

T²M Newsletter

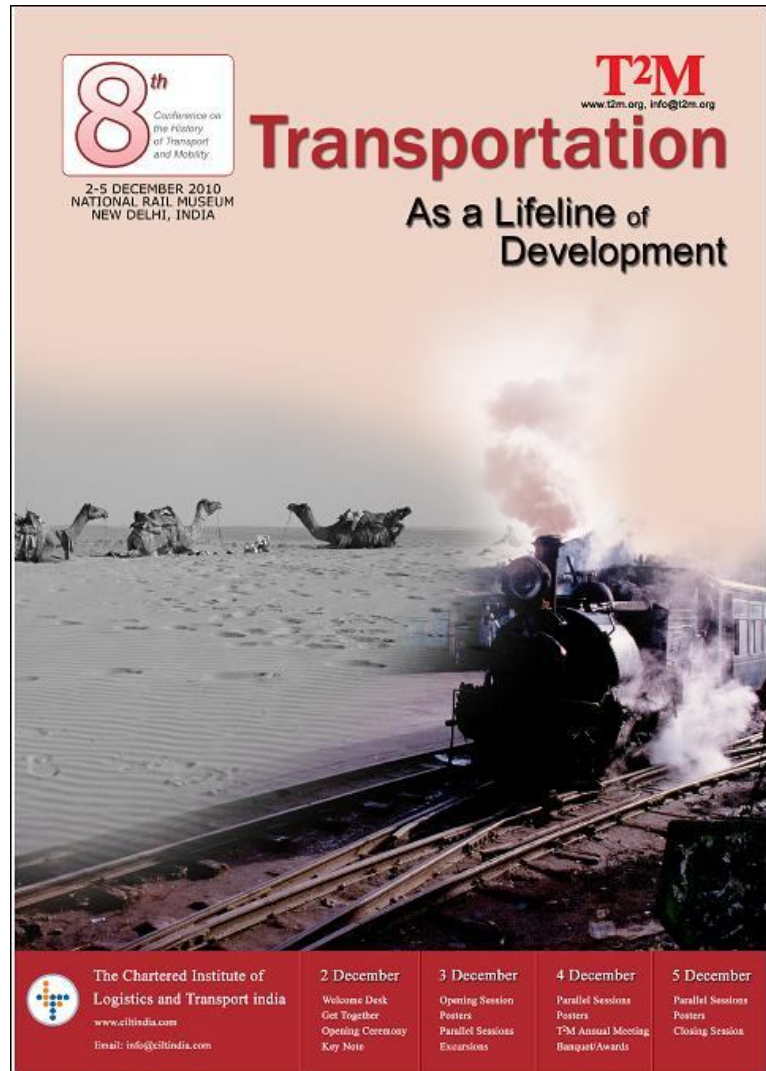
International Association for the History of Transport, Traffic and Mobility

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Number

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Inside:

Inside:
Ethnographies of cycling
In the Spotlight: Stéphanie von Erlach
View from the Roman Street
IM Profile: London Transport Museum
Transport Accessions to UK Archives
PhD studentship available

The call to New Delhi

—
full details inside

Editorial

In this newsletter:

As always, the Editorial ends up being something of a record of my comings and goings: I write this on the train, returning home from another work-related event. This time only as far afield as London, a short hop of an hour, but hopefully long enough to do something productive. The now seemingly annual snow chaos came and went in the UK in both December and January, but that seems a distant memory, as spring is (finally) in the air.

You might think things have been a bit quiet on the T²M front recently, following the success of Lucerne, but appearances can be deceptive. Conference planning and organisation continues, and **India beckons: the Call for Papers is still open**, and you have until 15 May to get your proposal in – so what are you waiting for?! Time to start writing ...

A big vote of thanks to Sonja Beekers, outgoing T²M Secretariat: I'm sure you'll all agree that she's done a great job over the last year and a bit. And welcome back to the incoming Secretariat, Dick van den Brink – a familiar name to many, who introduces himself elsewhere in the Newsletter.

In the rest of this Newsletter there is a wealth of material for your delectation. Interviews, conference reports, calls for papers, updates – all to keep you up to date with the field. A nice additional feature: a follow up note from the hosts of the Lucerne conference.

Finally, the standard reminder: any news, information, events, prizes, publications (have none of us published anything since the last Newsletter? Really?!), calls for papers – do let me know.

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Deadline for copy for the next issue: **25 June 2010**

President's Page

Indian Megacities experience urban transport problems which are unknown in Western cities. Therefore, they create new solutions for urban transport, too. We see car-pooling, taxi-sharing and mixed spaces for vehicles and pedestrians (which are a problem and solution at the same time). I experienced all this on my sojourns in Hyderabad, where I am involved in a research project on the sustainable development of the agglomeration. And you will see it, when you attend the next Annual Conference of T²M in New Delhi, 2-5 December 2010. A precondition, however, is that you submit a proposal for a paper or a session before May 15th (to submissions@t2m.org), get it accepted and then register for the next Annual Conference of T²M in the Indian Capital. If you have any questions concerning local arrangements, please ask the heads of the local organizing committee, Sanjiv Garg (sanjivgarg.rvn@gmail.com) and Rajesh Agrawal (rajeshagrawal60@gmail.com). For other questions concerning the Conference, please ask the t2m office (info@t2m.org).

In January, the editor of the *Journal of Transport History*, Lena Andersson-Skog, together with Colin Divall and I went to Manchester and had a most fruitful meeting with the staff of Manchester University Press (Simon Bell (MUP Marketing), Emma Brennan (MUP History Commissioning Editor); David Rodgers (MUP CEO); Greg Thorpe (MUP Production)). We discussed the ways how to come back to a publication on time and over a very good lunch could agree on a new schedule for publication, which includes:

- A permanent change to publication dates to June and December of every year.
- The June 2009 issue to be printed in April 2010 and sent out in early May.
- The December 2009 issue to be published a month later.
- The June 2010 issue to be published in December 2010.

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The December 2010 issue to be published as soon as possible thereafter

Within the next months, you will receive the delayed issues for 2009. Within the next year, we hopefully will be back to a normal schedule.

More good news about *JTH* is that Gordon Pirie has joined the editorial triumvirate and become one of the editors. Gordon, we thank you very much for joining the helm and trust that you sail *JTH* to a brighter future.

Because of work overload in the Department of Innovation Sciences at the Technical University of Eindhoven, Sonja Beekers has to hand over the job as managing director of T²M to a well known old friend: Dick van den Brink. Sonja, we thank you very much for your great effort and everything you did for T²M! We know that you will help your successor (and forerunner) Dick in running the T²M office at ECMD. Dick, welcome back on board. We hope that you stay our managing director for a long time.

Please continue to send all e-mail correspondence concerning T²M to info@t2m.org. That is the mail Dick will use (only in case you have the feeling that the e-mail address is blocked, please use dick.vandenbrink@ecmd.nl).

All the best,

Yours,
Hans Dienel

CALL FOR PAPERS

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

New Delhi, India - December 2-5, 2010

- Transportation as a Lifeline of Development -

Deadline for Abstract & Short CV - 15th May 2010

This year the Conference Theme is 'Transportation as a Lifeline of Development'. The Call for Papers invites papers in this Theme field but at the same time it is open to all subjects in the history, heritage and sustainable development of transport, traffic and mobility.

The 8th International Conference of T²M is devoted to analysis and consideration of the relationships between transport infrastructures and the development of societies, states, regions, cities or companies. Papers and sessions which are related to the Conference Theme shall present the complexity of mutual influences between transport infrastructures and economic and societal development. It is, however, possible to propose papers and sessions in all topics related to the history of transport, traffic and mobility. The Conference Theme does not bind applicants.

Transport infrastructures played and play a crucial role for the economic and cultural development of societies. Governments of territorial states have understood improvement of transport infrastructures as a major tool for accelerating their economic development and strengthening their military power, and therefore tried to get control over transport facilities and use available resources for improving these systems. The foundation of an independent, state airline for instance, even with only one aircraft, was one of the first activities of some new states in Africa after the end of Colonialism. However, governmental or private investments in transport infrastructures did not always pay off as anticipated.

In many rural regions, new but underused railway, road and airport infrastructures could become a financial burden with high operating and maintenance costs. The same is true for transport infrastructures, which were built mainly for military reasons. In many so called developing countries colonial railway infrastructures never emerged as a transport network to meet the demands of the country but remained a necessary infrastructure for export of natural resources from mines or farmlands to ports. These lines often have not been extended and modernized after independence, so that only few former colonies have a modern and well maintained railway network. India is an exception from the rule with a dense, reliable, money making and growing railway network and thus a model for many countries worldwide. Strong links between transport and development are as interesting for the Conference as the relative independence of the two. Not all industrial revolutions or economic booms requested new and better transport facilities.

We invite proposals for single papers or full sessions. Full session proposals with three or four papers are encouraged, but, of course, proposals of single papers are heartily invited too. Besides the sessions, we will have a poster exhibition for every paper. All proposals by PhD students will at least be accepted for the poster exhibition.

The Theme

Transportation means movement of goods and person from one place to another. An efficient transport system is indispensable to the economic development of a nation. The entire economic, social and political life of a modern country depends upon an efficient system of transport. The benefits of transport can be studied under the following categories:

Economic benefits/ functions

Extensive market: Transport helps in the assembly of raw materials and distribution of finished goods. It makes it possible to move goods from the place of production to the place where they are to be consumed.

Mobility of labour and capital: Mobility of labour and capital increases with the development of transport. An efficient network of transport services encourages the movement of people from one place to another place.

Economics of large scale production: Transport has made possible the various economics of large scale production which tend to reduce unit cost of production and help the economy.

Stability in prices: Goods can be transported to places where there is scarcity and the prices are high from places where there is surplus and the prices are low.

Benefits to consumer: The consumer can enjoy the benefits of use of many goods, which cannot be produced at their place, by transporting such goods from other distant places.

Employment opportunities and increase in the national income: The economic development of a country depends upon the improved means of transport. Thus, transport contributes substantially to the national income of the nation.

Discouragement to monopoly: The scope of total income is extended by the development of the means of transport. As commodities can be quickly transported from one place to another, local producers cannot charge prices at their own will. This discourages monopoly and encourages competition.

Increase in national wealth: Transport helps in increasing the national wealth of a country by facilitating agriculture, industry, trade and commerce.

Social benefits/ functions

Discovery of new lands: Transport has helped the discovery of new lands and the growth of cities and urbanisation. Even the waste lands are now being used.

Diffusion of population: It reduces the concentration of population in the area of production. People can reach distant places if there is an adequate and efficient system of transport.

High standard of living: Transport helps in the increase of production thereby raising the standard of living of people. An industry depends upon efficient system of transport and it creates new industries.

Ability to face natural calamities: Transport enables the society to face natural calamities such as famine, earthquake, drought, floods, etc. in such emergencies commodities can quickly be transported to the places of mishap.

Destroys ignorance: It promotes culture, removes prejudices and destroys ignorance, helping in spreading and furthering the cause of education.

Political benefits/ functions

National unity, integration and peace: Transport helps in maintaining internal peace and national unity of a country. It brings about national integration. A vast country like India cannot be held together without efficient means of transport.

National defence: Transport is essential for strengthening the national defence of a country. In the days of war, it is only through improved means of transport that the defence personnel, material and equipment can be moved rapidly to the border areas.

Sources of revenue: Transport helps in increasing the national wealth and income of a country. It is also a source of revenue to the government

Road transport: All the movement of goods begins and ultimately ends by making use of roads. Roads act as an important feeder to the other modes of transport such as railways, ships and airways

The Papers

Proposals which connect the two Conference topics (transportation and development) will be favoured.

How will creating a national policy framework on transportation and/or regulations help in development?

What role do Intelligent Vehicle Initiatives (IVI) have towards the Theme of the Conference?

How can Smart Highways become a factor in socio-economic development of the nation?

What role do Public Information Services like access to weather, road and traffic condition information through several media like internet, telephones, radio stations and television help or do they help at all?

How do modern technologies like Electronic Payment Systems effect in better management of the transportation networks?

How can technology help in areas of safety and security of national and public property on the networks?

Participants are encouraged, though not required, to organize panels on these themes. A panel consists of a chair and normally up to three speakers; no commentator is required. We especially encourage transnational, comparative and transmodal approaches, and welcome proposals exploring theoretical or methodological issues as well as those of a more empirical nature. We especially invite recent entrants to the profession and doctoral students to submit proposals.

Posters

T²M 2010 wants to invest more energy into communication. **Posters of all oral presentations will be exhibited in the public area of India's most visited rail museum.** This innovation will contribute to better promotion of the history of transport, traffic and mobility as a scientific discipline and as a public service. Submission of a fully completed poster form (1 page A4) is mandatory for all speakers. Posters will be judged. Poster forms will be made available later on the website of the Programme Committee.

The Deadline

Please send proposals to: **submissions@t2m.org**. The deadline for sending in the abstracts and a short CV (max one page each; Word or Rich Text Format only) is May 15th. Since it may be a problem for many scholars to get funding for transport, accommodation and the Conference, the Programme committee therefore will send out acceptance letters for the selected papers as soon as possible, in order to facilitate applications for funding. Ph.D. students are encouraged to apply for travel grants from T²M. Please find application forms under www.t2m.org

Poster forms will be made available shortly on the website of the Programme committee. Session proposals should also include a one-page overview of the session. Submitters will be notified by the programme committee during the first week of June 2010 on the success or status of their submission.

The full paper of all accepted submissions and of the posters must be delivered on or **before 15 September 2010**. These papers will be copied onto a Conference CD-ROM for distribution in advance to all Conference participants. Individual presentations at the Conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session.

News

Dick van den Brink writes: Hello again!

When Sonja Beekers announced that she had to leave T²M's office, ECMD asked me whether I was interested to follow her as representative of the Association. I did not hesitate to be involved again! Again? For the members who don't know me: my name is Dick van den Brink, I'm 29 years old and former representative of T²M until the beginning of 2008, when I decided to pursue my dream of becoming airline pilot. Now 2 years later, having finished the training, I am glad to be part of T²M again.

Aside from being secretary of T²M, I have always been involved in mobile heritage and documentation as manager of ECMD (European Centre for Mobility Documentation) and in 2007 our centre organized the 5th jubilee T²M conference in the Netherlands.

Please do not hesitate to contact me with any questions.

Preferred contact is by e-mail: info@t2m.org

and in case of any urgencies by phone at T²M's office: +31 (0) 49 256 24 12.

Conference travel grants

In 2010 T²M 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 T²M's website (www.t2m.org). If you would like to apply, please tick the appropriate box on the registration form and fill in the application form provided at the T²M website from June onwards. 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).

PhD Studentship Available

The University of Westminster, UK, is advertising a PhD studentship to start in October 2010. The studentship will explore the evolution of mass market tourism and foreign travel, particularly during the inter-war period in Britain, focusing on the Polytechnic Touring Association as a case study. As part of the funding agreement, the successful candidate will also write a chapter on the Polytechnic Touring Association comprising 10,000 words as part of the University History Project for publication in 2013. Deadline for applications: **16 April 2010**. Further details under 'SSHL1: History Project' at: <http://www.westminster.ac.uk/research/research-studentships-2010/applications-guidance>

Get involved in T²M!

We're always looking for enthusiastic recruits to help run the Association. There are several formal roles available, so we encourage you to think about getting involved in some way – we're always pleased to hear from volunteers.

Executive Committee

The EC is the powerhouse of T²M! It's responsible for making decisions, and is vital to the continued success of the Association. Every year there are elections, to ensure that there is a steady flow of new people leading T²M, so you can get in at the top level. In terms of workload, it can be as much or as little as you make it: there are two meetings each year and any other business happens over email. The next issue of the Newsletter will say a bit more about what being on the EC involves and what you will have to do to stand for election. In the meantime, if you are considering it and want more information, email Paul Van Heesvelde: paulvanheesvelde@gmail.com

Barker & Robbins Prize Committee

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

H-Net English Language Editor wanted

We're still in need of an English language editor for our proposed H-Net site. You'd be working with a committee led by Richard Vahrenkamp and Ralf Roth, and would make sure that the material for the site sounds and looks just right – this means you'll need to be a native English-speaker. If you fit this description and would be interested in being involved, please contact Richard: vahrenkamp@gmx.net

Cycling and non-motorised transport

In light of collective concerns with sustainability and the need to consider post-fossil fuel scenarios, cycling and other forms of non-motorised transport (NMT) are emerging as topics of considerable interest in policy and research circles. However, the drivers for such research are not only those which are future-oriented in their concern. Consideration of quality of life in contemporary urban situations is equally pressing, particularly in light of the consistent appearance of those European cities which have done most to constrain use of private motoring at the top of quality-of-life surveys.

What follows is a brief and descriptive round-up of some of the organisations, conferences and networks and recent publications involved in research in the field of cycling and NMT. It is in no way comprehensive, but may give some indication of the breadth of interest in the area.

Cycling and Society Research Group

Loose network of academics concerned with dissemination and sharing of research and ideas on cycling and cyclists. Principally founded as a JISC e-mail list to provide a support network specifically for those in the social sciences, and responsible for an annual series of symposia. Some of the early papers were turned into a book – Dave Horton, Paul Soen and Peter Cox (eds.), *Cycling and Society* (Aldershot: Ashgate, 2007). Continues to provide a useful network and chance to share research. Currently engaged in seeking a more permanent web presence. The email list is the usually the first port of call to find out what projects are actually going on at the moment

ECF – European cyclists' federation (ecf.com)

Lobbying body representing the collective memberships of cycle advocacy groups throughout the EU and beyond. Works with a small staff from Brussels offices and at occupying a central role in the co-ordination and promotion of cycling as a daily transport activity. Supports a number of projects and networks of its own, including:

Velo-city. Conference series, formerly independently organised, now under auspices and control of ECF. To be an annual event from 2009, bringing together a range of expertise and interests, sharing best practice. Formerly much more of a place for activists, but in last 6 years has been more and more of corporate identity as price have risen.

Scientists for Cycling. Network of sympathetic academics inaugurated Jan 2010. Still arguing over the name and whether 'scientist' is a suitable or accurate description, especially regarding the importance of inputs from those involved in social science and humanities fields of academia.

Cities for Mobility conferences. International conference series www.cities-for-mobility.net

Velo Mondial – cycling global best practice <http://velomondial.blogspot.com/> velomondial was previously the title of an international conference series (now subsumed into Velo-City).

Cycling academic network

academic network supporting a series of international PhD projects in cycling research – and offshoot of I-CE (Interface for cycling Expertise <http://www.cycling.nl>). Dutch NGO working in partnerships to encourage cycling as a means of social and economic development in emerging economies.

There is also a whole raft of initiatives concerned with pedestrian conditions ...

Peter Cox

Conference Reports

'Ethnographies of cycling' workshop

The following report about the recent 'Ethnographies of Cycling' workshop originally appeared on Dave Horton's blog (<http://thinkingaboutcycling.wordpress.com/>), in a longer form. Dave is a Research Associate at the Lancaster Environment Centre, Lancaster University, and has a particular interest in all matters cycling.

My colleague Griet Scheldeman and I weren't at all sure how the day would go. [CeMoRe](#) (the Centre for Mobilities Research) here at Lancaster asked whether we wanted to organize an event around cycling, so – not ones to look a gift horse in the mouth – Griet put on her anthropological hat and I put on my cycling cap, and we tried to conceive an event which would both speak to our current qualitative research into cycling (and non-cycling), and have wider resonance, appeal and value.

It struck us that, over the last few years, quite a few people have started to investigate cycling from social

and cultural perspectives, and – more specifically – to explore cycling ethnographically. Put very simply, ethnography is a scientific research method, aimed at understanding people's ordinary (and extraordinary) practices, using whatever means make sense, but generally involving 'hanging out' with those people whose lives and practices you are seeking to understand.

We knew we wanted to run the event as a workshop – designed to share, collectively think about, and produce knowledge - rather than have a largely passive audience trying to stay awake long enough to soak up the knowledge of a few active 'experts'.

But we didn't know how popular the idea would be. So we were really pleased that, so soon before Christmas, well over 40 people made the trip to Lancaster. Perhaps more pleasing was the mix of people who made the effort to participate – not only academics from across the UK (everywhere from Aberdeen to Plymouth, Edinburgh to Sussex) and further afield (Damien O'Tuama made the trip over from Dublin), but also Local Authority Cycling Officers, cycle campaigners, independent consultants and people from British Cycling.

The morning comprised the best set of presentations I've ever seen and heard anywhere. OK, I might be a little biased, but we asked all the speakers to give particular attention to the methodological aspects of their research, and – in very different ways – they all did a really marvelous job at that. Ben Fincham started the day brilliantly, speaking with real verve, energy and incisiveness of his ethnographic fieldwork with cycle messengers. Robin Parker gave us a great (graphic!) and entertaining insight into his ethnography of a naked bike ride. Katrina Brown presented a carefully crafted analysis of some of the issues and difficulties involved in doing video-based fieldwork among mountain bikers. Justin Spinney gave us a bold and authoritative conceptual argument, calling for ethnographic work which contextualizes bicycles and cycling as aspects of complex everyday lives. And Rachel Aldred presented a massively compelling series of sociological insights arising in connection with her ongoing investigations into cycling cultures in English cities.

Before a super lunch, Elizabeth Shove, Professor of Sociology here at Lancaster and someone with a strong theoretical and empirical interest in practices, gave her thoughts on the morning, which – I think it's fair to say – ruffled a few feathers. I'd like to think that was a good thing – Elizabeth's comments and criticisms certainly gave many of us something to talk about, and – speaking only for myself now – will I hope prod me into being both more strident and more rigorous in arguing the value of ethnographic research into cycling.

We were very fortunate to have Jo Vergunst, an anthropologist from Aberdeen University, come down to run the afternoon's ethnographic exercises with Griet. We planned the afternoon as a break out of the office. We wanted everyone to have a go at 'doing ethnographies of cycling', no matter how contrived and limited – in so short a space of time – that would inevitably be. Although it wasn't compulsory, we were keen for people to go outside, out – so to speak – 'into the field'. First, Jo and Griet provided a quick overview of ethnography, and some top tips and suggestions. Then, we split into groups and headed out to get our hands dirty – people needed no prompting, seizing the initiative and tackling the exercise with gusto.

Many people commented on the amount of stuff which people in Lancaster leave on their bikes when parked. Panniers, lights, pumps – all these kinds of things are often left with the bike – it's normal to do so here. It's a basic observation, but one which goes to show that you can never take things for granted, and even within the UK there'll be significant variations in how people cycle, use bikes, park bikes, talk about bikes ...

With few bikes around, one group focused on 'traces' of bikes and cycling – D-locks left attached to railings, cycling logos painted on the ground ... Another group explored the potential meanings of cycling's absence (weather, time of year, time of day, lack of infrastructure, lack of cultural messages announcing cycling as 'normal' and expected). Another lot jumped in a car, to explore car users' perspectives on cycling at Lancaster University (and among other things concluded, I think importantly, that there's nothing to suggest to those inside cars that they should watch out for, or expect to negotiate space with, people cycling, let alone that they might actually be interacting with a 'cycling environment'). One group observed a traffic

island, and thought about – and with a Brompton experimented with – the different cycling lines it's possible to take around such a piece of infrastructure, and why and how different people might take different lines, and with what consequences. Perhaps Andy Salkeld and Peter Cox had the best idea – proving that you don't need to look for bikes or cyclists to do ethnography of cycling, they headed straight to the nearest bar! I don't think they were motivated purely by the prospect of a pint, and certainly they garnered some good insights into experiences and perceptions of cycling from those they met.

Huge thanks to everyone for coming along and making such an enjoyable and stimulating day. I hope the workshop helped to sustain the energies of people already involved in research into cycling, encouraged a few more, perhaps initiated a few new friendships, created a few more conversations, and generally acted as another small step on the road to thinking cycling into a place of greater centrality, both inside and outside of higher education.

With thanks to CeMoRe and the [Understanding Walking and Cycling](#) project for hosting and financially supporting the event, and particularly to the Project's administrator Sheila Constantine for organizing it all so efficiently, and ensuring the day itself went off so smoothly, and to our boss, Professor Colin Pooley, for letting Griet and I get on with it but then showing up on the day and being a model participant. And special thanks to my long-suffering colleague Griet Scheldeman, who organized the workshop with me.

First International Conference TEMA – Bordeaux 2010

From January 14th to 16th 2010, Bordeaux (France) held the first international conference TEMA (Transport, Exchanges, Mobility, America). The theme was “Transportation: a factor of modernity in America 1810-1914” and had been possible thanks to several associations such as “Maison des Sciences Humaines d'Aquitaine” (MSHA), EA 3656 AMERIBER from Bordeaux 2, the “Institut des Amériques” and the University Michel de Montaigne – Bordeaux 3.

Gathering around forty researchers and PhD students, this conference was international because some researchers came from Latin America (Mexico and Cuba), from South America (Chile, Peru and Brazil), from North America (Canada) and Europe (Spain and Austria); of course, several lecturers came from France (mostly from South-West: Toulouse, Perpignan and Pau, but also Paris, Grenoble, Nantes and Lyon).

For three days the different means of transportation that are shipping, railway, tramway, “el quitrin”, motor car and airship in the American continent were described and analyzed. Some of the lecturers presented a communication about one mean of transportation, its evolution and its impacts such as Rénaud Fortier who was interested in the beginnings of airplane in North-Canada; Mélanie Moreau's communication was really interesting because she tried, on the contrary, to apprehend the social evolution of transportation for women in Cuba (1810-1915). Nevertheless, we can regret the lack of transport history specialists – most researchers studied transportation at an angle and not directly – and the relative lack of debate at the end of every session, which could have rendered this gathering much more fertile, but were short because of the schedule.

This gathering of researchers allowed the creation of an exposition about “transportation in America 1810-1914” located at the university Michel de Montaigne Bordeaux 3, where we can see engraving from Latin America, lithography from South America and drawing about transportation in North America.

The outcome of this conference is an attempt to come back – or a start knowing that it's the first conference organized by these associations – to a transport history which can still be able to bring some new elements to a mobility history which gets more and more supporters. Lecturers underlined the need to take in account transnational history and cross-history which allow enriching reflections and analyses about transportations.

Most of the presentations will be published in French and eventually in Spanish. The next conference will be held in the city of Pau from January 20th to 22nd 2011 and the theme is “mobility, imaginary and territories from the independences to the thirties”. For the years to come, some people have expressed the idea to hold a conference on the American continent such as in Costa Rica.

Étienne Faugier

In the Spotlight ... Stéphanie von Erlach

In this Newsletter we find out a bit more about Stéphanie von Erlach, the Chief Executive Officer of the Swiss Railways Heritage Foundation. If you were at the Lucerne conference you'll recognise Stéphanie straight away, as she was one of the key people making sure that everything went as planned. She's had an interesting career so far, much of it involved with education but also including a four-year term as Vice-Chancellor of the City of Berne.

How did you get started, and how did you end up in the world of transport history?

I am very interested in history of rail traffic, as a historian as well as an ardent user of modern railways. Today, mobility is something we all take for granted. But how did our ancestors experience travelling? It took a lot of time and comfort was rather limited, at least for most of the travellers. Did they enjoy the leisure of the journey? Working for SBB Historic allows me to follow questions like this. This accounts for some of the fascination of my work.

You are in charge of the Swiss Railways Heritage Foundation (SBB Historic). What does your role entail?

The Foundation's purpose is

“is to collect, preserve, document and archive historical artefacts from the history of Swiss railway transportation.”

It was to this end that the SBB founded the SBB Heritage Foundation (SBB Historic) in 2001.

The Foundation's services include trips onboard historic rolling stock, a public library and visits to the archives.

As CEO I am responsible for the realisation of these tasks. The most important part of my work is to publicise the Foundation's work and make it better known inside the Railway Community. This includes the presentation of the Foundation at railway jubilees or representations at national and international events, including the co-organisation of the conference of T²M in Lucerne in September 2009.

What challenges do you – and SBB Historic – face in your work?

In the near future we have to approach some rather complex questions, for example:

- How can we maintain the use of historic rolling stock on a modern railroad network with its ever-tighter schedule and higher safety regulations?
- How can a steam engine be equipped with the modern security feature EMTS-21? Is it even possible and if it is, at what cost?
- How do we guarantee the long-term preservation and accessibility of audio-visual media in our archives?
- How do we implement the transfer of electronic databases into our historical archive?
- How do we further develop our library while a lot of modern scientific work is solely published electronically or on the internet?



Do you get a chance to do any historical research? What are you working on at the moment?

In my function as CEO I don't have the opportunity to do any research even if it would be very interesting for me as a historian! But being the head of SBB Historic I am regularly invited to give lectures on different aspects of railway history. I use these opportunities to take up themes of current research that is carried out in our archives or collections.

This March I will talk about ‘Railways and Light.’ SBB Historic has one of Europe’s largest collections of railway lanterns and we published a monograph on the topic last autumn. It covers all facets of lights and railways: the headlamps of the engines as well as the chandeliers in first class coaches and the desk light of the station master as well the lamp pole on the platform. I am happy to use this lecture as a chance to look in-depth into a very exciting segment of railway cultural history.

How do you think that history done by academics can reach a wider, non-academic audience?

I think we have to open up to the public. We can do this by using a language that displays emotions and attracts attention. SBB Historic wants to reach a wider audience by its participation in national and international events, such as the T²M conference in Lucerne or the ‘Night of the Museums’ in Berne, when we open our archives to the general public. ‘Without the knowledge of history there is no future’ may be our guide-line. The topic Railway and Mobility is very capable of attracting a non-academic audience. This is proved by a look at the travellers on the historic trains of SBB Historic: among railway enthusiasts we find families with kids, as well as juveniles and elderly. They all are fascinated by the technical witnesses of the past,

regardless of their age and background.

What are you reading at the moment?

As I am an ardent traveller I like to read travel-books. At present it is *Letzte Reise* by Anna Enquist. It is the story of the life of Elizabeth Batts, the wife of Captain James Cook. I am very curious about its end ... in any case it is an enthralling and informative book. The second book is *Reisen zum Tee* by Thomas Lünser, published 2003 by Nora-Verlag, Berlin. Lünser is a tea merchant and visited tea plantations around the globe. His ideal is the genre of travelogue and travel pictures. Each chapter is dedicated to one of the classical tea growing areas. I already know some of them and I would like to discover some others as I love to drink tea.

What do you think are T²M’s strengths and weaknesses?

Its main strength is networking and bringing together scientists from different continents in the wide range of questions concerning Transport, Traffic and Mobility.

It forms a regular forum to discuss the latest research approaches and results on mobility research, and it gives young scientists an audience for the first-time presentation of their studies.

Lucerne round-up

The Lucerne conference team write ...

A record number of 143 transport historians from 21 countries participated in the T²M Conference 2009, which took place at the Swiss Museum of Transport in Lucerne from 5th to 8th November 2009 to wrap up this year’s celebrations of the museum’s 50th anniversary.

The participants witnessed excellent keynote speeches by three leading scientists: Patrick Fridenson (Paris), Christian Pfister (Berne) and Kay W. Axhausen (Zurich). 80 short paper presentations and discussions gave an insight into the current research on the history of transport, traffic and mobility.

A poster competition was held for the first time. From 44 posters, the winners of the “Best Poster” prize (for the most surprising content) and the “Swiss Museum of Transport Prize” (for the best educational effort) were selected. The poster exhibition remained open to interested visitors in the Rail Transport Hall of the Swiss Museum of Transport until January 2010.

The feedback to the conference – by the international committees, the media representatives and the participants – was very positive, sometimes even enthusiastic. An exclusive excursion with the historic TEE train offered a good possibility for international networking, and the banquet with Alphorn and “Guggemusig” was a memorable experience. The Conference Centre team at the Swiss Museum of Transport as well as the local organization committee contributed to Switzerland being an excellent host.

Many thanks to all persons involved!

Institutional Member Profile: London Transport Museum

When was the Museum set up, and why?

The collection was established in the 1920s when the London General Omnibus Company (LGOC) decided to preserve two Victorian horse buses. This collection formed the basis for the Museum of British Transport which opened in Clapham in the 1960s before moving to Syon Park as the London Transport Collection in 1973. In 1980 the public displays were moved again to our current home in the old flower market building at Covent Garden. Following a complete refurbishment, the current Museum was opened in November 2007.

What does the Museum display?

The Museum's permanent displays chart the history of London's public transport from 1800 to the present day, and even takes a look at what the future for transport in London could be.

Amongst the displays are vehicles such as the famous Routemaster bus, the B-Type LGOC open-top motorbus and Underground vehicles such as the aptly-named 'padded cell' carriage and a 1938-tube stock driving car.

The Museum looks at the social history of transport: examining what it was like to work and travel on London's public transport. Galleries in the Museum examine the development of surface transport from Victorian horse-drawn buses and trams to modern forms of surface transport. The construction of the world's first Underground railway and deep level Tubes is explored through the use of vehicles, models and interactives.

Other galleries highlight diverse topics such as the role of London's transport in wartime and the growth of the suburbs. The 'Design for travel' gallery takes a look at how some of London's most famous icons, including the roundel and Routemaster bus, were created.

The Museum also asks visitors to consider what the future for London's transport might be and encourages them to use the Future Generator to see what the world might be like in 2055.

Alongside the items on permanent display, the Museum hosts a series of temporary exhibitions which enable us to show more items from our stores and enhance our collection through research and targeted collecting.



How does the Museum make transport history accessible and exciting to its visitors?

Exciting displays in the galleries are accompanied by different types of interpretation including interactive audio-visuais, models and layered text interpretation. Visitors are allowed access onto a number of our vehicles and can experience what it was like to travel on them. Actors in costume enhance the 'passenger' experience on our vehicles.

Recent temporary exhibitions have made use of User Generated Content (UGC) to enable visitors to contribute to the exhibition. In the recent 'Suburbia' exhibition photographs uploaded by Flickr users were incorporated in an ever-changing display. UGC obtained both through face-to-face contact and via our website, is also added to our records to enhance our understanding of objects in our collection.

Regular use of items from the handling collection enable users to learn more about our objects. The Museum hosts regular visits from schools, colleges and community groups. Activities for children and families take place during the holidays. Two hands-on galleries for children help to bring the transport story to life.

A series of public talks, tours and events accompany special exhibitions at the Museum in Covent Garden. The Museum's store at the depot in Acton is open to the public several times a year. Group tours at the Museum and at Acton can be arranged.

Heritage vehicle runs take place throughout the year, which give visitors the opportunity to travel on, and experience, our vehicles.

Away from the Museum buildings, members of the learning and curatorial teams use the collection in their work with community groups. The results of this work are then fed back into the Museum's collection. The online Museum allows users to access the Museum's collections.



Does the Museum have any archives or facilities for research? If so, what is available?

The Library at Covent Garden is available to visitors by appointment and contains many transport books and journals and also the collection of staff magazines, a valuable resource for family history. Reading lists are available on the Museum's website. In addition, research enquiries can be submitted to Museum staff via the website.

Inside the galleries, there is a Learning Lounge with books and online access to information about the collection. There is also a staffed information desk where visitors can ask questions about the collection.

All of the items on display at Covent Garden are available to view on the Online Museum. Additionally, many of our stored collections items are available to view online. 22,000 of our photographs, over 5,000 of our posters and some of our vehicles and film collection can be seen online.

Items from the collection not on display are at our depot in Acton and researchers who wish to see specific items from the collection can arrange an appointment to view them here.

Does the Museum belong to any other groups or organisations that might be of interest to T²M's members?

The Museum belongs to many organisations and groups, a selection are:

- Association of British Transport and Engineering Museums (ABTEM)

- British Trolleybus Society
- Electric railway society
- Federation of British Historical Vehicle Clubs
- International Association of Transport and Communications Museums
- London Underground Railway Society (LURS)
- London Vintage Taxi Association
- National Association of Road Transport Museums (NARTM)
- National Trolleybus Association
- Omnibus society
- Roads and road transport history association
- Signal & electrical engineers technical society
- Social History Curators Group
- Tramway & Light Railway Society Transport Trust

What plans does the Museum have for the future?

The Museum will continue to put on major exhibitions every year to enable more aspects of the collection to go on display and to enhance our research and understanding of London's transport story. We will also continue to develop our online content to enable greater access to our collection.

We aim to increase young people's engagement with engineering through Learning and Curatorial projects and we will continue to promote the Museum as a venue that considers and debates London's future and transport's impact on this.

Future exhibitions include 'Overground Uncovered: life along the line', which is about the London Overground extension, the first major public transport development in over ten years. The exhibition opens on 29 May 2010. Visit www.ltmuseum.co.uk for more information about future exhibitions and events.



View from the Roman Streets



A tourist coach run by the Vatican at the Termini station

Rome is a fascinating city for every foreigner, many of whom arrive at the Termini station. People keen on archaeology can view the Aurelian walls even before getting off the train. The Roman (of course) Catholic believer has just to walk a few meters and hop on the 64 bus line, direct to Vatican City – unless he prefers directly to use the Vatican run coach service, enjoying the view of the city from the double deck of these yellow and white vehicles. The cat lover can meet their favourite pet in so many places, in the city centre or in the peripheral districts. Even if it can be disappointing for historians, this legend appears to be true: Rome is a city where you will meet cats everywhere. But do not be anxious, some points remain mysterious. How can people selling drinks in the street turn into umbrella dealers as soon as it rains? Why does the city that was equipped with the most efficient sewer network during the first century provide such a poor flowing system during the twenty-first century? Luckily, this city knows how to keep its own secrets.

But the T²M member is not only a tourist interested in archaeology, religion or cats. More surely, he will look intently at some intriguing Roman specificities, that can be found on the streets and that are linked to mobility. For instance, at the Largo Torre Argentina, the T²M member would not only look at the hundreds of cats living there, but would also notice the extremity of the last tramway line opened in Rome, in 1998, the first to reach the city centre

since the dismantling of the central network under Mussolini's rule in 1930.

Which means of transport would you be more likely to use in Rome? Before getting there you would probably think that the car, *la macchina*, prevails everywhere. Or, you would have in mind decades of advertising promoting the Italian way of life: powerful coffee, elegant shoes and olive oil. Then, you would think of the Vespa, one of the most successful company producing motorized two wheels, called *motorini*. But if coffee is the only way to conclude a lunch – the strong one, of course, unless you prefer an *americano* if you do not fear to appear a mere tourist – the Roman landscape of mobility is more complex than what could be perceived abroad.



The car traffic in the EUR district

Certainly, cars and *motorini* are obviously to be seen in the streets of Rome. The city is the European capital with the highest car ownership rate. Every morning the antique roads beaming in every directions endure massive flows of cars and *motorini*, because of the huge concentration of

activities in the city centre. This movement of commuters, inverted in the evening, provokes generalized traffic jams lasting hours and hours. During the day, you will be astonished by the high number of high-level luxurious cars with tinted glass and flashing lights, used by various public officers or representatives. The phenomenon is so noticeable that Roman people have invented a word describing these cars: *le macchine blu*, the blue cars. A fleet for which no rule seems to exist, even if their number seems to have been decreasing for a few months.

But let us go beyond the cliché of a city where cars and *motorini* are the only means of transport. First, you can find explanations for the high use of cars and two wheels in Rome, dealing with the massive and mainly uncontrolled extension of the urban area during the twentieth century and the consequent weakness of public transport. Secondly, Rome is not a motorized city where other kinds of mobility do not exist. But they often have to face major hindrances, as we will see.

more probably ask someone if you need to reach a point in the city. So, you only become able to use the bus network after living in the city for a few weeks and increasing your knowledge of the various districts and main transport poles.

Taking the *metro* is infinitely easier but the network does not provide mobility throughout the whole city. Whereas the *metro* was planned by the fascist regime, the first line was inaugurated in 1955. The second one only opened in 1980. And the works for the next one have begun. It will be the first to run under the city centre and I dare hope that it will help reducing the flows of cars getting there everyday. Then only two lines to be built and the plan of the Interwar Period will be achieved!



Waiting for the bus

For instance who can find a map of the bus network? They do not exist and you can just refer to the list of the bus stops on the bus posts and



A procession across Piazza Navona

So buses and *metro* are not fully efficient. But you have another solution: your feet! Indeed, Rome is proud to have one of the largest pedestrian zones in Europe. More precisely a traffic-restricted area, which allows you to walk peacefully in the streets of the marvellous historical centre. A possibility opened to tourists but also to city dwellers. So you may cross or join a religious procession in one district or another, for instance Piazza Navona. If your feet are fit enough to endure the famous Roman pavement, the *san petrini*! Otherwise mobility in this area is also supported by a network of small electric buses. But lots of cars have their own authorization in order to drive within the historical centre, particularly *le macchine blu*. So keep an eye on the street, not only on the wonderful building of the *Rinascimento*.

Finally, you may want to discover Rome by bike, thanks to the bike-sharing network. Contrary to other European cities equipped with such a system, Rome has a publicly managed one, after the leaving of the Spanish company Cemusa which had first implemented it.

For the moment you can find just 19 stations in the historical centre. But fortunately, an extension of the network is planned, even if the system needs to take into consideration the famous seven (or a little more now) hills of the Eternal City which will probably constrain the implementation of the stations. I hope that you will find a block free in order to leave your bike, because of the *motorini* that may be unscrupulously parked in the stations! Is it a return to the Roman way of moving and the cliché of a mobility based on the individual motorized means of transport?

Last but not least, note that these few pictures of Rome are to be found in normal times. But if you come during a jubilee year or for the pope's death, you would probably understand that the hidden face of mobility in Rome is intrinsically linked to the Vatican. Such a theme would deserve another T²M newsletter!



Arnaud Passalacqua

Members' Publications

T²M members Arnaud Passalacqua and Frank Schipper co-edited a special issue of the Anglo-French online journal *Métropoles* (December 2009). Entitled 'Des mobilités urbaines à la ville mobile. Sur les traces des circulations urbaines', the special issue is dedicated to transnational aspects of urban mobility and their diverse local manifestations over time. Together with contributions from the editors, it features an article from Álvaro Ferreira da Silva and Maria Luísa Sousa. The open-source journal is available at: <http://metropoles.revues.org/sommaire3894.html>

Secretary's note

Dear members,

As much as I hate to leave T2M, and the chance to be with you all in India, work for the Foundation for History of Technology and (small) health problems are forcing my hand in this. I am glad to be able to give the torch to Dick and since he has been with T2M before I'm sure he be a great replacement.

Since I really enjoyed working for T2M I asked Mike whether he was OK with me staying on his Newsletter team. So I'll still be involved but on the background. This gives Dick a bit more breathing space since the workload only increases yearly.

The mail address sonja.at.t2m@gmail.com will be active for another few months but all are asked to use info@t2m.org since this will be the main address for Dick

Wishing you all the best,

Sonja

Calls for Papers

21st International Cycle History Conference

Deadline for submissions: **31 March 2010**

Prague, Czech Republic

5-7 August 2010

Papers related to the history of the cycle and manumotive transport are welcomed. However, this is not a precondition and the choice of a subject is up to everyone who will appear. We anticipate papers to be illustrated with images suitable for digital projection. Your presentation will be 30 minutes in total, with a suggested twenty minutes for each paper, and ten minutes for discussion of the material presented. Normally a read paper will approximate to no more than 100 words per minute, or about 2,000 words overall.

Submission of Papers: Those wishing to present a paper at the 21st ICHC should contact Jan Králík jankralik@centrum.cz, coordinator of the Conference, as soon as possible, but no later than **31 March 2010** with the title and an abstract (about 150 words) of the paper that is being proposed for presentation.

Publication of Papers: All papers presented are eligible to be considered for publication in the proceedings of the Conference (*CYCLE HISTORY – 21*). Papers may be expanded and revised to reflect further research and feedback from the Conference.

Meeting Place: The 21st ICHC will be held in the National Technical Museum (NTM) in the center of Prague. Participants in the conference will simultaneously be the first visitors to the museum, which is currently under reconstruction and will not be open for the public until September 2010. The lecture hall has already been completed and all the technology is in place.

Blocked Arteries: Circulation and Congestion in History

Deadline for submissions: **14 May 2010**

London, UK

25-26 November 2010

For centuries congestion has constituted a significant part of the travelling experience of peoples within and between cities, regions and nations. Meanwhile, for governments and planners, congestion has emerged as both a technical and cultural construct, influencing the interaction and circulation of populations and the ways in which transport and related infrastructures have developed. Societies have devised new methods and ways of dealing with mobility and congestion, ranging from discouraging the use of motorcars in central areas (such as the congestion charge in London) to the construction of state-of-the-art infrastructures and sophisticated mapping and forecast models.

The aim of the conference is to examine the ways in which congestion has been, and continues to be, a problem as well as an inherent characteristic of the historical development of cities and regions worldwide, particularly in their relationship with commercial, financial, industrial, tourist and other networks. Our purpose is also to promote an exchange across disciplines and engage with current policy debates.

We welcome proposals relating to any historical period and geographical area examining congestion in its broadest sense and/or focusing on one of its multiple dimensions. Themes that might be explored include: the importance of structure and agency in the conception, planning and execution of transport infrastructures such as roads, waterways, canals, railways and airways; the use of mechanical, medical and

anthropomorphic metaphors describing the circulation of information, capital, goods, waste and people and its relationship with cities and regions; the cultural, political and social reception of new transport technologies and policies; the responses to and interpretations of environmental issues; the ways in which traffic and congestion have been depicted in films and literary and other works. Papers adopting a comparative perspective are especially encouraged. Abstracts of 300 words and a brief statement outlining the institutional affiliation of the participants should be sent by **14 May 2010** to the conference organisers:

Carlos López Galviz: psv7@ymail.com

Dhan Zunino Singh: ghan.zuninosingh@sas.ac.uk

Travelling Languages. Culture, Communication and Translation in a Mobile World

Deadline for submissions: **1 June 2010**

Leeds, UK

3 - 5 December 2010

10th Annual Conference of the International Association of Languages and Intercultural Communication (IALIC), in association with the Centre for Tourism and Cultural Change, Leeds Metropolitan University.

The world is ever 'on the move'. The opportunities and challenges of both real and virtual travel are very much at the heart of the emergent interdisciplinary field of 'mobilities', which deals with the movement of peoples, objects, capital, information and cultures across an increasingly globalised and apparently borderless world. In the practices, processes and performances of moving – whether for voluntary leisure, forced migration or economic pragmatism – we are faced with the negotiation and re-negotiation of identities and meaning relating to places and pasts.

Within the increasing complexities of global flows and encounters, intercultural skills and competencies are being challenged and re-imagined. The vital role of languages and the intricacies of intercultural dialogue have largely remained implicit in the discourses surrounding mobilities. This Conference seeks to interrogate the role of intercultural communication and of languages in the inevitable moments of encounter which arise from all forms of 'motion'.

This international and interdisciplinary event is the 10th anniversary conference of the International Association of Languages and Intercultural Communication (IALIC) and is being organised in association with the Centre for Tourism and Cultural Change. Through this event we aim to bring together many of the sub-themes of previous IALIC conferences and to focus upon the issues of culture, communication and translation in a mobile world, including: languages and intercultural communication in local and global education, tourism, hospitality, migration, translation, real and virtual border-crossings.

We are pleased to receive 20-minute research papers or descriptions of pedagogical practice which address or go beyond the following themes:

Moving languages - continuities and change;

Real and virtual border crossings;

Tourist encounters and communicating with the 'other';

Tourism's role in inter-cultural dialogue;

The languages of diasporas and diasporic languages;

Dealing with dialects and the evolution/dissolution of communities;

Hospitality and languages of welcome;

Learning the languages of migration;

Linguistic boundaries and socio-cultural inclusions and exclusions;

'Located' and 'dislocated' languages and identities;

Practices and performances of translation.

Please submit an abstract of no more than 500 words including title and full contact details as an electronic file to Jane Wilkinson at IALIC2010@leeds.ac.uk. You may submit your abstract as soon as possible but no later than **1 June 2010**.

7th Cycling & Society Symposium

Deadline for submissions: **18 June 2010**
Oxford, UK
6 September 2010

Abstracts are invited for the 7th Cycling and Society Research Group symposium to be held at the University of Oxford on Monday 6th September 2010. The Symposium is open to academics, policy makers and advocates who wish to share their research, knowledge and experience of any topic related to cycling. The event will take place in a relaxed and welcoming atmosphere in one of the UK's foremost cycling cities. Newer participants to the field are most welcome and we particularly invite submissions from those who are able to offer critical perspectives on the subject matter from a variety of disciplines. Papers presented at previous symposia have covered a broad range of themes including: culture; effects of interventions; embodiment; factors inhibiting cycling; fear; gender; history; identity; image; interaction between road users; legal issues; methodological approaches; policy; planning and design; promotion; route choice modelling; social capital; social transformation; statistics; and technology.

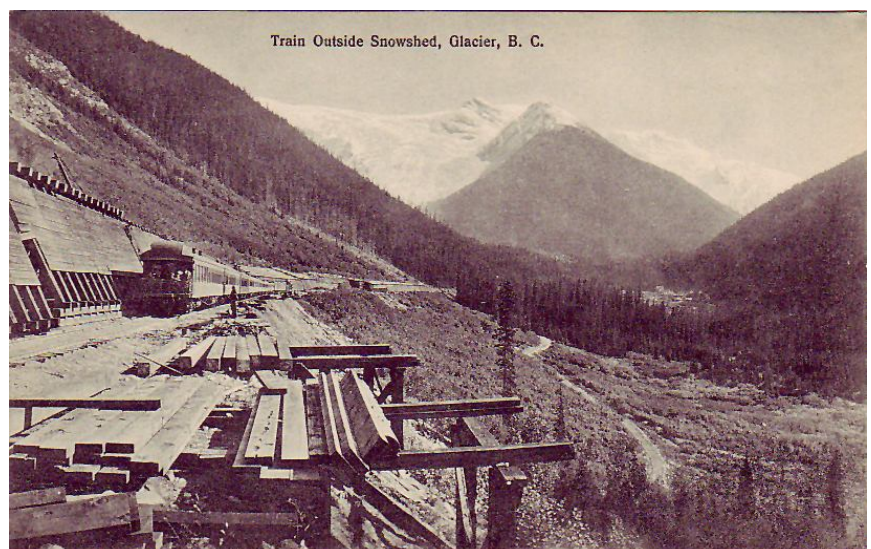
Please send an abstract of up to 300 words by the deadline of Friday **18th June 2010** to tim.jones@ouce.ox.ac.uk. Abstracts will be reviewed by a panel of members of the Cycling and Society Research Group and notification of acceptance will be sent via e-mail to the corresponding author by Friday 16th July 2010. Those wishing to participate in the symposium without presenting a paper are very welcome to attend. There will also be an informal session for academic researchers on Tuesday 7th September during the morning. Information on registering for the event will be available in July. If you require any further information in the meantime please contact Sally Pepperall at the Transport Studies Unit by e-mail sally.pepperall@ouce.ox.ac.uk or by telephone +44 (0)1865 285066.

Environments of Mobility in Canadian History – Call for Expressions of Interest

Toronto, Canada
May 2011

The environment has played an important role in shaping the movement of people, objects, and ideas in Canadian history. In turn, mobility (travel, transport, and traffic) has had significant impacts on the environment, both materially and in terms of how people have perceived and experienced Canada's landscapes.

Canadian scholars have examined mobility and the environment in the context of moving hinterland resources to metropolitan markets.



However, many other aspects of the relationship between environments and mobility deserve closer scrutiny. We therefore invite scholars from all fields and all parts of the country to contribute papers to an edited collection that will explore environments of mobility in Canada's past. The goal of the collection is to interrogate how the connections between mobility and environment have shaped Canada's diverse regions and peoples.

We (Ben Bradley, Colin Coates, Jay Young) plan to hold a workshop in Toronto at York University's Glendon campus in May 2011, where participants will discuss pre-circulated papers in order to create a series of papers for an edited collection. Please submit brief proposals and any questions to Ben Bradley at: ben.bradley@queensu.ca

Forthcoming Conferences & Seminars

Cities, users and their railways

27-29 May 2010
Mechelen, Belgium

4th International Railway History Conference

On 5th May 1835 commercial railway operations were initiated on the European continent by the opening of the railway section between Brussels and Mechelen. The subsequent expansion of the network during the 19th century introduced a new public space, a new territorial marker: the railway station. In Mechelen the railway station was not only a new building, it also created a new location, a new destination and a new territory with an innovative architecture.

The 19th century stations of major cities were constructed as temples of modernism opening the gate to a new world. Stations strongly affected different aspect of city development: mobility, city planning (including the establishment of unique neighborhoods and social environments), architecture and urban development, etc.

As such stations acquired an identity in a sometimes tense relationship with the city. Moreover, station design was reflected by the establishment of a railroad network. The necessity of rail companies posed new challenges for the cities, not only in terms of urbanization, but also in terms of network construction, network design and architecture.

Railway stations evolved after the Second World War in many countries to non-places or even negative environments. They degraded to necessary, functional, multimodal transit centers. Today, however, this evolution stopped and a new generation of railway stations and railway neighborhoods is born. Stations are rediscovered, and even reinvented. A renewed sensation of station areas is experienced, improving the integration into the urban fabric. This new trend raises several questions: questions about urban planning and mobility, liveability, but also about sustainability, heritage and social embedding of urban regeneration in historic sites and neighborhoods.

The Lamot Heritage Center and the International Railway History Association have invited about 25 international experts in Mechelen, Belgium from 27-29 May 2010. From a historical perspective and based on concrete case studies, we hope to open the debate and stimulate reflections on the innovation of historical railway environments, railway stations and neighborhoods in relation to actual and future city planning and development.

Practical information:

LAMOT
Van Beethovenstraat 8/10
2800 Mechelen
T +32 (0)15 29 49 10
E trein@mechelen.be
Conference website online soon.

Register online at:

www.mechelen.be/railwayconference

The conference registration rate for one day is 25 euro, including a conference map and lunch; for two days, 40 euro, including a conference map and lunches. Registration will be confirmed after payment.

T²M Prizes Available

Cornelius Lely Prize for Mobility History and Policy

The Lely Prize is awarded at each year's T²M conference for the best paper presented connecting history with current problems of policy and planning. The prize is named in 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. Further details are available on the T²M website.

John Scholes Prize

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

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

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

General Rules

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

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

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

Major Accessions to UK Repositories in 2008 Relating to Transport

Formerly featured in the *JTH*, the T2M Newsletter now features the annual list of major accessions to transport archives in the UK. This list has been compiled by the National Register of Archives (<http://www.nationalarchives.gov.uk/accessions/>). The website contains lists of accessions between 1994 and 2008, for transport related archives and a variety of other themes and topics. As soon as the list for 2009 accessions becomes available it will be included in the Newsletter.

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

Local

Cambridgeshire Archives

County Record Office

Shire Hall

Castle Hill

Cambridge

CB3 0AP

TH Earys: papers relating to Cambridge (Caxton)

Aerodrome 1934-45 (R108/009)

Centre for Buckinghamshire Studies

County Hall

Walton Street

Aylesbury

Buckinghamshire

HP20 1UU

Wing Airport Resistance Association: records

c1968-81 (AR 32/2008)

Carmarthenshire Archive Service

Parc Myrddin

Richmond Terrace

Carmarthen

SA31 1DS

Gwili Railway Co: minutes and papers 1973-2001 (8022)

Cornwall Record Office

Old County Hall

Truro

Cornwall

TR1 3AY

Plans of Bodmin North railway station 1897-1960 (AD1915)

Cumbria Record Office, Kendal

Cumbria Railways Association: records include correspondence and plans related to Settle and Carlisle railway 1866-1881 (WDSO 108)
West Coast Main Line Campaign: records rel to campaign for modernisation of the West Coast Main Line, incl corresp, minutes and reports 1993-2006 (WDSO 337)

Derbyshire Record Office

New Street

Matlock

Derbyshire

DE4 3AG

Cromford Canal Co: toll receipt and navigation permit book 1838 (D6936)

East Sussex Record Office

The Maltings

Castle Precincts

Lewes

East Sussex

BN7 1YT

England

George Brown, coach and carriage builder, Crowborough: financial records 1898-1902 (ACC 10009)

Falkirk Council Archives

Callendar House

Callendar Park

Falkirk

FK1 1YR

Stirlingshire Midland Junction Railway: corresp, legal papers, parliamentary papers 1836-1855 (A1800/F3)

Gloucestershire Archives

Clarence Row

Alvin Street

Gloucester

GL1 3DW

Stroudwater Navigation Co: additional corresp and papers rel to reports and inspections 1953-2002 (D1180)

Highland Council Archives

Inverness Library

Farraline Park

Inverness

IV1 1NH

Civil Aviation Authority, Inverness Airport: aircraft movement log books 2005-2008 (Acc.1745)

Lancashire Record Office

Bow Lane

Preston

Lancashire

PR1 2RE

Duple International plc, coach builders, Blackpool: records incl minutes, reports and plans 20th cent (DDX 1818)

Burnley, Colne and Nelson Joint Transport

Committee: minutes and accounts 1934-1972 (CBBU)

Medway Archives and Local Studies Centre

Civic Centre

Strood

Rochester

Kent

ME2 4AU

Medway Navigation Co: additional minutes, accounts and printed material incl map of upper Medway 1739-1975 (S/MN)

Museum of Science and Industry in Manchester

Liverpool Road

Manchester

Lancashire

Thomas William Turner, locomotive engineer: personal papers 1820-1849 (2006.56)

Beyer, Peacock & Co Ltd, locomotive engineers, Manchester: photographs, prints and other records relating to locomotives for South African Railways and New South Wales Railways 1923-1964 (2007.27)

General Electric Company plc, manufacturers of electrical and electronic equipment: photographs and drawings relating to electric locomotives built by GEC and the English Electric Co Ltd 1845-1960 (2008.37)

H & J Quick Ltd, automobile engineers and agents, Manchester: records 1914-2000 (2008.10)

Perth and Kinross Council Archive

AK Bell Library

York Place

Perth

PH2 8EP

Breadalbane Toll Road: records 1819-1872 (ACC08/54)

Kinross-shire registers of vehicle licences 1904-1954 (CC2/7/4/1 and CC2/7/5/1)

Perthshire registers of vehicle licences 1909-1911 (CC1/14/13/4-5)

Peterborough Archives Service
Peterborough Central Library
Broadway
Peterborough
PE1 1RX
Peterborough Wisbech & Sutton Railway Co: plans
c1863-91 (PAS/RP)

Sheffield Archives
52 Shoreham Street
Sheffield
S1 4SP
LD Hadfield (Transport) Ltd, Sheffield: office
diaries recording bookings, loads and customers,
financial records 1949-1977 (X148)

Somerset Record Office
Obridge Road
Taunton
TA2 7PU
England
Hochwald Trust: papers rel to Trust established in
1973 to help the families of victims of the Hochwald
air disaster 1973-1997 (A\BWT)
Documents rel to Axbridge air disaster 1973-2004
(A\BWT)

Suffolk Record Office, Lowestoft Branch
Lowestoft Central Library
Clapham Road South
Lowestoft
NR32 1DR
London & North Eastern Railway Co: misc records
rel to goods yards, etc c1930-1989 (L1853)

Surrey History Centre
130 Goldsworth Road

Woking
Surrey
GU21 6ND
Dennis Specialist Vehicles Ltd, commercial vehicle
manufacturers, Guildford: additional records incl
vehicle drawings and specification sheets c1930-69
(8343)

Tower Hamlets Local History Library and
Archives
Bancroft Library
277 Bancroft Road
London
E1 4DQ
England
Lea Rivers Trust, waterway trust, London: records
1992-2008 (TH/9256)

Tyne and Wear Archives Service
Blandford House
Blandford Square
Newcastle Upon Tyne
NE1 4JA
Fred G Smith, locomotive engineer: research notes,
father's diaries, photographs 1897 - 1977 (DX1297)
Newcastle upon Tyne Aero Club: photograph
albums, papers 1925-2002 (SX125)

West Yorkshire Archive Service, Kirklees
Princess Alexandra Walk
Huddersfield
HD1 2SU
Roy Brook, local historian: records, incl corresp,
photographs, photograph albums, plans and
publications rel to Huddersfield Corporation
Tramways and Trolleybuses c1890-1965
(WYK1450)

National

National Museums Liverpool: Maritime Archives
and Library
Merseyside Maritime Museum
Albert Dock
Liverpool
L3 4AQ
Ellis Hughes, pilot on River Mersey: personal log
book 1848-1855 (DX/2428)

Manx National Heritage Library
Manx Museum
Douglas
Isle of Man

IM1 3LY
JR Moore Ltd, motor service, Isle of Man: records
incl minutes and accounts 1954-84 (MS 11947)

National Railway Museum Research Centre
Leeman Road
York
YO26 4XJ
Philip Smith, railway engineer: papers, collection of
certificates and notebooks rel to his engineering
apprenticeship at British Railway Engineering
Department (Derby Works) 1976-1980 (2008-7051)
British Transport Commission: records of British

Transport Advertising Co c1930-2006 (2008-7120)
Southern Railway Co: record cards rel to repair,
alteration and maintenance of electric stock (DC
EMUs) c1955-1992 (2008-7189)

**Royal Air Force Museum, Department of
Research and Information Services
Grahame Park Way**

**London
NW9 5LL**

Alexander Adolphus Dumfries Henshaw, racing and

test pilot: papers 1930-2006 (X002-9256)

**Science Museum Library and Archives
Imperial College Road
South Kensington
London
SW7 5NH**

John Allen, aviation engineer: professional reports,
slides, photographs and papers 1930-2006 (ARCH:
ALL)

Special

**The Waterways Archive, Gloucester
7th Floor**

Llanthony Warehouse

The Docks

Gloucester

GL1 2EH

British Waterways Board: engineering records for the River Lee 1930-1959 (TWA 2008/6)

British Waterways Board: engineering records 20th cent (TWA 2008/2)

London, Midland & Scottish Railway Co: Trent and Mersey canal maintenance notebook 1920-1929
(TWA 2008/20)

Staffordshire & Worcestershire Canal Navigation Co: financial and administrative records 1882-1972
(TWA 2008/1)

University

**Bristol University Information Services: Special
Collections**

Arts & Social Sciences Library

Tyndall Avenue

Bristol

BS8 1TJ

England

Clifton Suspension Bridge: contract and drawings rel
to ironwork 1840 (DM2121)

**Oxford University: Bodleian Library of
Commonwealth and African Studies at Rhodes
House**

South Parks Road

Oxford

OX1 3RG

Charles Kater Drury Sidgwick, 2nd Cheshire Royal
Engineers Railway Volunteers: photographs, mainly
captioned, taken during the Boer War depicting
armed and armoured trains, engineering sheds and
buildings in Pretoria, damaged trains and bridges
1901-02 (MSS. Afr. s. 2464)

**Warwick University: Modern Records Centre
University Library**

Coventry

CV4 7AL

International Transport Workers Federation: records
1900-1999 (acc no 648)

National Union of Rail, Maritime and Transport
Workers, York Office: papers 1900-1999 (acc no
632)

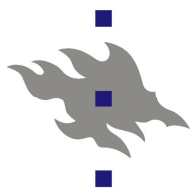
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