided to repeat the experiment in 2011. A teleconference is a very strange thing, with people arriving unseen but with a telltale 'click', before introducing themselves to everyone 'present.' Over the course of two and a half hours we discussed a large number of topics crucial to the Association's operation.

Much of it was concerned with checking progress and making sure everything was running to plan. Over a warm welcome from Hans Dienel and a bit of friendly chat, we got down to business, discussing any matters arising from the last EC meeting and considering the New Delhi conference. One of the interesting comments to arise from this was the importance of linking history and policy, and Gijs Mom and Colin Divall are now seeing whether T²M can do more on this front. The Association's finances were examined and found to be in good order – even when the forthcoming issues of the *Journal of Transport History* have been paid for. There was some discussion about how we might retain those members who sign up for membership in the year that they attend the annual conference, but don't renew the next year.

In terms of our communications, we discussed future plans for the website – particularly noting the good work of our new webmaster, Jørgen Burchardt, and the need to carry on filling in the blank areas (particularly around teaching T²M at universities). We're also looking in to providing online payment for the conference and subscriptions, so that will make things easier for members. The Newsletter continues to provide good service, but the Editor, Mike Esbester, noted that he is standing down, so we need to find a replacement (volunteers to mesbester@brookes.ac.uk please!). Gijs Mom reported progress on the third *T²M Yearbook*, noting the hard work of Peter Norton, and the whole editorial team. As this is the end of our three-year experimental period (as agreed in Helmond in 2007), Gijs will be putting a proposal to the Members' Meeting in Berlin about what we do next with the *Yearbook*.

Hans Dienel and Martin Schiefelbusch, of the conference local organising committee, gave us a run down on preparations for Berlin in October. The programme has been selected, and will be placed online shortly; many of the arrangements are made, and the options for the excursions (yet to be finalised) all sound good. It promises to be a spectacular conference. But thinking about the forthcoming conference isn't enough, so we also continued plans for the 2013 conference, and considered options for conferences in the years after this. It's a good sign that we've got a large number of options – all promoted by enthusiastic local organisers – to choose from, with Europe and beyond (far beyond in some cases!).

We also discussed arrangements for the forthcoming T²M Summer School (in Berlin), the travel grants (details elsewhere in this issue), and awards and prizes. This included the decision – taken with regret, but out of necessity – to suspend the Barker and Robbins Prize. This was the prize awarded for the best presentation at the annual conference. Unfortunately the funding for the Prize came to an end, and it was also very difficult to get enough people to run the Prize. However, it was decided that we should look for alternative sponsors for the Prize, and review the situation every year. If it is possible to re-start the Prize, we will.

There was some discussion about the EC elections and how the EC works. Time was getting short, but the EC are actively seeking new members, and will be asking likely candidates to stand

for election (deadline for nomination 12 August – details in this issue). We are also looking for a President-Elect: from the Berlin conference, Hans Dienel has one year left as President, so we need to find someone with the same energy, enthusiasm and drive – a tough job! Finally, we are also considering how we operate, trying to make things as efficient as possible – watch this space for more information! We are looking at the size of the EC (currently set at 16 members, but there was some discussion about reducing this to 12) and how jobs are divided up.

Of course, there were some items on the agenda that we didn't get to discuss – but we will continue to debate these over email, in readiness for our next meeting in Berlin. All in all, T²M is in good shape: lots has been done and there is plenty more to look forward to in the future.

Executive Committee Elections

This is your chance to get involved in T²M and influence the direction of our Association. It's time for Executive Committee (EC) elections – the EC is the group that runs T²M on a day-to-day basis, making decisions about how we can best achieve our aims and encourage the growth of transport and mobility history. It has a very important role, ensuring the continued strength of our Association and the field.

Being on the EC is an important job, but it isn't too demanding. We meet twice a year – once at the annual conference, and once mid-way through the year (see the report, in this issue, of this year's Mid-Year Meeting). Any other business is taken care of by email or phone. As well as keeping the Association in good health, being on the EC benefits you as well: you get to make contacts throughout the discipline, find out what is going on before everyone else, and be at the forefront of our new field.

To ensure that the EC is fully representative and open to new ideas, each EC member is elected for a fixed-term of four years (two years if you are a PhD student). Elections take place on a rolling basis, so in any one year some EC members will step down – hence we have elections each year. This means that, whilst keeping enough people to ensure continuity, the EC also benefits from having new people each year.

So, if you haven't thought about it before (or if you have thought about it, but not done it), do consider standing for election to the EC. To nominate yourself, please send Mike Esbester (mesbester@brookes.ac.uk) the following:

- a short statement outlining what you would bring to the EC and any plans or priorities you see for T²M – this is your manifesto!
- a short CV (no more than half a page);
- a nice photograph of yourself.

This should reach Mike by **12 August 2011**, and will be featured in the next Newsletter, allowing members to decide who they wish to elect to the EC. If you have any questions, do contact Mike – he'll be happy to help.

News

New T²M Webmaster

Those of you who have been on the T2M website recently will have noted updated pages and a few changes – this is down to our new webmaster, Jørgen Burchardt. If anyone has anything for the website – news, calls for papers, teaching resources, websites to link to, etc – please let Jørgen know: jorgen.burchardt@mail.dk

Prizes Available

Don't forget that there are two prizes currently available – the Cornelius Lely Prize and the John Scholes Prize. The Lely Prize is awarded for the best paper at the annual conference linking history and policy, and the Scholes prize is awarded for the best unpublished essay on the history of transport and mobility. Full details of both prizes are found at the end of the this Newsletter, and on the T²M website.

T²M Email Listserv

Soon after T²M was started, a listserv was set up for members to exchange useful information – particularly notification of conferences and calls for papers. However, the listserv was removed when the old website was hacked. We're now pleased to announce that a new listserv has been set up, courtesy of President Hans Dienel's institution, ZTG. Messages for distribution should be sent to the list administrator Manuel Zirm, at: ztg.t2m@lists.tu-berlin.de. Do allow a few days between sending your message in and it appearing, as contributions are moderated. We encourage all members to send in calls for papers and the like – this is a valuable tool and will help to keep T²M better connected.

Who's Next 'In the Spotlight'? You Decide!

So far in this long-running Newsletter feature, you've been at the mercy of the Editor – it's always been down to him who gets interviewed. But perhaps you think there is someone from the world of transport and mobility history who should be featured and hasn't yet appeared? This is your opportunity to suggest someone! Who have you always wanted to hear from? If you let us know, we can interview them. In the interview we like to find out a little bit more about the person behind the work, as well as quizzing them on what they see are the important developments in mobility history. As a rule, we feature prominent figures who are involved in transport and mobility history. Send your suggestions for future interviews to Mike Esbester: mesbester@brookes.ac.uk

Sale of Wagons-Lits collections

Unfortunately, the news section doesn't just carry good news. From France, it seems that the company which recently bought up the remnants of what had been the Cie des Wagons-Lits decided suddenly to do away with the collections which had been carefully collected by a society of amateurs and former Wagons-Lits employees, and were housed in their headquarters in Paris. The good news is the historical archives should be partially transferred to the SNCF (French Railway, Historical Archive Department) but sadly the whole collection of historical items, furniture, paintings, posters will be auctioned off.

The Future of Transport Research - podcasts

From January to March 2011, the Transport Studies Unit (TSU) at the University of Oxford hosted a high-profile lecture series featuring several world-renowned academics working in the field of transport and mobility. The overarching theme of the lecture series was 'the future of transport research,' with each speaker offering a detailed and considered perspective upon a specific issue of interest to the discipline. These seminars are now available on the TSU website (<http://www.tsu.ox.ac.uk>) as podcasts or screencasts. You can also view the presentation slides and read a review of the seminar by one of the TSU's researchers.

Barker & Robbins Prize suspended

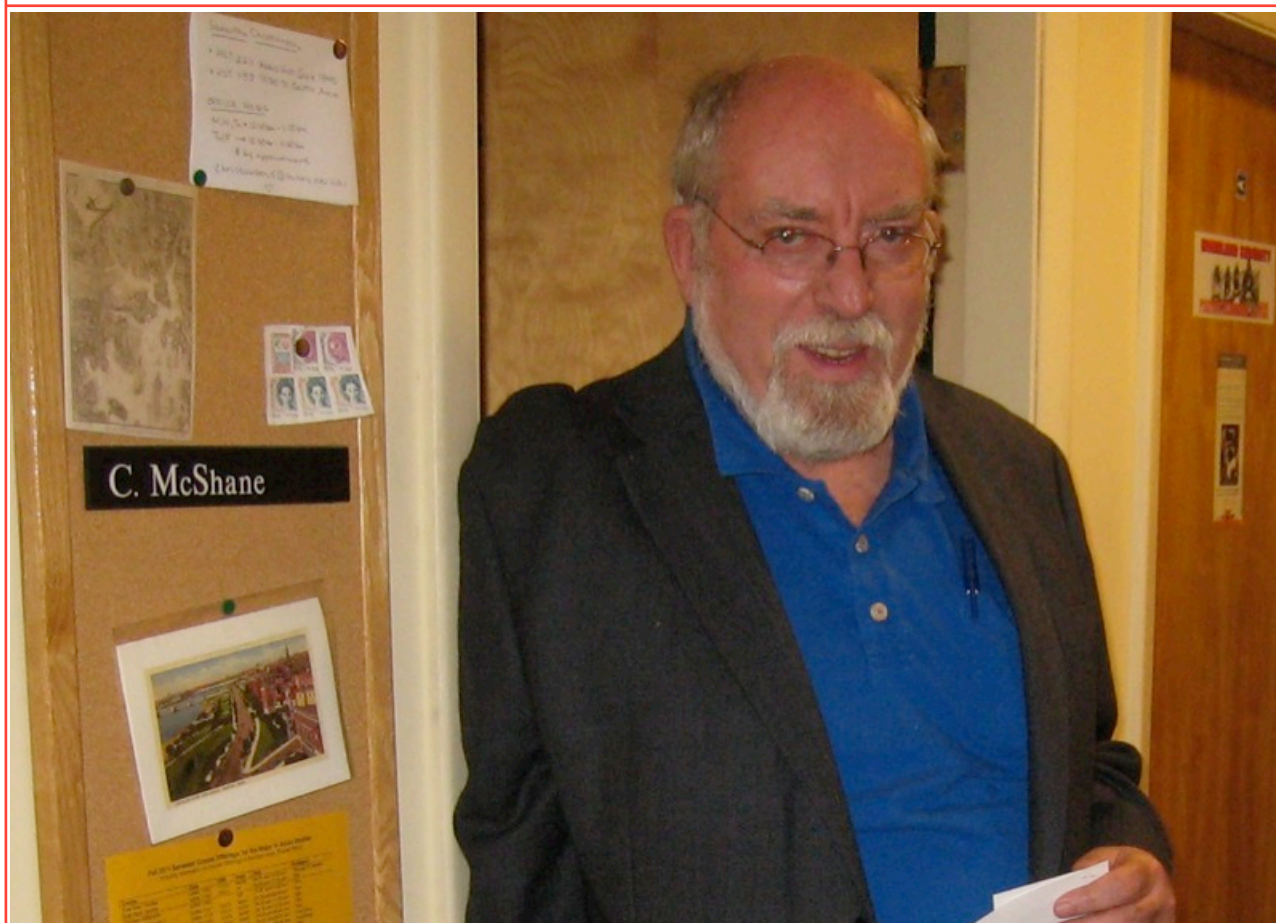
More bad news: the Barker & Robbins Prize – given for the best paper or papers at the annual conference by a new entrant to the profession – is being suspended. This is a result of three things: the difficulties of attracting entrants (despite wide publicity); the difficulties of finding enough people to judge the Prize; and the loss of the funding that had supported the Prize. The Prize was established in 2007 and named in honour of Theo Barker and Michael Robbins, two eminent British transport historians, and had been funded by the Transport History Research Trust of the UK. However, whilst the prize has now been suspended, we will keep the situation under review, and if funding becomes available we will investigate re-starting the Prize in the future.

T²M Bibliography

Some years ago, it was suggested that T²M should have an annual bibliography, encompassing each year's publications relating to transport and mobility. For various reasons this idea has, until recently, been on the backburner – but now Stefan Tetzlaff, a doctoral student at the University of Goettingen in Germany, has volunteered to co-ordinate the bibliography.

The idea of the bibliography is simple: it should list books and articles about transport and mobility that have been published during the year. This might be divided up by nation or geographic area, or it might be by theme, or it might be by transport mode. Ideally, of course, they would be cross-referenced – but that may be a development for the future. For now, the key thing is that the bibliography is started. It will be placed on the website and periodically updated, forming a valuable tool for historians of transport and mobility.

So far volunteers are working on gender and on South Asia – so there is plenty of scope for other people to get involved. If anyone wants to help out with this – ideally by taking a geographic area or a particular topic – or if you have the first entries for this year's bibliography then please contact Stefan: Stefan.tetzlaff@gmail.com, possibly mentioning in your email the geographic area, theme and transport mode that you're interested in helping with.



In the Spotlight

Clay McShane

As Editor, I get to write the short intro to the 'In the Spotlight' interview – but with Clay, that's actually quite troublesome: he's managed to pack a lot into his time and has a fascinating life story, but I've only got a few sentences. His influences come from all over: studying in Wisconsin under urban historian Stanley Schultz, a fellowship at the Smithsonian, friends and colleagues at Carnegie Mellon and internationally - but also from growing up in the Bronx, New York, where he played in the streets (perhaps explaining some of his later research interests). Clay has been with T²M since the start, and has performed valuable service, on the Executive Committee, the Lely Prize Committee and helping to write the statutes that govern the Association. A strong advocate for T²M in North America, here we find out a little bit more ...

How did you get into academia?

I was working for an insurance company, a job I hated, since it was 1968 and I thought the revolution was at hand, so I quit my job to pursue a Ph.D. at the University of Wisconsin. I'd had a good run of history professors at my undergraduate institution, City College of New York, so that seemed the right discipline. I got my present job for three reasons: I'd published my M.A. thesis as a book. In retrospect the work was terrible and I still shudder to read it, but it was a door-opener. Secondly, my friend Joel Tarr set me up with a one year post-doctoral appointment at Carnegie-Mellon University and, thirdly, I did some Irish job-hunting, i.e. I met a faculty member from Northeastern University, still my employer, in a bar.

Over the last few years you've done a lot of work, with Joel Tarr, on horses in the city. What attracted you to this topic?

Usually people assume that I'm some kind of horse fancier. In practice the only time I've been on one is when my mother put me on a pony's back at the Bronx Zoo. Joel and I became interested in horses for four reasons. One was iconographic. Cities are supposed to be the antithesis of nature, yet images of nineteenth century cities show those natural beasts everywhere. Joel had written what was probably the best study of the role of improved mobility, including horse, in suburbanizing American cities, *Transportation Innovation and Changing Spatial Patterns* (Public Works Historical Association, 1971). Horses raised the same issues as any other group of inarticulate urban workers: discipline, housing, feeding, waste disposal and so on. In many ways equine technology is little different from electric or gasoline technology. Fourthly, we became interested in the emerging literature on the history of animal-human relations

Would you define yourself as an urban historian, or a transport/ mobility historian – or both? Is it possible to be one without the other?

While there are a few urban historians who are mostly policy wonks, urban historians, by definition, think spatially. Inevitably this involves matters of mobility. The speed of transportation largely determines the morphology of cities and contacts/conflicts by class, race and gender. So, although I'm an urban historian by training and long range interests, for me, mobility and urbanity are one and inseparable.

What are you working on at the moment?

I've begun an examination of suburban parkways around American cities for roughly the period 1858-1956. There was a tradition of building roads that combined park and mobility function, which disappeared when engineers become the key policy makers at the state and national levels. Ultimately their modernist, unifocal freeways would generate a highway revolt.

What are you reading at the moment?

I never read just one book at a time. There's always a different one open in every room that I habitually use. At the moment I've been looking at the as yet untitled manuscript of Gijs Mom's next book, a work of enormous promise; Peter Hall's *Cities in Civilization*, which I will use in my Urban History class next fall; and Simon Kuper and Stefan Szymanski, *Soccereconomics: Why England Loses, Why Germany and Brazil Win and Why the U.S., Japan, Australia, Turkey—and Even Iraq—Are Destined to Become the King's of the World's Most Popular Sport*, a work with obvious appeal to an American fan of football.

What do you think T²M has done well – and what areas are there for improvement?

It is nice to have an organization of our own, if for no other reason than it impresses our colleagues. I've been disappointed in the participation of other Americans, although that's probably more attributable to the sorry state of higher education funding in the U.S. than anything to do with T²M. I'd also hoped for more work that was global, rather than national in focus. It is a little disappointing that most of the papers presented at T²M are still organized along national lines.

Conference Reports

Guided auto mobility. About the relationship of mobility and politics in Austria and the German Third Reich 1933-1945.

Technisches Museum Wien
22-23 October 2010

From 22-23 October 2010 at the Technisches Museum Wien international scholars in transport history discussed the different aspects of the beginning motorization and political guided mass mobilization at a time frame from 1933 to 1945. Considering the location, one aim of the workshop was to discuss central aspects and questions of confiscation and restitution of automobiles. The workshop was held in the context of the ForMuse-project "Entzug und Restitution von Kraftfahrzeugen und die sozioökonomischen Folgen. Aspekte zur Verkehrsgeschichte Österreichs 1930-1955" of the Technisches Museum Wien.

The specific sources of the provenience analysis about automobiles were shown by Verena Pawlowsky (Vienna) in her introduction. She underlined the special importance of automobile insurance for a socio-cultural contextualization of these objects. Oliver Kühschelm (Vienna) completed the introduction with a short view into the provenience analysis of the automobile collection of the Deutsches Museum in Munich, which is part of the ForMuse-project.

In the first panel Christopher Kopper (Bielefeld) illustrated the economic effects of the national socialist traffic policy during the 1930s and underlined that these effects were more fragile than the official propaganda tried to suggest with his pictures of the new German highways. Michale Makropoulos (Berlin) explained in his lecture the imaginative, biopolitical and symbolic dimensions of the highway construction and the mass motorization as a willful guided element of a national socialist mobility policy which were aimed at the infrastructural creation of a "Volksgemeinschaft".

The connection between initiating motorization and tourism was the topic of the workshop's second panel. Georg Rigele (Vienna) spoke about his research projects "Großglockner Hochalpenstraße" and "Wiener Höhenstraße" and presented these alpine roads as significant Austrian examples for exploring the connections between motorization, tourism and political symbolism. In the following presentation about the construction of the Munich-Salzburg highway, Richard Vahrenkamp (Kassel) plotted the creation of the "green highway" myth, which was designed as a touristic project for Munich. The German case studies were complemented by Kristina Skåden (Oslo). In her presentation she argued that although the Norwegian school of history always emphasized the resistance to the national socialist regime, admiration for the national socialist mobility policy showed another picture and Norwegian engineers were inspired by the German mobility policy.

The purpose of the third panel was to present the different vehicles of the mass motorization in Germany and Austria. The panel showed that the motorcycle never became the image for mass motorization and symbol for mobility. Reinhold Bauer (Hamburg) emphasised the special role of the motorcycle for mass motorization in the German inter-war-period. The effective simulation effort of national socialist mobility policy was explained by Manfred Grieger (Göttingen) by the example of the development of the KdF-automobile into the military "Kübelwagen", the German "Jeep" of WWII. In a cultural-historical perspective, Oliver Kühschelm (Vienna) presented a case

study on the Austrian Volkswagen and the coherency between objects and national constructions of identity. He showed how branded products like the automobile function as connector between nation and consumption and how they can play a leading role in the construction of national identity.

The fourth panel explored the automobile as a museum object. Bettina Gundler (Munich) introduced the history of the automobile collection of the Deutsches Museum between 1933 and 1945. Gundler explained how the connection between political, scientific and industrial control influenced the creation of the collection. Anne-Katrin Ebert (Vienna) spoke about the automobile collection of the Technisches Museum Wien and showed how this exhibition clashed with the Deutsches Museum after the annexation of Austria in 1938. The most important effects on the collection and exhibition policy of the museum were explained with reference to the Marcus-Automobile, the vehicle classified as the world's first automobile but because of its Jewish inventor removed from exhibition.

The fifth panel focussed on quantitative and qualitative research strategies. Bernd Kreuzer (Zürich/Linz) spoke about the property of automobiles and mass motorization between 1930 and 1950 by discussing statistical data and by a transnational comparison. In this context he suggested a prosperity gap between particular states and a West-East-decline. Verena Bawlosky (Vienna) analyzed the different aspects of automobile property in the 1930s in the context of a design history of vehicles. She focused her presentation on the importance of automobile-catalogues, which allowed a socio-cultural contextualization compared to pure statistical data. Michael John (Linz) finished the panel with his presentation about the automobile as an object of desire for illegal National Socialists after the annexation of Upper Austria. He used interview excerpts, citations and literally examples to gain a view into the actors' and victims' perspectives. Especially the taxi business was an enormous area of conflicts, where national socialist orientated taxi drivers and chauffeurs interacted with Jewish clientele.

The sixth panel looked at the correlation of mobility and political force from different perspectives. Kurt Bauer (Vienna) analyzed the rise of technological thinking at the beginning of the twentieth century and the entanglement of violence, politics and motorization. Frank Steinbeck (Berlin) took the condemnation of automobiles after the takeover of the NSDAP in 1933 as his central theme. His explanation included the effects for actors, victims and automobile industry. While the flagging automobile business criticized the transfer of seized automobiles for economic reasons, the transfer was forced by active request of private persons. Helmut Landerer (Frankfurt am Main) explained in his presentation, how the prohibition of mobility for Jews was executed by aryanization of automobiles and by revoking Jewish drivers' licenses. Christian Klösch (Vienna) presented an interim result of provenance analysis of automobiles in Austria. He ascertained that the quantity of condemnations were between 2000-2500 automobiles and 1700 motorcycles. Till today, he observed, no restoration of seized automobiles is known in Austria.

All speakers underlined the importance of provenance analysis as a research tool and the necessity to fill up research deficits by making transnational comparisons and creating synthesis of quantitative and qualitative sources. It seems to be necessary to do more research on the symbolic dimension of national socialist mobility policy. On the one hand, German highways proved to be the symbol of the national socialist construction of a Volksgemeinschaft, on the other hand we have the symbolic charge of the automobile through the national socialist propaganda as a medium for this construction. The extension of the research field of provenience analysis to technical objects and their socio-cultural background is opening up interesting new research fields.

Richard Vahrenkamp - University of Kassel

Rational Recreation: Histories of Travel, Tourism and Leisure

University of Manchester, UK
February 2011

This was a one-day conference held at the University of Manchester on 1 February 2011. The event stemmed from excitement and frustration on the part of the organisers. Excitement at the increasing numbers of papers on travel and tourism at conferences; frustration that these were too often treated as interesting 'supplements' to other topics or split between more established sub-fields such as transport history and sport history.

The conference brought together a range of participants, from British, European and American institutions, at different stages in their career. Postgraduates in the preliminary stages of research were able to discuss their initial findings with early career fellows and those working on AHRC/ESRC funded collaborative projects. A number of disciplinary perspectives were also on offer; speakers came not only from history departments, but geography, literature, art and anthropology. Most importantly, the conference included a practical dimension. Research papers were integrated with talks from archivists and curators. The presentation from the archivist of the People's Museum in Manchester flagged up several new collections on popular leisure, ripe for exploration.

There were six panels in total, covering seaside excursions, leisure and national identity, elite travel, sporting spectacles and rational recreation. From these, three key themes emerged. Firstly, several papers expressed a need to analyse fully and integrate visual sources on travel. Secondly, several current projects are calling for a reassessment of travel amongst the upper sections of society. We must treat elite travel with the same theoretical sophistication displayed in recent studies of popular and mass travel. Thirdly, several papers stressed the importance of age as a category of analysis for historians working on travel and tourism.

The most entertaining paper of the day was the keynote given by Melanie Tebbutt, from Manchester Metropolitan University. Melanie's paper, adapted from her forthcoming book, explored emotions and leisure patterns using advice columns in teenage magazines the 1930s. Her research draws some surprising conclusions and offers a new chronology, seeing the interwar period rather than the 1960s as a watershed in popular leisure.

What next? All those present agreed that this meeting should be a start rather than an end point. There was visible enthusiasm for a research network or discussion forum to pool resources on travel and tourism in the modern era.

Chloe Jeffries
University of Oxford

Travelling Goods // Travelling Moods: Cultural Appropriation of Foreign Goods, 1850-1950

Christian-Albrecht-University, Kiel, Germany
31 March- 2 April 2011

The conference "Travelling Goods // Travelling Moods: Cultural Appropriation of Foreign Goods, 1850-1950", organised by the Emmy Noether Independent Junior Research Group

«Travelling Goods // Travelling Moods», was held at the Christian-Albrecht-University in Kiel on March 31 to April 2, 2011. The main objectives were to present empirical findings of the research group and to discuss with the participants issues concerning 'cultural appropriation.' The second aspiration was to establish a discourse on the theoretical benefits and productivities of the concept of 'cultural appropriation'.

The conference venue was situated on the Firth of Kiel with a beautiful view of the incoming and outgoing freighters and ferries from and to Oslo, Goteborg or Kleipéda – a well chosen place with a seminar room for 20 people to examine in a relaxed atmosphere the topic on cultural transfer of things and their appropriation in the adopting society.

The conference opened on Thursday evening with a well elaborated and broadly conceived keynote address “‘Cultural appropriation’ as a conceptual tool to understand the transformation of society” by the anthropologist Hans-Peter Hahn (Goethe University, Frankfurt). He is well known for his research on material culture and the appropriation of things, first and foremost bicycles in Africa. Equipped with this overview, the meeting started into its ten presentations which were fielded into four thematic panels: ‘food,’ ‘cars,’ ‘books’ and ‘mixed goods’. A commentator chaired each panel.

In the first panel on ‘Cultural Appropriation of Foreign Food’, historian Margrit Schulte Beerbühl (Heinrich-Heine-University, Stuttgart), gave a state-of-the-art presentation on “German Sausages for the British Kitchens” in which she examined the pork butchers, exclusively Germans, in Great Britain in the late 18 century. This was followed by a wonderful ‘negative’ case study: “The Fischbratküche – Introducing ‘Fish ‘n’ Chips’ in late 1920s Germany”. Ole Sparenberg (Georg-August-University, Göttingen) offered in his presentation an unsuccessful appropriation. The problem of names in the very process was very catchy: Hans Lübbert, the fishery director of Hamburg, speculated about what to call the British fried fish shops in the German language: ‘Fischbraterei,’ ‘Friedfischladen’ or ‘Friedbackstube’. Sonja Weishaupt (CAU, Kiel) topped this panel off with her presentation “Cooking Chinese at Home” – a presentation which focussed on the absorption of Chinese Cuisine in American households in the form of cookery books.

The panel on ‘Cultural Appropriation of Foreign Cars’ featured issues of mobility cultures. Gijs Mom (Technical University Eindhoven) offered in his presentation “The Dual Nature of Automotive Technology: European Mobility Cultures during the Inter bellum” a comparative study of German, French and Dutch middle-class car cultures. He placed his emphasis on the role of intermediary institutions, most particularly the touring clubs, which have been instrumental in guiding and steering the appropriation process, especially in Europe. A somewhat other conception of intermediary processes was presented by cultural sociologist Stefan Bauernschmidt (CAU, Kiel). In his paper “Ford in Inter War Berlin: Perception and Appropriation” he took a closer look at mechanisms which happen between the first contact and the potential acquisition of the respective goods, placing emphasis on specific perceptions of the goods under study. Since perceptions guide our actions, different ways of seeing in turn bring about different forms of action (appropriation versus resistance).

The third panel, ‘Cultural Appropriation of Foreign Books’, started with Frederike Felcht’s “Networks of Texts and Things: On Hans Christian Andersen’s Travelogue in Spain (1863)”. Felcht (University Mannheim) pursued the interrelationship between an international author and a transnational audience. Her example was the travelogue written by the Danish writer Hans Christian Anderson. Historian Olivia Anne M. Habana (Ateneo de Manila University) concentrated on the American period in the Philippines, which was envisioned to be tutelage in democracy and the transformation of the Philippine society. She examined in her paper

“American School Books in Philippine Classrooms, 1900-1912” the so called ‘Baldwin Reader’ and its adaptations in the Philippine context. An interesting paper touching the moral sphere of ‘cultural appropriation’, since besides the manifest function of the Reader (to insemminate English language to the Philippine pupils), a latent function comes to the fore: to make out of the Philippine pupils a certain kind of human being – the ‘little brown brother’ of the United States of America. The third panellist, Christian Huck (CAU, Kiel) centred his presentation “American Dime Novels on the German market: The Role of Gatekeepers” around the role of gatekeepers in the process of introducing foreign cultural products. He focussed on local publishers granting access on the one hand and cultural critics refusing access on the other hand.

‘Cultural Appropriation of other Foreign Goods’, the last panel of the conference, investigated the ‘hagotan’ and ‘Kellogg’s’. Patricia I. Dacudao (Ateneo de Manila University) offered in her presentation “Ghost in the Machine. Mechanization in a Philippine Frontier, 1898-1941” a story on the appropriation of the ‘hagotan’ – a stripping machine which was invented in Japan and widely used in the Philippines for stripping of Abaca fibre. The appropriation of the machine was accompanied by the change of Davao from village to industrial city. Two bold students of the Christian-Albrecht-University Kiel, Manuel Vogel and Alexander Sievers, investigated the appropriation of Kellogg’s in Germany, presenting the evolution of the brand in the changing context of the German history.

A final discussion, taking up the two aims of the conference, set the keystone to the – we would say: successful as well as inspiring – conference.

All in all, the “Travelling Goods // Travelling Moods” conference takes a step in the direction of bringing up again a topic which pursues the interconnection between mobility and culture.

Stefan Bauernschmidt

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Histories of Safety, Risk and Disasters: Where Next?

Hagley Museum and Library, Wilmington, USA
April 2011

Supported by the Arts and Humanities Research Council of the UK (AHRC) and the Hagley Museum and Library, this day symposium was convened by Mike Esbester, Arwen Mohun and Peter Norton and was intended to think about where we might go when studying the history of safety, risk, accidents and disasters. A number of the participants (Mark Aldrich, Mike Esbester, Amy Gangloff, Bill Luckin, Joel Tarr, Lee Vinsel) had interests in transport/ mobility safety, and much of the discussion during the day drew upon their research. The day considered current understandings of and work on the history of safety, risk, accidents and disasters, how we might foster interdisciplinary work, where we might concentrate future attention, and how we might continue the conversation in the future.

It’s clear that although a large number of scholars are looking at these areas, a significant proportion of them come from transport and mobility history. This is interesting – and another sign of the ways in which, as well as being important in its own right, mobility history is engaged in conversations with and extremely relevant to other areas of historical (and other disciplines’) enquiry. One outcome of the symposium was the decision to set up an H-Net group

devoted to safety, accidents, risk and disasters; T²M members with interests in any of these topics are warmly invited to join when the group is activated. In the meantime, please email Mike Esbester (mesbester@brookes.ac.uk) to be kept informed of developments.

Social History Society Annual Conference

University of Manchester, UK
April 2011

Over the course of the three days of this conference, a number of papers touching on the history of transport and mobility were presented. A reflection of the fact that this is a British society, most of the papers concentrated on Britain, though international topics were also represented. Susan Major's paper discussed early railway excursions in Britain. This bald summary of the paper certainly doesn't do it justice, as it avoided the potential pitfall of discussing Thomas Cook (a well-worn trope), instead concentrating on other (more extensive) excursion providers to explore how trips were marketed and received. This was complemented by Alex Medcalf's exploration of the Great Western Railway's marketing strategies in interwar Britain – particularly the sophisticated analysis of the ways in which the consumer was constructed and considered. I also enjoyed the analysis of the Great Western's visual rhetoric – it was good to see visual sources being used as more than simple illustrations. These were two of the best received papers at the conference, both being supported by solid empirical research, theoretically sophisticated analysis and engaging material. It is interesting to note that both Susan and Alex are working on their doctorates at the Institute of Railway Studies and Transport History at York – a marker of the quality of work currently being encouraged there.

Chloe Jeffries presented an interesting paper on disaster tourism, concentrating on British visitors to Paris in the wake of the Commune of 1871. She demonstrated how much of this mobility was organised by tour operators, and analysed the structures used to support and encourage travel, including guidebooks and magazines, and the ways in which the tourist gaze helped to refigure Paris post-Commune. This was an interesting paper, and poses interesting questions for us about the boundaries of transport and mobility history and the links with other areas (such as tourism).

Reflecting his current Arts and Humanities Research Council funded project, Mike Esbester's paper considered safety education in 20th-century Britain. A large part of this drew upon accident prevention campaigns on the roads, demonstrating the socially constructed nature of safety and how road use has been constructed in different ways for different users. Adding a new perspective to ideas of roads as safe – or unsafe – places, Julia Laite discussed how, in interwar Britain, concern was expressed at the behaviour of some women – 'lorry girls' – who hitched lifts with lorry drivers. She made some interesting connections between mobility and public health, and the ways in which this discourse was gendered. Other papers focused on maritime history, and particularly the cultural construction of Britain via the navy during periods of war.

In sum, two important factors. Firstly, many of the mobility-related papers were delivered by PhD students or early career researchers, a hopeful sign for the continued vitality of our field. Secondly, rather than being a transport/ mobility history conference, this was a general history conference. It was good to see people engaging in debate with the wider historical field, demonstrating the relevance of the work that we do to people who wouldn't consider themselves transport or mobility historians. The sessions that I was able to get to were well-attended, and had some interesting discussions, suggesting that our work can be well received beyond our immediate circle.



A view from the street

China

In April I took a family trip to Beijing and China. I wasn't supposed to be working, but it's hard to not think about transportation in China because as near as I can tell it is one big traffic jam. At least we seemed to get caught in one every time we got in a four wheeled vehicle.

For instance the “easiest” way to get to the famous Badaling section of the Great Wall is by car or bus. It's only about 75km from the centre of Beijing. But to get there, you have to get out of the city. Our trip there took about three hours each way with lots of honking and very little moving. The vast majority of it was in bumper-to-bumper Beijing traffic. In the 1950s the Chinese government began replacing the series of 15 meter tall city walls that encircled the city with ring roads. It saddens me since the walls must have been magnificent and the ring roads don't seem to help – at least our cab drivers avoided them like the plague.

The most difficult drive was from Zhengzhou to a remote mountaintop village called Guoliang Cun. The trip up wasn't too bad, but on the drive down traffic stopped. Completely. For over an hour no one moved. The traffic was backed up a few hundred meters to us. How long behind us? Who knows? The cause? The narrow road went through a parking lot. Traffic got snarled in it and everything got clogged. Things got moving again after about 75 minutes and then stopped for another 15 minutes.

During the stoppage many people simply got out of their cars and wandered about. There actually wasn't too much honking. It seemed this was a pretty regular occurrence. But the getting out and wandering did cause a bit of a problem. Once traffic started moving again we had to wind our way past abandoned cars because their drivers hadn't returned yet.

Part of the problem may be the way people drive in China. If you would like to go faster than the person in front, you swing left, honk, and try to pass. If you get by – great. If you're met by someone coming the other way, you try to swerve back in line, but your spot might have been filled by the person behind you. If this happens either you and the person coming right at you stop because your brakes worked in time or because your grills are now entangled. Regardless of whether you've exchanged paint or not, when a couple cars get in the face-to-face position, it is very easy for the bottlenecks in roads to get stoppered. And once you have enough cars pointed straight at each other, it's very hard to unclog them. I suspect that's what happened at the top of the mountain.

I don't want to argue that the system is entirely without merit. It does solve one problem that I rarely encounter in the U.S. – the fact that the roads are shared with everything from foot traffic to bicycles to auto rickshaws to small buses to cars to trucks to big touring coaches. On the interstate there are designated lanes for cars, buses, and trucks, but on other roads traffic flows where it can – sometimes right into a standstill. If Audi drivers waited behind motorized rickshaws until they could clearly see there was room to pass, they might be stuck at 15 mph for quite a while. Then again, a respected centre line might prevent a lot of headaches.

Normally traffic jams don't make international news, but last summer one in China did. Why? Because it lasted 10 days, included 10,000 cars, and stretched 100 km. It was actually on the very road that we had taken to get to the Great Wall. When I read about it last summer I couldn't fathom how such congestion was possible. Now I can.

I can still clearly remember breathing a little sigh of relief on the trip back from Guoliang Cun when the van's GPS hit 10km to destination. At that point I knew that whatever happened we could always walk to the hotel, pick up our bags, and still make the next day's train. At that point another traffic jam couldn't completely ruin our plans. Perhaps that sounds extreme, but the relief was real. After being part of a complete standstill caused only by people looking to get ahead, I realized that absolute gridlock was a distinct possibility.

The scary part is this is just the beginning for China. They have begun to motorize at a rapid pace, but it's only the start. The vast majority of people make do with no motorized vehicle at



all. There's only one car for every forty people. In the US there are 1.2 people for every car. The government has begun to take steps to limit the problems by limiting the number of people that can drive into certain cities based on their number plate. But they still have some work to do. I don't want to say that the Chinese shouldn't be able to enjoy the same luxuries that I enjoy... but when I was in China automobiles seemed like far more of a burden than a luxury.

A couple days after our trip to the mountain, we rode the magnetically levitated train from Pudong to the Shanghai airport. The maglev hits 431 km/h and completes the 30 km journey in less than eight minutes. After days of being stuck in traffic, that trip seemed like the most luxurious way I've ever travelled.

Jameson M. Wetmore

Consortium for Science, Policy & Outcomes, School of Human Evolution & Social Change, Arizona State University, USA

Members' Publications

Robert Lee, *Transport. An Australian History* (University of New South Wales Press, 2010). 304pp, 150 colour illustrations. English.

Transport brings together the stories of groundbreaking and everyday enterprises in transport – in shipping, roads, rail and aviation – across Australia. From the saddle horse to the motorcar; from the cheap and frequent tram at the corner to the weekly paddle steamer; from the inter-colonial steamship and express train services to the freedom of the skies offered by modern jet aircraft services, transport has been the backbone of Australia. This is the story of how transport in Australia has developed, and the impact it has had on people's lives.

Clay McShane and Sandra Swart, 'Designing Equids in South Africa and North America', *Safundi: The Journal of South African and American Studies*, XII (April 2011), pp. 203-227.

Thomas Zeller, *Driving Germany: The Landscape of the German Autobahn, 1930-1970* (Berghahn, 2010). Paperback, 298pp, illustrated. English.

Now out in paperback, this book explores the place of the autobahn in German culture between 1930 and 1970. Zeller argues that Hitler's autobahn was more than just the pet project of an infrastructure-friendly dictator. It was supposed to revolutionize the transportation sector in Germany, connect the metropolises with the countryside, and encourage motorization. The propaganda machinery of the Third Reich turned the autobahn into a hyped-up icon of the dictatorship. One of the claims was that the roads would reconcile nature and technology. Rather than destroying the environment, they would embellish the landscape. Many historians have taken this claim at face value and concluded that the Nazi regime harbored an inbred love of nature, but Zeller argues that such conclusions are misleading. He provides the first scholarly account of the landscape of the autobahn.

Publications of interest to members

Terry Jenkins, *Sir Ernest Lemon: the production engineer who modernised the LMS and equipped the RAF for war* (Railway & Canal Historical Society, 2011). 272pp, 119 illustrations. Hardback. English.

The author has had access to Lemon's personal papers and previously unknown archives, which shed new light on the management of the London, Midland and Scottish Railway (LMS). Lemon rose from very poor beginnings in a Dorset village to become a Vice-President of the LMS. He revolutionised their railway workshops, by using production line methods; and was one of the first proponents in the UK of Scientific Management, introducing these principles to all areas of railway working. In 1938, Lemon was seconded to Government service as Director-General of Production at the Air Ministry. He brought the same dynamism and energy to the production of military aircraft, and his reforms enabled them to be built in numbers unimaginable by previous methods. This book reviews both the personal and professional life of

Call for Papers

4th Australian Cycling Conference – Cities for Cycling

Deadline for proposals: 22 June 2011

Adelaide

16-17 January 2012

The Australian Cycling Conference aims to develop the quality of cycling research, planning and infrastructure provision in Australasia. Each year the Conference brings together policy makers, practitioners, community organisations and researchers to further knowledge of cycling and advance expertise in creating cycle-friendly cities and societies. The Conference crosses institutional boundaries as it draws experts from government, community and the private sector. It is also cross-disciplinary bringing together researchers and professionals from transport, engineering, health sciences, geography, urban planning, sociology and the environmental and spatial sciences. Now in its fourth year, the Australian Cycling Conference will continue to provide a participatory forum at a reasonable cost with high quality papers.

Word Limit: 200 words

All papers will be subject to Peer Review or Committee (Non-Peer) Review and will be published in the conference proceedings. When Submitting abstracts all presenters should nominate their paper for the Peer Review or Non-Peer (Committee) Review Streams. For more information on abstract submission, full-paper submissions, timelines and review process see our website at www.australiancyclingconference.org

Submit abstracts to: convenor@australiancyclingconference.org

Sixth Railway History Congress

Deadline for proposals: 20 June 2011

Vitoria, Spain

5-7 September 2012

The Fundación de los Ferrocarriles Españoles (FFE-Spanish Railways Foundation), through the Railway History Programme of the Madrid Railway Museum, and in collaboration with EuskoTren, is holding the Sixth Railway History Congress, which will be held in Vitoria on 5-7 September 2012.

Thematic sessions, full call for papers and further information from:
www.docutren.com/congreso_vitoria/index_en.htm

Forthcoming Conferences & Seminars

History of “Road Business”

(Rechts und links der Straße: Geschichte der Straßengewerbe. Workshop des Arbeitskreises Verkehrsgeschichte der Gesellschaft für Technikgeschichte.)

23-24 June 2011

Museum Industriekultur, Osnabrück

This workshop explores the mutual relation of development of roads and of road business from hotels, motels, petrol stations, car rentals to road prostitution. It features papers from Bernd Polster, Joachim Kleinmanns, Martin Sigrist, Björn Hoffmann, This Oberhänsli, Richard Vahrenkamp, Bernd Schuster, Marcus Steierwald, Katrin Lorber, Heinrich Stiewe, Marcus Richter, Peter F.N. Hoerz, Jenny Künkel, Rolf Spilker and Hans-Liudger Dienel.

The workshop has been organised by Hans-Liudger Dienel and Hans-Ulrich Schiedt. For further information, please contact: dienel@ztg.tu-berlin.de

Road Safety in History: International and Multimodal Perspectives

30 June – 1 July

Oxford Brookes University

Deadline for registration: 21 June 2011

This two-day symposium will explore how road safety and mobility cultures have been understood and constructed from the 1880s to the present day, demonstrating how road use and road safety are historically and culturally contingent. It will highlight the interactions between different road users (including pedestrians, cyclists and drivers) and the roles of technology, regulation and the built environment in producing safe – and unsafe – roads and behaviours. Comparisons will be drawn between countries and cultures, producing a better appreciation of the transfer of ideas, technologies and practices between countries.

Presenters include: Steve Bernardin, Mathieu Flonneau, Fabrice Hamelin, Craig Horner, Bill Luckin, Peter Norton, Massimo Moraglio, Marine Moguen Toursel, Barbara Schmucki, Donald Weber and Jameson Wetmore.

The symposium is supported by the Arts and Humanities Research Council of the UK (AHRC) and the Economic History Society, and forms part of the AHRC-funded project 'Living in Safety: the Culture of "Safety" and Accident Prevention in Everyday Life in Britain, c.1900-2000'.

There is no charge to attend, but places are limited and will be allocated on a first-come, first-served basis; please contact Mike Esbester (mesbester@brookes.ac.uk) to reserve a place or for further information. **Deadline for registration: 21 June 2011.**

LTC Rolt Symposium

14-15 October 2011
Tywyn, Wales

This two-day symposium on LTC Rolt, the historian, social and ecological thinker, and pioneer of transport and industrial 'preservation,' marks the 60th anniversary of Rolt's arrival as the first general manager of the Talylllyn Railway under the auspices of the preservation society.

Joseph Boughey: 'From transport's Golden Age to Tourist Gaze: Rolt, authenticity and environment'

Mark Baldwin: 'Miles better than Smiles: the engineer as author'

David Gwyn: 'Tortillard pour Tywyn: Tom Rolt and Wales'

George Revill: 'Tom Rolt's *High Horse*: ecological visions and the origins of railway preservation'

This workshop will be held in Tywyn, headquarters of the Talylllyn Railway, and is organised by the Institute of Railway Studies & Transport History, the Narrow Gauge Museum Trust and the Talylllyn Railway. A special vintage train will run on the Saturday as part of the event. A registration fee of £80 (£60 if booked before 1st September 2011) applies. Further details from: <http://www.york.ac.uk/inst/irs/irshome/news/seminars%2010-11.htm>

Travel in the Nineteenth Century. Narratives, Histories, Collections.

13-15 July 2011
University of Lincoln, UK

In the nineteenth century, railways made distant locations ever more accessible, the Grand Tour became more and more a pastime of the middle classes and British imperial expansion brought exotic locales and non-Western cultures ever closer to home. New ways of thinking about and communicating experiences of travel and of interactions with other cultures held a significant influence in various areas of nineteenth-century culture. This period saw an enormous expansion in museums and popular exhibition culture, technological innovations such as photography and film, as well as the vast growth of a popular press that served to deliver these experiences, images and objects to an increasingly literate public. This public in turn seemed to

possess an insatiable appetite for travel narratives, shows and exhibitions, both fictional and factual.

This interdisciplinary conference will explore the divergent and complex ways in which travel was understood and communicated in the nineteenth century. Papers will investigate the depiction and representation of travel in a wide variety of media and for a wide variety of audiences. Contributions come from historians, literary scholars, art historians, anthropologists and material culture scholars, and will illuminate the narratives—popular, academic, private or official—that surrounded travel in the period. More information from: <http://www.lincoln.ac.uk/home/conferences/index.htm>

Up in the Air: early flight and ‘air-mindedness’

17 June 2011, 2-5.30pm
University of Westminster, London

A half-day multidisciplinary workshop organised jointly by the Communication and Media Research Institute (CAMRI), University of Westminster, and the London Consortium.

Invited Speakers: Sean Street (Bournemouth University), Davide Deriu (University of Westminster), Peter Adey (Keele University), and James Wilkes (London Consortium).

In the first half of the twentieth century, flying at speed through the air was a new and profoundly affecting experience. Our relationship with the landscape below changed dramatically. We saw the surface of the world in new ways. But powered flight was an immersive multi-sensory experience which didn't just change visual culture. It prompted a whole range of new ideas - about the body, about movement, about space, about human consciousness, about the nature of air itself.

Aviation emerged at almost exactly the same time as radio, and by the 1920s a surprising number of the earliest pilots found themselves working in broadcasting. Soon they talked of ‘taking to the air’ in more metaphorical ways. The BBC was an ‘air service’; ‘ether’ was the medium of communication through which all signals and transmissions must pass; the airwaves even seemed to facilitate mind-control at a distance.

The lexicon of airways and airwaves extended outside these two technologies to have a wider cultural impact. Writers, journalists and strategists spoke about the necessity of ‘air-mindedness’. Aerial photography was commercialised, and became both a tool of survey and planning, and a style of branding for industry and tourism. Archaeologists, travellers and historians found new ways into the past in the view from above.

Researchers from the fields of art history, architecture, literature, media history, geography, history of science and the study of emotions are invited to explore these intersections in this half-day workshop. There will be a series of presentations by invited speakers, followed by discussion. The afternoon will close, over coffee, with a consideration of possibilities for future collaboration.

Convenors: David Hendy (University of Westminster) and Lily Ford (London Consortium).

Open to all interested researchers. Registration fee: £10. Registration opens 18 May. To book, please contact Helen Cohen: H.cohen02@westminster.ac.uk

Pan-American Mobilities Network

About two years ago the Pan-American Mobilities Network was formed in order to strengthen the ties among scholars and students interested in the study of mobilities in the context of North, Central, and South America. People affiliated with the network have met twice, in Victoria in 2010 at the Cultures of Movement, and in Philadelphia in 2011 at the Mobilities in Motion conference. More conferences are currently being planned in the Americas for the near future, as well as research and teaching collaborations of various kinds.

The website initially generated for the network will soon be phased out and replaced by a more interactive platform for networking: Google Groups. The Google Group will allow members to share documents (such as course outlines), distribute announcements (calls for papers, conferences and other events), as well as chat and discuss various mobilities-related issues through the listserv capability of the Google Group platform.

To join, no fee needs to be paid and no new account or paperwork needs to be generated. Anyone is welcome to join. To join the group simply email Phillip Vannini (phillip.vannini@royalroads.ca) and he will add your email address to the group.

Prizes Available

John Scholes Transport History Research Essay Prize

The John Scholes Prize, of up to £250 (pounds Sterling), is awarded annually 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. It is awarded by the International Association for the History of Transport, Traffic and Mobility (T²M – www.t2m.org)

General Rules

To be eligible for the prize the candidate must not at the time of submission:

- (a) be in a permanent academic position; and
- (b) have published either an academic monograph or an essay in a major academic journal.

Essays (in English, double-spaced) must not exceed 8000 words (including footnotes) and must be fully documented. Entries should be submitted electronically, to arrive no later than **1 July 2011** for the current competition. Essays should not bear any reference to the author, either by name or department.

The judges will not enter into correspondence.

Entries for the prize should be sent to jth.editorial@gmail.com, along with a cover letter and a one-page CV, demonstrating eligibility for the prize. The subject line of the message should read 'John Scholes Prize entry'.

Dr Cornelis 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 Dr Cornelis Lely, who was the Minister of Water Management responsible for filling in large parts of the Zuiderzee. He was also a 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 in the conference USB. The selection committee invites those submitting papers to nominate themselves, although it reserves the right to evaluate other papers if their topics seem appropriate.

The prize of €250 is funded by the Waterstaat, the Dutch Department of Public Works.

Candidates for this year's prize are kindly requested to send in their full papers to the chair of the Prize Committee, Gijs Mom g.p.a.mom@tue.nl, before **15 September 2011**. Only papers that have been included on the conference USB will be admitted into the competition. The winner will be announced at the conference banquet.

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