

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



Our proposed new logo

March 2009

Number

1

Volume V1

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EDITORIAL

In this newsletter:

The start of another calendar year; Ottawa a happy – but distant – memory; Christmas and the New Year behind us; we're probably all tied up with the usual tasks – teaching and publishing. T²M might not be at the forefront of your minds right now, but behind the scenes organisation and preparation for future events (particularly the Lucerne conference) continues. Hopefully this issue of the Newsletter will remind you that there is lots going on out there and inspire you to get involved.

The construction of the new website is making headway – it should be easier to navigate than the current pages and the plans for the content look good. Also in terms of publicising the Association further and expanding the membership base, we're working on some promotional leaflets. Raising our profile and letting people know that we exist is absolutely key – I suspect that there are more transport and mobility historians out there who will join our community once they find out that we're trying to reach them. And as you'll see from the front cover, we've got a new logo, to help make our 'brand' instantly recognisable.

In April the EC will travel to Lucerne for its traditional 'mid-year' meeting. Amongst other things, we will be discussing the arrangements for the conference (see the call

for papers in this issue), the progress of the Yearbook, and plans for the future. Expect to read more about it in the next Newsletter, but also don't forget that you can get in touch with the EC to make suggestions (or offers of help!) at any stage.

As always, we're on the look-out for contributions for the Newsletter – let us know when your articles or books are published, tell us about jobs and funding opportunities, conferences you've been to and calls for papers that you've seen, and bear us in mind when you are experiencing the 'view from the street.' Don't feel like you have to wait till the last minute before sending your contributions in – they are gratefully received at any time!

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About this Newsletter

T²M Newsletter appears four 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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President's Message

While writing this President's message, I am sitting in an office of the Indian Railway Ministry, in a workshop break, to discuss the possibility of an Annual Conference in Delhi. Our Indian colleagues are most interested in inviting T2M to Delhi and turning our Association into a truly global reality.

In eight months, T2M will meet in Lucerne for our seventh annual conference. The organizing committee, the secretariat and the president are busy, preparing a stimulating conference on Energy and Innovation, and I trust you are busy, preparing papers and sessions. The call for papers was sent around before Christmas, and the deadline for submission of papers and whole sessions is approaching fast: please don't miss April 15th to send in your proposal addressing either our annual theme "Energy and Innovation," or other topics in our field. Annual conferences are open to all themes within the history of transport, traffic and mobility.

Our secretary of T2M, or better, our managing director, Sjoerd van der Wal has handed over the important and time consuming responsibilities to Sonja Beekers, in order to have more time to finish his PhD thesis. Sjoerd: we all are very thankful for your great job as managing director of our Association! We count on your further help, advice and support to keep T2M running and to help Sonja. Sonja is also based at the European Center for Mobility Documentation ECMD in Helmond, where we had our Annual Conference 2007. Sonja: Welcome on board! You are now the communicative heart of our association. The EC members are looking forward to see you during our midterm meeting in Lucerne on April 22.

When this Newsletter is sent out, we are still waiting for the second issue of JTH 2008. It is not the fault of the editors but of the publisher. We knew the publisher is slow, but the velocity this time is nevertheless astonishing. It definitely has to speed up in the years to come. Please do not lose your faith that the journal will finally appear in your postbox. Other aspects of T2M business are under more direct control and are good news:

Thanks to Mathieu Flonneau and his creative design team, we have a new logo for T2M. For me, its visual

message conveys the importance of modern transport infrastructures and thus the importance of our field. Our old logo too had an implicit message: the combination of transport, traffic, and mobility is not just an addition but an exponential multiplication for the attractiveness of our field. We should find a place to continue to use the old logo and message.

Thanks to Luisa Sousa, we have new flyers promoting T2M, targeting different audiences. You can download the flyers from our homepage or ask Sonja (info@t2m.org) to send you some (in colour).

Soon, we will have a new website too. Jamey Wetmore, Mike Esbester and others have collected material and Esther Lochte in Berlin has started to put material on the web in a creative way. If you have suggestions for new content of our website, please do not hesitate to contact me or Jamey Wetmore.

I am very much looking forward to a fruitful T2M year. We still have 10 months left in 2009 to change the world; yes, we can

Hans-Liudger Dienel



Conference Report (1)

Automobility: A Conference on the 100th Anniversary of the Model T

*6-7 November 2008 Hagley Museum and Library,
Wilmington, Delaware*

It is somewhat ironic in these difficult economic times in which the American motor industry currently finds itself near to collapse and applying to Congress for funds to help it survive, that there should be remembrances, if not celebrations, of a century of its growth. But both Ford and General Motors are a hundred years old and the automobiles that they and other American companies have produced have had an untold impact on American economy, society and culture and indirectly on the world at large. The twentieth century has indeed proved to be the century in which automobility flourished for better or for worse and in which the United States took a leadership role, economically, socially and culturally.

The Hagley Library's Center for the History of Business, Technology and Society annually runs conferences on topics of historical interest and successful conferences in the past have discussed masculinity, beauty, gender and American consumerism and design histories of everyday objects. Automobility will thus follow in a noteworthy tradition of disseminating new and thought-provoking ideas. It also fits in very well with the thrust of T2M to reshape transport history into a history of mobility which encompasses much more than the production of vehicles and travel. Here in Wilmington, Delaware, there was a range of approaches to understanding and to opening up avenues of research in unsung areas of automotive history.

The conference opened with an energetic and dynamic keynote address by the labour historian Steven Meyer, well known for his research on automotive workers. His concerns focused on the nature and expression of manhood on the shop floor in Detroit. Suggesting that the mass production line and Fordism had transformed labour by robbing men of any independence and control over their working patterns, he examined the growth of an aggressive and muscular workplace culture in which smutty jokes, talking rough, drinking, cursing and

breaking petty rules all compensated for the loss of autonomy and the inability to attain upward mobility or job satisfaction. Basically, a backward and retrograde male work ethos dominated the shop floor, bringing with it a hard-hitting unionisation that did not want female labour and a distasteful and vulgar recreational lifestyle.

The eleven subsequent conference presentations were divided into four thematic panels, namely, 'driving, riding and fixing'; 'overcoming problems'; 'making vehicles' and 'universalizing the model T'. Each panel had a commentator. In the first panel on 'driving, riding and fixing' Joe Corn, formerly of Stanford University, gave a stimulating presentation on automotive literacy for the masses in which he examined the model garage stories in the journal *Popular Science*. He contended that fictional stories in male hobby magazines educated primarily white working class men about how to fix their cars. By featuring Gus Wilson as a knowledgeable motor mechanic who was able to give advice about such items as carburettor adjustment, valve grinding, back seat driving or horn maintenance, the model garage stories catered to men who liked tinkering and repairing their cars. In the same panel Maggie Walsh offered a comparison of bus and car travel through gendered eyes. She showed how Americans, but particularly American women, gained an expectation of the right to drive a car when and where they wanted at the same time as developing a dislike of - if not antipathy to - commercial bus travel. Illustrating her presentation with a range of advertisements, she pointed to four historical periods in which the dominance of the motor car emerged. The bus, by contrast, remained available for scheduled travel primarily for minorities while offering charter opportunities for a range of other groups.

The panel on 'Overcoming Problems' featured issues of safety in a variety of ways.

Amy Gangloff of Mississippi State University examined car safety and who was responsible for this safety by focusing on Ford and the 1956 Lifeguard Campaign. In her interpretation Ford does not emerge as a champion of injury prevention. In 1956 Ford wanted to reclaim its automotive leadership position from General Motors and was crafting a more stylish image for itself, but the company needed something extra to win the competitive battle. Hence it had a campaign on crash protection. However, this campaign was more interested in comfort despite implying safety. It was the driver's responsibility to prevent accidents rather than the manufacturer's role to prevent injury through the installation of protective devices. Ford gambled on the mood of the public to buy into safety. Steven Hatch, of Heritage Museums and Gardens, was concerned with the problem of snow removal in the pioneer period of automobility. The ways in which winter weather has interfered with the viability of motoring has been another neglected subject in automotive history. Suggesting that snow was an impediment to modern urban life, though rural residents had long been able to use snow as a means of getting around, Hatch investigated who was responsible for snow removal. Ranging from the hiring of manual 'shovelers' to various gadgets attached to motorised vehicles he demonstrated that a snow removal programme gradually developed and was in place by 1928.

Michael Fein of Johnson & Wales University moved the subject matter of road safety and use to the end of the twentieth century and examined the politics of Boston's Big Dig or the Central Artery/Tunnel project that re-routed Interstate 93, the main highway through the centre of Boston, into a 3.5 mile tunnel under the city. Construction began in 1991 and was completed in 2007 at a staggering cost; having outlined major construction and financial problems, Fein concentrated his attention on the management or politics of the project. This was initially in the hands of the Massachusetts Turnpike Authority, but moved from state government hands to a joint public-private enterprise raising the central question of whether this type of enterprise offers a feasible way forward for major highway projects on the grounds of harnessing good risk management. One of the other questions involved in the presentation was the viability and acceptability of tunnelling as a means of resolving issues of road congestion. Robert Buerglener of De Paul University, concluded this panel by examining the 'modern monster' or the automobile

driver in the Progressive period from 1898 to 1918. One of the other questions involved in the presentation was the viability and acceptability of tunnelling as a means of resolving issues of road congestion. Robert Buerglener of De Paul University, concluded this panel by examining the 'modern monster' or the automobile driver in the Progressive period from 1898 to 1918. How should these early drivers be regulated? Many, who belonged to the upper classes, considered that it was their right to drive and that in driving they behaved as gentlemen who knew how to behave. They lobbied to minimise laws or even to ignore them as they considered that policing and rules were unnecessary and irrational. Any bad driving was the result of reckless drivers who might be hired drivers or chauffeurs behaving in an irresponsible way because they did not own the vehicles. By 1918 auto drivers had good access to all roads and with remarkably little regulation. They had no inherent regard for either safety or other road users.

The third panel, 'Making Automobiles', all had connections with innovation, which was perceived as a messy and ambiguous process. When the car industry wanted to shift its production away from the wooden frame of the early motor car to the sturdier and more flexible steel frame in the 1920s, it was limited in its aims by the lack of high quality ductile sheet steel. Jonathan Ayles of Manchester University, examined the experiments in developing the wide strip mill for steel, by looking closely at two possible approaches in the 1920s. He explained why the firm with a smaller budget, but which was more open to ideas from the wider technical community was able to succeed, thereby allowing the car industry to produce cars with bodies that were 70 percent steel by 1926. Ironically this firm was taken over by its larger competitor shortly thereafter. The moral of this interesting paper was that historians need to examine the histories of small companies. Nancy Pope of the Smithsonian Institution interrogated the provision of suitable vehicles for the large work force of mail carriers in both rural and urban America in the twentieth century. They needed vehicles that were light, were able to make frequent stops and had heavy usage. The deliverers who walked in the early part of the century either used trolleys or picked up extra batches of mail from the green mail boxes.

The next generation of mail persons used the infamous, unstable and highly unpopular three-wheeled ‘mailster’ which in turn was followed by the jeep and then the current flexible fuel vehicle from the Ford Motor Company. None of these vehicles were ideal, but some were highly problematic and the audience enjoyed hearing about the tribulations of carrying post, ranging from lack of heaters, through taking corners in unsteady vehicles, to the idiosyncrasies of some of the trials for new vehicles. Craig Semsel, an independent scholar, reviewed the technology of early buses in the second and third decades of the twentieth century before focusing on the Fageol Twin Coach which emerged in 1927. This was basically the first modern motor coach which both provided a higher passenger carrying capacity and offered a different bus design. Working through the early problems of powering this bus Craig Semsel pointed to its imitations. but noted that Fageol buses remained the standard design, though the engines of subsequent vehicles were in the back rather than the middle of the coach.

The last panel investigated the possibilities of universalizing the Model T. Christopher Capozzola of Massachusetts Institute of Technology, investigated the Philippines in the years in which the Americans seized control from the Spanish at the start of the twentieth century. These were the same years in which Americans were starting to take to the road in motorised vehicles at home and thus there were some attempts at parallel developments, at least in road building. There may have been some elements of benevolent imperialism in the road building venture. Unfortunately, however, the roads were built for the wrong reasons: helping American colonialism. The ‘invaders’ also failed to understand that the Filipinos might equally take to cars thereby encouraging American vehicles to remake an ‘autoised’ landscape far away from Detroit.

Alain Michel of LHEST/Evry University interrogated the cinematic production of Ford’s’ Film Department as a means of testing the notion of the universality of mass car production. He pointed out that historians can learn interesting information by using motion pictures as a way of studying technology. Looking at clips of two documentaries in 1926 and 1930 it was possible to see how the Ford Company could use film to build a picture of car production that might promote American technology abroad and how subsequent generations might use the same film for different purposes. The Hagley audience was also given a tantalising insight into the possibility of creating a virtual image of an early Renault factory. It was very unfortunate that the third panellist Gjis Mom was unable to present his paper on the ‘Model T as Archetype: Universalism and Exceptionalism in the History of Technology’ as this would have both fitted well into the panel and would have been a suitable ending to the paper presentations.

The Hagley Conference was very much a step in the right direction of changing transport history into mobility history. As Patrick Friedenson of Ecole des Hautes Études en Sciences Sociales noted in his commentary on the first panel, mobility studies have come a long way in the past ten to twenty years. He also pointed out that there are many more avenues which need to be followed if historians are to obtain a fuller picture of the nature and extent of travel, the flow and carriage of goods and the impact of transport services. Members of T2M have great opportunities in uncovering many of the hidden aspects of their research areas.

Maggie Walsh

Conference Report (2)

Dutch mobility in a European context

27-29 November 2008, Utrecht

The workshop ‘Dutch mobility in a European context’ was held in Utrecht on 27-29 November 2008. The Dutch Ministry of Traffic and Water Management (Rijkswaterstaat) sponsored the workshop, held at their headquarters. Dr Bert Toussaint and Dr Ing Gijs Mom organized the workshop.

This was original insofar as it gathered experienced scholars from six countries (Switzerland, Germany, France, UK, the Netherlands and the US) as well as policy makers in a debate on the role of history in policy and planning making.

The academic discussion focused on railway and tramway history of the 19th century. The invited and host scholars presented papers where they discussed and compared the national experiences of six countries in these fields. The ultimate aim of such a comparison was twofold: firstly, identifying the specificities of Dutch traffic and mobility patterns during the 19th century, and secondly, an emphasis on a transnational approach to the history of transport and mobility.

Concerning the academic part of the workshop, the participants discussed the rich collection of historical papers that were based on individual national experiences. By the end of the workshop the participants identified three crucial themes that would unite the individual papers into a coherent group of scholarly articles to be published as a special journal issue in spring 2010. These themes were: cultures of mobility, governance, and the importance of an international approach to the study of railways. The aim of the projected publication would be to provide an overview of the state of the art concerning the respective modes of transport, as well as to give an insight into a new research agenda for further study.

Next to these academic discussions, the workshop participants engaged in formal and informal discussions on the role of history in current Dutch traffic policy. Besides the invited scholars, a project manager of the Dutch Ministry of Transport and Water Management (Mr Jan Griep),

a strategic advisor of the National Dutch Railroads (Mr Tjeu Smeets), and a senior consultant from the consultancy Ecorys (Mr Broos Baanders) participated in these discussions. These revolved around one central question: how does and can historical knowledge help policy making? The main arguments that were put forward during the discussions may be summarized as follows: history can lead to observations on the rise and fall of best practices both in time and in space. In addition, it can provide policy makers with useful observations on the problems/ factors that led to the non-realization of projected works or of patterns that arose around the realization or non-realization of projected work. However, the historians pointed out that only if policy makers show that they are willing to listen could such a collaboration between the two groups of professionals be fruitful. On their side, policy makers requested from historians to take an initiative and pursue such a collaboration, to 'knock on the door' of policy makers.

The workshop was the first of a series of three international workshops with similar objectives. The themes of the other two workshops are the emergence of automobility, mass motorization, the coordination crisis and the state (held in February 2009) and post war freight transport (to be held in March 2009).

Irene Anastasiadou

Call for Papers: Lucerne 2009: Energy and Innovation

Seventh International Conference on the History of Transport, Traffic and Mobility

T2M invites proposals for papers to be presented at its Seventh International Conference to be held at the Verkehrshaus der Schweiz (Swiss Museum of Transport), Lucerne, Switzerland, between November 5th and 8th 2009.

The conference is organised by historians from different universities as well as by the Swiss Museum of Transport. Switzerland's most visited museum celebrates its 50th anniversary in 2009 and is being rebuilt and expanded for this occasion at the time. This year the conference theme is 'Energy and Innovation.' The CfP asks for papers on this theme, but at the same time it is open to all subjects in the history of transport, traffic, and mobility. The language of the conference is English.

Traffic is motion and therefore energy is imperative. It doesn't matter what, how or to where one moves – performance, or the conversion of energy into motion, is always preconditioned. The modernisation of traffic since the 18th century can be seen as a process in the course of which means of transport that relied in the end on solar energy were replaced by means of transport that relied on nonrenewable energy. Thus, the focus was shifted from the likes of walking, rowing, sailing, horseback riding and the usage of animal traction to mechanical means of transport such as the steam engine, the combustion engine and rocket propulsion. Where did the question of energy figure in the acceleration and intensification of traffic? Where in the choice of a means of transport, in the question 'street or ship'? How was energy efficiency for new machines increased? Conversely, how was their environmental pollution reduced? Why did one choose a specific propulsion? How did the price of energy affect the price of transport and mobility? How big was the influence of private traffic and energy business thereby, how great the weight of governmental politics?

According to economist Joseph Schumpeter, innovations are elementary improvements that shake the economy and the community which means in this case that they produce new means of transport such as train, car or plane. Which economical, social, cultural and political conditions leveraged which means of transport? Innovations never were the result of mere business calculations and engineering efforts. Behind those were always sociocultural factors such as the ideology of freedom, the appetite for adventure and discovery or the play instinct and surge for fame. Also, new combinations of existing means of transport could lead to innovation.

Proposals which connect the two conference topics (energy and innovation) are eminently favoured: How was the velocity of a means of transport increased without a multiplication of energy consumption? Do new means of transport prevail mainly in times of war and crisis? Could premodern and antiquated means of transport increase their efficiency under the pressure of competition of new modes of drive as for example the fast sailing ships that came up under the pressure of the steam boat around 1850? Is a renaissance of premodern and environmentally sound means of transport imaginable?

Participants are encouraged, though not required, to organize panels on these themes. A panel consists of a chair and normally up to three speakers; no commentator is required. We especially encourage transnational, comparative and transmodal approaches, and welcome proposals exploring theoretical or methodological issues as well as those of a more empirical nature. Relevant contributions are welcome from historians as well as from cultural geographers, sociologists, anthropologists, economists, and other scholars who do not define themselves as historians. We especially invite recent entrants to the profession and doctoral students to submit proposals.

T2M 2009 wants to invest more energy into communication. Posters of all oral presentations will be exhibited in the public area of Switzerland's most visited museum. This innovation will contribute to better promotion of the history of transport, traffic and mobility as a scientific discipline and as a public service. Submission of a fully completed poster form (1 page A4) is mandatory for all speakers. Posters will be judged. Poster forms will be made available later on the website of the programme committee.

The deadline for abstracts and a short CV (max one page each; Word or rich text format only) is April 15th, 2009. Session proposals should also include a one-page overview of the session. Please send proposals to: t2m_content@verkehrshaus.ch. Submitters will be notified by the programme committee during the first week of May 2009 on the success or status of their submission. The full paper of all accepted submissions and of the posters must be delivered on or before August 15th, 2009. These papers 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. All participants are required to register.

Further details of the conference (including the poster form) will be posted on a website of the Programme Committee which is currently under construction and will go online later.

Programme Committee:

Laurent Tissot (University of Neuchâtel) (Chair); Stéphanie von Erlach (sbb historic/Bern); Ueli Haefeli (University of Bern); Gisela Huerlimann (University of Zurich/Swiss Federal Institute of Technology); Christoph Maria Merki (University of Bern); This Oberhaensli (Swiss Museum of Transport); Christian Pfister (University of Bern); Hans-Ulrich Schiedt (ViaStoria/University of Bern); Henry Wydler (Swiss Museum of Transport)

Scientific Committee (for paper acceptance):

Laurent Tissot (University of Neuchâtel), Gisela Huerlimann (University of Zurich/Swiss Federal Institute of Technology); Hans-Liudger Dienel (Berlin University of Technology, Germany), Garth Wilson (Canada Science and Technology Museum, Ottawa/Canada).



One of Zwisserlands most famous trainstations (for transport of tourists), Kanderstegg

Call for Papers:

Society for the History of Technology

The Society for the History of Technology will hold its annual meeting in Pittsburgh, Pennsylvania, 15–19 October 2009. The Program Committee invites paper and panel proposals on any topic in the history of technology, broadly defined. Sessions dealing with pre-19th century technologies are particularly welcome. Of special interest for 2009 are proposals that engage the two following themes:

* **Reform(ed) Technologies:** While Pittsburgh often brings to historically-prone minds images of coke works and heavy industrial pollution, the city is consistently ranked high in livability surveys of American cities, and smokestacks no longer dominate the skyline. At a moment when decaying infrastructure is a major topic of public discussion and large promised investment, Pittsburgh looks the right place for historians of technology to reconsider linear tales of innovation or destruction. We are interested both in the ways technologies are reformed and on the historical development of technologies for reform. Environmental technologies are an obvious topic, but the theme also welcomes contributions on urban renewal, new uses of old technologies, and issues of maintenance.

* **Circulation of Technology:** We encourage proposals dealing with the geographical circulation of technology that discard traditional diffusion models. We are interested in the relevance of local contexts to accounts of how technologies circulate at the global scale. We hope that focused engagement with such questions will also contribute to SHOT's ongoing efforts to build a more inclusive and diverse cosmopolitan community.

The Program Committee's highest priority in evaluating paper and panel proposals is scholarly excellence. The Committee welcomes proposals for individual papers or sessions, as well as works-in-progress from researchers of all stripes (including graduate students, chaired professors, and independent scholars). It welcomes proposals from those new to SHOT, regardless of discipline. Multinational, international, and cross-institutional sessions are also desirable. We especially encourage proposals from non-Western scholars. For the 2009 meeting the Program Committee also encourages unconventional sessions; that is, session formats that vary in useful ways from the typical three/four papers with comment. These might include round-table sessions, workshop-style sessions with papers that are pre-circulated electronically, or "author meets critics" sessions. Panel organizers may choose either to have a commentator or to add one more paper. We also welcome poster proposals for presentation in poster sessions.

*The deadline for proposals is **March 30th, 2009.***

Proposals for individual papers must include:

1. a one-page abstract (maximum 600 words)
2. a one-page curriculum vitae, including current postal and e-mail addresses

Proposals for complete sessions must include:

1. a description of the session that explains how individual papers contribute to an overall theme.
2. the names and paper titles of the presenters
3. for each presenter, a one-page summary (maximum 600 words) of the paper's topic, argument(s), and evidence used
4. for the commentator, chair, and each presenter: one-page c.v., with postal and e-mail addresses

Please indicate if a proposal is sponsored by one of SHOT's special interest groups.

Submission Instructions

1. Materials should be sent as a single text attachment to an e-mail message to the Program Committee Chair, Tiago Saraiva, at tiago.saraiva@ics.ul.pt

2. Proposals for complete sessions as well as individual papers shall be submitted in one file.
3. Please adhere to the 600-word limit for each paper. Use no unusual fonts or special formatting, and save your attachment either as a Microsoft Word document (.doc) or as a Rich Text Format (.rtf) file. Nearly all word processing programs, including those used on the Macintosh, can save text in the Rich Text Format. Do not use Adobe Acrobat (pdf).
4. Name your attachment with your last name and the word 'proposal', e.g. 'Smith_proposal.doc'.
5. A session organizer should also deliver a description of the overall session. If you are organizing a session and proposing a paper in that session, you will be delivering both an "abstract" and "proposal", plus your c.v.
6. If you are proposing a non-traditional session you may indicate that in the "abstract." These also require a curriculum vitae.

General information

While SHOT rules exclude multiple submissions (i.e submitting more than one individual paper proposal, or proposing both an individual paper and a paper as part of a session), scholars may both propose a paper and serve as a commentator or session chair.

Presenting at the 2008 SHOT meeting will not rule out presenting in 2009. For more information about the Society for the History of Technology and our annual meeting, please see the SHOT webpage: <<http://www.historyoftechnology.org/>>. For questions, please contact SHOT secretary Bernie Carlson at shot@virginia.edu

Call for Papers: Pomp and Power – carriages as status symbols

London, UK, 12-13 November 2009

From their earliest use, horse-drawn vehicles have served as both a means of transport and as objects for ostentatious display and the expression of status and power. From the 1660s onwards this has particularly applied to state and dress coaches used for ceremonial transport such as triumphal entries of royalty, foreign potentates and ambassadors, the receptions of royal brides, the arrival at court drawing rooms and festive processions like the Lord Mayor's Show in London.

To fully understand the Gesamtkunstwerk represented by carriages, their making, meaning and use, a wide range of disciplines need to be employed: the history of specialised trades and their manufacturing processes, the decorative and fine arts, economic and social history, and the history of technological development, transport and travel. And of course conspicuous consumption was not just expressed in the coaches themselves but in their entire equipage including horses & harness, saddle and hammer cloths, liveries for coachmen, postilions and footmen, and textiles used for coach interiors.

The aim of this major international conference is to bring together scholars from a variety of disciplines to explore the use of equipages, carriages and sledges and how they conveyed supremacy, status and superior personal taste. While the examples above focus on the 18th century, papers covering other periods are encouraged. We are particularly interested in papers dealing with English or à l'anglais carriages, i.e. those influenced by English design.

The Museum of London invites you to submit abstracts on the following themes:

- particular carriages, ceremonial entries and processions
- vehicles for different purposes: travel (particularly grand tours), hunting, children's carriages
- comparisons between carriages in different countries
- artisans, designers and artists employed in coach making

- technical innovations
- the coachmaking trade and the cost of carriages
- particular coach makers and their clients, particular owners
- liveries of coachmen, postilions and footmen
- textiles used for the interior of coaches, hammer cloths, lines and saddles
- the breed and significance of carriage horses and their trappings
- the depiction of carriages in art and literature
- experiences relating to the use of carriages
- conservation and display of coaches

The official language of the conference is English. Each presentation should last 25 minutes. There will be panel discussions at the end of each session. Papers presented will be published on the web in the summer of 2010. If you wish to present a paper, please submit a proposal containing the following:

- One-page abstract of the proposed paper naming the presenter(s)
- Contact information: name, title, position, university or institutional affiliation, postal address, email and telephone
- A 75-100 word biography of the presenter(s), including recent publications.

Please submit proposals to: bbehlen@museumoflondon.org.uk

Deadline for submission of proposals: **March 30th, 2009**. Notification will be made to all by 29 May 2009.

Call for Papers: Emotions in Motion: The Passions of Tourism, Travel and Movement

Leeds, UK, 4-7 July 2009

The conference is broadly interested in the relationship between motion and emotions, especially in the social fields of tourism and travel. In the latter, bodies and matter are set in motion; people move through unfamiliar grounds and are exposed to exotic sensations, to the heat or cold of water, snow and sunshine, to odours, tastes, smells, colours, and forms that contrast with the aesthetics of their quotidian environments. Tourism and travel make them leave their secure spaces of the familiar and expose them, in secure doses, to the unfamiliar. They involve a somehow calculated transgression of the ordinary, a ritualised temporary liquefaction of moral and aesthetic rules that frame everyday life. Motion disturbs the order of those in movement and challenges them to discover the familiar in the unfamiliar, to reconstruct and reconsider normality through the encounter of the extraordinary. It challenges them to repossess their bodies, to rethink the fundament of their being, to reassess the separations that configure the natures and identities of their belonging.

Themes of particular interest include:

- Passions and Transgressions: Eroticism, Liminality, Carnival, Violence and Power in Tourism and Travel;
- Passions and Desires for Fluidity, Freedom, Friendship, Connection, Transhumance, Authenticity, Beauty;
- Passions and Flirts with Danger, Fear and Fantasy in Tourism and Travel;
- Passions and Joyful Sufferings: Epic Journeys, Mountain Liturgies and Touristic Activities that (may) Hurt;
- Passions and Stendhal Syndromes: Religious and Aesthetic Sublimation in Tourism, Pilgrimage and Travel;
- Passions and Morals in Tourism and Travel: Ambivalences of Encounter, Ethics, Moral and Legal Frames;
- Passions, Identity and the Making and Unmaking of 'Passions' in Culture and Social Performance;
- Economies and Politics of Passion in Tourism, Hospitality and Travel.

For more information on the conference themes, please visit our website: www.tourism-culture.com

To present a paper in this conference, please send an abstract of no more than 300 words, together with your full contact details and an abstract title, to Dr David Picard: d.picard@leedsmet.ac.uk.

The deadline to submit abstracts is **May 1st, 2009**.

Announcements

Généalogies de l'anti-automobilisme

L'espace de l'« automobile citoyenne », entre logique industrielle, critiques légitimes et « autophobie »

Colloque international organisé par les Universités Paris I / IV - CHS et l'IRICE-CRHI

Séance spéciale du séminaire d'Histoire de la mobilité, P2M, saison 4

Inscriptions libres dans la limite des places disponibles

Partenaires : CCFA, URF, Comité d'Histoire du MEEDDAT, ACF, AIPCR

Lieu : salle de conférence du Comité des Constructeurs Français d'Automobiles, 2, rue de Presbourg, 75008 Paris.

Déjeuner sur place et réception à l'ACF pour les intervenants.

Programme de la journée du 4 juin 2009

Matinée 9h15-12h45

Accueil et bienvenue: François Roudier: « Quel nouveau contrat social pour l'automobile? »

Introduction: Mathieu Flonneau: « L'automobile contre la société?... tout contre! »

Débat et questions à l'issue de chaque séquence ; les interventions sont strictement limitées à 15 minutes.

Séquence 1, présidence Gabriel Dupuy, « Le 'régime automobile', contrainte ou choix historique? »

John Urry: "After the Car".

Michel Freyssenet: « L'automobile, d'une crise l'autre »

Rodolphe Rapetti: « L'inconsistance patrimoniale française : une fatalité? »

Stève Bernardin: « Le consommateur en danger. Ralph Nader et l'industrie automobile d'après-guerre aux Etats-Unis ».

Pause 10h30-10h45

Séquence 2, présidence Pascal Griset, « Quelles acceptations? Regards sur les frictions et les modes 'minoritaires' »

Gijs Mom: "Subversive Mobility: An Uneasy Overview".

Arnaud Passalacqua: « 'Les petits bus bleus': quand l'autobus parisien singeait l'automobile triomphante des années 1960 »

Jean-François Doulet: « L'anti-automobilisme dans les pays émergents: une question? ».

Vincent Kaufmann: « Quelle juste place pour l'auto dans la motilité ? »

Jean Orselli: « L'argument des accidents : répression ou utopique prêche sécuritaire? »

Déjeuner pour les intervenants pris en charge par le CCFA.

Après midi 14h15-18h00

Séquence 3, présidence, Anne-Françoise Garçon, « Quelles contestations ? Quelles résistances ? »

Peter Norton: "Americans' Affair of Hate with the Automobile: What the 'Love Affair' Fiction Concealed".

Marine Moguen-Toursel: « ‘Ces voitures qui tuent’. Les travaux des constructeurs autour des véhicules de sécurité au début des années 1970 ».

Etienne Faugier: « Légendes rurales: contestations croisées anti-automobiles au début du XXe siècle. Les cas du département du Rhône et de la Province de Québec ».

Kseniya Kromova, Jeanne Riot, Shadi Sadeghian, Vincent Guigueno: « Les 4x4, boucs émissaires de l’anti-automobilisme urbain »

Pause 16h30-16h45

Table-ronde : animation et conclusions, Marc Guillaume: « Quelles ‘leçons’ de l’histoire: l’automobilité a-t-elle un avenir? »

Participants: Patrick Fridenson, Jean-Pierre Orfeuill, Bernard Jullien, Jacques Saint-Marc, Abel Guggenheim, Michel Savy, Dominique Bourg, John Urry, Bernard Darniche, Gijs Mom.

18h. Fin du colloque. Cocktail à l’ACF. Place de la Concorde, 18h30 -20h00.

T2M’s Executive Committee

Executive Committee Elections:

This is early warning, so that you can start thinking about it: we’re on the look out for people who are keen to be involved in running T2M. This is your chance to get in on the action. A number of vacancies will open up on the Executive Committee this year, so we need more people to contribute to the growth of the Association. The EC is responsible for making decisions and promoting T2M, and is vital to the continued success of the Association. There are two meetings each year – one of which is at the annual conference – and any other business happens over email. The next issue of the newsletter will say a bit more about what being on the EC involves and what you will have to do to stand for election (which will take place in Lucerne, at the conference). In the meantime, if you are considering it and want more information, email Paul Van Heesvelde: paulvanheesvelde@gmail.com

Bibliographer Wanted!

At T2M we’re always trying to find new tools to help transport and mobility historians. Back in 2007, Clay McShane came up with an excellent idea: an annual bibliography of publications dealing with transport and mobility history over the past year. In the February 2007 Newsletter, he was able to complete the first of these – listing books and articles relating to waterways. Unfortunately since then, the pressure of work has meant that Clay hasn’t been able to continue this valuable aid. We think it is too good an idea to lose, so we’re looking for someone – or some people – to take over; it is a big job, but really useful. Basically it means keeping your eyes open for any and all publications you can find – and that T2M members tell you about – over the course of a year, and then putting them into logical categories (modal has been used in the past). The bibliography would then be updated on a rolling basis throughout the year, and featured on the website and in the Newsletter – over the years it will build up to form a really valuable reference tool that will make our lives easier. If you are interested, please contact Mike Esbester: m.o.esbester@reading.ac.uk

In the Spotlight

Mathieu Flonneau



In this Newsletter's 'Spotlight' we focus on Mathieu Flonneau. Mathieu is a Lecturer in Contemporary History at the Université Paris I Panthéon-Sorbonne, and is a long-term support of T2M, having been involved since the start. As well as being a member of the EC, he is known for his work on the cultures of the car and automobility in France and his irreverence!

How did you become interested in automobilism history?

First of all, I would like to underline that you're right to use the word "automobilism" or automotive history, and not "automobile". When I started in the field, the object didn't raise much interest in me. Now I'm fond of roadside culture and even sport and motoring knowledge! I studied general history at the Sorbonne, and then urban history but with a contemporary focus. My topic was the city of Paris during the 20th century. First, I was following classic studies – orthodox architectural and urban planning so to speak – and something struck me: nobody paid attention to the most important event: the impact of the car system. So I decided to investigate this very rich direction and I discovered that in other countries this kind of study was already written. Clay McShane's works impressed me very much

How did you join T2M Association?

Since 1999, I attended all the conferences and meetings of the former Mobility History Group. I would like to thank once again Gijs Mom for his trust. I met him a long time ago in Paris when he was networking in order to create the T2M Association. It was really a great stimulation for me to have the opportunity of delivering papers in English – which was funny because I'm still not fluent at speaking this language! – and in front of famous first class scholars – in Torino, Trondheim, Munich, Atlanta, Dearborn, etc. – and at the same time to achieve my dissertation. In a quite natural way, I became one of the founder members of the association in 2003 in Eindhoven and I joined the editorial team of the Journal of Transport History. In the same year, my PhD (just defended) was quickly published in two books, which was very helpful in getting my position at the University.

I still have the opportunity to go deeper into my topic, currently enlarged to the cultural and worldwide impacts of automobilism. In this way, I guess that I could be presented as one representative of the cultural turn and mobility turn historians. The “Great Paris” is still one of my research topics and that I have many projects linked to that.

Why was 2006 an important year for you?

With my colleague and friend Vincent Guigueno, we managed to get and lead the organisation of the 4th annual T2M conference in Paris and Marne-la-Vallée. We prepared it with a seminars series which is still running now for the fourth season. We contacted the whole academic community interested in this field and got the support of many important sponsors. By the way, we’re going to publish a collective book dedicated to this global experience. One last word about this conference in Paris: with Vincent, we’re still very proud of this event, which is not yet bypassed regarding the attendance rate!

You’ve been quite involved in the development of T2M. How do you see the organization developing in the future?

I think that the Association still suffers from a lack of visibility – that’s why I proposed the creation of a logo (see the front cover), which is now adopted to sign all of our documents. I’m involved too in the conception of the Yearbook and other opportunities. I would also like to raise a question – already raised by others during the general assembly and executive committee meeting – about the conferences: perhaps the rhythm – one each year – is too stressful. Maybe we could focus on a major event, every two years?

What do you do when you’re not working on automobilism or the city?

I like to explore unusual paths of “mobility” reading, and recently I spent lot of time with James Bond! One book that gave me lot of pleasure was written by Simon Winder, *The Man who Saved Britain*. I must confess too that the United States of America are for me a kind of ideal “promised land” – tempered of course with Tocquevillian arguments which I teach passionately to my Masters students in my course dedicated to US History. Recently, I attended a fascinating conference in Albuquerque (10th Preserving Historic Roads) and discovered the “Land of Enchantment”, a. k. a. New Mexico! Tied to this, my last intellectual emotions are deeply linked to the documentary *Man on Wire* about Philippe Petit and especially... New York before 9-11. To tell the truth, I’m very impatient to go there again with my wife and two sons –for their first transatlantic flight!

Members’ Publications

Gayle Letherby and Gillian Reynolds (eds.), *Gendered Journeys, Mobile Emotions* (Ashgate: Aldershot, 2009), 236pp. English.

The focus of the book is the emotional relationship that individuals and groups have with travel. Emphasis is placed upon the experience of travel itself and attention is given to the variety of experiences of travelling using many different modes of transport. The contributors use innovative approaches to their source material, ranging from personal experience to empirical research, and the book opens up and illuminates an interdisciplinary debate about the gendered nature of travelling. It includes chapters from T2M members Maggie Walsh (gender and travel), Mike Esbester (maps), and Drew Whitelegg (airline cabin crew).

Mathieu Flonneau and Vincent Guigueno (eds.), *From the History of Transport to the History of Mobility? (De l’histoire des transports à l’histoire de la mobilité? Etat des lieux, enjeux historiographiques et perspectives de recherche)* (University of Rennes Press: Rennes, 2009). Preface by Bruno Latour. French.

Verkehrszentrum Munich

Transport, traffic and mobility are important bases of all societies. At the turn of the 21st century the world's countries face new challenges resulting from a long history and dramatic changes. Therefore it is not surprising that the Deutsches Museum in Munich, one of the largest museums in Germany dedicated to natural history and technology opened a permanent exhibition for mobility issues in 2003. The spin-off Verkehrszentrum examines the historic roots and the mobile present through a large variety of exhibits. Beyond its aim to educate the masses, it promotes research into innovative solutions to recent mobility and transport problems.

The constitution of the Verkehrszentrum as an independent exhibition shows the increasing importance of the topic, making it possible to show the exhibits in greater detail than they had previously been given in the Deutsches Museum's old halls. The new location also recalls mobility, since the Verkehrszentrum is housed in three historic halls that were designed in the early 20th century for trade fairs, which were all about the movement of people, goods and information. Only in 2003 the halls were rededicated as exhibition halls. They continue the Deutsches Museum's interest in expansion – in 1984 a new aviation hall, in 1992 the aviation yards in Schleißheim, and in 1995 the branch of the museum in Bonn were all opened.

Unfortunately visitors have to enter the museum via Hall III which was neither intended by the designers, nor is it useful, considering the inner logic of the exhibition. It is suitable to start with Hall I, dedicated to urban transport. There is a focus on public transportation, portrayed by a variety of historical vehicles that enable the visitor to experience directly historic changes. Hall II shows a multi-layered course through the history of tourism in Germany, the home of 'world champions in travelling.' The exhibits suggest that, for centuries, travelling was more of a burden than a lust. However, Hall III familiarizes the visitor with 'mobility and technology' and invites them to experience the operating modes of vehicles, engines and driveshafts. All exhibits are accompanied by informative, often quite detailed display boards for further information.

Regrettably the museum's tour is not always clear, and the full arrangement of exhibits opens up only for the concentrated, highly literate visitor and requires a long time to be completely understood. The museum's shop offers a broad variety of technical-scientific staff and publications. Unfortunately the offer of self-guided tours or handouts for specific interests to the visitor to take around is fairly limited. Besides, the exhibition is designed in a 'typical German' conception of presenting material artefacts and detailed information boards with a strongly limited number of hands-on experiences.

Due to its immense size, the Deutsches Museum is known to focus on new challenges in museum management somewhat more slowly than other institutions. But once made, the new approaches are sustainable and exemplary. Thus, the Verkehrszentrum covers a broad variety of visitors' interests, requiring self-education and self-orientation. It places emphasis on current and future problems of mobility and transportation providing a platform for discussions between scientists, entrepreneurs and the public. Lecture events with competent partners are – beside classical guided tours – a permanent feature in the museum: in the first half of 2009 events look at alternative driving concepts, modern traffic management, cycling from an ecological perspective, and many more.

Web: <http://www.deutsches-museum.de/en/verkehrszentrum/information/>

Heike Wolter

View from the (Frozen) Street

In the UK – or at least, my small corner of it – Christmas and New Year came and went without so much as a hint of snow. Nothing unusual there – but always (secretly) a bit disappointing; I'm sure it snowed every Christmas when I was a child. So it was very pleasing when it finally did snow, in February. It was reported internationally (with some bemusement, head-shaking and ridicule) that the UK had ground to a halt. And there was some truth in that: on the first day of heavy snow it is estimated that one-fifth of the workforce followed police advice when asking themselves whether their journey was really necessary, and so stayed at home. This is reported to have cost the (fast declining) national economy £2bn in lost revenue. Buses and train services were cancelled, the London Underground largely stopped, airports closed, and motorways and major roads were blocked.

Ironically, I had to travel in to Reading more often than usual in the week of the heavy snow – but I experienced no problems with my journeys (each involving two bike trips and a train ride). I'm quite sure it was worse elsewhere, but perhaps because I wasn't very affected by all of the inconvenience that the snow brought, I had the luxury of thinking about the place of mobility in the collective life of the nation. Suddenly people weren't able to move about as they were used to: private motorised transport, usually unassailable, succumbed, as frozen roads made driving treacherous. And even walking was difficult. As a result many people simply stopped moving. We were fortunate in that we knew that it was only going to be for short while, so it was manageable and we didn't have to confront what enforced immobility might truly mean.

*Since Mike didn't think to make a picture of the "frozen" street I donated a picture :
My little car enjoying winter.*

S.B.

As a nation, our responses to the snow provoked international comment and comparisons, usually to the detriment of the UK. It seems that virtually all of the rest of Europe and North America couldn't quite understand how so little snow could cause so much disruption. However, as some of the more even-handed commentators on UK television pointed out, it really was quite simple: we could either spend the money investing in the transport infrastructure and organisation and be prepared for 'snow events' like this that happen every 20 years, or be prepared to live with periodic disruption to our travel plans but lower tax bills.

Now that the snow is gone and we've returned to the weather more typical of the time of year – a kind of wet greyness, with a hint of sun every so often to remind us that it exists – we've also returned to our usual patterns of travel and day-to-day life. As with the floods in 2007, as soon as things are back to normal, people all-too-easily forget the immediate past and assume that it won't happen again. This is very convenient, in the short term – it means that we can continue to use the mobility systems we have constructed without coherent planning and with very little forethought. Every time something like this happens, in the struggle to deal with everyday concerns we miss the wider implications and the opportunity to question whether all mobility is good mobility.

Mike Esbester



News

Registration for the 'Cultural Histories of Sociability, Spaces and Mobility' conference is now open. Organised by the Institute of Railway Studies and Transport History and hosted by the National Railway Museum, York, UK, the conference will take place between 9-11 July, opening with a keynote address from Professor Virginia Scharff. The full programme is now available at: www.york.ac.uk/depts/hist/research/conferences.html

Mathieu Flonneau has provided us with a fantastic new logo. This is another means of ensuring we remain high profile, and develop our visual identity so that everyone knows when T2M produces material in the future. Do please use it if you are able to promote T2M in your work.

Jamey Wetmore has, with other members of the EC, been working on the website. The plans for the new design and content are now with our professional designer in Berlin, and are being put into action: we will let you know when the new site goes live (very shortly).

Finally, Luisa Sousa has been directing efforts to produce 3 new flyers to promote T2M. Raising the Association's profile is crucial to ensuring that people know we exist and these flyers – one with general information, one for students and one about membership – will be a great help. They will be available from the new website shortly.

About this Newsletter

Sorry, first time our new secretary has had a go at the newsletter

Prize notices

Cornelius Lely Prize for Mobility History and Policy

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

Barker & Robbins Prize

The Barker and Robbins Prize consists of the sum of up to 150 pounds Sterling, awarded to a recent entrant to the profession who delivers the best paper at the Association's annual meeting. In making their decision, the Committee may bear in mind factors including, but not restricted to, the quality and originality of the argument and the effectiveness of the delivery. The prize may be divided between more than one winner at the discretion of the Prize Committee, and is funded by the Transport History Research Trust in memory of Theo Barker and Michael Robbins, two eminent British transport historians.

The definition of a 'new entrant' in this context is someone who does not hold a permanent academic post and/or has not yet published an academic book or paper. Applicants are encouraged to nominate themselves when they register for the annual conference; further details are available on the T²M website.

John Scholes Prize

The John Scholes Prize, of up to 250 pounds Sterling, is awarded annually by T²M to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

Publication in the Journal of Transport History will be at the discretion of the Editor and subject to the normal refereeing process.

The prize is funded by the Transport History Research Trust in memory of John Scholes, first Curator of Historical Relics at the British Transport Commission.

General Rules: To be eligible for the prize the candidate must **not** yet:

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

Essays must not exceed 8000 words (including footnotes), must be fully documented, typewritten with double line spacing, and submitted in English. Entries (three copies, stating the number of words) should be sent in hard copy only to arrive no later than 31 July 2009 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

Society of Automotive Historians 2009 Student Essay Award

In order to encourage research and writing effort among university students in the area of automotive history, in 2009 the Society of Automotive Historians will confer its annual award for the best student paper in the auto history field. Persons submitting papers must be enrolled at educational institutions (upper-class undergraduate or graduate level) at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted.

Manuscripts should not exceed 10,000 words, and should be double-spaced. An abstract is requested. Submissions should emphasize in-depth research, with adequate citations of the sources utilized. Originality of ideas is important. Diagrams, graphs, or photographs may be included. Submissions may be electronic in Word 1997-2003 format only to the e-mail address below, or if mailed hard copy, five copies to the mailing address below.

Possible subjects include but are not limited to historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, the social effects of the automobile, highway development, environmental matters, and automotive marketing, design, engineering and safety.

Submissions will be judged using the criteria of research, organization, writing style and documentation. A cover letter should be included stating the student's address, school, program, advisor, and stage in studies. The student should indicate how the paper submitted will relate to his or her professional future. Submissions must be received by June 15, 2009. The SAH Web site can be found at: <http://www.autohistory.org>.

Robert R. Ebert

Professor of Economics, Baldwin-Wallace College, 275 Eastland Road, Berea, Ohio 44017-2088

Email: rebert@bw.edu

Major Accessions to UK Repositories in 2007 Relating to Transport

Formerly featured in the JTH, the T2M Newsletter now features the annual list of major accessions to transport archives in the UK. This list has been compiled by the National Register of Archives (<http://www.nationalarchives.gov.uk/accessions/>). The website contains lists of accessions between 1994 and 2007, for transport related archives and a variety of other themes and topics. As soon as the list for 2008 accessions becomes available it will be included in the Newsletter.

Local

Bedfordshire and Luton Archives and Records Service

Riverside Building

County Hall

Cauldwell St

Bedford

MK42 9AP

London & North Western Railway Co: train guard's report book 1894-1895 (Z1282)

Shefford Garage: ledgers 1936-1990 (Z1310)

Berwick-upon-Tweed Record Office

Council Offices

Wallace Green

Berwick-upon-Tweed

Northumberland

TD15 1ED

London & North Eastern Railway Co: Tweedmouth and Alnmouth Joint Committee minute book 1934-1967 (BRO 01291)

Bristol Record Office

'B' Bond Warehouse

Smeaton Road

Bristol

BS1 6XN

Port of Bristol Authority: volumes rel to docks 1896-1938 (PBA)

Carmarthenshire Archive Service

Parc Myrddin

Richmond Terrace

Carmarthen

SA31 1DS

Great Western Railway Co: proof book for Ferryside Station 1879-1882 (7979)

As noted, this list applies only to the United Kingdom. If such lists are available for other countries, please let the editor know – the Newsletter exists to keep you informed about transport and mobility history, and knowing what is in the archives (and which archives) is central to this. Even if an English-language list isn't available, it will be helpful to provide members with details of the website(s) that they can visit to find out about recent accessions.

Centre for Kentish Studies

Sessions House

County Hall

Maidstone

ME14 1XQ

Channel Tunnel Rail Link: records c1988-93 (Acc 7334)

Dartford and Crayford Navigation: additional commissioners' papers incl minutes, architectural plans and stock papers 1894-1977 (Acc 7251)

Cornwall Record Office

Old County Hall

Truro

Cornwall

TR1 3AY

Padstow Harbour Commissioners: additional papers 1954-1996 (PHC)

Coventry History Centre

Herbert Art Gallery & Museum

Jordan Well

Coventry

CV1 5QP

Alvis Owners Club, Coventry: photograph album 20th cent (PA2714)

Cumbria Record Office and Local Studies Library, Whitehaven

Scotch Street

Whitehaven

CA28 7NL

John Moordaff, ship's captain: papers incl records rel to ship Martha 1815-1820 (YDX 465)

Cumberland Motor Services Ltd, motor omnibus proprietors: plans of bus stations at Whitehaven, Workington, Wigton and Millom 1957-1976 (YDB 64)

Cumbria Record Office, Carlisle Headquarters*The Castle**Carlisle**CA3 8UR*

William Falder, haulier: business and personal papers incl notebooks 1916-1963 (H8418)

Derbyshire Record Office*New Street**Matlock**Derbyshire**DE4 3AG*

Great Northern Railway Co: records relating to Etwell Station 1880 (D6840)

Devon Record Office*Great Moor House**Bittern Road**Sowton**Exeter**EX2 7NL*

Richard Hayes, railway worker: memoirs rel to work on Great Western Railway, Devon and Somerset 1916-1957 (7092)

Dartmouth United Shipping Association: minutes 1832-1854 (7087)

Doncaster Archives Department*King Edward Road**Balby**Doncaster**DN4 0NA*

Great Northern Railway Co: Hexthorpe signal box register 1914-1915 (DZ MD 781)

London & North Eastern Railway Co: staff register rel to East London and Essex 1874-1935 (DY BRB)

Dorset History Centre*Bridport Road**Dorchester**Dorset**DT1 1RP*

Bournemouth Transport Ltd: accounts and papers 1933-2002

East Riding of Yorkshire Archives and Local Studies Service*The Treasure House**Champney Road**Beverley**HU17 9BA*

Alfred Tinson, haulage contractors: cash book 1934-1944 (DDX1201)

Essex Record Office*Wharf Road**Chelmsford**CM2 6YT*

Great Eastern Railway Society: further records 1836-2006 (D/Z 346 addl.)

Thames Barge Sailing Trust: minutes, log books and papers c1940-2000 (D/Z 519)

Glamorgan Record Office*Glamorgan Building**King Edward VII Avenue**Cathays Park**Cardiff**Glamorgan**CF10 3NE*

Associated British Ports: plans incl Barry, Port Talbot and Swansea docks 1864-1975 (D406)

Glasgow City Archives*The Mitchell**North Street**Glasgow**G3 7DN*

Coast Lines Ltd, ship owners, Liverpool: minutes, agreements, etc 1840-1969 (TD1714)

Gloucestershire Archives*Clarence Row**Alvin Street**Gloucester**GL1 3DW*

Gloucester Railway Carriage & Wagon Co Ltd: drawings of carriages for 'Lightning Express Railway' (nos 1817-1820) (D4791)

Stroudwater Navigation Co: deeds and inspection reports 1777-1978 (D1180)

Gwent Record Office*County Hall**Cwmbran**Gwent**NP44 2XH*

Brecon and Abergavenny Canal: records incl plans and draft conveyances 1795-1846

Gwynedd Archives, Meirionnydd Record Office*Bala Road**Dolgellau**LL40 2YF*

Great Western Railway Co: Bontnewydd station accounts ledger 1931-1950 (ZM/6310)

Highland Archives: Skye and Lochalsh Archive Centre*Tigh na Sgìre**Park Lane**Portree**IV51 9GP*

Skye Bridge Inquiry: papers 1990-1998 (HC)

Highland Council Archives*Inverness Library**Farraline Park**Inverness**IV1 1NH*

Highland Railway Society: maps and plans of Highland railway stations c1880-1939 (D1094)

Hull City Archives*79 Lowgate**Hull**HU1 1HN*

Hull City Council, city engineers department, bridges section: records incl photographs, plans and papers c1800-2007 (TS)

Leicestershire, Leicester and Rutland Record Office*Long Street**Wigston Magna**Leicester**LE18 2AH*

Leicester City Bus Ltd: financial records 20th cent (DE7284)

Lincolnshire Archives*St Rumbold Street**Lincoln**LN2 5AB*

Walkers, Rainey & Owen, solicitors, Spilsby: clients records, incl Mid-Lincolnshire Electric Supply Co, Lincolnshire Railway Protection Association, Wainfleet and Friskney Outmarsh Reclamation Co Ltd and corresp of Colonel GJS Scovell 17th-20th cent (WRO)

Liverpool Record Office*City Libraries**William Brown Street**Liverpool**L3 8EW*

Committee of Dock Board and Liverpool Railway Co: minute book 1918 (Acc 6131)

Norfolk Record Office**The Archive Centre***Martineau Lane**Norwich**NR1 2DQ*

Denton and Alburgh Community Bus: further minutes and papers 1979-2001 (ACC 2006/292)

Perth and Kinross Council Archive*AK Bell Library**York Place**Perth**PH2 8EP*

County of Perth car registration registers 1903-1921 (ACC07/28)

Powys County Archives Office*County Hall**Llandrindon Wells**LD1 5LG*

Maybery & Cobb, solicitors, Brecon: records rel to turnpikes, railways and canals in Breconshire c1800-1899 (B/X/162)

Sheffield Archives*52 Shoreham Street**Sheffield**S1 4SP*

London, Midland & Scottish Railway Co: staff register and list of residential pass holders rel to Dore and Totley station, Sheffield c1875-1950 (X72)

Sheffield Corporation Transport Department, Tramways department: records incl accounts 1896-1912 (X87)

Southampton Archives Office*South Block**Civic Centre**Southampton**SO14 7LY*

Gibson's Garage, Southampton: records incl ledgers and wages books 1960-91 (6772)

Surrey History Centre*130 Goldsworth Road**Woking**Surrey**GU21 6ND*

Dennis Specialist Vehicles Ltd, commercial vehicle manufacturers, Guildford: additional drawings, specifications, corresp and reports 1960-84 (8228)

Universal Flying Services Ltd: minutes 1941-73 (8082)

Tyne and Wear Archives Service

*Blandford House
Blandford Square
Newcastle Upon Tyne
NE1 4JA*

National Union of Railwaymen, Newcastle no 4 branch:
minutes 1932-35 (TU.NUR1)

Walsall Local History Centre

*Essex Street
Walsall
WS2 7AS*

Motor Cycle Mart, Walsall: sales ledgers 1968-1974
(1368)

Warwickshire County Record Office

*Priory Park
Cape Road
Warwick
CV34 4JS*

Mancetter, Wolvey Heath, Ansley and Whitacre Turnpike
Trust: account book of William Brockley, surveyor 1762-
1776 (CR4168)

West Glamorgan Archive Service

*Civic Centre
Oystermouth Road
Swansea
SA1 3SN*

Swansea Harbour Trust: pilotage records 1914-1916

West Sussex Record Office

*Sherburne House
3 Orchard Street
Chichester
PO19 1RN*

Mid Sussex Railway Co: records 1858-64 (Acc14780)
Robinson family, mariners and shipowners, Littlehamp-
ton: papers and photographs 19th-20th cent (Acc14852)
Shoreham harbour: additional records rel to dredgers and
log for Middle Pier 1932-49 (Acc14990)

West Yorkshire Archive Service, Bradford

*Bradford Central Library
Prince's Way
Bradford
BD1 1NN*

Keighley & Worth Valley Railway Co: additional records
1889-2007 (57D81)

West Yorkshire Archive Service, Calderdale

*Central Library
Northgate House
Northgate
Halifax
HX1 1UN*

Lancashire & Yorkshire Railway Co: records 1888-1896
(CMT26)

Wiltshire and Swindon History Centre

*Cocklebury Road
Chippenham
SN15 3QN*

WA & AG Spiers, haulage contractors, Melksham:
haulage logbooks, ledgers, sales day books, diaries, final
accounts 1930-1998 (3615)

Wolverhampton Archives and Local Studies

*42-50 Snow Hill
Wolverhampton
WV1 3AX*

Photograph album showing construction of Midland
Metro between Wolverhampton and Birmingham 1996-
1999 (DX-1026)

Worcestershire Record Office, County Hall Branch

*County Hall
Spetchley Road
Worcester
WR5 2NP*

Worcester & Hereford Railway: plans 19th cent
(BA14574)

National**British Library, Sound Archive**

*96 Euston Road
London
NW1 2DB*

David Anthony Peart, transport enthusiast: transport recor-
dings, mostly of buses, taken on a Uher portable recorder
20th cent (C1263)

Jersey Archive

*Jersey Heritage Trust
Clarence Road
St Helier
JE2 4JY*

Jersey Airport: reports on air accidents and other papers
1963-1999 (JA/1249) Jersey Harbours Department: addi-
tional records incl tide tables and harbour development
sketch plans 1966-1988 (JA/1240)

National Railway Museum Research Centre

Leeman Road

York

YO26 4XJ

AJ Carroll, railway superintendent: MS notebooks, incl notes on wagon types, codes, coaching stock and parts rel to Dewsbury Junction and Wakefield Carriage and Wagon Depot, condemned wagons, movements, repairs, accidents, details of wagons, derailments etc c1940-1983 (2007-7011)

Harold W Clarke, permanent way inspector: papers, photographs, albums, certificates and badges from the working life of Mr Clarke, permanent way inspector and past president of the Permanent Way Institution c1920-1965 (2007-7183)

Michael Farr, railway historian: research papers rel to Thomas Edmondson and his ticket system incl material on Edmondson's background and ticket system, patents and machinery c1970-1999 (2007-7014)

James Frame, draughtsman: North British Locomotive Co draughtsman's notebook containing outline sketches and details of various locomotives 1885-1890 (2007-7189)

Alan Inkle, British Rail employee: corresp rel to registration of BR trade marks, logos and patents, and associated intellectual property management issues 1985-1997 (2007-7052)

British Rail Scientific Services: records incl corresp, reports, photographs and committee minutes c1870-1980 (2007-7036)

British Wheelset Ltd, Manchester: sales ledger incl details of wheelsets sold, arranged alphabetically c1890-1989 (2007-7204)

Railtrack Private Shareholders Action Group: records rel to court case against the Department for Transport over the winding up of Railtrack incl copies of government documents, notes of government meetings, statements of officials etc c2001-2005 (2007-7047)

Great Eastern Railway, London & North Eastern Railway and British Railways (Eastern Region): register of Barrows recording sack and large and small hand barrows, their location, when delivered new, their identity number, with some updates as to movements, transfers and disposals c1900-1965 (2007-7285)

National Museums Liverpool: Maritime Archives and Library

Merseyside Maritime Museum

Albert Dock

Liverpool

L3 4AQ

Coast Lines Ltd, shipowners, Liverpool: records incl minute books and corresp 1834-1976 (B/CST)

Elder Dempster Lines Ltd, shipowners, Liverpool: notebooks of JDG Kinvig, engineer, incl technical details, specifications and costs rel to shipping bananas 1930-1939 (DX/2390)

Royal Naval Museum

HM Naval Base (PP66)

Portsmouth

PO1 3NH

John Nursey, naval and legal writer: diary memoir of work as legal and booking clerk for Great Western Railway followed by naval career incl service on HMS Queen and in the Crimean War (with material on the bombardments of Odessa and Sebastopol) 1844-56 (2007.116)

Special

Institution of Mechanical Engineers Library

1 Bird Cage Walk

London

SW1H 9JJ

Robert Hudson Ltd, railway locomotive and wagon builders, Leeds: records (Acc 1055)

University

Liverpool University: Special Collections and Archives

Sydney Jones Library

University of Liverpool

Chatham Street

Liverpool

L7 7AY

Cunard Steamship Co Ltd: ephemera incl historical notes, press releases, voyage