

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

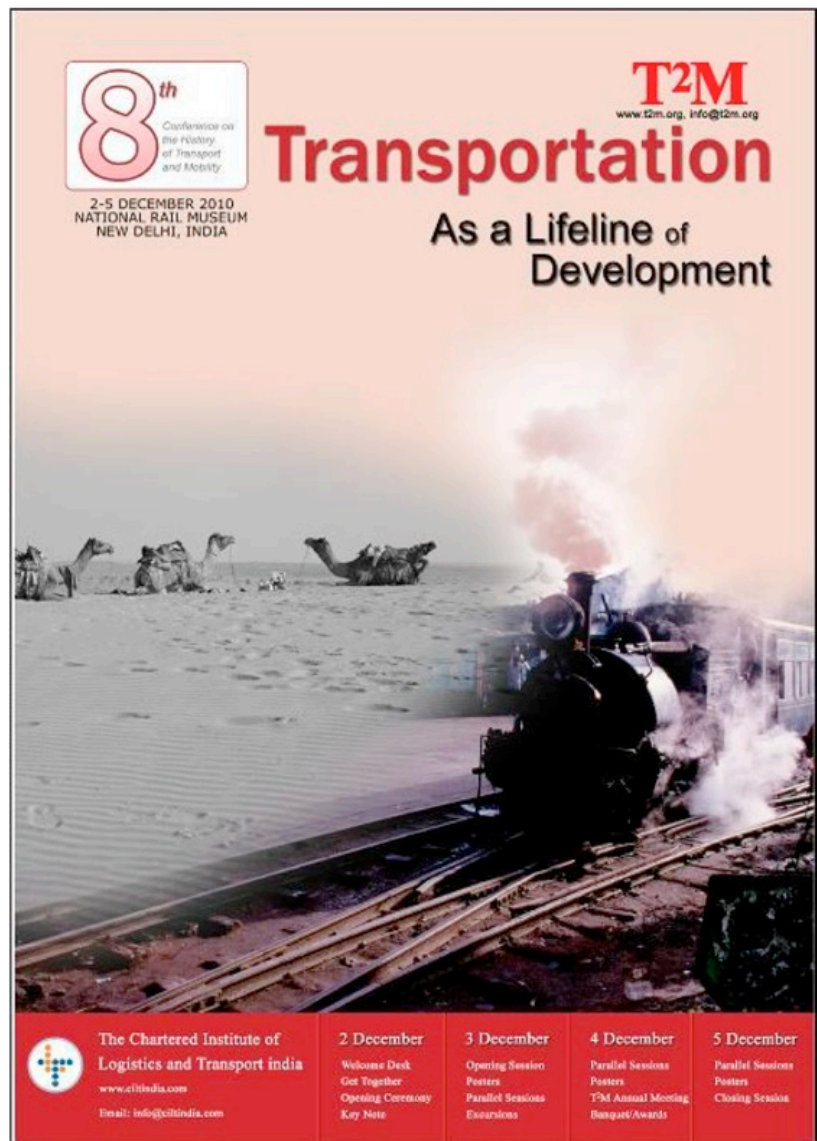
*International Association for the History of Transport, Traffic and Mobility*

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# EDITORIAL

*In this newsletter*

It seems like it's been a while since the last Newsletter, but lots has been going on. Perhaps most interesting, from a mobility point of view, was the lack of mobility – and ensuing transport chaos – caused by the volcanic ash cloud. If nothing else in recent times has made us realise the central place that mobility occupies in our lives, then being unable to fly for nearly two weeks did – all too briefly. After the airlines lobbied the various regulatory agencies, it was decided that restrictions on the amount of ash that planes could fly through could be reduced – and flying resumed. All questions about the freedom we had to travel and the ease with which we moved were forgotten.

However, T<sup>2</sup>M Executive Committee members didn't forget the problems associated with unfettered physical mobility! In the middle of June the EC met for its half-yearly meeting. Traditionally the meeting takes place in the location of that year's conference. However, India is a long way to go for a day, so it was decided to meet virtually – and so we had a teleconference. A first time for me, and it was actually (in its own way) quite exciting. Well, perhaps not exciting, but at least an interesting exercise. Disembodied voices, from across the world – together for three hours to discuss how T<sup>2</sup>M is run and what needs to be done next. Read the report of the meeting elsewhere in this issue!

On which note – this year's round of elections to the EC has begun. Full details in the Newsletter, but for now, deadline for nominations is **4 October 2010**. Please consider putting your name forward – it's a great opportunity to get involved and to help decide how T<sup>2</sup>M goes forward.

Last, but not least, the next big date in the T<sup>2</sup>M calendar: the conference! Registration for New Delhi is now open, so be sure to book your place early. As you'll see from the conference website and the details in this Newsletter, great things are planned; I know from the EC meeting that the conference programme is shaping up nicely, so all in all, it promises to be another excellent gathering – a warm welcome awaits everyone.

Mike Esbester

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Deadline for copy for the next issue: **4 October 2010**

# PRESIDENT'S PAGE

It is one of the hottest days in Germany. I try to work, and in order to cool down I think of my eldest son, who is an exchange student in Hyderabad, India at the moment – where it is much hotter than here. A second thought goes forward to our next Annual Conference in New Delhi, December 2-5. Average temperatures in New Delhi in December are between 10 and 20 degrees, with 7 hours daily sunshine.

The local organizing committee in India has done a great job in the few last weeks and come up with an impressive conference webpage (<http://www.t2m2010.com/>), linked to our general website. The Program Committee has made its decisions and finally accepted 64 papers and organized them in exactly 20 sessions. We have never had such a large number of papers from our Asian colleagues and never such interesting sessions on the relations between transport and development. So, I am very much looking forward to a cool and sunny conference site at the National Rail Museum in New Delhi.

On June 16, for the first time in the history of the EC of T<sup>2</sup>M, we organized our mid-term meeting as an (intercontinental) telephone conference. It worked very well. First of all, we all were proud to “save” so much CO<sub>2</sub>. The CO<sub>2</sub>-footprint calculator of ICAO (<http://www2.icao.int/en/carbonoffset/Pages/default.aspx>) allows you to estimate the emissions attributed to your air travel. If I count ten participants of our EC and an average distance of only 3,000km, the calculator throws out impressive 5,100 Kg of CO<sub>2</sub>. Besides, we had a disciplined, efficient and decision-orientated meeting. Everybody obviously tried to be short and precise. It was a good experience, which we will continue. However, I am looking forward to see you all physically in New Delhi in December.

From June 17-20, the Tensions of Europe Network organized a final conference in Sofia. It is the by far largest research network in the field of history of technology, and transport history was an important topic. The network decided to keep on with biannual conferences, the next probably in Paris, on infrastructures and democracy.

Our friends for the COSMOBILITIES network ((cultural) sociology of mobility) have remarkably overcome the end of the German funding of the network's secretariat and are planning their next meeting for October, 27<sup>th</sup> to the 29<sup>th</sup> at Aalborg University (Infos: [mailinglist@cosmobilities.net](mailto:mailinglist@cosmobilities.net)).

I wish you all a wonderful summer (on the Northern Hemisphere) and a relaxing winter (in the South). Try to spend some days on your papers for New Delhi,

Yours,

Hans Dienel

# 2010 T<sup>2</sup>M NEW DELHI CONFERENCE

*Latest update*

*As you all know, in December, T<sup>2</sup>M goes to India for its annual conference – be sure to have a look at the conference website for further information (<http://www.t2m2010.com/>). As well as the usual academic and social programme (papers, members' meeting, awards banquet), we have the city of Delhi to explore. The organisers write:*



The Conference is being organised by historians from different universities and transport professionals in association with the National Rail Museum (NRM), India. NRM is the focus of India's Rail Heritage and Indian Railways is and always has been India's lifeline. NRM is a source of fascination and interest in Railways. It was first inaugurated on the 1st of February, 1977. This one-of-

its-kind museum in Asia has an interesting collection of history, heritage, nostalgia, fun, leisure and entertainment, all at one place. Sprawling over 11 acres, it comprises an indoor gallery devoted to the display of various exhibits, models, records, photographs, coat of arms, documents etc. and over 100 real size exhibits that display the glory of the bygone era. The Museum promises to take the visitors on an exciting journey into the Railway history and heritage and depict their contribution to the industrial and economic progress of the country.



Delhi itself is a capital city with a staid provincial air that boasts of broad, stately boulevards, grand vistas of awe-inspiring monuments. It is a place where history is alive and throbbing. It is often said that the history of Delhi is the history of India itself. Reminiscences from the time of the Mughal emperors, through the British Raj and into the post-independence era are visible everywhere.



Delhi is divided into two parts - Old Delhi and New Delhi. Old Delhi is full of formidable and interesting mosques, forts and monuments. On the other side is New Delhi, the imperial city created by the British Raj. It has wide tree-lined avenues, parks and fountains, and imposing government buildings. Delhi is a cultural hub with museums, galleries and theatres. A shoppers' paradise with its varied shops, markets, bazaars, glitzy malls with an opportunity to relax in pubs and trendy clubs. A place

of gastronomical delight with a variety of finger licking cuisines. It offers a very active night life with dance and DJs

# EXECUTIVE COMMITTEE ELECTIONS

*Be a part of it!*

It's that time again – elections are here! And now it's your opportunity to stand for election to the Executive Committee of T<sup>2</sup>M. The EC is the group that runs T<sup>2</sup>M on a day-to-day basis, making decisions about how we can best achieve our aims and encourage the growth of transport and mobility history. It has a very important role, ensuring the continued strength of our Association and the field.

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

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

So, if you haven't thought about it before (or if you have thought about it, but not done it), do consider standing for election to the EC. To nominate yourself, please send the Chair of the Elections Paul van Heesvelde ([paulvanheesvelde@gmail.com](mailto:paulvanheesvelde@gmail.com)):

- a short statement outlining what you would bring to the EC and any plans or priorities you see for T<sup>2</sup>M – this is your manifesto!
- a short CV (no more than half a page)
- a nice photograph of yourself

This should reach Paul by **4 October 2010**, and will be featured in the next Newsletter, allowing members to decide who they wish to elect to the EC. If you have any questions, do contact Paul – he'll be happy to help.

## Barker & Robbins Prize Committee

*Members Wanted*

The Barker and Robbins Prize rewards the best first presentation at the annual conference. So, if you're going to New Delhi, and want to encourage new entrants to our field, why not join the committee? You'll need to attend a few presentations and jointly decide on a winner before the banquet on the Saturday evening – it's not hard work and ends up being quite fun (I say this having done it for the last two years). If that sounds like it might be interesting, please let me know: [m.o.esbester@reading.ac.uk](mailto:m.o.esbester@reading.ac.uk)

# NEWS SECTION

*Latest news from field*

## **Membership Renewal**

On behalf of T<sup>2</sup>M's treasurer, a polite reminder that the time has come to renew your membership (if you haven't already done so). Membership includes the *Journal of Transport History* (now coming back to its normal production schedule after a hiatus last year) and a copy of the *T<sup>2</sup>M Yearbook*, as well as the intangible benefits that membership brings – particularly gaining access to the key people, events and debates in transport and mobility history, ensuring you are at the front of developments in the field.

## **H-Net Volunteers wanted**

Ralf Roth and Richard Vahrenkamp are still hard at work – with a team of others – setting up a transport and mobility history presence on H-Net. However, there is still room for anyone else interested to help out – particularly if you are a native English-speaker. If you fit this description and would be interested in being involved, please contact Richard: [vahrenkamp@gmx.net](mailto:vahrenkamp@gmx.net)

## **Conference travel grants**

In 2010 T<sup>2</sup>M will again award travel grants to PhD students and scholars from developing countries who are active contributors to the conference. The number and amount of travel grants will be announced later on T<sup>2</sup>M's website. If you would like to apply, please send an email to: [info@t2m.org](mailto:info@t2m.org). Please note that the deadline for application will be 1st October 2010 and that only registered participants with completely and timely submitted high quality contributions (CV, full paper, poster) are eligible. If you have any further questions, please contact Dr. Heike Wolter ([wolter\\_heike@yahoo.de](mailto:wolter_heike@yahoo.de)).

## **Conference prizes**

Don't forget, for those people presenting papers at the New Delhi conference, there are prizes available. The Cornelius Lely Prize is awarded for the best paper linking history and policy. The Barker and Robbins Prize is awarded for the best presentation by a new entrant to the field; deadline for nominations (to [info@t2m.org](mailto:info@t2m.org)) is 30 September 2010. For further information on both prizes, including how to apply, see the details at the end of this Newsletter or the T<sup>2</sup>M website ([www.t2m.org](http://www.t2m.org)).

## **Website content needed!**

So it may be a bit of a trick to put this under 'News' but read on. You all know that the new website has been up and running for a year or so now – and it looks good. However, as well as style, we need substance. Some pages need more information, and some so far have nothing at all – so if you've got anything to add, please get in touch with the webmaster (Heike Wolter: [wolter\\_heike@yahoo.de](mailto:wolter_heike@yahoo.de)). It could be example syllabi from your teaching, or suggestions for links, or ... the list could go on!



# EC MID-YEAR MEETING

## *Short summary*

The EC's mid-year meeting took place on 16 June 2010. This international phone conference gathered Hans-Liudger Dienel, Mike Esbester, Gijs Mom, Dick Van Den Brink, Catherine Bertho-Lavenir, Garth Wilson, Massimo Moraglio, Etienne Faugier and Mathieu Flonneau. During the three hours, we discussed many subjects, including:

- the website. We talked about whether the conference papers should be available on our website and if they were, what would be the actions to take in order to ensure that conference papers wouldn't be plagiarized. Anyway, everyone agreed that the CD/USB containing all the conference papers couldn't be replaced. Another sensible matter is whether or not the T!M member list should be available to other members on the website. Once again, everyone agreed – but first, we have to check the legal position and then ask members (when renewing their membership) if they agree that their name should be available to other members through the list. Some problems with the website are still there: there are some sections (Educations and Museum) which are empty, but this should change soon. Some interviews of T!M members from the newsletter already are on a special section on the site, but more are on the way.
- the upcoming conference in New Delhi. The Executive Committee is satisfied with the progress being made on the conference plans. Some logistic matters were raised, such as the question about accommodation: if we needed to book one or two designated conference hotels. Considering the short schedule of the conference, where the excursion fitted into the programme led to the possibility to propose an additional excursion. Finally, about the next T!M conference, in 2011, it should be earlier than this year.
- T!M's organization. Several themes were discussed. The relationship with the website H-Net is still underway, likewise the search for affiliation with other associations. In order to gather more members for the institutional membership campaign, we will send more than just a flyer – it should be added to a letter from the president of T!M or from a member of the Executive Committee. It is likely that a summer school will take place in 2011, and should last 10 days. About publications, the *Journal of Transport History* should publish several numbers during this year, and the second T!M yearbook is on its way and should be available for the conference in New Delhi.

Finally, the confusion about the email address has been solved and the right email is [info@t2m.org](mailto:info@t2m.org). To conclude, it was a good conference, we all agreed that it should be done this way again.

*Etienne Faugier*

# IN THE SPOTLIGHT ...

*Ralf Roth*

*Ralf Roth will be known to many of you already, as he seems to be involved in a lot of projects. He is active in T<sup>2</sup>M and the International Railway History Association, reflecting his research interests in railway and transport history, urban history and world history. Ralf has taken on various senior positions in the Universities he has served at, whilst still finding time to edited several books, help organise conferences, and set up research projects. Having done all of this, we can only wonder when Ralf finds time to sleep!*



- **How did you get into academia?**

After training as electro technician (*Feingeräteelektroniker*) and a short time as an employee of a middle-sized company that produced technical equipment for airport security systems in the 1970s, I had the insurmountable feeling that this was probably not what I wanted do for the rest of my life. Moreover I joined the trade unions and was faced with a long list of social and political questions about how society worked; I thought history could probably present some answers to this. I went back to school to get a high school diploma (*Abitur*). That was my entrance to academia.

- **What are you working on at the moment?**

I am working on a history of the city of Frankfurt am Main, one of Germany's most interesting transport knots; on a biography of Wilhelm Merton, a global player in the first period of



globalisation (around 1900); and on a methodological concept of world history that pays particular attention to the world's distribution processes and transport and communication networks. Then two anthologies are underway on the history of Eastern Europe Railways and on the dependency of rail and road networks. Then I have two seminars, one on cultural history and the other on transport history, and a lecture on world history in the second half of the 20<sup>th</sup> century, then ... then ...

- **As well as transport and mobility history, you explore world history. How are the two areas related?**

In the second half of the 19<sup>th</sup> century, national history succeeded over broader concepts such as universal and cultural history and drove them to the periphery of the mainstream. At this time Leopold von Ranke, senior and leading figure among German historians of the time, wrote a volume on the history of the world. Okay, not really the world, only the “Abendland”. But it was meant the World. However, in the foreword he explained what world history could be and what not. The remarkable sentence is: “A world history is not a summary of all the nations of the world. The connections are of most interest.” These connections and what human beings share in common is what world history is about. I think that is an idea both McNeills took up, developing the theories of connections as a web that holds the world together. Connection is a term that serves as a bridge between world and transport history. In my opinion historiography in the past was reduced to politics, than social and economic history became more important, later on cultural matters. But, for example in the economic sphere, the main interest was focused on production on the one hand and consumption on the other and neglected or under-estimated the sphere of distribution. Distribution means exchange, transport, communications worldwide in worldwide networks and webs which formed the backbone for world history.

- **As well as being on the EC of T<sup>2</sup>M, you are the General Secretary of the International Railway History Association (IRHA). What does the IRHA do, and what are its plans for the future?**

The IRHA – International Railway History Association – was established in 2002 out of a joint initiative of universities, scientific societies, railway museums, scientific and cultural institutions and people interested in the history of rail transport. The IRHA is dedicated to the history and heritage of transport by rail and its networks. For that reason our organisation undertakes international co-ordination of research across all the disciplines interested in railways and their history. Our organisation is looking for partnership with railway companies to safeguard their historical heritage. It shares expertise amongst its members. Since 2004 we have organised international conferences on the history of railways, including this year our fourth conference in Mechelen, Belgium, on the topic *Cities, Railways and their Users* that took up the question of the relationship of Railways and Cities in the World (see the reports elsewhere in this Newsletter – Ed.). All four conferences successfully contributed to new issues in international railway history and achieved a lot of attention among the community of railway and transport professionals as well as business and economic historians.

In the future we are planning conferences in Ukraine on the topic of the meaning of railways for rural or less industrialised countries and probably a conference in Chile on the 150<sup>th</sup> anniversary of the Transendine Railway and/or in the United States, which probably will focus on high speed and urban railways. Beside these conferences we want to stress the point of railway heritage and what this means for companies with an age of sometimes 175 or 180 years (something spectacular in our speedy modern times).

- **You had a role in establishing the Historical Archive of the Deutsche Bahn. Why did you feel the Archive was needed, and how did you go about setting it up?**

It was not a question of my feelings, it was the need of a state company that became privatised in 1994. As consequence the state archives responsibility ran out and Deutsche Bahn AG had to introduce an Archive under its own responsibility. The background was an historical project, writing a modern history of German railways by capacities of German historiography. The project was initiated by chairman Heinz Dürr, the leading figure of the privatisation process. However, historians made him sensitive to the value of a well-organised archive and so Deutsche Bahn looked for someone who could help them create such an institute. I developed a concept of what to do with the masses of files, records, and papers of all kind of a company of 250,000 employees at this time. What has to be kept for what reason at the company, what should be given away to state archives, what should be destroyed as it is not worth keeping and how should the different types of sources be stored. What to do with one or two million photographs, plans, maps? What is the difference between a museum and an archive? And at the end stood the question of what to do with the company's museum in Nuremberg? By the way, the management of Deutsche Bahn did not like the name Archive. In their opinion an Archive was something old-fashioned, very dusty and not compatible with the modern trust they attempted to achieve. So they named the archive "Historische Sammlung" – historical collection. But it looks like an archive, it functions and works like an archive, it smells like an archive – it is an archive.

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

I have three piles of books for my teaching obligations. But beside this I try to get through a dozen world histories, such as Bayly's *Die Geburt der modernen Welt*, Osterhammel's *Die Wandlung der Welt*, Mc Neills' *The Human Web*, and *Blue Planet*, Maddison's *Contours of the World Economy*, Darwin's *After Tamerlane*, Nolte's *Weltgeschichte* and so on ... For my pleasure Sorokin *Der Tag des Opritschniks*, to understand Russia.

- **What do you think T<sup>2</sup>M's priorities should be for the next few years?**

I think the organisation could need a bit more inner consolidation. The conference cycle works very well, and the idea of making other disciplines interested in transport history is of course the right way. Probably we can think about the term "transport history". Here the Anglo-Saxon understanding of transport of goods and passengers dominates the discussion and debates in our handling of topics and so on. But the German term of "Verkehrsgeschichte" is broader and for our further development probably more helpful. It integrates not only goods and passengers but also news, or information and communication in a broad sense. It is not necessarily a sharp change, but it could be something to think about over the future years.

## MEMBERS' PUBLICATIONS

Peter Cox, *Moving People: sustainable transport development* (London: Zed & Cape Town: UCT Press, 2010). 256 pages.

This book provides an introduction to sustainable transport development, via a series of global case studies, paying particular attention to non-motorised transport.

# CONFERENCE REPORTS

## Cities for Mobility

Some 10 years ago (2000), the URB-AL Program of the European Commission funded a project to “strengthen the cooperation between local governments in Latin America and Europe through the exchange of experiences and the realization of joint projects”, primary among which was the initiation of a network of cities sharing experiences and best practice in urban mobility. When the EU funding ended in 2003, the City of Stuttgart, which had hosted the network, took the decision to continue co-operation under the heading of ‘Cities for Mobility’. Stuttgart’s decision was an interesting one, given its status in the genesis of the auto industry. The city explains its embrace of a programme which is largely dominated by exploring mobility solutions that go beyond the ‘car as we know it’ in terms of a desire to remain at the forefront of mobility solutions. Having given rise to the auto industry, Stuttgart now wishes to be central to the emergence of its successor.

"Cities for Mobility" is a global network on all questions regarding urban mobility. The network is coordinated by the City of Stuttgart and promotes transnational cooperation between local governments, transportation companies, businesses, science and the civil society, with the aim of supporting the development of sustainable and efficient transport systems in the member cities.

Our mission is to link cities and other stakeholders globally which hold a shared understanding of the necessity of placing urban mobility systems on a social, economic and ecologically sustainable basis.

The main goal of the network is to provide a platform for the exchange of knowledge and best practices among its members as well as to facilitate the initiation and development of innovative joint projects. Today, around 550 members from more than 76 countries all over the world participate in "Cities for Mobility", many of them former members of the URB-AL network.” (CFM Mission statement see [www.cities-for-mobility.net](http://www.cities-for-mobility.net)).

This year saw the fourth global conference for Cities of Mobility in Stuttgart, together with the first Americas Forum on Cities for Mobility held in March in Florianopolis in the state of Santa Catarina in Southern Brazil. A previous regional congress for Portuguese speaking countries had been held in Porto Alegre in 2008 as part of the 2008 World Conference on the Development of Cities, but the event was the first independent networking of ideas on sharing best practice in the development of sustainable transport development. Florianopolis, the State capital has been associated with the CfM initiative from the early days, and in 2009 the mayors of Florianopolis (Dario Berger) and Stuttgart (Wolfgang Schuster) signed a *Bicycle Charter* committing both partners to promotion of bicycle friendly policies and to taking action to improve conditions for cyclists and pedestrians.

I had been invited to attend in order to address the issue of ‘The future of urban cycling’; outlining and analysing current patterns of cycle use in European cities and examining the relationship between cycling practices and infrastructure provision. Separate sessions at the CfM focused on Accessibility, Individual and Public Motor transport, Metros, Monorails(!), Cable cars, Ocean and Air travel, with a lively set of discussions arising around each.

Non-motorised transport (NMT), together with low-speed electric vehicles, is seen as integral to the development of sustainable and liveable urban environments, and is a constantly recurrent theme within the CfM approach. In one part, this is recognition that these elements have been undervalued and poorly researched and understood in their role in urban mobility. However, it also reflects a growing global agenda where GEF criteria are increasingly central to the availability of transport investment funding.

Cities for Mobility can be seen best therefore as a space where decision-makers and politicians can meet with a broad range of other stakeholders to examine best practice, work out how to avoid potential pitfalls and to share inspiration, even to engage in a mildly competitive one-upmanship with others to be seen to produce the best initiatives, demonstrating that the sustainable mobility agenda becomes more than simply an academic or paper concern.

*Peter Cox*

## KNITTING THE WEB

*Railways, users and the city. Cities, users and their railways. Past, Present and Future*

### Part 1

On 5 May 1835 commercial railway operations were initiated on the European continent by the opening of the railway between Brussels and Mechelen. In order to celebrate the 175<sup>th</sup> anniversary of such a landmark in transport history, the International Railway History Association organized its 4<sup>th</sup> conference from the 27-29 May 2010 in the charming city of Mechelen. The topic of the conference was dedicated to cities and the users of the railway, as the title of the meeting suggests: “Knitting the web. Railways, users and the city. Cities, users and their railways. Past, Present and Future”.

Approximately 60 participants (historians, economists, geographers, policymakers etc.) followed the presentation of about thirty papers, which covered various themes around historical research on railways. The presentations moved from the identities and figurative significances of railways in urban contexts (from the political to the social point of view), to the representation of such infrastructures, above all railway viaducts.

Peter Lyth’s keynote speech focused on train stations and airports as different worlds, from both symbolic and effective angles, stressing how “railway stations make us happy and airports make us sick”. The conference conclusions were carried by George Revill who emphasised the virtual and physical presence of railways, noting how trains have “symbolic values and material evidence”.

The conference was a good platform to open a wider debate on cities, railways and users, with a special attention to the allegorical importance of trains in our identities.

The future tasks as foreseen during the meeting would be a greater attention to the Eastern Europe and North-American milieus; as in the previous conference, a publication regarding some of the conference proceedings has been considered.

*Massimo Moraglio*

# KNITTING THE WEB

## Part 2

The main idea of the conference was to shed light on the complex relationship between railways and cities. Cities benefit from the railway as far as their economic and social development is concerned and railway lines structure the cities. The railway brought in new forms of culture, social identities and representations. Railway stations were new buildings 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. The railway station became a kind of signal in the city's territory; it induced an internal change in the relationship of the different district and a new hierarchy in wealth and power; the position and role of the city in the new railway network and cities' hierarchy was also affected. But a railway station was also built after the rationale of a network, built up by other, non-local actors. During the 19<sup>th</sup> Century citizens and the town council bore many questions about this new place for business and travel. The need to accommodate the railway companies asked new questions to city councils, not only about the density of building, but also about the city networks, the geography of transport and city architecture. Detailed research into the complex relationships between cities and their rapidly growing hinterlands and into the transformation of cities by the early railway lines would help to understand the potential of railway locations for our near future. But railway stations also affect people's behaviour in other ways. The station not only helped to move the masses; it brought in new elements in policing the traveller, the user of train transport. The call for papers asked for papers on this thematic approach and especially encouraged researchers to send in transnational and comparative approaches.

An ambitious program with 25 presentations was created and included eight sections on the question of Methodology, Contested Identity, Urban Rail, Visual Identity, Suburban, City transformation (2 parts), and Heritage and Memory. The programme attracted nearly 60 participants who came from Belgium, Canada, Czech, France, Germany, Italy, Romania, Turkey, UK and USA. Members of a variety of associations and institutes took part, including the American Lexington Group, a Belgian group of railway enthusiasts, a number of members of T<sup>2</sup>M, and representatives of a Finnish Railway Institute which is soon to be created.

Outcomes in the form of ideas, information and fruitful debates was terrific. The conference started with a keynote speech by Peter Lyth, who presented a marvellous comparison between railway stations and airports, and how travellers made use of both in a different way. The sections then delivered a big bundle of new insights in railway and urban history, city planning, architectural history, art history, sociological analysis and cultural history. To mention only a few of these insights the participants got a hand on the role of statistical analysis for the interpretation of commuter transport in cities and their environment (John Dodgson and Aart Huijg). From this mathematical approach the topic of the presentations shifted to more political theme and some papers asked the questions of the role of railways for imperialistic representation, or the fight for democracy or national identity (Malte Fuhrmann, Lisa Mitchell and Micheline Nilsen). The next section on Urban Rail discussed different aspects of the railways inside the cities, how they affected the cities and how they were used from citizens inclusive their Europe-wide renaissance in the last decade (David H. Schley, Massimo Moraglio, Al Churella).



This section formed a good platform for the next papers in the section Visual Identity. Railways in Cities are in some cases hidden, as for example as Underground railways, but in other forms they are very present; this caused debates and discussion how they should be integrated in the urban fabric in the best way. The papers picked up these debates in an impressive way and continued the topic to the question of urban railscapes and urban consciousness (Gordon Benedict Hansen, Roberto Zancan and Alex Werner).

Discussions about elevated trains and trains in the city landscape led on to the relationship of city and suburbia. The question of commuter transport was discussed in the first section as a problem of quantity, how to measure it and how to figure out the outcome and effects of certain amounts of commuters. In this section the approach to the question of commuters was different and reached from the role of political and ideological identity over migration streams that formed special kinds of suburbia and therefore the necessity of suburban commuter transport to social causes resulting from rapid industrialisation that forced city planners or railway companies to introduce specific workingmen's trains (Adelina Oana "tefan, Christopher M. Kopper, and Donald Weber).

The two sections on City transformation went back to questions about how railways affected the city's development and how city planners managed the problems railways caused in cities. One could get insights how extraordinary visions failed and nevertheless railways contributed to economic and urban growth or how railways contributed to the connection to the hinterlands or wider regions as for example the whole American Middle West in the case of Chicago or Western India in the case of Bombay (Ralf Roth, Martin Kvizda, Ian Johnstone Kerr, Octavian O. Silvestru, Roger H. Grant, and Ted R. Mitchell).

Last but not least the conference ended with the case of Mechelen in the section Heritage and Memory which focused on the railway station its past and its future shown in impressive overviews and outlooks about the use citizens had made and will make of their railways (Wim Hupperetz, Paul Van Heesvelde, and Salvatore Bono).

Henry Jacolin, the president of the IRHA gave an outlook on the next conferences of our Association which probably will be held in the Ukraine in 2011 on the topic of agricultural societies and how they made use of railways. A place for the 2012 conference could be Chile, on the 150<sup>th</sup> anniversary of the Transandine Railway. In the same year a conference on the topic of Highspeed Railways and / or Urban Railways in the United States is planned. The conference was seen as a big success and a remarkable step forward in our organisation's development. After Western European conferences in Semmering (2004) and Lisbon (2006), we opened our horizon with the conference in Bratislava which gave access to Eastern Europe. In Mechelen we met scholars worldwide becoming interested in our organisation and this might be a good platform for crossing the Atlantic in the next two years, transforming the IRHA into a really International Railway History association.

The conference was organised by the International Railway History Association, with the support of the City of Mechelen and its Heritage Centre LAMOT, and the Belgian State Railways (SNCB HOLDING). The Scientific Committee comprised: Colin Divall (Institute of Railway Studies & Transport History, University of York UK); Ralf Roth (Wolfgang Goehte 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).

*Ralf Roth*

# INSTITUTIONAL MEMBER PROFILE

*Centre for Technology and Society*

*In this Profile, we find out a little bit more about the CTS, an interesting project that links history and practice in today's Berlin.*

- **Where is the Centre for Technology and Society based and what does it do?**

The Centre for Technology and Society is an Institute of the Berlin University of Technology, one of the largest universities in Germany.

- **When was the CTS set up, and why?**

1995, in order to have a research centre that integrated research on social sciences technology studies into the Berlin University of Technology.

- **How is history – and mobility history – a part of what the CTS does?**

Mobility studies, history of transport, travel and mobility was a central focus of the research at the Centre from the beginning.

- **How does the CTS promote public engagement with academic work?**

The CTS is deeply involved in applied research projects involving participative development of technology, cooperative management and public engagement in the field of transport. It has promoted “citizens’ buses,” citizens’ juries on public transport, studies on passenger rights and passenger involvement.

- **What facilities does the CTS have for research?**

A learning lab for usability research and qualitative data analysis with atlas.ti

- **Does the CTS belong to any other groups or organisations that might be of interest to T<sup>2</sup>M's members?**

A spin-off of CTS is the nexus institute for cooperation management ([www.nexusinstitut.de](http://www.nexusinstitut.de), [www.partizipative-methoden.de](http://www.partizipative-methoden.de))

- **What plans does the CTS have for the future?**

Active involvement in developing the field of historical transport studies, social science transport studies, transport and society. Support of T<sup>2</sup>M, Cosmobilities etc – and of course, Local Organizer of a future T<sup>2</sup>M annual conference ...

# VIEW FROM THE STREET

*Chile*



*View of the Carretera Austral. Photo Mario Cerda*

Like the majority of Chileans I constructed my vision of Chile from the highway. The railroad was practically dismantled in the 1970s, so for my generation the only alternative for travel is the motorcar or the bus.



*A road in the Andes, close to Santiago. Photo Mario Cerda*

My first memories of the Chilean scenery come from the trips that I made with my family in a 1977 Volkswagen Brasilia, very popular in Chile. During the weekend we covered the route between Santiago and Viña del Mar. On the slopes of this way I understood what the school's Geography books were referring to, in the sense that 80% of the Chilean territory was mountainous. At the age of 9 I knew the "region of the lakes" was located more than 900 kilometers away from my house in Santiago. In this trip we crossed part of Route 5, the Chilean section of the mythical

Pan-American Highway. On this road I discovered the principal “natural monuments” of the country: the Falls of the Laja river, the lake Llanquihue and the Osorno volcano. This trip allowed me to understand that the longitudinal extension and the climatic diversity were two principal features of the Chilean geography.

During the 1990s the routes that allowed me to know the Chilean nature were turned into comfortable freeways. The new infrastructures were one of the principal reasons for pride in the material modernization that Chile lived in the last twenty years. But the comfortable and sure infrastructures stopped being the place where the Chileans met the nature.



*Seeing the landscape of the andes from the car.*  
**Photo Mario Cerda**

Nevertheless, the sense of adventure and the desire to meet nature remained intact between the Chilean motorists. From my experience the trips that better allow the scenery to be appreciated are those that go from Santiago towards the mountains of the Andes, which cross the desert and the Plateau (Altiplano) in the north, and the way that crosses the Patagonia in the south. These ways concentrate the views of the adventurous motorists who still remain in Chile.

Starting from Santiago several roads go towards the mountains of the Andes. The most traveled among them is the paved road towards the Argentine city of Mendoza that passes for the ski center of Portillo. From this road it is possible to observe Mount Aconcagua, the highest mountain in America. Other motorists prefer covering dirt roads that allow them to gain access to the high mountain in less known spots such as the Reservoir El Yeso, close to Santiago. This type of drive along the Andean ways has been practically the same for the last 80 years.



*Driving in the Chilean Desert.*  
**Photo Rodrigo Booth**

Far from the urban areas the adventures in motorcars are more intense. My personal experience in the desert of the north of Chile allows me to affirm that the motorcar is the best alternative to access remote areas such as the Puna de Atacama. We find there the biggest concentration of high mountains of the Andes and the southern salt lakes in the Americas. The limited transit means that road maintenance makes use of cheap materials that are easy to find in the area, such as salt. In a conventional urban





*Carretera austral from the car.*

**Photo Mario Cerda**

conflict with Argentina. Nowadays, this strategic way is a great tourist attraction site. The Carretera Austral covers more than 1,200 kilometers that begin at the final point of the Pan-American Highway in the city of Puerto Montt and conclude in the fields of continental ice sheets. The Carretera Austral covers an unoccupied area where nature is exposed in all its immensity. Through the windshield it is possible to appreciate wooded and mountainous areas, dozens of lakes, glaciers and mountains of the south of the Andes. The Carretera Austral is the best place in Chile to go camping.

The pictures that I show to complement this note were taken from the interior of the motorcar on the roads that I described. I encourage all those who are interested on the history of transport and mobility, as well as those who have a passion for the discovery of nature, to go and visit Chile. It is a long trip, but it is worthwhile.

*Rodrigo Booth*



*The road in the Puna de Atacama, altitude 4.500 meters.*

**Photo Rodrigo Booth**

motorcar, like the one that I used on my trip, it is possible to climb without problems up to 4,500 meters high. In the Puna de Atacama it is possible to cover 500 kilometers without finding a gas station, so it is necessary to take extra cans of gasoline. The solitude is the principal component of this trip: I covered more than 200 kilometers without meeting any motorcar straight ahead.

At the other end of Chile there is the Carretera Austral. This way was constructed for strategic purposes under Pinochet's dictatorship during the 1970s. The goal of this road was to facilitate the movement of troops in case of



# CONFERENCE SURVEY

*Results from the 2009 Lucerne conference*

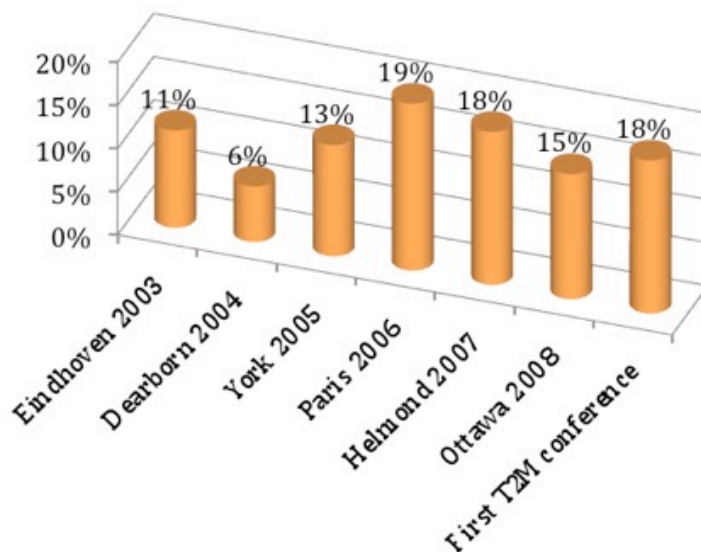
*We've all been busy since the Lucerne conference, and it probably seems like a long time ago, but it's time to see what you said in the survey forms completed at the conference.*

Overall, conference-goers seem to be happy with the annual meeting. As always, we have a diverse group of disciplinary backgrounds (see chart 2). Most of you think that you're getting enough information about the conference, through the website, newsletter and USB, although as always, there is room for improvement (chart 7). The majority of people were satisfied with the USB (chart 10), although most people were only able to read between 1 and 5 of the papers beforehand (chart 9). About 25% of the attendees were PhD students (chart 3), which bodes well for the future of the organisation and the discipline.

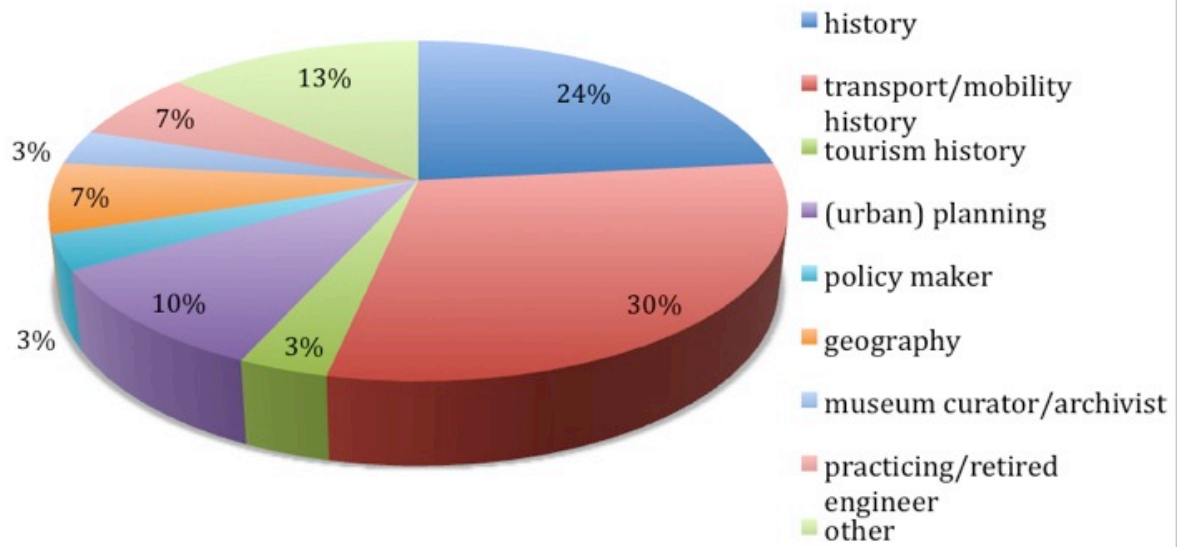
(For those printing this out in grayscale, to coordinate the answers with the piecharts, read clockwise around the piechart and the corresponding answers read top to bottom down the list.)

*This survey is based 30 returned surveys of the approximately 100 participants of the T<sup>2</sup>M conference in Lucerne, Switzerland in 2009.*

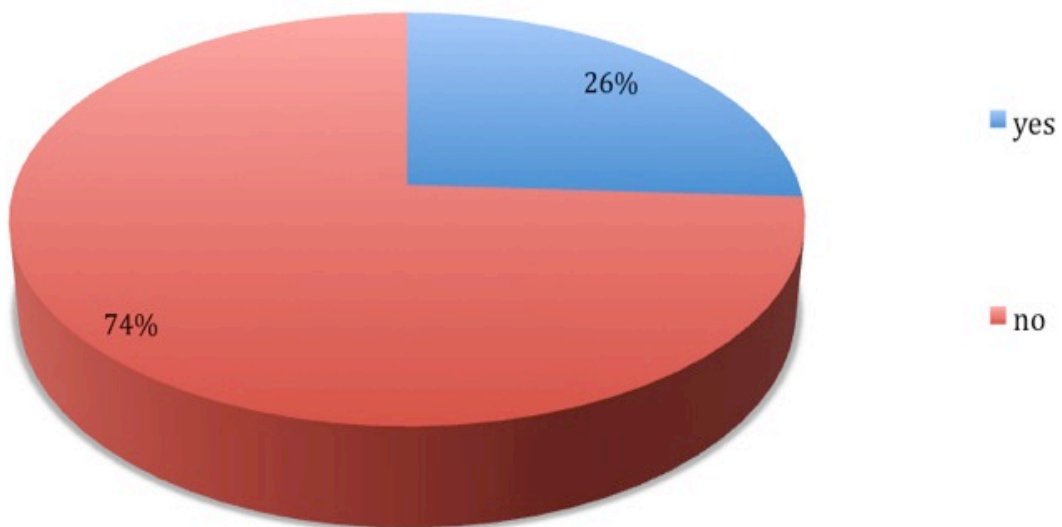
## 1. Previous conference participation



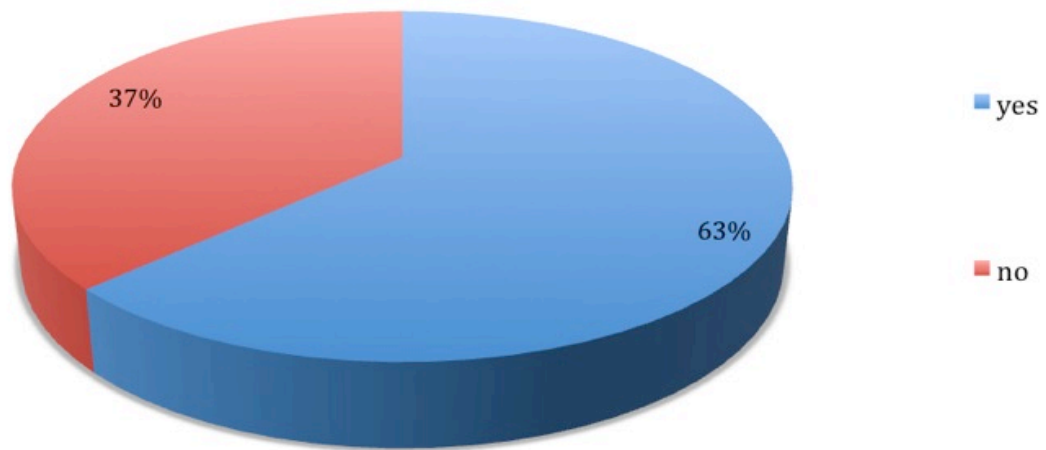
## 2. Participants field of interest



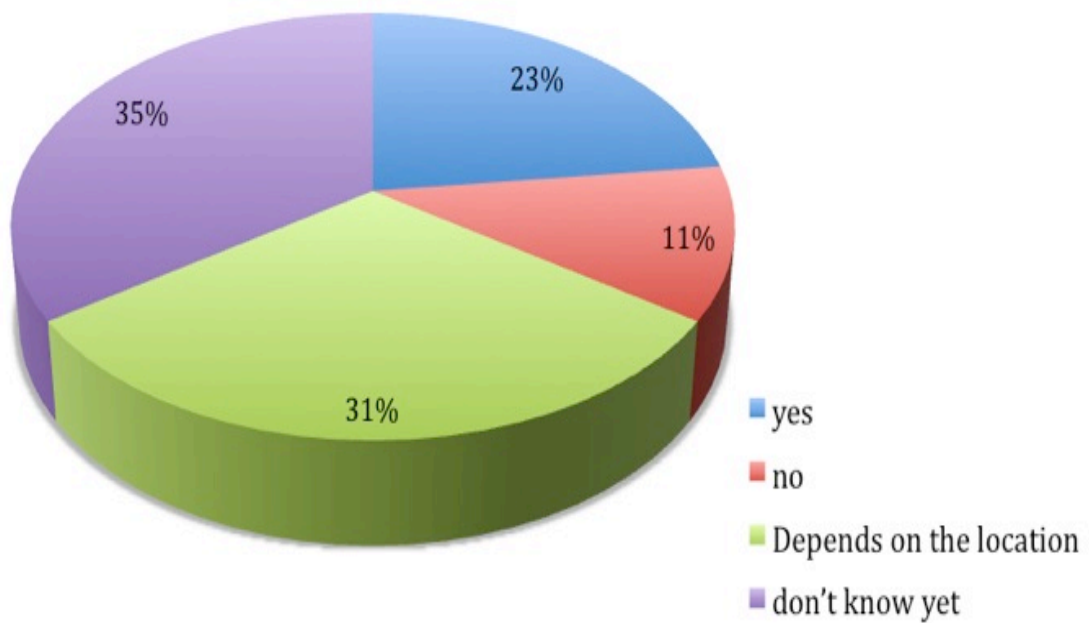
## 3. PhD student



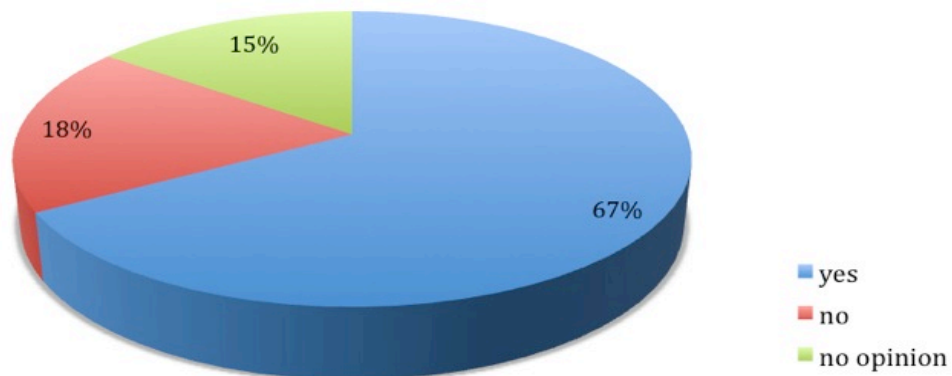
#### 4. T2M member



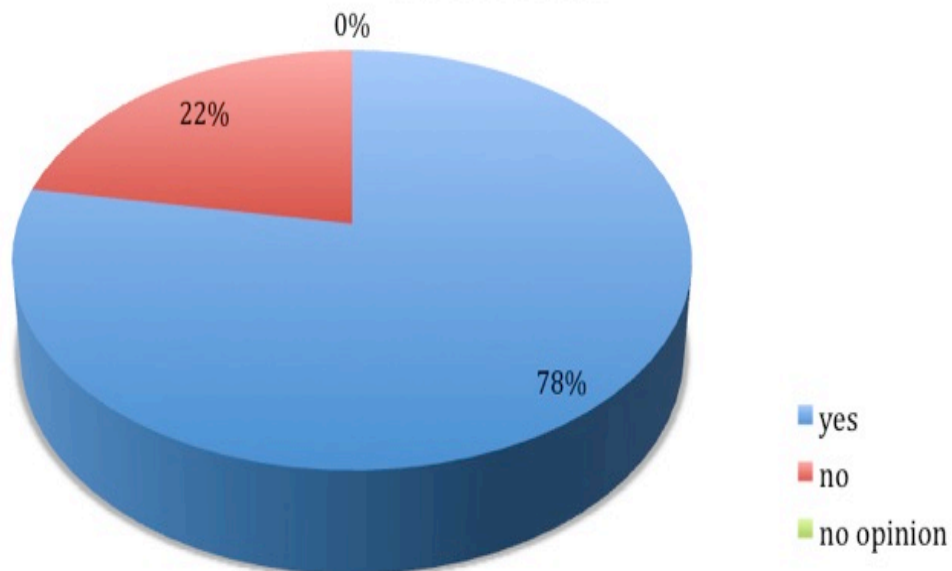
#### 5. Intention on attending next year



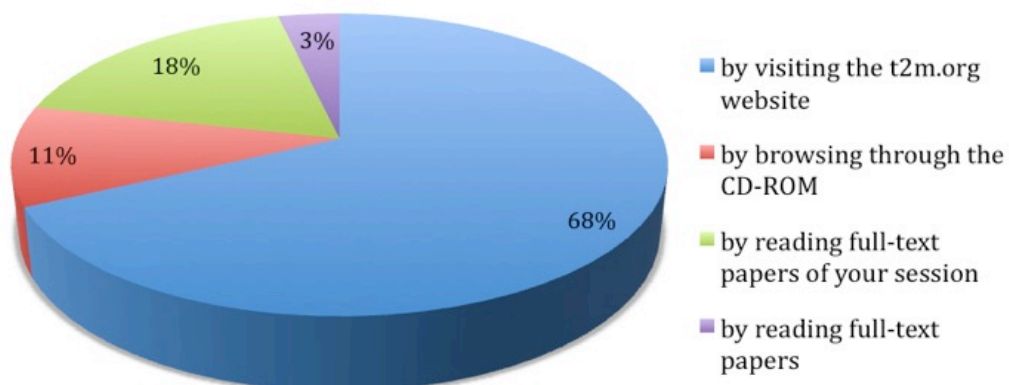
### 6. Were you satisfied with the website?



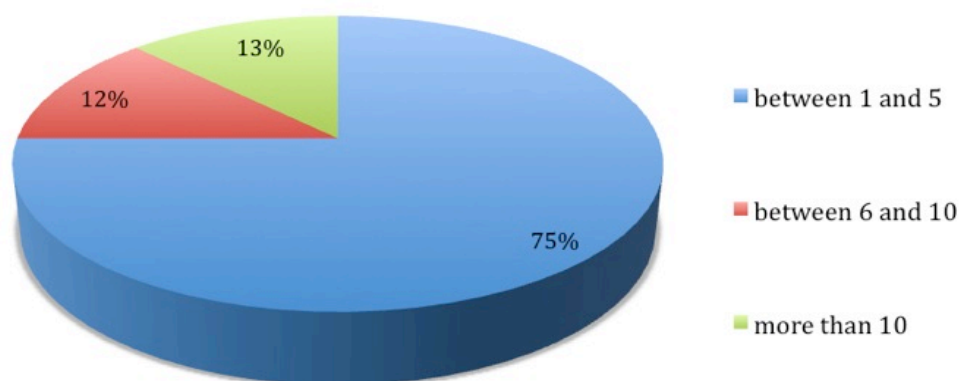
### 7. Were you satisfied way you were informed?



## 8. How did you prepare?

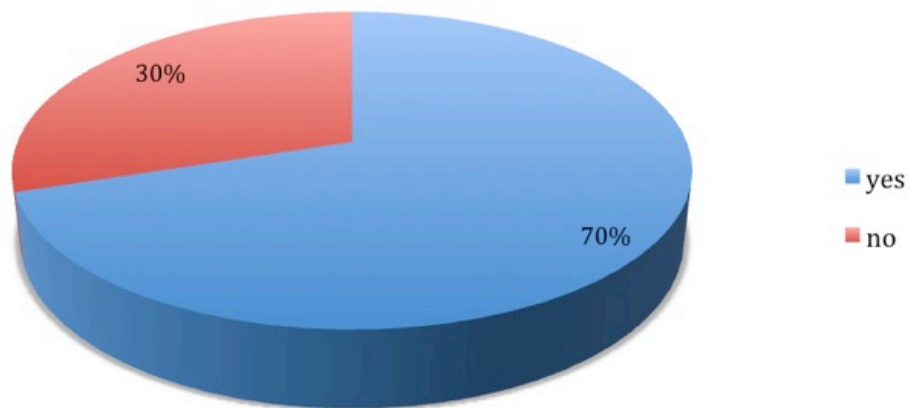


## 9. How many papers did you read?

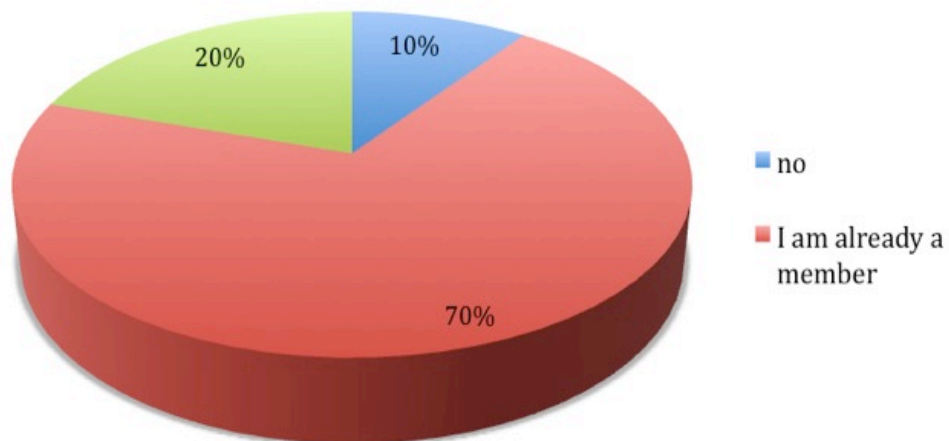




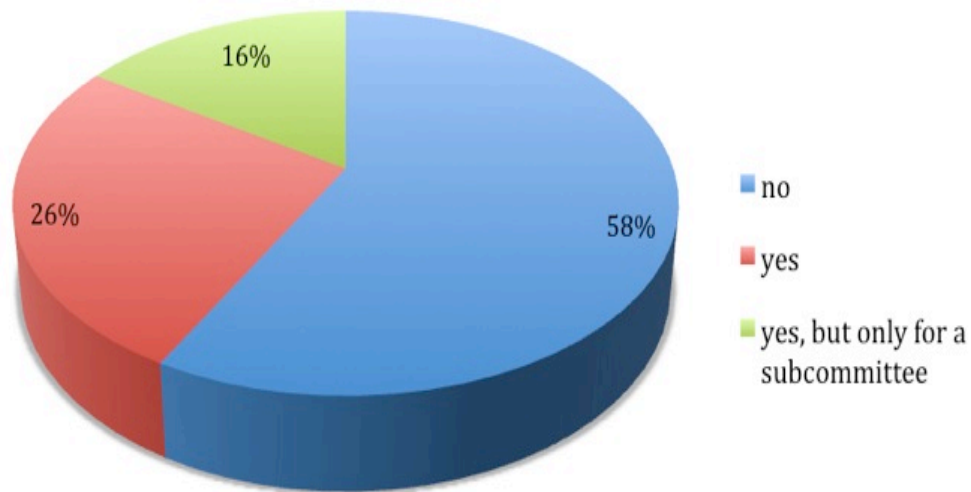
### 10. Did you like the USB?



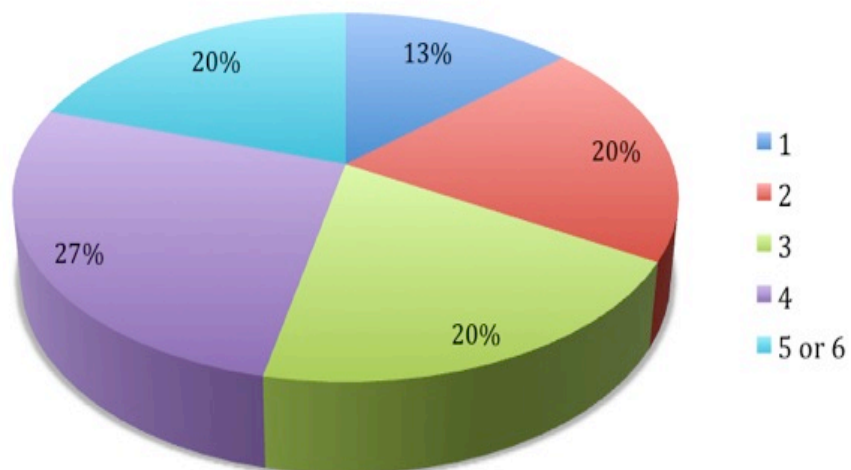
### 11. Are you willing to become T2M member?



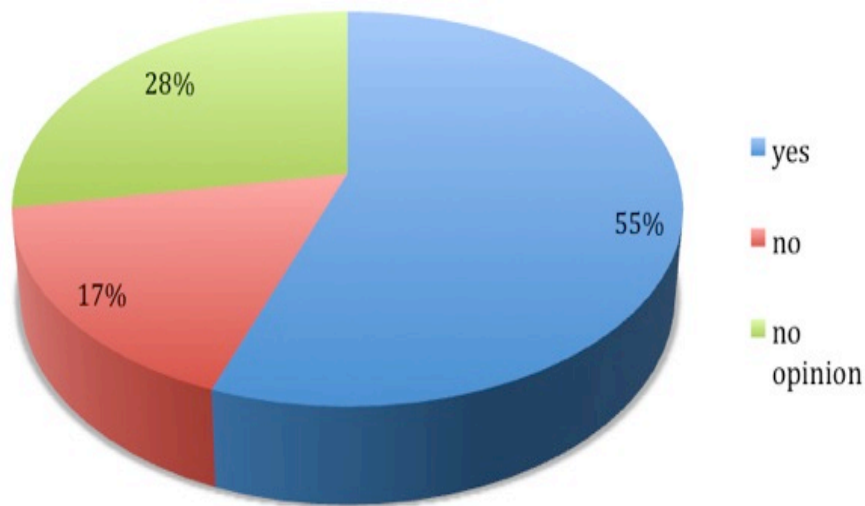
**12. Would you be willing to be more involved in T2M?**



**13. How many articles did you read of the latest issue of the JTH?**



#### 14. Does the JTH reflect what is going on in the field?



## NEW EXHIBITION

### **Overground Uncovered: life along the line**

London Transport Museum  
Until 31 March 2011

This new exhibition looks at the London Overground line – London's first major public transport development for over ten years – and explores the line's history, stretching back over 160 years and including the Brunels' Thames Tunnel. It features three galleries: 'Connecting Communities', 'The Thames Tunnel' and 'A new train set for London'. The Overground line, which was fully operational from 23 May 2010, connects Dalston Junction with West Croydon, along a route which has a tradition of rail innovation and pioneering technology. Using photographs, posters and objects from London Transport Museum's collections, this exhibition highlights local curiosities and juxtaposes the old with the new.

# CALLS FOR PAPERS

*Conferences and published work*

## **Travelling Goods//Travelling Moods. Cultural Appropriation of Foreign Goods, 1850-1950**

**Deadline for submissions: 17 October 2010**

Kiel, Germany

31 March 31 - 2 April 2011

*objects* – here/there

them/us – *commodities*

Chow Mein in America, Ford's Model T in Germany, Mercedes-Benz in Great Britain, British detective novels in Germany, English saddles in France, stylish shirts, woollen trousers and chic coats from Paris travelling to South America, a poncho from Mexico decorating a hall somewhere in North America.

All these instances refer to at least one phenomenon: the cultural exchange of objects. All these objects, some of them mass-produced commodities, are circulating on a global scale. At first sight, it seems that this transnational/transcultural circulation of commodities and their worldwide consumption leads to a global homogeneity. But this 'McDonaldisation' (Ritzer 1996) – which is often seen as a Westernisation of the World – is on closer examination neither exclusively a homogenization nor exclusively a Westernisation. Our DFG-funded research project "Travelling Goods//Travelling Moods" ([www.travellinggoods.uni-kiel.de](http://www.travellinggoods.uni-kiel.de)), which examines transcultural processes of exchange in the pre-WW II period – that is, before the pillars of modernity started to crumble – analyses historically as well as culturally specific appropriations of commodities of foreign origin in a new cultural setting. For example, an 'American-made' Ford Model T, disassembled, shipped in a box to Berlin and re-assembled in a hall at West Harbour in Berlin-Plötzensee was no longer the same artefact as in its domestic market. It was perceived differently by various groups within the German society, labelled with meanings distinct from those meanings attached to it by American farmers (the foremost buyers of the Ford car in the US), purchased by other social groups than in America, which had to overcome different obstacles and who faced other opponents on the discursive battlefield.

The scheduled symposium has two main objectives. On the one hand, we would like to discuss the findings of our research project and learn about further empirical findings that point to heterogeneity in the process of globalisation. On the other hand, we would like to set up a discourse on the theoretical benefits of the concept 'cultural appropriation,' which has become a common currency in academic discourse throughout the disciplines, but which is at the same time challenged by other, related concepts like 'creolization,' 'accommodation,' 'transculturation,' 'tropicalization' or 'nostrification.'

Papers examining specific instances of 'cultural appropriation' (of food, automobiles or books, but also of similar commodities) in the time period between 1850 and 1950, as well as papers discussing theoretical or methodological problems in a specific research project concerning (historical) 'cultural appropriation' are equally welcome. There will be four panels: Food, Cars,

Books, Other Commodities. Papers should not exceed thirty minutes. In their proposals, authors might also state their disciplinary and theoretical background and – if presenting a case study – shortly present the wider context of the study. We would be glad to welcome speakers to the international port city of Kiel from all disciplines concerned with specific historical instances of the cultural appropriation of foreign goods as well as speakers dealing with methodological and theoretical concerns. The symposium will include no more than fifteen speakers in order to ensure a thorough exchange between all speakers. Further (non-paper giving) participants are more than welcome, free of charge; please register up to six weeks before the event. Since it may help you to secure funding for transport and accommodation, the organizers will send out letters of acceptance for the selected papers as soon as possible. Information concerning travel routes, accommodation, registration and further information about Kiel can be found on the following website from September on: [www.travellinggoods.uni-kiel.de/events.html](http://www.travellinggoods.uni-kiel.de/events.html)

Please send an extended abstract (1-2 pages) to the symposium organizers:

Prof. Dr. Christian Huck • Institute of English Studies, CAU Kiel • Germany:  
[huck@anglistik.uni-kiel.de](mailto:huck@anglistik.uni-kiel.de)

Dr. Stefan Bauernschmidt • Institute of English Studies, CAU Kiel • Germany:  
[bauernschmidt@anglistik.uni-kiel.de](mailto:bauernschmidt@anglistik.uni-kiel.de)

## **Trains, Modernity and Cultural Production**

Edited volume – call for papers

**Deadline for submissions: 30 September 2010**

Essays are being solicited for an edited volume on the topic of trains, modernity and cultural production. The volume is intended to be interdisciplinary and transnational in scope, likely covering areas such as Europe, South and East Asia, Latin America and more, and spanning the period of the mid-to-late nineteenth century to the present day. Submissions of interest will not have been published elsewhere, and will deal with railroads, trains, subways, etc. from a perspective grounded in cultural studies or cultural history, either incorporating an analysis of cultural artifacts or dealing with train travel in a more theoretical sense in a specific regional, urban or area context. Comparative studies are also welcome.

If interested, please send a detailed abstract of 300-500 words to Benjamin Fraser (Hispanic Studies, English Studies [US, UK, AUS, NZ...], South and East Asian Studies, [fraserb2010@gmail.com](mailto:fraserb2010@gmail.com)) or Steven Spalding (French and Francophone Studies, Germanic and Eastern European Studies, Middle-Eastern and African Studies, [steven.spalding@cnu.edu](mailto:steven.spalding@cnu.edu)) by September 30, 2010. If your proposal is accepted, the final essay of 7,500 – 11,000 words will be due by March 1, 2011. A proposal for the volume is being submitted to a number of university and academic presses and we are looking to move fast on this project.

# FORTHCOMING CONFERENCES & SEMINARS

## **Reusing the Industrial Past**

10-15 August 2010  
Tampere, Finland

The first joint conference of ICOHTEC – The International Committee for the for the History of Technology History – and TICCIIH – The International Committee for the Conservation of the Industrial Heritage – is to be held in Tampere, Finland between 10-15 August 2010. The minor partner is Worklab, the international association of labour museums. The title of the conference is ‘Reusing the Industrial Past.’ The meeting will be a joint conference, and its theme is expected to be broad enough to cover various approaches. The conference venues will be The University of Tampere and the old Finlayson factory area by the Tammerkoski rapids in the centre of Tampere. One of the themes of parallel sessions of particular interest to T<sup>2</sup>M is ‘Railway Heritage. Between Using, Reusing and Preserving.’ For more details go to: <http://www.tampere.fi/industrialpast2010/>

## **Bicycle Politics**

16-17 September 2010  
Centre for Mobilities Research, Lancaster University, Lancaster, UK

The major role and relevance of bicycles and cycling to future life seems increasingly unquestionable. On the ground, projects across the world are committed to promoting cycling and/or cycling-oriented subcultures. In both theory and practice, there's a real energy and vitality to think about cycling differently, to carve out alternative possibilities around the bicycle.

But if cycling is enjoying a renaissance, it is also under fire. Whilst almost everywhere people are pushing for cycling, it also seems that almost everywhere cycling is deeply problematic - contentious, oppressed, discriminated against.

Bicycles, cycling and cyclists seem to invoke love and hate in equal measure ...

Bicycle Politics, a two day event hosted by the Centre for Mobilities Research (CeMoRe) at Lancaster University, UK, aims to explore bicycles and cycling politically. By thinking creatively and critically, its political project is to help push bicycles and cycling further into the hearts of our cities and societies, to improve the possibilities for cycling to re-make our world, to assist cycling's obvious potential to contribute to alternative, sustainable mobility futures.

The symposium will explore critically the political, social, cultural and economic barriers to current and future cycling, as well as the ways in which bicycles, cycling and cyclists are currently framed. We anticipate the first day comprising paper presentations, with the second day given over to deeper explorations of the papers and ideas presented the previous day. Our intention is to produce an edited collection, *Bicycle Politics*, from the event.



# PRIZES AVAILABLE

## **Cornelius Lely Prize for Mobility History and Policy**

The Lely Prize is awarded at each year's T!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. Candidates may self-nominate, or may be nominated by other people. To be considered/ to nominate someone for consideration, please send an email to: [info@t2m.org](mailto:info@t2m.org). **Deadline for nominations is 30 September 2010.** Further details are available on the T!M website.

## **John Scholes Prize**

The John Scholes Prize, of up to 250 pounds Sterling, is awarded annually by T!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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