

# T<sup>2</sup>M Newsletter

*International Association for the History of Transport, Traffic and Mobility*

Lucerne – the setting for this year's conference



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# Editorial

## *In this newsletter:*

It's nearly that time of year again – the **conference** is about to happen! By the time you are reading this, it will only be a few weeks until we are due to be in Lucerne for what promises to be an excellent – and well-attended – meeting. The popularity of the themes and the location has drawn a large number of submissions, so we can look forward to quality papers and a good social programme.

Remember, there's still time to nominate yourself for some of the **prizes** awarded at the conference – the deadline for both the Lely Prize and the Barker and Robbins Prize is 2 October, so check T<sup>2</sup>M's website to find out more.

Also at the conference, the **elections** for the Executive Committee will take place. In this issue of the Newsletter we have the nomination materials for those candidates who are throwing themselves on your mercy and asking for your vote – don't disappoint them! Please read their statements and cast your votes – all members of the EC are there to work for you and ensure that we have a strong and successful Association.

The **website** seems to have met with your approval, and we're received compliments on the new look. As you'll have noticed, though, there is still work to be done on it, so whenever you find a page that says it is 'still under construction', if you've got something that could contribute to it, please send it in – contact details can be found on the website.

Finally, some of the most exciting news we've had for you in a while: the **Yearbook** is nearly ready. There are full details inside the Newsletter, so all I have to say is that I can't wait to read it – the contributions look excellent, and embody the ground-breaking aims of our Association. Well done, and thank you, to all those who have devoted their time and energy to this exciting new development for T<sup>2</sup>M.

Mike Esbester

m.o.esbester@reading.ac.uk  
University of Reading,  
2 Earley Gate,  
Whiteknights,  
PO Box 239,  
Reading,  
RG6 6AU, England

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# President's Page

Today, the Frankfurt Motor Show (IAA) in Germany opened its doors to the public. For the first time, electric cars are in the spotlight. Within a year, the conviction that there will be a worldwide mass market for electric cars in the decade between 2020 and 2030 has spread throughout the brains of hp-minded engineers.

The topic of our forthcoming annual conference “Energy and Innovation” comes at exactly the right time. The famous Swedish historian of technology Svante Lindqvist once said that history is a discussion of present times with the past about its future. Historical studies and discussions about energy and innovation in transport, travel and mobility are in fact at the same time research activities for exploring the future.

The organizing committee and the programme committee did a wonderful job preparing an excellent program with provocative sessions. On Friday afternoon, we can expect breathtaking excursions with and to historical trains. The conference hotel invites us to experience the Grand Hotel feeling of 19<sup>th</sup> Century Switzerland (including wlan, of course). I am very much looking forward to seeing you soon in Lucerne - remember, if you haven't already registered, please do so soon to secure your place at the conference

For a few months, T<sup>2</sup>M has had a new homepage. I ask you to send new and old information and links, which are interesting for our community, to our homepage coordinator (Jamey Wetmore, [Jameson.Wetmore@asu.edu](mailto:Jameson.Wetmore@asu.edu)). Our homepage is the most read publication in the history of transport, traffic and mobility.

For about a year, our affiliated *Journal of Transport History* has had problems finding its way to our letterboxes. Besides the delay in producing the issues, obviously some members have not received their issue(s) at all. Please continue to write to our secretary, Sonja Beekers ([info@t2m.org](mailto:info@t2m.org)), if you have the feeling that you have not received your issue. I hope that we will solve both the address problems at Manchester University Press and the delay of issues soon.

The T<sup>2</sup>M Yearbook, which we decided to produce besides the *JTH*, is developing quickly. Thanks to the effort of Gijs Mom, many authors, and the publisher Edition Alphil, the first volume should be printed before our conference, so that participants will get their copy in Switzerland. All others will receive their copy by snail mail. I am convinced that the T<sup>2</sup>M Yearbook will add to communication, excellence, outreach and status of our historical Association and will live in good peace with the *JTH*.

When we look around in history, humanities, political, and social sciences, we can recognize many conferences on single aspects of transport, traffic, tourism and mobility. We are the integrative organisation and intellectual power, which can bring together scholars from museums and academia, from different fields in humanities and social and engineering sciences. Some have to learn from us that they in fact work as historians of transport, traffic and mobility. The late founder of the Society for the History of Technology, Melvin Kranzberg, was touring around as an eye opener in the 1960s to explain to his colleagues in history that they in fact are historians of technology. I urge you to do the same when you see a historian of transport, traffic and mobility, who does not know his identity yet. Send him to Lucerne.

Yours,  
Hans Dienel

Berlin, September 15<sup>th</sup>, 2009

*Hans, high over the Alps*



# News

## **New Institutional Members**

Thanks to the hard work of several members of the EC – in particular Luisa Sousa – since the last Newsletter came out, two new organisations have signed up to become Institutional Members of T<sup>2</sup>M: the Conservatoire National des Arts et Métiers (Pays de la Loire) and REILIA.

REILIA is a project coordinated by the Palmenia Centre for Continuing Education of the University of Helsinki, and aims to establish the first centre of railway culture in Finland. It will organise and carry out research into railway culture, past and present, collecting and documenting relevant archive material.

The Conservatoire National des Arts et Métiers (National Conservatory of Arts and Crafts), is a state-run institution that conducts research and awards higher degrees; it is particularly noted for its links between the academic world and industry. The Pays de la Loire regional branch of CNAM has particular interests in the history of rail and shipping mobility.

You'll find links to both organisations on our website, on the Institutional Members page, and we'll bring you profiles of both organisations in future Newsletters.

## **PhD congratulations!**

Since the last Newsletter went to press, a number of the Association's junior colleagues have passed a significant milestone: they have successfully defended their theses! I'm sure that all members will want to pass their congratulations on to Drs Arnaud Passalacqua, and Florent Montagnon.

Arnaud's thesis, entitled 'The bus and Paris: flexibility, public space and mobility from 1900 until the 1970s', was undertaken at the Paris VII University, and looked at the survival of the public bus in the city and changes in urban mobility; Florent's thesis, 'Employment status, working rules and flexibility. Personnel management in public transportation, Lyons (1894-1948)', examined how the public transit company in France's 'second city' managed its employees and provided services to its passengers.

Congratulations to both Florent and Arnaud – we look forward to seeing your names in the 'Members' Publications' section. And to all other PhD students, be sure to let us know when you have defended your thesis – the Newsletter will spread the word for you.

# Executive Committee Elections

Paul van Heesvelde, of the Elections Sub-Committee, writes:

“Autumn is T2M election time. Two EC members are at the end of their four-year period and stand for re-election: Colin Divall and Corinne Mulley. T2M members know the efforts made by one of our founding fathers, Colin Divall, and by Corinne Mulley, who joined the EC at the York Conference in 2005. The newcomer is Etienne Faugier. I met him for the first time on the train back home from that marvellous T2M conference in Helmond in 2007 and I still remember asking him to be active in our organization. Well, my question was not in vain. He even presented a short statement.” (As Etienne is a student, he is standing for a student place on the EC – if elected, his term of office will be two years, instead of four.)

Voting forms will be sent out electronically with the Newsletter, for those members who can't make it to the conference to vote in person. You will need to email your completed form back to the T2M Secretariat, Sonja Beekers, ([info@t2m.org](mailto:info@t2m.org)) before **29 October 2009**. Members who will be at the conference can choose whether to vote electronically or in person at the conference. Voting in person will close on Saturday 7 November, and the results will be announced at the Members' Meeting during the conference.

Make sure you vote – the future of our Association is in your hands!

So, in alphabetical order, the candidates are:



## Colin Divall

I am delighted to offer myself for a further term of office on the Executive Committee. I have been involved with T<sup>2</sup>M since the founding conference, and have served on the EC ever since, currently as a Vice-President.

T2M is a unique body of critical importance to the promotion of transport/mobility history - not only as an academic field but also as a way of informing the difficult choices we have to make about whether, and how, to move ourselves and our things around in a world where carbon will have to be rationed if we are to prevent catastrophic climate change.

Although I fully support T2M's initiatives to reach beyond our heartlands of Europe and North America, if elected I shall seek to ensure that the Association's activities are carried out with full recognition of the carbon costs.



## CV

1995-date Head of the Institute of Railway Studies & Transport History, National Railway Museum/ University of York, UK.

Author (with Andrew Scott) *Making Histories in Transport Museums* (London & New York), 2001

Edited (with Winstan Bond) *Suburbanizing the Masses: Public Transport in Historical Perspective* (Aldershot etc, 2003)

plus numerous articles.

Member of the Editorial Board of the *Journal of Transport History*.

## Etienne Faugier



Being a part of the Executive Committee means something for me because I think I could be useful by bringing some new perspectives about automobile history in rural spaces, about international comparison. I could also bring some of my network to work with T<sup>2</sup>M.

With a larger look, I think I would like to propose a better communication between our community probably by means of the internet in order to create an exchange of information not only during the T<sup>2</sup>M conference but whenever it pleased the member. One of a way to proceed would be to add on the T<sup>2</sup>M website a brief biography of the T<sup>2</sup>M members with their email address, maybe a chat.

The project of the Yearbook is an excellent idea which deserves to continue and maybe it could be accessible on the website to a certain extent: like for example a brief summary of each article with some key-words in order to attract more interest.

One project which could be interesting is to cross historiography and transport/mobility history over the decades in order to provide to the community the basics: this could be integrated in the form of a theme in the yearbook by considering all means of transportation.

Another project could be to create some combined team (a professor and a student) and let them work on a theme of their choices for the Yearbook; with this alliance, I guess to a certain extent the “new” generation could be able to taking in charge some numbers of the Yearbook.

## CV

### Goals

Acquire experiences about history research, widen my network of colleagues, be a part of an international association in order to become familiar with the world of research and getting new challenges during my Ph.d.

### Publications & Papers

- “Automotive system in the district of Rhone: the economical motor for a revolt against nature? (1919-1939)”, Conference T2M (Ottawa, 2008).
- “Le spectacle des transports sur papier : les revues d’un automobile-club comme lieu de l’automobilisme”, Article with Sebastien Gardon, published in Mathieu Flonneau and Vincent Guigeno, *De l’histoire des transports à l’histoire de la mobilité ?*, Presses Universitaires de Rennes, Rennes, 2009.
- « Automobile, transports urbains et mutations : l’automobilisation urbaine de Québec (1919-1939) », *Revue d’histoire urbaine*, octobre 2009, vol.38, n°1
- « Contestations croisées anti-automobiles au début du XXe siècle. Les cas du département du Rhône et de la Province de Québec. » Actes du colloque sur l’anti-automobilisme, Descartes et Cie, à paraître.
- Participation in the T2M Yearbook 2009.
- « Histoire des transports en Amérique du Nord », bibliography for the exposition about French movements in North America 1600-1930, Musée de la Civilisation de Québec, novembre-décembre 2008.

### Education

2008-2011 Université Lumière Lyon 2 (Lyon, France) & Université Laval (Québec, Canada): Ph.d. thesis under the supervision of Claude-Isabelle Brelot et Martin Pâquet.

2007 Université Lumière Lyon 2 (Lyon, France): Master 2 contemporary history, under the supervision of Claude-Isabelle Brelot.

2006 Université Lumière Lyon 2: Maîtrise sciences des sociétés et de leur environnement mention Histoire, under the supervision of Jean-Luc Pinol, (Accords CREPUQ: Université Laval, Québec).

## **Professor Corinne Mulley**

Chair in Public Transport, Institute of Logistics and Transport, University of Sydney, Australia

I am a transport economist by training but interested in the way in which history informs current transport policy (widely defined) and am keen to transmit to policy makers the view that 'where we are now is a product of where we have come from'. My contribution to T2M is to be part of a movement which contributes to the understanding of the role of history in transport activities. Now in Sydney, I am keen to work with colleagues to promote T2M in Australasia and to create a critical mass of research and academic awareness of the interests of T2M so as to expand membership and discourse in this area. If elected to the Executive, I would undertake to be an active corresponding member when unable to attend meetings in Europe.

## CV

Professor Corinne Mulley is the founding Chair in Public Transport at the Institute of Transport and Logistics Studies at the University of Sydney. Since her appointment to Newcastle University as a transport economist she has been active in transport research at the interface of transport policy and economics. More recently Corinne has concentrated on specific issues relating to public transport. She led a high profile European and UK consortia undertaking benchmarking in urban public transport and has provided both practical and strategic advice to local and national governments on benchmarking, rural transport issues, and public transport management. Prof Mulley's research is motivated by a need to provide evidence for policy initiatives and she has been involved in such research at local, regional, national and European levels. She is accepted to be a leading economist in the field of transport deregulation.



Prof Mulley is a recognised expert on the recent history of buses and before moving to Sydney was Editor for a 'Companion to Road Passenger Transport History' – a resource document for transport historians and a sister volume to the 'Companion on Freight' published by the Science Museum. In 2006, she was appointed to the Editorial Board of the Journal of Transport History, a long standing Manchester University Press journal. Prof Mulley came to Sydney University from TORG (Transport Operations Research Group) Newcastle University, United Kingdom. She achieved her PhD in Economics at the LSE (London University) having graduated in 1976 from London University (LSE) with a Masters in Economics as the holder of the Rees Jeffrey's Scholarship and in 1975, from Nottingham University with a BA Honours in Economics.

## Luzern 2009

Of course, the EC elections have to take place somewhere; tradition dictates that votes are counted and results are announced at the conference, so this year that will be in Lucerne. However, that's not the only thing that is attractive about the conference! With around 200 participants expected to attend, this promises to be the biggest T<sup>2</sup>M conference in the Association's history. Intellectually and socially, the programme is excellent, including keynote addresses from Dr Patrick Fridenson (Director of the EHESS Centre for Historic Research, Paris), Prof. Rolf Peter Sieferle and Prof. Chhristian Pfister, and a closing keynote from Prof. Dr Kay Axhausen. In addition to this strong line-up, there will be the usual high quality of papers, with around 100 presentations.

But it's not all work – there is the conference venue, the Swiss Museum of Transport, to explore, as well as the Friday afternoon excursion on an historic and stunning railway route through the heart of the Alps, in an historic and stunning train, with various guided tours at stops along the way. As if all this wasn't enough, the city of Lucerne is also beautiful, and demands time. All in all, this T<sup>2</sup>M conference looks set to be the best yet.

See you in Lucerne!

*The Museum, setting for the conference*



## Launching the T<sup>2</sup>M Yearbook in Lucerne

Two years ago (in Helmond), members voted to raise T<sup>2</sup>M's annual fees to enable us to produce an annual publication that would consider the state of the art of our field. We raised the fees from 2009 onwards, €20 for regular members, €10 for students. In Ottawa, a year ago, the first editorial meetings were held and the peer reviewing process was organized, while a general Call for Contributions was issued. Negotiations with publishers were opened.

Since then, more than sixty members have cooperated to make this into a reality. Four main articles, including a general overview of the state of the art, followed by many essays on the situation in several countries and continents, as well as on certain selected topics, have all been written, peer reviewed, revised and rewritten, and edited in three consecutive cycles. All this in less than one year: truly a performance this Association has to be complimented on. If all goes as planned, we will be able to launch the first edition, to be published by the Swiss publisher Alphil, on the occasion of our upcoming Lucerne conference.

We can't yet show you the cover as we are still hesitating between three options. Also, there is still one big caveat: we are still waiting for a substantial subsidy enabling us to keep the costs down to the collective amount of the raised fee. Nonetheless, the publisher agreed to also offer a discount to those participants of the conference who are not (yet) members in 2009. Details will be revealed later, in a special email message to all participants.

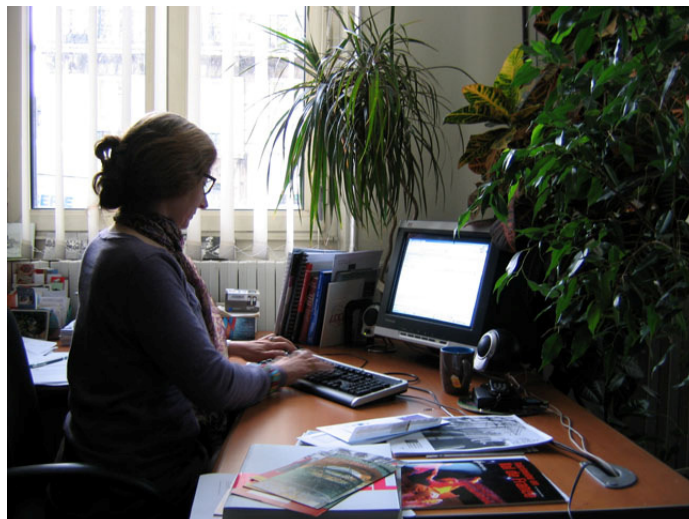
Gijs Mom

Editor, Yearbook

On behalf of the co-editors, Gordon Pirie and Laurent Tissot

## In the Spotlight ... Marie-Noëlle Polino

*Marie-Noëlle Polino will be known to some of you personally, from conferences, or as a name, through her role at the French Railway History Society and as editor of many transport and mobility publications. As she describes herself, she 'has a load of papers, reviews and reports to write before next week and teaches industrial heritage here and there. She is a member of a bunch of official committees and associations' boards dealing with business history, industrial heritage and the same. She is proud to be a founder member of the International Association of Railway History. Hobbies: reading; opera singing (in extremely private circumstances); cats' education (no improvement in years).' Here we find out more ...*





## **How did you get involved in railway history?**

I was taught early never to boast on chance, because, they say (see below), there would always be a man to tell you, “you women have no special ability to be where you are.” So I won’t mention chance, but tell you that I was contacted because of my reputed abilities in management(!) to bring to existence what should become the French railway historical society (AHICF). In the years 1982-1987, the main French ministries and agencies and public utilities made a point of creating so-called “comités d’histoire” (historical committees) where elderly civil servants or equally high ranked engineers could talk shop and recount their histories for the benefit of academics who would take advantage of profuse grants to organize conferences, publish books, offer scholarships. At the time (1988), the non-profit AHICF society was in existence for a year and a seminal conference had been held. The question was: what next? I was then completing my degree in humanities and just out from the *Ecole Normale Supérieure* followed by a year as a TA at Yale and two at the Sorbonne and quite fascinated by the publishing world, so the prospect of managing a scientific journal was quite alluring to me. I then discovered the railway world and learnt to understand it with passion. I was sent around the French Railways during the winter of 1990-91 and did a lot of field work. The technical system and its operation, the dedication of the people involved was somewhat of a change after the previous years I had spent in the Bibliothèque Nationale or the Yale University Library. I gradually became involved in industrial heritage, which is now a part of my occupation. tourists to investigate new spots, new towns and new attractions.

## **What is your role at the AHICF, and what are you researching at the moment?**

Contrary to what one might think or wish, my main job is not supposed to be research. What I am mainly doing is ‘research engineering’: to allow others to do easier, better, more disseminated research. It may sometimes be frustrating, but it is mainly gratifying. I am less quoted as an author than as an editor of journal, books, or the object of kind dedications on title pages. I include of course fund raising, project management, as for instance our rather large oral history programme, which involves several

researchers and a nice amount of public money, publishing projects, or even public research programmes (as a European funded COST action from 2000 to 2005). Besides, there is a lot to do in information management; we don’t keep archives (railway archives are State archives and managed by the French railways, the French rail network, Paris public transport authority, and for historical records, by the National Archive) but we have a small research library and answer a lot of well-timed and ill-timed queries (last week: what about trousers worn by female staff in French railway administration and the internal regulations thereabout?).

## **Do you find the world of railways and railway history to be very dominated by men?**

I have delicately alluded twice to the topic already. I think that the academic world is living far behind the time (as is politics, by the way). Gender is far more a problem than in the non-academic world, as your ‘tag’ (left? Right? In-between?) is highly conspicuous there when it hardly plays a role in the industry anymore. I won’t say that a woman experiences perfect conditions doing a ‘man’s job’ in railway operation, but women are there (from 8% of the railway staff from the beginning of the railway – 10% in wartime– to over 20% for the last 10 years or so) and working everywhere. It is when it comes to higher management that you have too many senior male mid-managers for fewer jobs, and women are unwelcome; competition for tenure in universities is even more acute, and men stick together even more. To go a bit farther than mere common sense or petty coffee shop talk, it is a fact that when there was no difference between economic history and transport history, men dominated both fields. Opening the field to mobility issues and cultural history increases the places where women are more numerous. And now that being an academic in France is an underpaid and ever more strenuous job than before, well, universities recruit more women, with men being encouraged to look for ‘better’ jobs...

## **What are the key questions being discussed in French railway history at the moment?**

The key question is to allow railway history to become permeated by the general move of historiography towards ‘larger’ questions, as

'mobility' including all aspects of transport, 'culture' including all aspects of mobility. We have nevertheless to be and remain aware of the fact that one lonely limited self cannot have the same degree of knowledge of all fields and the intimate knowledge of archives which allow not only a well balanced comparison, which was the keyword 20 years ago, but global interpretation and the use of far-reaching concepts. Historians are (or should have been) taught to look at anachronism as the worst of sins. They should stick to this basic faith, especially in matters as the perception of technology, its use, or industrial relations, not to mention the Second World War in occupied countries, which was perforce one of AHICF research topics in the recent years. The AHICF scientific programme for the next ten years or so is based on 5 sub-fields which may sound classic (policies and politics, innovation, space and networks, railway societies, urban history and heritage) but bring together rather new and stimulating (and multidisciplinary) research topics (for instance history of time and speed in the railway world, the impact of the railway on food consumption, railway heritage and representation). Besides, transport history is catching up the pace of other European countries and the US in road and motoring history and cultural history of air technology.

**Given the importance of mobility across borders, how do you think we can encourage more people to look at the history of transport that crosses boundaries – such as international railways or roads?**

I don't want to be too matter-of-fact or trivial, but the fact is, it is a real challenge to become conversant enough with several countries' historiography, research language, and culture to do valuable comparative work. (I remember the hard time we had during our COST programme, in which 17 countries were taking part, to agree on the meaning of 'intermodality'). It is not easier, perhaps, but it is at least feasible to turn towards international studies, which in France means European studies or international relations, an acknowledged and successful field of studies; if you do so, you have then to learn transport history. And we come back to the beginning of our problem. We may do our best to finance internments, scholarships, to encourage students to travel and be international; but these topics will remain a bit more difficult, a lot more expensive

than others. We advertised a German/French scholarship for the study of railwaymen during WWII ... nearly 10 years ago. If somebody is interested... Of course this should nevertheless be encouraged. The international (as well as an intermodal) vision of transport is nothing new! To go further in this kind of history could change the perception we have of the present stage of transport history we have reached.

**What are you reading at the moment?**

I read with a good deal of curiosity and interest Stéphanie Sauget's book on Paris stations (*A la recherche des pas perdus : une histoire des gares parisiennes*, Paris, 2009) which is a well-driven manifesto for cultural history of transport and mobility spaces and nodes. Following Alain Corbin, it asks fundamental questions: how did people using the station differentiate inner spaces, how did they perceive them in the city and in their daily lives, how did they feel in the stations – how were their senses triggered, which emotions were raised, following the nature of the trip, the gender of the traveller, etc.–, at different moments in the 19<sup>th</sup> Century? This approach fits quite well in the frame designed by Colin Divall through the conference held in York last July that I was lucky to attend. [See the report by Gordon Pirie in this issue.]

I try and brush up my English by reading a lot of well-bred crime novels. I am currently re-reading in English and in French P.D. James. I read recently in another vein and in the French translation (I cannot read Russian!) Boris Akounine, kindly revealed to me by an extremely brilliant PhD Russian student we were glad to work with, Elena Razvozhzaeva. Also Muriel Barbery *L'élégance du hérisson* – the social satire of 'intellectuels' and upper class left-wing Parisian society is not the least of her achievements; and Jean-Louis Fournier book on his life as a father of disabled children. I am now back to a recently published pamphlet on the French Railways, and eager to read (as far as my knowledge of German will allow me) two books received from German colleagues on the Second World War, deportations and the German railways: Alfred Gootwaldt, *Eisenbahner gegen Hitler. Widerstand und verfolgung bei der Reichsbahn 1933-1945* (Wiesbaden, 2009) and Andreas Engwert and Susanne Kill, *Sonderzüge in den Tod. Die Deportationen mit der Deutschen*

Reichsbahn (Köln/Weimar/Wien, 2009 – a welcome initiative of the Deutsche Bahn).

### **What do you think are T<sup>2</sup>M's strengths and weaknesses?**

I think the congresses are extremely useful. From a French point of view, they are less accessible than from other countries, but fortunately doctoral students and young academics are now more often members of research teams and have access to the necessary funding to be able to join. The problem is to decide whether such an organisation has a

role to play beyond dissemination of research and lobbying, and be an actor in the field of research evaluation and production. I mean a peer-reviewed journal offering a more systematic output for conference papers, a book 'collection' at a publisher, an international seminar or summer school, but also a seat on committees deciding public research programmes ... T2M is a network, and a successful one; should it become, beyond a group of founders, more or less a perennial and acknowledged institution? That remains, to my mind, the question.

## **Call for Sample Syllabi**

Many of us turn to T<sup>2</sup>M so that we can share and hear about the latest research being done in mobility history. While research has thus far been the core of the Association, many of us also hope to build the field through our teaching. We think that T<sup>2</sup>M can provide a valuable service in this area as well. But we can't do that without your help. If you've taught a course or module on transportation history in general or any subtopics in particular, **please send your syllabi to Jamey Wetmore: [jameson.wetmore@asu.edu](mailto:jameson.wetmore@asu.edu)**. If you could let us know what level the course is taught at (undergrad/ postgrad) that would be helpful; all languages are welcome. We'll be posting a number of sample syllabi on the T<sup>2</sup>M website to help assist those developing new courses in the area.

## **Current Research Students – tell us about you!**

T<sup>2</sup>M has always been keen on encouraging and supporting new scholars, and with that in mind we want to launch a new page on the website, that gives details of current research students and their work. So, if you are registered as a research student at the moment and want to make sure that people know about your topic of study, we would like to hear from you, with the following details:

- Name
- Institution
- Subject of study
- Supervisor
- E-mail

A brief explanation of your research – 200 words maximum

This information will be placed on the website, so please state that you are happy for your email address to be made public. Details should be sent to the webmaster, **Jamey Wetmore ([jameson.wetmore@asu.edu](mailto:jameson.wetmore@asu.edu))**.

Supervisors – please also send in details of any research students you have, working on subject related to T<sup>2</sup>M's interests: the more people we can get involved, the more useful this service will be.

# The Gotthard transit line as a tourist attraction

## A new show in the Glacier Garden Museum in Lucerne, Switzerland



The Gotthard transit line connects the Benelux-countries and western Germany north of the Alps with Italy on the other side of the mountain range. The narrow valleys leading to the tunnels are dominated by the railway line with its famous helical tunnels, roads connecting the villages, the highway (opened in 1980), and high-voltage power lines. These international connections transporting more and more goods, people, and electricity each year leave strong marks on the landscape. Noise, exhaust, traffic jams, and impressive bridges are today shaping the image of the Alpine valleys north and south of the Gotthard.

Around 1900 the Gotthard Railway Company made astonishing propaganda for travelling from Lucerne to the Italian part of Switzerland. In 1889 they built a relief in the scale of 1:25,000 of the railway transit line through the Gotthard. The railway line finding its way through the rough mountains was depicted as a red line. The relief with a dimension of 2.10 by 4.32 meters was first shown at the World exhibition in Paris in 1889. It was intended that the relief should attract wealthy foreign tourists. In addition the Railway Company produced guide books, posters which were spread all over Europe. The Company told tourists that they could safely conquer the wild Alps by train, would travel through the longest tunnel of the world, pass by the cradle of Swiss democracy where mythical William Tell fought for freedom and independence, and finally reach the south. The efforts were successful. Half of the first class tickets sold in Switzerland allowed travel through the Gotthard, even if the line only made up less than 10% of the railway network in Switzerland.

The exhibition tells the story of how the Gotthard railway line strongly shaped the image of Switzerland as an Alpine democracy, serving Europe with its railway line across the mountains. The show consists of an eight-minute presentation, combining the relief with quotes from Carl Spitteler, the later Nobel Prize winner in literature. The quotes he wrote in the guide book "Gotthard" are illustrated with coloured picture postcards. Spots on the relief show the places explained in the show. One highlight is an avalanche projected on the relief.

The pictures are shown on a screen driving long the way on the relief. When you come to Lucerne for the conference in November, be sure to visit the exhibition as well.

Kilian T. Elsasser, Organizer of the exhibition in the Glacier Garden Museum, Lucerne.

<http://www.gletschergarten.ch/de/aktuell.html#reliefshow>





# Institutional Profile: Ministry of Transport, Public Works and Water Management

*This feature is the second of a regular series, in which we detail some of the activities of T<sup>2</sup>M's Institutional Members. Most people know about the individual members – people just like them, sharing similar interests and coming together at the conferences. But the Institutional Members might be less well known. Through the Profile we will introduce our Institutional Members and find out how what we can offer each other.*

*In this Profile, we find out more about the Dutch Ministry of Transport, Public Works and Water Management, courtesy of the Ministry's historian, Bert Toussaint. It is an indication of enlightened government when history is seen as sufficiently important to warrant employing an historian; it comes as no surprise, then, that the same Ministry is responsible for supporting T<sup>2</sup>M as an Institutional Member and also by funding the Cornelius Lely Prize for the best conference paper linking history and policy.*

## Where are you based and what do you do?

I am based in Utrecht and I work as a senior historian for Rijkswaterstaat, the Ministry's agency to execute and maintain infrastructural works (roads and waterways), including environmental tasks.

## When did you start, and why?

I started my current job in 2000. It is a very interesting position, as I am assigned to manage various history research projects, as well as doing research myself and performing educational tasks.

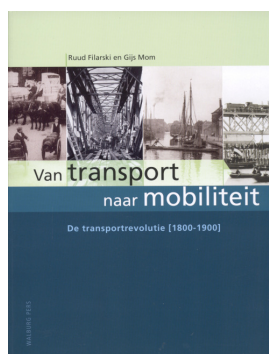
## Some of our members wouldn't immediately think of including 'water management' with transport. What role does water management play in the Netherlands?

In fact, Rijkswaterstaat is exceptional in that it combines water management and transport management. Water management plays a crucial role in the Netherlands. 65% of the country is situated below sea-level and the territory is thus very flood-prone. Moreover, water was always important to develop trade networks and harbours. Rijkswaterstaat thus makes important contributions to the national economy by developing its infrastructural networks, and it plays a central role in maintaining high safety levels against floods.

## In addition to your Institutional Membership, you very generously support T<sup>2</sup>M through the Lely Prize. Does this concern with history have a place in your day-to-day work, and how is history a part of what you do?

Yes, as a senior historian, history is my profession. As I said before, I am assigned to manage history research projects in infrastructure, transport, water management and organizational history. Let me give some examples of my current

projects. I manage a project about the development of transport modes and arrangements in 7 countries. Gijs Mom and Ruud Filarski are covering the Dutch cases. It is very stimulating to compare cases and to try to draw some generalizing conclusions, as well as analyzing differences between the national contexts. Additionally, we aim at drawing historic lessons from the past that may be helpful for current transport policy making and implementation.



Further, I manage and co-edit a comparative study of the development of the American and Dutch water management since 1800, in cooperation with my colleagues of the Army Corps.

## Do you have any archives or facilities for research? If so, what is available?

We have some facilities for documentation, including a picture collection. But the major part of the research is performed in public archives.

## What plans do you have for the future?

Developing more educational material to use in the Rijkswaterstaat agency;  
A research project about international river basin management;  
An oral history project about the Eastern Scheldt storm surge barrier.

## View from (above) the Street



At last, the winds were favorable, allowing Gijs Mom and his partner Charley Werff to consume the present they received from T<sup>2</sup>M members on the occasion of Gijs's retirement from the Association's presidency in Ottawa last year. Postponed once because of the strong winds, the flight took place above the North Brabant village of Schijndel, twenty kilometers north of Eindhoven, on the evening of August 3rd, in nearly perfectly calm weather at the height of a chilling 400 meters - enough to drop dead in case of a breakdown, as Gijs (with his horrendous fear of heights) realized just above the church tower and just before, on request of one of the passengers, we landed in the fields of farmer Nico, 75 years of age and the first to ask: 'Where is the champagne?'

This should be a contribution in the tradition of the 'View from the Street,' but first, I have nothing to tell about the view from the streets of Schijndel (and if I had I wonder whether you would indulge in reading it) and, second, the clever pun to write a kind of reversed View Upon the Street (thank you, Sonja Beekers and Mike Esbester!) has to be abandoned too, because my experience is limited to a continuously updated and quite hurriedly undertaken estimate of the dropping distance of a basket toward the solid Dutch soil. I remember vaguely that I took, on the advice of the pilot (that's his official name), a quick look at the horizon, and I must confess that it was impressive, but that's about all. Besides, the balloon was nearly stationary in the still weather which heightened the suggestion that the next movement would be down, instead of straight ahead. And it was, although the landing was as smooth as the gentle braking of a car. Funny, up in the air you don't hear cars or trucks but dogs, barking at the threatening invasion from the air in their respective back gardens, whole herds of them, as if they have learned to defend land transport against air travel.



Charley, who prides herself (and revels in repeating such) when we walk in the Alps that she is not haunted by fear of heights, decided to sit on the bottom of the basket because she agreed with me that the edges of the basket walls were frighteningly low.



Meanwhile I managed to loosen my vice-like grip on one of the four metal rods that keep the basket secured to the balloon (believe me, I'm an engineer, and I checked them thoroughly before we took off) and did my duty of taking some photographs for posterity, and T<sup>2</sup>M's membership.

Mind the relief on my face when seated next to Nico-the-farmer. While in the air I was full of gratitude to all those members who contributed to this present and also on behalf of Charley I want to thank all of you for making this once-in-a-lifetime experience possible.

Gijs Mom



# Calls for Papers

*[Ed's note: Although we prefer to receive communications in English, we are of course willing to take them in other languages, particularly if the event's language is not English. Unfortunately, though, my translation skills are not up to much, so for those of our members who read Spanish, we have a call for papers.]*

## Symposium: Transportes Y Servicios Públicos en América Latina. Estado, Empresas Y Empresarios, Siglos XIX Y XX

Segundo Congreso Latinoamericano de Historia Economica Cladhe II

3-5 February 2010

Mexico City, Mexico

**Deadline for proposals: 15 October 2009**

Deadline for receiving papers: 1 December 2009

El desarrollo de los transportes y de los servicios públicos urbanos ha tenido un destacado papel en la configuración de la estructura económica y social de los diversos países de América Latina. Su expansión en el siglo XIX y comienzos del siglo XX, acompañando la constitución de los estados nacionales y de las modernas economías agro-exportadoras, fue preocupación permanente de los gobiernos tanto nacionales como provinciales. Los capitales privados (nacionales o extranjeros) participaron activamente en su desenvolvimiento, complementándose en ocasiones con capitales estatales. La regulación de estos actores y capitales formó parte, con distinta efectividad, de la esfera de acción de las políticas públicas. El siglo XX encontró una intervención creciente del Estado en la construcción y explotación de los diferentes servicios, que culminará con las grandes nacionalizaciones al promediar la centuria. Nuevos problemas, de gestión y mantenimiento de las redes, que llevaron a su deterioro o parálisis, estarán ahora asociados con otros aspectos del atraso económico.

Estas cuestiones, que atraviesan el ámbito público tanto como el de los actores privados, y a través de de las diferentes experiencias - nacionales o regionales - desde una perspectiva comparativa, serán abordadas por las ponencias de este simposio. Se buscará continuar la experiencia de discusiones e intercambios realizados en un simposio sobre una temática afín, en ocasión de realizarse el I Congreso Latinoamericano de Historia Económica, en diciembre de 2007 en la ciudad de Montevideo.

Para inscribirse al Simposio solicitamos la siguiente información: Título de la ponencia; Nombre o nombres de los autores; Institución de adscripción; Resumen de 150 palabras; Correo electrónico.

Plazo de recepción de la ponencia: 1 de diciembre.

Coordinadores:

Andrés M. Regalsky (UNLu-UNTreF/Conicet) <[regalsky@utdt.edu](mailto:regalsky@utdt.edu)>

Teresita Gómez (UBA) <[tmcgomez@gmail.com](mailto:tmcgomez@gmail.com)>

Guillermo Guajardo (Universidad Nacional Autónoma de México) <[guillermo.guajardo@unam.mx](mailto:guillermo.guajardo@unam.mx)>



# Cultures of Movement: Mobile Subjects, Communities, and Technologies in the Americas

8-10 April 2010

Victoria, British Columbia, Canada

**Deadline for proposals: 15 October 2009**

Panel, paper, and alternative-format presentation submissions are invited for the “Cultures of Movement: Mobile Subjects, Communities, and Technologies in the Americas” conference, to be held in Victoria, British Columbia, Canada, on April 8-10, 2010.

Open to students, scholars, and professionals, the conference is meant to build new ties amongst all those interested in the theoretical or applied study of mobilities. The study of mobilities is a young and constantly evolving interdisciplinary field. The concept of “mobility” refers to the social, political, historical, cultural, economic, geographic, communicative, and material dimensions of movement. Students and scholars of mobilities focus their attention on the intersecting movements of bodies, objects, capital, and signs across time-space, paying attention as well as to the way relations between mobility and immobility constitute new networks and patterns of social life. The multiple forms of mobility, or mobilities, are often taken to include—amongst others—subjects such as: transportation; travel and tourism; migration; transnational flows of people, objects, information, and capital; mobile communications; and social networks and meetings. While the conference is open to all themes pertinent to the study of mobilities from a social and cultural perspective—irrespective of the geographical site of empirical or theoretical attention—the main focus of the conference will be on the experience, practice, social organization, and cultural significance of forms of mobility in North, Central, and South America.

Whereas in Europe the new mobilities paradigm has taken a strong hold in academic units, professional research networks, and recognized publication outlets, the study of mobilities is still in its infancy in the Americas. In contrast, mobility is very much part of the core of the social imaginary, geo-politics, and cultural life of the Americas. Indeed, to be “on the move” is amongst the most quintessential characteristics of what it means to be a citizen of the Americas. Furthermore, the Americas are home to many, distinct mobile cultures and practices: from indigenous cultures rooted in traditional meanings of home to the historical institutionalization of colonial and postcolonial trade routes and forced relocations, from controversial experiments in free transnational trade, to the politics and experience of migration and Diaspora, from the widespread diffusion of portable communication technologies, to the mobilization of surveillance systems, and from the leisure mobilities of tourism, to the social and cultural significance of transportation and movement in daily life.

For more information see: <http://tinyurl.com/l6k97s>

## Knitting the web. Railways, users and the city. Cities, users and their railways. Past, Present and Future.

27-29 May 2010

Mechelen, Belgium

**Deadline for proposals: 15 October 2009**

The Organizing Committee invites proposals for papers to be presented at this international conference to commemorate the 175<sup>th</sup> anniversary of the first commercial railway exploitation on the European continent, between Brussels and Mechelen, to be held in Mechelen, Belgium, from 27<sup>th</sup> to 29<sup>th</sup> May 2010.

The conference is organised by the City of Mechelen and the Belgian State Railways together with the International Railway History Association (Scientific support).

This conference should shed light on the complex relationship between the railways, the cities and the users – consumers of this new transport mode. Railway lines structure cities and create landscape. Cities benefit from the railways, like railways benefit from the cities. Railways bring in new culture, new identities and new representations. The conference theme is: *Railways, users and the city. Cities, users and the railways. Past – Present – Future*. This call for papers asks for papers in this thematic approach but with a large open view on the topic.

The early 1830s brought not only new forms of transport, but also the speed of the new transport system created new demand for travel, new forms of labour relations and structured the cities in more than one way. New railway lines changed 19<sup>th</sup> century travel behaviour. To that extent broader and comparative research into the experiences of 19<sup>th</sup> century railway exploitation and travel is needed in order to help understand the demand for speed and distance in the 21<sup>st</sup> century. Rail exploitation comes into a living world of travel and transport experiences. Road networks have existed for many centuries, and railways will add a new dimensions and functions to that existing road network.

In the 19<sup>th</sup> century the railway station was a new object, a new place and a new building in the city's environment. A new territory was born, a place of exchanges that brought cities within a network of national and international connections. With a railway station a city became part of a greater chain of production and consumption in a network without borders. If the railway station became a kind of territorial marker for the cities, it stressed not only the hierarchic relation within the town, but also the position and role of the city in that new network. But a railway station was also constructed within the rationale of a network, built up by others. In the 19<sup>th</sup> century inhabitants and the town council had a lot of questions about that new place of commerce and travel. The need to accommodate the railway companies posed new questions to city councils, not only about the level of urbanism, but also about network building, the geography of transport and city architecture. Detailed research into the complex relations between cities and their rapidly growing hinterlands and into the transformation of cities by the early railway lines will help us to understand the potential of railway locations for our near future.

But railway stations also affect people's behaviour in other ways. The transferium not only helps to transport the masses; it brings in new elements in policing the traveller, the user of train transport.

The conference welcomes papers on the first railway experiences in Belgium and in other countries, with attention to the political, geopolitical and economic context of the early and the new adaptors, and the forms of network building, organisational structure and financing of the early projects. Experiences in a transnational context – international exchange of knowledge, etc. – are highly recommended.

The conference will also pay a full day's attention to railway stations as new places in or nearby cities; the role they played in structuring the city and policing the masses; the way an identity is created within that new entry into town; the user – consumer of mobility on 19th and early 20th century railways; the decline of the railway stations in the 1950s and 60s and the revival of the railway station at the end of the 20th and the beginning of the 21st century due to new investments in public transport, implementation of high speed rail, investments in city development, etc. Therefore, papers are welcome on these topics.

Papers on new experiences, new uses of heritage railway stations and redesign of neighbourhoods are highly recommended in order to help understand the opportunities and threats of the new urban development planned in Mechelen. A special session or a round table session will deal with this topic.

We especially encourage transnational and comparative approaches, and welcome proposals of a more empirical nature, as well as proposals exploring theoretical or methodological issues. Relevant contributions are welcome from historians as well as from cultural geographers, sociologists, anthropologists, urban planners and designers and other scholars who do not define themselves as historians.

The deadline for abstracts and a short CV (max one page each; Word or rich text format only) is **15 October 2009**. Please send proposals to: [trein@mechelen.be](mailto:trein@mechelen.be)

Submitters will be notified by the programme committee by 15 January 2010. Travel costs and accommodation are paid by the organisers for the conference period (27-29 May 2010). It is the intention of the organisers to publish the papers after the conference.

Scientific Committee:

Colin Divall (Institute of Railway Studies & Transport History, University of York UK); Ralf Roth (Wolfgang Goethe University Frankfurt & International Railway History Association); Guy Vanthemsche (Vakgroep Geschiedenis Vrije Universiteit Brussel); Nico Wouters (Heritage Centre Lamot and vakgroep Geschiedenis UA); Paul Van Heesvelde (International Railway History Association).

## 2010 Association of American Geographers Annual Meeting

14-18 April 2010  
Washington, D.C.

**Deadline for proposals: 18 October 2009**

Common concerns? Rethinking the transport/mobilities divide

Alongside more traditional approaches in transport, the 'mobilities turn' is now well established across the social sciences with increasing attention being paid to the mobility of people and goods, ideas and information. Yet these approaches to the study of movement have largely passed each other by, their intellectual journeys following generally different trajectories on account of being taken by different types of academic, interested in different aspects of movement and speaking different kinds of language. At the 2008 Association of American Geographers (AAG) Conference a panel came together of mobilities scholars and transport geographers who were invited to discuss these very issues and possible connections/synergies between their areas of approaches to the study of movement. Although it is clear that a substantial divide remains between the two approaches, the panel recognised a number of key areas of mutual interest and concern. Building on the previous session, we aim to explore further opportunities for 'boundary crossing' in order to promote a better appreciation of each other's activities and facilitate an increased dialogue between mobilities and transport scholars. Whilst recognising that differing approaches will never be fully reconciled (or that such a thing is in fact even desirable), we invite conceptual and/or empirical/methodological contributions that provide opportunities for discussing common concerns across these fields of research. We are particularly keen for the research being presented to include reflections on its potential to engage beyond these perceived 'boundaries'. Thematically, this session seeks to address, but are not confined to, the following topics:

- Transportation
- Migration
- Transnational flows of people, objects, commodities, information and capital
- Travel and tourism
- Infrastructure, governance and policy
- Social networks
- Mobile communications and technologies
- Socio-cultural, political and economic dimensions of transport and movement
- Everyday practices, habits and routines
- Corporeal, affective and emotional topographies

Abstracts (of no more than 250 words) and expressions of interests should be sent to Jennie Middleton ([jennie.middleton@plymouth.ac.uk](mailto:jennie.middleton@plymouth.ac.uk)) or Jon Shaw ([jon.shaw@plymouth.ac.uk](mailto:jon.shaw@plymouth.ac.uk)) by **18 October 2009**. Further information from: <http://aag.org/annualmeetings/2010/papers.htm>

## Forthcoming Conferences & Seminars

### Seminar series: Histoire de la mobilité, 2009-2010

Organised by Mathieu Flonneau, the seminars take place between 13.00 and 16.00, at locations to be arranged – please contact Mathieu for further details ([mattaflo@aol.com](mailto:mattaflo@aol.com)). Seminars will be given in French.

Jeudi 8 octobre: à la Maison de la recherche: **13h précise; salle 17, maison des Sciences Economiques de Paris I**; 106-112, boulevard de l'Hôpital, Paris XIIIe arr.; Métro Campo-Formio

Rappel historiographique - «Qu'est-ce que la mobilité pour les historiens?» et présentation du livre *De l'histoire des transports à l'histoire de la mobilité?*, PUR 2009); intervention de Renaud Morieux (Lille III), «Mobilité moderne trans-Manche».

Jeudi 19 novembre: «Les maîtres d'ouvrage routiers à la croisée des chemins: nouvelle gouvernance, nouvelles tarifications»

Journée d'étude à l'OCDE (XVIe arr.) en partenariat avec l'Association Mondiale de la Route pour son centenaire. Signalement préalable des participants indispensable.

Jeudi 3 décembre: «Les routiers sont-ils toujours sympas?! Le véhicule utilitaire hier, aujourd'hui, demain».

Journée d'étude au CCFA (rue de Presbourg, VIIIe arr.) en partenariat avec La Poste et Renault Trucks. Signalement préalable des participants indispensable.

Jeudi 21 janvier: «Mobilités européennes et expertises»

Pierre Lannoy (Université Libre de Bruxelles), Frank Schipper (Université d'Eindhoven)

Jeudi 11 février: «Quelle démocratie technique, quelle mobilité?»

Harold Mazoyer (Lyon II)/ Sébastien Gardon (LEST-Aix-Provence)/ Bruno Clémentin (Institut d'étude du développement durable; *La Décroissance*)

Jeudi 11 mars: «Paris port de mer. Les mobilités du Grand Paris entre ruptures ou continuités»

Jeudi 1er avril: «Ce qu'est la logistique postale».

Salle: auditorium Musée de La Poste; Sébastien Richez (Comité d'histoire de La Poste)/ Léonard Laborie (Paris IV)/ Camille Henri (Paris XII - IUP)

Jeudi 6 mai: «La mobilité à l'âge numérique».

Valérie Schafer (IUFM-Paris IV)/ Benjamin Thierry (Paris IV)

Jeudi 27 mai: «Psychotechnique, ergonomie et accidents dans les transports parisiens».

Salle: RATP; Arnaud Passalacqua (Reims)/ Marcel Turbiaux (BIT)/ Marion Tillous (Paris I)

Jeudi 17 juin: «Dominés, ou non perçus de la mobilité».

Maison de la recherche - Jean-François Doulet (Paris XII-IUP), Etienne Faugier (Lyon II), Jean-Baptiste Suquet (Reims Management School)



## **Society for the History of Technology**

15-19 October 2009

Pittsburgh, USA

For those T<sup>2</sup>M members attending this year's meeting, there will be panels relating to transport and mobility history, including: 'Cars reframed', 'Making technologies public', 'Infrastructures: tools for the governance of the circulation of transnational flows' and 'Technologies of road safety'. In addition, there will be the usual tours, prizes, Special Interest Group meetings and receptions.

## **5<sup>th</sup> Railway History Congress**

14-16 October 2009

Palma de Mallorca

The conference has 5 strands, including papers focussing on regional, national and international topics, and sessions on labour organisation. Several T<sup>2</sup>M members will be presenting.

## **Ethnographies of cycling**

16 December 2009

Lancaster, UK

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

- A short introduction to ethnography
- An exploration of the potential of ethnography to produce fresh knowledge about cycling and society
- Ethnographies of cycling: short, reflexive presentations by people who have done ethnographic research into cycling
- Opportunities for discussion

The workshop aims to bring together people with an interest in cycling research, who might want to learn more about what ethnography can do; people with an interest in ethnography, who might be interested in thinking more about cycling; and ethnographers of cycling. The workshop will be held in Lancaster Environment Centre, Lancaster University. The registration fee is £20, which includes lunch and refreshments. Event website: <http://www.lancs.ac.uk/fass/centres/cemore/event/2982/>

## **Members' Publications**

Catherine Bertho Lavenir, 'La promesse faite au touriste', and 'Cycliste et automobilistes: inventer un nouveau tourisme', in Alice Gandin (ed.), *Destination Normandie. Deux siècles de tourisme XIXe-XXe siècles* (Musée de Normandie-5 Continents, 2009), pp. 99-107 and 121-127. French.

Mike Esbester, 'Nineteenth Century Timetables and the History of Reading', *Book History*, Vol. 12, 2009, pp. 156-85.

Garth Wilson, 'Designing Meaning: Streamlining, National Identity and the Case of Locomotive CN6400', *Journal of Design History*, Vol. 21, No.3, 2008, pp. 237-257.

# Conference Reports

## Généalogies de l'automobilisme, Paris, 4 June 2009



On 4th June 2009 the first meeting of a new cycle of conferences, under the title 'Les Ateliers du Comité des Constructeurs Français d'Automobiles' (CCFA), was held in Paris, at the CCFA headquarters. The meeting was associated with a special session of the seminar series 'De l'histoire des transports à l'histoire de la mobilité' (University Paris I, Paris IV and research group P2M - 'Passé Présent Mobilité').

The topic was 'Généalogies de l'automobilisme'. The aim was to face and to map anti-car society's formal or informal movements from the last century until the present day. The poster was quite provocative; the picture was taken on the right bank freeway of the River Seine, and the graffiti reads 'I'm a big car driver in the city; I'm an asshole!' It was an archive piece...

The day was supported by the Automobile Club de France, PIARC, French Ministry of Transport and the CNRS through the research programme led by Mathieu Flonneau, 'L'automobile citoyenne.'

The participants were international, and the day included contributions from:

Welcome: François Roudier, 'Quel nouveau contrat social pour l'automobile?'

Introduction: Mathieu Flonneau, 'L'automobile contre la société?... Tout contre!'

Session 1: 'L'auto, contrainte ou choix historique?'

Chair: Gabriel Dupuy

Jean-Pierre Orfeuill: 'Les controverses sur l'automobile : persistance des problèmes ou persistance rétinienne.'

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

Stève Bernardin: 'Le consommateur en danger. Ralph Nader et l'industrie automobile d'après-guerre.'

Session 2: 'Quelles acceptations? Regards sur les modes "minoritaires."'

Chair: Pascal Griset

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

Gijs Mom: 'Subversive Mobility: an Uneasy Overview.'

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

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

Session 3: 'Quelles contestations? Quelles résistances?'

Chair Anne-Françoise Garçon

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 au tour 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, Shadi Sadeghian, & Vincent Guigueno: 'Les 4x4 en ville. Boucs émissaires de l'anti-automobilisme urbain.'

The day concluded with a round table discussion, led by Marc Guillaume and Mathieu Flonneau, and featuring the conference participants.

A book series published by Descartes et Cie will follow to give opportunities of publication to 'Ateliers du CCFA' and other essays. The first issue to be published this fall will summarize the papers presented – both in French and in English. The title will be: *Automobile: les cartes du désamour*.

*Mathieu Flonneau*

## **Cultural Histories of Sociability, Spaces and Mobility, York, 9 – 11 July 2009**

Some 60 registrants gathered at the National Railway Museum in York, England, to present, hear and discuss research into various facets of past mobilities, spaces and sociabilities. A most pleasing aspect of the conference was the presence of a large number of PhD students and postdoctoral researchers reporting work in progress and research findings. Many delegates were new faces on the 'mobility studies' circuit, an extremely healthy sign. And, the field is starting to internationalise away from just the global North. Half of the delegates were women: 'mobility studies' is emphatically not just about machines, materials and mechanics. Stresses, yes; rivets, no.

Professor Divall owned up to devising the conference title. His call for papers mystified and intrigued, but, in the end, delivered a superb array of papers and speakers. As expected in this emergent field of inquiry, there was an eclectic mix from cultural studies, urban studies, anthropology, sociology, gender studies, geography and history. The usual conference devices were deployed. Oddly, in a meeting about mobilities, moving images were conspicuously absent as source material. Is it not time to explore the volume and variety of insights into mobility which may be contained in film? Evidently, reconciling subject essence with conventional presentation is a considerable challenge even in digitally-assisted spoken presentations. How can article, book, thesis and conference paper be made to 'move on'? The same might be asked about the limitation of words when trying to convey other mobility sensories.

The two-day meeting held under the auspices of the University of York Department of History and the Institute of Railway Studies and Transport History started with a keynote address by Professor Virginia Scharff. Currently a Senior Research Fellow at Yale University's Lamar Center for the Study of Frontiers and Boundaries, she has written two pioneering monographs on women and automobility. Drawing on ethnographic material from her forthcoming exhibition and book, she explained how successive transport technologies (horses, wagons, trains, cars) transformed the Great Plains west of the Mississippi River up to the Rocky Mountains, how women used these technologies to stake their claim to these places as 'home', and how the social and power relations of locals and transients formed around these technologies.

Excitingly, the NRM itself is getting to grips with precisely this dilemma. Currently it is investigating ways of transforming its static, object-dominated displays of engines and coaches and attendant operational equipment and signs into a better register of mobility. The break with convention is enormous – ample start has been given by a huge National Lottery Grant which has secured the very considerable archive materially and which has created a world-class research facility. The conference will have heightened curatorial sensibilities and possibilities.

Professor Scharff's participation in the rest of the conference was American tonic writ large. Her enthusiasm about new research questions was a joy to watch. Her asides about the decline of the book and the bleak job prospects facing PhD graduates were sobering. Cross-disciplinary as it is, being versed in mobility studies

may be no bad thing as a platform for taking on whatever job comes up. Being mobile is certainly essential.

The regular sessions of the conference were framed by the keynote and two plenary sessions. In one of these plenaries speakers from France, Sweden and the UK presented research working with key ideas about mobility impedimenta, space reduction, traveller captivity and engendered mobility. A second plenary session on maritime and aerial mobilities reported case studies, as did most other sessions. One speaker sought parallels that extend beyond the form, size and performance of particular technologies and reported on cross-cutting research involving scrutiny of on-board ocean liner and air liner sociality.

The bulk of the conference was devoted to thirty twenty-minute papers that were organised in three parallel sessions. Papers covered historical periods ranging from the medieval to the recent past. European case studies dominated, but other contributions inspected mobility in the USA, India, Argentina, Eastern Europe and South Africa. Other conference sessions included papers grouped under other mobility sub-categories such as religious, democratised, political, racialised and tourist mobilities. It was not the sort of meeting where assigned speakers would take these categorisations as definitive – scholars now are ever alert to the quiet creation of knowledges.

Led by Scharff, Divall and George Revill, a final plenary 'wrap up' at the end of the conference provided an opportunity to reflect on common themes and issues traversed, and on future research directions. Among the generic issues raised by the papers were questions about how to deal with geographical scale as a differentiator of mobilities. Research on the development of the Buenos Aires metro, and on comparative metro histories in London and Paris, raised issues about how to work with business and engineering documents to create new readings of urban landscapes where agency is subterranean, even volcanic. Research using hemispheric sailing voyage testimonies raised fascinating questions about the asymmetry of evidence and its relative integrity on outbound and inbound trips.

Substantive matters which arose during the meeting included the persistent omission of research into the environmental facets of past mobility. As Divall asked, were inventors, developers and users always ignorant? What practical lessons can be taken from this eclipse to help improve current and future mobility decisions? The bogy of obsession with speed raised its head.

The call for papers for the York conference contained tantalising and extremely ambitious statements about the kind of inquiry that such a conference might report and generate. There was, for instance, a hint to inspect notions of 'freeway' and 'highway' and their various historical incarnations. In the end, the research papers presented had a more conventional feel – few researchers have time to respond to calls for papers by starting new inquiry. But how curious even now in the infancy of mobility historiography to be thinking about 'traditional' mobility studies. Nothing was wildly abstruse. No paradigms toppled, although some agitation became evident about the sacred cow of 'time-space compression'. A paper mapping the traces of explicit and implicit mobility research generated perhaps the most animated (and arcane) debate about who really did theorise what first in which book in which century. A paper about the changing mobility practices in prisoner transport might have been one of the most innovative – in Scharff's words, it passed the acid test of being both blindingly obvious and novel to the point that the delegates who heard it must all have asked why they didn't ever think of it.

Participation in the York meeting was an opportunity to learn about new research, and to refresh, stretch and sharpen one's own research imagination and kitbag of tools and sources. Thanks are due Professor Divall and his team for organising the meeting, for opening up a space for fresh dialogue, juxtapositions and socialising. Possibilities for 'mobilising' some of the conference proceedings in a publication are being considered.

*Gordon Pirie*



# Research Focus

*Although some of the material in the Newsletter is more informal or social in nature, we also want to make sure that T<sup>2</sup>M members are kept up-to-date with on-going research projects. This article describes one such project; if you want to see yours featured in the Newsletter, send the Editor ([m.o.esbester@reading.ac.uk](mailto:m.o.esbester@reading.ac.uk)) a short description of the project as it relates to T<sup>2</sup>M.*

## Travelling Goods//Travelling Moods: Towards a Theory of Acculturation

Christian-Albrechts-Universität zu Kiel – lead institution

Friedrich-Alexander-Universität Erlangen-Nürnberg – contributing partner

The transcultural study “Travelling Goods//Travelling Moods” makes economic processes *across borders* a subject of discussion, to show that apparently universal economic ‘laws’ are deeply embedded in and dependent on networks of meaning. By comparing the social/cultural appropriation of imported consumer goods in different cultural settings – Chinese food in America, American cars in Germany, German cars in Great Britain, and Anglo-American Detective Novels in Germany – a universal, purely rationalistic economic theory of supply and demand is to be supplemented by an analysis that is sensitive to both the construction of meaning and desirability as well as differing cultural environments (*cf.* Huck, ‘Travelling Goods//Travelling Moods’, 2007). Consequently, the study concentrates on ‘cultures of consumption’ (*cf.* Featherstone, *Consumer Culture and Postmodernism*, 1991), rather than questions of production.

Two crucial sets of questions guiding this study refer to different actors in this process, their structural and cultural contexts, on the one hand, and to the materiality of the imported article under discussion on the other:

By whom, why and how were consumer products brought to a foreign country? What kinds of images were created for these products, and by whom? Why did they appeal to the ‘natives’? Which groups of society purchase the specific goods, and to whom are they marketed, in terms of gender, class, region, ethnicity, religion, age and so on? Who produces meaning? Which cultural stereotypes were employed and constructed in this process? And: Since different actors, producers, retailers and consumers, attach different meanings to the same objects, whose meanings will survive, be reproduced, become ‘normal’?

Does the acculturation of consumer goods work along similar lines in different cultures? Does the acculturation of consumer goods work along similar lines with different consumer goods? How does the signifying process as well as the material resistance work with other consumer goods? And at other times? And within other cultural frameworks?

In order to answer these sets of questions the overall study is made up of two steps. The four individual case studies (Chinese food, Ford cars, German cars, and detective novels) are being conducted to create an account of the specificity of goods and cultures in the process of acculturation. The study most relevant for the context of T<sup>2</sup>M is probably *Ford Cars in Interwar Berlin*. This case study sets out to analyse the process of appropriation of Ford products in the capital of Germany in the 1920s. This subject matter offers an array of interesting aspects, above all the Model T Ford as a consumer durable ‘Made in America’ in a new cultural setting: Berlin. The Model T Ford changed the world (*cf.* Volti, *Cars and Culture*, 2004; Endelman, *The Model T Reconsidered*, 2008). Endelman (2008: ix) writes: “Mass production, the moving assembly line, consumer culture, suburbia, the family car, road trips, drive-in movies, drive-in restaurants, drive-in banks—for good or ill, all were made possible by the Model T.” As a result of this impact several social differences are built in into the catchword ‘Model T’. The Model T Ford is not only a car ‘Made in America’ *as opposed to* cars ‘Made in Germany’, it is also a low priced car *as opposed to* high priced cars and it is a people’s car, a car for the masses *as opposed to* cars for the few or the elite respectively.

In Casey (*The Model T*, 2008: 109f.), for example, we can find different forms of social/cultural appropriation within American society and are made to recognize large differences: An illustration depicts a couple on a pleasure trip entitled “Road, wood, and stream—and a Ford.” A farmer “uses his Model T to provide power for filling his silo” and another illustration depicts “an enterprising minister who turned a Model T into a mobile church.”

It is these cultural differences within a society that we have to keep in mind if we are looking at processes of social appropriation, since the import of consumer durables does not necessarily lead to a wholesale adoption of foreign cultural practices, nor is this process identical in all circles of society. The Model T as an idea fires the mind of the ‘great multitude’ in America as well as in Germany. And as an idea plays in Germany a major role in lively debates about the ‘people’s car’, the ‘low priced car’, the ‘light car’ and so on. By analysing broadsheets with different ideological stances, such as “Deutsche Zeitung”, “Berliner Tageblatt” or “Tägliche Rundschau”, but also specialist motoring magazines like “Allgemeine Automobil-Zeitung”, “ADAC Motorwelt” or “Klein-Motor-Sport”, the case study examines various dimensions of the German discourse. In the face of a nationalistic impact in European societies in the first half of the twentieth century, and despite resistance of some social circles in Germany, Ford cars became part of the material culture in Germany. For particular groups within society the Model T had become not only an appealing, but also affordable car. Thus, this study tries to answer these additional questions: Who are those social circles? Who is or what is this ‘great multitude’?

*Interwar Berlin* is the setting for the social appropriation of Ford cars. Modern cities as ‘laboratories of modernity’ can never be understood as part of only one or even several cultures; in modern cities individuals are constantly confronted with other people, other ideas and consumer goods from other parts of the world. Such metropolitan regions, therefore, highlight a process that might be less visible in other parts of the nation under consideration. By concentrating on Berlin as a ‘world city’ (cf. Hannerz, *Transnational Connections*, 1996), this study attempts to provide an in-depth analysis of particular enactments of what Luhmann has termed a ‘world society’, in which everyone is (potentially) able to communicate with everyone else (cf. Luhmann, *Die Gesellschaft der Gesellschaft*, 1997). Early on there has been a connection – or rather an *elective affinity* – between Ford Motor Company, their products and Berlin, as Thomes (‘Searching for Identity’, 2003: 152) notes: “In the same year that Henry Ford founded FMC, the products appeared in Germany [...] [Though] Ford chose to have its first dealer in Stolp, a rural city, far from major city centres [...] Ford had expanded to Berlin [two years later].” Adolph Bernhardt, the dealer from Stolp, sold Ford cars in Berlin, and later the Ford Company AG, founded in 1925, was assembling completely knocked-down cars in Berlin Westhafen until Ford Motor closed the Berlin plant in 1931 (cf. Bonin/Lung/Tolliday, *Ford*, Vol.2, 2003).

Stefan Bauernschmidt (Universität Erlangen-Nürnberg)  
[www.travellinggoods.uni-erlangen.de](http://www.travellinggoods.uni-erlangen.de)  
[Stefan.Bauernschmidt@soziol.phil.uni-erlangen.de](mailto:Stefan.Bauernschmidt@soziol.phil.uni-erlangen.de)

## T<sup>2</sup>M Bibliography

In the March Newsletter, we asked for help compiling a T<sup>2</sup>M bibliography – the idea being that, each year, we ended up with a list of publications dealing with transport and mobility history. Cumulatively this would form a great resource for us all, into the future. However, the feedback we received pointed out – not unreasonably – that this would be too big a job for one person alone. Instead, Jo Stanley has made a good suggestion: if, over the course of the year, people compiled a list of the publications on ‘their’ topic, they could send it in to an editor, who could put the list together into a bibliography. This could work ... if we can find someone willing to act as editor. So – is anyone interested? Send an email to the T<sup>2</sup>M Secretariat, Sonja Beekers ([info@t2m.org](mailto:info@t2m.org)), and let us know!

# Prizes Available

## Poster Prize

This is a one-off prize, specifically for the Lucerne conference, and relates to the posters that all presenters have to produce as a part of their submission. The posters are intended to make sure that the findings of our research reach the widest possible audience – not just our fellow academics and conference attendees, but the public visiting the Museum. The Organising Committee will view all the posters, and decide which they think is the best. Entrance to the competition is automatic.

## Cornelius Lely Prize for Mobility History and Policy

The Lely Prize is awarded at each year's T<sup>2</sup>M conference for the best paper presented connecting history with current problems of policy and planning. The prize is named in honour of Cornelius Lely who was the Minister of Water Management responsible for filling in large parts of the Zuiderzee. He was also a visionary parliamentary advocate for motorized road transport who, as a minister, was responsible in 1915 for the first road plan in the Netherlands. There are no limitations on time period, location or mobility mode. To be eligible, papers must be submitted in time to be included on the conference CD. The prize of 250 Euros is funded by the Dutch Department of Public Works.

## Barker & Robbins Prize

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

The definition of a 'new entrant' in this context is someone who does not hold a permanent academic post and/or has not yet published an academic book or paper. Further details are available on the T<sup>2</sup>M website.

## John Scholes Prize

The John Scholes Prize, of up to 250 pounds Sterling, is awarded annually by T<sup>2</sup>M to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

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

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

## General Rules

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

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

Essays must not exceed 8000 words (including footnotes), must be fully documented, typewritten with

double line spacing, and submitted in English. Entries (three copies, stating the number of words) should be sent in hard copy only to arrive no later than **31 July 2010** for the current competition. Essays should not bear any reference to the author, either by name or department; candidates should send a covering letter with documentation of their status.

The judges will not enter into correspondence.

Entries for the prize should be sent to Professor Lena Andersson-Skog, Department of Economic History, Umeå University, 901 87 Umeå, Sweden.

Enquiries may be made by email to: [lena.andersson-skog@ekhist.umu.se](mailto:lena.andersson-skog@ekhist.umu.se)

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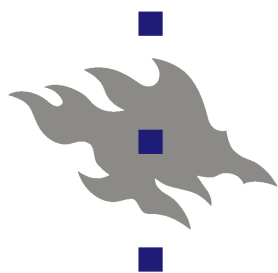
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